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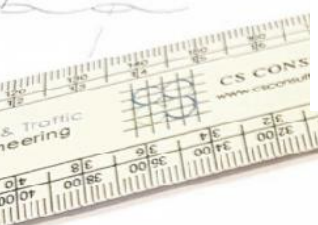
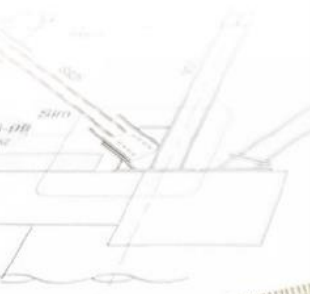
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**Traffic and Transport Assessment
Strategic Housing Development
Frankfort Castle, Old Frankfort,
Dundrum, Dublin 14**

Client: Pembroke Partnership Limited

Job No. H081

August 2021



TRAFFIC AND TRANSPORT ASSESSMENT

STRATEGIC HOUSING DEVELOPMENT

FRANKFORT CASTLE, OLD FRANKFORT, DUNDRUM, DUBLIN 14

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1.0 INTRODUCTION

1.1 Scope

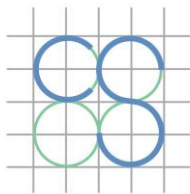
Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Pembroke Partnership Limited to prepare a Traffic and Transport Assessment for a proposed strategic housing development at Frankfort Castle, Old Frankfort, Dundrum, Dublin 14.

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

- Dún Laoghaire-Rathdown County Development Plan 2016–2022
- Dún Laoghaire-Rathdown County Council Standards for Cycle Parking and associated Cycling Facilities for New Developments
- Goatstown Local Area Plan
- The Institute of Highways and Transportation Guidelines for Traffic Impact Assessments
- TII Project Appraisal Guidelines 2011
- TII Traffic and Transport Assessment Guidelines
- Trip Rate Information Computer System (TRICS)
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2020
- The Institution of Structural Engineers (IStructE) Design Recommendations for Multi-Storey and Underground Car Parks
- National Cycle Manual 2011
- Greater Dublin Area Cycle Network Plan
- Design Manual for Urban Roads and Streets

1.2 Objective

The objective of this report is to examine the traffic implications associated with the proposed development, in terms of integration with existing traffic in the area. The report determines the impact of the proposed



development on the existing road network, in particular through the operational assessment of 3no. key junctions along Dundrum Road (R117).

The report also examines the proposed development's vehicular access arrangements, car parking provision, site layout, and facilities for pedestrians and cyclists; as well as assessing the availability of sustainable transport options for residents of the development and outlining mobility management measures that may be adopted to promote and facilitate the use of sustainable transport modes.

1.3 Study Methodology

The methodology adopted for this report is summarised as follows:

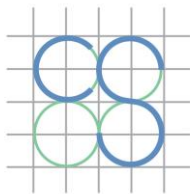
- Traffic flow data – A 12-hour classified vehicular traffic count survey was undertaken on Tuesday the 1st of May 2018 by Tracsis PLC on behalf of CS Consulting. This survey was conducted between 07:00 and 19:00, at 3no. junctions on Dundrum Road. Supplementary traffic surveys at the same 3no. junctions were undertaken by Nationwide Data Collection on behalf of CS Consulting on Tuesday the 22nd of June 2021, Saturday the 26th of June 2021, and Sunday the 27th of June 2021; these classified vehicular traffic counts followed the same methodology, covering a 12-hour period from 07:00 to 19:00 on each survey day. All traffic survey data are included in Appendix A to this report.
- Trip generation – A development trip generation assessment has been carried out using TRICS data, to determine the potential vehicular trips to and from the proposed development site during peak hours.
- Trip distribution – Based upon existing traffic characteristics and the surrounding road network, an appropriate distribution has been assigned to site development vehicular trips across the road network, as described in sub-section 4.3.

- Existing junction assessment – A spreadsheet model was created which contains the base year do-nothing traffic count data described above. The traffic count data was used to develop a TRANSYT model incorporating the 3no. relevant surveyed junctions along Dundrum Road.
- Future junction operation assessments – Future year traffic forecasts were derived from TII growth factors and development trip generation figures. These traffic flows were applied to the TRANSYT model. The performance of the junctions in this model was assessed for the baseline year (2021), the proposed year of opening (2023), 5 years after opening, and 15 years after opening (the Design Year Assessment).
- Parking – Car parking and bicycle parking provisions within the proposed development have been assessed with reference to the Local Authority development plan parking standards and to the 2020 *Design Standards for New Apartments*.
- Mobility Management – The availability of sustainable transport options in the vicinity of the development site has been summarised, and mobility measures have been outlined whereby the proposed development may reduce the rate of private car use by residents and visitors.

1.4 Structure of Report

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

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



- Section 2 describes the proposed development site location, the existing land use, and the development proposals.
- Section 3 provides an overview of the existing traffic conditions and the local road network and identifies any existing or predicted issues related to traffic flow or road infrastructure of particular relevance to this transport appraisal, including relevant committed developments nearby.
- Sections 4 and 5 detail the analysis as described in the study methodology above. The analysis examines trip generation, trip distribution and resulting junction operational performance with the development in place.
- Section 6 assesses the proposed car, bicycle, and motorcycle parking provision for the development, with reference to Local Authority standards and to the *2020 Design Standards for New Apartments (Guidelines for Planning Authorities)*.
- Section 7 addresses the development's internal layout, access for motor vehicles, pedestrians and cyclists, and servicing arrangements.
- Section 8 summarises the provision of public transport in the vicinity of the development site and discusses the implementation of mobility management measures.
- Section 9 provides an overview of the relevant opinions and recommendations received from An Bord Pleanála and from Dublin City Council in the course of the Strategic Housing Development application process to date, and details the measures taken in response to these comments.
- Section 10 presents the conclusions of the report.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The site of the proposed development lies to the west of Dundrum Road, approximately 750m to the north of Dundrum village centre in Dublin 14. The site has a total area of approx. 0.9ha and is located in the administrative jurisdiction of Dún Laoghaire-Rathdown County Council.

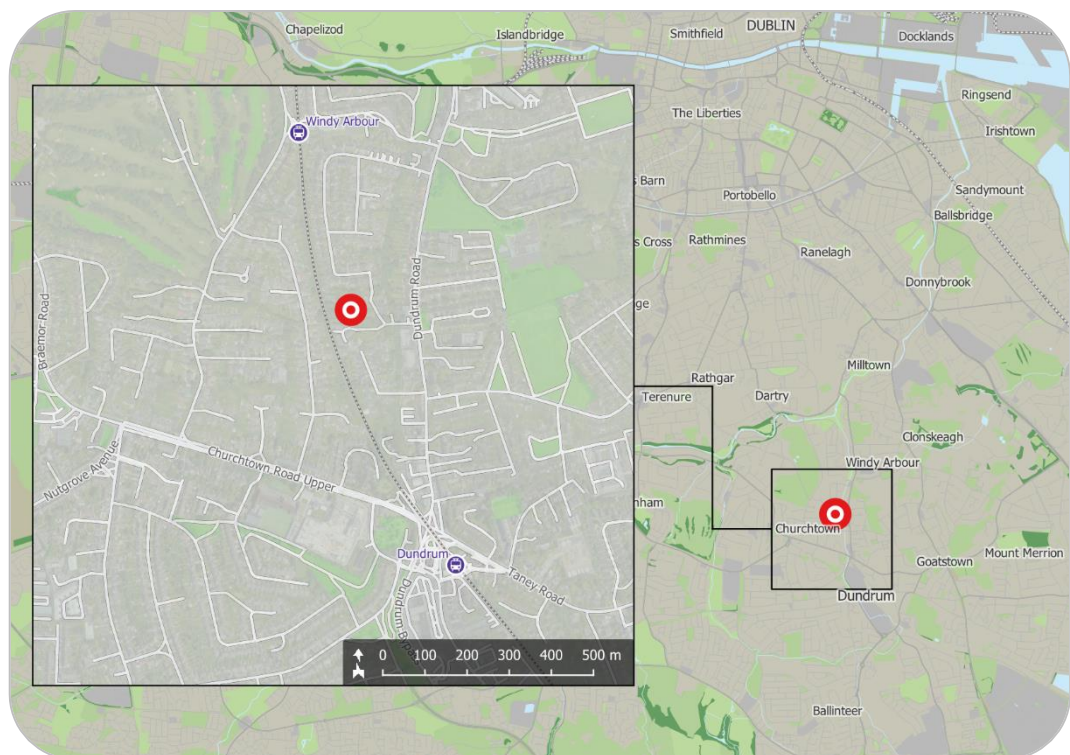


Figure 1 – Location of proposed development site
(map data and imagery: EPA, NTA, OSM Contributors, Google)

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

The site is bounded to the north, south and east by existing residential properties, and to the west by the Luas Green Line. The site has extensive

street frontage on Frankfort at its eastern boundary, and on Frankfort Court at its southern boundary.



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

2.2 Existing Land Use

The site of the proposed development is brownfield and comprises the existing properties of 97A Highfield Park, Dundrum, Dublin 14, D14 P710; 1 Frankfort Castle, Old Frankfort, Dublin 14, D14 HY03; 2 Frankfort Castle, Old Frankfort, Dublin 14, D14 DE72; and Frankfort Lodge, Old Frankfort, Dublin 14, D14 C9P2.

2.3 Description of Proposed Development

The proposed development will consist of 115no. residential units comprising 45no. one-bed units and 70no. two-bed units. The proposed units will be

accommodated in the partially retained Frankfort Castle building and in 3no. blocks with a maximum height of 5 storeys. The subject proposal also includes for the demolition of the existing 97A Highfield Park residence (192.5sqm) and for the demolition of annexe buildings associated with Frankfort Castle including Frankfort Lodge (368sqm).

Additional works proposed include the provision of a childcare facility (80sqm), car and cycle parking at surface and basement level, hard and soft landscaping, surface water drainage infrastructure and attenuation tank, and all associated site development and infrastructure works.

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

3.0 RECEIVING ENVIRONMENT

3.1 Weekday Baseline Traffic Flows



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

Full turning movement classified traffic counts were carried out by Tracsis PLC, on behalf of CS Consulting, over a 12-hour period (07:00–19:00) on Tuesday the 1st of May 2018. Count information was obtained at the following 3no. sites along the R117 Dundrum Road (see Figure 3):

1. Dundrum Road (R117) / Summerville / Frankfort Centre / Old Frankfort
(staggered 5-arm priority junction)
2. Dundrum Road (R117) / Rosemount / Frankfort Park
(staggered 4-arm priority junction)
3. Dundrum Road (R117) / Taney Road (R112) / Dundrum Bypass (R117) /
Churchtown Road Upper (R112)
(4-arm signalised junction with slips)

The weekday peak hour traffic flows across these three survey sites were found to be between 08:00 and 09:00 (AM peak hour) and between 18:00 and 19:00 (PM peak hour).

Raw data from this traffic survey are provided in Appendix A. The 2018 traffic movements at each of the surveyed junctions during the weekday peak hours have been isolated from the count data and have been scaled up to baseline levels for the year 2021 using standard TII growth factors (see sub-section 4.7). These total survey year and baseline year weekday peak hour flows at the survey junctions are included in the traffic flow matrices given in Appendix C and are also given in Table 1.

Table 1 – Typical Total Weekday Peak Traffic at Surveyed Junctions

Time Period	Total Surveyed Junction Traffic Movements (in Passenger Car Units)		
	J1	J2	J3
May 2018 – Survey Year			
AM Peak (08:00-09:00)	1395	1511	2564
PM Peak (18:00-19:00)	1286	1484	2916
May 2021 – Baseline Year			
AM Peak (08:00-09:00)	1463	1584	2691
PM Peak (18:00-19:00)	1348	1557	3058

To validate the calculated 2021 baseline traffic flows (as given in Table 1) and to identify any unexpected increase in local weekday traffic between

2018 and 2021, supplementary classified traffic counts at the same 3no. junctions were undertaken by Nationwide Data Collection on behalf of CS Consulting on Tuesday the 22nd of June 2021. These followed the same methodology as the 2018 survey, covering a 12-hour period from 07:00 to 19:00. Raw data from this supplementary traffic survey are also included in Appendix A.

Traffic flow profiles across a typical weekday are different in June to those in May, largely due to the influence of school holidays and the resultant changes in travel patterns. Local peaks in background traffic may occur at different times of day during the summer months of June to September. To enable a direct comparison between the 2018 and 2021 sets of traffic data, the 2021 data has been adjusted to follow the local traffic flow profile recorded in May 2018, with background peaks occurring between 08:00 and 09:00 (AM peak hour) and between 18:00 and 19:00 (PM peak hour). Both the June 2021 surveyed traffic flows for these peak hours and the derived May 2021 equivalent flows are given in Table 2.

Table 2 – Current Total Weekday Peak Traffic at Surveyed Junctions

Time Period	Total Surveyed Junction Traffic Movements (in Passenger Car Units)		
	J1	J2	J3
June 2021 – Supplementary Survey			
AM Peak (08:00-09:00)	1111	1263	2329
PM Peak (18:00-19:00)	1120	1318	2373
May 2021 Equivalent – Derived from Supplementary Survey			
AM Peak (08:00-09:00)	1146	1301	2396
PM Peak (18:00-19:00)	1172	1379	2483

It is apparent that the local traffic flows recorded by the supplementary 2021 traffic survey – even after seasonal adjustment – are significantly lower than the 2021 baseline traffic flows derived from the 2018 survey. This may

be due in part to local traffic growth in the period 2018-2021 being lower than the Dublin-wide TII growth factors employed for scaling up the 2018 data. A more significant contributory factor is however likely to be the continued nationwide changes in travel patterns that have resulted from the current COVID-19 public health emergency.

Weekday peak hour traffic flows derived from the 2018 traffic survey have therefore been employed for all junction performance assessments, rather than those derived from the 2021 survey flows. This is to ensure a robust assessment of future traffic conditions, and to reflect the probability that recent changes in general travel habits shall be at least partially reversed as the influence of COVID-19 recedes.

3.2 Weekend Traffic Flows

Supplementary classified traffic counts were also undertaken by Nationwide Data Collection on behalf of CS Consulting on Saturday the 26th of June 2021 and on Sunday the 27th of June 2021. These followed the same methodology as the 2018 survey, covering a 12-hour period from 07:00 to 19:00 on each survey day, and encompassed the same 3no. junction sites along the R117 Dundrum Road (see Figure 3):

1. Dundrum Road (R117) / Summerville / Frankfort Centre / Old Frankfort
(staggered 5-arm priority junction)
2. Dundrum Road (R117) / Rosemount / Frankfort Park
(staggered 4-arm priority junction)
3. Dundrum Road (R117) / Taney Road (R112) / Dundrum Bypass (R117) / Churchtown Road Upper (R112)
(4-arm signalised junction with slips)

A single background peak hour was identified on each of these survey days:

- 12:00 to 13:00 on Saturday
- 13:00 to 14:00 on Sunday

Raw data from these supplementary traffic surveys are included in Appendix A. The hourly total traffic flows at each junction are given in Table 3.

Table 3 – 2021 Total Weekend Traffic Flows at Surveyed Junctions

Time Period	Total Surveyed Junction Traffic Movements (in Passenger Car Units)					
	Saturday 26 th June			Sunday 27 th June		
	J1	J2	J3	J1	J2	J3
07:00-08:00	287	311	200	185	199	354
08:00-09:00	468	511	358	262	292	545
09:00-10:00	726	832	499	487	586	1109
10:00-11:00	1051	1168	582	708	793	1612
11:00-12:00	1129	1283	653	875	1010	1997
12:00-13:00	1232	1414	695	1013	1139	2258
13:00-14:00	1175	1336	680	1021	1183	2393
14:00-15:00	1109	1279	633	1040	1168	2384
15:00-16:00	1093	1236	640	891	1024	2258
16:00-17:00	1001	1150	595	922	1054	2238
17:00-18:00	1001	1155	601	872	996	2062
18:00-19:00	943	1081	501	879	987	1984

3.3 Existing Road Network Characteristics

3.3.1 Dundrum Road (R117)

- Single carriageway road with a pavement width of approx. 7.5m generally in the vicinity of the subject site.
- Regional road with a N-S alignment overall, connecting to Taney Road (R112) approx. 500m to the south of the subject site, and to Milltown Road (R820) to the north.
- Subject to a 50km/h speed limit.
- Raised footpaths are present along both sides of the street, along the length of Dundrum Road. No cycle tracks or bus lanes are present.

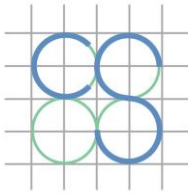
- On-street parking is permitted along stretches of Dundrum Road, on the eastern side of the street in the vicinity of the development site. Bus-stops are present on both sides of Dundrum Road in the vicinity of the development site.



Figure 4 – Dundrum Road (view to south from Old Frankfort)



Figure 5 – Dundrum Road (view to north from Old Frankfort)



3.3.2 Old Frankfort / Frankfort Court

- Single carriageway road with a pavement width of approx. 6m generally in the vicinity of the subject site.
- Residential street with a East-West alignment initially, connecting to Dundrum Road in the east.
- Branches into two residential culs-de-sac at the subject site's eastern boundary: one extending to the north and one (Frankfort Court) to the west.
- Subject to a 30km/h speed limit.
- Raised footpaths are present along one side of Frankfort in the vicinity of the subject site. There are no bus lanes or cycle lanes present on Frankfort.
- On-street parking is generally not permitted on Frankfort in the vicinity of the subject site.



Figure 6 – Old Frankfort (junction with Dundrum Road)



Figure 7 – Existing Site Access on Frankfort Court



Figure 8 – Old Frankfort (view to West)



Figure 9 – Old Frankfort (view to East)

3.3.3 Summerville

- Single carriageway road with a pavement width of approx. 6.m in the vicinity of its junction with Dundrum Road.
- Residential Road connecting to Dundrum Road in the west.
- Subject to a 50km/h speed limit in the vicinity of its junction with Orwell Road.
- Raised segregated footpaths are present along both sides of Sommerville. No cycle tracks or bus lanes are present.
- On-street parking is prohibited along Sommerville in the vicinity of its junction with Dundrum Road.

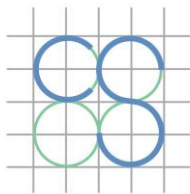
3.3.4 Taney Road (R112)

- Single carriageway road with a pavement width of approx. 10m generally, increasing to approx. 18m in the vicinity of its junction with Dundrum Road.

- Regional road with a NW-SE alignment locally in the vicinity of its junction with Dundrum Road, connecting Dundrum Road to Goatstown Road in the east.
- Subject to a 50km/h speed limit in the vicinity of its junction with Dundrum Road.
- Raised footpaths are present along both sides of Taney Road.
- Cycle lanes are provided in both directions on Taney Road in the immediate vicinity of its junction with Dundrum Road. There are no bus lanes present on Taney Road. There is a bus lane present on Churchtown Road on the eastbound traffic lane.
- On-street parking is prohibited on Taney Road.

3.3.5 Churchtown Road Upper (R112)

- Single carriageway road with a pavement width of approx. 12m, increasing to approx. 18m in the vicinity of its junction with Dundrum Road.
- Regional road with an east-west alignment locally connecting Dundrum Road to Rathfarnham Road in the west.
- Subject to a 50km/h speed limit in the vicinity of its junction with Dundrum Road.
- Raised footpaths are present along both sides of Churchtown Road Upper.
- Segregated cycle lanes are provided in both directions on Churchtown Road Upper. There is a bus lane present on the eastbound traffic lane.
- On-street parking is prohibited on Churchtown Road Upper in the vicinity of its junction with Dundrum Road. However, recessed parking bays are provided along stretches of Churchtown Road Upper.



3.4 Proposed Local Infrastructure Improvements

Dún Laoghaire-Rathdown County Council intends to prepare a Local Area Plan for Dundrum from 2019-2025. The subject development site lies within the lands for which this Local Area Plan is being prepared.

The *Greater Dublin Area Cycle Network Plan* provides for the implementation of secondary cycle routes along Taney Rd, St. Columbanus Rd. and Mulvey Park. It is also proposed to provide a minor greenway and additional feeder routes running parallel to Dundrum Road, in the vicinity of the subject development site.

No further information is available at present regarding the delivery timeframe or detailed design for the cycle network improvements proposed under the *Greater Dublin Area Cycle Network Plan*.

The *Goatstown Local Area Plan* proposes a Quality Bus / Bus Priority Route along Taney Road.

No other relevant transport-related infrastructural objectives in the vicinity of the development site are given in the *Dún Laoghaire-Rathdown County Development Plan 2016-2022*.

3.5 Nearby Committed Developments

A total of 4no. active planning permissions (not yet complete at the time of the 2018 traffic survey) have been identified that are considered sufficiently close to the subject development site to have a significant influence on the traffic flows at the 3no. junctions considered in this report, once developed as permitted:

- (A) DLRCC Planning Refs. D15A/0081, D16A/0023, D18A/0039
Residential development of 261no. apartments and 1no. house (inc. a 161m² GFA crèche), with vehicular access onto Churchtown Road Upper.
- (B) DLRCC Planning Refs. D13A/0490, D18A/0769
Residential development of 26no. houses, with vehicular access onto Taney Road.
- (C) DLRCC Planning Ref. PC/H/05/2015
Part VIII social housing development of 12no. apartments and 32no. houses, with vehicular access onto Rosemount.
- (D) DLRCC Planning Ref. D20A/0189
Residential development of 13no. houses, with vehicular accesses onto Sydenham Road and Taney Road.

For the purposes of this Traffic Impact Assessment, it has been assumed that the above-listed permitted developments shall all be operational by the year 2023. The projected traffic to be generated by these developments has been included in the future year junction assessments, as described in sub-section 4.5 of this report.

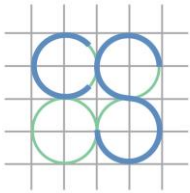


Figure 10 – Relevant nearby committed developments
(map data & imagery: DoHPLG, OSM Contributors, Google)

4.0 TRAFFIC GENERATION & TRIP DISTRIBUTION

4.1 Weekday Subject Development Trip Generation – Operational Stage

The subject development comprises 115no. apartments, as well as a childcare facility with a gross floor area of 80m². Trip generation factors from the TRICS database have been used to predict the vehicular trip generation to and from the proposed development once completed, for both the AM and PM peak hour periods. Full details of the TRICS information used in the assessments are provided in Appendix B.

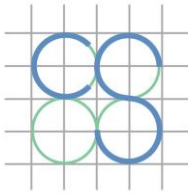
The TRICS sub-category '03 Residential / C – Flats Privately Owned' has been employed, being the most appropriate for this type of development. This is described in the TRICS land use category definitions as follows:

“Housing developments where at least 75% of households are privately owned. Of the total number of units, 75% must also be flats (sum of flats in blocks and “split” houses), with no more than 25% of the total units being “non-split” houses. Includes properties that are privately owned and then privately rented. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms.”

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

- the population within 1 mile of the development site (30,000 approx.);
- the population within 5 miles of the development site (600,000 approx.);
- the aggregate mean car ownership rate within 5 miles of the development site (1.00 car per household).

To ensure a robust assessment of the subject development's trip generation potential, the trip rates selected for this assessment are those of the TRICS



survey positioned at the 85th percentile of similar developments, with this ranking conducted based on combined arrivals and departures during each peak period. The trip rates selected for the AM peak hour (08:00–09:00) and PM peak hour (18:00–19:00) are given in Table 4.

Table 4 – TRICS Subject Development Weekday Trip Generation Rates

	Arrivals per hour per dwelling	Departures per hour per dwelling
AM Peak	0.029	0.364
PM Peak	0.314	0.107

Vehicular trip numbers in this instance have been calculated as a function of the TRICS trip rates given in Table 4 and the total number of dwellings (115no. apartments) within the proposed development. The following trip generation figures are calculated:

Table 5 – Subject Development Weekday Trip Generation from TRICS

	Arrivals	Departures	Total Trips
AM Peak (08:00-09:00)	3	42	45
PM Peak (18:00-19:00)	36	12	48

Given the reduced size of the development's proposed childcare facility, as well as the development site location, it is expected that this facility shall serve only residents of the subject development, with the possible addition of some existing nearby residents within convenient walking distance. The development's childcare facility is therefore expected to generate negligible vehicular traffic and has not been included in trip generation calculations.

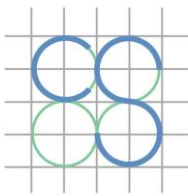
4.2 Weekend Subject Development Trip Generation – Operational Stage

As the TRICS database does not include Saturday or Sunday surveys for apartments, it is not possible to calculate weekend vehicular trip generation for the proposed development in the same manner as the weekday trip generation. An alternative method has therefore been used, which adapts weekday TRICS data following the observed relationships between local traffic flows on weekdays, Saturdays, and Sundays.

Table 6 – 2021 Surveyed Traffic Flows to/from Frankfort

Time Period	Surveyed Traffic Movements (in Passenger Car Units)								
	Tuesday 22 nd June			Saturday 26 th June			Sunday 27 th June		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00-08:00	3	5	8	0	1	1	1	2	3
08:00-09:00	6	9	15	0	2	2	0	0	0
09:00-10:00	4	3	7	2	6	8	0	3	3
10:00-11:00	4	4	8	13	18	31	0	4	4
11:00-12:00	10	4	14	5	4	9	1	4	5
12:00-13:00	15	16	31	3	9	12	5	5	10
13:00-14:00	12	18	30	3	3	6	5	4	9
14:00-15:00	11	8	19	6	9	15	7	7	14
15:00-16:00	3	7	10	10	4	14	4	5	9
16:00-17:00	7	9	16	7	4	11	5	6	11
17:00-18:00	12	12	24	7	7	14	4	3	7
18:00-19:00	3	2	5	6	6	12	10	5	15

Table 6 summarises the arrivals and departures recorded at the existing Frankfort access (the western arm of surveyed junction no. 1) on each of the June 2021 traffic survey days. This is effectively a residential cul de sac, which currently gives access to 22no. dwellings and which would in future also give access to the subject development. It is therefore reasonable to assume that the future weekend traffic generation profiles of the subject



development will reflect these existing profiles of vehicular trips to and from Frankfort.

Table 7 gives average weekday TRICS vehicular trip generation rates for apartments in locations similar to the development site over a 12-hour period from 07:00 to 19:00. From these trip rates, hourly vehicle arrival and departure trips have been calculated for the development as a whole. As previously noted (sub-section 4.1), the development's childcare facility is expected to generate negligible vehicle trips and therefore is not included in this calculation.

Table 7 – TRICS Subject Development Weekday 12-hour Trip Generation

Time Period	TRICS Rates (per apartment)		Weekday Vehicle Trips (115no. apartments)		
	Arrivals	Departures	Arrivals	Departures	Total Trips
07:00 - 08:00	0.038	0.160	4	18	22
08:00 - 09:00	0.083	0.241	10	28	38
09:00 - 10:00	0.097	0.085	11	10	21
10:00 - 11:00	0.081	0.088	9	10	19
11:00 - 12:00	0.072	0.099	8	11	19
12:00 - 13:00	0.087	0.100	10	12	22
13:00 - 14:00	0.090	0.094	10	11	21
14:00 - 15:00	0.117	0.085	13	10	23
15:00 - 16:00	0.111	0.087	13	10	23
16:00 - 17:00	0.114	0.059	13	7	20
17:00 - 18:00	0.146	0.082	17	9	26
18:00 - 19:00	0.143	0.092	16	11	27

It must be noted that these TRICS rates are not the same as those used in sub-section 4.1 to calculate the development's operational stage weekday peak hour trip generation. The TRICS rates given in Table 7 have been selected using the same geographic and demographic factors as those used in sub-section 4.1 but represent an average of all qualifying TRICS survey sites. The TRICS trip rates given in in sub-section 4.1 (Table 4) are

those of the TRICS survey positioned at the 85th percentile of similar developments, with this ranking conducted based on combined arrivals and departures during each peak period. Both sets of TRICS data are provided within Appendix B to this report.

Table 8 – Derived Subject Dev. Weekend 12-hour Trip Generation

Time Period	Vehicle Trips					
	Saturdays			Sundays		
	Arrivals	Dep.	Total	Arrivals	Dep.	Total
07:00-08:00	0	4	4	1	7	8
08:00-09:00	0	6	6	0	0	0
09:00-10:00	6	20	26	0	10	10
10:00-11:00	29	45	74	0	10	10
11:00-12:00	4	11	15	1	11	12
12:00-13:00	2	7	9	3	4	7
13:00-14:00	3	2	5	4	2	6
14:00-15:00	7	11	18	8	9	17
15:00-16:00	43	6	49	17	7	24
16:00-17:00	13	3	16	9	5	14
17:00-18:00	10	5	15	6	2	8
18:00-19:00	32	33	65	53	28	81

Table 8 presents hourly Saturday and Sunday vehicular trip generation figures for the subject development. These have been derived from the weekday trip generation figures given in Table 7, using the Tuesday-Saturday and Tuesday-Sunday relationships apparent in the arrivals and departures recorded at the existing Frankfort access (as given in Table 6).

As noted in sub-section 3.2, the June 2021 traffic surveys identified the following weekend peaks in background traffic across the 3no. surveyed junctions:

- 12:00 to 13:00 on Saturday
- 13:00 to 14:00 on Sunday

The subject development's predicted vehicular trip generation in each of these weekend peak hours is given in Table 9.

Table 9 – Derived Subject Dev. Weekend Peak Trip Generation

	Arrivals	Departures	Total Trips
Saturday Peak (12:00-13:00)	2	7	9
Sunday Peak (13:00-14:00)	4	2	6

Comparison of Table 3 (sub-section 3.2), Table 8, and Table 9 shows that the subject development's predicted peaks in vehicular traffic generation do not coincide with the weekend peaks in background traffic. It is therefore not considered necessary to undertake detailed assessment of any existing junctions under weekend traffic conditions.

4.3 Weekday Subject Development Trip Distribution – Operational Stage

The proposed vehicular access to the development shall be located on Frankfort Court, at the site's southern boundary (see Figure 2, page 6). To access the wider road network, all vehicular traffic to and from the subject development will therefore travel via the junction of Old Frankfort with Dundrum Road (surveyed junction no. 1). At this junction, it is assumed that all development-related traffic shall be distributed in accordance with the directional splits currently observed; these are given in Table 10.

At the remaining 2no. surveyed junctions (see Figure 3, page 8), it is also assumed that vehicular traffic to and from the subject development shall be distributed according to the directional splits currently observed at these junctions. These splits, for both the AM and PM peak periods, are given in Table 11 and Table 12. Refer to Appendices A and C for detailed traffic flows.

Table 10 – Existing Traffic Splits at Surveyed Junction 1
Dundrum Road / Summerville / Frankfort Centre Car Park / Old Frankfort

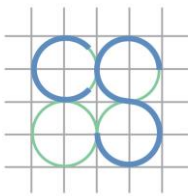
Arrivals TO Old Frankfort					
From	Dundrum Rd (North)	Summerville	Dundrum Rd (South)	Frankfort Centre	TOTAL
AM Peak	31%	0%	69%	0%	100%
PM Peak	25%	0%	75%	0%	100%
Departures FROM Old Frankfort					
To	Dundrum Rd (North)	Summerville	Dundrum Rd (South)	Frankfort Centre	TOTAL
AM Peak	36%	0%	64%	0%	100%
PM Peak	10%	0%	90%	0%	100%

Table 11 – Existing Traffic Splits at Surveyed Junction 2
Dundrum Road / Rosemount / Frankfort Park

Movements TO Dundrum Road (North)				
From	Rosemount	Dundrum Road (South)	Frankfort Park	TOTAL
AM Peak	19%	80%	1%	100%
PM Peak	3%	96%	1%	100%
Movements FROM Dundrum Road (North)				
To	Rosemount	Dundrum Road (South)	Frankfort Park	TOTAL
AM Peak	8%	92%	0%	100%
PM Peak	9%	90%	1%	100%

Table 12 – Existing Traffic Splits at Surveyed Junction 3
Dundrum Road / Taney Road / Dundrum Bypass / Churchtown Road

Movements TO Dundrum Road (North)				
From	Taney Road	Dundrum Bypass	Churchtown Road	TOTAL
AM Peak	10%	54%	36%	100%
PM Peak	9%	64%	27%	100%
Movements FROM Dundrum Road (North)				
To	Taney Road	Dundrum Bypass	Churchtown Road	TOTAL
AM Peak	19%	58%	23%	100%
PM Peak	9%	71%	20%	100%



4.4 Proportional Increases in Traffic

As shown in Table 13, vehicular traffic generated by the proposed development shall result in negligible increases in the total traffic flows at the 3no. surveyed junctions, when compared to the existing traffic flows at these junctions.

Table 13 – Increases in Traffic at Surveyed Junctions

Surveyed Junction No.	Background Traffic Flows at Junction (2021 Baseline) *		Additional Development Trips Through Junction		Proportional Increase	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	1463	1348	45	48	3.1%	3.6%
2	1584	1557	29	39	1.8%	2.5%
3	2691	3058	26	37	1.0%	1.2%

4.5 Weekday Construction Stage Trip Generation and Distribution

Heavy Goods Vehicle (HGV) construction traffic to and from the site shall reach a peak during preliminary earthworks, which may require the removal of spoil from the site and/or the importation of soil and aggregate. The final programming and scheduling of any such material transfer shall be determined by the lead Contractor appointed to the project. Under a 'worst-case' scenario, however, it is possible that up to 4no. such HGV trips may be made to the site each hour (one HGV arrival and one HGV departure every 15 minutes). This would equate to total traffic movements of 18 Passenger Car Units (PCU) in each of the background peak hours.

* Total surveyed vehicle movements at junction, in PCU.

In addition to HGV traffic, periodic deliveries of materials to site shall be made by Light Goods Vehicles. To the extent possible, these shall be scheduled to take place outside of the background peak traffic hours. Such trips are also unlikely to occur frequently during the stages of construction that require bulk excavation or the importation of fill material; LGV trips are therefore unlikely to occur in significant numbers at the same time as HGV trips take place. For the purposes of estimating a worst-case construction traffic generation scenario, however, 5no. LGV arrivals and 5no. LGV departures (total traffic movements of 10 PCU) are assumed in each of the background peak hours.

Limited car parking for construction personnel is likely to be provided on site during construction works. Some vehicular trips shall therefore be made to and from the site each day by construction personnel commuting to and from work. The majority of these trips are expected to fall outside the background traffic peak hours. In the worst-case scenario, it is assumed that 10no. such light vehicle trips may be made to the site during the AM peak hour, and 10no. such trips may be made from the site during the PM peak hour.

The anticipated worst-case scenario vehicular trip generation of the subject site during construction is summarised in Table 14.



Table 14 – Maximum Peak Hour Construction Traffic Generation

Time Period	Heavy Goods Vehicles	Light Vehicles	TOTAL (PCU) †
Arrivals			
AM Peak	4	15	24
PM Peak	4	5	14
Departures			
AM Peak	4	5	14
PM Peak	4	15	24
Total Trips			
AM Peak	8	20	38
PM Peak	8	20	38

All light vehicle trips to and from the subject site during construction are assumed to be distributed across the local road network in the same manner as those trips generated during the development's operational stage (see sub-section 4.3). HGV traffic to and from the site will follow a designated route to/from the south along Dundrum Road and the Dundrum Bypass, which ultimately connects to the M50 motorway.

A supplementary assessment of junction performance during the development's construction stage is provided in sub-section 5.7 of this report.

† 1 Light Vehicle (car or LGV) = 1 PCU; 1 HGV = 2.3 PCU

4.6 Committed Development Trip Generation and Distribution

The vehicular trips predicted to be generated by the 4no. committed developments identified in sub-section 3.5 have been included in background traffic flows for future assessment years.

Table 15 – Committed Development Trip Generation

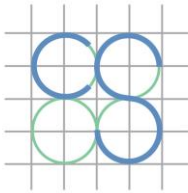
Committed Development ‡	Peak Period	Arrivals	Departures	Total Trips
(A)	AM	35	76	111
	PM	72	49	121
(B)	AM	4	8	12
	PM	7	7	14
(C)	AM	6	10	16
	PM	9	8	17
(D)	AM	2	4	6
	PM	3	3	6

These developments comprise primarily houses and apartments (both social housing and privately-owned units), with a crèche included in committed development (A). Trip generation figures for these developments have been obtained with reference primarily to the TRICS sub-categories '03 Residential / A – Houses Privately Owned', '03 Residential / B – Affordable/Local Authority Houses', '03 Residential / D – Affordable/Local Authority Flats', and '04 Education / D – Nursery'; these are described in the TRICS land use category definitions as follows:

Houses Privately Owned

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

‡ See Figure 10, page 14.



terraced, detached, semi-detached, bungalows, etc), with no more than 25% of the total units being flats. Includes properties that are privately owned and then privately rented. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms."

Affordable/Local Authority Houses

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

Affordable/Local Authority Flats

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

Nursery

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

The TRICS trip rates selected are the mean average rates for similar sites, during the identified AM and PM peak hours (08:00 to 09:00 and 18:00 to 19:00). These TRICS data are included in Appendix B.

In the case of committed development (A), the trip generation rates for the apartments within this development have been derived from the Traffic & Transport Assessment report prepared by DBFL Consulting Engineers and submitted under planning reg. ref. D15A/0081. No equivalent technical report is available for committed developments (B), (C), or (D).

As for the subject development, the predicted trips generated by all committed developments have been distributed across the road network according to the directional splits currently observed at the 3no. surveyed junctions (see Figure 3, page 8, and refer to Appendices A and C). At the points of vehicular access from these developments onto the wider road network (on Churchtown Road Upper, Taney Road, and Rosemount) arrival and departure trips have been distributed from/to the east and west in accordance with the existing directional splits of traffic along these roads during the peak hour periods (as recorded at surveyed junctions 2 and 3).

In the case of committed development (D), the principal vehicular access to which is on Sydenham Road, it has been assumed for the purposes of this assessment that all traffic to and from this development shall travel via Taney Road.

4.7 Future Year Traffic Growth

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

- 2021 Baseline year (existing traffic flows)
- 2023 Proposed opening year
- 2028 5 years after opening
- 2038 Design year (15 years after opening)

Unit 5.3 of the TII *Project Appraisal Guidelines (PE-PAG-02017 Travel Demand Projections)* has been used to apply growth factors to the surveyed 2018



traffic flows for the baseline and future year junction assessments. The TII annual growth rates applied are given in Table 16, and the resultant cumulative growth in background traffic for each assessment year is given in Table 17.

Table 16 – TII Central Growth Rates (Light Vehicles)

Geographic Area	Background Traffic Growth per Year		
	2016-2030	2030-2040	2040-2050
Dublin Metropolitan Area	+ 1.62%	+ 0.51%	+ 0.44%

Table 17 – Predicted Background Traffic Growth §

2021 Baseline year	2023 Year of opening	2028 5 years after opening	2038 15 years after opening
+ 4.9%	+ 8.4%	+ 17.4%	+ 26.3%

§ Cumulative percentage increases over 2018 surveyed background traffic levels.

5.0 OPERATIONAL ASSESSMENT

5.1 Introduction

To determine the likely traffic impact of the proposed development, operational assessments of the 3no. existing surveyed junctions on Dundrum Road (R117) have been undertaken using the computer program TRANSYT, for both the weekday AM peak hour and the weekday PM peak hour.

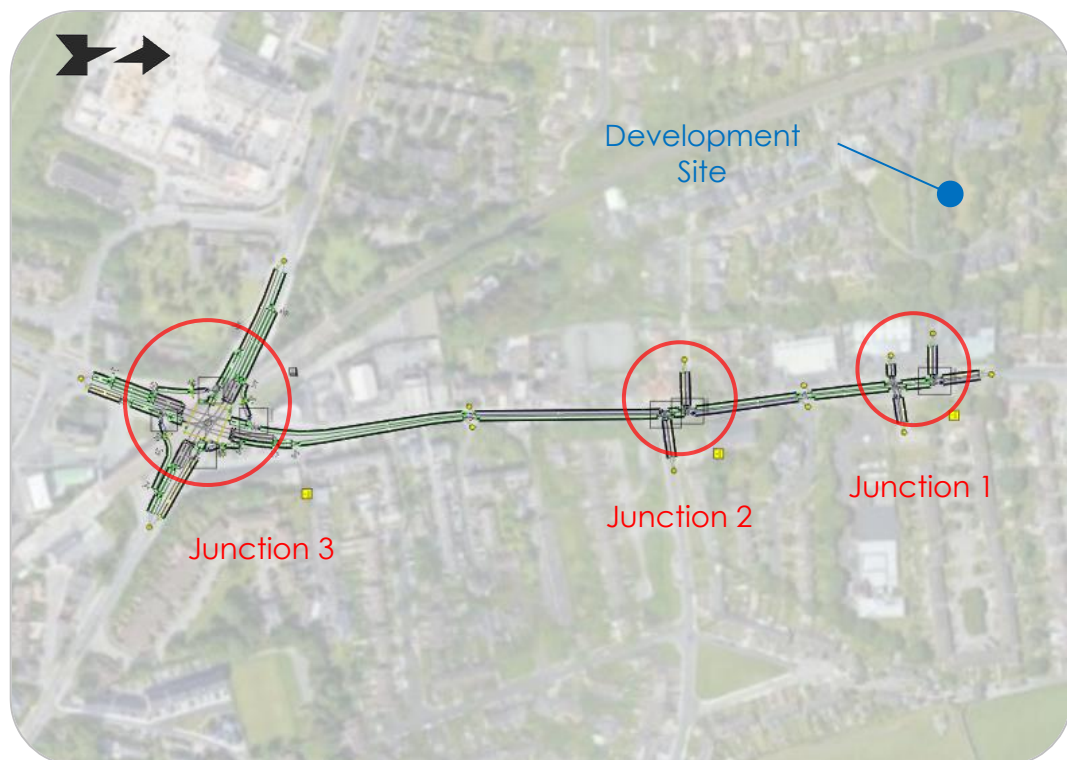
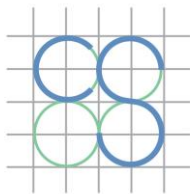


Figure 11 – TRANSYT model of assessed junctions
(background imagery: Google)

The following junctions have been modelled and assessed (see Figure 3, page 8, and Figure 11 above):

1. Dundrum Road (R117) / Summerville / Frankfort Centre / Old Frankfort
(staggered 5-arm priority junction)
2. Dundrum Road (R117) / Rosemount / Frankfort Park
(staggered 4-arm priority junction)



3. Dundrum Road (R117) / Taney Road (R112) / Dundrum Bypass (R117) / Churchtown Road Upper (R112)
(4-arm signalised junction with slips)

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

5.2 Assessment Scenarios

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

- 2021 – existing baseline traffic conditions;
- 2023 (planned year of opening) – with & without subject development;
- 2028 – with & without subject development;
- 2038 (design year) – with & without subject development.

In addition to the above principal assessment scenarios, an additional assessment of junction performance during the construction phase (in the year 2023) has also been carried out; this takes account of the site's expected construction traffic generation, as detailed in sub-section 4.5. The results of this construction stage assessment are presented in sub-section 5.7.

5.3 Definitions

Degree of Saturation:

The ratio of current traffic flow to ultimate capacity (also known as RFC) on a link or traffic stream. Account is taken of the green time given to the link per cycle when calculating this value (for signalised junction approaches), as well blocking effects and oversaturation effects.

Maximum Queue at End of Red:

The maximum length of queue in any lane of a signal-controlled junction approach link by the end of the red signal phase for that approach, measured in Passenger Car Units (PCUs). Given in the following tables for signal-controlled junction approaches only.

Mean Maximum Queue

The highest estimated mean number of Passenger Car Units (PCUs) queued in any lane of a junction approach link, averaged over the entire analysis period. Given in the following tables for priority-controlled junction approaches only.

Mean Delay per PCU:

The average delay incurred by a vehicle on a junction approach link or traffic stream, as a result of having to queue at signals or having to give way at a priority junction.

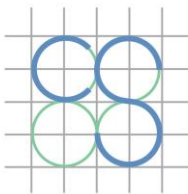
Practical Reserve Capacity:

The percentage by which the arrival rate on a stream could increase before the stream would reach its effective capacity (i.e. 90% saturation).

5.4 Junction 1 Assessment Results

The following tables give the TRANSYT modelling results, for each of the assessment scenarios, at the junction of Old Frankfort with the R117 (Dundrum Road), Summerville, and the Frankfort Centre car park.

- Arm A: Dundrum Road [R117] (to north)
- Arm B: Summerville (to east)
- Arm C: Dundrum Road [R117] (to south)
- Arm D: Frankfort Centre car park (to south-west)
- Arm E: Old Frankfort (to north-west)



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

In the each of the years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance during peak hour periods, resulting in no discernible change in junction approach queues and increasing mean vehicle delay by no more than 1 second on any approach.

Table 18 – Junction 1 Assessment Results

Junction Approach Arm & Traffic Stream Direction**		Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
Arm	Stream	AM	PM	AM	PM	AM	PM	AM	PM
2021 – baseline year assessment									
A	S / L / R	30	39	0	0	0	1	205	129
B	S / L / R	2	1	0	0	0	0	5290	7354
C	S / L / R	52	35	0	0	1	1	75	160
D	S / L / R	0	2	0	0	0	0	n/a	4084
E	S / L / R	3	3	0	0	0	0	2579	2838
2023 – opening year assessment – WITHOUT subject development									
A	S / L / R	31	41	0	0	0	1	190	117
B	S / L / R	2	1	0	0	0	0	5112	6153
C	S / L / R	55	37	0	0	1	1	65	146
D	S / L / R	0	2	0	0	0	0	n/a	3885
E	S / L / R	4	3	0	0	0	0	2224	2478

** S = straight ahead, L = left turn, R = right turn

Table 19 – Junction 1 Assessment Results (continued)

Junction Approach Arm & Traffic Stream Direction		Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
Arm	Stream	AM	PM	AM	PM	AM	PM	AM	PM
2023 – opening year assessment – WITH subject development in place									
A	S / L / R	31	43	0	0	0	1	188	109
B	S / L / R	2	1	0	0	0	0	5002	6115
C	S / L / R	55	38	0	0	1	1	64	137
D	S / L / R	0	2	0	0	0	0	n/a	3768
E	S / L / R	17	7	0	0	1	0	420	1115
2028 assessment – WITHOUT subject development									
A	S / L / R	34	45	0	0	1	1	167	100
B	S / L / R	2	1	0	0	0	0	4359	5940
C	S / L / R	59	40	0	0	1	1	54	128
D	S / L / R	0	3	0	0	0	0	n/a	3049
E	S / L / R	4	4	0	0	0	0	1975	2133
2028 assessment – WITH subject development in place									
A	S / L / R	34	47	0	0	1	1	166	93
B	S / L / R	2	1	0	0	0	0	4267	5902
C	S / L / R	58	41	0	0	1	1	54	119
D	S / L / R	0	3	0	0	0	0	n/a	2942
E	S / L / R	19	8	0	0	1	1	386	1000
2038 – design year assessment – WITHOUT subject development									
A	S / L / R	36	48	0	0	1	1	149	86
B	S / L / R	3	2	0	0	0	0	3372	5006
C	S / L / R	61	42	0	0	2	1	47	112
D	S / L / R	0	3	0	0	0	0	n/a	2590
E	S / L / R	5	4	0	0	0	0	1712	2013
2038 – design year assessment – WITH subject development in place									
A	S / L / R	36	50	0	0	1	1	147	80
B	S / L / R	3	2	0	0	0	0	3287	4973
C	S / L / R	61	44	0	0	2	1	47	105
D	S / L / R	0	3	0	0	0	0	n/a	2491
E	S / L / R	20	9	0	0	2	1	354	940

5.5 Junction 2 Assessment Results

The following tables give the TRANSYT modelling results, for each of the assessment scenarios, at the junction of Rosemount and Frankfort Park with the R117 (Dundrum Road).

- Arm A: Dundrum Road [R117] (to north)
- Arm B: Rosemount (to east)
- Arm C: Dundrum Road [R117] (to south)
- Arm D: Frankfort Park (to west)

Table 20 – Junction 2 Assessment Results

Junction Approach Arm & Traffic Stream Direction		Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
Arm	Stream	AM	PM	AM	PM	AM	PM	AM	PM
2021 – baseline year assessment									
A	S / L / R	29	43	0	0	0	1	209	108
B	S / L / R	80	24	6	0	22	2	12	269
C	S / L / R	48	51	14	16	2	3	88	76
D	S / L / R	5	1	0	0	0	0	1708	6093
2023 – opening year assessment – WITHOUT subject development									
A	S / L / R	31	46	0	0	0	1	193	98
B	S / L / R	90	29	9	0	45	2	-1	211
C	S / L / R	51	55	15	17	2	4	75	63
D	S / L / R	6	2	0	0	0	0	1444	4529
2023 – opening year assessment – WITH subject development in place									
A	S / L / R	32	46	0	0	0	1	180	95
B	S / L / R	93	30	10	0	54	2	-3	201
C	S / L / R	52	57	15	18	2	4	74	59
D	S / L / R	6	2	0	0	0	0	1416	4408
2028 assessment – WITHOUT subject development									
A	S / L / R	33	49	0	0	1	1	171	82
B	S / L / R	105	33	23	0	153	3	-14	172
C	S / L / R	56	60	17	19	2	5	61	49
D	S / L / R	7	2	0	0	1	0	1237	3791

Table 21 – Junction 2 Assessment Results (continued)

Junction Approach Arm & Traffic Stream Direction		Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
Arm	Stream	AM	PM	AM	PM	AM	PM	AM	PM
2028 assessment – WITH subject development in place									
A	S / L / R	35	50	0	0	1	1	159	80
B	S / L / R	107	34	25	0	182	3	-16	162
C	S / L / R	56	62	17	20	2	5	61	45
D	S / L / R	7	2	0	0	1	0	1219	3679
2038 – design year assessment – WITHOUT subject development									
A	S / L / R	36	53	0	0	1	1	152	70
B	S / L / R	122	39	41	0	350	4	-26	128
C	S / L / R	60	66	20	21	3	7	50	37
D	S / L / R	8	3	0	0	1	0	1034	2879
2038 – design year assessment – WITH subject development in place									
A	S / L / R	37	54	0	0	1	1	142	68
B	S / L / R	125	41	45	0	386	4	-28	119
C	S / L / R	60	67	20	22	3	7	49	33
D	S / L / R	8	3	0	0	1	0	1014	2780

The assessment results show that this junction currently operates within its effective capacity on all approaches during both the AM and PM peak periods. Negligible vehicle queues and delays are experienced on the northern and western junction approaches; significant queues are however experienced on the southern approach from Dundrum Road (Arm C), resulting from traffic turning right onto Rosemount being opposed by southbound traffic continuing along Dundrum Road. Moderate delays are also experienced during the AM peak on the eastern approach from Rosemount (Arm B).

The eastern junction approach (Arm B) is shown to exceed effective capacity during the AM peak hour from the year 2023 onward, under the influence of background traffic growth, and to exceed ultimate capacity by the year 2028. Vehicle queues and delays on this approach during the



AM peak shall increase significantly between the years 2021 and 2038. All other junction approach streams are shown to continue operating within their effective capacities past the year 2038; vehicle queues and delays on these approaches shall generally remain at levels similar to those currently existing.

On the majority of junction approaches, the addition of the vehicular traffic generated by the proposed development is shown to have a negligible impact on junction performance during peak hour periods in each of the years assessed, adding no more than 1 Passenger Car Unit to any junction approach queue and having no discernible effect on mean vehicle delay. Due to pre-existing oversaturation on the eastern approach from Rosemount (Arm B) in future years, development traffic shall have a more pronounced impact on this approach during the AM peak, resulting in maximum increases of 3 PCU in mean approach queue length and 37 seconds in mean vehicle delay.

5.6 Junction 3 Assessment Results

The following tables give the TRANSYT modelling results, for each of the assessment scenarios, at the junction of the R117 (Dundrum Road and Dundrum Bypass) with the R112 (Taney Road and Churchtown Road Upper).

- Arm A: Dundrum Road (to north)
- Arm B: Taney Road (to east)
- Arm C: Dundrum Bypass (to south)
- Arm D: Churchtown Road upper (to west)

The assessment results show that this junction currently operates within its effective capacity on all approaches during both the AM and PM peak periods, with moderate queues and delays experienced on signal-controlled approach streams (straight ahead and right turn).

Table 22 – Junction 3 Assessment Results

Junction Approach Arm and Traffic Stream		Degree of Saturation (%)		Maximum Queue at End of Red (PCU)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Arm	Stream										
2021 – baseline year assessment											
A	S	65	76	7	10	n/a	n/a	54	51	38	19
	L	14	8	n/a	n/a	0	0	0	0	557	101
	R	38	32	4	4	n/a	n/a	45	36	137	186
B	S	33	64	9	13	n/a	n/a	29	48	176	42
	L	5	12	n/a	n/a	0	0	0	0	179	651
	R	31	18	2	2	n/a	n/a	49	41	191	398
C	S	67	72	12	14	n/a	n/a	29	48	35	25
	L	13	35	n/a	n/a	0	0	0	0	612	157
	R	8	11	1	1	n/a	n/a	49	41	990	725
D	S	44	49	12	10	n/a	n/a	30	44	104	82
	L	36	26	n/a	n/a	0	0	1	1	150	246
	R	69	78	6	9	n/a	n/a	64	63	30	15
2023 – opening year assessment – WITHOUT subject development											
A	S	68	79	7	11	n/a	n/a	55	53	33	14
	L	15	9	n/a	n/a	0	0	0	0	517	928
	R	41	35	4	4	n/a	n/a	46	37	117	155
B	S	37	72	10	15	n/a	n/a	30	50	142	25
	L	5	13	n/a	n/a	0	0	0	0	170	609
	R	31	18	2	2	n/a	n/a	48	40	193	396
C	S	69	79	13	15	n/a	n/a	30	50	31	14
	L	14	40	n/a	n/a	0	0	0	0	553	127
	R	9	12	1	1	n/a	n/a	48	40	913	646
D	S	50	55	14	11	n/a	n/a	32	45	78	65
	L	40	29	n/a	n/a	0	0	2	1	124	214
	R	73	82	6	10	n/a	n/a	66	65	24	10

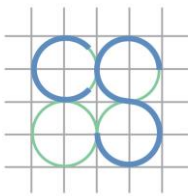


Table 23 – Junction 3 Assessment Results (continued)

Junction Approach Arm and Traffic Stream		Degree of Saturation (%)		Maximum Queue at End of Red (PCU)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Arm	Stream										
2023 – opening year assessment – WITH subject development in place											
A	S	68	80	7	11	n/a	n/a	54	54	33	13
	L	15	9	n/a	n/a	0	0	0	0	492	914
	R	41	36	4	4	n/a	n/a	45	37	117	152
B	S	38	75	10	16	n/a	n/a	31	53	137	20
	L	5	13	n/a	n/a	0	0	0	0	169	608
	R	31	19	2	2	n/a	n/a	48	40	193	382
C	S	69	78	13	15	n/a	n/a	31	53	30	16
	L	14	40	n/a	n/a	0	0	0	0	552	127
	R	9	12	1	1	n/a	n/a	48	40	913	682
D	S	52	57	14	11	n/a	n/a	33	47	74	58
	L	40	30	n/a	n/a	0	0	2	1	123	203
	R	73	82	6	10	n/a	n/a	66	65	24	10
2028 assessment – WITHOUT subject development											
A	S	73	85	8	12	n/a	n/a	58	60	24	6
	L	16	10	n/a	n/a	0	0	0	0	468	845
	R	45	38	4	5	n/a	n/a	46	37	102	136
B	S	42	80	11	17	n/a	n/a	32	56	114	12
	L	6	14	n/a	n/a	0	0	0	0	153	549
	R	32	19	3	2	n/a	n/a	48	39	185	374
C	S	72	85	14	17	n/a	n/a	32	56	26	6
	L	15	43	n/a	n/a	0	0	0	0	502	109
	R	9	13	1	1	n/a	n/a	48	39	890	575
D	S	57	61	16	12	n/a	n/a	35	48	57	47
	L	44	31	n/a	n/a	0	0	2	1	106	189
	R	74	85	7	11	n/a	n/a	65	69	22	6

Table 24 – Junction 3 Assessment Results (continued)

Junction Approach Arm and Traffic Stream		Degree of Saturation (%)		Maximum Queue at End of Red (PCU)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Arm	Stream										
2028 assessment – WITH subject development in place											
A	S	72	86	8	13	n/a	n/a	57	62	25	5
	L	16	10	n/a	n/a	0	0	0	0	449	833
	R	44	39	4	5	n/a	n/a	45	38	103	133
B	S	42	80	11	17	n/a	n/a	32	56	114	12
	L	6	14	n/a	n/a	0	0	0	0	153	549
	R	32	20	3	2	n/a	n/a	48	40	185	344
C	S	75	84	14	17	n/a	n/a	32	56	20	7
	L	15	43	n/a	n/a	0	0	0	0	502	109
	R	10	13	1	1	n/a	n/a	48	40	845	607
D	S	57	61	16	12	n/a	n/a	35	48	57	47
	L	44	32	n/a	n/a	0	0	2	1	106	179
	R	74	89	7	12	n/a	n/a	65	78	22	2
2038 – design year assessment – WITHOUT subject development											
A	S	74	92	8	15	n/a	n/a	58	74	22	-2
	L	17	10	n/a	n/a	0	0	0	0	438	784
	R	45	41	4	5	n/a	n/a	45	38	101	121
B	S	47	86	12	19	n/a	n/a	34	61	91	4
	L	6	15	n/a	n/a	0	0	0	0	142	498
	R	32	20	3	2	n/a	n/a	47	40	178	344
C	S	77	91	15	20	n/a	n/a	34	61	17	-2
	L	16	46	n/a	n/a	0	0	0	0	455	94
	R	10	14	1	1	n/a	n/a	47	40	828	544
D	S	64	66	17	13	n/a	n/a	38	49	40	37
	L	47	34	n/a	n/a	0	0	2	1	91	167
	R	75	91	7	13	n/a	n/a	65	84	19	-1

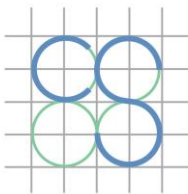


Table 25 – Junction 3 Assessment Results (continued)

Junction Approach Arm and Traffic Stream		Degree of Saturation (%)		Maximum Queue at End of Red (PCU)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Arm	Stream										
2038 – design year assessment – WITH subject development in place											
A	S	76	93	8	16	n/a	n/a	60	77	19	-3
	L	17	10	n/a	n/a	0	0	0	0	421	774
	R	46	41	5	5	n/a	n/a	46	38	95	118
B	S	47	90	12	20	n/a	n/a	34	68	91	0
	L	6	15	n/a	n/a	0	0	0	0	142	497
	R	32	21	3	2	n/a	n/a	47	40	178	333
C	S	77	90	15	20	n/a	n/a	34	68	17	0
	L	16	47	n/a	n/a	0	0	0	0	454	93
	R	10	13	1	1	n/a	n/a	47	40	828	575
D	S	64	69	17	14	n/a	n/a	38	51	40	31
	L	47	35	n/a	n/a	0	0	2	1	91	159
	R	75	91	7	13	n/a	n/a	65	84	19	-1

All junction approach streams are shown to continue operating within their effective capacities past the year 2028, with vehicle queues and delays at levels similar to those currently existing. The majority of approach streams shall also remain within effective capacity past the year 2038; some approach streams shall slightly exceed effective capacity in this year but shall remain within ultimate capacity.

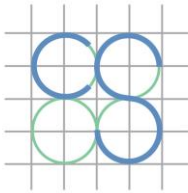
In the each of the years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a minimal impact on junction performance, adding no more than 1 Passenger Car Unit to any junction approach queue and no more than 9 seconds to mean vehicle delay on any approach.

5.7 Construction Stage Assessment

Table 26 gives the TRANSYT modelling results for the 3no. assessed junctions under a worst-case scenario during the development's construction stage in the year 2023.

Table 26 – 2023 Construction Stage Assessment Results

Junction Approach Arm and Traffic Stream		Degree of Saturation (%)		Maximum Queue at End of Red (PCU)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Junction 1											
A	S/L/R	32	42	n/a	n/a	0	0	1	1	181	116
B	S/L/R	2	1	n/a	n/a	0	0	0	0	503	607
C	S/L/R	56	37	n/a	n/a	0	0	1	1	61	142
D	S/L/R	0	2	n/a	n/a	0	0	0	0	n/a	379
E	S/L/R	9	11	n/a	n/a	0	0	1	1	914	683
Junction 2											
A	S/L/R	31	47	n/a	n/a	0	0	0	1	187	92
B	S/L/R	93	30	n/a	n/a	11	0	56	2	-3	204
C	S/L/R	52	56	n/a	n/a	16	18	2	4	72	61
D	S/L/R	6	2	n/a	n/a	0	0	0	0	140	4440
Junction 3											
A	S	70	81	7	11	n/a	n/a	56	55	29	11
	L	15	9	n/a	n/a	0	0	0	0	511	914
	R	42	36	4	4	n/a	n/a	46	37	116	152
B	S	37	72	10	15	n/a	n/a	30	50	142	25
	L	5	13	n/a	n/a	0	0	0	0	1697	607
	R	31	18	2	2	n/a	n/a	48	40	189	396
C	S	71	80	13	15	n/a	n/a	30	50	27	12
	L	14	40	n/a	n/a	0	0	0	0	553	127
	R	9	12	1	1	n/a	n/a	48	40	913	646
D	S	50	55	14	11	n/a	n/a	32	45	78	65
	L	41	29	n/a	n/a	0	0	2	1	121	212
	R	73	82	6	10	n/a	n/a	66	65	24	10



The traffic flows employed for this assessment are those surveyed in 2018, scaled up to 2023 levels using standard TII growth factors, and with the addition of:

- vehicular trips generated by the 4no. committed developments described in sub-section 3.5 (see also sub-section 4.6); and
- vehicular trips generated by the subject development during its construction stage (see sub-section 4.5).

The assessment results under this scenario are similar to those under the 2023 'with development' scenario for the development's operational stage. All junctions are shown to operate within ultimate capacity on all approaches, in both peak hour periods.

In comparison to the 2023 'without development' assessment scenario, construction traffic to and from the subject development site shall result in the following temporary increases in vehicle queue lengths and delays at the 3no. junctions assessed:

Junction 1

- no discernible increase in vehicle queue lengths in either peak hour period; and
- a maximum increase of 1 second in mean vehicle delay on any junction approach, in either peak hour period.

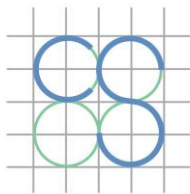
Junction 2

- a maximum increase of 2 PCU in vehicle queue length on any junction approach, in either peak hour period; and
- a maximum increase of 10 seconds in mean vehicle delay on any junction approach, in either peak hour period.

Junction 3

- a maximum increase of 1 PCU in vehicle queue length on any junction approach, in either peak hour period; and

- a maximum increase of 2 seconds in mean vehicle delay on any junction approach, in either peak hour period.



6.0 PARKING

The subject development comprises the following principal elements:

- 45no. 1-bedroom apartments;
- 70no. 2-bedroom apartments; and
- a crèche facility to accommodate a maximum of 26no. pre-school children, with a maximum of 5no. staff present at any one time.

6.1 Overall Car Parking Provision

The proposed development shall include a total of 77no. car parking spaces. These comprise:

- 10no. spaces at surface level
(including 4no. disabled accessible spaces and 6no. visitor spaces);
- 31no. spaces at basement level -1
(including 2no. car club spaces);
- 6no. spaces at basement level -1.5; and
- 30no. spaces at basement level -2.

The car parking provision of the proposed development has been assessed with respect to the *Dún Laoghaire-Rathdown County Development Plan 2016–2022*, which defines the standard car parking provision for new residential developments by dwelling type. Table 27 below shows the car parking standards applicable to the proposed development.

Table 27 – Overall Car Parking Provision

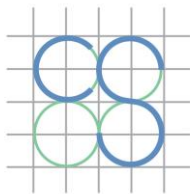
Land Use	Car Parking Standard ^{††}	Quantum	Standard Provision ^{††}	Proposed Provision
Apartment (1-Bedroom)	1 space per unit	45 units	45 spaces	77 spaces
Apartment (2-Bedroom)	1.5 spaces per unit	70 units	105 spaces	
Childcare Services	1 space per 1 staff member	5 staff members	5 spaces	0 spaces
Totals			155 spaces	77 spaces

The total car parking provision for the proposed development thereby does not exceed the standard provision derived from the Local Authority development plan. The proposed car parking provision equates to a ratio of 0.67no. spaces per apartment overall.

The policy document *Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)*, published by the Department of Housing, Planning and Local Government in December 2020, gives the following guidance on the provision of residential car parking in 'Central and/or Accessible Urban Locations' such as the subject development site:

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

^{††} Including visitor parking spaces for apartments



“These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services.”

As noted in sub-section 8.1 of this report, the development site is situated within 10 minutes' walk of stops on the Luas Green Line, which are served by frequent trams into and through Dublin city centre. In addition, the site benefits from proximity to Dundrum village and Dundrum Town Centre (both within approx. 15 minutes' walk or less than 10 minutes' bicycle journey), which include a range of key amenities such as supermarkets, medical clinics, pharmacies, banks, and a post office, as well as a significant number of further retail, leisure, and dining facilities.

The proposed development is therefore considered an appropriate candidate for a slight reduction in car parking provision, in accordance with the standards and guidelines set out by Dún Laoghaire-Rathdown County Council and by the Department of Housing, Planning and Local Government. As an alternative to private car ownership for residents, it is proposed to establish a car-sharing club for residents of the development; details are given in sub-sections 6.4 and 8.8 of this report.

Furthermore, the proposed reduction in car parking provision aligns with measures outlined within the *Project Ireland 2040 – National Development Plan 2018-2027* policy document, which aims to encourage a significant modal shift away from private car usage and towards more active and sustainable modes such as walking and cycling.

Government policy in this area is given force by the Climate Action and Low Carbon Development (Amendment) Bill 2021, which was passed by the Dáil on the 16th of June 2021. This legislation:

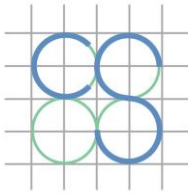
- places an obligation on the State to pursue the transition to a climate-neutral economy by the end of 2050;
- introduces a system of successive 5-year, economy-wide carbon budgets starting in 2021, which are to be set on a 15-year cycle (in the form of ceilings on how much CO₂ may be emitted by certain sectors of the economy);
- strengthens the role of the Climate Change Advisory Council in proposing carbon budgets;
- introduces a requirement to annually revise the Climate Action Plan (Ireland's first such plan was published in 2019) and prepare a National Long Term Climate Action Strategy at least every decade; and
- introduces a requirement for all Local Authorities to prepare individual Climate Action Plans, which will include both mitigation and adaptation measures.

The Bill contains an explicit requirement for the first two carbon budgets proposed by the Climate Change Advisory Council to provide for a reduction of 51% in total greenhouse gas emissions over the course of the first two budget periods ending on the 31st of December 2030 (from the annual greenhouse gas emissions reported for the calendar year 2018). This will entail an average annual reduction of 7% in carbon emissions across all sectors of the Irish economy.

In recent years, Ireland has consistently failed to meet annual emissions targets set under the EU Effort Sharing Decision, thereby incurring financial penalties of several hundred million euro. The agriculture and transport sectors remain the largest contributors to the State's overall CO₂ emissions.

6.2 Disabled-Accessible Car Parking Requirements

The *Dún Laoghaire-Rathdown County Development Plan 2016–2022* sets out the minimum requirement for the provision of disabled-accessible



parking in new developments, as a proportion of the total development car parking provision. Table 28 applies this requirement to the proposed development.

Table 28 – Accessible Car Parking Provision

Proposed Car Parking Provision	Minimum Required Proportion	Accessible Spaces Required	Accessible Spaces Proposed
77 spaces	4%	3	4

4no. disabled-accessible car parking spaces shall be located at surface level within the development. The development's provision of disabled-accessible car parking is therefore deemed adequate.

6.3 Electric Vehicle Charging Provision

The *Dún Laoghaire-Rathdown County Development Plan 2016–2022* requires that new residential developments provide a minimum of at least 1no. fully functional electric vehicle (EV) charging point per ten residential units. Table 29 applies this requirement to the proposed development.

Table 29 – Electric Vehicle Charging Provision

EV Charging Standard ††	Quantum	Standard Provision ††	Proposed Provision
1 charge point per 10 units	115 units	12 charge points	12 charge points

12no. car parking spaces within the proposed development (including 2no. disabled-accessible spaces) shall be equipped with functional EV charging points and shall be reserved for the use of battery-powered electric

†† Including visitor parking spaces

vehicles (see CS Consulting drawings H081-CSC-XX-GL-DR-C-0007 and H081-CSC-XX-GL-DR-C-0020 for their locations).

All remaining car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting and/or cabling to permit the rapid future installation of EV charging points, as defined in the ESB ecars specification document no. 18017 (Public Charge Points, last reviewed February 2012).

Refer to drawings and documentation prepared by Arup (mechanical & electrical engineering consultants) for further details of the proposed electric vehicle charging infrastructure.

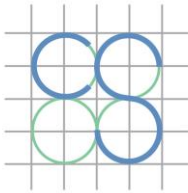
6.4 Residential Car Club

It is proposed to establish a car-sharing club for residents of the development. 2no. dedicated shared vehicles shall be provided and maintained by an external contractor; 2no. car parking spaces at basement level -1 within the development shall be reserved for these vehicles.

A recent study of car clubs in Scotland, commissioned and published by CoMoUK ^{§§}, concluded that a single shared car may replace ownership of 14 private cars. On this basis, the 2no. shared car parking spaces may therefore be considered to reduce parking demand within the development by the equivalent of 26no. spaces.

Further details of the proposed residential car club arrangements are provided in sub-section 8.8 of this report.

^{§§} *Car Club Annual Survey for Scotland 2019/2020*, available from <https://como.org.uk/shared-mobility/shared-cars/why/>



6.5 Car Parking Allocation

All car parking spaces within the development shall be controlled by the development's Management Company. 2no. car parking spaces shall be reserved for residential car club vehicles. Of the remaining 75no. parking spaces, 69no. spaces (including accessible spaces, as required) shall be assigned to residents on the basis of availability and need, in order to optimise the use of parking spaces. 6no. parking spaces shall be maintained for the use of visitors to the development, in order to minimise the risk of overspill parking on surrounding streets.

6.6 Visitor Car Parking Demand

Onsite car parking demand among development residents shall be limited by the provision of allocated car parking spaces and the consequent limitations on car ownership. The demand for visitor car parking is however generated externally and is not limited by these same factors. The adequacy of the proposed visitor car parking provision (6no. spaces) has therefore been tested by means of a car parking demand/occupancy study using TRICS data.

Table 30 gives average TRICS trip generation rates for apartments in locations similar to the development site over a 14-hour period from 07:00 to 21:00 (the maximum time range interrogable in TRICS for this land use), for cars only. From these trip rates, hourly car arrival and departure trips have been calculated for the development as a whole. As previously noted (sub-section 4.1), the development's childcare facility is expected to generate negligible vehicle trips and therefore is not included in this calculation.

Table 30 – TRICS 14-hour Car Trip Generation

Time Period	TRICS Rates (per apartment)		Car Trips (115no. apartments)		Net Inbound Car Trips
	Arrivals	Departures	Arrivals	Departures	
07:00 - 08:00	0.031	0.137	4	16	-12
08:00 - 09:00	0.063	0.21	7	24	-17
09:00 - 10:00	0.083	0.067	10	8	2
10:00 - 11:00	0.061	0.058	7	7	0
11:00 - 12:00	0.053	0.085	6	10	-4
12:00 - 13:00	0.061	0.077	7	9	-2
13:00 - 14:00	0.066	0.071	8	8	0
14:00 - 15:00	0.081	0.057	9	7	2
15:00 - 16:00	0.085	0.064	10	7	3
16:00 - 17:00	0.091	0.046	10	5	5
17:00 - 18:00	0.125	0.064	14	7	7
18:00 - 19:00	0.117	0.076	13	9	4
19:00 - 20:00	0.26	0.11	30	13	17
20:00 - 21:00	0.142	0.049	16	6	10

It is not possible to definitively distinguish between car trips to and from the development made by residents and those made by visitors. For the purposes of this assessment, therefore, the following necessary assumptions have been made:

- Car trips made before 09:00 (during which time departures predominate) are assumed to be made only by residents.
- Car trips made after 16:00 (during which time arrivals predominate) are assumed to be made only by residents.
- All car trips in the intervening period (09:00 to 16:00) are assumed to be made by visitors.

Table 31 illustrates the resultant pattern of visitor parking demand and occupancy during the period of 09:00 to 16:00 on a weekday (corresponding TRICS trip rates for weekends are not available).

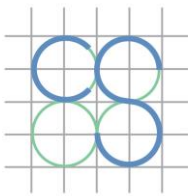


Table 31 – Visitor Parking Occupancy

Time Period	Spaces Occupied at Start of Hour	Net Inbound Car Trips	Spaces Occupied at End of Hour
09:00 - 10:00	4 ^{***}	2	6
10:00 - 11:00	6	0	6
11:00 - 12:00	6	-4	2
12:00 - 13:00	2	-2	0
13:00 - 14:00	0	0	0
14:00 - 15:00	0	2	2
15:00 - 16:00	2	3	5

The pattern of visitor car parking demand shown by this study indicates that the proposed provision of 6no. visitor car parking spaces within the subject development is sufficient to cater for visitor car parking demand.

It must be noted that the TRICS rates used for this occupancy/demand study are not the same as those used in sub-section 4.1 to calculate the development's overall operational stage trip generation. The TRICS rates given in Table 30 have been selected using the same geographic and demographic factors as those used in sub-section 4.1 but represent an average of all qualifying TRICS survey sites and consider only car trips. The TRICS trip rates given in in sub-section 4.1 (Table 4) encompass all vehicle types and are those of the TRICS survey positioned at the 85th percentile of similar developments, with this ranking conducted based on combined arrivals and departures during each peak period. Both sets of TRICS data are provided within Appendix B to this report.

6.7 Bicycle Parking Requirements

The bicycle parking provision of the proposed development has been assessed with respect to the Dún Laoghaire-Rathdown County Council

*** Assumed figure (to ensure non-negative parking occupancy)

policy document *Standards for Cycle Parking & Associated Cycling Facilities for New Developments* (January 2018), which defines the minimum standard bicycle parking provision for new developments by land use type. Table 32 shows the standards applicable to the proposed development.

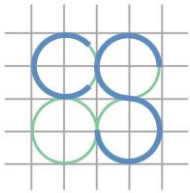
Table 32 – Bicycle Parking Provision				
Land Use	Cycle Parking Minimum	Quantum	Minimum Provision	Proposed Provision
Long-Term Cycle Parking Spaces				
Apartments	1 space per unit	115 units	115 spaces	131 spaces
Childcare Services	1 space per 5 staff members	5 staff members	1 space	5 spaces
Short Stay (Visitor) Cycle Parking Spaces				
Apartments	1 space per 5 units	115 units	23 spaces	37 spaces
Childcare Services	1 space per 10 children	26 children	3 spaces	3 spaces
Combined Cycle Parking Provision				
TOTALS			142 spaces	176 spaces

A total of 176no. bicycle parking spaces are to be provided within the development.

136no. long-term secure bicycle parking spaces shall be provided in dedicated cycle stores at ground floor level within Blocks A, B, and C, comprising:

- 131no. spaces for development residents; and
- 5no. spaces for crèche staff.

A further 40no. publicly accessible short-stay bicycle parking spaces (including 20no. sheltered spaces) shall be provided externally at surface level, to cater for visitors and for the crèche.



6.8 Motorcycle Parking Requirements

3no. motorcycle parking spaces shall be provided within the development, located internally at basement level -1. The *Dún Laoghaire-Rathdown County Development Plan 2016–2022* requires that new developments include motorcycle parking spaces “at a minimum of four or more spaces per 100 car parking spaces”. Table 33 applies this requirement to the proposed development.

Table 33 – Motorcycle Parking Provision

Proposed Car Parking Provision	Minimum Motorcycle Parking Provision	Motorcycle Spaces Required	Motorcycle Spaces Proposed
77 spaces	1 space per 25 car parking spaces	3	3

7.0 ACCESS, LAYOUT, SERVICING, SWEEP PATHS, PEDESTRIANS & CYCLISTS



Figure 12 – Development layout and access provisions
(sources: NTA, OSM Contributors, Dermot Foley Landscape Architects, Google)

7.1 Development Access

Vehicular access to the proposed development shall be via Old Frankfort and its existing junction with Dundrum Road (R117). A new priority-controlled access junction for the development site shall be provided on Old Frankfort, at the eastern boundary of the development site (see Figure 2, page 6). The minor arm of the new development access junction shall have a carriageway width of 5.5m, allowing two-way traffic flows into and out of the development.

An unobstructed sight distance of 23m in either direction along Old Frankfort is achieved for vehicles exiting the development, as measured



from a set-back of 2.4m from the public road edge, in accordance with the requirements of the *Design Manual for Urban Roads and Streets*.

An uncontrolled pedestrian crossing shall be provided across the development access, with buff-coloured tactile paving and dropped kerbs to either side. STOP road markings shall be placed at the exit from the development, and kerb radii at the development access junction shall be restricted to a maximum of 4.5m, to discourage high vehicle speeds on entrance or exit to/from the development.

Refer to CS Consulting drawings H081-CSC-XX-GL-DR-C-0007 and H081-CSC-XX-GL-DR-C-0008 for details of the proposed development access arrangements.

7.2 Improvements to Old Frankfort

Between the Dundrum Road and Frankfort Court, Old Frankfort crosses the Slang River via an existing bridge with a total width of 5.8m (between external parapet faces). At its narrowest point on this bridge, the road has a carriageway width of 3.6m and is flanked by footpaths 0.8m wide (along the northern side) and 1.0m wide (along the southern side). The restricted carriageway width at this location imposes an alternating-traffic system on vehicles travelling east and west, although this is not formalised by road markings, signage or signals.

As part of the subject development works, it is proposed to reconfigure Old Frankfort along a stretch of approx. 40m, eastward from its junction with Frankfort Court, to improve operational efficiency and safety. This stretch includes both the junction with Frankfort Court and the bridge over the Slang River. The proposed improvements include:

- removal of the existing footpath along the northern side of the bridge (maintaining a 370mm-wide kerb between carriageway and parapet);

- widening of the footpath along the southern side of the bridge to 1.8m;
- narrowing of the road carriageway across the bridge to 3.3m;
- implementation of a formal alternating-traffic arrangement across the bridge, with kerb build-outs and yield road markings (M115) to the east and west;
- a new uncontrolled pedestrian crossing of Old Frankfort to the west of the bridge, with dropped kerbs and tactile paving; and
- addition of cycle symbol road markings (M116) to the east and west of the bridge.

Refer to CS Consulting drawings H081-CSC-XX-GL-DR-C-0007 and H081-CSC-XX-GL-DR-C-0020 for full details of the proposed improvements to Old Frankfort. A letter of consent from Dún Laoghaire-Rathdown County Council in respect of these proposed works is provided as Appendix G.

7.3 Internal Layout

At surface level, the internal road layout of the development shall comprise a short two-way service road extending approx. 65m westward from the development's vehicular access on Old Frankfort, connecting to a one-way internal service road loop around Block D via a minimum 4.2m-wide one-way shuttle.

The two-way section of service road shall give direct access to the basement access ramp and to the main surface-level car parking area. This shall have a carriageway width of 5.7m and be flanked by a raised 1.8m-wide footpath along its eastern side. Marked pedestrian crossing shall be provided across the accesses from the two-way service road to the basement access ramp and to the main surface-level car parking area.

The one-way service road loop shall allow for passenger collection and set-down in proximity to building entrances, and shall also give access to the



4no. disabled-accessible parking spaces at surface level. This shall be configured as a 4.8m-wide shared surface, comprising a 3.0m-wide carriageway and a 1.8m-wide pedestrian walkway at grade.

Refer to CS Consulting drawing H081-CSC-XX-GL-DR-C-0007 for further details.

7.4 Basement Car Park

Vehicular access to the basement car park shall be via a dedicated access ramp allowing two-way traffic flows into and out of the basement. The access ramp shall have a total carriageway width of 6.0m kerb-to-kerb and a gradient of 1:10.

The basement car park shall comprise a total of 67no. car parking spaces across three split levels (spanning two storeys). Parking spaces shall be arranged perpendicularly to either side of two-way circulation aisles with a minimum width of 6.0m. The three levels of the basement car park shall be interconnected by ramps with a midpoint gradient of 1:6, incorporating transition slopes of 1:12 at either end.

The basement car park configuration and access arrangements comply with the IStructE *Design Recommendations for Multi-Storey and Underground Car Parks*. Refer to CS Consulting drawings H081-CSC-XX-GL-DR-C-0007 and H081-CSC-XX-GL-DR-C-0020 for further details.

7.5 Pedestrians & Cyclists

Pedestrian and cyclist access to the development shall be possible via its principal access junction on Old Frankfort, at the site's eastern boundary (which also provides vehicular access). A further 2no. dedicated pedestrian and cyclist access points shall be provided to the development site (see Figure 12):

- on Frankfort Court, at the site's southern boundary; and
- on Old Frankfort, at the site's eastern boundary.

Provision is also made for an additional future pedestrian/cyclist access onto the existing laneway connecting to Highfield Park, at the north-west corner of the site.

A 1.8m wide dedicated pedestrian footpath shall be implemented within the subject development site linking the site's southern and eastern pedestrian access points. The footpath will be publicly accessible and will provide permeability through the subject development linking Frankfort Court to Old Frankfort. No gates will be installed at these access points.

A total of 176no. bicycle parking spaces are to be provided within the development: 136no. bicycle parking spaces for residents of the development shall be provided in dedicated cycle stores at ground floor level within Blocks A, B, and C, and a further 40no. publicly accessible short-stay bicycle parking spaces, primarily for visitor use, shall be provided externally at surface level.

Within the development, the internal road network shall include shared surfaces as well as raised and/or segregated footpaths, providing safe movement for both pedestrians and cyclists.

7.6 Servicing and Waste Collection

All incoming and outgoing servicing of the development (including deliveries, refuse collection, tradespeople, and passenger collection/set-down) shall be conducted within the development site, to avoid obstruction of vehicular or pedestrian traffic on the external road network. Servicing vehicles and occasional crèche set-down will be accommodated by a surface level servicing area adjacent to the disabled

parking spaces, in the southern section of the site (refer to CS Consulting drawings H081-CSC-XX-GL-DR-C-0007 and H081-CSC-XX-GL-DR-C-0020).

7.7 Swept Path Analysis

Swept path analyses have been carried out for cars accessing the basement car park and circulating within it, as well as for a refuse vehicle and a fire tender servicing the development at surface level. These analyses, provided on CS Consulting drawings H081-CSC-XX-GL-DR-C-0012, H081-CSC-XX-GL-DR-C-0013, and H081-CSC-XX-GL-DR-C-0014 within this planning application, indicate that the development's internal layout and access design can accommodate these vehicle movements where required.

7.8 Independent Quality Audit

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

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

The Quality Audit was completed in February 2021. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing no. H081-CSC-XX-GL-DR-C-0020 for details of these design changes.

The Quality Audit report document issued by Roadplan Consulting, together with the audit response form, are provided as Appendix H to this report.

8.0 PUBLIC TRANSPORT AND MOBILITY MANAGEMENT

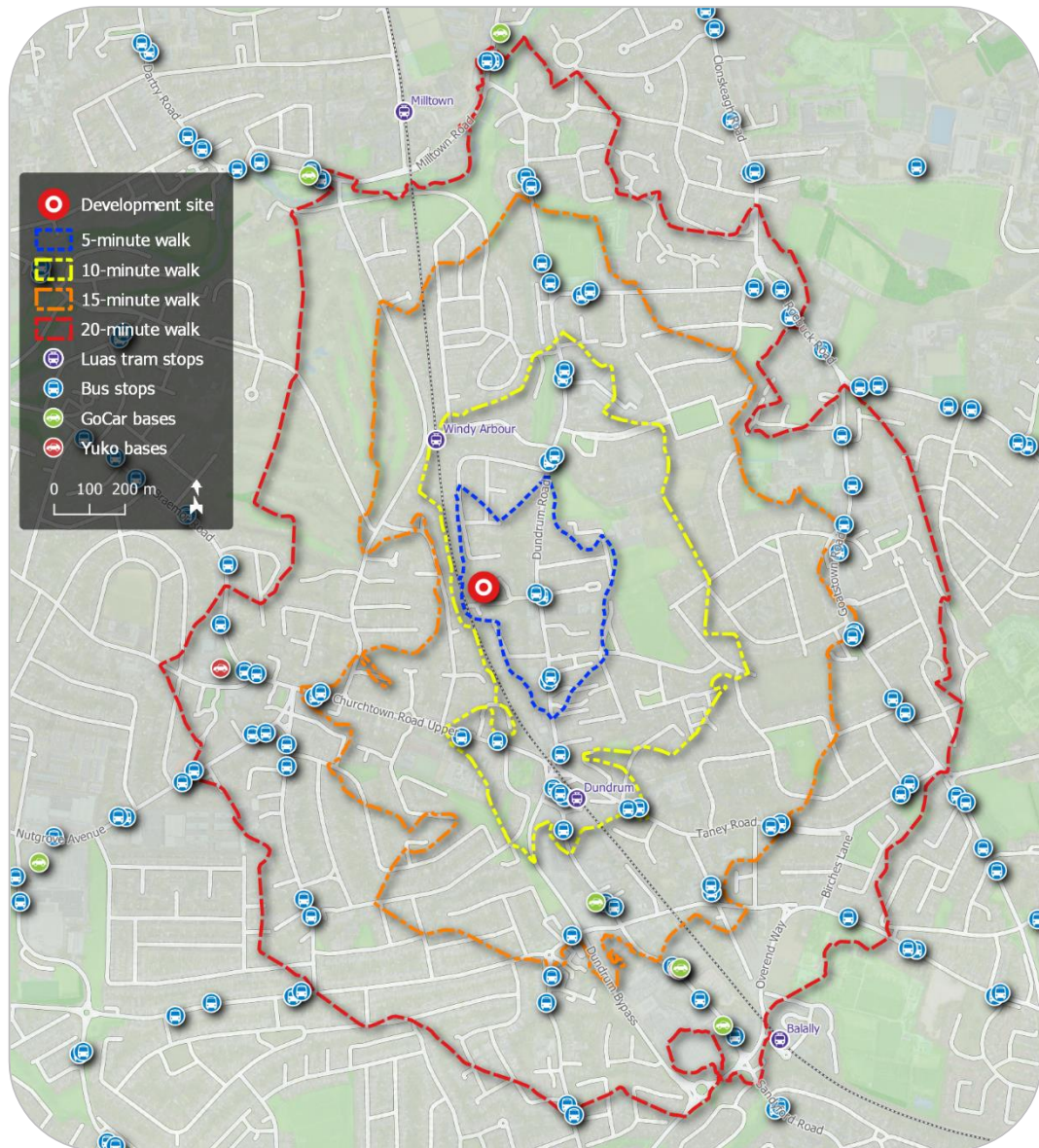
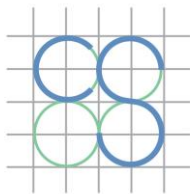


Figure 13 – Walking times and public/shared transport service points
(map data & imagery: NTA, GoCar, Yuko, OSM Contributors, Google)

8.1 Existing Public Transport Services

Bus stops on Dundrum Road within a 5-minute walk of the development site are served by 3no. NTA-regulated bus routes, which connect it to Dublin city centre and to suburbs in the north, south, and south-east of the city.



Further bus stops within a 10-minute walk of the development site are served by an additional 6no. bus routes, including orbital routes running to Tallaght, Dún Laoghaire, and Dublin Airport.

Table 34 – Bus Services within a 5-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services †††	Weekday Peak Interval	Saturday Services	Sunday Services
17 / 17d	Go-Ahead	Blackrock / Rialto	45	20 min	41	28
44	Dublin Bus	Enniskerry / DCU	17	60 min	16	14
61	Dublin Bus	Whitechurch / Eden Quay	18	50 min	15	13

Table 35 – Additional Bus Services within a 10-minute Walk of Site

Route No.	Operator	Destinations	Weekday Services †††	Weekday Peak Interval	Saturday Services	Sunday Services
14 / 14c	Dublin Bus	Dundrum Luas / Beaumont	76	10 min	64	43
44b	Dublin Bus	Glencullen / Dundrum Luas	5	55 min	0	0
75 / 75a	Go-Ahead	Tallaght / Dún Laoghaire	37	25 min	34	29
161	Go-Ahead	Rockbrook / Dundrum	8	90 min	0	0
175	Go-Ahead	UCD / Citywest	34	30 min	16	15
750 †††	Dublin Coach	Dublin Airport / Dundrum	42	30 min	42	42

The Windy Arbour and Dundrum tram stops on the Luas Green Line are both within 10 minutes' walk of the development site. These are served by frequent trams into and through Dublin city centre.

††† Average number of services per day in each direction, Monday-Friday

††† Service currently suspended due to COVID-19 travel restrictions

Table 36 – Tram Services within a 10-minute Walk of Site (Windy Arbour)

Destinations	Weekday Services §§§	Weekday Peak Interval	Saturday Services	Sunday Services
Broombridge / Parnell (northbound)	186	3 min	129	71
Brides Glen / Sandyford (southbound)	194	3 min	131	72

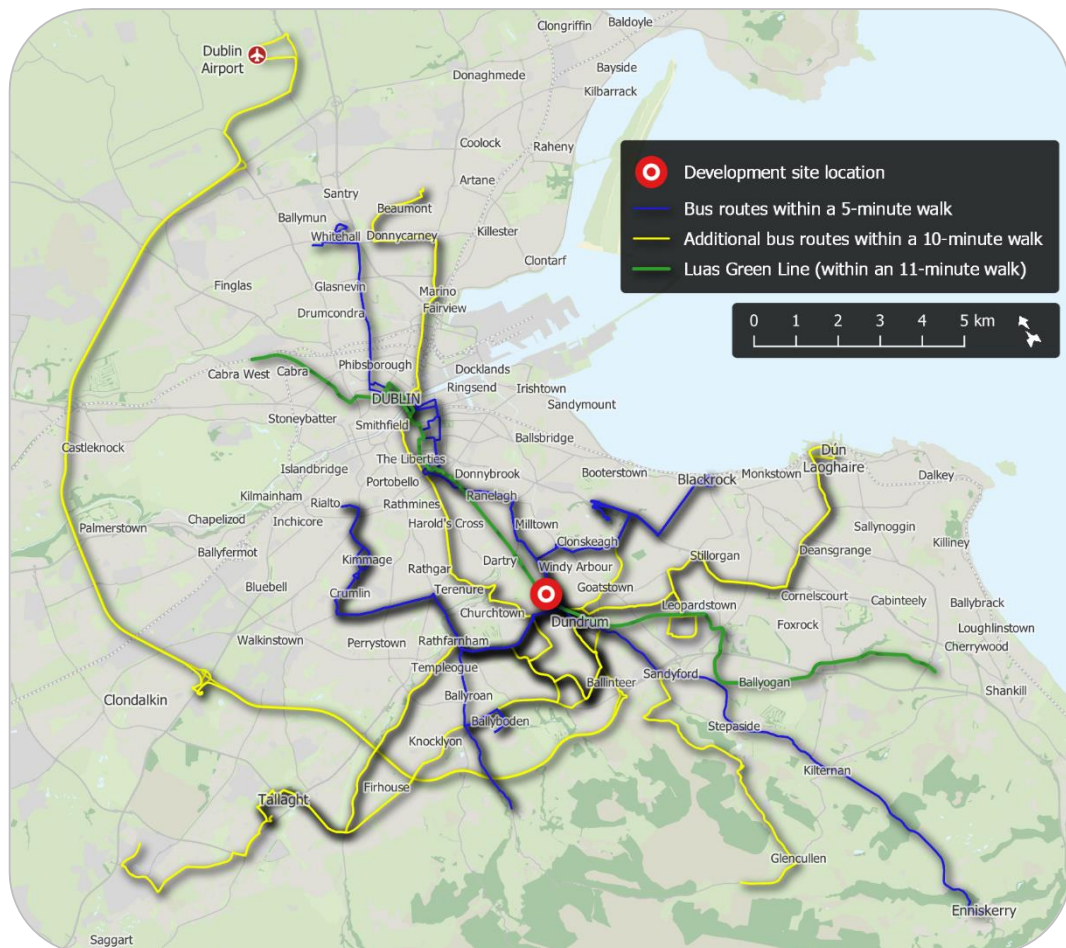


Figure 14 – Direct public transport routes in proximity to development (map data sources: NTA, EPA, OSM Contributors)

§§§ Typical number of services per day, Monday-Friday

It is possible to reach the centre of Dublin City from the development site by public transport in approximately 45 minutes, including walking time. Tallaght, Clondalkin, Blackrock, Dún Laoghaire, Bray, Enniskerry, and Dublin's inner northern suburbs may all be reached by public transport within 60 minutes, including walking time. The UCD Belfield campus and the Stillorgan Business Park are both within a 30-minute public transport journey. This will reduce the development's contribution to vehicular traffic on the surrounding road network, particularly with respect to commuting trips (which generally take place at peak times).

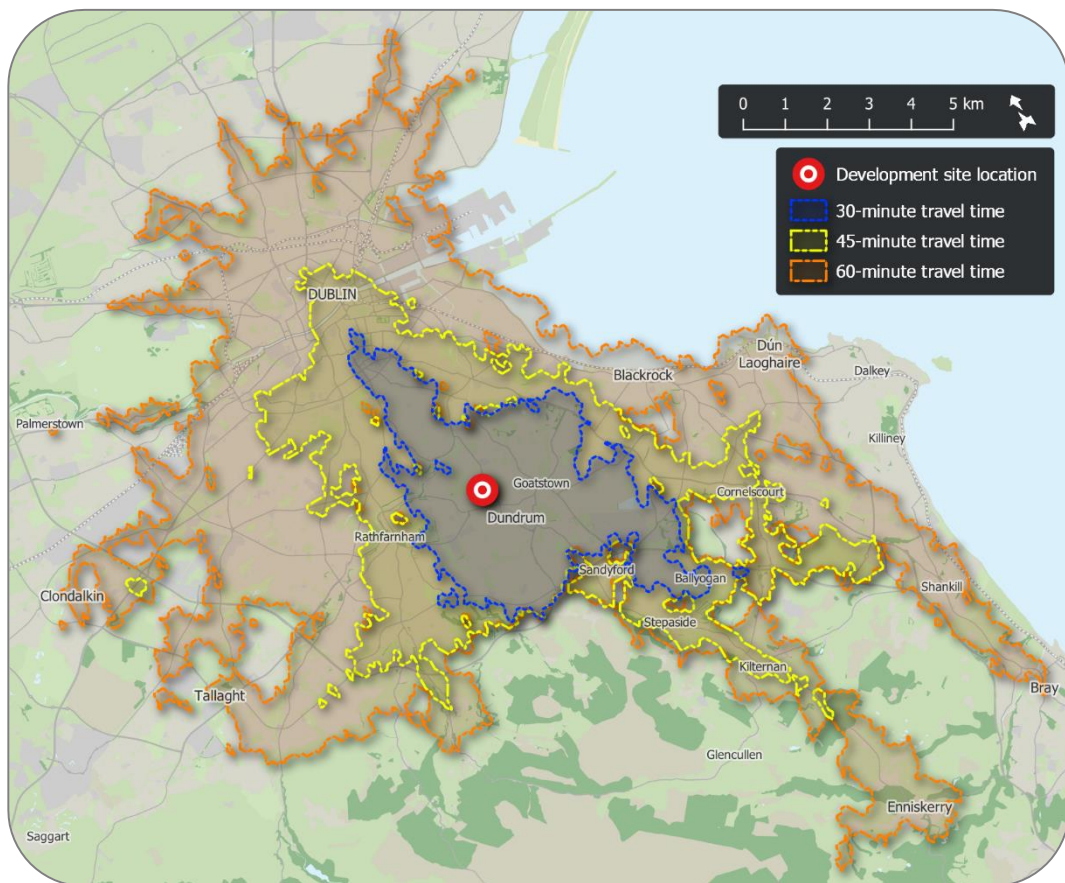


Figure 15 – Public transport travel times from development
(map data: EPA, OSM Contributors, TravelTime platform)

Figure 15 shows the reaches of 30-minute, 45-minute, and 60-minute public transport journeys from the development site (including walking to and

between stops), based upon a departure time of 08:00 on a typical weekday.

8.2 Proposed Public Transport Changes

Under the BusConnects Dublin Area Revised Bus Network proposals, it is proposed to implement new radial bus routes nos. 87 and 88 along Dundrum Road, in the vicinity of the development site (see Figure 16). These would run between Mountjoy Square and Belarmine/Enniskerry (via Dundrum), each operating at intervals of 60 minutes on weekdays. Spine routes A2 and A4 would operate between Dundrum and Swords (via the city centre), each at intervals of 12 minutes during weekday peak times.

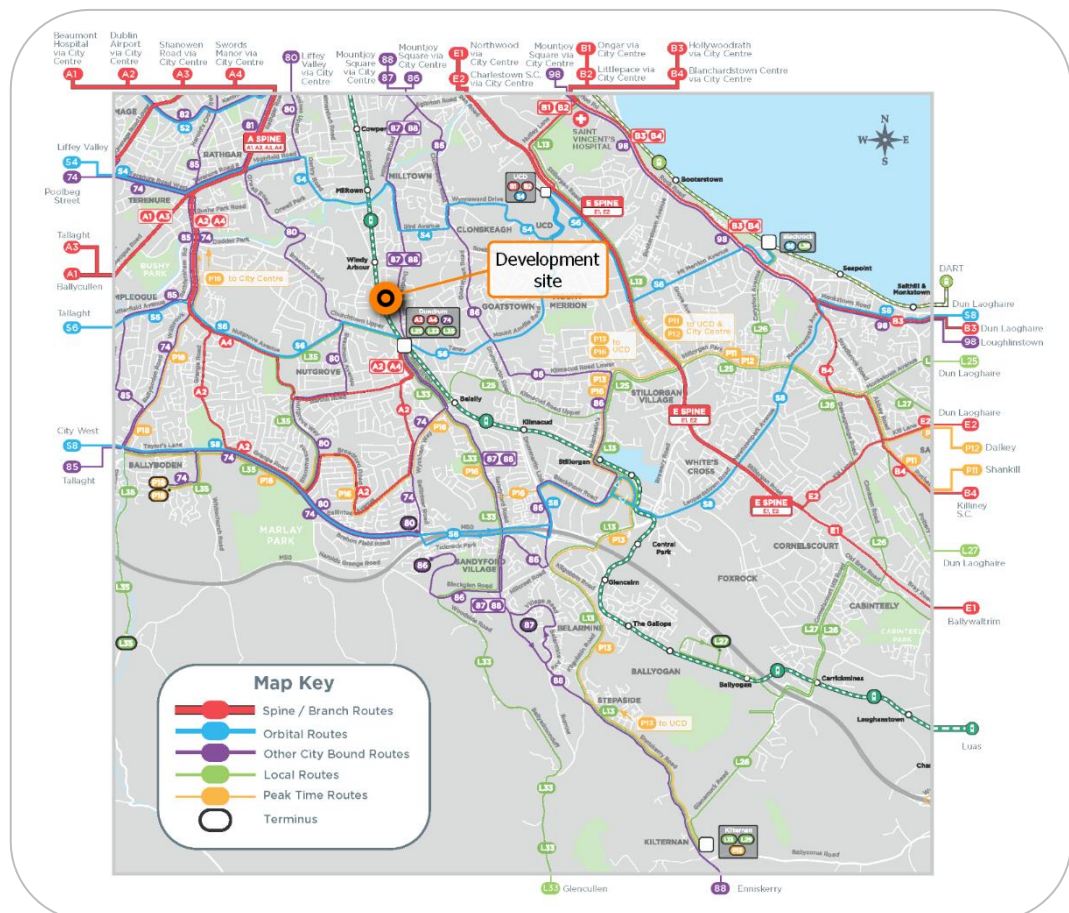


Figure 16 – Dublin Area Revised Bus Network Dundrum area map
(background imagery source: NTA)

8.3 Shared Transport

A number of bases for the GoCar and Yuko car-sharing services are located within a 20-minute walk of the development site (see Figure 13).

8.4 Cycling Times

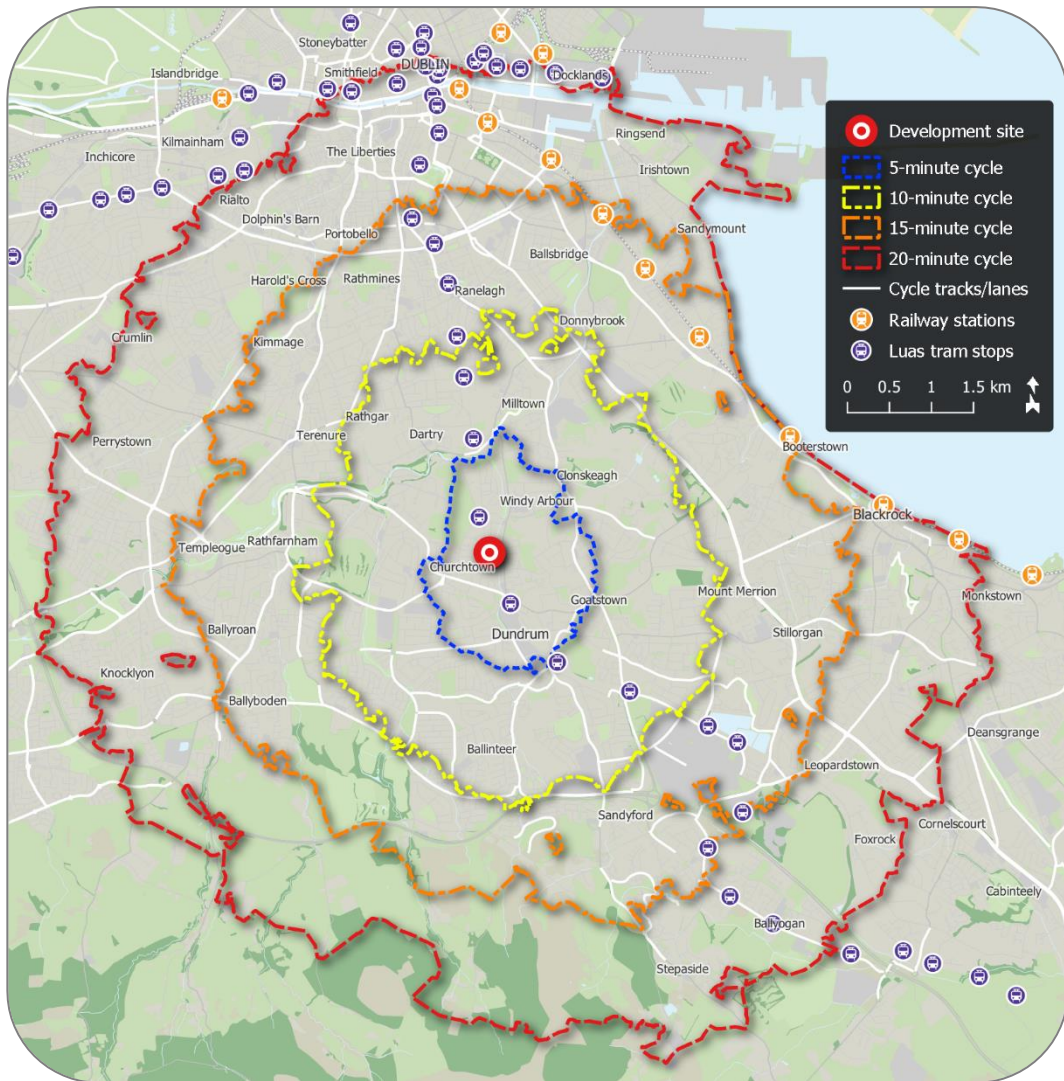


Figure 17 – Cycling isochrones from development location
(map data sources: EPA, NTA, OSi, OSM Contributors)

As shown in Figure 17, the Windy Arbour and Dundrum Luas stops are within less than 5 minutes' cycle of the development site. Sandyford, Ballsbridge,

and Templeogue are all within a 15-minute bicycle journey, while Dublin city centre is within a 20-minute cycle.

8.5 Residential Travel Plan Framework

A Travel Plan Coordinator will be appointed for the development once it is completed and operational. The Travel Plan Coordinator will be responsible for implementing a Residential Travel Plan, monitoring its performance, and reviewing the Plan at regular intervals. The following is intended to serve as a template for the implementation of the Residential Travel Plan.

8.5.1 Purpose of a Residential Travel Plan

Residential Travel Plans (RTPs) are developed for the purpose of promoting and enhancing travel via more sustainable modes of transport. RTPs are conducted to identify travel demand strategies that reduce single occupancy private car travel, which in turn reduces traffic congestion, noise pollution and environmental impacts. Occupants of and visitors to a development are informed of existing alternatives to the private car and are given the required advice, support & encouragement to travel in a sustainable way. An RTP will also include proposed future improvements to those transport options already available.

An RTP should be considered as a dynamic process, wherein a package of measures and campaigns are identified, piloted, and then monitored on an ongoing basis. The nature of the Plan therefore changes during its implementation: measures that prove successful are retained, while those that are not supported are discarded. It is important that the Plan retains the support of users and receives continuous monitoring. Feedback and active management of the Plan are required for it to continue to be successful.



8.5.2 Objectives

The objectives of the development's Residential Travel Plan will be as follows:

1. To promote and increase the use of public transport, walking, and cycling, for residents and visitors, and to facilitate travel by bicycle, tram, bus, and rail;
2. To integrate mobility management into decisions, policies and practices related to the development; to work closely with governing bodies on matters of access to – and use of – transport services around the vicinity of the development;
3. To provide information on sustainable modes of travel and to have resources readily available to increase awareness of these amongst residents and visitors.

8.5.3 Implementation of an RTP

A Residential Travel Plan is a document that evolves over time and depends upon ongoing implementation, management and monitoring. Its successful implementation requires organisational support, an internal Travel Plan Coordinator and financial resourcing.

The Travel Plan Coordinator will be responsible for the following:

- Overseeing the development and implementing the Residential Travel Plan;
- Obtaining and maintaining commitment and support;
- Acting as a point of contact for all residents requiring information;
- Organising data collection between residents and visitors so the Residential Travel Plan can be monitored and targets set;

- Liaising with external organisations (e.g. local authorities, transport operators, etc.) to update information on infrastructure and service improvements in Dublin.
- Co-ordinating all aspects of the Residential Travel Plan.

The nominated interim Travel Plan Coordinator is Marian McKeown of Pembroke Partnership Limited (the applicant).

Name: Marian McKeown
Organisation: Pembroke Partnership Limited
Serpentine Business Centre, Suite 8
Serpentine Avenue
Dublin 4
Email address: marian@pembroke.ie

It is expected that the role of Travel Plan Coordinator shall transfer to another suitably placed individual following occupation of the subject development. Their details will be communicated to Dún Laoghaire-Rathdown County Council at that time.

8.5.4 Consultation and Monitoring

As described above, effective implementation and maintenance of an RTP depends upon input from site occupants. The Travel Plan Coordinator will gather data on travel patterns, for instance by conducting periodic travel surveys of residents.

Residents will also be encouraged to suggest or request measures that facilitate sustainable transport modes. The active participation of residents is essential to changing travel patterns and reciprocity on the part of the Travel Plan Coordinator (e.g. by acting on residents' suggestions) will help to foster this.

8.6 Mobility Management Targets

The RTP will identify specific targets against which the effectiveness of the Plan can be assessed at each review. These will take the form of target modal splits for journeys to and from the site.

To establish indicative baseline modal splits for the development site, reference has been made to CSO Small Area Population Statistics (SAPS) data derived from the 2016 census, which give modal splits for overnight residents' trips to places of work or study. The development site is located in census Small Area no. 267046006; the census modal splits for this area, as well as for adjacent areas, are given in Table 37.

Table 37 – CSO 2016 Census Data – Existing Modal Splits

Principal Travel Mode	Small Areas	
	SA 267046006 only	SA 267046006 + adjacent
Driving a Car or Van	30%	31%
Passenger in a Car	19%	14%
Bicycle	9%	9%
Motorcycle	2%	1%
Bus	3%	3%
Train or Tram	18%	22%
Walking	7%	13%
Other / Work from Home	6%	3%
Not Stated	6%	4%

Table 38 gives assumed baseline modal splits for all trips made to and from the development at the time of opening, derived from the census data given in Table 37 (excluding those who work from home or did not answer this census question). Also given in this table are suggested target modal splits to be pursued by the Residential Travel Plan at set intervals following occupation of the development.

Table 38 – Development Modal Split Progression

Travel Mode	Baseline Proportions	Target Proportions		
		1-Year	3-Year	5-Year
Car/Van Driver	33%	30%	25%	23%
Car/Van Passenger	18%	15%	14%	12%
Luas or DART	22%	24%	26%	27%
Bus	4%	5%	6%	7%
Bicycle	10%	12%	14%	15%
Motorcycle	2%	2%	2%	2%
Walking	11%	12%	13%	14%
TOTAL	100%	100%	100%	100%

Once the development is completed and occupied, the true initial modal splits will be established by means of a travel survey and the Travel Plan targets detailed above will be amended by the Travel Plan Coordinator, if appropriate.

8.7 Mobility Management Measures

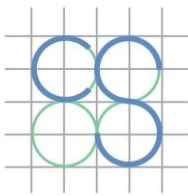
The following are recommendations for specific measures to be implemented as part of the proposed development's Residential Travel Plan.

8.7.1 Marketing and Communications

A Travel Welcome Pack will be prepared and distributed to all residents prior to their taking up residence within the development. This will make residents fully aware of their range of travel options available to and from the development.

8.7.2 Walking and Cycling

Recommended key walking and cycling routes around the development site will be identified and mapped. These routes will be



selected with regard to the presence and condition of footpaths, cycle tracks, pedestrian crossings, signage, and lighting.

8.7.3 Public Transport

The Travel Welcome Pack will include the location of stops, routes, timetables, walking times to main public transport facilities, etc. Changes and improvements to public transport provision will also be publicised.

8.8 **Development Impact on Public Transport Services**

The subject development comprises 45no. 1-bedroom apartments and 70no. 2-bedroom apartments. Based on a maximum possible occupancy of 2no. residents per bedroom, the maximum possible population of the development is 370 residents. Applying the 5-year modal split targets given in Table 38, the development may therefore be expected to generate the following maximum possible public transport demand during each weekday peak hour:

- 100no. Luas passengers
- 26no. bus passengers

For context, peak hour Luas trams on the Green Line have a maximum capacity of 408no. passengers, and approx. 20no. northbound trams serve the Windy Arbour and Dundrum Luas stops during the weekday AM peak hour. If, under an absolute worst-case scenario, an additional 100no. Luas passengers originating from the subject development were to all travel northward within a 30-minute period between 08:15 and 08:45 on a weekday, they would represent approximately 2.5% of total Luas capacity over that period.

The subject development is consequently not expected to have a significant impact on public transport capacity.

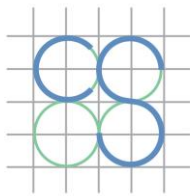
8.9 Residential Car-Share Scheme

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

An early model of residential car club entailed the purchase and maintenance of a vehicle pool by a development's management company; the high initial outlay and capital risk therefore restricted such schemes primarily to very large developments. With the advent of publicly-accessible car sharing schemes, residential and office developments now have the opportunity to 'host' a number of shared cars from a larger fleet, the use of which is restricted to development occupants. In this model, vehicle supply and maintenance, as well as driver insurance, are all organised by an external car-sharing company and do not need to be arranged by the development's management company.

Within the proposed Frankfort development, it is intended to provide 2no. shared cars for the sole use of the development's residents. GoCar, Ireland's largest and longest-established car-sharing service, has indicated a willingness to supply and manage these vehicles, operating them following the model described above. Refer to Appendix F for a letter of support provided by GoCar.

As shown on the accompanying drawing H081-CSC-XX-GL-DR-C-0020, 2no. car parking spaces at basement level -1 within the development shall be reserved for these car club vehicles.



9.0 OPINIONS RECEIVED FROM PLANNING AUTHORITIES

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

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

9.1 Opinions Issued by An Bord Pleanála

An Bord Pleanála has on the 14th of February 2020 issued an opinion enumerating the items of specific information that should be submitted with any application for permission. The following items among these are of relevance to this Traffic and Transport Assessment:

1. *“Planning rationale/justification as it relates to the level of car parking provision proposed, specifically noting the site's location close to public transport and that it is national policy to minimise reliance on the private car.”*
2. *“Notwithstanding the need to justify the levels of car parking proposed on the site, as noted above, additional details in relation to Transport, having regard to the report of the Transportation Planning Department*

(dated 14th January 2020), and having regards to discussions at the tripartite meeting, in particular:

- (i) the provision of a pedestrian footpath to the south of the site, along Frankfort, to the eastern extent of the site. If this is not being provided, detailed justification will be required;*
- (ii) details of pedestrian priority crossings, as detailed in the report;*
- (iii) details of electric vehicle infrastructure;*
- (iv) additional cycle parking provision;*
- (v) details of the proposed pedestrian access to the north-west, if this is being provided;*
- (vi) Mobility Management Plan; and*
- (vii) Quality Audit."*

9.1.1 Response to ABP Item 1 – car parking provision

Car parking numbers have been revised following receipt of the opinion from An Bord Pleanála. The proposed development shall include a total of 77no. car parking spaces, including 2no. residential car club spaces, resulting in a ratio of 0.67 car parking spaces per residential unit (or 0.65 car parking spaces per residential unit if car club spaces are excluded).

As described in sub-section 6.1 of this report, the proposed car parking provision is in line with guidance given in the policy document *Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)*, published by the Department of Housing, Planning and Local Government in December 2020, which states that:

"In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances".



The development site is situated within 10 minutes' walk of stops on the Luas Green Line, which are served by frequent trams into and through Dublin city centre. In addition, the site benefits from proximity to Dundrum village and Dundrum Town Centre (both within approx. 15 minutes' walk or less than 10 minutes' bicycle journey), which include a range of key amenities such as supermarkets, medical clinics, pharmacies, banks, and a post office, as well as a significant number of further retail, leisure, and dining facilities.

The development's proposed level of car parking provision is therefore considered appropriate to its nature and location, and accords with national policy to minimise reliance on the private car.

9.1.2 Response to ABP Item 2 – other traffic and transport matters

- (i) As the lands to the south of the site are not within the ownership of the applicant, delivery of a pedestrian footpath along Frankfort Court at the site's southern boundary (as originally proposed) is not possible. Pedestrian permeability along the east-west access is instead ensured via the development's internal layout, which includes pedestrian footpaths 1.8m in width that link the pedestrian access on Frankfort Court to the development's eastern access on Old Frankfort, at which location a raised pedestrian crossing is provided. No gates will be installed at these access points, ensuring that this pedestrian route remains publicly accessible at all times. Refer to CS Consulting Drawing no. H081-CSC-XX-GL-DR-C-0007 (Proposed Road Layout) for details.
- (ii) Pedestrian priority crossings of Old Frankfort have been provided in accordance with the ABP report. Refer to CS Consulting Drawing no. H081-CSC-XX-GL-DR-C-0007 for details.
- (iii) 12no. car parking spaces within the proposed development shall be equipped with functional EV charging points and shall be

reserved for the use of battery-powered electric vehicles. The locations of these charging points are shown on CS Consulting drawing nos. H081-CSC-XX-GL-DR-C-0007 and H081-CSC-XX-GL-DR-C-0020 and details of the infrastructure proposed are provided by Arup (mechanical and electrical engineering consultant) within this planning application. All remaining car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting and/or cabling to permit the rapid future installation of EV charging points, in accordance with ESB specifications.

- (iv) Bicycle parking provision has been reconsidered and additional bicycle parking has been provided. A total of 176no. bicycle parking spaces are to be provided within the development: 136no. bicycle parking spaces for residents of the development shall be provided in dedicated cycle stores at ground floor level within Blocks A, B, and C, and a further 40no. publicly accessible short-stay bicycle parking spaces, primarily for visitor use, shall be provided externally at surface level.
- (v) Pedestrian permeability has been implemented at several locations within the proposed development, including provision for future connectivity to/from the existing laneway connecting to Highfield Park at the north-west of the site. Details of the development's proposed pedestrian/cyclist access arrangements are provided within section 7.5 of this report.
- (vi) Section 8 of this report includes the framework of a Residential Travel Plan (RTP) for the subject development. This shall serve as the template for implementation of a full RTP once the development is completed and occupied, and includes details of mobility management measures suggested for implementation under the final RTP. This RTP framework has been expanded upon since pre-application consultation stage and now includes details of target

modal splits for the development. A Travel Plan Coordinator shall be appointed prior to occupation of the subject development, and their details shall be communicated to Dún Laoghaire-Rathdown County Council.

- (vii) As described in sub-section 7.8 of this report, an independent Quality Audit of the proposed development layout and access arrangements has been conducted by Roadplan Consulting on behalf of CS Consulting. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing no. H081-CSC-XX-GL-DR-C-0020 for details of these design changes.

9.2 Recommendations of Dún Laoghaire-Rathdown County Council

The Transportation Planning Section of Dún Laoghaire-Rathdown County Council on the 14th of January 2020 issued the following recommendations:

1. *“A total of 114 No. parking spaces to serve the proposed 119 No. apartment units would be deemed acceptable. Submitted drawings should also clearly mark the number and location of car parking spaces assigned to visitors, car sharing schemes, deliveries, set-down etc. 5 No. disabled parking spaces and 5 No. motorcycle parking spaces should be provided within the development.*
2. *“The Applicant shall submit an undertaking in writing that car parking spaces associated with residential units must be sold off in conjunction with the units and not sold separately or let to avoid non take-up by residents as part of any future submission.*
3. *“A minimum of 60 No. Short Stay cycle parking spaces and 189 No. Long Stay cycle parking spaces should be provided at the development. These should be designed and constructed in*

accordance with DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018).

4. *"In accordance with Section 3 of DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018), stacked cycling parking is not recommended and the preferred type of cycle parking stand is the Sheffield cycle stand.*

Accordingly, all proposed cycle parking at the development should be of the preferred "Sheffield" type and be constructed in accordance with the DLRCC standard.

In accordance with Section 4.4.2 of DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018), a minimum of 50% of short-term cycle parking and all long-term cycle parking should be covered. The Applicant's submitted drawings shall show that these requirements have been fulfilled.

5. *"In accordance with Section 4 of DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018), short stay cycle parking spaces should be situated no further than 25m from main entry points and long stay cycle parking spaces should be situated within 50m of the destination. A more suitable location for proposed cycle parking should be provided to ensure that these requirements are met.*
6. *"The Applicant shall submit detailed drawings and information which shows the location and type of the proposed electric vehicle charging points. Proposed ducting to the charging points and to all car parking spaces (to facilitate future provision of charging points) shall be clearly shown on the submitted drawings.*
7. *"Revised swept path analysis which eliminates all potential conflicts shall be included in any further submission.*



8. *"All vehicular access ramps shall be designed in accordance with in accordance with the Dun Laoghaire-Rathdown County Development Plan (2016/2022) Section 8.2.4.10 and comply with the requirements of the Institution of Structural Engineers booklet entitled 'Design Recommendations for Multi Storey and Underground Car Park Fourth Edition' (2011).*

Note: All access ramps shall comply with Table 4.4: Maximum gradients for vehicle ramps

9. *"A detailed mobility management plan shall be submitted with the application which outlines proposed measures to encourage and enable the use of sustainable transport modes and reduce reliance on the private car as a means of transport to and from the development. The mobility management plan shall address mobility management for Block D (shared living block) in detail in the context of the overall development. The contact details of an appointed Mobility Manager who shall be appointed to implement, monitor and review the plan shall also be provided.*
10. *"The operational waste management plan prepared by AWN and referred to within the submitted construction management plan shall be submitted as part of any further submission.*
11. *"A detailed quality audit carried out to by a suitably qualified and experienced engineering consultant shall be submitted by the Applicant. The audit shall include a Road Safety Audit, Access Audit, Cycle Audit and a Walking Audit to demonstrate that appropriate consideration has been given to all relevant aspects of the proposed residential development in accordance with the Design Manual for Urban Roads & Streets (DMURS). The independent Audit Team shall be approved by the Planning Authority (Transportation Planning Section) and all measures recommended by the Auditor shall be undertaken. A*

feedback report should also be submitted which provides a response to each of the items.

12. *"The Applicant shall submit a detailed plan and elevation drawing of the proposed vehicular entry treatment for pedestrian priority at the new vehicular entrance to the proposed residential development and the required ramped pedestrian priority crossing at Frankfort, adjacent to the existing bridge. These crossings should be designed in accordance with the guidance and standards set out in Chapter 4.2.6 of the "Design Manual for Urban Roads and Streets" (2019) / the "Traffic Management Guidelines Manual (2003)". The tactile paving at either side of the ramp shall be shown as buff colour as per the following documents "Guidance on the use of tactile paving surfaces - DETR (UK)".*
13. *"The Applicant shall submit revised drawings which show the proposed 1.8m wide footpath to the south of the development along Frankfort Court shall be extended to the proposed "raised table treatment" at the eastern boundary. The "raised table treatment" shall also be designed in accordance with the guidance and standards set out in Chapter 4.2.6 of the "Design Manual for Urban Roads and Streets" (2019) / the "Traffic Management Guidelines Manual (2003)". The tactile paving at either side of the ramp shall be shown as buff colour as per the following documents "Guidance on the use of tactile paving surfaces - DETR(UK)".*
14. *"The Applicant shall submit revised drawings which show the eastern ramped entry to be constructed in compliance with the universal design guidance: "Building for Everyone: A Universal Design Approach - External environment and approach". A minimum width of 1.8m should be shown with the max ramp length shown as 9m.*
15. *The Applicant shall provide clarification as to how the pedestrian access to Highfield Park will be managed, and whether a gate is*

proposed. Transportation planning are in favour of the omission of the gate.”

9.2.1 Response to DLRCC Item 1 – car parking provision

The design rationale for the development's overall car parking provision is set out in sub-section 6.1 of this report and summarised in the response to Item 1 of the ABP opinion. The development includes 4no. disabled-accessible car parking spaces and 3no. motorcycle parking spaces, meeting the proportional requirements of the *Dún Laoghaire-Rathdown County Development Plan 2016–2022* (refer to sub-sections 6.2 and 6.8). The locations of these spaces, as well as the locations of EV charging facilities and residential car club spaces, are shown on CS Consulting drawing nos. H081-CSC-XX-GL-DR-C-0007 and H081-CSC-XX-GL-DR-C-0020.

9.2.2 Response to DLRCC Item 2 – car parking allocation

As described in sub-section 6.5 of this report, all car parking spaces within the development shall be controlled by the development's Management Company. Those car parking spaces not reserved for residential car club vehicles shall be assigned to residents on the basis of availability and need, in order to optimise the use of parking spaces. This approach is preferred to that of permanently assigning spaces to (and selling them with) individual residential units, as it ensures efficient use of car parking spaces. This is particularly relevant to disabled-accessible spaces and those equipped with EV charging facilities, which otherwise may be allocated to units whose residents have no need of them.

9.2.3 Response to DLRCC Item 3 – bicycle parking provision

As detailed in sub-section of this report, a total of 176no. bicycle parking spaces are to be provided within the development: 136no.

long term bicycle parking spaces for residents and a further 40no. publicly accessible short-stay bicycle parking spaces, primarily for visitor use. This quantum meets the numerical requirements set out in the Dún Laoghaire-Rathdown County Council policy document *Standards for Cycle Parking & Associated Cycling Facilities for New Developments* (January 2018).

9.2.4 Response to DLRCC Item 4 – bicycle parking type

All publicly accessible short-stay cycle parking spaces within the development are of the Sheffield stand type. Stacked bicycle parking systems have been employed in the internal bicycle store rooms (providing long term cycle parking for residents), as these enable a more efficient use of space.

All long term cycle parking spaces are located internally and are therefore covered. 10no. external Sheffield stands (20no. cycle parking spaces, or 50% of the total short-stay cycle parking provision) shall also be covered by a canopy.

9.2.5 Response to DLRCC Item 5 – bicycle parking location

All residential units within the development are within 50m of one or more internal bicycle stores providing long term cycle parking. External short-stay bicycle parking stands have been positioned with regard to requirements for shelter, passive surveillance, circulation, and general residential amenity. The majority of building entrances are within 25m of short-stay bicycle parking stands.

9.2.6 Response to DLRCC Item 6 – electric vehicle charging points

The locations of the 12no. car parking spaces to be equipped with EV charging facilities are shown on CS Consulting drawing nos. H081-CSC-XX-GL-DR-C-0007 and H081-CSC-XX-GL-DR-C-0020. For further detail of the charging infrastructure proposed, including ducting, refer

to the drawings and documentation prepared by Arup (mechanical & electrical engineering consultants) as part of this planning application.

9.2.7 Response to DLRCC Item 7 – swept path analysis

Swept path analyses have been carried out for cars accessing the basement car park and circulating within it, as well as for a refuse vehicle and a fire tender servicing the development at surface level. These analyses, provided on CS Consulting drawing nos. H081-CSC-XX-GL-DR-C-0012, H081-CSC-XX-GL-DR-C-0013, and H081-CSC-XX-GL-DR-C-0014, indicate that the development's internal layout and access design can accommodate these vehicle movements where required.

9.2.8 Response to DLRCC Item 8 – vehicular access ramps

As described in sub-section 7.4 of this report, the basement car park configuration and access arrangements (including access ramp gradients) comply with the *IStructE Design Recommendations for Multi-Storey and Underground Car Parks*.

9.2.9 Response to DLRCC Item 9 – mobility management plan

Section 8 of this report includes the framework of a Residential Travel Plan (RTP) for the subject development. This shall serve as the template for implementation of a full RTP once the development is completed and occupied, and includes details of mobility management measures suggested for implementation under the final RTP. This RTP framework has been expanded upon since pre-application consultation stage and now includes details of target modal splits for the development. A Travel Plan Coordinator shall be appointed prior to occupation of the subject development, and their details shall be communicated to Dún Laoghaire-Rathdown County Council.

The shared living units originally proposed within Block D have now been omitted from the development proposals.

9.2.10 Response to DLRCC Item 10 – operational waste management plan

The Operational Waste Management Plan prepared by AWN in respect of the subject development is submitted under separate cover with this application.

9.2.11 Response to DLRCC Item 11 – independent quality audit

As described in sub-section 7.8 of this report, an independent Quality Audit of the proposed development layout and access arrangements has been conducted by Roadplan Consulting on behalf of CS Consulting. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing no. H081-CSC-XX-GL-DR-C-0020 for details of these design changes.

The Quality Audit report document issued by Roadplan Consulting, together with the audit response form, are provided under separate cover within this planning application.

9.2.12 Response to DLRCC Item 12 – pedestrian crossings

Details of the proposed pedestrian crossings on Old Frankfort, to the east of the subject site, as well as the proposed ramped entry treatment that ensures pedestrian priority across the development access on Old Frankfort, are shown on CS Consulting drawing no. H081-CSC-XX-GL-DR-C-0007 (Proposed Road Layout).

9.2.13 Response to DLRCC Item 13 – pedestrian footpath

As the lands to the south of the site are not within the ownership of the applicant, delivery of a pedestrian footpath along Frankfort Court at



the site's southern boundary (as originally proposed) is not possible. Pedestrian permeability along the east-west access is instead ensured via the development's internal layout, which includes pedestrian footpaths 1.8m in width that link the pedestrian access on Frankfort Court to the development's eastern access on Old Frankfort, at which location a raised pedestrian crossing is provided. No gates will be installed at these access points, ensuring that this pedestrian route remains publicly accessible at all times. Refer to CS Consulting Drawing no. H081-CSC-XX-GL-DR-C-0007 (Proposed Road Layout) for details.

9.2.14 Response to DLRCC Item 14 – ramped entry design

Details of the ramped entry treatment at the development's access on Old Frankfort are shown on CS Consulting drawing no. H081-CSC-XX-GL-DR-C-0007 (Proposed Road Layout). The level surface at the crest of the ramp has a minimum width of 3.2m and is 5.7m in length.

9.2.15 Response to DLRCC Item 15 – pedestrian access to Highfield Park

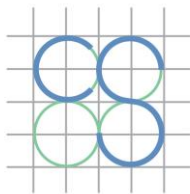
As described in sub-section 7.5 of this report, it is proposed to allow for a future pedestrian and cyclist access onto the existing laneway connecting to Highfield Park, at the north-west corner of the site. It is not envisaged that this future access would be gated.

10.0 SUMMARY & CONCLUSIONS

This report examines the impact of a proposed residential development at Frankfort Castle, Old Frankfort, Dundrum, Dublin 14 on the performance of the surrounding road network, and assesses the internal road layout; car, bicycle, and motorcycle parking provision; and cyclist and pedestrian facilities.

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

- The proposed development shall not generate excessive vehicular traffic flows. Total vehicle trips (arrivals and departures combined) of 45 PCU are predicted during the AM peak hour (08:00-09:00), and total vehicle trips of 48 PCU in the PM peak hour (18:00-19:00).
- The existing junction of Old Frankfort with the R117 (Dundrum Road), Summerville, and the Frankfort Centre car park, which gives access to the subject development site, currently operates within its effective capacity on all approaches during both the AM and PM peak periods, with negligible vehicle queues and delays, and shall continue to do so past the year 2038 with the subject development in place.
- The 2no. further assessed junctions on Dundrum Road currently operate within their effective capacities during AM and PM peak periods but are forecast to exceed effective capacity on one or more approaches in future assessment years due to background traffic growth. The addition of vehicular traffic related to the subject development shall not have a significant impact upon the operation of these junctions.
- The proposed development includes appropriate quanta of car and bicycle parking, balancing the requirements of the Local Authority development plan with the recommendations of the 2020 *Design Standards for New Apartments* guidelines. The proposed provisions of disabled-accessible parking spaces, EV charging points, and

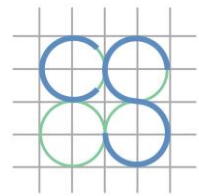


motorcycle parking within the development comply with Local Authority standards.

- Clear sightlines of 23m in both directions along Old Frankfort are achieved at the proposed new development access junction, in accordance with the requirements of the *Design Manual for Urban Roads and Streets*.
- As part of the subject development works, it is proposed to reconfigure Old Frankfort along a stretch of approx. 40m eastward from its junction with Frankfort Court, to improve operational efficiency and safety by increasing footpath width and formalising the existing alternating-traffic arrangement across the Slang River bridge.
- Swept path analyses have been conducted for cars accessing the basement car park and circulating within it, as well as for a refuse vehicle and a fire tender servicing the development at surface level. These indicate that the design of the development access and its internal layout can accommodate these vehicle movements where required.
- The development site is situated within convenient walking distance of existing high-quality public transport services into and through Dublin City, including two stops on the Luas Green Line.
- A Travel Plan Coordinator shall be appointed for the proposed development, with the remit to implement and oversee an ongoing Residential Travel Plan; this shall assist residents and their visitors in making the most of sustainable transport opportunities and in avoiding single-occupant car journeys.
- A residential car sharing club shall be established within the development, allowing residents the common use of a small vehicle pool based permanently within the development.

- An independent Quality Audit of the proposed development layout and access arrangements has been conducted by Roadplan Consulting on behalf of CS Consulting. Design changes have been made in response to the recommendations of the Quality Audit and the measures adopted have been accepted by the audit team. Refer to CS Consulting drawing no. H081-CSC-XX-GL-DR-C-0020 for details of these design changes.

In summary, the assessment indicates that the proposed development can be supported by the surrounding road network; that appropriate quanta of car, bicycle, and motorcycle parking are to be provided; that the development access design and internal layout are fit for purpose and comply with the *Design Manual for Urban Roads and Streets*; that the development site is well served by public transport; and that the proposed development is well positioned to promote sustainable transport patterns among residents and visitors.



CS CONSULTING
GROUP

Appendix A

Traffic Survey Data



Origin Arm A Dundrum Road							Destination: Arm B Bird Avenue							Destination: Arm C Olivemount Terr							Destination: Arm D Millmount Grove							Arm Totals
Destination:	Car	LGV	OGV1	OGV2	PSV	Total	Car	LGV	OGV1	OGV2	PSV	Total	Car	LGV	OGV1	OGV2	PSV	Total	Car	LGV	OGV1	OGV2	PSV	Total	Arm Totals			
07:00	0	0	0	0	0	0	19	1	0	0	0	20	32	2	0	0	2	36	0	0	0	0	0	56				
07:15	0	0	0	0	0	0	25	1	0	0	0	26	51	5	1	0	2	59	0	0	0	0	0	85				
07:30	0	0	0	0	0	0	23	3	0	0	0	26	64	4	0	0	1	69	0	0	0	0	0	95				
07:45	0	0	0	0	0	0	32	4	0	0	0	36	52	2	0	0	1	55	0	0	0	0	0	81				
1 Hr	0	0	0	0	0	0	98	9	0	0	0	108	188	13	1	0	5	218	0	0	0	0	0	321				
08:00	0	0	0	0	0	0	22	2	0	0	0	24	57	4	1	0	0	62	0	0	0	0	0	88				
08:15	0	0	0	0	0	0	15	1	1	0	0	17	88	1	1	0	0	90	0	0	0	0	0	107				
08:30	0	0	0	0	0	0	22	0	0	0	0	22	64	1	0	1	0	66	0	0	0	0	0	88				
08:45	0	0	0	0	0	0	32	0	1	0	0	34	65	1	1	0	0	68	0	0	0	0	0	102				
1 Hr	0	0	0	0	0	0	91	3	4	0	1	99	274	7	3	1	1	286	0	0	0	0	0	385				
09:00	0	0	0	0	0	0	30	2	1	0	1	34	39	4	1	0	2	46	0	0	0	0	0	92				
09:15	0	0	0	0	0	0	22	0	0	0	3	25	39	4	0	0	0	43	0	0	0	0	0	68				
09:30	0	0	0	0	0	0	36	2	0	0	1	39	54	1	2	0	2	59	0	0	0	0	0	98				
09:45	0	0	0	0	0	0	23	3	0	0	0	26	48	1	0	0	0	49	0	0	0	0	0	75				
1 Hr	0	0	0	0	0	0	111	7	1	0	5	124	192	10	3	0	4	209	0	0	0	0	0	333				
10:00	0	0	0	0	0	0	14	2	0	0	0	16	45	2	1	0	0	48	0	0	0	0	0	64				
10:15	0	0	0	0	0	0	20	3	1	0	0	24	45	2	1	0	1	49	0	0	0	0	0	73				
10:30	0	0	0	0	0	0	17	3	1	0	1	22	51	0	0	0	0	51	0	0	0	0	0	83				
10:45	0	0	0	0	0	0	14	0	1	0	0	15	54	4	0	0	0	58	0	0	0	0	0	73				
1 Hr	0	0	0	0	0	0	65	8	3	0	1	77	195	17	2	0	2	216	0	0	0	0	0	293				
11:00	0	0	0	0	0	0	19	0	0	0	0	19	64	7	1	0	1	73	0	0	0	0	0	92				
11:15	0	0	0	0	0	0	12	1	0	0	1	14	49	12	1	0	0	62	0	0	0	0	0	76				
11:30	0	0	0	0	0	0	7	4	0	0	1	12	50	9	4	0	1	64	0	0	0	0	0	79				
11:45	0	0	0	0	0	0	18	1	0	0	0	19	65	6	1	0	0	72	0	0	0	0	0	81				
1 Hr	0	0	0	0	0	0	56	6	0	0	2	64	228	34	7	0	2	271	0	0	0	0	0	335				
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12:15	0	0	0	0	0	0	12	4	0	0	0	16	64	9	1	0	0	74	0	0	0	0	0	90				
12:30	0	0	0	0	0	0	25	2	0	0	2	29	66	7	3	0	1	77	0	0	0	0	0	106				
12:45	0	0	0	0	0	0	21	3	0	0	0	24	77	5	3	0	0	85	0	0	0	0	0	108				
1 Hr	0	0	0	0	0	0	77	11	0	0	2	90	279	31	7	0	2	310	0	0	0	0	0	403				
13:00	0	0	0	0	0	0	23	0	1	0	0	24	64	9	0	0	1	74	0	0	0	0	0	94				
13:15	0	0	0	0	0	0	20	2	0	0	0	22	85	7	1	0	1	94	0	0	0	0	0	116				
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13:45	0	0	0	0	0	0	28	1	0	0	1	30	57	4	1	0	1	63	0	0	0	0	0	93				
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14:30	0	0	0	0	0	0	31	2	0	0	1	34	55	8	1	1	1	66	0	0	0	0	0	100				
14:45	0	0	0	0	0	0	25	5	0	0	0	30	62	11	1	0	2	76	0	0	0	0	0	106				
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15:00	0	0	0	0	0	0	25	1	0	0	0	26	90	4	0	1	0	95	0	0	0	0	0	121				
15:15	0	0	0	0	0	0	25	4	0	0	0	29	75	5	0	2	2	84	0	0	0	0	0	113				
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1 Hr	0	0	0	0	0	0	106	5	0	0	2	113	315	33	0	2	5	355	0	0	0	0	0	468				
16:00	0	0	0	0	0	0	20	0	0	0	0	20	74	5	0	0	3	82	0	0	0	0	0	102				
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16:30	0	0	0	0	0	0	33	0	0	0	0	33	69	10	0	0	0	79	0	0	0	0	0	112				
16:45	0	0	0	0	0	0	27	4	0	0	1	33	82	4	1	0	1	87	0	0	0	0	0	120				
1 Hr	0	0	0	0	0	0	108	7	1	0	1	117	295	28	2	0	5	330	0	0	0	0	0	447				
17:00	0	0	0	0	0	0	38	1	0	0	0	39	73	5	1	0	0	79	0	0	0	0	0	118				
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17:30	0	0	0	0	0	0	40	1	0	0	0	41	77	4	1	0	1	82	0	0	0	0	0	124				
17:45	0	0	0	0	0	0	30	1	0	0	0	31	68	3	0	0	1	72	0	0	0	0	0	103				
1 Hr	0	0	0	0	0	0	159	5	0	0	0	165	395	18	2	0	3	407	0	0	0	0	0	463				
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1 Hr	0	0	0	0	0	0	149	4	0	0	0	153	323	7	1	0	3	334	0	0	0	0	0	487				
Total	0	0	0	0	0	0	1205	79	12	0	19	1315	3111	255	34	4	39	3443	0	0	0	0	0	4758				

Origin Arm B Bird Avenue							Destination: Arm B Bird Avenue							Destination: Arm C Olivemount Terr							Destination: Arm D Millmount Grove							Arm Totals
Destination:	Car	LGV	OGV1	OGV2	PSV	Total	Car	LGV	OGV1	OGV2	PSV	Total	Car	LGV	OGV1	OGV2	PSV	Total	Car	LGV	OGV1	OGV2	PSV	Total	Arm Totals			
07:00	8	1	0	0	0	9	0	0	0	0	0	0	24	2	1	0	0	27	0	0	0	0	0	36				
07:15	17	0	0	0	0	17	0	0	0	0	0	0	21	1	1	0	1	24	0	0	0	0	0	41				
07:30	24	0	0	0	0	24	0	0	0	0	0	0	31	0	0	0	0	31	0	0	0	0	0	55				
07:45	20	1	0	0	0	21	0	0	0	0	0	0	34	3	0	0	0	37	0	0	0	0	0	58				
1 Hr	69	2	0	0	0	71	0	0	0	0	0	0	110	6	2	0	1	119	0	0	0	0	0	160				
08:00	21	1	0	0	0	22	0	0	0	0	0	0	43	2	1	0	1	47	0	0	0	0	0	69				
08:15	13	0	0	0	0	13	0	0	0	0	0	0	37	2	1	0	1	41	0	0	0	0	0	54				
08:30	18	1	0	0	0	19	0	0	0	0	0	0	34	1	1	0	1	37	1	0	0	0	0	57				
08:45	15	0	1	0	0	16	0	0	0	0	0	0	37	4	0	1	1	43	0	0	0	0						

Origin	Destination : Arm A Dundrum Road						Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV			
	07:00	113	14	1	0	0		
07:15	116	9	1	0	0	126	202	
07:30	138	7	0	0	0	145	216	
07:45	128	3	0	0	0	132	205	
1 Hr	465	33	2	0	2	502	834	
08:00	118	2	0	0	0	121	203	
08:15	81	6	0	0	0	88	172	
08:30	89	3	1	0	0	93	160	
08:45	90	6	2	0	2	100	176	
1 Hr	378	17	3	0	4	402	711	
09:00	88	8	0	0	0	96	166	
09:15	114	9	2	0	0	125	212	
09:30	114	7	2	0	0	123	180	
09:45	107	16	0	0	0	124	186	
1 Hr	423	40	4	0	1	468	744	
10:00	61	12	3	0	0	77	123	
10:15	70	9	0	0	0	79	128	
10:30	78	14	2	0	0	94	146	
10:45	69	13	1	0	0	85	125	
1 Hr	278	48	6	1	0	333	522	
11:00	45	6	2	0	0	54	98	
11:15	68	9	1	0	0	78	112	
11:30	65	7	1	0	0	73	113	
11:45	71	11	2	0	0	85	132	
1 Hr	249	33	6	0	0	290	445	
12:00	75	15	0	0	0	91	149	
12:15	78	6	0	0	0	85	130	
12:30	62	4	0	0	0	66	121	
12:45	66	10	0	0	0	77	125	
1 Hr	261	35	0	0	0	319	525	
13:00	57	8	2	0	0	68	124	
13:15	77	8	1	1	0	87	130	
13:30	54	13	1	0	0	68	127	
13:45	73	5	1	0	0	80	121	
1 Hr	261	34	5	1	0	303	503	
14:00	62	7	0	0	0	70	114	
14:15	65	6	1	0	0	72	108	
14:30	52	10	1	0	0	63	101	
14:45	60	4	1	0	0	66	117	
1 Hr	239	27	3	0	0	271	440	
15:00	52	6	1	1	0	61	98	
15:15	58	6	0	0	0	65	107	
15:30	67	3	1	0	0	72	107	
15:45	66	2	1	0	0	70	127	
1 Hr	243	17	3	2	0	268	428	
16:00	77	5	1	0	0	84	118	
16:15	59	1	0	0	0	61	96	
16:30	66	6	0	0	0	72	103	
16:45	59	4	0	0	0	63	87	
1 Hr	261	16	2	0	0	281	463	
17:00	97	0	0	0	0	98	159	
17:15	81	4	0	0	0	87	130	
17:30	80	4	0	0	0	84	127	
17:45	65	4	0	0	0	69	119	
1 Hr	323	12	0	0	0	335	535	
18:00	74	2	0	0	0	76	127	
18:15	86	3	0	0	0	91	131	
18:30	71	4	0	0	0	75	138	
18:45	71	3	0	0	0	74	130	
1 Hr	302	12	0	0	0	315	525	
Total	3733	324	34	4	28	4123	6616	
Origin	Destination : Arm B Bird Avenue						Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV			
	07:00	0	0	0	0	0		
07:15	0	0	0	0	0	0	0	
07:30	2	0	0	0	0	2	5	
07:45	0	0	0	0	0	0	1	
1 Hr	2	0	0	0	0	2	6	
08:00	0	3	0	0	0	3	4	
08:15	1	0	0	0	0	1	4	
08:30	0	0	0	0	0	0	0	
08:45	2	0	0	0	0	2	2	
1 Hr	3	3	0	0	0	6	9	
09:00	1	0	0	0	0	1	1	
09:15	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	
1 Hr	1	0	0	0	0	1	2	
10:00	0	0	0	0	0	0	1	
10:15	1	0	0	0	0	1	2	
10:30	0	0	0	0	0	0	1	
10:45	0	0	0	0	0	0	0	
1 Hr	1	0	0	0	0	1	5	
11:00	0	1	0	0	0	1	1	
11:15	2	1	0	0	0	3	3	
11:30	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	
1 Hr	2	2	0	0	0	4	5	
12:00	0	0	0	0	0	0	1	
12:15	0	0	0	0	0	0	2	
12:30	1	0	0	0	0	1	1	
12:45	0	0	0	0	0	0	3	
1 Hr	1	0	0	0	0	1	7	
13:00	0	0	0	0	0	0	1	
13:15	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	
1 Hr	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	
14:15	0	1	0	0	0	1	1	
14:30	0	0	0	0	0	0	0	
14:45	1	0	0	0	0	1	1	
1 Hr	1	1	0	0	0	2	2	
15:00	0	0	0	0	0	0	0	
15:15	2	0	0	0	0	2	3	
15:30	0	0	0	0	0	0	0	
15:45	0	0	0	0	0	0	0	
1 Hr	2	0	0	0	0	2	3	
16:00	1	0	0	0	0	1	1	
16:15	2	0	0	0	0	2	2	
16:30	0	0	0	0	0	0	1	
16:45	0	0	0	0	0	0	1	
1 Hr	3	0	0	0	0	3	5	
17:00	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	1	
17:30	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	
1 Hr	0	0	0	0	0	0	1	
18:00	0	0	0	0	0	0	2	
18:15	0	0	0	0	0	0	0	
18:30	1	0	0	0	0	1	1	
18:45	0	0	0	0	0	0	1	
1 Hr	1	0	0	0	0	1	4	
Total	17	3	0	0	0	20	50	
Origin	Destination : Arm C Olivemount Terrace						Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV			
	07:00	61	11	0	0	0		
07:15	69	5	1	0	0	75	75	
07:30	69	0	2	0	0	71	71	
07:45	67	3	0	0	0	70	70	
1 Hr	266	19	3	0	0	289	289	
08:00	75	3	0	0	0	78	82	
08:15	77	4	0	1	2	84	84	
08:30	60	3	0	0	4	67	67	
08:45	71	3	2	0	0	76	76	
1 Hr	286	13	2	1	7	309	309	
09:00	67	1	1	0	1	70	70	
09:15	79	7	0	0	1	87	87	
09:30	48	7	0	0	2	57	57	
09:45	50	7	2	0	2	61	61	
1 Hr	244	22	3	0	6	275	275	
10:00	38	5	0	0	2	45	45	
10:15	42	5	1	0	1	49	49	
10:30	46	5	0	0	0	51	51	
10:45	33	5	0	0	1	39	39	
1 Hr	159	20	1	0	4	184	184	
11:00	40	2	0	0	2	44	44	
11:15	30	3	1	0	0	34	34	
11:30	33	5	0	0	2	40	40	
11:45	30	5	0	0	1	36	36	
1 Hr	133	15	1	0	5	154	154	
12:00	47	7	1	0	1	56	56	
12:15	35	5	1	0	1	42	42	
12:30	49	3	2	0	0	54	54	
12:45	40	4	0	0	1	45	45	
1 Hr	171	19	4	0	3	197	197	
13:00	48	4	1	0	0	53	53	
13:15	38	3	1	0	1	43	43	
13:30	51	4	2	0	1	58	58	
13:45	35	5	0	0	1	41	41	
1 Hr	172	16	4	0	3	195	195	
14:00	42	2	0	0	0	44	44	
14:15	23	9	3	0	1	36	36	
14:30	37	0	1	0	0	38	38	
14:45	49	1	0	0	1	51	51	
1 Hr	151	12	4	0	2	169	169	
15:00	36	0	0	0	0	36	36	
15:15	26	2	0	0	0	31	31	
15:30	33	2	0	0	0	35	35	
15:45	50	4	1	0	1	56	56	
1 Hr	147	8	1	0	2	158	158	
16:00	30	3	0	0	1	34	34	
16:15	29	1	0	0	1	31	31	
16:30	29	1	0	0	0	31	31	
16:45	33	0	0	0	0	33	33	
1 Hr	121	5	0	0	3	129	129	
17:00	52	8	0	0	1	61	61	
17:15	40	2	0	0	0	42	42	
17:30	38	4	0	0	1	43	43	
17:45	46	2	0	0	1	49	49	
1 Hr	176	16	0	0	3	195	195	
18:00	50	0	0	0	1	51	51	
18:15	37	2	0	0	1	40	40	
18:30	61	0	0	0	1	62	62	
18:45	51	1	0	0	3	55	55	
1 Hr	199	3	0	0	6	208	208	
Total	2225	168	23	1	47	2464	2464	
Origin	Destination : Arm D Millmount Grove						Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV			
	07:00	0	0	0	0	0		
07:15	0	0	0	0	0	0	0	
07:30	2	0	0	0	0	2	5	
07:45	0	0	0	0	0	0	1	
1 Hr	2	0	0	0	0	2	6	
08:00	0	0	0	0	0	0	0	
08:15	1	0	0	0	0	1	4	
08:30	0	0	0	0	0	0	0	
08:45	2	0	0	0	0	2	2	
1 Hr	3	0	0	0	0	3	9	
09:00	1	0	0	0	0	1	1	
09:15	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	
1 Hr	1	0	0	0	0	1	2	
10:00	0	0	0	0	0	0	1	
10:15	1	0	0	0	0	1	2	
10:30	0	0	0	0	0	0	1	
10:45	0	0	0	0	0	0	0	
1 Hr	1	0	0	0	0	1	5</	



ORIGIN SUMMARY

	Origin : Arm A Dundrum Road					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	51	3	0	0	2	56
07:15	76	6	1	0	2	85
07:30	87	7	0	0	1	95
07:45	84	6	0	0	1	91
1 Hr	298	22	1	0	6	327
08:00	79	6	3	0	0	88
08:15	103	2	2	0	0	107
08:30	86	1	0	1	0	88
08:45	97	1	2	0	2	102
1 Hr	365	10	7	1	2	385
09:00	81	6	2	0	3	92
09:15	61	4	0	0	3	68
09:30	90	3	2	0	3	98
09:45	71	4	0	0	0	75
1 Hr	303	17	4	0	6	333
10:00	59	4	1	0	0	64
10:15	65	5	2	0	1	73
10:30	68	12	1	0	2	83
10:45	68	4	1	0	0	73
1 Hr	260	25	5	0	3	293
11:00	83	7	1	0	1	92
11:15	61	13	1	0	1	76
11:30	57	13	4	0	2	76
11:45	83	7	1	0	0	91
1 Hr	284	40	7	0	4	335
12:00	82	12	0	0	1	95
12:15	76	13	1	0	0	90
12:30	91	9	3	0	3	106
12:45	99	8	3	0	0	109
1 Hr	347	42	7	0	4	400
13:00	87	9	1	0	1	98
13:15	105	9	1	0	1	116
13:30	93	7	3	0	1	104
13:45	85	5	1	0	2	93
1 Hr	370	30	6	0	6	411
14:00	88	12	0	0	1	101
14:15	96	5	1	0	1	103
14:30	86	10	1	1	2	100
14:45	87	16	1	0	2	106
1 Hr	357	43	3	1	6	410
15:00	115	5	0	1	0	121
15:15	101	15	0	0	2	118
15:30	100	13	0	1	5	119
15:45	105	10	0	0	0	115
1 Hr	421	38	0	2	7	468
16:00	94	5	0	0	3	102
16:15	98	12	2	0	1	113
16:30	102	10	0	0	1	112
16:45	109	8	1	0	0	120
1 Hr	403	35	3	0	6	447
17:00	111	6	1	0	0	118
17:15	110	6	0	0	1	117
17:30	117	5	1	0	1	124
17:45	98	4	0	0	1	103
1 Hr	406	21	2	0	3	432
18:00	91	4	1	0	1	97
18:15	124	1	0	0	0	125
18:30	142	4	0	0	2	148
18:45	115	2	0	0	0	117
1 Hr	472	11	1	0	3	487
Total	4316	334	46	4	58	4758

	Origin : Arm B Bird Avenue					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	32	3	1	0	0	36
07:15	38	1	1	0	1	41
07:30	55	0	0	0	0	55
07:45	54	4	0	0	0	58
1 Hr	179	8	2	0	1	190
08:00	84	3	1	0	1	89
08:15	50	2	1	0	1	54
08:30	53	2	1	0	1	57
08:45	52	4	1	1	1	59
1 Hr	219	11	4	1	4	239
09:00	85	2	1	0	1	89
09:15	57	0	3	0	0	60
09:30	58	5	0	0	3	66
09:45	61	10	0	0	1	72
1 Hr	241	17	4	0	5	267
10:00	39	8	2	0	0	49
10:15	53	12	0	0	1	66
10:30	50	6	2	0	0	58
10:45	47	6	1	0	1	55
1 Hr	189	32	5	0	2	228
11:00	49	6	1	0	1	57
11:15	62	7	0	0	1	70
11:30	57	7	1	0	1	66
11:45	53	9	1	0	1	64
1 Hr	216	29	3	0	4	252
12:00	53	5	0	0	1	59
12:15	55	9	0	0	1	65
12:30	50	6	1	1	1	59
12:45	63	6	1	0	1	71
1 Hr	221	26	2	1	4	254
13:00	69	5	0	0	1	75
13:15	55	9	1	0	2	67
13:30	67	6	1	0	0	74
13:45	76	3	0	0	1	80
1 Hr	267	23	2	0	4	296
14:00	61	6	0	0	2	69
14:15	72	2	3	0	0	77
14:30	60	5	0	0	1	66
14:45	60	6	2	0	1	69
1 Hr	253	19	5	0	4	281
15:00	79	6	4	0	2	91
15:15	65	9	0	0	0	74
15:30	66	3	0	0	0	69
15:45	68	11	0	0	1	80
1 Hr	278	29	5	0	3	315
16:00	73	14	0	0	1	88
16:15	100	7	1	0	1	109
16:30	88	5	0	0	2	95
16:45	87	8	0	0	2	97
1 Hr	348	34	1	0	6	389
17:00	89	3	1	0	2	95
17:15	82	5	1	0	0	88
17:30	69	1	0	0	1	71
17:45	80	0	0	0	1	81
1 Hr	329	9	2	0	4	338
18:00	74	2	0	0	1	77
18:15	55	2	0	0	1	58
18:30	62	0	0	0	0	62
18:45	60	0	0	0	1	61
1 Hr	251	4	0	0	3	258
Total	2982	241	35	2	44	3304

	Origin : Arm C Olivemount Terrace					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	174	25	1	0	1	201
07:15	186	14	2	0	0	202
07:30	207	7	2	0	0	216
07:45	195	6	0	0	0	205
1 Hr	762	52	5	0	1	820
08:00	196	5	0	0	2	203
08:15	158	10	0	1	3	172
08:30	149	6	1	0	4	160
08:45	161	9	4	0	2	176
1 Hr	664	30	5	1	11	711
09:00	182	9	1	0	1	193
09:15	193	16	2	0	1	212
09:30	162	14	2	0	2	180
09:45	158	23	2	0	3	186
1 Hr	668	62	7	0	7	744
10:00	99	18	3	0	3	123
10:15	112	14	1	0	1	128
10:30	125	19	2	0	0	146
10:45	102	19	1	1	2	125
1 Hr	438	70	7	1	6	522
11:00	85	8	2	0	3	98
11:15	98	12	2	0	0	112
11:30	88	12	1	0	2	103
11:45	102	16	2	2	2	124
1 Hr	383	48	7	0	7	445
12:00	124	22	1	0	2	149
12:15	116	11	1	0	2	130
12:30	112	7	2	0	0	121
12:45	107	14	2	0	2	125
1 Hr	459	54	6	0	6	525
13:00	108	12	4	0	1	125
13:15	115	11	2	1	1	130
13:30	106	17	3	0	1	127
13:45	108	10	1	0	2	121
1 Hr	437	50	10	1	5	503
14:00	104	9	0	0	1	114
14:15	88	15	4	0	1	108
14:30	89	10	2	0	0	101
14:45	109	5	1	0	2	117
1 Hr	390	39	7	0	4	440
15:00	89	6	1	1	1	98
15:15	95	6	0	0	1	102
15:30	100	5	1	1	0	107
15:45	117	6	2	0	2	127
1 Hr	392	26	4	2	5	428
16:00	107	8	1	0	2	118
16:15	90	2	1	0	2	95
16:30	95	7	0	0	1	103
16:45	93	4	0	0	0	97
1 Hr	385	21	2	0	5	413
17:00	149	8	0	0	2	159
17:15	122	6	0	0	2	130
17:30	118	8	0	0	1	127
17:45	112	6	0	0	1	118
1 Hr	501	28	0	0	6	529
18:00	124	2	0	0	1	127
18:15	123	5	0	0	3	131
18:30	133	4	0	0	1	138
18:45	123	4	0	0	3	130
1 Hr	503	15	0	0	8	526
Total	5982	494	60	5	75	6616

	Origin : Arm D Millmount Grove					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0
07:15	0	0	0	0	0	0
07:30	5	0	0	0	0	5
07:45	1	0	0	0	0	1
1 Hr	6	0	0	0	0	6
08:00	3	0	0	0	0	3
08:15	4	0	0	0	0	4
08:30	0	0	0	0	0	0
08:45	2	0	0	0	0	2
1 Hr	9	0	0	0	0	9
09:00	1	0	0	0	0	1
09:15	0	0	0	0	0	0
09:30	0	0	0	0	0	0
09:45	1	0	0	0	0	1
1 Hr	2	0	0	0	0	2
10:00	1	0	0	0	0	1
10:15	2	0	0	0	0	2
10:30	1	0	0	0	0	1
10:45	0	1	0	0	0	1
1 Hr	4	1	0	0	0	5
11:00	0	1	0	0	0	1
11:15	2	1	0	0	0	3
11:30	0	0	0	0	0	0
11:45	1	0	0	0	0	1
1 Hr	3	2	0	0	0	5
12:00	1	0	0	0	0	1
12:15	2	0	0	0	0	2
12:30	1	0	0	0	0	1
12:45	3	0	0	0	0	3
1 Hr	7	0	0	0	0	7
13:00	1	0	0	0	0	1
13:15	0	0	0	0	0	0
13:30	0	0	0	0	0	0
13:45	0	0	0	0		



Origin		Destination : Arm C Dundrum Road(S)					Destination : Arm B Somerville					Destination : Arm C Dundrum Road(S)					Destination : Arm D Golf Club Access					Destination : Arm E Frankfort					Arm Totals					
Time	1 Hr	Car	LGV	OGV1	OGV2	PSV	Car	LGV	OGV1	OGV2	PSV	Car	LGV	OGV1	OGV2	PSV	Car	LGV	OGV1	OGV2	PSV	Car	LGV	OGV1	OGV2	PSV	Car	LGV	OGV1	OGV2	PSV	Total
07:00	1 Hr	218	31	3	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	253		
07:15	1 Hr	256	13	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	273		
07:30	1 Hr	216	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224		
07:45	1 Hr	208	6	2	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	221		
08:00	1 Hr	88	57	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	972		
08:15	1 Hr	195	9	0	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	207		
08:30	1 Hr	196	11	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213		
08:45	1 Hr	211	6	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	219		
08:45	1 Hr	202	6	4	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	214		
09:00	1 Hr	804	32	6	1	10	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	853		
09:00	1 Hr	199	13	3	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215		
09:15	1 Hr	203	10	4	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	215		
09:30	1 Hr	184	22	3	0	1	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	210		
09:45	1 Hr	172	21	2	0	3	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	198		
10:00	1 Hr	756	66	12	0	7	0	0	0	0	6	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	841		
10:00	1 Hr	130	18	6	0	4	0	0	0	0	5	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	169		
10:15	1 Hr	126	19	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	145		
10:30	1 Hr	136	20	2	0	2	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	158		
10:45	1 Hr	119	15	2	0	3	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	139		
11:00	1 Hr	511	70	12	0	7	0	0	0	0	6	0	0	0	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	600		
11:00	1 Hr	105	9	3	0	2	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	119		
11:15	1 Hr	98	11	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	111		
11:30	1 Hr	109	15	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	127		
11:45	1 Hr	108	15	4	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	130		
12:00	1 Hr	420	51	9	0	7	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	487		
12:00	1 Hr	126	23	2	0	2	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	153		
12:15	1 Hr	121	10	1	0	2	0	0	0	0	1	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	134		
12:30	1 Hr	110	7	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	121		
12:45	1 Hr	120	15	1	0	2	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	138		
13:00	1 Hr	477	55	8	0	8	0	0	0	0	6	0	0	0	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	565		
13:00	1 Hr	98	12	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114		
13:15	1 Hr	131	14	4	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	151		
13:30	1 Hr	127	16	2	0	1	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	146		
13:45	1 Hr	128	16	2	0	1	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	147		
14:00	1 Hr	484	58	11	1	4	0	0	0	0	8	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	581		
14:00	1 Hr	104	7	1	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	114		
14:15	1 Hr	110	16	5	0	1	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	132		
14:30	1 Hr	102	11	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	114		
14:45	1 Hr	133	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	140		
15:00	1 Hr	449	38	7	0	4	0	0	0	0	6	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	498		
15:00	1 Hr	95	4	2	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103		
15:15	1 Hr	102	6	3	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113		
15:30	1 Hr	119	7	0	1	0	0	0	0	0	5	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	123		
15:45	1 Hr	125	7	1	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135		
16:00	1 Hr	441	24	8	2	5	0	0	0	0	10	0	0	0	0	0	3	3	0	0	0	6	0	0	0	0	0	0	0	478		
16:00	1 Hr	123	9	1	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	135		
16:15	1 Hr	106	5	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	114		
16:30	1 Hr	109	8	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	116		
16:45	1 Hr	122	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	129		
17:00	1 Hr	460	29	2	0	6	0	0	0	0	3	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	496		
17:00	1 Hr	130	9	0	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	141		
17:15	1 Hr	110	5	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	116		
17:30	1 Hr	114	7	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	123		
17:45	1 Hr	110	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	118		
18:00	1 Hr	454	40	8	0	3	0	0	0	0	9	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	498		
18:00	1 Hr	141	3	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146		
18:15	1 Hr	146	9	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157		
18:30	1 Hr	140	4	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147		
18:45	1 Hr	121	4	0	0	1	0	0	0	0	2	0	0																			



DESTINATION SUMMARY

	Destination : Arm A Dundrum Road					Total	Destination : Arm B Somerville					Total	Destination : Arm C Dundrum Road					Total	Destination : Arm D Golf Club Access					Total	Destination : Arm E Frankfort					Total	Dest Totals	
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV			Car
07:00	219	31	3	0	1	264	0	0	0	0	0	0	65	5	2	0	2	74	0	0	0	0	0	0	1	0	0	0	0	1	329	
07:15	258	13	2	0	0	273	0	0	0	0	0	0	71	8	3	0	3	85	0	0	0	0	0	0	2	2	0	0	0	2	360	
07:30	216	7	0	0	1	224	0	0	0	0	0	0	100	9	0	0	1	110	0	0	0	0	0	0	0	0	0	0	0	334		
07:45	211	7	2	0	4	224	0	0	1	0	0	1	92	5	1	0	1	99	0	0	0	0	0	0	0	0	0	0	0	324		
1 Hr	904	58	7	0	6	975	0	0	1	0	0	1	328	27	6	0	7	365	0	0	0	0	0	0	3	3	0	0	0	1347		
08:00	197	9	0	1	2	209	0	0	0	0	0	0	117	9	3	0	3	130	0	0	0	0	0	0	2	1	0	0	3	342		
08:15	196	12	2	0	4	214	0	0	0	0	0	0	125	4	1	0	1	131	3	0	0	0	0	3	2	0	0	0	2	350		
08:30	213	6	0	0	2	221	0	0	0	0	0	0	121	5	1	1	1	129	1	0	0	0	0	1	5	0	0	0	5	356		
08:45	203	6	4	0	2	215	0	0	0	0	0	0	89	4	3	1	1	98	3	0	0	0	0	3	6	0	0	0	0	322		
1 Hr	809	33	6	1	10	859	0	0	0	0	0	0	452	22	8	2	4	488	7	0	0	0	0	7	15	1	0	0	16	1370		
09:00	198	13	3	0	2	216	4	1	1	0	0	6	89	14	0	0	3	96	0	0	0	0	0	0	2	0	0	0	0	2	320	
09:15	203	10	4	0	1	218	1	0	0	0	0	1	87	6	4	0	0	97	1	0	0	0	0	1	2	0	0	0	0	6	323	
09:30	185	22	3	0	1	211	1	0	0	0	0	1	100	9	2	0	5	116	5	0	0	0	0	5	2	0	0	0	0	2	335	
09:45	174	21	2	0	3	200	2	1	0	0	0	3	100	12	0	0	1	113	5	0	0	0	0	5	3	0	0	0	0	3	324	
1 Hr	760	66	12	0	7	845	8	2	1	0	0	11	376	31	6	0	9	422	11	0	0	0	0	11	13	0	0	0	0	13	1302	
10:00	130	18	6	0	4	158	5	0	0	0	0	5	89	9	4	0	0	102	4	0	0	0	0	4	1	1	0	0	0	2	271	
10:15	132	19	2	0	0	158	0	0	0	0	0	0	90	12	1	0	2	105	3	1	0	0	0	4	2	0	0	0	0	2	264	
10:30	137	20	2	0	0	159	2	0	0	0	0	2	100	15	2	0	1	118	2	0	0	0	0	2	0	0	0	0	0	0	2	281
10:45	123	15	2	0	3	143	0	1	0	0	0	1	91	15	2	0	1	109	2	0	0	0	0	2	3	0	0	0	0	3	259	
1 Hr	522	72	12	0	7	613	7	1	0	0	0	8	370	51	9	0	4	434	11	1	0	0	0	12	6	1	0	0	0	7	1074	
11:00	107	9	3	0	2	121	1	0	0	0	0	1	108	10	1	0	1	120	1	1	0	0	0	2	2	0	0	0	0	2	246	
11:15	99	11	1	0	1	112	2	0	0	0	0	2	102	18	4	0	1	125	0	0	0	0	0	0	2	1	0	0	0	2	241	
11:30	111	15	1	0	2	129	0	1	0	0	0	1	95	16	6	0	1	118	2	0	0	0	0	2	1	0	0	0	0	1	251	
11:45	109	16	4	0	2	131	1	1	0	0	0	2	116	13	2	0	1	132	1	0	0	0	0	2	2	0	0	0	0	0	2	272
1 Hr	428	51	9	0	7	493	4	2	0	0	0	6	421	57	13	0	4	495	8	1	0	0	0	9	7	0	0	0	0	7	1010	
12:00	126	23	2	0	2	153	5	0	0	0	0	5	125	12	1	0	1	139	2	0	0	0	0	2	3	0	0	0	0	3	302	
12:15	122	10	1	0	2	135	2	0	0	0	0	2	116	19	1	0	1	137	6	1	0	0	0	7	4	0	0	0	0	4	285	
12:30	113	7	4	0	0	124	0	0	0	0	0	0	111	9	6	1	0	128	1	0	0	0	0	1	2	1	0	0	0	3	256	
12:45	123	16	1	0	2	142	4	1	0	0	0	5	138	13	3	0	1	155	2	0	0	0	0	2	1	0	0	0	0	1	305	
1 Hr	454	58	9	0	6	554	11	1	0	0	0	12	490	53	11	1	4	550	11	1	0	0	0	12	10	1	0	0	0	3	1148	
13:00	103	12	3	0	1	119	3	0	0	0	0	3	149	9	3	0	1	162	2	0	0	0	0	2	1	0	0	0	0	1	287	
13:15	133	14	4	1	1	153	0	0	0	0	0	0	130	12	2	0	3	147	3	0	0	0	0	3	3	0	0	0	0	3	306	
13:30	129	16	2	0	1	148	2	0	1	0	0	3	140	12	2	0	0	154	2	0	0	0	0	2	2	0	0	0	0	2	309	
13:45	133	16	2	0	1	152	4	0	0	0	0	4	121	12	2	0	0	135	2	0	0	0	0	2	1	1	0	0	0	2	295	
1 Hr	498	58	11	1	4	572	9	0	1	0	0	10	540	45	9	0	4	598	9	0	0	0	0	9	7	1	0	0	0	8	1197	
14:00	105	7	1	0	0	113	3	0	0	0	0	3	131	17	0	0	3	151	0	0	0	0	0	0	0	0	0	0	0	0	0	287
14:15	110	16	5	0	1	132	3	0	0	0	0	3	132	12	2	0	0	146	4	0	0	0	0	4	3	0	0	0	0	3	288	
14:30	103	11	1	0	0	115	1	0	0	0	0	1	112	6	1	1	2	122	4	0	0	0	0	4	4	0	0	0	0	4	246	
14:45	139	4	0	0	3	146	1	0	0	0	0	1	127	11	3	0	0	142	0	0	0	0	0	0	1	0	0	0	0	1	290	
1 Hr	457	38	7	0	4	506	8	0	0	0	0	8	502	46	6	1	6	561	8	0	0	0	0	8	8	0	0	0	0	8	1091	
15:00	95	4	2	1	1	103	1	0	0	0	0	1	153	9	1	1	2	166	3	2	0	0	0	5	0	0	0	0	0	0	275	
15:15	103	6	3	0	2	114	1	0	0	0	0	1	134	12	4	0	3	153	0	0	0	0	0	0	0	0	1	0	0	1	269	
15:30	121	7	0	1	0	129	5	1	0	0	0	6	155	14	1	1	2	173	0	0	0	0	0	0	2	0	0	0	0	2	310	
15:45	127	7	1	0	2	137	3	0	0	0	0	3	128	18	2	0	1	147	2	1	0	0	0	3	2	0	0	0	0	2	292	
1 Hr	446	24	8	2	6	483	10	1	0	0	0	11	568	53	8	2	8	630	5	3	0	0	0	8	4	1	0	0	0	6	1146	
16:00	123	9	1	0	2	135	2	0	0	0	0	2	144	14	0	0	3	161	1	0	0	0	0	1	1	0	0	0	0	1	300	
16:15	107	5	1	0	2	115	0	0	0	0	0	0	142	18	4	0	2	166	2	0	0	0	0	2	5	0	0	0	0	5	288	
16:30	112	8	0	0	1	121	0	0	0	0	0	0	141	16	0	0	2	159	2	0	0	0	0	2	0	0	0	0	0	0	283	
16:45	126	6	0	0	1	133	1	0	0	0	0	1	134	10	0	0	2	146	4	0	0	0	0	4	0	0	0	0	0	0	284	
1 Hr	468	29	2	0	6	504	3	0	0	0	0	3	561	58	4	0	9	632	9	0	0	0	0	9	6	0	0	0	0	6	1154	
17:00	134	9	0	0	2	145	3	0	0	0	0	3	169	5	1	0	0	175	2	0	0	0	0	2	3	0	0	0	0	3	328	
17:15	111	5	0	0	1	117	1	0	0	0	0	1	151	5	0	0	1	157	1	0	0	0	0	1	0	0	0	0	0	0	276	
17:30	115	7	0	0	2	124	2	0	0	0	0	2	161	6	1	0	1	169	0	0	0	0	0	0	0	0	0	0	0	0	295	
17:45	110	8	0	0	0	118	0	0	0	0	0	0	131	10	0	0	3	144	1	0	0	0	0	1	2	0	0	0	0	2	265	
1 Hr	470	29	0	0	3	504	6	0	0	0	0	6	612	26	2	0	3	645	4	0	0	0	0	4	5	0	0	0	0	5	1164	
18:00	143	3	0	0																												



Origin Arm A. Dundrum Road(N)

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

	Destination : Arm B. Rosemount Estate					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	3	2	0	0	0	5
07:15	0	0	0	0	0	0
07:30	4	1	0	0	0	5
07:45	1	0	0	0	0	1
1 Hr	8	3	0	0	0	11
08:00	13	2	0	0	0	15
08:15	5	0	0	0	0	5
08:30	10	0	0	0	0	10
08:45	8	0	0	0	0	8
1 Hr	36	2	0	0	0	38
09:00	7	1	0	0	0	8
09:15	5	0	1	0	0	6
09:30	7	1	0	0	0	8
09:45	1	1	1	0	0	3
1 Hr	20	3	2	0	0	25
10:00	6	1	0	0	0	7
10:15	2	2	0	0	0	4
10:30	7	1	0	0	0	8
10:45	3	0	0	0	0	3
1 Hr	18	4	0	0	0	22
11:00	5	3	0	0	0	8
11:15	3	0	0	0	0	3
11:30	3	0	2	0	0	5
11:45	8	1	0	0	0	9
1 Hr	19	4	2	0	0	25
12:00	6	1	0	0	0	7
12:15	5	1	0	0	0	6
12:30	5	0	0	0	0	5
12:45	9	1	0	0	0	10
1 Hr	25	3	0	0	0	28
13:00	3	0	0	0	0	3
13:15	7	0	0	0	0	7
13:30	5	1	1	0	0	7
13:45	6	2	0	0	0	8
1 Hr	21	3	1	0	0	25
14:00	3	0	0	0	0	3
14:15	1	1	0	0	0	2
14:30	6	2	0	0	0	8
14:45	10	0	0	0	0	10
1 Hr	27	3	0	0	0	30
15:00	5	0	0	0	0	5
15:15	5	1	0	0	0	6
15:30	7	1	0	0	0	8
15:45	7	0	0	0	0	7
1 Hr	24	2	0	0	0	26
16:00	6	0	0	0	0	6
16:15	2	1	0	0	0	3
16:30	6	0	0	0	0	6
16:45	2	0	0	0	0	2
1 Hr	16	1	0	0	0	17
17:00	10	0	0	0	0	10
17:15	5	1	0	0	0	6
17:30	10	1	0	0	0	11
17:45	2	1	0	0	0	3
1 Hr	27	3	0	0	0	30
18:00	15	1	0	0	0	16
18:15	29	0	0	0	0	29
18:30	15	0	0	0	0	15
18:45	11	0	0	0	0	11
1 Hr	70	1	0	0	0	71
Total	311	32	5	0	0	348

	Destination : Arm C. Dundrum Road(S)					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	61	3	2	0	0	68
07:15	70	8	3	0	3	84
07:30	99	8	0	0	1	108
07:45	89	4	1	0	0	95
1 Hr	319	23	6	0	1	355
08:00	109	9	3	0	1	122
08:15	118	5	1	0	1	125
08:30	106	4	1	1	1	113
08:45	85	4	1	1	1	92
1 Hr	418	22	6	2	4	452
09:00	81	5	2	0	0	90
09:15	80	7	3	0	0	90
09:30	87	9	2	0	5	103
09:45	100	10	0	0	1	111
1 Hr	348	31	7	0	9	395
10:00	83	7	4	0	0	94
10:15	85	10	1	0	2	98
10:30	95	10	2	0	1	114
10:45	91	14	2	0	1	108
1 Hr	354	47	9	0	4	414
11:00	100	9	1	0	1	111
11:15	93	15	4	0	1	113
11:30	98	17	3	0	1	119
11:45	108	15	2	0	1	126
1 Hr	399	58	10	0	4	469
12:00	121	12	1	0	1	135
12:15	115	17	1	0	1	134
12:30	106	11	5	1	1	124
12:45	126	13	4	0	1	144
1 Hr	469	53	11	1	4	537
13:00	145	7	3	0	0	155
13:15	126	13	2	0	3	144
13:30	133	12	1	0	0	146
13:45	106	11	1	0	0	118
1 Hr	510	43	7	0	4	564
14:00	119	16	1	0	3	139
14:15	137	12	2	0	0	151
14:30	106	5	1	1	2	115
14:45	122	12	2	0	0	137
1 Hr	484	45	6	1	6	542
15:00	152	9	1	0	2	164
15:15	131	14	6	0	3	154
15:30	152	13	2	1	1	169
15:45	107	17	3	0	2	129
1 Hr	542	53	12	1	8	616
16:00	142	19	0	0	3	164
16:15	145	20	3	0	2	170
16:30	135	14	1	0	6	156
16:45	136	14	0	0	2	152
1 Hr	558	67	4	0	9	638
17:00	160	5	1	0	0	166
17:15	166	6	0	0	1	173
17:30	154	5	1	0	1	161
17:45	133	7	0	0	3	143
1 Hr	513	23	2	0	5	543
18:00	130	7	1	0	0	140
18:15	163	7	0	0	0	170
18:30	174	3	0	0	3	180
18:45	153	5	0	0	1	159
1 Hr	620	22	1	0	6	649
Total	5633	485	81	5	70	6274

	Destination : Arm D. Frankfort Park					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0
07:15	0	0	0	0	0	0
07:30	0	1	0	0	0	1
07:45	0	0	0	0	0	0
1 Hr	0	1	0	0	0	1
08:00	0	0	0	0	0	0
08:15	0	0	0	0	0	0
08:30	0	0	0	0	0	0
08:45	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0
09:00	1	0	0	0	0	1
09:15	0	0	1	0	0	1
09:30	0	0	0	0	0	0
09:45	0	0	0	0	0	0
1 Hr	1	0	0	0	0	1
10:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0
11:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0
11:30	2	0	1	0	0	3
11:45	0	0	0	0	0	0
1 Hr	2	0	1	0	0	3
12:00	0	0	0	0	0	0
12:15	0	0	0	0	0	0
12:30	0	0	0	0	0	0
12:45	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0
13:00	0	0	0	0	0	0
13:15	1	0	0	0	0	1
13:30	0	0	0	0	0	0
13:45	0	0	0	0	0	0
1 Hr	3	0	0	0	0	3
14:00	1	0	0	0	0	1
14:15	2	0	0	0	0	2
14:30	1	0	0	0	0	1
14:45	0	0	1	0	0	1
1 Hr	4	0	1	0	0	5
15:00						



Origin	Destination : Arm C Dundrum Road(S)						Total
	Car	LGV	OGV1	OGV2	PSV	PSV	
07:00	222	29	3	0	0	1	255
07:15	240	12	0	0	0	0	252
07:30	172	5	0	0	0	1	178
07:45	146	6	1	0	0	4	157
1 Hr	780	52	4	0	0	6	842
08:00	144	8	0	0	0	0	152
08:15	165	10	2	0	0	4	181
08:30	160	7	0	0	0	2	169
08:45	164	7	4	0	0	2	177
1 Hr	633	32	6	1	0	10	682
09:00	174	17	2	0	0	2	195
09:15	200	15	3	0	0	1	219
09:30	190	24	2	0	0	1	217
09:45	171	18	2	0	0	3	194
1 Hr	735	74	9	0	0	7	825
10:00	133	17	6	0	0	4	160
10:15	129	13	2	0	0	0	144
10:30	134	21	2	0	0	0	157
10:45	118	16	2	0	0	3	139
1 Hr	514	67	12	0	0	7	600
11:00	114	13	3	0	0	2	132
11:15	91	12	1	0	0	0	104
11:30	101	16	1	0	0	2	120
11:45	105	15	2	0	0	3	125
1 Hr	411	56	7	0	0	6	480
12:00	129	20	2	0	0	2	153
12:15	129	11	2	0	0	2	144
12:30	106	10	4	0	0	0	120
12:45	118	16	1	0	0	2	135
1 Hr	489	57	9	0	0	6	561
13:00	103	11	2	0	0	1	117
13:15	128	15	4	1	0	1	149
13:30	131	15	2	0	0	1	149
13:45	127	13	2	0	0	3	145
1 Hr	489	54	10	1	0	6	560
14:00	108	7	2	0	0	0	117
14:15	117	17	4	0	0	0	138
14:30	106	12	0	0	0	0	118
14:45	123	5	0	0	0	2	130
1 Hr	454	41	6	0	0	2	503
15:00	90	6	2	1	0	1	100
15:15	103	7	2	0	0	0	112
15:30	123	10	0	0	0	0	133
15:45	128	4	1	0	0	2	135
1 Hr	444	30	5	2	0	3	484
16:00	117	7	1	0	0	2	127
16:15	105	6	1	0	0	2	114
16:30	107	7	0	0	0	1	115
16:45	120	5	0	0	0	1	126
1 Hr	449	25	2	0	0	6	482
17:00	120	7	0	0	0	2	129
17:15	114	5	0	0	0	1	120
17:30	110	9	0	0	0	2	121
17:45	112	8	0	0	0	1	121
1 Hr	456	29	0	0	0	6	491
18:00	141	3	0	0	0	1	145
18:15	140	8	0	0	0	2	150
18:30	137	3	0	0	0	3	143
18:45	112	6	0	0	0	1	119
1 Hr	530	20	0	0	0	7	557
Total	6375	537	70	4	75	7061	

Destination :	Arm B Rosemount Estate					Total
	Car	LGV	OGV1	OGV2	PSV	
7:05	5	5	0	0	0	10
7:15	5	5	0	0	0	10
7:30	3	2	2	0	0	7
7:45	4	0	0	0	0	4
1 Hr	19	12	2	0	0	33
8:00	5	0	0	0	0	5
8:15	4	1	0	0	0	5
8:30	9	1	0	0	0	10
8:45	15	1	0	0	0	16
1 Hr	33	3	1	0	0	37
9:00	8	1	1	0	0	10
9:15	13	5	0	0	0	18
9:30	12	2	0	0	0	14
9:45	17	1	0	0	0	18
1 Hr	50	9	1	0	0	60
10:00	9	2	0	0	0	11
10:15	12	1	1	0	0	14
10:30	14	2	0	0	0	16
10:45	14	0	0	0	0	14
1 Hr	49	5	1	0	0	55
11:00	12	1	0	0	0	13
11:15	14	2	0	0	0	16
11:30	12	2	1	0	0	15
11:45	14	3	1	0	0	18
1 Hr	52	8	2	0	0	62
12:00	6	1	1	0	0	8
12:15	13	1	0	0	0	14
12:30	22	2	1	0	0	25
12:45	9	3	1	0	0	13
1 Hr	59	7	3	0	0	69
13:00	16	2	1	0	0	19
13:15	19	0	0	0	0	19
13:30	21	0	1	0	0	22
13:45	12	2	0	0	0	14
1 Hr	88	4	2	0	0	94
14:00	22	2	0	0	0	24
14:15	26	0	0	0	0	26
14:30	12	0	1	1	0	14
14:45	15	1	0	0	0	16
1 Hr	75	3	1	1	0	80
15:00	22	2	0	0	0	24
15:15	21	3	0	0	0	24
15:30	21	1	0	0	0	22
15:45	22	3	0	0	0	25
1 Hr	88	9	0	0	0	95
16:00	15	0	0	0	0	15
16:15	16	1	0	0	0	17
16:30	17	0	0	0	0	17
16:45	33	4	0	0	0	37
1 Hr	81	5	0	0	0	86
17:00	17	2	0	0	0	19
17:15	24	2	0	0	0	26
17:30	24	2	1	0	0	27
17:45	26	1	0	0	0	27
1 Hr	89	7	1	0	0	97
18:00	21	1	1	0	0	23
18:15	19	2	0	0	0	21
18:30	17	2	0	0	0	19
18:45	21	1	0	0	0	22
1 Hr	78	6	1	0	0	85
Total	734	78	15	1	0	828

Destination :	Arm C Dundrum Road(S)					Total
	Car	LGV	OGV1	OGV2	PSV	
7:05	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0
8:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0
8:30	0	0	0	0	0	0
8:45	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0
9:00	0	0	0	0	0	0
9:15	0	0	0	0	0	0
9:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0
10:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0
11:00	1	0	0	0	0	1
11:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0
11:45	1	0	0	0	0	1
1 Hr	2	0	0	0	0	2
12:00	0	0	0	0	0	0
12:15	1	0	0	0	0	1
12:30	0	0	0	0	0	0
12:45	1	0	0	0	0	1
1 Hr	6	0	0	0	0	6
13:00	1	0	0	0	0	1
13:15	2	0	0	0	0	2
13:30	2	0	0	0	0	2
13:45	2	0	0	0	0	2
1 Hr	8	0	0	0	0	8
14:00	0	0	0	0	0	0
14:15	0	0	0	0	0	0
14:30	0	0	0	0	0	0
14:45	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0
15:00	3	0	0	0	0	3
15:15	0	0	0	0	0	0
15:30	0	0	0	0	0	0
15:45	2	0	0	0	0	2
1 Hr	5	0	0	0	0	5
16:00	1	0	0	0	0	1
16:15	1	0	0	0	0	1
16:30	0	0	0	0	0	0
16:45	1	0	0	0	0	1
1 Hr	3	0	0	0	0	3
17:00	0	0	0	0	0	0
17:15	0	0	0	0	0	0
17:30	2	0	0	0	0	2
17:45	1	0	0	0	0	1
1 Hr	3	0	0	0	0	3
18:00	1	0	0	0	0	1
18:15	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:45	2	0	0	0	0	2
1 Hr	3	0	0	0	0	3
Total	54	8	2	0	0	64

Destination :	Arm D Frankfort Park					Total
	Car	LGV	OGV1	OGV2	PSV	
7:05	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	1	0	0	0	0	1
7:45	0	2	0	0	0	2
1 Hr	1	2	0	0	0	3
8:00	0	2	0	0	0	2
8:15	0	0	0	0	0	0
8:30	1	0	0	0	0	1
8:45	2	0	0	0	0	2
1 Hr	3	2	0	0	0	5
9:00	1	0	0	0	0	1
9:15	0	1	0	0	0	1
9:30	1	0	0	0	0	1
9:45	2	0	0	0	0	2
1 Hr	4	1	0	0	0	5
10:00	1	0	0	0	0	1
10:15	1	1	0	0	0	2
10:30	1	1	0	0	0	2
10:45	0	1	0	0	0	1
1 Hr	3	3	0	0	0	6
11:00	1	0	0	0	0	1
11:15	2	0	0	0	0	2
11:30	1	0	0	0	0	1
11:45	2	0	0	0	0	2
1 Hr	6	0	0	0	0	6
12:00	1	0	0	0	0	1
12:15	2	0	0	0	0	2
12:30	2	0	0	0	0	2
12:45	1	0	0	0	0	1
1 Hr	6	0	0	0	0	6
13:00	1	0	0	0	0	1
13:15	2	0	0	0	0	2
13:30	2	2	0	0		



ORIGIN SUMMARY

Origin :	Arm A Dundrum Road(N)				Total
	Car	LGV	OGV1	OGV2	
07:00	64	5	2	0	73
07:15	70	8	3	0	84
07:30	103	10	0	0	114
07:45	90	4	1	0	96
1 Hr	327	25	6	0	360
08:00	122	11	3	0	137
08:15	123	5	1	0	130
08:30	116	4	1	1	123
08:45	93	4	1	1	100
1 Hr	454	24	6	2	490
09:00	89	6	2	0	100
09:15	85	7	4	0	96
09:30	94	10	2	0	111
09:45	101	11	1	0	114
1 Hr	369	34	9	0	421
10:00	89	8	4	0	101
10:15	87	12	1	0	102
10:30	102	17	2	0	122
10:45	94	14	2	0	111
1 Hr	372	51	9	0	433
11:00	105	12	1	0	119
11:15	96	15	4	0	116
11:30	103	17	6	0	127
11:45	118	16	2	0	137
1 Hr	420	60	13	0	492
12:00	127	13	1	0	142
12:15	120	18	1	0	140
12:30	111	11	5	1	129
12:45	135	14	4	0	154
1 Hr	493	56	11	1	562
13:00	150	7	3	0	161
13:15	134	13	2	0	150
13:30	138	13	2	0	154
13:45	112	13	1	0	127
1 Hr	534	46	8	0	591
14:00	123	19	1	0	144
14:15	147	13	2	0	163
14:30	113	7	1	1	123
14:45	132	12	3	0	148
1 Hr	515	48	7	1	572
15:00	157	9	1	0	168
15:15	136	10	6	0	153
15:30	160	14	2	1	178
15:45	115	17	3	0	135
1 Hr	568	55	12	1	637
16:00	149	19	0	0	170
16:15	147	21	3	0	172
16:30	142	14	1	0	158
16:45	141	14	0	0	157
1 Hr	579	68	4	0	651
17:00	170	5	1	0	177
17:15	171	7	0	0	179
17:30	164	6	1	0	172
17:45	137	8	0	0	146
1 Hr	642	26	2	0	713
18:00	146	8	1	0	156
18:15	192	7	0	0	199
18:30	190	3	0	0	194
18:45	166	5	0	0	172
1 Hr	694	23	1	0	720
Total	5967	518	88	5	7081

Origin :	Arm B Rosemount Estate				Total
	Car	LGV	OGV1	OGV2	
13	2	1	0	0	16
17	0	1	0	0	31
51	6	0	0	0	57
88	2	2	0	1	93
102	10	4	0	1	107
56	3	0	0	0	82
63	5	0	0	0	68
63	3	0	0	0	66
61	1	0	0	0	62
245	12	1	0	0	258
37	0	1	0	0	38
33	0	0	0	0	33
19	1	1	0	0	21
25	6	1	0	0	32
114	7	3	0	0	124
27	6	0	0	0	33
25	1	0	0	0	26
21	3	0	0	0	24
18	1	0	0	0	19
91	11	0	0	0	102
11	1	0	0	0	12
20	2	0	0	0	22
18	3	0	0	0	21
22	2	2	0	0	26
71	8	2	0	0	81
25	4	0	0	0	29
19	2	1	0	0	22
12	1	1	0	0	14
17	4	0	0	0	21
73	11	2	0	0	86
31	4	1	0	0	36
22	0	1	0	0	23
28	2	0	0	0	30
21	1	3	0	0	25
102	7	5	0	0	114
19	1	1	0	0	21
14	1	0	0	0	15
24	1	1	0	0	26
36	2	0	0	0	38
93	5	2	0	0	100
29	2	0	1	0	32
26	5	0	0	0	33
23	4	0	0	0	27
41	12	0	0	0	53
121	23	0	1	0	145
30	1	0	0	0	31
36	2	0	0	0	38
27	5	1	0	0	33
27	3	0	0	0	30
120	11	1	0	0	133
31	5	0	0	0	36
26	2	0	0	0	28
41	0	0	0	0	41
23	1	0	0	0	24
121	11	2	0	0	134
26	0	0	0	0	26
22	0	0	0	0	22
20	1	0	0	0	21
12	6	0	0	0	18
80	7	0	0	0	87
1413	120	20	1	1	1555

Origin :	Arm C Dundrum Road(S)				Total
	Car	LGV	OGV1	OGV2	
229	34	3	0	1	267
245	17	0	0	0	262
196	7	2	0	1	186
150	8	1	0	4	163
170	6	0	0	0	176
149	10	1	1	2	163
169	11	2	0	4	186
170	8	0	0	2	180
181	8	4	0	2	195
699	37	7	1	10	724
23	18	3	0	2	206
213	21	3	0	1	238
203	26	2	0	1	232
190	19	2	0	3	214
789	84	10	0	7	891
143	19	6	0	4	172
142	15	3	0	0	160
149	22	2	0	0	175
132	17	2	0	3	154
566	75	13	0	7	662
128	14	3	0	2	147
107	14	1	0	0	122
114	18	2	0	0	136
122	18	3	0	2	145
471	64	9	0	6	550
136	21	3	0	2	162
145	12	2	0	2	161
130	12	5	0	0	147
126	19	2	0	2	149
537	64	12	3	6	619
121	13	3	0	1	138
149	15	4	1	1	170
154	17	3	0	1	175
141	15	2	0	3	161
565	60	12	1	6	644
130	9	2	0	0	141
143	17	4	0	1	165
118	12	1	1	0	132
140	7	0	0	2	149
531	45	7	1	3	588
115	8	2	1	1	127
126	13	2	0	2	141
144	11	0	1	0	156
152	7	1	0	2	162
535	39	5	2	5	586
133	7	1	0	2	143
122	7	1	0	2	132
124	7	0	1	0	132
153	9	0	0	1	163
532	30	2	0	6	570
140	10	0	0	2	152
140	7	0	0	1	148
141	11	1	0	2	152
140	9	0	0	1	150
538	37	1	0	6	622
166	4	1	0	1	172
162	10	0	0	2	174
155	5	0	0	3	163
136	7	0	0	1	144
619	26	1	0	7	653
7172	627	85	5	75	7964

Origin :	Arm D Frankfort Park				Total
	Car	LGV	OGV1	OGV2	
2	0	0	0	0	2
1	0	0	0	0	1
5	1	0	0	0	6
3	0	0	0	0	3
11	2	0	0	0	13
4	1	0	0	0	5
2	0	0	0	0	2
1	0	0	0	0	1
5	0	0	0	0	5
12	1	0	0	0	13
1	0	0	0	0	1
7	1	0	0	0	8
0	0	0	0	0	0
4	1	0	0	0	5
0	0	0	0	0	0
4	1	0	0	0	5
12	2	0	0	0	14
0	0	0	0	0	0
2	2	0	0	0	4
0	0	0	0	0	0
2	1	0	0	0	3
4	3	0	0	0	7
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
1	0	0	0	0	1
7	1	1	0	0	9
3	0	0	0	0	3
4	0	0	0	0	4
2	1	0	0	0	3
4	0	0	0	0	4
13	1	0	3	0	17
5	0	0	0	0	5
1	0	0	0	0	1
3	0	0	0	0	3
2	0	0	0	0	2
11	0	0	0	0	11
11	0	0	0	0	11
2	0	0	0	0	2
2	0	0	0	0	2
1	0	0	0	0	1
6	0	0	0	0	6
1	0	0	0	0	1
0	0	0	0	0	0
1	2	1	1	0	4
0	0	0	0	0	0
2	0	0	0	0	2
2	0	0	0	0	2
284	0	0	0	0	284
336	0	0	0	0	336
1270	0	0	0	0	1270
329	0	0	0	0	329
368	0	0	0	0	368
361	0	0	0	0	361
354	0	0	0	0	354
1382	0	0	0	0	1382
346	0	0	0	0	346
348	0	0	0	0	348
325	0	0	0	0	325
354	0	0	0	0	354
1373	0	0	0	0	1373
367	0	0	0	0	367
356	0	0	0	0	356
369	0	0	0	0	369
354	0	0	0	0	354
340	0	0	0	0	340
346	0	0	0	0	346
361	0	0	0	0	361
314	0	0	0	0	314
1361	0	0	0	0	1361
340	0	0	0	0	340
344	0	0	0	0	344
284	0	0	0	0	284
336	0	0	0	0	336
1270	0	0	0	0	1270
329	0	0	0	0	329
361	0	0	0	0	361
354	0	0	0	0	354
1382	0	0	0	0	1382
346	0	0	0	0	346
348	0	0	0	0	348
325	0	0	0	0	325
354	0	0	0	0	354
1373	0	0	0	0	



Origin Arm A Dundrum Road

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

Time	Destination : Arm B Taney Road					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	5	0	0	0	0	5
07:15	7	4	0	0	0	11
07:30	14	3	0	0	0	17
07:45	22	1	1	0	0	24
1 Hr	48	8	1	0	0	57
08:00	22	0	0	0	0	22
08:15	31	1	0	0	0	32
08:30	34	1	0	0	0	35
08:45	17	0	1	0	0	18
1 Hr	104	2	1	0	0	107
09:00	14	1	0	0	0	15
09:15	7	2	0	0	0	9
09:30	13	2	1	0	0	16
09:45	9	2	0	0	0	11
1 Hr	43	7	1	0	0	51
10:00	11	1	2	0	0	14
10:15	9	2	1	0	0	12
10:30	16	2	0	0	0	18
10:45	16	4	0	0	0	20
1 Hr	52	9	3	0	0	64
11:00	17	1	0	0	0	18
11:15	9	2	2	0	0	13
11:30	11	3	1	0	0	15
11:45	16	2	0	0	0	18
1 Hr	46	8	1	0	0	55
12:00	8	3	0	0	0	11
12:15	10	3	0	0	0	13
12:30	12	0	1	0	0	13
12:45	16	2	0	0	0	18
1 Hr	46	8	1	0	0	55
13:00	9	2	1	0	0	12
13:15	17	4	0	0	0	21
13:30	16	0	0	0	0	16
13:45	15	3	0	0	0	18
1 Hr	57	9	1	0	0	67
14:00	24	1	0	0	0	25
14:15	16	1	0	0	0	17
14:30	12	2	0	0	0	14
14:45	22	2	0	0	0	24
1 Hr	74	6	0	0	0	80
15:00	11	1	0	0	0	12
15:15	14	1	0	0	0	15
15:30	14	1	1	0	0	16
15:45	13	2	1	0	0	16
1 Hr	52	4	3	0	0	59
16:00	9	0	0	0	0	9
16:15	16	1	0	0	0	17
16:30	9	1	0	0	0	10
16:45	13	0	0	0	0	13
1 Hr	47	2	0	0	0	49
17:00	17	1	0	0	0	18
17:15	15	0	0	0	0	15
17:30	17	0	0	0	0	17
17:45	8	0	0	0	0	8
1 Hr	57	1	0	0	0	58
18:00	12	0	0	0	0	12
18:15	16	2	0	0	0	18
18:30	15	0	0	0	0	15
18:45	21	0	0	0	0	21
1 Hr	64	2	0	0	0	66
Total	597	66	14	0	0	777

Time	Destination : Arm C Dundrum Bypass					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	51	5	0	0	2	58
07:15	63	5	1	0	1	70
07:30	79	9	0	0	0	88
07:45	60	3	1	0	1	65
1 Hr	233	22	2	0	4	261
08:00	73	5	3	0	0	81
08:15	93	3	1	0	0	97
08:30	66	4	1	1	0	72
08:45	61	3	0	1	1	66
1 Hr	293	15	5	2	1	316
09:00	64	5	0	0	1	70
09:15	69	4	2	0	0	75
09:30	61	4	3	0	2	70
09:45	78	10	0	0	0	88
1 Hr	267	23	5	0	3	298
10:00	64	5	2	0	0	71
10:15	76	7	0	0	1	84
10:30	68	9	2	0	0	79
10:45	69	11	1	0	0	81
1 Hr	268	32	5	0	2	307
11:00	73	8	2	0	0	83
11:15	78	14	2	0	0	94
11:30	83	13	1	0	1	98
11:45	94	15	5	0	0	114
1 Hr	328	50	10	0	1	389
12:00	87	2	1	0	0	90
12:15	97	14	2	0	0	113
12:30	90	11	4	1	1	107
12:45	95	10	4	0	0	109
1 Hr	395	37	11	1	1	445
13:00	122	7	1	1	0	131
13:15	106	8	1	0	1	116
13:30	104	7	0	0	0	111
13:45	80	11	5	0	0	96
1 Hr	412	33	7	1	1	454
14:00	90	7	3	0	0	100
14:15	104	13	2	0	0	119
14:30	81	3	0	1	1	86
14:45	82	9	2	0	1	94
1 Hr	357	36	5	1	3	402
15:00	130	9	1	2	1	143
15:15	90	7	3	0	1	101
15:30	116	18	1	2	1	138
15:45	101	19	2	0	2	124
1 Hr	437	53	7	3	6	506
16:00	134	19	0	0	2	155
16:15	129	16	2	0	1	148
16:30	110	15	0	0	1	125
16:45	108	11	0	0	1	120
1 Hr	481	59	2	0	4	546
17:00	143	9	1	0	0	153
17:15	127	5	0	0	0	132
17:30	137	4	1	0	0	142
17:45	117	4	0	0	2	123
1 Hr	524	22	2	0	2	550
18:00	113	4	0	0	0	117
18:15	134	2	1	0	0	137
18:30	133	2	0	0	1	136
18:45	141	2	0	0	0	143
1 Hr	521	10	1	0	1	533
Total	4510	392	62	8	26	5001

Time	Destination : Arm D Churchtown Road					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	11	0	3	0	0	14
07:15	13	1	1	0	1	16
07:30	16	0	0	0	2	18
07:45	30	2	0	0	1	33
1 Hr	76	3	4	0	4	87
08:00	26	5	0	0	1	34
08:15	26	2	1	0	1	30
08:30	30	2	0	0	0	32
08:45	21	3	0	0	1	25
1 Hr	105	12	1	0	3	121
09:00	26	2	2	0	2	32
09:15	25	1	1	0	0	27
09:30	31	3	0	0	3	37
09:45	33	3	0	0	1	37
1 Hr	115	9	3	0	6	133
10:00	22	2	1	0	0	25
10:15	31	1	1	0	1	34
10:30	28	5	0	0	0	33
10:45	33	3	0	0	1	37
1 Hr	114	11	1	0	2	128
11:00	22	3	0	0	1	26
11:15	30	1	0	0	1	32
11:30	30	4	0	0	0	34
11:45	20	1	0	0	0	21
1 Hr	102	9	0	0	2	113
12:00	36	5	0	0	2	43
12:15	31	7	1	0	1	40
12:30	26	1	1	0	0	28
12:45	25	2	0	0	1	28
1 Hr	118	15	2	3	4	139
13:00	36	3	2	0	1	42
13:15	30	2	1	0	1	34
13:30	37	2	0	0	1	40
13:45	38	1	0	0	0	39
1 Hr	141	8	3	0	3	155
14:00	30	2	0	0	2	34
14:15	41	0	1	0	0	42
14:30	33	2	0	0		



Origin Arm C Dundrum Bypass

Time	Destination : Arm A Dundrum Road					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	175	24	3	0	0	203
07:15	148	10	1	0	0	159
07:30	104	4	0	0	0	108
07:45	52	7	0	0	0	59
1 Hr	479	45	4	0	0	530

Time	Destination : Arm B Taney Road					Total
	Car	LGV	OGV1	OGV2	PSV	
08:00	74	4	2	0	0	81
08:15	94	5	0	0	0	99
08:30	99	2	1	0	0	102
08:45	100	8	3	0	0	112
1 Hr	367	19	6	1	0	394

Time	Destination : Arm C Dundrum Bypass					Total
	Car	LGV	OGV1	OGV2	PSV	
09:00	131	9	2	0	0	142
09:15	138	10	2	0	0	150
09:30	130	17	3	0	0	151
09:45	121	13	2	0	0	137
1 Hr	520	49	9	0	0	580

Time	Destination : Arm D Churchtown Road					Total
	Car	LGV	OGV1	OGV2	PSV	
10:00	102	13	4	0	0	122
10:15	102	10	2	0	0	114
10:30	105	17	1	0	0	123
10:45	75	9	2	0	0	87
1 Hr	384	49	9	0	0	443

Time	Destination : Arm A Dundrum Road					Total
	Car	LGV	OGV1	OGV2	PSV	
11:00	92	8	2	0	0	103
11:15	84	15	2	0	0	101
11:30	82	11	2	0	0	96
11:45	84	15	3	0	0	102
1 Hr	342	49	9	0	0	402

Time	Destination : Arm B Taney Road					Total
	Car	LGV	OGV1	OGV2	PSV	
12:00	80	17	2	0	0	100
12:15	105	8	2	0	0	115
12:30	83	6	2	0	0	91
12:45	90	16	0	0	0	106
1 Hr	358	47	6	0	0	412

Time	Destination : Arm C Dundrum Bypass					Total
	Car	LGV	OGV1	OGV2	PSV	
13:00	81	11	3	0	0	96
13:15	101	7	3	1	0	112
13:30	99	13	0	0	0	112
13:45	105	9	2	0	0	117
1 Hr	386	40	8	1	0	437

Time	Destination : Arm D Churchtown Road					Total
	Car	LGV	OGV1	OGV2	PSV	
14:00	100	7	0	0	0	107
14:15	78	10	1	0	0	89
14:30	70	6	2	1	0	79
14:45	97	7	0	0	0	104
1 Hr	345	30	3	1	0	379

Time	Destination : Arm A Dundrum Road					Total
	Car	LGV	OGV1	OGV2	PSV	
15:00	63	6	1	1	0	72
15:15	60	5	3	0	0	69
15:30	98	3	0	0	0	102
15:45	87	9	0	0	0	96
1 Hr	328	26	4	2	0	360

Time	Destination : Arm B Taney Road					Total
	Car	LGV	OGV1	OGV2	PSV	
16:00	101	6	1	0	0	109
16:15	81	3	0	0	0	84
16:30	88	5	0	0	0	93
16:45	102	7	0	0	0	110
1 Hr	372	21	1	0	0	396

Time	Destination : Arm C Dundrum Bypass					Total
	Car	LGV	OGV1	OGV2	PSV	
17:00	111	6	0	0	0	117
17:15	82	4	0	0	0	87
17:30	86	0	0	0	0	86
17:45	97	7	0	0	0	105
1 Hr	376	17	0	0	0	395

Time	Destination : Arm D Churchtown Road					Total
	Car	LGV	OGV1	OGV2	PSV	
18:00	128	3	1	0	0	133
18:15	95	7	0	0	0	102
18:30	107	1	0	0	0	110
18:45	102	3	0	0	0	105
1 Hr	432	14	1	0	0	450

Time	Destination : Arm A Dundrum Road					Total
	Car	LGV	OGV1	OGV2	PSV	
19:00	100	7	0	0	0	107
19:15	76	10	1	0	0	88
19:30	70	6	2	1	0	79
19:45	97	7	0	0	0	104
1 Hr	345	30	3	1	0	379

Time	Destination : Arm B Taney Road					Total
	Car	LGV	OGV1	OGV2	PSV	
20:00	71	1	0	0	0	72
20:15	15	1	0	0	0	17
20:30	7	1	0	0	0	8
20:45	13	1	0	0	0	14
1 Hr	42	4	2	0	0	50

Time	Destination : Arm C Dundrum Bypass					Total
	Car	LGV	OGV1	OGV2	PSV	
21:00	9	0	0	0	0	9
21:15	5	1	0	0	0	6
21:30	14	0	0	0	0	14
21:45	6	0	0	0	0	6
1 Hr	34	1	0	0	0	36

Time	Destination : Arm D Churchtown Road					Total
	Car	LGV	OGV1	OGV2	PSV	
22:00	9	0	0	0	0	9
22:15	14	0	0	0	0	14
22:30	13	0	0	0	0	13
22:45	10	0	0	0	0	10
1 Hr	46	0	0	0	0	46

Time	Destination : Arm A Dundrum Road					Total
	Car	LGV	OGV1	OGV2	PSV	
23:00	12	0	0	0	0	12
23:15	6	0	0	0	0	6
23:30	9	0	0	0	0	9
23:45	6	1	0	0	0	7
1 Hr	33	1	0	0	0	34

Time	Destination : Arm B Taney Road					Total
	Car	LGV	OGV1	OGV2	PSV	
00:00	10	0	0	0	0	10
00:15	10	0	0	0	0	10
00:30	6	0	0	0	0	6
00:45	7	1	0	1	0	9
1 Hr	11	2	1	0	0	14

Time	Destination : Arm C Dundrum Bypass					Total
	Car	LGV	OGV1	OGV2	PSV	
01:00	7	1	0	0	0	8
01:15	15	1	0	0	0	17
01:30	7	1	0	0	0	8
01:45	13	1	0	0	0	14
1 Hr	42	4	2	0	0	50

Time	Destination : Arm D Churchtown Road					Total
	Car	LGV	OGV1	OGV2	PSV	
02:00	9	0	0	0	0	9
02:15	5	1	0	0	0	6
02:30	14	0	0	0	0	14
02:45	6	0	0	0	0	6
1 Hr	34	1	0	0	0	36

Time	Destination : Arm A Dundrum Road					Total
	Car	LGV	OGV1	OGV2	PSV	
03:00	9	0	0	0	0	9
03:15	14	0	0	0	0	14
03:30	13	0	0	0	0	13
03:45	10	0	0	0	0	10
1 Hr	46	0	0	0	0	46

Time	Destination : Arm B Taney Road					Total
	Car	LGV	OGV1	OGV2	PSV	
04:00	12	0	0	0	0	12
04:15	6	0	0	0	0	6
04:30	9	0	0	0	0	9
04:45	6	1	0	0	0	7
1 Hr	33	1	0	0	0	34

Time	Destination : Arm C Dundrum Bypass					Total
	Car	LGV	OGV1	OGV2	PSV	
05:00	10	0	0	0	0	10
05:15	10	0	0	0	0	10
05:30	6	0	0	0	0	6
05:45	7	1	0	1	0	9
1 Hr	11	2	1	0	0	14

Time	Destination : Arm D Churchtown Road					Total
	Car	LGV	OGV1	OGV2	PSV	
06:00	9	0	0	0	0	9
06:15	14	0	0	0	0	14
06:30	13	0	0	0	0	13
06:45	10	0	0	0	0	10
1 Hr	46	0	0	0	0	46

Time	Destination : Arm A Dundrum Road					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	11	6	0	0	0	17
07:15	82	4	0	0	0	87
07:30	86	0	0	0	0	86
07:45	97	7	0	0	0	105
1 Hr	376	17	0	0	0	395

Time	Destination : Arm B Taney Road					Total
	Car	LGV	OGV1	OGV2	PSV	
08:00	128	3	1	0	0	133
08:15	95	7	0	0	0	102
08:30	107	1	0	0	0	110
08:45	102	3	0	0	0	105
1 Hr	432	14	1	0	0	450

Time	Destination : Arm C Dundrum Bypass					Total
	Car	LGV	OGV1	OGV2	PSV	
09:00	100	7	0	0	0	107
09:15	78	10	1	0	0	89
09:30	70	6	2	1	0	79
09:45	97	7	0	0	0	104
1 Hr	345	30	3	1	0	379

Time	Destination : Arm D Churchtown Road					Total
	Car	LGV	OGV1	OGV2	PSV	
10:00	63	6	1	1	0	72
10:15	60	5	3	0	0	69
10:30	98	3	0	0	0	102
10:45	87	9	0	0	0	96
1 Hr	328	26	4	2	0	360

Time	Destination : Arm A Dundrum Road					Total
	Car	LGV	OGV1	OGV2	PSV	
11:00	101	6	1	0	0	109
11:15	81	3	0	0	0	84
11:30	88	5	0	0	0	93
11:45	102	7	0	0	0	110
1 Hr	372	21	1	0	0	396

Time	Destination : Arm B Taney Road					Total
	Car	LGV	OGV1	OGV2	PSV	
12:00	9	0	0			



ORIGIN SUMMARY


	Origin : Arm A Dundrum Road					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	67	5	3	0	2	77
07:15	83	10	2	0	2	97
07:30	109	12	0	0	2	123
07:45	112	6	2	0	2	122
1 Hr	371	33	7	0	6	407
08:00	123	10	3	0	1	137
08:15	150	6	2	0	1	159
08:30	130	7	1	1	0	139
08:45	99	6	1	1	2	109
1 Hr	502	29	7	2	4	544
09:00	99	8	2	0	3	112
09:15	101	7	3	0	0	111
09:30	105	9	4	0	5	123
09:45	120	15	0	0	1	136
1 Hr	425	39	9	0	6	482
10:00	97	8	5	0	0	110
10:15	118	10	1	0	2	129
10:30	103	16	2	0	1	122
10:45	118	18	1	0	1	138
1 Hr	434	52	9	0	4	499
11:00	112	12	2	0	0	122
11:15	117	17	4	0	1	139
11:30	124	20	2	0	1	147
11:45	130	18	5	0	0	153
1 Hr	483	67	13	0	3	566
12:00	131	10	1	0	2	144
12:15	138	24	3	0	1	166
12:30	128	12	6	1	1	148
12:45	136	14	4	0	1	155
1 Hr	533	69	14	1	5	613
13:00	167	12	4	1	1	185
13:15	153	14	2	0	2	171
13:30	157	9	0	0	1	167
13:45	133	15	5	0	0	153
1 Hr	610	50	11	1	4	676
14:00	144	14	1	0	3	162
14:15	161	14	3	0	0	178
14:30	126	7	0	1	2	136
14:45	150	13	2	0	1	166
1 Hr	581	48	6	1	6	642
15:00	173	12	2	2	2	191
15:15	138	5	0	0	1	143
15:30	174	2	1	2	2	205
15:45	159	25	3	0	2	189
1 Hr	646	76	12	3	8	745
16:00	178	20	0	0	3	201
16:15	184	18	2	0	2	206
16:30	154	18	2	0	1	175
16:45	160	17	1	0	3	181
1 Hr	676	73	5	0	7	763
17:00	205	12	1	0	0	218
17:15	183	7	0	0	1	191
17:30	192	8	1	0	1	202
17:45	157	7	0	0	2	166
1 Hr	727	34	2	0	4	777
18:00	163	6	0	0	2	171
18:15	178	6	1	0	1	186
18:30	181	4	0	0	2	187
18:45	192	4	0	0	2	198
1 Hr	714	20	1	0	7	742
Total	6712	581	96	8	71	7468

	Origin : Arm B Taney Road					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	50	7	0	0	0	57
07:15	88	3	0	0	1	92
07:30	97	5	3	2	0	107
07:45	117	3	2	0	2	124
1 Hr	352	16	5	2	3	378
08:00	115	4	4	0	0	123
08:15	125	3	1	0	0	129
08:30	128	9	3	0	0	140
08:45	115	3	3	0	0	121
1 Hr	483	19	8	0	0	510
09:00	131	10	6	0	0	147
09:15	107	8	1	1	0	117
09:30	100	7	0	1	0	108
09:45	86	5	7	1	0	99
1 Hr	424	30	14	3	0	471
10:00	101	12	5	0	0	118
10:15	99	13	5	0	0	117
10:30	116	13	1	0	0	130
10:45	112	7	3	1	0	123
1 Hr	428	45	14	1	0	488
11:00	100	18	4	0	0	122
11:15	92	10	0	2	0	104
11:30	87	17	3	1	1	109
11:45	97	15	8	1	0	124
1 Hr	376	60	15	4	1	456
12:00	98	5	0	0	0	103
12:15	122	16	1	0	0	139
12:30	132	12	4	0	0	148
12:45	105	17	3	0	0	125
1 Hr	457	50	8	0	0	515
13:00	103	12	2	0	0	117
13:15	122	13	2	0	0	137
13:30	109	12	3	0	0	124
13:45	105	16	3	0	0	124
1 Hr	439	53	10	0	0	502
14:00	108	16	2	0	0	126
14:15	155	12	3	0	0	170
14:30	119	10	1	1	0	131
14:45	105	9	1	2	0	117
1 Hr	487	47	7	3	0	544
15:00	137	12	1	2	1	153
15:15	129	8	0	0	0	137
15:30	126	17	2	0	0	145
15:45	139	12	1	0	0	152
1 Hr	531	49	4	2	1	587
16:00	120	4	1	0	0	125
16:15	144	15	1	0	0	160
16:30	144	17	0	0	1	162
16:45	152	10	1	0	0	163
1 Hr	560	46	3	0	1	610
17:00	125	8	0	0	0	133
17:15	147	7	0	0	0	154
17:30	152	7	0	0	0	159
17:45	150	9	0	1	0	160
1 Hr	624	31	0	1	0	656
18:00	133	5	0	0	0	138
18:15	186	5	0	0	0	191
18:30	138	5	0	0	0	143
18:45	133	3	1	0	0	137
1 Hr	590	18	1	0	0	609
Total	5701	466	89	16	6	6278

	Origin : Arm C Dundrum Bypass					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	207	33	4	0	2	246
07:15	179	18	3	0	1	201
07:30	122	12	1	1	0	136
07:45	61	9	0	0	1	71
1 Hr	569	72	8	1	4	654
08:00	101	16	2	1	0	114
08:15	119	6	0	1	0	126
08:30	116	9	1	0	0	126
08:45	133	9	3	0	1	146
1 Hr	469	34	6	2	1	512
09:00	164	11	4	1	0	180
09:15	176	11	4	1	0	192
09:30	172	19	5	0	1	197
09:45	166	20	5	1	1	193
1 Hr	678	61	18	3	2	762
10:00	162	20	5	1	4	192
10:15	156	15	3	0	0	174
10:30	157	22	3	0	1	183
10:45	135	11	4	1	1	152
1 Hr	610	68	15	2	6	701
11:00	166	18	2	0	3	189
11:15	146	24	5	1	0	176
11:30	146	19	2	0	1	168
11:45	160	27	6	1	0	194
1 Hr	619	88	15	2	4	727
12:00	153	24	2	0	1	180
12:15	171	13	4	0	0	188
12:30	167	11	3	0	1	182
12:45	185	21	3	0	0	209
1 Hr	676	69	12	0	2	759
13:00	183	17	5	0	1	206
13:15	172	14	4	2	3	195
13:30	178	20	0	1	0	199
13:45	192	13	5	0	3	213
1 Hr	725	64	14	3	7	813
14:00	178	11	1	4	0	194
14:15	114	12	1	1	0	128
14:30	126	13	2	2	0	143
14:45	162	13	1	2	1	179
1 Hr	580	49	5	9	1	644
15:00	154	11	2	1	2	140
15:15	122	14	4	0	1	141
15:30	162	6	0	1	0	169
15:45	169	18	1	1	0	189
1 Hr	607	49	7	3	3	669
16:00	180	13	2	0	1	196
16:15	157	12	0	0	0	169
16:30	173	11	0	0	2	186
16:45	175	9	0	0	2	186
1 Hr	685	43	3	0	4	735
17:00	193	9	0	0	1	203
17:15	168	5	0	0	1	174
17:30	164	1	0	0	0	165
17:45	171	9	0	0	1	181
1 Hr	696	22	0	0	3	723
18:00	211	6	1	0	1	219
18:15	171	8	0	0	0	179
18:30	173	3	0	0	2	178
18:45	158	6	0	0	1	165
1 Hr	713	23	1	0	4	741
Total	7626	644	104	25	41	8440

	Origin : Arm D Churchtown Road					Total
	Car	LGV	OGV1	OGV2	PSV	
07:00	136	14	2	0	0	152
07:15	229	23	2	0	0	254
07:30	222	15	1	0	3	241
07:45	237	6	4	0	1	248
1 Hr	824	59	9	0	4	896
08:00	196	14	0	0	4	214
08:15	204	13	2	1	4	224
08:30	249	15	0	1	3	268
08:45	230	17	4	0	1	252
1 Hr	879	59	6	2	12	958
09:00	184	17	3	0	1	205
09:15	228	23	6	0	1	258
09:30	199	24	5	0	1	229
09:45	169	17	4	0	1	191
1 Hr	780	81	18	0	4	883
10:00	164	17	3	1	2	187
10:15	151	22	4	4	0	177
10:30	160	18	0	0	1	179
10:45	187	27	4	0	2	220
1 Hr	662	84	11	1	5	763
11:00	160	14	2	0	3	177
11:15	161	17	4	0	0	182
11:30	146	18	5	0	1	170
11:45	132	15	1	0	0	153
1 Hr	602	64	12	0		



	Site / Location: 1 / R117(N) / Frankfort Court / Access Road / R117(S) / Somerville	Project No.: 11788	Diagram No.: 11788-01	Drawn By: AC
	Survey Date: Tuesday 22nd, Saturday 26th and Sunday 27th June 2021	Project Name: CHURCHTOWN		
	Survey Times: 07:00 to 19:00	Diagram Title: General Location Plan		

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	A to E - R117(N) to Somerville					Veh. Total	A to D - R117(N) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	37	7	0	0	2	46
07:15	0	0	0	0	0	0	43	11	1	1	3	59
07:30	0	0	0	0	0	0	70	8	1	0	4	83
07:45	0	0	0	0	0	0	87	8	1	1	1	98
Hour	0	0	0	0	0	0	237	34	3	2	10	286
08:00	0	0	0	0	0	0	87	7	0	1	3	98
08:15	1	0	0	0	0	1	85	8	1	1	5	100
08:30	2	0	0	0	0	2	107	6	3	1	0	117
08:45	0	0	0	0	0	0	102	4	3	0	0	109
Hour	3	0	0	0	0	3	381	25	7	3	8	424
09:00	0	0	0	0	0	0	111	8	0	0	2	121
09:15	1	0	0	0	0	1	110	7	0	0	1	118
09:30	1	0	0	0	0	1	87	12	1	0	2	102
09:45	0	0	0	0	0	0	86	9	4	0	2	101
Hour	2	0	0	0	0	2	394	36	5	0	7	442
10:00	0	0	0	0	0	0	87	10	2	0	1	100
10:15	0	0	1	0	0	1	85	5	1	0	1	92
10:30	1	1	0	0	0	2	86	11	3	1	0	101
10:45	0	0	0	0	0	0	90	16	4	0	1	111
Hour	1	1	1	0	0	3	348	42	10	1	3	404
11:00	0	0	0	0	0	0	112	9	1	0	1	123
11:15	0	0	0	0	0	0	101	14	3	0	2	120
11:30	0	0	0	0	0	0	110	10	1	0	1	122
11:45	1	0	1	0	0	2	104	10	0	0	3	117
Hour	1	0	1	0	0	2	427	43	5	0	7	482
12:00	0	0	0	0	0	0	107	14	2	0	1	124
12:15	1	0	0	0	0	1	101	10	1	2	1	115
12:30	2	0	0	0	0	2	126	16	3	0	2	147
12:45	1	0	0	0	0	1	119	14	3	0	2	138
Hour	4	0	0	0	0	4	453	54	9	2	6	524
13:00	0	0	0	0	0	0	99	17	2	0	2	120
13:15	0	0	0	0	0	0	109	15	1	0	1	126
13:30	0	1	0	0	0	1	88	9	2	0	1	100
13:45	0	0	0	0	0	0	134	13	0	0	2	149
Hour	0	1	0	0	0	1	430	54	5	0	6	495
14:00	0	0	0	0	0	0	97	6	2	2	1	108
14:15	0	0	0	0	0	0	114	8	2	1	2	127
14:30	0	0	0	0	0	0	109	10	0	0	1	120
14:45	1	0	0	0	0	1	118	17	0	0	2	137
Hour	1	0	0	0	0	1	438	41	4	3	6	492
15:00	1	0	0	0	0	1	116	16	0	0	2	134
15:15	0	0	0	0	0	0	136	19	0	0	2	157
15:30	0	0	0	0	0	0	105	21	2	1	2	131
15:45	2	0	0	0	0	2	130	22	0	0	2	154
Hour	3	0	0	0	0	3	487	78	2	1	8	576
16:00	1	0	0	0	0	1	127	32	0	0	0	159
16:15	1	0	0	0	0	1	110	22	1	0	3	136
16:30	0	0	0	0	0	0	140	21	1	0	4	166
16:45	0	0	0	0	0	0	112	14	0	0	2	128
Hour	2	0	0	0	0	2	489	89	2	0	9	589
17:00	0	0	0	0	0	0	136	22	0	0	0	158
17:15	1	0	0	0	0	1	144	8	0	0	2	154
17:30	0	0	0	0	0	0	147	9	0	0	3	159
17:45	1	0	0	0	0	1	146	9	0	2	0	157
Hour	2	0	0	0	0	2	573	48	0	2	5	628
18:00	0	0	0	0	0	0	133	9	0	0	1	143
18:15	1	0	0	0	0	1	127	12	0	0	1	140
18:30	1	0	0	0	0	1	111	6	0	0	3	120
18:45	0	1	0	0	0	1	112	7	0	0	2	121
Hour	2	1	0	0	0	3	483	34	0	0	7	524
Total	21	3	2	0	0	26	5140	578	52	14	82	5866

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	A to C - R117(N) to Access Road					Veh. Total	A to B - R117(N) to Frankfort Court					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	0	0	0	1
07:30	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
Hour	0	0	0	0	0	0	1	0	0	0	0	1
08:00	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	0
08:30	0	0	0	0	0	0	1	0	0	0	0	1
08:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	1	0	0	0	0	1
09:00	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	0
09:30	1	0	0	0	0	1	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	1	0	0	0	0	1
10:00	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	0
10:30	0	0	0	0	0	0	1	0	0	0	0	1
10:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	1	0	0	0	0	1
11:00	1	0	0	0	0	1	0	0	0	0	0	0
11:15	0	0	0	0	0	0	2	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	3	0	0	0	0	3	3	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	1	1	0	0	0	0	1
12:30	2	0	0	0	0	2	3	0	0	0	0	3
12:45	2	1	0	0	0	3	0	0	0	0	0	0
Hour	5	1	0	0	0	6	4	0	0	0	0	4
13:00	2	0	0	0	0	2	0	0	0	0	0	0
13:15	0	0	0	0	0	0	1	0	0	0	0	1
13:30	0	0	0	0	0	0	2	0	0	0	0	2
13:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	2	0	0	0	0	2	5	0	0	0	0	5
14:00	1	0	0	0	0	1	1	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	1	1	0	0	0	0	1
14:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	2	0	0	0	0	2	4	0	0	0	0	4
15:00	0	0	0	0	0	0	1	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	1	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	1	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	1	0	0	0	0	1	3	0	0	0	0	3
17:00	3	0	0	0	0	3	0	0	0	0	0	0
17:15	0	0	0	0	0	0	2	0	0	0	0	2
17:30	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	3	0	0	0	0	3	4	0	0	0	0	4
18:00	0	0	0	0	0	0	1	0	0	0	0	1
18:15	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	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
Total	20	1	0	0	0	21	29	0	0	0	0	29

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	B to A - Frankfort Court to R117(N)					Veh. Total	B to E - Frankfort Court to Somerville					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	1	0	0	0	0	1	0	0	0	0	0	0
07:15	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
07:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	1	0	0	0	0	0	0
08:30	1	0	0	0	0	1	0	0	0	0	0	0
08:45	1	1	0	0	0	2	0	0	0	0	0	0
Hour	3	1	0	0	0	4	0	0	0	0	0	0
09:00	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	0
09:30	1	0	0	0	0	1	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
10:00	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	0
10:30	1	0	0	0	0	1	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	1	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
12:00	1	0	0	0	0	1	1	0	0	0	0	1
12:15	2	0	0	0	0	2	0	0	0	0	0	0
12:30	2	0	0	0	0	2	0	0	0	0	0	0
12:45	1	1	0	0	0	2	0	0	0	0	0	0
Hour	6	1	0	0	0	7	1	0	0	0	0	1
13:00	0	1	0	0	0	1	0	0	0	0	0	0
13:15	3	0	0	0	0	3	0	0	0	0	0	0
13:30	1	0	0	0	0	1	0	0	0	0	0	0
13:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	4	2	0	0	0	6	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	1	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
15:00	0	1	0	0	0	1	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	1	0	0	0	0	0	0
15:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	1	0	0	0	3	0	0	0	0	0	0
16:00	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	0
16:30	1	0	0	0	0	1	0	0	0	0	0	0
16:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	1	0	0	0	0	0	0
17:30	1	0	0	0	0	1	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
Total	30	5	0	0	0	35	1	0	0	0	0	1

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	B to D - Frankfort Court to R117(S)					Veh. Total	B to C - Frankfort Court to Access Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	1	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	1	0	0	0	2	0	0	0	0	0	0
08:00	1	1	0	0	0	2	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	2	0	0	0	0	0	0
08:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	4	1	0	0	0	5	0	0	0	0	0	0
09:00	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	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	2	0	0	0	0	2	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
11:00	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
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
12:00	0	1	0	0	0	1	0	0	0	0	0	0
12:15	4	0	0	0	0	4	0	0	0	0	0	0
12:30	1	0	0	0	0	1	0	0	0	0	0	0
12:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	7	1	0	0	0	8	0	0	0	0	0	0
13:00	4	0	0	0	0	4	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	4	0	0	0	0	4	0	0	0	0	0	0
13:45	3	1	0	0	0	4	0	0	0	0	0	0
Hour	11	1	0	0	0	12	0	0	0	0	0	0
14:00	1	0	0	0	0	1	0	0	0	0	0	0
14:15	0	1	0	0	0	1	0	0	0	0	0	0
14:30	2	0	0	0	0	2	1	0	0	0	0	1
14:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	3	1	0	0	0	4	2	0	0	0	0	2
15:00	3	0	0	0	0	3	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	1	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
16:00	2	0	0	0	0	2	0	0	0	0	0	0
16:15	2	0	0	0	0	2	0	0	0	0	0	0
16:30	1	0	0	0	0	1	0	0	0	0	0	0
16:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	6	0	0	0	0	6	0	0	0	0	0	0
17:00	2	0	0	0	0	2	0	0	0	0	0	0
17:15	1	0	0	0	0	1	0	0	0	0	0	0
17:30	4	0	0	0	0	4	0	0	0	0	0	0
17:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	10	0	0	0	0	10	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	1	0	0	0	0	0	0
18:30	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
Hour	1	0	0	0	0	1	0	0	0	0	0	0
Total	54	5	0	0	0	59	2	0	0	0	0	2

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	C to B - Access Road to Frankfort Court					Veh. Total	C to A - Access Road to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	1	0	0	0	0	1
08:00	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	0
08:30	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	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	1	0	0	0	0	1
09:15	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	0
09:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	2	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	1	0	0	0	0	1
10:30	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
Hour	0	0	0	0	0	0	1	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
12:00	0	0	0	0	0	0	3	0	0	0	0	3
12:15	0	0	0	0	0	0	1	0	0	0	0	1
12:30	0	0	0	0	0	0	1	0	0	0	0	1
12:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	7	0	0	0	0	7
13:00	0	0	0	0	0	0	2	0	0	0	0	2
13:15	0	0	0	0	0	0	0	2	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	1	0	0	0	1	1	0	0	0	0	1
Hour	0	1	0	0	0	1	3	2	0	0	0	5
14:00	0	0	0	0	0	0	1	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	1	0	0	0	1
14:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	2	1	0	0	0	3
15:00	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	0
15:30	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	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	3
17:00	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	2	0	0	0	0	2
17:30	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	0
Hour	0	0	0	0	0	0	3	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	23	3	0	0	0	26

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	C to E - Access Road to Somerville					Veh. Total	C to D - Access Road to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	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	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	1	0	0	0	1
09:30	0	0	0	0	0	0	1	0	0	0	0	1
09:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	2	1	0	0	0	3
10:00	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	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	2	1	0	0	0	3
Hour	0	0	0	0	0	0	2	1	0	0	0	3
11:00	0	0	0	0	0	0	2	1	0	0	0	3
11:15	0	0	0	0	0	0	1	0	0	0	0	1
11:30	0	0	0	0	0	0	1	0	0	0	0	1
11:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	6	1	0	0	0	7
12:00	0	0	0	0	0	0	4	0	0	0	0	4
12:15	0	0	0	0	0	0	1	1	0	0	0	2
12:30	0	0	0	0	0	0	1	0	0	0	0	1
12:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	7	1	0	0	0	8
13:00	0	0	0	0	0	0	1	0	0	0	0	1
13:15	0	0	0	0	0	0	3	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	6	0	0	0	0	6
14:00	0	0	0	0	0	0	1	0	0	0	0	1
14:15	0	0	0	0	0	0	1	0	0	0	0	1
14:30	0	0	0	0	0	0	2	0	0	0	0	2
14:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	5	0	0	0	0	5
15:00	0	0	0	0	0	0	1	0	0	0	0	1
15:15	0	0	0	0	0	0	2	0	0	0	0	2
15:30	0	0	0	0	0	0	3	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	6	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	4	0	0	0	0	4
18:00	0	0	0	0	0	0	1	0	0	0	0	1
18:15	0	0	0	0	0	0	1	0	0	0	0	1
18:30	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
Hour	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	43	4	0	0	0	47

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	D to C - R117(S) to Access Road					Veh. Total	D to B - R117(S) to Frankfort Court					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	1	0	0	0	0	1	1	0	0	0	0	1
07:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	2	0	0	0	0	2
08:00	2	0	0	0	0	2	1	0	0	0	0	1
08:15	0	0	0	0	0	0	3	0	0	0	0	3
08:30	1	0	0	0	0	1	0	0	0	0	0	0
08:45	3	0	0	0	0	3	1	0	0	0	0	1
Hour	6	0	0	0	0	6	5	0	0	0	0	5
09:00	1	1	0	0	0	2	1	0	0	0	0	1
09:15	2	0	0	0	0	2	0	0	0	0	0	0
09:30	1	0	0	0	0	1	2	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	4	1	0	0	0	5	3	0	0	0	0	3
10:00	1	0	0	0	0	1	1	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	0	0	1	1	0	0	0	0	1
10:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	1	0	0	0	2	3	0	0	0	0	3
11:00	2	0	0	0	0	2	2	0	0	0	0	2
11:15	1	0	0	0	0	1	0	0	0	0	0	0
11:30	2	0	0	0	0	2	0	0	0	0	0	0
11:45	5	1	0	0	0	6	5	0	0	0	0	5
Hour	10	1	0	0	0	11	7	0	0	0	0	7
12:00	1	0	0	0	0	1	0	0	0	0	0	0
12:15	1	0	0	0	0	1	4	0	0	0	0	4
12:30	0	0	0	0	0	0	2	1	0	0	0	3
12:45	1	0	0	0	0	1	2	1	0	0	0	3
Hour	3	0	0	0	0	3	8	2	0	0	0	10
13:00	1	1	0	0	0	2	0	0	0	0	0	0
13:15	1	0	0	0	0	1	0	1	0	0	0	1
13:30	1	0	0	0	0	1	1	0	0	0	0	1
13:45	3	0	0	0	0	3	2	0	0	0	0	2
Hour	6	1	0	0	0	7	3	1	0	0	0	4
14:00	0	0	0	0	0	0	1	0	0	0	0	1
14:15	0	1	0	0	0	1	2	1	0	0	0	3
14:30	1	1	0	0	0	2	0	0	0	0	0	0
14:45	2	0	0	0	0	2	2	1	0	0	0	3
Hour	3	2	0	0	0	5	5	2	0	0	0	7
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	0	0	0	0	1
15:30	2	0	0	0	0	2	0	0	0	0	0	0
15:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	3	0	0	0	0	3	2	0	0	0	0	2
16:00	1	0	0	0	0	1	2	0	0	0	0	2
16:15	1	0	0	0	0	1	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	3	0	0	0	0	3	4	0	0	0	0	4
17:00	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	4	0	0	0	0	4
17:45	1	0	0	0	0	1	1	1	0	0	0	2
Hour	1	0	0	0	0	1	7	1	0	0	0	8
18:00	0	0	0	0	0	0	1	0	0	0	0	1
18:15	0	0	0	0	0	0	0	1	0	0	0	1
18:30	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
Hour	0	0	0	0	0	0	1	1	0	0	0	2
Total	41	6	0	0	0	47	50	7	0	0	0	57

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	D to A - R117(S) to R117(N)					Veh. Total	D to E - R117(S) to Somerville					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	67	23	0	2	2	94	0	0	0	0	0	0
07:15	110	27	0	1	1	139	0	0	0	0	0	0
07:30	146	27	1	0	1	175	0	0	0	0	0	0
07:45	138	20	1	0	3	162	0	0	0	0	0	0
Hour	461	97	2	3	7	570	0	0	0	0	0	0
08:00	126	19	3	0	1	149	0	0	0	0	0	0
08:15	153	14	1	1	2	171	0	0	0	0	0	0
08:30	129	11	0	1	3	144	1	0	0	0	0	1
08:45	144	12	1	0	1	158	0	1	0	0	0	1
Hour	552	56	5	2	7	622	1	1	0	0	0	2
09:00	166	16	0	0	0	182	0	0	0	0	0	0
09:15	149	17	2	1	0	169	0	0	0	0	0	0
09:30	132	12	2	0	3	149	2	1	0	0	0	3
09:45	111	15	2	0	2	130	0	1	0	0	0	1
Hour	558	60	6	1	5	630	2	2	0	0	0	4
10:00	112	16	2	0	3	133	0	0	0	0	0	0
10:15	101	19	3	0	1	124	1	1	1	0	0	3
10:30	100	24	3	1	1	129	0	1	1	0	0	2
10:45	115	14	1	0	1	131	0	4	0	0	0	4
Hour	428	73	9	1	6	517	1	6	2	0	0	9
11:00	104	16	4	1	3	128	0	0	0	0	0	0
11:15	114	21	0	0	1	136	0	0	0	0	0	0
11:30	105	14	0	0	1	120	1	0	0	0	0	1
11:45	103	16	2	1	1	123	1	1	0	0	0	2
Hour	426	67	6	2	6	507	2	1	0	0	0	3
12:00	105	17	1	0	1	124	1	0	0	0	0	1
12:15	118	12	3	0	3	136	1	0	0	0	0	1
12:30	119	7	1	0	0	127	3	0	0	0	0	3
12:45	89	15	2	1	1	108	2	0	0	0	0	2
Hour	431	51	7	1	5	495	7	0	0	0	0	7
13:00	128	12	1	1	3	145	0	0	0	0	0	0
13:15	122	13	1	2	2	140	3	0	0	0	0	3
13:30	112	19	0	0	1	132	0	2	0	0	0	2
13:45	103	6	1	0	1	111	1	0	0	0	0	1
Hour	465	50	3	3	7	528	4	2	0	0	0	6
14:00	106	11	0	0	2	119	0	0	0	0	0	0
14:15	112	18	2	1	0	133	2	0	0	0	0	2
14:30	125	16	0	0	1	142	2	0	0	0	0	2
14:45	112	12	0	0	1	125	1	0	0	0	0	1
Hour	455	57	2	1	4	519	5	0	0	0	0	5
15:00	95	9	1	0	2	107	1	0	0	0	0	1
15:15	107	9	1	0	1	118	1	0	0	0	0	1
15:30	80	8	1	1	2	92	1	0	0	0	0	1
15:45	109	12	0	0	1	122	1	0	0	0	0	1
Hour	391	38	3	1	6	439	4	0	0	0	0	4
16:00	94	15	0	0	2	111	1	0	0	0	0	1
16:15	99	1	0	0	1	101	1	1	0	0	0	2
16:30	113	6	0	0	1	120	1	0	0	0	0	1
16:45	113	7	0	0	1	121	1	1	0	0	0	2
Hour	419	29	0	0	5	453	4	2	0	0	0	6
17:00	101	11	0	0	4	116	1	0	0	0	0	1
17:15	126	9	0	1	2	138	0	0	0	0	0	0
17:30	121	7	0	0	0	128	3	0	0	0	0	3
17:45	96	7	0	0	1	104	1	0	0	0	0	1
Hour	444	34	0	1	7	486	5	0	0	0	0	5
18:00	141	6	0	0	3	150	1	0	0	0	0	1
18:15	121	2	0	0	1	124	5	0	0	0	0	5
18:30	127	10	0	0	3	140	3	0	0	0	0	3
18:45	131	5	0	0	2	138	0	0	0	0	0	0
Hour	520	23	0	0	9	552	9	0	0	0	0	9
Total	5550	635	43	16	74	6318	44	14	2	0	0	60

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	E to D - Somerville to R117(S)					Veh. Total	E to C - Somerville to Access Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	2	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
08:00	2	0	0	0	0	2	0	0	0	0	0	0
08:15	3	0	0	0	0	3	0	0	0	0	0	0
08:30	1	1	0	0	0	2	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	6	1	0	0	0	7	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	1	0	0	0	0	0	0
09:30	2	0	0	0	0	2	0	0	0	0	0	0
09:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	1	0	0	0	4	0	0	0	0	0	0
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	1	0	2	0	0	3	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	2	1	0	0	3	0	0	0	0	0	0
Hour	2	2	3	0	0	7	0	0	0	0	0	0
11:00	0	1	0	0	0	1	0	0	0	0	0	0
11:15	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	0
11:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	1	0	0	0	2	0	0	0	0	0	0
12:00	1	0	1	0	0	2	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	2	0	0	0	0	2	0	0	0	0	0	0
12:45	3	1	0	0	0	4	0	0	0	0	0	0
Hour	6	1	1	0	0	8	0	0	0	0	0	0
13:00	1	0	0	0	0	1	0	0	0	0	0	0
13:15	1	0	0	0	0	1	0	0	0	0	0	0
13:30	2	0	0	0	0	2	0	0	0	0	0	0
13:45	1	0	0	0	0	1	0	1	0	0	0	1
Hour	5	0	0	0	0	5	0	1	0	0	0	1
14:00	3	1	0	0	0	4	0	0	0	0	0	0
14:15	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
14:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	5	1	0	0	0	6	0	0	0	0	0	0
15:00	1	0	0	0	0	1	0	0	0	0	0	0
15:15	1	0	0	0	0	1	0	0	0	0	0	0
15:30	2	0	0	0	0	2	0	0	0	0	0	0
15:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	0	0	0	0	0
16:00	2	0	0	0	0	2	1	0	0	0	0	1
16:15	3	1	0	0	0	4	0	0	0	0	0	0
16:30	2	0	0	0	0	2	0	0	0	0	0	0
16:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	9	1	0	0	0	10	1	0	0	0	0	1
17:00	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	0
17:30	1	0	0	0	0	1	0	0	0	0	0	0
17:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
18:00	0	1	0	0	0	1	0	0	0	0	0	0
18:15	1	0	0	0	0	1	0	0	0	0	0	0
18:30	4	0	0	0	0	4	0	0	0	0	0	0
18:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	5	2	0	0	0	7	0	0	0	0	0	0
Total	53	10	4	0	0	67	1	1	0	0	0	2

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	E to B - Somerville to Frankfort Court					Veh. Total	E to A - Somerville to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	1	0	0	0	0	1
07:15	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
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	2	0	0	0	0	2
08:30	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	3	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	1	0	0	0	0	1
09:30	0	0	0	0	0	0	2	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	3	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	1	0	0	0	1
10:30	0	0	0	0	0	0	1	0	0	0	0	1
10:45	0	0	0	0	0	0	0	1	0	0	0	1
Hour	0	0	0	0	0	0	1	2	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	1	0	0	0	2
11:30	0	0	0	0	0	0	1	0	0	0	0	1
11:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	4	1	0	0	0	5
12:00	0	1	0	0	0	1	1	0	0	0	0	1
12:15	0	0	0	0	0	0	1	0	0	0	0	1
12:30	0	0	0	0	0	0	3	0	0	0	0	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	1	5	0	0	0	0	5
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	1	0	0	0	0	0	0
13:30	0	1	0	0	0	1	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	1	0	0	0	2	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	1	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	2	0	0	0	0	2
15:00	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	0
15:30	0	0	0	0	0	0	1	0	0	0	0	1
15:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	2	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	2	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	0	0	0	0	2
17:00	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	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	2	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	1	0	0	0	0	1
18:30	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	0	0	0	0	2
Total	1	2	0	0	0	3	27	3	0	0	0	30

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	To Arm A - R117(N)					Veh. Total	From Arm A - R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	69	23	0	2	2	96	37	7	0	0	2	46
07:15	110	27	0	1	1	139	44	11	1	1	3	60
07:30	146	27	1	0	1	175	70	8	1	0	4	83
07:45	141	20	1	0	3	165	87	8	1	1	1	98
Hour	466	97	2	3	7	575	238	34	3	2	10	287
08:00	126	19	3	0	1	149	87	7	0	1	3	98
08:15	156	14	1	1	2	174	86	8	1	1	5	101
08:30	131	11	0	1	3	146	110	6	3	1	0	120
08:45	145	13	1	0	1	160	103	4	3	0	0	110
Hour	558	57	5	2	7	629	386	25	7	3	8	429
09:00	167	16	0	0	0	183	111	8	0	0	2	121
09:15	150	17	2	1	0	170	111	7	0	0	1	119
09:30	135	12	2	0	3	152	89	12	1	0	2	104
09:45	112	15	2	0	2	131	87	9	4	0	2	102
Hour	564	60	6	1	5	636	398	36	5	0	7	446
10:00	112	16	2	0	3	133	87	10	2	0	1	100
10:15	102	20	3	0	1	126	85	5	2	0	1	93
10:30	102	24	3	1	1	131	88	12	3	1	0	104
10:45	115	15	1	0	1	132	91	16	4	0	1	112
Hour	431	75	9	1	6	522	351	43	11	1	3	409
11:00	104	16	4	1	3	128	113	9	1	0	1	124
11:15	117	22	0	0	1	140	103	14	3	0	2	122
11:30	106	14	0	0	1	121	110	10	1	0	1	122
11:45	106	16	2	1	1	126	108	10	1	0	3	122
Hour	433	68	6	2	6	515	434	43	6	0	7	490
12:00	110	17	1	0	1	129	107	14	2	0	1	124
12:15	122	12	3	0	3	140	104	10	1	2	1	118
12:30	125	7	1	0	0	133	133	16	3	0	2	154
12:45	92	16	2	1	1	112	122	15	3	0	2	142
Hour	449	52	7	1	5	514	466	55	9	2	6	538
13:00	130	13	1	1	3	148	101	17	2	0	2	122
13:15	125	15	1	2	2	145	110	15	1	0	1	127
13:30	113	19	0	0	1	133	90	10	2	0	1	103
13:45	104	7	1	0	1	113	136	13	0	0	2	151
Hour	472	54	3	3	7	539	437	55	5	0	6	503
14:00	107	11	0	0	2	120	99	6	2	2	1	110
14:15	114	18	2	1	0	135	114	8	2	1	2	127
14:30	125	17	0	0	1	143	111	10	0	0	1	122
14:45	115	12	0	0	1	128	121	17	0	0	2	140
Hour	461	58	2	1	4	526	445	41	4	3	6	499
15:00	95	10	1	0	2	108	118	16	0	0	2	136
15:15	107	9	1	0	1	118	136	19	0	0	2	157
15:30	82	8	1	1	2	94	105	21	2	1	2	131
15:45	111	12	0	0	1	124	133	22	0	0	2	157
Hour	395	39	3	1	6	444	492	78	2	1	8	581
16:00	95	15	0	0	2	112	128	32	0	0	0	160
16:15	101	1	0	0	1	103	112	22	1	0	3	138
16:30	115	6	0	0	1	122	141	21	1	0	4	167
16:45	116	7	0	0	1	124	114	14	0	0	2	130
Hour	427	29	0	0	5	461	495	89	2	0	9	595
17:00	102	11	0	0	4	117	139	22	0	0	0	161
17:15	129	9	0	1	2	141	147	8	0	0	2	157
17:30	122	7	0	0	0	129	148	9	0	0	3	160
17:45	98	7	0	0	1	106	148	9	0	2	0	159
Hour	451	34	0	1	7	493	582	48	0	2	5	637
18:00	141	6	0	0	3	150	134	9	0	0	1	144
18:15	122	2	0	0	1	125	128	12	0	0	1	141
18:30	128	10	0	0	3	141	112	6	0	0	3	121
18:45	132	5	0	0	2	139	112	8	0	0	2	122
Hour	523	23	0	0	9	555	486	35	0	0	7	528
Total	5630	646	43	16	74	6409	5210	582	54	14	82	5942

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	To Arm B - Frankfort Court					Veh. Total	From Arm B - Frankfort Court					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	1	0	0	0	0	1
07:15	1	0	0	0	0	1	0	1	0	0	0	1
07:30	1	0	0	0	0	1	0	0	0	0	0	0
07:45	1	0	0	0	0	1	3	0	0	0	0	3
Hour	3	0	0	0	0	3	4	1	0	0	0	5
08:00	1	0	0	0	0	1	1	1	0	0	0	2
08:15	3	0	0	0	0	3	1	0	0	0	0	1
08:30	1	0	0	0	0	1	3	0	0	0	0	3
08:45	1	0	0	0	0	1	2	1	0	0	0	3
Hour	6	0	0	0	0	6	7	2	0	0	0	9
09:00	1	0	0	0	0	1	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	2	1	0	0	0	0	1
09:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	4	0	0	0	0	4	3	0	0	0	0	3
10:00	1	0	0	0	0	1	1	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	2	0	0	0	0	2	3	0	0	0	0	3
10:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	4	0	0	0	0	4	4	0	0	0	0	4
11:00	2	0	0	0	0	2	0	0	0	0	0	0
11:15	2	0	0	0	0	2	1	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	6	0	0	0	0	6	3	0	0	0	0	3
Hour	10	0	0	0	0	10	4	0	0	0	0	4
12:00	0	1	0	0	0	1	2	1	0	0	0	3
12:15	5	0	0	0	0	5	6	0	0	0	0	6
12:30	5	1	0	0	0	6	3	0	0	0	0	3
12:45	2	1	0	0	0	3	3	1	0	0	0	4
Hour	12	3	0	0	0	15	14	2	0	0	0	16
13:00	0	0	0	0	0	0	4	1	0	0	0	5
13:15	2	1	0	0	0	3	3	0	0	0	0	3
13:30	3	1	0	0	0	4	5	0	0	0	0	5
13:45	4	1	0	0	0	5	3	2	0	0	0	5
Hour	9	3	0	0	0	12	15	3	0	0	0	18
14:00	2	0	0	0	0	2	1	0	0	0	0	1
14:15	2	1	0	0	0	3	1	1	0	0	0	2
14:30	1	0	0	0	0	1	3	0	0	0	0	3
14:45	4	1	0	0	0	5	2	0	0	0	0	2
Hour	9	2	0	0	0	11	7	1	0	0	0	8
15:00	1	0	0	0	0	1	3	1	0	0	0	4
15:15	1	0	0	0	0	1	0	0	0	0	0	0
15:30	0	0	0	0	0	0	2	0	0	0	0	2
15:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	3	0	0	0	0	3	6	1	0	0	0	7
16:00	2	0	0	0	0	2	2	0	0	0	0	2
16:15	1	0	0	0	0	1	2	0	0	0	0	2
16:30	1	0	0	0	0	1	2	0	0	0	0	2
16:45	3	0	0	0	0	3	3	0	0	0	0	3
Hour	7	0	0	0	0	7	9	0	0	0	0	9
17:00	1	0	0	0	0	1	2	0	0	0	0	2
17:15	3	0	0	0	0	3	2	0	0	0	0	2
17:30	5	0	0	0	0	5	5	0	0	0	0	5
17:45	2	1	0	0	0	3	3	0	0	0	0	3
Hour	11	1	0	0	0	12	12	0	0	0	0	12
18:00	2	0	0	0	0	2	0	0	0	0	0	0
18:15	0	1	0	0	0	1	1	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	2	1	0	0	0	3	2	0	0	0	0	2
Total	80	10	0	0	0	90	87	10	0	0	0	97

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	To Arm C - Access Road					Veh. Total	From Arm C - Access Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	1	0	0	0	0	1	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	1	0	0	0	0	1
08:00	2	0	0	0	0	2	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	1	0	0	0	0	0	0
08:45	4	0	0	0	0	4	0	0	0	0	0	0
Hour	7	0	0	0	0	7	0	0	0	0	0	0
09:00	1	1	0	0	0	2	1	0	0	0	0	1
09:15	2	0	0	0	0	2	0	1	0	0	0	1
09:30	2	0	0	0	0	2	1	0	0	0	0	1
09:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	5	1	0	0	0	6	4	1	0	0	0	5
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	0	0	0	0	0	0	1	0	0	0	0	1
10:30	0	1	0	0	0	1	0	0	0	0	0	0
10:45	1	0	0	0	0	1	2	1	0	0	0	3
Hour	2	1	0	0	0	3	3	1	0	0	0	4
11:00	3	0	0	0	0	3	2	1	0	0	0	3
11:15	1	0	0	0	0	1	2	0	0	0	0	2
11:30	2	0	0	0	0	2	1	0	0	0	0	1
11:45	7	1	0	0	0	8	2	0	0	0	0	2
Hour	13	1	0	0	0	14	7	1	0	0	0	8
12:00	1	0	0	0	0	1	7	0	0	0	0	7
12:15	2	0	0	0	0	2	2	1	0	0	0	3
12:30	2	0	0	0	0	2	2	0	0	0	0	2
12:45	3	1	0	0	0	4	3	0	0	0	0	3
Hour	8	1	0	0	0	9	14	1	0	0	0	15
13:00	3	1	0	0	0	4	3	0	0	0	0	3
13:15	1	0	0	0	0	1	3	2	0	0	0	5
13:30	1	0	0	0	0	1	0	0	0	0	0	0
13:45	3	1	0	0	0	4	3	1	0	0	0	4
Hour	8	2	0	0	0	10	9	3	0	0	0	12
14:00	1	0	0	0	0	1	2	0	0	0	0	2
14:15	0	1	0	0	0	1	1	0	0	0	0	1
14:30	3	1	0	0	0	4	2	1	0	0	0	3
14:45	3	0	0	0	0	3	2	0	0	0	0	2
Hour	7	2	0	0	0	9	7	1	0	0	0	8
15:00	0	0	0	0	0	0	1	0	0	0	0	1
15:15	0	0	0	0	0	0	2	0	0	0	0	2
15:30	2	0	0	0	0	2	3	0	0	0	0	3
15:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	4	0	0	0	0	4	6	0	0	0	0	6
16:00	2	0	0	0	0	2	1	0	0	0	0	1
16:15	2	0	0	0	0	2	1	0	0	0	0	1
16:30	0	0	0	0	0	0	2	0	0	0	0	2
16:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	5	0	0	0	0	5	6	0	0	0	0	6
17:00	3	0	0	0	0	3	1	0	0	0	0	1
17:15	0	0	0	0	0	0	3	0	0	0	0	3
17:30	0	0	0	0	0	0	1	0	0	0	0	1
17:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	4	0	0	0	0	4	7	0	0	0	0	7
18:00	0	0	0	0	0	0	1	0	0	0	0	1
18:15	0	0	0	0	0	0	1	0	0	0	0	1
18:30	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
Hour	0	0	0	0	0	0	2	0	0	0	0	2
Total	64	8	0	0	0	72	66	8	0	0	0	74

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	To Arm D - R117(S)					Veh. Total	From Arm D - R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	37	7	0	0	2	46	67	23	0	2	2	94
07:15	45	12	1	1	3	62	110	27	0	1	1	139
07:30	70	8	1	0	4	83	148	27	1	0	1	177
07:45	89	8	1	1	1	100	139	20	1	0	3	163
Hour	241	35	3	2	10	291	464	97	2	3	7	573
08:00	90	8	0	1	3	102	129	19	3	0	1	152
08:15	88	8	1	1	5	103	156	14	1	1	2	174
08:30	110	7	3	1	0	121	131	11	0	1	3	146
08:45	103	4	3	0	0	110	148	13	1	0	1	163
Hour	391	27	7	3	8	436	564	57	5	2	7	635
09:00	111	8	0	0	2	121	168	17	0	0	0	185
09:15	110	9	0	0	1	120	151	17	2	1	0	171
09:30	90	12	1	0	2	105	137	13	2	0	3	155
09:45	90	9	4	0	2	105	111	16	2	0	2	131
Hour	401	38	5	0	7	451	567	63	6	1	5	642
10:00	89	10	2	0	1	102	114	16	2	0	3	135
10:15	86	5	3	0	1	95	102	20	4	0	1	127
10:30	88	11	3	1	0	103	101	26	4	1	1	133
10:45	92	19	5	0	1	117	116	18	1	0	1	136
Hour	355	45	13	1	3	417	433	80	11	1	6	531
11:00	114	11	1	0	1	127	108	16	4	1	3	132
11:15	102	14	3	0	2	121	115	21	0	0	1	137
11:30	111	10	1	0	1	123	108	14	0	0	1	123
11:45	109	10	0	0	3	122	114	18	2	1	1	136
Hour	436	45	5	0	7	493	445	69	6	2	6	528
12:00	112	15	3	0	1	131	107	17	1	0	1	126
12:15	106	11	1	2	1	121	124	12	3	0	3	142
12:30	130	16	3	0	2	151	124	8	1	0	0	133
12:45	125	15	3	0	2	145	94	16	2	1	1	114
Hour	473	57	10	2	6	548	449	53	7	1	5	515
13:00	105	17	2	0	2	126	129	13	1	1	3	147
13:15	113	15	1	0	1	130	126	14	1	2	2	145
13:30	94	9	2	0	1	106	114	21	0	0	1	136
13:45	140	14	0	0	2	156	109	6	1	0	1	117
Hour	452	55	5	0	6	518	478	54	3	3	7	545
14:00	102	7	2	2	1	114	107	11	0	0	2	120
14:15	115	9	2	1	2	129	116	20	2	1	0	139
14:30	113	10	0	0	1	124	128	17	0	0	1	146
14:45	121	17	0	0	2	140	117	13	0	0	1	131
Hour	451	43	4	3	6	507	468	61	2	1	4	536
15:00	121	16	0	0	2	139	96	9	1	0	2	108
15:15	139	19	0	0	2	160	109	9	1	0	1	120
15:30	111	21	2	1	2	137	83	8	1	1	2	95
15:45	131	22	0	0	2	155	112	12	0	0	1	125
Hour	502	78	2	1	8	591	400	38	3	1	6	448
16:00	131	32	0	0	0	163	98	15	0	0	2	115
16:15	116	23	1	0	3	143	102	2	0	0	1	105
16:30	144	21	1	0	4	170	114	6	0	0	1	121
16:45	116	14	0	0	2	132	116	8	0	0	1	125
Hour	507	90	2	0	9	608	430	31	0	0	5	466
17:00	138	22	0	0	0	160	103	11	0	0	4	118
17:15	146	8	0	0	2	156	127	9	0	1	2	139
17:30	153	9	0	0	3	165	128	7	0	0	0	135
17:45	153	9	0	2	0	164	99	8	0	0	1	108
Hour	590	48	0	2	5	645	457	35	0	1	7	500
18:00	134	10	0	0	1	145	143	6	0	0	3	152
18:15	130	12	0	0	1	143	126	3	0	0	1	130
18:30	115	6	0	0	3	124	130	10	0	0	3	143
18:45	112	8	0	0	2	122	131	5	0	0	2	138
Hour	491	36	0	0	7	534	530	24	0	0	9	563
Total	5290	597	56	14	82	6039	5685	662	45	16	74	6482

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Tuesday 22 June 2021

Time	To Arm E - Somerville					Veh. Total	From Arm E - Somerville					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	2	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	4	0	0	0	0	4
08:00	0	0	0	0	0	0	2	0	0	0	0	2
08:15	1	0	0	0	0	1	5	0	0	0	0	5
08:30	3	0	0	0	0	3	2	1	0	0	0	3
08:45	0	1	0	0	0	1	0	0	0	0	0	0
Hour	4	1	0	0	0	5	9	1	0	0	0	10
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	1	1	1	0	0	0	2
09:30	3	1	0	0	0	4	4	0	0	0	0	4
09:45	0	1	0	0	0	1	1	0	0	0	0	1
Hour	4	2	0	0	0	6	6	1	0	0	0	7
10:00	0	0	0	0	0	0	1	0	0	0	0	1
10:15	1	1	2	0	0	4	1	1	2	0	0	4
10:30	1	2	1	0	0	4	1	0	0	0	0	1
10:45	0	4	0	0	0	4	0	3	1	0	0	4
Hour	2	7	3	0	0	12	3	4	3	0	0	10
11:00	0	0	0	0	0	0	0	1	0	0	0	1
11:15	0	0	0	0	0	0	1	1	0	0	0	2
11:30	1	0	0	0	0	1	1	0	0	0	0	1
11:45	2	1	1	0	0	4	3	0	0	0	0	3
Hour	3	1	1	0	0	5	5	2	0	0	0	7
12:00	2	0	0	0	0	2	2	1	1	0	0	4
12:15	2	0	0	0	0	2	1	0	0	0	0	1
12:30	5	0	0	0	0	5	5	0	0	0	0	5
12:45	3	0	0	0	0	3	3	1	0	0	0	4
Hour	12	0	0	0	0	12	11	2	1	0	0	14
13:00	0	0	0	0	0	0	1	0	0	0	0	1
13:15	3	0	0	0	0	3	2	0	0	0	0	2
13:30	0	3	0	0	0	3	2	1	0	0	0	3
13:45	1	0	0	0	0	1	1	1	0	0	0	2
Hour	4	3	0	0	0	7	6	2	0	0	0	8
14:00	0	0	0	0	0	0	3	1	0	0	0	4
14:15	2	0	0	0	0	2	1	0	0	0	0	1
14:30	2	0	0	0	0	2	0	0	0	0	0	0
14:45	2	0	0	0	0	2	3	0	0	0	0	3
Hour	6	0	0	0	0	6	7	1	0	0	0	8
15:00	2	0	0	0	0	2	1	0	0	0	0	1
15:15	1	0	0	0	0	1	1	0	0	0	0	1
15:30	1	0	0	0	0	1	3	0	0	0	0	3
15:45	3	0	0	0	0	3	2	0	0	0	0	2
Hour	7	0	0	0	0	7	7	0	0	0	0	7
16:00	2	0	0	0	0	2	3	0	0	0	0	3
16:15	2	1	0	0	0	3	5	1	0	0	0	6
16:30	1	0	0	0	0	1	2	0	0	0	0	2
16:45	1	1	0	0	0	2	2	0	0	0	0	2
Hour	6	2	0	0	0	8	12	1	0	0	0	13
17:00	1	0	0	0	0	1	0	0	0	0	0	0
17:15	1	0	0	0	0	1	0	0	0	0	0	0
17:30	3	0	0	0	0	3	1	0	0	0	0	1
17:45	2	0	0	0	0	2	4	0	0	0	0	4
Hour	7	0	0	0	0	7	5	0	0	0	0	5
18:00	1	0	0	0	0	1	0	1	0	0	0	1
18:15	6	0	0	0	0	6	2	0	0	0	0	2
18:30	4	0	0	0	0	4	5	0	0	0	0	5
18:45	0	1	0	0	0	1	0	1	0	0	0	1
Hour	11	1	0	0	0	12	7	2	0	0	0	9
Total	66	17	4	0	0	87	82	16	4	0	0	102

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	A to E - R117(N) to Somerville					Veh. Total	A to D - R117(N) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	12	2	0	0	1	15
07:15	0	0	0	0	0	0	26	1	0	0	2	29
07:30	0	0	0	0	0	0	33	2	0	0	2	37
07:45	0	0	0	0	0	0	35	3	2	0	1	41
Hour	0	0	0	0	0	0	106	8	2	0	6	122
08:00	0	0	0	0	0	0	26	6	0	0	2	34
08:15	0	0	0	0	0	0	39	4	0	0	0	43
08:30	0	0	0	0	0	0	47	3	3	0	2	55
08:45	0	0	0	0	0	0	72	5	2	0	2	81
Hour	0	0	0	0	0	0	184	18	5	0	6	213
09:00	0	0	0	0	0	0	66	3	1	0	1	71
09:15	0	0	0	0	0	0	69	2	0	0	1	72
09:30	0	0	0	0	0	0	95	4	0	0	2	101
09:45	0	0	0	0	0	0	105	8	0	0	1	114
Hour	0	0	0	0	0	0	335	17	1	0	5	358
10:00	0	0	0	0	0	0	105	9	2	0	0	116
10:15	0	0	0	0	0	0	104	3	1	0	2	110
10:30	0	0	0	0	0	0	116	6	0	0	0	122
10:45	0	0	0	0	0	0	121	11	1	0	2	135
Hour	0	0	0	0	0	0	446	29	4	0	4	483
11:00	0	0	0	0	0	0	130	7	0	0	1	138
11:15	1	0	0	0	0	1	98	6	1	0	1	106
11:30	0	1	0	0	0	1	151	7	1	0	3	162
11:45	1	0	0	0	0	1	130	9	0	0	2	141
Hour	2	1	0	0	0	3	509	29	2	0	7	547
12:00	4	0	0	0	0	4	142	9	0	0	1	152
12:15	0	0	0	0	0	0	144	3	0	0	0	147
12:30	1	1	0	0	0	2	125	4	0	0	2	131
12:45	0	0	0	0	0	0	118	7	0	0	1	126
Hour	5	1	0	0	0	6	529	23	0	0	4	556
13:00	1	0	0	0	0	1	108	7	1	0	1	117
13:15	2	0	0	0	0	2	138	7	0	0	1	146
13:30	1	0	0	0	0	1	125	9	1	0	2	137
13:45	0	0	0	0	0	0	132	7	0	0	2	141
Hour	4	0	0	0	0	4	503	30	2	0	6	541
14:00	1	1	0	0	0	2	133	6	1	0	1	141
14:15	0	0	0	0	0	0	127	10	0	0	1	138
14:30	2	0	0	0	0	2	107	5	1	0	1	114
14:45	1	0	0	0	0	1	99	7	0	0	1	107
Hour	4	1	0	0	0	5	466	28	2	0	4	500
15:00	0	0	0	0	0	0	111	2	0	0	2	115
15:15	0	0	0	0	0	0	113	1	0	0	1	115
15:30	0	0	0	0	0	0	117	5	0	0	1	123
15:45	1	0	0	0	0	1	125	7	0	0	2	134
Hour	1	0	0	0	0	1	466	15	0	0	6	487
16:00	2	0	0	0	0	2	122	8	0	0	1	131
16:15	1	0	0	0	0	1	109	4	0	0	2	115
16:30	1	0	0	0	0	1	99	6	0	0	0	105
16:45	1	0	0	0	0	1	91	4	0	0	1	96
Hour	5	0	0	0	0	5	421	22	0	0	4	447
17:00	1	0	0	0	0	1	98	4	0	0	2	104
17:15	0	0	0	0	0	0	89	1	0	0	0	90
17:30	3	0	0	0	0	3	94	4	0	0	2	100
17:45	0	0	0	0	0	0	104	5	0	0	2	111
Hour	4	0	0	0	0	4	385	14	0	0	6	405
18:00	0	0	0	0	0	0	97	5	0	0	2	104
18:15	0	0	0	0	0	0	99	4	0	0	1	104
18:30	0	0	0	0	0	0	85	1	0	0	1	87
18:45	0	0	0	0	0	0	79	4	0	0	0	83
Hour	0	0	0	0	0	0	360	14	0	0	4	378
Total	25	3	0	0	0	28	4710	247	18	0	62	5037

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	A to C - R117(N) to Access Road					Veh. Total	A to B - R117(N) to Frankfort Court					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	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	0
08:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
09:00	0	0	0	0	0	0	1	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	1	0	0	0	0	0	0
09:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	0	0	0	0	2	1	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	1	2	1	0	0	0	3
10:30	0	0	0	0	0	0	1	0	0	0	0	1
10:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	2	0	0	0	0	2	4	1	0	0	0	5
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	1	0	0	0	0	0	0
11:30	0	0	0	0	0	0	1	0	0	0	0	1
11:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	3	0	0	0	0	3	2	0	0	0	0	2
12:00	1	0	0	0	0	1	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	1	0	0	0	0	0	0
12:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
13:00	1	0	0	0	0	1	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	1	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
14:00	1	0	0	0	0	1	0	0	0	0	0	0
14:15	1	0	0	0	0	1	0	0	0	0	0	0
14:30	2	0	0	0	0	2	1	0	0	0	0	1
14:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	5	0	0	0	0	5	3	0	0	0	0	3
15:00	1	0	0	0	0	1	0	0	0	0	0	0
15:15	1	0	0	0	0	1	2	0	0	0	0	2
15:30	1	0	0	0	0	1	0	0	0	0	0	0
15:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	5	0	0	0	0	5	2	0	0	0	0	2
16:00	0	0	0	0	0	0	2	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	2	0	0	0	0	2
17:00	1	0	0	0	0	1	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	2	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	0	0	0	0	25	16	1	0	0	0	17

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	B to A - Frankfort Court to R117(N)					Veh. Total	B to E - Frankfort Court to Somerville					Veh. Total	
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV		
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
Hour	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	0	0
08:15	1	0	0	0	0	1	0	0	0	0	0	0	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	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0	0
09:00	2	1	0	0	0	3	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	1	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	1	0	0	0	4	0	0	0	0	0	0	0
10:00	1	0	0	0	0	1	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	3	0	0	0	0	3	0	0	0	0	0	0	0
10:45	1	0	0	0	0	1	0	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	1	0	0	0	0	0	0	0
11:30	1	0	0	0	0	1	0	0	0	0	0	0	0
11:45	1	0	0	0	0	1	0	0	0	0	0	0	0
Hour	2	1	0	0	0	3	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	1	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0	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	0	0
13:30	1	0	0	0	0	1	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0	0
14:00	1	0	0	0	0	1	0	0	0	0	0	0	0
14:15	2	0	0	0	0	2	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	2	0	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	1	0	0	0	0	0	0	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	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0	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	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	1	0	0	0	0	0	0	0
17:30	3	0	0	0	0	3	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0	0
18:00	1	0	0	0	0	1	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	1	0	0	0	0	0	0	0
18:45	0	2	0	0	0	2	0	0	0	0	0	0	0
Hour	2	2	0	0	0	4	0	0	0	0	0	0	0
Total	25	4	0	0	0	29	0	0	0	0	0	0	0

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	B to D - Frankfort Court to R117(S)					Veh. Total	B to C - Frankfort Court to Access Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	1	0	0	0	0	1	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
08:00	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	0
08:30	0	1	0	0	0	1	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	0	0	0	0	0
09:00	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	0
09:30	2	0	0	0	0	2	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	4	0	0	0	0	4	1	1	0	0	0	2
10:30	1	0	0	0	0	1	0	0	0	0	0	0
10:45	5	0	0	0	0	5	0	0	0	0	0	0
Hour	11	0	0	0	0	11	1	1	0	0	0	2
11:00	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
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
12:00	2	0	0	0	0	2	1	0	0	0	0	1
12:15	1	0	0	0	0	1	0	0	0	0	0	0
12:30	2	0	0	0	0	2	0	0	0	0	0	0
12:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	7	0	0	0	0	7	1	0	0	0	0	1
13:00	1	0	0	0	0	1	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	1	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
14:00	0	0	0	0	0	0	1	0	0	0	0	1
14:15	2	0	0	0	0	2	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	0	0	0	0	3	1	0	0	0	0	1
15:00	0	0	0	0	0	0	1	0	0	0	0	1
15:15	1	0	0	0	0	1	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	0	0	0	0	2	1	0	0	0	0	1
16:00	1	0	0	0	0	1	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	1	0	0	0	0	0	0
16:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
17:00	2	0	0	0	0	2	0	0	0	0	0	0
17:15	1	0	0	0	0	1	0	0	0	0	0	0
17:30	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	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	1	0	0	0	0	0	0
18:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
Total	38	1	0	0	0	39	4	1	0	0	0	5

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	C to B - Access Road to Frankfort Court					Veh. Total	C to A - Access Road to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	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	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	1	0	0	0	1
09:15	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	0
09:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	1	1	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	1	0	0	0	0	1
10:30	0	0	0	0	0	0	1	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	0	0	0	0	1
11:30	0	0	0	0	0	0	1	0	0	0	0	1
11:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	3
12:00	0	0	0	0	0	0	1	0	0	0	0	1
12:15	0	0	0	0	0	0	1	0	0	0	0	1
12:30	0	0	0	0	0	0	1	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	3	0	0	0	0	3
13:00	0	0	0	0	0	0	1	0	0	0	0	1
13:15	0	0	0	0	0	0	1	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	3
14:00	0	0	0	0	0	0	1	0	0	0	0	1
14:15	0	0	0	0	0	0	1	0	0	0	0	1
14:30	0	0	0	0	0	0	1	0	0	0	0	1
14:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	4	0	0	0	0	4
15:00	0	0	0	0	0	0	1	0	0	0	0	1
15:15	0	0	0	0	0	0	1	0	0	0	0	1
15:30	0	0	0	0	0	0	1	0	0	0	0	1
15:45	0	0	0	0	0	0	3	0	0	0	0	3
Hour	0	0	0	0	0	0	6	0	0	0	0	6
16:00	0	0	0	0	0	0	2	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	3
17:00	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	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	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
18:00	0	0	0	0	0	0	1	0	0	0	0	1
18:15	0	0	0	0	0	0	1	0	0	0	0	1
18:30	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
Hour	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	28	1	0	0	0	29

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	C to E - Access Road to Somerville					Veh. Total	C to D - Access Road to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	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	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	2	0	0	0	0	2
09:15	0	0	0	0	0	0	1	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	4	0	0	0	0	4
10:00	0	0	0	0	0	0	1	0	0	0	0	1
10:15	0	0	0	0	0	0	5	0	0	0	0	5
10:30	1	0	0	0	0	1	2	1	0	0	0	3
10:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	9	1	0	0	0	10
11:00	0	0	0	0	0	0	3	0	0	0	0	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	3	0	0	0	0	3
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	6	0	0	0	0	6
12:00	0	0	0	0	0	0	3	1	0	0	0	4
12:15	0	0	0	0	0	0	2	0	0	0	0	2
12:30	0	0	0	0	0	0	6	0	0	0	0	6
12:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	12	1	0	0	0	13
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	3	0	0	0	0	3
13:30	0	0	0	0	0	0	2	0	0	0	0	2
13:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	6	0	0	0	0	6
14:00	0	0	0	0	0	0	1	0	0	0	0	1
14:15	0	0	0	0	0	0	3	1	0	0	0	4
14:30	0	0	0	0	0	0	3	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	7	1	0	0	0	8
15:00	0	0	0	0	0	0	4	0	0	0	0	4
15:15	0	0	0	0	0	0	3	0	0	0	0	3
15:30	0	0	0	0	0	0	1	0	0	0	0	1
15:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	10	0	0	0	0	10
16:00	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	3	0	0	0	0	3
16:30	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	7	0	0	0	0	7
17:00	0	0	0	0	0	0	3	0	0	0	0	3
17:15	0	0	0	0	0	0	4	0	0	0	0	4
17:30	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	8	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
Total	1	0	0	0	0	1	70	3	0	0	0	73

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	D to C - R117(S) to Access Road					Veh. Total	D to B - R117(S) to Frankfort Court					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	1	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
09:00	1	1	0	0	0	2	0	0	0	0	0	0
09:15	1	0	0	0	0	1	1	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	1	0	0	0	4	1	0	0	0	0	1
10:00	6	0	0	0	0	6	1	0	0	0	0	1
10:15	2	0	0	0	0	2	4	0	0	0	0	4
10:30	1	0	0	0	0	1	1	0	0	0	0	1
10:45	4	0	0	0	0	4	2	0	0	0	0	2
Hour	13	0	0	0	0	13	8	0	0	0	0	8
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	4	0	0	0	0	4	0	0	0	0	0	0
11:30	1	0	0	0	0	1	0	0	0	0	0	0
11:45	2	0	0	0	0	2	2	0	0	0	0	2
Hour	7	0	0	0	0	7	2	0	0	0	0	2
12:00	5	1	0	0	0	6	0	0	0	0	0	0
12:15	2	0	0	0	0	2	2	0	0	0	0	2
12:30	2	0	0	0	0	2	0	0	0	0	0	0
12:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	9	1	0	0	0	10	3	0	0	0	0	3
13:00	3	0	0	0	0	3	0	0	0	0	0	0
13:15	1	0	0	0	0	1	1	0	0	0	0	1
13:30	2	0	0	0	0	2	2	0	0	0	0	2
13:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	7	0	0	0	0	7	3	0	0	0	0	3
14:00	2	0	0	0	0	2	0	0	0	0	0	0
14:15	1	1	0	0	0	2	0	0	0	0	0	0
14:30	1	0	0	0	0	1	1	0	0	0	0	1
14:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	5	1	0	0	0	6	3	0	0	0	0	3
15:00	2	0	0	0	0	2	1	0	0	0	0	1
15:15	5	0	0	0	0	5	3	1	0	0	0	4
15:30	1	0	0	0	0	1	2	0	0	0	0	2
15:45	4	0	0	0	0	4	1	0	0	0	0	1
Hour	12	0	0	0	0	12	7	1	0	0	0	8
16:00	1	0	0	0	0	1	0	0	0	0	0	0
16:15	1	0	0	0	0	1	2	0	0	0	0	2
16:30	2	0	0	0	0	2	1	0	0	0	0	1
16:45	2	0	0	0	0	2	2	0	0	0	0	2
Hour	6	0	0	0	0	6	5	0	0	0	0	5
17:00	2	0	0	0	0	2	1	0	0	0	0	1
17:15	1	0	0	0	0	1	2	0	0	0	0	2
17:30	1	0	0	0	0	1	0	0	0	0	0	0
17:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	4	0	0	0	0	4	5	0	0	0	0	5
18:00	0	0	0	0	0	0	3	0	0	0	0	3
18:15	1	0	0	0	0	1	0	0	0	0	0	0
18:30	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	1	1	0	0	0	2
Hour	1	0	0	0	0	1	5	1	0	0	0	6
Total	68	3	0	0	0	71	42	2	0	0	0	44

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	D to A - R117(S) to R117(N)					Veh. Total	D to E - R117(S) to Somerville					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	21	5	0	0	1	27	0	0	0	0	0	0
07:15	34	7	0	0	2	43	0	1	0	0	0	1
07:30	38	2	0	0	1	41	0	1	0	0	0	1
07:45	34	4	0	0	0	38	0	0	0	0	0	0
Hour	127	18	0	0	4	149	0	2	0	0	0	2
08:00	33	8	0	0	3	44	0	0	0	0	0	0
08:15	41	4	2	0	2	49	0	0	0	0	0	0
08:30	55	8	0	0	0	63	0	0	0	0	0	0
08:45	68	6	0	0	1	75	0	0	0	0	0	0
Hour	197	26	2	0	6	231	0	0	0	0	0	0
09:00	73	5	0	0	0	78	0	0	0	0	0	0
09:15	62	8	0	0	1	71	1	0	0	0	0	1
09:30	74	6	0	0	2	82	1	0	0	0	0	1
09:45	96	2	2	0	0	100	0	0	0	0	0	0
Hour	305	21	2	0	3	331	2	0	0	0	0	2
10:00	123	10	0	0	1	134	0	0	0	0	0	0
10:15	98	8	0	0	1	107	2	0	0	0	0	2
10:30	110	9	0	0	2	121	0	0	0	0	0	0
10:45	118	7	1	0	1	127	0	0	0	0	0	0
Hour	449	34	1	0	5	489	2	0	0	0	0	2
11:00	89	8	1	0	1	99	1	0	0	0	0	1
11:15	132	5	0	0	1	138	1	2	0	0	0	3
11:30	131	13	0	0	2	146	1	0	0	0	0	1
11:45	125	7	0	0	1	133	2	0	0	0	0	2
Hour	477	33	1	0	5	516	5	2	0	0	0	7
12:00	132	6	0	0	2	140	1	0	0	0	0	1
12:15	124	9	1	0	0	134	2	0	0	0	0	2
12:30	155	7	0	0	1	163	1	0	0	0	0	1
12:45	158	8	0	0	2	168	1	1	0	0	0	2
Hour	569	30	1	0	5	605	5	1	0	0	0	6
13:00	125	6	0	0	2	133	2	0	0	0	0	2
13:15	146	7	1	0	0	154	6	0	0	0	0	6
13:30	124	7	1	0	1	133	1	0	0	0	0	1
13:45	144	10	0	0	2	156	2	1	0	0	0	3
Hour	539	30	2	0	5	576	11	1	0	0	0	12
14:00	128	7	0	0	1	136	1	0	0	0	0	1
14:15	148	5	1	0	1	155	1	0	0	0	0	1
14:30	111	7	0	0	1	119	0	0	0	0	0	0
14:45	122	4	0	0	2	128	2	0	0	0	0	2
Hour	509	23	1	0	5	538	4	0	0	0	0	4
15:00	128	3	0	0	1	132	1	0	0	0	0	1
15:15	130	4	0	0	2	136	1	0	0	0	0	1
15:30	118	2	0	0	1	121	1	1	0	0	0	2
15:45	138	5	0	0	1	144	1	0	0	0	0	1
Hour	514	14	0	0	5	533	4	1	0	0	0	5
16:00	135	2	0	0	2	139	0	1	0	0	0	1
16:15	111	3	0	0	1	115	2	0	0	0	0	2
16:30	117	2	0	0	1	120	0	0	0	0	0	0
16:45	119	7	0	0	1	127	2	0	0	0	0	2
Hour	482	14	0	0	5	501	4	1	0	0	0	5
17:00	130	4	0	0	2	136	1	0	0	0	0	1
17:15	132	3	0	0	1	136	2	0	0	0	0	2
17:30	121	3	0	0	0	124	1	0	0	0	0	1
17:45	137	5	0	0	1	143	0	0	0	0	0	0
Hour	520	15	0	0	4	539	4	0	0	0	0	4
18:00	143	6	0	0	2	151	2	0	0	0	0	2
18:15	131	2	0	0	2	135	0	0	0	0	0	0
18:30	115	4	1	0	0	120	3	0	0	0	0	3
18:45	116	2	0	0	1	119	1	0	0	0	0	1
Hour	505	14	1	0	5	525	6	0	0	0	0	6
Total	5193	272	11	0	57	5533	47	8	0	0	0	55

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	E to D - Somerville to R117(S)					Veh. Total	E to C - Somerville to Access Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	1	0	0	0	0	0	0
07:30	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
Hour	1	0	0	0	0	1	0	0	0	0	0	0
08:00	1	0	0	0	0	1	0	0	0	0	0	0
08:15	1	0	0	0	0	1	0	0	0	0	0	0
08:30	1	0	0	0	0	1	0	0	0	0	0	0
08:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
09:00	2	0	0	0	0	2	0	0	0	0	0	0
09:15	1	0	0	0	0	1	0	0	0	0	0	0
09:30	1	0	0	0	0	1	0	0	0	0	0	0
09:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	0	0	0	0	0
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	1	0	0	0	0	0	0
10:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	0	0	0	0	0
11:00	3	2	0	0	0	5	0	0	0	0	0	0
11:15	1	1	0	0	0	2	0	0	0	0	0	0
11:30	3	0	0	0	0	3	0	0	0	0	0	0
11:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	9	3	0	0	0	12	0	0	0	0	0	0
12:00	2	0	0	0	0	2	0	0	0	0	0	0
12:15	1	0	0	0	0	1	0	0	0	0	0	0
12:30	0	1	0	0	0	1	0	0	0	0	0	0
12:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	4	1	0	0	0	5	0	0	0	0	0	0
13:00	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
13:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	3	0	0	0	0	3	0	0	0	0	0	0
14:30	1	1	0	0	0	2	0	0	0	0	0	0
14:45	1	1	0	0	0	2	0	0	0	0	0	0
Hour	5	2	0	0	0	7	0	0	0	0	0	0
15:00	1	0	0	0	0	1	0	0	0	0	0	0
15:15	2	0	0	0	0	2	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	2	0	0	0	2	0	0	0	0	0	0
Hour	3	2	0	0	0	5	0	0	0	0	0	0
16:00	2	0	0	0	0	2	0	0	0	0	0	0
16:15	1	0	0	0	0	1	0	0	0	0	0	0
16:30	2	0	0	0	0	2	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	0	0	0	0	0
17:00	3	0	0	0	0	3	0	0	0	0	0	0
17:15	2	0	0	0	0	2	0	0	0	0	0	0
17:30	1	0	0	0	0	1	0	0	0	0	0	0
17:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	8	0	0	0	0	8	0	0	0	0	0	0
18:00	2	0	0	0	0	2	0	0	0	0	0	0
18:15	1	0	0	0	0	1	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
Total	53	8	0	0	0	61	0	0	0	0	0	0

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	E to B - Somerville to Frankfort Court					Veh. Total	E to A - Somerville to R117(N)					Veh. Total	
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1	0	0	0	0	1
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
Hour	0	0	0	0	0	0	0	1	0	0	0	0	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	0	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	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	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	0	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	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0
10:30	0	0	0	0	0	0	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	1	0	2	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	1	0	2	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	2	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	2	1	0	0	0	0	3
13:00	0	0	0	0	0	0	1	0	0	0	0	0	1
13:15	0	0	0	0	0	0	2	0	0	0	0	0	2
13:30	0	0	0	0	0	0	1	0	0	0	0	0	1
13:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	0	0	0	0	5	0	0	0	0	0	5
14:00	0	0	0	0	0	0	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	3	0	0	0	0	0	3
14:30	0	0	0	0	0	0	1	0	0	0	0	0	1
14:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	0	0	0	0	6	0	0	0	0	0	6
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	2	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour	0	0	0	0	0	0	4	0	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	1	0	0	0	0	1
17:00	0	0	0	0	0	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	2	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	3	0	0	0	0	0	3
18:00	0	0	0	0	0	0	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	1	0	0	0	0	0	1
18:30	0	0	0	0	0	0	2	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	4	0	0	0	0	0	4
Total	0	1	0	0	0	1	25	5	0	0	0	0	30

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	To Arm A - R117(N)					Veh. Total	From Arm A - R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	21	5	0	0	1	27	12	2	0	0	1	15
07:15	34	8	0	0	2	44	26	1	0	0	2	29
07:30	38	2	0	0	1	41	33	2	0	0	2	37
07:45	34	4	0	0	0	38	35	3	2	0	1	41
Hour	127	19	0	0	4	150	106	8	2	0	6	122
08:00	33	8	0	0	3	44	26	6	0	0	2	34
08:15	42	4	2	0	2	50	39	4	0	0	0	43
08:30	55	8	0	0	0	63	47	3	3	0	2	55
08:45	68	6	0	0	1	75	73	5	2	0	2	82
Hour	198	26	2	0	6	232	185	18	5	0	6	214
09:00	75	7	0	0	0	82	67	3	1	0	1	72
09:15	62	8	0	0	1	71	69	2	0	0	1	72
09:30	75	6	0	0	2	83	96	4	0	0	2	102
09:45	97	2	2	0	0	101	106	8	0	0	1	115
Hour	309	23	2	0	3	337	338	17	1	0	5	361
10:00	124	10	0	0	1	135	105	9	2	0	0	116
10:15	99	8	0	0	1	108	107	4	1	0	2	114
10:30	115	9	0	0	2	126	117	6	0	0	0	123
10:45	119	7	1	0	1	128	123	11	1	0	2	137
Hour	457	34	1	0	5	497	452	30	4	0	4	490
11:00	89	8	1	0	1	99	130	7	0	0	1	138
11:15	133	8	0	0	1	142	100	6	1	0	1	108
11:30	133	13	0	0	2	148	152	8	1	0	3	164
11:45	127	7	0	0	1	135	134	9	0	0	2	145
Hour	482	36	1	0	5	524	516	30	2	0	7	555
12:00	133	6	0	0	2	141	147	9	0	0	1	157
12:15	127	9	1	0	0	137	144	3	0	0	0	147
12:30	157	7	0	0	1	165	127	5	0	0	2	134
12:45	158	9	0	0	2	169	119	7	0	0	1	127
Hour	575	31	1	0	5	612	537	24	0	0	4	565
13:00	127	6	0	0	2	135	110	7	1	0	1	119
13:15	149	7	1	0	0	157	140	7	0	0	1	148
13:30	126	7	1	0	1	135	127	9	1	0	2	139
13:45	146	10	0	0	2	158	132	7	0	0	2	141
Hour	548	30	2	0	5	585	509	30	2	0	6	547
14:00	131	7	0	0	1	139	135	7	1	0	1	144
14:15	154	5	1	0	1	161	128	10	0	0	1	139
14:30	113	7	0	0	1	121	112	5	1	0	1	119
14:45	126	4	0	0	2	132	103	7	0	0	1	111
Hour	524	23	1	0	5	553	478	29	2	0	4	513
15:00	129	3	0	0	1	133	112	2	0	0	2	116
15:15	134	4	0	0	2	140	116	1	0	0	1	118
15:30	119	2	0	0	1	122	118	5	0	0	1	124
15:45	143	5	0	0	1	149	128	7	0	0	2	137
Hour	525	14	0	0	5	544	474	15	0	0	6	495
16:00	137	2	0	0	2	141	126	8	0	0	1	135
16:15	111	4	0	0	1	116	110	4	0	0	2	116
16:30	117	2	0	0	1	120	100	6	0	0	0	106
16:45	120	7	0	0	1	128	93	4	0	0	1	98
Hour	485	15	0	0	5	505	429	22	0	0	4	455
17:00	132	4	0	0	2	138	100	4	0	0	2	106
17:15	133	3	0	0	1	137	89	1	0	0	0	90
17:30	126	3	0	0	0	129	98	4	0	0	2	104
17:45	137	5	0	0	1	143	105	5	0	0	2	112
Hour	528	15	0	0	4	547	392	14	0	0	6	412
18:00	146	6	0	0	2	154	97	5	0	0	2	104
18:15	133	2	0	0	2	137	99	4	0	0	1	104
18:30	118	4	1	0	0	123	85	1	0	0	1	87
18:45	116	4	0	0	1	121	79	4	0	0	0	83
Hour	513	16	1	0	5	535	360	14	0	0	4	378
Total	5271	282	11	0	57	5621	4776	251	18	0	62	5107

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	To Arm B - Frankfort Court					Veh. Total	From Arm B - Frankfort Court					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	1	0	0	0	2
09:00	1	0	0	0	0	1	2	1	0	0	0	3
09:15	1	0	0	0	0	1	0	0	0	0	0	0
09:30	0	0	0	0	0	0	3	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	5	1	0	0	0	6
10:00	1	0	0	0	0	1	2	0	0	0	0	2
10:15	6	1	0	0	0	7	5	1	0	0	0	6
10:30	2	0	0	0	0	2	4	0	0	0	0	4
10:45	3	0	0	0	0	3	6	0	0	0	0	6
Hour	12	1	0	0	0	13	17	1	0	0	0	18
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	1	0	1	0	0	0	1
11:30	1	0	0	0	0	1	1	0	0	0	0	1
11:45	3	0	0	0	0	3	2	0	0	0	0	2
Hour	4	1	0	0	0	5	3	1	0	0	0	4
12:00	0	0	0	0	0	0	3	0	0	0	0	3
12:15	2	0	0	0	0	2	1	0	0	0	0	1
12:30	0	0	0	0	0	0	3	0	0	0	0	3
12:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	3	0	0	0	0	3	9	0	0	0	0	9
13:00	0	0	0	0	0	0	1	0	0	0	0	1
13:15	1	0	0	0	0	1	0	0	0	0	0	0
13:30	2	0	0	0	0	2	2	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	3	3	0	0	0	0	3
14:00	0	0	0	0	0	0	2	0	0	0	0	2
14:15	0	0	0	0	0	0	4	0	0	0	0	4
14:30	2	0	0	0	0	2	0	0	0	0	0	0
14:45	4	0	0	0	0	4	3	0	0	0	0	3
Hour	6	0	0	0	0	6	9	0	0	0	0	9
15:00	1	0	0	0	0	1	1	0	0	0	0	1
15:15	5	1	0	0	0	6	2	0	0	0	0	2
15:30	2	0	0	0	0	2	0	0	0	0	0	0
15:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	9	1	0	0	0	10	4	0	0	0	0	4
16:00	2	0	0	0	0	2	1	0	0	0	0	1
16:15	2	0	0	0	0	2	0	0	0	0	0	0
16:30	1	0	0	0	0	1	1	0	0	0	0	1
16:45	2	0	0	0	0	2	2	0	0	0	0	2
Hour	7	0	0	0	0	7	4	0	0	0	0	4
17:00	1	0	0	0	0	1	2	0	0	0	0	2
17:15	2	0	0	0	0	2	2	0	0	0	0	2
17:30	1	0	0	0	0	1	3	0	0	0	0	3
17:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	7	0	0	0	0	7	7	0	0	0	0	7
18:00	3	0	0	0	0	3	1	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	1	2	0	0	0	0	2
18:45	1	1	0	0	0	2	1	2	0	0	0	3
Hour	5	1	0	0	0	6	4	2	0	0	0	6
Total	58	4	0	0	0	62	67	6	0	0	0	73

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	To Arm C - Access Road					Veh. Total	From Arm C - Access Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	1	0	0	0	0	0	0
08:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
09:00	1	1	0	0	0	2	2	1	0	0	0	3
09:15	1	0	0	0	0	1	1	0	0	0	0	1
09:30	1	0	0	0	0	1	0	0	0	0	0	0
09:45	2	0	0	0	0	2	2	0	0	0	0	2
Hour	5	1	0	0	0	6	5	1	0	0	0	6
10:00	6	0	0	0	0	6	1	0	0	0	0	1
10:15	4	1	0	0	0	5	6	0	0	0	0	6
10:30	1	0	0	0	0	1	4	1	0	0	0	5
10:45	5	0	0	0	0	5	1	0	0	0	0	1
Hour	16	1	0	0	0	17	12	1	0	0	0	13
11:00	0	0	0	0	0	0	3	0	0	0	0	3
11:15	5	0	0	0	0	5	1	0	0	0	0	1
11:30	1	0	0	0	0	1	4	0	0	0	0	4
11:45	4	0	0	0	0	4	1	0	0	0	0	1
Hour	10	0	0	0	0	10	9	0	0	0	0	9
12:00	7	1	0	0	0	8	4	1	0	0	0	5
12:15	2	0	0	0	0	2	3	0	0	0	0	3
12:30	3	0	0	0	0	3	7	0	0	0	0	7
12:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	13	1	0	0	0	14	15	1	0	0	0	16
13:00	4	0	0	0	0	4	1	0	0	0	0	1
13:15	1	0	0	0	0	1	4	0	0	0	0	4
13:30	3	0	0	0	0	3	2	0	0	0	0	2
13:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	9	0	0	0	0	9	9	0	0	0	0	9
14:00	4	0	0	0	0	4	2	0	0	0	0	2
14:15	2	1	0	0	0	3	4	1	0	0	0	5
14:30	3	0	0	0	0	3	4	0	0	0	0	4
14:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	11	1	0	0	0	12	11	1	0	0	0	12
15:00	4	0	0	0	0	4	5	0	0	0	0	5
15:15	6	0	0	0	0	6	4	0	0	0	0	4
15:30	2	0	0	0	0	2	2	0	0	0	0	2
15:45	6	0	0	0	0	6	5	0	0	0	0	5
Hour	18	0	0	0	0	18	16	0	0	0	0	16
16:00	1	0	0	0	0	1	3	0	0	0	0	3
16:15	1	0	0	0	0	1	3	0	0	0	0	3
16:30	2	0	0	0	0	2	1	0	0	0	0	1
16:45	3	0	0	0	0	3	3	0	0	0	0	3
Hour	7	0	0	0	0	7	10	0	0	0	0	10
17:00	3	0	0	0	0	3	4	0	0	0	0	4
17:15	1	0	0	0	0	1	4	0	0	0	0	4
17:30	1	0	0	0	0	1	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	5	0	0	0	0	5	9	0	0	0	0	9
18:00	0	0	0	0	0	0	1	0	0	0	0	1
18:15	1	0	0	0	0	1	1	0	0	0	0	1
18:30	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	3	0	0	0	0	3
Total	97	4	0	0	0	101	99	4	0	0	0	103

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	To Arm D - R117(S)					Veh. Total	From Arm D - R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	12	2	0	0	1	15	21	5	0	0	1	27
07:15	27	1	0	0	2	30	34	8	0	0	2	44
07:30	34	2	0	0	2	38	38	3	0	0	1	42
07:45	35	3	2	0	1	41	34	4	0	0	0	38
Hour	108	8	2	0	6	124	127	20	0	0	4	151
08:00	27	6	0	0	2	35	33	8	0	0	3	44
08:15	40	4	0	0	0	44	41	4	2	0	2	49
08:30	48	4	3	0	2	57	56	8	0	0	0	64
08:45	73	5	2	0	2	82	68	6	0	0	1	75
Hour	188	19	5	0	6	218	198	26	2	0	6	232
09:00	70	3	1	0	1	75	74	6	0	0	0	80
09:15	71	2	0	0	1	74	65	8	0	0	1	74
09:30	98	4	0	0	2	104	75	6	0	0	2	83
09:45	107	8	0	0	1	116	97	2	2	0	0	101
Hour	346	17	1	0	5	369	311	22	2	0	3	338
10:00	108	9	2	0	0	119	130	10	0	0	1	141
10:15	113	3	1	0	2	119	106	8	0	0	1	115
10:30	120	7	0	0	0	127	112	9	0	0	2	123
10:45	130	11	1	0	2	144	124	7	1	0	1	133
Hour	471	30	4	0	4	509	472	34	1	0	5	512
11:00	136	9	0	0	1	146	90	8	1	0	1	100
11:15	99	7	1	0	1	108	137	7	0	0	1	145
11:30	157	7	1	0	3	168	133	13	0	0	2	148
11:45	133	9	0	0	2	144	131	7	0	0	1	139
Hour	525	32	2	0	7	566	491	35	1	0	5	532
12:00	149	10	0	0	1	160	138	7	0	0	2	147
12:15	148	3	0	0	0	151	130	9	1	0	0	140
12:30	133	5	0	0	2	140	158	7	0	0	1	166
12:45	122	7	0	0	1	130	160	9	0	0	2	171
Hour	552	25	0	0	4	581	586	32	1	0	5	624
13:00	109	7	1	0	1	118	130	6	0	0	2	138
13:15	141	7	0	0	1	149	154	7	1	0	0	162
13:30	128	9	1	0	2	140	129	7	1	0	1	138
13:45	133	7	0	0	2	142	147	11	0	0	2	160
Hour	511	30	2	0	6	549	560	31	2	0	5	598
14:00	134	6	1	0	1	142	131	7	0	0	1	139
14:15	135	11	0	0	1	147	150	6	1	0	1	158
14:30	111	6	1	0	1	119	113	7	0	0	1	121
14:45	101	8	0	0	1	110	127	4	0	0	2	133
Hour	481	31	2	0	4	518	521	24	1	0	5	551
15:00	116	2	0	0	2	120	132	3	0	0	1	136
15:15	119	1	0	0	1	121	139	5	0	0	2	146
15:30	118	5	0	0	1	124	122	3	0	0	1	126
15:45	128	9	0	0	2	139	144	5	0	0	1	150
Hour	481	17	0	0	6	504	537	16	0	0	5	558
16:00	126	8	0	0	1	135	136	3	0	0	2	141
16:15	113	4	0	0	2	119	116	3	0	0	1	120
16:30	103	6	0	0	0	109	120	2	0	0	1	123
16:45	95	4	0	0	1	100	125	7	0	0	1	133
Hour	437	22	0	0	4	463	497	15	0	0	5	517
17:00	106	4	0	0	2	112	134	4	0	0	2	140
17:15	96	1	0	0	0	97	137	3	0	0	1	141
17:30	96	4	0	0	2	102	123	3	0	0	0	126
17:45	106	5	0	0	2	113	139	5	0	0	1	145
Hour	404	14	0	0	6	424	533	15	0	0	4	552
18:00	99	5	0	0	2	106	148	6	0	0	2	156
18:15	100	4	0	0	1	105	132	2	0	0	2	136
18:30	87	1	0	0	1	89	119	4	1	0	0	124
18:45	81	4	0	0	0	85	118	3	0	0	1	122
Hour	367	14	0	0	4	385	517	15	1	0	5	538
Total	4871	259	18	0	62	5210	5350	285	11	0	57	5703

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Saturday 26 June 2021

Time	To Arm E - Somerville					Veh. Total	From Arm E - Somerville					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	1	1	1	0	0	0	2
07:30	0	1	0	0	0	1	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	2	0	0	0	2	1	1	0	0	0	2
08:00	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	4	0	0	0	0	4
09:00	0	0	0	0	0	0	2	0	0	0	0	2
09:15	1	0	0	0	0	1	1	0	0	0	0	1
09:30	1	0	0	0	0	1	1	0	0	0	0	1
09:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	2	0	0	0	0	2	5	0	0	0	0	5
10:00	0	0	0	0	0	0	1	0	0	0	0	1
10:15	2	0	0	0	0	2	0	0	0	0	0	0
10:30	1	0	0	0	0	1	2	0	0	0	0	2
10:45	0	0	0	0	0	0	3	0	0	0	0	3
Hour	3	0	0	0	0	3	6	0	0	0	0	6
11:00	1	0	0	0	0	1	3	2	0	0	0	5
11:15	2	2	0	0	0	4	1	4	0	0	0	5
11:30	1	1	0	0	0	2	3	0	0	0	0	3
11:45	3	0	0	0	0	3	2	0	0	0	0	2
Hour	7	3	0	0	0	10	9	6	0	0	0	15
12:00	5	0	0	0	0	5	2	0	0	0	0	2
12:15	2	0	0	0	0	2	3	0	0	0	0	3
12:30	2	1	0	0	0	3	0	1	0	0	0	1
12:45	1	1	0	0	0	2	1	1	0	0	0	2
Hour	10	2	0	0	0	12	6	2	0	0	0	8
13:00	3	0	0	0	0	3	1	0	0	0	0	1
13:15	8	0	0	0	0	8	2	0	0	0	0	2
13:30	2	0	0	0	0	2	1	0	0	0	0	1
13:45	2	1	0	0	0	3	1	0	0	0	0	1
Hour	15	1	0	0	0	16	5	0	0	0	0	5
14:00	2	1	0	0	0	3	1	0	0	0	0	1
14:15	1	0	0	0	0	1	6	0	0	0	0	6
14:30	2	0	0	0	0	2	2	1	0	0	0	3
14:45	3	0	0	0	0	3	2	1	0	0	0	3
Hour	8	1	0	0	0	9	11	2	0	0	0	13
15:00	1	0	0	0	0	1	1	0	0	0	0	1
15:15	1	0	0	0	0	1	4	0	0	0	0	4
15:30	1	1	0	0	0	2	0	0	0	0	0	0
15:45	2	0	0	0	0	2	2	2	0	0	0	4
Hour	5	1	0	0	0	6	7	2	0	0	0	9
16:00	2	1	0	0	0	3	2	0	0	0	0	2
16:15	3	0	0	0	0	3	1	1	0	0	0	2
16:30	1	0	0	0	0	1	2	0	0	0	0	2
16:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	9	1	0	0	0	10	5	1	0	0	0	6
17:00	2	0	0	0	0	2	4	0	0	0	0	4
17:15	2	0	0	0	0	2	2	0	0	0	0	2
17:30	4	0	0	0	0	4	3	0	0	0	0	3
17:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	8	0	0	0	0	8	11	0	0	0	0	11
18:00	2	0	0	0	0	2	3	0	0	0	0	3
18:15	0	0	0	0	0	0	2	0	0	0	0	2
18:30	3	0	0	0	0	3	2	0	0	0	0	2
18:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	6	0	0	0	0	6	8	0	0	0	0	8
Total	73	11	0	0	0	84	78	14	0	0	0	92

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	A to E - R117(N) to Somerville					Veh. Total	A to D - R117(N) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	10	0	0	0	0	10
07:15	0	0	0	0	0	0	9	1	0	0	0	10
07:30	0	0	0	0	0	0	12	1	0	0	0	13
07:45	0	0	0	0	0	0	31	0	0	0	0	31
Hour	0	0	0	0	0	0	62	2	0	0	0	64
08:00	0	0	0	0	0	0	18	1	0	0	1	20
08:15	0	0	0	0	0	0	24	3	0	0	0	27
08:30	0	0	0	0	0	0	27	0	0	0	3	30
08:45	0	0	0	0	0	0	34	0	0	0	0	34
Hour	0	0	0	0	0	0	103	4	0	0	4	111
09:00	0	0	0	0	0	0	39	1	0	0	2	42
09:15	0	0	0	0	0	0	45	2	0	0	1	48
09:30	0	0	0	0	0	0	58	3	0	0	2	63
09:45	0	0	0	0	0	0	85	1	0	0	0	86
Hour	0	0	0	0	0	0	227	7	0	0	5	239
10:00	0	0	0	0	0	0	86	1	0	0	1	88
10:15	0	0	0	0	0	0	94	4	0	0	1	99
10:30	1	0	0	0	0	1	67	3	0	0	1	71
10:45	1	0	0	0	0	1	91	4	0	0	2	97
Hour	2	0	0	0	0	2	338	12	0	0	5	355
11:00	0	0	0	0	0	0	98	2	0	0	1	101
11:15	0	0	0	0	0	0	101	4	1	0	1	107
11:30	0	0	0	0	0	0	136	5	0	0	1	142
11:45	3	0	0	0	0	3	103	0	0	0	2	105
Hour	3	0	0	0	0	3	438	11	1	0	5	455
12:00	0	0	0	0	0	0	111	3	0	0	1	115
12:15	0	0	0	0	0	0	99	5	0	0	3	107
12:30	0	0	0	0	0	0	136	3	0	0	2	141
12:45	0	0	0	0	0	0	114	6	0	0	1	121
Hour	0	0	0	0	0	0	460	17	0	0	7	484
13:00	0	0	0	0	0	0	128	4	1	0	2	135
13:15	0	0	0	0	0	0	106	5	0	0	1	112
13:30	0	0	0	0	0	0	125	7	0	0	2	134
13:45	1	0	0	0	0	1	106	4	0	0	1	111
Hour	1	0	0	0	0	1	465	20	1	0	6	492
14:00	1	0	0	0	0	1	113	3	0	0	1	117
14:15	0	0	0	0	0	0	112	8	2	1	2	125
14:30	0	0	0	0	0	0	123	6	1	0	1	131
14:45	1	0	0	0	0	1	93	7	0	0	1	101
Hour	2	0	0	0	0	2	441	24	3	1	5	474
15:00	0	0	0	0	0	0	86	1	0	0	1	88
15:15	0	0	0	0	0	0	96	2	0	0	1	99
15:30	1	0	0	0	0	1	93	5	0	0	1	99
15:45	0	0	0	0	0	0	101	1	0	0	1	103
Hour	1	0	0	0	0	1	376	9	0	0	4	389
16:00	0	0	0	0	0	0	116	2	0	0	1	119
16:15	0	0	0	0	0	0	114	5	1	0	0	120
16:30	1	0	0	0	0	1	69	1	0	0	2	72
16:45	1	0	0	0	0	1	111	3	0	0	1	115
Hour	2	0	0	0	0	2	410	11	1	0	4	426
17:00	0	0	0	0	0	0	85	4	1	0	2	92
17:15	2	1	0	0	0	3	102	3	0	0	1	106
17:30	1	0	0	0	0	1	85	2	0	0	2	89
17:45	2	0	0	0	0	2	63	0	0	0	0	63
Hour	5	1	0	0	0	6	335	9	1	0	5	350
18:00	0	0	0	0	0	0	108	4	0	0	1	113
18:15	0	0	0	0	0	0	82	1	0	0	2	85
18:30	0	0	0	0	0	0	80	0	1	0	1	82
18:45	0	0	0	0	0	0	82	6	0	0	0	88
Hour	0	0	0	0	0	0	352	11	1	0	4	368
Total	16	1	0	0	0	17	4007	137	8	1	54	4207

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	A to C - R117(N) to Access Road					Veh. Total	A to B - R117(N) to Frankfort Court					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
08:00	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	0
08:30	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	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	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	0
09:30	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	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
10:00	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	0
10:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	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
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	2	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	1	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	1	0	0	0	0	1
14:00	1	0	0	0	0	1	1	0	0	0	0	1
14:15	1	0	0	0	0	1	0	0	0	0	0	0
14:30	1	0	0	0	0	1	1	0	0	0	0	1
14:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	3	0	0	0	0	3	3	0	0	0	0	3
15:00	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	0
15:30	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	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	2	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	2	0	0	0	0	2	2	0	0	0	0	2
17:00	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	0
17:30	0	0	0	0	0	0	0	1	0	0	0	1
17:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	2	1	0	0	0	3
18:00	0	0	0	0	0	0	1	0	0	0	0	1
18:15	0	0	0	0	0	0	1	0	0	0	0	1
18:30	0	0	0	0	0	0	2	0	0	0	0	2
18:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	5	0	0	0	0	5
Total	7	0	0	0	0	7	16	1	0	0	0	17

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	B to A - Frankfort Court to R117(N)					Veh. Total	B to E - Frankfort Court to Somerville					Veh. Total	
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV		
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	1	0	0	0	0	1	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0	0
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	0	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	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	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	0	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	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	1	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0	0
11:00	1	0	0	0	0	1	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	1	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	1	0	0	0	0	0	0	0
12:45	2	0	0	0	0	2	0	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0	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	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	1	0	0	0	0	0	0	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	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	1	0	0	0	0	0	0	0
15:30	1	0	0	0	0	1	0	0	0	0	0	0	0
15:45	2	0	0	0	0	2	0	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0	0
16:00	1	0	0	0	0	1	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	1	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0	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	0	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	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	3	0	0	0	0	3	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	2	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	0	0	0	0	0	0
Total	20	0	0	0	0	20	0	0	0	0	0	0	0

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	B to D - Frankfort Court to R117(S)					Veh. Total	B to C - Frankfort Court to Access Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	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	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	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	0
09:30	2	0	0	0	0	2	0	0	0	0	0	0
09:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
10:00	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	0
10:30	2	1	0	0	0	3	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	1	0	0	0	3	0	0	0	0	0	0
11:00	1	0	0	0	0	1	0	0	0	0	0	0
11:15	1	0	0	0	0	1	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	1	0	0	0	0	0	0
12:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
13:00	2	0	0	0	0	2	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	1	0	0	0	0	0	0
13:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
14:00	2	0	0	0	0	2	1	0	0	0	0	1
14:15	1	0	0	0	0	1	0	0	0	0	0	0
14:30	1	0	0	0	0	1	0	0	0	0	0	0
14:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	5	0	0	0	0	5	1	0	0	0	0	1
15:00	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	0
15:30	1	0	0	0	0	1	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
16:00	1	0	0	0	0	1	1	0	0	0	0	1
16:15	2	0	0	0	0	2	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	3	1	0	0	0	0	1
17:00	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	0
17:30	1	1	0	0	0	2	0	0	0	0	0	0
17:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	1	0	0	0	3	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	2	0	0	0	26	2	0	0	0	0	2

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	C to B - Access Road to Frankfort Court					Veh. Total	C to A - Access Road to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	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	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	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	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	1	0	0	0	0	1
10:00	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	0
10:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	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
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
13:00	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
13:30	0	0	0	0	0	0	0	1	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	1	0	0	0	1
14:00	0	0	0	0	0	0	1	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	2	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	3	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	0	0	0	0	1
15:30	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	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
17:00	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	0
17:30	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	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	6	1	0	0	0	7

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	C to E - Access Road to Somerville					Veh. Total	C to D - Access Road to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	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	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	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	0
09:30	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	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
10:00	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	0
10:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	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
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	1	0	0	0	0	1
12:00	0	0	0	0	0	0	2	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	3	0	0	0	0	3
12:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	7	0	0	0	0	7
13:00	0	0	0	0	0	0	1	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	2	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	3	0	0	0	0	3
14:00	0	0	0	0	0	0	2	0	0	0	0	2
14:15	0	0	0	0	0	0	2	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	5	0	0	0	0	5
15:00	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	0
15:30	0	0	0	0	0	0	1	0	0	0	0	1
15:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	2	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	2	0	0	0	0	2
16:30	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	5	0	0	0	0	5
17:00	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	3	0	0	0	0	3
17:30	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	0
Hour	0	0	0	0	0	0	4	0	0	0	0	4
18:00	0	0	0	0	0	0	2	0	0	0	0	2
18:15	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	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	29	0	0	0	0	29

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	D to C - R117(S) to Access Road					Veh. Total	D to B - R117(S) to Frankfort Court					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	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	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	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	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	0	0	0	0	0	0
10:00	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	0
10:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	1	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	0	0	0	0	2	1	0	0	0	0	1
12:00	1	0	0	0	0	1	2	0	0	0	0	2
12:15	4	0	0	0	0	4	0	0	0	0	0	0
12:30	1	0	0	0	0	1	0	1	0	0	0	1
12:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	7	0	0	0	0	7	2	1	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	1	0	0	0	1	3	0	0	0	0	3
13:30	1	0	0	0	0	1	1	0	0	0	0	1
13:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	1	0	0	0	3	4	0	0	0	0	4
14:00	2	0	0	0	0	2	2	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	2	1	0	0	0	0	1
14:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	4	0	0	0	0	4	4	0	0	0	0	4
15:00	2	0	0	0	0	2	1	0	0	0	0	1
15:15	1	0	0	0	0	1	1	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	4	0	0	0	0	4	4	0	0	0	0	4
16:00	2	0	0	0	0	2	3	0	0	0	0	3
16:15	1	0	0	0	0	1	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	3	3	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	3	0	0	0	0	0	0
17:30	1	0	0	0	0	1	1	0	0	0	0	1
17:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	5	0	0	0	0	5	1	0	0	0	0	1
18:00	0	0	0	0	0	0	3	0	0	0	0	3
18:15	0	0	0	0	0	0	1	0	0	0	0	1
18:30	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	5	0	0	0	0	5
Total	28	1	0	0	0	29	24	1	0	0	0	25

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	D to A - R117(S) to R117(N)					Veh. Total	D to E - R117(S) to Somerville					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	24	2	0	0	0	26	0	0	0	0	0	0
07:15	20	4	0	0	0	24	0	0	0	0	0	0
07:30	31	0	0	0	0	31	0	0	0	0	0	0
07:45	33	2	0	0	1	36	0	0	0	0	0	0
Hour	108	8	0	0	1	117	0	0	0	0	0	0
08:00	19	2	1	0	0	22	0	0	0	0	0	0
08:15	29	4	0	0	0	33	0	0	0	0	0	0
08:30	30	3	0	0	0	33	1	0	0	0	0	1
08:45	47	2	0	0	0	49	1	0	0	0	0	1
Hour	125	11	1	0	0	137	2	0	0	0	0	2
09:00	44	1	0	0	0	45	0	0	0	0	0	0
09:15	44	2	1	0	2	49	0	0	0	0	0	0
09:30	58	3	0	0	0	61	1	0	0	0	0	1
09:45	70	2	0	0	2	74	1	0	0	0	0	1
Hour	216	8	1	0	4	229	2	0	0	0	0	2
10:00	73	4	0	0	0	77	1	0	0	0	0	1
10:15	82	2	0	0	1	85	0	0	0	0	0	0
10:30	73	3	0	0	1	77	2	0	0	0	0	2
10:45	85	3	0	0	2	90	1	0	0	0	0	1
Hour	313	12	0	0	4	329	4	0	0	0	0	4
11:00	80	2	0	0	0	82	0	0	0	0	0	0
11:15	95	0	1	0	0	96	2	0	0	0	0	2
11:30	95	4	0	0	2	101	1	0	0	0	0	1
11:45	97	4	0	0	1	102	1	0	0	0	0	1
Hour	367	10	1	0	3	381	4	0	0	0	0	4
12:00	123	3	0	0	1	127	1	0	0	0	0	1
12:15	102	3	0	0	0	105	4	0	0	0	0	4
12:30	122	3	0	0	3	128	1	0	0	0	0	1
12:45	115	3	0	0	2	120	1	0	0	0	0	1
Hour	462	12	0	0	6	480	7	0	0	0	0	7
13:00	106	2	0	0	1	109	2	0	0	0	0	2
13:15	133	4	0	0	0	137	0	0	0	0	0	0
13:30	126	2	0	0	1	129	2	0	0	0	0	2
13:45	112	5	0	0	1	118	0	0	0	0	0	0
Hour	477	13	0	0	3	493	4	0	0	0	0	4
14:00	128	2	1	0	2	133	2	0	0	0	0	2
14:15	112	3	0	0	0	115	2	0	0	0	0	2
14:30	136	2	0	0	1	139	0	0	0	0	0	0
14:45	121	4	0	0	1	126	0	0	0	0	0	0
Hour	497	11	1	0	4	513	4	0	0	0	0	4
15:00	101	2	0	0	1	104	0	2	0	0	0	2
15:15	112	0	0	0	0	112	2	1	0	0	0	3
15:30	105	4	1	0	1	111	0	0	0	0	0	0
15:45	132	0	1	0	2	135	0	0	0	0	0	0
Hour	450	6	2	0	4	462	2	3	0	0	0	5
16:00	99	3	1	0	2	105	1	0	0	0	0	1
16:15	111	5	0	0	1	117	2	0	0	0	0	2
16:30	99	5	0	0	0	104	0	0	0	0	0	0
16:45	123	3	0	0	1	127	1	0	0	0	0	1
Hour	432	16	1	0	4	453	4	0	0	0	0	4
17:00	117	2	0	0	2	121	1	0	0	0	0	1
17:15	113	3	0	0	1	117	1	0	0	0	0	1
17:30	111	5	0	0	2	118	2	0	0	0	0	2
17:45	116	2	0	0	0	118	2	0	0	0	0	2
Hour	457	12	0	0	5	474	6	0	0	0	0	6
18:00	114	1	0	0	2	117	2	0	0	0	0	2
18:15	104	3	1	0	1	109	2	0	0	0	0	2
18:30	106	4	0	0	1	111	2	0	0	0	0	2
18:45	123	5	1	0	1	130	2	0	0	0	0	2
Hour	447	13	2	0	5	467	8	0	0	0	0	8
Total	4351	132	9	0	43	4535	47	3	0	0	0	50

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	E to D - Somerville to R117(S)					Veh. Total	E to C - Somerville to Access Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	2	0	0	0	0	2	0	0	0	0	0	0
08:30	3	0	0	0	0	3	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	5	0	0	0	0	5	0	0	0	0	0	0
09:00	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	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	2	0	0	0	0	2	0	0	0	0	0	0
10:00	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	0
10:30	4	0	0	0	0	4	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
11:00	2	0	0	0	0	2	0	0	0	0	0	0
11:15	4	0	0	0	0	4	0	0	0	0	0	0
11:30	2	0	0	0	0	2	0	0	0	0	0	0
11:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	11	0	0	0	0	11	0	0	0	0	0	0
12:00	1	0	0	0	0	1	0	0	0	0	0	0
12:15	1	0	0	0	0	1	0	0	0	0	0	0
12:30	1	0	0	0	0	1	0	0	0	0	0	0
12:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	4	0	0	0	0	4	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	1	0	0	0	0	0	0
13:30	2	0	0	0	0	2	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	3	0	0	0	0	0	0
14:00	1	0	0	0	0	1	0	0	0	0	0	0
14:15	1	0	0	0	0	1	0	0	0	0	0	0
14:30	3	0	0	0	0	3	0	0	0	0	0	0
14:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	6	0	0	0	0	6	0	0	0	0	0	0
15:00	1	0	0	0	0	1	0	0	0	0	0	0
15:15	0	1	0	0	0	1	0	0	0	0	0	0
15:30	0	1	0	0	0	1	0	0	0	0	0	0
15:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	2	2	0	0	0	4	0	0	0	0	0	0
16:00	2	1	0	0	0	3	0	0	0	0	0	0
16:15	2	0	0	0	0	2	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	5	1	0	0	0	6	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	1	0	0	0	2	0	0	0	0	0	0
17:30	3	0	0	0	0	3	0	0	0	0	0	0
17:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	5	1	0	0	0	6	0	0	0	0	0	0
18:00	1	0	0	0	0	1	0	0	0	0	0	0
18:15	2	0	0	0	0	2	0	0	0	0	0	0
18:30	2	0	0	0	0	2	0	0	0	0	0	0
18:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	6	0	0	0	0	6	0	0	0	0	0	0
Total	53	4	0	0	0	57	0	0	0	0	0	0

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	E to B - Somerville to Frankfort Court					Veh. Total	E to A - Somerville to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	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	0
08:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	2	0	0	0	0	2
09:00	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	0
09:30	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	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	1	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	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
Hour	0	0	0	0	0	0	1	0	0	0	0	1
11:00	0	0	0	0	0	0	1	0	0	0	0	1
11:15	0	0	0	0	0	0	1	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	1	0	0	0	0	1
13:00	0	0	0	0	0	0	1	0	0	0	0	1
13:15	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
13:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	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
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	1	0	0	0	0	1
15:15	0	0	0	0	0	0	0	1	0	0	0	1
15:30	0	0	0	0	0	0	2	0	0	0	0	2
15:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	4	1	0	0	0	5
16:00	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	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	2	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	3	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	1	0	0	0	0	1
18:30	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	17	1	0	0	0	18

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	To Arm A - R117(N)					Veh. Total	From Arm A - R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	24	2	0	0	0	26	10	0	0	0	0	10
07:15	20	4	0	0	0	24	9	1	0	0	0	10
07:30	32	0	0	0	0	32	13	1	0	0	0	14
07:45	34	2	0	0	1	37	31	0	0	0	0	31
Hour	110	8	0	0	1	119	63	2	0	0	0	65
08:00	19	2	1	0	0	22	18	1	0	0	1	20
08:15	29	4	0	0	0	33	24	3	0	0	0	27
08:30	30	3	0	0	0	33	27	0	0	0	3	30
08:45	49	2	0	0	0	51	34	0	0	0	0	34
Hour	127	11	1	0	0	139	103	4	0	0	4	111
09:00	44	1	0	0	0	45	39	1	0	0	2	42
09:15	44	2	1	0	2	49	45	2	0	0	1	48
09:30	58	3	0	0	0	61	58	3	0	0	2	63
09:45	71	2	0	0	2	75	85	1	0	0	0	86
Hour	217	8	1	0	4	230	227	7	0	0	5	239
10:00	74	4	0	0	0	78	86	1	0	0	1	88
10:15	82	2	0	0	1	85	94	4	0	0	1	99
10:30	73	3	0	0	1	77	68	3	0	0	1	72
10:45	86	3	0	0	2	91	92	4	0	0	2	98
Hour	315	12	0	0	4	331	340	12	0	0	5	357
11:00	82	2	0	0	0	84	98	2	0	0	1	101
11:15	96	0	1	0	0	97	101	4	1	0	1	107
11:30	96	4	0	0	2	102	136	5	0	0	1	142
11:45	98	4	0	0	1	103	107	0	0	0	2	109
Hour	372	10	1	0	3	386	442	11	1	0	5	459
12:00	123	3	0	0	1	127	111	3	0	0	1	115
12:15	102	3	0	0	0	105	100	5	0	0	3	108
12:30	123	3	0	0	3	129	136	3	0	0	2	141
12:45	118	3	0	0	2	123	115	6	0	0	1	122
Hour	466	12	0	0	6	484	462	17	0	0	7	486
13:00	107	2	0	0	1	110	128	4	1	0	2	135
13:15	133	4	0	0	0	137	107	5	0	0	1	113
13:30	126	3	0	0	1	130	125	7	0	0	2	134
13:45	112	5	0	0	1	118	108	4	0	0	1	113
Hour	478	14	0	0	3	495	468	20	1	0	6	495
14:00	130	2	1	0	2	135	116	3	0	0	1	120
14:15	112	3	0	0	0	115	113	8	2	1	2	126
14:30	138	2	0	0	1	141	125	6	1	0	1	133
14:45	121	4	0	0	1	126	95	7	0	0	1	103
Hour	501	11	1	0	4	517	449	24	3	1	5	482
15:00	102	2	0	0	1	105	86	1	0	0	1	88
15:15	114	1	0	0	0	115	96	2	0	0	1	99
15:30	108	4	1	0	1	114	94	5	0	0	1	100
15:45	135	0	1	0	2	138	101	1	0	0	1	103
Hour	459	7	2	0	4	472	377	9	0	0	4	390
16:00	100	3	1	0	2	106	117	2	0	0	1	120
16:15	112	5	0	0	1	118	114	5	1	0	0	120
16:30	99	5	0	0	0	104	72	1	0	0	2	75
16:45	124	3	0	0	1	128	113	3	0	0	1	117
Hour	435	16	1	0	4	456	416	11	1	0	4	432
17:00	118	2	0	0	2	122	85	4	1	0	2	92
17:15	113	3	0	0	1	117	104	4	0	0	1	109
17:30	113	5	0	0	2	120	86	3	0	0	2	91
17:45	116	2	0	0	0	118	67	0	0	0	0	67
Hour	460	12	0	0	5	477	342	11	1	0	5	359
18:00	117	1	0	0	2	120	109	4	0	0	1	114
18:15	105	3	1	0	1	110	83	1	0	0	2	86
18:30	109	4	0	0	1	114	82	0	1	0	1	84
18:45	123	5	1	0	1	130	83	6	0	0	0	89
Hour	454	13	2	0	5	474	357	11	1	0	4	373
Total	4394	134	9	0	43	4580	4046	139	8	1	54	4248

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	To Arm B - Frankfort Court					Veh. Total	From Arm B - Frankfort Court					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	1	0	0	0	0	1	1	0	0	0	0	1
07:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	2	0	0	0	0	2
08:00	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	0
08:30	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	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	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	0
09:30	0	0	0	0	0	0	2	0	0	0	0	2
09:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	3
10:00	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	0
10:30	0	0	0	0	0	0	2	1	0	0	0	3
10:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	1	0	0	0	4
11:00	0	0	0	0	0	0	2	0	0	0	0	2
11:15	1	0	0	0	0	1	1	0	0	0	0	1
11:30	0	0	0	0	0	0	1	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	4	0	0	0	0	4
12:00	2	0	0	0	0	2	0	0	0	0	0	0
12:15	1	0	0	0	0	1	0	0	0	0	0	0
12:30	0	1	0	0	0	1	2	0	0	0	0	2
12:45	1	0	0	0	0	1	3	0	0	0	0	3
Hour	4	1	0	0	0	5	5	0	0	0	0	5
13:00	0	0	0	0	0	0	2	0	0	0	0	2
13:15	3	0	0	0	0	3	0	0	0	0	0	0
13:30	1	0	0	0	0	1	1	0	0	0	0	1
13:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	5	0	0	0	0	5	4	0	0	0	0	4
14:00	3	0	0	0	0	3	4	0	0	0	0	4
14:15	0	0	0	0	0	0	1	0	0	0	0	1
14:30	2	0	0	0	0	2	1	0	0	0	0	1
14:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	7	0	0	0	0	7	7	0	0	0	0	7
15:00	1	0	0	0	0	1	0	0	0	0	0	0
15:15	1	0	0	0	0	1	1	0	0	0	0	1
15:30	0	0	0	0	0	0	2	0	0	0	0	2
15:45	2	0	0	0	0	2	2	0	0	0	0	2
Hour	4	0	0	0	0	4	5	0	0	0	0	5
16:00	4	0	0	0	0	4	3	0	0	0	0	3
16:15	0	0	0	0	0	0	2	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	5	0	0	0	0	5	6	0	0	0	0	6
17:00	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	0
17:30	1	1	0	0	0	2	1	1	0	0	0	2
17:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	3	1	0	0	0	4	2	1	0	0	0	3
18:00	4	0	0	0	0	4	3	0	0	0	0	3
18:15	2	0	0	0	0	2	0	0	0	0	0	0
18:30	3	0	0	0	0	3	2	0	0	0	0	2
18:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	10	0	0	0	0	10	5	0	0	0	0	5
Total	40	2	0	0	0	42	46	2	0	0	0	48

Site No. 1
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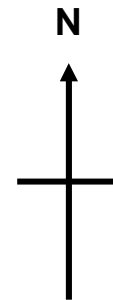
Time	To Arm C - Access Road					Veh. Total	From Arm C - Access Road					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	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	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
09:00	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	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	1	0	0	0	0	1	1	0	0	0	0	1
10:00	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	0
10:30	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	1	0	0	0	0	0	0
11:15	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	0
11:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	3	0	0	0	0	3	1	0	0	0	0	1
12:00	1	0	0	0	0	1	2	0	0	0	0	2
12:15	4	0	0	0	0	4	0	0	0	0	0	0
12:30	1	0	0	0	0	1	3	0	0	0	0	3
12:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	7	0	0	0	0	7	7	0	0	0	0	7
13:00	0	0	0	0	0	0	1	0	0	0	0	1
13:15	1	1	0	0	0	2	0	0	0	0	0	0
13:30	1	0	0	0	0	1	2	1	0	0	0	3
13:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	3	1	0	0	0	4	3	1	0	0	0	4
14:00	4	0	0	0	0	4	3	0	0	0	0	3
14:15	1	0	0	0	0	1	2	0	0	0	0	2
14:30	3	0	0	0	0	3	2	0	0	0	0	2
14:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	8	0	0	0	0	8	8	0	0	0	0	8
15:00	2	0	0	0	0	2	0	0	0	0	0	0
15:15	1	0	0	0	0	1	1	0	0	0	0	1
15:30	0	0	0	0	0	0	1	0	0	0	0	1
15:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	4	0	0	0	0	4	3	0	0	0	0	3
16:00	3	0	0	0	0	3	0	0	0	0	0	0
16:15	1	0	0	0	0	1	3	0	0	0	0	3
16:30	2	0	0	0	0	2	1	0	0	0	0	1
16:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	6	0	0	0	0	6	6	0	0	0	0	6
17:00	0	0	0	0	0	0	1	0	0	0	0	1
17:15	3	0	0	0	0	3	3	0	0	0	0	3
17:30	1	0	0	0	0	1	0	0	0	0	0	0
17:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	5	0	0	0	0	5	4	0	0	0	0	4
18:00	0	0	0	0	0	0	2	0	0	0	0	2
18:15	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	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	0	0	0	0	2
Total	37	1	0	0	0	38	35	1	0	0	0	36


Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	To Arm D - R117(S)					Veh. Total	From Arm D - R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	10	0	0	0	0	10	24	2	0	0	0	26
07:15	9	1	0	0	0	10	20	4	0	0	0	24
07:30	12	1	0	0	0	13	31	0	0	0	0	31
07:45	31	0	0	0	0	31	33	2	0	0	1	36
Hour	62	2	0	0	0	64	108	8	0	0	1	117
08:00	18	1	0	0	1	20	19	2	1	0	0	22
08:15	26	3	0	0	0	29	29	4	0	0	0	33
08:30	30	0	0	0	3	33	31	3	0	0	0	34
08:45	34	0	0	0	0	34	48	2	0	0	0	50
Hour	108	4	0	0	4	116	127	11	1	0	0	139
09:00	39	1	0	0	2	42	44	1	0	0	0	45
09:15	45	2	0	0	1	48	44	2	1	0	2	49
09:30	60	3	0	0	2	65	59	3	0	0	0	62
09:45	88	1	0	0	0	89	72	2	0	0	2	76
Hour	232	7	0	0	5	244	219	8	1	0	4	232
10:00	86	1	0	0	1	88	74	4	0	0	0	78
10:15	94	4	0	0	1	99	82	2	0	0	1	85
10:30	73	4	0	0	1	78	75	3	0	0	1	79
10:45	91	4	0	0	2	97	86	3	0	0	2	91
Hour	344	13	0	0	5	362	317	12	0	0	4	333
11:00	101	2	0	0	1	104	81	2	0	0	0	83
11:15	106	4	1	0	1	112	98	0	1	0	0	99
11:30	138	5	0	0	1	144	96	4	0	0	2	102
11:45	107	0	0	0	2	109	99	4	0	0	1	104
Hour	452	11	1	0	5	469	374	10	1	0	3	388
12:00	114	3	0	0	1	118	127	3	0	0	1	131
12:15	100	5	0	0	3	108	110	3	0	0	0	113
12:30	141	3	0	0	2	146	124	4	0	0	3	131
12:45	118	6	0	0	1	125	117	3	0	0	2	122
Hour	473	17	0	0	7	497	478	13	0	0	6	497
13:00	131	4	1	0	2	138	108	2	0	0	1	111
13:15	107	5	0	0	1	113	136	5	0	0	0	141
13:30	130	7	0	0	2	139	130	2	0	0	1	133
13:45	107	4	0	0	1	112	113	5	0	0	1	119
Hour	475	20	1	0	6	502	487	14	0	0	3	504
14:00	118	3	0	0	1	122	134	2	1	0	2	139
14:15	116	8	2	1	2	129	114	3	0	0	0	117
14:30	127	6	1	0	1	135	139	2	0	0	1	142
14:45	96	7	0	0	1	104	122	4	0	0	1	127
Hour	457	24	3	1	5	490	509	11	1	0	4	525
15:00	87	1	0	0	1	89	104	4	0	0	1	109
15:15	96	3	0	0	1	100	116	1	0	0	0	117
15:30	95	6	0	0	1	102	105	4	1	0	1	111
15:45	103	1	0	0	1	105	135	0	1	0	2	138
Hour	381	11	0	0	4	396	460	9	2	0	4	475
16:00	119	3	0	0	1	123	105	3	1	0	2	111
16:15	120	5	1	0	0	126	114	5	0	0	1	120
16:30	70	1	0	0	2	73	99	5	0	0	0	104
16:45	114	3	0	0	1	118	124	3	0	0	1	128
Hour	423	12	1	0	4	440	442	16	1	0	4	463
17:00	86	4	1	0	2	93	118	2	0	0	2	122
17:15	106	4	0	0	1	111	117	3	0	0	1	121
17:30	89	3	0	0	2	94	115	5	0	0	2	122
17:45	65	0	0	0	0	65	119	2	0	0	0	121
Hour	346	11	1	0	5	363	469	12	0	0	5	486
18:00	111	4	0	0	1	116	119	1	0	0	2	122
18:15	84	1	0	0	2	87	107	3	1	0	1	112
18:30	82	0	1	0	1	84	109	4	0	0	1	114
18:45	83	6	0	0	0	89	125	5	1	0	1	132
Hour	360	11	1	0	4	376	460	13	2	0	5	480
Total	4113	143	8	1	54	4319	4450	137	9	0	43	4639

Site No. 1
Location R117(N) / Frankfort Court / Access Road / R117(S) / Somerville
Date Sunday 27 June 2021

Time	To Arm E - Somerville					Veh. Total	From Arm E - Somerville					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	0	0	0	0	0	0	2	0	0	0	0	2
08:30	1	0	0	0	0	1	3	0	0	0	0	3
08:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	2	0	0	0	0	2	7	0	0	0	0	7
09:00	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	0
09:30	1	0	0	0	0	1	0	0	0	0	0	0
09:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	2	0	0	0	0	2	2	0	0	0	0	2
10:00	1	0	0	0	0	1	1	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	3	0	0	0	0	3	4	0	0	0	0	4
10:45	2	0	0	0	0	2	0	0	0	0	0	0
Hour	6	0	0	0	0	6	5	0	0	0	0	5
11:00	0	0	0	0	0	0	3	0	0	0	0	3
11:15	2	0	0	0	0	2	5	0	0	0	0	5
11:30	1	0	0	0	0	1	2	0	0	0	0	2
11:45	4	0	0	0	0	4	4	0	0	0	0	4
Hour	7	0	0	0	0	7	14	0	0	0	0	14
12:00	1	0	0	0	0	1	1	0	0	0	0	1
12:15	4	0	0	0	0	4	1	0	0	0	0	1
12:30	1	0	0	0	0	1	1	0	0	0	0	1
12:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	7	0	0	0	0	7	5	0	0	0	0	5
13:00	2	0	0	0	0	2	1	0	0	0	0	1
13:15	0	0	0	0	0	0	1	0	0	0	0	1
13:30	2	0	0	0	0	2	2	0	0	0	0	2
13:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	5	0	0	0	0	5	4	0	0	0	0	4
14:00	3	0	0	0	0	3	1	0	0	0	0	1
14:15	2	0	0	0	0	2	1	0	0	0	0	1
14:30	0	0	0	0	0	0	3	0	0	0	0	3
14:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	6	0	0	0	0	6	6	0	0	0	0	6
15:00	0	2	0	0	0	2	2	0	0	0	0	2
15:15	2	1	0	0	0	3	0	2	0	0	0	2
15:30	1	0	0	0	0	1	2	1	0	0	0	3
15:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	3	3	0	0	0	6	6	3	0	0	0	9
16:00	1	0	0	0	0	1	2	1	0	0	0	3
16:15	2	0	0	0	0	2	2	0	0	0	0	2
16:30	1	0	0	0	0	1	0	0	0	0	0	0
16:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	6	0	0	0	0	6	5	1	0	0	0	6
17:00	1	0	0	0	0	1	1	0	0	0	0	1
17:15	3	1	0	0	0	4	1	1	0	0	0	2
17:30	3	0	0	0	0	3	5	0	0	0	0	5
17:45	4	0	0	0	0	4	1	0	0	0	0	1
Hour	11	1	0	0	0	12	8	1	0	0	0	9
18:00	2	0	0	0	0	2	1	0	0	0	0	1
18:15	2	0	0	0	0	2	3	0	0	0	0	3
18:30	2	0	0	0	0	2	3	0	0	0	0	3
18:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	8	0	0	0	0	8	8	0	0	0	0	8
Total	63	4	0	0	0	67	70	5	0	0	0	75



	Site / Location: 2 / R117(N) / Frankfort Park / R117(S) / Rosemount Estate	Project No: 11788	Diagram No: 11788-01	Drawn By: AC	
	Survey Date: Tuesday 22nd, Saturday 26th and Sunday 27th June 2021	Project Name: CHURCHTOWN			
	Survey Times: 07:00 to 19:00	Diagram Title: General Location Plan			

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Tuesday 22 June 2021

Time	A to D - R117(N) to Rosemount Estate					Veh. Total	A to C - R117(N) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	1	1	0	0	0	2	36	6	0	0	3	45
07:15	1	0	0	0	0	1	45	11	1	1	3	61
07:30	2	0	0	0	0	2	64	9	1	0	4	78
07:45	3	0	0	0	0	3	88	7	1	1	1	98
Hour	7	1	0	0	0	8	233	33	3	2	11	282
08:00	3	0	0	0	0	3	85	8	0	1	3	97
08:15	5	0	0	0	0	5	83	7	1	1	4	96
08:30	8	0	0	0	0	8	101	7	2	1	1	112
08:45	6	0	0	0	0	6	97	6	4	0	0	107
Hour	22	0	0	0	0	22	366	28	7	3	8	412
09:00	5	2	0	0	0	7	106	6	0	0	2	114
09:15	5	0	0	0	0	5	105	7	0	0	1	113
09:30	3	0	0	0	0	3	89	9	1	0	2	101
09:45	1	0	0	0	0	1	89	8	4	0	2	103
Hour	14	2	0	0	0	16	389	30	5	0	7	431
10:00	1	0	0	0	0	1	91	6	2	0	1	100
10:15	3	0	1	0	0	4	83	3	3	0	1	90
10:30	1	0	0	0	0	1	91	11	3	1	0	106
10:45	2	1	0	0	0	3	92	20	5	0	1	118
Hour	7	1	1	0	0	9	357	40	13	1	3	414
11:00	5	1	0	0	0	6	101	10	2	0	1	114
11:15	2	0	0	0	0	2	103	12	3	0	2	120
11:30	2	0	0	0	0	2	108	12	1	0	1	122
11:45	6	0	0	0	0	6	103	10	0	0	3	116
Hour	15	1	0	0	0	16	415	44	6	0	7	472
12:00	9	0	0	0	0	9	107	15	3	0	1	126
12:15	3	0	0	0	0	3	105	11	1	2	1	120
12:30	7	1	1	0	0	9	126	13	2	0	2	143
12:45	2	1	0	0	0	3	118	12	3	0	1	134
Hour	21	2	1	0	0	24	456	51	9	2	5	523
13:00	6	1	0	0	0	7	105	16	2	0	3	126
13:15	16	1	0	0	0	17	96	16	1	0	1	114
13:30	6	0	0	0	0	6	90	10	2	0	1	103
13:45	13	2	0	0	0	15	118	12	0	0	2	132
Hour	41	4	0	0	0	45	409	54	5	0	7	475
14:00	11	1	0	0	0	12	89	8	2	2	1	102
14:15	4	1	0	0	0	5	120	8	2	1	2	133
14:30	5	0	0	0	0	5	107	9	0	0	1	117
14:45	6	0	0	0	0	6	115	15	0	0	2	132
Hour	26	2	0	0	0	28	431	40	4	3	6	484
15:00	8	0	0	0	0	8	109	16	0	0	2	127
15:15	5	0	0	0	0	5	132	21	0	0	2	155
15:30	4	2	0	0	0	6	108	18	2	1	2	131
15:45	6	1	0	0	0	7	120	21	0	0	2	143
Hour	23	3	0	0	0	26	469	76	2	1	8	556
16:00	7	0	0	0	0	7	131	30	0	0	0	161
16:15	6	0	0	0	0	6	110	23	1	0	3	137
16:30	6	1	0	0	0	7	130	20	1	0	4	155
16:45	7	0	0	0	0	7	107	15	0	0	2	124
Hour	26	1	0	0	0	27	478	88	2	0	9	577
17:00	9	2	0	0	0	11	136	19	0	0	0	155
17:15	10	1	0	0	0	11	141	7	0	0	2	150
17:30	7	1	0	0	0	8	148	9	0	0	3	160
17:45	8	1	0	0	0	9	138	9	0	2	0	149
Hour	34	5	0	0	0	39	563	44	0	2	5	614
18:00	18	1	0	0	0	19	122	11	0	0	1	134
18:15	13	1	0	0	0	14	114	9	0	0	1	124
18:30	6	0	0	0	0	6	111	6	0	0	3	120
18:45	6	0	0	0	0	6	107	6	0	0	2	115
Hour	43	2	0	0	0	45	454	32	0	0	7	493
Total	279	24	2	0	0	305	5020	560	56	14	83	5733

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Tuesday 22 June 2021

Time	A to B - R117(N) to Frankfort Park					Veh. Total	B to A - Frankfort Park to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	1	0	0	0	0	1	0	0	0	0	0	0
07:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	1	0	0	0	0	1	2	0	0	0	0	2
08:00	1	0	0	0	0	1	0	0	0	0	0	0
08:15	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	1	0	0	0	0	1
08:45	1	0	0	0	0	1	0	1	0	0	0	1
Hour	2	0	0	0	0	2	2	1	0	0	0	3
09:00	1	0	0	0	0	1	0	0	0	0	0	0
09:15	1	0	0	0	0	1	0	0	0	0	0	0
09:30	2	0	0	0	0	2	1	0	0	0	0	1
09:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	5	0	0	0	0	5	3	0	0	0	0	3
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	1	0	0	0	1
10:30	0	0	0	0	0	0	1	1	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	1	2	0	0	0	3
11:00	0	1	0	0	0	1	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	0	0	0	0	1
11:30	0	1	0	0	0	1	1	0	0	0	0	1
11:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	1	2	0	0	0	3	4	0	0	0	0	4
12:00	1	0	0	0	0	1	3	1	0	0	0	4
12:15	1	0	0	0	0	1	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	1	0	0	0	2	1	0	0	0	0	1
Hour	3	1	0	0	0	4	4	1	0	0	0	5
13:00	1	0	0	0	0	1	0	0	0	0	0	0
13:15	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
13:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	1	0	0	0	0	1
14:00	0	0	0	0	0	0	1	0	0	0	0	1
14:15	0	0	0	0	0	0	1	1	0	0	0	2
14:30	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	0
Hour	0	0	0	0	0	0	2	1	0	0	0	3
15:00	1	0	0	0	0	1	2	0	0	0	0	2
15:15	4	0	0	0	0	4	1	0	0	0	0	1
15:30	1	1	0	0	0	2	1	0	0	0	0	1
15:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	7	1	0	0	0	8	4	0	0	0	0	4
16:00	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	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	1	0	0	0	0	1
17:00	0	1	0	0	0	1	0	0	0	0	0	0
17:15	0	0	0	0	0	0	1	0	0	0	0	1
17:30	2	0	0	0	0	2	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	2	1	0	0	0	3	2	0	0	0	0	2
18:00	2	0	0	0	0	2	2	0	0	0	0	2
18:15	1	0	0	0	0	1	0	0	0	0	0	0
18:30	3	0	0	0	0	3	1	0	0	0	0	1
18:45	1	1	0	0	0	2	0	0	0	0	0	0
Hour	7	1	0	0	0	8	3	0	0	0	0	3
Total	30	6	0	0	0	36	29	5	0	0	0	34

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Tuesday 22 June 2021

Time	B to D - Frankfort Park to Rosemount Estate					Veh. Total	B to C - Frankfort Park to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	1	0	0	1
07:15	0	0	0	0	0	0	2	1	1	0	0	4
07:30	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
Hour	0	0	0	0	0	0	2	1	2	0	0	5
08:00	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	2	1	0	0	0	3
08:45	1	0	0	0	0	1	4	0	0	0	0	4
Hour	1	0	0	0	0	1	7	1	0	0	0	8
09:00	0	0	0	0	0	0	3	0	0	0	0	3
09:15	0	0	0	0	0	0	2	1	0	0	0	3
09:30	0	0	0	0	0	0	0	1	0	0	0	1
09:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	6	2	0	0	0	8
10:00	0	0	0	0	0	0	3	0	0	0	0	3
10:15	0	0	0	0	0	0	4	3	0	0	0	7
10:30	1	0	0	0	0	1	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	7	3	0	0	0	10
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	0	0	0	0	1
11:30	0	0	0	0	0	0	2	0	0	0	0	2
11:45	0	0	0	0	0	0	0	1	0	0	0	1
Hour	0	0	0	0	0	0	3	1	0	0	0	4
12:00	1	0	0	0	0	1	2	1	0	0	0	3
12:15	0	0	0	0	0	0	1	0	0	0	0	1
12:30	0	0	0	0	0	0	1	0	0	0	0	1
12:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	5	1	0	0	0	6
13:00	0	0	0	0	0	0	2	1	0	0	0	3
13:15	0	0	0	0	0	0	0	1	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	2	0	0	0	5
14:00	0	0	0	0	0	0	3	0	0	0	0	3
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	0	0	0	0	1
14:45	0	0	0	0	0	0	2	1	0	0	0	3
Hour	0	0	0	0	0	0	6	1	0	0	0	7
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	0	0	0	0	1
15:30	0	0	0	0	0	0	1	0	0	0	0	1
15:45	1	0	0	0	0	1	0	1	0	0	0	1
Hour	1	0	0	0	0	1	2	1	0	0	0	3
16:00	0	0	0	0	0	0	5	1	0	0	0	6
16:15	0	0	0	0	0	0	1	0	0	0	0	1
16:30	3	0	0	0	0	3	0	0	0	0	0	0
16:45	1	0	0	0	0	1	1	1	0	0	0	2
Hour	4	0	0	0	0	4	7	2	0	0	0	9
17:00	0	0	0	0	0	0	3	0	0	0	0	3
17:15	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	2	0	0	0	0	2
17:45	1	0	0	0	0	1	0	1	0	0	0	1
Hour	1	0	0	0	0	1	6	1	0	0	0	7
18:00	0	0	0	0	0	0	1	0	0	0	0	1
18:15	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	0
18:45	0	1	0	0	0	1	1	0	0	0	0	1
Hour	0	1	0	0	0	1	2	0	0	0	0	2
Total	9	1	0	0	0	10	56	16	2	0	0	74

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Tuesday 22 June 2021

Time	C to B - R117(S) to Frankfort Park					Veh. Total	C to A - R117(S) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	1	0	0	1	72	21	0	1	2	96
07:15	0	0	0	0	0	0	107	24	0	1	1	133
07:30	1	0	0	0	0	1	151	24	2	0	1	178
07:45	2	0	0	0	0	2	133	21	1	0	3	158
Hour	3	0	1	0	0	4	463	90	3	2	7	565
08:00	1	0	0	0	0	1	122	19	3	1	1	146
08:15	1	0	0	0	0	1	153	13	1	0	2	169
08:30	1	0	0	0	0	1	131	11	0	1	3	146
08:45	0	0	0	0	0	0	138	12	1	0	1	152
Hour	3	0	0	0	0	3	544	55	5	2	7	613
09:00	1	0	0	0	0	1	160	14	0	0	0	174
09:15	2	1	0	0	0	3	147	21	2	1	0	171
09:30	1	1	0	0	0	2	129	13	2	0	3	147
09:45	2	0	0	0	0	2	107	14	2	0	2	125
Hour	6	2	0	0	0	8	543	62	6	1	5	617
10:00	0	0	0	0	0	0	112	13	2	0	3	130
10:15	1	0	0	0	0	1	101	16	4	1	1	123
10:30	0	0	0	0	0	0	93	26	4	0	1	124
10:45	0	0	0	0	0	0	113	16	2	0	1	132
Hour	1	0	0	0	0	1	419	71	12	1	6	509
11:00	1	0	0	0	0	1	104	12	4	1	3	124
11:15	1	0	0	0	0	1	115	20	0	0	1	136
11:30	2	0	0	0	0	2	103	12	0	0	1	116
11:45	2	0	0	0	0	2	108	16	1	1	1	127
Hour	6	0	0	0	0	6	430	60	5	2	6	503
12:00	0	0	0	0	0	0	105	15	1	0	1	122
12:15	1	0	0	0	0	1	127	12	3	0	3	145
12:30	1	0	0	0	0	1	112	7	1	0	0	120
12:45	2	1	0	0	0	3	94	14	2	1	1	112
Hour	4	1	0	0	0	5	438	48	7	1	5	499
13:00	1	0	0	0	0	1	130	8	1	1	3	143
13:15	1	0	0	0	0	1	122	13	1	2	2	140
13:30	3	0	0	0	0	3	117	16	0	0	1	134
13:45	2	0	0	0	0	2	101	7	1	0	1	110
Hour	7	0	0	0	0	7	470	44	3	3	7	527
14:00	0	1	0	0	0	1	102	11	0	0	2	115
14:15	1	0	0	0	0	1	115	17	2	1	1	136
14:30	2	0	0	0	0	2	125	17	0	0	0	142
14:45	1	0	0	0	0	1	107	12	0	0	1	120
Hour	4	1	0	0	0	5	449	57	2	1	4	513
15:00	1	0	0	0	0	1	86	10	1	0	2	99
15:15	1	0	0	0	0	1	108	9	1	0	1	119
15:30	0	0	0	0	0	0	80	9	1	1	2	93
15:45	5	0	0	0	0	5	114	12	0	0	1	127
Hour	7	0	0	0	0	7	388	40	3	1	6	438
16:00	2	0	0	0	0	2	84	16	0	0	2	102
16:15	0	0	0	0	0	0	99	2	0	0	1	102
16:30	1	0	0	0	0	1	109	7	0	0	2	118
16:45	2	1	0	0	0	3	112	9	0	0	0	121
Hour	5	1	0	0	0	6	404	34	0	0	5	443
17:00	1	1	0	0	0	2	92	11	0	0	4	107
17:15	2	0	0	0	0	2	119	8	0	1	2	130
17:30	2	0	0	0	0	2	122	8	0	0	0	130
17:45	2	0	0	0	0	2	97	6	0	0	1	104
Hour	7	1	0	0	0	8	430	33	0	1	7	471
18:00	1	0	0	0	0	1	141	6	0	0	3	150
18:15	2	0	0	0	0	2	118	4	0	0	1	123
18:30	2	0	0	0	0	2	131	9	0	0	3	143
18:45	2	1	0	0	0	3	125	5	0	0	2	132
Hour	7	1	0	0	0	8	515	24	0	0	9	548
Total	60	7	1	0	0	68	5493	618	46	15	74	6246

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Tuesday 22 June 2021

Time	C to D - R117(S) to Rosemount Estate					Veh. Total	D to C - Rosemount Estate to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	5	1	1	0	0	7	7	3	0	0	0	10
07:15	4	0	0	0	0	4	13	1	0	0	0	14
07:30	4	1	0	0	0	5	7	0	0	0	0	7
07:45	8	1	0	0	0	9	4	2	0	0	0	6
Hour	21	3	1	0	0	25	31	6	0	0	0	37
08:00	8	1	0	0	0	9	11	0	1	0	0	12
08:15	9	3	0	0	0	12	22	3	0	0	0	25
08:30	15	0	0	0	0	15	22	2	0	0	0	24
08:45	18	1	0	0	0	19	25	2	0	0	0	27
Hour	50	5	0	0	0	55	80	7	1	0	0	88
09:00	20	0	0	0	0	20	19	1	0	0	0	20
09:15	15	1	0	0	0	16	18	1	0	0	0	19
09:30	8	1	0	0	0	9	14	0	0	0	0	14
09:45	13	1	0	0	0	14	11	0	0	0	0	11
Hour	56	3	0	0	0	59	62	2	0	0	0	64
10:00	14	1	1	0	0	16	17	1	0	0	0	18
10:15	15	2	0	0	0	17	12	2	0	0	0	14
10:30	13	3	0	0	0	16	16	3	1	0	0	20
10:45	9	1	0	0	0	10	10	1	0	0	0	11
Hour	51	7	1	0	0	59	55	7	1	0	0	63
11:00	8	4	0	0	0	12	9	2	0	0	0	11
11:15	10	4	0	0	0	14	11	2	0	0	0	13
11:30	13	2	0	0	0	15	16	2	0	0	0	18
11:45	10	0	0	0	0	10	12	0	0	0	0	12
Hour	41	10	0	0	0	51	48	6	0	0	0	54
12:00	21	0	0	0	0	21	16	2	0	0	0	18
12:15	21	2	0	0	0	23	14	0	0	0	0	14
12:30	14	1	0	0	0	15	19	1	0	0	0	20
12:45	16	2	0	0	0	18	13	0	0	0	0	13
Hour	72	5	0	0	0	77	62	3	0	0	0	65
13:00	20	1	0	0	0	21	15	1	0	0	0	16
13:15	15	1	0	0	0	16	18	3	0	0	0	21
13:30	17	0	0	0	0	17	15	1	0	0	0	16
13:45	11	0	0	0	0	11	17	3	0	0	0	20
Hour	63	2	0	0	0	65	65	8	0	0	0	73
14:00	17	2	0	0	0	19	15	0	0	0	0	15
14:15	23	0	0	0	0	23	10	0	0	0	0	10
14:30	20	0	0	0	0	20	24	1	0	0	0	25
14:45	18	2	0	0	0	20	18	2	0	0	0	20
Hour	78	4	0	0	0	82	67	3	0	0	0	70
15:00	19	2	0	0	0	21	18	3	0	0	0	21
15:15	10	1	0	0	0	11	11	0	0	0	0	11
15:30	12	1	0	0	0	13	9	3	0	0	0	12
15:45	14	1	0	0	0	15	21	3	0	0	0	24
Hour	55	5	0	0	0	60	59	9	0	0	0	68
16:00	13	0	0	0	0	13	19	0	0	0	0	19
16:15	9	2	0	0	0	11	13	0	0	0	0	13
16:30	19	0	0	0	0	19	19	1	0	0	0	20
16:45	21	7	0	0	0	28	22	2	0	0	0	24
Hour	62	9	0	0	0	71	73	3	0	0	0	76
17:00	39	0	0	0	0	39	19	1	0	0	0	20
17:15	29	2	0	0	0	31	25	1	0	0	0	26
17:30	27	1	1	0	0	29	13	0	0	0	0	13
17:45	22	0	0	0	0	22	21	0	0	0	0	21
Hour	117	3	1	0	0	121	78	2	0	0	0	80
18:00	23	2	0	0	0	25	14	0	0	0	0	14
18:15	38	1	0	0	0	39	30	1	0	0	0	31
18:30	18	0	0	0	0	18	14	0	0	0	0	14
18:45	15	1	0	0	0	16	22	1	0	0	0	23
Hour	94	4	0	0	0	98	80	2	0	0	0	82
Total	760	60	3	0	0	823	760	58	2	0	0	820

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Tuesday 22 June 2021

Time	D to B - Rosemount Estate to Frankfort Park					Veh. Total	D to A - Rosemount Estate to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	3	0	0	0	0	3
07:30	0	0	0	0	0	0	4	0	0	0	0	4
07:45	0	0	0	0	0	0	1	1	0	0	0	2
Hour	0	0	0	0	0	0	9	1	0	0	0	10
08:00	0	0	0	0	0	0	6	0	0	0	0	6
08:15	0	0	0	0	0	0	4	0	0	0	0	4
08:30	0	1	0	0	0	1	7	0	0	0	0	7
08:45	1	0	0	0	0	1	9	0	0	0	0	9
Hour	1	1	0	0	0	2	26	0	0	0	0	26
09:00	0	0	0	0	0	0	5	1	0	0	0	6
09:15	0	0	0	0	0	0	5	0	0	0	0	5
09:30	0	0	0	0	0	0	6	0	0	0	0	6
09:45	0	0	0	0	0	0	2	1	0	0	0	3
Hour	0	0	0	0	0	0	18	2	0	0	0	20
10:00	0	1	0	0	0	1	4	0	0	0	0	4
10:15	0	2	0	0	0	2	1	1	0	0	0	2
10:30	0	0	0	0	0	0	6	0	0	0	0	6
10:45	0	0	0	0	0	0	1	1	0	0	0	2
Hour	0	3	0	0	0	3	12	2	0	0	0	14
11:00	2	0	0	0	0	2	6	0	0	0	0	6
11:15	1	0	0	0	0	1	2	0	0	0	0	2
11:30	0	0	0	0	0	0	3	2	0	0	0	5
11:45	0	0	0	0	0	0	4	1	1	0	0	6
Hour	3	0	0	0	0	3	15	3	1	0	0	19
12:00	0	1	0	0	0	1	2	0	0	0	0	2
12:15	0	0	0	0	0	0	4	0	0	0	0	4
12:30	1	0	0	0	0	1	8	0	0	0	0	8
12:45	0	0	0	0	0	0	3	0	0	0	0	3
Hour	1	1	0	0	0	2	17	0	0	0	0	17
13:00	0	0	0	0	0	0	3	2	0	0	0	5
13:15	0	0	0	0	0	0	5	0	0	0	0	5
13:30	0	0	0	0	0	0	5	1	0	0	0	6
13:45	2	0	0	0	0	2	4	0	0	0	0	4
Hour	2	0	0	0	0	2	17	3	0	0	0	20
14:00	0	0	0	0	0	0	3	0	0	0	0	3
14:15	0	1	0	0	0	1	2	1	0	0	0	3
14:30	0	0	0	0	0	0	5	0	0	0	0	5
14:45	1	1	0	0	0	2	7	1	0	0	0	8
Hour	1	2	0	0	0	3	17	2	0	0	0	19
15:00	0	0	0	0	0	0	5	0	0	0	0	5
15:15	1	0	0	0	0	1	4	0	0	0	0	4
15:30	1	1	0	0	0	2	1	0	0	0	0	1
15:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	3	1	0	0	0	4	11	0	0	0	0	11
16:00	0	0	0	0	0	0	9	0	0	0	0	9
16:15	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	5	0	0	0	0	5
16:45	0	0	0	0	0	0	4	1	0	0	0	5
Hour	0	0	0	0	0	0	19	1	0	0	0	20
17:00	0	0	0	0	0	0	8	1	0	0	0	9
17:15	0	0	0	0	0	0	3	0	0	0	0	3
17:30	0	0	0	0	0	0	4	0	0	0	0	4
17:45	0	0	0	0	0	0	2	0	0	0	0	2
Hour	0	0	0	0	0	0	17	1	0	0	0	18
18:00	0	0	0	0	0	0	3	0	0	0	0	3
18:15	0	0	0	0	0	0	3	0	0	0	0	3
18:30	0	0	0	0	0	0	3	1	0	0	0	4
18:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	0	0	0	0	0	0	13	1	0	0	0	14
Total	11	8	0	0	0	19	191	16	1	0	0	208

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Tuesday 22 June 2021

Time	To Arm A - R117(N)					Veh. Total	From Arm A - R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	73	21	0	1	2	97	37	7	0	0	3	47
07:15	110	24	0	1	1	136	46	11	1	1	3	62
07:30	155	24	2	0	1	182	67	9	1	0	4	81
07:45	136	22	1	0	3	162	91	7	1	1	1	101
Hour	474	91	3	2	7	577	241	34	3	2	11	291
08:00	128	19	3	1	1	152	89	8	0	1	3	101
08:15	158	13	1	0	2	174	88	7	1	1	4	101
08:30	139	11	0	1	3	154	109	7	2	1	1	120
08:45	147	13	1	0	1	162	104	6	4	0	0	114
Hour	572	56	5	2	7	642	390	28	7	3	8	436
09:00	165	15	0	0	0	180	112	8	0	0	2	122
09:15	152	21	2	1	0	176	111	7	0	0	1	119
09:30	136	13	2	0	3	154	94	9	1	0	2	106
09:45	111	15	2	0	2	130	91	8	4	0	2	105
Hour	564	64	6	1	5	640	408	32	5	0	7	452
10:00	116	13	2	0	3	134	93	6	2	0	1	102
10:15	102	18	4	1	1	126	86	3	4	0	1	94
10:30	100	27	4	0	1	132	92	11	3	1	0	107
10:45	114	17	2	0	1	134	94	21	5	0	1	121
Hour	432	75	12	1	6	526	365	41	14	1	3	424
11:00	110	12	4	1	3	130	106	12	2	0	1	121
11:15	118	20	0	0	1	139	105	12	3	0	2	122
11:30	107	14	0	0	1	122	110	13	1	0	1	125
11:45	114	17	2	1	1	135	110	10	0	0	3	123
Hour	449	63	6	2	6	526	431	47	6	0	7	491
12:00	110	16	1	0	1	128	117	15	3	0	1	136
12:15	131	12	3	0	3	149	109	11	1	2	1	124
12:30	120	7	1	0	0	128	133	14	3	0	2	152
12:45	98	14	2	1	1	116	121	14	3	0	1	139
Hour	459	49	7	1	5	521	480	54	10	2	5	551
13:00	133	10	1	1	3	148	112	17	2	0	3	134
13:15	127	13	1	2	2	145	112	17	1	0	1	131
13:30	122	17	0	0	1	140	96	10	2	0	1	109
13:45	106	7	1	0	1	115	131	14	0	0	2	147
Hour	488	47	3	3	7	548	451	58	5	0	7	521
14:00	106	11	0	0	2	119	100	9	2	2	1	114
14:15	118	19	2	1	1	141	124	9	2	1	2	138
14:30	130	17	0	0	0	147	112	9	0	0	1	122
14:45	114	13	0	0	1	128	121	15	0	0	2	138
Hour	468	60	2	1	4	535	457	42	4	3	6	512
15:00	93	10	1	0	2	106	118	16	0	0	2	136
15:15	113	9	1	0	1	124	141	21	0	0	2	164
15:30	82	9	1	1	2	95	113	21	2	1	2	139
15:45	115	12	0	0	1	128	127	22	0	0	2	151
Hour	403	40	3	1	6	453	499	80	2	1	8	590
16:00	93	16	0	0	2	111	138	30	0	0	0	168
16:15	100	2	0	0	1	103	116	23	1	0	3	143
16:30	114	7	0	0	2	123	136	21	1	0	4	162
16:45	117	10	0	0	0	127	114	15	0	0	2	131
Hour	424	35	0	0	5	464	504	89	2	0	9	604
17:00	100	12	0	0	4	116	145	22	0	0	0	167
17:15	123	8	0	1	2	134	151	8	0	0	2	161
17:30	126	8	0	0	0	134	157	10	0	0	3	170
17:45	100	6	0	0	1	107	146	10	0	2	0	158
Hour	449	34	0	1	7	491	599	50	0	2	5	656
18:00	146	6	0	0	3	155	142	12	0	0	1	155
18:15	121	4	0	0	1	126	128	10	0	0	1	139
18:30	135	10	0	0	3	148	120	6	0	0	3	129
18:45	129	5	0	0	2	136	114	7	0	0	2	123
Hour	531	25	0	0	9	565	504	35	0	0	7	546
Total	5713	639	47	15	74	6488	5329	590	58	14	83	6074

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Tuesday 22 June 2021

Time	To Arm B - Frankfort Park					Veh. Total	From Arm B - Frankfort Park					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	1	0	0	1	0	0	1	0	0	1
07:15	0	0	0	0	0	0	2	1	1	0	0	4
07:30	2	0	0	0	0	2	0	0	0	0	0	0
07:45	2	0	0	0	0	2	2	0	0	0	0	2
Hour	4	0	1	0	0	5	4	1	2	0	0	7
08:00	2	0	0	0	0	2	1	0	0	0	0	1
08:15	1	0	0	0	0	1	1	0	0	0	0	1
08:30	1	1	0	0	0	2	3	1	0	0	0	4
08:45	2	0	0	0	0	2	5	1	0	0	0	6
Hour	6	1	0	0	0	7	10	2	0	0	0	12
09:00	2	0	0	0	0	2	3	0	0	0	0	3
09:15	3	1	0	0	0	4	2	1	0	0	0	3
09:30	3	1	0	0	0	4	1	1	0	0	0	2
09:45	3	0	0	0	0	3	3	0	0	0	0	3
Hour	11	2	0	0	0	13	9	2	0	0	0	11
10:00	1	1	0	0	0	2	3	0	0	0	0	3
10:15	1	2	0	0	0	3	4	4	0	0	0	8
10:30	0	0	0	0	0	0	2	1	0	0	0	3
10:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	3	0	0	0	5	9	5	0	0	0	14
11:00	3	1	0	0	0	4	0	0	0	0	0	0
11:15	2	0	0	0	0	2	2	0	0	0	0	2
11:30	2	1	0	0	0	3	3	0	0	0	0	3
11:45	3	0	0	0	0	3	2	1	0	0	0	3
Hour	10	2	0	0	0	12	7	1	0	0	0	8
12:00	1	1	0	0	0	2	6	2	0	0	0	8
12:15	2	0	0	0	0	2	1	0	0	0	0	1
12:30	2	0	0	0	0	2	1	0	0	0	0	1
12:45	3	2	0	0	0	5	2	0	0	0	0	2
Hour	8	3	0	0	0	11	10	2	0	0	0	12
13:00	2	0	0	0	0	2	2	1	0	0	0	3
13:15	1	0	0	0	0	1	0	1	0	0	0	1
13:30	3	0	0	0	0	3	0	0	0	0	0	0
13:45	4	0	0	0	0	4	2	0	0	0	0	2
Hour	10	0	0	0	0	10	4	2	0	0	0	6
14:00	0	1	0	0	0	1	4	0	0	0	0	4
14:15	1	1	0	0	0	2	1	1	0	0	0	2
14:30	2	0	0	0	0	2	1	0	0	0	0	1
14:45	2	1	0	0	0	3	2	1	0	0	0	3
Hour	5	3	0	0	0	8	8	2	0	0	0	10
15:00	2	0	0	0	0	2	2	0	0	0	0	2
15:15	6	0	0	0	0	6	2	0	0	0	0	2
15:30	2	2	0	0	0	4	2	0	0	0	0	2
15:45	7	0	0	0	0	7	1	1	0	0	0	2
Hour	17	2	0	0	0	19	7	1	0	0	0	8
16:00	2	0	0	0	0	2	5	1	0	0	0	6
16:15	0	0	0	0	0	0	1	0	0	0	0	1
16:30	1	0	0	0	0	1	3	0	0	0	0	3
16:45	2	1	0	0	0	3	3	1	0	0	0	4
Hour	5	1	0	0	0	6	12	2	0	0	0	14
17:00	1	2	0	0	0	3	3	0	0	0	0	3
17:15	2	0	0	0	0	2	2	0	0	0	0	2
17:30	4	0	0	0	0	4	2	0	0	0	0	2
17:45	2	0	0	0	0	2	2	1	0	0	0	3
Hour	9	2	0	0	0	11	9	1	0	0	0	10
18:00	3	0	0	0	0	3	3	0	0	0	0	3
18:15	3	0	0	0	0	3	0	0	0	0	0	0
18:30	5	0	0	0	0	5	1	0	0	0	0	1
18:45	3	2	0	0	0	5	1	1	0	0	0	2
Hour	14	2	0	0	0	16	5	1	0	0	0	6
Total	101	21	1	0	0	123	94	22	2	0	0	118

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Tuesday 22 June 2021

Time	To Arm C - R117(S)					Veh. Total	From Arm C - R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	43	9	1	0	3	56	77	22	2	1	2	104
07:15	60	13	2	1	3	79	111	24	0	1	1	137
07:30	71	9	1	0	4	85	156	25	2	0	1	184
07:45	92	9	1	1	1	104	143	22	1	0	3	169
Hour	266	40	5	2	11	324	487	93	5	2	7	594
08:00	97	8	1	1	3	110	131	20	3	1	1	156
08:15	105	10	1	1	4	121	163	16	1	0	2	182
08:30	125	10	2	1	1	139	147	11	0	1	3	162
08:45	126	8	4	0	0	138	156	13	1	0	1	171
Hour	453	36	8	3	8	508	597	60	5	2	7	671
09:00	128	7	0	0	2	137	181	14	0	0	0	195
09:15	125	9	0	0	1	135	164	23	2	1	0	190
09:30	103	10	1	0	2	116	138	15	2	0	3	158
09:45	101	8	4	0	2	115	122	15	2	0	2	141
Hour	457	34	5	0	7	503	605	67	6	1	5	684
10:00	111	7	2	0	1	121	126	14	3	0	3	146
10:15	99	8	3	0	1	111	117	18	4	1	1	141
10:30	107	14	4	1	0	126	106	29	4	0	1	140
10:45	102	21	5	0	1	129	122	17	2	0	1	142
Hour	419	50	14	1	3	487	471	78	13	1	6	569
11:00	110	12	2	0	1	125	113	16	4	1	3	137
11:15	115	14	3	0	2	134	126	24	0	0	1	151
11:30	126	14	1	0	1	142	118	14	0	0	1	133
11:45	115	11	0	0	3	129	120	16	1	1	1	139
Hour	466	51	6	0	7	530	477	70	5	2	6	560
12:00	125	18	3	0	1	147	126	15	1	0	1	143
12:15	120	11	1	2	1	135	149	14	3	0	3	169
12:30	146	14	2	0	2	164	127	8	1	0	0	136
12:45	132	12	3	0	1	148	112	17	2	1	1	133
Hour	523	55	9	2	5	594	514	54	7	1	5	581
13:00	122	18	2	0	3	145	151	9	1	1	3	165
13:15	114	20	1	0	1	136	138	14	1	2	2	157
13:30	105	11	2	0	1	119	137	16	0	0	1	154
13:45	136	15	0	0	2	153	114	7	1	0	1	123
Hour	477	64	5	0	7	553	540	46	3	3	7	599
14:00	107	8	2	2	1	120	119	14	0	0	2	135
14:15	130	8	2	1	2	143	139	17	2	1	1	160
14:30	132	10	0	0	1	143	147	17	0	0	0	164
14:45	135	18	0	0	2	155	126	14	0	0	1	141
Hour	504	44	4	3	6	561	531	62	2	1	4	600
15:00	127	19	0	0	2	148	106	12	1	0	2	121
15:15	144	21	0	0	2	167	119	10	1	0	1	131
15:30	118	21	2	1	2	144	92	10	1	1	2	106
15:45	141	25	0	0	2	168	133	13	0	0	1	147
Hour	530	86	2	1	8	627	450	45	3	1	6	505
16:00	155	31	0	0	0	186	99	16	0	0	2	117
16:15	124	23	1	0	3	151	108	4	0	0	1	113
16:30	149	21	1	0	4	175	129	7	0	0	2	138
16:45	130	18	0	0	2	150	135	17	0	0	0	152
Hour	558	93	2	0	9	662	471	44	0	0	5	520
17:00	158	20	0	0	0	178	132	12	0	0	4	148
17:15	167	8	0	0	2	177	150	10	0	1	2	163
17:30	163	9	0	0	3	175	151	9	1	0	0	161
17:45	159	10	0	2	0	171	121	6	0	0	1	128
Hour	647	47	0	2	5	701	554	37	1	1	7	600
18:00	137	11	0	0	1	149	165	8	0	0	3	176
18:15	144	10	0	0	1	155	158	5	0	0	1	164
18:30	125	6	0	0	3	134	151	9	0	0	3	163
18:45	130	7	0	0	2	139	142	7	0	0	2	151
Hour	536	34	0	0	7	577	616	29	0	0	9	654
Total	5836	634	60	14	83	6627	6313	685	50	15	74	7137

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Tuesday 22 June 2021

Time	To Arm D - Rosemount Estate					Veh. Total	From Arm D - Rosemount Estate					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	6	2	1	0	0	9	8	3	0	0	0	11
07:15	5	0	0	0	0	5	16	1	0	0	0	17
07:30	6	1	0	0	0	7	11	0	0	0	0	11
07:45	11	1	0	0	0	12	5	3	0	0	0	8
Hour	28	4	1	0	0	33	40	7	0	0	0	47
08:00	11	1	0	0	0	12	17	0	1	0	0	18
08:15	14	3	0	0	0	17	26	3	0	0	0	29
08:30	23	0	0	0	0	23	29	3	0	0	0	32
08:45	25	1	0	0	0	26	35	2	0	0	0	37
Hour	73	5	0	0	0	78	107	8	1	0	0	116
09:00	25	2	0	0	0	27	24	2	0	0	0	26
09:15	20	1	0	0	0	21	23	1	0	0	0	24
09:30	11	1	0	0	0	12	20	0	0	0	0	20
09:45	14	1	0	0	0	15	13	1	0	0	0	14
Hour	70	5	0	0	0	75	80	4	0	0	0	84
10:00	15	1	1	0	0	17	21	2	0	0	0	23
10:15	18	2	1	0	0	21	13	5	0	0	0	18
10:30	15	3	0	0	0	18	22	3	1	0	0	26
10:45	11	2	0	0	0	13	11	2	0	0	0	13
Hour	59	8	2	0	0	69	67	12	1	0	0	80
11:00	13	5	0	0	0	18	17	2	0	0	0	19
11:15	12	4	0	0	0	16	14	2	0	0	0	16
11:30	15	2	0	0	0	17	19	4	0	0	0	23
11:45	16	0	0	0	0	16	16	1	1	0	0	18
Hour	56	11	0	0	0	67	66	9	1	0	0	76
12:00	31	0	0	0	0	31	18	3	0	0	0	21
12:15	24	2	0	0	0	26	18	0	0	0	0	18
12:30	21	2	1	0	0	24	28	1	0	0	0	29
12:45	18	3	0	0	0	21	16	0	0	0	0	16
Hour	94	7	1	0	0	102	80	4	0	0	0	84
13:00	26	2	0	0	0	28	18	3	0	0	0	21
13:15	31	2	0	0	0	33	23	3	0	0	0	26
13:30	23	0	0	0	0	23	20	2	0	0	0	22
13:45	24	2	0	0	0	26	23	3	0	0	0	26
Hour	104	6	0	0	0	110	84	11	0	0	0	95
14:00	28	3	0	0	0	31	18	0	0	0	0	18
14:15	27	1	0	0	0	28	12	2	0	0	0	14
14:30	25	0	0	0	0	25	29	1	0	0	0	30
14:45	24	2	0	0	0	26	26	4	0	0	0	30
Hour	104	6	0	0	0	110	85	7	0	0	0	92
15:00	27	2	0	0	0	29	23	3	0	0	0	26
15:15	15	1	0	0	0	16	16	0	0	0	0	16
15:30	16	3	0	0	0	19	11	4	0	0	0	15
15:45	21	2	0	0	0	23	23	3	0	0	0	26
Hour	79	8	0	0	0	87	73	10	0	0	0	83
16:00	20	0	0	0	0	20	28	0	0	0	0	28
16:15	15	2	0	0	0	17	14	0	0	0	0	14
16:30	28	1	0	0	0	29	24	1	0	0	0	25
16:45	29	7	0	0	0	36	26	3	0	0	0	29
Hour	92	10	0	0	0	102	92	4	0	0	0	96
17:00	48	2	0	0	0	50	27	2	0	0	0	29
17:15	39	3	0	0	0	42	28	1	0	0	0	29
17:30	34	2	1	0	0	37	17	0	0	0	0	17
17:45	31	1	0	0	0	32	23	0	0	0	0	23
Hour	152	8	1	0	0	161	95	3	0	0	0	98
18:00	41	3	0	0	0	44	17	0	0	0	0	17
18:15	51	2	0	0	0	53	33	1	0	0	0	34
18:30	24	0	0	0	0	24	17	1	0	0	0	18
18:45	21	2	0	0	0	23	26	1	0	0	0	27
Hour	137	7	0	0	0	144	93	3	0	0	0	96
Total	1048	85	5	0	0	1138	962	82	3	0	0	1047

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Saturday 26 June 2021

Time	A to D - R117(N) to Rosemount Estate					Veh. Total	A to C - R117(N) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	1	0	0	0	1	11	1	0	0	1	13
07:15	0	0	0	0	0	0	28	1	0	0	2	31
07:30	1	0	0	0	0	1	32	2	0	0	2	36
07:45	1	0	0	0	0	1	36	3	2	0	1	42
Hour	2	1	0	0	0	3	107	7	2	0	6	122
08:00	0	0	0	0	0	0	28	6	0	0	2	36
08:15	2	0	0	0	0	2	38	4	0	0	0	42
08:30	0	0	1	0	0	1	49	3	2	0	2	56
08:45	2	0	0	0	0	2	69	6	2	0	2	79
Hour	4	0	1	0	0	5	184	19	4	0	6	213
09:00	3	0	0	0	0	3	68	3	2	0	1	74
09:15	3	0	0	0	0	3	65	2	0	0	1	68
09:30	8	0	0	0	0	8	89	5	0	0	2	96
09:45	11	0	0	0	0	11	92	8	0	0	1	101
Hour	25	0	0	0	0	25	314	18	2	0	5	339
10:00	6	1	0	0	0	7	102	7	3	0	0	112
10:15	7	0	0	0	0	7	107	4	1	0	2	114
10:30	3	1	0	0	0	4	115	6	0	0	0	121
10:45	6	0	0	0	0	6	122	12	1	0	2	137
Hour	22	2	0	0	0	24	446	29	5	0	4	484
11:00	4	1	0	0	0	5	130	10	0	0	1	141
11:15	9	0	0	0	0	9	89	7	1	0	1	98
11:30	11	0	0	0	0	11	143	6	1	0	3	153
11:45	3	0	0	0	0	3	135	10	0	0	2	147
Hour	27	1	0	0	0	28	497	33	2	0	7	539
12:00	11	0	0	0	0	11	133	10	0	0	1	144
12:15	8	0	0	0	0	8	138	4	0	0	0	142
12:30	9	0	0	0	0	9	124	6	0	0	2	132
12:45	4	0	0	0	0	4	114	7	0	0	1	122
Hour	32	0	0	0	0	32	509	27	0	0	4	540
13:00	5	0	0	0	0	5	106	8	1	0	1	116
13:15	14	1	0	0	0	15	126	6	0	0	1	133
13:30	8	3	0	0	0	11	123	7	1	0	2	133
13:45	5	0	0	0	0	5	118	8	0	0	2	128
Hour	32	4	0	0	0	36	473	29	2	0	6	510
14:00	5	0	0	0	0	5	125	7	1	0	1	134
14:15	9	1	0	0	0	10	131	8	0	0	1	140
14:30	7	1	0	0	0	8	107	6	1	0	1	115
14:45	6	1	0	0	0	7	97	7	0	0	1	105
Hour	27	3	0	0	0	30	460	28	2	0	4	494
15:00	5	0	0	0	0	5	116	2	0	0	2	120
15:15	4	0	0	0	0	4	114	2	0	0	1	117
15:30	5	0	0	0	0	5	110	4	0	0	1	115
15:45	7	0	0	0	0	7	126	8	0	0	2	136
Hour	21	0	0	0	0	21	466	16	0	0	6	488
16:00	7	1	0	0	0	8	115	7	0	0	1	123
16:15	4	0	0	0	0	4	104	5	0	0	2	111
16:30	1	0	0	0	0	1	108	6	0	0	0	114
16:45	6	2	0	0	0	8	85	3	0	0	1	89
Hour	18	3	0	0	0	21	412	21	0	0	4	437
17:00	5	0	0	0	0	5	108	4	0	0	2	114
17:15	4	0	0	0	0	4	93	1	0	0	0	94
17:30	6	0	0	0	0	6	88	4	0	0	2	94
17:45	6	0	0	0	0	6	101	5	0	0	2	108
Hour	21	0	0	0	0	21	390	14	0	0	6	410
18:00	6	0	0	0	0	6	88	5	0	0	2	95
18:15	9	1	0	0	0	10	92	2	0	0	1	95
18:30	6	0	0	0	0	6	83	1	0	0	1	85
18:45	6	0	0	0	0	6	77	4	0	0	0	81
Hour	27	1	0	0	0	28	340	12	0	0	4	356
Total	258	15	1	0	0	274	4598	253	19	0	62	4932

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Saturday 26 June 2021

Time	A to B - R117(N) to Frankfort Park					Veh. Total	B to A - Frankfort Park to R117(N)					Veh. Total	
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV		
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
Hour	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	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	1	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	2	2	0	0	0	0	0	2
Hour	3	0	0	0	0	3	2	0	0	0	0	0	2
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	0	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
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	1	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	1	1	0	0	0	0	2
12:00	1	0	0	0	0	1	1	0	0	0	0	0	1
12:15	1	0	0	0	0	1	1	0	0	0	0	0	1
12:30	1	0	0	0	0	1	3	0	0	0	0	0	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	3	5	0	0	0	0	0	5
13:00	0	0	0	0	0	0	0	1	0	0	0	0	1
13:15	0	0	0	0	0	0	1	0	0	0	0	0	1
13:30	0	0	0	0	0	0	1	0	0	0	0	0	1
13:45	2	0	0	0	0	2	1	0	0	0	0	0	1
Hour	2	0	0	0	0	2	3	1	0	0	0	0	4
14:00	1	0	0	0	0	1	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	3	0	0	0	0	0	3
14:30	2	1	0	0	0	3	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	1	0	0	0	4	3	0	0	0	0	0	3
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	0	0
15:30	1	0	0	0	0	1	1	0	0	0	0	0	1
15:45	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour	1	0	0	0	0	1	3	0	0	0	0	0	3
16:00	2	1	0	0	0	3	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	1	1	0	0	0	0	0	1
16:45	1	0	0	0	0	1	0	0	0	0	0	0	0
Hour	4	1	0	0	0	5	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	2	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	1	1	0	0	0	0	0	1
17:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	1	0	0	0	0	1	4	0	0	0	0	0	4
18:00	4	0	0	0	0	4	1	0	0	0	0	0	1
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	0	0
18:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	4	0	0	0	0	4	2	0	0	0	0	0	2
Total	22	2	0	0	0	24	25	2	0	0	0	0	27

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Saturday 26 June 2021

Time	B to D - Frankfort Park to Rosemount Estate					Veh. Total	B to C - Frankfort Park to R117(S)					Veh. Total	
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	0	0	0	0	1
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
Hour	0	0	0	0	0	0	1	0	0	0	0	0	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	0	0
08:30	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	0	0	0	0	2	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	5	0	0	0	0	0	5
09:30	0	1	0	0	0	1	3	0	0	0	0	0	3
09:45	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour	0	1	0	0	0	1	10	0	0	0	0	0	10
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	2	1	0	0	0	0	3
10:30	0	0	0	0	0	0	2	0	0	0	0	0	2
10:45	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour	0	0	0	0	0	0	6	1	0	0	0	0	7
11:00	0	0	0	0	0	0	1	0	0	0	0	0	1
11:15	1	0	0	0	0	1	1	0	0	0	0	0	1
11:30	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour	1	0	0	0	0	1	5	0	0	0	0	0	5
12:00	0	0	0	0	0	0	2	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	3	0	0	0	0	0	3
12:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	0	0	0	0	6	0	0	0	0	0	6
13:00	0	0	0	0	0	0	4	0	0	0	0	0	4
13:15	1	0	0	0	0	1	1	0	0	0	0	0	1
13:30	0	0	0	0	0	0	1	0	0	0	0	0	1
13:45	1	0	0	0	0	1	1	0	0	0	0	0	1
Hour	2	0	0	0	0	2	7	0	0	0	0	0	7
14:00	0	0	0	0	0	0	3	0	0	0	0	0	3
14:15	0	0	0	0	0	0	3	0	0	0	0	0	3
14:30	0	0	0	0	0	0	1	0	0	0	0	0	1
14:45	1	0	0	0	0	1	4	0	0	0	0	0	4
Hour	1	0	0	0	0	1	11	0	0	0	0	0	11
15:00	1	0	0	0	0	1	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	0	0	0	0	0	1
15:30	0	0	0	0	0	0	1	0	0	0	0	0	1
15:45	1	0	0	0	0	1	3	0	0	0	0	0	3
Hour	2	0	0	0	0	2	5	0	0	0	0	0	5
16:00	0	0	0	0	0	0	3	1	0	0	0	0	4
16:15	0	0	0	0	0	0	2	0	0	0	0	0	2
16:30	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	0	0	0	0	7	1	0	0	0	0	8
17:00	0	0	0	0	0	0	3	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	1	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	3	0	0	0	0	0	3
18:00	0	0	0	0	0	0	2	0	0	0	0	0	2
18:15	0	0	0	0	0	0	1	0	0	0	0	0	1
18:30	0	0	0	0	0	0	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	0	0	0	0	5	0	0	0	0	0	5
Total	7	1	0	0	0	8	68	2	0	0	0	0	70

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Saturday 26 June 2021

Time	C to B - R117(S) to Frankfort Park					Veh. Total	C to A - R117(S) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	21	5	0	0	1	27
07:15	0	0	0	0	0	0	32	8	0	0	2	42
07:30	0	0	0	0	0	0	36	3	0	0	1	40
07:45	0	0	0	0	0	0	33	3	0	0	1	37
Hour	0	0	0	0	0	0	122	19	0	0	5	146
08:00	0	0	0	0	0	0	32	8	0	0	2	42
08:15	1	0	0	0	0	1	43	3	2	0	2	50
08:30	0	0	0	0	0	0	52	8	0	0	0	60
08:45	0	0	0	0	0	0	64	7	0	0	1	72
Hour	1	0	0	0	0	1	191	26	2	0	5	224
09:00	0	0	0	0	0	0	70	5	1	0	0	76
09:15	1	1	0	0	0	2	63	8	1	0	1	73
09:30	0	0	0	0	0	0	71	8	0	0	2	81
09:45	0	0	0	0	0	0	90	2	2	0	0	94
Hour	1	1	0	0	0	2	294	23	4	0	3	324
10:00	1	0	0	0	0	1	118	14	0	0	1	133
10:15	0	0	0	0	0	0	96	13	0	0	1	110
10:30	4	0	0	0	0	4	106	10	0	0	2	118
10:45	4	0	0	0	0	4	116	9	1	0	1	127
Hour	9	0	0	0	0	9	436	46	1	0	5	488
11:00	2	0	0	0	0	2	83	8	1	0	1	93
11:15	1	1	0	0	0	2	116	5	0	0	2	123
11:30	0	0	0	0	0	0	129	14	0	0	1	144
11:45	3	0	0	0	0	3	125	8	0	0	1	134
Hour	6	1	0	0	0	7	453	35	1	0	5	494
12:00	1	0	0	0	0	1	135	8	0	0	2	145
12:15	4	0	0	0	0	4	132	7	1	0	0	140
12:30	2	0	0	0	0	2	142	8	0	0	1	151
12:45	2	0	0	0	0	2	149	9	0	0	2	160
Hour	9	0	0	0	0	9	558	32	1	0	5	596
13:00	1	0	0	0	0	1	123	7	0	0	2	132
13:15	2	0	0	0	0	2	148	7	1	0	0	156
13:30	2	0	0	0	0	2	121	8	1	0	1	131
13:45	0	0	0	0	0	0	146	8	0	0	2	156
Hour	5	0	0	0	0	5	538	30	2	0	5	575
14:00	0	0	0	0	0	0	126	7	0	0	1	134
14:15	0	0	0	0	0	0	136	5	1	0	1	143
14:30	3	0	0	0	0	3	114	5	0	0	1	120
14:45	1	0	0	0	0	1	118	3	0	0	2	123
Hour	4	0	0	0	0	4	494	20	1	0	5	520
15:00	2	0	0	0	0	2	126	4	0	0	1	131
15:15	0	0	0	0	0	0	139	4	0	0	2	145
15:30	1	0	0	0	0	1	126	3	0	0	1	130
15:45	2	0	0	0	0	2	132	6	0	0	1	139
Hour	5	0	0	0	0	5	523	17	0	0	5	545
16:00	3	0	0	0	0	3	134	4	0	0	2	140
16:15	1	0	0	0	0	1	108	3	0	0	1	112
16:30	3	0	0	0	0	3	117	3	0	0	1	121
16:45	4	0	0	0	0	4	118	10	0	0	1	129
Hour	11	0	0	0	0	11	477	20	0	0	5	502
17:00	3	0	0	0	0	3	122	6	0	0	2	130
17:15	4	0	0	0	0	4	132	4	0	0	1	137
17:30	2	0	0	0	0	2	121	3	0	0	0	124
17:45	5	0	0	0	0	5	133	4	0	0	1	138
Hour	14	0	0	0	0	14	508	17	0	0	4	529
18:00	3	0	0	0	0	3	141	7	0	0	2	150
18:15	2	0	0	0	0	2	127	3	0	0	2	132
18:30	1	1	0	0	0	2	115	6	1	0	0	122
18:45	1	0	0	0	0	1	112	3	0	0	1	116
Hour	7	1	0	0	0	8	495	19	1	0	5	520
Total	72	3	0	0	0	75	5089	304	13	0	57	5463

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Saturday 26 June 2021

Time	C to D - R117(S) to Rosemount Estate					Veh. Total	D to C - Rosemount Estate to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	1	0	0	0	0	1	1	1	0	0	0	2
07:15	0	0	0	0	0	0	3	0	0	0	0	3
07:30	2	0	0	0	0	2	6	1	0	0	0	7
07:45	2	0	0	0	0	2	4	0	0	0	0	4
Hour	5	0	0	0	0	5	14	2	0	0	0	16
08:00	1	2	0	0	0	3	4	3	0	0	0	7
08:15	0	0	0	0	0	0	6	0	0	0	0	6
08:30	2	0	0	0	0	2	8	1	0	0	0	9
08:45	5	0	0	0	0	5	9	0	0	0	0	9
Hour	8	2	0	0	0	10	27	4	0	0	0	31
09:00	8	0	0	0	0	8	11	0	0	0	0	11
09:15	7	1	0	0	0	8	13	1	0	0	0	14
09:30	8	1	0	0	0	9	8	1	0	0	0	9
09:45	23	0	0	0	0	23	16	2	0	0	0	18
Hour	46	2	0	0	0	48	48	4	0	0	0	52
10:00	14	3	0	0	0	17	15	2	0	0	0	17
10:15	6	0	1	0	0	7	16	0	0	0	0	16
10:30	11	0	1	0	0	12	18	0	0	0	0	18
10:45	14	0	0	0	0	14	18	0	1	0	0	19
Hour	45	3	2	0	0	50	67	2	1	0	0	70
11:00	12	0	0	0	0	12	8	2	0	0	0	10
11:15	22	4	0	0	0	26	44	0	0	0	0	44
11:30	19	1	0	0	0	20	14	3	0	0	0	17
11:45	13	0	0	0	0	13	18	0	0	0	0	18
Hour	66	5	0	0	0	71	84	5	0	0	0	89
12:00	15	3	0	0	0	18	24	4	0	0	0	28
12:15	23	4	0	0	0	27	21	0	0	0	0	21
12:30	26	2	0	0	0	28	15	3	0	0	0	18
12:45	21	0	0	0	0	21	27	0	0	0	0	27
Hour	85	9	0	0	0	94	87	7	0	0	0	94
13:00	21	1	0	0	0	22	17	1	0	0	0	18
13:15	17	0	0	0	0	17	19	1	0	0	0	20
13:30	20	1	0	0	0	21	20	1	0	0	0	21
13:45	24	0	0	0	0	24	17	0	0	0	0	17
Hour	82	2	0	0	0	84	73	3	0	0	0	76
14:00	23	1	0	0	0	24	19	0	0	0	0	19
14:15	20	1	0	0	0	21	25	1	0	0	0	26
14:30	18	1	0	0	0	19	28	2	0	0	0	30
14:45	18	0	0	0	0	18	14	1	1	0	0	16
Hour	79	3	0	0	0	82	86	4	1	0	0	91
15:00	18	0	0	0	0	18	14	0	0	0	0	14
15:15	17	1	0	0	0	18	15	1	0	0	0	16
15:30	13	0	1	0	0	14	17	1	0	0	0	18
15:45	20	0	0	0	0	20	14	0	0	0	0	14
Hour	68	1	1	0	0	70	60	2	0	0	0	62
16:00	27	2	0	0	0	29	17	0	0	0	0	17
16:15	13	1	0	0	0	14	16	0	0	0	0	16
16:30	18	0	0	0	0	18	10	1	0	0	0	11
16:45	26	1	0	0	0	27	12	0	0	0	0	12
Hour	84	4	0	0	0	88	55	1	0	0	0	56
17:00	15	1	0	0	0	16	16	4	0	0	0	20
17:15	22	2	0	0	0	24	9	0	0	0	0	9
17:30	16	1	0	0	0	17	18	0	0	0	0	18
17:45	19	1	0	0	0	20	10	0	0	0	0	10
Hour	72	5	0	0	0	77	53	4	0	0	0	57
18:00	21	0	0	0	0	21	16	0	0	0	0	16
18:15	17	0	0	0	0	17	17	0	0	0	0	17
18:30	10	0	0	0	0	10	10	1	0	0	0	11
18:45	28	0	0	0	0	28	10	0	0	0	0	10
Hour	76	0	0	0	0	76	53	1	0	0	0	54
Total	716	36	3	0	0	755	707	39	2	0	0	748

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Saturday 26 June 2021

Time	D to B - Rosemount Estate to Frankfort Park					Veh. Total	D to A - Rosemount Estate to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	1	0	0	0	1
07:15	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	2	0	0	0	0	2
07:45	0	0	0	0	0	0	1	1	0	0	0	2
Hour	0	0	0	0	0	0	4	2	0	0	0	6
08:00	0	0	0	0	0	0	2	0	0	0	0	2
08:15	0	0	0	0	0	0	0	1	0	0	0	1
08:30	0	0	0	0	0	0	2	0	0	0	0	2
08:45	0	0	0	0	0	0	4	0	0	0	0	4
Hour	0	0	0	0	0	0	8	1	0	0	0	9
09:00	0	0	0	0	0	0	3	1	0	0	0	4
09:15	0	0	0	0	0	0	1	0	0	0	0	1
09:30	0	0	0	0	0	0	4	1	0	0	0	5
09:45	1	0	0	0	0	1	4	0	0	0	0	4
Hour	1	0	0	0	0	1	12	2	0	0	0	14
10:00	0	0	0	0	0	0	9	0	0	0	0	9
10:15	0	0	0	0	0	0	4	0	0	0	0	4
10:30	0	0	0	0	0	0	4	0	0	0	0	4
10:45	0	0	0	0	0	0	5	0	0	0	0	5
Hour	0	0	0	0	0	0	22	0	0	0	0	22
11:00	0	0	0	0	0	0	5	0	0	0	0	5
11:15	0	0	0	0	0	0	16	0	0	0	0	16
11:30	0	0	0	0	0	0	8	0	0	0	0	8
11:45	0	0	0	0	0	0	3	0	0	0	0	3
Hour	0	0	0	0	0	0	32	0	0	0	0	32
12:00	0	0	0	0	0	0	5	0	0	0	0	5
12:15	1	0	0	0	0	1	5	1	0	0	0	6
12:30	0	0	0	0	0	0	7	0	0	0	0	7
12:45	1	0	0	0	0	1	3	2	0	0	0	5
Hour	2	0	0	0	0	2	20	3	0	0	0	23
13:00	1	0	0	0	0	1	6	1	0	0	0	7
13:15	0	0	0	0	0	0	6	0	0	0	0	6
13:30	0	0	0	0	0	0	3	1	0	0	0	4
13:45	0	0	0	0	0	0	3	1	0	0	0	4
Hour	1	0	0	0	0	1	18	3	0	0	0	21
14:00	0	0	0	0	0	0	6	1	0	0	0	7
14:15	0	0	0	0	0	0	9	0	0	0	0	9
14:30	0	0	0	0	0	0	5	1	0	0	0	6
14:45	0	0	0	0	0	0	5	1	0	0	0	6
Hour	0	0	0	0	0	0	25	3	0	0	0	28
15:00	2	0	0	0	0	2	8	0	0	0	0	8
15:15	1	0	0	0	0	1	3	0	0	0	0	3
15:30	0	0	0	0	0	0	1	0	0	0	0	1
15:45	1	0	0	0	0	1	6	0	0	0	0	6
Hour	4	0	0	0	0	4	18	0	0	0	0	18
16:00	0	0	0	0	0	0	2	0	0	0	0	2
16:15	0	0	0	0	0	0	6	1	0	0	0	7
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	3	0	0	0	0	3
Hour	0	0	0	0	0	0	11	1	0	0	0	12
17:00	0	0	0	0	0	0	6	1	0	0	0	7
17:15	0	0	0	0	0	0	7	0	0	0	0	7
17:30	0	0	0	0	0	0	4	0	0	0	0	4
17:45	1	0	0	0	0	1	8	1	0	0	0	9
Hour	1	0	0	0	0	1	25	2	0	0	0	27
18:00	0	0	0	0	0	0	4	1	0	0	0	5
18:15	0	0	0	0	0	0	3	0	0	0	0	3
18:30	0	0	0	0	0	0	3	0	0	0	0	3
18:45	0	0	0	0	0	0	6	1	0	0	0	7
Hour	0	0	0	0	0	0	16	2	0	0	0	18
Total	9	0	0	0	0	9	211	19	0	0	0	230

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Saturday 26 June 2021

Time	To Arm A - R117(N)					Veh. Total	From Arm A - R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	21	6	0	0	1	28	11	2	0	0	1	14
07:15	33	8	0	0	2	43	28	1	0	0	2	31
07:30	38	3	0	0	1	42	33	2	0	0	2	37
07:45	34	4	0	0	1	39	37	3	2	0	1	43
Hour	126	21	0	0	5	152	109	8	2	0	6	125
08:00	34	8	0	0	2	44	28	6	0	0	2	36
08:15	43	4	2	0	2	51	40	4	0	0	0	44
08:30	55	8	0	0	0	63	49	3	3	0	2	57
08:45	68	7	0	0	1	76	71	6	2	0	2	81
Hour	200	27	2	0	5	234	188	19	5	0	6	218
09:00	73	6	1	0	0	80	71	3	2	0	1	77
09:15	64	8	1	0	1	74	69	2	0	0	1	72
09:30	75	9	0	0	2	86	97	5	0	0	2	104
09:45	96	2	2	0	0	100	105	8	0	0	1	114
Hour	308	25	4	0	3	340	342	18	2	0	5	367
10:00	127	14	0	0	1	142	108	8	3	0	0	119
10:15	100	13	0	0	1	114	114	4	1	0	2	121
10:30	110	10	0	0	2	122	118	7	0	0	0	125
10:45	121	9	1	0	1	132	128	12	1	0	2	143
Hour	458	46	1	0	5	510	468	31	5	0	4	508
11:00	89	8	1	0	1	99	135	11	0	0	1	147
11:15	132	6	0	0	2	140	98	7	1	0	1	107
11:30	137	14	0	0	1	152	154	6	1	0	3	164
11:45	128	8	0	0	1	137	138	10	0	0	2	150
Hour	486	36	1	0	5	528	525	34	2	0	7	568
12:00	141	8	0	0	2	151	145	10	0	0	1	156
12:15	138	8	1	0	0	147	147	4	0	0	0	151
12:30	152	8	0	0	1	161	134	6	0	0	2	142
12:45	152	11	0	0	2	165	118	7	0	0	1	126
Hour	583	35	1	0	5	624	544	27	0	0	4	575
13:00	129	9	0	0	2	140	111	8	1	0	1	121
13:15	155	7	1	0	0	163	140	7	0	0	1	148
13:30	125	9	1	0	1	136	131	10	1	0	2	144
13:45	150	9	0	0	2	161	125	8	0	0	2	135
Hour	559	34	2	0	5	600	507	33	2	0	6	548
14:00	132	8	0	0	1	141	131	7	1	0	1	140
14:15	148	5	1	0	1	155	140	9	0	0	1	150
14:30	119	6	0	0	1	126	116	8	1	0	1	126
14:45	123	4	0	0	2	129	103	8	0	0	1	112
Hour	522	23	1	0	5	551	490	32	2	0	4	528
15:00	134	4	0	0	1	139	121	2	0	0	2	125
15:15	142	4	0	0	2	148	118	2	0	0	1	121
15:30	128	3	0	0	1	132	116	4	0	0	1	121
15:45	140	6	0	0	1	147	133	8	0	0	2	143
Hour	544	17	0	0	5	566	488	16	0	0	6	510
16:00	136	4	0	0	2	142	124	9	0	0	1	134
16:15	114	4	0	0	1	119	108	5	0	0	2	115
16:30	118	3	0	0	1	122	110	6	0	0	0	116
16:45	121	10	0	0	1	132	92	5	0	0	1	98
Hour	489	21	0	0	5	515	434	25	0	0	4	463
17:00	130	7	0	0	2	139	113	4	0	0	2	119
17:15	139	4	0	0	1	144	97	1	0	0	0	98
17:30	126	3	0	0	0	129	95	4	0	0	2	101
17:45	142	5	0	0	1	148	107	5	0	0	2	114
Hour	537	19	0	0	4	560	412	14	0	0	6	432
18:00	146	8	0	0	2	156	98	5	0	0	2	105
18:15	130	3	0	0	2	135	101	3	0	0	1	105
18:30	118	6	1	0	0	125	89	1	0	0	1	91
18:45	119	4	0	0	1	124	83	4	0	0	0	87
Hour	513	21	1	0	5	540	371	13	0	0	4	388
Total	5325	325	13	0	57	5720	4878	270	20	0	62	5230

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Saturday 26 June 2021

Time	To Arm B - Frankfort Park					Veh. Total	From Arm B - Frankfort Park					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	0	0	0	1
07:30	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
Hour	0	0	0	0	0	0	1	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	1	0	0	0	0	0	0
08:30	0	0	0	0	0	0	2	0	0	0	0	2
08:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	1	0	0	0	0	1	3	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	2	1	0	0	0	3	5	0	0	0	0	5
09:30	0	0	0	0	0	0	3	1	0	0	0	4
09:45	3	0	0	0	0	3	4	0	0	0	0	4
Hour	5	1	0	0	0	6	12	1	0	0	0	13
10:00	1	0	0	0	0	1	0	0	0	0	0	0
10:15	0	0	0	0	0	0	2	1	0	0	0	3
10:30	4	0	0	0	0	4	2	0	0	0	0	2
10:45	4	0	0	0	0	4	2	0	0	0	0	2
Hour	9	0	0	0	0	9	6	1	0	0	0	7
11:00	3	0	0	0	0	3	2	0	0	0	0	2
11:15	1	1	0	0	0	2	2	1	0	0	0	3
11:30	0	0	0	0	0	0	1	0	0	0	0	1
11:45	3	0	0	0	0	3	2	0	0	0	0	2
Hour	7	1	0	0	0	8	7	1	0	0	0	8
12:00	2	0	0	0	0	2	3	0	0	0	0	3
12:15	6	0	0	0	0	6	1	0	0	0	0	1
12:30	3	0	0	0	0	3	6	0	0	0	0	6
12:45	3	0	0	0	0	3	1	0	0	0	0	1
Hour	14	0	0	0	0	14	11	0	0	0	0	11
13:00	2	0	0	0	0	2	4	1	0	0	0	5
13:15	2	0	0	0	0	2	3	0	0	0	0	3
13:30	2	0	0	0	0	2	2	0	0	0	0	2
13:45	2	0	0	0	0	2	3	0	0	0	0	3
Hour	8	0	0	0	0	8	12	1	0	0	0	13
14:00	1	0	0	0	0	1	3	0	0	0	0	3
14:15	0	0	0	0	0	0	6	0	0	0	0	6
14:30	5	1	0	0	0	6	1	0	0	0	0	1
14:45	1	0	0	0	0	1	5	0	0	0	0	5
Hour	7	1	0	0	0	8	15	0	0	0	0	15
15:00	4	0	0	0	0	4	1	0	0	0	0	1
15:15	1	0	0	0	0	1	1	0	0	0	0	1
15:30	2	0	0	0	0	2	2	0	0	0	0	2
15:45	3	0	0	0	0	3	6	0	0	0	0	6
Hour	10	0	0	0	0	10	10	0	0	0	0	10
16:00	5	1	0	0	0	6	3	1	0	0	0	4
16:15	1	0	0	0	0	1	2	0	0	0	0	2
16:30	4	0	0	0	0	4	2	0	0	0	0	2
16:45	5	0	0	0	0	5	1	0	0	0	0	1
Hour	15	1	0	0	0	16	8	1	0	0	0	9
17:00	3	0	0	0	0	3	5	0	0	0	0	5
17:15	4	0	0	0	0	4	0	0	0	0	0	0
17:30	3	0	0	0	0	3	2	0	0	0	0	2
17:45	6	0	0	0	0	6	1	0	0	0	0	1
Hour	16	0	0	0	0	16	8	0	0	0	0	8
18:00	7	0	0	0	0	7	3	0	0	0	0	3
18:15	2	0	0	0	0	2	1	0	0	0	0	1
18:30	1	1	0	0	0	2	1	0	0	0	0	1
18:45	1	0	0	0	0	1	2	0	0	0	0	2
Hour	11	1	0	0	0	12	7	0	0	0	0	7
Total	103	5	0	0	0	108	100	5	0	0	0	105

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Saturday 26 June 2021

Time	To Arm C - R117(S)					Veh. Total	From Arm C - R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	12	2	0	0	1	15	22	5	0	0	1	28
07:15	32	1	0	0	2	35	32	8	0	0	2	42
07:30	38	3	0	0	2	43	38	3	0	0	1	42
07:45	40	3	2	0	1	46	35	3	0	0	1	39
Hour	122	9	2	0	6	139	127	19	0	0	5	151
08:00	32	9	0	0	2	43	33	10	0	0	2	45
08:15	44	4	0	0	0	48	44	3	2	0	2	51
08:30	58	4	2	0	2	66	54	8	0	0	0	62
08:45	79	6	2	0	2	89	69	7	0	0	1	77
Hour	213	23	4	0	6	246	200	28	2	0	5	235
09:00	79	3	2	0	1	85	78	5	1	0	0	84
09:15	83	3	0	0	1	87	71	10	1	0	1	83
09:30	100	6	0	0	2	108	79	9	0	0	2	90
09:45	110	10	0	0	1	121	113	2	2	0	0	117
Hour	372	22	2	0	5	401	341	26	4	0	3	374
10:00	117	9	3	0	0	129	133	17	0	0	1	151
10:15	125	5	1	0	2	133	102	13	1	0	1	117
10:30	135	6	0	0	0	141	121	10	1	0	2	134
10:45	142	12	2	0	2	158	134	9	1	0	1	145
Hour	519	32	6	0	4	561	490	49	3	0	5	547
11:00	139	12	0	0	1	152	97	8	1	0	1	107
11:15	134	7	1	0	1	143	139	10	0	0	2	151
11:30	158	9	1	0	3	171	148	15	0	0	1	164
11:45	155	10	0	0	2	167	141	8	0	0	1	150
Hour	586	38	2	0	7	633	525	41	1	0	5	572
12:00	159	14	0	0	1	174	151	11	0	0	2	164
12:15	159	4	0	0	0	163	159	11	1	0	0	171
12:30	142	9	0	0	2	153	170	10	0	0	1	181
12:45	142	7	0	0	1	150	172	9	0	0	2	183
Hour	602	34	0	0	4	640	652	41	1	0	5	699
13:00	127	9	1	0	1	138	145	8	0	0	2	155
13:15	146	7	0	0	1	154	167	7	1	0	0	175
13:30	144	8	1	0	2	155	143	9	1	0	1	154
13:45	136	8	0	0	2	146	170	8	0	0	2	180
Hour	553	32	2	0	6	593	625	32	2	0	5	664
14:00	147	7	1	0	1	156	149	8	0	0	1	158
14:15	159	9	0	0	1	169	156	6	1	0	1	164
14:30	136	8	1	0	1	146	135	6	0	0	1	142
14:45	115	8	1	0	1	125	137	3	0	0	2	142
Hour	557	32	3	0	4	596	577	23	1	0	5	606
15:00	130	2	0	0	2	134	146	4	0	0	1	151
15:15	130	3	0	0	1	134	156	5	0	0	2	163
15:30	128	5	0	0	1	134	140	3	1	0	1	145
15:45	143	8	0	0	2	153	154	6	0	0	1	161
Hour	531	18	0	0	6	555	596	18	1	0	5	620
16:00	135	8	0	0	1	144	164	6	0	0	2	172
16:15	122	5	0	0	2	129	122	4	0	0	1	127
16:30	119	7	0	0	0	126	138	3	0	0	1	142
16:45	98	3	0	0	1	102	148	11	0	0	1	160
Hour	474	23	0	0	4	501	572	24	0	0	5	601
17:00	127	8	0	0	2	137	140	7	0	0	2	149
17:15	102	1	0	0	0	103	158	6	0	0	1	165
17:30	106	4	0	0	2	112	139	4	0	0	0	143
17:45	111	5	0	0	2	118	157	5	0	0	1	163
Hour	446	18	0	0	6	470	594	22	0	0	4	620
18:00	106	5	0	0	2	113	165	7	0	0	2	174
18:15	110	2	0	0	1	113	146	3	0	0	2	151
18:30	94	2	0	0	1	97	126	7	1	0	0	134
18:45	88	4	0	0	0	92	141	3	0	0	1	145
Hour	398	13	0	0	4	415	578	20	1	0	5	604
Total	5373	294	21	0	62	5750	5877	343	16	0	57	6293

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Saturday 26 June 2021

Time	To Arm D - Rosemount Estate					Veh. Total	From Arm D - Rosemount Estate					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	1	1	0	0	0	2	1	2	0	0	0	3
07:15	0	0	0	0	0	0	4	0	0	0	0	4
07:30	3	0	0	0	0	3	8	1	0	0	0	9
07:45	3	0	0	0	0	3	5	1	0	0	0	6
Hour	7	1	0	0	0	8	18	4	0	0	0	22
08:00	1	2	0	0	0	3	6	3	0	0	0	9
08:15	2	0	0	0	0	2	6	1	0	0	0	7
08:30	2	0	1	0	0	3	10	1	0	0	0	11
08:45	7	0	0	0	0	7	13	0	0	0	0	13
Hour	12	2	1	0	0	15	35	5	0	0	0	40
09:00	11	0	0	0	0	11	14	1	0	0	0	15
09:15	10	1	0	0	0	11	14	1	0	0	0	15
09:30	16	2	0	0	0	18	12	2	0	0	0	14
09:45	34	0	0	0	0	34	21	2	0	0	0	23
Hour	71	3	0	0	0	74	61	6	0	0	0	67
10:00	20	4	0	0	0	24	24	2	0	0	0	26
10:15	13	0	1	0	0	14	20	0	0	0	0	20
10:30	14	1	1	0	0	16	22	0	0	0	0	22
10:45	20	0	0	0	0	20	23	0	1	0	0	24
Hour	67	5	2	0	0	74	89	2	1	0	0	92
11:00	16	1	0	0	0	17	13	2	0	0	0	15
11:15	32	4	0	0	0	36	60	0	0	0	0	60
11:30	30	1	0	0	0	31	22	3	0	0	0	25
11:45	16	0	0	0	0	16	21	0	0	0	0	21
Hour	94	6	0	0	0	100	116	5	0	0	0	121
12:00	26	3	0	0	0	29	29	4	0	0	0	33
12:15	31	4	0	0	0	35	27	1	0	0	0	28
12:30	35	2	0	0	0	37	22	3	0	0	0	25
12:45	25	0	0	0	0	25	31	2	0	0	0	33
Hour	117	9	0	0	0	126	109	10	0	0	0	119
13:00	26	1	0	0	0	27	24	2	0	0	0	26
13:15	32	1	0	0	0	33	25	1	0	0	0	26
13:30	28	4	0	0	0	32	23	2	0	0	0	25
13:45	30	0	0	0	0	30	20	1	0	0	0	21
Hour	116	6	0	0	0	122	92	6	0	0	0	98
14:00	28	1	0	0	0	29	25	1	0	0	0	26
14:15	29	2	0	0	0	31	34	1	0	0	0	35
14:30	25	2	0	0	0	27	33	3	0	0	0	36
14:45	25	1	0	0	0	26	19	2	1	0	0	22
Hour	107	6	0	0	0	113	111	7	1	0	0	119
15:00	24	0	0	0	0	24	24	0	0	0	0	24
15:15	21	1	0	0	0	22	19	1	0	0	0	20
15:30	18	0	1	0	0	19	18	1	0	0	0	19
15:45	28	0	0	0	0	28	21	0	0	0	0	21
Hour	91	1	1	0	0	93	82	2	0	0	0	84
16:00	34	3	0	0	0	37	19	0	0	0	0	19
16:15	17	1	0	0	0	18	22	1	0	0	0	23
16:30	19	0	0	0	0	19	10	1	0	0	0	11
16:45	32	3	0	0	0	35	15	0	0	0	0	15
Hour	102	7	0	0	0	109	66	2	0	0	0	68
17:00	20	1	0	0	0	21	22	5	0	0	0	27
17:15	26	2	0	0	0	28	16	0	0	0	0	16
17:30	23	1	0	0	0	24	22	0	0	0	0	22
17:45	25	1	0	0	0	26	19	1	0	0	0	20
Hour	94	5	0	0	0	99	79	6	0	0	0	85
18:00	27	0	0	0	0	27	20	1	0	0	0	21
18:15	26	1	0	0	0	27	20	0	0	0	0	20
18:30	16	0	0	0	0	16	13	1	0	0	0	14
18:45	34	0	0	0	0	34	16	1	0	0	0	17
Hour	103	1	0	0	0	104	69	3	0	0	0	72
Total	981	52	4	0	0	1037	927	58	2	0	0	987

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Sunday 27 June 2021

Time	A to D - R117(N) to Rosemount Estate					Veh. Total	A to C - R117(N) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	1	0	0	0	0	1	9	0	0	0	0	9
07:15	0	0	0	0	0	0	9	1	0	0	0	10
07:30	2	0	0	0	0	2	12	0	0	0	0	12
07:45	1	0	0	0	0	1	28	0	0	0	0	28
Hour	4	0	0	0	0	4	58	1	0	0	0	59
08:00	0	0	0	0	0	0	18	1	0	0	1	20
08:15	0	0	0	0	0	0	25	3	0	0	0	28
08:30	1	0	0	0	0	1	30	0	0	0	3	33
08:45	1	0	0	0	0	1	33	0	0	0	0	33
Hour	2	0	0	0	0	2	106	4	0	0	4	114
09:00	3	0	0	0	0	3	36	1	0	0	2	39
09:15	1	0	0	0	0	1	45	2	0	0	1	48
09:30	3	0	0	0	0	3	59	3	0	0	2	64
09:45	1	0	0	0	0	1	86	1	0	0	0	87
Hour	8	0	0	0	0	8	226	7	0	0	5	238
10:00	3	1	0	0	0	4	81	0	0	0	1	82
10:15	0	0	0	0	0	0	92	4	0	0	1	97
10:30	3	0	0	0	0	3	74	3	0	0	1	78
10:45	1	1	0	0	0	2	89	3	0	0	2	94
Hour	7	2	0	0	0	9	336	10	0	0	5	351
11:00	3	0	0	0	0	3	91	2	0	0	1	94
11:15	6	0	0	0	0	6	102	3	1	0	1	107
11:30	5	0	0	0	0	5	132	4	0	0	1	137
11:45	3	0	0	0	0	3	107	0	0	0	2	109
Hour	17	0	0	0	0	17	432	9	1	0	5	447
12:00	4	0	0	0	0	4	106	4	0	0	1	111
12:15	2	0	0	0	0	2	96	4	0	0	3	103
12:30	7	0	0	0	0	7	134	3	0	0	2	139
12:45	8	1	0	0	0	9	109	5	0	0	1	115
Hour	21	1	0	0	0	22	445	16	0	0	7	468
13:00	6	0	0	0	0	6	129	2	1	0	2	134
13:15	9	0	0	0	0	9	100	4	0	0	0	104
13:30	2	0	0	0	0	2	128	5	0	0	3	136
13:45	5	0	0	0	0	5	101	5	0	0	1	107
Hour	22	0	0	0	0	22	458	16	1	0	6	481
14:00	2	0	0	0	0	2	112	3	0	0	1	116
14:15	5	0	0	0	0	5	132	1	0	0	1	134
14:30	3	1	0	0	0	4	121	4	1	0	1	127
14:45	4	0	0	0	0	4	89	6	0	0	1	96
Hour	14	1	0	0	0	15	454	14	1	0	4	473
15:00	4	0	0	0	0	4	84	1	0	0	1	86
15:15	3	1	0	0	0	4	93	2	0	0	1	96
15:30	4	0	0	0	0	4	94	5	0	0	1	100
15:45	2	0	0	0	0	2	95	1	0	0	1	97
Hour	13	1	0	0	0	14	366	9	0	0	4	379
16:00	7	0	0	0	0	7	113	2	0	0	1	116
16:15	5	0	0	0	0	5	118	4	1	0	0	123
16:30	3	1	0	0	0	4	70	0	0	0	2	72
16:45	4	0	0	0	0	4	108	3	0	0	1	112
Hour	19	1	0	0	0	20	409	9	1	0	4	423
17:00	5	0	0	0	0	5	79	3	1	0	2	85
17:15	3	1	0	0	0	4	102	2	0	0	1	105
17:30	3	1	0	0	0	4	90	2	0	0	2	94
17:45	3	0	0	0	0	3	58	0	0	0	0	58
Hour	14	2	0	0	0	16	329	7	1	0	5	342
18:00	4	0	0	0	0	4	109	4	0	0	1	114
18:15	8	0	0	0	0	8	74	1	0	0	2	77
18:30	5	0	0	0	0	5	78	0	1	0	1	80
18:45	8	0	0	0	0	8	71	6	0	0	0	77
Hour	25	0	0	0	0	25	332	11	1	0	4	348
Total	166	8	0	0	0	174	3951	113	6	0	53	4123

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Sunday 27 June 2021

Time	A to B - R117(N) to Frankfort Park					Veh. Total	B to A - Frankfort Park to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	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
07:30	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
Hour	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	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	2	0	0	0	0	2
08:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	3
09:00	0	0	0	0	0	0	1	0	0	0	0	1
09:15	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	0
09:45	1	0	0	0	0	1	0	0	0	0	0	0
Hour	1	0	0	0	0	1	1	0	0	0	0	1
10:00	1	0	0	0	0	1	2	0	0	0	0	2
10:15	0	0	0	0	0	0	1	0	0	0	0	1
10:30	0	0	0	0	0	0	1	0	0	0	0	1
10:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	2	0	0	0	0	2	5	0	0	0	0	5
11:00	1	0	0	0	0	1	0	0	0	0	0	0
11:15	1	0	0	0	0	1	2	0	0	0	0	2
11:30	3	0	0	0	0	3	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	5	0	0	0	0	5	3	0	0	0	0	3
12:00	2	0	0	0	0	2	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	1	1	0	0	0	0	1
12:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	3	0	0	0	0	3	2	0	0	0	0	2
13:00	0	0	0	0	0	0	1	0	0	0	0	1
13:15	0	0	0	0	0	0	1	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	1	0	0	0	0	1
14:30	1	0	0	0	0	1	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	1	0	0	0	0	1
15:00	1	0	0	0	0	1	2	0	0	0	0	2
15:15	1	0	0	0	0	1	1	0	0	0	0	1
15:30	1	0	0	0	0	1	1	0	0	0	0	1
15:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	4	0	0	0	0	4	5	0	0	0	0	5
16:00	1	0	0	0	0	1	0	0	0	0	0	0
16:15	1	1	0	0	0	2	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	2	1	0	0	0	0	1
Hour	4	1	0	0	0	5	1	1	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	1	0	0	0	2	0	0	0	0	0	0
17:30	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	0
Hour	1	1	0	0	0	2	0	0	0	0	0	0
18:00	1	0	0	0	0	1	3	0	0	0	0	3
18:15	2	0	0	0	0	2	0	0	0	0	0	0
18:30	0	0	0	0	0	0	2	0	0	0	0	2
18:45	1	0	0	0	0	1	4	1	0	0	0	5
Hour	4	0	0	0	0	4	9	1	0	0	0	10
Total	25	2	0	0	0	27	33	2	0	0	0	35

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Sunday 27 June 2021

Time	B to D - Frankfort Park to Rosemount Estate					Veh. Total	B to C - Frankfort Park to R117(S)					Veh. Total	
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV		
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
Hour	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	0	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	0	0
08:45	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour	0	0	0	0	0	0	2	0	0	0	0	0	2
09:00	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	0	0	0	0	3	0	0	0	0	0	3
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	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	1	3	1	0	0	0	0	4
Hour	1	0	0	0	0	1	3	1	0	0	0	0	4
11:00	0	0	0	0	0	0	1	0	0	0	0	0	1
11:15	2	0	0	0	0	2	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	2	0	0	0	0	0	2
11:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	2	0	0	0	0	2	4	0	0	0	0	0	4
12:00	0	0	0	0	0	0	1	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	2	0	0	0	0	0	2
12:45	2	0	0	0	0	2	2	0	0	0	0	0	2
Hour	2	0	0	0	0	2	5	0	0	0	0	0	5
13:00	0	0	0	0	0	0	2	1	0	0	0	0	3
13:15	0	0	0	0	0	0	2	0	0	0	0	0	2
13:30	0	0	0	0	0	0	3	0	0	0	0	0	3
13:45	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour	0	0	0	0	0	0	9	1	0	0	0	0	10
14:00	1	0	0	0	0	1	1	1	0	0	0	0	2
14:15	1	0	0	0	0	1	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	2	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	2	3	1	0	0	0	0	4
15:00	0	0	0	0	0	0	4	0	0	0	0	0	4
15:15	1	0	0	0	0	1	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	1	0	0	0	0	0	1
15:45	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour	1	0	0	0	0	1	7	0	0	0	0	0	7
16:00	0	0	0	0	0	0	2	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	2	0	0	0	0	0	2
16:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	0	0	0	0	5	0	0	0	0	0	5
17:00	0	0	0	0	0	0	2	0	0	0	0	0	2
17:15	0	1	0	0	0	1	2	0	0	0	0	0	2
17:30	1	0	0	0	0	1	1	0	0	0	0	0	1
17:45	1	0	0	0	0	1	3	0	0	0	0	0	3
Hour	2	1	0	0	0	3	8	0	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	2	0	0	0	0	0	2
18:30	0	0	0	0	0	0	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	0	0	0	0	4	0	0	0	0	0	4
Total	10	1	0	0	0	11	53	3	0	0	0	0	56

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Sunday 27 June 2021

Time	C to B - R117(S) to Frankfort Park					Veh. Total	C to A - R117(S) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	23	2	0	0	0	25
07:15	0	0	0	0	0	0	20	4	0	0	0	24
07:30	0	0	0	0	0	0	32	0	0	0	0	32
07:45	0	0	0	0	0	0	31	2	0	0	1	34
Hour	0	0	0	0	0	0	106	8	0	0	1	115
08:00	0	0	0	0	0	0	18	2	1	0	0	21
08:15	0	0	0	0	0	0	29	4	0	0	0	33
08:30	0	0	0	0	0	0	28	3	0	0	0	31
08:45	0	0	0	0	0	0	43	2	0	0	0	45
Hour	0	0	0	0	0	0	118	11	1	0	0	130
09:00	0	0	0	0	0	0	43	1	0	0	0	44
09:15	0	0	0	0	0	0	42	1	1	0	2	46
09:30	0	0	0	0	0	0	62	3	0	0	0	65
09:45	0	0	0	0	0	0	69	2	0	0	2	73
Hour	0	0	0	0	0	0	216	7	1	0	4	228
10:00	1	0	0	0	0	1	76	4	0	0	0	80
10:15	0	0	0	0	0	0	76	2	0	0	1	79
10:30	1	0	0	0	0	1	69	4	0	0	1	74
10:45	1	0	0	0	0	1	84	3	0	0	2	89
Hour	3	0	0	0	0	3	305	13	0	0	4	322
11:00	0	0	0	0	0	0	77	2	0	0	0	79
11:15	1	0	0	0	0	1	91	0	1	0	0	92
11:30	2	0	0	0	0	2	91	3	0	0	2	96
11:45	2	0	0	0	0	2	95	4	0	0	1	100
Hour	5	0	0	0	0	5	354	9	1	0	3	367
12:00	2	0	0	0	0	2	119	3	0	0	1	123
12:15	1	0	0	0	0	1	106	3	0	0	0	109
12:30	2	0	0	0	0	2	117	3	0	0	3	123
12:45	0	0	0	0	0	0	108	3	0	0	2	113
Hour	5	0	0	0	0	5	450	12	0	0	6	468
13:00	4	1	0	0	0	5	106	1	0	0	1	108
13:15	2	0	0	0	0	2	128	6	0	0	0	134
13:30	0	0	0	0	0	0	124	1	0	0	1	126
13:45	2	0	0	0	0	2	110	4	0	0	1	115
Hour	8	1	0	0	0	9	468	12	0	0	3	483
14:00	3	0	0	0	0	3	133	2	1	0	2	138
14:15	1	0	0	0	0	1	106	5	0	0	0	111
14:30	1	0	0	0	0	1	134	3	0	0	1	138
14:45	0	0	0	0	0	0	119	4	0	0	1	124
Hour	5	0	0	0	0	5	492	14	1	0	4	511
15:00	1	0	0	0	0	1	98	4	0	0	1	103
15:15	3	0	0	0	0	3	116	1	0	0	0	117
15:30	0	0	0	0	0	0	107	2	1	0	1	111
15:45	1	0	0	0	0	1	131	0	1	0	2	134
Hour	5	0	0	0	0	5	452	7	2	0	4	465
16:00	4	1	0	0	0	5	100	3	1	0	2	106
16:15	1	1	0	0	0	2	121	3	0	0	1	125
16:30	3	0	0	0	0	3	96	6	0	0	0	102
16:45	2	0	0	0	0	2	114	3	0	0	1	118
Hour	10	2	0	0	0	12	431	15	1	0	4	451
17:00	0	0	0	0	0	0	113	3	0	0	2	118
17:15	3	0	0	0	0	3	111	4	0	0	1	116
17:30	1	0	0	0	0	1	118	3	0	0	2	123
17:45	2	0	0	0	0	2	119	1	0	0	0	120
Hour	6	0	0	0	0	6	461	11	0	0	5	477
18:00	2	0	0	0	0	2	112	1	0	0	2	115
18:15	4	0	0	0	0	4	109	3	1	0	1	114
18:30	1	0	0	0	0	1	104	4	0	0	1	109
18:45	1	0	0	0	0	1	112	4	1	0	1	118
Hour	8	0	0	0	0	8	437	12	2	0	5	456
Total	55	3	0	0	0	58	4290	131	9	0	43	4473

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Sunday 27 June 2021

Time	C to D - R117(S) to Rosemount Estate					Veh. Total	D to C - Rosemount Estate to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	1	0	0	0	0	1	2	0	0	0	0	2
07:15	0	0	0	0	0	0	2	0	0	0	0	2
07:30	0	0	0	0	0	0	5	0	0	0	0	5
07:45	5	0	0	0	0	5	3	0	0	0	0	3
Hour	6	0	0	0	0	6	12	0	0	0	0	12
08:00	2	0	0	0	0	2	4	0	0	0	0	4
08:15	2	0	0	0	0	2	3	0	0	0	0	3
08:30	4	0	0	0	0	4	4	0	0	0	0	4
08:45	4	0	0	0	0	4	8	0	0	0	0	8
Hour	12	0	0	0	0	12	19	0	0	0	0	19
09:00	3	1	0	0	0	4	2	0	0	0	0	2
09:15	5	0	0	0	0	5	9	1	0	0	0	10
09:30	18	1	0	0	0	19	18	0	0	0	0	18
09:45	20	1	0	0	0	21	11	2	0	0	0	13
Hour	46	3	0	0	0	49	40	3	0	0	0	43
10:00	10	0	0	0	0	10	9	0	0	0	0	9
10:15	5	1	0	0	0	6	6	1	0	0	0	7
10:30	5	0	0	0	0	5	15	1	0	0	0	16
10:45	10	0	0	0	0	10	15	0	0	0	0	15
Hour	30	1	0	0	0	31	45	2	0	0	0	47
11:00	10	0	0	0	0	10	13	0	0	0	0	13
11:15	18	0	0	0	0	18	29	0	0	0	0	29
11:30	9	1	0	0	0	10	20	0	0	0	0	20
11:45	14	2	0	0	0	16	14	0	0	0	0	14
Hour	51	3	0	0	0	54	76	0	0	0	0	76
12:00	12	0	0	0	0	12	12	0	0	0	0	12
12:15	16	2	0	0	0	18	14	0	0	0	0	14
12:30	15	1	0	0	0	16	17	0	0	0	0	17
12:45	15	2	0	0	0	17	18	1	0	0	0	19
Hour	58	5	0	0	0	63	61	1	0	0	0	62
13:00	12	1	0	0	0	13	16	0	0	0	0	16
13:15	25	0	0	0	0	25	17	0	0	0	0	17
13:30	19	0	0	0	0	19	20	0	0	0	0	20
13:45	18	0	0	0	0	18	16	1	0	0	0	17
Hour	74	1	0	0	0	75	69	1	0	0	0	70
14:00	20	0	0	0	0	20	14	1	0	0	0	15
14:15	19	0	0	0	0	19	12	2	0	0	0	14
14:30	15	1	0	0	0	16	10	0	0	0	0	10
14:45	13	0	0	0	0	13	23	0	0	0	0	23
Hour	67	1	0	0	0	68	59	3	0	0	0	62
15:00	7	0	0	0	0	7	22	0	0	0	0	22
15:15	14	0	0	0	0	14	17	0	0	0	0	17
15:30	20	0	0	0	0	20	8	1	0	0	0	9
15:45	17	1	0	0	0	18	18	0	0	0	0	18
Hour	58	1	0	0	0	59	65	1	0	0	0	66
16:00	19	0	0	0	0	19	10	0	0	0	0	10
16:15	16	0	0	0	0	16	8	0	0	0	0	8
16:30	16	0	0	0	0	16	17	1	0	0	0	18
16:45	15	0	0	0	0	15	16	0	0	0	0	16
Hour	66	0	0	0	0	66	51	1	0	0	0	52
17:00	15	0	0	0	0	15	13	0	0	0	0	13
17:15	21	0	0	0	0	21	8	1	0	0	0	9
17:30	11	0	0	0	0	11	17	0	0	0	0	17
17:45	15	1	0	0	0	16	15	0	0	0	0	15
Hour	62	1	0	0	0	63	53	1	0	0	0	54
18:00	20	1	0	0	0	21	8	0	0	0	0	8
18:15	19	0	0	0	0	19	7	0	0	0	0	7
18:30	16	0	0	0	0	16	11	0	0	0	0	11
18:45	13	2	0	0	0	15	10	1	0	0	0	11
Hour	68	3	0	0	0	71	36	1	0	0	0	37
Total	598	19	0	0	0	617	586	14	0	0	0	600

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Sunday 27 June 2021

Time	D to B - Rosemount Estate to Frankfort Park					Veh. Total	D to A - Rosemount Estate to R117(N)					Veh. Total	
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV		
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	2	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	0	0	0	0	2	2
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	0	0
08:30	0	0	0	0	0	0	2	0	0	0	0	2	2
08:45	0	0	0	0	0	0	3	0	0	0	0	3	3
Hour	0	0	0	0	0	0	5	0	0	0	0	5	5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	2	1	0	0	0	3	3
09:30	0	0	0	0	0	0	1	0	0	0	0	1	1
09:45	0	0	0	0	0	0	1	0	0	0	0	1	1
Hour	0	0	0	0	0	0	4	1	0	0	0	5	5
10:00	0	0	0	0	0	0	1	0	0	0	0	1	1
10:15	0	0	0	0	0	0	2	0	0	0	0	2	2
10:30	0	0	0	0	0	0	1	0	0	0	0	1	1
10:45	0	0	0	0	0	0	4	1	0	0	0	5	5
Hour	0	0	0	0	0	0	8	1	0	0	0	9	9
11:00	0	0	0	0	0	0	2	0	0	0	0	2	2
11:15	2	0	0	0	0	2	6	0	0	0	0	6	6
11:30	2	0	0	0	0	2	4	2	0	0	0	6	6
11:45	0	0	0	0	0	0	3	0	0	0	0	3	3
Hour	4	0	0	0	0	4	15	2	0	0	0	17	17
12:00	0	0	0	0	0	0	7	0	0	0	0	7	7
12:15	0	0	0	0	0	0	5	0	0	0	0	5	5
12:30	0	0	0	0	0	0	8	1	0	0	0	9	9
12:45	0	0	0	0	0	0	5	0	0	0	0	5	5
Hour	0	0	0	0	0	0	25	1	0	0	0	26	26
13:00	0	0	0	0	0	0	4	0	0	0	0	4	4
13:15	0	0	0	0	0	0	9	0	0	0	0	9	9
13:30	0	0	0	0	0	0	3	0	0	0	0	3	3
13:45	0	0	0	0	0	0	4	0	0	0	0	4	4
Hour	0	0	0	0	0	0	20	0	0	0	0	20	20
14:00	0	1	0	0	0	1	4	0	0	0	0	4	4
14:15	0	0	0	0	0	0	3	0	0	0	0	3	3
14:30	1	0	0	0	0	1	4	0	0	0	0	4	4
14:45	0	0	0	0	0	0	4	0	0	0	0	4	4
Hour	1	1	0	0	0	2	15	0	0	0	0	15	15
15:00	0	0	0	0	0	0	3	0	0	0	0	3	3
15:15	0	0	0	0	0	0	2	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	1	0	0	0	1	1
15:45	2	0	0	0	0	2	2	0	0	0	0	2	2
Hour	2	0	0	0	0	2	7	1	0	0	0	8	8
16:00	0	0	0	0	0	0	3	0	0	0	0	3	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	2	0	0	0	0	2	2
16:45	0	0	0	0	0	0	4	0	0	0	0	4	4
Hour	0	0	0	0	0	0	9	0	0	0	0	9	9
17:00	0	0	0	0	0	0	7	0	0	0	0	7	7
17:15	0	0	0	0	0	0	5	0	0	0	0	5	5
17:30	0	0	0	0	0	0	1	0	0	0	0	1	1
17:45	0	0	0	0	0	0	1	0	0	0	0	1	1
Hour	0	0	0	0	0	0	14	0	0	0	0	14	14
18:00	0	0	0	0	0	0	1	0	0	0	0	1	1
18:15	0	0	0	0	0	0	3	0	0	0	0	3	3
18:30	0	0	0	0	0	0	2	0	0	0	0	2	2
18:45	0	1	0	0	0	1	6	0	0	0	0	6	6
Hour	0	1	0	0	0	1	12	0	0	0	0	12	12
Total	7	2	0	0	0	9	136	6	0	0	0	142	142

Site No. 2
Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Sunday 27 June 2021

Time	To Arm A - R117(N)					Veh. Total	From Arm A - R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	23	2	0	0	0	25	10	0	0	0	0	10
07:15	20	4	0	0	0	24	9	1	0	0	0	10
07:30	34	0	0	0	0	34	14	0	0	0	0	14
07:45	31	2	0	0	1	34	29	0	0	0	0	29
Hour	108	8	0	0	1	117	62	1	0	0	0	63
08:00	18	2	1	0	0	21	18	1	0	0	1	20
08:15	29	4	0	0	0	33	25	3	0	0	0	28
08:30	32	3	0	0	0	35	31	0	0	0	3	34
08:45	47	2	0	0	0	49	34	0	0	0	0	34
Hour	126	11	1	0	0	138	108	4	0	0	4	116
09:00	44	1	0	0	0	45	39	1	0	0	2	42
09:15	44	2	1	0	2	49	46	2	0	0	1	49
09:30	63	3	0	0	0	66	62	3	0	0	2	67
09:45	70	2	0	0	2	74	88	1	0	0	0	89
Hour	221	8	1	0	4	234	235	7	0	0	5	247
10:00	79	4	0	0	0	83	85	1	0	0	1	87
10:15	79	2	0	0	1	82	92	4	0	0	1	97
10:30	71	4	0	0	1	76	77	3	0	0	1	81
10:45	89	4	0	0	2	95	91	4	0	0	2	97
Hour	318	14	0	0	4	336	345	12	0	0	5	362
11:00	79	2	0	0	0	81	95	2	0	0	1	98
11:15	99	0	1	0	0	100	109	3	1	0	1	114
11:30	95	5	0	0	2	102	140	4	0	0	1	145
11:45	99	4	0	0	1	104	110	0	0	0	2	112
Hour	372	11	1	0	3	387	454	9	1	0	5	469
12:00	126	3	0	0	1	130	112	4	0	0	1	117
12:15	111	3	0	0	0	114	98	4	0	0	3	105
12:30	126	4	0	0	3	133	142	3	0	0	2	147
12:45	114	3	0	0	2	119	117	6	0	0	1	124
Hour	477	13	0	0	6	496	469	17	0	0	7	493
13:00	111	1	0	0	1	113	135	2	1	0	2	140
13:15	138	6	0	0	0	144	109	4	0	0	0	113
13:30	127	1	0	0	1	129	130	5	0	0	3	138
13:45	115	4	0	0	1	120	106	5	0	0	1	112
Hour	491	12	0	0	3	506	480	16	1	0	6	503
14:00	137	2	1	0	2	142	114	3	0	0	1	118
14:15	110	5	0	0	0	115	137	1	0	0	1	139
14:30	138	3	0	0	1	142	125	5	1	0	1	132
14:45	123	4	0	0	1	128	93	6	0	0	1	100
Hour	508	14	1	0	4	527	469	15	1	0	4	489
15:00	103	4	0	0	1	108	89	1	0	0	1	91
15:15	119	1	0	0	0	120	97	3	0	0	1	101
15:30	108	3	1	0	1	113	99	5	0	0	1	105
15:45	134	0	1	0	2	137	98	1	0	0	1	100
Hour	464	8	2	0	4	478	383	10	0	0	4	397
16:00	103	3	1	0	2	109	121	2	0	0	1	124
16:15	121	4	0	0	1	126	124	5	1	0	0	130
16:30	98	6	0	0	0	104	73	1	0	0	2	76
16:45	119	3	0	0	1	123	114	3	0	0	1	118
Hour	441	16	1	0	4	462	432	11	1	0	4	448
17:00	120	3	0	0	2	125	84	3	1	0	2	90
17:15	116	4	0	0	1	121	106	4	0	0	1	111
17:30	119	3	0	0	2	124	93	3	0	0	2	98
17:45	120	1	0	0	0	121	61	0	0	0	0	61
Hour	475	11	0	0	5	491	344	10	1	0	5	360
18:00	116	1	0	0	2	119	114	4	0	0	1	119
18:15	112	3	1	0	1	117	84	1	0	0	2	87
18:30	108	4	0	0	1	113	83	0	1	0	1	85
18:45	122	5	1	0	1	129	80	6	0	0	0	86
Hour	458	13	2	0	5	478	361	11	1	0	4	377
Total	4459	139	9	0	43	4650	4142	123	6	0	53	4324

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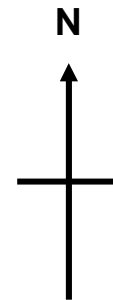
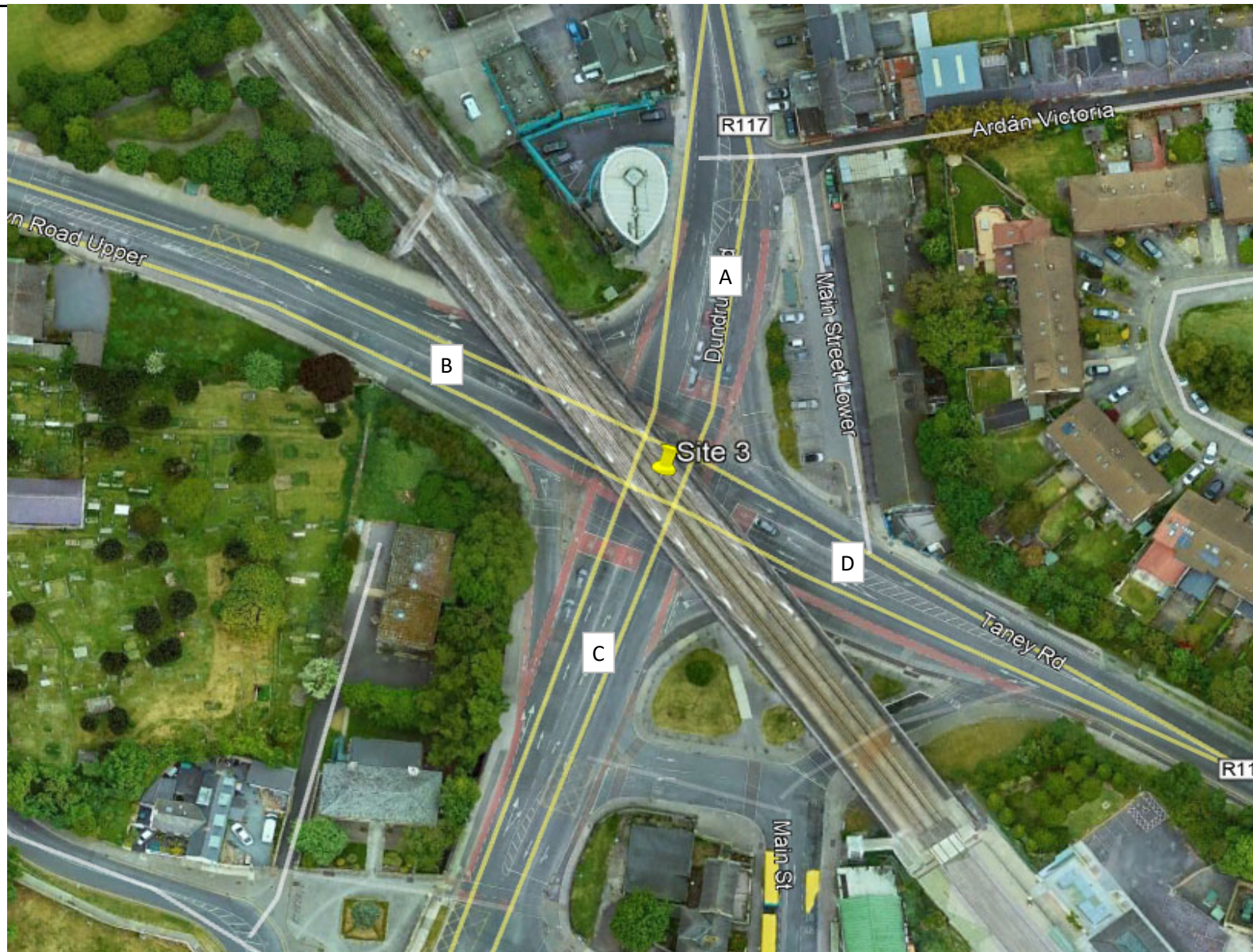
Time	To Arm B - Frankfort Park					Veh. Total	From Arm B - Frankfort Park					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	2	0	0	0	0	2
08:45	0	0	0	0	0	0	3	0	0	0	0	3
Hour	0	0	0	0	0	0	5	0	0	0	0	5
09:00	0	0	0	0	0	0	2	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	1	0	0	0	0	1
09:45	1	0	0	0	0	1	1	0	0	0	0	1
Hour	1	0	0	0	0	1	4	0	0	0	0	4
10:00	2	0	0	0	0	2	2	0	0	0	0	2
10:15	0	0	0	0	0	0	1	0	0	0	0	1
10:30	1	0	0	0	0	1	1	0	0	0	0	1
10:45	2	0	0	0	0	2	5	1	0	0	0	6
Hour	5	0	0	0	0	5	9	1	0	0	0	10
11:00	1	0	0	0	0	1	1	0	0	0	0	1
11:15	4	0	0	0	0	4	4	0	0	0	0	4
11:30	7	0	0	0	0	7	2	0	0	0	0	2
11:45	2	0	0	0	0	2	2	0	0	0	0	2
Hour	14	0	0	0	0	14	9	0	0	0	0	9
12:00	4	0	0	0	0	4	1	0	0	0	0	1
12:15	1	0	0	0	0	1	0	0	0	0	0	0
12:30	3	0	0	0	0	3	3	0	0	0	0	3
12:45	0	0	0	0	0	0	5	0	0	0	0	5
Hour	8	0	0	0	0	8	9	0	0	0	0	9
13:00	4	1	0	0	0	5	3	1	0	0	0	4
13:15	2	0	0	0	0	2	3	0	0	0	0	3
13:30	0	0	0	0	0	0	3	0	0	0	0	3
13:45	2	0	0	0	0	2	3	0	0	0	0	3
Hour	8	1	0	0	0	9	12	1	0	0	0	13
14:00	3	1	0	0	0	4	2	1	0	0	0	3
14:15	1	0	0	0	0	1	2	0	0	0	0	2
14:30	3	0	0	0	0	3	2	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0
Hour	7	1	0	0	0	8	6	1	0	0	0	7
15:00	2	0	0	0	0	2	6	0	0	0	0	6
15:15	4	0	0	0	0	4	2	0	0	0	0	2
15:30	1	0	0	0	0	1	2	0	0	0	0	2
15:45	4	0	0	0	0	4	3	0	0	0	0	3
Hour	11	0	0	0	0	11	13	0	0	0	0	13
16:00	5	1	0	0	0	6	2	0	0	0	0	2
16:15	2	2	0	0	0	4	0	1	0	0	0	1
16:30	3	0	0	0	0	3	2	0	0	0	0	2
16:45	4	0	0	0	0	4	2	0	0	0	0	2
Hour	14	3	0	0	0	17	6	1	0	0	0	7
17:00	0	0	0	0	0	0	2	0	0	0	0	2
17:15	4	1	0	0	0	5	2	1	0	0	0	3
17:30	1	0	0	0	0	1	2	0	0	0	0	2
17:45	2	0	0	0	0	2	4	0	0	0	0	4
Hour	7	1	0	0	0	8	10	1	0	0	0	11
18:00	3	0	0	0	0	3	3	0	0	0	0	3
18:15	6	0	0	0	0	6	2	0	0	0	0	2
18:30	1	0	0	0	0	1	3	0	0	0	0	3
18:45	2	1	0	0	0	3	5	1	0	0	0	6
Hour	12	1	0	0	0	13	13	1	0	0	0	14
Total	87	7	0	0	0	94	96	6	0	0	0	102


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Time	To Arm C - R117(S)					Veh. Total	From Arm C - R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	11	0	0	0	0	11	24	2	0	0	0	26
07:15	11	1	0	0	0	12	20	4	0	0	0	24
07:30	17	0	0	0	0	17	32	0	0	0	0	32
07:45	31	0	0	0	0	31	36	2	0	0	1	39
Hour	70	1	0	0	0	71	112	8	0	0	1	121
08:00	22	1	0	0	1	24	20	2	1	0	0	23
08:15	28	3	0	0	0	31	31	4	0	0	0	35
08:30	34	0	0	0	3	37	32	3	0	0	0	35
08:45	43	0	0	0	0	43	47	2	0	0	0	49
Hour	127	4	0	0	4	135	130	11	1	0	0	142
09:00	39	1	0	0	2	42	46	2	0	0	0	48
09:15	54	3	0	0	1	58	47	1	1	0	2	51
09:30	78	3	0	0	2	83	80	4	0	0	0	84
09:45	98	3	0	0	0	101	89	3	0	0	2	94
Hour	269	10	0	0	5	284	262	10	1	0	4	277
10:00	90	0	0	0	1	91	87	4	0	0	0	91
10:15	98	5	0	0	1	104	81	3	0	0	1	85
10:30	89	4	0	0	1	94	75	4	0	0	1	80
10:45	107	4	0	0	2	113	95	3	0	0	2	100
Hour	384	13	0	0	5	402	338	14	0	0	4	356
11:00	105	2	0	0	1	108	87	2	0	0	0	89
11:15	131	3	1	0	1	136	110	0	1	0	0	111
11:30	154	4	0	0	1	159	102	4	0	0	2	108
11:45	122	0	0	0	2	124	111	6	0	0	1	118
Hour	512	9	1	0	5	527	410	12	1	0	3	426
12:00	119	4	0	0	1	124	133	3	0	0	1	137
12:15	110	4	0	0	3	117	123	5	0	0	0	128
12:30	153	3	0	0	2	158	134	4	0	0	3	141
12:45	129	6	0	0	1	136	123	5	0	0	2	130
Hour	511	17	0	0	7	535	513	17	0	0	6	536
13:00	147	3	1	0	2	153	122	3	0	0	1	126
13:15	119	4	0	0	0	123	155	6	0	0	0	161
13:30	151	5	0	0	3	159	143	1	0	0	1	145
13:45	119	6	0	0	1	126	130	4	0	0	1	135
Hour	536	18	1	0	6	561	550	14	0	0	3	567
14:00	127	5	0	0	1	133	156	2	1	0	2	161
14:15	144	3	0	0	1	148	126	5	0	0	0	131
14:30	133	4	1	0	1	139	150	4	0	0	1	155
14:45	112	6	0	0	1	119	132	4	0	0	1	137
Hour	516	18	1	0	4	539	564	15	1	0	4	584
15:00	110	1	0	0	1	112	106	4	0	0	1	111
15:15	110	2	0	0	1	113	133	1	0	0	0	134
15:30	103	6	0	0	1	110	127	2	1	0	1	131
15:45	115	1	0	0	1	117	149	1	1	0	2	153
Hour	438	10	0	0	4	452	515	8	2	0	4	529
16:00	125	2	0	0	1	128	123	4	1	0	2	130
16:15	126	4	1	0	0	131	138	4	0	0	1	143
16:30	89	1	0	0	2	92	115	6	0	0	0	121
16:45	125	3	0	0	1	129	131	3	0	0	1	135
Hour	465	10	1	0	4	480	507	17	1	0	4	529
17:00	94	3	1	0	2	100	128	3	0	0	2	133
17:15	112	3	0	0	1	116	135	4	0	0	1	140
17:30	108	2	0	0	2	112	130	3	0	0	2	135
17:45	76	0	0	0	0	76	136	2	0	0	0	138
Hour	390	8	1	0	5	404	529	12	0	0	5	546
18:00	117	4	0	0	1	122	134	2	0	0	2	138
18:15	83	1	0	0	2	86	132	3	1	0	1	137
18:30	90	0	1	0	1	92	121	4	0	0	1	126
18:45	82	7	0	0	0	89	126	6	1	0	1	134
Hour	372	12	1	0	4	389	513	15	2	0	5	535
Total	4590	130	6	0	53	4779	4943	153	9	0	43	5148

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Location R117(N) / Frankfort Park / R117(S) / Rosemount Estate
Date Sunday 27 June 2021

Time	To Arm D - Rosemount Estate					Veh. Total	From Arm D - Rosemount Estate					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	2	0	0	0	0	2	2	0	0	0	0	2
07:15	0	0	0	0	0	0	2	0	0	0	0	2
07:30	2	0	0	0	0	2	7	0	0	0	0	7
07:45	6	0	0	0	0	6	3	0	0	0	0	3
Hour	10	0	0	0	0	10	14	0	0	0	0	14
08:00	2	0	0	0	0	2	4	0	0	0	0	4
08:15	2	0	0	0	0	2	3	0	0	0	0	3
08:30	5	0	0	0	0	5	6	0	0	0	0	6
08:45	5	0	0	0	0	5	11	0	0	0	0	11
Hour	14	0	0	0	0	14	24	0	0	0	0	24
09:00	6	1	0	0	0	7	2	0	0	0	0	2
09:15	6	0	0	0	0	6	11	2	0	0	0	13
09:30	21	1	0	0	0	22	19	0	0	0	0	19
09:45	21	1	0	0	0	22	12	2	0	0	0	14
Hour	54	3	0	0	0	57	44	4	0	0	0	48
10:00	13	1	0	0	0	14	10	0	0	0	0	10
10:15	5	1	0	0	0	6	8	1	0	0	0	9
10:30	8	0	0	0	0	8	16	1	0	0	0	17
10:45	12	1	0	0	0	13	19	1	0	0	0	20
Hour	38	3	0	0	0	41	53	3	0	0	0	56
11:00	13	0	0	0	0	13	15	0	0	0	0	15
11:15	26	0	0	0	0	26	37	0	0	0	0	37
11:30	14	1	0	0	0	15	26	2	0	0	0	28
11:45	17	2	0	0	0	19	17	0	0	0	0	17
Hour	70	3	0	0	0	73	95	2	0	0	0	97
12:00	16	0	0	0	0	16	19	0	0	0	0	19
12:15	18	2	0	0	0	20	19	0	0	0	0	19
12:30	22	1	0	0	0	23	25	1	0	0	0	26
12:45	25	3	0	0	0	28	23	1	0	0	0	24
Hour	81	6	0	0	0	87	86	2	0	0	0	88
13:00	18	1	0	0	0	19	20	0	0	0	0	20
13:15	34	0	0	0	0	34	26	0	0	0	0	26
13:30	21	0	0	0	0	21	23	0	0	0	0	23
13:45	23	0	0	0	0	23	20	1	0	0	0	21
Hour	96	1	0	0	0	97	89	1	0	0	0	90
14:00	23	0	0	0	0	23	18	2	0	0	0	20
14:15	25	0	0	0	0	25	15	2	0	0	0	17
14:30	18	2	0	0	0	20	15	0	0	0	0	15
14:45	17	0	0	0	0	17	27	0	0	0	0	27
Hour	83	2	0	0	0	85	75	4	0	0	0	79
15:00	11	0	0	0	0	11	25	0	0	0	0	25
15:15	18	1	0	0	0	19	19	0	0	0	0	19
15:30	24	0	0	0	0	24	8	2	0	0	0	10
15:45	19	1	0	0	0	20	22	0	0	0	0	22
Hour	72	2	0	0	0	74	74	2	0	0	0	76
16:00	26	0	0	0	0	26	13	0	0	0	0	13
16:15	21	0	0	0	0	21	8	0	0	0	0	8
16:30	19	1	0	0	0	20	19	1	0	0	0	20
16:45	19	0	0	0	0	19	20	0	0	0	0	20
Hour	85	1	0	0	0	86	60	1	0	0	0	61
17:00	20	0	0	0	0	20	20	0	0	0	0	20
17:15	24	2	0	0	0	26	13	1	0	0	0	14
17:30	15	1	0	0	0	16	18	0	0	0	0	18
17:45	19	1	0	0	0	20	16	0	0	0	0	16
Hour	78	4	0	0	0	82	67	1	0	0	0	68
18:00	24	1	0	0	0	25	9	0	0	0	0	9
18:15	27	0	0	0	0	27	10	0	0	0	0	10
18:30	21	0	0	0	0	21	13	0	0	0	0	13
18:45	21	2	0	0	0	23	16	2	0	0	0	18
Hour	93	3	0	0	0	96	48	2	0	0	0	50
Total	774	28	0	0	0	802	729	22	0	0	0	751



	Site / Location: 3 / R117(N) / R112(W) / R117(S) / R112€	Project No: 11788	Diagram No: 11788-01	Drawn By: AC
	Survey Date: Tuesday 22nd, Saturday 26th and Sunday 27th June 2021	Project Name: CHURCHTOWN		
	Survey Times: 07:00 to 19:00	Diagram Title: General Location Plan		

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Tuesday 22 June 2021

Time	A to D - R117(N) to R112(E)					Veh. Total	A to C - R117(N) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	4	0	0	0	0	4	30	6	0	0	2	38
07:15	10	1	0	0	0	11	38	6	0	1	2	47
07:30	11	2	0	0	0	13	43	8	2	0	2	55
07:45	8	1	0	1	0	10	68	5	0	0	2	75
Hour	33	4	0	1	0	38	179	25	2	1	8	215
08:00	10	3	1	0	0	14	56	4	0	0	2	62
08:15	23	2	0	0	0	25	60	8	0	1	3	72
08:30	22	3	0	0	0	25	82	7	2	2	0	93
08:45	22	0	0	0	0	22	69	8	3	0	0	80
Hour	77	8	1	0	0	86	267	27	5	3	5	307
09:00	17	2	0	0	0	19	79	4	0	0	0	83
09:15	17	1	0	0	0	18	81	7	1	0	0	89
09:30	10	1	0	0	0	11	52	8	0	0	1	61
09:45	16	2	0	0	0	18	78	8	4	0	0	90
Hour	60	6	0	0	0	66	290	27	5	0	1	323
10:00	17	1	2	0	0	20	58	7	2	0	0	67
10:15	17	3	1	0	0	21	59	1	1	0	1	62
10:30	18	1	1	0	0	20	72	10	2	0	0	84
10:45	12	3	0	0	0	15	72	13	5	0	0	90
Hour	64	8	4	0	0	76	261	31	10	0	1	303
11:00	13	3	1	0	0	17	70	7	1	0	0	78
11:15	14	1	0	0	0	15	81	7	3	0	1	92
11:30	19	2	1	0	0	22	78	6	1	0	0	85
11:45	15	2	0	0	0	17	64	5	0	0	1	70
Hour	61	8	2	0	0	71	293	25	5	0	2	325
12:00	16	4	1	0	0	21	79	11	2	0	0	92
12:15	17	2	0	0	0	19	86	9	1	1	0	97
12:30	26	2	1	0	0	29	98	5	1	0	1	105
12:45	21	1	1	0	0	23	74	8	1	0	0	83
Hour	80	9	3	0	0	92	337	33	5	1	1	377
13:00	20	4	0	0	0	24	76	16	2	0	2	96
13:15	16	2	0	0	0	18	55	11	0	0	0	66
13:30	14	4	0	0	0	18	69	7	2	0	0	78
13:45	15	1	0	0	0	16	73	10	1	0	1	85
Hour	65	11	0	0	0	76	273	44	5	0	3	325
14:00	24	1	0	0	0	25	68	4	2	2	0	76
14:15	7	0	0	0	0	7	93	8	1	0	0	102
14:30	20	1	0	0	0	21	90	8	1	0	1	100
14:45	12	4	0	0	0	16	93	13	0	0	0	106
Hour	63	6	0	0	0	69	344	33	4	2	1	384
15:00	11	1	0	0	0	12	76	12	0	0	0	88
15:15	12	0	0	0	0	12	102	19	0	0	0	121
15:30	13	1	0	0	0	14	86	22	2	1	2	113
15:45	15	2	0	0	0	17	91	17	0	0	1	109
Hour	51	4	0	0	0	55	355	70	2	1	3	431
16:00	22	2	0	0	0	24	90	33	0	0	0	123
16:15	24	2	0	0	0	26	99	18	2	0	1	120
16:30	13	3	0	0	0	16	92	11	0	0	2	105
16:45	19	0	0	0	0	19	91	18	0	0	2	111
Hour	78	7	0	0	0	85	372	80	2	0	5	459
17:00	20	2	0	0	0	22	113	16	0	0	0	129
17:15	23	0	0	0	1	24	113	7	0	0	0	120
17:30	18	1	0	0	0	19	119	8	0	0	1	128
17:45	16	1	0	0	0	17	115	5	0	1	0	121
Hour	77	4	0	0	1	82	460	36	0	1	1	498
18:00	18	0	0	0	0	18	97	7	0	1	0	105
18:15	19	2	0	0	0	21	88	9	0	0	0	97
18:30	12	0	0	0	0	12	89	4	0	0	2	95
18:45	9	3	0	0	0	12	74	2	0	0	0	76
Hour	58	5	0	0	0	63	348	22	0	1	2	373
Total	767	80	10	1	1	859	3779	453	45	10	33	4320

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Tuesday 22 June 2021

Time	A to B - R117(N) to R112(W)					Veh. Total	B to A - R112(W) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	8	3	2	0	2	15	16	6	2	0	1	25
07:15	12	5	1	0	1	19	20	3	0	0	1	24
07:30	15	0	0	0	1	16	36	2	0	0	0	38
07:45	21	1	0	1	0	23	34	6	0	0	1	41
Hour	56	9	3	1	4	73	106	17	2	0	3	128
08:00	15	1	0	0	1	17	36	4	1	0	1	42
08:15	15	2	1	0	0	18	45	4	0	0	2	51
08:30	23	2	0	0	2	27	40	5	0	0	2	47
08:45	39	0	1	0	0	40	36	1	0	0	0	37
Hour	92	5	2	0	3	102	157	14	1	0	5	177
09:00	36	2	0	0	2	40	48	1	0	0	0	49
09:15	24	2	0	0	1	27	49	3	0	0	1	53
09:30	31	0	1	0	1	33	34	3	2	0	1	40
09:45	26	1	0	0	1	28	28	3	1	0	1	33
Hour	117	5	1	0	5	128	159	10	3	0	3	175
10:00	28	4	0	0	2	34	41	5	0	0	1	47
10:15	28	5	1	0	0	34	31	4	1	0	1	37
10:30	21	5	1	1	0	28	26	8	0	0	0	34
10:45	32	4	0	0	1	37	37	4	1	0	0	42
Hour	109	18	2	1	3	133	135	21	2	0	2	160
11:00	24	3	0	0	1	28	29	9	0	0	2	40
11:15	40	4	0	0	1	45	37	4	0	0	1	42
11:30	34	5	0	0	1	40	37	2	0	0	1	40
11:45	40	1	0	0	2	43	33	3	0	1	0	37
Hour	138	13	0	0	5	156	136	18	0	1	4	159
12:00	31	2	0	0	1	34	39	5	0	0	0	44
12:15	25	2	0	1	0	28	34	5	1	0	3	43
12:30	40	5	0	0	2	47	36	3	0	0	0	39
12:45	37	1	0	0	1	39	45	4	1	0	1	51
Hour	133	10	0	1	4	148	154	17	2	0	4	177
13:00	38	3	1	0	1	43	44	2	1	0	1	48
13:15	34	7	0	0	1	42	39	3	0	1	1	44
13:30	35	3	0	0	1	39	26	2	0	0	1	29
13:45	34	2	0	0	1	37	37	2	0	0	1	40
Hour	141	15	1	0	4	161	146	9	1	1	4	161
14:00	32	0	0	0	1	33	33	4	0	0	1	38
14:15	35	2	0	1	1	39	54	6	0	0	1	61
14:30	36	2	0	0	1	39	47	3	0	0	0	50
14:45	39	4	0	0	2	45	30	5	0	0	2	37
Hour	142	8	0	1	5	156	164	18	0	0	4	186
15:00	38	3	0	0	1	42	35	2	0	0	1	38
15:15	33	4	0	0	1	38	37	1	0	0	0	38
15:30	34	0	0	0	2	36	32	2	1	0	1	36
15:45	27	1	0	0	1	29	44	1	0	0	1	46
Hour	132	8	0	0	5	145	148	6	1	0	3	158
16:00	45	4	0	0	0	49	29	2	0	0	2	33
16:15	29	3	0	0	2	34	38	0	0	0	0	38
16:30	31	3	1	0	1	36	29	1	0	0	2	32
16:45	35	2	0	0	0	37	35	3	0	0	0	38
Hour	140	12	1	0	3	156	131	6	0	0	4	141
17:00	33	4	0	0	1	38	36	4	0	0	0	40
17:15	37	2	0	0	1	40	35	0	0	0	1	36
17:30	40	1	0	0	2	43	38	1	0	0	0	39
17:45	34	3	0	0	0	37	39	2	0	0	1	42
Hour	144	10	0	0	4	158	148	7	0	0	2	157
18:00	34	2	0	0	0	36	50	3	0	0	1	54
18:15	49	2	0	0	2	53	48	2	0	0	1	51
18:30	33	3	0	0	1	37	39	0	0	0	1	40
18:45	40	1	0	0	2	43	44	1	0	0	1	46
Hour	156	8	0	0	5	169	181	6	0	0	4	191
Total	1500	121	10	4	50	1685	1765	149	12	2	42	1970

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Tuesday 22 June 2021

Time	B to D - R112(W) to R112(E)					Veh. Total	B to C - R112(W) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	57	13	3	0	0	73	14	2	0	0	0	16
07:15	64	11	2	0	0	77	21	0	0	0	0	21
07:30	78	16	2	0	1	97	23	3	0	0	1	27
07:45	93	6	3	0	0	102	21	6	0	0	1	28
Hour	292	46	10	0	1	349	79	11	0	0	2	92
08:00	89	6	0	0	0	95	24	3	0	0	0	27
08:15	103	10	2	0	0	115	37	5	0	0	1	43
08:30	131	9	0	0	0	140	33	4	1	0	0	38
08:45	113	13	0	0	0	126	41	6	1	1	0	49
Hour	436	38	2	0	0	476	135	18	2	1	1	157
09:00	79	12	0	0	0	91	34	5	0	0	0	39
09:15	61	7	0	0	0	68	38	4	1	0	1	44
09:30	76	7	1	0	0	84	52	5	0	0	0	57
09:45	75	11	1	0	0	87	45	6	1	0	0	52
Hour	291	37	2	0	0	330	169	20	2	0	1	192
10:00	79	5	3	0	0	87	45	6	2	0	0	53
10:15	72	6	3	0	0	81	33	4	0	0	0	37
10:30	64	15	2	0	0	81	44	5	0	0	1	50
10:45	58	8	3	0	0	69	51	5	0	1	0	57
Hour	273	34	11	0	0	318	173	20	2	1	1	197
11:00	95	11	1	0	0	107	44	4	0	0	1	49
11:15	84	8	2	0	0	94	44	2	0	0	0	46
11:30	84	10	1	0	0	95	35	6	0	0	0	41
11:45	79	13	0	0	0	92	46	3	2	0	0	51
Hour	342	42	4	0	0	388	169	15	2	0	1	187
12:00	78	10	2	0	0	90	47	4	0	0	0	51
12:15	85	10	1	0	0	96	40	3	1	0	0	44
12:30	73	9	1	0	1	84	50	2	1	0	0	53
12:45	85	12	0	0	0	97	42	1	0	0	0	43
Hour	321	41	4	0	1	367	179	10	2	0	0	191
13:00	73	4	1	0	0	78	44	3	1	0	0	48
13:15	118	7	1	0	0	126	44	4	0	0	0	48
13:30	102	11	3	0	0	116	46	3	1	0	1	51
13:45	86	13	2	0	0	101	48	3	0	0	0	51
Hour	379	35	7	0	0	421	182	13	2	0	1	198
14:00	102	5	1	0	0	108	38	3	0	0	1	42
14:15	120	3	1	0	0	124	53	3	0	0	0	56
14:30	84	7	2	0	0	93	52	5	1	0	0	58
14:45	86	7	2	0	0	95	34	3	0	1	0	38
Hour	392	22	6	0	0	420	177	14	1	1	1	194
15:00	79	3	3	0	0	85	39	3	0	0	0	42
15:15	82	9	0	0	0	91	38	1	0	0	0	39
15:30	70	12	0	0	1	83	44	5	0	0	0	49
15:45	94	5	0	1	0	100	37	5	0	0	0	42
Hour	325	29	3	1	1	359	158	14	0	0	0	172
16:00	86	9	1	0	0	96	43	9	0	0	0	52
16:15	72	13	0	0	0	85	44	10	0	0	0	54
16:30	74	12	0	0	0	86	29	7	0	0	0	36
16:45	86	4	1	0	0	91	48	2	1	1	0	52
Hour	318	38	2	0	0	358	164	28	1	1	0	194
17:00	93	7	1	0	0	101	39	1	0	0	1	41
17:15	64	3	0	0	0	67	45	3	0	0	0	48
17:30	74	4	0	0	0	78	40	5	0	0	1	46
17:45	120	3	0	0	0	123	47	4	0	0	0	51
Hour	351	17	1	0	0	369	171	13	0	0	2	186
18:00	75	3	1	0	0	79	39	3	0	0	0	42
18:15	70	1	0	0	0	71	38	0	0	0	0	38
18:30	79	2	0	0	1	82	33	2	0	0	1	36
18:45	73	4	0	0	0	77	44	2	0	0	0	46
Hour	297	10	1	0	1	309	154	7	0	0	1	162
Total	4017	389	53	1	4	4464	1910	183	14	4	11	2122

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Tuesday 22 June 2021

Time	C to B - R117(S) to R112(W)					Veh. Total	C to A - R117(S) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	24	3	0	0	0	27	57	20	0	1	1	79
07:15	13	8	1	0	0	22	92	25	0	1	0	118
07:30	29	11	1	0	0	41	103	21	1	0	0	125
07:45	33	2	0	0	0	35	108	20	2	0	2	132
Hour	99	24	2	0	0	125	360	86	3	2	3	454
08:00	38	1	1	0	1	41	69	19	1	1	0	90
08:15	34	7	1	0	0	42	102	12	1	0	0	115
08:30	27	7	0	0	0	34	97	10	0	1	1	109
08:45	33	6	1	0	0	40	102	11	1	0	1	115
Hour	132	21	3	0	1	157	370	52	3	2	2	429
09:00	34	2	1	0	0	37	119	14	1	0	0	134
09:15	28	2	0	0	0	30	113	21	2	1	0	137
09:30	37	7	2	0	0	46	94	9	1	0	1	105
09:45	34	1	2	0	1	38	90	14	1	0	1	106
Hour	133	12	5	0	1	151	416	58	5	1	2	482
10:00	38	2	0	0	0	40	83	10	3	0	2	98
10:15	54	5	0	0	1	60	82	15	2	1	0	100
10:30	45	3	6	0	0	54	64	18	3	0	1	86
10:45	48	4	1	0	0	53	92	15	0	0	1	108
Hour	185	14	7	0	1	207	321	58	8	1	4	392
11:00	46	9	0	0	0	55	82	9	4	1	1	97
11:15	50	3	1	0	1	55	75	17	1	0	0	93
11:30	54	4	2	1	0	61	85	13	0	0	0	98
11:45	41	8	0	0	0	49	80	9	0	0	1	90
Hour	191	24	3	1	1	220	322	48	5	1	2	378
12:00	57	5	0	0	1	63	101	12	1	0	1	115
12:15	44	6	2	0	0	52	83	11	2	0	0	96
12:30	63	2	2	0	0	67	77	3	1	0	0	81
12:45	59	7	2	0	1	69	83	14	1	1	0	99
Hour	223	20	6	0	2	251	344	40	5	1	1	391
13:00	51	7	0	1	0	59	87	12	0	1	2	102
13:15	50	8	1	0	0	59	79	10	1	1	1	92
13:30	53	2	2	0	1	58	79	17	0	0	0	96
13:45	58	4	0	0	0	62	62	3	1	0	0	66
Hour	212	21	3	1	1	238	307	42	2	2	3	356
14:00	55	7	0	0	2	64	95	10	0	0	1	106
14:15	46	3	0	0	1	50	64	12	2	1	0	79
14:30	55	7	0	0	0	62	87	6	0	0	0	93
14:45	60	6	0	0	0	66	73	8	0	0	0	81
Hour	216	23	0	0	3	242	319	36	2	1	1	359
15:00	54	7	1	0	0	62	91	7	1	0	1	100
15:15	46	1	1	0	1	49	64	5	0	0	0	69
15:30	54	7	0	0	0	61	66	9	0	1	1	77
15:45	70	5	0	0	1	76	89	9	0	0	0	98
Hour	224	20	2	0	2	248	310	30	1	1	2	344
16:00	59	3	0	0	0	62	72	12	0	0	1	85
16:15	39	3	0	0	0	42	89	4	0	0	0	93
16:30	56	3	0	0	0	59	83	3	0	0	0	86
16:45	55	3	0	0	1	59	91	10	0	0	0	101
Hour	209	12	0	0	1	222	335	29	0	0	1	365
17:00	32	3	0	0	0	35	104	8	0	1	3	116
17:15	60	3	0	0	0	63	110	9	0	0	0	119
17:30	54	4	1	0	0	59	107	10	1	0	0	118
17:45	53	5	0	0	0	58	84	2	0	0	0	86
Hour	199	15	1	0	0	215	405	29	1	1	3	439
18:00	53	7	0	0	0	60	102	6	0	0	2	110
18:15	50	3	0	0	0	53	115	3	0	0	0	118
18:30	47	1	0	0	0	48	107	5	0	0	2	114
18:45	47	2	0	0	0	49	90	4	0	0	1	95
Hour	197	13	0	0	0	210	414	18	0	0	5	437
Total	2220	219	32	2	13	2486	4223	526	35	13	29	4826

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Tuesday 22 June 2021

Time	C to D - R117(S) to R112(E)					Veh. Total	D to C - R112(E) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	1	2	0	0	3	6	0	1	0	0	0	1
07:15	7	1	1	0	3	12	2	1	0	0	0	3
07:30	5	2	1	0	2	10	5	2	0	0	0	7
07:45	6	2	0	0	3	11	5	1	0	0	0	6
Hour	19	7	2	0	11	39	12	5	0	0	0	17
08:00	6	1	0	0	4	11	5	0	0	2	1	8
08:15	4	2	1	0	2	9	4	0	0	0	0	4
08:30	11	1	0	0	2	14	7	1	0	0	0	8
08:45	11	1	1	0	1	14	9	1	0	0	0	10
Hour	32	5	2	0	9	48	25	2	0	2	1	30
09:00	14	2	0	0	2	18	14	0	0	0	0	14
09:15	10	0	0	0	5	15	5	0	1	0	0	6
09:30	6	1	0	0	2	9	15	3	1	0	0	19
09:45	12	1	0	0	2	15	12	0	0	0	0	12
Hour	42	4	0	0	11	57	46	3	2	0	0	51
10:00	9	4	0	0	2	15	8	0	0	0	0	8
10:15	14	4	0	0	1	19	20	0	0	0	0	20
10:30	12	3	1	0	2	18	10	0	0	1	0	11
10:45	16	3	0	0	5	24	9	1	1	0	0	11
Hour	51	14	1	0	10	76	47	1	1	1	0	50
11:00	13	3	0	0	2	18	15	0	1	0	0	16
11:15	18	0	0	0	2	20	12	2	0	0	0	14
11:30	14	0	0	0	4	18	11	2	1	0	0	14
11:45	14	2	0	0	2	18	11	0	0	0	0	11
Hour	59	5	0	0	10	74	49	4	2	0	0	55
12:00	15	0	0	0	3	18	13	0	0	0	0	13
12:15	19	3	0	0	1	23	21	3	0	0	0	24
12:30	19	3	0	0	4	26	12	0	0	0	0	12
12:45	15	1	0	0	1	17	15	0	0	0	0	15
Hour	68	7	0	0	9	84	61	3	0	0	0	64
13:00	27	2	0	0	4	33	10	3	0	0	0	13
13:15	16	1	0	0	1	18	8	2	0	0	0	10
13:30	15	1	0	0	3	19	11	1	0	0	0	12
13:45	16	1	0	0	2	19	12	0	0	0	0	12
Hour	74	5	0	0	10	89	41	6	0	0	0	47
14:00	16	3	0	0	3	22	11	0	2	0	0	13
14:15	19	0	0	0	2	21	15	1	0	0	0	16
14:30	15	0	0	0	2	17	15	1	1	0	0	17
14:45	19	1	0	0	2	22	16	0	1	0	0	17
Hour	69	4	0	0	9	82	57	2	4	0	0	63
15:00	10	0	0	0	2	12	9	1	0	0	0	10
15:15	13	0	0	0	3	16	14	0	0	0	0	14
15:30	16	2	0	0	2	20	6	0	0	0	0	6
15:45	15	0	0	0	3	18	12	1	0	0	0	13
Hour	54	2	0	0	10	66	41	2	0	0	0	43
16:00	8	1	0	0	2	11	6	1	1	0	0	8
16:15	8	0	0	0	3	11	11	1	0	0	0	12
16:30	17	0	0	0	4	21	14	1	0	0	0	15
16:45	13	0	1	0	2	16	9	2	0	0	0	11
Hour	46	1	1	0	11	59	40	5	1	0	0	46
17:00	10	0	0	0	4	14	8	4	0	0	0	12
17:15	11	0	0	0	2	13	9	1	0	0	0	10
17:30	16	0	0	0	2	18	9	0	0	0	0	9
17:45	9	0	0	0	2	11	8	0	0	0	0	8
Hour	46	0	0	0	10	56	34	5	0	0	0	39
18:00	23	0	0	0	2	25	7	0	0	0	0	7
18:15	20	0	0	0	2	22	6	0	0	0	0	6
18:30	14	0	0	0	4	18	8	0	0	0	0	8
18:45	16	1	0	0	1	18	5	0	0	0	0	5
Hour	73	1	0	0	9	83	26	0	0	0	0	26
Total	633	55	6	0	119	813	479	38	10	3	1	531

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Tuesday 22 June 2021

Time	D to B - R112(E) to R112(W)					Veh. Total	D to A - R112(E) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	20	4	0	0	0	24	4	0	0	0	0	4
07:15	27	4	0	0	0	31	6	2	0	0	0	8
07:30	33	10	0	0	0	43	10	1	0	0	0	11
07:45	37	10	0	0	0	47	9	0	0	0	0	9
Hour	117	28	0	0	0	145	29	3	0	0	0	32
08:00	63	5	0	0	0	68	14	0	0	0	0	14
08:15	55	5	0	0	0	60	13	0	0	0	0	13
08:30	49	2	0	0	0	51	15	3	0	0	0	18
08:45	68	2	0	0	0	70	18	0	0	0	0	18
Hour	235	14	0	0	0	249	60	3	0	0	0	63
09:00	69	7	1	0	0	77	19	0	1	0	0	20
09:15	63	13	2	1	0	79	14	1	0	0	0	15
09:30	48	6	0	0	0	54	9	3	0	0	0	12
09:45	52	8	1	0	0	61	11	1	0	0	0	12
Hour	232	34	4	1	0	271	53	5	1	0	0	59
10:00	48	5	1	0	0	54	12	3	0	0	0	15
10:15	62	8	0	1	0	71	11	2	2	0	0	15
10:30	65	10	1	0	0	76	14	3	1	0	0	18
10:45	60	5	0	0	0	65	8	1	0	0	0	9
Hour	235	28	2	1	0	266	45	9	3	0	0	57
11:00	48	8	1	0	0	57	12	0	0	0	0	12
11:15	59	11	2	0	0	72	19	5	0	0	0	24
11:30	56	15	0	0	0	71	12	1	0	0	0	13
11:45	69	9	1	0	0	79	11	0	0	0	0	11
Hour	232	43	4	0	0	279	54	6	0	0	0	60
12:00	79	6	2	0	0	87	16	2	0	0	0	18
12:15	69	10	1	0	0	80	18	0	0	0	0	18
12:30	55	4	0	0	0	59	16	0	0	0	0	16
12:45	69	9	2	0	1	81	10	0	0	0	0	10
Hour	272	29	5	0	1	307	60	2	0	0	0	62
13:00	69	6	0	0	0	75	17	1	0	0	0	18
13:15	70	9	1	0	0	80	27	1	0	0	0	28
13:30	81	10	0	0	0	91	23	0	0	0	0	23
13:45	69	12	0	0	0	81	12	2	0	0	0	14
Hour	289	37	1	0	0	327	79	4	0	0	0	83
14:00	67	4	1	0	0	72	8	1	0	0	0	9
14:15	75	4	0	1	0	80	25	3	0	0	0	28
14:30	73	4	1	0	0	78	25	1	0	0	0	26
14:45	73	11	1	0	0	85	23	1	0	0	0	24
Hour	288	23	3	1	0	315	81	6	0	0	0	87
15:00	77	3	0	0	0	80	8	2	0	0	0	10
15:15	64	4	0	1	0	69	16	0	1	0	0	17
15:30	66	7	1	0	0	74	4	0	0	0	0	4
15:45	52	11	1	0	0	64	17	1	0	0	0	18
Hour	259	25	2	1	0	287	45	3	1	0	0	49
16:00	78	12	0	0	0	90	8	2	0	0	0	10
16:15	61	10	1	0	0	72	8	0	0	0	0	8
16:30	77	9	0	0	0	86	16	1	0	0	0	17
16:45	76	8	1	0	0	85	12	1	0	0	0	13
Hour	292	39	2	0	0	333	44	4	0	0	0	48
17:00	89	6	0	0	0	95	12	1	0	0	0	13
17:15	79	9	0	0	0	88	12	1	0	0	0	13
17:30	92	9	0	0	0	101	9	0	0	0	0	9
17:45	92	6	1	0	0	99	17	0	0	0	0	17
Hour	352	30	1	0	0	383	50	2	0	0	0	52
18:00	79	6	0	0	0	85	12	0	0	0	0	12
18:15	61	3	0	0	0	64	11	0	0	0	0	11
18:30	67	1	0	0	0	68	12	1	0	0	0	13
18:45	56	1	0	0	0	57	10	1	0	0	0	11
Hour	263	11	0	0	0	274	45	2	0	0	0	47
Total	3066	341	24	4	1	3436	645	49	5	0	0	699

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Tuesday 22 June 2021

Time	To Arm A - R117(N)					Veh. Total	From Arm A - R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	77	26	2	1	2	108	42	9	2	0	4	57
07:15	118	30	0	1	1	150	60	12	1	1	3	77
07:30	149	24	1	0	0	174	69	10	2	0	3	84
07:45	151	26	2	0	3	182	97	7	0	2	2	108
Hour	495	106	5	2	6	614	268	38	5	3	12	326
08:00	119	23	2	1	1	146	81	8	1	0	3	93
08:15	160	16	1	0	2	179	98	12	1	1	3	115
08:30	152	18	0	1	3	174	127	12	2	2	2	145
08:45	156	12	1	0	1	170	130	8	4	0	0	142
Hour	587	69	4	2	7	669	436	40	8	3	8	495
09:00	186	15	2	0	0	203	132	8	0	0	2	142
09:15	176	25	2	1	1	205	122	10	1	0	1	134
09:30	137	15	3	0	2	157	93	9	1	0	2	105
09:45	129	18	2	0	2	151	120	11	4	0	1	136
Hour	628	73	9	1	5	716	467	38	6	0	6	517
10:00	136	18	3	0	3	160	103	12	4	0	2	121
10:15	124	21	5	1	1	152	104	9	3	0	1	117
10:30	104	29	4	0	1	138	111	16	4	1	0	132
10:45	137	20	1	0	1	159	116	20	5	0	1	142
Hour	501	88	13	1	6	609	434	57	16	1	4	512
11:00	123	18	4	1	3	149	107	13	2	0	1	123
11:15	131	26	1	0	1	159	135	12	3	0	2	152
11:30	134	16	0	0	1	151	131	13	2	0	1	147
11:45	124	12	0	1	1	138	119	8	0	0	3	130
Hour	512	72	5	2	6	597	492	46	7	0	7	552
12:00	156	19	1	0	1	177	126	17	3	0	1	147
12:15	135	16	3	0	3	157	128	13	1	2	0	144
12:30	129	6	1	0	0	136	164	12	2	0	3	181
12:45	138	18	2	1	1	160	132	10	2	0	1	145
Hour	558	59	7	1	5	630	550	52	8	2	5	617
13:00	148	15	1	1	3	168	134	23	3	0	3	163
13:15	145	14	1	2	2	164	105	20	0	0	1	126
13:30	128	19	0	0	1	148	118	14	2	0	1	135
13:45	111	7	1	0	1	120	122	13	1	0	2	138
Hour	532	55	3	3	7	600	479	70	6	0	7	562
14:00	136	15	0	0	2	153	124	5	2	2	1	134
14:15	143	21	2	1	1	168	135	10	1	1	1	148
14:30	159	10	0	0	0	169	146	11	1	0	2	160
14:45	126	14	0	0	2	142	144	21	0	0	2	167
Hour	564	60	2	1	5	632	549	47	4	3	6	609
15:00	134	11	1	0	2	148	125	16	0	0	1	142
15:15	117	6	1	0	0	124	147	23	0	0	1	171
15:30	102	11	1	1	2	117	133	23	2	1	4	163
15:45	150	11	0	0	1	162	133	20	0	0	2	155
Hour	503	39	3	1	5	551	538	82	2	1	8	631
16:00	109	16	0	0	3	128	157	39	0	0	0	196
16:15	135	4	0	0	0	139	152	23	2	0	3	180
16:30	128	5	0	0	2	135	136	17	1	0	3	157
16:45	138	14	0	0	0	152	145	20	0	0	2	167
Hour	510	39	0	0	5	554	590	99	3	0	8	700
17:00	152	13	0	1	3	169	166	22	0	0	1	189
17:15	157	10	0	0	1	168	173	9	0	0	2	184
17:30	154	11	1	0	0	166	177	10	0	0	3	190
17:45	140	4	0	0	1	145	165	9	0	1	0	175
Hour	603	38	1	1	5	648	681	50	0	1	6	738
18:00	164	9	0	0	3	176	149	9	0	1	0	159
18:15	174	5	0	0	1	180	156	13	0	0	2	171
18:30	158	6	0	0	3	167	134	7	0	0	3	144
18:45	144	6	0	0	2	152	123	6	0	0	2	131
Hour	640	26	0	0	9	675	562	35	0	1	7	605
Total	6633	724	52	15	71	7495	6046	654	65	15	84	6864

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Tuesday 22 June 2021

Time	To Arm B - R112(W)					Veh. Total	From Arm B - R112(W)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	52	10	2	0	2	66	87	21	5	0	1	114
07:15	52	17	2	0	1	72	105	14	2	0	1	122
07:30	77	21	1	0	1	100	137	21	2	0	2	162
07:45	91	13	0	1	0	105	148	18	3	0	2	171
Hour	272	61	5	1	4	343	477	74	12	0	6	569
08:00	116	7	1	0	2	126	149	13	1	0	1	164
08:15	104	14	2	0	0	120	185	19	2	0	3	209
08:30	99	11	0	0	2	112	204	18	1	0	2	225
08:45	140	8	2	0	0	150	190	20	1	1	0	212
Hour	459	40	5	0	4	508	728	70	5	1	6	810
09:00	139	11	2	0	2	154	161	18	0	0	0	179
09:15	115	17	2	1	1	136	148	14	1	0	2	165
09:30	116	13	3	0	1	133	162	15	3	0	1	181
09:45	112	10	3	0	2	127	148	20	3	0	1	172
Hour	482	51	10	1	6	550	619	67	7	0	4	697
10:00	114	11	1	0	2	128	165	16	5	0	1	187
10:15	144	18	1	1	1	165	136	14	4	0	1	155
10:30	131	18	8	1	0	158	134	28	2	0	1	165
10:45	140	13	1	0	1	155	146	17	4	1	0	168
Hour	529	60	11	2	4	606	581	75	15	1	3	675
11:00	118	20	1	0	1	140	168	24	1	0	3	196
11:15	149	18	3	0	2	172	165	14	2	0	1	182
11:30	144	24	2	1	1	172	156	18	1	0	1	176
11:45	150	18	1	0	2	171	158	19	2	1	0	180
Hour	561	80	7	1	6	655	647	75	6	1	5	734
12:00	167	13	2	0	2	184	164	19	2	0	0	185
12:15	138	18	3	1	0	160	159	18	3	0	3	183
12:30	158	11	2	0	2	173	159	14	2	0	1	176
12:45	165	17	4	0	3	189	172	17	1	0	1	191
Hour	628	59	11	1	7	706	654	68	8	0	5	735
13:00	158	16	1	1	1	177	161	9	3	0	1	174
13:15	154	24	2	0	1	181	201	14	1	1	1	218
13:30	169	15	2	0	2	188	174	16	4	0	2	196
13:45	161	18	0	0	1	180	171	18	2	0	1	192
Hour	642	73	5	1	5	726	707	57	10	1	5	780
14:00	154	11	1	0	3	169	173	12	1	0	2	188
14:15	156	9	0	2	2	169	227	12	1	0	1	241
14:30	164	13	1	0	1	179	183	15	3	0	0	201
14:45	172	21	1	0	2	196	150	15	2	1	2	170
Hour	646	54	3	2	8	713	733	54	7	1	5	800
15:00	169	13	1	0	1	184	153	8	3	0	1	165
15:15	143	9	1	1	2	156	157	11	0	0	0	168
15:30	154	14	1	0	2	171	146	19	1	0	2	168
15:45	149	17	1	0	2	169	175	11	0	1	1	188
Hour	615	53	4	1	7	680	631	49	4	1	4	689
16:00	182	19	0	0	0	201	158	20	1	0	2	181
16:15	129	16	1	0	2	148	154	23	0	0	0	177
16:30	164	15	1	0	1	181	132	20	0	0	2	154
16:45	166	13	1	0	1	181	169	9	2	1	0	181
Hour	641	63	3	0	4	711	613	72	3	1	4	693
17:00	154	13	0	0	1	168	168	12	1	0	1	182
17:15	176	14	0	0	1	191	144	6	0	0	1	151
17:30	186	14	1	0	2	203	152	10	0	0	1	163
17:45	179	14	1	0	0	194	206	9	0	0	1	216
Hour	695	55	2	0	4	756	670	37	1	0	4	712
18:00	166	15	0	0	0	181	164	9	1	0	1	175
18:15	160	8	0	0	2	170	156	3	0	0	1	160
18:30	147	5	0	0	1	153	151	4	0	0	3	158
18:45	143	4	0	0	2	149	161	7	0	0	1	169
Hour	616	32	0	0	5	653	632	23	1	0	6	662
Total	6786	681	66	10	64	7607	7692	721	79	7	57	8556

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Tuesday 22 June 2021

Time	To Arm C - R117(S)					Veh. Total	From Arm C - R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	44	9	0	0	2	55	82	25	0	1	4	112
07:15	61	7	0	1	2	71	112	34	2	1	3	152
07:30	71	13	2	0	3	89	137	34	3	0	2	176
07:45	94	12	0	0	3	109	147	24	2	0	5	178
Hour	270	41	2	1	10	324	478	117	7	2	14	618
08:00	85	7	0	2	3	97	113	21	2	1	5	142
08:15	101	13	0	1	4	119	140	21	3	0	2	166
08:30	122	12	3	2	0	139	135	18	0	1	3	157
08:45	119	15	4	1	0	139	146	18	3	0	2	169
Hour	427	47	7	6	7	494	534	78	8	2	12	634
09:00	127	9	0	0	0	136	167	18	2	0	2	189
09:15	124	11	3	0	1	139	151	23	2	1	5	182
09:30	119	16	1	0	1	137	137	17	3	0	3	160
09:45	135	14	5	0	0	154	136	16	3	0	4	159
Hour	505	50	9	0	2	566	591	74	10	1	14	690
10:00	111	13	4	0	0	128	130	16	3	0	4	153
10:15	112	5	1	0	1	119	150	24	2	1	2	179
10:30	126	15	2	1	1	145	121	24	10	0	3	158
10:45	132	19	6	1	0	158	156	22	1	0	6	185
Hour	481	52	13	2	2	550	557	86	16	1	15	675
11:00	129	11	2	0	1	143	141	21	4	1	3	170
11:15	137	11	3	0	1	152	143	20	2	0	3	168
11:30	124	14	2	0	0	140	153	17	2	1	4	177
11:45	121	8	2	0	1	132	135	19	0	0	3	157
Hour	511	44	9	0	3	567	572	77	8	2	13	672
12:00	139	15	2	0	0	156	173	17	1	0	5	196
12:15	147	15	2	1	0	165	146	20	4	0	1	171
12:30	160	7	2	0	1	170	159	8	3	0	4	174
12:45	131	9	1	0	0	141	157	22	3	1	2	185
Hour	577	46	7	1	1	632	635	67	11	1	12	726
13:00	130	22	3	0	2	157	165	21	0	2	6	194
13:15	107	17	0	0	0	124	145	19	2	1	2	169
13:30	126	11	3	0	1	141	147	20	2	0	4	173
13:45	133	13	1	0	1	148	136	8	1	0	2	147
Hour	496	63	7	0	4	570	593	68	5	3	14	683
14:00	117	7	4	2	1	131	166	20	0	0	6	192
14:15	161	12	1	0	0	174	129	15	2	1	3	150
14:30	157	14	3	0	1	175	157	13	0	0	2	172
14:45	143	16	1	1	0	161	152	15	0	0	2	169
Hour	578	49	9	3	2	641	604	63	2	1	13	683
15:00	124	16	0	0	0	140	155	14	2	0	3	174
15:15	154	20	0	0	0	174	123	6	1	0	4	134
15:30	136	27	2	1	2	168	136	18	0	1	3	158
15:45	140	23	0	0	1	164	174	14	0	0	4	192
Hour	554	86	2	1	3	646	588	52	3	1	14	658
16:00	139	43	1	0	0	183	139	16	0	0	3	158
16:15	154	29	2	0	1	186	136	7	0	0	3	146
16:30	135	19	0	0	2	156	156	6	0	0	4	166
16:45	148	22	1	1	2	174	159	13	1	0	3	176
Hour	576	113	4	1	5	699	590	42	1	0	13	646
17:00	160	21	0	0	1	182	146	11	0	1	7	165
17:15	167	11	0	0	0	178	181	12	0	0	2	195
17:30	168	13	0	0	2	183	177	14	2	0	2	195
17:45	170	9	0	1	0	180	146	7	0	0	2	155
Hour	665	54	0	1	3	723	650	44	2	1	13	710
18:00	143	10	0	1	0	154	178	13	0	0	4	195
18:15	132	9	0	0	0	141	185	6	0	0	2	193
18:30	130	6	0	0	3	139	168	6	0	0	6	180
18:45	123	4	0	0	0	127	153	7	0	0	2	162
Hour	528	29	0	1	3	561	684	32	0	0	14	730
Total	6168	674	69	17	45	6973	7076	800	73	15	161	8125

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Tuesday 22 June 2021

Time	To Arm D - R112(E)					Veh. Total	From Arm D - R112(E)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	62	15	3	0	3	83	24	5	0	0	0	29
07:15	81	13	3	0	3	100	35	7	0	0	0	42
07:30	94	20	3	0	3	120	48	13	0	0	0	61
07:45	107	9	3	1	3	123	51	11	0	0	0	62
Hour	344	57	12	1	12	426	158	36	0	0	0	194
08:00	105	10	1	0	4	120	82	5	0	2	1	90
08:15	130	14	3	0	2	149	72	5	0	0	0	77
08:30	164	13	0	0	2	179	71	6	0	0	0	77
08:45	146	14	1	0	1	162	95	3	0	0	0	98
Hour	545	51	5	0	9	610	320	19	0	2	1	342
09:00	110	16	0	0	2	128	102	7	2	0	0	111
09:15	88	8	0	0	5	101	82	14	3	1	0	100
09:30	92	9	1	0	2	104	72	12	1	0	0	85
09:45	103	14	1	0	2	120	75	9	1	0	0	85
Hour	393	47	2	0	11	453	331	42	7	1	0	381
10:00	105	10	5	0	2	122	68	8	1	0	0	77
10:15	103	13	4	0	1	121	93	10	2	1	0	106
10:30	94	19	4	0	2	119	89	13	2	1	0	105
10:45	86	14	3	0	5	108	77	7	1	0	0	85
Hour	388	56	16	0	10	470	327	38	6	2	0	373
11:00	121	17	2	0	2	142	75	8	2	0	0	85
11:15	116	9	2	0	2	129	90	18	2	0	0	110
11:30	117	12	2	0	4	135	79	18	1	0	0	98
11:45	108	17	0	0	2	127	91	9	1	0	0	101
Hour	462	55	6	0	10	533	335	53	6	0	0	394
12:00	109	14	3	0	3	129	108	8	2	0	0	118
12:15	121	15	1	0	1	138	108	13	1	0	0	122
12:30	118	14	2	0	5	139	83	4	0	0	0	87
12:45	121	14	1	0	1	137	94	9	2	0	1	106
Hour	469	57	7	0	10	543	393	34	5	0	1	433
13:00	120	10	1	0	4	135	96	10	0	0	0	106
13:15	150	10	1	0	1	162	105	12	1	0	0	118
13:30	131	16	3	0	3	153	115	11	0	0	0	126
13:45	117	15	2	0	2	136	93	14	0	0	0	107
Hour	518	51	7	0	10	586	409	47	1	0	0	457
14:00	142	9	1	0	3	155	86	5	3	0	0	94
14:15	146	3	1	0	2	152	115	8	0	1	0	124
14:30	119	8	2	0	2	131	113	6	2	0	0	121
14:45	117	12	2	0	2	133	112	12	2	0	0	126
Hour	524	32	6	0	9	571	426	31	7	1	0	465
15:00	100	4	3	0	2	109	94	6	0	0	0	100
15:15	107	9	0	0	3	119	94	4	1	1	0	100
15:30	99	15	0	0	3	117	76	7	1	0	0	84
15:45	124	7	0	1	3	135	81	13	1	0	0	95
Hour	430	35	3	1	11	480	345	30	3	1	0	379
16:00	116	12	1	0	2	131	92	15	1	0	0	108
16:15	104	15	0	0	3	122	80	11	1	0	0	92
16:30	104	15	0	0	4	123	107	11	0	0	0	118
16:45	118	4	2	0	2	126	97	11	1	0	0	109
Hour	442	46	3	0	11	502	376	48	3	0	0	427
17:00	123	9	1	0	4	137	109	11	0	0	0	120
17:15	98	3	0	0	3	104	100	11	0	0	0	111
17:30	108	5	0	0	2	115	110	9	0	0	0	119
17:45	145	4	0	0	2	151	117	6	1	0	0	124
Hour	474	21	1	0	11	507	436	37	1	0	0	474
18:00	116	3	1	0	2	122	98	6	0	0	0	104
18:15	109	3	0	0	2	114	78	3	0	0	0	81
18:30	105	2	0	0	5	112	87	2	0	0	0	89
18:45	98	8	0	0	1	107	71	2	0	0	0	73
Hour	428	16	1	0	10	455	334	13	0	0	0	347
Total	5417	524	69	2	124	6136	4190	428	39	7	2	4666

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Saturday 26 June 2021

Time	A to D - R117(N) to R112(E)					Veh. Total	A to C - R117(N) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	8	3	0	0	1	12
07:15	6	0	0	0	0	6	20	1	2	0	2	25
07:30	5	1	0	0	0	6	26	2	0	0	0	28
07:45	2	1	0	0	0	3	38	1	0	0	1	40
Hour	13	2	0	0	0	15	92	7	2	0	4	105
08:00	3	1	0	0	0	4	26	4	0	0	1	31
08:15	4	0	0	0	0	4	32	3	0	0	1	36
08:30	5	1	1	0	0	7	40	4	1	0	1	46
08:45	9	3	0	0	0	12	50	3	1	0	1	55
Hour	21	5	1	0	0	27	148	14	2	0	4	168
09:00	10	1	0	0	0	11	61	2	2	0	0	65
09:15	11	0	0	0	0	11	52	2	0	0	1	55
09:30	14	1	0	0	0	15	67	3	0	0	0	70
09:45	17	1	0	0	0	18	76	6	0	0	0	82
Hour	52	3	0	0	0	55	256	13	2	0	1	272
10:00	23	1	0	0	0	24	68	5	2	0	0	75
10:15	20	3	0	0	0	23	80	2	1	0	1	84
10:30	23	0	0	0	0	23	88	6	1	0	0	95
10:45	21	2	0	0	0	23	83	5	2	0	0	90
Hour	87	6	0	0	0	93	319	18	6	0	1	344
11:00	20	2	0	0	0	22	94	8	0	0	0	102
11:15	11	1	0	0	0	12	85	3	0	0	0	88
11:30	13	1	0	0	0	14	93	3	1	0	3	100
11:45	24	1	0	0	0	25	115	9	0	0	0	124
Hour	68	5	0	0	0	73	387	23	1	0	3	414
12:00	17	4	0	0	0	21	99	6	0	0	0	105
12:15	25	1	0	0	0	26	102	5	0	0	0	107
12:30	18	0	0	0	0	18	89	6	0	0	1	96
12:45	23	3	0	0	0	26	94	3	0	0	0	97
Hour	83	8	0	0	0	91	384	20	0	0	1	405
13:00	17	0	0	0	0	17	73	7	1	0	0	81
13:15	20	0	0	0	0	20	95	5	0	0	0	100
13:30	33	1	0	0	0	34	74	6	1	0	1	82
13:45	14	0	0	0	0	14	78	6	0	0	0	84
Hour	84	1	0	0	0	85	320	24	2	0	1	347
14:00	23	3	0	0	0	26	89	2	1	0	0	92
14:15	19	0	0	0	0	19	110	7	0	0	0	117
14:30	25	2	0	0	0	27	95	7	1	0	1	104
14:45	15	1	0	0	0	16	75	6	0	0	0	81
Hour	82	6	0	0	0	88	369	22	2	0	1	394
15:00	24	1	0	0	0	25	70	3	0	0	0	73
15:15	17	0	0	0	0	17	87	3	0	0	0	90
15:30	15	0	0	0	0	15	81	4	0	0	1	86
15:45	20	0	0	0	0	20	87	3	0	0	0	90
Hour	76	1	0	0	0	77	325	13	0	0	1	339
16:00	17	1	0	0	0	18	80	4	0	0	0	84
16:15	17	0	0	0	0	17	87	5	0	0	0	92
16:30	16	0	0	0	0	16	86	6	0	0	1	93
16:45	10	2	0	0	0	12	66	1	0	0	0	67
Hour	60	3	0	0	0	63	319	16	0	0	1	336
17:00	15	0	0	0	0	15	59	5	0	0	0	64
17:15	17	1	0	0	0	18	91	1	0	0	0	92
17:30	18	0	0	0	0	18	70	3	0	0	1	74
17:45	16	1	0	0	0	17	77	2	0	0	1	80
Hour	66	2	0	0	0	68	297	11	0	0	2	310
18:00	14	1	0	0	0	15	62	3	0	0	0	65
18:15	16	0	0	0	0	16	65	3	0	0	1	69
18:30	11	0	0	0	0	11	61	2	0	0	0	63
18:45	11	1	0	0	0	12	56	3	0	0	0	59
Hour	52	2	0	0	0	54	244	11	0	0	1	256
Total	744	44	1	0	0	789	3460	192	17	0	21	3690

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Saturday 26 June 2021

Time	A to B - R117(N) to R112(W)					Veh. Total	B to A - R112(W) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	3	0	0	0	0	3	5	0	1	0	1	7
07:15	5	1	0	0	0	6	7	0	0	0	1	8
07:30	4	0	0	0	1	5	7	0	0	0	1	8
07:45	3	0	2	0	1	6	8	1	0	0	0	9
Hour	15	1	2	0	2	20	27	1	1	0	3	32
08:00	6	2	0	0	0	8	6	2	0	0	1	9
08:15	7	1	0	0	0	8	14	2	1	0	1	18
08:30	16	0	1	0	1	18	15	0	0	0	0	15
08:45	16	1	1	0	1	19	23	3	0	0	1	27
Hour	45	4	2	0	2	53	58	7	1	0	3	69
09:00	15	2	0	0	1	18	19	1	0	0	0	20
09:15	24	0	0	0	0	24	21	2	0	0	1	24
09:30	24	1	0	0	2	27	26	2	0	0	1	29
09:45	23	3	0	0	0	26	28	0	0	0	0	28
Hour	86	6	0	0	3	95	94	5	0	0	2	101
10:00	22	3	0	0	1	26	39	4	1	0	1	45
10:15	31	2	0	0	0	33	23	3	0	0	1	27
10:30	36	0	0	0	1	37	31	3	1	0	2	37
10:45	32	5	0	0	2	39	37	1	0	0	0	38
Hour	121	10	0	0	4	135	130	11	2	0	4	147
11:00	32	1	0	0	1	34	42	3	0	0	1	46
11:15	36	2	1	0	0	39	41	1	0	0	1	43
11:30	39	4	0	0	1	44	42	2	0	0	1	45
11:45	40	2	0	0	2	44	39	2	0	0	1	42
Hour	147	9	1	0	4	161	164	8	0	0	4	176
12:00	34	3	0	0	1	38	47	2	0	0	1	50
12:15	38	0	0	0	0	38	45	3	0	0	0	48
12:30	42	2	0	0	1	45	49	0	0	0	1	50
12:45	41	2	0	0	1	44	43	1	0	0	2	46
Hour	155	7	0	0	3	165	184	6	0	0	4	194
13:00	41	1	0	0	1	43	43	2	0	0	1	46
13:15	28	2	0	0	1	31	49	0	0	0	1	50
13:30	37	2	0	0	1	40	52	1	0	0	0	53
13:45	40	3	0	0	2	45	51	1	0	0	2	54
Hour	146	8	0	0	5	159	195	4	0	0	4	203
14:00	41	1	0	0	0	42	38	0	0	0	1	39
14:15	45	3	0	0	1	49	38	1	0	0	0	39
14:30	33	0	0	0	1	34	36	1	0	0	1	38
14:45	25	1	0	0	1	27	41	0	0	0	2	43
Hour	144	5	0	0	3	152	153	2	0	0	4	159
15:00	43	1	1	0	1	46	55	4	0	0	1	60
15:15	38	2	0	0	1	41	43	1	0	0	1	45
15:30	37	2	0	0	1	40	35	1	0	0	1	37
15:45	33	2	0	0	1	36	43	1	0	0	1	45
Hour	151	7	1	0	4	163	176	7	0	0	4	187
16:00	29	2	0	0	2	33	56	0	0	0	1	57
16:15	42	1	0	0	0	43	32	3	0	0	1	36
16:30	34	2	0	0	1	37	47	0	0	0	1	48
16:45	36	0	0	0	1	37	56	1	0	0	1	58
Hour	141	5	0	0	4	150	191	4	0	0	4	199
17:00	37	1	0	0	1	39	39	2	0	0	1	42
17:15	13	2	0	0	1	16	35	0	0	0	1	36
17:30	36	1	0	0	1	38	39	2	0	0	0	41
17:45	35	3	0	0	1	39	43	1	0	0	1	45
Hour	121	7	0	0	4	132	156	5	0	0	3	164
18:00	30	0	0	0	2	32	55	1	0	0	0	56
18:15	38	0	0	0	0	38	46	0	0	0	2	48
18:30	32	0	0	0	1	33	33	0	0	0	1	34
18:45	29	0	0	0	0	29	43	0	0	0	0	43
Hour	129	0	0	0	3	132	177	1	0	0	3	181
Total	1401	69	6	0	41	1517	1705	61	4	0	42	1812

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Saturday 26 June 2021

Time	B to D - R112(W) to R112(E)					Veh. Total	B to C - R112(W) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	9	0	1	0	0	10	8	2	0	0	0	10
07:15	12	6	1	0	0	19	9	1	0	0	0	10
07:30	29	3	0	0	0	32	17	4	1	0	0	22
07:45	28	8	0	0	0	36	13	4	0	0	0	17
Hour	78	17	2	0	0	97	47	11	1	0	0	59
08:00	12	2	0	0	0	14	14	1	0	0	0	15
08:15	28	6	0	0	0	34	11	1	1	0	0	13
08:30	43	6	1	0	0	50	29	2	0	0	0	31
08:45	59	3	0	0	0	62	36	1	0	0	0	37
Hour	142	17	1	0	0	160	90	5	1	0	0	96
09:00	38	7	0	0	0	45	34	0	0	0	1	35
09:15	67	1	1	1	0	70	46	2	3	0	0	51
09:30	76	3	0	0	1	80	44	1	1	0	0	46
09:45	67	2	1	0	0	70	53	2	0	0	0	55
Hour	248	13	2	1	1	265	177	5	4	0	1	187
10:00	59	4	0	0	1	64	56	0	0	0	1	57
10:15	67	4	0	0	0	71	55	2	0	0	0	57
10:30	77	4	0	0	0	81	49	1	0	0	0	50
10:45	67	8	1	0	0	76	59	3	0	0	0	62
Hour	270	20	1	0	1	292	219	6	0	0	1	226
11:00	83	3	0	0	0	86	50	2	0	0	0	52
11:15	62	3	0	0	0	65	51	1	0	0	0	52
11:30	102	5	0	0	0	107	48	2	0	0	0	50
11:45	87	4	0	0	0	91	47	0	1	0	0	48
Hour	334	15	0	0	0	349	196	5	1	0	0	202
12:00	85	3	0	0	0	88	56	0	0	0	0	56
12:15	114	5	0	0	0	119	51	0	0	0	0	51
12:30	82	6	2	0	0	90	49	3	0	0	0	52
12:45	94	2	0	0	0	96	55	1	0	0	0	56
Hour	375	16	2	0	0	393	211	4	0	0	0	215
13:00	97	3	0	0	0	100	47	1	1	0	0	49
13:15	76	3	0	0	0	79	56	4	0	0	0	60
13:30	101	3	0	0	0	104	48	1	0	1	0	50
13:45	92	3	0	0	0	95	60	1	0	0	0	61
Hour	366	12	0	0	0	378	211	7	1	1	0	220
14:00	106	2	0	0	0	108	62	3	0	0	0	65
14:15	100	0	0	0	0	100	61	1	0	0	0	62
14:30	95	3	0	0	0	98	55	3	0	0	0	58
14:45	83	3	0	0	0	86	55	3	0	0	0	58
Hour	384	8	0	0	0	392	233	10	0	0	0	243
15:00	120	2	0	0	0	122	70	1	1	0	0	72
15:15	99	3	0	0	0	102	51	1	0	0	0	52
15:30	69	2	0	0	0	71	45	2	0	0	0	47
15:45	92	3	1	0	0	96	59	0	0	0	0	59
Hour	380	10	1	0	0	391	225	4	1	0	0	230
16:00	87	4	0	0	0	91	60	3	0	0	0	63
16:15	60	4	0	0	0	64	44	0	0	0	0	44
16:30	69	2	0	0	0	71	51	4	0	0	0	55
16:45	81	2	0	0	0	83	59	2	0	0	0	61
Hour	297	12	0	0	0	309	214	9	0	0	0	223
17:00	75	2	0	0	0	77	53	1	0	0	0	54
17:15	93	0	0	0	0	93	50	2	0	0	0	52
17:30	68	3	0	0	0	71	42	3	0	0	0	45
17:45	76	1	0	0	0	77	50	1	0	0	0	51
Hour	312	6	0	0	0	318	195	7	0	0	0	202
18:00	64	0	0	0	0	64	45	1	0	0	0	46
18:15	78	2	0	0	0	80	44	1	0	0	0	45
18:30	73	3	0	0	0	76	42	1	0	0	0	43
18:45	70	1	0	0	0	71	49	0	0	0	0	49
Hour	285	6	0	0	0	291	180	3	0	0	0	183
Total	3471	152	9	1	2	3635	2198	76	9	1	2	2286

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Saturday 26 June 2021

Time	C to B - R117(S) to R112(W)					Veh. Total	C to A - R117(S) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	9	4	0	0	0	13	17	2	0	0	0	19
07:15	8	2	0	0	0	10	25	8	1	0	1	35
07:30	11	0	0	0	0	11	26	3	0	0	0	29
07:45	10	3	1	0	0	14	34	3	0	0	1	38
Hour	38	9	1	0	0	48	102	16	1	0	2	121
08:00	8	3	0	0	0	11	24	8	0	0	1	33
08:15	18	3	3	0	0	24	33	4	2	0	1	40
08:30	16	2	0	0	0	18	28	4	0	0	0	32
08:45	23	2	0	0	0	25	52	5	0	0	0	57
Hour	65	10	3	0	0	78	137	21	2	0	2	162
09:00	20	4	0	0	1	25	59	5	0	0	0	64
09:15	48	2	0	0	0	50	50	6	0	0	0	56
09:30	39	2	1	1	0	43	59	6	0	0	1	66
09:45	39	4	0	0	0	43	79	5	2	0	0	86
Hour	146	12	1	1	1	161	247	22	2	0	1	272
10:00	27	2	0	0	0	29	85	10	0	0	0	95
10:15	34	1	0	0	0	35	86	8	0	0	0	94
10:30	49	5	0	0	0	54	82	6	0	0	1	89
10:45	57	0	0	0	0	57	82	8	1	0	0	91
Hour	167	8	0	0	0	175	335	32	1	0	1	369
11:00	51	1	0	0	0	52	65	4	1	0	0	70
11:15	43	2	0	0	0	45	95	9	0	0	1	105
11:30	56	0	1	0	0	57	86	10	0	0	0	96
11:45	43	2	0	0	0	45	96	4	0	0	0	100
Hour	193	5	1	0	0	199	342	27	1	0	1	371
12:00	78	3	0	1	0	82	104	6	0	0	1	111
12:15	72	4	1	0	0	77	93	6	1	0	0	100
12:30	64	3	0	0	0	67	118	5	0	0	0	123
12:45	72	2	0	0	0	74	125	5	0	0	0	130
Hour	286	12	1	1	0	300	440	22	1	0	1	464
13:00	57	4	0	0	0	61	94	5	0	0	1	100
13:15	60	5	0	0	0	65	118	5	1	0	0	124
13:30	55	1	1	0	0	57	94	5	1	0	0	100
13:45	62	0	0	0	0	62	124	6	0	0	0	130
Hour	234	10	1	0	0	245	430	21	2	0	1	454
14:00	44	2	0	0	0	46	103	5	0	0	1	109
14:15	60	1	0	0	0	61	104	3	1	0	0	108
14:30	62	2	0	0	0	64	100	4	0	0	0	104
14:45	54	2	0	0	0	56	104	4	0	0	0	108
Hour	220	7	0	0	0	227	411	16	1	0	1	429
15:00	69	1	0	0	0	70	88	1	0	0	0	89
15:15	57	2	0	0	0	59	101	4	0	0	1	106
15:30	59	2	0	0	0	61	118	2	1	0	0	121
15:45	56	1	0	0	0	57	84	6	0	0	0	90
Hour	241	6	0	0	0	247	391	13	1	0	1	406
16:00	64	4	0	0	0	68	103	6	0	0	1	110
16:15	64	2	0	0	0	66	88	3	0	0	0	91
16:30	56	3	0	0	0	59	93	3	0	0	0	96
16:45	62	1	0	0	0	63	95	3	0	0	0	98
Hour	246	10	0	0	0	256	379	15	0	0	1	395
17:00	64	3	0	0	0	67	95	3	0	0	1	99
17:15	73	2	0	0	0	75	105	2	0	0	0	107
17:30	81	3	0	0	0	84	101	1	0	0	0	102
17:45	68	1	0	0	0	69	118	2	0	0	0	120
Hour	286	9	0	0	0	295	419	8	0	0	1	428
18:00	81	1	0	0	0	82	112	4	0	0	2	118
18:15	74	1	0	0	0	75	90	2	0	0	0	92
18:30	60	2	0	0	0	62	91	6	1	0	0	98
18:45	57	3	0	0	0	60	98	1	0	0	0	99
Hour	272	7	0	0	0	279	391	13	1	0	2	407
Total	2394	105	8	2	1	2510	4024	226	13	0	15	4278

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Saturday 26 June 2021

Time	C to D - R117(S) to R112(E)					Veh. Total	D to C - R112(E) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	5	0	0	0	2	7	0	0	0	0	0	0
07:15	1	1	0	0	1	3	0	0	0	0	0	0
07:30	0	0	0	0	2	2	1	0	0	0	0	1
07:45	1	1	1	0	2	5	1	0	0	0	0	1
Hour	7	2	1	0	7	17	2	0	0	0	0	2
08:00	1	1	0	0	1	3	4	0	0	0	0	4
08:15	2	1	0	0	2	5	4	0	0	0	0	4
08:30	3	0	0	0	1	4	3	0	0	0	0	3
08:45	3	0	1	0	2	6	7	1	0	0	0	8
Hour	9	2	1	0	6	18	18	1	0	0	0	19
09:00	4	1	0	0	2	7	7	1	0	0	0	8
09:15	9	0	0	0	2	11	6	0	0	0	0	6
09:30	3	0	0	0	1	4	11	0	0	0	0	11
09:45	8	0	1	0	3	12	12	0	0	0	0	12
Hour	24	1	1	0	8	34	36	1	0	0	0	37
10:00	8	1	0	0	1	10	6	0	1	0	0	7
10:15	15	0	0	0	4	19	14	1	0	0	0	15
10:30	12	2	0	0	2	16	9	0	0	0	0	9
10:45	15	0	1	0	1	17	12	0	0	0	0	12
Hour	50	3	1	0	8	62	41	1	1	0	0	43
11:00	14	0	1	0	2	17	7	0	2	0	0	9
11:15	25	1	0	0	2	28	12	0	1	0	0	13
11:30	16	0	0	0	2	18	9	0	0	0	0	9
11:45	16	0	0	0	2	18	12	2	1	0	0	15
Hour	71	1	1	0	8	81	40	2	4	0	0	46
12:00	26	0	0	0	1	27	12	1	0	0	0	13
12:15	20	0	0	0	2	22	15	2	0	0	0	17
12:30	19	1	0	0	3	23	7	1	0	0	0	8
12:45	16	0	0	0	2	18	19	1	1	0	0	21
Hour	81	1	0	0	8	90	53	5	1	0	0	59
13:00	13	0	0	0	1	14	7	0	0	0	0	7
13:15	19	1	0	0	2	22	9	1	0	0	0	10
13:30	20	0	0	0	2	22	15	0	0	0	0	15
13:45	18	2	0	0	3	23	14	1	0	0	0	15
Hour	70	3	0	0	8	81	45	2	0	0	0	47
14:00	14	1	0	0	2	17	13	1	0	0	0	14
14:15	10	0	0	0	2	12	18	0	0	0	0	18
14:30	13	2	0	0	2	17	14	0	0	0	0	14
14:45	24	0	0	0	1	25	12	1	0	0	0	13
Hour	61	3	0	0	7	71	57	2	0	0	0	59
15:00	22	1	0	0	1	24	11	0	0	0	0	11
15:15	14	0	0	0	2	16	11	0	0	0	0	11
15:30	24	1	0	0	2	27	10	1	0	0	0	11
15:45	20	0	0	1	2	23	5	0	0	0	0	5
Hour	80	2	0	1	7	90	37	1	0	0	0	38
16:00	14	0	0	0	2	16	14	0	0	0	0	14
16:15	21	1	0	0	3	25	10	0	0	0	0	10
16:30	11	1	0	0	3	15	7	1	0	0	0	8
16:45	14	1	0	0	1	16	12	0	0	0	0	12
Hour	60	3	0	0	9	72	43	1	0	0	0	44
17:00	19	1	0	0	2	22	10	0	0	1	0	11
17:15	25	0	0	0	1	26	8	0	0	0	0	8
17:30	20	0	0	0	3	23	13	1	0	1	0	15
17:45	13	0	0	0	1	14	5	0	0	0	0	5
Hour	77	1	0	0	7	85	36	1	0	2	0	39
18:00	20	0	0	0	2	22	9	1	0	0	0	10
18:15	14	0	0	0	1	15	8	1	0	0	0	9
18:30	13	1	0	0	4	18	6	0	0	0	0	6
18:45	17	0	0	0	1	18	4	0	0	0	0	4
Hour	64	1	0	0	8	73	27	2	0	0	0	29
Total	654	23	5	1	91	774	435	19	6	2	0	462

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Saturday 26 June 2021

Time	D to B - R112(E) to R112(W)					Veh. Total	D to A - R112(E) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	7	1	0	0	0	8	1	2	0	0	0	3
07:15	14	0	0	0	0	14	0	1	0	0	0	1
07:30	10	0	0	0	0	10	2	0	0	0	0	2
07:45	16	2	2	0	0	20	2	1	0	0	0	3
Hour	47	3	2	0	0	52	5	4	0	0	0	9
08:00	14	5	1	0	0	20	2	0	0	0	0	2
08:15	23	4	0	0	0	27	6	0	0	0	0	6
08:30	30	3	0	0	0	33	7	1	0	0	0	8
08:45	32	6	1	0	0	39	4	0	0	0	0	4
Hour	99	18	2	0	0	119	19	1	0	0	0	20
09:00	40	2	0	1	0	43	7	2	1	0	0	10
09:15	47	2	0	0	0	49	8	0	0	0	0	8
09:30	43	1	1	0	0	45	6	0	0	0	0	6
09:45	50	2	0	0	0	52	10	0	0	0	0	10
Hour	180	7	1	1	0	189	31	2	1	0	0	34
10:00	56	4	1	0	0	61	8	3	0	0	0	11
10:15	47	4	1	0	0	52	14	1	0	0	0	15
10:30	51	4	0	0	0	55	11	1	0	0	0	12
10:45	57	5	0	0	0	62	8	1	0	0	0	9
Hour	211	17	2	0	0	230	41	6	0	0	0	47
11:00	50	4	1	0	0	55	10	1	0	0	0	11
11:15	69	3	1	0	0	73	21	1	0	0	0	22
11:30	86	5	0	0	0	91	12	2	0	0	0	14
11:45	75	1	0	0	0	76	19	0	0	0	0	19
Hour	280	13	2	0	0	295	62	4	0	0	0	66
12:00	91	4	0	0	0	95	15	1	0	0	0	16
12:15	78	2	0	0	0	80	21	3	0	0	0	24
12:30	87	4	0	0	0	91	16	3	0	0	0	19
12:45	60	8	0	0	0	68	13	0	0	0	0	13
Hour	316	18	0	0	0	334	65	7	0	0	0	72
13:00	62	5	0	0	0	67	6	0	0	0	0	6
13:15	74	3	0	0	0	77	13	1	0	0	0	14
13:30	83	2	0	0	0	85	20	1	0	0	0	21
13:45	74	3	0	0	0	77	11	2	0	0	0	13
Hour	293	13	0	0	0	306	50	4	0	0	0	54
14:00	92	5	0	0	0	97	16	2	0	0	0	18
14:15	57	0	0	0	0	57	16	2	0	0	0	18
14:30	62	1	0	0	0	63	11	2	0	0	0	13
14:45	93	0	0	0	0	93	23	0	0	0	0	23
Hour	304	6	0	0	0	310	66	6	0	0	0	72
15:00	80	1	0	0	0	81	19	1	0	0	0	20
15:15	72	2	0	0	0	74	16	0	0	0	0	16
15:30	63	1	0	0	0	64	15	0	0	0	0	15
15:45	87	3	0	0	0	90	23	0	0	0	0	23
Hour	302	7	0	0	0	309	73	1	0	0	0	74
16:00	69	0	1	0	0	70	13	0	0	0	0	13
16:15	68	4	0	0	0	72	16	0	0	0	0	16
16:30	59	2	0	0	0	61	13	0	0	0	0	13
16:45	68	1	0	0	0	69	14	2	0	0	0	16
Hour	264	7	1	0	0	272	56	2	0	0	0	58
17:00	79	4	0	0	0	83	15	1	0	0	0	16
17:15	69	3	1	0	0	73	21	0	0	0	0	21
17:30	65	1	0	0	0	66	9	1	0	0	0	10
17:45	63	4	0	0	0	67	12	1	0	0	0	13
Hour	276	12	1	0	0	289	57	3	0	0	0	60
18:00	67	3	0	0	0	70	15	0	0	0	0	15
18:15	56	1	0	0	0	57	16	0	0	0	0	16
18:30	63	2	0	0	0	65	9	0	0	0	0	9
18:45	45	1	0	0	0	46	10	0	0	0	0	10
Hour	231	7	0	0	0	238	50	0	0	0	0	50
Total	2803	128	11	1	0	2943	575	40	1	0	0	616

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Saturday 26 June 2021

Time	To Arm A - R117(N)					Veh. Total	From Arm A - R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	23	4	1	0	1	29	11	3	0	0	1	15
07:15	32	9	1	0	2	44	31	2	2	0	2	37
07:30	35	3	0	0	1	39	35	3	0	0	1	39
07:45	44	5	0	0	1	50	43	2	2	0	2	49
Hour	134	21	2	0	5	162	120	10	4	0	6	140
08:00	32	10	0	0	2	44	35	7	0	0	1	43
08:15	53	6	3	0	2	64	43	4	0	0	1	48
08:30	50	5	0	0	0	55	61	5	3	0	2	71
08:45	79	8	0	0	1	88	75	7	2	0	2	86
Hour	214	29	3	0	5	251	214	23	5	0	6	248
09:00	85	8	1	0	0	94	86	5	2	0	1	94
09:15	79	8	0	0	1	88	87	2	0	0	1	90
09:30	91	8	0	0	2	101	105	5	0	0	2	112
09:45	117	5	2	0	0	124	116	10	0	0	0	126
Hour	372	29	3	0	3	407	394	22	2	0	4	422
10:00	132	17	1	0	1	151	113	9	2	0	1	125
10:15	123	12	0	0	1	136	131	7	1	0	1	140
10:30	124	10	1	0	3	138	147	6	1	0	1	155
10:45	127	10	1	0	0	138	136	12	2	0	2	152
Hour	506	49	3	0	5	563	527	34	6	0	5	572
11:00	117	8	1	0	1	127	146	11	0	0	1	158
11:15	157	11	0	0	2	170	132	6	1	0	0	139
11:30	140	14	0	0	1	155	145	8	1	0	4	158
11:45	154	6	0	0	1	161	179	12	0	0	2	193
Hour	568	39	1	0	5	613	602	37	2	0	7	648
12:00	166	9	0	0	2	177	150	13	0	0	1	164
12:15	159	12	1	0	0	172	165	6	0	0	0	171
12:30	183	8	0	0	1	192	149	8	0	0	2	159
12:45	181	6	0	0	2	189	158	8	0	0	1	167
Hour	689	35	1	0	5	730	622	35	0	0	4	661
13:00	143	7	0	0	2	152	131	8	1	0	1	141
13:15	180	6	1	0	1	188	143	7	0	0	1	151
13:30	166	7	1	0	0	174	144	9	1	0	2	156
13:45	186	9	0	0	2	197	132	9	0	0	2	143
Hour	675	29	2	0	5	711	550	33	2	0	6	591
14:00	157	7	0	0	2	166	153	6	1	0	0	160
14:15	158	6	1	0	0	165	174	10	0	0	1	185
14:30	147	7	0	0	1	155	153	9	1	0	2	165
14:45	168	4	0	0	2	174	115	8	0	0	1	124
Hour	630	24	1	0	5	660	595	33	2	0	4	634
15:00	162	6	0	0	1	169	137	5	1	0	1	144
15:15	160	5	0	0	2	167	142	5	0	0	1	148
15:30	168	3	1	0	1	173	133	6	0	0	2	141
15:45	150	7	0	0	1	158	140	5	0	0	1	146
Hour	640	21	1	0	5	667	552	21	1	0	5	579
16:00	172	6	0	0	2	180	126	7	0	0	2	135
16:15	136	6	0	0	1	143	146	6	0	0	0	152
16:30	153	3	0	0	1	157	136	8	0	0	2	146
16:45	165	6	0	0	1	172	112	3	0	0	1	116
Hour	626	21	0	0	5	652	520	24	0	0	5	549
17:00	149	6	0	0	2	157	111	6	0	0	1	118
17:15	161	2	0	0	1	164	121	4	0	0	1	126
17:30	149	4	0	0	0	153	124	4	0	0	2	130
17:45	173	4	0	0	1	178	128	6	0	0	2	136
Hour	632	16	0	0	4	652	484	20	0	0	6	510
18:00	182	5	0	0	2	189	106	4	0	0	2	112
18:15	152	2	0	0	2	156	119	3	0	0	1	123
18:30	133	6	1	0	1	141	104	2	0	0	1	107
18:45	151	1	0	0	0	152	96	4	0	0	0	100
Hour	618	14	1	0	5	638	425	13	0	0	4	442
Total	6304	327	18	0	57	6706	5605	305	24	0	62	5996

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Saturday 26 June 2021

Time	To Arm B - R112(W)					Veh. Total	From Arm B - R112(W)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	19	5	0	0	0	24	22	2	2	0	1	27
07:15	27	3	0	0	0	30	28	7	1	0	1	37
07:30	25	0	0	0	1	26	53	7	1	0	1	62
07:45	29	5	5	0	1	40	49	13	0	0	0	62
Hour	100	13	5	0	2	120	152	29	4	0	3	188
08:00	28	10	1	0	0	39	32	5	0	0	1	38
08:15	48	8	3	0	0	59	53	9	2	0	1	65
08:30	62	5	1	0	1	69	87	8	1	0	0	96
08:45	71	9	2	0	1	83	118	7	0	0	1	126
Hour	209	32	7	0	2	250	290	29	3	0	3	325
09:00	75	8	0	1	2	86	91	8	0	0	1	100
09:15	119	4	0	0	0	123	134	5	4	1	1	145
09:30	106	4	2	1	2	115	146	6	1	0	2	155
09:45	112	9	0	0	0	121	148	4	1	0	0	153
Hour	412	25	2	2	4	445	519	23	6	1	4	553
10:00	105	9	1	0	1	116	154	8	1	0	3	166
10:15	112	7	1	0	0	120	145	9	0	0	1	155
10:30	136	9	0	0	1	146	157	8	1	0	2	168
10:45	146	10	0	0	2	158	163	12	1	0	0	176
Hour	499	35	2	0	4	540	619	37	3	0	6	665
11:00	133	6	1	0	1	141	175	8	0	0	1	184
11:15	148	7	2	0	0	157	154	5	0	0	1	160
11:30	181	9	1	0	1	192	192	9	0	0	1	202
11:45	158	5	0	0	2	165	173	6	1	0	1	181
Hour	620	27	4	0	4	655	694	28	1	0	4	727
12:00	203	10	0	1	1	215	188	5	0	0	1	194
12:15	188	6	1	0	0	195	210	8	0	0	0	218
12:30	193	9	0	0	1	203	180	9	2	0	1	192
12:45	173	12	0	0	1	186	192	4	0	0	2	198
Hour	757	37	1	1	3	799	770	26	2	0	4	802
13:00	160	10	0	0	1	171	187	6	1	0	1	195
13:15	162	10	0	0	1	173	181	7	0	0	1	189
13:30	175	5	1	0	1	182	201	5	0	1	0	207
13:45	176	6	0	0	2	184	203	5	0	0	2	210
Hour	673	31	1	0	5	710	772	23	1	1	4	801
14:00	177	8	0	0	0	185	206	5	0	0	1	212
14:15	162	4	0	0	1	167	199	2	0	0	0	201
14:30	157	3	0	0	1	161	186	7	0	0	1	194
14:45	172	3	0	0	1	176	179	6	0	0	2	187
Hour	668	18	0	0	3	689	770	20	0	0	4	794
15:00	192	3	1	0	1	197	245	7	1	0	1	254
15:15	167	6	0	0	1	174	193	5	0	0	1	199
15:30	159	5	0	0	1	165	149	5	0	0	1	155
15:45	176	6	0	0	1	183	194	4	1	0	1	200
Hour	694	20	1	0	4	719	781	21	2	0	4	808
16:00	162	6	1	0	2	171	203	7	0	0	1	211
16:15	174	7	0	0	0	181	136	7	0	0	1	144
16:30	149	7	0	0	1	157	167	6	0	0	1	174
16:45	166	2	0	0	1	169	196	5	0	0	1	202
Hour	651	22	1	0	4	678	702	25	0	0	4	731
17:00	180	8	0	0	1	189	167	5	0	0	1	173
17:15	155	7	1	0	1	164	178	2	0	0	1	181
17:30	182	5	0	0	1	188	149	8	0	0	0	157
17:45	166	8	0	0	1	175	169	3	0	0	1	173
Hour	683	28	1	0	4	716	663	18	0	0	3	684
18:00	178	4	0	0	2	184	164	2	0	0	0	166
18:15	168	2	0	0	0	170	168	3	0	0	2	173
18:30	155	4	0	0	1	160	148	4	0	0	1	153
18:45	131	4	0	0	0	135	162	1	0	0	0	163
Hour	632	14	0	0	3	649	642	10	0	0	3	655
Total	6598	302	25	3	42	6970	7374	289	22	2	46	7733

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Saturday 26 June 2021

Time	To Arm C - R117(S)					Veh. Total	From Arm C - R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	16	5	0	0	1	22	31	6	0	0	2	39
07:15	29	2	2	0	2	35	34	11	1	0	2	48
07:30	44	6	1	0	0	51	37	3	0	0	2	42
07:45	52	5	0	0	1	58	45	7	2	0	3	57
Hour	141	18	3	0	4	166	147	27	3	0	9	186
08:00	44	5	0	0	1	50	33	12	0	0	2	47
08:15	47	4	1	0	1	53	53	8	5	0	3	69
08:30	72	6	1	0	1	80	47	6	0	0	1	54
08:45	93	5	1	0	1	100	78	7	1	0	2	88
Hour	256	20	3	0	4	283	211	33	6	0	8	258
09:00	102	3	2	0	1	108	83	10	0	0	3	96
09:15	104	4	3	0	1	112	107	8	0	0	2	117
09:30	122	4	1	0	0	127	101	8	1	1	2	113
09:45	141	8	0	0	0	149	126	9	3	0	3	141
Hour	469	19	6	0	2	496	417	35	4	1	10	467
10:00	130	5	3	0	1	139	120	13	0	0	1	134
10:15	149	5	1	0	1	156	135	9	0	0	4	148
10:30	146	7	1	0	0	154	143	13	0	0	3	159
10:45	154	8	2	0	0	164	154	8	2	0	1	165
Hour	579	25	7	0	2	613	552	43	2	0	9	606
11:00	151	10	2	0	0	163	130	5	2	0	2	139
11:15	148	4	1	0	0	153	163	12	0	0	3	178
11:30	150	5	1	0	3	159	158	10	1	0	2	171
11:45	174	11	2	0	0	187	155	6	0	0	2	163
Hour	623	30	6	0	3	662	606	33	3	0	9	651
12:00	167	7	0	0	0	174	208	9	0	1	2	220
12:15	168	7	0	0	0	175	185	10	2	0	2	199
12:30	145	10	0	0	1	156	201	9	0	0	3	213
12:45	168	5	1	0	0	174	213	7	0	0	2	222
Hour	648	29	1	0	1	679	807	35	2	1	9	854
13:00	127	8	2	0	0	137	164	9	0	0	2	175
13:15	160	10	0	0	0	170	197	11	1	0	2	211
13:30	137	7	1	1	1	147	169	6	2	0	2	179
13:45	152	8	0	0	0	160	204	8	0	0	3	215
Hour	576	33	3	1	1	614	734	34	3	0	9	780
14:00	164	6	1	0	0	171	161	8	0	0	3	172
14:15	189	8	0	0	0	197	174	4	1	0	2	181
14:30	164	10	1	0	1	176	175	8	0	0	2	185
14:45	142	10	0	0	0	152	182	6	0	0	1	189
Hour	659	34	2	0	1	696	692	26	1	0	8	727
15:00	151	4	1	0	0	156	179	3	0	0	1	183
15:15	149	4	0	0	0	153	172	6	0	0	3	181
15:30	136	7	0	0	1	144	201	5	1	0	2	209
15:45	151	3	0	0	0	154	160	7	0	1	2	170
Hour	587	18	1	0	1	607	712	21	1	1	8	743
16:00	154	7	0	0	0	161	181	10	0	0	3	194
16:15	141	5	0	0	0	146	173	6	0	0	3	182
16:30	144	11	0	0	1	156	160	7	0	0	3	170
16:45	137	3	0	0	0	140	171	5	0	0	1	177
Hour	576	26	0	0	1	603	685	28	0	0	10	723
17:00	122	6	0	1	0	129	178	7	0	0	3	188
17:15	149	3	0	0	0	152	203	4	0	0	1	208
17:30	125	7	0	1	1	134	202	4	0	0	3	209
17:45	132	3	0	0	1	136	199	3	0	0	1	203
Hour	528	19	0	2	2	551	782	18	0	0	8	808
18:00	116	5	0	0	0	121	213	5	0	0	4	222
18:15	117	5	0	0	1	123	178	3	0	0	1	182
18:30	109	3	0	0	0	112	164	9	1	0	4	178
18:45	109	3	0	0	0	112	172	4	0	0	1	177
Hour	451	16	0	0	1	468	727	21	1	0	10	759
Total	6093	287	32	3	23	6438	7072	354	26	3	107	7562

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Saturday 26 June 2021

Time	To Arm D - R112(E)					Veh. Total	From Arm D - R112(E)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	14	0	1	0	2	17	8	3	0	0	0	11
07:15	19	7	1	0	1	28	14	1	0	0	0	15
07:30	34	4	0	0	2	40	13	0	0	0	13	
07:45	31	10	1	0	2	44	19	3	2	0	0	24
Hour	98	21	3	0	7	129	54	7	2	0	0	63
08:00	16	4	0	0	1	21	20	5	1	0	0	26
08:15	34	7	0	0	2	43	33	4	0	0	0	37
08:30	51	7	2	0	1	61	40	4	0	0	0	44
08:45	71	6	1	0	2	80	43	7	1	0	0	51
Hour	172	24	3	0	6	205	136	20	2	0	0	158
09:00	52	9	0	0	2	63	54	5	1	1	0	61
09:15	87	1	1	1	2	92	61	2	0	0	0	63
09:30	93	4	0	0	2	99	60	1	1	0	0	62
09:45	92	3	2	0	3	100	72	2	0	0	0	74
Hour	324	17	3	1	9	354	247	10	2	1	0	260
10:00	90	6	0	0	2	98	70	7	2	0	0	79
10:15	102	7	0	0	4	113	75	6	1	0	0	82
10:30	112	6	0	0	2	120	71	5	0	0	0	76
10:45	103	10	2	0	1	116	77	6	0	0	0	83
Hour	407	29	2	0	9	447	293	24	3	0	0	320
11:00	117	5	1	0	2	125	67	5	3	0	0	75
11:15	98	5	0	0	2	105	102	4	2	0	0	108
11:30	131	6	0	0	2	139	107	7	0	0	0	114
11:45	127	5	0	0	2	134	106	3	1	0	0	110
Hour	473	21	1	0	8	503	382	19	6	0	0	407
12:00	128	7	0	0	1	136	118	6	0	0	0	124
12:15	159	6	0	0	2	167	114	7	0	0	0	121
12:30	119	7	2	0	3	131	110	8	0	0	0	118
12:45	133	5	0	0	2	140	92	9	1	0	0	102
Hour	539	25	2	0	8	574	434	30	1	0	0	465
13:00	127	3	0	0	1	131	75	5	0	0	0	80
13:15	115	4	0	0	2	121	96	5	0	0	0	101
13:30	154	4	0	0	2	160	118	3	0	0	0	121
13:45	124	5	0	0	3	132	99	6	0	0	0	105
Hour	520	16	0	0	8	544	388	19	0	0	0	407
14:00	143	6	0	0	2	151	121	8	0	0	0	129
14:15	129	0	0	0	2	131	91	2	0	0	0	93
14:30	133	7	0	0	2	142	87	3	0	0	0	90
14:45	122	4	0	0	1	127	128	1	0	0	0	129
Hour	527	17	0	0	7	551	427	14	0	0	0	441
15:00	166	4	0	0	1	171	110	2	0	0	0	112
15:15	130	3	0	0	2	135	99	2	0	0	0	101
15:30	108	3	0	0	2	113	88	2	0	0	0	90
15:45	132	3	1	1	2	139	115	3	0	0	0	118
Hour	536	13	1	1	7	558	412	9	0	0	0	421
16:00	118	5	0	0	2	125	96	0	1	0	0	97
16:15	98	5	0	0	3	106	94	4	0	0	0	98
16:30	96	3	0	0	3	102	79	3	0	0	0	82
16:45	105	5	0	0	1	111	94	3	0	0	0	97
Hour	417	18	0	0	9	444	363	10	1	0	0	374
17:00	109	3	0	0	2	114	104	5	0	1	0	110
17:15	135	1	0	0	1	137	98	3	1	0	0	102
17:30	106	3	0	0	3	112	87	3	0	1	0	91
17:45	105	2	0	0	1	108	80	5	0	0	0	85
Hour	455	9	0	0	7	471	369	16	1	2	0	388
18:00	98	1	0	0	2	101	91	4	0	0	0	95
18:15	108	2	0	0	1	111	80	2	0	0	0	82
18:30	97	4	0	0	4	105	78	2	0	0	0	80
18:45	98	2	0	0	1	101	59	1	0	0	0	60
Hour	401	9	0	0	8	418	308	9	0	0	0	317
Total	4869	219	15	2	93	5198	3813	187	18	3	0	4021

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Sunday 27 June 2021

Time	A to D - R117(N) to R112(E)					Veh. Total	A to C - R117(N) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	0	0	0	0	0	0	8	0	0	0	0	8
07:15	1	0	0	0	0	1	9	0	0	0	0	9
07:30	1	0	0	0	0	1	11	0	0	0	0	11
07:45	3	0	0	0	0	3	21	0	0	0	0	21
Hour	5	0	0	0	0	5	49	0	0	0	0	49
08:00	1	0	0	0	0	1	17	0	0	0	1	18
08:15	1	0	0	0	0	1	24	1	0	0	0	25
08:30	2	0	0	0	0	2	27	0	0	0	3	30
08:45	6	0	0	0	0	6	25	0	0	0	0	25
Hour	10	0	0	0	0	10	93	1	0	0	4	98
09:00	6	0	0	0	0	6	26	0	0	0	0	26
09:15	8	0	0	0	0	8	35	4	0	0	1	40
09:30	13	0	0	0	0	13	45	2	0	0	0	47
09:45	18	0	0	0	0	18	69	2	0	0	0	71
Hour	45	0	0	0	0	45	175	8	0	0	1	184
10:00	13	0	0	0	0	13	59	0	0	0	0	59
10:15	14	0	0	0	0	14	63	4	0	0	1	68
10:30	12	1	0	0	0	13	70	3	0	0	0	73
10:45	15	1	0	0	0	16	66	2	0	0	1	69
Hour	54	2	0	0	0	56	258	9	0	0	2	269
11:00	18	1	0	0	0	19	65	1	0	0	0	66
11:15	17	2	1	0	0	20	86	0	0	0	1	87
11:30	15	0	0	0	0	15	107	3	0	0	0	110
11:45	17	0	0	0	0	17	78	1	0	0	1	80
Hour	67	3	1	0	0	71	336	5	0	0	2	343
12:00	9	0	0	0	0	9	88	1	0	0	0	89
12:15	11	0	0	0	0	11	82	2	0	0	3	87
12:30	20	0	0	0	0	20	84	1	0	0	1	86
12:45	28	2	0	0	0	30	86	4	0	0	0	90
Hour	68	2	0	0	0	70	340	8	0	0	4	352
13:00	13	2	0	0	0	15	86	0	0	0	1	87
13:15	18	1	0	0	0	19	78	3	1	0	0	82
13:30	18	4	0	0	0	22	98	0	0	0	1	99
13:45	10	1	0	0	0	11	92	3	0	0	1	96
Hour	59	8	0	0	0	67	354	6	1	0	3	364
14:00	13	1	0	0	0	14	87	3	0	0	0	90
14:15	18	0	0	0	0	18	90	2	0	0	0	92
14:30	15	0	1	0	0	16	104	3	1	0	1	109
14:45	11	2	0	0	0	13	87	2	0	0	0	89
Hour	57	3	1	0	0	61	368	10	1	0	1	380
15:00	10	0	0	0	0	10	72	0	0	0	0	72
15:15	7	0	0	0	0	7	82	2	0	0	1	85
15:30	11	0	0	0	0	11	71	5	0	0	0	76
15:45	9	0	0	0	0	9	77	0	0	0	0	77
Hour	37	0	0	0	0	37	302	7	0	0	1	310
16:00	11	0	0	0	0	11	87	2	0	0	0	89
16:15	14	0	0	0	0	14	77	1	0	0	0	78
16:30	13	0	0	0	0	13	50	1	0	0	1	52
16:45	13	1	0	0	0	14	74	3	0	0	1	78
Hour	51	1	0	0	0	52	288	7	0	0	2	297
17:00	13	0	0	0	0	13	59	1	1	0	0	61
17:15	18	1	0	0	0	19	81	1	0	0	1	83
17:30	13	0	0	0	0	13	62	1	0	0	0	63
17:45	8	0	0	0	0	8	51	0	0	0	1	52
Hour	52	1	0	0	0	53	253	3	1	0	2	259
18:00	22	0	0	0	0	22	73	1	0	0	0	74
18:15	15	0	0	0	0	15	52	0	0	0	1	53
18:30	21	0	0	0	0	21	59	0	0	0	0	59
18:45	15	0	0	0	0	15	49	4	0	0	0	53
Hour	73	0	0	0	0	73	233	5	0	0	1	239
Total	578	20	2	0	0	600	3049	69	3	0	23	3144

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Sunday 27 June 2021

Time	A to B - R117(N) to R112(W)					Veh. Total	B to A - R112(W) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	6	0	0	0	0	6	4	0	0	0	0	4
07:15	2	0	0	0	0	2	6	0	0	0	0	6
07:30	4	0	0	0	0	4	4	0	0	0	0	4
07:45	6	0	0	0	0	6	8	1	0	0	0	9
Hour	18	0	0	0	0	18	22	1	0	0	0	23
08:00	7	1	0	0	0	8	6	1	0	0	0	7
08:15	6	2	0	0	0	8	12	1	0	0	0	13
08:30	6	0	0	0	0	6	7	0	0	0	0	7
08:45	15	0	0	0	0	15	19	1	0	0	0	20
Hour	34	3	0	0	0	37	44	3	0	0	0	47
09:00	12	0	0	0	2	14	15	1	0	0	1	17
09:15	12	0	0	0	0	12	15	0	0	0	0	15
09:30	21	0	0	0	2	23	32	0	0	0	2	34
09:45	13	1	0	0	0	14	23	1	0	0	0	24
Hour	58	1	0	0	4	63	85	2	0	0	3	90
10:00	17	0	0	0	1	18	21	2	0	0	0	23
10:15	21	0	0	0	0	21	23	1	0	0	1	25
10:30	18	1	0	0	1	20	21	0	0	0	0	21
10:45	27	1	0	0	1	29	37	1	0	0	2	40
Hour	83	2	0	0	3	88	102	4	0	0	3	109
11:00	21	0	0	0	1	22	26	0	0	0	0	26
11:15	32	0	0	0	0	32	37	0	0	0	0	37
11:30	41	0	0	0	1	42	34	0	0	0	0	34
11:45	27	0	0	0	1	28	37	1	0	0	1	39
Hour	121	0	0	0	3	124	134	1	0	0	1	136
12:00	33	1	0	0	1	35	32	0	0	0	1	33
12:15	17	3	0	0	0	20	27	2	0	0	0	29
12:30	33	0	0	0	1	34	29	2	0	0	1	32
12:45	43	1	0	0	1	45	41	2	0	0	1	44
Hour	126	5	0	0	3	134	129	6	0	0	3	138
13:00	42	1	0	0	0	43	32	0	0	0	1	33
13:15	40	0	0	0	1	41	39	1	0	0	0	40
13:30	34	0	0	0	1	35	45	0	0	0	1	46
13:45	30	1	0	0	1	32	43	1	0	0	1	45
Hour	146	2	0	0	3	151	159	2	0	0	3	164
14:00	34	0	0	0	1	35	43	1	0	0	1	45
14:15	28	0	0	0	0	28	35	1	0	0	0	36
14:30	35	1	0	0	1	37	37	1	0	0	1	39
14:45	23	0	0	0	0	23	44	0	0	0	1	45
Hour	120	1	0	0	2	123	159	3	0	0	3	165
15:00	33	1	0	0	2	36	29	0	0	0	1	30
15:15	21	0	0	0	0	21	29	0	0	0	1	30
15:30	35	1	0	0	1	37	37	3	0	0	0	40
15:45	33	1	0	0	1	35	41	0	1	0	1	43
Hour	122	3	0	0	4	129	136	3	1	0	3	143
16:00	37	0	0	0	1	38	32	0	0	0	1	33
16:15	34	2	1	0	0	37	38	0	0	0	1	39
16:30	26	0	0	0	1	27	36	3	0	0	0	39
16:45	42	0	0	0	0	42	34	1	0	0	1	36
Hour	139	2	1	0	2	144	140	4	0	0	3	147
17:00	25	0	0	0	2	27	25	0	0	0	1	26
17:15	27	2	0	0	0	29	36	0	0	0	0	36
17:30	26	0	0	0	1	27	32	1	0	0	1	34
17:45	19	0	0	0	0	19	40	1	0	0	0	41
Hour	97	2	0	0	3	102	133	2	0	0	2	137
18:00	33	2	0	0	1	36	32	1	0	0	1	34
18:15	26	1	0	0	1	28	39	0	0	0	1	40
18:30	26	0	1	0	1	28	30	0	0	0	1	31
18:45	22	1	0	0	0	23	29	2	0	0	0	31
Hour	107	4	1	0	3	115	130	3	0	0	3	136
Total	1171	25	2	0	30	1228	1373	34	1	0	27	1435

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Sunday 27 June 2021

Time	B to D - R112(W) to R112(E)					Veh. Total	B to C - R112(W) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	8	1	0	0	0	9	7	0	0	0	0	7
07:15	16	1	0	0	0	17	7	0	0	0	0	7
07:30	18	1	0	0	0	19	8	1	0	0	0	9
07:45	13	2	0	0	0	15	7	0	0	0	0	7
Hour	55	5	0	0	0	60	29	1	0	0	0	30
08:00	13	1	0	0	0	14	8	0	0	0	0	8
08:15	20	2	0	0	0	22	4	1	0	0	0	5
08:30	24	1	1	0	0	26	14	0	0	0	0	14
08:45	27	0	0	0	0	27	12	0	0	0	0	12
Hour	84	4	1	0	0	89	38	1	0	0	0	39
09:00	26	2	1	0	0	29	19	0	0	0	0	19
09:15	23	1	0	0	0	24	32	1	0	0	1	34
09:30	37	1	0	0	0	38	36	0	0	0	0	36
09:45	59	0	0	0	0	59	52	0	0	0	0	52
Hour	145	4	1	0	0	150	139	1	0	0	1	141
10:00	53	2	0	0	0	55	48	3	0	0	0	51
10:15	60	4	0	0	0	64	48	2	0	0	0	50
10:30	58	4	0	0	0	62	59	2	0	0	0	61
10:45	73	3	0	0	0	76	49	0	0	0	0	49
Hour	244	13	0	0	0	257	204	7	0	0	0	211
11:00	50	1	0	0	0	51	43	0	0	0	1	44
11:15	73	3	0	0	0	76	60	1	0	0	0	61
11:30	74	3	0	0	0	77	58	0	0	0	0	58
11:45	65	1	0	0	0	66	47	1	0	0	0	48
Hour	262	8	0	0	0	270	208	2	0	0	1	211
12:00	84	3	0	0	0	87	69	2	0	0	0	71
12:15	77	1	0	0	0	78	48	1	0	0	0	49
12:30	75	1	0	0	0	76	53	0	0	0	1	54
12:45	91	0	0	0	0	91	51	2	0	0	0	53
Hour	327	5	0	0	0	332	221	5	0	0	1	227
13:00	78	6	0	0	0	84	52	0	0	0	0	52
13:15	81	3	0	0	0	84	49	0	0	1	0	50
13:30	98	3	0	0	0	101	54	2	0	0	0	56
13:45	92	3	0	0	0	95	50	2	0	0	0	52
Hour	349	15	0	0	0	364	205	4	0	1	0	210
14:00	81	0	0	0	0	81	53	0	0	0	0	53
14:15	98	4	0	0	0	102	53	0	0	0	0	53
14:30	96	2	0	0	0	98	52	3	0	0	0	55
14:45	79	2	0	0	0	81	55	0	0	0	0	55
Hour	354	8	0	0	0	362	213	3	0	0	0	216
15:00	101	2	0	0	0	103	43	1	0	0	0	44
15:15	98	4	0	0	0	102	47	0	0	0	0	47
15:30	77	0	0	0	0	77	48	1	0	0	0	49
15:45	99	1	0	0	0	100	54	1	0	0	0	55
Hour	375	7	0	0	0	382	192	3	0	0	0	195
16:00	63	1	0	0	0	64	48	2	0	0	0	50
16:15	71	1	0	0	0	72	45	1	0	0	0	46
16:30	72	2	0	0	0	74	38	2	0	0	0	40
16:45	87	3	0	0	0	90	68	1	0	0	0	69
Hour	293	7	0	0	0	300	199	6	0	0	0	205
17:00	68	0	0	0	0	68	41	1	0	0	0	42
17:15	69	2	0	0	0	71	58	0	0	0	0	58
17:30	52	0	0	0	0	52	31	2	0	0	0	33
17:45	51	3	0	0	0	54	33	0	0	0	0	33
Hour	240	5	0	0	0	245	163	3	0	0	0	166
18:00	62	4	0	0	0	66	43	1	0	0	0	44
18:15	56	2	0	0	0	58	42	0	0	0	0	42
18:30	70	1	0	0	0	71	28	1	0	0	0	29
18:45	57	2	0	0	0	59	36	1	0	0	0	37
Hour	245	9	0	0	0	254	149	3	0	0	0	152
Total	2973	90	2	0	0	3065	1960	39	0	1	3	2003

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Sunday 27 June 2021

Time	C to B - R117(S) to R112(W)					Veh. Total	C to A - R117(S) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	4	1	0	0	0	5	18	2	0	0	0	20
07:15	8	0	0	0	0	8	14	4	0	0	0	18
07:30	7	1	0	0	0	8	29	0	0	0	0	29
07:45	11	1	0	0	0	12	30	0	0	0	1	31
Hour	30	3	0	0	0	33	91	6	0	0	1	98
08:00	4	0	0	0	0	4	16	1	1	0	0	18
08:15	7	1	0	0	0	8	18	2	0	0	0	20
08:30	10	0	0	0	0	10	26	2	0	0	0	28
08:45	14	0	0	0	0	14	33	1	0	0	0	34
Hour	35	1	0	0	0	36	93	6	1	0	0	100
09:00	14	1	0	0	0	15	29	2	0	0	0	31
09:15	9	2	0	0	0	11	34	1	1	0	1	37
09:30	19	0	0	0	1	20	45	2	0	0	0	47
09:45	23	2	0	0	0	25	67	2	0	0	0	69
Hour	65	5	0	0	1	71	175	7	1	0	1	184
10:00	21	0	0	0	0	21	55	1	0	0	0	56
10:15	28	3	0	0	0	31	56	2	0	0	0	58
10:30	30	0	0	0	0	30	57	3	0	0	1	61
10:45	46	0	0	0	0	46	60	1	0	0	0	61
Hour	125	3	0	0	0	128	228	7	0	0	1	236
11:00	44	1	0	0	0	45	54	2	0	0	0	56
11:15	41	1	0	0	0	42	62	1	1	0	0	64
11:30	53	1	0	0	0	54	73	1	0	0	1	75
11:45	48	0	0	0	0	48	70	5	0	0	0	75
Hour	186	3	0	0	0	189	259	9	1	0	1	270
12:00	38	1	0	0	0	39	84	3	0	0	0	87
12:15	48	1	0	0	0	49	84	1	0	0	0	85
12:30	44	0	0	0	0	44	91	2	0	0	2	95
12:45	66	3	0	0	0	69	92	2	0	0	1	95
Hour	196	5	0	0	0	201	351	8	0	0	3	362
13:00	46	1	0	0	0	47	79	3	0	0	0	82
13:15	61	1	0	0	0	62	120	4	0	0	0	124
13:30	73	2	0	0	0	75	87	1	0	0	0	88
13:45	63	1	0	0	0	64	86	4	0	0	1	91
Hour	243	5	0	0	0	248	372	12	0	0	1	385
14:00	61	0	0	0	0	61	101	2	2	0	0	105
14:15	52	0	0	0	0	52	95	4	0	0	0	99
14:30	59	3	0	0	0	62	104	0	0	0	0	104
14:45	54	3	0	0	0	57	81	4	0	0	0	85
Hour	226	6	0	0	0	232	381	10	2	0	0	393
15:00	62	2	0	0	0	64	80	2	0	0	0	82
15:15	67	1	0	0	0	68	91	1	0	0	0	92
15:30	57	1	0	0	0	58	93	0	1	0	0	94
15:45	55	0	0	0	0	55	95	0	0	0	1	96
Hour	241	4	0	0	0	245	359	3	1	0	1	364
16:00	70	1	0	0	0	71	81	4	1	0	1	87
16:15	58	2	0	0	0	60	102	2	0	0	0	104
16:30	58	1	0	0	0	59	90	2	0	0	0	92
16:45	58	4	0	0	0	62	94	0	0	0	0	94
Hour	244	8	0	0	0	252	367	8	1	0	1	377
17:00	51	1	0	0	0	52	99	2	0	0	1	102
17:15	71	0	0	0	0	71	97	2	0	0	1	100
17:30	65	1	0	0	0	66	91	3	0	0	1	95
17:45	54	0	0	0	0	54	91	2	0	0	0	93
Hour	241	2	0	0	0	243	378	9	0	0	3	390
18:00	58	2	0	0	0	60	111	2	0	0	1	114
18:15	57	2	0	0	0	59	87	2	1	0	0	90
18:30	57	1	0	0	0	58	92	4	0	0	0	96
18:45	53	1	0	0	0	54	89	4	1	0	1	95
Hour	225	6	0	0	0	231	379	12	2	0	2	395
Total	2057	51	0	0	1	2109	3433	97	9	0	15	3554

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Sunday 27 June 2021

Time	C to D - R117(S) to R112(E)					Veh. Total	D to C - R112(E) to R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	1	1	0	0	0	2	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	1	0	0	0	1	1	0	0	0	0	1
07:45	3	0	0	0	0	3	0	0	0	0	0	0
Hour	4	2	0	0	0	6	2	0	0	0	0	2
08:00	1	0	0	0	0	1	2	0	0	0	0	2
08:15	0	0	0	0	0	0	3	0	0	0	0	3
08:30	1	0	0	0	2	3	0	0	0	0	0	0
08:45	4	0	0	0	1	5	4	0	0	0	0	4
Hour	6	0	0	0	3	9	9	0	0	0	0	9
09:00	5	0	0	0	1	6	2	0	0	0	0	2
09:15	3	0	0	0	0	3	4	0	0	0	0	4
09:30	2	0	0	0	3	5	7	0	0	0	0	7
09:45	8	0	0	0	0	8	4	0	0	0	0	4
Hour	18	0	0	0	4	22	17	0	0	0	0	17
10:00	10	0	0	0	1	11	9	0	0	0	0	9
10:15	10	0	0	0	2	12	7	0	0	0	0	7
10:30	15	0	0	0	1	16	4	0	0	0	0	4
10:45	10	0	0	0	1	11	9	2	0	0	0	11
Hour	45	0	0	0	5	50	29	2	0	0	0	31
11:00	11	1	0	0	1	13	14	1	0	0	0	15
11:15	12	1	0	0	2	15	13	0	0	0	0	13
11:30	8	0	0	0	1	9	7	0	0	0	0	7
11:45	14	0	0	0	2	16	13	0	0	0	0	13
Hour	45	2	0	0	6	53	47	1	0	0	0	48
12:00	18	0	0	0	0	18	10	0	0	0	0	10
12:15	14	1	0	0	1	16	10	1	0	0	0	11
12:30	15	0	0	0	3	18	10	1	0	0	0	11
12:45	29	0	0	0	2	31	11	0	0	0	0	11
Hour	76	1	0	0	6	83	41	2	0	0	0	43
13:00	17	0	0	0	1	18	13	0	0	0	0	13
13:15	19	0	0	0	1	20	4	0	0	0	0	4
13:30	22	0	0	0	3	25	4	0	0	0	0	4
13:45	7	0	0	0	2	9	8	1	0	0	0	9
Hour	65	0	0	0	7	72	29	1	0	0	0	30
14:00	19	0	0	0	1	20	13	0	0	0	0	13
14:15	16	0	0	0	1	17	5	1	0	0	0	6
14:30	20	0	0	0	3	23	10	0	0	0	0	10
14:45	17	0	0	0	2	19	9	1	0	0	0	10
Hour	72	0	0	0	7	79	37	2	0	0	0	39
15:00	14	0	0	0	1	15	7	0	0	0	0	7
15:15	16	0	0	0	1	17	6	0	0	0	0	6
15:30	19	0	0	0	2	21	8	0	0	0	0	8
15:45	15	0	0	0	2	17	13	0	0	0	0	13
Hour	64	0	0	0	6	70	34	0	0	0	0	34
16:00	13	0	0	0	1	14	7	0	0	0	0	7
16:15	22	1	0	0	2	25	10	0	0	0	0	10
16:30	12	0	0	0	2	14	13	0	0	0	0	13
16:45	16	0	0	0	2	18	8	0	0	0	0	8
Hour	63	1	0	0	7	71	38	0	0	0	0	38
17:00	17	1	0	0	1	19	9	0	0	0	0	9
17:15	16	0	0	0	3	19	6	0	0	0	0	6
17:30	16	0	0	0	1	17	8	0	0	0	0	8
17:45	15	0	0	0	2	17	8	0	0	0	0	8
Hour	64	1	0	0	7	72	31	0	0	0	0	31
18:00	15	0	0	0	2	17	10	0	0	0	0	10
18:15	8	1	0	0	2	11	8	0	0	0	0	8
18:30	14	0	0	0	2	16	8	0	0	0	0	8
18:45	13	0	0	0	1	14	5	1	0	0	0	6
Hour	50	1	0	0	7	58	31	1	0	0	0	32
Total	572	8	0	0	65	645	345	9	0	0	0	354

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Sunday 27 June 2021

Time	D to B - R112(E) to R112(W)					Veh. Total	D to A - R112(E) to R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	6	0	0	0	0	6	1	0	0	0	0	1
07:15	7	0	0	0	0	7	0	0	0	0	0	0
07:30	7	0	0	0	0	7	0	0	0	0	0	0
07:45	7	0	0	0	0	7	1	0	0	0	0	1
Hour	27	0	0	0	0	27	2	0	0	0	0	2
08:00	9	2	0	0	0	11	1	0	0	0	0	1
08:15	10	1	0	0	0	11	2	1	0	0	0	3
08:30	15	0	0	0	0	15	2	0	0	0	0	2
08:45	15	2	0	0	0	17	3	0	0	0	0	3
Hour	49	5	0	0	0	54	8	1	0	0	0	9
09:00	21	0	0	0	0	21	3	0	0	0	0	3
09:15	30	0	0	0	0	30	2	0	0	0	0	2
09:30	25	1	0	0	0	26	6	0	0	0	0	6
09:45	28	0	1	0	0	29	8	0	0	0	0	8
Hour	104	1	1	0	0	106	19	0	0	0	0	19
10:00	21	2	0	0	0	23	13	0	0	0	0	13
10:15	35	0	1	0	0	36	8	0	0	0	0	8
10:30	37	1	0	0	0	38	2	0	0	0	0	2
10:45	35	3	0	0	0	38	4	0	0	0	0	4
Hour	128	6	1	0	0	135	27	0	0	0	0	27
11:00	49	1	0	0	0	50	14	0	0	0	0	14
11:15	58	2	0	0	0	60	9	0	0	0	0	9
11:30	45	1	0	0	0	46	8	2	0	0	0	10
11:45	63	4	0	0	0	67	11	0	0	0	0	11
Hour	215	8	0	0	0	223	42	2	0	0	0	44
12:00	64	4	0	0	0	68	12	0	0	0	0	12
12:15	46	3	0	0	0	49	16	0	0	0	0	16
12:30	72	3	0	0	0	75	18	0	0	0	0	18
12:45	49	3	0	0	0	52	6	0	0	0	0	6
Hour	231	13	0	0	0	244	52	0	0	0	0	52
13:00	73	0	0	0	0	73	15	0	0	0	0	15
13:15	65	2	0	0	0	67	8	0	0	0	0	8
13:30	57	0	0	0	0	57	6	0	0	0	0	6
13:45	75	3	0	0	0	78	15	0	0	0	0	15
Hour	270	5	0	0	0	275	44	0	0	0	0	44
14:00	84	4	0	0	0	88	9	0	0	0	0	9
14:15	64	1	0	0	0	65	10	0	0	0	0	10
14:30	56	1	0	0	0	57	11	0	0	0	0	11
14:45	62	1	0	0	0	63	16	0	0	0	0	16
Hour	266	7	0	0	0	273	46	0	0	0	0	46
15:00	71	1	0	0	0	72	14	1	0	0	0	15
15:15	56	2	0	0	0	58	6	0	0	0	0	6
15:30	72	3	0	0	0	75	12	0	0	0	0	12
15:45	82	1	0	0	0	83	12	0	0	0	0	12
Hour	281	7	0	0	0	288	44	1	0	0	0	45
16:00	76	4	0	0	0	80	13	0	0	0	0	13
16:15	64	0	0	0	0	64	9	1	0	0	0	10
16:30	81	1	0	0	0	82	8	1	0	0	0	9
16:45	70	2	0	0	0	72	8	1	0	0	0	9
Hour	291	7	0	0	0	298	38	3	0	0	0	41
17:00	81	0	0	0	0	81	12	0	0	0	0	12
17:15	60	1	0	0	0	61	14	0	0	0	0	14
17:30	86	0	0	0	0	86	14	1	0	0	0	15
17:45	65	4	0	0	0	69	8	0	0	0	0	8
Hour	292	5	0	0	0	297	48	1	0	0	0	49
18:00	72	4	0	0	0	76	9	0	0	0	0	9
18:15	70	0	0	0	0	70	7	0	0	0	0	7
18:30	53	2	0	0	0	55	6	1	0	0	0	7
18:45	45	1	0	0	0	46	11	0	0	0	0	11
Hour	240	7	0	0	0	247	33	1	0	0	0	34
Total	2394	71	2	0	0	2467	403	9	0	0	0	412

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Sunday 27 June 2021

Time	To Arm A - R117(N)					Veh. Total	From Arm A - R117(N)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	23	2	0	0	0	25	14	0	0	0	0	14
07:15	20	4	0	0	0	24	12	0	0	0	0	12
07:30	33	0	0	0	0	33	16	0	0	0	0	16
07:45	39	1	0	0	1	41	30	0	0	0	0	30
Hour	115	7	0	0	1	123	72	0	0	0	0	72
08:00	23	2	1	0	0	26	25	1	0	0	1	27
08:15	32	4	0	0	0	36	31	3	0	0	0	34
08:30	35	2	0	0	0	37	35	0	0	0	3	38
08:45	55	2	0	0	0	57	46	0	0	0	0	46
Hour	145	10	1	0	0	156	137	4	0	0	4	145
09:00	47	3	0	0	1	51	44	0	0	0	2	46
09:15	51	1	1	0	1	54	55	4	0	0	1	60
09:30	83	2	0	0	2	87	79	2	0	0	2	83
09:45	98	3	0	0	0	101	100	3	0	0	0	103
Hour	279	9	1	0	4	293	278	9	0	0	5	292
10:00	89	3	0	0	0	92	89	0	0	0	1	90
10:15	87	3	0	0	1	91	98	4	0	0	1	103
10:30	80	3	0	0	1	84	100	5	0	0	1	106
10:45	101	2	0	0	2	105	108	4	0	0	2	114
Hour	357	11	0	0	4	372	395	13	0	0	5	413
11:00	94	2	0	0	0	96	104	2	0	0	1	107
11:15	108	1	1	0	0	110	135	2	1	0	1	139
11:30	115	3	0	0	1	119	163	3	0	0	1	167
11:45	118	6	0	0	1	125	122	1	0	0	2	125
Hour	435	12	1	0	2	450	524	8	1	0	5	538
12:00	128	3	0	0	1	132	130	2	0	0	1	133
12:15	127	3	0	0	0	130	110	5	0	0	3	118
12:30	138	4	0	0	3	145	137	1	0	0	2	140
12:45	139	4	0	0	2	145	157	7	0	0	1	165
Hour	532	14	0	0	6	552	534	15	0	0	7	556
13:00	126	3	0	0	1	130	141	3	0	0	1	145
13:15	167	5	0	0	0	172	136	4	1	0	1	142
13:30	138	1	0	0	1	140	150	4	0	0	2	156
13:45	144	5	0	0	2	151	132	5	0	0	2	139
Hour	575	14	0	0	4	593	559	16	1	0	6	582
14:00	153	3	2	0	1	159	134	4	0	0	1	139
14:15	140	5	0	0	0	145	136	2	0	0	0	138
14:30	152	1	0	0	1	154	154	4	2	0	2	162
14:45	141	4	0	0	1	146	121	4	0	0	0	125
Hour	586	13	2	0	3	604	545	14	2	0	3	564
15:00	123	3	0	0	1	127	115	1	0	0	2	118
15:15	126	1	0	0	1	128	110	2	0	0	1	113
15:30	142	3	1	0	0	146	117	6	0	0	1	124
15:45	148	0	1	0	2	151	119	1	0	0	1	121
Hour	539	7	2	0	4	552	461	10	0	0	5	476
16:00	126	4	1	0	2	133	135	2	0	0	1	138
16:15	149	3	0	0	1	153	125	3	1	0	0	129
16:30	134	6	0	0	0	140	89	1	0	0	2	92
16:45	136	2	0	0	1	139	129	4	0	0	1	134
Hour	545	15	1	0	4	565	478	10	1	0	4	493
17:00	136	2	0	0	2	140	97	1	1	0	2	101
17:15	147	2	0	0	1	150	126	4	0	0	1	131
17:30	137	5	0	0	2	144	101	1	0	0	1	103
17:45	139	3	0	0	0	142	78	0	0	0	1	79
Hour	559	12	0	0	5	576	402	6	1	0	5	414
18:00	152	3	0	0	2	157	128	3	0	0	1	132
18:15	133	2	1	0	1	137	93	1	0	0	2	96
18:30	128	5	0	0	1	134	106	0	1	0	1	108
18:45	129	6	1	0	1	137	86	5	0	0	0	91
Hour	542	16	2	0	5	565	413	9	1	0	4	427
Total	5209	140	10	0	42	5401	4798	114	7	0	53	4972

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Sunday 27 June 2021

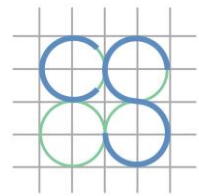
Time	To Arm B - R112(W)					Veh. Total	From Arm B - R112(W)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	16	1	0	0	0	17	19	1	0	0	0	20
07:15	17	0	0	0	0	17	29	1	0	0	0	30
07:30	18	1	0	0	0	19	30	2	0	0	0	32
07:45	24	1	0	0	0	25	28	3	0	0	0	31
Hour	75	3	0	0	0	78	106	7	0	0	0	113
08:00	20	3	0	0	0	23	27	2	0	0	0	29
08:15	23	4	0	0	0	27	36	4	0	0	0	40
08:30	31	0	0	0	0	31	45	1	1	0	0	47
08:45	44	2	0	0	0	46	58	1	0	0	0	59
Hour	118	9	0	0	0	127	166	8	1	0	0	175
09:00	47	1	0	0	2	50	60	3	1	0	1	65
09:15	51	2	0	0	0	53	70	2	0	0	1	73
09:30	65	1	0	0	3	69	105	1	0	0	2	108
09:45	64	3	1	0	0	68	134	1	0	0	0	135
Hour	227	7	1	0	5	240	369	7	1	0	4	381
10:00	59	2	0	0	1	62	122	7	0	0	0	129
10:15	84	3	1	0	0	88	131	7	0	0	1	139
10:30	85	2	0	0	1	88	138	6	0	0	0	144
10:45	108	4	0	0	1	113	159	4	0	0	2	165
Hour	336	11	1	0	3	351	550	24	0	0	3	577
11:00	114	2	0	0	1	117	119	1	0	0	1	121
11:15	131	3	0	0	0	134	170	4	0	0	0	174
11:30	139	2	0	0	1	142	166	3	0	0	0	169
11:45	138	4	0	0	1	143	149	3	0	0	1	153
Hour	522	11	0	0	3	536	604	11	0	0	2	617
12:00	135	6	0	0	1	142	185	5	0	0	1	191
12:15	111	7	0	0	0	118	152	4	0	0	0	156
12:30	149	3	0	0	1	153	157	3	0	0	2	162
12:45	158	7	0	0	1	166	183	4	0	0	1	188
Hour	553	23	0	0	3	579	677	16	0	0	4	697
13:00	161	2	0	0	0	163	162	6	0	0	1	169
13:15	166	3	0	0	1	170	169	4	0	1	0	174
13:30	164	2	0	0	1	167	197	5	0	0	1	203
13:45	168	5	0	0	1	174	185	6	0	0	1	192
Hour	659	12	0	0	3	674	713	21	0	1	3	738
14:00	179	4	0	0	1	184	177	1	0	0	1	179
14:15	144	1	0	0	0	145	186	5	0	0	0	191
14:30	150	5	0	0	1	156	185	6	0	0	1	192
14:45	139	4	0	0	0	143	178	2	0	0	1	181
Hour	612	14	0	0	2	628	726	14	0	0	3	743
15:00	166	4	0	0	2	172	173	3	0	0	1	177
15:15	144	3	0	0	0	147	174	4	0	0	1	179
15:30	164	5	0	0	1	170	162	4	0	0	0	166
15:45	170	2	0	0	1	173	194	2	1	0	1	198
Hour	644	14	0	0	4	662	703	13	1	0	3	720
16:00	183	5	0	0	1	189	143	3	0	0	1	147
16:15	156	4	1	0	0	161	154	2	0	0	1	157
16:30	165	2	0	0	1	168	146	7	0	0	0	153
16:45	170	6	0	0	0	176	189	5	0	0	1	195
Hour	674	17	1	0	2	694	632	17	0	0	3	652
17:00	157	1	0	0	2	160	134	1	0	0	1	136
17:15	158	3	0	0	0	161	163	2	0	0	0	165
17:30	177	1	0	0	1	179	115	3	0	0	1	119
17:45	138	4	0	0	0	142	124	4	0	0	0	128
Hour	630	9	0	0	3	642	536	10	0	0	2	548
18:00	163	8	0	0	1	172	137	6	0	0	1	144
18:15	153	3	0	0	1	157	137	2	0	0	1	140
18:30	136	3	1	0	1	141	128	2	0	0	1	131
18:45	120	3	0	0	0	123	122	5	0	0	0	127
Hour	572	17	1	0	3	593	524	15	0	0	3	542
Total	5622	147	4	0	31	5804	6306	163	3	1	30	6503

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Sunday 27 June 2021

Time	To Arm C - R117(S)					Veh. Total	From Arm C - R117(S)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	15	0	0	0	0	15	23	4	0	0	0	27
07:15	17	0	0	0	0	17	22	4	0	0	0	26
07:30	20	1	0	0	0	21	36	2	0	0	0	38
07:45	28	0	0	0	0	28	44	1	0	0	1	46
Hour	80	1	0	0	0	81	125	11	0	0	1	137
08:00	27	0	0	0	1	28	21	1	1	0	0	23
08:15	31	2	0	0	0	33	25	3	0	0	0	28
08:30	41	0	0	0	3	44	37	2	0	0	2	41
08:45	41	0	0	0	0	41	51	1	0	0	1	53
Hour	140	2	0	0	4	146	134	7	1	0	3	145
09:00	47	0	0	0	0	47	48	3	0	0	1	52
09:15	71	5	0	0	2	78	46	3	1	0	1	51
09:30	88	2	0	0	0	90	66	2	0	0	4	72
09:45	125	2	0	0	0	127	98	4	0	0	0	102
Hour	331	9	0	0	2	342	258	12	1	0	6	277
10:00	116	3	0	0	0	119	86	1	0	0	1	88
10:15	118	6	0	0	1	125	94	5	0	0	2	101
10:30	133	5	0	0	0	138	102	3	0	0	2	107
10:45	124	4	0	0	1	129	116	1	0	0	1	118
Hour	491	18	0	0	2	511	398	10	0	0	6	414
11:00	122	2	0	0	1	125	109	4	0	0	1	114
11:15	159	1	0	0	1	161	115	3	1	0	2	121
11:30	172	3	0	0	0	175	134	2	0	0	2	138
11:45	138	2	0	0	1	141	132	5	0	0	2	139
Hour	591	8	0	0	3	602	490	14	1	0	7	512
12:00	167	3	0	0	0	170	140	4	0	0	0	144
12:15	140	4	0	0	3	147	146	3	0	0	1	150
12:30	147	2	0	0	2	151	150	2	0	0	5	157
12:45	148	6	0	0	0	154	187	5	0	0	3	195
Hour	602	15	0	0	5	622	623	14	0	0	9	646
13:00	151	0	0	0	1	152	142	4	0	0	1	147
13:15	131	3	1	1	0	136	200	5	0	0	1	206
13:30	156	2	0	0	1	159	182	3	0	0	3	188
13:45	150	6	0	0	1	157	156	5	0	0	3	164
Hour	588	11	1	1	3	604	680	17	0	0	8	705
14:00	153	3	0	0	0	156	181	2	2	0	1	186
14:15	148	3	0	0	0	151	163	4	0	0	1	168
14:30	166	6	1	0	1	174	183	3	0	0	3	189
14:45	151	3	0	0	0	154	152	7	0	0	2	161
Hour	618	15	1	0	1	635	679	16	2	0	7	704
15:00	122	1	0	0	0	123	156	4	0	0	1	161
15:15	135	2	0	0	1	138	174	2	0	0	1	177
15:30	127	6	0	0	0	133	169	1	1	0	2	173
15:45	144	1	0	0	0	145	165	0	0	0	3	168
Hour	528	10	0	0	1	539	664	7	1	0	7	679
16:00	142	4	0	0	0	146	164	5	1	0	2	172
16:15	132	2	0	0	0	134	182	5	0	0	2	189
16:30	101	3	0	0	1	105	160	3	0	0	2	165
16:45	150	4	0	0	1	155	168	4	0	0	2	174
Hour	525	13	0	0	2	540	674	17	1	0	8	700
17:00	109	2	1	0	0	112	167	4	0	0	2	173
17:15	145	1	0	0	1	147	184	2	0	0	4	190
17:30	101	3	0	0	0	104	172	4	0	0	2	178
17:45	92	0	0	0	1	93	160	2	0	0	2	164
Hour	447	6	1	0	2	456	683	12	0	0	10	705
18:00	126	2	0	0	0	128	184	4	0	0	3	191
18:15	102	0	0	0	1	103	152	5	1	0	2	160
18:30	95	1	0	0	0	96	163	5	0	0	2	170
18:45	90	6	0	0	0	96	155	5	1	0	2	163
Hour	413	9	0	0	1	423	654	19	2	0	9	684
Total	5354	117	3	1	26	5501	6062	156	9	0	81	6308

Site No. 3
Location R117(N) / R112(W) / R117(S) / R112(E)
Date Sunday 27 June 2021

Time	To Arm D - R112(E)					Veh. Total	From Arm D - R112(E)					Veh. Total
	Car	LGV	OGV1	OGV2	PSV		Car	LGV	OGV1	OGV2	PSV	
07:00	9	2	0	0	0	11	7	0	0	0	0	7
07:15	17	1	0	0	0	18	8	0	0	0	0	8
07:30	19	2	0	0	0	21	8	0	0	0	0	8
07:45	19	2	0	0	0	21	8	0	0	0	0	8
Hour	64	7	0	0	0	71	31	0	0	0	0	31
08:00	15	1	0	0	0	16	12	2	0	0	0	14
08:15	21	2	0	0	0	23	15	2	0	0	0	17
08:30	27	1	1	0	2	31	17	0	0	0	0	17
08:45	37	0	0	0	1	38	22	2	0	0	0	24
Hour	100	4	1	0	3	108	66	6	0	0	0	72
09:00	37	2	1	0	1	41	26	0	0	0	0	26
09:15	34	1	0	0	0	35	36	0	0	0	0	36
09:30	52	1	0	0	3	56	38	1	0	0	0	39
09:45	85	0	0	0	0	85	40	0	1	0	0	41
Hour	208	4	1	0	4	217	140	1	1	0	0	142
10:00	76	2	0	0	1	79	43	2	0	0	0	45
10:15	84	4	0	0	2	90	50	0	1	0	0	51
10:30	85	5	0	0	1	91	43	1	0	0	0	44
10:45	98	4	0	0	1	103	48	5	0	0	0	53
Hour	343	15	0	0	5	363	184	8	1	0	0	193
11:00	79	3	0	0	1	83	77	2	0	0	0	79
11:15	102	6	1	0	2	111	80	2	0	0	0	82
11:30	97	3	0	0	1	101	60	3	0	0	0	63
11:45	96	1	0	0	2	99	87	4	0	0	0	91
Hour	374	13	1	0	6	394	304	11	0	0	0	315
12:00	111	3	0	0	0	114	86	4	0	0	0	90
12:15	102	2	0	0	1	105	72	4	0	0	0	76
12:30	110	1	0	0	3	114	100	4	0	0	0	104
12:45	148	2	0	0	2	152	66	3	0	0	0	69
Hour	471	8	0	0	6	485	324	15	0	0	0	339
13:00	108	8	0	0	1	117	101	0	0	0	0	101
13:15	118	4	0	0	1	123	77	2	0	0	0	79
13:30	138	7	0	0	3	148	67	0	0	0	0	67
13:45	109	4	0	0	2	115	98	4	0	0	0	102
Hour	473	23	0	0	7	503	343	6	0	0	0	349
14:00	113	1	0	0	1	115	106	4	0	0	0	110
14:15	132	4	0	0	1	137	79	2	0	0	0	81
14:30	131	2	1	0	3	137	77	1	0	0	0	78
14:45	107	4	0	0	2	113	87	2	0	0	0	89
Hour	483	11	1	0	7	502	349	9	0	0	0	358
15:00	125	2	0	0	1	128	92	2	0	0	0	94
15:15	121	4	0	0	1	126	68	2	0	0	0	70
15:30	107	0	0	0	2	109	92	3	0	0	0	95
15:45	123	1	0	0	2	126	107	1	0	0	0	108
Hour	476	7	0	0	6	489	359	8	0	0	0	367
16:00	87	1	0	0	1	89	96	4	0	0	0	100
16:15	107	2	0	0	2	111	83	1	0	0	0	84
16:30	97	2	0	0	2	101	102	2	0	0	0	104
16:45	116	4	0	0	2	122	86	3	0	0	0	89
Hour	407	9	0	0	7	423	367	10	0	0	0	377
17:00	98	1	0	0	1	100	102	0	0	0	0	102
17:15	103	3	0	0	3	109	80	1	0	0	0	81
17:30	81	0	0	0	1	82	108	1	0	0	0	109
17:45	74	3	0	0	2	79	81	4	0	0	0	85
Hour	356	7	0	0	7	370	371	6	0	0	0	377
18:00	99	4	0	0	2	105	91	4	0	0	0	95
18:15	79	3	0	0	2	84	85	0	0	0	0	85
18:30	105	1	0	0	2	108	67	3	0	0	0	70
18:45	85	2	0	0	1	88	61	2	0	0	0	63
Hour	368	10	0	0	7	385	304	9	0	0	0	313
Total	4123	118	4	0	65	4310	3142	89	2	0	0	3233



CS CONSULTING
GROUP

Appendix B

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	2 days
	EN ENFIELD	1 days
	RD RICHMOND	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
15	GREATER DUBLIN	
	DL DUBLIN	6 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 9 to 472 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/06/19

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

Selected survey days:

Tuesday	7 days
Wednesday	3 days
Friday	2 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Development Zone	4
Residential Zone	6
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 12 days

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

Population within 1 mile:

20,001 to 25,000 2 days
25,001 to 50,000 10 days

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

Population within 5 miles:

500,001 or More 12 days

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

Car ownership within 5 miles:

0.6 to 1.0 9 days
1.1 to 1.5 3 days

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

Travel Plan:

Yes 2 days
No 10 days

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

PTAL Rating:

No PTAL Present 8 days
1a (Low) Very poor 2 days
3 Moderate 1 days
5 Very Good 1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-C-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of dwellings: 170 <i>Survey date: WEDNESDAY 28/09/16</i>		<i>Survey Type: MANUAL</i>
2	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of dwellings: 472 <i>Survey date: WEDNESDAY 30/11/16</i>		<i>Survey Type: MANUAL</i>
3	DL-03-C-08 FINGLAS ROAD DUBLIN FINGLAS	FLATS	DUBLIN
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 340 <i>Survey date: FRIDAY 30/09/11</i>		<i>Survey Type: MANUAL</i>
4	DL-03-C-11 WYCKHAM WAY DUBLIN DUNDRUM	BLOCK OF FLATS	DUBLIN
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 96 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
5	DL-03-C-12 BOOTERSTOWN AVENUE DUBLIN	BLOCK OF FLATS	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 47 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
6	DL-03-C-13 SANDYFORD ROAD DUBLIN	BLOCK OF FLATS	DUBLIN
	Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total Number of dwellings: 52 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
7	DL-03-C-14 BALLINTEER ROAD DUBLIN DUNDRUM	BLOCKS OF FLATS	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 140 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
8	DL-03-C-16 BOTANIC AVENUE DUBLIN DRUMCONDRA	BLOCKS OF FLATS	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 31 <i>Survey date: TUESDAY 22/11/16</i>		<i>Survey Type: MANUAL</i>

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
 WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 10 BT-03-C-01 Tot: 0.071
 85th Percentile = No. 3 DL-03-C-14 Tot: 0.393

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.029	Arrivals: 0.076
Departures: 0.210	Departures: 0.238
Totals: 0.238	Totals: 0.315

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	EN-03-C-02	BLOCKS OF FLAT	ENFIELD	ENFIELD	76	Fri	10/11/17	0.382	0.961	1.343	2.30
2	DL-03-C-13	BLOCK OF FLATS	DUBLIN	DUBLIN	52	Tue	10/09/13	0.231	0.269	0.500	1.48
3	DL-03-C-14	BLOCKS OF FLAT	DUBLIN	DUBLIN	140	Tue	10/09/13	0.029	0.364	0.393	1.04
4	DL-03-C-11	BLOCK OF FLATS	DUBLIN	DUBLIN	96	Tue	10/09/13	0.052	0.333	0.385	0.70
5	DL-03-C-12	BLOCK OF FLATS	DUBLIN	DUBLIN	47	Tue	10/09/13	0.064	0.191	0.255	1.68
6	MS-03-C-02	BLOCKS OF FLAT	LIVERPOOL	MERSEYSIDE	184	Tue	13/11/18	0.033	0.217	0.250	1.45
7	DL-03-C-08	FLATS	DUBLIN	DUBLIN	340	Fri	30/09/11	0.024	0.203	0.227	1.14
8	RD-03-C-04	BLOCKS OF FLAT	KEW	RICHMOND	170	Wed	15/05/19	0.041	0.106	0.147	1.01
9	MS-03-C-03	BLOCK OF FLATS	LIVERPOOL	MERSEYSIDE	9	Tue	13/11/18	0.000	0.111	0.111	1.33
10	BT-03-C-01	BLOCKS OF FLAT	PARK ROYAL	BRENT	170	Wed	28/09/16	0.018	0.053	0.071	1.25
11	DL-03-C-16	BLOCKS OF FLAT	DUBLIN	DUBLIN	31	Tue	22/11/16	0.032	0.032	0.064	1.29
12	BT-03-C-02	BLOCKS OF FLAT	WEMBLEY	BRENT	472	Wed	30/11/16	0.011	0.019	0.030	0.32

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	2 days
	EN ENFIELD	1 days
	RD RICHMOND	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
15	GREATER DUBLIN	
	DL DUBLIN	6 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 9 to 472 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/06/19

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

Selected survey days:

Tuesday	7 days
Wednesday	3 days
Friday	2 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Development Zone	4
Residential Zone	6
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 12 days

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

Population within 1 mile:

20,001 to 25,000 2 days

25,001 to 50,000 10 days

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

Population within 5 miles:

500,001 or More 12 days

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

Car ownership within 5 miles:

0.6 to 1.0 9 days

1.1 to 1.5 3 days

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

Travel Plan:

Yes 2 days

No 10 days

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

PTAL Rating:

No PTAL Present 8 days

1a (Low) Very poor 2 days

3 Moderate 1 days

5 Very Good 1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-C-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of dwellings: 170 <i>Survey date: WEDNESDAY 28/09/16</i>		<i>Survey Type: MANUAL</i>
2	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of dwellings: 472 <i>Survey date: WEDNESDAY 30/11/16</i>		<i>Survey Type: MANUAL</i>
3	DL-03-C-08 FINGLAS ROAD DUBLIN FINGLAS	FLATS	DUBLIN
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 340 <i>Survey date: FRIDAY 30/09/11</i>		<i>Survey Type: MANUAL</i>
4	DL-03-C-11 WYCKHAM WAY DUBLIN DUNDRUM	BLOCK OF FLATS	DUBLIN
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 96 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
5	DL-03-C-12 BOOTERSTOWN AVENUE DUBLIN	BLOCK OF FLATS	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 47 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
6	DL-03-C-13 SANDYFORD ROAD DUBLIN	BLOCK OF FLATS	DUBLIN
	Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total Number of dwellings: 52 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
7	DL-03-C-14 BALLINTEER ROAD DUBLIN DUNDRUM	BLOCKS OF FLATS	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 140 <i>Survey date: TUESDAY 10/09/13</i>		<i>Survey Type: MANUAL</i>
8	DL-03-C-16 BOTANIC AVENUE DUBLIN DRUMCONDRA	BLOCKS OF FLATS	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 31 <i>Survey date: TUESDAY 22/11/16</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	EN-03-C-02 CARTERHATCH LANE ENFIELD FORTY HILL Edge of Town Residential Zone	BLOCKS OF FLATS	ENFIELD
	Total Number of dwellings:	76	
	Survey date: FRIDAY	10/11/17	Survey Type: MANUAL
10	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK Suburban Area (PPS6 Out of Centre) Development Zone	BLOCKS OF FLATS	MERSEYSIDE
	Total Number of dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
11	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone	BLOCK OF FLATS	MERSEYSIDE
	Total Number of dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
12	RD-03-C-04 BESSANT DRIVE KEW Suburban Area (PPS6 Out of Centre) Residential Zone	BLOCKS OF FLATS	RICHMOND
	Total Number of dwellings:	170	
	Survey date: WEDNESDAY	15/05/19	Survey Type: MANUAL

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

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 VEHICLES

Ranking Type: TOTALS Time Range: 18:00-19:00
 WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 10 BT-03-C-01 Tot: 0.141
 85th Percentile = No. 3 DL-03-C-14 Tot: 0.421

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.141	Arrivals: 0.206
Departures: 0.087	Departures: 0.089
Totals: 0.228	Totals: 0.295

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	EN-03-C-02	BLOCKS OF FLAT	ENFIELD	ENFIELD	76	Fri	10/11/17	0.632	0.289	0.921	2.30
2	DL-03-C-13	BLOCK OF FLATS	DUBLIN	DUBLIN	52	Tue	10/09/13	0.500	0.173	0.673	1.48
3	DL-03-C-14	BLOCKS OF FLAT	DUBLIN	DUBLIN	140	Tue	10/09/13	0.314	0.107	0.421	1.04
4	DL-03-C-11	BLOCK OF FLATS	DUBLIN	DUBLIN	96	Tue	10/09/13	0.240	0.063	0.302	0.70
5	MS-03-C-02	BLOCKS OF FLAT	LIVERPOOL	MERSEYSIDE	184	Tue	13/11/18	0.174	0.098	0.272	1.45
6	DL-03-C-12	BLOCK OF FLATS	DUBLIN	DUBLIN	47	Tue	10/09/13	0.170	0.064	0.234	1.68
7	MS-03-C-03	BLOCK OF FLATS	LIVERPOOL	MERSEYSIDE	9	Tue	13/11/18	0.111	0.111	0.222	1.33
8	RD-03-C-04	BLOCKS OF FLAT	KEW	RICHMOND	170	Wed	15/05/19	0.088	0.076	0.164	1.01
9	DL-03-C-08	FLATS	DUBLIN	DUBLIN	340	Fri	30/09/11	0.121	0.026	0.147	1.14
10	BT-03-C-01	BLOCKS OF FLAT	PARK ROYAL	BRENT	170	Wed	28/09/16	0.082	0.059	0.141	1.25
11	DL-03-C-16	BLOCKS OF FLAT	DUBLIN	DUBLIN	31	Tue	22/11/16	0.032	0.000	0.032	1.29
12	BT-03-C-02	BLOCKS OF FLAT	WEMBLEY	BRENT	472	Wed	30/11/16	0.013	0.002	0.015	0.32

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 16 to 39 (units:)
Range Selected by User: 4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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

Selected survey days:

Monday	3 days
Tuesday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	4
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	4 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

250,001 to 500,000	4 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	3 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-A-02 SWEETS WAY WHETSTONE	MIXED HOUSES	BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: TUESDAY 03/07/18</i>		<i>Survey Type: MANUAL</i>
2	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS	DORSET
	Edge of Town Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>		<i>Survey Type: MANUAL</i>
3	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI -DETACHED	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>		<i>Survey Type: MANUAL</i>
4	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>		<i>Survey Type: MANUAL</i>

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
 Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

<u>Median Values</u>		<u>Mean Values</u>	
Arrivals:	0.112	Arrivals:	0.148
Departures:	0.343	Departures:	0.317
Totals:	0.454	Totals:	0.464

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.188	0.438	0.626	2.38
2	BN-03-A-02	MIXED HOUSES	WHETSTONE	BARNET	21	Tue	03/07/18	0.095	0.429	0.524	
3	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.128	0.256	0.384	1.15
4	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.179	0.143	0.322	4.68

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 16 to 39 (units:)
Range Selected by User: 4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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

Selected survey days:

Monday	3 days
Tuesday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	4
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	4 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

250,001 to 500,000	4 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	3 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-A-02 SWEETS WAY WHETSTONE	MIXED HOUSES	BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: TUESDAY 03/07/18</i>		<i>Survey Type: MANUAL</i>
2	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS	DORSET
	Edge of Town Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>		<i>Survey Type: MANUAL</i>
3	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI -DETACHED	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>		<i>Survey Type: MANUAL</i>
4	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>		<i>Survey Type: MANUAL</i>

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 VEHICLES

Ranking Type: TOTALS Time Range: 18:00-19:00
 Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

<u>Median Values</u>		<u>Mean Values</u>	
Arrivals:	0.237	Arrivals:	0.250
Departures:	0.285	Departures:	0.263
Totals:	0.522	Totals:	0.512

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	BN-03-A-02	MIXED HOUSES	WHETSTONE	BARNET	21	Tue	03/07/18	0.524	0.429	0.953	
2	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.500	0.938	2.38
3	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.036	0.071	0.107	4.68
4	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.000	0.051	0.051	1.15

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 43 to 97 (units:)
Range Selected by User: 8 to 516 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 19/10/18

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	3 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

RANK ORDER for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
 Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.186	Arrivals: 0.166
Departures: 0.256	Departures: 0.279
Totals: 0.442	Totals: 0.444

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WM-03-B-01	SEMI DET./TERR	BIRMINGHAM	WEST MIDLANDS	97	Mon	17/10/11	0.186	0.330	0.516	1.51
2	GM-03-B-01	TERRACED HOUSE	ROCHDALE	GREATER MANCHESTER	43	Wed	21/10/15	0.186	0.256	0.442	0.93
3	DL-03-B-03	SEMI-DETACHED	DUBLIN	DUBLIN	48	Tue	22/11/16	0.125	0.250	0.375	1.79

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 43 to 97 (units:)
Range Selected by User: 8 to 516 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 19/10/18

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

RANK ORDER for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 VEHICLES

Ranking Type: TOTALS Time Range: 18:00-19:00
 Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.208	Arrivals: 0.232
Departures: 0.229	Departures: 0.217
Totals: 0.437	Totals: 0.449

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WM-03-B-01	SEMI DET./TERR	BIRMINGHAM	WEST MIDLANDS	97	Mon	17/10/11	0.278	0.237	0.515	1.51
2	DL-03-B-03	SEMI-DETACHED	DUBLIN	DUBLIN	48	Tue	22/11/16	0.208	0.229	0.437	1.79
3	GM-03-B-01	TERRACED HOUSE	ROCHDALE	GREATER MANCHESTER	43	Wed	21/10/15	0.209	0.186	0.395	0.93

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HA HARROW	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
10	WALES	
	CF CARDIFF	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 22 to 88 (units:)
Range Selected by User: 6 to 339 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 07/10/16

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	5
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 1 mile:

25,001 to 50,000 5 days

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

Population within 5 miles:

250,001 to 500,000 4 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days

1.1 to 1.5 1 days

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

Travel Plan:

Yes 1 days

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

3 Moderate 1 days

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

LIST OF SITES relevant to selection parameters

1	CF-03-D-01 TYN-Y-PARC ROAD CARDIFF WHITCHURCH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 24 <i>Survey date: FRIDAY 07/10/16</i>	BLOCKS OF FLATS CARDIFF	<i>Survey Type: MANUAL</i>
2	HA-03-D-01 THE MALL KINGSBURY KINGSBURY CIRCLE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 88 <i>Survey date: THURSDAY 17/07/14</i>	BLOCKS OF FLATS HARROW	<i>Survey Type: MANUAL</i>
3	HC-03-D-06 HANNAY RISE SOUTHAMPTON THORNHILL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 66 <i>Survey date: TUESDAY 24/11/15</i>	BLOCKS OF FLATS HAMPSHIRE	<i>Survey Type: MANUAL</i>
4	NT-03-D-02 WATCOMBE ROAD NOTTINGHAM CARRINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY 23/06/15</i>	BLOCK OF FLATS NOTTINGHAMSHIRE	<i>Survey Type: MANUAL</i>
5	WM-03-D-02 BRANCH ROAD BIRMINGHAM KINGS NORTON Edge of Town Residential Zone Total Number of dwellings: 84 <i>Survey date: MONDAY 09/11/15</i>	BLOCKS OF FLATS WEST MIDLANDS	<i>Survey Type: MANUAL</i>

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

RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
 VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
 Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.000	Arrivals: 0.050
Departures: 0.167	Departures: 0.116
Totals: 0.167	Totals: 0.166

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	HC-03-D-06	BLOCKS OF FLAT	SOUTHAMPTON	HAMPSHIRE	66	Tue	24/11/15	0.121	0.197	0.318	0.89
2	HA-03-D-01	BLOCKS OF FLAT	KINGSBURY	HARROW	88	Thu	17/07/14	0.091	0.170	0.261	1.25
3	CF-03-D-01	BLOCKS OF FLAT	CARDIFF	CARDIFF	24	Fri	07/10/16	0.000	0.167	0.167	2.08
4	WM-03-D-02	BLOCKS OF FLAT	BIRMINGHAM	WEST MIDLANDS	84	Mon	09/11/15	0.036	0.048	0.084	0.31
5	NT-03-D-02	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAMSHIRE	22	Tue	23/06/15	0.000	0.000	0.000	0.55

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HA HARROW	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
10	WALES	
	CF CARDIFF	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 22 to 88 (units:)
Range Selected by User: 6 to 339 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 07/10/16

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	5
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 1 mile:

25,001 to 50,000 5 days

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

Population within 5 miles:

250,001 to 500,000 4 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days

1.1 to 1.5 1 days

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

Travel Plan:

Yes 1 days

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

3 Moderate 1 days

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

RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
 VEHICLES

Ranking Type: TOTALS Time Range: 18:00-19:00
 Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.106	Arrivals: 0.097
Departures: 0.045	Departures: 0.054
Totals: 0.151	Totals: 0.152

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CF-03-D-01	BLOCKS OF FLAT	CARDIFF	CARDIFF	24	Fri	07/10/16	0.250	0.167	0.417	2.08
2	WM-03-D-02	BLOCKS OF FLAT	BIRMINGHAM	WEST MIDLANDS	84	Mon	09/11/15	0.131	0.036	0.167	0.31
3	HC-03-D-06	BLOCKS OF FLAT	SOUTHAMPTON	HAMPSHIRE	66	Tue	24/11/15	0.106	0.045	0.151	0.89
4	HA-03-D-01	BLOCKS OF FLAT	KINGSBURY	HARROW	88	Thu	17/07/14	0.000	0.023	0.023	1.25
5	NT-03-D-02	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAMSHIRE	22	Tue	23/06/15	0.000	0.000	0.000	0.55

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	KI KINGSTON	1 days
	RB REDBRIDGE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 149 to 666 (units: sqm)
Range Selected by User: 109 to 2350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 21/05/19

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

Selected survey days:

Wednesday 3 days
Thursday 2 days

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

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 3

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

Selected Location Sub Categories:

Residential Zone 5

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

Secondary Filtering selection:

Use Class:

D1 5 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

No	5 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	DS-04-D-02 MAXWELL AVENUE DERBY DARLEY ABBEY Edge of Town Residential Zone Total Gross floor area: <i>Survey date: THURSDAY</i>	NURSERY 415 sqm 12/07/18	DERBYSHIRE <i>Survey Type: MANUAL</i>
2	KI-04-D-01 WINDMILL LANE SURBITON LONG DITTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: WEDNESDAY</i>	NURSERY 149 sqm 22/06/16	KINGSTON <i>Survey Type: MANUAL</i>
3	LE-04-D-01 WIGSTON ROAD LEICESTER OADBY Edge of Town Residential Zone Total Gross floor area: <i>Survey date: THURSDAY</i>	NURSERY 375 sqm 30/10/14	LEICESTERSHIRE <i>Survey Type: MANUAL</i>
4	RB-04-D-02 RAY LODGE ROAD WOODFORD GREEN Edge of Town Residential Zone Total Gross floor area: <i>Survey date: WEDNESDAY</i>	NURSERY 666 sqm 22/11/17	REDBRIDGE <i>Survey Type: MANUAL</i>
5	TW-04-D-02 ETTRICK GROVE SUNDERLAND HIGH BARNES Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: WEDNESDAY</i>	NURSERY 500 sqm 28/11/12	TYNE & WEAR <i>Survey Type: MANUAL</i>

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

RANK ORDER for Land Use 04 - EDUCATION/D - NURSERY
 VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
 Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 4.505	Arrivals: 5.074
Departures: 2.553	Departures: 2.546
Totals: 7.058	Totals: 7.621

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	KI-04-D-01	NURSERY	SURBITON	KINGSTON	149	Wed	22/06/16	10.067	1.342	11.409
2	TW-04-D-02	NURSERY	SUNDERLAND	TYNE & WEAR	500	Wed	28/11/12	4.200	4.000	8.200
3	RB-04-D-02	NURSERY	WOODFORD GREEN	REDBRIDGE	666	Wed	22/11/17	4.505	2.553	7.058
4	LE-04-D-01	NURSERY	LEICESTER	LEICESTERSHIRE	375	Thu	30/10/14	3.467	2.667	6.134
5	DS-04-D-02	NURSERY	DERBY	DERBYSHIRE	415	Thu	12/07/18	3.133	2.169	5.302

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	KI KINGSTON	1 days
	RB REDBRIDGE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 149 to 666 (units: sqm)
Range Selected by User: 109 to 2350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 21/05/19

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

Selected survey days:

Wednesday 3 days
Thursday 2 days

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

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 3

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

Selected Location Sub Categories:

Residential Zone 5

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

Secondary Filtering selection:

Use Class:

D1 5 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

No	5 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
1b Very poor	1 days

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

RANK ORDER for Land Use 04 - EDUCATION/D - NURSERY
 VEHICLES

Ranking Type: TOTALS Time Range: 18:00-19:00
 Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

<u>Median Values</u>		<u>Mean Values</u>	
Arrivals:	0.000	Arrivals:	0.040
Departures:	0.000	Departures:	0.320
Totals:	0.000	Totals:	0.360

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	TW-04-D-02	NURSERY	SUNDERLAND	TYNE & WEAR	500	Wed	28/11/12	0.200	0.800	1.000
2	LE-04-D-01	NURSERY	LEICESTER	LEICESTERSHIRE	375	Thu	30/10/14	0.000	0.800	0.800
3	RB-04-D-02	NURSERY	WOODFORD GREEN	REDBRIDGE	666	Wed	22/11/17	0.000	0.000	0.000
4	KI-04-D-01	NURSERY	SURBITON	KINGSTON	149	Wed	22/06/16	0.000	0.000	0.000
5	DS-04-D-02	NURSERY	DERBY	DERBYSHIRE	415	Thu	12/07/18	0.000	0.000	0.000

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Calculation Reference: AUDIT-656801-210623-0633

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
	HG HARINGEY	1 days
	RD RICHMOND	1 days
15	GREATER DUBLIN	
	DL DUBLIN	3 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 31 to 332 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	6
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 6 days

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

Population within 5 miles:

500,001 or More 6 days

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

Car ownership within 5 miles:

0.6 to 1.0 6 days

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

Travel Plan:

Yes 1 days

No 5 days

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

PTAL Rating:

No PTAL Present 3 days

1a (Low) Very poor 2 days

5 Very Good 1 days

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

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

LIST OF SITES relevant to selection parameters

1	DL-03-C-12	BLOCK OF FLATS	DUBLIN
	BOOTERSTOWN AVENUE DUBLIN		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	10/09/13	Survey Type: MANUAL
2	DL-03-C-16	BLOCKS OF FLATS	DUBLIN
	BOTANIC AVENUE DUBLIN DRUMCONDRA		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	31	
	Survey date: TUESDAY	22/11/16	Survey Type: MANUAL
3	DL-03-C-17	BLOCKS OF FLATS	DUBLIN
	FINGLAS ROAD DUBLIN FINGLAS		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	332	
	Survey date: FRIDAY	23/10/20	Survey Type: MANUAL
4	EN-03-C-02	BLOCKS OF FLATS	ENFIELD
	CARTERHATCH LANE ENFIELD FORTY HILL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	76	
	Survey date: FRIDAY	10/11/17	Survey Type: MANUAL
5	HG-03-C-01	BLOCKS OF FLATS	HARINGEY
	BREAM CLOSE TOTTENHAM HALE		
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total No of Dwellings:	255	
	Survey date: TUESDAY	18/06/19	Survey Type: MANUAL
6	RD-03-C-04	BLOCKS OF FLATS	RICHMOND
	BESSANT DRIVE KEW		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	170	
	Survey date: WEDNESDAY	15/05/19	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	152	0.038	6	152	0.160	6	152	0.198
08:00 - 09:00	6	152	0.083	6	152	0.241	6	152	0.324
09:00 - 10:00	6	152	0.097	6	152	0.085	6	152	0.182
10:00 - 11:00	6	152	0.081	6	152	0.088	6	152	0.169
11:00 - 12:00	6	152	0.072	6	152	0.099	6	152	0.171
12:00 - 13:00	6	152	0.087	6	152	0.100	6	152	0.187
13:00 - 14:00	6	152	0.090	6	152	0.094	6	152	0.184
14:00 - 15:00	6	152	0.117	6	152	0.085	6	152	0.202
15:00 - 16:00	6	152	0.111	6	152	0.087	6	152	0.198
16:00 - 17:00	6	152	0.114	6	152	0.059	6	152	0.173
17:00 - 18:00	6	152	0.146	6	152	0.082	6	152	0.228
18:00 - 19:00	6	152	0.143	6	152	0.092	6	152	0.235
19:00 - 20:00	2	123	0.301	2	123	0.150	2	123	0.451
20:00 - 21:00	2	123	0.163	2	123	0.057	2	123	0.220
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.643			1.479			3.122

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

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

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Parameter summary

Trip rate parameter range selected: 31 - 332 (units:)
Survey date range: 01/01/13 - 23/10/20
Number of weekdays (Monday-Friday): 6
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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXI S

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	152	0.002	6	152	0.002	6	152	0.004
08:00 - 09:00	6	152	0.008	6	152	0.009	6	152	0.017
09:00 - 10:00	6	152	0.008	6	152	0.008	6	152	0.016
10:00 - 11:00	6	152	0.002	6	152	0.002	6	152	0.004
11:00 - 12:00	6	152	0.002	6	152	0.001	6	152	0.003
12:00 - 13:00	6	152	0.003	6	152	0.002	6	152	0.005
13:00 - 14:00	6	152	0.004	6	152	0.005	6	152	0.009
14:00 - 15:00	6	152	0.008	6	152	0.008	6	152	0.016
15:00 - 16:00	6	152	0.005	6	152	0.007	6	152	0.012
16:00 - 17:00	6	152	0.003	6	152	0.002	6	152	0.005
17:00 - 18:00	6	152	0.001	6	152	0.003	6	152	0.004
18:00 - 19:00	6	152	0.002	6	152	0.002	6	152	0.004
19:00 - 20:00	2	123	0.016	2	123	0.016	2	123	0.032
20:00 - 21:00	2	123	0.008	2	123	0.004	2	123	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.071			0.143

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

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	152	0.001	6	152	0.000	6	152	0.001
08:00 - 09:00	6	152	0.001	6	152	0.002	6	152	0.003
09:00 - 10:00	6	152	0.000	6	152	0.000	6	152	0.000
10:00 - 11:00	6	152	0.003	6	152	0.003	6	152	0.006
11:00 - 12:00	6	152	0.001	6	152	0.000	6	152	0.001
12:00 - 13:00	6	152	0.000	6	152	0.001	6	152	0.001
13:00 - 14:00	6	152	0.001	6	152	0.001	6	152	0.002
14:00 - 15:00	6	152	0.000	6	152	0.000	6	152	0.000
15:00 - 16:00	6	152	0.001	6	152	0.000	6	152	0.001
16:00 - 17:00	6	152	0.001	6	152	0.000	6	152	0.001
17:00 - 18:00	6	152	0.000	6	152	0.000	6	152	0.000
18:00 - 19:00	6	152	0.002	6	152	0.001	6	152	0.003
19:00 - 20:00	2	123	0.000	2	123	0.004	2	123	0.004
20:00 - 21:00	2	123	0.000	2	123	0.000	2	123	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.012			0.023

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

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	152	0.000	6	152	0.000	6	152	0.000
08:00 - 09:00	6	152	0.000	6	152	0.000	6	152	0.000
09:00 - 10:00	6	152	0.000	6	152	0.000	6	152	0.000
10:00 - 11:00	6	152	0.001	6	152	0.001	6	152	0.002
11:00 - 12:00	6	152	0.000	6	152	0.000	6	152	0.000
12:00 - 13:00	6	152	0.000	6	152	0.000	6	152	0.000
13:00 - 14:00	6	152	0.000	6	152	0.000	6	152	0.000
14:00 - 15:00	6	152	0.000	6	152	0.000	6	152	0.000
15:00 - 16:00	6	152	0.000	6	152	0.000	6	152	0.000
16:00 - 17:00	6	152	0.000	6	152	0.000	6	152	0.000
17:00 - 18:00	6	152	0.000	6	152	0.000	6	152	0.000
18:00 - 19:00	6	152	0.000	6	152	0.000	6	152	0.000
19:00 - 20:00	2	123	0.000	2	123	0.000	2	123	0.000
20:00 - 21:00	2	123	0.000	2	123	0.000	2	123	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	152	0.000	6	152	0.019	6	152	0.019
08:00 - 09:00	6	152	0.000	6	152	0.025	6	152	0.025
09:00 - 10:00	6	152	0.003	6	152	0.011	6	152	0.014
10:00 - 11:00	6	152	0.003	6	152	0.009	6	152	0.012
11:00 - 12:00	6	152	0.007	6	152	0.008	6	152	0.015
12:00 - 13:00	6	152	0.003	6	152	0.009	6	152	0.012
13:00 - 14:00	6	152	0.008	6	152	0.007	6	152	0.015
14:00 - 15:00	6	152	0.009	6	152	0.005	6	152	0.014
15:00 - 16:00	6	152	0.003	6	152	0.009	6	152	0.012
16:00 - 17:00	6	152	0.020	6	152	0.007	6	152	0.027
17:00 - 18:00	6	152	0.024	6	152	0.005	6	152	0.029
18:00 - 19:00	6	152	0.018	6	152	0.005	6	152	0.023
19:00 - 20:00	2	123	0.028	2	123	0.004	2	123	0.032
20:00 - 21:00	2	123	0.037	2	123	0.008	2	123	0.045
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.163			0.131			0.294

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

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	152	0.031	6	152	0.137	6	152	0.168
08:00 - 09:00	6	152	0.063	6	152	0.210	6	152	0.273
09:00 - 10:00	6	152	0.083	6	152	0.067	6	152	0.150
10:00 - 11:00	6	152	0.061	6	152	0.058	6	152	0.119
11:00 - 12:00	6	152	0.053	6	152	0.085	6	152	0.138
12:00 - 13:00	6	152	0.061	6	152	0.077	6	152	0.138
13:00 - 14:00	6	152	0.066	6	152	0.071	6	152	0.137
14:00 - 15:00	6	152	0.081	6	152	0.057	6	152	0.138
15:00 - 16:00	6	152	0.085	6	152	0.064	6	152	0.149
16:00 - 17:00	6	152	0.091	6	152	0.046	6	152	0.137
17:00 - 18:00	6	152	0.125	6	152	0.064	6	152	0.189
18:00 - 19:00	6	152	0.117	6	152	0.076	6	152	0.193
19:00 - 20:00	2	123	0.260	2	123	0.110	2	123	0.370
20:00 - 21:00	2	123	0.142	2	123	0.049	2	123	0.191
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.319			1.171			2.490

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

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	152	0.004	6	152	0.009	6	152	0.013
08:00 - 09:00	6	152	0.010	6	152	0.010	6	152	0.020
09:00 - 10:00	6	152	0.005	6	152	0.003	6	152	0.008
10:00 - 11:00	6	152	0.012	6	152	0.016	6	152	0.028
11:00 - 12:00	6	152	0.013	6	152	0.009	6	152	0.022
12:00 - 13:00	6	152	0.013	6	152	0.014	6	152	0.027
13:00 - 14:00	6	152	0.012	6	152	0.014	6	152	0.026
14:00 - 15:00	6	152	0.013	6	152	0.012	6	152	0.025
15:00 - 16:00	6	152	0.010	6	152	0.010	6	152	0.020
16:00 - 17:00	6	152	0.013	6	152	0.005	6	152	0.018
17:00 - 18:00	6	152	0.012	6	152	0.009	6	152	0.021
18:00 - 19:00	6	152	0.009	6	152	0.008	6	152	0.017
19:00 - 20:00	2	123	0.008	2	123	0.000	2	123	0.008
20:00 - 21:00	2	123	0.000	2	123	0.000	2	123	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.134			0.119			0.253

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

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

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

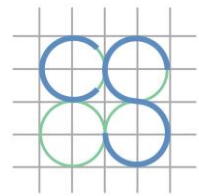
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	152	0.000	6	152	0.002	6	152	0.002
08:00 - 09:00	6	152	0.000	6	152	0.001	6	152	0.001
09:00 - 10:00	6	152	0.000	6	152	0.000	6	152	0.000
10:00 - 11:00	6	152	0.000	6	152	0.000	6	152	0.000
11:00 - 12:00	6	152	0.000	6	152	0.000	6	152	0.000
12:00 - 13:00	6	152	0.002	6	152	0.001	6	152	0.003
13:00 - 14:00	6	152	0.001	6	152	0.001	6	152	0.002
14:00 - 15:00	6	152	0.000	6	152	0.001	6	152	0.001
15:00 - 16:00	6	152	0.003	6	152	0.000	6	152	0.003
16:00 - 17:00	6	152	0.000	6	152	0.000	6	152	0.000
17:00 - 18:00	6	152	0.001	6	152	0.003	6	152	0.004
18:00 - 19:00	6	152	0.004	6	152	0.002	6	152	0.006
19:00 - 20:00	2	123	0.016	2	123	0.020	2	123	0.036
20:00 - 21:00	2	123	0.012	2	123	0.004	2	123	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.035			0.074

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.*



CS CONSULTING
GROUP

Appendix C

Traffic Flow Matrices

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

2018 AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	38	462	0	500
Rosemount	166	0	91	2	259
Dundrum Rd (South)	696	38	0	5	739
Frankfort Park	5	0	8	0	13
TOTALS	867	76	561	7	1511

2018 PM Peak (18:00-19:00) SURVEYED TRAFFIC FLOWS

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	71	656	4	731
Rosemount	20	0	65	2	87
Dundrum Rd (South)	564	86	0	11	661
Frankfort Park	3	0	2	0	5
TOTALS	587	157	723	17	1484

2021 AM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	40	485	0	525
Rosemount	174	0	95	2	271
Dundrum Rd (South)	730	40	0	5	775
Frankfort Park	5	0	8	0	13
TOTALS	909	80	588	7	1584

2021 PM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	75	688	4	767
Rosemount	21	0	68	2	91
Dundrum Rd (South)	592	90	0	12	694
Frankfort Park	3	0	2	0	5
TOTALS	616	165	758	18	1557

2023 AM Peak Other committed development flows

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	3	7	0	10
Rosemount	7	0	4	0	11
Dundrum Rd (South)	21	4	0	1	26
Frankfort Park	0	0	0	0	0
TOTALS	28	7	11	1	47

2023 PM Peak Other committed development flows

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	4	13	0	17
Rosemount	2	0	7	0	9
Dundrum Rd (South)	11	6	0	1	18
Frankfort Park	0	0	1	0	1
TOTALS	13	10	21	1	45

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	44	508	0	552
Rosemount	187	0	103	2	292
Dundrum Rd (South)	775	45	0	6	826
Frankfort Park	5	0	9	0	14
TOTALS	967	89	620	8	1684

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	81	724	4	809
Rosemount	24	0	77	2	103
Dundrum Rd (South)	622	99	0	13	734
Frankfort Park	3	0	3	0	6
TOTALS	649	180	804	19	1652

2023 AM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION STAGE

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	0	12	0	12
Rosemount	2	0	0	0	2
Dundrum Rd (South)	17	0	0	0	17
Frankfort Park	0	0	0	0	0
TOTALS	19	0	12	0	31

2023 PM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION STAGE

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	1	21	0	22
Rosemount	0	0	0	0	0
Dundrum Rd (South)	13	0	0	0	13
Frankfort Park	0	0	0	0	0
TOTALS	13	1	21	0	35

2023 AM Peak DURING SUBJECT DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev. con.)

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	44	520	0	564
Rosemount	189	0	103	2	294
Dundrum Rd (South)	792	45	0	6	843
Frankfort Park	5	0	9	0	14
TOTALS	986	89	632	8	1715

2023 PM Peak DURING SUBJECT DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev. con.)

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	82	745	4	831
Rosemount	24	0	77	2	103
Dundrum Rd (South)	635	99	0	13	747
Frankfort Park	3	0	3	0	6
TOTALS	662	181	825	19	1687

2023 AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL STAGE

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	2	25	0	27
Rosemount	0	0	0	0	0
Dundrum Rd (South)	2	0	0	0	2
Frankfort Park	0	0	0	0	0
TOTALS	2	2	25	0	29

2023 PM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL STAGE

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	1	10	0	11
Rosemount	1	0	0	0	1
Dundrum Rd (South)	26	0	0	0	26
Frankfort Park	0	0	0	0	0
TOTALS	27	1	10	0	38

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	46	533	0	579
Rosemount	187	0	103	2	292
Dundrum Rd (South)	777	45	0	6	828
Frankfort Park	5	0	9	0	14
TOTALS	969	91	645	8	1713

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	82	734	4	820
Rosemount	25	0	77	2	104
Dundrum Rd (South)	648	99	0	13	760
Frankfort Park	3	0	3	0	6
TOTALS	676	181	814	19	1690

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	48	550	0	598
Rosemount	202	0	111	2	315
Dundrum Rd (South)	838	49	0	7	894
Frankfort Park	6	0	9	0	15
TOTALS	1046	97	670	9	1822

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	87	783	5	875
Rosemount	25	0	83	2	110
Dundrum Rd (South)	673	107	0	14	794
Frankfort Park	4	0	3	0	7
TOTALS	702	194	869	21	1786

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	50	575	0	625
Rosemount	202	0	111	2	315
Dundrum Rd (South)	840	49	0	7	896
Frankfort Park	6	0	9	0	15
TOTALS	1048	99	695	9	1851

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	88	793	5	886
Rosemount	26	0	83	2	111
Dundrum Rd (South)	699	107	0	14	820
Frankfort Park	4	0	3	0	7
TOTALS	729	195	879	21	1824

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	51	591	0	642
Rosemount	217	0	119	3	339
Dundrum Rd (South)	900	52	0	7	959
Frankfort Park	6	0	10	0	16
TOTALS	1123	103	720	10	1956

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	94	842	5	941
Rosemount	27	0	89	3	119
Dundrum Rd (South)	723	115	0	15	853
Frankfort Park	4	0	4	0	8
TOTALS	754	209	935	23	1921

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	53	616	0	669
Rosemount	217	0	119	3	339
Dundrum Rd (South)	902	52	0	7	961
Frankfort Park	6	0	10	0	16
TOTALS	1125	105	745	10	1985

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

From \ To	Dundrum Rd (North)	Rosemount	Dundrum Rd (South)	Frankfort Park	TOTALS
Dundrum Rd (North)	0	95	852	5	952
Rosemount	28	0	89	3	120
Dundrum Rd (South)	749	115	0	15	879
Frankfort Park	4	0	4	0	8
TOTALS	781	210	945	23	1959

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

2018 AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	108	322	125	555
Taney Road	75	0	39	401	515
Dundrum Bypass	399	25	0	94	518
Churchtown Road	265	543	168	0	976
TOTALS	739	676	529	620	2564

2018 PM Peak (18:00-19:00) SURVEYED TRAFFIC FLOWS

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	66	535	149	750
Taney Road	62	0	93	455	610
Dundrum Bypass	454	34	0	258	746
Churchtown Road	190	352	268	0	810
TOTALS	706	452	896	862	2916

2021 AM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	113	338	131	582
Taney Road	79	0	41	421	541
Dundrum Bypass	419	26	0	99	544
Churchtown Road	278	570	176	0	1024
TOTALS	776	709	555	651	2691

2021 PM Peak BASELINE TRAFFIC FLOWS (surveyed flows + TII growth factor)

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	69	561	156	786
Taney Road	65	0	98	477	640
Dundrum Bypass	476	36	0	271	783
Churchtown Road	199	369	281	0	849
TOTALS	740	474	940	904	3058

2023 AM Peak Other committed development flows

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	2	2	8	12
Taney Road	2	0	1	32	35
Dundrum Bypass	2	0	0	5	7
Churchtown Road	22	47	13	0	82
TOTALS	26	49	16	45	136

2023 PM Peak Other committed development flows

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	2	4	14	20
Taney Road	1	0	2	46	49
Dundrum Bypass	3	1	0	22	26
Churchtown Road	13	29	16	0	58
TOTALS	17	32	22	82	153

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

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	119	351	143	613
Taney Road	83	0	43	467	593
Dundrum Bypass	434	27	0	107	568
Churchtown Road	309	635	195	0	1139
TOTALS	826	781	589	717	2913

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

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	74	584	175	833
Taney Road	68	0	103	539	710
Dundrum Bypass	495	38	0	302	835
Churchtown Road	219	410	306	0	935
TOTALS	782	522	993	1016	3313

2023 AM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION STAGE

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	1	11	1	13
Taney Road	1	0	0	0	1
Dundrum Bypass	13	0	0	0	13
Churchtown Road	3	0	0	0	3
TOTALS	17	1	11	1	30

2023 PM Peak SUBJECT DEVELOPMENT FLOWS - CONSTRUCTION STAGE

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	1	18	2	21
Taney Road	0	0	0	0	0
Dundrum Bypass	11	0	0	0	11
Churchtown Road	1	0	0	0	1
TOTALS	12	1	18	2	33

2023 AM Peak DURING SUBJECT DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev. con.)

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	120	362	144	626
Taney Road	84	0	43	467	594
Dundrum Bypass	447	27	0	107	581
Churchtown Road	312	635	195	0	1142
TOTALS	843	782	600	718	2943

2023 PM Peak DURING SUBJECT DEVELOPMENT CONSTRUCTION (surveyed + TII growth factor + committed dev. + subject dev. con.)

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	75	602	177	854
Taney Road	68	0	103	539	710
Dundrum Bypass	506	38	0	302	846
Churchtown Road	220	410	306	0	936
TOTALS	794	523	1011	1018	3346

2023 AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL STAGE

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	5	14	6	25
Taney Road	0	0	0	0	0
Dundrum Bypass	1	0	0	0	1
Churchtown Road	1	0	0	0	1
TOTALS	2	5	14	6	27

2023 PM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL STAGE

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	1	7	2	10
Taney Road	2	0	0	0	2
Dundrum Bypass	17	0	0	0	17
Churchtown Road	7	0	0	0	7
TOTALS	26	1	7	2	36

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

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	124	365	149	638
Taney Road	83	0	43	467	593
Dundrum Bypass	435	27	0	107	569
Churchtown Road	310	635	195	0	1140
TOTALS	828	786	603	723	2940

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

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	75	591	177	843
Taney Road	70	0	103	539	712
Dundrum Bypass	512	38	0	302	852
Churchtown Road	226	410	306	0	942
TOTALS	808	523	1000	1018	3349

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

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	129	380	155	664
Taney Road	90	0	47	503	640
Dundrum Bypass	471	29	0	115	615
Churchtown Road	333	685	210	0	1228
TOTALS	894	843	637	773	3147

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

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	80	632	189	901
Taney Road	74	0	111	580	765
Dundrum Bypass	536	41	0	325	902
Churchtown Road	236	442	331	0	1009
TOTALS	846	563	1074	1094	3577

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

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	134	394	161	689
Taney Road	90	0	47	503	640
Dundrum Bypass	472	29	0	115	616
Churchtown Road	334	685	210	0	1229
TOTALS	896	848	651	779	3174

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

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	81	639	191	911
Taney Road	76	0	111	580	767
Dundrum Bypass	553	41	0	325	919
Churchtown Road	243	442	331	0	1016
TOTALS	872	564	1081	1096	3613

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

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	138	409	166	713
Taney Road	97	0	50	538	685
Dundrum Bypass	506	32	0	124	662
Churchtown Road	357	733	225	0	1315
TOTALS	960	903	684	828	3375

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

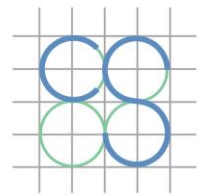
From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	85	680	202	967
Taney Road	79	0	119	621	819
Dundrum Bypass	576	44	0	348	968
Churchtown Road	253	474	355	0	1082
TOTALS	908	603	1154	1171	3836

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

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	143	423	172	738
Taney Road	97	0	50	538	685
Dundrum Bypass	507	32	0	124	663
Churchtown Road	358	733	225	0	1316
TOTALS	962	908	698	834	3402

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

From \ To	Dundrum Road	Taney Road	Dundrum Bypass	Churchtown Road	TOTALS
Dundrum Road	0	86	687	204	977
Taney Road	81	0	119	621	821
Dundrum Bypass	593	44	0	348	985
Churchtown Road	260	474	355	0	1089
TOTALS	934	604	1161	1173	3872



CS CONSULTING
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Appendix D

TRANSYT Model Results

TRANSYT 16
Version: 16.0.1.8473 © Copyright TRL Limited, 2019
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Filename: H081 TRANSYT Model 20210623.116
 Path: J:\H_JOBS\Job-H081\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
 Report generation date: 14/07/2021 09:35:24

«A1 - : D1 - 2021 Baseline, AM :

- »Links
- »Arms and Traffic Streams
- »T-Junctions
- »Local OD Matrix - Local Matrix: 1
- »Local OD Matrix - Local Matrix: 2
- »Local OD Matrix - Local Matrix: 3
- »Signal Timings
- »Network Results
- »Final Prediction Table

Summary of network performance

AM					
Set ID	PI (E per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	
2021 Baseline					
Network	D1	458.06	30.04	80% (TS 2B/1)	0 (0%)

A1 - D1 - 2021 Baseline, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3t	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.64	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1b
1Cx			1i
1D	Frankfort Centre		1b
1Dx			
1E	Old Frankfort		1a
1Ex			1a
1IN			1a
1IS			1b
2A	Dundrum Rd N		2a
2Ax			1i
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2b
2Cx			1i
2D	Frankfort Park		2a
2Dx			
2IN			2a
2IS			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3c
3A2	Dundrum Rd		3a
3Ax2			1i
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b			3s
3C2c			3t
3D2	Churchtown Road Slip		3e
3D2b			3t
3Dx2			3p
3A3	Dundrum Rd		3b
3B3	Taney Road Slip		3k
3B3b			3r
3C3	Dundrum Bypass		3i
3C3d			
3D3	Churchtown Road		3m
3Dx3			
3A4	Dundrum Rd Slip		3h
3A4b			3q
3B4	Taney Road		3g
3C4	Dundrum Bypass		3j
3D4	Churchtown Road		3n
3A5	Dundrum Rd		3c
3A6	Dundrum Rd		3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S/L/R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S/L/R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S/L/R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				48.00	✓	Sum of lanes	1800			Normal	
1D	1	S/L/R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S/L/R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1N	1				16.00	✓	Sum of lanes	1800			Normal	
1S	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S/L/R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S/L/R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S/L/R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S/L/R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2N	1				7.00	✓	Sum of lanes	9999			Normal	
2S	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			26.00	✓	Sum of lanes	1800	✓		Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600			Normal	
3B1	1	S			16.00	✓	Sum of lanes	3600	✓		Normal	
	2	R			16.00	✓	Sum of lanes	1800	✓		Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600			Normal	
	1	S			18.00	✓	Sum of lanes	3600	✓		Normal	
	2	R			18.00	✓	Sum of lanes	1800	✓		Normal	
3Cx1	1				8.00	✓	Sum of lanes	3600			Normal	
	1	S			13.00	✓	Sum of lanes	3600	✓		Normal	
	2	R			13.00	✓	Sum of lanes	1800	✓		Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800	✓		Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
3B2	1				17.00	✓	Sum of lanes	1800			Normal	
	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
3C2	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
	1				26.00	✓	Sum of lanes	1800			Normal	
	2				26.00	✓	Sum of lanes	1800			Normal	
3C3	3				26.00	✓	Sum of lanes	1800			Normal	
3C3d	1				22.00						Normal	
	1				48.00	✓	Sum of lanes	1800			Normal	
3D3	2				48.00	✓	Sum of lanes	1800			Normal	
	3				48.00	✓	Sum of lanes	1800			Normal	
3Dx3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
	1				11.00	✓	Sum of lanes	1800			Normal	
3B4	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800			Normal	
	2			8.00	✓	Sum of lanes	1800			Normal	
3A6	1			110.00	✓	Sum of lanes	1800			Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			1800
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
1E	1	1				1800
1Ex	1	1				
1N	1	1	(untitled)			1800
1S	1	1	(untitled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				
2N	1	1				9999
2S	1	1				9999
3A1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3B1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Cx1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Dx1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			1800
3B2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx2	1	1	(untitled)			
	2	1	(untitled)			
3C2	1	1	(untitled)			1800
3C2b	1	1	(untitled)			1800
3Cx2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D2	1	1	(untitled)			1800
3D2b	1	1	(untitled)			1800
3Dx2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3A3	1	1	(untitled)			1800
3B3	1	1	(untitled)			1800
3B3b	1	1	(untitled)			1800
	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C3	3	1	(untitled)			1800
3Cx3	1	1	(untitled)			
	2	1	(untitled)			
	1	1	(untitled)			1800
3D3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Dx3	1	1	(untitled)			1800
3A4	1	1	(untitled)			1800
3A4b	1	1	(untitled)			1800
3B4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D4	1	1	(untitled)			1800
3A5	2	1	(untitled)			1800
	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
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(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	518	518
1Ax	1	916	916
1B	1	7	7
1Bx	1	0	0
1C	1	927	927
1Cx	1	523	523
1D	1	0	0
1Dx	1	7	7
1E	1	11	11
1Ex	1	17	17
1IN	1	924	924
1IS	1	520	520
2A	1	525	525
2Ax	1	909	909
2B	1	271	271
2Bx	1	80	80
2C	1	775	775
2Cx	1	588	588
2D	1	13	13
2Dx	1	7	7
2IN	1	911	911
2IS	1	533	533
3A1	1	225	225
	2	131	131
3Ax1	1	498	498
	1	421	421
3B1	2	79	79
3Bx1	1	596	596
	1	419	419
3C1	2	26	26
3Cx1	1	514	514
	1	570	570
3D1	2	176	176
3Dx1	1	552	552
3A2	1	113	113
3Ax2	1	776	776
3B2	1	281	281
	2	219	219
3Bx2	1	709	709
3C2	1	99	99
3C2b	1	99	99
3Cx2	1	555	555
	1	278	278
3D2b	1	278	278
3Dx2	1	651	651
3A3	1	226	226
3B3	1	41	41
3B3b	1	41	41
	1	309	309
3C3	2	223	223
	3	13	13
3Cx3	1	555	555
	1	563	563
3D3	2	373	373
	3	88	88
3Dx3	1	651	651
3A4	1	113	113
3A4b	1	113	113
3B4	2	360	360
3C4	1	544	544
3D4	1	1024	1024
3A5	1	338	338
3D5	2	244	244
3A6	1	582	582

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.64	30.00
3B4	1	1.32	30.00

	2	1.32	30.00
3C4	1	1.32	30.00
3D4	1	2.64	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1E/1	1Ax/1	2.88	30.00	✓	Nearside	5.00
1Bx	1	1	TrafficStream	1C/1	1Bx/1	1.92	30.00	✓	Offside	9.49
1C	1	1	TrafficStream	2Ax/1	1C/1	5.76	30.00	✓	Straight	Straight Movement
1Cx	1	1	TrafficStream	1IS/1	1Cx/1	5.88	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	1.00	30.00	✓	Nearside	5.00
1Ex	1	1	TrafficStream	1A/1	1Ex/1	2.28	30.00	✓	Offside	5.11
1IN	1	1	TrafficStream	1A/1	1IN/1	1.92	30.00	✓	Straight	Straight Movement
1IS	1	1	TrafficStream	1C/1	1IS/1	1.92	30.00	✓	Straight	Straight Movement
2A	1	1	TrafficStream	1Cx/1	2A/1	8.28	30.00	✓	Straight	Straight Movement
2Ax	1	1	TrafficStream	2IN/1	2Ax/1	8.04	30.00	✓	Straight	Straight Movement
2Bx	1	1	TrafficStream	2IS/1	2Bx/1	3.00	30.00	✓	Nearside	5.00
2C	1	1	TrafficStream	3Ax2/1	2C/1	14.64	30.00	✓	Straight	Straight Movement
2Cx	1	1	TrafficStream	2IS/1	2Cx/1	14.16	30.00	✓	Straight	Straight Movement
2Dx	1	1	TrafficStream	2IN/1	2Dx/1	2.64	30.00	✓	Nearside	5.00
2IN	1	1	TrafficStream	2C/1	2IN/1	1.00	30.00	✓	Straight	Straight Movement
2IS	1	1	TrafficStream	2D/1	2IS/1	1.00	30.00	✓	Offside	5.00
	1	1	TrafficStream	3A5/2	3A1/1	3.12	30.00	✓	Straight	Straight Movement
3A1	2	1	TrafficStream	3A5/2	3A1/2	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	1	TrafficStream	3B1/2	3Ax1/1	1.32	30.00	✓	Offside	21.27
	1	1	TrafficStream	3B2/2	3B1/1	1.92	30.00	✓	Straight	Straight Movement
3B1	2	1	TrafficStream	3B2/2	3B1/2	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	1	TrafficStream	3C1/2	3Bx1/1	1.00	30.00	✓	Offside	9.64
	1	1	TrafficStream	3C3/1	3C1/1	2.16	30.00	✓	Straight	Straight Movement
3C1	2	1	TrafficStream	3C3/3	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	1	TrafficStream	3A1/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D3/1	3D1/1	1.56	30.00	✓	Straight	Straight Movement
3D1	2	1	TrafficStream	3D3/2	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	1	TrafficStream	3A1/2	3Dx1/1	1.00	30.00	✓	Offside	9.12
3A2	1	1	TrafficStream	3A3/1	3A2/1	1.00	30.00	✓	Offside	42.55
3Ax2	1	1	TrafficStream	3Ax1/1	3Ax2/1	16.20	30.00	✓	Nearside	95.76
	1	1	TrafficStream	3B4/2	3B2/1	2.04	30.00	✓	Offside	77.52
3B2	2	1	TrafficStream	3B4/2	3B2/2	2.04	30.00	✓	Offside	77.52
3Bx2	1	1	TrafficStream	3A4/1	3Bx2/1	5.28	30.00	✓	Nearside	16.14
3C2	1	1	TrafficStream	3C2b/1	3C2/1	1.00	30.00	✓	Nearside	27.04
	1	1	TrafficStream	3C3/1	3C2b/1	2.40	30.00	✓	Nearside	13.36
3C2b	1	1	TrafficStream	3B3/1	3C2b/1	2.40	30.00	✓	Nearside	5.00
3D2	1	1	TrafficStream	3D2b/1	3D2/1	1.08	30.00	✓	Nearside	13.03
3D2b	1	1	TrafficStream	3D3/1	3D2b/1	1.08	30.00	✓	Nearside	31.02
3Dx2	1	1	TrafficStream	3C2/1	3Dx2/1	2.88	30.00	✓	Nearside	8.92
3A3	1	1	TrafficStream	3A5/1	3A3/1	2.16	30.00	✓	Straight	Straight Movement
3B3	1	1	TrafficStream	3B3b/1	3B3/1	1.00	30.00	✓	Straight	Straight Movement
3B3b	1	1	TrafficStream	3B4/1	3B3b/1	4.20	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3C4/1	3C3/1	3.12	30.00	✓	Straight	Straight Movement
3C3	2	1	TrafficStream	3C4/1	3C3/2	3.12	30.00	✓	Straight	Straight Movement
	3	1	TrafficStream	3C4/1	3C3/3	3.12	30.00	✓	Straight	Straight Movement
3Cx3	1	1	TrafficStream	3C4/2/1	3Cx3/1	2.64	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D4/1	3D3/1	5.76	30.00	✓	Offside	54.01
3D3	2	1	TrafficStream	3D4/1	3D3/2	5.76	30.00	✓	Offside	54.01
	3	1	TrafficStream	3D3/1	3D3/3	5.76	30.00	✓	Offside	53.00
3Dx3	1	1	TrafficStream	3Dx2/1	3Dx3/1	6.96	30.00	✓	Straight	Straight Movement
3A4	1	1	TrafficStream	3A4b/1	3A4/1	1.00	30.00	✓	Nearside	13.85
3A4b	1	1	TrafficStream	3A3/1	3A4b/1	1.08	30.00	✓	Nearside	24.02
	1	1	TrafficStream	3A6/1	3A5/1	1.00	30.00	✓	Offside	43.87
3A5	2	1	TrafficStream	3A6/1	3A5/2	1.00	30.00	✓	Offside	42.69
3A6	1	1	TrafficStream	2C/1	3A6/1	13.20	30.00	✓	Straight	Straight Movement
1Ax	1	2	TrafficStream	1IN/1	1Ax/1	2.88	30.00	✓	Straight	Straight Movement
1Bx	1	2	TrafficStream	1IS/1	1Bx/1	1.92	30.00	✓	Nearside	5.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	5.88	30.00	✓	Nearside	5.00
1Dx	1	2	TrafficStream	1IS/1	1Dx/1	1.00	30.00	✓	Offside	8.12
1Ex	1	2	TrafficStream	1IN/1	1Ex/1	2.28	30.00	✓	Nearside	5.00
1IN	1	2	TrafficStream	1B/1	1IN/1	1.92	30.00	✓	Offside	5.00
1IS	1	2	TrafficStream	1E/1	1IS/1	1.92	30.00	✓	Offside	5.00
2Ax	1	2	TrafficStream	2D/1	2Ax/1	8.04	30.00	✓	Nearside	5.00
2Bx	1	2	TrafficStream	2C/1	2Bx/1	3.00	30.00	✓	Offside	5.91
2Cx	1	2	TrafficStream	2B/1	2Cx/1	14.16	30.00	✓	Nearside	5.00
2Dx	1	2	TrafficStream	2A/1	2Dx/1	2.64	30.00	✓	Offside	5.50

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		1-1	1-2	1-3	1-4	1-5
From	1-1	0	0	511	2	5
	1-2	2	0	5	0	0
	1-3	910	0	0	5	12
	1-4	0	0	0	0	0
	1-5	4	0	7	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1	1Ax/1	#0000FF	
	1-2	(united)	1B/1	1Bx/1	#00FF00
	1-3	(united)	1C/1	1Cx/1	#FF0000
	1-4	(united)	1D/1	1Dx/1	#00FF00
	1-5		1E/1	1Ex/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path Items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-5	1A/1, 1E/1	Normal	5
1	2		1-1	1-4	1A/1, 1E/1, 1Dx/1	Normal	2
1	3		1-1	1-3	1A/1, 1E/1, 1Cx/1	Normal	511
1	4		1-1	1-2	1A/1, 1E/1, 1Bx/1	Normal	0
1	5		1-5	1-1	1E/1, 1Ax/1	Normal	4
1	6		1-5	1-4	1E/1, 1E/1, 1Dx/1	Normal	0
1	7		1-5	1-3	1E/1, 1E/1, 1Cx/1	Normal	7
1	8		1-5	1-2	1E/1, 1E/1, 1Bx/1	Normal	0
1	9		1-2	1-4	1B/1, 1Dx/1	Normal	0
1	10		1-2	1-3	1B/1, 1Cx/1	Normal	5
1	11		1-2	1-5	1B/1, 1N/1, 1E/1	Normal	0
1	12		1-2	1-1	1B/1, 1N/1, 1Ax/1	Normal	2
1	13		1-3	1-4	1C/1, 1Dx/1	Normal	5
1	14		1-3	1-2	1C/1, 1Bx/1	Normal	0
1	15		1-3	1-5	1C/1, 1N/1, 1E/1	Normal	12
1	16		1-3	1-1	1C/1, 1N/1, 1Ax/1	Normal	910
1	17		1-4	1-3	1D/1, 1Cx/1	Normal	0
1	18		1-4	1-2	1D/1, 1Bx/1	Normal	0
1	19		1-4	1-5	1D/1, 1N/1, 1E/1	Normal	0
1	20		1-4	1-1	1D/1, 1N/1, 1Ax/1	Normal	0

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		2-1	2-2	2-3	2-4
From	2-1	0	40	485	0
	2-2	174	0	95	2
	2-3	730	40	0	5
	2-4	5	0	8	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1	2A/1	2Ax/1	#FF0000	
	2-2	(united)	2B/1	2Bx/1	#FFA500
	2-3	(united)	2C/1	2Cx/1	#A52A2A
	2-4		2D/1	2Dx/1	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path Items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-1	2-4	2A/1, 2Dx/1	Normal	0
2	2		2-1	2-2	2A/1, 2B/1, 2Bx/1	Normal	40
2	3		2-1	2-3	2A/1, 2B/1, 2Cx/1	Normal	485
2	4		2-4	2-1	2D/1, 2Ax/1	Normal	5
2	5		2-4	2-2	2D/1, 2B/1, 2Bx/1	Normal	0
2	6		2-4	2-3	2D/1, 2B/1, 2Cx/1	Normal	8
2	7		2-2	2-4	2B/1, 2N/1, 2Dx/1	Normal	2
2	8		2-2	2-1	2B/1, 2N/1, 2Ax/1	Normal	174
2	9		2-2	2-3	2B/1, 2Cx/1	Normal	95
2	10		2-3	2-4	2C/1, 2N/1, 2Dx/1	Normal	5

11		2-3	2-1	2C/1, 2N/1, 2Ax/1	Normal	730
12		2-3	2-2	2C/1, 2Bx/1	Normal	40

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		3-1	3-2	3-3	3-4
From	3-1	0	113	338	131
	3-2	79	0	41	421
	3-3	419	26	0	99
	3-4	278	570	176	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1	(united)	3A/1	3Ax/1	#8A2BE2
	3-2	(united)	3B/2, 3B/1	3Bx/1	#8A2BE2
	3-3	(united)	3C/1	3Cx/1	#6495ED
	3-4	(united)	3D/1	3Dx/1	#02B48C

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path Items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3-1	3-3	3A/1, 3A/1, 3A/1, 3C/1/1, 3C/2/1, 3C/3/1	Normal	113
1	2		3-1	3-3	3A/1, 3A/1, 3A/1, 3A/1, 3C/1/1, 3C/2/1, 3C/3/1	Normal	113
1	3		3-1	3-2	3A/1, 3A/1, 3A/1, 3A/1, 3A/1, 3Bx/1	Normal	113
1	4		3-1	3-3	3A/1, 3A/1, 3A/1, 3C/1/1, 3C/2/1, 3C/3/1	Normal	113
1	5		3-1	3-4	3A/1, 3A/1, 3A/1, 3Dx/1, 3Dx/1, 3Dx/1	Normal	131
1	6		3-2	3-4	3B/2, 3B/1, 3B/1, 3Dx/1, 3Dx/1, 3Dx/1	Normal	140
1	7		3-2	3-4	3B/2, 3B/1, 3B/1, 3Dx/1, 3Dx/1, 3Dx/1	Normal	140
1	8		3-2	3-1	3B/2, 3B/2, 3B/1, 3A/1/1, 3A/2/1	Normal	79
1	9		3-2	3-4	3B/1, 3B/1, 3B/1, 3Dx/1, 3Dx/1, 3Dx/1	Normal	140
1	10		3-2	3-3	3B/1, 3B/1, 3B/1, 3C/2/1, 3C/3/1	Normal	41
1	11		3-3	3-1	3C/1, 3C/1, 3C/1, 3C/1, 3A/1/1, 3A/2/1	Normal	210
1	12		3-3	3-4	3C/1, 3C/1, 3C/2/1, 3C/2/1, 3Dx/1, 3Dx/1	Normal	99
1	13		3-3	3-1	3C/1, 3C/2, 3C/1, 3A/1/1, 3A/2/1	Normal	210
1	14		3-3	3-2	3C/1, 3C/2, 3C/1, 3B/1/1, 3B/2/1	Normal	13
1	15		3-3	3-2	3C/1, 3C/3, 3C/1, 3B/1/1, 3B/2/1	Normal	13
1	16		3-4	3-2	3D/1, 3D/1, 3D/1, 3B/1/1, 3B/2/1	Normal	285
1	17		3-4	3-1	3D/1, 3D/1, 3D/2/1, 3A/2/1	Normal	278
1	18		3-4	3-2	3D/1, 3D/2, 3D/1, 3B/1/1, 3B/2/1	Normal	285
1	19		3-4	3-3	3D/1, 3D/2, 3D/1, 3C/1/1, 3C/2/1, 3C/3/1	Normal	88
1	20		3-4	3-3	3D/1, 3D/3, 3D/2, 3C/1/1, 3C/2/1, 3C/3/1	Normal	88

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 3

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
3			1	NetworkDefault	120	32

Controller Stream 3 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
3	Unspecified						Absolute

Controller Stream 3 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3	✓	✓		✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
3	(ALL)	(united)	3	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
3	1	A, B, N	1	1	100
3	2	A, E, N, P	1	1	100
3	3	B, F	1	1	100
3	4	B, N, O	1	1	100
3	5	C, D, O	1	1	100
3	6	C, G, M, O	1	1	100
3	7	D, H	1	1	100
3	8	D, O, P	1	1	100
3	9	E, F, P	1	1	100
3	10	F, M, P	1	1	100
3	11	G, H, M	1	1	100
3	12	H, M, N	1	1	100
3	13	M, N, O, P	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
3	1	(untitled)	Single	1, 6, 7, 9	24, 71, 92, 117	32	
	2	(untitled)	Single	1, 7, 6, 9	0, 30, 60, 90	32	
	3	(untitled)	Single	1, 7, 6, 9	0, 30, 60, 90	32	
	4	(untitled)	Single	1, 5, 9, 11	0, 30, 60, 90	32	
	5	(untitled)	Single	1, 5, 11, 9	0, 30, 60, 90	32	
	6	(untitled)	Single	1, 6, 9, 7	0, 30, 60, 90	32	
	7	(untitled)	Single	1, 5, 12, 9, 11	0, 24, 48, 72, 96	40	
	8	(untitled)	Single	1, 5, 11, 13, 9	0, 24, 48, 72, 96	40	
	9	(untitled)	Single	1, 7, 3, 6, 9	0, 24, 48, 72, 96	40	
	10	(untitled)	Single	1, 6, 13, 9, 7	0, 24, 48, 72, 96	40	

Intergreen Matrix for Controller Stream 3

From	To												
	A	B	C	D	E	F	G	H	M	N	O	P	
A		S	S		S	S	S	S	S	S	S	S	
B			S	S	S	S	S	S	S	S	S	S	
C		S		S	S	S	S	S	S	S	S	S	
D		S	S		S	S	S	S	S	S	S	S	
E		S	S	S		S	S	S	S	S	S	S	
F		S	S	S	S		S	S	S	S	S	S	
G		S	S	S	S	S		S	S	S	S	S	
H		S	S	S	S	S	S		S	S	S	S	
M		S	S	S	S	S	S	S		S	S	S	
N		S	S	S	S	S	S	S	S		S	S	
O		S	S	S	S	S	S	S	S	S		S	
P		S	S	S	S	S	S	S	S	S	S		

Banned Stage transitions for Controller Stream 3

From	To												
	1	2	3	4	5	6	7	8	9	10	11	12	13
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													

Interstage Matrix for Controller Stream 3

From	To												
	1	2	3	4	5	6	7	8	9	10	11	12	13
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
3	1	✓	1	A,B,N	2	24	22	1	3
	2	✓	6	C,G,M,O	29	71	42	1	3
	3	✓	7	D,H	76	92	16	1	3
	4	✓	9	E,F,P	97	117	20	1	3

Resultant Phase Green Periods

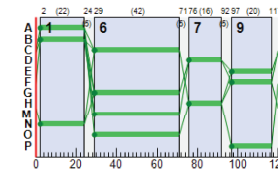
Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
3	A	1	✓	2	24	22
	B	1	✓	2	24	22
	C	1	✓	29	71	42
	D	1	✓	76	92	16
	E	1	✓	97	117	20
	F	1	✓	97	117	20
	G	1	✓	29	71	42
	H	1	✓	76	92	16
	M	1	✓	29	71	42
	N	1	✓	2	24	22
	O	1	✓	29	71	42
	P	1	✓	97	117	20

Traffic Stream Green Times

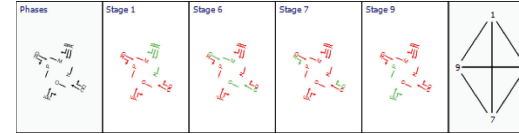
Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
SA1	1	3a	3	A	2	24	22
SA1	2	3a	3	B	2	24	22
SB1	1	3a	3	C	29	71	42
SB1	2	3a	3	D	76	92	16

3C1	1	3a	3	E	97	117	20
3C1	2	3a	3	F	97	117	20
3D1	1	3a	3	G	29	71	42
3D1	2	3a	3	H	76	92	16
3A2	1	3a	3	A	2	24	22

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
08:00-09:00	3	0.00	0.00	0.00	0.00

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle (s)	Performance Index (£ per hr)	Total network delay (PCU-hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	14/07/2021 09:32:42	14/07/2021 09:32:45	3.83	08:00	120	458.06	30.04	80.43	2B/1	0	0	3D/2	1D/1	1D/1	✓

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s per cycle)	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	80	-100	23832	6942	4.54	426.50	31.56	458.06

Network Results: Flows and signals

Time Segment	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (%)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold	Practical reserve capacity (%)	Actual green (s per cycle)	Effective green (s per cycle)
08:00-09:00	23832	23832	-5	✓	80		-100	7548	7561

Final Prediction Table

Link Results

Link	Name	Traffic node	Controller stream	Phase	SIGNALS		FLOWS			PERFORMANCE			PER PCU				QUEUES		WEIGHTS			PENALTIES	P.I.
					Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£ per hr)					
SP1 P	(untitled)	3a	3	M	0	3.40282346638529E+38	42	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0				
SP2 P	(untitled)	3a	3	N	0	3.40282346638529E+38	22	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0				
SP3 P	(untitled)	3a	3	O	0	3.40282346638529E+38	42	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0				
SP4 P	(untitled)	3o	3	P	0	3.40282346638529E+38	20	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0				
SP5 P	(untitled)	3q	0		0	3.4028234663853E+38	120	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0				
SP6 P	(untitled)	3r	0		0	3.4028234663853E+38	120	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0				
SP7 P	(untitled)	3s	0		0	3.4028234663853E+38	120	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0				
SP8 P	(untitled)	3t	0		0	3.4028234663853E+38	120	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0				

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	SIGNALS		FLOWS			PERFORMANCE			PER PCU				QUEUES		WEIGHTS			PENALTIES	P.I.
						Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£ per hr)					
1A	1	S/L/R	1a			518	1754	120	0.00	30	205	3.31	0.43	0.00	0.06	100	100	0.00	0.88					
1Ax	1					917	Unrestricted	120	0.00	0	Unrestricted	2.88	0.00	0.00	0.00	100	100	0.00	0.00					
1B	1	S/L/R	1b			7	419	120	120.00	2	5290	1.99	0.07	0.00	0.00	100	100	0.00	0.00					
1Bx	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00	100	100	0.00	0.00					
1C	1	S/L/R	1b			928	1800	120	0.00	52	75	6.62	1.06	0.00	0.27	100	100	0.00	3.89					

Main data table with columns for link ID, direction, mode, and various traffic flow metrics like volume, delay, and cost.

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Filename: H081 TRANSYT Model 20210623.t16
Path: J:\H_JOBS\Job-H081\B_Documents\C_Civil\A_CS_Reports\Traffic\Modelling
Report generation date: 14/07/2021 09:44:13

- A1 - D2 - 2021 Baseline, PM:
>Links
>Arms and Traffic Streams
>T-Junctions
>Local OD Matrix - Local Matrix: 1
>Local OD Matrix - Local Matrix: 2
>Local OD Matrix - Local Matrix: 3
>Signal Timings
>Network Results
>Final Prediction Table

Summary of network performance

Summary table with columns: Set ID, PI (€ per hr), Total delay (PCU-hrs), Highest DOS, Number oversaturated. Includes a row for PM 2021 Baseline.

Network Results

Summary table with columns: Distance travelled (PCU-km/hr), Time spent (PCU-hr), Mean journey speed (km/h), Uniform delay (PCU-hr/hr), Random plus oversat delay (PCU-hr/hr), Weighted cost of delay (€ per hr), Excess queue penalty (€ per hr), Performance index (€ per hr).

- P = link is a pedestrian link
< = adjusted flow warning (upstream links/traffic streams are over-saturated)
* = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 0
** = average link/traffic stream excess queue is greater than 0
P.I. = PERFORMANCE INDEX

A1 - D2 - 2021 Baseline, PM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3q	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.54	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1c
1Cx			1i
1D	Frankfort Centre		1d
1Dx			
1E	Old Frankfort		1e
1Ex			
1N			1a
1S			1b
2A	Dundrum Rd N		2a
2Ax			1i
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2c
2Cx			1i
2D	Frankfort Park		2a
2Dx			
2N			2a
2S			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3o
3A2	Dundrum Rd		3a
3Ax2			1i
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b			3s
3C2			3l
3D2	Churchtown Road Slip		3e
3D2b			3t
3Dx2			3p
3A3	Dundrum Rd		3b
3B3	Taney Road Slip		3k
3B3b			3r
3C3	Dundrum Bypass		3l
3C3x3			
3D3	Churchtown Road		3m
3Dx3			
3A4	Dundrum Rd Slip		3h
3A4b			3q
3B4	Taney Road		3g
3C4	Dundrum Bypass		3j
3D4	Churchtown Road		3n
3A5	Dundrum Rd		3c
3A6	Dundrum Rd		3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S/L/R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S/L/R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S/L/R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				49.00	✓	Sum of lanes	1800			Normal	
1D	1	S/L/R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S/L/R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1N	1				16.00	✓	Sum of lanes	1800			Normal	
1S	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S/L/R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S/L/R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S/L/R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S/L/R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2N	1				7.00	✓	Sum of lanes	9999			Normal	
2S	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800		✓	Normal	
	2	R			26.00	✓	Sum of lanes	1800		✓	Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600			Normal	
	1	S			16.00	✓	Sum of lanes	3600		✓	Normal	
3B1	2	R			16.00	✓	Sum of lanes	1800		✓	Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600			Normal	
	1	S			18.00	✓	Sum of lanes	3600		✓	Normal	
	2	R			18.00	✓	Sum of lanes	1800		✓	Normal	
3C1	1				8.00	✓	Sum of lanes	3600			Normal	
3Cx1	1				8.00	✓	Sum of lanes	3600			Normal	
	1	S			13.00	✓	Sum of lanes	3600		✓	Normal	
3D1	2	R			13.00	✓	Sum of lanes	1800		✓	Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800		✓	Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
	1				17.00	✓	Sum of lanes	1800			Normal	
3B2	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
	1				26.00	✓	Sum of lanes	1800			Normal	
	2				26.00	✓	Sum of lanes	1800			Normal	
	3				26.00	✓	Sum of lanes	1800			Normal	
3C3x3	1				22.00						Normal	
	1				48.00	✓	Sum of lanes	1800			Normal	
3D3	2				48.00	✓	Sum of lanes	1800			Normal	
	3				48.00	✓	Sum of lanes	1800			Normal	
3D3x3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
3B4	1				11.00	✓	Sum of lanes	1800			Normal	
	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800		Normal
	2			8.00	✓	Sum of lanes	1800		Normal
3A6	1			110.00	✓	Sum of lanes	1800		Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			1800
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
1E	1	1				1800
1Ex	1	1				
1IN	1	1	(untitled)			1800
1IS	1	1	(untitled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				
2N	1	1				9999
2S	1	1				9999
	1	1	(untitled)			1800
3A1	2	1	(untitled)			1800
	1	1	(untitled)			1800
3Ax1	1	2	(untitled)			1800
	1	1	(untitled)			1800
3B1	2	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx1	1	1	(untitled)			1800
	1	2	(untitled)			1800
	1	1	(untitled)			1800
3C1	2	2	(untitled)			1800
	2	1	(untitled)			1800
3Cx1	1	1	(untitled)			1800
	1	2	(untitled)			1800
3D1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Dx1	1	1	(untitled)			1800
	2	2	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			1800
3B2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx2	1	1	(untitled)			
	2	2	(untitled)			
3C2	1	1	(untitled)			1800
3C2b	1	1	(untitled)			1800
3Cx2	1	1	(untitled)			1800
	2	2	(untitled)			1800
3D2	1	1	(untitled)			1800
3D2b	1	1	(untitled)			1800
3Dx2	1	1	(untitled)			1800
	2	2	(untitled)			1800
3A3	1	1	(untitled)			1800
3B3	1	1	(untitled)			1800
3B3b	1	1	(untitled)			1800
	1	1	(untitled)			1800
3C3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Cx3	1	1	(untitled)			
	2	2	(untitled)			
	1	1	(untitled)			1800
3D3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Dx3	1	1	(untitled)			
3A4	1	1	(untitled)			1800
3A4b	1	1	(untitled)			1800
3B4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C4	1	1	(untitled)			1800
	2	2	(untitled)			1800
3D4	1	1	(untitled)			1800
3A5	2	1	(untitled)			1800
3A6	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
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(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	701	701
1Ax	1	616	616
1B	1	6	6
1Bx	1	7	7
1C	1	624	624
1Cx	1	713	713
1D	1	7	7
1Dx	1	0	0
1E	1	10	10
1Ex	1	12	12
1IN	1	624	624
1IS	1	707	707
2A	1	767	767
2Ax	1	616	616
2B	1	91	91
2Bx	1	165	165
2C	1	694	694
2Cx	1	758	758
2D	1	5	5
2Dx	1	18	18
2N	1	627	627
2S	1	765	765
3A1	2	374	374
	1	156	156
3Ax1	1	541	541
	1	477	477
3B1	2	65	65
3Bx1	1	405	405
	1	476	476
3C1	2	36	36
3Cx1	1	842	842
	1	369	369
3D1	2	281	281
3Dx1	1	633	633
3A2	1	187	187
3Ax2	1	740	740
	1	318	318
3B2	2	224	224
3Bx2	1	474	474
3C2	1	271	271
3C2b	1	271	271
3Cx2	1	940	940
3D2	1	199	199
3D2b	1	904	904
3A3	1	256	256
3B3	1	98	98
3B3b	1	98	98
	1	509	509
3C3	2	256	256
	3	16	16
3Cx3	1	940	940
	1	384	384
3D3	2	325	325
	3	141	141
3Dx3	1	904	904
3A4	1	69	69
3A4b	1	69	69
	1	257	257
3B4	2	383	383
3C4	1	783	783
3D4	1	849	849
3A5	2	443	443
	2	343	343
3A6	1	786	786

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
3A2	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.84	30.00
3B4	1	1.32	30.00

Section	Location	Phase	Flow	PCU	Flow	PCU
1E	1	1Ax/1	T-junction opposing flow	1B/1	1Dx/1	100
			T-junction opposing flow	1B/1	1Cx/1	100
	2	1B/1	T-junction opposing flow	1N/1	1Ex/1	100
			T-junction opposing flow	1N/1	1Ex/1	100
			T-junction opposing flow	1N/1	1Ax/1	100
			T-junction opposing flow	1N/1	1Ax/1	100
2A	1	2Dx/1	T-junction opposing flow	2N/1	2Dx/1	100
			T-junction opposing flow	2N/1	2Ax/1	100
	2	2N/1	T-junction opposing flow	2S/1	2Bx/1	100
			T-junction opposing flow	2S/1	2Cx/1	100
			T-junction opposing flow	2S/1	2Bx/1	100
			T-junction opposing flow	2S/1	2Cx/1	100
2B	1	2Cx/1	T-junction opposing flow	2S/1	2Cx/1	100
			T-junction opposing flow	2S/1	2Cx/1	100
	2	2N/1	T-junction opposing flow	2S/1	2Bx/1	100
			T-junction opposing flow	2S/1	2Cx/1	100
			T-junction opposing flow	2C/1	2N/1	100
			T-junction opposing flow	2C/1	2Bx/1	100
2C	1	2Bx/1	T-junction opposing flow	2S/1	2Bx/1	100
			T-junction opposing flow	2S/1	2Cx/1	100
2D	1	2Ax/1	T-junction opposing flow	2N/1	2Dx/1	100
			T-junction opposing flow	2N/1	2Ax/1	100
	2	2S/1	T-junction opposing flow	2N/1	2Dx/1	100
			T-junction opposing flow	2N/1	2Ax/1	100
			T-junction opposing flow	2A/1	2S/1	100
			T-junction opposing flow	2A/1	2Dx/1	100
3C2	1	1	3Dx2/1	T-junction opposing flow	3Dx2/1	100
3D2	1	1	3Ax2/1	T-junction opposing flow	3Ax2/1	100
3B3	1	1	3Cx2/1	T-junction opposing flow	3Cx2/1	100
3A4	1	1	3Bx2/1	T-junction opposing flow	3Bx2/1	100

T-Junctions

T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
1a			✓	TrafficStream	Two-Way	1N/1	1N/1	1B/1	Two-Way	1E/1	1E/1	1Ex/1	Two-Way	1A/1	1A/1	1Ax/1	✓
2a			✓	TrafficStream	Two-Way	2N/1	2N/1	2S/1	Two-Way	2D/1	2D/1	2Dx/1	Two-Way	2A/1	2A/1	2Ax/1	✓
2b			✓	TrafficStream	Two-Way	2S/1	2S/1	2N/1	Two-Way	2B/1	2B/1	2Bx/1	Two-Way	2C/1	2C/1	2Cx/1	✓
3a			✓	TrafficStream	Entry Only			3Bx1/1	Entry Only			3A4/1	Exit Only			3Bx2/1	✓
3b			✓	TrafficStream	Entry Only			3Cx1/1	Entry Only			3B3/1	Exit Only			3C2/1	✓
3c			✓	TrafficStream	Entry Only			3Dx1/1	Entry Only			3C2/1	Exit Only			3C2/1	✓
3d			✓	TrafficStream	Entry Only			3Ax1/1	Entry Only			3D2/1	Exit Only			3Ax2/1	✓

T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
1a	11.40	11.40	0.00	2.20	220.00
2a	6.60	6.60	0.00	2.20	210.00
2b	6.60	6.60	0.00	2.20	250.00
3a	10.00	10.00	0.00	2.20	0.00
3b	10.00	10.00	0.00	2.20	0.00
3c	10.00	10.00	0.00	2.20	0.00
3d	10.00	10.00	0.00	2.20	0.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.10	3.10	32.00	17.00
2a	2.80	2.80	19.00	24.00
2b	3.50	3.50	31.00	35.00
3a	4.60	4.60	0.00	250.00
3b	5.00	5.00	0.00	250.00
3c	4.90	4.90	0.00	150.00
3d	5.00	5.00	0.00	113.00

T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-cBSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-cBSlope	BA-cASlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-cBSlope
1a	641	0.08	0.19	501	0.07	0.18	0.11	0.25	701	0.21	0.21
2a	628	0.09	0.24	496	0.09	0.22	0.14	0.31	696	0.28	0.28
2b	678	0.10	0.26	530	0.09	0.24	0.15	0.34	719	0.27	0.27
3a	906	0.05	0.14	694	0.05	0.12	0.08	0.18	574	0.09	0.09
3b	938	0.06	0.14	718	0.05	0.13	0.08	0.18	574	0.09	0.09
3c	855	0.05	0.13	655	0.05	0.12	0.07	0.17	574	0.09	0.09
3d	834	0.05	0.13	639	0.05	0.11	0.07	0.16	574	0.09	0.09

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		1-1	1-2	1-3	1-4	1-5
From	1-1	0	5	693	0	3
	1-2	0	0	6	0	0
	1-3	613	2	0	0	9
	1-4	2	0	5	0	0
	1-5	1	0	9	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1	1Ax/1	#0000FF	
	1-2	(united)	1B/1	1Bx/1	#00FF00
	1-3	(united)	1C/1	1Cw/1	#FFFFFF
	1-4	(united)	1D/1	1Dx/1	#00FFFF
	1-5		1E/1	1E/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-5	1A/1, 1E/1	Normal	3
	2		1-1	1-4	1A/1, 1S/1, 1Dx/1	Normal	0
	3		1-1	1-3	1A/1, 1S/1, 1Cx/1	Normal	693
	4		1-1	1-2	1A/1, 1S/1, 1Bx/1	Normal	5
	5		1-5	1-1	1E/1, 1Ax/1	Normal	1
	6		1-5	1-4	1E/1, 1S/1, 1Dx/1	Normal	0
	7		1-5	1-3	1E/1, 1S/1, 1Cx/1	Normal	9
	8		1-5	1-2	1E/1, 1S/1, 1Bx/1	Normal	0
	9		1-2	1-4	1B/1, 1Dx/1	Normal	0
	10		1-2	1-3	1B/1, 1Cx/1	Normal	6
	11		1-2	1-5	1B/1, 1N/1, 1E/1	Normal	0
	12		1-2	1-1	1B/1, 1N/1, 1Ax/1	Normal	0
	13		1-3	1-4	1C/1, 1Dx/1	Normal	0
	14		1-3	1-2	1C/1, 1Bx/1	Normal	2
	15		1-3	1-5	1C/1, 1N/1, 1E/1	Normal	9
	16		1-3	1-1	1C/1, 1N/1, 1Ax/1	Normal	613
	17		1-4	1-3	1D/1, 1Cx/1	Normal	5
	18		1-4	1-2	1D/1, 1Bx/1	Normal	0
	19		1-4	1-5	1D/1, 1N/1, 1E/1	Normal	0
	20		1-4	1-1	1D/1, 1N/1, 1Ax/1	Normal	2

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		2-1	2-2	2-3	2-4
From	2-1	0	75	688	4
	2-2	21	0	68	2
	2-3	592	90	0	12
	2-4	3	0	2	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1	2A/1	2Ax/1	#FF00FF	
	2-2	(united)	2B/1	2Bx/1	#FFA500
	2-3	(united)	2C/1	2Cw/1	#A52A2A
	2-4		2D/1	2Dx/1	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-1	2-4	2A/1, 2Dx/1	Normal	2
	2		2-1	2-2	2A/1, 2S/1, 2Bx/1	Normal	75
	3		2-1	2-3	2A/1, 2S/1, 2Cw/1	Normal	688
	4		2-4	2-1	2D/1, 2Ax/1	Normal	3
	5		2-4	2-2	2D/1, 2S/1, 2Bx/1	Normal	0
	6		2-4	2-3	2D/1, 2S/1, 2Cw/1	Normal	2
	7		2-2	2-4	2B/1, 2N/1, 2Dx/1	Normal	2
	8		2-2	2-1	2B/1, 2N/1, 2Ax/1	Normal	21
	9		2-2	2-3	2B/1, 2Cw/1	Normal	68
	10		2-3	2-4	2C/1, 2N/1, 2Dx/1	Normal	12

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 Path: J:\H_JOBS\Job-H081\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
 Report generation date: 14/07/2021 09:45:11

«A1 - : D3 - 2023 No Dev, AM :

- »Links
- »Arms and Traffic Streams
- »T-Junctions
- »Local OD Matrix - Local Matrix: 1
- »Local OD Matrix - Local Matrix: 2
- »Local OD Matrix - Local Matrix: 3
- »Signal Timings
- »Network Results
- »Final Prediction Table

Summary of network performance

AM					
Set ID	PI (E per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	
2023 No Dev					
Network	D3	538.51	35.38	90% (TS 2B/1)	1 (1%)

A1 - D3 - 2023 No Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3t	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.64	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1b
1Cx			1i
1D	Frankfort Centre		1b
1Dx			
1E	Old Frankfort		1a
1Ex			1a
1IN			1a
1IS			1b
2A	Dundrum Rd N		2a
2Ax			1i
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2b
2Cx			1i
2D	Frankfort Park		2a
2Dx			
2IN			2a
2IS			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3c
3A2	Dundrum Rd		3a
3Ax2			1i
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b			3s
3C2c			3t
3D2	Churchtown Road Slip		3e
3D2b			3t
3Dx2			3p
3A3	Dundrum Rd		3b
3B3	Taney Road Slip		3k
3B3b			3r
3C3	Dundrum Bypass		3i
3C3d			
3D3	Churchtown Road		3m
3Dx3			
3A4	Dundrum Rd Slip		3h
3A4b			3q
3B4	Taney Road		3g
3C4	Dundrum Bypass		3j
3D4	Churchtown Road		3n
3A5	Dundrum Rd		3c
3A6	Dundrum Rd		3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S/L/R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S/L/R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S/L/R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				48.00	✓	Sum of lanes	1800			Normal	
1D	1	S/L/R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S/L/R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1N	1				16.00	✓	Sum of lanes	1800			Normal	
1IS	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S/L/R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S/L/R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S/L/R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S/L/R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2IN	1				7.00	✓	Sum of lanes	9999			Normal	
2IS	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800	✓		Normal	
3A1	2	R			26.00	✓	Sum of lanes	1800	✓		Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600			Normal	
3B1	1	S			16.00	✓	Sum of lanes	3600	✓		Normal	
3B1	2	R			16.00	✓	Sum of lanes	1800	✓		Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600			Normal	
3C1	1	S			18.00	✓	Sum of lanes	1800	✓		Normal	
3C1	2	R			18.00	✓	Sum of lanes	1800	✓		Normal	
3Cx1	1	S			8.00	✓	Sum of lanes	3600			Normal	
3D1	1	S			13.00	✓	Sum of lanes	3600			Normal	
3D1	2	R			13.00	✓	Sum of lanes	1800	✓		Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800	✓		Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
3B2	1				17.00	✓	Sum of lanes	1800			Normal	
3B2	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
3C2	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
3C3	1				26.00	✓	Sum of lanes	1800			Normal	
3C3	2				26.00	✓	Sum of lanes	1800			Normal	
3C3	3				26.00	✓	Sum of lanes	1800			Normal	
3C3	1				22.00						Normal	
3D3	1				48.00	✓	Sum of lanes	1800			Normal	
3D3	2				48.00	✓	Sum of lanes	1800			Normal	
3D3	3				48.00	✓	Sum of lanes	1800			Normal	
3Dx3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
3B4	1				11.00	✓	Sum of lanes	1800			Normal	
3B4	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800			Normal	
3A5	2			8.00	✓	Sum of lanes	1800			Normal	
3A6	1			110.00	✓	Sum of lanes	1800			Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			1800
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
1E	1	1				1800
1Ex	1	1				
1IN	1	1	(untitled)			1800
1IS	1	1	(untitled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				
2IN	1	1				9999
2IS	1	1				9999
3A1	1	1	(untitled)			1800
3A1	2	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3Ax1	2	1	(untitled)			1800
3B1	1	1	(untitled)			1800
3B1	2	1	(untitled)			1800
3Bx1	1	1	(untitled)			1800
3Bx1	2	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3C1	2	1	(untitled)			1800
3Cx1	1	1	(untitled)			1800
3Cx1	2	1	(untitled)			1800
3D1	1	1	(untitled)			1800
3D1	2	1	(untitled)			1800
3Dx1	1	1	(untitled)			1800
3Dx1	2	1	(untitled)			1800
3Ax2	1	1	(untitled)			1800
3B2	1	1	(untitled)			1800
3B2	2	1	(untitled)			1800
3Bx2	1	1	(untitled)			
3Bx2	2	1	(untitled)			
3C2	1	1	(untitled)			1800
3C2b	1	1	(untitled)			1800
3Cx2	1	1	(untitled)			1800
3Cx2	2	1	(untitled)			1800
3D2	1	1	(untitled)			1800
3D2b	1	1	(untitled)			1800
3Dx2	1	1	(untitled)			1800
3A3	1	1	(untitled)			1800
3B3	1	1	(untitled)			1800
3B3b	1	1	(untitled)			1800
3C3	1	1	(untitled)			1800
3C3	2	1	(untitled)			1800
3C3	3	1	(untitled)			1800
3Cx3	1	1	(untitled)			
3Cx3	2	1	(untitled)			
3D3	1	1	(untitled)			1800
3D3	2	1	(untitled)			1800
3D3	3	1	(untitled)			1800
3Dx3	1	1	(untitled)			1800
3A4	1	1	(untitled)			1800
3A4b	1	1	(untitled)			1800
3B4	1	1	(untitled)			1800
3B4	2	1	(untitled)			1800
3C4	1	1	(untitled)			1800
3C4	2	1	(untitled)			1800
3D4	1	1	(untitled)			1800
3A5	1	1	(untitled)			1800
3A5	2	1	(untitled)			1800
3A6	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
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(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	544	544
1Ax	1	973	973
1B	1	7	7
1Bx	1	0	0
1C	1	984	984
1Cx	1	550	550
1D	1	0	0
1Dx	1	7	7
1E	1	12	12
1Ex	1	17	17
1IN	1	981	981
1IS	1	547	547
2A	1	552	552
2Ax	1	967	967
2B	1	292	292
2Bx	1	89	89
2C	1	826	826
2Cx	1	620	620
2D	1	14	14
2Dx	1	8	8
2IN	1	970	970
2IS	1	561	561
3A1	1	234	234
	2	143	143
3Ax1	1	517	517
	1	467	467
3B1	2	83	83
3Bx1	1	662	662
	1	434	434
3C1	2	27	27
3Cx1	1	546	546
	1	635	635
3D1	2	195	195
3Dx1	1	610	610
3A2	1	117	117
3Ax2	1	826	826
	1	311	311
3B2	2	239	239
	1	781	781
3C2	1	107	107
3C2b	1	107	107
3Cx2	1	589	589
3D2b	1	309	309
3Dx2	1	717	717
3A3	1	236	236
3B3	1	43	43
3B3b	1	43	43
	1	324	324
3C3	2	231	231
	3	14	14
3Cx3	1	589	589
	1	627	627
3D3	2	415	415
	3	98	98
3Dx3	1	717	717
3A4	1	119	119
3A4b	1	199	199
3B4	2	394	394
3C4	1	568	568
3D4	1	1139	1139
3A5	1	353	353
3D5	2	260	260
3A6	1	613	613

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.64	30.00
3B4	1	1.32	30.00

	2	1.32	30.00
3C4	1	1.32	30.00
3D4	1	2.64	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1E/1	1Ax/1	2.88	30.00	✓	Nearside	5.00
1Bx	1	1	TrafficStream	1C/1	1Bx/1	1.92	30.00	✓	Offside	9.49
1C	1	1	TrafficStream	2Ax/1	1C/1	5.76	30.00	✓	Straight	Straight Movement
1Cx	1	1	TrafficStream	1IS/1	1Cx/1	5.88	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	1.00	30.00	✓	Nearside	5.00
1Ex	1	1	TrafficStream	1A/1	1Ex/1	2.28	30.00	✓	Offside	5.11
1IN	1	1	TrafficStream	1A/1	1IN/1	1.92	30.00	✓	Straight	Straight Movement
1IS	1	1	TrafficStream	1C/1	1IS/1	1.92	30.00	✓	Straight	Straight Movement
2A	1	1	TrafficStream	1Cx/1	2A/1	8.28	30.00	✓	Straight	Straight Movement
2Ax	1	1	TrafficStream	2IN/1	2Ax/1	6.04	30.00	✓	Straight	Straight Movement
2Bx	1	1	TrafficStream	2IS/1	2Bx/1	3.00	30.00	✓	Nearside	5.00
2C	1	1	TrafficStream	3Ax2/1	2C/1	14.64	30.00	✓	Straight	Straight Movement
2Cx	1	1	TrafficStream	2IS/1	2Cx/1	14.16	30.00	✓	Straight	Straight Movement
2Dx	1	1	TrafficStream	2IN/1	2Dx/1	2.64	30.00	✓	Nearside	5.00
2IN	1	1	TrafficStream	2C/1	2IN/1	1.00	30.00	✓	Straight	Straight Movement
2IS	1	1	TrafficStream	2D/1	2IS/1	1.00	30.00	✓	Offside	5.00
	1	1	TrafficStream	3AS/2	3A1/1	3.12	30.00	✓	Straight	Straight Movement
3A1	2	1	TrafficStream	3AS/2	3A1/2	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	1	TrafficStream	3B1/2	3Ax1/1	1.32	30.00	✓	Offside	21.27
	1	1	TrafficStream	3B2/2	3B1/1	1.92	30.00	✓	Straight	Straight Movement
3B1	2	1	TrafficStream	3B2/2	3B1/2	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	1	TrafficStream	3C1/2	3Bx1/1	1.00	30.00	✓	Offside	9.64
	1	1	TrafficStream	3C3/1	3C1/1	2.16	30.00	✓	Straight	Straight Movement
3C1	2	1	TrafficStream	3C3/3	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	1	TrafficStream	3A1/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D3/1	3D1/1	1.56	30.00	✓	Straight	Straight Movement
3D1	2	1	TrafficStream	3D3/2	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	1	TrafficStream	3A1/2	3Dx1/1	1.00	30.00	✓	Offside	9.12
3A2	1	1	TrafficStream	3A3/1	3A2/1	1.00	30.00	✓	Offside	42.55
3Ax2	1	1	TrafficStream	3Ax1/1	3Ax2/1	16.20	30.00	✓	Nearside	95.76
	1	1	TrafficStream	3B4/2	3B2/1	2.04	30.00	✓	Offside	77.52
3B2	2	1	TrafficStream	3B4/2	3B2/2	2.04	30.00	✓	Offside	77.52
3Bx2	1	1	TrafficStream	3A4/1	3Bx2/1	5.28	30.00	✓	Nearside	16.14
3C2	1	1	TrafficStream	3C2b/1	3C2/1	1.00	30.00	✓	Nearside	27.04
3C2b	1	1	TrafficStream	3C3/1	3C2b/1	2.40	30.00	✓	Nearside	13.36
3Cx2	1	1	TrafficStream	3B3/1	3Cx2/1	2.40	30.00	✓	Nearside	5.00
3D2	1	1	TrafficStream	3D2b/1	3D2/1	1.08	30.00	✓	Nearside	13.03
3D2b	1	1	TrafficStream	3D3/1	3D2b/1	1.08	30.00	✓	Nearside	31.02
3Dx2	1	1	TrafficStream	3C2/1	3Dx2/1	2.88	30.00	✓	Nearside	8.92
3A3	1	1	TrafficStream	3AS/1	3A3/1	2.16	30.00	✓	Straight	Straight Movement
3B3	1	1	TrafficStream	3B3a/1	3B3/1	1.00	30.00	✓	Straight	Straight Movement
3B3b	1	1	TrafficStream	3B4/1	3B3b/1	4.20	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3C4/1	3C3/1	3.12	30.00	✓	Straight	Straight Movement
3C3	2	1	TrafficStream	3C4/1	3C3/2	3.12	30.00	✓	Straight	Straight Movement
	3	1	TrafficStream	3C4/1	3C3/3	3.12	30.00	✓	Straight	Straight Movement
3Cx3	1	1	TrafficStream	3C4/2/1	3Cx3/1	2.64	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D4/1	3D3/1	5.76	30.00	✓	Offside	54.01
3D3	2	1	TrafficStream	3D4/1	3D3/2	5.76	30.00	✓	Offside	54.01
	3	1	TrafficStream	3D4/1	3D3/3	5.76	30.00	✓	Offside	53.00
3Dx3	1	1	TrafficStream	3Dx2/1	3Dx3/1	6.96	30.00	✓	Straight	Straight Movement
3A4	1	1	TrafficStream	3A4b/1	3A4/1	1.00	30.00	✓	Nearside	13.85
3A4b	1	1	TrafficStream	3A3/1	3A4b/1	1.08	30.00	✓	Nearside	24.02
	1	1	TrafficStream	3A6/1	3A5/1	1.00	30.00	✓	Offside	43.87
3A5	2	1	TrafficStream	3A6/1	3A5/2	1.00	30.00	✓	Offside	42.69
3A6	1	1	TrafficStream	2C/1	3A6/1	13.20	30.00	✓	Straight	Straight Movement
1Ax	1	2	TrafficStream	1IN/1	1Ax/1	2.88	30.00	✓	Straight	Straight Movement
1Bx	1	2	TrafficStream	1IS/1	1Bx/1	1.92	30.00	✓	Nearside	5.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	5.88	30.00	✓	Nearside	5.00
1Dx	1	2	TrafficStream	1IS/1	1Dx/1	1.00	30.00	✓	Offside	8.12
1Ex	1	2	TrafficStream	1IN/1	1Ex/1	2.28	30.00	✓	Nearside	5.00
1IN	1	2	TrafficStream	1B/1	1IN/1	1.92	30.00	✓	Offside	5.00
1IS	1	2	TrafficStream	1E/1	1IS/1	1.92	30.00	✓	Offside	5.00
2Ax	1	2	TrafficStream	2D/1	2Ax/1	6.04	30.00	✓	Nearside	5.00
2Bx	1	2	TrafficStream	2C/1	2Bx/1	3.00	30.00	✓	Offside	5.91
2Cx	1	2	TrafficStream	2B/1	2Cx/1	14.16	30.00	✓	Nearside	5.00
2Dx	1	2	TrafficStream	2A/1	2Dx/1	2.64	30.00	✓	Offside	5.50

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		1-1	1-2	1-3	1-4	1-5
From	1-1	0	0	537	2	5
	1-2	2	0	5	0	0
	1-3	967	0	0	5	12
	1-4	0	0	0	0	0
	1-5	4	0	8	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1	1Ax/1	#0000FF	
	1-2	(unfilled)	1B/1	1Bx/1	#00FF00
	1-3	(unfilled)	1C/1	1Cx/1	#FF0000
	1-4	(unfilled)	1D/1	1Dx/1	#00FFFF
	1-5	(unfilled)	1E/1	1Ex/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path Items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-5	1A/1, 1E/1	Normal	5
1	2		1-1	1-4	1A/1, 1E/1, 1Dx/1	Normal	2
1	3		1-1	1-3	1A/1, 1E/1, 1Cx/1	Normal	537
1	4		1-1	1-2	1A/1, 1E/1, 1Bx/1	Normal	0
1	5		1-5	1-1	1E/1, 1A/1	Normal	4
1	6		1-5	1-4	1E/1, 1E/1, 1Dx/1	Normal	0
1	7		1-5	1-3	1E/1, 1E/1, 1Cx/1	Normal	8
1	8		1-5	1-2	1E/1, 1E/1, 1Bx/1	Normal	0
1	9		1-2	1-4	1B/1, 1Dx/1	Normal	0
1	10		1-2	1-3	1B/1, 1Cx/1	Normal	5
1	11		1-2	1-5	1B/1, 1Bx/1, 1E/1	Normal	0
1	12		1-2	1-1	1B/1, 1Bx/1, 1A/1	Normal	2
1	13		1-3	1-4	1C/1, 1Dx/1	Normal	5
1	14		1-3	1-2	1C/1, 1Bx/1	Normal	0
1	15		1-3	1-5	1C/1, 1E/1, 1A/1	Normal	12
1	16		1-3	1-1	1C/1, 1Bx/1, 1A/1	Normal	967
1	17		1-4	1-3	1D/1, 1Cx/1	Normal	0
1	18		1-4	1-2	1D/1, 1Bx/1	Normal	0
1	19		1-4	1-5	1D/1, 1Bx/1, 1E/1	Normal	0
1	20		1-4	1-1	1D/1, 1Bx/1, 1A/1	Normal	0

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		2-1	2-2	2-3	2-4
From	2-1	0	44	508	0
	2-2	187	0	103	2
	2-3	775	45	0	6
	2-4	5	0	9	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1	2A/1	2Ax/1	#FF00FF	
	2-2	(unfilled)	2B/1	2Bx/1	#FFA500
	2-3	(unfilled)	2C/1	2Cx/1	#A52A2A
	2-4	(unfilled)	2D/1	2Dx/1	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path Items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-1	2-4	2A/1, 2Dx/1	Normal	0
2	2		2-1	2-2	2A/1, 2Bx/1, 2Bx/1	Normal	44
2	3		2-1	2-3	2A/1, 2Bx/1, 2Cx/1	Normal	508
2	4		2-4	2-1	2D/1, 2Ax/1	Normal	5
2	5		2-4	2-2	2D/1, 2Bx/1, 2Bx/1	Normal	0
2	6		2-4	2-3	2D/1, 2Bx/1, 2Cx/1	Normal	9
2	7		2-2	2-4	2B/1, 2N/1, 2Dx/1	Normal	2
2	8		2-2	2-1	2B/1, 2N/1, 2Ax/1	Normal	187
2	9		2-2	2-3	2B/1, 2Cx/1	Normal	103
2	10		2-3	2-4	2C/1, 2N/1, 2Dx/1	Normal	6

11		2-3	2-1	2C/1, 2N/1, 2Ax/1	Normal	775
12		2-3	2-2	2C/1, 2Bx/1	Normal	45

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		3-1	3-2	3-3	3-4
From	3-1	0	119	351	143
	3-2	53	0	43	467
	3-3	434	27	0	107
	3-4	309	635	195	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1	(unfilled)	3A/1	3A/2/1	#8A2BE2
	3-2	(unfilled)	3B/2, 3B/1	3Bx/2/1	#8ACD32
	3-3	(unfilled)	3C/1	3Cx/1	#6A98ED
	3-4	(unfilled)	3D/1	3Dx/1	#02B48C

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path Items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		3-1	3-3	3A/1, 3A/1, 3A/1/1, 3C/2/1, 3C/3/1	Normal	117
1	2		3-1	3-3	3A/1, 3A/1, 3A/1/1, 3A/2/1, 3C/1/1, 3C/2/1, 3C/3/1	Normal	117
1	3		3-1	3-2	3A/1, 3A/1, 3A/1/1, 3A/1/1, 3A/1/1, 3A/2/1	Normal	119
1	4		3-1	3-3	3A/1, 3A/1, 3A/1/1, 3C/1/1, 3C/2/1, 3C/3/1	Normal	117
1	5		3-1	3-4	3A/1, 3A/1, 3A/1/1, 3Dx/1/1, 3Dx/1/1, 3Dx/1/1	Normal	143
1	6		3-2	3-4	3B/2, 3B/2/1, 3B/1/1, 3Dx/1/1, 3Dx/1/1, 3Dx/1/1	Normal	156
1	7		3-2	3-4	3B/2, 3B/2/1, 3B/1/1, 3Dx/1/1, 3Dx/1/1, 3Dx/1/1	Normal	156
1	8		3-2	3-1	3B/2, 3B/2/1, 3B/1/1, 3A/1/1, 3A/2/1	Normal	83
1	9		3-2	3-4	3B/1, 3B/2/1, 3B/1/1, 3Dx/1/1, 3Dx/1/1, 3Dx/1/1	Normal	156
1	10		3-2	3-3	3B/1, 3B/1/1, 3B/1/1, 3C/2/1, 3C/3/1	Normal	43
1	11		3-3	3-1	3C/1, 3C/1, 3C/1/1, 3A/1/1, 3A/2/1	Normal	217
1	12		3-3	3-4	3C/1, 3C/1, 3C/2/1, 3C/2/1, 3Dx/1/1, 3Dx/1/1	Normal	107
1	13		3-3	3-1	3C/1, 3C/2, 3C/1/1, 3A/1/1, 3A/2/1	Normal	217
1	14		3-3	3-2	3C/1, 3C/2, 3C/1/1, 3Bx/1/1, 3Bx/1/1	Normal	14
1	15		3-3	3-2	3C/1, 3C/2, 3C/1/1, 3Bx/1/1, 3Bx/1/1	Normal	14
1	16		3-4	3-2	3D/1, 3D/1, 3D/1/1, 3Bx/1/1, 3Bx/1/1	Normal	318
1	17		3-4	3-1	3D/1, 3D/1, 3D/2/1, 3D/2/1, 3A/2/1	Normal	309
1	18		3-4	3-2	3D/1, 3D/2, 3D/1/1, 3Bx/1/1, 3Bx/1/1	Normal	318
1	19		3-4	3-3	3D/1, 3D/2, 3D/1/1, 3C/2/1, 3C/3/1	Normal	98
1	20		3-4	3-3	3D/1, 3D/2, 3D/1/1, 3C/2/1, 3C/3/1	Normal	98

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 3

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
3		NetworkDefault	1	NetworkDefault	120	32

Controller Stream 3 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
3	Unspecified						Absolute

Controller Stream 3 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3	✓	✓		✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
3	(ALL)	(unfilled)	3	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
3	1	A, B, N	1	1	100
3	2	A, E, N, P	1	1	100
3	3	B, F	1	1	100
3	4	B, N, O	1	1	100
3	5	C, D, O	1	1	100
3	6	C, G, M, O	1	1	100
3	7	D, H	1	1	100
3	8	D, O, P	1	1	100
3	9	E, F, P	1	1	100
3	10	F, M, P	1	1	100
3	11	G, H, M	1	1	100
3	12	H, M, N	1	1	100
3	13	M, N, O, P	1	1	100

Stage Sequences

Table with columns: Controller Stream, Sequence, Name, Multiple cycling, Stage IDs, Stage ends, Minimum possible cycle time (s), Exclude from analysis. Shows sequences for Controller Stream 3.

Intergreen Matrix for Controller Stream 3

Intergreen Matrix showing transitions between stages A through P.

Banned Stage transitions for Controller Stream 3

Banned Stage transitions matrix showing allowed and disallowed transitions between stages 1-13.

Interstage Matrix for Controller Stream 3

Interstage Matrix showing transitions between stages 1-13.

Resultant Stages

Table with columns: Controller Stream, Resultant Stage, Is base stage, Library Stage ID, Phases in this stage, Stage start (s), Stage end (s), Stage duration (s), User stage minimum (s), Stage minimum (s).

Resultant Phase Green Periods

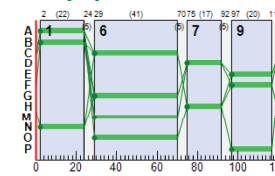
Table with columns: Controller Stream, Phase, Green period, Is base green period, Start time (s), End time (s), Duration (s).

Traffic Stream Green Times

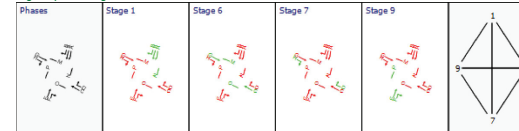
Table with columns: Arm, Traffic Stream, Traffic Node, Controller Stream, Phase, Green Period 1 (Start, End, Duration).

Table with columns: Controller Stream, Sequence, Name, Multiple cycling, Stage IDs, Stage ends, Minimum possible cycle time (s), Exclude from analysis.

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Table with columns: Time Segment, Controller stream, Phase min max penalty (£ per hr), Intergreen broken penalty (£ per hr), Stage constraint broken penalty (£ per hr), Cost of controller stream penalties (£ per hr).

Network Results

Run Summary

Run Summary table with columns: Analysis set used, Run start time, Run finish time, Run duration (s), Modelling start time (RR:mm), Network Cycle (s), Performance Index (£ per hr), Total network delay (PCU-hr), Highest DOS (%), Item with highest DOS, Number of oversaturated items, Percentage of oversaturated items (%), Item with worst signalised PRC, Item with worst unsignalised PRC, Item with worst overall PRC, Network within capacity.

Network Results: Vehicle summary

Network Results: Vehicle summary table with columns: Time Segment, Degree of saturation (%), Practical reserve capacity (%), Calculated flow entering (PCU/hr), Actual green (s per cycle), Mean Delay per Veh (s), Weighted cost of delay (£ per hr), Weighted cost of stops (£ per hr), Performance Index (£ per hr).

Network Results: Flows and signals

Network Results: Flows and signals table with columns: Time Segment, Calculated flow entering (PCU/hr), Calculated flow out (PCU/hr), Flow discrepancy, Adjusted flow warning, Degree of saturation (%), DOS Threshold exceeded, Practical reserve capacity (%), Actual green (s per cycle), Effective green (s per cycle).

Final Prediction Table

Link Results

Table with columns: Link, Name, Traffic node, Controller stream, Phase, Calculated flow entering (PCU/hr), Calculated sat flow (PCU/hr), Actual green (s per cycle), Wasted time total (s per cycle), Degree of saturation (%), Practical reserve capacity, JourneyTime (s), Mean Delay per Veh (s), Mean stops per Veh (s), Mean max queue (PCU), Mean end of queue (PCU), Delay weighting multiplier (%), Stop weighting multiplier (%), Cost of traffic penalties (£ per hr), P.I.

Traffic Stream Results

Table with columns: Arm, Traffic Stream, Name, Traffic node, Controller stream, Phase, Calculated flow entering (PCU/hr), Calculated sat flow (PCU/hr), Actual green (s per cycle), Wasted time total (s per cycle), Degree of saturation (%), Practical reserve capacity, JourneyTime (s), Mean Delay per Veh (s), Mean stops per Veh (s), Mean max queue (PCU), Mean end of queue (PCU), Delay weighting multiplier (%), Stop weighting multiplier (%), Cost of traffic penalties (£ per hr), P.I.

A1 - D4 - 2023 No Dev, PM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3q	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100			0.00	

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.54	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1b
1Cx			i1
1D	Frankfort Centre		1b
1Dx			
1E	Old Frankfort		1a
1Ex			
1N			1a
1S			1b
2A	Dundrum Rd N		2a
2Ax			i1
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2b
2Cx			i2
2D	Frankfort Park		2a
2Dx			
2N			2a
2S			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3e
3Dx1			3o
3A2	Dundrum Rd		3a
3Ax2			i2
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b			3s
3Cx2			3l
3D2	Churchtown Road Slip		3e
3D2b			3t
3Dx2			3p
3A3	Dundrum Rd		3b
3B3	Taney Road Slip		3k
3B3b			3r
3C3	Dundrum Bypass		3i
3Cx3			3m
3D3	Churchtown Road		3m
3Dx3			
3A4	Dundrum Rd Slip		3h
3A4b			3q
3B4	Taney Road		3g
3C4	Dundrum Bypass		3j
3D4	Churchtown Road		3n
3A5	Dundrum Rd		3c
3A6	Dundrum Rd		3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S/L/R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S/L/R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S/L/R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				49.00	✓	Sum of lanes	1800			Normal	
1D	1	S/L/R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S/L/R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1N	1				16.00	✓	Sum of lanes	1800			Normal	
1S	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S/L/R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S/L/R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S/L/R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S/L/R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2N	1				7.00	✓	Sum of lanes	9999			Normal	
2S	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800		✓	Normal	
	2	R			26.00	✓	Sum of lanes	1800		✓	Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600			Normal	
	1	S			16.00	✓	Sum of lanes	3600		✓	Normal	
	2	R			16.00	✓	Sum of lanes	1800		✓	Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600			Normal	
	1	S			18.00	✓	Sum of lanes	3600		✓	Normal	
	2	R			18.00	✓	Sum of lanes	1800		✓	Normal	
3Cx1	1				8.00	✓	Sum of lanes	3600			Normal	
	1	S			13.00	✓	Sum of lanes	3600		✓	Normal	
	2	R			13.00	✓	Sum of lanes	1800		✓	Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800		✓	Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
	1				17.00	✓	Sum of lanes	1800			Normal	
	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
	1				26.00	✓	Sum of lanes	1800			Normal	
	2				26.00	✓	Sum of lanes	1800			Normal	
	3				26.00	✓	Sum of lanes	1800			Normal	
3Cx3	1				22.00						Normal	
	1				48.00	✓	Sum of lanes	1800			Normal	
	2				48.00	✓	Sum of lanes	1800			Normal	
	3				48.00	✓	Sum of lanes	1800			Normal	
3Dx3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
3B4	1				11.00	✓	Sum of lanes	1800			Normal	
	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800		Normal
	2			8.00	✓	Sum of lanes	1800		Normal
3A6	1			110.00	✓	Sum of lanes	1800		Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			1800
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			1800
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			1800
1E	1	1				1800
1Ex	1	1				1800
1IN	1	1	(untitled)			1800
1IS	1	1	(untitled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				1800
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				1800
2N	1	1				9999
2S	1	1				9999
	1	1	(untitled)			1800
3A1	2	1	(untitled)			1800
	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
	2	2	(untitled)			1800
	1	1	(untitled)			1800
3B1	2	2	(untitled)			1800
	2	1	(untitled)			1800
3Bx1	1	1	(untitled)			1800
	2	2	(untitled)			1800
	1	1	(untitled)			1800
3C1	2	2	(untitled)			1800
	1	1	(untitled)			1800
3Cx1	1	1	(untitled)			1800
	2	2	(untitled)			1800
	1	1	(untitled)			1800
3D1	1	2	(untitled)			1800
	2	1	(untitled)			1800
3Dx1	1	1	(untitled)			1800
	2	2	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			1800
3B2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx2	1	1	(untitled)			1800
	2	2	(untitled)			1800
3C2	1	1	(untitled)			1800
3C2b	1	1	(untitled)			1800
3Cx2	1	1	(untitled)			1800
	2	2	(untitled)			1800
3D2	1	1	(untitled)			1800
3D2b	1	1	(untitled)			1800
3Dx2	1	1	(untitled)			1800
	2	2	(untitled)			1800
3A3	1	1	(untitled)			1800
3B3	1	1	(untitled)			1800
3B3b	1	1	(untitled)			1800
	1	1	(untitled)			1800
3C3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Cx3	1	1	(untitled)			1800
	2	2	(untitled)			1800
	1	1	(untitled)			1800
3D3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Dx3	1	1	(untitled)			1800
3A4	1	1	(untitled)			1800
3A4b	1	1	(untitled)			1800
3B4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C4	1	1	(untitled)			1800
	2	2	(untitled)			1800
3D4	1	1	(untitled)			1800
3A5	1	1	(untitled)			1800
	2	1	(untitled)			1800
3A6	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
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(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	730	730
1Ax	1	648	648
1B	1	7	7
1Bx	1	7	7
1C	1	657	657
1Cx	1	753	753
1D	1	7	7
1Dx	1	0	0
1E	1	11	11
1Ex	1	13	13
1IN	1	657	657
1IS	1	746	746
2A	1	809	809
2Ax	1	649	649
2B	1	103	103
2Bx	1	180	180
2C	1	734	734
2Cx	1	804	804
2D	1	8	8
2Dx	1	19	19
2IN	1	661	661
2IS	1	808	808
3A1	1	389	389
	2	175	175
3Ax1	1	563	563
	1	539	539
3B1	2	68	68
3Bx1	1	448	448
	1	495	495
3C1	2	38	38
3Cx1	1	890	890
	1	410	410
3D1	2	306	306
3Dx1	1	714	714
3A2	1	195	195
3Ax2	1	782	782
3B2	1	359	359
	2	248	248
3Bx2	1	522	522
3C2	1	302	302
3C2b	1	302	302
3Cx2	1	993	993
3D2	1	219	219
3D2b	1	219	219
3Dx2	1	1016	1016
3A3	1	269	269
3B3	1	103	103
3B3b	1	103	103
	1	550	550
3C3	2	267	267
	3	19	19
3Cx3	1	993	993
	1	424	424
3D3	2	358	358
	3	153	153
3Dx3	1	1016	1016
3A4	1	74	74
3A4b	1	74	74
3B4	1	283	283
	2	427	427
3C4	1	835	835
3D4	1	935	935
3A5	1	463	463
	2	370	370
3A6	1	833	833

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
3A2	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.84	30.00
3B4	1	1.32	30.00

Table with 5 columns: ID, Start/End, Type, Location, and Count. Rows 11 and 12.

Local OD Matrix - Local Matrix: 3

Local Matrix Options

Configuration table for Local Matrix with options like 'Use for point to point table', 'Auto calculate', 'Allocation mode', etc.

Normal Input Flows (PCU/hr)

Flow matrix table for normal input flows from 3-1 to 3-4.

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix table listing locations (3-1 to 3-4) and their corresponding entry/exit points.

Normal Paths and Flows

Table of normal paths and flows with columns for Path, Description, From location, To location, Path items, Allocation type, and Normal Calculated Flow.

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 3

Table for Controller Stream 3 showing sequence, cycle time, and minimum possible cycle time.

Controller Stream 3 - Properties

Table for Controller Stream 3 - Properties including manufacturer name, type, model number, etc.

Controller Stream 3 - Optimisation

Table for Controller Stream 3 - Optimisation with options like 'Allow offset optimisation', 'Optimisation level', etc.

Phases

Table for Phases listing phase name, street minimum green, maximum green, etc.

Library Stages

Table for Library Stages listing library stage, phases in stage, user stage minimum, etc.

Stage Sequences

Table for Stage Sequences listing controller stream, sequence, name, multiple cycling, stage IDs, etc.

Intergreen Matrix for Controller Stream 3

Intergreen matrix table for Controller Stream 3 with columns A through P.

Banned Stage transitions for Controller Stream 3

Table for Banned Stage transitions for Controller Stream 3 with columns 1 through 13.

Interstage Matrix for Controller Stream 3

Interstage matrix table for Controller Stream 3 with columns 1 through 13.

Resultant Stages

Table for Resultant Stages listing controller stream, resultant stage, base stage, library stage ID, etc.

Resultant Phase Green Periods

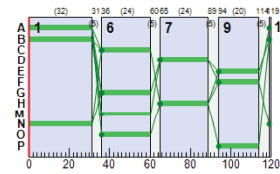
Table for Resultant Phase Green Periods listing controller stream, phase, green period, base green period, etc.

Traffic Stream Green Times

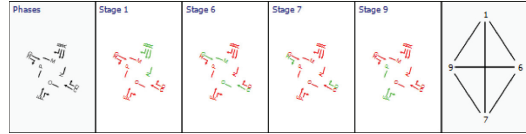
Table for Traffic Stream Green Times listing arm, traffic stream, traffic node, controller stream, phase, green period, etc.

Table with columns: ID, Lane, Phase, Controller, Time, etc. Rows include 3C1, 3D1, 3D2, 3A2.

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Table showing resultant penalties for different time segments and controller streams.

Network Results

Run Summary

Table summarizing network run details including analysis set used, run start/finish times, and various performance metrics.

Network Results: Vehicle summary

Table summarizing network results for vehicles, including degrees of saturation, practical reserve capacity, and performance index.

Network Results: Flows and signals

Table showing network results for flows and signals, including calculated flow entering, flow discrepancy, and adjusted flow warning.

Final Prediction Table

Link Results

Large table detailing link results, including link name, traffic node, controller stream, phase, and various performance and penalty metrics.

Traffic Stream Results

Table detailing traffic stream results, including arm, traffic stream, name, traffic node, controller stream, phase, and various performance and penalty metrics.

Large table detailing traffic stream results, including ID, lane, phase, controller stream, time, and various performance and penalty metrics.

Network Results

Table summarizing network results, including distance travelled, time spent, mean journey speed, and weighted cost of delay.

- Bulleted list of definitions for symbols and terms used in the tables, such as link types, flow warnings, and traffic stream types.

TRANSYT 16
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Filename: H081 TRANSYT Model 20210623.116
 Path: J:\H_JOBS\Job-H081\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
 Report generation date: 14/07/2021 09:46:33

«A1 - : D5 - 2023 With Dev, AM :

- »Links
- »Arms and Traffic Streams
- »T-Junctions
- »Local OD Matrix - Local Matrix: 1
- »Local OD Matrix - Local Matrix: 2
- »Local OD Matrix - Local Matrix: 3
- »Signal Timings
- »Network Results
- »Final Prediction Table

Summary of network performance

AM					
Set ID	PI (E per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	
2023 With Dev					
Network	D5	557.31	36.64	93% (TS 2B/1)	1 (1%)

A1 - D5 - 2023 With Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3t	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.64	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1b
1Cx			i1
1D	Frankfort Centre		1b
1Dx			
1E	Old Frankfort		1a
1Ex			1a
1IN			1a
1IS			1b
2A	Dundrum Rd N		2a
2Ax			i1
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2b
2Cx			i2
2D	Frankfort Park		2a
2Dx			
2IN			2a
2IS			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3c
3A2	Dundrum Rd		3a
3Ax2			i2
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b			3s
3C2c			3t
3D2	Churchtown Road Slip		3e
3D2b			3t
3Dx2			3p
3A3	Dundrum Rd		3b
3B3	Taney Road Slip		3k
3B3b			3r
3C3	Dundrum Bypass		3i
3C3d			
3D3	Churchtown Road		3m
3Dx3			
3A4	Dundrum Rd Slip		3h
3A4b			3q
3B4	Taney Road		3g
3C4	Dundrum Bypass		3j
3D4	Churchtown Road		3n
3A5	Dundrum Rd		3c
3A6	Dundrum Rd		3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S/L/R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S/L/R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S/L/R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				48.00	✓	Sum of lanes	1800			Normal	
1D	1	S/L/R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S/L/R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1N	1				16.00	✓	Sum of lanes	1800			Normal	
1IS	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S/L/R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S/L/R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S/L/R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S/L/R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2IN	1				7.00	✓	Sum of lanes	9999			Normal	
2IS	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800	✓		Normal	
	2	R			26.00	✓	Sum of lanes	1800	✓		Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600			Normal	
3B1	1	S			16.00	✓	Sum of lanes	3600	✓		Normal	
	2	R			16.00	✓	Sum of lanes	1800	✓		Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600			Normal	
	1	S			18.00	✓	Sum of lanes	3600	✓		Normal	
	2	R			18.00	✓	Sum of lanes	1800	✓		Normal	
3Cx1	1	S			8.00	✓	Sum of lanes	3600		✓	Normal	
	1	S			13.00	✓	Sum of lanes	3600		✓	Normal	
3D1	2	R			13.00	✓	Sum of lanes	1800	✓		Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800		✓	Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
3B2	1				17.00	✓	Sum of lanes	1800			Normal	
	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
3C2	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
	1				26.00	✓	Sum of lanes	1800			Normal	
	2				26.00	✓	Sum of lanes	1800			Normal	
3C3	3				26.00	✓	Sum of lanes	1800			Normal	
3C3d	1				22.00						Normal	
	1				48.00	✓	Sum of lanes	1800			Normal	
3D3	2				48.00	✓	Sum of lanes	1800			Normal	
	3				48.00	✓	Sum of lanes	1800			Normal	
3Dx3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
	1				11.00	✓	Sum of lanes	1800			Normal	
3B4	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800			Normal	
	2			8.00	✓	Sum of lanes	1800			Normal	
3A6	1			110.00	✓	Sum of lanes	1800			Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			1800
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
1E	1	1				1800
1Ex	1	1				
1IN	1	1	(untitled)			1800
1IS	1	1	(untitled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				
2IN	1	1				9999
2IS	1	1				9999
3A1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3B1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Cx1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Dx1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			1800
3B2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx2	1	1	(untitled)			
	2	1	(untitled)			
3C2	1	1	(untitled)			1800
3C2b	1	1	(untitled)			1800
3Cx2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D2	1	1	(untitled)			1800
3D2b	1	1	(untitled)			1800
3Dx2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3A3	1	1	(untitled)			1800
3B3	1	1	(untitled)			1800
3B3b	1	1	(untitled)			1800
	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C3	3	1	(untitled)			1800
3Cx3	1	1	(untitled)			
	2	1	(untitled)			
	1	1	(untitled)			1800
3D3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Dx3	1	1	(untitled)			1800
3A4	1	1	(untitled)			1800
3A4b	1	1	(untitled)			1800
3B4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D4	1	1	(untitled)			1800
3A5	1	1	(untitled)			1800
	2	1	(untitled)			1800
3A6	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
-----	----------------	--------------------	---------------------

(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	545	545
1Ax	1	988	988
1B	1	7	7
1Bx	1	0	0
1C	1	986	986
1Cx	1	577	577
1D	1	0	0
1Dx	1	7	7
1E	1	54	54
1Ex	1	20	20
1IN	1	983	983
1IS	1	574	574
2A	1	579	579
2Ax	1	969	969
2B	1	292	292
2Bx	1	91	91
2C	1	828	828
2Cx	1	645	645
2D	1	14	14
2Dx	1	8	8
2IN	1	972	972
2IS	1	588	588
3A1	1	243	243
	2	149	149
3Ax1	1	518	518
	1	467	467
3B1	2	83	83
3Bx1	1	662	662
	1	435	435
3C1	2	27	27
3Cx1	1	560	560
	1	635	635
3D1	2	195	195
3Dx1	1	616	616
3A2	1	122	122
3Ax2	1	828	828
	1	311	311
3B2	2	239	239
3Bx2	1	786	786
3C2	1	107	107
3C2b	1	107	107
3Cx2	1	603	603
3D2	1	310	310
3Dx2	1	723	723
3A3	1	246	246
3B3	1	43	43
3B3b	1	43	43
	1	325	325
3C3	2	231	231
	3	14	14
3Cx3	1	603	603
	1	628	628
3D3	2	415	415
	3	98	98
3Dx3	1	723	723
3A4	1	124	124
3A4b	1	124	124
	1	199	199
3B4	2	394	394
3C4	1	569	569
3D4	1	1140	1140
3A5	1	367	367
3D5	2	271	271
3A6	1	638	638

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
3A	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.64	30.00
3B4	1	1.32	30.00

	2	1.32	30.00
3C4	1	1.32	30.00
3D4	1	2.64	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1E/1	1Ax/1	2.88	30.00	✓	Nearside	5.00
1Bx	1	1	TrafficStream	1C/1	1Bx/1	1.92	30.00	✓	Offside	9.49
1C	1	1	TrafficStream	2Ax/1	1C/1	5.76	30.00	✓	Straight	Straight Movement
1Cx	1	1	TrafficStream	1IS/1	1Cx/1	5.88	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	1.00	30.00	✓	Nearside	5.00
1Ex	1	1	TrafficStream	1A/1	1Ex/1	2.28	30.00	✓	Offside	5.11
1IN	1	1	TrafficStream	1A/1	1IN/1	1.92	30.00	✓	Straight	Straight Movement
1IS	1	1	TrafficStream	1C/1	1IS/1	1.92	30.00	✓	Straight	Straight Movement
2A	1	1	TrafficStream	1Cx/1	2A/1	8.28	30.00	✓	Straight	Straight Movement
2Ax	1	1	TrafficStream	2IN/1	2Ax/1	6.04	30.00	✓	Straight	Straight Movement
2Bx	1	1	TrafficStream	2IS/1	2Bx/1	3.00	30.00	✓	Nearside	5.00
2C	1	1	TrafficStream	3Ax2/1	2C/1	14.64	30.00	✓	Straight	Straight Movement
2Cx	1	1	TrafficStream	2IS/1	2Cx/1	14.16	30.00	✓	Straight	Straight Movement
2Dx	1	1	TrafficStream	2IN/1	2Dx/1	2.64	30.00	✓	Nearside	5.00
2IN	1	1	TrafficStream	2C/1	2IN/1	1.00	30.00	✓	Straight	Straight Movement
2IS	1	1	TrafficStream	2D/1	2IS/1	1.00	30.00	✓	Offside	5.00
	1	1	TrafficStream	3A5/2	3A1/1	3.12	30.00	✓	Straight	Straight Movement
3A1	2	1	TrafficStream	3A5/2	3A1/2	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	1	TrafficStream	3B1/2	3Ax1/1	1.32	30.00	✓	Offside	21.27
3B1	1	1	TrafficStream	3B2/2	3B1/1	1.92	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3B2/2	3B1/2	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	1	TrafficStream	3C1/2	3Bx1/1	1.00	30.00	✓	Offside	9.64
3C1	1	1	TrafficStream	3C3/1	3C1/1	2.16	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3C3/3	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	1	TrafficStream	3A1/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
3D1	1	1	TrafficStream	3D3/1	3D1/1	1.56	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3D3/2	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	1	TrafficStream	3A1/2	3Dx1/1	1.00	30.00	✓	Offside	9.12
3A2	1	1	TrafficStream	3A3/1	3A2/1	1.00	30.00	✓	Offside	42.55
3Ax2	1	1	TrafficStream	3Ax1/1	3Ax2/1	16.20	30.00	✓	Nearside	95.76
3B2	1	1	TrafficStream	3B4/2	3B2/1	2.04	30.00	✓	Offside	77.52
	2	1	TrafficStream	3B4/2	3B2/2	2.04	30.00	✓	Offside	77.52
3Bx2	1	1	TrafficStream	3A4/1	3Bx2/1	5.28	30.00	✓	Nearside	16.14
3C2	1	1	TrafficStream	3C2b/1	3C2/1	1.00	30.00	✓	Nearside	27.04
	1	1	TrafficStream	3C3/1	3C2b/1	2.40	30.00	✓	Nearside	13.36
3C2x	1	1	TrafficStream	3B3/1	3C2x/1	2.40	30.00	✓	Nearside	5.00
3D2	1	1	TrafficStream	3D2b/1	3D2/1	1.08	30.00	✓	Nearside	13.03
3D2b	1	1	TrafficStream	3D3/1	3D2b/1	1.08	30.00	✓	Nearside	31.02
3Dx2	1	1	TrafficStream	3C2/1	3Dx2/1	2.88	30.00	✓	Nearside	8.92
3A3	1	1	TrafficStream	3A5/1	3A3/1	2.16	30.00	✓	Straight	Straight Movement
3B3	1	1	TrafficStream	3B3b/1	3B3/1	1.00	30.00	✓	Straight	Straight Movement
3B3b	1	1	TrafficStream	3B4/1	3B3b/1	4.20	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3C4/1	3C3/1	3.12	30.00	✓	Straight	Straight Movement
3C3	2	1	TrafficStream	3C4/1	3C3/2	3.12	30.00	✓	Straight	Straight Movement
	3	1	TrafficStream	3C4/1	3C3/3	3.12	30.00	✓	Straight	Straight Movement
3C3x	1	1	TrafficStream	3C4/2/1	3C3x/1	2.64	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D4/1	3D3/1	5.76	30.00	✓	Offside	54.01
3D3	2	1	TrafficStream	3D4/1	3D3/2	5.76	30.00	✓	Offside	54.01
	3	1	TrafficStream	3D4/1	3D3/3	5.76	30.00	✓	Offside	53.00
3D3x	1	1	TrafficStream	3Dx2/1	3D3x/1	6.96	30.00	✓	Straight	Straight Movement
3A4	1	1	TrafficStream	3A4b/1	3A4/1	1.00	30.00	✓	Nearside	13.85
3A4b	1	1	TrafficStream	3A3/1	3A4b/1	1.08	30.00	✓	Nearside	24.02
3A5	1	1	TrafficStream	3A6/1	3A5/1	1.00	30.00	✓	Offside	43.87
	2	1	TrafficStream	3A6/1	3A5/2	1.00	30.00	✓	Offside	42.69
3A6	1	1	TrafficStream	2C/1	3A6/1	13.20	30.00	✓	Straight	Straight Movement
1Ax	1	2	TrafficStream	1IN/1	1Ax/1	2.88	30.00	✓	Straight	Straight Movement
1Bx	1	2	TrafficStream	1IS/1	1Bx/1	1.92	30.00	✓	Nearside	5.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	5.88	30.00	✓	Nearside	5.00
1Dx	1	2	TrafficStream	1IS/1	1Dx/1	1.00	30.00	✓	Offside	8.12
1Ex	1	2	TrafficStream	1IN/1	1Ex/1	2.28	30.00	✓	Nearside	5.00
1IN	1	2	TrafficStream	1B/1	1IN/1	1.92	30.00	✓	Offside	5.00
1IS	1	2	TrafficStream	1E/1	1IS/1	1.92	30.00	✓	Offside	5.00
2Ax	1	2	TrafficStream	2D/1	2Ax/1	6.04	30.00	✓	Nearside	5.00
2Bx	1	2	TrafficStream	2C/1	2Bx/1	3.00	30.00	✓	Offside	5.91
2Cx	1	2	TrafficStream	2B/1	2Cx/1	14.16	30.00	✓	Nearside	5.00
2Dx	1	2	TrafficStream	2A/1	2Dx/1	2.64	30.00	✓	Offside	5.50

Table with columns: Arm, Traffic Stream, Movement, Destination traffic stream, Max Flow (Opposed) (PCU/hr), Max Flow (Unopposed) (PCU/hr), Percentage opposed (%), Slope coefficient, Upstream signals visible.

Give Way Data

Table with columns: Arm, Traffic Stream, Opposed traffic, Use Step-wise Opposed Turn Model, Visibility restricted.

Give Way Data - Movements

Table with columns: Arm, Traffic Stream, Movement, Destination traffic stream, Max Flow (Opposed) (PCU/hr), Max Flow (Unopposed) (PCU/hr), Percentage opposed (%).

Give Way Data - Movements - Conflicts

Table with columns: Arm, Traffic Stream, Movement, Destination traffic stream, Description, Controlling type, Controlling from traffic stream, Controlling to traffic stream, Percentage opposing (%), Slope coefficient, Upstream signals visible.

Table with columns: Arm, Traffic Stream, Movement, Destination traffic stream, Max Flow (Opposed) (PCU/hr), Max Flow (Unopposed) (PCU/hr), Percentage opposed (%), Slope coefficient, Upstream signals visible.

T-Junctions

T-Junctions

Table with columns: T-Junction, Name, Description, Auto assign priority, Type, Traffic direction on Arm A, Entry aB, Entry aC, Exit a, Traffic direction on Arm B, Entry bA, Entry bC, Exit b, Traffic direction on Arm C, Entry cA, Entry cB, Exit c, Calculate Slope and Intercept.

T-Junction Majors

Table with columns: T-Junction, Left Carriageway Width (m), Right Carriageway Width (m), Kerbed Central Reserve Width (m), Width for C-B traffic (m), Visibility for C-B traffic (m).

T-Junction Minors

Table with columns: T-Junction, B-C Lane Width (m), B-A Lane Width (m), B-C Visibility (m), B-A Visibility (m).

T-Junction Slope Intercept

Table with columns: T-Junction, BC Intercept (PCU/hr), BC - aBSlope, BC - aCSlope, BA Intercept (PCU/hr), BA - aBSlope, BA - aCSlope, BA - cASlope, BA - cBSlope, CB Intercept (PCU/hr), CB - aBSlope, CB - aCSlope.

Local OD Matrix - Local Matrix: 1

Stage Sequences

Table with columns: Controller Stream, Sequence, Name, Multiple cycling, Stage IDs, Stage ends, Minimum possible cycle time (s), Exclude from analysis. Contains stage sequence details for Controller Stream 3.

Intergreen Matrix for Controller Stream 3

Intergreen Matrix table showing relationships between phases A through P for Controller Stream 3.

Banned Stage transitions for Controller Stream 3

Banned Stage transitions table showing allowed and disallowed transitions between stages 1 through 13.

Interstage Matrix for Controller Stream 3

Interstage Matrix table showing relationships between stages 1 through 13 for Controller Stream 3.

Resultant Stages

Resultant Stages table showing resultant stage details including name, is base stage, library stage ID, phases in this stage, and stage duration/minimum.

Resultant Phase Green Periods

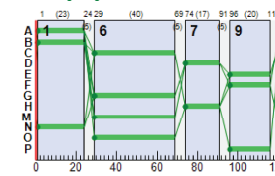
Resultant Phase Green Periods table showing phase green periods, base green periods, and start/end times for Controller Stream 3.

Traffic Stream Green Times

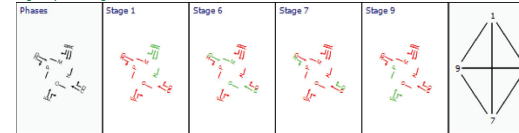
Traffic Stream Green Times table showing green period details for various traffic streams and controller streams.

Summary table with columns 3C1, 3C1, 3C1, 3D1, 3D1, 3D1, 3A2, 3A2, 3A2 and corresponding values.

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Resultant penalties table showing time segment, controller stream, phase min max penalty, intergreen broken penalty, stage constraint broken penalty, and cost of controller stream penalties.

Network Results

Run Summary

Run Summary table providing overall network performance metrics including analysis set used, run start/finish times, duration, start time, network cycle, performance index, total delay, highest DOS, item with highest DOS, number of oversaturated items, percentage of oversaturated items, item with worst signalised PRC, item with worst unsignalised PRC, and item with worst overall PRC.

Network Results: Vehicle summary

Network Results: Vehicle summary table showing time segment, degree of saturation, practical reserve capacity, calculated flow entering, actual green, mean delay per veh, weighted cost of delay, weighted cost of stops, and performance index.

Network Results: Flows and signals

Network Results: Flows and signals table showing time segment, calculated flow entering, calculated flow out, flow discrepancy, adjusted flow warning, degree of saturation, DOS threshold exceeded, practical reserve capacity, actual green, and effective green.

Final Prediction Table

Link Results

Link Results table providing detailed performance metrics for individual links, including traffic node, controller stream, phase, calculated flow, saturation, actual green, wasted time, degree of saturation, practical reserve capacity, journey time, mean delay, mean stops, mean queue, mean end of queue, delay weighting, stop weighting, and cost of penalties.

Traffic Stream Results

Traffic Stream Results table showing performance metrics for specific traffic streams, including arm, traffic stream, name, traffic node, controller stream, phase, calculated flow, saturation, actual green, wasted time, degree of saturation, practical reserve capacity, journey time, mean delay, mean stops, mean queue, mean end of queue, delay weighting, stop weighting, and cost of penalties.

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Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1 (untitled)			3a	22.00		✓		Pedestrian		
3P2 (untitled)			3a	20.00		✓		Pedestrian		
3P3 (untitled)			3a	20.00		✓		Pedestrian		
3P4 (untitled)			3o	18.00		✓		Pedestrian		
3P5 (untitled)			3q	5.00				Pedestrian		
3P6 (untitled)			3r	7.00				Pedestrian		
3P7 (untitled)			3s	8.00				Pedestrian		
3P8 (untitled)			3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100			0.00	

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.64	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1c
1Cx			1i
1D	Frankfort Centre		1d
1Dx			
1E	Old Frankfort		1e
1Ex			
1N			1a
1S			1b
2A	Dundrum Rd N		2a
2Ax			1i
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2c
2Cx			1i
2D	Frankfort Park		2a
2Dx			
2N			2a
2S			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3o
3A2	Dundrum Rd		3a
3Ax2			1i
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b			3s
3Cx2			3l
3D2	Churchtown Road Slip		3e
3D2b			3t
3Dx2			3p
3A3	Dundrum Rd		3b
3B3	Taney Road Slip		3k
3B3b			3r
3C3	Dundrum Bypass		3i
3C3x3			
3D3	Churchtown Road		3m
3Dx3			
3A4	Dundrum Rd Slip		3h
3A4b			3q
3B4	Taney Road		3g
3C4	Dundrum Bypass		3j
3D4	Churchtown Road		3n
3A5	Dundrum Rd		3c
3A6	Dundrum Rd		3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S/L/R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S/L/R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S/L/R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				49.00	✓	Sum of lanes	1800			Normal	
1D	1	S/L/R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S/L/R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1N	1				16.00	✓	Sum of lanes	1800			Normal	
1S	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S/L/R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S/L/R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S/L/R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S/L/R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2N	1				7.00	✓	Sum of lanes	9999			Normal	
2S	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800		✓	Normal	
3A1	2	R			26.00	✓	Sum of lanes	1800		✓	Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600			Normal	
3B1	1	S			16.00	✓	Sum of lanes	3600		✓	Normal	
3B1	2	R			16.00	✓	Sum of lanes	1800		✓	Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600			Normal	
3C1	1	S			18.00	✓	Sum of lanes	3600		✓	Normal	
3C1	2	R			18.00	✓	Sum of lanes	1800		✓	Normal	
3Cx1	1				8.00	✓	Sum of lanes	3600			Normal	
3D1	1	S			13.00	✓	Sum of lanes	3600		✓	Normal	
3D1	2	R			13.00	✓	Sum of lanes	1800		✓	Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800		✓	Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
3B2	1				17.00	✓	Sum of lanes	1800			Normal	
3B2	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
3C2	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
3C3	1				26.00	✓	Sum of lanes	1800			Normal	
3C3	2				26.00	✓	Sum of lanes	1800			Normal	
3C3	3				26.00	✓	Sum of lanes	1800			Normal	
3C3x3	1				22.00						Normal	
3D3	1				48.00	✓	Sum of lanes	1800			Normal	
3D3	2				48.00	✓	Sum of lanes	1800			Normal	
3D3	3				48.00	✓	Sum of lanes	1800			Normal	
3D3x3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
3B4	1				11.00	✓	Sum of lanes	1800			Normal	
3B4	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800		Normal
	2			8.00	✓	Sum of lanes	1800		Normal
3A6	1			110.00	✓	Sum of lanes	1800		Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			1800
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			1800
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			1800
1E	1	1				1800
1Ex	1	1				1800
1IN	1	1	(untitled)			1800
1IS	1	1	(untitled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				1800
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				1800
2N	1	1				9999
2S	1	1				9999
	1	1	(untitled)			1800
3A1	2	1	(untitled)			1800
	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
	1	1	(untitled)			1800
	2	1	(untitled)			1800
3B1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx1	1	1	(untitled)			1800
	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Cx1	1	1	(untitled)			1800
	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Dx1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			1800
3B2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C2	1	1	(untitled)			1800
3C2b	1	1	(untitled)			1800
3Cx2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D2	1	1	(untitled)			1800
3D2b	1	1	(untitled)			1800
3Dx2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3A3	1	1	(untitled)			1800
3B3	1	1	(untitled)			1800
3B3b	1	1	(untitled)			1800
	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
3C3	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Cx3	1	1	(untitled)			1800
	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
3D3	1	1	(untitled)			1800
	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Dx3	1	1	(untitled)			1800
3A4	1	1	(untitled)			1800
3A4b	1	1	(untitled)			1800
3B4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D4	1	1	(untitled)			1800
3A5	2	1	(untitled)			1800
3A6	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
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(ALL)	(ALL)	100	100
-------	-------	-----	-----

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	748	748
1Ax	1	649	649
1B	1	7	7
1Bx	1	7	7
1C	1	684	684
1Cx	1	784	784
1D	1	7	7
1Dx	1	0	0
1E	1	23	23
1Ex	1	49	49
1IN	1	684	684
1IS	1	757	757
2A	1	820	820
2Ax	1	676	676
2B	1	104	104
2Bx	1	181	181
2C	1	760	760
2Cx	1	814	814
2D	1	8	8
2Dx	1	19	19
2IN	1	688	688
2IS	1	819	819
3A1	1	394	394
	2	177	177
3Ax1	1	562	562
	1	539	539
3B1	2	70	70
3Bx1	1	448	448
	1	512	512
3C1	2	38	38
3Cx1	1	897	897
	1	410	410
3D1	2	306	306
3Dx1	1	716	716
3A2	1	197	197
3Ax2	1	808	808
3B2	1	359	359
	2	250	250
3Bx2	1	523	523
3C2	1	302	302
3C2b	1	302	302
3Cx2	1	1000	1000
3D2	1	226	226
3D2b	1	226	226
3Dx2	1	1018	1018
3A3	1	272	272
3B3	1	103	103
3B3b	1	103	103
	1	558	558
3C3	2	275	275
	3	19	19
3Cx3	1	1000	1000
	1	431	431
3D3	2	358	358
	3	153	153
3Dx3	1	1018	1018
3A4	1	75	75
3A4b	1	75	75
3B4	1	283	283
	2	429	429
3C4	1	852	852
3D4	1	942	942
3A5	1	469	469
	2	374	374
3A6	1	843	843

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
3A2	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.84	30.00
3B4	1	1.32	30.00

TRANSYT 16
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Filename: H081 TRANSYT Model 20210623.116
 Path: J:\H_JOBS\Job-H081\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
 Report generation date: 14/07/2021 09:48:29

- »A1 - : D7 - 2028 No Dev, AM :
- »Links
- »Arms and Traffic Streams
- »T-Junctions
- »Local OD Matrix - Local Matrix: 1
- »Local OD Matrix - Local Matrix: 2
- »Local OD Matrix - Local Matrix: 3
- »Signal Timings
- »Network Results
- »Final Prediction Table

Summary of network performance

AM					
Set ID	PI (E per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	
2028 No Dev					
Network	D7	745.66	49.38	105% (TS 2B*1)	1 (1%)

A1 - D7 - 2028 No Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3t	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.64	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1b
1Cx			i1
1D	Frankfort Centre		1b
1Dx			
1E	Old Frankfort		1a
1Ex			1a
1IN			1a
1IS			1b
2A	Dundrum Rd N		2a
2Ax			i1
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2b
2Cx			i2
2D	Frankfort Park		2a
2Dx			
2IN			2a
2IS			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3c
3A2	Dundrum Rd		3a
3Ax2			i2
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	589	589
1Ax	1	1052	1052
1B	1	8	8
1Bx	1	0	0
1C	1	1064	1064
1Cx	1	595	595
1D	1	0	0
1Dx	1	8	8
1E	1	13	13
1Ex	1	19	19
1IN	1	1060	1060
1IS	1	591	591
2A	1	598	598
2Ax	1	1046	1046
2B	1	315	315
2Bx	1	97	97
2C	1	894	894
2Cx	1	670	670
2D	1	15	15
2Dx	1	9	9
2IN	1	1049	1049
2IS	1	607	607
3A1	1	253	253
	2	155	155
3Ax1	1	591	591
	1	503	503
3B1	2	90	90
3Bx1	1	714	714
	1	471	471
3C1	2	29	29
3Cx1	1	590	590
	1	685	685
3D1	2	210	210
3Dx1	1	658	658
3A2	1	127	127
3Ax2	1	894	894
3B2	1	335	335
	2	258	258
3Bx2	1	843	843
3C2	1	115	115
3C2b	1	115	115
3Cx2	1	637	637
3D2	1	333	333
3Dx2	1	773	773
3A3	1	256	256
3B3	1	47	47
3B3b	1	47	47
	1	351	351
3C3	2	250	250
	3	15	15
3Cx3	1	637	637
	1	676	676
	2	448	448
	3	105	105
3Dx3	1	773	773
3A4	1	129	129
3A4b	1	129	129
3B4	2	425	425
3C4	1	615	615
3D4	1	1228	1228
3A5	1	382	382
3D5	2	262	262
3A6	1	664	664

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.64	30.00
3B4	1	1.32	30.00

	2	1.32	30.00
3C4	1	1.32	30.00
3D4	1	2.64	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1E/1	1Ax/1	2.88	30.00	✓	Nearside	5.00
1Bx	1	1	TrafficStream	1C/1	1Bx/1	1.92	30.00	✓	Offside	9.49
1C	1	1	TrafficStream	2Ax/1	1C/1	5.76	30.00	✓	Straight	Straight Movement
1Cx	1	1	TrafficStream	1IS/1	1Cx/1	5.88	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	1.00	30.00	✓	Nearside	5.00
1Ex	1	1	TrafficStream	1A/1	1Ex/1	2.28	30.00	✓	Offside	5.11
1IN	1	1	TrafficStream	1C/1	1IN/1	1.92	30.00	✓	Straight	Straight Movement
1IS	1	1	TrafficStream	1A/1	1IS/1	1.92	30.00	✓	Straight	Straight Movement
2A	1	1	TrafficStream	1Cx/1	2A/1	8.28	30.00	✓	Straight	Straight Movement
2Ax	1	1	TrafficStream	2IN/1	2Ax/1	6.04	30.00	✓	Straight	Straight Movement
2Bx	1	1	TrafficStream	2IS/1	2Bx/1	3.00	30.00	✓	Nearside	5.00
2C	1	1	TrafficStream	3Ax2/1	2C/1	14.64	30.00	✓	Straight	Straight Movement
2Cx	1	1	TrafficStream	2IS/1	2Cx/1	14.16	30.00	✓	Straight	Straight Movement
2Dx	1	1	TrafficStream	2IN/1	2Dx/1	2.64	30.00	✓	Nearside	5.00
2IN	1	1	TrafficStream	2C/1	2IN/1	1.00	30.00	✓	Straight	Straight Movement
2IS	1	1	TrafficStream	2D/1	2IS/1	1.00	30.00	✓	Offside	5.00
	1	1	TrafficStream	3AS/2	3A1/1	3.12	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3AS/2	3A1/2	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	1	TrafficStream	3B1/2	3Ax1/1	1.32	30.00	✓	Offside	21.27
3B1	1	1	TrafficStream	3B2/2	3B1/1	1.92	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3B2/2	3B1/2	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	1	TrafficStream	3C1/2	3Bx1/1	1.00	30.00	✓	Offside	9.64
3C1	1	1	TrafficStream	3C3/1	3C1/1	2.16	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3C3/3	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	1	TrafficStream	3A1/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
3D1	1	1	TrafficStream	3D3/1	3D1/1	1.56	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3D3/2	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	1	TrafficStream	3A1/2	3Dx1/1	1.00	30.00	✓	Offside	9.12
3A2	1	1	TrafficStream	3A3/1	3A2/1	1.00	30.00	✓	Offside	42.55
3Ax2	1	1	TrafficStream	3Ax1/1	3Ax2/1	16.20	30.00	✓	Nearside	95.76
	1	1	TrafficStream	3B4/2	3B2/1	2.04	30.00	✓	Offside	77.52
3B2	2	1	TrafficStream	3B4/2	3B2/2	2.04	30.00	✓	Offside	77.52
3Bx2	1	1	TrafficStream	3A4/1	3Bx2/1	5.28	30.00	✓	Nearside	16.14
3C2	1	1	TrafficStream	3C2b/1	3C2/1	1.00	30.00	✓	Nearside	27.04
	1	1	TrafficStream	3C3/1	3C2b/1	2.40	30.00	✓	Nearside	13.36
3C2x	1	1	TrafficStream	3B3/1	3C2x/1	2.40	30.00	✓	Nearside	5.00
3D2	1	1	TrafficStream	3D2b/1	3D2/1	1.08	30.00	✓	Nearside	13.03
3D2b	1	1	TrafficStream	3D3/1	3D2b/1	1.08	30.00	✓	Nearside	31.02
3Dx2	1	1	TrafficStream	3C2/1	3Dx2/1	2.88	30.00	✓	Nearside	8.92
3A3	1	1	TrafficStream	3AS/1	3A3/1	2.16	30.00	✓	Straight	Straight Movement
3B3	1	1	TrafficStream	3B3b/1	3B3/1	1.00	30.00	✓	Straight	Straight Movement
3B3b	1	1	TrafficStream	3B4/1	3B3b/1	4.20	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3C4/1	3C3/1	3.12	30.00	✓	Straight	Straight Movement
3C3	2	1	TrafficStream	3C4/1	3C3/2	3.12	30.00	✓	Straight	Straight Movement
	3	1	TrafficStream	3C4/1	3C3/3	3.12	30.00	✓	Straight	Straight Movement
3C3x	1	1	TrafficStream	3C4/2/1	3C3x/1	2.64	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D4/1	3D3/1	5.76	30.00	✓	Offside	54.01
	2	1	TrafficStream	3D4/1	3D3/2	5.76	30.00	✓	Offside	54.01
	3	1	TrafficStream	3D4/1	3D3/3	5.76	30.00	✓	Offside	53.00
3D3	1	1	TrafficStream	3Dx2/1	3D3/1	6.96	30.00	✓	Straight	Straight Movement
3A4	1	1	TrafficStream	3A4b/1	3A4/1	1.00	30.00	✓	Nearside	13.85
3A4b	1	1	TrafficStream	3A3/1	3A4b/1	1.08	30.00	✓	Nearside	24.02
	1	1	TrafficStream	3A6/1	3A5/1	1.00	30.00	✓	Offside	43.87
3A5	2	1	TrafficStream	3A6/1	3A5/2	1.00	30.00	✓	Offside	42.69
3A6	1	1	TrafficStream	2C/1	3A6/1	13.20	30.00	✓	Straight	Straight Movement
1Ax	1	2	TrafficStream	1IN/1	1Ax/1	2.88	30.00	✓	Straight	Straight Movement
1Bx	1	2	TrafficStream	1IS/1	1Bx/1	1.92	30.00	✓	Nearside	5.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	5.88	30.00	✓	Nearside	5.00
1Dx	1	2	TrafficStream	1IS/1	1Dx/1	1.00	30.00	✓	Offside	8.12
1Ex	1	2	TrafficStream	1IN/1	1Ex/1	2.28	30.00	✓	Nearside	5.00
1IN	1	2	TrafficStream	1B/1	1IN/1	1.92	30.00	✓	Offside	5.00
1IS	1	2	TrafficStream	1E/1	1IS/1	1.92	30.00	✓	Offside	5.00
2Ax	1	2	TrafficStream	2D/1	2Ax/1	6.04	30.00	✓	Nearside	5.00
2Bx	1	2	TrafficStream	2C/1	2Bx/1	3.00	30.00	✓	Offside	5.91
2Cx	1	2	TrafficStream	2B/1	2Cx/1	14.16	30.00	✓	Nearside	5.00
2Dx	1	2	TrafficStream	2A/1	2Dx/1	2.64	30.00	✓	Offside	5.50

Stage Sequences

Table with 7 columns: Controller Stream, Sequence, Name, Multiple cycling, Stage IDs, Stage ends, Minimum possible cycle time (s), Exclude from analysis. Contains 10 stage sequences for Controller Stream 3.

Intergreen Matrix for Controller Stream 3

Intergreen Matrix for Controller Stream 3. Grid showing relationships between stages A through P.

Banned Stage transitions for Controller Stream 3

Banned Stage transitions for Controller Stream 3. Grid showing transitions between stages 1 through 13.

Interstage Matrix for Controller Stream 3

Interstage Matrix for Controller Stream 3. Grid showing relationships between stages 1 through 13.

Resultant Stages

Resultant Stages table. Columns include Controller Stream, Resultant Stage, Is base stage, Library Stage ID, Phases in this stage, Stage start (s), Stage end (s), Stage duration (s), User stage minimum (s), Stage minimum (s).

Resultant Phase Green Periods

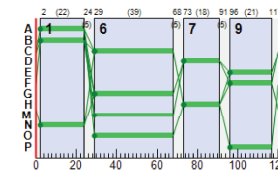
Resultant Phase Green Periods table. Columns include Controller Stream, Phase, Green period, Is base green period, Start time (s), End time (s), Duration (s).

Traffic Stream Green Times

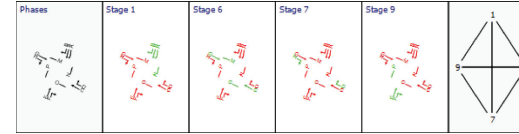
Traffic Stream Green Times table. Columns include Arm, Traffic Stream, Traffic Node, Controller Stream, Phase, Green Period 1 (Start, End, Duration).

Table with 8 columns showing traffic stream details for 3C1, 3C1 2, 3D1, 3D1 2, and 3A2.

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Resultant penalties table. Columns include Time Segment, Controller stream, Phase min max penalty (£ per hr), Intergreen broken penalty (£ per hr), Stage constraint broken penalty (£ per hr), Cost of controller stream penalties (£ per hr).

Network Results

Run Summary

Run Summary table. Columns include Analysis set used, Run start time, Run finish time, Run duration (s), Modelling start time (H:MM), Network Cycle (s), Performance Index (£ per hr), Total network delay (PCU-hr), Highest DOS (%), Item with highest DOS, Number of oversaturated items, Percentage of oversaturated items, Item with worst signalised PRC, Item with worst unsignalised PRC, Item with worst overall PRC, Network within capacity.

Network Results: Vehicle summary

Network Results: Vehicle summary table. Columns include Time Segment, Degree of saturation (%), Practical reserve capacity (%), Calculated flow entering (PCU/hr), Actual green (s per cycle), Mean Delay per Veh (s), Weighted cost of delay (£ per hr), Weighted cost of stops (£ per hr), Performance Index (£ per hr).

Network Results: Flows and signals

Network Results: Flows and signals table. Columns include Time Segment, Calculated flow entering (PCU/hr), Calculated flow out (PCU/hr), Flow discrepancy, Adjusted flow warning, Degree of saturation (%), DOS Threshold exceeded, Practical reserve capacity (%), Actual green (s per cycle), Effective green (s per cycle).

Final Prediction Table

Link Results

Link Results table. Columns include Link, Name, Traffic node, Controller stream, Phase, Calculated flow entering (PCU/hr), Calculated sat flow (PCU/hr), Actual green (s per cycle), Wasted time total (s per cycle), Degree of saturation (%), Practical reserve capacity (%), JourneyTime (s), Mean Delay per Veh (s), Mean stops per Veh (%), Mean max queue (PCU), Mean end of red queue (PCU), Delay weighting (%), Stop weighting (%), Cost of traffic penalties (£ per hr), P.I.

Traffic Stream Results

Traffic Stream Results table. Columns include Arm, Traffic Stream, Name, Traffic node, Controller stream, Phase, Calculated flow entering (PCU/hr), Calculated sat flow (PCU/hr), Actual green (s per cycle), Wasted time total (s per cycle), Degree of saturation (%), Practical reserve capacity (%), JourneyTime (s), Mean Delay per Veh (s), Mean stops per Veh (%), Mean max queue (PCU), Mean end of red queue (PCU), Delay weighting (%), Stop weighting (%), Cost of traffic penalties (£ per hr), P.I.

Table with columns for link ID, link type, flow, and various performance metrics. Includes rows for links 10x, 1E, 1Ex, 1IN, 1IS, 2A, 2Ax, 2B, 2Bx, 2C, 2Cx, 2D, 2Dx, 2IN, 2IS, 3A1, 3Ax1, 3B1, 3Bx1, 3C1, 3Cx1, 3D1, 3Dx1, 3A2, 3Ax2, 3B2, 3Bx2, 3C2, 3Cx2, 3D2, 3Dx2, 3A3, 3B3, 3Bx3, 3C3, 3Cx3, 3D3, 3Dx3, 3A4, 3A4b, 3B4, 3C4, 3D4, 3A5, and 3A6.

TRANSYT 16
Version: 16.0.1.8473
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Filename: H081 TRANSYT Model 20210623.116
Path: J:\H_JOBS\Job-H081B Documents\C_CivilA_CS Reports\TrafficModelling
Report generation date: 14/07/2021 09:51:33

- A1 - D8 - 2028 No Dev, PM :
>Links
>Arms and Traffic Streams
>T-Junctions
>Local OD Matrix - Local Matrix: 1
>Local OD Matrix - Local Matrix: 2
>Local OD Matrix - Local Matrix: 3
>Signal Timings
>Network Results
>Final Prediction Table

Summary of network performance

Summary of network performance table with columns: Network, D8, 742.74, 48.86, 85% (TS 3D1/2), 0 (0%)

Network Results

Table with columns: Distance travelled (PCU.km/hr), Time spent (PCU/hr), Mean journey speed (km/h), Uniform delay (PCU/hr/hr), Random plus oversat delay (PCU/hr/hr), Weighted cost of delay (£ per hr), Weighted cost of stops (£ per hr), Excess queue penalty (£ per hr), Performance Index (£ per hr)

- P = link is a pedestrian link
< = adjusted flow warning (upstream links/traffic streams are over-saturated)
* = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%
** = average link/traffic stream excess queue is greater than 0
P.L. = PERFORMANCE INDEX

3A5	1			8.00	✓	Sum of lanes	1800		Normal
	2			8.00	✓	Sum of lanes	1800		Normal
3A6	1			110.00	✓	Sum of lanes	1800		Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				
1B	1	1	(unfilled)			1800
1Bx	1	1	(unfilled)			
1C	1	1	(unfilled)			1800
1Cx	1	1	(unfilled)			1800
1D	1	1	(unfilled)			1800
1Dx	1	1	(unfilled)			
1E	1	1				1800
1Ex	1	1				
1IN	1	1	(unfilled)			1800
1IS	1	1	(unfilled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				
2N	1	1				9999
2S	1	1				9999
	1	1	(unfilled)			1800
3A1	2	1	(unfilled)			1800
	1	1	(unfilled)			1800
3Ax1	1	1	(unfilled)			1800
	2	2	(unfilled)			1800
	1	1	(unfilled)			1800
3B1	2	2	(unfilled)			1800
	2	1	(unfilled)			1800
3Bx1	1	1	(unfilled)			1800
	2	2	(unfilled)			1800
	1	1	(unfilled)			1800
3C1	2	2	(unfilled)			1800
	1	1	(unfilled)			1800
3Cx1	1	1	(unfilled)			1800
	2	2	(unfilled)			1800
	1	1	(unfilled)			1800
3D1	1	2	(unfilled)			1800
	2	1	(unfilled)			1800
3Dx1	1	1	(unfilled)			1800
	2	2	(unfilled)			1800
3A2	1	1	(unfilled)			1800
3Ax2	1	1	(unfilled)			1800
3B2	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3Bx2	1	1	(unfilled)			
	2	2	(unfilled)			1800
3C2	1	1	(unfilled)			1800
3C2b	1	1	(unfilled)			1800
3Cx2	1	1	(unfilled)			1800
	2	2	(unfilled)			1800
3D2	1	1	(unfilled)			1800
3D2b	1	1	(unfilled)			1800
3Dx2	1	1	(unfilled)			1800
	2	2	(unfilled)			1800
3A3	1	1	(unfilled)			1800
3B3	1	1	(unfilled)			1800
3B3b	1	1	(unfilled)			1800
	1	1	(unfilled)			1800
3C3	2	1	(unfilled)			1800
	3	1	(unfilled)			1800
3Cx3	1	1	(unfilled)			
	2	2	(unfilled)			1800
	1	1	(unfilled)			1800
3D3	2	1	(unfilled)			1800
	3	1	(unfilled)			1800
3Dx3	1	1	(unfilled)			
3A4	1	1	(unfilled)			1800
3A4b	1	1	(unfilled)			1800
3B4	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3C4	1	1	(unfilled)			1800
	2	2	(unfilled)			1800
3D4	1	1	(unfilled)			1800
3A5	2	1	(unfilled)			1800
3A6	1	1	(unfilled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
-----	----------------	--------------------	---------------------

(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	801	801
1Ax	1	701	701
1B	1	7	7
1Bx	1	8	8
1C	1	711	711
1Cx	1	815	815
1D	1	8	8
1Dx	1	0	0
1E	1	12	12
1Ex	1	15	15
1IN	1	711	711
1IS	1	808	808
2A	1	875	875
2Ax	1	702	702
2B	1	110	110
2Bx	1	194	194
2C	1	794	794
2Cx	1	869	869
2D	1	7	7
2Dx	1	21	21
2IN	1	714	714
2IS	1	873	873
3A1	1	421	421
	2	189	189
3Ax1	1	610	610
	1	580	580
3B1	2	74	74
3Bx1	1	483	483
	1	536	536
3C1	2	41	41
3Cx1	1	963	963
	1	442	442
3D1	2	331	331
3Dx1	1	769	769
3A2	1	211	211
3Ax2	1	846	846
3B2	1	387	387
	2	267	267
3Bx2	1	563	563
3C2	1	325	325
3C2b	1	325	325
3Cx2	1	1074	1074
3D2	1	236	236
3D2b	1	236	236
3Dx2	1	1094	1094
3A3	1	291	291
3B3	1	111	111
3B3b	1	111	111
	1	593	593
3C3	2	289	289
	3	21	21
3Cx3	1	1074	1074
	1	457	457
3D3	2	387	387
	3	166	166
3Dx3	1	1094	1094
3A4	1	80	80
3A4b	1	80	80
3B4	1	304	304
	2	461	461
3C4	1	902	902
3D4	1	1009	1009
3A5	1	501	501
	2	400	400
3A6	1	901	901

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
3A2	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.84	30.00
3B4	1	1.32	30.00

Section	Location	Phase	Movement	Flow	PCU/hr			
1E	1	1Ax/1	TrafficStreamMovement	1B/1	1Dx/1	100	0.28	
			TrafficStreamMovement	1B/1	1Cx/1	100	0.28	
		TrafficStreamMovement	1B/1	1N/1	100	0.13		
		T-junction opposing flow	TrafficStreamMovement	1N/1	1Ax/1	100	0.08	
		T-junction opposing flow	TrafficStreamMovement	1N/1	1Ax/1	100	0.19	
	2	1B/1	T-junction opposing flow	TrafficStreamMovement	1N/1	1Ex/1	100	0.07
			TrafficStreamMovement	1N/1	1Ax/1	100	0.18	
		T-junction opposing flow	TrafficStreamMovement	1A/1	1B/1	100	0.11	
		T-junction opposing flow	TrafficStreamMovement	1A/1	1Ex/1	100	0.25	
		TrafficStreamMovement	2N/1	2Dx/1	100	0.28		
2A	1	2Cx/1	T-junction opposing flow	TrafficStreamMovement	2N/1	2Ax/1	100	0.28
			TrafficStreamMovement	2S/1	2Bx/1	100	0.10	
		T-junction opposing flow	TrafficStreamMovement	2S/1	2Cx/1	100	0.28	
		T-junction opposing flow	TrafficStreamMovement	2S/1	2Bx/1	100	0.09	
		T-junction opposing flow	TrafficStreamMovement	2S/1	2Cx/1	100	0.24	
	2	2N/1	T-junction opposing flow	TrafficStreamMovement	2C/1	2N/1	100	0.15
			TrafficStreamMovement	2C/1	2Bx/1	100	0.34	
		T-junction opposing flow	TrafficStreamMovement	2S/1	2Bx/1	100	0.27	
		T-junction opposing flow	TrafficStreamMovement	2S/1	2Cx/1	100	0.27	
		TrafficStreamMovement	2N/1	2Dx/1	100	0.09		
2B	1	2Ax/1	T-junction opposing flow	TrafficStreamMovement	2N/1	2Ax/1	100	0.24
			TrafficStreamMovement	2N/1	2Dx/1	100	0.09	
		T-junction opposing flow	TrafficStreamMovement	2N/1	2Ax/1	100	0.22	
		T-junction opposing flow	TrafficStreamMovement	2A/1	2S/1	100	0.14	
		T-junction opposing flow	TrafficStreamMovement	2A/1	2Dx/1	100	0.31	
	2	2S/1	T-junction opposing flow	TrafficStreamMovement	3Dx2/1	3Dx2/1	100	0.13
			TrafficStreamMovement	3Ax2/1	3Ax2/1	100	0.13	
		T-junction opposing flow	TrafficStreamMovement	3Cx2/1	3Cx2/1	100	0.14	
		T-junction opposing flow	TrafficStreamMovement	3Bx2/1	3Bx2/1	100	0.14	
		TrafficStreamMovement	3Ax2/1	3Ax2/1	100	0.14		

T-Junctions

T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
1a			✓	TrafficStream	Two-Way	1N/1	1N/1	1B/1	Two-Way	1E/1	1E/1	1Ex/1	Two-Way	1A/1	1A/1	1Ax/1	✓
2a			✓	TrafficStream	Two-Way	2N/1	2N/1	2S/1	Two-Way	2D/1	2D/1	2Dx/1	Two-Way	2A/1	2A/1	2Ax/1	✓
2b			✓	TrafficStream	Two-Way	2S/1	2S/1	2N/1	Two-Way	2B/1	2B/1	2Bx/1	Two-Way	2C/1	2C/1	2Cx/1	✓
3a			✓	TrafficStream	Entry Only			3Bx1/1	Entry Only			3A4/1	Exit Only			3Bx2/1	✓
3b			✓	TrafficStream	Entry Only			3Cx1/1	Entry Only			3B3/1	Exit Only			3Cx2/1	✓
3c			✓	TrafficStream	Entry Only			3Dx1/1	Entry Only			3Cx/1	Exit Only			3Cx2/1	✓
3d			✓	TrafficStream	Entry Only			3Ax1/1	Entry Only			3D2/1	Exit Only			3Ax2/1	✓

T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
1a	11.40	11.40	0.00	2.20	220.00
2a	6.60	6.60	0.00	2.20	210.00
2b	6.60	6.60	0.00	2.20	250.00
3a	10.00	10.00	0.00	2.20	0.00
3b	10.00	10.00	0.00	2.20	0.00
3c	10.00	10.00	0.00	2.20	0.00
3d	10.00	10.00	0.00	2.20	0.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.10	3.10	32.00	17.00
2a	2.80	2.80	19.00	24.00
2b	3.50	3.50	31.00	35.00
3a	4.60	4.60	0.00	250.00
3b	5.00	5.00	0.00	250.00
3c	4.90	4.90	0.00	150.00
3d	5.00	5.00	0.00	113.00

T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-cBSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-cBSlope	BA-cBSlope	BA-cBSlope	CBIntercept (PCU/hr)	CB-aBSlope	CB-cBSlope
1a	641	0.08	0.19	501	0.07	0.18	0.11	0.25	701	0.21	0.21
2a	628	0.09	0.24	496	0.09	0.22	0.14	0.31	696	0.28	0.28
2b	678	0.10	0.28	530	0.09	0.24	0.15	0.34	719	0.27	0.27
3a	906	0.05	0.14	694	0.05	0.12	0.08	0.18	574	0.09	0.09
3b	938	0.06	0.14	718	0.05	0.13	0.08	0.18	574	0.09	0.09
3c	855	0.05	0.13	655	0.05	0.12	0.07	0.17	574	0.09	0.09
3d	834	0.05	0.13	639	0.05	0.11	0.07	0.16	574	0.09	0.09

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		1-1	1-2	1-3	1-4	1-5
From	1-1	0	6	791	0	4
	1-2	0	0	7	0	0
	1-3	698	2	0	0	11
	1-4	2	0	6	0	0
	1-5	1	0	11	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1	1Ax/1	#0000FF	
	1-2	(united)	1B/1	1Bx/1	#00FF00
	1-3	(united)	1C/1	1Cx/1	#FFFFFF00
	1-4	(united)	1D/1	1Dx/1	#00FFFF
	1-5		1E/1	1E/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-5	1A/1, 1E/1	Normal	4
	2		1-1	1-4	1A/1, 1S/1, 1Dx/1	Normal	0
	3		1-1	1-3	1A/1, 1S/1, 1Cx/1	Normal	791
	4		1-1	1-2	1A/1, 1S/1, 1Bx/1	Normal	6
	5		1-5	1-1	1E/1, 1Ax/1	Normal	1
	6		1-5	1-4	1E/1, 1S/1, 1Dx/1	Normal	0
	7		1-5	1-3	1E/1, 1S/1, 1Cx/1	Normal	11
	8		1-5	1-2	1E/1, 1S/1, 1Bx/1	Normal	0
	9		1-2	1-4	1B/1, 1Dx/1	Normal	0
	10		1-2	1-3	1B/1, 1Cx/1	Normal	7
	11		1-2	1-5	1B/1, 1N/1, 1E/1	Normal	0
	12		1-2	1-1	1B/1, 1N/1, 1Ax/1	Normal	0
	13		1-3	1-4	1C/1, 1Dx/1	Normal	0
	14		1-3	1-2	1C/1, 1Bx/1	Normal	2
	15		1-3	1-5	1C/1, 1N/1, 1E/1	Normal	11
	16		1-3	1-1	1C/1, 1N/1, 1Ax/1	Normal	698
	17		1-4	1-3	1D/1, 1Cx/1	Normal	6
	18		1-4	1-2	1D/1, 1Bx/1	Normal	0
	19		1-4	1-5	1D/1, 1N/1, 1E/1	Normal	0
	20		1-4	1-1	1D/1, 1N/1, 1Ax/1	Normal	2

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		2-1	2-2	2-3	2-4
From	2-1	0	87	783	5
	2-2	25	0	83	2
	2-3	673	107	0	14
	2-4	4	0	3	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

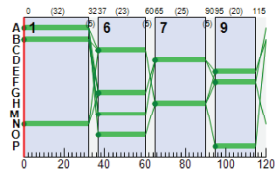
OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1	2A/1	2Ax/1	#FF00FF	
	2-2	(united)	2B/1	2Bx/1	#FFA500
	2-3	(united)	2C/1	2Cx/1	#A52A2A
	2-4		2D/1	2Dx/1	#008000

Normal Paths and Flows

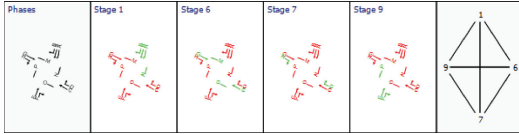
OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-1	2-4	2A/1, 2Dx/1	Normal	5
	2		2-1	2-2	2A/1, 2S/1, 2Bx/1	Normal	87
	3		2-1	2-3	2A/1, 2S/1, 2Cx/1	Normal	783
	4		2-4	2-1	2D/1, 2Ax/1	Normal	4
	5		2-4	2-2	2D/1, 2S/1, 2Bx/1	Normal	0
	6		2-4	2-3	2D/1, 2S/1, 2Cx/1	Normal	3
	7		2-2	2-4	2B/1, 2N/1, 2Dx/1	Normal	2
	8		2-2	2-1	2B/1, 2N/1, 2Ax/1	Normal	25
	9		2-2	2-3	2B/1, 2Cx/1	Normal	83
	10		2-3	2-4	2C/1, 2N/1, 2Dx/1	Normal	14

Table with 4 columns: ID, Lane, Phase, and Values. Rows include 3C1, 3D1, 3A1, 3A2.

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Table with 5 columns: Time Segment, Controller stream, Phase min max penalty, Intergreen broken penalty, Stage constraint broken penalty, Cost of controller stream penalties.

Network Results

Run Summary

Table with 14 columns: Analysis set used, Run start time, Run finish time, Run duration, Modelling start time, Network Cycle, Performance Index, Total network delay, Highest DOS, Item with highest DOS, Number of oversaturated items, Percentage of oversaturated items, Item with worst PRC, Item with worst PRC, Item with worst overall PRC, Network within capacity.

Network Results: Vehicle summary

Table with 9 columns: Time Segment, Degree of saturation, Practical reserve capacity, Calculated flow entering, Actual green, Mean Delay per Veh, Weighted cost of delay, Weighted cost of stops, Performance Index.

Network Results: Flows and signals

Table with 9 columns: Time Segment, Calculated flow entering, Calculated flow out, Flow discrepancy, Adjusted flow warning, Degree of saturation, DOS Threshold exceeded, Practical reserve capacity, Actual green, Effective green.

Final Prediction Table

Link Results

Table with 17 columns: Link, Name, Traffic node, Controller stream, Phase, Calculated flow entering, Calculated sat flow, Actual green, Wasted time, Degree of saturation, Practical reserve capacity, JourneyTime, Mean Delay, Mean stops, Mean queue, Mean end of red queue, Delay weighting, Stop weighting, Cost of traffic penalties, P.I.

Traffic Stream Results

Table with 17 columns: Arm, Traffic Stream, Name, Traffic node, Controller stream, Phase, Calculated flow entering, Calculated sat flow, Actual green, Wasted time, Degree of saturation, Practical reserve capacity, JourneyTime, Mean Delay, Mean stops, Mean queue, Mean end of red queue, Delay weighting, Stop weighting, Cost of traffic penalties, P.I.

Main data table with multiple columns including ID, Lane, Phase, Values, and various performance metrics across different links and streams.

Network Results

Table with 10 columns: Distance travelled, Time spent, Mean journey speed, Uniform delay, Random plus oversat delay, Weighted cost of delay, Weighted cost of stops, Excess queue penalty, Performance Index.

- P = link is a pedestrian link
• < = adjusted flow warning (upstream links/traffic streams are over-saturated)
• * = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
• + = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%
• = average link/traffic stream access queue is greater than 0
• P.I. = PERFORMANCE INDEX

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Filename: H081 TRANSYT Model 20210623.116
 Path: J:\H_JOBS\Job-H081\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
 Report generation date: 14/07/2021 10:04:36

«A1 - : D9 - 2028 With Dev, AM :

- »Links
- »Arms and Traffic Streams
- »T-Junctions
- »Local OD Matrix - Local Matrix: 1
- »Local OD Matrix - Local Matrix: 2
- »Local OD Matrix - Local Matrix: 3
- »Signal Timings
- »Network Results
- »Final Prediction Table

Summary of network performance

AM					
Set ID	PI (E per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	
2028 With Dev					
Network	D9	769.74	52.43	107% (TS 2B*1)	1 (1%)

A1 - D9 - 2028 With Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3t	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.64	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1b
1Cx			1i
1D	Frankfort Centre		1b
1Dx			
1E	Old Frankfort		1a
1Ex			1a
1IS			1b
2A	Dundrum Rd N		2a
2Ax			1i
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2b
2Cx			1i
2D	Frankfort Park		2a
2Dx			
2IN			2a
2IS			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3c
3A2	Dundrum Rd		3a
3Ax2			1i
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b			3s
3C2c			3t
3D2	Churchtown Road Slip		3e
3D2b			3t
3Dx2			3p
3A3	Dundrum Rd		3b
3B3	Taney Road Slip		3k
3B3b			3r
3C3	Dundrum Bypass		3i
3C3d			
3D3	Churchtown Road		3m
3Dx3			
3A4	Dundrum Rd Slip		3h
3A4b			3q
3B4	Taney Road		3g
3C4	Dundrum Bypass		3j
3D4	Churchtown Road		3n
3A5	Dundrum Rd		3c
3A6	Dundrum Rd		3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S/L/R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S/L/R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S/L/R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				48.00	✓	Sum of lanes	1800			Normal	
1D	1	S/L/R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S/L/R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1N	1				16.00	✓	Sum of lanes	1800			Normal	
1IS	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S/L/R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S/L/R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S/L/R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S/L/R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2IN	1				7.00	✓	Sum of lanes	9999			Normal	
2IS	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800	✓		Normal	
3A1	2	R			26.00	✓	Sum of lanes	1800	✓		Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600			Normal	
3B1	1	S			16.00	✓	Sum of lanes	3600	✓		Normal	
3B1	2	R			16.00	✓	Sum of lanes	1800	✓		Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600			Normal	
3C1	1	S			18.00	✓	Sum of lanes	1800	✓		Normal	
3C1	2	R			18.00	✓	Sum of lanes	1800	✓		Normal	
3Cx1	1	S			8.00	✓	Sum of lanes	3600			Normal	
3D1	1	S			13.00	✓	Sum of lanes	3600			Normal	
3D1	2	R			13.00	✓	Sum of lanes	1800	✓		Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800	✓		Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
3B2	1				17.00	✓	Sum of lanes	1800			Normal	
3B2	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
3C2	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
3C3	1				26.00	✓	Sum of lanes	1800			Normal	
3C3	2				26.00	✓	Sum of lanes	1800			Normal	
3C3	3				26.00	✓	Sum of lanes	1800			Normal	
3C3	1				22.00						Normal	
3D3	1				48.00	✓	Sum of lanes	1800			Normal	
3D3	2				48.00	✓	Sum of lanes	1800			Normal	
3D3	3				48.00	✓	Sum of lanes	1800			Normal	
3Dx3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
3B4	1				11.00	✓	Sum of lanes	1800			Normal	
3B4	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800			Normal	
3A5	2			8.00	✓	Sum of lanes	1800			Normal	
3A6	1			110.00	✓	Sum of lanes	1800			Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			1800
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
1E	1	1				1800
1Ex	1	1				
1IN	1	1	(untitled)			1800
1IS	1	1	(untitled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				
2IN	1	1				9999
2IS	1	1				9999
3A1	1	1	(untitled)			1800
3A1	2	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3Ax1	2	1	(untitled)			1800
3B1	1	1	(untitled)			1800
3B1	2	1	(untitled)			1800
3Bx1	1	1	(untitled)			1800
3Bx1	2	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3C1	2	1	(untitled)			1800
3Cx1	1	1	(untitled)			1800
3Cx1	2	1	(untitled)			1800
3D1	1	1	(untitled)			1800
3D1	2	1	(untitled)			1800
3Dx1	1	1	(untitled)			1800
3Dx1	2	1	(untitled)			1800
3Ax2	1	1	(untitled)			1800
3B2	1	1	(untitled)			1800
3B2	2	1	(untitled)			1800
3Bx2	1	1	(untitled)			
3Bx2	2	1	(untitled)			
3C2	1	1	(untitled)			1800
3C2b	1	1	(untitled)			1800
3Cx2	1	1	(untitled)			1800
3Cx2	2	1	(untitled)			1800
3D2	1	1	(untitled)			1800
3D2b	1	1	(untitled)			1800
3Dx2	1	1	(untitled)			1800
3A3	1	1	(untitled)			1800
3B3	1	1	(untitled)			1800
3B3b	1	1	(untitled)			1800
3C3	1	1	(untitled)			1800
3C3	2	1	(untitled)			1800
3C3	3	1	(untitled)			1800
3Cx3	1	1	(untitled)			
3Cx3	2	1	(untitled)			
3D3	1	1	(untitled)			1800
3D3	2	1	(untitled)			1800
3D3	3	1	(untitled)			1800
3Dx3	1	1	(untitled)			1800
3A4	1	1	(untitled)			1800
3A4b	1	1	(untitled)			1800
3B4	1	1	(untitled)			1800
3B4	2	1	(untitled)			1800
3C4	1	1	(untitled)			1800
3C4	2	1	(untitled)			1800
3D4	1	1	(untitled)			1800
3A5	1	1	(untitled)			1800
3A5	2	1	(untitled)			1800
3A6	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
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(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	590	590
1Ax	1	1067	1067
1B	1	8	8
1Bx	1	0	0
1C	1	1066	1066
1Cx	1	622	622
1D	1	0	0
1Dx	1	8	8
1E	1	55	55
1Ex	1	22	22
1IN	1	1062	1062
1IS	1	616	616
2A	1	625	625
2Ax	1	1048	1048
2B	1	315	315
2Bx	1	99	99
2C	1	896	896
2Cx	1	695	695
2D	1	15	15
2Dx	1	9	9
2IN	1	1051	1051
2IS	1	634	634
3A1	1	263	263
	2	161	161
3Ax1	1	502	502
	1	503	503
3B1	2	90	90
3Bx1	1	714	714
	1	472	472
3C1	2	29	29
3Cx1	1	604	604
	1	685	685
3D1	2	210	210
3Dx1	1	664	664
3A2	1	131	131
3Ax2	1	896	896
3B2	1	335	335
	2	258	258
3Bx2	1	848	848
3C2	1	115	115
3C2b	1	115	115
3Cx2	1	651	651
3D2	1	334	334
3Dx2	1	779	779
3A3	1	265	265
3B3	1	47	47
3B3b	1	47	47
	1	351	351
3C3	2	251	251
	3	15	15
3Cx3	1	651	651
	1	677	677
3D3	2	448	448
	3	105	105
3Dx3	1	779	779
3A4	1	134	134
3A4b	1	134	134
3B4	2	425	425
3C4	1	616	616
3D4	1	1229	1229
3A5	1	397	397
3D5	2	292	292
3A6	1	689	689

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.64	30.00
3B4	1	1.32	30.00

	2	1.32	30.00
3C4	1	1.32	30.00
3D4	1	2.64	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1E/1	1Ax/1	2.88	30.00	✓	Nearside	5.00
1Bx	1	1	TrafficStream	1C/1	1Bx/1	1.92	30.00	✓	Offside	9.49
1C	1	1	TrafficStream	2Ax/1	1C/1	5.76	30.00	✓	Straight	Straight Movement
1Cx	1	1	TrafficStream	1IS/1	1Cx/1	5.88	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	1.00	30.00	✓	Nearside	5.00
1Ex	1	1	TrafficStream	1A/1	1Ex/1	2.28	30.00	✓	Offside	5.11
1IN	1	1	TrafficStream	1C/1	1IN/1	1.92	30.00	✓	Straight	Straight Movement
1IS	1	1	TrafficStream	1A/1	1IS/1	1.92	30.00	✓	Straight	Straight Movement
2A	1	1	TrafficStream	1Cx/1	2A/1	8.28	30.00	✓	Straight	Straight Movement
2Ax	1	1	TrafficStream	2IN/1	2Ax/1	6.04	30.00	✓	Straight	Straight Movement
2Bx	1	1	TrafficStream	2IS/1	2Bx/1	3.00	30.00	✓	Nearside	5.00
2C	1	1	TrafficStream	3Ax2/1	2C/1	14.64	30.00	✓	Straight	Straight Movement
2Cx	1	1	TrafficStream	2IS/1	2Cx/1	14.16	30.00	✓	Straight	Straight Movement
2Dx	1	1	TrafficStream	2IN/1	2Dx/1	2.64	30.00	✓	Nearside	5.00
2IN	1	1	TrafficStream	2C/1	2IN/1	1.00	30.00	✓	Straight	Straight Movement
2IS	1	1	TrafficStream	2D/1	2IS/1	1.00	30.00	✓	Offside	5.00
	1	1	TrafficStream	3AS/2	3A1/1	3.12	30.00	✓	Straight	Straight Movement
3A1	2	1	TrafficStream	3AS/2	3A1/2	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	1	TrafficStream	3B1/2	3Ax1/1	1.32	30.00	✓	Offside	21.27
3B1	2	1	TrafficStream	3B2/2	3B1/1	1.92	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3B2/2	3B1/2	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	1	TrafficStream	3C1/2	3Bx1/1	1.00	30.00	✓	Offside	9.64
3C1	2	1	TrafficStream	3C3/3	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	1	TrafficStream	3A1/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
3D1	2	1	TrafficStream	3D3/1	3D1/1	1.56	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3D3/2	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	1	TrafficStream	3A1/2	3Dx1/1	1.00	30.00	✓	Offside	9.12
3A2	1	1	TrafficStream	3A3/1	3A2/1	1.00	30.00	✓	Offside	42.55
3Ax2	1	1	TrafficStream	3Ax1/1	3Ax2/1	16.20	30.00	✓	Nearside	95.76
3B2	1	1	TrafficStream	3B4/2	3B2/1	2.04	30.00	✓	Offside	77.52
	2	1	TrafficStream	3B4/2	3B2/2	2.04	30.00	✓	Offside	77.52
3Bx2	1	1	TrafficStream	3A4/1	3Bx2/1	5.28	30.00	✓	Nearside	16.14
3C2	1	1	TrafficStream	3C2b/1	3C2/1	1.00	30.00	✓	Nearside	27.04
	1	1	TrafficStream	3C3/1	3C2b/1	2.40	30.00	✓	Nearside	13.36
3C2b	1	1	TrafficStream	3B3/1	3C2b/1	2.40	30.00	✓	Nearside	5.00
3D2	1	1	TrafficStream	3D2b/1	3D2/1	1.08	30.00	✓	Nearside	13.03
3D2b	1	1	TrafficStream	3D3/1	3D2b/1	1.08	30.00	✓	Nearside	31.02
3Dx2	1	1	TrafficStream	3C2/1	3Dx2/1	2.88	30.00	✓	Nearside	8.92
3A3	1	1	TrafficStream	3AS/1	3A3/1	2.16	30.00	✓	Straight	Straight Movement
3B3	1	1	TrafficStream	3B3b/1	3B3/1	1.00	30.00	✓	Straight	Straight Movement
3B3b	1	1	TrafficStream	3B4/1	3B3b/1	4.20	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3C4/1	3C3/1	3.12	30.00	✓	Straight	Straight Movement
3C3	2	1	TrafficStream	3C4/1	3C3/2	3.12	30.00	✓	Straight	Straight Movement
	3	1	TrafficStream	3C4/1	3C3/3	3.12	30.00	✓	Straight	Straight Movement
3C3b	1	1	TrafficStream	3C4/2/1	3C3b/1	2.64	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D4/1	3D3/1	5.76	30.00	✓	Offside	54.01
3D3	2	1	TrafficStream	3D4/1	3D3/2	5.76	30.00	✓	Offside	54.01
	3	1	TrafficStream	3D4/1	3D3/3	5.76	30.00	✓	Offside	53.00
3D3b	1	1	TrafficStream	3Dx2/1	3D3b/1	6.96	30.00	✓	Straight	Straight Movement
3A4	1	1	TrafficStream	3A4b/1	3A4/1	1.00	30.00	✓	Nearside	13.85
3A4b	1	1	TrafficStream	3A3/1	3A4b/1	1.08	30.00	✓	Nearside	24.02
	1	1	TrafficStream	3A5/1	3A5/1	1.00	30.00	✓	Offside	43.87
3A5	2	1	TrafficStream	3A6/1	3A5/2	1.00	30.00	✓	Offside	42.69
3A6	1	1	TrafficStream	2C/1	3A6/1	13.20	30.00	✓	Straight	Straight Movement
1Ax	1	2	TrafficStream	1IN/1	1Ax/1	2.88	30.00	✓	Straight	Straight Movement
1Bx	1	2	TrafficStream	1IS/1	1Bx/1	1.92	30.00	✓	Nearside	5.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	5.88	30.00	✓	Nearside	5.00
1Dx	1	2	TrafficStream	1IS/1	1Dx/1	1.00	30.00	✓	Offside	8.12
1Ex	1	2	TrafficStream	1IN/1	1Ex/1	2.28	30.00	✓	Nearside	5.00
1IN	1	2	TrafficStream	1B/1	1IN/1	1.92	30.00	✓	Offside	5.00
1IS	1	2	TrafficStream	1E/1	1IS/1	1.92	30.00	✓	Offside	5.00
2Ax	1	2	TrafficStream	2D/1	2Ax/1	6.04	30.00	✓	Nearside	5.00
2Bx	1	2	TrafficStream	2C/1	2Bx/1	3.00	30.00	✓	Offside	5.91
2Cx	1	2	TrafficStream	2B/1	2Cx/1	14.16	30.00	✓	Nearside	5.00
2Dx	1	2	TrafficStream	2A/1	2Dx/1	2.64	30.00	✓	Offside	5.50

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)	Slope coefficient	Upstream signals visible	
2IN	1	2	TrafficStream 2B/1	21N/1	1.00	30.00	✓	Offside	5.00
2IS	1	2	TrafficStream 2A/1	2S/1	1.00	30.00	✓	Straight	Straight Movement
3A1	1	2	TrafficStream 3A5/1	3A1/1	3.12	30.00	✓	Straight	Straight Movement
3A1	1	2	TrafficStream 3C1/1	3Ax1/1	1.32	30.00	✓	Straight	Straight Movement
3B1	1	2	TrafficStream 3B2/1	3B1/1	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	2	TrafficStream 3D1/1	3Bx1/1	1.00	30.00	✓	Straight	Straight Movement
3C1	1	2	TrafficStream 3C3/2	3C1/1	2.16	30.00	✓	Straight	Straight Movement
3C1	2	2	TrafficStream 3C3/2	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	2	TrafficStream 3A2/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
3D1	1	2	TrafficStream 3D3/2	3D1/1	1.56	30.00	✓	Straight	Straight Movement
3D1	2	2	TrafficStream 3D3/2	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	2	TrafficStream 3B1/1	3Dx1/1	1.00	30.00	✓	Straight	Straight Movement
3Ax2	1	2	TrafficStream 3D2/1	3Ax2/1	16.20	30.00	✓	Nearside	10.47
3B2	1	2	TrafficStream 3B4/1	3B2/1	2.04	30.00	✓	Offside	80.06
3Bx2	1	2	TrafficStream 3Bx1/1	3Bx2/1	5.28	30.00	✓	Straight	Straight Movement
3Cx2	1	2	TrafficStream 3Cx1/1	3Cx2/1	2.40	30.00	✓	Straight	Straight Movement
3Dx2	1	2	TrafficStream 3Dx1/1	3Dx2/1	2.88	30.00	✓	Offside	92.00
1Bx	1	3	TrafficStream 1D/1	1Bx/1	1.92	30.00	✓	Straight	Straight Movement
1Cx	1	3	TrafficStream 1D/1	1Cx/1	5.88	30.00	✓	Offside	5.00
1Dx	1	3	TrafficStream 1B/1	1Dx/1	1.00	30.00	✓	Straight	Straight Movement
1IN	1	3	TrafficStream 1D/1	1IN/1	1.92	30.00	✓	Nearside	5.00
3Cx1	1	3	TrafficStream 3D1/2	3Cx1/1	1.00	30.00	✓	Offside	22.05

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
(ALL)	1	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1A	1	1	1Ea/1	701	1900	100
1A	1	2	1S/1	1800	1800	100
1B	1	1	1Dx/1	561	1800	100
1B	1	2	1Cx/1	687	1800	100
1B	1	3	1N/1	561	1800	100
1D	1	1	1N/1	687	1800	100
1D	1	2	1Bx/1	561	1800	100
1D	1	3	1Cx/1	561	1800	100
1E	1	1	1Ax/1	641	1800	100
1E	1	2	1S/1	501	1800	100
2A	1	1	2Dx/1	696	1800	100
2A	1	2	2S/1	1800	1800	100
2B	1	1	2Cx/1	678	1800	100
2B	1	2	2N/1	530	1800	100
2C	1	1	2Bx/1	719	1800	100
2C	1	2	2N/1	1800	1800	100
2D	1	1	2Ax/1	626	1800	100
2D	1	2	2S/1	486	1800	100
3C2	1	1	3Dx2/1	855	1800	100
3D2	1	1	3Ax2/1	834	1800	100
3B3	1	1	3Cx2/1	938	1800	100
3A4	1	1	3Bx2/1	906	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1A	1	1	1Ea/1	T-junction opposing flow	TrafficStreamMovement	1N/1	1Ea/1	100	0.21	
1A	1	1	1Ea/1	T-junction opposing flow	TrafficStreamMovement	1N/1	1Ax/1	100	0.21	
1A	1	1	1Ea/1	straight	TrafficStreamMovement	1C/1	1Dx/1	100	0.22	
1A	1	1	1Ea/1	straight	TrafficStreamMovement	1C/1	1N/1	100	0.22	
1A	1	1	1Ea/1	straight	TrafficStreamMovement	1C/1	1Bx/1	100	0.32	
1A	1	2	1Cx/1	TrafficStreamMovement	1S/1	1Cx/1	100	0.27		
1A	1	2	1Cx/1	TrafficStreamMovement	1S/1	1Bx/1	100	0.11		
1A	1	2	1Cx/1	TrafficStreamMovement	1C/1	1N/1	100	0.16		
1A	1	2	1Cx/1	TrafficStreamMovement	1C/1	1Bx/1	100	0.37		
1A	1	2	1Cx/1	TrafficStreamMovement	1S/1	1Bx/1	100	0.10		
1A	1	2	1Cx/1	TrafficStreamMovement	1S/1	1Cx/1	100	0.26		
1A	1	2	1Cx/1	TrafficStreamMovement	1S/1	1Dx/1	100	0.26		
1A	1	2	1Cx/1	TrafficStreamMovement	1D/1	1Bx/1	100	0.26		
1A	1	2	1Cx/1	TrafficStreamMovement	1D/1	1Cx/1	100	0.13		
1A	1	2	1Cx/1	straight	TrafficStreamMovement	1C/1	1N/1	100	0.27	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1C/1	1Dx/1	100	0.11	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1S/1	1Dx/1	100	0.37	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1S/1	1Cx/1	100	0.16	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1S/1	1Bx/1	100	0.16	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1C/1	1Dx/1	100	0.10	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1C/1	1N/1	100	0.26	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1C/1	1Bx/1	100	0.26	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1S/1	1Cx/1	100	0.16	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1S/1	1Dx/1	100	0.37	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1C/1	1Dx/1	100	0.10	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1C/1	1N/1	100	0.26	
1A	1	2	1Cx/1	left	TrafficStreamMovement	1C/1	1Bx/1	100	0.26	
1A	1	3	1Cx/1	TrafficStreamMovement	1C/1	1Dx/1	100	0.10		
1A	1	3	1Cx/1	TrafficStreamMovement	1C/1	1N/1	100	0.26		
1A	1	3	1Cx/1	TrafficStreamMovement	1C/1	1Bx/1	100	0.26		

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)	Slope coefficient	Upstream signals visible	
1E	1	1	1Ax/1	T-junction opposing flow	TrafficStreamMovement	1N/1	1Ea/1	100	0.26
1E	1	1	1Ax/1	T-junction opposing flow	TrafficStreamMovement	1N/1	1Cx/1	100	0.26
1E	1	1	1Ax/1	T-junction opposing flow	TrafficStreamMovement	1N/1	1N/1	100	0.13
1E	1	1	1Ax/1	T-junction opposing flow	TrafficStreamMovement	1N/1	1Ea/1	100	0.08
1E	1	1	1Ax/1	T-junction opposing flow	TrafficStreamMovement	1N/1	1Ax/1	100	0.19
1E	1	2	1S/1	T-junction opposing flow	TrafficStreamMovement	1N/1	1Ea/1	100	0.07
1E	1	2	1S/1	T-junction opposing flow	TrafficStreamMovement	1N/1	1Ax/1	100	0.18
1E	1	2	1S/1	T-junction opposing flow	TrafficStreamMovement	1A/1	1S/1	100	0.11
1E	1	2	1S/1	T-junction opposing flow	TrafficStreamMovement	1A/1	1Ea/1	100	0.25
2A	1	1	2Dx/1	T-junction opposing flow	TrafficStreamMovement	2N/1	2Dx/1	100	0.26
2A	1	1	2Dx/1	T-junction opposing flow	TrafficStreamMovement	2N/1	2Ax/1	100	0.26
2B	1	1	2Cx/1	T-junction opposing flow	TrafficStreamMovement	2S/1	2Bx/1	100	0.10
2B	1	1	2Cx/1	T-junction opposing flow	TrafficStreamMovement	2S/1	2Cx/1	100	0.26
2B	1	1	2Cx/1	T-junction opposing flow	TrafficStreamMovement	2S/1	2Bx/1	100	0.09
2B	1	1	2Cx/1	T-junction opposing flow	TrafficStreamMovement	2S/1	2Cx/1	100	0.24
2B	1	2	2N/1	T-junction opposing flow	TrafficStreamMovement	2C/1	2N/1	100	0.15
2B	1	2	2N/1	T-junction opposing flow	TrafficStreamMovement	2C/1	2Bx/1	100	0.34
2C	1	1	2Bx/1	T-junction opposing flow	TrafficStreamMovement	2S/1	2Bx/1	100	0.27
2C	1	1	2Bx/1	T-junction opposing flow	TrafficStreamMovement	2S/1	2Cx/1	100	0.27
2D	1	1	2Ax/1	T-junction opposing flow	TrafficStreamMovement	2N/1	2Dx/1	100	0.09
2D	1	1	2Ax/1	T-junction opposing flow	TrafficStreamMovement	2N/1	2Ax/1	100	0.24
2D	1	2	2S/1	T-junction opposing flow	TrafficStreamMovement	2N/1	2Dx/1	100	0.09
2D	1	2	2S/1	T-junction opposing flow	TrafficStreamMovement	2N/1	2Ax/1	100	0.22
2D	1	2	2S/1	T-junction opposing flow	TrafficStreamMovement	2A/1	2S/1	100	0.14
2D	1	2	2S/1	T-junction opposing flow	TrafficStreamMovement	2A/1	2Dx/1	100	0.31
3C2	1	1	3Dx2/1	T-junction opposing flow	TrafficStreamMovement	3Dx1/1	3Dx2/1	100	0.13
3D2	1	1	3Ax2/1	T-junction opposing flow	TrafficStreamMovement	3Ax1/1	3Ax2/1	100	0.13
3B3	1	1	3Cx2/1	T-junction opposing flow	TrafficStreamMovement	3Cx1/1	3Cx2/1	100	0.14
3A4	1	1	3Bx2/1	T-junction opposing flow	TrafficStreamMovement	3Bx1/1	3Bx2/1	100	0.14

T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
1a	1a	TrafficStream	✓	TrafficStream	Two-Way	1N/1	1N/1	1S/1	Two-Way	1E/1	1E/1	1Ea/1	Two-Way	1A/1	1A/1	1Ax/1	✓
2a	2a	TrafficStream	✓	TrafficStream	Two-Way	2N/1	2N/1	2S/1	Two-Way	2D/1	2D/1	2Dx/1	Two-Way	2A/1	2A/1	2Ax/1	✓
2b	2b	TrafficStream	✓	TrafficStream	Two-Way	2S/1	2S/1	2N/1	Two-Way	2B/1	2B/1	2Bx/1	Two-Way	2C/1	2C/1	2Cx/1	✓
3a	3a	TrafficStream	✓	TrafficStream	Entry Only				Entry Only	3Bx1/1		3Aa/1	Exit Only			3Bx2/1	✓
3b	3b	TrafficStream	✓	TrafficStream	Entry Only				Entry Only	3Cx1/1		3B3/1	Exit Only			3Cx2/1	✓
3c	3c	TrafficStream	✓	TrafficStream	Entry Only				Entry Only	3Dx1/1		3C2/1	Exit Only			3Dx2/1	✓
3d	3d	TrafficStream	✓	TrafficStream	Entry Only				Entry Only	3Ax1/1		3D2/1	Exit Only			3Ax2/1	✓

T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
1a	11.40	11.40	0.00	2.20	220.00
2a	6.60	6.60	0.00	2.20	210.00
2b	6.60	6.60	0.00	2.20	250.00
3a	10.00	10.00	0.00	2.20	0.00
3b	10.00	10.00	0.00	2.20	0.00
3c	10.00	10.00	0.00	2.20	0.00
3d	10.00	10.00	0.00	2.20	0.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.10	3.10	32.00	17.00
2a	2.80	2.80	19.00	24.00
2b	3.50	3.50	31.00	35.00
3a	4.60	4.60	0.00	250.00
3b	5.00	5.00	0.00	250.00
3c	4.90	4.90	0.00	150.00
3d	5.00	5.00	0.00	113.00

T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC- aBSlope	BC- aCSlope	BAIntercept (PCU/hr)	BA- aBSlope	BA- aCSlope	BA- cBSlope	BA- cCSlope	CBIntercept (PCU/hr)	CB- aBSlope	CB- aCSlope
1a	641	0.08	0.19	501	0.07	0.18	0.11	0.25	701	0.21	0.21
2a	628	0.09	0.24	496	0.09	0.22	0.14	0.31	696	0.26	0.26
2b	678	0.10	0.26	530	0.09	0.24	0.15	0.34	719	0.27	0.27
3a	906	0.05	0.14	694	0.05	0.12	0.08	0.18	574	0.09	0.09

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		1-1	1-2	1-3	1-4	1-5
From	1-1	0	0	581	2	7
	1-2	2	0	6	0	0
	1-3	1045	0	0	6	15
	1-4	0	0	0	0	0
	1-5	20	0	35	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1	1Ax/1	#0000FF	
	1-2	(unfiled)	1B/1	1Bx/1	#00FF00
	1-3	(unfiled)	1C/1	1Cx/1	#FF0000
	1-4	(unfiled)	1D/1	1Dx/1	#00FFFF
	1-5		1E/1	1Ex/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path Items	Allocation type	Normal Calculated Flow (PCU/hr)
1			1-1	1-5	1A/1, 1E/1	Normal	7
2			1-1	1-4	1A/1, 1B/1, 1Dx/1	Normal	2
3			1-1	1-3	1A/1, 1B/1, 1Cx/1	Normal	581
4			1-1	1-2	1A/1, 1B/1, 1Bx/1	Normal	0
5			1-5	1-1	1E/1, 1A/1	Normal	20
6			1-5	1-4	1E/1, 1B/1, 1Dx/1	Normal	0
7			1-5	1-3	1E/1, 1B/1, 1Cx/1	Normal	35
8			1-5	1-2	1E/1, 1B/1, 1Bx/1	Normal	0
9			1-2	1-4	1B/1, 1Dx/1	Normal	0
10			1-2	1-3	1B/1, 1Cx/1	Normal	6
11			1-2	1-5	1B/1, 1N/1, 1E/1	Normal	0
12			1-2	1-1	1B/1, 1N/1, 1A/1	Normal	2
13			1-3	1-4	1C/1, 1Dx/1	Normal	6
14			1-3	1-2	1C/1, 1Bx/1	Normal	0
15			1-3	1-5	1C/1, 1N/1, 1E/1	Normal	15
16			1-3	1-1	1C/1, 1N/1, 1A/1	Normal	1045
17			1-4	1-3	1D/1, 1Cx/1	Normal	0
18			1-4	1-2	1D/1, 1Bx/1	Normal	0
19			1-4	1-5	1D/1, 1N/1, 1E/1	Normal	0
20			1-4	1-1	1D/1, 1N/1, 1A/1	Normal	0

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		2-1	2-2	2-3	2-4
From	2-1	0	50	575	0
	2-2	202	0	111	2
	2-3	840	49	0	7
	2-4	6	0	9	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1	2A/1	2Ax/1	#FF00FF	
	2-2	(unfiled)	2B/1	2Bx/1	#FFA500
	2-3	(unfiled)	2C/1	2Cx/1	#A52A2A
	2-4		2D/1	2Dx/1	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path Items	Allocation type	Normal Calculated Flow (PCU/hr)
1			2-1	2-4	2A/1, 2Dx/1	Normal	0
2			2-1	2-2	2A/1, 2B/1, 2Bx/1	Normal	50
3			2-1	2-3	2A/1, 2B/1, 2Cx/1	Normal	575
4			2-4	2-1	2D/1, 2Ax/1	Normal	6
5			2-4	2-2	2D/1, 2B/1, 2Bx/1	Normal	0
6			2-4	2-3	2D/1, 2B/1, 2Cx/1	Normal	9
7			2-2	2-4	2B/1, 2N/1, 2Dx/1	Normal	2
8			2-2	2-1	2B/1, 2N/1, 2Ax/1	Normal	202
9			2-2	2-3	2B/1, 2Cx/1	Normal	111
10			2-3	2-4	2C/1, 2N/1, 2Dx/1	Normal	7

11		2-3	2-1	2C/1, 2N/1, 2Ax/1	Normal	840
12		2-3	2-2	2C/1, 2Bx/1	Normal	49

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		3-1	3-2	3-3	3-4
From	3-1	0	134	384	161
	3-2	90	0	47	93
	3-3	472	29	0	115
	3-4	334	685	210	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1	(unfiled)	3A/1	3A/2/1	#8A2BE2
	3-2	(unfiled)	3B/2, 3B/1	3B/2/1	#8ACD32
	3-3	(unfiled)	3C/1	3C/3/1	#6495ED
	3-4	(unfiled)	3D/1	3D/3/1	#02B48C

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path Items	Allocation type	Normal Calculated Flow (PCU/hr)
1			3-1	3-3	3A/1, 3A/5/1, 3A/1/1, 3C/2/1, 3C/3/1	Normal	131
2			3-1	3-3	3A/1, 3A/5/1, 3A/3/1, 3A/2/1, 3C/1/1, 3C/2/1, 3C/3/1	Normal	131
3			3-1	3-2	3A/1, 3A/5/1, 3A/3/1, 3A/4/1, 3A/1, 3A/2/1	Normal	134
4			3-1	3-3	3A/1, 3A/5/2, 3A/1/1, 3C/1/1, 3C/2/1, 3C/3/1	Normal	131
5			3-1	3-4	3A/1, 3A/5/2, 3A/1/2, 3D/1/1, 3D/2/1, 3D/3/1	Normal	161
6			3-2	3-4	3B/2, 3B/2/1, 3B/1/1, 3D/1/1, 3D/2/1, 3D/3/1	Normal	168
7			3-2	3-4	3B/2, 3B/2/2, 3B/1/1, 3D/1/1, 3D/2/1, 3D/3/1	Normal	168
8			3-2	3-1	3B/2, 3B/2/2, 3B/1/2, 3A/1/1, 3A/2/1	Normal	90
9			3-2	3-4	3B/1, 3B/2/1, 3B/1/1, 3D/1/1, 3D/2/1, 3D/3/1	Normal	168
10			3-2	3-3	3B/1, 3B/3/1, 3B/3/1, 3C/2/1, 3C/3/1	Normal	47
11			3-3	3-1	3C/1, 3C/3/1, 3C/1/1, 3A/1/1, 3A/2/1	Normal	236
12			3-3	3-4	3C/1, 3C/3/1, 3C/2/1, 3C/2/1, 3D/1/1, 3D/3/1	Normal	115
13			3-3	3-1	3C/1, 3C/3/2, 3C/1/1, 3A/1/1, 3A/2/1	Normal	236
14			3-3	3-2	3C/1, 3C/3/2, 3C/1/2, 3B/1/1, 3B/2/1	Normal	15
15			3-3	3-2	3C/1, 3C/3/3, 3C/1/2, 3B/1/1, 3B/2/1	Normal	15
16			3-4	3-2	3D/1, 3D/3/1, 3D/1/1, 3B/1/1, 3B/2/1	Normal	343
17			3-4	3-1	3D/1, 3D/3/1, 3D/2/1, 3D/2/1, 3A/2/1	Normal	334
18			3-4	3-2	3D/1, 3D/3/2, 3D/1/1, 3B/1/1, 3B/2/1	Normal	343
19			3-4	3-3	3D/1, 3D/3/2, 3D/1/2, 3C/1/1, 3C/2/1, 3C/3/1	Normal	105
20			3-4	3-3	3D/1, 3D/3/3, 3D/1/2, 3C/1/1, 3C/2/1, 3C/3/1	Normal	105

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 3

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
3		NetworkDefault	1	NetworkDefault	120	32

Controller Stream 3 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
3	Unspecified						Absolute

Controller Stream 3 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3	✓	✓		✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
3	(ALL)	(unfiled)	3	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
3	1	A, B, N	1	1	100
	2	A, E, N, P	1	1	100
	3	B, F	1	1	100
	4	B, N, O	1	1	100
	5	C, D, O	1	1	100
	6	C, G, M, O	1	1	100
	7	D, H	1	1	100
	8	D, O, P	1	1	100
	9	E, F, P	1	1	100
	10	F, M, P	1	1	100
	11	G, H, M	1	1	100
	12	H, M, N	1	1	100
	13	M, N, O, P	1	1	100

Stage Sequences

Table with columns: Controller Stream, Sequence, Name, Multiple cycling, Stage IDs, Stage ends, Minimum possible cycle time (s), Exclude from analysis. Shows sequences for Controller Stream 3.

Intergreen Matrix for Controller Stream 3

Intergreen matrix table with 'From' and 'To' columns and letters A-P representing stages.

Banned Stage transitions for Controller Stream 3

Banned stage transition matrix table with 'From' and 'To' columns and numbers 1-13.

Interstage Matrix for Controller Stream 3

Interstage matrix table with 'From' and 'To' columns and numbers 1-13.

Resultant Stages

Table with columns: Controller Stream, Resultant Stage, Is base stage, Library Stage ID, Phases in this stage, Stage start (s), Stage end (s), Stage duration (s), User stage minimum (s), Stage minimum (s).

Resultant Phase Green Periods

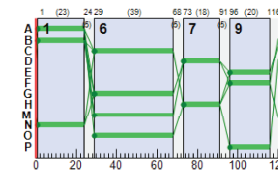
Table with columns: Controller Stream, Phase, Green period, Is base green period, Start time (s), End time (s), Duration (s).

Traffic Stream Green Times

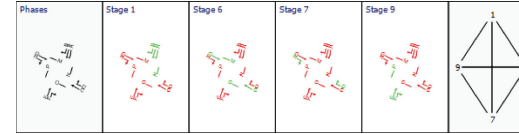
Table with columns: Arm, Traffic Stream, Traffic Node, Controller Stream, Phase, Green Period 1 (Start, End, Duration).

Table with columns: Controller Stream, Sequence, Name, Multiple cycling, Stage IDs, Stage ends, Minimum possible cycle time (s), Exclude from analysis.

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Table with columns: Time Segment, Controller stream, Phase min max penalty (£ per hr), Intergreen broken penalty (£ per hr), Stage constraint broken penalty (£ per hr), Cost of controller stream penalties (£ per hr).

Network Results

Run Summary

Run Summary table with columns: Analysis set used, Run start time, Run finish time, Run duration (s), Modelling start time (HH:mm), Network Cycle (s), Performance Index (£ per hr), Total network delay (PCU-hr), Highest DOS (%), Item with highest DOS, Number of oversaturated items, Percentage of oversaturated items, Item with worst signalised PRC, Item with worst unsignalised PRC, Item with worst overall PRC, Network within capacity.

Network Results: Vehicle summary

Table with columns: Time Segment, Degree of saturation (%), Practical reserve capacity (%), Calculated flow entering (PCU/hr), Actual green (s per cycle), Mean Delay per Veh (s), Weighted cost of delay (£ per hr), Weighted cost of stops (£ per hr), Performance Index (£ per hr).

Network Results: Flows and signals

Table with columns: Time Segment, Calculated flow entering (PCU/hr), Calculated flow out (PCU/hr), Flow discrepancy, Adjusted flow warning, Degree of saturation (%), DOS Threshold exceeded, Practical reserve capacity (%), Actual green (s per cycle), Effective green (s per cycle).

Final Prediction Table

Link Results

Link Results table with columns: Link, Name, Traffic node, Controller stream, Phase, Calculated flow entering (PCU/hr), Calculated sat flow (PCU/hr), Actual green (s per cycle), Wasted time total (s per cycle), Degree of saturation (%), Practical reserve capacity (%), JourneyTime (s), Mean Delay per Veh (s), Mean stops per Veh (s), Mean max queue (PCU), Mean end of red queue (PCU), Delay weighting multiplier (%), Stop weighting multiplier (%), Cost of traffic penalties (£ per hr), P.I.

Traffic Stream Results

Traffic Stream Results table with columns: Arm, Traffic Stream, Name, Traffic node, Controller stream, Phase, Calculated flow entering (PCU/hr), Calculated sat flow (PCU/hr), Actual green (s per cycle), Wasted time total (s per cycle), Degree of saturation (%), Practical reserve capacity (%), JourneyTime (s), Mean Delay per Veh (s), Mean stops per Veh (s), Mean max queue (PCU), Mean end of red queue (PCU), Delay weighting multiplier (%), Stop weighting multiplier (%), Cost of traffic penalties (£ per hr), P.I.

1Cx	1			i1						622	1800	120	0.00	35	160	6.41	0.53	0.00	0.09			100	100	0.00	1.29
1D	1	S/L/R		1b						0	0	120	120.00	0	-100	0.00	0.00	0.00	0.00			100	100	0.00	0.00
1Dx	1									8	Unrestricted	120	120.00	0	Unrestricted	1.00	0.00	0.00	0.00			100	100	0.00	0.00
1E	1	S/L/R		1a						55	297	120	120.00	19	386	3.65	1.37	0.00	0.02			100	100	0.00	0.30
1E1	1									22	Unrestricted	120	120.00	0	Unrestricted	2.28	0.00	0.00	0.00			100	100	0.00	0.00
1IN	1			1a						1048	1800	120	0.00	58	55	3.31	1.39	0.00	0.40			100	100	0.00	5.74
1IS	1			1b						618	1800	120	0.00	34	162	2.44	0.52	0.00	0.09			100	100	0.00	1.27
2A	1	S/L/R		2a						625	1800	120	0.00	35	159	8.81	0.53	0.00	0.09			100	100	0.00	1.31
2Ax	1			i1						1034	1800	120	0.00	57	57	9.39	1.35	0.00	0.39			100	100	0.00	5.49
2B	1	S/L/R		2b						315 <	293	120	0.00	107	-16	185.26	162.26	207.96	24.96 +			100	100	0.00	234.10
2Bx	1									99	Unrestricted	120	0.00	0	Unrestricted	3.00	0.00	0.00	0.00			100	100	0.00	0.00
2C	1	S/L/R		2b						896	1600	120	0.00	56	61	16.96	2.32	32.16	17.26			100	100	0.00	11.82
2Cx	1			i2						687	1800	120	0.00	38	136	14.78	0.62	0.00	0.12			100	100	0.00	1.67
2D	1	S/L/R		2a						15	220	120	120.00	7	1219	3.24	0.60	0.00	0.00			100	100	0.00	0.04
2Dx	1									9	Unrestricted	120	120.00	0	Unrestricted	2.64	0.00	0.00	0.00			100	100	0.00	0.00
2IN	1			2a						1037	9999	120	0.00	10	768	1.02	0.02	0.00	0.01			100	100	0.00	0.09
2IS	1			2b						634	9999	120	0.00	6	1319	1.01	0.01	0.00	0.00			100	100	0.00	0.03
3A	1	S	3a	3	A	290 <	1800	23	0.00	72	25	59.73	56.81	102.02	8.96 +	7.76	100	100	0.00	0.00	100	100	0.00	61.33	
3A	2	R	3a	3	B	159 <	1800	23	0.00	44	103	46.39	45.27	89.27	4.80 +	4.39	100	100	0.00	0.00	100	100	0.00	30.21	
3Ax1	1		3e			562	3600	120	79.00	16	477	1.41	0.09	0.00	0.01							100	100	0.00	0.21
3B1	1	S	3a	3	C	504 <	3600	39	0.00	42	114	34.01	32.09	76.62	13.17	11.35	100	100	0.00	0.00	100	100	0.00	68.64	
3B	2	R	3a	3	D	80	1800	18	0.00	32	185	48.58	47.68	89.72	2.72	2.60	100	100	0.00	0.00	100	100	0.00	17.03	
3Bx1	1		3h			716	3600	120	75.00	20	363	1.12	0.12	0.00	0.02							100	100	0.00	0.35
3C1	1	S	3a	3	E	472 <	3600	20	0.00	75	20	57.50	55.34	99.98	15.91 +	14.07	100	100	0.00	0.00	100	100	0.00	108.95	
3C	2	R	3a	3	F	30	1800	20	19.00	10	845	44.54	42.18	82.85	0.84	0.83	100	100	0.00	0.00	100	100	0.00	5.30	
3Cx1	1		3k			600	3600	120	76.00	17	440	1.10	0.10	0.00	0.02							100	100	0.00	0.24
3D1	1	S	3a	3	G	686 <	3600	39	0.00	57	57	36.50	34.94	82.20	19.05 +	15.62	100	100	0.00	0.00	100	100	0.00	101.62	
3D	2	R	3a	3	H	210 <	1800	18	0.00	74	22	66.59	65.03	107.43	7.64 +	6.88	100	100	0.00	0.00	100	100	0.00	56.70	
3Dx1	1		3o			963	3600	120	56.00	18	369	1.11	0.11	0.00	0.02							100	100	0.00	0.30
3A2	1	S	3a	3	A	130 <	1800	23	0.00	36	149	44.42	43.42	87.05	3.80 +	3.54	100	100	0.00	0.00	100	100	0.00	22.98	
3Ax2	1		i2			696	1800	120	0.00	50	81	21.17	4.97	53.02	19.02							100	100	0.00	23.53
3B2	1		3f			336	1800	120	55.00	19	382	2.27	0.23	0.00	0.02							100	100	0.00	0.30
3B	2		3f			258	1800	120	55.00	14	528	2.21	0.17	0.00	0.01							100	100	0.00	0.17
3Bx2	1					849	Unrestricted	120	0.00	0	Unrestricted	5.28	0.00	0.00	0.00							100	100	0.00	0.00
3C2	1	L	3e			115	789	120	1.00	15	502	1.41	0.41	0.00	0.01							100	100	0.00	0.19
3C2b	1		3e			115	1800	120	0.00	6	1309	2.47	0.07	0.00	0.00							100	100	0.00	0.03
3C2c	1		3i			647	3600	120	70.00	18	401	2.51	0.11	0.15	2.04							100	100	0.00	0.29
3D2	1	L	3e			334	763	120	0.00	44	106	2.91	1.83	0.00	0.17							100	100	0.00	2.41
3D2b	1		3i			334	1800	120	0.00	19	385	1.31	0.23	0.00	0.02							100	100	0.00	0.30
3Dx2	1		3p			778 <	3600	120	0.00	22	316	3.06	0.18	2.31	9.27 +							100	100	0.00	0.77
3A3	1		3b			262	1800	120	77.00	15	517	2.33	0.17	0.00	0.01							100	100	0.00	0.18
3B3	1	L	3k			47	653	120	120.00	6	1533	1.12	0.12	0.00	0.00							100	100	0.00	0.02
3B3b	1		3r			47	1800	120	120.00	3	3347	4.23	0.03	0.00	0.00							100	100	0.00	0.00
3C	1		3i			351	1800	120	74.00	20	362	3.36	0.24	0.00	0.02							100	100	0.00	0.34
3C3	2		3i			251	1800	120	74.00	14	545	3.28	0.16	0.00	0.01							100	100	0.00	0.16
3C	3		3i			15	1800	120	120.00	1	10700	3.13	0.01	0.00	0.00							100	100	0.00	0.00
3Cx3	1					647	Unrestricted	120	67.00	0	Unrestricted	2.64	0.00	0.00	0.00							100	100	0.00	0.00
3C	1		3m			677	1800	120	77.00	38	139	6.36	0.60	0.00	0.11							100	100	0.00	1.61
3D3	2		3m			448	1800	120	116.00	25	262	6.09	0.33	0.00	0.04							100	100	0.00	0.59
3D	3		3m			105	1800	120	93.00	6	1443	5.82	0.06	0.00	0.00							100	100	0.00	0.03
3Dx3	1					778	Unrestricted	120	0.00	0	Unrestricted	6.96	0.00	0.00	0.00							100	100	0.00	0.00
3A4	1	L	3h			133	808	120	0.00	16	449	1.44	0.44	0.00	0.02							100	100	0.00	0.23
3A4b	1		3q			133	1800	120	0.00	7	1122	1.16	0.08	0.00	0.00							100	100	0.00	0.04
3B4	1		3g			215	1800	120	0.00	12	663	1.46	0.14	0.00	0.01							100	100	0.00	0.12
3B	2		3g			426	1800	120	0.00	24	280	1.63	0.31	0.00	0.04							100	100	0.00	0.52
3C4	1		3i			617	3600	120	0.00	17	425	1.42	0.10	0.00	0.02							100	100	0.00	0.25
3D4	1		3n			1230	1800	120	0.00	68	32	4.79	2.15	0.00	0.73							100	100	0.00	10.42
3A5	1		3c			392	1800	120	61.00	22	313	1.28	0.28	0.00	0.03							100	100	0.00	0.43
3A	2		3c			289	1800	120	61.00	16	460	1.19	0.19	0.00	0.02							100	100	0.00	0.22
3A6	1		3d			681	1800	120	0.00	38	138	13.81	0.61	0.00	0.12							100	100	0.00	1.64

TRANSYT 16	
Version: 16.0.1.8473	
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 Report generation date: 14/07/2021 10:05:18

- »A1 - D10 - 2028 With Dev, PM :
- »Links
- »Arms and Traffic Streams
- »T-Junctions
- »Local OD Matrix - Local Matrix: 1
- »Local OD Matrix - Local Matrix: 2
- »Local OD Matrix - Local Matrix: 3
- »Signal Timings
- »Network Results
- »Final Prediction Table

Summary of network performance

PM					
Set ID	PI (E per hr)	Total delay (PCU-hrs)	Highest DOS	Number oversaturated	
2028 With Dev					
Network	D10	764.35	50.30	89% (TS 3D1(2))	0 (0%)

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr)	Mean journey speed (km/h)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	1008.36	86.28	11.69	29.34	23.08	744.47	45.28	0.00	789.74

A1 - D10 - 2028 With Dev, PM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3q	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.54	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1c
1Cx			1i
1D	Frankfort Centre		1d
1Dx			
1E	Old Frankfort		1e
1Ex			
1IN			1a
1IS			1b
2A	Dundrum Rd N		2a
2Ax			1i
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2c
2Cx			1i
2D	Frankfort Park		2a
2Dx			
2IN			2a
2IS			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3o
3A2	Dundrum Rd		3a
3Ax2			1i
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b			3s
3C2			3l
3D2	Churchtown Road Slip		3e
3D2b			3t
3Dx2			3p
3A3	Dundrum Rd		3b
3B3	Taney Road Slip		3k
3B3b			3r
3C3	Dundrum Bypass		3i
3C3x3			3m
3D3	Churchtown Road		3m
3D3x3			
3A4	Dundrum Rd Slip		3h
3A4b			3q
3B4	Taney Road		3g
3C4	Dundrum Bypass		3j
3D4	Churchtown Road		3n
3A5	Dundrum Rd		3c
3A6	Dundrum Rd		3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S/L/R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S/L/R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S/L/R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				49.00	✓	Sum of lanes	1800			Normal	
1D	1	S/L/R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S/L/R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1IN	1				16.00	✓	Sum of lanes	1800			Normal	
1IS	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S/L/R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S/L/R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S/L/R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S/L/R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2IN	1				7.00	✓	Sum of lanes	9999			Normal	
2IS	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800		✓	Normal	
	2	R			26.00	✓	Sum of lanes	1800		✓	Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600			Normal	
	1	S			16.00	✓	Sum of lanes	3600		✓	Normal	
3B1	2	R			16.00	✓	Sum of lanes	1800		✓	Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600			Normal	
	1	S			18.00	✓	Sum of lanes	3600		✓	Normal	
	2	R			18.00	✓	Sum of lanes	1800		✓	Normal	
3C1	1	S			8.00	✓	Sum of lanes	3600		✓	Normal	
3Cx1	1				8.00	✓	Sum of lanes	3600			Normal	
	1	S			13.00	✓	Sum of lanes	3600		✓	Normal	
3D1	2	R			13.00	✓	Sum of lanes	1800		✓	Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800		✓	Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
	1				17.00	✓	Sum of lanes	1800			Normal	
3B2	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
	1				26.00	✓	Sum of lanes	1800			Normal	
	2				26.00	✓	Sum of lanes	1800			Normal	
	3				26.00	✓	Sum of lanes	1800			Normal	
3C3x3	1				22.00						Normal	
	1				48.00	✓	Sum of lanes	1800			Normal	
3D3	2				48.00	✓	Sum of lanes	1800			Normal	
	3				48.00	✓	Sum of lanes	1800			Normal	
3D3x3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
3B4	1				11.00	✓	Sum of lanes	1800			Normal	
	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800		Normal
	2			8.00	✓	Sum of lanes	1800		Normal
3A6	1			110.00	✓	Sum of lanes	1800		Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				
1B	1	1	(unfilled)			1800
1Bx	1	1	(unfilled)			
1C	1	1	(unfilled)			1800
1Cx	1	1	(unfilled)			1800
1D	1	1	(unfilled)			1800
1Dx	1	1	(unfilled)			
1E	1	1				1800
1Ex	1	1				
1IN	1	1	(unfilled)			1800
1IS	1	1	(unfilled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				
2N	1	1				9999
2S	1	1				9999
	1	1	(unfilled)			1800
3A1	2	1	(unfilled)			1800
	1	1	(unfilled)			1800
3Ax1	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3B1	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3Bx1	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
	1	1	(unfilled)			1800
3C1	2	1	(unfilled)			1800
	1	1	(unfilled)			1800
3Cx1	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3D1	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3Dx1	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3A2	1	1	(unfilled)			1800
3Ax2	1	1	(unfilled)			1800
3B2	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3Bx2	1	1	(unfilled)			
	2	1	(unfilled)			
3C2	1	1	(unfilled)			1800
3C2b	1	1	(unfilled)			1800
3Cx2	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3D2	1	1	(unfilled)			1800
3D2b	1	1	(unfilled)			1800
3Dx2	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3A3	1	1	(unfilled)			1800
3B3	1	1	(unfilled)			1800
3B3b	1	1	(unfilled)			1800
	1	1	(unfilled)			1800
3C3	2	1	(unfilled)			1800
	3	1	(unfilled)			1800
3Cx3	1	1	(unfilled)			
	2	1	(unfilled)			
	1	1	(unfilled)			1800
3D3	2	1	(unfilled)			1800
	3	1	(unfilled)			1800
3Dx3	1	1	(unfilled)			
3A4	1	1	(unfilled)			1800
3A4b	1	1	(unfilled)			1800
3B4	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3C4	1	1	(unfilled)			1800
	2	1	(unfilled)			1800
3D4	1	1	(unfilled)			1800
3A5	2	1	(unfilled)			1800
3A6	1	1	(unfilled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
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(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	810	810
1Ax	1	702	702
1B	1	7	7
1Bx	1	8	8
1C	1	738	738
1Cx	1	826	826
1D	1	8	8
1Dx	1	0	0
1E	1	24	24
1Ex	1	51	51
1IN	1	738	738
1IS	1	819	819
2A	1	886	886
2Ax	1	729	729
2B	1	111	111
2Bx	1	195	195
2C	1	820	820
2Cx	1	879	879
2D	1	7	7
2Dx	1	21	21
2N	1	741	741
2S	1	884	884
3A1	1	426	426
	2	191	191
3Ax1	1	629	629
	1	580	580
3B1	2	76	76
3Bx1	1	483	483
	1	553	553
3C1	2	41	41
3Cx1	1	970	970
	1	442	442
3D1	2	331	331
3Dx1	1	771	771
3A2	1	213	213
3Ax2	1	872	872
3B2	1	387	387
	2	289	289
3Bx2	1	554	554
3C2	1	325	325
3C2b	1	325	325
3Cx2	1	1081	1081
3D2	1	243	243
3D2b	1	243	243
3Dx2	1	1096	1096
3A3	1	294	294
3B3	1	111	111
3B3b	1	111	111
	1	602	602
3C3	2	297	297
	3	21	21
3Cx3	1	1081	1081
	1	464	464
3D3	2	387	387
	3	166	166
3Dx3	1	1096	1096
3A4	1	81	81
3A4b	1	81	81
3B4	1	304	304
	2	463	463
3C4	1	919	919
3D4	1	1016	1016
3A5	1	507	507
	2	464	464
3A6	1	911	911

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
3A2	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.84	30.00
3B4	1	1.32	30.00

	2	1.32	30.00
3C4	1	1.32	30.00
3D4	1	2.64	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius (ft)	Traffic turn style	Turning radius (ft)
1Ax	1	1	TrafficStream	1E/1	1Ax/1	2.88	30.00	✓	Nearside	5.00
1Bx	1	1	TrafficStream	1C/1	1Bx/1	1.92	30.00	✓	Offside	9.49
1C	1	1	TrafficStream	2Ax/1	1C/1	5.76	30.00	✓	Straight	Straight Movement
1Cx	1	1	TrafficStream	1IS/1	1Cx/1	5.88	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	1.00	30.00	✓	Nearside	5.00
1Ex	1	1	TrafficStream	1Ax/1	1Ex/1	2.28	30.00	✓	Offside	5.11
1IN	1	1	TrafficStream	1C/1	1IN/1	1.92	30.00	✓	Straight	Straight Movement
1IS	1	1	TrafficStream	1Ax/1	1IS/1	1.92	30.00	✓	Straight	Straight Movement
2A	1	1	TrafficStream	1Cx/1	2A/1	8.28	30.00	✓	Straight	Straight Movement
2Ax	1	1	TrafficStream	2IN/1	2Ax/1	8.04	30.00	✓	Straight	Straight Movement
2Bx	1	1	TrafficStream	2IS/1	2Bx/1	3.00	30.00	✓	Nearside	5.00
2C	1	1	TrafficStream	3Ax/2/1	2C/1	14.64	30.00	✓	Straight	Straight Movement
2Cx	1	1	TrafficStream	2IS/1	2Cx/1	14.16	30.00	✓	Straight	Straight Movement
2Dx	1	1	TrafficStream	2IN/1	2Dx/1	2.64	30.00	✓	Nearside	5.00
2IN	1	1	TrafficStream	2C/1	2IN/1	1.00	30.00	✓	Straight	Straight Movement
2IS	1	1	TrafficStream	2D/1	2IS/1	1.00	30.00	✓	Offside	5.00
3A1	1	1	TrafficStream	3AS/2	3A1/1	3.12	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3AS/2	3A1/2	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	1	TrafficStream	3Bx/2	3Ax1/1	1.32	30.00	✓	Offside	21.27
3B1	1	1	TrafficStream	3B2/2	3B1/1	1.92	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3B2/2	3B1/2	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	1	TrafficStream	3C1/2	3Bx1/1	1.00	30.00	✓	Offside	9.64
3C1	1	1	TrafficStream	3C3/1	3C1/1	2.16	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3C3/3	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	1	TrafficStream	3Ax1/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
3D1	1	1	TrafficStream	3D3/1	3D1/1	1.56	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3D3/2	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	1	TrafficStream	3A1/2	3Dx1/1	1.00	30.00	✓	Offside	9.12
3A2	1	1	TrafficStream	3A3/1	3A2/1	1.00	30.00	✓	Offside	42.55
3Ax2	1	1	TrafficStream	3Ax2/1	3Ax2/1	16.20	30.00	✓	Nearside	95.76
3B2	1	1	TrafficStream	3B2/1	3B2/1	2.04	30.00	✓	Offside	77.52
	2	1	TrafficStream	3B2/2	3B2/2	2.04	30.00	✓	Offside	77.52
3Bx2	1	1	TrafficStream	3A4/1	3Bx2/1	5.28	30.00	✓	Nearside	17.14
3C2	1	1	TrafficStream	3C2b/1	3C2/1	1.00	30.00	✓	Nearside	26.04
3C2b	1	1	TrafficStream	3C3/1	3C2b/1	2.40	30.00	✓	Nearside	13.36
3Cx2	1	1	TrafficStream	3B3/1	3Cx2/1	2.40	30.00	✓	Nearside	5.00
3D2	1	1	TrafficStream	3D2b/1	3D2/1	1.08	30.00	✓	Nearside	13.03
3D2b	1	1	TrafficStream	3D3/1	3D2b/1	1.08	30.00	✓	Nearside	31.02
3Dx2	1	1	TrafficStream	3C2/1	3Dx2/1	2.88	30.00	✓	Nearside	8.92
3A3	1	1	TrafficStream	3AS/1	3A3/1	2.16	30.00	✓	Straight	Straight Movement
3B3	1	1	TrafficStream	3B3b/1	3B3/1	1.00	30.00	✓	Straight	Straight Movement
3B3b	1	1	TrafficStream	3B4/1	3B3b/1	4.20	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3C4/1	3C3/1	3.12	30.00	✓	Straight	Straight Movement
3C3	2	1	TrafficStream	3C4/1	3C3/2	3.12	30.00	✓	Straight	Straight Movement
	3	1	TrafficStream	3C4/1	3C3/3	3.12	30.00	✓	Straight	Straight Movement
3Cx3	1	1	TrafficStream	3C4/1	3Cx3/1	2.64	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D4/1	3D3/1	5.76	30.00	✓	Offside	54.01
3D3	2	1	TrafficStream	3D4/1	3D3/2	5.76	30.00	✓	Offside	54.01
	3	1	TrafficStream	3D4/1	3D3/3	5.76	30.00	✓	Offside	53.00
3Dx3	1	1	TrafficStream	3Dx2/1	3Dx3/1	6.96	30.00	✓	Straight	Straight Movement
3A4	1	1	TrafficStream	3A4/1	3A4/1	1.00	30.00	✓	Nearside	13.85
3A4b	1	1	TrafficStream	3A4b/1	3A4b/1	1.08	30.00	✓	Nearside	24.00
3A5	1	1	TrafficStream	3A5/1	3A5/1	1.00	30.00	✓	Offside	43.87
3A5b	2	1	TrafficStream	3A5/1	3A5/2	1.00	30.00	✓	Offside	42.69
3A6	1	1	TrafficStream	2C/1	3A6/1	13.20	30.00	✓	Straight	Straight Movement
1Ax	1	2	TrafficStream	1IN/1	1Ax/1	2.88	30.00	✓	Straight	Straight Movement
1Bx	1	2	TrafficStream	1IS/1	1Bx/1	1.92	30.00	✓	Nearside	5.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	5.88	30.00	✓	Nearside	5.00
1Dx	1	2	TrafficStream	1IS/1	1Dx/1	1.00	30.00	✓	Offside	8.12
1Ex	1	2	TrafficStream	1IN/1	1Ex/1	2.28	30.00	✓	Nearside	5.00
1IN	1	2	TrafficStream	1B/1	1IN/1	1.92	30.00	✓	Offside	5.00
1IS	1	2	TrafficStream	1E/1	1IS/1	1.92	30.00	✓	Offside	5.00
2Ax	1	2	TrafficStream	2D/1	2Ax/1	8.04	30.00	✓	Nearside	5.00
2Bx	1	2	TrafficStream	2C/1	2Bx/1	3.00	30.00	✓	Offside	5.91
2Cx	1	2	TrafficStream	2B/1	2Cx/1	14.16	30.00	✓	Nearside	5.00
2Dx	1	2	TrafficStream	2A/1	2Dx/1	2.64	30.00	✓	Offside	5.50

2IN	1	2	TrafficStream	2B/1	2IN/1	1.00	30.00	✓	Offside	5.00
2IS	1	2	TrafficStream	2A/1	2IS/1	1.00	30.00	✓	Straight	Straight Movement
3A1	1	2	TrafficStream	3AS/1	3A1/1	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	2	TrafficStream	3C1/1	3Ax1/1	1.32	30.00	✓	Straight	Straight Movement
3B1	1	2	TrafficStream	3B2/1	3B1/1	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	2	TrafficStream	3D1/1	3Bx1/1	1.00	30.00	✓	Straight	Straight Movement
	1	2	TrafficStream	3C3/2	3C1/1	2.16	30.00	✓	Straight	Straight Movement
3C1	2	2	TrafficStream	3C3/2	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	2	TrafficStream	3A2/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
	1	2	TrafficStream	3D3/2	3D1/1	1.56	30.00	✓	Straight	Straight Movement
	2	2	TrafficStream	3D3/3	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	2	TrafficStream	3B1/1	3Dx1/1	1.00	30.00	✓	Straight	Straight Movement
3A2	1	2	TrafficStream	3D2/1	3A2/1	16.20	30.00	✓	Nearside	10.47
3B2	1	2	TrafficStream	3B4/1	3B2/1	2.04	30.00	✓	Offside	80.06
3Bx2	1	2	TrafficStream	3Bx1/1	3Bx2/1	5.28	30.00	✓	Straight	Straight Movement
3Cx2	1	2	TrafficStream	3Cx1/1	3Cx2/1	2.40	30.00	✓	Straight	Straight Movement
3Dx2	1	2	TrafficStream	3Dx1/1	3Dx2/1	2.88	30.00	✓	Offside	92.00
1Bx	1	3	TrafficStream	1D/1	1Bx/1	1.92	30.00	✓	Straight	Straight Movement
1Cx	1	3	TrafficStream	1D/1	1Cx/1	5.88	30.00	✓	Offside	5.00
1Dx	1	3	TrafficStream	1B/1	1Dx/1	1.00	30.00	✓	Straight	Straight Movement
1IN	1	3	TrafficStream	1D/1	1IN/1	1.92	30.00	✓	Nearside	5.00
3Cx1	1	3	TrafficStream	3D1/2	3Cx1/1	1.00	30.00	✓	Offside	22.05

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
(ALL)	1	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1A	1	1	1E/1	701	1800	100
		2	1IS/1	1800	1800	100
		1	1Dx/1	561	1800	100
1B	1	2	1Cx/1	687	1800	100
		3	1IN/1	561	1800	100
1D	1	1	1IN/1	687	1800	100
		2	1Bx/1	561	1800	100
		3	1Cx/1	561	1800	100
1E	1	1	1Ax/1	641	1800	100
		2	1IS/1	501	1800	100
2A	1	1	2Dx/1	696	1800	100
		2	2IS/1	1800	1800	100
2B	1	1	2C/1	678	1800	100
		2	2IN/1	530	1800	100
2C	1	1	2Bx/1	719	1800	100
		2	2IN/1	1800	1800	100
2D	1	2	2Ax/1	626	1800	100
		2	2IS/1	486	1800	100
3D2	1	1	3Dx/1	855	1800	100
3D2	1	1	3Ax/2/1	834	1800	100
3B3	1	1	3Cx/2/1	938	1800	100
3A4	1	1	3Bx2/1	906	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1A	1	1	1E/1	T-junction opposing flow	TrafficStreamMovement	1IN/1	1E/1	100	0.21	
				T-junction opposing flow	TrafficStreamMovement	1IN/1	1Ax/1	100	0.21	
				straight	TrafficStreamMovement	1C/1	1Dx/1	100	0.22	
					TrafficStreamMovement	1C/1	1IN/1	100	0.22	
					TrafficStreamMovement	1C/1	1Bx/1	100	0.32	
					TrafficStreamMovement	1IS/1	1Cx/1	100	0.27	
					TrafficStreamMovement	1IS/1	1Bx/1	100	0.11	
					TrafficStreamMovement	1C/1	1IN/1	100	0.16	
					TrafficStreamMovement	1C/1	1Bx/1	100	0.37	
					TrafficStreamMovement	1IS/1	1Bx/1	100	0.10	
					TrafficStreamMovement	1C/1	1Cx/1	100	0.26	
					TrafficStreamMovement	1IS/1	1Dx/1	100	0.26	
					TrafficStreamMovement	1D/1	1Bx/1	100	0.26	
					TrafficStreamMovement	1D/1	1Cx/1	100	0.13	
				straight	TrafficStreamMovement	1C/1	1IN/1	100	0.27	
				left	TrafficStreamMovement	1C/1	1Dx/1	100	0.11	
					TrafficStreamMovement	1IS/1	1Dx/1	100	0.37	
					TrafficStreamMovement	1IS/1	1Cx/1	100	0.16	
					TrafficStreamMovement	1IS/1	1Bx/1	100	0.16	
					TrafficStreamMovement	1C/1	1Dx/1	100	0.10	
					TrafficStreamMovement	1C/1	1IN/1	100	0.26	
					TrafficStreamMovement	1C/1	1Bx/1	100	0.26	
					TrafficStreamMovement	1IS/1	1Cx/1	100	0.16	
					TrafficStreamMovement	1IS/1	1Dx/1	100	0.37	
					TrafficStreamMovement	1C/1	1Dx/1	100	0.10	

Section	Location	Phase	Movement	Flow	PCU				
1E	1	1Ax/1	TrafficStreamMovement	1B/1	1Dx/1	100	0.26		
			TrafficStreamMovement	1B/1	1Cx/1	100	0.26		
	2	1B/1	T-junction opposing flow	TrafficStreamMovement	1N/1	1N/1	100	0.13	
			T-junction opposing flow	TrafficStreamMovement	1N/1	1Ex/1	100	0.08	
			T-junction opposing flow	TrafficStreamMovement	1N/1	1Ax/1	100	0.19	
			T-junction opposing flow	TrafficStreamMovement	1N/1	1Ex/1	100	0.07	
2A	1	2Dx/1	T-junction opposing flow	TrafficStreamMovement	2N/1	2Dx/1	100	0.26	
			T-junction opposing flow	TrafficStreamMovement	2N/1	2Ax/1	100	0.26	
	2	1B/1	T-junction opposing flow	TrafficStreamMovement	2S/1	2Bx/1	100	0.10	
			T-junction opposing flow	TrafficStreamMovement	2S/1	2Cx/1	100	0.26	
			T-junction opposing flow	TrafficStreamMovement	2S/1	2Bx/1	100	0.09	
			T-junction opposing flow	TrafficStreamMovement	2S/1	2Cx/1	100	0.24	
2B	1	2Cx/1	T-junction opposing flow	TrafficStreamMovement	2S/1	2Cx/1	100	0.26	
			T-junction opposing flow	TrafficStreamMovement	2S/1	2Cx/1	100	0.26	
	2	2N/1	T-junction opposing flow	TrafficStreamMovement	2C/1	2N/1	100	0.15	
			T-junction opposing flow	TrafficStreamMovement	2C/1	2Bx/1	100	0.34	
			T-junction opposing flow	TrafficStreamMovement	2S/1	2Bx/1	100	0.27	
			T-junction opposing flow	TrafficStreamMovement	2S/1	2Cx/1	100	0.27	
2C	1	2Bx/1	T-junction opposing flow	TrafficStreamMovement	2N/1	2Dx/1	100	0.09	
			T-junction opposing flow	TrafficStreamMovement	2N/1	2Ax/1	100	0.24	
	2	2S/1	T-junction opposing flow	TrafficStreamMovement	2N/1	2Dx/1	100	0.09	
			T-junction opposing flow	TrafficStreamMovement	2N/1	2Ax/1	100	0.22	
			T-junction opposing flow	TrafficStreamMovement	2A/1	2S/1	100	0.14	
			T-junction opposing flow	TrafficStreamMovement	2A/1	2Dx/1	100	0.31	
3C2	1	1	3Dx2/1	T-junction opposing flow	TrafficStreamMovement	3Dx1/1	3Dx2/1	100	0.13
3D2	1	1	3Ax2/1	T-junction opposing flow	TrafficStreamMovement	3Ax1/1	3Ax2/1	100	0.13
3B3	1	1	3Cx2/1	T-junction opposing flow	TrafficStreamMovement	3Cx1/1	3Cx2/1	100	0.14
3A4	1	1	3Bx2/1	T-junction opposing flow	TrafficStreamMovement	3Bx1/1	3Bx2/1	100	0.14

T-Junctions

T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
1a			✓	TrafficStream	Two-Way	1N/1	1N/1	1B/1	Two-Way	1E/1	1E/1	1Ex/1	Two-Way	1A/1	1A/1	1Ax/1	✓
2a			✓	TrafficStream	Two-Way	2N/1	2N/1	2S/1	Two-Way	2D/1	2D/1	2Dx/1	Two-Way	2A/1	2A/1	2Ax/1	✓
2b			✓	TrafficStream	Two-Way	2S/1	2S/1	2N/1	Two-Way	2B/1	2B/1	2Bx/1	Two-Way	2C/1	2C/1	2Cx/1	✓
3a			✓	TrafficStream	Entry Only			3Bx1/1	Entry Only			3A4/1	Exit Only			3Bx2/1	✓
3b			✓	TrafficStream	Entry Only			3Cx1/1	Entry Only			3B3/1	Exit Only			3Cx2/1	✓
3c			✓	TrafficStream	Entry Only			3Dx1/1	Entry Only			3C2/1	Exit Only			3Dx2/1	✓
3d			✓	TrafficStream	Entry Only			3Ax1/1	Entry Only			3D2/1	Exit Only			3Ax2/1	✓

T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
1a	11.40	11.40	0.00	2.20	220.00
2a	6.60	6.60	0.00	2.20	210.00
2b	6.60	6.60	0.00	2.20	250.00
3a	10.00	10.00	0.00	2.20	0.00
3b	10.00	10.00	0.00	2.20	0.00
3c	10.00	10.00	0.00	2.20	0.00
3d	10.00	10.00	0.00	2.20	0.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.10	3.10	32.00	17.00
2a	2.80	2.80	19.00	24.00
2b	3.50	3.50	31.00	35.00
3a	4.60	4.60	0.00	250.00
3b	5.00	5.00	0.00	250.00
3c	4.90	4.90	0.00	150.00
3d	5.00	5.00	0.00	113.00

T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-cBSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-cBSlope	BA-cBSlope	BCIntercept (PCU/hr)	CB-aBSlope	CB-cBSlope	
1a	641	0.08	0.19	501	0.07	0.18	0.11	0.25	701	0.21	0.21
2a	628	0.09	0.24	496	0.09	0.22	0.14	0.31	696	0.26	0.26
2b	678	0.10	0.26	530	0.09	0.24	0.15	0.34	719	0.27	0.27
3a	906	0.05	0.14	694	0.05	0.12	0.08	0.18	574	0.09	0.09
3b	938	0.06	0.14	718	0.05	0.13	0.08	0.18	574	0.09	0.09
3c	855	0.05	0.13	655	0.05	0.12	0.07	0.17	574	0.09	0.09
3d	834	0.05	0.13	639	0.05	0.11	0.07	0.16	574	0.09	0.09

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To				
		1-1	1-2	1-3	1-4	1-5
From	1-1	0	6	791	0	13
	1-2	0	0	7	0	0
	1-3	698	2	0	0	38
	1-4	2	0	6	0	0
	1-5	2	0	22	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1	1Ax/1		#0000FF
	1-2	(united)	1B/1	1Bx/1	#00FF00
	1-3	(united)	1C/1	1Cx/1	#FFFFFF00
	1-4	(united)	1D/1	1Dx/1	#00FFFF
	1-5		1E/1	1E/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-5	1A/1, 1E/1	Normal	13
	2		1-1	1-4	1A/1, 1S/1, 1Dx/1	Normal	0
	3		1-1	1-3	1A/1, 1S/1, 1Cx/1	Normal	791
	4		1-1	1-2	1A/1, 1S/1, 1Bx/1	Normal	6
	5		1-5	1-1	1E/1, 1Ax/1	Normal	2
	6		1-5	1-4	1E/1, 1S/1, 1Dx/1	Normal	0
	7		1-5	1-3	1E/1, 1S/1, 1Cx/1	Normal	22
	8		1-5	1-2	1E/1, 1S/1, 1Bx/1	Normal	0
	9		1-2	1-4	1B/1, 1Dx/1	Normal	0
	10		1-2	1-3	1B/1, 1Cx/1	Normal	7
	11		1-2	1-5	1B/1, 1N/1, 1E/1	Normal	0
	12		1-2	1-1	1B/1, 1N/1, 1Ax/1	Normal	0
	13		1-3	1-4	1C/1, 1Dx/1	Normal	0
	14		1-3	1-2	1C/1, 1Bx/1	Normal	2
	15		1-3	1-5	1C/1, 1N/1, 1E/1	Normal	38
	16		1-3	1-1	1C/1, 1N/1, 1Ax/1	Normal	698
	17		1-4	1-3	1D/1, 1Cx/1	Normal	6
	18		1-4	1-2	1D/1, 1Bx/1	Normal	0
	19		1-4	1-5	1D/1, 1N/1, 1E/1	Normal	0
	20		1-4	1-1	1D/1, 1N/1, 1Ax/1	Normal	2

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

		To			
		2-1	2-2	2-3	2-4
From	2-1	0	88	793	5
	2-2	26	0	83	2
	2-3	699	107	0	14
	2-4	4	0	3	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1	2A/1	2Ax/1		#FF00FF
	2-2	(united)	2B/1	2Bx/1	#FFA500
	2-3	(united)	2C/1	2Cx/1	#A52A2A
	2-4		2D/1	2Dx/1	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-1	2-4	2A/1, 2Dx/1	Normal	5
	2		2-1	2-2	2A/1, 2S/1, 2Bx/1	Normal	88
	3		2-1	2-3	2A/1, 2S/1, 2Cx/1	Normal	793
	4		2-4	2-1	2D/1, 2Ax/1	Normal	4
	5		2-4	2-2	2D/1, 2S/1, 2Bx/1	Normal	0
	6		2-4	2-3	2D/1, 2S/1, 2Cx/1	Normal	3
	7		2-2	2-4	2B/1, 2N/1, 2Dx/1	Normal	2
	8		2-2	2-1	2B/1, 2N/1, 2Ax/1	Normal	26
	9		2-2	2-3	2B/1, 2Cx/1	Normal	83
	10		2-3	2-4	2C/1, 2N/1, 2Dx/1	Normal	14

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Filename: H081 TRANSYT Model 20210623.116
 Path: J:\H_JOBS\Job-H081\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
 Report generation date: 14/07/2021 10:05:48

«A1 - : D11 - 2038 No Dev, AM :

- »Links
- »Arms and Traffic Streams
- »T-Junctions
- »Local OD Matrix - Local Matrix: 1
- »Local OD Matrix - Local Matrix: 2
- »Local OD Matrix - Local Matrix: 3
- »Signal Timings
- »Network Results
- »Final Prediction Table

Summary of network performance

AM					
Set ID	PI (E per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	
2038 No Dev					
Network	D11	1092.10	73.30	122% (TS 2B*1)	1 (1%)

A1 - D11 - 2038 No Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3t	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.64	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1b
1Cx			i1
1D	Frankfort Centre		1b
1Dx			
1E	Old Frankfort		1a
1Ex			1a
1IN			1a
1IS			1b
2A	Dundrum Rd N		2a
2Ax			i1
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2b
2Cx			i2
2D	Frankfort Park		2a
2Dx			
2IN			2a
2IS			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3c
3A2	Dundrum Rd		3a
3Ax2			i2
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

Table listing road segments from 3C2b to 3A6, including details like road name, lane count, and slip status.

Summary table for road segments, showing Saturation Flow (8.00, 110.00) and Sum of lanes (1800).

Traffic Streams

Main table for Traffic Streams, detailing Arm, Traffic Stream, Lane, Name, Description, Auto length, Length (m), Has Saturation Flow, Saturation flow source, Saturation flow (PCU/hr), Is signal controlled, Is give way, Traffic type, and Allow Nearside Turn On Red.

Lanes

Main table for Lanes, detailing Arm, Traffic Stream, Lane, Name, Description, Use RRB?, and Saturation flow (PCU/hr).

Modelling

Summary table for Modelling, showing Stop weighting multiplier (100), Delay weighting multiplier (100), and Assignment Cost Weighting (100).

Modelling - Advance

Summary table for Modelling - Advance, showing Initial queue (PCU), Vehicle-in-Service, and Random parameter.

Normal traffic - Modelling

Summary table for Normal traffic - Modelling, showing Stop weighting (%) and Delay weighting (%).

(ALL)	(ALL)	100	100
-------	-------	-----	-----

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	633	633
1Ax	1	1130	1130
1B	1	9	9
1Bx	1	0	0
1C	1	1142	1142
1Cx	1	639	639
1D	1	0	0
1Dx	1	9	9
1E	1	14	14
1Ex	1	20	20
1IN	1	1139	1139
1IS	1	636	636
2A	1	642	642
2Ax	1	1123	1123
2B	1	339	339
2Bx	1	103	103
2C	1	959	959
2Cx	1	720	720
2D	1	16	16
2Dx	1	10	10
2IN	1	1127	1127
2IS	1	652	652
3A1	1	273	273
	2	166	166
3Ax1	1	603	603
	1	538	538
3B1	2	97	97
3Bx1	1	765	765
	1	506	506
3C1	2	32	32
3Cx1	1	634	634
3D	1	733	733
	2	225	225
3Dx1	1	704	704
3A2	1	136	136
3Ax2	1	960	960
	1	359	359
3B2	2	276	276
3Bx2	1	903	903
3C2	1	124	124
3C2b	1	124	124
3Cx2	1	684	684
3D2b	1	357	357
3Dx2	1	628	628
3A3	1	274	274
3B3	1	50	50
3B3b	1	50	50
	1	377	377
3C3	2	269	269
	3	16	16
3Cx3	1	684	684
	1	724	724
3D3	2	479	479
	3	113	113
3Dx3	1	828	828
3A4	1	138	138
3A4b	1	138	138
3B4	2	456	456
3C4	1	662	662
3D4	1	1315	1315
3A5	1	411	411
3A5	2	302	302
3A6	1	713	713

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.64	30.00
3B4	1	1.32	30.00

	2	1.32	30.00
3C4	1	1.32	30.00
3D4	1	2.64	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1E/1	1Ax/1	2.88	30.00	✓	Nearside	5.00
1Bx	1	1	TrafficStream	1C/1	1Bx/1	1.92	30.00	✓	Offside	9.49
1C	1	1	TrafficStream	2Ax/1	1C/1	5.76	30.00	✓	Straight	Straight Movement
1Cx	1	1	TrafficStream	1IS/1	1Cx/1	5.88	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	1.00	30.00	✓	Nearside	5.00
1Ex	1	1	TrafficStream	1A/1	1Ex/1	2.28	30.00	✓	Offside	5.11
1IN	1	1	TrafficStream	1C/1	1IN/1	1.92	30.00	✓	Straight	Straight Movement
1IS	1	1	TrafficStream	1A/1	1IS/1	1.92	30.00	✓	Straight	Straight Movement
2A	1	1	TrafficStream	1Cx/1	2A/1	8.28	30.00	✓	Straight	Straight Movement
2Ax	1	1	TrafficStream	2IN/1	2Ax/1	6.04	30.00	✓	Straight	Straight Movement
2Bx	1	1	TrafficStream	2IS/1	2Bx/1	3.00	30.00	✓	Nearside	5.00
2C	1	1	TrafficStream	3Ax2/1	2C/1	14.64	30.00	✓	Straight	Straight Movement
2Cx	1	1	TrafficStream	2IS/1	2Cx/1	14.16	30.00	✓	Straight	Straight Movement
2Dx	1	1	TrafficStream	2IN/1	2Dx/1	2.64	30.00	✓	Nearside	5.00
2IN	1	1	TrafficStream	2C/1	2IN/1	1.00	30.00	✓	Straight	Straight Movement
2IS	1	1	TrafficStream	2D/1	2IS/1	1.00	30.00	✓	Offside	5.00
	1	1	TrafficStream	3A5/2	3A1/1	3.12	30.00	✓	Straight	Straight Movement
3A1	2	1	TrafficStream	3A5/2	3A1/2	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	1	TrafficStream	3B1/2	3Ax1/1	1.32	30.00	✓	Offside	21.27
	1	1	TrafficStream	3B2/2	3B1/1	1.92	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3B2/2	3B1/2	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	1	TrafficStream	3C1/2	3Bx1/1	1.00	30.00	✓	Offside	9.64
	1	1	TrafficStream	3C3/1	3C1/1	2.16	30.00	✓	Straight	Straight Movement
3C1	2	1	TrafficStream	3C3/3	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	1	TrafficStream	3A1/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D3/1	3D1/1	1.56	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3D3/2	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	1	TrafficStream	3A1/2	3Dx1/1	1.00	30.00	✓	Offside	9.12
3A2	1	1	TrafficStream	3A3/1	3A2/1	1.00	30.00	✓	Offside	42.55
3Ax2	1	1	TrafficStream	3Ax1/1	3Ax2/1	16.20	30.00	✓	Nearside	95.76
	1	1	TrafficStream	3B4/2	3B2/1	2.04	30.00	✓	Offside	77.52
3B2	2	1	TrafficStream	3B4/2	3B2/2	2.04	30.00	✓	Offside	77.52
3Bx2	1	1	TrafficStream	3A4/1	3Bx2/1	5.28	30.00	✓	Nearside	16.14
3C2	1	1	TrafficStream	3C2b/1	3C2/1	1.00	30.00	✓	Nearside	27.04
	1	1	TrafficStream	3C3/1	3C2b/1	2.40	30.00	✓	Nearside	13.36
3Cx2	1	1	TrafficStream	3B3/1	3Cx2/1	2.40	30.00	✓	Nearside	5.00
3D2	1	1	TrafficStream	3D2b/1	3D2/1	1.08	30.00	✓	Nearside	13.03
3D2b	1	1	TrafficStream	3D3/1	3D2b/1	1.08	30.00	✓	Nearside	31.02
3Dx2	1	1	TrafficStream	3C2/1	3Dx2/1	2.88	30.00	✓	Nearside	8.92
3A3	1	1	TrafficStream	3A5/1	3A3/1	2.16	30.00	✓	Straight	Straight Movement
3B3	1	1	TrafficStream	3B3b/1	3B3/1	1.00	30.00	✓	Straight	Straight Movement
3B3b	1	1	TrafficStream	3B4/1	3B3b/1	4.20	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3C4/1	3C3/1	3.12	30.00	✓	Straight	Straight Movement
3C3	2	1	TrafficStream	3C4/1	3C3/2	3.12	30.00	✓	Straight	Straight Movement
	3	1	TrafficStream	3C4/1	3C3/3	3.12	30.00	✓	Straight	Straight Movement
3C3	1	1	TrafficStream	3C4/2/1	3C3/1	2.64	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D4/1	3D3/1	5.76	30.00	✓	Offside	54.01
3D3	2	1	TrafficStream	3D4/1	3D3/2	5.76	30.00	✓	Offside	54.01
	3	1	TrafficStream	3D4/1	3D3/3	5.76	30.00	✓	Offside	53.00
3D3	1	1	TrafficStream	3Dx2/1	3D3/1	6.96	30.00	✓	Straight	Straight Movement
3A4	1	1	TrafficStream	3A4b/1	3A4/1	1.00	30.00	✓	Nearside	13.85
3A4b	1	1	TrafficStream	3A3/1	3A4b/1	1.08	30.00	✓	Nearside	24.02
	1	1	TrafficStream	3A6/1	3A5/1	1.00	30.00	✓	Offside	43.87
3A5	2	1	TrafficStream	3A6/1	3A5/2	1.00	30.00	✓	Offside	42.69
3A6	1	1	TrafficStream	2C/1	3A6/1	13.20	30.00	✓	Straight	Straight Movement
1Ax	1	2	TrafficStream	1IN/1	1Ax/1	2.88	30.00	✓	Straight	Straight Movement
1Bx	1	2	TrafficStream	1IS/1	1Bx/1	1.92	30.00	✓	Nearside	5.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	5.88	30.00	✓	Nearside	5.00
1Dx	1	2	TrafficStream	1IS/1	1Dx/1	1.00	30.00	✓	Offside	8.12
1Ex	1	2	TrafficStream	1IN/1	1Ex/1	2.28	30.00	✓	Nearside	5.00
1IN	1	2	TrafficStream	1B/1	1IN/1	1.92	30.00	✓	Offside	5.00
1IS	1	2	TrafficStream	1E/1	1IS/1	1.92	30.00	✓	Offside	5.00
2Ax	1	2	TrafficStream	2D/1	2Ax/1	6.04	30.00	✓	Nearside	5.00
2Bx	1	2	TrafficStream	2C/1	2Bx/1	3.00	30.00	✓	Offside	5.91
2Cx	1	2	TrafficStream	2B/1	2Cx/1	14.16	30.00	✓	Nearside	5.00
2Dx	1	2	TrafficStream	2A/1	2Dx/1	2.64	30.00	✓	Offside	5.50

Stage Sequences

Table with columns: Controller Stream, Sequence, Name, Multiple cycling, Stage IDs, Stage ends, Minimum possible cycle time (s), Exclude from analysis. Contains 10 stage sequences for controller stream 3.

Intergreen Matrix for Controller Stream 3

Intergreen matrix table for controller stream 3 with columns A through P and rows From/To.

Banned Stage transitions for Controller Stream 3

Banned stage transitions table for controller stream 3 with columns 1 through 13 and rows From/To.

Interstage Matrix for Controller Stream 3

Interstage matrix table for controller stream 3 with columns 1 through 13 and rows From/To.

Resultant Stages

Table with columns: Controller Stream, Resultant Stage, Is base stage, Library Stage ID, Phases in this stage, Stage start (s), Stage end (s), Stage duration (s), User stage minimum (s), Stage minimum (s).

Resultant Phase Green Periods

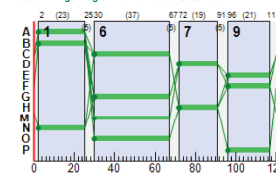
Table with columns: Controller Stream, Phase, Green period, Is base green period, Start time (s), End time (s), Duration (s).

Traffic Stream Green Times

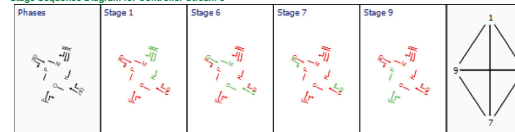
Table with columns: Arm, Traffic Stream, Traffic Node, Controller Stream, Phase, Green Period 1 (Start, End, Duration).

Table with columns: Controller Stream, Sequence, Name, Multiple cycling, Stage IDs, Stage ends, Minimum possible cycle time (s), Exclude from analysis.

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Table with columns: Time Segment, Controller stream, Phase min max penalty (£ per hr), Intergreen broken penalty (£ per hr), Stage constraint broken penalty (£ per hr), Cost of controller stream penalties (£ per hr).

Network Results

Run Summary

Table with columns: Analysis set used, Run start time, Run finish time, Run duration (s), Modelling start time (H:MM:SS), Network Cycle (s), Performance Index (£ per hr), Total network delay (PCU-hr), Highest DOS (%), Item with highest DOS, Number of oversaturated items, Percentage of oversaturated items, Item with worst signalised PRC, Item with worst unsignalised PRC, Item with worst overall PRC, Network within capacity.

Network Results: Vehicle summary

Table with columns: Time Segment, Degree of saturation (%), Practical reserve capacity (%), Calculated flow entering (PCU/hr), Actual green (s per cycle), Mean Delay per Veh (s per hr), Weighted cost of delay (£ per hr), Weighted cost of stops (£ per hr), Performance Index (£ per hr).

Network Results: Flows and signals

Table with columns: Time Segment, Calculated flow entering (PCU/hr), Calculated flow out (PCU/hr), Flow discrepancy, Adjusted flow warning, Degree of saturation (%), DOS Threshold exceeded, Practical reserve capacity (%), Actual green (s per cycle), Effective green (s per cycle).

Final Prediction Table

Link Results

Table with columns: Link, Name, Traffic node, Controller stream, Phase, Calculated flow entering (PCU/hr), Calculated sat flow (PCU/hr), Actual green (s per cycle), Wasted time total (s per cycle), Degree of saturation (%), Practical reserve capacity (%), JourneyTime (s), Mean Delay per Veh (s), Mean stops per Veh (s), Mean max queue (PCU), Mean end of red queue (PCU), Delay weighting (%), Stop weighting (%), Cost of traffic penalties (£ per hr), P.L.

Traffic Stream Results

Table with columns: Arm, Traffic Stream, Name, Traffic node, Controller stream, Phase, Calculated flow entering (PCU/hr), Calculated sat flow (PCU/hr), Actual green (s per cycle), Wasted time total (s per cycle), Degree of saturation (%), Practical reserve capacity (%), JourneyTime (s), Mean Delay per Veh (s), Mean stops per Veh (s), Mean max queue (PCU), Mean end of red queue (PCU), Delay weighting (%), Stop weighting (%), Cost of traffic penalties (£ per hr), P.L.

A1 - D12 - 2038 No Dev, PM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3q	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.54	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1c
1Cx			1i
1D	Frankfort Centre		1d
1Dx			
1E	Old Frankfort		1e
1Ex			
1N			1a
1S			1b
2A	Dundrum Rd N		2a
2Ax			1i
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2c
2Cx			1i
2D	Frankfort Park		2a
2Dx			
2N			2a
2S			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3o
3A2	Dundrum Rd		3a
3Ax2			1i
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b			3s
3C2			3l
3D2	Churchtown Road Slip		3e
3D2b			3t
3Dx2			3p
3A3	Dundrum Rd		3b
3B3	Taney Road Slip		3k
3B3b			3r
3C3	Dundrum Bypass		3l
3C3x3			3m
3D3	Churchtown Road		3m
3D3x3			
3A4	Dundrum Rd Slip		3h
3A4b			3q
3B4	Taney Road		3g
3C4	Dundrum Bypass		3j
3D4	Churchtown Road		3n
3A5	Dundrum Rd		3c
3A6	Dundrum Rd		3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S/L/R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S/L/R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S/L/R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				49.00	✓	Sum of lanes	1800			Normal	
1D	1	S/L/R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S/L/R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1N	1				16.00	✓	Sum of lanes	1800			Normal	
1S	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S/L/R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S/L/R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S/L/R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S/L/R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2N	1				7.00	✓	Sum of lanes	9999			Normal	
2S	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800		✓	Normal	
	2	R			26.00	✓	Sum of lanes	1800		✓	Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600			Normal	
	1	S			16.00	✓	Sum of lanes	3600		✓	Normal	
3B1	2	R			16.00	✓	Sum of lanes	1800		✓	Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600			Normal	
	1	S			18.00	✓	Sum of lanes	3600		✓	Normal	
	2	R			18.00	✓	Sum of lanes	1800		✓	Normal	
3C1	1				8.00	✓	Sum of lanes	3600			Normal	
3Cx1	1				8.00	✓	Sum of lanes	3600			Normal	
	1	S			13.00	✓	Sum of lanes	3600		✓	Normal	
3D1	2	R			13.00	✓	Sum of lanes	1800		✓	Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800		✓	Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
	1				17.00	✓	Sum of lanes	1800			Normal	
	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
3C2	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
	1				26.00	✓	Sum of lanes	1800			Normal	
	2				26.00	✓	Sum of lanes	1800			Normal	
3C3	3				26.00	✓	Sum of lanes	1800			Normal	
3Cx3	1				22.00						Normal	
	1				48.00	✓	Sum of lanes	1800			Normal	
3D3	2				48.00	✓	Sum of lanes	1800			Normal	
	3				48.00	✓	Sum of lanes	1800			Normal	
3D3x3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
3B4	1				11.00	✓	Sum of lanes	1800			Normal	
	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800		Normal
	2			8.00	✓	Sum of lanes	1800		Normal
3A6	1			110.00	✓	Sum of lanes	1800		Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			1800
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			1800
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			1800
1E	1	1				1800
1Ex	1	1				1800
1IN	1	1	(untitled)			1800
1IS	1	1	(untitled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				1800
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				1800
2N	1	1				9999
2S	1	1				9999
	1	1	(untitled)			1800
3A1	2	1	(untitled)			1800
	1	1	(untitled)			1800
3Ax1	1	2	(untitled)			1800
	1	1	(untitled)			1800
	2	1	(untitled)			1800
3B1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx1	1	1	(untitled)			1800
	2	1	(untitled)			1800
	1	1	(untitled)			1800
3C1	1	2	(untitled)			1800
	2	1	(untitled)			1800
	1	1	(untitled)			1800
3Cx1	1	2	(untitled)			1800
	1	1	(untitled)			1800
3D1	1	2	(untitled)			1800
	2	1	(untitled)			1800
3Dx1	1	1	(untitled)			1800
	2	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			1800
3B2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C2	1	1	(untitled)			1800
3C2b	1	1	(untitled)			1800
3Cx2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D2	1	1	(untitled)			1800
3D2b	1	1	(untitled)			1800
3Dx2	1	2	(untitled)			1800
3A3	1	1	(untitled)			1800
3B3	1	1	(untitled)			1800
3B3b	1	1	(untitled)			1800
	1	1	(untitled)			1800
3C3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Cx3	1	1	(untitled)			1800
	2	1	(untitled)			1800
	1	1	(untitled)			1800
3D3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Dx3	1	1	(untitled)			1800
3A4	1	1	(untitled)			1800
3A4b	1	1	(untitled)			1800
3B4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D4	1	1	(untitled)			1800
3A5	2	1	(untitled)			1800
3A6	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
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(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	860	860
1Ax	1	754	754
1B	1	8	8
1Bx	1	9	9
1C	1	764	764
1Cx	1	875	875
1D	1	9	9
1Dx	1	0	0
1E	1	12	12
1Ex	1	15	15
1IN	1	764	764
1IS	1	867	867
2A	1	941	941
2Ax	1	754	754
2B	1	119	119
2Bx	1	209	209
2C	1	853	853
2Cx	1	935	935
2D	1	8	8
2Dx	1	23	23
2IN	1	768	768
2IS	1	940	940
3A1	1	453	453
	2	202	202
3Ax1	1	655	655
	1	621	621
3B1	2	79	79
3Bx1	1	518	518
	1	576	576
3C1	2	44	44
3Cx1	1	1035	1035
	1	474	474
3D1	2	355	355
3Dx1	1	823	823
3A2	1	227	227
3Ax2	1	908	908
3B2	1	414	414
	2	286	286
3Bx2	1	603	603
3C2	1	348	348
3C2b	1	348	348
3Cx2	1	1154	1154
3D2	1	253	253
3D2b	1	253	253
3Dx2	1	1171	1171
3A3	1	312	312
3B3	1	119	119
3B3b	1	119	119
	1	636	636
3C3	2	310	310
	3	22	22
3Cx3	1	1154	1154
	1	490	490
3D3	2	415	415
	3	178	178
3Dx3	1	1171	1171
3A4	1	85	85
3A4b	1	85	85
3B4	1	326	326
	2	493	493
3C4	1	968	968
3D4	1	1082	1082
3A5	1	538	538
	2	423	423
3A6	1	967	967

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
3A2	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.84	30.00
3B4	1	1.32	30.00

	2	1.32	30.00
3C4	1	1.32	30.00
3D4	1	2.64	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius (ft)	Traffic turn style	Turning radius (ft)
1Ax	1	1	TrafficStream	1E/1	1Ax/1	2.88	30.00	✓	Nearside	5.00
1Bx	1	1	TrafficStream	1C/1	1Bx/1	1.92	30.00	✓	Offside	9.49
1C	1	1	TrafficStream	2Ax/1	1C/1	5.76	30.00	✓	Straight	Straight Movement
1Cx	1	1	TrafficStream	1IS/1	1Cx/1	5.88	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	1.00	30.00	✓	Nearside	5.00
1Ex	1	1	TrafficStream	1Ax/1	1Ex/1	2.28	30.00	✓	Offside	5.11
1IN	1	1	TrafficStream	1C/1	1IN/1	1.92	30.00	✓	Straight	Straight Movement
1IS	1	1	TrafficStream	1Ax/1	1IS/1	1.92	30.00	✓	Straight	Straight Movement
2A	1	1	TrafficStream	1Cx/1	2A/1	8.28	30.00	✓	Straight	Straight Movement
2Ax	1	1	TrafficStream	2IN/1	2Ax/1	8.04	30.00	✓	Straight	Straight Movement
2Bx	1	1	TrafficStream	2IS/1	2Bx/1	3.00	30.00	✓	Nearside	5.00
2C	1	1	TrafficStream	3Ax/2/1	2C/1	14.64	30.00	✓	Straight	Straight Movement
2Cx	1	1	TrafficStream	2IS/1	2Cx/1	14.16	30.00	✓	Straight	Straight Movement
2Dx	1	1	TrafficStream	2IN/1	2Dx/1	2.64	30.00	✓	Nearside	5.00
2IN	1	1	TrafficStream	2C/1	2IN/1	1.00	30.00	✓	Straight	Straight Movement
2IS	1	1	TrafficStream	2D/1	2IS/1	1.00	30.00	✓	Offside	5.00
3A1	1	1	TrafficStream	3AS/2	3A1/1	3.12	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3AS/2	3A1/2	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	1	TrafficStream	3Bx/2	3Ax1/1	1.32	30.00	✓	Offside	21.27
3B1	1	1	TrafficStream	3B2/2	3B1/1	1.92	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3B2/2	3B1/2	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	1	TrafficStream	3C1/2	3Bx1/1	1.00	30.00	✓	Offside	9.64
3C1	1	1	TrafficStream	3C3/1	3C1/1	2.16	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3C3/3	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	1	TrafficStream	3A1/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
3D1	1	1	TrafficStream	3D3/1	3D1/1	1.56	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3D3/2	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	1	TrafficStream	3A1/2	3Dx1/1	1.00	30.00	✓	Offside	9.12
3A2	1	1	TrafficStream	3A3/1	3A2/1	1.00	30.00	✓	Offside	42.55
3Ax2	1	1	TrafficStream	3Ax1/1	3Ax2/1	16.20	30.00	✓	Nearside	95.76
3B2	1	1	TrafficStream	3B2/1	3B2/1	2.04	30.00	✓	Offside	77.52
	2	1	TrafficStream	3B2/2	3B2/2	2.04	30.00	✓	Offside	77.52
3Bx2	1	1	TrafficStream	3A4/1	3Bx2/1	5.28	30.00	✓	Nearside	17.14
3C2	1	1	TrafficStream	3C2b/1	3C2/1	1.00	30.00	✓	Nearside	26.04
3C2b	1	1	TrafficStream	3C3/1	3C2b/1	2.40	30.00	✓	Nearside	13.36
3C2x	1	1	TrafficStream	3B3/1	3C2x/1	2.40	30.00	✓	Nearside	5.00
3D2	1	1	TrafficStream	3D2b/1	3D2/1	1.08	30.00	✓	Nearside	13.03
3D2b	1	1	TrafficStream	3D3/1	3D2b/1	1.08	30.00	✓	Nearside	31.02
3Dx2	1	1	TrafficStream	3C2/1	3Dx2/1	2.88	30.00	✓	Nearside	8.92
3A3	1	1	TrafficStream	3AS/1	3A3/1	2.16	30.00	✓	Straight	Straight Movement
3B3	1	1	TrafficStream	3B3b/1	3B3/1	1.00	30.00	✓	Straight	Straight Movement
3B3b	1	1	TrafficStream	3B4/1	3B3b/1	4.20	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3C4/1	3C3/1	3.12	30.00	✓	Straight	Straight Movement
3C3	2	1	TrafficStream	3C4/1	3C3/2	3.12	30.00	✓	Straight	Straight Movement
	3	1	TrafficStream	3C4/1	3C3/3	3.12	30.00	✓	Straight	Straight Movement
3Cx3	1	1	TrafficStream	3Cx2/1	3Cx3/1	2.64	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D4/1	3D3/1	5.76	30.00	✓	Offside	54.01
3D3	2	1	TrafficStream	3D4/1	3D3/2	5.76	30.00	✓	Offside	54.01
	3	1	TrafficStream	3D4/1	3D3/3	5.76	30.00	✓	Offside	53.00
3Dx3	1	1	TrafficStream	3Dx2/1	3Dx3/1	6.96	30.00	✓	Straight	Straight Movement
3A4	1	1	TrafficStream	3A4/1	3A4/1	1.00	30.00	✓	Nearside	13.85
3A4b	1	1	TrafficStream	3A4b/1	3A4b/1	1.08	30.00	✓	Nearside	24.00
3A5	1	1	TrafficStream	3A5/1	3A5/1	1.00	30.00	✓	Offside	43.87
3A5b	2	1	TrafficStream	3A5/1	3A5/2	1.00	30.00	✓	Offside	42.69
3A6	1	1	TrafficStream	2C/1	3A6/1	13.20	30.00	✓	Straight	Straight Movement
1Ax	1	2	TrafficStream	1IN/1	1Ax/1	2.88	30.00	✓	Straight	Straight Movement
1Bx	1	2	TrafficStream	1IS/1	1Bx/1	1.92	30.00	✓	Nearside	5.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	5.88	30.00	✓	Nearside	5.00
1Dx	1	2	TrafficStream	1IS/1	1Dx/1	1.00	30.00	✓	Offside	8.12
1Ex	1	2	TrafficStream	1IN/1	1Ex/1	2.28	30.00	✓	Nearside	5.00
1IN	1	2	TrafficStream	1B/1	1IN/1	1.92	30.00	✓	Offside	5.00
1IS	1	2	TrafficStream	1E/1	1IS/1	1.92	30.00	✓	Offside	5.00
2Ax	1	2	TrafficStream	2D/1	2Ax/1	8.04	30.00	✓	Nearside	5.00
2Bx	1	2	TrafficStream	2C/1	2Bx/1	3.00	30.00	✓	Offside	5.91
2Cx	1	2	TrafficStream	2B/1	2Cx/1	14.16	30.00	✓	Nearside	5.00
2Dx	1	2	TrafficStream	2A/1	2Dx/1	2.64	30.00	✓	Offside	5.50

2IN	1	2	TrafficStream	2B/1	2IN/1	1.00	30.00	✓	Offside	5.00
2IS	1	2	TrafficStream	2A/1	2IS/1	1.00	30.00	✓	Straight	Straight Movement
3A1	1	2	TrafficStream	3AS/1	3A1/1	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	2	TrafficStream	3C1/1	3Ax1/1	1.32	30.00	✓	Straight	Straight Movement
3B1	1	2	TrafficStream	3B2/1	3B1/1	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	2	TrafficStream	3D1/1	3Bx1/1	1.00	30.00	✓	Straight	Straight Movement
	1	2	TrafficStream	3C3/2	3C1/1	2.16	30.00	✓	Straight	Straight Movement
3C1	2	2	TrafficStream	3C3/2	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	2	TrafficStream	3A2/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
	1	2	TrafficStream	3D3/2	3D1/1	1.56	30.00	✓	Straight	Straight Movement
	2	2	TrafficStream	3D3/3	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	2	TrafficStream	3B1/1	3Dx1/1	1.00	30.00	✓	Straight	Straight Movement
3A2	1	2	TrafficStream	3D2/1	3A2/1	16.20	30.00	✓	Nearside	10.47
3B2	1	2	TrafficStream	3B4/1	3B2/1	2.04	30.00	✓	Offside	80.06
3Bx2	1	2	TrafficStream	3Bx1/1	3Bx2/1	5.28	30.00	✓	Straight	Straight Movement
3Cx2	1	2	TrafficStream	3Cx1/1	3Cx2/1	2.40	30.00	✓	Straight	Straight Movement
3Dx2	1	2	TrafficStream	3Dx1/1	3Dx2/1	2.88	30.00	✓	Offside	92.00
1Bx	1	3	TrafficStream	1D/1	1Bx/1	1.92	30.00	✓	Straight	Straight Movement
1Cx	1	3	TrafficStream	1D/1	1Cx/1	5.88	30.00	✓	Offside	5.00
1Dx	1	3	TrafficStream	1B/1	1Dx/1	1.00	30.00	✓	Straight	Straight Movement
1IN	1	3	TrafficStream	1D/1	1IN/1	1.92	30.00	✓	Nearside	5.00
3Cx1	1	3	TrafficStream	3D1/2	3Cx1/1	1.00	30.00	✓	Offside	22.05

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Visibility restricted
(ALL)	1	Movement		

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination traffic stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage opposed (%)
1A	1	1	1E/1	701	1800	100
	2	1	1IS/1	1800	1800	100
	1	1	1Dx/1	561	1800	100
1B	1	2	1Cx/1	687	1800	100
	3	1	1IN/1	561	1800	100
1D	1	1	1IN/1	687	1800	100
	2	1	1Bx/1	561	1800	100
	3	1	1Cx/1	561	1800	100
1E	1	1	1Ax/1	641	1800	100
	2	1	1IS/1	501	1800	100
2A	1	1	2Dx/1	696	1800	100
	2	1	2IS/1	1800	1800	100
2B	1	1	2C/1	678	1800	100
	2	1	2IN/1	530	1800	100
2C	1	1	2Bx/1	719	1800	100
	2	1	2IN/1	1800	1800	100
2D	1	1	2Ax/1	626	1800	100
	2	1	2IS/1	486	1800	100
3D2	1	1	3Dx/1	855	1800	100
3D2	1	1	3Ax2/1	834	1800	100
3B3	1	1	3Cx2/1	938	1800	100
3A4	1	1	3Bx2/1	906	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination traffic stream	Description	Controlling type	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Slope coefficient	Upstream signals visible
1A	1	1	1E/1	T-junction opposing flow	TrafficStreamMovement	1IN/1	1E/1	100	0.21	
				T-junction opposing flow	TrafficStreamMovement	1IN/1	1Ax/1	100	0.21	
				straight	TrafficStreamMovement	1C/1	1Dx/1	100	0.22	
					TrafficStreamMovement	1C/1	1IN/1	100	0.22	
					TrafficStreamMovement	1C/1	1Bx/1	100	0.32	
					TrafficStreamMovement	1IS/1	1Cx/1	100	0.27	
					TrafficStreamMovement	1IS/1	1Bx/1	100	0.11	
					TrafficStreamMovement	1C/1	1IN/1	100	0.16	
					TrafficStreamMovement	1C/1	1Bx/1	100	0.37	
					TrafficStreamMovement	1IS/1	1Bx/1	100	0.10	
					TrafficStreamMovement	1C/1	1Cx/1	100	0.26	
					TrafficStreamMovement	1IS/1	1Dx/1	100	0.26	
					TrafficStreamMovement	1D/1	1Bx/1	100	0.26	
					TrafficStreamMovement	1D/1	1Cx/1	100	0.13	
				straight	TrafficStreamMovement	1C/1	1IN/1	100	0.27	
				left	TrafficStreamMovement	1C/1	1Dx/1	100	0.11	
					TrafficStreamMovement	1IS/1	1Dx/1	100	0.37	
					TrafficStreamMovement	1IS/1	1Cx/1	100	0.16	
					TrafficStreamMovement	1IS/1	1Bx/1	100	0.16	
					TrafficStreamMovement	1C/1	1Dx/1	100	0.10	
					TrafficStreamMovement	1C/1	1IN/1	100	0.26	
					TrafficStreamMovement	1C/1	1Bx/1	100	0.26	
					TrafficStreamMovement	1IS/1	1Cx/1	100	0.16	
					TrafficStreamMovement	1IS/1	1Dx/1	100	0.37	

Location	Phase	Direction	Flow	PCU/hr		
1E	1	1Ax/1	T-junction opposing flow	100	0.26	
			T-junction opposing flow	100	0.13	
	2	1B/1	T-junction opposing flow	100	0.08	
			T-junction opposing flow	100	0.19	
			T-junction opposing flow	100	0.07	
			T-junction opposing flow	100	0.18	
2A	1	2Dx/1	T-junction opposing flow	100	0.26	
			T-junction opposing flow	100	0.26	
	2	2Cw/1	T-junction opposing flow	100	0.10	
			T-junction opposing flow	100	0.26	
			T-junction opposing flow	100	0.09	
			T-junction opposing flow	100	0.24	
2B	1	2Cw/1	T-junction opposing flow	100	0.10	
			T-junction opposing flow	100	0.26	
	2	2N/1	T-junction opposing flow	100	0.09	
			T-junction opposing flow	100	0.24	
			T-junction opposing flow	100	0.15	
			T-junction opposing flow	100	0.34	
2C	1	2Bw/1	T-junction opposing flow	100	0.27	
			T-junction opposing flow	100	0.27	
2D	1	2Ax/1	T-junction opposing flow	100	0.09	
			T-junction opposing flow	100	0.24	
	2	2B/1	T-junction opposing flow	100	0.09	
			T-junction opposing flow	100	0.22	
			T-junction opposing flow	100	0.14	
			T-junction opposing flow	100	0.31	
3C2	1	1	3Dx2/1	T-junction opposing flow	100	0.13
3D2	1	1	3Ax2/1	T-junction opposing flow	100	0.13
3B3	1	1	3Cx2/1	T-junction opposing flow	100	0.14
3A4	1	1	3Bx2/1	T-junction opposing flow	100	0.14

T-Junctions

T-Junctions

T-Junction	Name	Description	Auto assign priority	Type	Traffic direction on Arm A	Entry aB	Entry aC	Exit a	Traffic direction on Arm B	Entry bA	Entry bC	Exit b	Traffic direction on Arm C	Entry cA	Entry cB	Exit c	Calculate Slope and Intercept
1a			✓	TrafficStream	Two-Way	1N/1	1N/1	1B/1	Two-Way	1E/1	1E/1	1E/1	Two-Way	1A/1	1A/1	1Ax/1	✓
2a			✓	TrafficStream	Two-Way	2N/1	2N/1	2B/1	Two-Way	2D/1	2D/1	2A/1	Two-Way	2A/1	2A/1	2Ax/1	✓
2b			✓	TrafficStream	Two-Way	2S/1	2S/1	2N/1	Two-Way	2B/1	2B/1	2Bw/1	Two-Way	2C/1	2C/1	2Cw/1	✓
3a			✓	TrafficStream	Entry Only			3Bx1/1	Entry Only			3A4/1	Exit Only			3Bx2/1	✓
3b			✓	TrafficStream	Entry Only			3Cx1/1	Entry Only			3B3/1	Exit Only			3C2/1	✓
3c			✓	TrafficStream	Entry Only			3Dx1/1	Entry Only			3C2/1	Exit Only			3C2/1	✓
3d			✓	TrafficStream	Entry Only			3Ax1/1	Entry Only			3D2/1	Exit Only			3Ax2/1	✓

T-Junction Majors

T-Junction	Left Carriageway Width (m)	Right Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
1a	11.40	11.40	0.00	2.20	220.00
2a	6.60	6.60	0.00	2.20	210.00
2b	6.60	6.60	0.00	2.20	250.00
3a	10.00	10.00	0.00	2.20	0.00
3b	10.00	10.00	0.00	2.20	0.00
3c	10.00	10.00	0.00	2.20	0.00
3d	10.00	10.00	0.00	2.20	0.00

T-Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
1a	3.10	3.10	32.00	17.00
2a	2.80	2.80	19.00	24.00
2b	3.50	3.50	31.00	35.00
3a	4.60	4.60	0.00	250.00
3b	5.00	5.00	0.00	250.00
3c	4.90	4.90	0.00	150.00
3d	5.00	5.00	0.00	113.00

T-Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-aBSlope	BC-cBSlope	BAIntercept (PCU/hr)	BA-aBSlope	BA-cBSlope	BA-cBSlope	BCIntercept (PCU/hr)	CB-aBSlope	CB-cBSlope
1a	641	0.08	0.19	501	0.07	0.18	0.11	701	0.21	0.21
2a	628	0.09	0.24	496	0.09	0.22	0.14	696	0.26	0.26
2b	678	0.10	0.26	530	0.09	0.24	0.15	719	0.27	0.27
3a	906	0.05	0.14	694	0.05	0.12	0.08	574	0.09	0.09
3b	938	0.06	0.14	718	0.05	0.13	0.08	574	0.09	0.09
3c	855	0.05	0.13	655	0.05	0.12	0.07	574	0.09	0.09
3d	834	0.05	0.13	639	0.05	0.11	0.07	574	0.09	0.09

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

From	To	1-1	1-2	1-3	1-4	1-5
1-1	0	6	850	0	4	
1-2	0	0	8	0	0	
1-3	750	3	0	0	11	
1-4	3	0	6	0	0	
1-5	1	0	11	0	0	

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1-1	1A/1	1Ax/1	#0000FF	
	1-2	(united)	1B/1	1Bx/1	#00FF00
	1-3	(united)	1C/1	1Cw/1	#FFFFFF
	1-4	(united)	1D/1	1Dx/1	#00FFFF
	1-5		1E/1	1E/1	#FF0000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	1		1-1	1-5	1A/1, 1E/1	Normal	4
	2		1-1	1-4	1A/1, 1B/1, 1Dx/1	Normal	0
	3		1-1	1-3	1A/1, 1B/1, 1Cw/1	Normal	850
	4		1-1	1-2	1A/1, 1B/1, 1Bx/1	Normal	6
	5		1-5	1-1	1E/1, 1Ax/1	Normal	1
	6		1-5	1-4	1E/1, 1B/1, 1Dx/1	Normal	0
	7		1-5	1-3	1E/1, 1B/1, 1Cw/1	Normal	11
	8		1-5	1-2	1E/1, 1B/1, 1Bx/1	Normal	0
	9		1-2	1-4	1B/1, 1Dx/1	Normal	0
	10		1-2	1-3	1B/1, 1Cw/1	Normal	8
	11		1-2	1-5	1B/1, 1N/1, 1E/1	Normal	0
	12		1-2	1-1	1B/1, 1N/1, 1Ax/1	Normal	0
	13		1-3	1-4	1C/1, 1Dx/1	Normal	0
	14		1-3	1-2	1C/1, 1Bx/1	Normal	3
	15		1-3	1-5	1C/1, 1N/1, 1E/1	Normal	11
	16		1-3	1-1	1C/1, 1N/1, 1Ax/1	Normal	750
	17		1-4	1-3	1D/1, 1Cw/1	Normal	6
	18		1-4	1-2	1D/1, 1Bx/1	Normal	0
	19		1-4	1-5	1D/1, 1N/1, 1E/1	Normal	0
	20		1-4	1-1	1D/1, 1N/1, 1Ax/1	Normal	3

Local OD Matrix - Local Matrix: 2

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
2		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

From	To	2-1	2-2	2-3	2-4
2-1	0	94	842	5	
2-2	27	0	89	3	
2-3	723	115	0	15	
2-4	4	0	4	0	

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
2	2-1	2A/1	2Ax/1	#FF00FF	
	2-2	(united)	2B/1	2Bx/1	#FFA500
	2-3	(united)	2C/1	2Cw/1	#A52A2A
	2-4		2D/1	2Dx/1	#008000

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
2	1		2-1	2-4	2A/1, 2Dx/1	Normal	5
	2		2-1	2-2	2A/1, 2B/1, 2Bx/1	Normal	94
	3		2-1	2-3	2A/1, 2B/1, 2Cw/1	Normal	842
	4		2-4	2-1	2D/1, 2Ax/1	Normal	4
	5		2-4	2-2	2D/1, 2B/1, 2Bx/1	Normal	0
	6		2-4	2-3	2D/1, 2B/1, 2Cw/1	Normal	4
	7		2-2	2-4	2B/1, 2N/1, 2Dx/1	Normal	3
	8		2-2	2-1	2B/1, 2N/1, 2Ax/1	Normal	27
	9		2-2	2-3	2B/1, 2Cw/1	Normal	89
	10		2-3	2-4	2C/1, 2N/1, 2Dx/1	Normal	15

11		2-3	2-1	2C/1, 2N/1, 2Ax/1	Normal	723
12		2-3	2-2	2C/1, 2Bx/1	Normal	115

Local OD Matrix - Local Matrix: 3

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
3		✓	✓	Path Equalisation											

Normal Input Flows (PCU/hr)

From	To	3-1	3-2	3-3	3-4
3-1	0	85	880	202	
3-2	79	0	119	621	
3-3	576	44	0	348	
3-4	253	474	355	0	

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
3	3-1	(untitled)	3A6/1, 3A5/1, 3A2/1	#BA2BE2	
	3-2	(untitled)	3B4/2, 3B4/1, 3Bx/1	#9ACD32	
	3-3	(untitled)	3C4/1, 3C3/1	#B49F5D	
	3-4	(untitled)	3D4/1, 3D3/1	#D2B48C	

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
3	1		3-1	3-3	3A6/1, 3A5/1, 3A1/1, 3C1/1, 3C2/1, 3C3/1	Normal	227
	2		3-1	3-3	3A6/1, 3A5/1, 3A3/1, 3A2/1, 3C1/1, 3C2/1, 3C3/1	Normal	227
	3		3-1	3-2	3A6/1, 3A5/1, 3A3/1, 3A4/1, 3Bx/1	Normal	85
	4		3-1	3-3	3A6/1, 3A5/2, 3A1/1, 3C1/1, 3C2/1, 3C3/1	Normal	227
	5		3-1	3-4	3A6/1, 3A5/2, 3A1/2, 3D1/1, 3D2/1, 3D3/1	Normal	202
	6		3-2	3-4	3B4/2, 3B2/1, 3B1/1, 3D1/1, 3D2/1, 3D3/1	Normal	207
	7		3-2	3-4	3B4/2, 3B2/2, 3B1/1, 3Dx/1, 3D2/1, 3D3/1	Normal	207
	8		3-2	3-1	3B4/2, 3B2/2, 3B1/2, 3A1/1, 3A2/1	Normal	79
	9		3-2	3-4	3B4/1, 3B2/1, 3B1/1, 3Dx/1, 3D2/1, 3D3/1	Normal	207
	10		3-2	3-3	3B4/1, 3B3/1, 3B3/1, 3C2/1, 3C3/1	Normal	119
	11		3-3	3-1	3C4/1, 3C3/1, 3C1/1, 3A1/1, 3A2/1	Normal	288
	12		3-3	3-4	3C4/1, 3C3/1, 3C2/1, 3C2/1, 3D1/1, 3D3/1	Normal	348
	13		3-3	3-1	3C4/1, 3C3/2, 3C1/1, 3A1/1, 3A2/1	Normal	288
	14		3-3	3-2	3C4/1, 3C3/2, 3C1/2, 3B1/1, 3B2/1	Normal	22
	15		3-3	3-2	3C4/1, 3C3/3, 3C1/2, 3B1/1, 3B2/1	Normal	22
	16		3-4	3-2	3D4/1, 3D3/1, 3D1/1, 3B1/1, 3B2/1	Normal	237
	17		3-4	3-1	3D4/1, 3D3/1, 3D2/1, 3D2/1, 3A2/1	Normal	253
	18		3-4	3-2	3D4/1, 3D3/2, 3D1/1, 3B1/1, 3B2/1	Normal	237
	19		3-4	3-3	3D4/1, 3D3/2, 3D1/2, 3C1/1, 3C2/1, 3C3/1	Normal	178
	20		3-4	3-3	3D4/1, 3D3/3, 3D1/2, 3C1/1, 3C2/1, 3C3/1	Normal	178

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 3

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)	Minimum possible cycle time (s)
3			1	NetworkDefault	120	32

Controller Stream 3 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
3	Unspecified						Absolute

Controller Stream 3 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
3	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
3	(ALL)	(untitled)	3	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)	Run every N cycles	Probability of running (%)
3	1	A, B, N	1	1	100
	2	A, E, N, P	1	1	100
	3	B, F	1	1	100
	4	B, N, O	1	1	100
	5	C, D, O	1	1	100
	6	C, G, M, O	1	1	100
	7	D, H	1	1	100
	8	D, O, P	1	1	100
	9	E, F, P	1	1	100
	10	F, M, P	1	1	100
	11	G, H, M	1	1	100
	12	H, M, N	1	1	100
	13	M, N, O, P	1	1	100

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
3	1	(untitled)	Single	1, 6, 7, 9	32, 60, 90, 115	32	
	2	(untitled)	Single	1, 7, 6, 9	0, 30, 60, 90	32	
	3	(untitled)	Single	1, 7, 9, 6	0, 30, 60, 90	32	
	4	(untitled)	Single	1, 5, 9, 11	0, 30, 60, 90	32	
	5	(untitled)	Single	1, 5, 11, 9	0, 30, 60, 90	32	
	6	(untitled)	Single	1, 6, 9, 7	0, 30, 60, 90	32	
	7	(untitled)	Single	1, 5, 12, 9, 11	0, 24, 48, 72, 96	40	
	8	(untitled)	Single	1, 5, 11, 13, 9	0, 24, 48, 72, 96	40	
	9	(untitled)	Single	1, 7, 3, 6, 9	0, 24, 48, 72, 96	40	
	10	(untitled)	Single	1, 6, 13, 9, 7	0, 24, 48, 72, 96	40	

Intergreen Matrix for Controller Stream 3

From	To	A	B	C	D	E	F	G	H	M	N	O	P		
From	A		5	5											
	B			5	5										
	C				5	5									
	D					5	5								
	E						5	5							
	F							5	5						
	G								5	5					
	H									5	5				
	M										5	5			
	N											5	5		
	O												5	5	
	P													5	5

Banned Stage transitions for Controller Stream 3

From	To	1	2	3	4	5	6	7	8	9	10	11	12	13
From	1													
	2													
	3													
	4													
	5													
	6													
	7													
	8													
	9													
	10													
	11													
	12													
	13													

Interstage Matrix for Controller Stream 3

From	To	1	2	3	4	5	6	7	8	9	10	11	12	13
From	1	0	5	5	5	5	5	5	5	5	5	5	5	5
	2	5	0	5	5	5	5	5	5	5	5	5	5	5
	3	5	5	0	5	5	5	5	5	5	5	5	5	5
	4	5	5	5	0	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	0	5	5	5	5	5	5	5	5
	6	5	5	5	5	5	0	5	5	5	5	5	5	5
	7	5	5	5	5	5	5	0	5	5	5	5	5	5
	8	5	5	5	5	5	5	5	0	5	5	5	5	5
	9	5	5	5	5	5	5	5	5	0	5	5	5	5
	10	5	5	5	5	5	5	5	5	5	0	5	5	5
	11	5	5	5	5	5	5	5	5	5	5	0	5	5
	12	5	5	5	5	5	5	5	5	5	5	5	0	5
	13	5	5	5	5	5	5	5	5	5	5	5	5	0

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
3	1	✓	1	A,B,N	0	32	32	1	3
	2	✓	6	C,G,M,O	37	60	23	1	3
	3	✓	7	D,H	65	90	25	1	3
	4	✓	9	E,F,P	95	115	20	1	3

Resultant Phase Green Periods

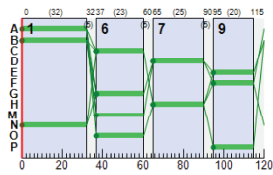
Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
3	A	1	✓	0	32	32
	B	1	✓	0	32	32
	C	1	✓	37	60	23
	D	1	✓	65	90	25
	E	1	✓	95	115	20
	F	1	✓	95	115	20
	G	1	✓	37	60	23
	H	1	✓	65	90	25
	M	1	✓	37	60	23
	N	1	✓	0	32	32
	P	1	✓	37	60	23

Traffic Stream Green Times

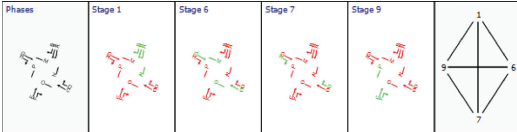
Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1
					Start End Duration
3A1	1	3a	3	A	0 32 32
3A1	2	3a	3	B	0 32 32
3B1	1	3a	3	C	37 60 23
3B1	2	3a	3	D	65 90 25

3C1	1	3a	3	E	95	115	20
3C1	2	3a	3	F	95	115	20
3D1	1	3a	3	G	37	60	23
3D1	2	3a	3	H	65	90	25
3A2	1	3a	3	A	0	32	32

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
18:00-19:00	3	0.00	0.00	0.00	0.00

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle time (s)	Performance Index (E per hr)	Total network delay (PCU-hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Item with worst overall PRC	Network within capacity
1	14/07/2021 10:06:10	14/07/2021 10:06:13	3.20	18:00	120	902.82	59.62	91.58	3A1/1	3	4	3A1/1	2C1	3A1/1	

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s per cycle)	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	92	-2	32191	6952	6.07	846.66	56.16	902.82

Network Results: Flows and signals

Time Segment	Calculated flow entering (PCU/hr)	Calculated flow out (PCU/hr)	Flow discrepancy (%)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s per cycle)	Effective green (s per cycle)
18:00-19:00	32191	32191	-6		92	✓	-2	7530	7543

Final Prediction Table

Link Results

Link	Name	Traffic node	Controller stream	Phase	FLOWS			PERFORMANCE			PER PCU			QUEUES			WEIGHTS			PENALTIES	P.I.
					Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£ per hr)			
3P1	(untitled)	3a	3	M	0	3.40282346638529E+38	23	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0		
3P2	(untitled)	3a	3	N	0	3.40282346638529E+38	32	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0		
3P3	(untitled)	3a	3	O	0	3.40282346638529E+38	23	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0		
3P4	(untitled)	3a	3	P	0	3.40282346638529E+38	20	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0		
3P5	(untitled)	3a	3	Q	0	3.40282346638529E+38	120	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0		
3P6	(untitled)	3r	3	R	0	3.40282346638529E+38	120	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0		
3P7	(untitled)	3a	3	S	0	3.40282346638529E+38	120	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0		
3P8	(untitled)	3t	3	T	0	3.40282346638529E+38	120	0.00	0	Unrestricted	0.00	0.00	0.00	0.00	0.00	100	100	0.00	0		

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	FLOWS			PERFORMANCE			PER PCU			QUEUES			WEIGHTS			PENALTIES	P.I.
						Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s per cycle)	Wasted time total (s per cycle)	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	Mean end of red queue (PCU)	Delay weighting (%)	Stop weighting (%)	Cost of traffic penalties (£ per hr)			
1A	1	S/L/R	1a			860	1780	120	0.00	48	86	3.82	0.94	0.00	0.23			100	100	0.00	3.20	
1Ax	1					754	Unrestricted	120	0.00	0	Unrestricted	2.88	0.00	0.00	0.00			100	100	0.00	0.00	
1B	1	S/L/R	1b			8	454	120	120.00	2	5006	1.99	0.07	0.00	0.00			100	100	0.00	0.00	
1Bx	1					9	Unrestricted	120	120.00	0	Unrestricted	1.92	0.00	0.00	0.00			100	100	0.00	0.00	
1C	1	S/L/R	1b			764	1800	120	0.00	42	112	6.50	0.74	0.00	0.16			100	100	0.00	2.22	

1Cx	1					875	1800	120	0.00	49	85	6.82	0.94	0.00	0.23			100	100	0.00	3.26	
1D	1	S/L/R	1b			9	269	120	120.00	3	2590	1.23	0.23	0.00	0.00			100	100	0.00	0.01	
1Dx	1					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00	0.00			100	100	0.00	0.00	
1E	1	S/L/R	1a			12	282	120	120.00	4	2013	2.56	0.28	0.00	0.00			100	100	0.00	0.01	
1Ex	1					15	Unrestricted	120	120.00	0	Unrestricted	2.28	0.00	0.00	0.00			100	100	0.00	0.00	
1IN	1	1a				764	1800	120	0.00	42	112	2.66	0.74	0.00	0.16			100	100	0.00	2.22	
1IS	1	1b				867	1800	120	0.00	48	87	2.85	0.93	0.00	0.22			100	100	0.00	3.17	
2A	1	S/L/R	2a			941	1774	120	0.00	53	70	9.42	1.14	0.00	0.30			100	100	0.00	4.25	
2Ax	1	1t				754	1800	120	0.00	42	115	8.76	0.72	0.00	0.15			100	100	0.00	2.14	
2B	1	S/L/R	2b			119	301	120	0.00	39	128	6.87	3.87	0.00	0.13			100	100	0.00	1.82	
2Bx	1					209	Unrestricted	120	0.00	0	Unrestricted	3.00	0.00	0.00	0.00			100	100	0.00	0.00	
2C	1	S/L/R	2b			853	1296	120	0.00	66	37	21.20	6.56	61.54	21.34			100	100	0.00	28.64	
2Cx	1	1z				935	1800	120	0.00	52	73	15.24	1.08	0.00	0.28			100	100	0.00	3.98	
2D	1	S/L/R	2a			8	265	120	120.00	3	2879	2.85	0.21	0.00	0.00			100	100	0.00	0.01	
2Dx	1					23	Unrestricted	120	120.00	0	Unrestricted	2.64	0.00	0.00	0.00			100	100	0.00	0.00	
2IN	1	2a				788	9999	120	0.00	8	1072	1.01	0.01	0.00	0.00			100	100	0.00	0.05	
2IS	1	2b				940	9999	120	0.00	9	867	1.02	0.02	0.00	0.00			100	100	0.00	0.07	
3A1	1	S	3a	3	A	453	1800	32	0.00	92	-2	77.26	74.14	120.06	18.04			14.98	100	100	0.00	139.40
	2	R	3a	3	B	202	1800	32	0.00	41	121	41.14	38.02	81.91	5.58			5.02	100	100	0.00	32.37
3Ax1	1	3e				655	3600	120	72.00	18	395	1.43	0.11	0.00	0.02				100	100	0.00	0.20
3B1	1	S	3a	3	C	621	1800	23	0.00	86	4	63.00	61.08	106.67	22.37				100	100	0.00	157.93
	2	R	3a	3	D	79	1800	25	0.00	20	344	41.62	39.70	81.64	2.18			2.09	100	100	0.00	13.18
3Bx1	1	3h				518	3600	120	90.00	14	525	1.08	0.08	0.00	0.01				100	100	0.00	0.17
3C1	1	S	3a	3	E	576	1800	20	0.00	91	-2	76.48	74.32	116.74	22.83			19.95	100	100	0.00	177.28
	2	R	3a	3	F	44	1800	20	18.00	14	544	44.99	42.83	83.95	1.25			1.22	100	100	0.00	7.90
3Cx1	1	3k				1036	3600	120	62.00	29	213	1.20	0.20	0.00	0.06				100	100	0.00	0.83
	1	S	3a	3	G	474	1800	23	0.00	66	37	50.56	49.00	94.50	15.11			13.27	100	100	0.00	97.22
	2	R	3a	3	H	356	1800	25	0.00	91	-1	85.39	83.83	125.18	15.32			13.05	100	100	0.00	123.31
3Dx1	1	3o				823	3600	120	75.00	23	294	1.15	0.15	0.00	0.03				100	100	0.00	0.48
3A2	1	S	3a	3	A	227	1800	32	0.00	46	97	40.15	39.15	84.29	6.43			5.67	100	100	0.00	36.24
3Ax2	1	3z				908	1800	32	0.00	60	78	22.92	6.72	22.60	6.72				100	100	0.00	31.15
3B2	1	3f				414	1800	120	98.00	23	291	2.34	0.30	0.00	0.03				100	100	0.00	0.49
	2	3f				286	1800	120	98.00	16	466	2.23	0.19	0.00	0.02				100	100	0.00	0.21
3Bx2	1	3i				603	Unrestricted	120	0.00	0	Unrestricted	5.28	0.00	0.00	0.00				100	100	0.00	0.00
3C2	1	L	3o			348	748	120	13.00	46	94	3.08	2.08	0.00	0.20				100	100	0.00	2.86
3Cx2	1	3s				348	1800	120	0.00	19	366	2.64	0.24	0.00	0.02				100	100	0.00	0.33
3D2	1	3l				1155	1800	120	0.00	32	181	2.67	0.27	1.83	9.25				100	100	0.00	1.48
3D2	1	L	3e			253	751	120	0.00	34	167	2.29	1.21	0.00	0.09				100	100	0.00	1.21
3D2b	1	3t				253	1800	120	0.00	14	540	1.24	0.16	0.00	0.01				100	100	0.00	0.16
3D2c	1	3p				1171	1800	120	0.00	33	177	3.51	0.83	18.00	20.24				100	100	0.00	5.80
3A3	1	3b				312	1800	120	86.00	17	420	2.37	0.21	0.00	0.02				100	100	0.00	0.28
3B3	1	L	3k			119	791	120	3.00	15	498	1.40	0.40	0.00	0.01				100	100	0.00	0.19
3B3b																						

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Filename: H081 TRANSYT Model 20210623.116
 Path: J:\H_JOBS\Job-H081\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
 Report generation date: 14/07/2021 10:07:28

«A1 - : D13 - 2038 With Dev, AM :

- »Links
- »Arms and Traffic Streams
- »T-Junctions
- »Local OD Matrix - Local Matrix: 1
- »Local OD Matrix - Local Matrix: 2
- »Local OD Matrix - Local Matrix: 3
- »Signal Timings
- »Network Results
- »Final Prediction Table

Summary of network performance

AM					
Set ID	PI (E per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	
2038 With Dev					
Network	D13	1150.53	77.37	125% (TS 2B*1)	1 (1%)

A1 - D13 - 2038 With Dev, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3t	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.64	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1b
1Cx			i1
1D	Frankfort Centre		1b
1Dx			
1E	Old Frankfort		1a
1Ex			1a
1IN			1a
1IS			1b
2A	Dundrum Rd N		2a
2Ax			i1
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2b
2Cx			i2
2D	Frankfort Park		2a
2Dx			
2IN			2a
2IS			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3c
3A2	Dundrum Rd		3a
3Ax2			i2
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	634	634
1Ax	1	1145	1145
1B	1	9	9
1Bx	1	0	0
1C	1	1144	1144
1Cx	1	666	666
1D	1	0	0
1Dx	1	9	9
1E	1	56	56
1Ex	1	23	23
1IN	1	1141	1141
1IS	1	663	663
2A	1	669	669
2Ax	1	1125	1125
2B	1	339	339
2Bx	1	105	105
2C	1	961	961
2Cx	1	745	745
2D	1	16	16
2Dx	1	10	10
2IN	1	1129	1129
2IS	1	679	679
3A1	1	282	282
	2	172	172
3Ax1	1	604	604
	1	538	538
3B1	2	97	97
3Bx1	1	765	765
	1	507	507
3C1	2	32	32
3Cx1	1	648	648
3D	1	733	733
3D1	2	225	225
3Dx1	1	710	710
3A2	1	141	141
3Ax2	1	962	962
3B2	1	359	359
	2	276	276
3Bx2	1	908	908
3C2	1	124	124
3C2b	1	124	124
3Cx2	1	698	698
3D2b	1	358	358
3Dx2	1	834	834
3A3	1	284	284
3B3	1	50	50
3B3b	1	50	50
	1	378	378
3C3	2	270	270
	3	16	16
3Cx3	1	698	698
	1	725	725
3D3	2	479	479
	3	113	113
3Dx3	1	834	834
3A4	1	143	143
3A4b	1	143	143
3B4	2	456	456
3C4	1	663	663
3D4	1	1316	1316
3A5	1	425	425
3D5	2	313	313
3A6	1	738	738

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.64	30.00
3B4	1	1.32	30.00

	2	1.32	30.00
3C4	1	1.32	30.00
3D4	1	2.64	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1E/1	1A/1	2.88	30.00	✓	Nearside	5.00
1Bx	1	1	TrafficStream	1C/1	1B/1	1.92	30.00	✓	Offside	9.49
1C	1	1	TrafficStream	2Ax/1	1C/1	5.76	30.00	✓	Straight	Straight Movement
1Cx	1	1	TrafficStream	1IS/1	1Cx/1	5.88	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	1.00	30.00	✓	Nearside	5.00
1Ex	1	1	TrafficStream	1A/1	1E/1	2.28	30.00	✓	Offside	5.11
1IN	1	1	TrafficStream	1C/1	1IN/1	1.92	30.00	✓	Straight	Straight Movement
1IS	1	1	TrafficStream	1A/1	1IS/1	1.92	30.00	✓	Straight	Straight Movement
2A	1	1	TrafficStream	1Cx/1	2A/1	8.28	30.00	✓	Straight	Straight Movement
2Ax	1	1	TrafficStream	2IN/1	2Ax/1	6.04	30.00	✓	Straight	Straight Movement
2Bx	1	1	TrafficStream	2IS/1	2Bx/1	3.00	30.00	✓	Nearside	5.00
2C	1	1	TrafficStream	3Ax2/1	2C/1	14.64	30.00	✓	Straight	Straight Movement
2Cx	1	1	TrafficStream	2IS/1	2Cx/1	14.16	30.00	✓	Straight	Straight Movement
2Dx	1	1	TrafficStream	2IN/1	2Dx/1	2.64	30.00	✓	Nearside	5.00
2IN	1	1	TrafficStream	2C/1	2IN/1	1.00	30.00	✓	Straight	Straight Movement
2IS	1	1	TrafficStream	2D/1	2IS/1	1.00	30.00	✓	Offside	5.00
	1	1	TrafficStream	3AS/2	3A1/1	3.12	30.00	✓	Straight	Straight Movement
3A1	2	1	TrafficStream	3AS/2	3A1/2	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	1	TrafficStream	3B1/2	3Ax1/1	1.32	30.00	✓	Offside	21.27
	1	1	TrafficStream	3B2/2	3B1/1	1.92	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3B2/2	3B1/2	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	1	TrafficStream	3C1/2	3Bx1/1	1.00	30.00	✓	Offside	9.64
	1	1	TrafficStream	3C3/1	3C1/1	2.16	30.00	✓	Straight	Straight Movement
3C1	2	1	TrafficStream	3C3/3	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	1	TrafficStream	3A1/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D3/1	3D1/1	1.56	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3D3/2	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	1	TrafficStream	3A1/2	3Dx1/1	1.00	30.00	✓	Offside	9.12
3A2	1	1	TrafficStream	3A3/1	3A2/1	1.00	30.00	✓	Offside	42.55
3Ax2	1	1	TrafficStream	3Ax1/1	3Ax2/1	16.20	30.00	✓	Nearside	95.76
	1	1	TrafficStream	3B4/2	3B2/1	2.04	30.00	✓	Offside	77.52
3B2	2	1	TrafficStream	3B4/2	3B2/2	2.04	30.00	✓	Offside	77.52
3Bx2	1	1	TrafficStream	3A4/1	3Bx2/1	5.28	30.00	✓	Nearside	16.14
3C2	1	1	TrafficStream	3C2b/1	3C2/1	1.00	30.00	✓	Nearside	27.04
	1	1	TrafficStream	3C3/1	3C2b/1	2.40	30.00	✓	Nearside	13.36
3C2x	1	1	TrafficStream	3B3/1	3C2x/1	2.40	30.00	✓	Nearside	5.00
3D2	1	1	TrafficStream	3D2b/1	3D2/1	1.08	30.00	✓	Nearside	13.03
3D2b	1	1	TrafficStream	3D3/1	3D2b/1	1.08	30.00	✓	Nearside	31.02
3Dx2	1	1	TrafficStream	3C2/1	3Dx2/1	2.88	30.00	✓	Nearside	8.92
3A3	1	1	TrafficStream	3AS/1	3A3/1	2.16	30.00	✓	Straight	Straight Movement
3B3	1	1	TrafficStream	3B3b/1	3B3/1	1.00	30.00	✓	Straight	Straight Movement
3B3b	1	1	TrafficStream	3B4/1	3B3b/1	4.20	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3C4/1	3C3/1	3.12	30.00	✓	Straight	Straight Movement
3C3	2	1	TrafficStream	3C4/1	3C3/2	3.12	30.00	✓	Straight	Straight Movement
	3	1	TrafficStream	3C4/1	3C3/3	3.12	30.00	✓	Straight	Straight Movement
3C3x	1	1	TrafficStream	3C4/2/1	3C3x/1	2.64	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D4/1	3D3/1	5.76	30.00	✓	Offside	54.01
3D3	2	1	TrafficStream	3D4/1	3D3/2	5.76	30.00	✓	Offside	54.01
	3	1	TrafficStream	3D4/1	3D3/3	5.76	30.00	✓	Offside	53.00
3D3x	1	1	TrafficStream	3Dx2/1	3D3x/1	6.96	30.00	✓	Straight	Straight Movement
3A4	1	1	TrafficStream	3A4b/1	3A4/1	1.00	30.00	✓	Nearside	13.85
3A4b	1	1	TrafficStream	3A3/1	3A4b/1	1.08	30.00	✓	Nearside	24.02
	1	1	TrafficStream	3A6/1	3A5/1	1.00	30.00	✓	Offside	43.87
3A5	2	1	TrafficStream	3A6/1	3A5/2	1.00	30.00	✓	Offside	42.69
3A6	1	1	TrafficStream	2C/1	3A6/1	13.20	30.00	✓	Straight	Straight Movement
1Ax	1	2	TrafficStream	1IN/1	1Ax/1	2.88	30.00	✓	Straight	Straight Movement
1Bx	1	2	TrafficStream	1IS/1	1Bx/1	1.92	30.00	✓	Nearside	5.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	5.88	30.00	✓	Nearside	5.00
1Dx	1	2	TrafficStream	1IS/1	1Dx/1	1.00	30.00	✓	Offside	8.12
1Ex	1	2	TrafficStream	1IN/1	1Ex/1	2.28	30.00	✓	Nearside	5.00
1IN	1	2	TrafficStream	1B/1	1IN/1	1.92	30.00	✓	Offside	5.00
1IS	1	2	TrafficStream	1E/1	1IS/1	1.92	30.00	✓	Offside	5.00
2Ax	1	2	TrafficStream	2D/1	2Ax/1	6.04	30.00	✓	Nearside	5.00
2Bx	1	2	TrafficStream	2C/1	2Bx/1	3.00	30.00	✓	Offside	5.91
2Cx	1	2	TrafficStream	2B/1	2Cx/1	14.16	30.00	✓	Nearside	5.00
2Dx	1	2	TrafficStream	2A/1	2Dx/1	2.64	30.00	✓	Offside	5.50

Local Matrix Options

Table with 14 columns: OD Matrix, Name, Use for point to point table, Auto calculate, Allocation mode, Allow paths past exit locations, Allow looped paths on arms, Allow looped paths on traffic nodes, Copy flows, Matrix to copy flows from, Limit paths by length, Path length limit multiplier, Limit paths by number, Path number limit, Limit paths by flow, Low path flow threshold.

Normal Input Flows (PCU/hr)

Normal Input Flows matrix with columns: From (1-1, 1-2, 1-3, 1-4, 1-5) and To (1-1, 1-2, 1-3, 1-4, 1-5).

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

Locations table with columns: OD Matrix, Location, Name, Entries, Exits, Colour.

Normal Paths and Flows

Normal Paths and Flows table with columns: OD Matrix, Path, Description, From location, To location, Path Items, Allocation type, Normal Calculated Flow (PCU/hr).

Local OD Matrix - Local Matrix: 2

Local Matrix Options

Local Matrix Options table with 14 columns: OD Matrix, Name, Use for point to point table, Auto calculate, Allocation mode, Allow paths past exit locations, Allow looped paths on arms, Allow looped paths on traffic nodes, Copy flows, Matrix to copy flows from, Limit paths by length, Path length limit multiplier, Limit paths by number, Path number limit, Limit paths by flow, Low path flow threshold.

Normal Input Flows (PCU/hr)

Normal Input Flows matrix with columns: From (2-1, 2-2, 2-3, 2-4) and To (2-1, 2-2, 2-3, 2-4).

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

Locations table with columns: OD Matrix, Location, Name, Entries, Exits, Colour.

Normal Paths and Flows

Normal Paths and Flows table with columns: OD Matrix, Path, Description, From location, To location, Path Items, Allocation type, Normal Calculated Flow (PCU/hr).

Local OD Matrix - Local Matrix: 3 data matrix with columns: 11, 12, 2-3, 2-2, 2C/1, 2N/1, 2Ax/1, Normal, 902, 52.

Local OD Matrix - Local Matrix: 3

Local Matrix Options

Local Matrix Options table with 14 columns: OD Matrix, Name, Use for point to point table, Auto calculate, Allocation mode, Allow paths past exit locations, Allow looped paths on arms, Allow looped paths on traffic nodes, Copy flows, Matrix to copy flows from, Limit paths by length, Path length limit multiplier, Limit paths by number, Path number limit, Limit paths by flow, Low path flow threshold.

Normal Input Flows (PCU/hr)

Normal Input Flows matrix with columns: From (3-1, 3-2, 3-3, 3-4) and To (3-1, 3-2, 3-3, 3-4).

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

Locations table with columns: OD Matrix, Location, Name, Entries, Exits, Colour.

Normal Paths and Flows

Normal Paths and Flows table with columns: OD Matrix, Path, Description, From location, To location, Path Items, Allocation type, Normal Calculated Flow (PCU/hr).

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 3

Controller Stream 3 table with columns: Controller Stream, Name, Description, Use sequence, Cycle time source, Cycle time (s), Minimum possible cycle time (s).

Controller Stream 3 - Properties

Controller Stream 3 - Properties table with columns: Controller Stream, Manufacturer name, Type, Model number, (Telephone) Line Number, Site number, Grid reference, Gaining delay type.

Controller Stream 3 - Optimisation

Controller Stream 3 - Optimisation table with columns: Controller Stream, Allow offset optimisation, Allow green split optimisation, Optimisation level, Auto redistribute, Enable stage constraint.

Phases

Phases table with columns: Controller Stream, Phase, Name, Street minimum green (s), Maximum green (s), Relative start displacement (s), Relative end displacement (s), Type.

Library Stages

Library Stages table with columns: Controller Stream, Library Stage, Phases in stage, User stage minimum (s), Run every N cycles, Probability of running (%).

A1 - D14 - 2038 With Dev, PM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3q	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.64	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1c
1Cx			i1
1D	Frankfort Centre		1d
1Dx			
1E	Old Frankfort		1e
1Ex			
1IN			1a
1IS			1b
2A	Dundrum Rd N		2a
2Ax			i1
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2c
2Cx			i2
2D	Frankfort Park		2d
2Dx			
2IN			2a
2IS			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3o
3A2	Dundrum Rd		3a
3Ax2			i2
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b			3s
3Cx2			3l
3D2	Churchtown Road Slip		3e
3D2b			3t
3Dx2			3p
3A3	Dundrum Rd		3b
3B3	Taney Road Slip		3k
3B3b			3r
3C3	Dundrum Bypass		3i
3Cx3			
3D3	Churchtown Road		3m
3Dx3			
3A4	Dundrum Rd Slip		3h
3A4b			3q
3B4	Taney Road		3g
3C4	Dundrum Bypass		3j
3D4	Churchtown Road		3n
3A5	Dundrum Rd		3c
3A6	Dundrum Rd		3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S/L/R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S/L/R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S/L/R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				49.00	✓	Sum of lanes	1800			Normal	
1D	1	S/L/R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S/L/R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1IN	1				16.00	✓	Sum of lanes	1800			Normal	
1IS	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S/L/R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S/L/R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S/L/R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S/L/R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2IN	1				7.00	✓	Sum of lanes	9999			Normal	
2IS	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800		✓	Normal	
3A1	2	R			26.00	✓	Sum of lanes	1800		✓	Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600			Normal	
3B1	1	S			16.00	✓	Sum of lanes	3600		✓	Normal	
3B1	2	R			16.00	✓	Sum of lanes	1800		✓	Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600			Normal	
3C1	1	S			18.00	✓	Sum of lanes	3600		✓	Normal	
3C1	2	R			18.00	✓	Sum of lanes	1800		✓	Normal	
3Cx1	1				8.00	✓	Sum of lanes	3600			Normal	
3D1	1	S			13.00	✓	Sum of lanes	3600		✓	Normal	
3D1	2	R			13.00	✓	Sum of lanes	1800		✓	Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800		✓	Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
3B2	1				17.00	✓	Sum of lanes	1800			Normal	
3B2	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
3C2	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
3C3	1				26.00	✓	Sum of lanes	1800			Normal	
3C3	2				26.00	✓	Sum of lanes	1800			Normal	
3C3	3				26.00	✓	Sum of lanes	1800			Normal	
3Cx3	1				22.00						Normal	
3D3	1				48.00	✓	Sum of lanes	1800			Normal	
3D3	2				48.00	✓	Sum of lanes	1800			Normal	
3D3	3				48.00	✓	Sum of lanes	1800			Normal	
3Dx3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
3B4	1				11.00	✓	Sum of lanes	1800			Normal	
3B4	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800		Normal
	2			8.00	✓	Sum of lanes	1800		Normal
3A6	1			110.00	✓	Sum of lanes	1800		Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			1800
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
1E	1	1				1800
1Ex	1	1				
1IN	1	1	(untitled)			1800
1IS	1	1	(untitled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				
2N	1	1				9999
2S	1	1				9999
	1	1	(untitled)			1800
3A1	2	1	(untitled)			1800
	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
	1	1	(untitled)			1800
3B1	1	1	(untitled)			1800
	2	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx1	1	1	(untitled)			1800
	1	1	(untitled)			1800
	1	1	(untitled)			1800
3C1	1	1	(untitled)			1800
	2	1	(untitled)			1800
	2	1	(untitled)			1800
3Cx1	1	1	(untitled)			1800
	1	1	(untitled)			1800
	1	1	(untitled)			1800
3D1	1	1	(untitled)			1800
	2	1	(untitled)			1800
	2	1	(untitled)			1800
3Dx1	1	1	(untitled)			1800
	2	1	(untitled)			1800
	2	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			1800
3B2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx2	1	1	(untitled)			
	2	1	(untitled)			
3C2	1	1	(untitled)			1800
3C2b	1	1	(untitled)			1800
3Cx2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D2	1	1	(untitled)			1800
3D2b	1	1	(untitled)			1800
3Dx2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3A3	1	1	(untitled)			1800
3B3	1	1	(untitled)			1800
3B3b	1	1	(untitled)			1800
	1	1	(untitled)			1800
3C3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Cx3	1	1	(untitled)			
	2	1	(untitled)			
	1	1	(untitled)			1800
3D3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Dx3	1	1	(untitled)			
3A4	1	1	(untitled)			1800
3A4b	1	1	(untitled)			1800
3B4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3D4	1	1	(untitled)			1800
3A5	2	1	(untitled)			1800
3A6	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
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(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	869	869
1Ax	1	755	755
1B	1	8	8
1Bx	1	9	9
1C	1	791	791
1Cx	1	886	886
1D	1	9	9
1Dx	1	0	0
1E	1	24	24
1Ex	1	51	51
1IN	1	791	791
1IS	1	878	878
2A	1	952	952
2Ax	1	781	781
2B	1	120	120
2Bx	1	210	210
2C	1	879	879
2Cx	1	945	945
2D	1	8	8
2Dx	1	23	23
2N	1	795	795
2S	1	951	951
3A1	1	458	458
	2	204	204
3Ax1	1	674	674
	1	621	621
3B1	2	81	81
3Bx1	1	518	518
	1	593	593
3C1	2	44	44
3Cx1	1	1042	1042
	1	474	474
3D1	2	355	355
3Dx1	1	825	825
3A2	1	229	229
3Ax2	1	934	934
3B2	1	414	414
	2	288	288
3Bx2	1	604	604
3C2	1	348	348
3C2b	1	348	348
3Cx2	1	1181	1181
3D2	1	260	260
3D2b	1	260	260
3Dx2	1	1173	1173
3A3	1	315	315
3B3	1	119	119
3B3b	1	119	119
	1	645	645
3C3	2	319	319
	3	22	22
3Cx3	1	1161	1161
	1	497	497
3D3	2	415	415
	3	178	178
3Dx3	1	1173	1173
3A4	1	86	86
3A4b	1	86	86
3B4	1	326	326
	2	495	495
3C4	1	985	985
3D4	1	1089	1089
3A5	1	544	544
	2	433	433
3A6	1	977	977

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
3A2	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.84	30.00
3B4	1	1.32	30.00

Table with columns for junction ID, lane ID, movement, and delay. Rows include junctions 1E, 2A, 2B, 2C, and 2D with various lane and movement combinations.

Local Matrix Options

Table with columns for OD Matrix, Name, Use for point to point table, Auto calculate, Allocation mode, Allow paths past exit locations, Allow looped paths on arms, Allow looped paths on traffic nodes, Copy flows, Matrix to copy flows from, Limit paths by length, Path length limit multiplier, Limit paths by number, Path number limit, Limit paths by flow, and Low path flow threshold.

Normal Input Flows (PCU/hr)

Normal Input Flows matrix showing flows between junctions 1-5.

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

Locations table with columns for OD Matrix, Location, Name, Entries, Exits, and Colour. Shows locations 1-5 with details like 1A/1, 1B/1, etc.

Normal Paths and Flows

Normal Paths and Flows table with columns for OD Matrix, Path, Description, From location, To location, Path items, Allocation type, and Normal Calculated Flow (PCU/hr). Lists paths 1-20 with their respective flow values.

T-Junctions

T-Junctions

T-Junctions table with columns for T-Junction, Name, Description, Auto assign priority, Type, Traffic direction on Arm A, Entry aB, Entry aC, Exit a, Traffic direction on Arm B, Entry bA, Entry bC, Exit b, Traffic direction on Arm C, Entry cA, Entry cB, Exit c, Calculate Slope and Intercept.

T-Junction Majors

T-Junction Majors table with columns for T-Junction, Left Carriageway Width (m), Right Carriageway Width (m), Kerbed Central Reserve Width (m), Width for C-B traffic (m), and Visibility for C-B traffic (m). Lists junctions 1a-3d.

T-Junction Minors

T-Junction Minors table with columns for T-Junction, B-C Lane Width (m), B-A Lane Width (m), B-C Visibility (m), and B-A Visibility (m). Lists junctions 1a-3d.

T-Junction Slope Intercept

T-Junction Slope Intercept table with columns for T-Junction, BCIIntercept (PCU/hr), BC-aBSlope, BC-cBSlope, BAIIntercept (PCU/hr), BA-aBSlope, BA-cBSlope, BA-bBSlope, CBIntercept (PCU/hr), CB-aBSlope, CB-cBSlope. Lists junctions 1a-3d.

Local OD Matrix - Local Matrix: 1

Local OD Matrix - Local Matrix: 2

Local Matrix Options

Local Matrix Options table with columns for OD Matrix, Name, Use for point to point table, Auto calculate, Allocation mode, Allow paths past exit locations, Allow looped paths on arms, Allow looped paths on traffic nodes, Copy flows, Matrix to copy flows from, Limit paths by length, Path length limit multiplier, Limit paths by number, Path number limit, Limit paths by flow, and Low path flow threshold.

Normal Input Flows (PCU/hr)

Normal Input Flows matrix showing flows between junctions 2-4.

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

Locations table with columns for OD Matrix, Location, Name, Entries, Exits, and Colour. Shows locations 2-4 with details like 2A/1, 2B/1, etc.

Normal Paths and Flows

Normal Paths and Flows table with columns for OD Matrix, Path, Description, From location, To location, Path items, Allocation type, and Normal Calculated Flow (PCU/hr). Lists paths 1-10 with their respective flow values.

Table with 7 columns and 2 rows showing traffic flow data.

Local OD Matrix - Local Matrix: 3

Local Matrix Options

Table with 11 columns and 1 row for Local Matrix Options.

Normal Input Flows (PCU/hr)

Table with 5 columns and 5 rows for Normal Input Flows.

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

Table with 5 columns and 4 rows for Locations.

Normal Paths and Flows

Table with 7 columns and 20 rows for Normal Paths and Flows.

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 3

Table with 7 columns and 1 row for Controller Stream 3.

Controller Stream 3 - Properties

Table with 7 columns and 1 row for Controller Stream 3 - Properties.

Controller Stream 3 - Optimisation

Table with 4 columns and 1 row for Controller Stream 3 - Optimisation.

Phases

Table with 7 columns and 1 row for Phases.

Library Stages

Table with 6 columns and 13 rows for Library Stages.

Stage Sequences

Table with 8 columns and 10 rows for Stage Sequences.

Intergreen Matrix for Controller Stream 3

Table with 15 columns and 15 rows for Intergreen Matrix.

Banned Stage transitions for Controller Stream 3

Table with 13 columns and 13 rows for Banned Stage Transitions.

Interstage Matrix for Controller Stream 3

Table with 13 columns and 13 rows for Interstage Matrix.

Resultant Stages

Table with 10 columns and 4 rows for Resultant Stages.

Resultant Phase Green Periods

Table with 6 columns and 11 rows for Resultant Phase Green Periods.

Traffic Stream Green Times

Table with 6 columns and 4 rows for Traffic Stream Green Times.

TRANSYT 16
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Filename: H081 TRANSYT Model 20210623.116
 Path: J:\H_JOBS\Job-H081\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
 Report generation date: 14/07/2021 10:08:29

- »A1 - : D15 - 2023 Construction, AM :
- »Links
- »Arms and Traffic Streams
- »T-Junctions
- »Local OD Matrix - Local Matrix: 1
- »Local OD Matrix - Local Matrix: 2
- »Local OD Matrix - Local Matrix: 3
- »Signal Timings
- »Network Results
- »Final Prediction Table

Summary of network performance

AM					
Set ID	PI (E per hr)	Total delay (PCU-hr/hr)	Highest DOS	Number oversaturated	
2023 Construction					
Network	D15	563.79	37.07	93% (TS 2B/1)	1 (1%)

A1 - D15 - 2023 Construction, AM

Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1	(untitled)		3a	22.00		✓		Pedestrian		
3P2	(untitled)		3a	20.00		✓		Pedestrian		
3P3	(untitled)		3a	20.00		✓		Pedestrian		
3P4	(untitled)		3o	18.00		✓		Pedestrian		
3P5	(untitled)		3t	5.00				Pedestrian		
3P6	(untitled)		3r	7.00				Pedestrian		
3P7	(untitled)		3s	8.00				Pedestrian		
3P8	(untitled)		3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.64	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1b
1Cx			1i
1D	Frankfort Centre		1b
1Dx			
1E	Old Frankfort		1a
1Ex			1a
1IN			1a
1IS			1b
2A	Dundrum Rd N		2a
2Ax			1i
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2b
2Cx			i2
2D	Frankfort Park		2a
2Dx			
2IN			2a
2IS			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1	(untitled)		3a
3Dx1			3o
3A2	Dundrum Rd		3a
3Ax2			i2
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b			3s
3C2c			3t
3D2	Churchtown Road Slip		3e
3D2b			3f
3Dx2			3p
3A3	Dundrum Rd		3b
3B3	Taney Road Slip		3k
3B3b			3r
3C3	Dundrum Bypass		3i
3C3d			
3D3	Churchtown Road		3m
3Dx3			
3A4	Dundrum Rd Slip		3h
3A4b			3q
3B4	Taney Road		3g
3C4	Dundrum Bypass		3j
3D4	Churchtown Road		3n
3A5	Dundrum Rd		3c
3A6	Dundrum Rd		3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S / L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S / L / R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				48.00	✓	Sum of lanes	1800			Normal	
1D	1	S / L / R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S / L / R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1N	1				16.00	✓	Sum of lanes	1800			Normal	
1S	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S / L / R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S / L / R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S / L / R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S / L / R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2N	1				7.00	✓	Sum of lanes	9999			Normal	
2S	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800		✓	Normal	
3A1	2	R			26.00	✓	Sum of lanes	1800		✓	Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600		✓	Normal	
3B1	1	S			16.00	✓	Sum of lanes	3600		✓	Normal	
3B1	2	R			16.00	✓	Sum of lanes	1800		✓	Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600		✓	Normal	
3C1	1	S			18.00	✓	Sum of lanes	1800		✓	Normal	
3C1	2	R			18.00	✓	Sum of lanes	1800		✓	Normal	
3Cx1	1	S			8.00	✓	Sum of lanes	3600		✓	Normal	
3D1	1	S			13.00	✓	Sum of lanes	3600		✓	Normal	
3D1	2	R			13.00	✓	Sum of lanes	1800		✓	Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800		✓	Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
3B2	1				17.00	✓	Sum of lanes	1800			Normal	
3B2	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
3C2	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
3C3	1				26.00	✓	Sum of lanes	1800			Normal	
3C3	2				26.00	✓	Sum of lanes	1800			Normal	
3C3	3				26.00	✓	Sum of lanes	1800			Normal	
3Cx3	1				22.00						Normal	
3D3	1				48.00	✓	Sum of lanes	1800			Normal	
3D3	2				48.00	✓	Sum of lanes	1800			Normal	
3D3	3				48.00	✓	Sum of lanes	1800			Normal	
3Dx3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
3B4	1				11.00	✓	Sum of lanes	1800			Normal	
3B4	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800		Normal
3A5	2			8.00	✓	Sum of lanes	1800		Normal
3A6	1			110.00	✓	Sum of lanes	1800		Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RRE7	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			1800
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			
1E	1	1	(untitled)			1800
1Ex	1	1	(untitled)			
1N	1	1	(untitled)			1800
1S	1	1	(untitled)			1800
2A	1	1	(untitled)			1800
2Ax	1	1	(untitled)			1800
2B	1	1	(untitled)			1800
2Bx	1	1	(untitled)			
2C	1	1	(untitled)			1800
2Cx	1	1	(untitled)			1800
2D	1	1	(untitled)			1800
2Dx	1	1	(untitled)			
2N	1	1	(untitled)			9999
2S	1	1	(untitled)			9999
3A1	1	1	(untitled)			1800
3A1	2	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
3Ax1	2	1	(untitled)			1800
3B1	1	1	(untitled)			1800
3B1	2	1	(untitled)			1800
3Bx1	1	1	(untitled)			1800
3Bx1	2	1	(untitled)			1800
3C1	1	1	(untitled)			1800
3C1	2	1	(untitled)			1800
3Cx1	1	1	(untitled)			1800
3Cx1	2	1	(untitled)			1800
3D1	1	1	(untitled)			1800
3D1	2	1	(untitled)			1800
3Dx1	1	1	(untitled)			1800
3Dx1	2	1	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			1800
3B2	1	1	(untitled)			1800
3B2	2	1	(untitled)			1800
3Bx2	1	1	(untitled)			
3Bx2	2	1	(untitled)			
3C2	1	1	(untitled)			1800
3C2b	1	1	(untitled)			1800
3Cx2	1	1	(untitled)			1800
3Cx2	2	1	(untitled)			1800
3D2	1	1	(untitled)			1800
3D2b	1	1	(untitled)			1800
3Dx2	1	1	(untitled)			1800
3A3	1	1	(untitled)			1800
3B3	1	1	(untitled)			1800
3B3b	1	1	(untitled)			1800
3C3	1	1	(untitled)			1800
3C3	2	1	(untitled)			1800
3C3	3	1	(untitled)			1800
3Cx3	1	1	(untitled)			
3Cx3	2	1	(untitled)			1800
3D3	1	1	(untitled)			1800
3D3	2	1	(untitled)			1800
3D3	3	1	(untitled)			1800
3Dx3	1	1	(untitled)			1800
3A4	1	1	(untitled)			1800
3A4b	1	1	(untitled)			1800
3B4	1	1	(untitled)			1800
3B4	2	1	(untitled)			1800
3C4	1	1	(untitled)			1800
3C4	2	1	(untitled)			1800
3D4	1	1	(untitled)			1800
3A5	1	1	(untitled)			1800
3A6	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
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(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	549	549
1Ax	1	975	975
1B	1	7	7
1Bx	1	0	0
1C	1	1003	1003
1Cx	1	562	562
1D	1	0	0
1Dx	1	7	7
1E	1	26	26
1Ex	1	41	41
1IN	1	1000	1000
1IS	1	559	559
2A	1	554	554
2Ax	1	986	986
2B	1	294	294
2Bx	1	89	89
2C	1	843	843
2Cx	1	632	632
2D	1	14	14
2Dx	1	8	8
2IN	1	989	989
2IS	1	573	573
3A1	1	241	241
	2	144	144
3Ax1	1	531	531
	1	467	467
3B1	2	84	84
3Bx1	1	662	662
	1	447	447
3C1	2	27	27
3Cx1	1	557	557
	1	635	635
3D1	2	195	195
3Dx1	1	611	611
3A2	1	121	121
3Ax2	1	843	843
	1	311	311
3B2	2	240	240
3Bx2	1	782	782
3C2	1	107	107
3C2b	1	107	107
3Cx2	1	600	600
3D2	1	312	312
3Dx2	1	718	718
3A3	1	241	241
3B3	1	43	43
3B3b	1	43	43
	1	331	331
3C3	2	237	237
	3	14	14
3Cx3	1	600	600
	1	630	630
3D3	2	415	415
	3	98	98
3Dx3	1	718	718
3A4	1	120	120
3A4b	1	120	120
3B4	2	395	395
3C4	1	581	581
3D4	1	1142	1142
3A5	1	361	361
3D5	2	265	265
3A6	1	626	626

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
	1	3	A	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.64	30.00
3B4	1	1.32	30.00

	2	1.32	30.00
3C4	1	1.32	30.00
3D4	1	2.64	30.00

Sources

Arm	Traffic Stream	Source	Source type	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
1Ax	1	1	TrafficStream	1E/1	1Ax/1	2.88	30.00	✓	Nearside	5.00
1Bx	1	1	TrafficStream	1C/1	1Bx/1	1.92	30.00	✓	Offside	9.49
1C	1	1	TrafficStream	2Ax/1	1C/1	5.76	30.00	✓	Straight	Straight Movement
1Cx	1	1	TrafficStream	1IS/1	1Cx/1	5.88	30.00	✓	Straight	Straight Movement
1Dx	1	1	TrafficStream	1C/1	1Dx/1	1.00	30.00	✓	Nearside	5.00
1Ex	1	1	TrafficStream	1A/1	1Ex/1	2.28	30.00	✓	Offside	5.11
1IN	1	1	TrafficStream	1A/1	1IN/1	1.92	30.00	✓	Straight	Straight Movement
1IS	1	1	TrafficStream	1C/1	1IS/1	1.92	30.00	✓	Straight	Straight Movement
2A	1	1	TrafficStream	1Cx/1	2A/1	8.28	30.00	✓	Straight	Straight Movement
2Ax	1	1	TrafficStream	2IN/1	2Ax/1	6.04	30.00	✓	Straight	Straight Movement
2Bx	1	1	TrafficStream	2IS/1	2Bx/1	3.00	30.00	✓	Nearside	5.00
2C	1	1	TrafficStream	3Ax2/1	2C/1	14.64	30.00	✓	Straight	Straight Movement
2Cx	1	1	TrafficStream	2IS/1	2Cx/1	14.16	30.00	✓	Straight	Straight Movement
2Dx	1	1	TrafficStream	2IN/1	2Dx/1	2.64	30.00	✓	Nearside	5.00
2IN	1	1	TrafficStream	2C/1	2IN/1	1.00	30.00	✓	Straight	Straight Movement
2IS	1	1	TrafficStream	2D/1	2IS/1	1.00	30.00	✓	Offside	5.00
	1	1	TrafficStream	3AS/2	3A1/1	3.12	30.00	✓	Straight	Straight Movement
3A1	2	1	TrafficStream	3AS/2	3A1/2	3.12	30.00	✓	Straight	Straight Movement
3Ax1	1	1	TrafficStream	3B1/2	3Ax1/1	1.32	30.00	✓	Offside	21.27
3B1	1	1	TrafficStream	3B2/2	3B1/1	1.92	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3B2/2	3B1/2	1.92	30.00	✓	Straight	Straight Movement
3Bx1	1	1	TrafficStream	3C1/2	3Bx1/1	1.00	30.00	✓	Offside	9.64
3C1	1	1	TrafficStream	3C3/1	3C1/1	2.16	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3C3/3	3C1/2	2.16	30.00	✓	Straight	Straight Movement
3Cx1	1	1	TrafficStream	3A1/1	3Cx1/1	1.00	30.00	✓	Straight	Straight Movement
3D1	1	1	TrafficStream	3D3/1	3D1/1	1.56	30.00	✓	Straight	Straight Movement
	2	1	TrafficStream	3D3/2	3D1/2	1.56	30.00	✓	Straight	Straight Movement
3Dx1	1	1	TrafficStream	3A1/2	3Dx1/1	1.00	30.00	✓	Offside	9.12
3A2	1	1	TrafficStream	3A3/1	3A2/1	1.00	30.00	✓	Offside	42.55
3Ax2	1	1	TrafficStream	3Ax1/1	3Ax2/1	16.20	30.00	✓	Nearside	95.76
	1	1	TrafficStream	3B4/2	3B2/1	2.04	30.00	✓	Offside	77.52
3B2	2	1	TrafficStream	3B4/2	3B2/2	2.04	30.00	✓	Offside	77.52
3Bx2	1	1	TrafficStream	3A4/1	3Bx2/1	5.28	30.00	✓	Nearside	16.14
3C2	1	1	TrafficStream	3C2b/1	3C2/1	1.00	30.00	✓	Nearside	27.04
	1	1	TrafficStream	3C3/1	3C2b/1	2.40	30.00	✓	Nearside	13.36
3C2x	1	1	TrafficStream	3B3/1	3C2x/1	2.40	30.00	✓	Nearside	5.00
3D2	1	1	TrafficStream	3D2b/1	3D2/1	1.08	30.00	✓	Nearside	13.03
3D2b	1	1	TrafficStream	3D3/1	3D2b/1	1.08	30.00	✓	Nearside	31.02
3Dx2	1	1	TrafficStream	3C2/1	3Dx2/1	2.88	30.00	✓	Nearside	8.92
3A3	1	1	TrafficStream	3AS/1	3A3/1	2.16	30.00	✓	Straight	Straight Movement
3B3	1	1	TrafficStream	3B3b/1	3B3/1	1.00	30.00	✓	Straight	Straight Movement
3B3b	1	1	TrafficStream	3B4/1	3B3b/1	4.20	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3C4/1	3C3/1	3.12	30.00	✓	Straight	Straight Movement
3C3	2	1	TrafficStream	3C4/1	3C3/2	3.12	30.00	✓	Straight	Straight Movement
	3	1	TrafficStream	3C4/1	3C3/3	3.12	30.00	✓	Straight	Straight Movement
3Cx3	1	1	TrafficStream	3C4/2/1	3Cx3/1	2.64	30.00	✓	Straight	Straight Movement
	1	1	TrafficStream	3D4/1	3D3/1	5.76	30.00	✓	Offside	54.01
3D3	2	1	TrafficStream	3D4/1	3D3/2	5.76	30.00	✓	Offside	54.01
	3	1	TrafficStream	3D4/1	3D3/3	5.76	30.00	✓	Offside	53.00
3Dx3	1	1	TrafficStream	3Dx2/1	3Dx3/1	6.96	30.00	✓	Straight	Straight Movement
3A4	1	1	TrafficStream	3A4b/1	3A4/1	1.00	30.00	✓	Nearside	13.85
3A4b	1	1	TrafficStream	3A3/1	3A4b/1	1.08	30.00	✓	Nearside	24.02
	1	1	TrafficStream	3A5/1	3A5/1	1.00	30.00	✓	Offside	43.87
3A5	2	1	TrafficStream	3A6/1	3A5/2	1.00	30.00	✓	Offside	42.69
3A6	1	1	TrafficStream	2C/1	3A6/1	13.20	30.00	✓	Straight	Straight Movement
1Ax	1	2	TrafficStream	1IN/1	1Ax/1	2.88	30.00	✓	Straight	Straight Movement
1Bx	1	2	TrafficStream	1IS/1	1Bx/1	1.92	30.00	✓	Nearside	5.00
1Cx	1	2	TrafficStream	1B/1	1Cx/1	5.88	30.00	✓	Nearside	5.00
1Dx	1	2	TrafficStream	1IS/1	1Dx/1	1.00	30.00	✓	Offside	8.12
1Ex	1	2	TrafficStream	1IN/1	1Ex/1	2.28	30.00	✓	Nearside	5.00
1IN	1	2	TrafficStream	1B/1	1IN/1	1.92	30.00	✓	Offside	5.00
1IS	1	2	TrafficStream	1E/1	1IS/1	1.92	30.00	✓	Offside	5.00
2Ax	1	2	TrafficStream	2D/1	2Ax/1	6.04	30.00	✓	Nearside	5.00
2Bx	1	2	TrafficStream	2C/1	2Bx/1	3.00	30.00	✓	Offside	5.91
2Cx	1	2	TrafficStream	2B/1	2Cx/1	14.16	30.00	✓	Nearside	5.00
2Dx	1	2	TrafficStream	2A/1	2Dx/1	2.64	30.00	✓	Offside	5.50

Local Matrix Options

Table with 13 columns: OD Matrix, Name, Use for point to point table, Auto calculate, Allocation mode, Allow paths past exit locations, Allow looped paths on arms, Allow looped paths on traffic nodes, Copy flows, Matrix to copy flows from, Limit paths by length, Path length limit multiplier, Limit paths by number, Path number limit, Limit paths by flow, Low path flow threshold.

Normal Input Flows (PCU/hr)

Flow matrix table with From (1-1, 1-2, 1-3, 1-4, 1-5) and To (1-1, 1-2, 1-3, 1-4, 1-5) columns.

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

Table with 6 columns: OD Matrix, Location, Name, Entries, Exits, Colour.

Normal Paths and Flows

Table with 7 columns: OD Matrix, Path, Description, From location, To location, Path Items, Allocation type, Normal Calculated Flow (PCU/hr).

Local OD Matrix - Local Matrix: 2

Local Matrix Options

Table with 13 columns: OD Matrix, Name, Use for point to point table, Auto calculate, Allocation mode, Allow paths past exit locations, Allow looped paths on arms, Allow looped paths on traffic nodes, Copy flows, Matrix to copy flows from, Limit paths by length, Path length limit multiplier, Limit paths by number, Path number limit, Limit paths by flow, Low path flow threshold.

Normal Input Flows (PCU/hr)

Flow matrix table with From (2-1, 2-2, 2-3, 2-4) and To (2-1, 2-2, 2-3, 2-4) columns.

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

Table with 6 columns: OD Matrix, Location, Name, Entries, Exits, Colour.

Normal Paths and Flows

Table with 7 columns: OD Matrix, Path, Description, From location, To location, Path Items, Allocation type, Normal Calculated Flow (PCU/hr).

Small flow matrix table with 2 rows and 4 columns.

Local OD Matrix - Local Matrix: 3

Local Matrix Options

Table with 13 columns: OD Matrix, Name, Use for point to point table, Auto calculate, Allocation mode, Allow paths past exit locations, Allow looped paths on arms, Allow looped paths on traffic nodes, Copy flows, Matrix to copy flows from, Limit paths by length, Path length limit multiplier, Limit paths by number, Path number limit, Limit paths by flow, Low path flow threshold.

Normal Input Flows (PCU/hr)

Flow matrix table with From (3-1, 3-2, 3-3, 3-4) and To (3-1, 3-2, 3-3, 3-4) columns.

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

Table with 6 columns: OD Matrix, Location, Name, Entries, Exits, Colour.

Normal Paths and Flows

Table with 7 columns: OD Matrix, Path, Description, From location, To location, Path Items, Allocation type, Normal Calculated Flow (PCU/hr).

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 3

Table with 6 columns: Controller Stream, Name, Description, Use sequence, Cycle time source, Cycle time (s), Minimum possible cycle time (s).

Controller Stream 3 - Properties

Table with 7 columns: Controller Stream, Manufacturer name, Type, Model number, (Telephone) Line Number, Site number, Grid reference, Gaining delay type.

Controller Stream 3 - Optimisation

Table with 5 columns: Controller Stream, Allow offset optimisation, Allow green split optimisation, Optimisation level, Auto redistribute, Enable stage constraint.

Phases

Table with 7 columns: Controller Stream, Phase, Name, Street minimum green (s), Maximum green (s), Relative start displacement (s), Relative end displacement (s), Type.

Library Stages

Table with 6 columns: Controller Stream, Library Stage, Phases in stage, User stage minimum (s), Run every N cycles, Probability of running (%).

Stage Sequences

Table with columns: Controller Stream, Sequence, Name, Multiple cycling, Stage IDs, Stage ends, Minimum possible cycle time (s), Exclude from analysis. Contains 10 stage sequences for Controller Stream 3.

Intergreen Matrix for Controller Stream 3

Intergreen Matrix for Controller Stream 3 showing relationships between stages A through P.

Banned Stage transitions for Controller Stream 3

Banned Stage transitions for Controller Stream 3 showing transitions between stages 1 through 13.

Interstage Matrix for Controller Stream 3

Interstage Matrix for Controller Stream 3 showing transitions between stages 1 through 13.

Resultant Stages

Resultant Stages table with columns: Controller Stream, Resultant Stage, Is base stage, Library Stage ID, Phases in this stage, Stage start (s), Stage end (s), Stage duration (s), User stage minimum (s), Stage minimum (s).

Resultant Phase Green Periods

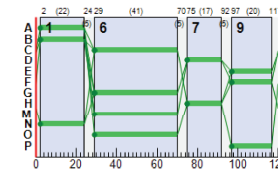
Resultant Phase Green Periods table with columns: Controller Stream, Phase, Green period, Is base green period, Start time (s), End time (s), Duration (s).

Traffic Stream Green Times

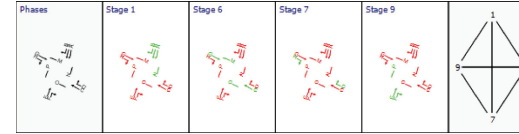
Traffic Stream Green Times table with columns: Arm, Traffic Stream, Traffic Node, Controller Stream, Phase, Green Period 1 (Start, End, Duration).

Table with columns: Controller Stream, Sequence, Name, Multiple cycling, Stage IDs, Stage ends, Minimum possible cycle time (s), Exclude from analysis.

Phase Timings Diagram for Controller Stream 3



Stage Sequence Diagram for Controller Stream 3



Resultant penalties

Resultant penalties table with columns: Time Segment, Controller stream, Phase min max penalty (£ per hr), Intergreen broken penalty (£ per hr), Stage constraint broken penalty (£ per hr), Cost of controller stream penalties (£ per hr).

Network Results

Network Results table with columns: Analysis set used, Run start time, Run finish time, Run duration (s), Modelling start time (HH:mm), Network Cycle (s), Performance Index (£ per hr), Total network delay (PCU-hr), Highest DOS (%), Item with highest DOS, Number of oversaturated items, Percentage of oversaturated items, Item with worst signalised PRC, Item with worst unsignalised PRC, Item with worst overall PRC, Network within capacity.

Network Results: Vehicle summary

Network Results: Vehicle summary table with columns: Time Segment, Degree of saturation (%), Practical reserve capacity (%), Calculated flow entering (PCU/hr), Actual green (s per cycle), Mean Delay per Veh (s), Weighted cost of delay (£ per hr), Weighted cost of stops (£ per hr), Performance Index (£ per hr).

Network Results: Flows and signals

Network Results: Flows and signals table with columns: Time Segment, Calculated flow entering (PCU/hr), Calculated flow out (PCU/hr), Flow discrepancy, Adjusted flow warning, Degree of saturation (%), DOS Threshold exceeded, Practical reserve capacity (%), Actual green (s per cycle), Effective green (s per cycle).

Final Prediction Table

Final Prediction Table with columns: Link, Name, Traffic node, Controller stream, Phase, SIGNALS, FLOWS, PERFORMANCE, PER PCU, QUEUES, WEIGHTS, PENALTIES, P.I.

Traffic Stream Results

Traffic Stream Results table with columns: Arm, Traffic Stream, Name, Traffic node, Controller stream, Phase, SIGNALS, FLOWS, PERFORMANCE, PER PCU, QUEUES, WEIGHTS, PENALTIES, P.I.

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Links

Links

Link	Name	Description	Traffic node	Length (m)	Has Saturation Flow	Is signal controlled	Is give way	Traffic type	Is minor shared	Allow Nearside Turn On Red
3P1 (untitled)			3a	22.00		✓		Pedestrian		
3P2 (untitled)			3a	20.00		✓		Pedestrian		
3P3 (untitled)			3a	20.00		✓		Pedestrian		
3P4 (untitled)			3o	18.00		✓		Pedestrian		
3P5 (untitled)			3q	5.00				Pedestrian		
3P6 (untitled)			3r	7.00				Pedestrian		
3P7 (untitled)			3s	8.00				Pedestrian		
3P8 (untitled)			3t	6.00				Pedestrian		

Modelling

Link	Traffic model	Stop weighting (%)	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	NetworkDefault	100	100	100		0.00		

Flows

Link	Total flow (PCU/hr)	PCU Factor
(ALL)	0	1.00

Flows - Advanced

Link	Detectors
(ALL)	

Signals

Link	Controller stream	Phase	Second phase enabled
3P1	3	M	
3P2	3	N	
3P3	3	O	
3P4	3	P	

Entry Sources

Link	Cruise time (seconds)	Cruise speed (kph)
3P1	2.64	30.00
3P2	2.40	30.00
3P3	2.40	30.00
3P4	2.16	30.00
3P5	1.00	30.00
3P6	1.00	30.00
3P7	1.00	30.00
3P8	1.00	30.00

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
1A	Dundrum Rd N		1a
1Ax			
1B	Summerville		1b
1Bx			
1C	Dundrum Rd S		1c
1Cx			1i
1D	Frankfort Centre		1d
1Dx			
1E	Old Frankfort		1e
1Ex			
1N			1a
1S			1b
2A	Dundrum Rd N		2a
2Ax			1i
2B	Rosemount		2b
2Bx			
2C	Dundrum Rd S		2c
2Cx			1i
2D	Frankfort Park		2a
2Dx			
2N			2a
2S			2b
3A1	Dundrum Rd		3a
3Ax1			3e
3B1	Taney Road		3a
3Bx1			3h
3C1	Dundrum Bypass		3a
3Cx1			3k
3D1 (untitled)			3a
3Dx1			3o
3A2	Dundrum Rd		3a
3Ax2			1i
3B2	Taney Road		3f
3Bx2			
3C2	Dundrum Bypass Slip		3o

3C2b		3s
3C2		3l
3D2	Churchtown Road Slip	3e
3D2b		3t
3Dx2		3p
3A3	Dundrum Rd	3b
3B3	Taney Road Slip	3k
3B3b		3r
3C3	Dundrum Bypass	3l
3C33		3m
3D3	Churchtown Road	3m
3Dx3		
3A4	Dundrum Rd Slip	3h
3A4b		3q
3B4	Taney Road	3g
3C4	Dundrum Bypass	3j
3D4	Churchtown Road	3n
3A5	Dundrum Rd	3c
3A6	Dundrum Rd	3d

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1A	1	S / L / R			24.00	✓	Sum of lanes	1800		✓	Normal	
1Ax	1				24.00						Normal	
1B	1	S / L / R			16.00	✓	Sum of lanes	1800		✓	Normal	
1Bx	1				16.00						Normal	
1C	1	S / L / R			48.00	✓	Sum of lanes	1800			Normal	
1Cx	1				49.00	✓	Sum of lanes	1800			Normal	
1D	1	S / L / R			8.00	✓	Sum of lanes	1800		✓	Normal	
1Dx	1				8.00						Normal	
1E	1	S / L / R			19.00	✓	Sum of lanes	1800		✓	Normal	
1Ex	1				19.00						Normal	
1N	1				16.00	✓	Sum of lanes	1800			Normal	
1S	1				16.00	✓	Sum of lanes	1800			Normal	
2A	1	S / L / R			69.00	✓	Sum of lanes	1800		✓	Normal	
2Ax	1				67.00	✓	Sum of lanes	1800			Normal	
2B	1	S / L / R			25.00	✓	Sum of lanes	1800		✓	Normal	
2Bx	1				25.00						Normal	
2C	1	S / L / R			122.00	✓	Sum of lanes	1800		✓	Normal	
2Cx	1				118.00	✓	Sum of lanes	1800			Normal	
2D	1	S / L / R			22.00	✓	Sum of lanes	1800		✓	Normal	
2Dx	1				22.00						Normal	
2N	1				7.00	✓	Sum of lanes	9999			Normal	
2S	1				7.00	✓	Sum of lanes	9999			Normal	
3A1	1	S			26.00	✓	Sum of lanes	1800		✓	Normal	
3A1	2	R			26.00	✓	Sum of lanes	1800		✓	Normal	
3Ax1	1				11.00	✓	Sum of lanes	3600			Normal	
3B1	1	S			16.00	✓	Sum of lanes	3600		✓	Normal	
3B1	2	R			16.00	✓	Sum of lanes	1800		✓	Normal	
3Bx1	1				6.00	✓	Sum of lanes	3600			Normal	
3C1	1	S			18.00	✓	Sum of lanes	3600		✓	Normal	
3C1	2	R			18.00	✓	Sum of lanes	1800		✓	Normal	
3Cx1	1				8.00	✓	Sum of lanes	3600			Normal	
3D1	1	S			13.00	✓	Sum of lanes	3600		✓	Normal	
3D1	2	R			13.00	✓	Sum of lanes	1800		✓	Normal	
3Dx1	1				5.00	✓	Sum of lanes	3600			Normal	
3A2	1	S			6.00	✓	Sum of lanes	1800		✓	Normal	
3Ax2	1				135.00	✓	Sum of lanes	1800			Normal	
3B2	1				17.00	✓	Sum of lanes	1800			Normal	
3B2	2				17.00	✓	Sum of lanes	1800			Normal	
3Bx2	1				44.00						Normal	
3C2	1	L			8.00	✓	Sum of lanes	1800		✓	Normal	
3C2b	1				20.00	✓	Sum of lanes	1800			Normal	
3Cx2	1				20.00	✓	Sum of lanes	3600			Normal	
3D2	1	L			9.00	✓	Sum of lanes	1800		✓	Normal	
3D2b	1				9.00	✓	Sum of lanes	1800			Normal	
3Dx2	1				24.00	✓	Sum of lanes	3600			Normal	
3A3	1				18.00	✓	Sum of lanes	1800			Normal	
3B3	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3B3b	1				35.00	✓	Sum of lanes	1800			Normal	
3C3	1				26.00	✓	Sum of lanes	1800			Normal	
3C3	2				26.00	✓	Sum of lanes	1800			Normal	
3C3	3				26.00	✓	Sum of lanes	1800			Normal	
3Cx3	1				22.00						Normal	
3D3	1				48.00	✓	Sum of lanes	1800			Normal	
3D3	2				48.00	✓	Sum of lanes	1800			Normal	
3D3	3				48.00	✓	Sum of lanes	1800			Normal	
3Dx3	1				58.00						Normal	
3A4	1	L			7.00	✓	Sum of lanes	1800		✓	Normal	
3A4b	1				9.00	✓	Sum of lanes	1800			Normal	
3B4	1				11.00	✓	Sum of lanes	1800			Normal	
3B4	2				11.00	✓	Sum of lanes	1800			Normal	
3C4	1				11.00	✓	Sum of lanes	3600			Normal	
3D4	1				22.00	✓	Sum of lanes	1800			Normal	

3A5	1			8.00	✓	Sum of lanes	1800		Normal
	2			8.00	✓	Sum of lanes	1800		Normal
3A6	1			110.00	✓	Sum of lanes	1800		Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation flow (PCU/hr)
1A	1	1				1800
1Ax	1	1				1800
1B	1	1	(untitled)			1800
1Bx	1	1	(untitled)			1800
1C	1	1	(untitled)			1800
1Cx	1	1	(untitled)			1800
1D	1	1	(untitled)			1800
1Dx	1	1	(untitled)			1800
1E	1	1				1800
1Ex	1	1				1800
1IN	1	1	(untitled)			1800
1IS	1	1	(untitled)			1800
2A	1	1				1800
2Ax	1	1				1800
2B	1	1				1800
2Bx	1	1				1800
2C	1	1				1800
2Cx	1	1				1800
2D	1	1				1800
2Dx	1	1				1800
2N	1	1				9999
2S	1	1				9999
	1	1	(untitled)			1800
3A1	2	1	(untitled)			1800
	1	1	(untitled)			1800
3Ax1	1	1	(untitled)			1800
	2	2	(untitled)			1800
	1	1	(untitled)			1800
3B1	2	2	(untitled)			1800
	2	1	(untitled)			1800
3Bx1	1	1	(untitled)			1800
	2	2	(untitled)			1800
	1	1	(untitled)			1800
3C1	2	2	(untitled)			1800
	1	1	(untitled)			1800
3Cx1	1	1	(untitled)			1800
	2	2	(untitled)			1800
	1	1	(untitled)			1800
3D1	1	2	(untitled)			1800
	2	1	(untitled)			1800
3Dx1	1	1	(untitled)			1800
	2	2	(untitled)			1800
3A2	1	1	(untitled)			1800
3Ax2	1	1	(untitled)			1800
3B2	1	1	(untitled)			1800
	2	1	(untitled)			1800
3Bx2	1	1	(untitled)			1800
	2	2	(untitled)			1800
3C2	1	1	(untitled)			1800
3C2b	1	1	(untitled)			1800
3Cx2	1	1	(untitled)			1800
	2	2	(untitled)			1800
3D2	1	1	(untitled)			1800
3D2b	1	1	(untitled)			1800
3Dx2	1	1	(untitled)			1800
	2	2	(untitled)			1800
3A3	1	1	(untitled)			1800
3B3	1	1	(untitled)			1800
3B3b	1	1	(untitled)			1800
	1	1	(untitled)			1800
3C3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Cx3	1	1	(untitled)			1800
	2	2	(untitled)			1800
	1	1	(untitled)			1800
3D3	2	1	(untitled)			1800
	3	1	(untitled)			1800
3Dx3	1	1	(untitled)			1800
3A4	1	1	(untitled)			1800
3A4b	1	1	(untitled)			1800
3B4	1	1	(untitled)			1800
	2	1	(untitled)			1800
3C4	1	1	(untitled)			1800
	2	2	(untitled)			1800
3D4	1	1	(untitled)			1800
3A5	2	1	(untitled)			1800
3A6	1	1	(untitled)			1800

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advance

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-In-Service	Vehicle-In-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
-----	----------------	--------------------	---------------------

(ALL)	(ALL)	100	100
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Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

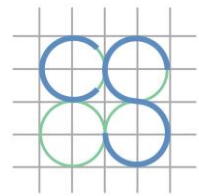
Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
1A	1	740	740
1Ax	1	650	650
1B	1	7	7
1Bx	1	7	7
1C	1	670	670
1Cx	1	776	776
1D	1	7	7
1Dx	1	0	0
1E	1	36	36
1Ex	1	27	27
1IN	1	670	670
1IS	1	769	769
2A	1	631	631
2Ax	1	662	662
2B	1	103	103
2Bx	1	181	181
2C	1	747	747
2Cx	1	625	625
2D	1	6	6
2Dx	1	19	19
2IN	1	674	674
2IS	1	630	630
3A1	1	401	401
	2	177	177
3Ax1	1	574	574
	1	539	539
3B1	2	68	68
3Bx1	1	448	448
	1	506	506
3C1	2	38	38
3Cx1	1	908	908
	1	410	410
3D1	2	306	306
3Dx1	1	716	716
3A2	1	201	201
3Ax2	1	794	794
	1	359	359
3B2	2	246	246
3Bx2	1	523	523
3C2	1	302	302
3C2b	1	302	302
3Cx2	1	1011	1011
3D2	1	220	220
3D2b	1	1018	1018
3A3	1	276	276
3B3	1	103	103
3B3b	1	103	103
	1	555	555
3C3	2	272	272
	3	19	19
3Cx3	1	1011	1011
	1	425	425
3D3	2	358	358
	3	153	153
3Dx3	1	1018	1018
3A4	1	75	75
3A4b	1	75	75
	1	283	283
3B4	2	427	427
3C4	1	646	646
3D4	1	936	936
3A5	1	476	476
3A5	2	376	376
3A6	1	854	854

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
3A1	1	3	A	
	2	3	B	
3B1	1	3	C	
	2	3	D	
	1	3	E	
3C1	2	3	F	
	1	3	G	
3D1	2	3	H	
3A2	1	3	A	

Entry Sources

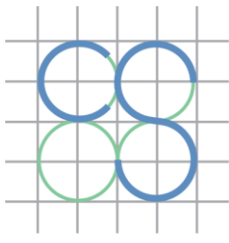
Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
1A	1	2.88	30.00
1B	1	1.92	30.00
1D	1	1.00	30.00
1E	1	2.28	30.00
2B	1	3.00	30.00
2D	1	2.64	30.00
3B4	1	1.32	30.00



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Appendix E

DMURS Statement



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CS CONSULTING GROUP

HEAD OFFICE: 19-22 Dame Street, Dublin 2, D02 E267, Ireland

T | +353 1 5480863 | E | info@cscsconsulting.ie | www.cscsconsulting.ie

Strategic Housing Unit

An Bord Pleanála

64 Marlborough St

Rotunda

Dublin 1

Sent By: Email

Job Ref: H081

A-NB

Date: 29-Jun-21

RE: Strategic Housing Development (SHD) at Frankfort Castle, Old Frankfort, Dundrum, Dublin 14
DMURS Statement of Consistency to An Bord Pleanála.

Cronin & Sutton Consulting Engineers (CS Consulting), as part of a multi-disciplinary design team, have been commissioned by Pembroke Partnership Limited to develop a DMURS Statement of Consistency to accompany a planning application for a proposed Strategic Housing Development at Frankfort Castle, Old Frankfort, Dundrum, Dublin 14.

The proposed development comprises 115no. residential units (45no. 1-bedroom apartments and 70no. 2-bedroom apartments) and a crèche facility to accommodate a maximum of 26no. pre-school children, as well as all associated ancillary works.

Applicable Standards and Guidance Documents

The proposed scheme has been designed in compliance with the following:

- Design Manual for Urban Roads and Streets (2019)
- TII Design Standards (formerly the Design Manual for Roads and Bridges)
- The Institution of Structural Engineers (IStructE) Design Recommendations for Multi-Storey and Underground Car Parks (2011)
- Dún Laoghaire-Rathdown Development Plan 2016–2022
- National Cycle Manual (2011)

KP & Associates Consulting Engineers Ltd. T/A Cronin & Sutton Consulting
Company No. 505303 | Registered Office: 19-22 Dame Street, Dublin 2, Ireland
Directors: N. Barrett, K. Cronin, R. Fitzmaurice, M. McEntee, L. McNamee,
D. Rehill, O. Sullivan, C. Sutton-Smith, E. Sutton, P. Sutton
Associate Directors: C. Barry, C. Twomey | Associates: D. Byrne, G. Lindsay

LONDON OFFICE:

Centralpoint, 45 Beech St,
London, EC2Y 8AD,
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T | +44 207 070 3660
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LIMERICK OFFICE:

45 O'Connell Street,
Limerick, V94 XE18,
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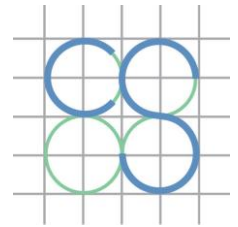
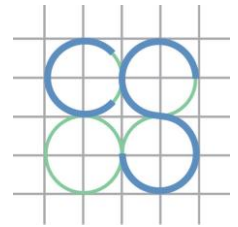


Figure 1 – Development layout and access provisions
(sources: NTA, OSM Contributors, Dermot Foley Landscape Architects, Google)

Vehicular Access Arrangements

Vehicular access to the proposed development shall be via Old Frankfort and its existing junction with Dundrum Road (R117). A new priority-controlled access junction for the development site shall be provided on Old Frankfort, at the eastern boundary of the development site (see Figure 1). The minor arm of the new development access junction shall have a carriageway width of 5.5m, allowing two-way traffic flows into and out of the development.

An unobstructed sight distance of 23m in either direction along Old Frankfort is achieved for vehicles exiting the development, as measured from a set-back of 2.4m from the public road edge, in accordance with DMURS requirements. An uncontrolled pedestrian crossing shall be provided across the development access, with buff-coloured tactile paving and dropped kerbs to either side. STOP road markings shall be placed at the exit from the development, and kerb radii at the development access junction are restricted to a maximum of 4.5m, to discourage high vehicle speeds on entrance or exit to/from the development.



Pedestrian and Cyclist Facilities

Pedestrian and cyclist access to the development shall be possible via its principal access junction on Old Frankfort, at the site's eastern boundary, as well as via a further 2no. dedicated pedestrian and cyclist access points:

- on Frankfort Court, at the site's southern boundary; and
- on Old Frankfort, at the site's eastern boundary.

Provision is also made for an additional future pedestrian/cyclist access onto the existing laneway connecting to Highfield Park, at the north-west corner of the site.

A total of 176no. bicycle parking spaces are to be provided within the development: 136no. bicycle parking spaces for residents of the development shall be provided in dedicated cycle stores at ground floor level within Blocks A, B, and C, and a further 40no. publicly accessible short-stay bicycle parking spaces, primarily for visitor use, shall be provided externally at surface level.

Internal Road Layout

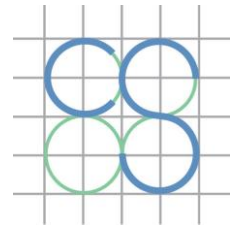
At surface level, the internal road layout of the development comprises a short two-way service road extending approx. 65m westward from the development's vehicular access on Old Frankfort, connecting to a one-way internal service road loop around Block D via a minimum 4.2m-wide one-way shuttle.

The two-way section of service road shall give direct access to the basement access ramp and to the main surface-level car parking area. This shall have a carriageway width of 5.7m and be flanked by a raised 1.8m-wide footpath along its eastern side. Marked pedestrian crossing shall be provided across the accesses from the two-way service road to the basement access ramp and to the main surface-level car parking area.

The one-way service road loop shall allow for passenger collection and set-down in proximity to building entrances, and shall also give access to the 4no. disabled-accessible parking spaces at surface level. This shall be configured as a 4.8m-wide shared surface, comprising a 3.0m-wide carriageway and a 1.8m-wide pedestrian walkway at grade.

The internal road layout has been designed with reference to the Design Manual for Urban Roads and Streets. The ethos of the design manual refers to:

"Better street design in urban areas will facilitate the implementation of policy on sustainable living by achieving a better balance between all modes of transport and road users. It will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant."



“A holistic approach to the design of urban streets in cities, towns, suburbs and villages in Ireland for the first time and promotes a collaborative and consultative design process.”

The use of narrow road profiles, paving stones, plantings, etc. call for low vehicle speeds, benefiting the vulnerable user (i.e. roads should be there to serve a community - not to dominate it). The provision of good permeability for pedestrians, cyclists & public transport are all key objectives of the proposed site layout.

The objectives of the site layout design are:

- To minimise the intrusion of vehicle traffic
- To ensure ease of access for emergency services
- To encourage walking and cycling
- To create short walking routes to shops, public transport etc.
- To create a safe, secure and pleasant environment for people particularly children.

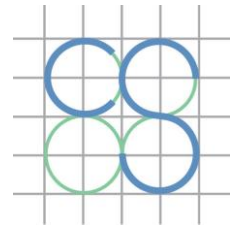
Traffic calming measures incorporated in the design include:

- smaller corner radii
- arrangement of on-street parking
- horizontal alignment constraints to restrict speed
- Landscaping
- Design for maximum of 30kmph

The internal layout of the proposed development shall incorporate numerous design features such as distinctive surface materials and colours, strong landscaping proposals and modern furniture structures, in order to establish a sense of place within an urban neighbourhood environment.

Basement Car Park

The proposed development includes a basement car park comprising a total of 67no. car parking spaces across three split levels (spanning two storeys). The basement car park configuration and access arrangements comply with the IStructE *Design Recommendations for Multi-Storey and Underground Car Parks*.



Summary

Given the location, shape of the site, topography and scale / type of residential development proposed, we submit that the proposed development and its proposed layout are well suited to this site location.

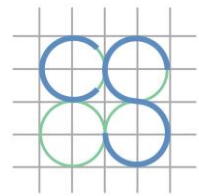
Niall Barrett

Director

Chartered Civil & Traffic Engineer

B.Eng (Hons), CEng, M.I.E.I., Cert Health & Safety, Cert RSA

for Cronin & Sutton Consulting



CS CONSULTING
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Appendix F

GoCar Letter of Support



Pembroke Partnership Limited
Serpentine Business Centre
Suite 8
Serpentine Avenue
Dublin 4

To Whom It May Concern,

This is a letter to confirm that GoCar is willing to provide 2 shared car club vehicles in the proposed residential development at 97A Highfield Park and 1 & 2 Frankfort Castle & Frankfort Lodge, Frankfort, Dundrum, Dublin 14. GoCar representatives have discussed the project with the appointment transport planners of the development (Cronin & Sutton Consulting) and are excited to provide a car club service at this location.

The vehicles to be situated at this development would be supplied, owned, and maintained by GoCar under agreement with the development's Management Company. These vehicles would be reserved for the exclusive use of the development's residents, and would not be available for use by the general public or by other GoCar users.

GoCar is Ireland's leading car sharing service with over 50,000 members and over 700 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary, and walk and use public transport more often than car owners.

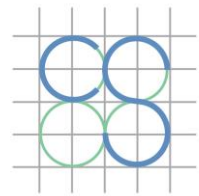
By having GoCar vehicles in a residential development such as this, residents will have access to pay-as-you-go driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

A handwritten signature in black ink, appearing to read 'Rob Kearns'.

Regards,

Rob Kearns
Head of Growth
GoCar Carsharing Limited
M: 083 822 3924
E: rob.kearns@gocar.ie



CS CONSULTING
GROUP

Appendix G

DLRCC Letter of Consent

An Rannóg Bonneagair agus Athraithe Aeráide
Infrastructure and Climate Change Department

Property Management Section

Robert Burns

Director of Service

Level 3, County Hall, Dun Laoghaire, Co. Dublin

Tel: 01 2054806, Email; rburns@dlrcoco.ie

Stephen Barrett
Tom Phillips and Associates
80 Harcourt Street
Dublin 2

1st September 2021

Subject to Contract – Contract Denied

Re: Proposed SHD at Frankfort Castle, Old Frankfort, Dundrum, D14.
Inclusion of Council Lands

Dear Mr. Barrett,

I wish to advise that while the portion of Old Frankfort/Frankfort Court in question is not in Dún Laoghaire-Rathdown Council ownership, the area forms part of the public road network and the Council is responsible for maintaining it.

Dún Laoghaire-Rathdown County Council consents to the inclusion of lands highlighted in orange on Drawing No. 19012-OMP-00-ST-DR-A-1000, by your client Pembroke Partnership Limited, to complete road improvement works and service connections as part of a Strategic Housing Development application at Frankfort Castle, Old Frankfort, Dundrum, Dublin 14.

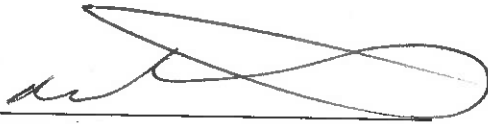
This consent is "Without Prejudice" and does not form a contract or discussions leading to a contract in respect of Council property. This letter should not be construed as binding the Council in any way whether to take any further action, partake in any future discussions or negotiations whether legally, contractual or otherwise, whether as landowner or otherwise.

This consent also applies to this one specific planning application only which should be made within twenty-eight days of the date of this letter.

Please note: There are trees on private land overhanging the roadway and every effort must be made to protect them from damage as they are an integral part of the character of this location.

While the section in question at Frankfort Court is part of the public road, it is not in Council ownership, therefore it should be noted that all necessary consents will need to be obtained to complete these works.

Yours Sincerely,



Robert Burns
DIRECTOR



LETTER OF CONSENT

o mahony pike
 architectural design: Dublin, Co. Wick
 88-833 2 202 7007 (ph/fax) / 800 2055 (toll free) / www.omahonypike.com

Project: Frankfort Castle
 Location: Old Frankfort, Dundrum, Dublin 14
 Client: Pembroke Partnership Ltd

Project No.: 19012
 Project Lead: SH
 Drawn By: SH
 Model No.: 19012-CMP-EXG0-ST-DR-A-1000 LETTER OF CONSENT
 Date Printed: 02-12-2020
 Current Rev.: 01
 Purpose: Planning

Scale: A3, 1:1000
 Date Printed: 02-12-2020

Revision Description	Date	Rev. No.	Issued by

SITE LOCATION PLAN

- Site Boundary

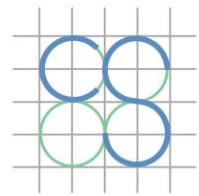
'Area of Works to be provided by or on behalf of Local Authority & subject to agreement. Refer to CS Consulting Group information for further details.'

OS MAP REF: 3198-7; 3198-8
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Drawing Title: Site Location Plan
 Drawing No.: 19012-CMP-EXG0-ST-DR-A-1000

Suitability - Checked By: DMB



CS CONSULTING
GROUP

Appendix H

Independent Quality Audit

21008-01-001

**Proposed 115 Apartment Residential
Development at Frankfort Castle, Dundrum,
Dublin 14.**

**STAGE 1 QUALITY AUDIT
(incorporating an access, cycling, walking
and road safety audit)**

for

CS Consulting

February 2021



ROADPLAN

CONSULTING

7, Ormonde Road
Kilkenny.
R95 N4FE

Tel: 056 7795800
info@roadplan.ie

1. INTRODUCTION

- 1.1 Roadplan Consulting has been commissioned by CS Consulting to carry out a Quality Audit of a proposed Development at Frankfort Castle, Dundrum.
- 1.2 The scheme consists of the construction of a residential scheme comprising 115 no. Apartments (44 no. one-bedroom apartments and 71 no. two-bedroom apartments) arranged in 3 no. new two to four-storey blocks and within the refurbished and adapted existing Frankfort Castle building.
- 1.3 Figure 1 below contains a Site Location Map and a Layout Drawing of the development. The proposed development is located off the R117 Dundrum road, to the east, then along Frankfort road. Frankfort road is a 30km/h zone.



Site Location Map



Figure 1 – The Audit Brief confined the scope of the quality audit to within the red line boundary shown in Figure 1 above.

- 1.4 The R117 Dundrum Road is a regional road that carries local traffic from Dundrum to Dublin City Centre. It has a carriageway width of approximately 6.5m wide with footpaths on either side. There are a number of bus stops located along the R117 Dundrum Road.
- 1.5 There are approximately 20 dwellings served by this entrance, six older dwellings on Old Frankfort along with an estate of fourteen newer town houses on Frankfort Court. The entrance roadway is quite narrow, being 4.1m at the narrowest point. The footpaths are also narrow, being 1.2m wide in places – see Figure 2 below, picture taken from near the site entrance looking towards Dundrum road.



Figure 2 – View from near Site Entrance towards Dundrum road.

- 1.6 Proposals by the developer to regulate and improve the traffic flow on the entrance road are shown in Figure 3 below. These include a One-Way Shuttle system at the narrow point of the road and improving the footpath width at the bridge.

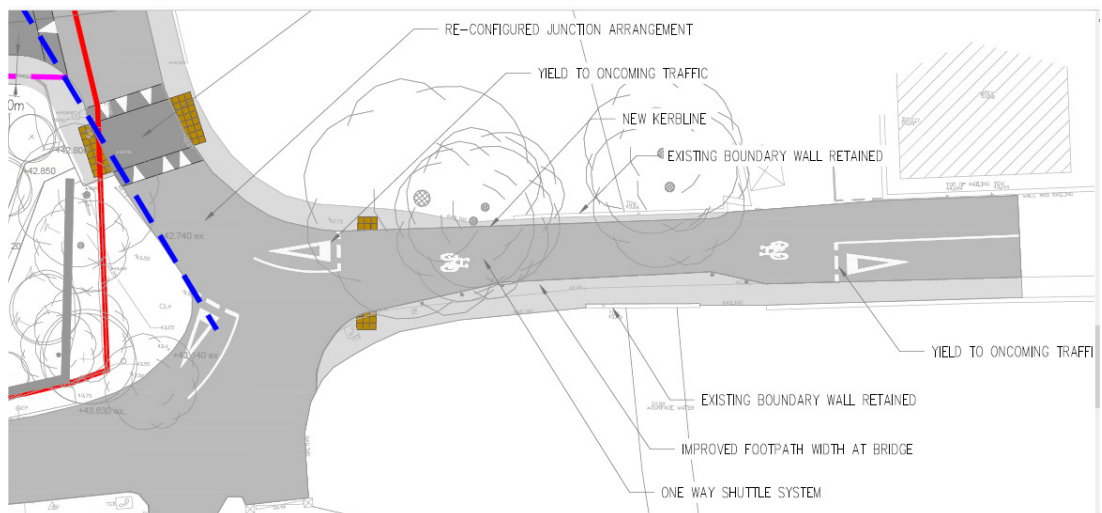


Figure 3 – Proposals to regulate traffic flow on access roadway.

- 1.7 There are two underground car parks proposed as part of this development, with parking places for 70 cars. See Figure 4 below. There are also 3 motorbike stands shown on the drawings. Four disable car parking places are shown on the Ground Floor layout.

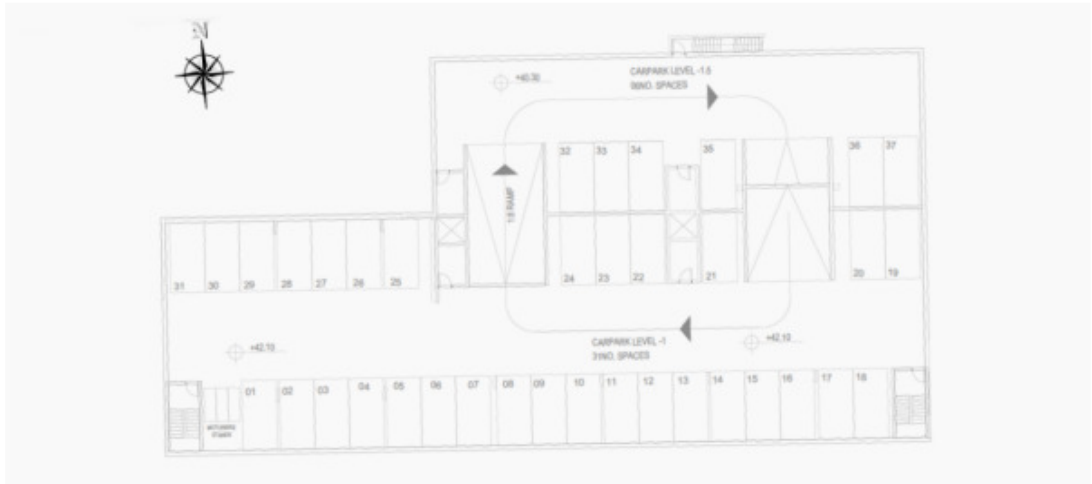


Figure 4 – Basement Car park – Level 1

- 1.8 The site is well served with public transport. The LUAS Green line stop at Dundrum is 10 minutes walking, Windy Arbour LUAS stop is 12 minutes away and Bus stops for No's 17, 44 and 61 are located at the junction with Dundrum road. See Figure 5 below for bus stop locations.

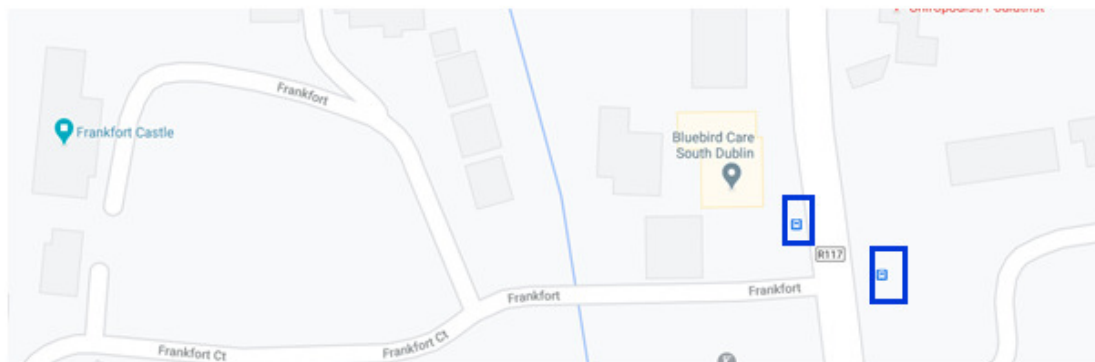


Figure 5 – Bus stops in Dundrum Road

- 1.9 There are three bicycle storage areas dotted around the development, which should give ample room for residents to store their bicycles. See Figure 6 below shows one typical bike storage area.

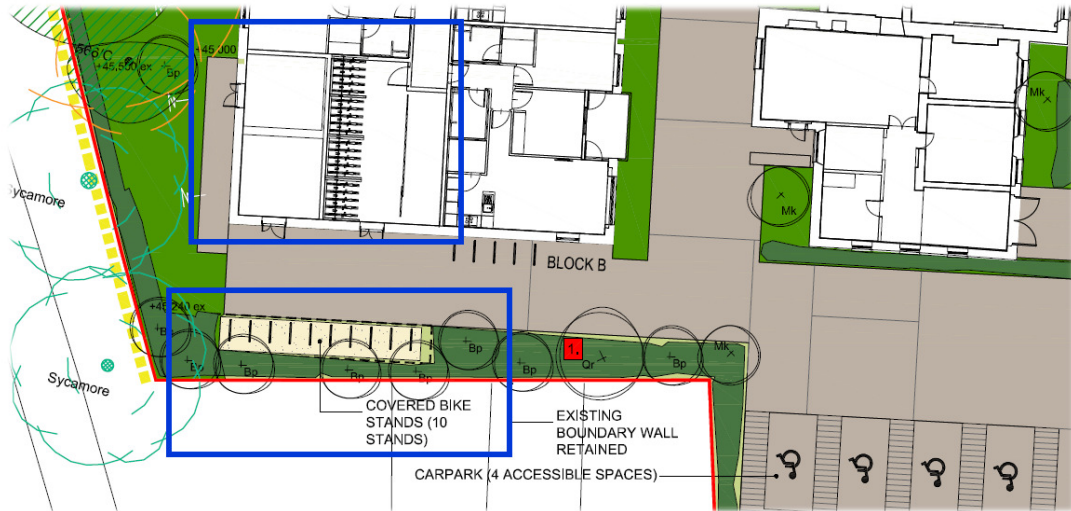


Figure 6 – Bicycle Storage Area

- 1.10 There are no cycleways either on the Old Frankfort access road or on Dundrum road. Dundrum road has footpaths on both sides of the road. See Figure 7 below which shows views to the left and the right at the exit onto Dundrum Road.



Figure 7 – View to left and right on the exit to Dundrum Road

1.11 An analysis of the Road Safety Authority Collision Map 2005-2016 indicates that there were no collisions on Dundrum Road at the entrance to the development – see Fig 8 below.

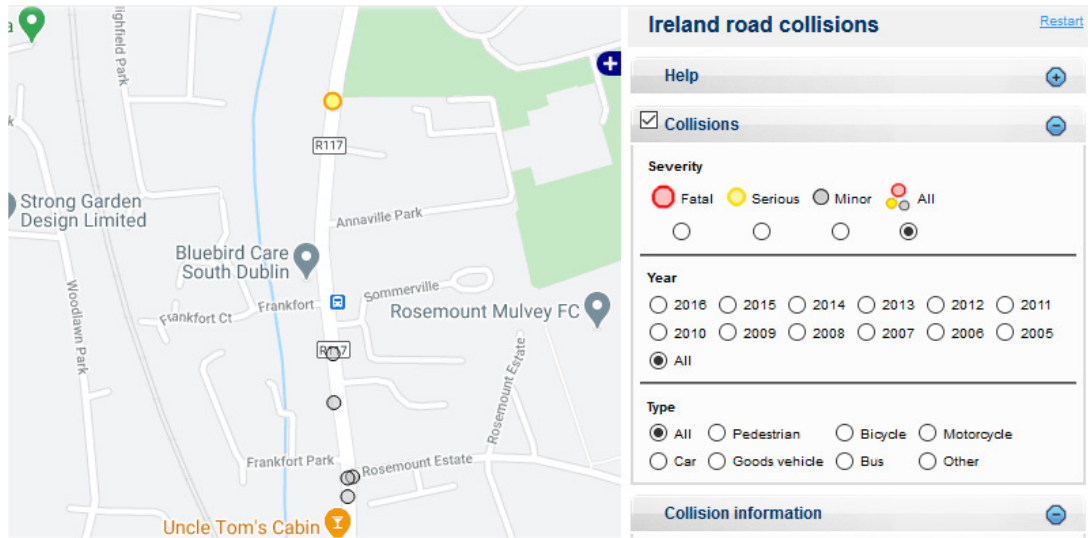


Figure 8 – Road Safety Authority Collision Map 2005-2016

2. QUALITY AUDIT

- 2.1 Quality Audit is a defined process, independent of, but involving, the design team that, through planning, design, construction and management stages of a project provides a check that high quality places are delivered and maintained by all relevant parties, for the benefit of all end users. Quality Audit is a process, applied to urban roads, traffic management or development schemes, which systematically reviews projects using a series of discrete but linked evaluations and ensures that the broad objectives of place, functionality, maintenance and safety are achieved.
- 2.2 Quality Audit was introduced in the publication *Design Manual for Urban Roads and Streets* following concerns that in the design of new streets provisions made for motor vehicles frequently led to a poorly-designed public realm. In an urban area there is a high level of competing demand from different classes of road users. A well-balanced street will have minimal visual clutter and obstacles; it will use durable materials and most importantly, will encourage a degree of negotiation between road users as they make their way through it.
- 2.3 Quality Audit involves various assessments of the impacts of a street scheme in terms of road safety, visual quality and the use of streets by the community. Access for disabled people, pedestrians, cyclists and drivers of motor vehicles is considered.
- 2.4 In the context of a Quality Audit, road safety assessment is considered to be an appropriate method of examining road safety issues as it incorporates both the hazard identification techniques used in road safety audit and formal risk assessment techniques. This allows the opportunity at an early stage for road safety issues to be considered in a more dynamic way within the design process, and to ensure that safety issues are considered as part of the design rather than after design work is completed.
- 2.5 The Quality Audit Team reports findings with suggestions for future action. It should be noted that, in a Quality Audit, it is not the intention that suggestions would be binding on the design team; they are offered for detailed consideration in the design process.

3. METHODOLOGY

3.1 The Audit Team was as follows:

- George Frisby Chartered Engineer MIEI
- Harry Cullen Chartered Engineer MIEI

3.2 Road safety, non-motorised users, visual quality, access for disabled and functionality were considered in the Quality Audit. This exercise focused on issues such as:

- the design rationale as it related to vehicle, cycle and pedestrian movements;
- pedestrian desire lines both to and through the site;
- access requirements for all modes of transport;
- access requirements for disabled people and other vulnerable users;
- any road safety concerns associated with the scheme;
- the visual appearance of the scheme as it is experienced by those entering it and moving around within the street, including how this affects road user behaviour; and
- any other issues considered relevant to each constituent element of the Quality Audit process.

3.3 The site visit for this quality audit was carried out on 23rd January 2021

3.4 The documents provided for the audit were:

Drawing number	Rev	Drawing Title
H081-SK031_Ground Level Layout_Audit	A	Proposed Ground Floor Plan
H081-SK032_Basement -1_Audit		Proposed Basement Plan 1
H081-SK033_Basement -2_Audit		Proposed Basement Plan 2
Ha.04_201_Landscape Plan_Rev E_DRAFT 2021 01 13_CK mark up		Proposed Landscaping Plan

Copies of these audited drawings are contained in Appendix A.

4. KEY FINDINGS, SUGGESTED ACTIONS AND COMMENTS

4.1 Issue:

The proposed development includes for the creation of a two-level basement for car parking on the site.

The disposal of this material will need to use the existing exit onto Dundrum road. It's quite likely that clay and debris from the excavation could make the road very difficult to traverse for other residents during the excavation and construction phase of this development.

The road is narrow and skidding collisions on a mucky road could be quite common, leading to injuries.

The road is also in common use by children from the estate, and skidding accidents on bicycles would be highly dangerous on a mucky road. See Figure 9.



Figure 9 Entrance / Exit roadway to development.

Suggestion:

Consideration should be given to installation a wheel cleaning bay on site for trucks leaving the site during construction, along with daily inspections of the roadway to ensure that the access road is kept free of site debris.

4.2 Issue:

A two-level basement is being proposed for this development, with space for approximately 70 cars. See Figure 11 below.

No indication is given on the drawings as to whether or not charging points for electric vehicles will be available in the car parks. Over the next ten years electric vehicles will become the norm and provision should be made for this at this time.

If there are no or very limited electric charging points on the site this could lead to driver frustration and risk taking, leading to injuries.



Figure 10 Basement Car Park – Level 1

Suggestion:

Consideration should be given to providing infrastructure for charging points for a number of electric vehicles at this time, and provision made to extend charging points for electric vehicles to all parking places, as may be required in the future.

4.3 Issue:

There is no indication on the drawings as to the system being used to collect refuse from the development. No swept path analysis has been made available for refuse vehicles accessing the site and it is difficult to know if refuse collection will be on the ground level or from one of the underground car parks.

If refuse vehicles encounter difficulties negotiating the development this can lead to driver frustration, collisions with parked cars, or potential injuries to children playing close by.

Suggestion

If refuse trucks need to access the basement then consideration should be given to carrying out a swept path analysis to ensure that they can enter and exit in safety. If they need to traverse the site then the swept path analysis should extend into the development as well.

4.4 Issue:

No swept path analysis has been made available for fire tenders accessing the site.

Fire tenders accessing the development will need to circumvent the castle building to access the apartments at the rear. If fire tenders encounter difficulties negotiating the development this can lead to driver frustration, collisions with parked cars, or potential injuries to children playing close by.

Suggestion

Consideration should be given to carrying out a swept path analysis on the roadways of the development to ensure that fire tenders can enter and exit in safety.

4.5 Issue:

It is unclear how delivery vehicles will be catered for by the proposed development. A lack of a dedicated area for delivery vehicles to load/unload may lead to parking on footpaths and pedestrian areas. In addition, parking along the internal one-way system may prevent other vehicles from passing a parked delivery vehicle.

Suggestion

Consideration should be given to the provision of a loading bay within the development.

4.6 Issue:

Figure 12 below shows the internal road network in the development, in the vicinity of Frankfort Castle.

A one-way system is being proposed around the castle building, but the one-way system is counter intuitive as it is counter clockwise.

As the underground car park is at the entrance to the development, most of the vehicles using this roadway would be delivery vehicles, ambulances, fire tenders, some disabled drivers and possibly refuse trucks.

They might not be familiar with the layout and this could lead to problems with drivers going the wrong way around the castle, leading to collisions and injuries.



Figure 11 Internal road network in vicinity of Frankfort Castle.

Suggestion

Consideration should be given to reviewing the internal road layout in the development, including a review of the one way system, with a view to traffic moving in a clockwise direction.

4.7 Issue:

Figure 12 above also shows a narrowing of the roadway as it approaches the castle – see section highlighted in yellow. The narrowing of the roadway from 5.5m to 4.4m in advance of a difficult manoeuvre to circumnavigate the castle may lead to confusion and risk taking, which could lead to collisions and injuries.

Suggestion

Consideration should be given to reviewing the internal road layout at this location to make it more transparent to the motorist.

4.8 Issue:

A one-way shuttle system is proposed at the narrow point on the Frankfort Road at the existing bridge in order to provide a minimum 1.5m footpath across the bridge.

No information has been provided on the capacity of this link and whether vehicles will queue back from the one-way shuttle system onto the R117 Dundrum Road.

A lack of adequate capacity at this location may result in queues extending onto the R117 Dundrum Road which would increase risk of a rear end collision at the junction of the R117 Dundrum Road with Frankfort Road.



Figure 12 Frankfort Road / Dundrum Road junction

Suggestion

Ensure that queued vehicles stopped waiting at the one-way shuttle system do not extend back to the junction of the R117 Dundrum Road with Frankfort Road

4.9 Issue:

The proposed carriageway width on the east side of the one-way shuttle system at the yield line appears to be approximately 4.8m while the yield position on the west side of the one-way shuttle system is located on a bend. Two vehicles, such as HGVs, refuse vehicles, etc may find it difficult to pass one another at these locations particularly due to the proximity of the boundary wall adjacent to the carriageway on the north side of Frankfort Road east of the shuttle system and on the south side of Frankfort Road west of the shuttle system. A lack of adequate width may contribute to a side swipe collision or vehicles reversing along the Frankfort Road increasing the risk of a collision at these locations.

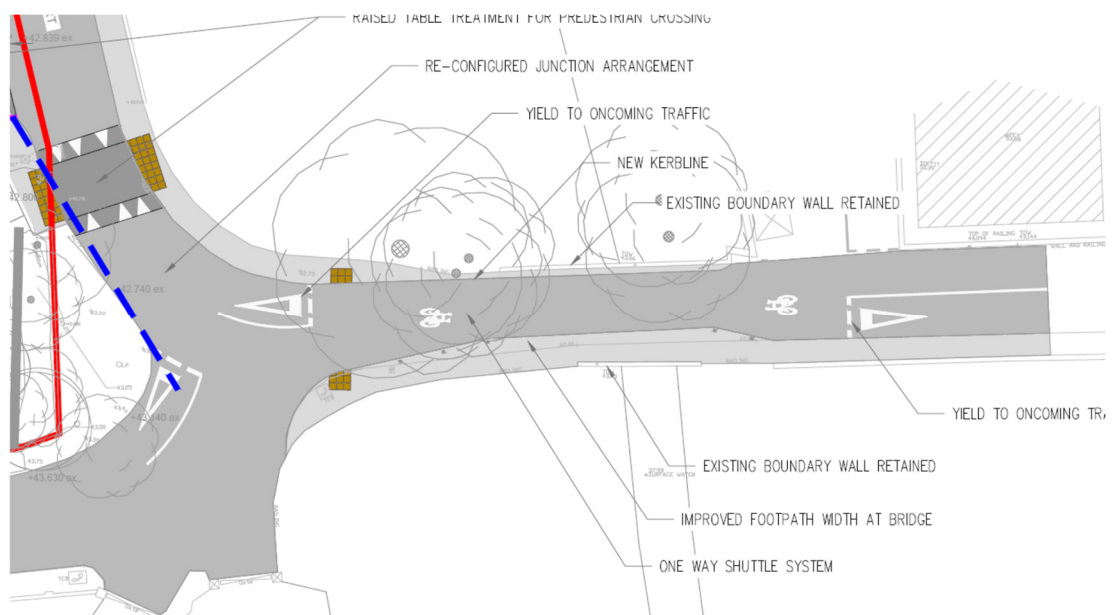


Figure 13 One-way Shuttle System

Suggestion

Ensure that adequate width is provided along Frankfort Road either side of the one-way shuttle system to ensure that two vehicles can safely pass one another.

4.10 Issue:

A creche is proposed within the development. It is unclear whether residents outside of the proposed development will be using the creche facility. If outside residents are using the creche then this may lead to external car trips to and from the development.

There does not appear to be any dedicated set-down facility provided for the creche to facilitate drop off and pick up. A lack of an adequate set-down area for the creche may lead to parking on footpaths and pedestrian areas.



Figure 14 Crèche

Suggestion

Consideration should be given to the provision of a set-down area for the crèche if it leads to external car trips to and from the development.

4.11 Issue:

A retaining wall is proposed on the west side of the access from the underground carpark. The height of this retaining wall is unclear from the information provided. The proposed retaining wall may restrict visibility to the left for a driver of a vehicle exiting the underground car park. A lack of adequate visibility may contribute to a turning collision at this location.

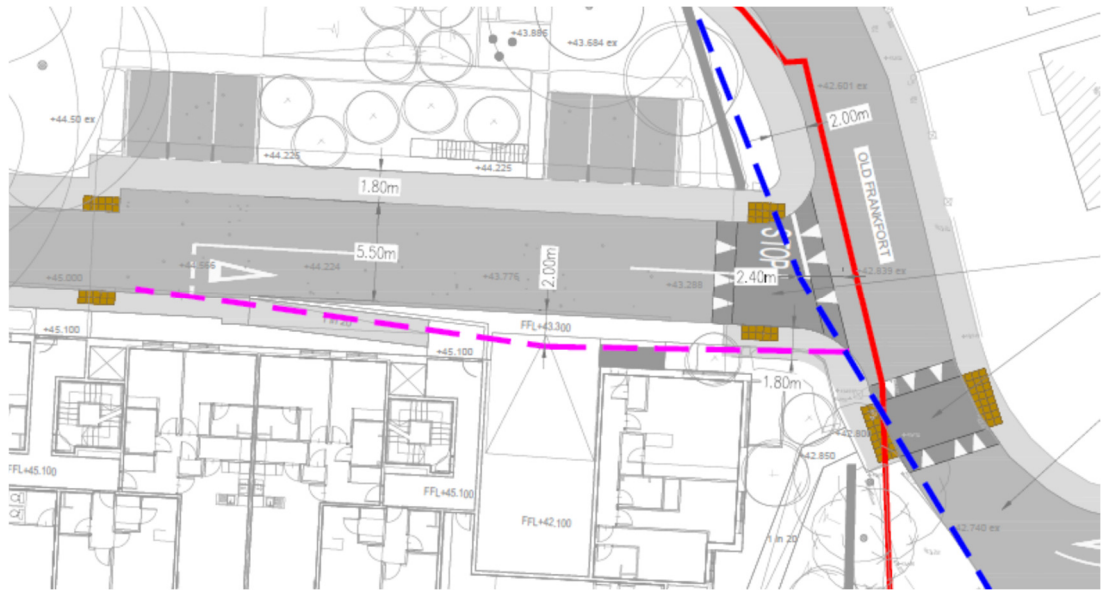


Figure 15 Access to Underground Carpark

Suggestion

Review the layout to ensure that adequate visibility splays are provided at the exit from the underground carpark.

4.12 Issue:

The ramp gradient from the access road to base level -1 in the underground car park appears to be 1:5.3 while gradients for the remaining ramps are 1:8. Such steep ramp gradients may result in vehicles grounding at the top and bottom of the ramps. In addition, drivers of vehicles stopped at the top of the ramp to give way to vehicles travelling along the access road may find it difficult to join the access road from a stationary position due to the steep exit gradient.

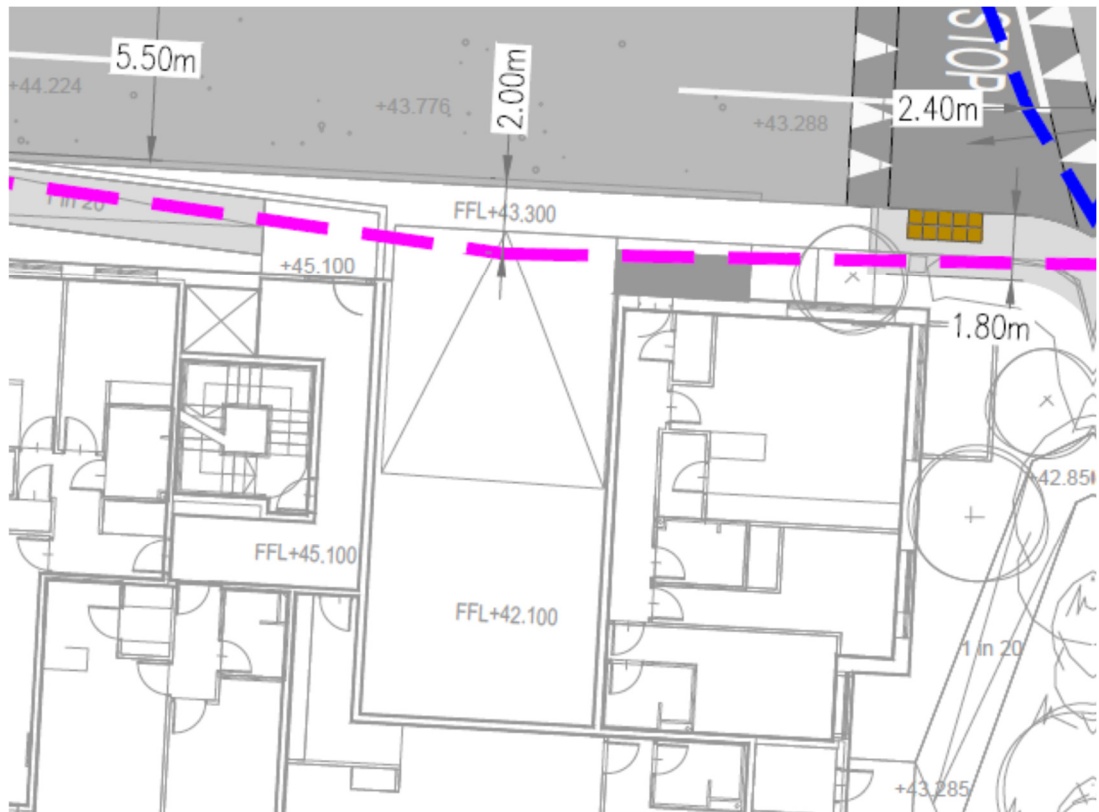


Figure 16 Ramp Gradients

Suggestion

Review the layout to ensure that adequate ramp gradients are provided throughout and that consideration is given to rounding at the top and bottom of ramps to prevent vehicles grounding.

4.13 Issue:

The proposed aisle widths within the basement carpark appears to be 6.0m while the width of the ramps appears to be between 5.5m to 6.0m.

Vehicles may find it difficult passing one another when circulating within the basement carpark particularly at the top and bottom of the ramps. A lack of adequate width may contribute to a side swipe collision.



Figure 17 Basement Carpark

Suggestion

Carry out a swept path analysis within the basement carpark and ensure that sufficient aisle width and ramp width is provided to cater for two-way flow.

4.14 Issue:

There does not appear to be an adequate turning area provided at the western end of the basement carpark level -2. If a driver of a vehicle drives to the western end of the carpark and all parking spaces are full then he will need to reverse back along the aisle to find somewhere to turn. Such a reversing manoeuvre may contribute to collision within the basement carpark.

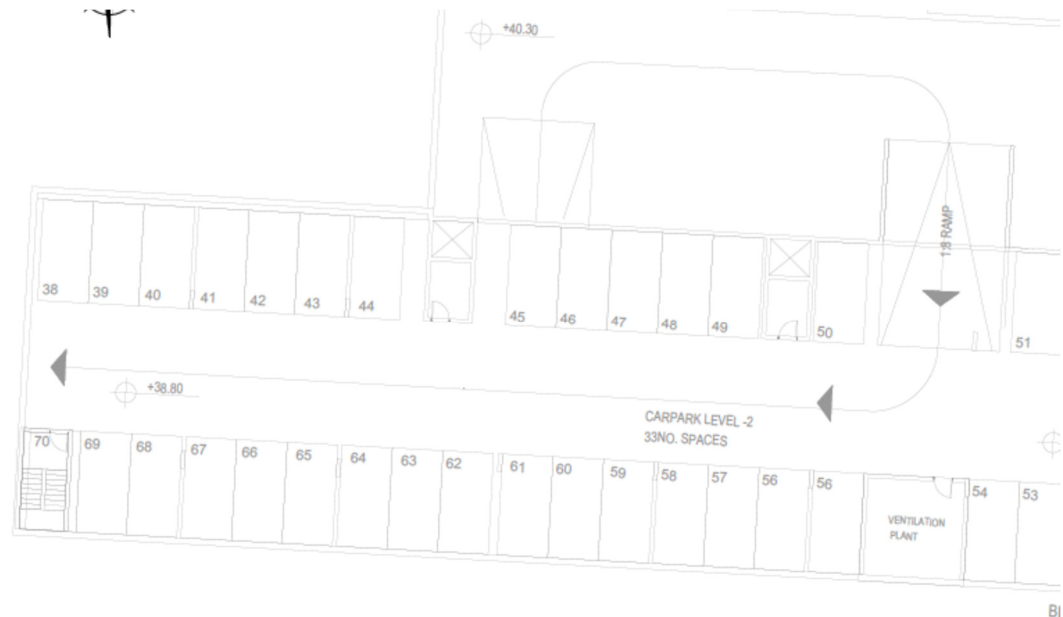


Figure 18 Cul-de-sac in Basement Carpark

Suggestion

Provide an adequate turning area at the western end of basement carpark level -2.

4.15 Issue:

Pedestrians using the pedestrian stairs to access the basement carpark at level -1.5 will step out onto the aisle where they would be at an increased risk of being struck by a passing vehicle.

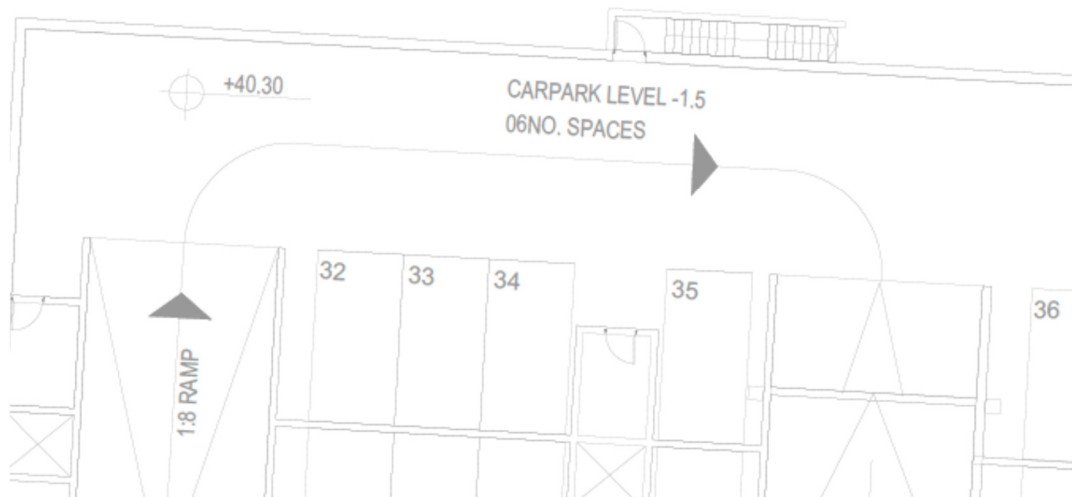


Figure 19 Pedestrian Access into the Basement Carpark

Suggestion

Revise the layout to ensure that adequate protection is provided for pedestrians from passing vehicles when they enter the basement carpark via the pedestrian steps.

4.16 Issue:

Road signs are not proposed within the development, at junctions or at the one-way shuttle system. Road markings may become worn over time or may not be clearly visible at night-time or in wet road conditions. A lack of road signage in conjunction with worn or unclear road markings may contribute to a collision at these locations.

Suggestion

Provide road signage in conjunction with road markings where appropriate.

QUALITY AUDIT FEEDBACK FORM

Scheme: Proposed 115 apartment residential development at Frankfort Castle, Dundrum, Dublin 14.

Audit Reference No.: 21008-01-001

Date Audit Completed: 10th February 2021

Paragraph No. in Safety Audit Report	To Be Completed by Designer			To Be Completed by Audit Team Leader
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted.	Alternative measures or reasons accepted by auditors (yes/no)
4.1	Y	Y	-	-
4.2	Y	Y	-	-
4.3	Y	N	The proposed refuse collection will be carried out at surface level within the development site. Waste will be brought up from Basement Level via the management company to ground floor level via the basement ramp prior to collection.	Y
4.4	Y	Y	-	-
4.5	Y	Y	-	-
4.6	Y	Y	-	-
4.7	Y	Y	-	-
4.8	Y	Y	-	-
4.9	Y	Y	-	-
4.10	Y	Y	-	-
4.11	Y	Y	-	-
4.12	Y	Y	-	-
4.13	Y	Y	-	-
4.14	Y	Y	-	-
4.15	Y	N	The route in question is a fire exit route and not a pedestrian access route to basement level.	Y
4.16	Y	Y	-	-

Signed  Design Team Leader Date: ..15/03/21..

Print NameNiall Barrett.....

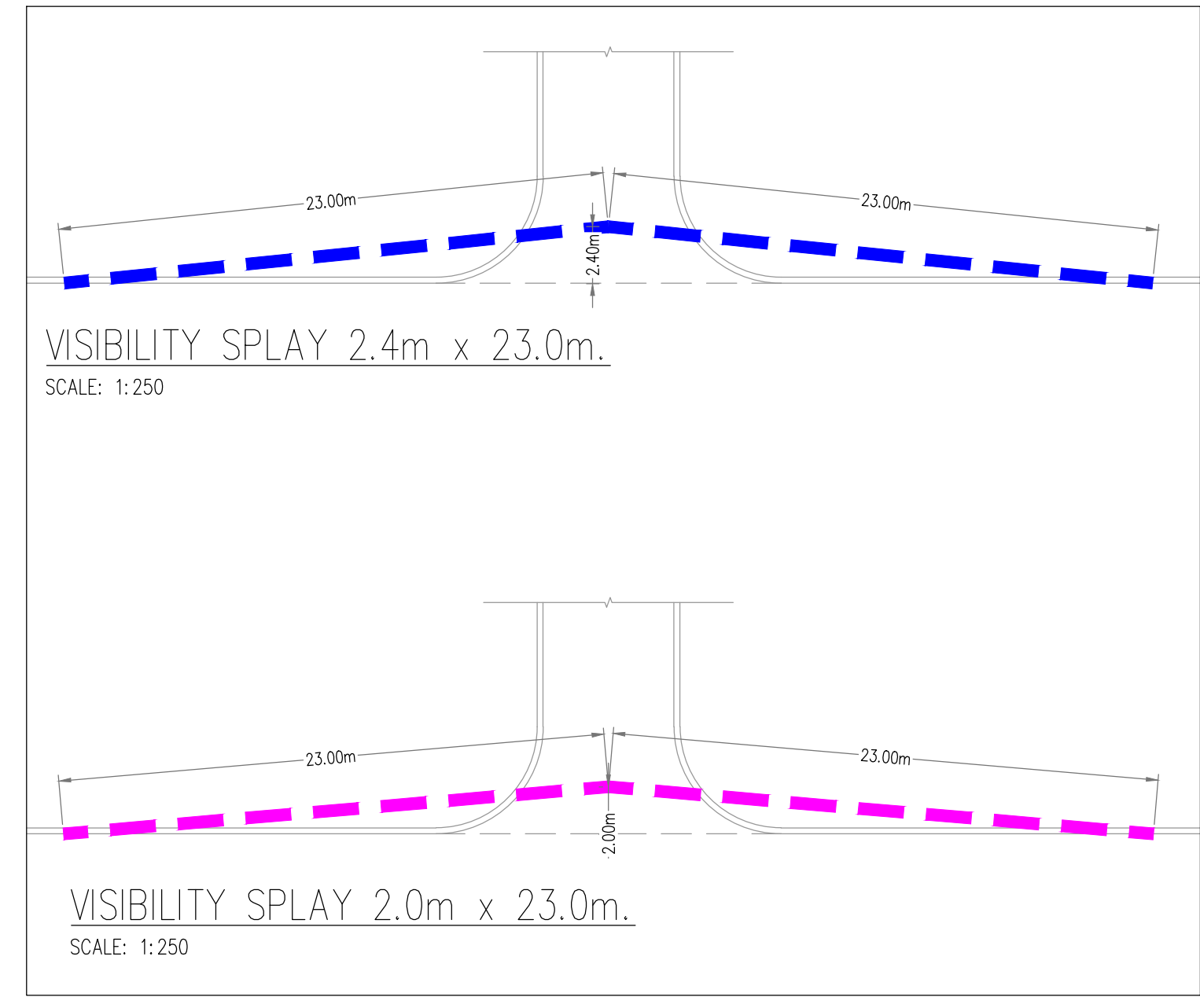
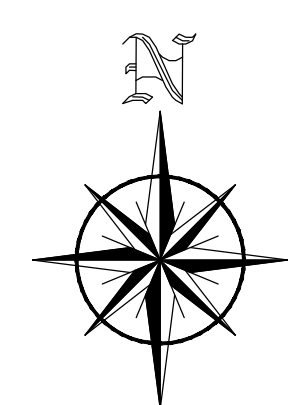
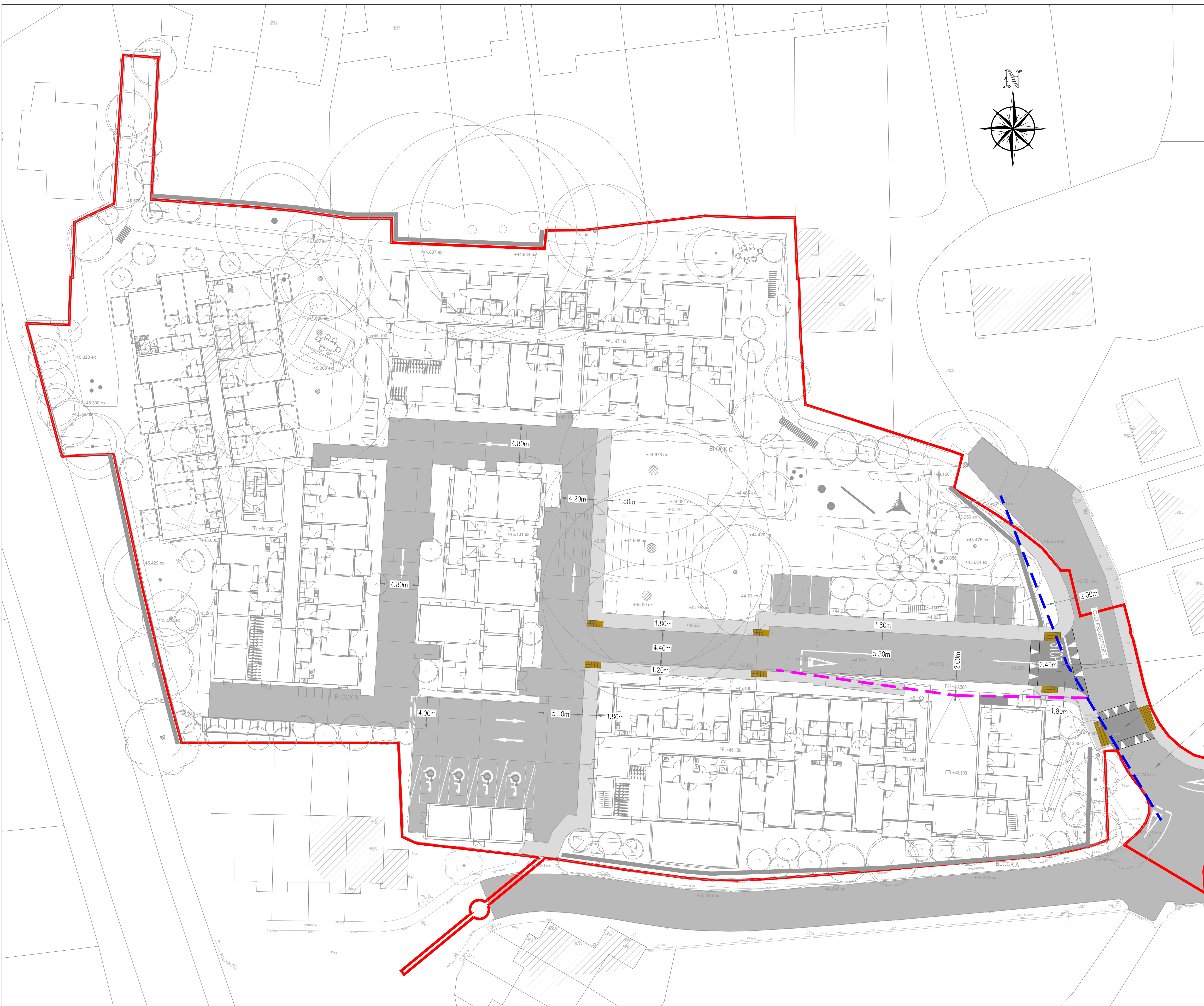
Quality Audit Signed off  Audit Team Leader Date ...01/04/21..

Print NameGeorge Frisby....

Please complete and return to: Roadplan Consulting Ltd.
7, Ormonde Road
Kilkenny
Email: info@roadplan.ie

Appendix A - Drawings

Drawing number	Rev	Drawing Title
H081-SK031_Ground Level Layout_Audit	A	Proposed Ground Floor Plan
H081-SK032_Basement -1_Audit		Proposed Basement Plan 1
H081-SK033_Basement -2_Audit		Proposed Basement Plan 2
Ha.04_201_Landscape Plan_Rev E_DRAFT 2021 01 13_CK mark up		Proposed Landscaping Plan



DRAFT

INFORMATION DRAWING
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- NOTES**
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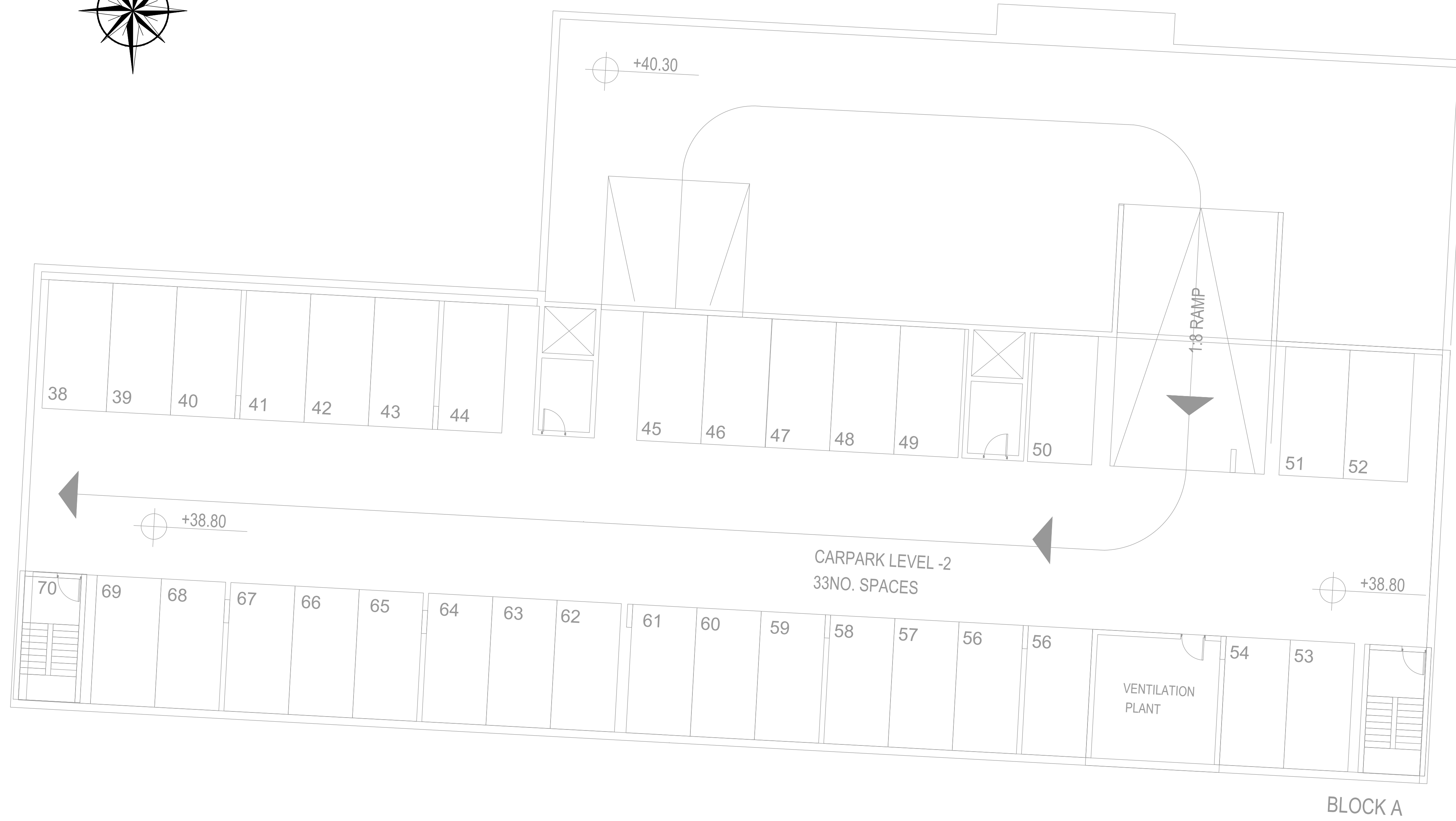
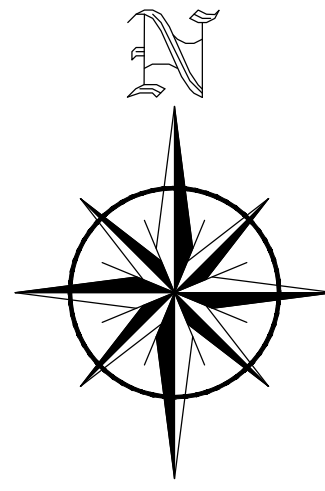
Rev. No.	Date	REVISION NOTE	Drn. By	Chkd. By
A	16.02.2021	SITE BOUNDARY REVISED	JS	NB

Architect	OMP			
Project	Frankfort Castle			
Title	Ground Level Layout			
Drn. by	Chkd. by	Apprv. by	Dwg. No.	Revision
JS	NB	NB	H081-SK031	A
Date	Scale			
JAN 2021	1:250 @ A1			

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OHSA 18001:2007



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Rev. No.	Date	REVISION NOTE	Drn. By	Chkd. By

Architect	OMP		
Project	Frankfort Castle		
Title	Basement -2		
Drn. by	Chkd. by	Aprvd. by	Revision
JS	NB	NB	
Date	Scale	Dwg. No.	
JAN 2021	1:100 @ A1	H081-SK033	

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I.S. EN ISO 14001:2004

Health & Safety
I.S. EN ISO 50001:2011
OHSAS 18001:2007

LEGEND AND SCHEDULE OF MATERIALS

- PLANNING APPLICATION SITE BOUNDARY
- IN-SITU CONCRETE WITH SELECTED TYPE 1 DECORATIVE FINISH
- IN-SITU CONCRETE WITH SELECTED TYPE 2 DECORATIVE FINISH
- SMALL FORMAT NATURAL STONE PAVING
- COLOURED STONE MASTIC ASPHALT TO ENGINEER'S DETAIL
- SELECTED SELF-BINDING AGGREGATE
- KERBS LAID FLUSH IN SOFT LANDSCAPE
- SELECTED HARDWOOD TIMBER DECK SURFACE
- HAROSTANDING SURFACE WITH NO-DIG CONSTRUCTION OVER EXISTING LEVELS
- BESPOKE SEATING
- LAWN SEEDING
- HERBACEOUS PLANTING MIX
- HEDGE PLANTING
- EXISTING HEDGEROW RETAINED
- PROPOSED TREE PLANTING
- EXISTING TREE RETAINED AND PROTECTED IN ACCORDANCE WITH BS5837:2012. ORANGE DASHED LINE REPRESENTS RPA (ROOT PROTECTION AREA), REFER TO TREE SURVEY BY ARBORIST
- PROPOSED MOUNDING
- PROPOSED LEVELS
- EXISTING LEVELS RETAINED
- OUTLINE OF BASEMENT BELOW GROUND
- CYCLE PARKING
- PROPOSED 2.4m HEIGHT GALVANIZED STEEL ROUND BAR RAILING

SCHEDULE OF PROPOSED PLAY EQUIPMENT

REF.	QUANTITY	TYPE:
P1	3	Jumping Disc
P2	1	Rotating Beam
P3	1	Rope Pyramid

SCHEDULE OF PROPOSED TREE PLANTING

TREE REF.	QUANTITY	SPECIES:
Bp	17	<i>Betula pubescens</i> 3 xtr., wrb., min 3m h., 14-16 cm g., feathered.
Tc	1	<i>Tilia cordata</i> 3 xtr., wrb., min 3m h., 14-16 cm g., clear stem min 1.5m.
Qr	11	<i>Quercus robur</i> 3 xtr., wrb., min 3m h., 14-16 cm g., clear stem min 1.8m.
Ca	9	<i>Corylus avellana</i> 3 xtr., wrb., 3m h., 1.5 spread, multistem.
QrM	5	<i>Quercus robur</i> (Semi-mature) 5 xtr., wrb., 6-7m h., 35-40 cm g., clear stem min 2.5m.
Ps	3	<i>Prunus serotina</i> 3 xtr., wrb., 2m h., 10-12cm g.
Bpe	3	<i>Betula pendula</i> 4 xtr., wrb., 4-5m h., 1.5-2m spread, 15-20 cm g., feathered.
Psy	3	<i>Pinus sylvestris</i> 4 x tr., wrb., 2.5m h., 1.2 m s.
Mk	15	<i>Magnolia kobus</i> 3 xtr., 2m h., half standard
Cc	3	<i>Cornus controversa</i> 3 xtr., wrb., 2m h., 2.5m spread, multistem
Cs	1	<i>Corylopsis spicata</i> 3 xtr., wrb., 2m h., 2.5m spread, multistem
DI	3	<i>Davidia involucreata</i> 4 xtr., wrb., 4-5m h., 1.5-2m spread, 18-20 cm g., feathered.

GROUND COVER AND HERBACEOUS MIX, TYPICALLY:

- Dianella nigra* 2 lr cg.
- Dryopteris filix-mas* 2 lr cg.
- Convallaria majalis* 2 lr cg.
- Geranium* spp. 2 lr cg.
- Helleborus foetidus* 2 lr cg.
- Luzula sylvatica* 2 lr cg.
- Luzula nivea* 2 lr cg.
- Echinacea purpurea* 2 lr cg.
- Hemerocallis* sp. 2 lr cg.
- Hyacinthoides* spp. 2 lr cg.
- Narcissus* spp. 2 lr cg.
- Pulsatilla nuttalliana* 2 lr cg.
- Veronica bonariensis* 2 lr cg.
- Campanula lactiflora* var *alba* 2 lr cg.
- Delphinium formosum* 2 lr cg.
- Dicentra spectabilis* 2 lr cg.
- Myrrhis odorata* 2 lr cg.
- Ligula cilindrica* 2 lr cg.
- Geranium phaeum* 2 lr cg.
- Perovskia* spp. 2 lr cg.
- Digitalis purpurea* 2 lr cg.
- Rosa* spp. 2 lr cg.

HEDGE AND SHRUB PLANTING, TYPICALLY:

- Crataegus monogyna*, 600-900mm h.
- Carpinus betulus*, 900-1200mm h.
- Buxus sempervirens*, 2 lr. cg.
- Typical native hedgerow mix:
Crataegus monogyna 50%
- Prunus spinosa* 10%
- Corylus avellana* 10%
- Rosa canina* 10%
- Ilex aquifolium* 10%
- Prunus padus* 10%

Abbreviations:
 Planted at 450mm centres in single rows
 and 600mm centres in double rows
 xtr. height of tree at planting
 h. height of shrub or herbaceous
 s. spread
 wrb. wire root-balled
 cm g. girth of tree in centimeters measured 1m above ground
 2 lr. cg. plants supplied in 2 litre volume containers

This drawing is the copyright of the Landscape Architect. Unless otherwise stated all dimensions are in millimetres. Where dimensions are not given, drawings must not be scaled and the matter must be referred to the Landscape Architect. If the drawing includes conflicting details/dimensions the matter must be referred to the Landscape Architect. All dimensions must be checked on site. The Landscape Architect must be informed, by the Contractor, of any discrepancies before work proceeds.

NOTES:

1. More proposed trees, particularly at the boundaries. Larger specimens are also proposed.
 2. The three best trees in DLRC's opinion are still proposed to be retained. DLRC had concerns regarding the retention of Thuja (tree no. 1570) due to basement. Basement has been pulled back from Thuja tree.
 3. DLRC requested that we attempt to retain the southern boundary hedge. This hedge is to be protected and retained and it is not within the site boundary.



existing retained trees to be seen per that retained

REV E DRAFT
 13.01.2021

DATE	REV.	DESCRIPTION	DESIGNED BY	CHECKED BY
12.08.2019	A	Accessible car parking spaces added. Surface cycle parking added.	ck	sc
14.08.2019	B	Pedestrian footpath added to southern entrance.	ck	sc
09.09.2019	C	Drawing generally revised.	ck	sc
24.09.2019	D	Amendations added.	ck	sc

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CLIENT: PEMBROKE PARTNERSHIP LIMITED
PROJECT: FRANKFORT CASTLE
DRAWING: LANDSCAPE PLAN

ISSUE STATUS: PLANNING
 DRAWING NO. Hs.04-DR-201
 REVISION E

PROJECT NO. Hs.04 SCALE 1:250 SHEET SIZE A1 DRAWN BY ck CHECKED BY sc 1st ISSUE 08.06.2019

NORTH