

Traffic and Transport Assessment

Proposed LRD Development of Tinahask Upper, Money Big & Money Little, Arklow, Co. Wicklow

October 2026

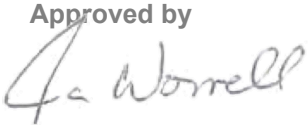
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Comments

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1. Introduction

1.1 Context

Waterman Moylan has been appointed by Castlethorn to prepare this Traffic and Transport Assessment (TTA) as part of the planning application for a Proposed Residential Development located at Tinahask Upper, Money Big & Money Little, Arklow, Co. Wicklow.

The proposed development comprises amendments to the Large-scale Residential Development permitted under WCC Reg. Ref. 24/325 consisting 352no. residential units proposed in a mix of houses and apartment units comprising 334no. houses (44no. 2-bedroom, 241no. 3-bedroom and 49no. 4-bedroom) ranging from 2 to 3 storeys, 18no. apartments (6no. 1-bedroom and 12no. 2-bedroom) in 1no. 4 storey building, 1no. creche (c. 711 sqm) at ground floor of apartment Block A; and all associated and ancillary site development works including on site attenuation, hard and soft landscaping and boundary treatment works, including public open space; communal open space, public lighting; surface car parking; bicycle parking store for apartment units; 4no. ESB substations; bin stores; vehicular access via existing Northwood Road and railway overbridge from Knockmore roundabout. The proposed development also includes road upgrade works to the existing railway overbridge and the western approach to same including the provision of a 2.5m footpath, 6m carriageway, safety barrier improvement works and other ancillary works required to facilitate these elements.

The Schedule of Accommodation is shown in **Table 1** below:

Typology	1 Bed	2 Bed	3 Bed	4 Bed	GFA	Total
House	-	44	241	49	-	334
Apartment	6	12	-	-	-	18
Crèche	-	-	-	-	714	-
Total	**6**	**56**	**241**	**49**		**352 units**

Table 1 | *Schedule of Accommodation*

1.2 Background

In July 2024, a planning application was submitted to Wicklow County Council (Reg. Ref. 24325), seeking permission for the construction of a large-scale residential development consisting of 472 residential units including houses and apartment units, a creche and a neighbourhood centre. On 10th December 2024, Wicklow County Council reached a decision regarding the planning application, the board granted conditional permission for the construction of the LRD.

Table 2 below shows a comparison between the proposed Subject Development amendment and the approved Development under Planning Reg. Ref. 24325.

Typology	Approved Development		Proposed Amended Development	
	GFA (sq.m)	Total (units)	GFA (sq.m)	Total (units)
House	-	288	-	334
Apartment	-	188	-	18
Crèche	944	-	714	-
Retail	534	-		-
Community Centre	406	-		-
Total		**476**		**352**

Table 2 | *Comparison of Approved Development and Proposed Amended Development*

1.3 Scope

This Traffic and Transport Assessment is a comprehensive review of all the potential transport impacts of the overall development, including a detailed assessment of the transportation systems provided and the impact of the Proposed Development on the surrounding environment and road network.

This TTA also discusses the accessibility of the site for vehicles, pedestrians, cyclists, and local public transportation to achieve sustainable travel targets.

1.4 Standards

This Traffic and Transport Assessment has been prepared in accordance with the requirements of both Wicklow County Development Plan 2022 – 2028 and Traffic and Transport Assessment Guidelines published by Transport for Ireland (TII) / National Roads Authority (NRA) in May 2014.

1.5 Threshold for Transport Assessment

Section 2.1 of the Traffic and Transport Assessment Guidelines (May 2014) states that a Transport Assessment is required where a proposed development meets one or more of the following criteria:

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

The Proposed Development includes a total of 352 No. residential units; therefore threshold No. 3 is met.

1.6 Site Location

The site is located at Tinahask Upper, Co Wicklow. It is bounded to the north and south by open greenfield lands, to the east by a leisure amenity, and to the east by the Dublin–Rosslare railway line.

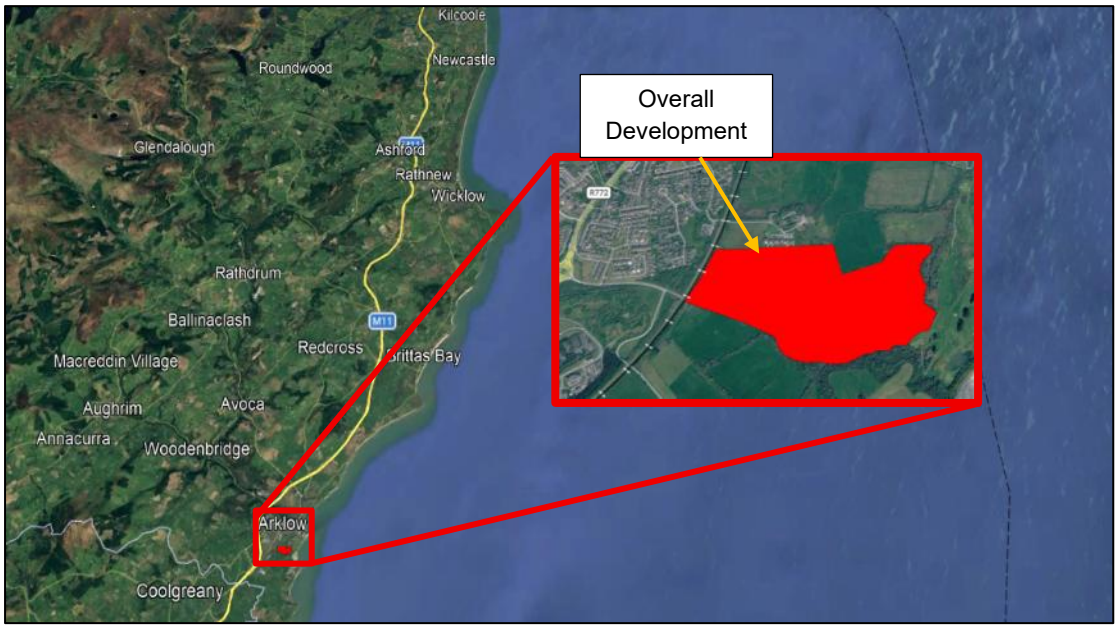


Figure 1 | *Site Location*
(Source: Google Earth)

1.7 Programme

For the purposes of this assessment, it is assumed that the construction period for the Subject Development will commence in of 2027. Construction period is anticipated to be two years and will be completed in late 2029. Therefore, opening year of the Subject Site is considered to be 2030.

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

1.8 Assessment Years

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

- Base Year (Traffic Survey Results) 2026
- Opening Year (With / Without Development)..... 2030
- Opening Year + 5 Years Forecast (With / Without Development) 2035
- Opening Year + 15 Years Forecast (With / Without Development)..... 2045

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

1.9 Documents Consulted

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

- Wicklow County Development Plan 2022 – 2028

  https://www.wicklow.ie/Living/Services/Planning/Development-Plans-Strategies/National-Regional-County-Plans/Wicklow-County-Development-Plan-2022-2028/Stage-7
  https://www.louthcoco.ie/en/publications/development-plans/louth-county-development-plan-2021-2027/0-volume-1-all-consolidated-1.pdf
- Arklow and Environs Local Area Plan 2018 – 2024

https://www.wicklow.ie/Portals/0/Documents/Planning/Development-Plans-Strategies/Local-Area-Town-Settlement-Plans/Arklow/Arklow-Environs-Local-Area-Plan-2006-2012/Arklow%20and%20Environs%20Local%20Area%20Plan%202018%20-%202024%20Written%20Statement%20as%20altered.pdf?utm

- Arklow Local Planning Framework 2026.
  https://www.wicklow.ie/Portals/0/adam/Documents/2hr4zloWF0alVSHDhdtFBA/Link/Arklow%20Local%20Planning%20Framework%202026%20in%20Full.pdf
- Cycle Design Manual.
  https://www.nationaltransport.ie/wp-content/uploads/2026/08/Cycle-Design-Manual_v1.1_August-2026.pdf
- Design Manual for Urban Roads and Streets.
  https://www.roadguidelines.ie/design-manuals-for-urban-roads-and-street/guidelines/
- Eastern and Midland Regional Spatial and Economic Strategy 2019-2031.
  https://emra.ie/dubh/wp-content/uploads/2020/05/EMRA_RSES_1.4.5web.pdf
- Implementation Roadmap for the National Planning Framework
  https://npf-cdn-prod.s3.eu-west-1.amazonaws.com/wp-content/uploads/20240502101327/NPF-Implementation-Roadmap.pdf
- National Planning Framework – Project Ireland 2040.
  www.gov.ie/pdf/?file=https://assets.gov.ie/246231/39baaa8c-48dc-4f24-83bd-84bbcf8ff328.pdf#page=null
- Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections. PE-PAG-02017.
  https://www.tiipublications.ie/library/PE-PAG-02017-03.pdf
- Traffic and Transport Assessment Guidelines. PE-PDV-02045.
  https://www.tiipublications.ie/library/PE-PDV-02045-01.pdf
- National Sustainability Policy
  https://assets.gov.ie/static/documents/sustainable-mobility-policy.pdf
- Spatial Planning and National Roads: Guidelines for Planning Authorities.
  https://www.gov.ie/pdf/?file=https://assets.gov.ie/111220/ef2d43a4-d3a0-418a-b0ba-03340e6d083a.pdf#page=null
- Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities.
  www.gov.ie/pdf/?file=https://assets.gov.ie/280882/af1b1694-6ff4-4a14-b2c6-f104347ffb53.pdf#page=null
- Planning Design Standards for Apartments – Guidelines for Planning Authorities, 2025
  https://assets.gov.ie/static/documents/Planning_Design_Standards_for_Apartments_080725_FINAL.pdf

1.10 Study Methodology

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

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

- A review of relevant available information was undertaken, as detailed in **Section 1.8** above. This includes the Wicklow County Development Plan 2022 – 2028 as well as other pertinent studies.
- An initial desktop study was conducted of the area surrounding the development site, identifying the existing transport links and road junctions with the potential to be affected by the Proposed Developments.
- The Traffic section of this “Traffic Transport Assessment” is prepared with the following detail:
  - Understand the existing traffic flows.

- Determine trips to be generated by the Proposed Developments and the committed and potential future developments in the surrounding area.
- Determinate trip distribution for each development.
- Assess the percentage impact of traffic generated by the site in relation to existing traffic flows at local junctions. Determine if this exceeds 5% at congested junctions or 10% at non-congested junctions.
- Model the junctions with a high impact, based on the thresholds indicated above.
- Identify, if necessary, mitigation measures.

1.11 Contents of the Transport Assessment

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

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

2. Policy Framework

2.1 National Policies and Strategies

2.1.1 National Planning Framework

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

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

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

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

2.1.2 Spatial Planning and National Roads: Guidelines for Planning Authorities

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

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

The following Key Principles have informed these guidelines:

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

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

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

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

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

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

2.1.4 National Sustainability Mobility Policy

The National Sustainable Mobility Policy was published on 7 April 2022 by Ireland's Department of Transport, setting out a national strategy operating from 2022 to 2030. Its purpose is to increase the share of sustainable journeys—walking, cycling, shared mobility and public transport—while helping Ireland meet its climate commitments, including achieving a 51% reduction in transport emissions by 2030.

The policy framework covers the full 2022–2030 period and is supported by two action plans: one for 2022–2025 and another for 2026–2030. These plans contain measures relating to public transport investment, active travel infrastructure, road safety, behavioural change, accessibility, and the integration of transport with land-use planning.

The first principle, Safe and Green Mobility, aims to improve safety across walking, cycling and public transport while ensuring that all infrastructure—new or existing—meets high safety standards. It includes actions such as developing pedestrian and cycling network plans, expanding safe active-travel options nationwide, transitioning public transport fleets to low- and zero-emission vehicles, and improving rail infrastructure and services in major cities.

The second principle, People-Focused Mobility, emphasises designing an inclusive and accessible transport system centred on the needs of all users. It promotes a whole-journey approach, ensuring seamless and convenient travel for everyone, including people with disabilities. This principle incorporates universal design across infrastructure, encourages greater citizen engagement, and ensures that planning aligns with national strategies on accessibility and social inclusion.

The third principle, Better Integrated Mobility, focuses on aligning transport planning with land-use planning to support compact growth and reduce reliance on long car journeys. It encourages the adoption of smart mobility tools, data-driven decision-making, and integrated systems to create a more efficient, well-connected and sustainable transport network.

The Sustainable Mobility Policy establishes a long-term pathway for Ireland to transition towards cleaner, safer and more integrated transport choices by 2030, decreasing car dependency and supporting both national climate objectives and balanced regional development.

2.1.5 Cycle Design Manual (2026)

The Cycle Design Manual (CDM) has been prepared by the National Transport Authority (NTA) and overseen by the Department of Transport.

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

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

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

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

2.1.6 Design Manual for Urban Roads & Streets (DMURS)

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

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

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

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

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

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

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

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

2.2 Regional Policies and Strategies

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

The elected members of the Eastern and Midland Regional Assembly (EMRA) agreed to make the Regional Spatial and Economic Strategy (RSES) 2019-2031, on June 28th, 2019.

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

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

The principal statutory purpose of the RSES is to support the implementation of Project Ireland 2040 – National Planning Framework and National Development Plan 2019-2027 and the economic policies of the Government by providing a long-term strategic planning and economic framework for the development of the Regions.

The RSES will be implemented by way of a review by local authorities of all development plans and Local Economic and Community Plans (LECPs). Key state agencies and sectoral bodies will also consider their strategies and investment plans, post adoption of RSES, to support the achievement of National and Regional Strategic Outcomes set out in the NPF and RSES.

2.2.2 Wicklow County Development Plan 2022 – 2028

The Wicklow County Development Plan 2022-2028 sets out the overall strategy for the proper planning and sustainable development of the County for the plan period and beyond. The Wicklow County Development Plan 2022-2028 has been prepared in accordance with the Planning and Development Act 2000, as amended (the Act). The plan relates to the whole functional area of Wicklow County Council. There are five municipal districts in Wicklow, namely, Arklow, Baltinglass, Bray, Greystones and Wicklow. Many of the Council's services are delivered through the municipal districts.

The development plan includes a 'Core Strategy' which shows that the development objectives in the development plan are consistent, as far as practicable, with national and regional development objectives set out in the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region.

Chapter 12 of Wicklow County Development Plan 2022 – 2028 outlines the county's sustainable transportation objectives. It is the aim of this plan to craft land use policies to produce settlements of such form and layout that facilitates and encourages sustainable forms of movement and transport, prioritising active travel modes of walking and cycling, and for larger settlements, public transport.

Sustainable Transportation Objectives outlined in Wicklow County Development Plan 2022 – 2028 are as follows:

(1) Sustainable Mobility Objectives

CPO 12.1: Through coordinated land-use and transport planning, to reduce the demand for vehicular travel and journey lengths by facilitating initiatives like carpooling and park and ride.

CPO 12.2: Through sustainable planning and investment in transport infrastructure, including roads and public transport systems, to reduce journey times, length, congestion and to increase the attractiveness of public transport.

CPO 12.3: In collaboration and with the support of the relevant transport agencies, to prepare and / or update existing Area Based Transport Assessments and Local Transport Plans for all towns in Levels 1-4 of the County settlement hierarchy (namely Bray and environs, Wicklow–Rathnew, Arklow, Greystones–Delgany, Blesssington, Baltinglass, Enniskerry, Kilcoole, Rathdrum and Newtownmountkennedy and any other settlement where it is deemed necessary by the Planning Authority) and utilise these assessments and plans to inform land use and investment decisions, including the preparation of future Local Area Plans.

CPO 12.4: All planning applications for large employment-based developments and/or trip intensive developments, where the Planning Authority considers that a significant peak and/or off-peak travel will be generated, are required to include a Mobility Management Plan.

CPO 12.5: New significant residential or mixed-use development proposals shall be required to be accompanied by an 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means other than the private car

(a) local services including shops, schools, health care and recreational facilities, and

(b) public transport services.

Where deficiencies are identified, proposals will be required to either rectify the deficiency or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages.

CPO 12.6: To support transport reduction initiatives such as working from home, remote working hubs / hot-desking.

(2) Climate Action and Environmental Protection Objectives

CPO 12.7: To facilitate the development of services and utilities for electric vehicles and alternative fuel vehicle types, including the roll-out of additional electric charging points in collaboration with relevant agencies at appropriate locations.

CPO 12.8: To require the implementation of the following standards for EV charging in new developments:

Building Type		Requirement
New buildings and buildings undergoing major renovation	Non-residential buildings with more than 10 parking spaces within property boundary.	Installation of at least 1 recharging point. Installation of ducting infrastructure for at least 1 in 5 parking spaces.
	Residential multi-unit buildings.	Installation of 1 recharging point for every 10 car parking spaces (with a minimum 1 for developments under 10 spaces) Installation of ducting infrastructure for every parking space within property boundary.
New (single-unit residential) buildings	New 'own door' dwelling with car parking space located within the property boundary.	Installation of recharging points for electric vehicles on site.

New (single-unit residential) buildings	New 'own door' dwelling served by shared car parking areas or car parking spaces not within the dwelling site boundaries.	Installation of 1 recharging point for every 10 dwellings (with a minimum 1 for development under 10 dwellings) which is available to all residents. Installation of ducting infrastructure for every parking space within development.

CPO 12.9: To seek to ensure all new or upgraded transport infrastructure is climate resilient.

CPO 12.10: Where projects for new infrastructure identified in this chapter are not already provided for by existing plans / programmes or are not already permitted, then the feasibility of progressing these projects shall be examined, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the objectives of the plan relating to sustainable mobility. A Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection and Stage 2 – Route Identification, Evaluation and Selection.

(3) Cycling and Walking Objectives

CPO 12.11: To improve existing or provide new pedestrian and cycling infrastructure of the highest standards on existing public roads, as funding and site constraints allow.

CPO 12.12: To require all new or improved roads to include pedestrian facilities, cycle lanes / tracks (unless the scale / design of the road does not warrant such infrastructure having regard to the guidance set out in the National Cycle Manual and DMURS) and public lighting as deemed appropriate by the Local Authority.

CPO 12.13: To facilitate the development of pedestrian and cycle linkages through and between new and existing developments to improve permeability and provide shorter, more direct routes to schools, public transport, local services and amenities while ensuring that personal safety, particularly at nighttime, is of the utmost priority.

CPO 12.14: To facilitate the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport.

CPO 12.15: To support the improvement / development of the inter-urban, strategic pedestrian and cycle route projects as may be identified in Wicklow County Council's Sustainable Transport Plan, as may be amended and updated during the life of the plan.

CPO 12.16: To support the improvement / development of the inter-urban, strategic pedestrian and cycle route projects as may be identified in Wicklow County Council's Sustainable Transport Plan, as may be amended and updated during the life of the plans.

CPO 12.17: To encourage the provision of secure covered bicycle parking facilities at strategic locations such as town centres, neighbourhood centres, community facilities and transport nodes; and to support and encourage the provision of changing facilities at destinations.

CPO 12.18: To facilitate the development of services and utilities for electric bikes.

CPO 12.19: To support the development of car parks / set down areas to accommodate Park and Stride initiatives at appropriate locations, especially within walking distance to schools.

(4) Public Transport Objectives

CPO 12.20: To cooperate with NTA and other relevant transport planning bodies in the delivery of a high quality, integrated and accessible transport system in County Wicklow.

CPO 12.21: To promote the development of transport interchanges and 'nodes' where a number of transport types can interchange with ease. In particular:

- to facilitate the development of park and ride facilities at appropriate locations along strategic transport corridors which will be identified through the carrying out of required coordinated, plan-led transport studies and consultation with the appropriate transport agencies and/or Regional Authority;
- to support and facilitate the enhancement of the strategic park and ride at Greystones as identified in the RSES;
- to enhance existing parking facilities at / near and the improvement of bus links to the train stations in Bray, Greystones, Kilcoole, Rathdrum, Wicklow and Arklow;
- to require electric vehicle charging points to be incorporated into all car parks at public transport nodes;
- to promote car sharing parking spaces at premium locations in car parks;
- to promote the linkage of the Luas extension or other mass transit to Bray town centre, Bray train station and Fassaroe;
- to promote the Luas extension from City West / Tallaght to Blessington;
- to support the enhancement of public transport services and infrastructure in West Wicklow and in particular to support the improvement of bus service / bus priority on the N81, bus linkages to rail stations and the development of park-and-ride facilities at strategic locations;
- to encourage the improvement of bicycle parking facilities at all transport interchanges;
- to improve existing and provide new footpath / footway linkages to existing / future transport interchange locations;
- to support the development of bus shelters and bicycle parking facilities where possible; and
- to promote and support the development of fully accessible public transport services and infrastructure, that can be used by all people, regardless of their age, size, disability or ability.

CPO 12.22: To continue to work with Iarnrod Eireann and the NTA on the improvement of mainline train and DART services into Wicklow and in particular:

- to facilitate all options available to increase capacity through Bray Head;
- to support the delivery of the DART+ programme; and
- to support electrification of the rail line south of Greystones and the provision of high speed and high frequency services on the existing underutilised south east rail line to south Wicklow.

CPO 12.23: To ensure the continued and long term operation of and improvement of the Dublin – Rosslare line, including the re-opening of closed stations, are maintained and to ensure that land uses adjacent to former stations are appropriate and can facilitate future improvements. In particular:

- to ensure coastal protection measures are put in place to protect the railway line from coastal erosion and to consider identifying corridor options for route continuity in the event of coastal land loss;
- to resist any development within 20m of the railway line;
- to resist demolition or removal of any former train station structures or apparatus, other than for safety reasons; and
- to require any development proposals in the vicinity of former train stations to be so designed to facilitate future access to the station and to reserve adequate space for future car parking.

CPO 12.24: To facilitate, through both the zoning of land and the tie-in of new facilities with the development of land with the application of supplementary development contributions, the extension of the Luas or other mass transit to Bray town centre, Bray train station and Fassaroe.

CPO 12.25: To improve the capacity of the M11 / N11 from Junction 4 to Junction 8 in a manner capable of facilitating greater free flow of public transport

CPO 12.26: To promote the delivery of improved and new bus services both in and out of the County but also within the County by:

- supporting the development and delivery of bus service enhancement projects, including BusConnects and measures to improve bus priority such as additional bus lanes and priority signalling etc as may be deemed appropriate;
- facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted);
- requiring the developers of large-scale new employment and residential developments in the designated key towns in the County that are distant (more than 2km) from train / Luas stations to fund / provide feeder bus services for an initial period of at least 3 years;
- promoting the growth of designated settlements to a critical mass to make bus services viable and more likely to continue;
- provision of bus lanes on M11 / N11;
- to work with Bus Eireann and the NTA to improve services in south and west Wicklow.

CPO 12.27: To support and facilitate the existing service providers and encourage the further development of the Local Link Rural Transport Programme (and any other or subsequent rural transport programmes).

CPO 12.28: In accordance with 'Our Rural Future Rural Development Policy 2021 – 2025' support and facilitate the delivery of improved rural public transport services and ensure that public transport services in rural areas are accessible to persons with disabilities.

(5) General Road Objectives

CPO 12.29: To improve public roads in the County as necessary, including associated bridges and other ancillary structures, as funding allows, having due regard to both the transportation needs of the County, the climate action goals of the plan and the protection of natural habitats.

CPO 12.30: Traffic Impact Assessments will be required for new developments in accordance with the thresholds set out in the 'Design Manual for Urban Roads and Streets' DMURS (DTTA-DHPLG) and the 'Traffic & Transport Assessment Guidelines' (TII).

CPO 12.31: Road Safety Audits, Road Safety Impact Assessments, Street Design Audits as per DMURS, or Accessibility Audits shall be required at the discretion of the Planning Authority but shall generally be required where new road construction or a permanent change to the existing road / street layout is proposed.

CPO 12.32: The Council will preserve free of development all published alternative road improvement lines and route corridors, where development would seriously interfere with the road objective, until such time as a final decision on a preferred route has been made. The Council will endeavour to ensure that a decision with respect to final road lines is decided upon as expeditiously as possible in order to prevent unnecessary sterilisation.

CPO 12.33: To require all new or improved roads (of all designations) to include pedestrian facilities, cycle lanes / tracks (unless the scale / design of the road does not warrant such infrastructure (having regard to the guidance set out in the National Cycle Manual and DMURS), public lighting and bus stop facilities as deemed appropriate by the Local Authority.

CPO 12.34: The design of new roads or improvements to existing local roads and new means of access onto roads shall generally comply with the guidance set out in the 'Design Manual for Roads & Bridges' Wicklow County Development Plan 2022-2028 Chapter 12 | Sustainable Transportation DMRB (TII), the

'Design Manual for Urban Roads and Streets' DMURS (DTTA-DHPLG), the 'Traffic Management Guidelines' (DoT-DoELG–DTO) and 'Recommendations for Site Development Works for Housing Areas' (DoELG) as appropriate. as may be amended and revised, unless local conditions determine otherwise.

2.3 Local Area Plans

2.3.1 Arklow Local Planning Framework 2026

The Arklow Local Planning Framework 2026 was adopted and came into effect on 6 July 2026. In this framework, Arklow is identified as a Level 3 "Self-Sustaining Growth Town" within the Wicklow settlement hierarchy. The town performs an important residential, employment, retail and service function for the wider south Wicklow region and is identified as a key location for population, housing and employment growth. The LPF seeks to facilitate this growth while promoting compact development patterns, sustainable mobility and reduced dependency on private car travel.

The transportation and movement strategy for Arklow is centred on facilitating a transition towards more sustainable travel modes through improved walking, cycling and public transport infrastructure. The LPF notes that tackling transport emissions will be a key element of achieving climate objectives and supporting Arklow's designation as County Wicklow's Decarbonisation Zone.

The transportation objectives of the LPF are underpinned by the Arklow Local Transport Plan, which establishes the following strategic priorities:

- Encourage sustainable travel and reduce reliance on private vehicles.
- Improve accessibility and liveability within Arklow Town Centre.
- Strengthen walking and cycling connectivity throughout the settlement.
- Improve permeability and remove barriers to active travel.
- Support the delivery of the 15-minute town concept.

While the County Development Plan sets out a wide range of infrastructure objectives that will apply directly in Arklow, there are additional objectives that will apply in the LPF area:

ARK 70: Support the implementation of the recommendations of the Local Transport Plan with regard to the delivery of proposed road safety measures and safe active travel routes along the existing road network and along new off-road routes having regard to the following:

- The delivery of the National Cycle Network, as it relates to the LPF area;
- The delivery of the Greater Dublin Area cycle network, as it relates to the LPF area;

ARK 71: To improve the safety, accessibility, and attractiveness of the pedestrian environment and support the delivery of improved cycle and pedestrian infrastructure as funding allows along Arklow's Central Spine route as identified in the Local Transport Plan and feeders routes and in particular the following:

- **Wexford Road:** Continuation of footpath provision and segregated cycle infrastructure from Northwood / Knockmore roundabout to the Coolgreaney Road / Upper Main Street junction
- Delivery of the **Vale Road Pedestrian Improvement Scheme** in the short term
- **Local junction improvements** to DMURS standards
- **Improve existing pedestrian crossings** and provision of **new crossings** at desire lines
- **Improve existing footpath provision**, including resurfacing and widen where necessary
- **Provide gateway and transition zone** treatments on the approach to the built-up area of Arklow

- Creation of a **Quietway** on Fernhill between Wexford Road and Coolgreaney Road, parallel to Emoclew Road
- In the long term to assess **feasibility of dedicated cycling facilities on Coolgreaney Road** to build on the Vale Road Pedestrian Improvement Scheme

ARK 73: To require that all new developments identify and deliver direct and safe **new pedestrian and cyclist permeability routes** to existing and proposed public transport nodes, active travel routes and where practical into the existing adjoining built up areas.

ARK 76: Within the Town Centre to support and promote the enhancement of the public realm by supporting the development of the **Southern Port Access Route** to facilitate the reduction of HGV traffic from the town centre.

ARK 80: To cooperate with NTA, Iarnród Eireann and other relevant transport planning bodies in the delivery of a high quality, integrated and accessible transport system in the LPF area. In particular to support and facilitate the following schemes / programmes:

- The improvement of mainline train services as set out in the Government's **AISRR**, including (but not limited to)
    - The introduction of an hourly shuttle service between Wexford-Greystones-Arklow;
    - The delivery dual tracks between Dublin and Wexford on a phased basis, serving Arklow in the long term.
- The improvement of existing and provision of new bus services within the LPF area and linking the LPF area to the wider region (but not limited to):
    - To support the development of a future dedicated town bus service for Arklow and Environs to support Arklow's long term planned growth.

ARK 84: To protect the strategic function of the N11/M11 in accordance with the Roads Guidelines (DoHLGH 2012) and in compliance with TII Publications.

ARK 85: Support and promote the development of the following new regional/distributor roads and road improvements

- The **Southern Port Access Road (SPAR)** to (a) facilitate development in SLO4 (Tinahask-Money Big) and (b) provide a more suitable road network for larger vehicles and reduce reliance on the South Quays and Nineteen Arches Bridge for HGV movement (c) ensuring safer conditions are provided for active travel improvements in Arklow Town Centre, the Nineteen Arches Bridge and along South Quay and (d) improve amenity/pedestrian access to Arklow South Beach, The Cove, Nun's Beach and onto Clogga Beach. The design of the road including its final alignment and boundary treatments shall be take into account its proximity to the coastline whilst ensuring minimal impact on Arklow Golf Club and the Roadstone Quarry
- To require as part of the development of SLO4 (Tinahask-Money Big) the **development of distributor road access** to SLO3 (Abbeylands-Tinahask) to the north and to the employment zoned lands to the south

Of particular relevance to new development proposals is the LPF requirement that future residential and employment lands are connected by high-quality walking and cycling infrastructure and provide direct links to public transport services. The LPF states that future development should prioritise walking, cycling and public transport accessibility and should contribute towards the creation of compact, connected neighbourhoods that minimise the need for private vehicle travel.

Specific Local Objectives (SLO)

The purpose of an SLO is to guide developers as to the aspirations of the LPF regarding the development of certain lands where more than one land use is proposed, where there is a new infrastructure necessitated on the subject lands or where the lands are zoned for 'mixed use' to give more detail on the development objectives for these lands.

There are 6 SLOs in the settlement of Arklow, namely:

- **SLO1:** Northern Waterfront Zone SLO
- **SLO2:** Southern Waterfront Zone
- **SLO3:** Abbeylands and Tinahask Upper
- **SLO4:** Tinahask Upper, Money Little and Money Big
- **SLO5:** Kilbride
- **SLO6:** Ballyraine

The Subject Development is located within the SLO4.

SLO 4 Tinahask Upper – Money Little And Money Big

This SLO is located on the south side of the town, in the townlands of Tinahask Upper, Money Little and Money Big. The site is bounded to the north by SLO3, to the east by the golf club and quarry site, to the south by open farmlands and to the west by the railway line. Access to this land is currently provided by an access road and railway bridge from the Knockmore roundabout.

An 'Action Area Plan' (masterplan) under the previous LAP has already been agreed for these lands and consent has already been secured for the development of a Large-scale Residential Development permitted under WCC Reg. Ref. 24/325.

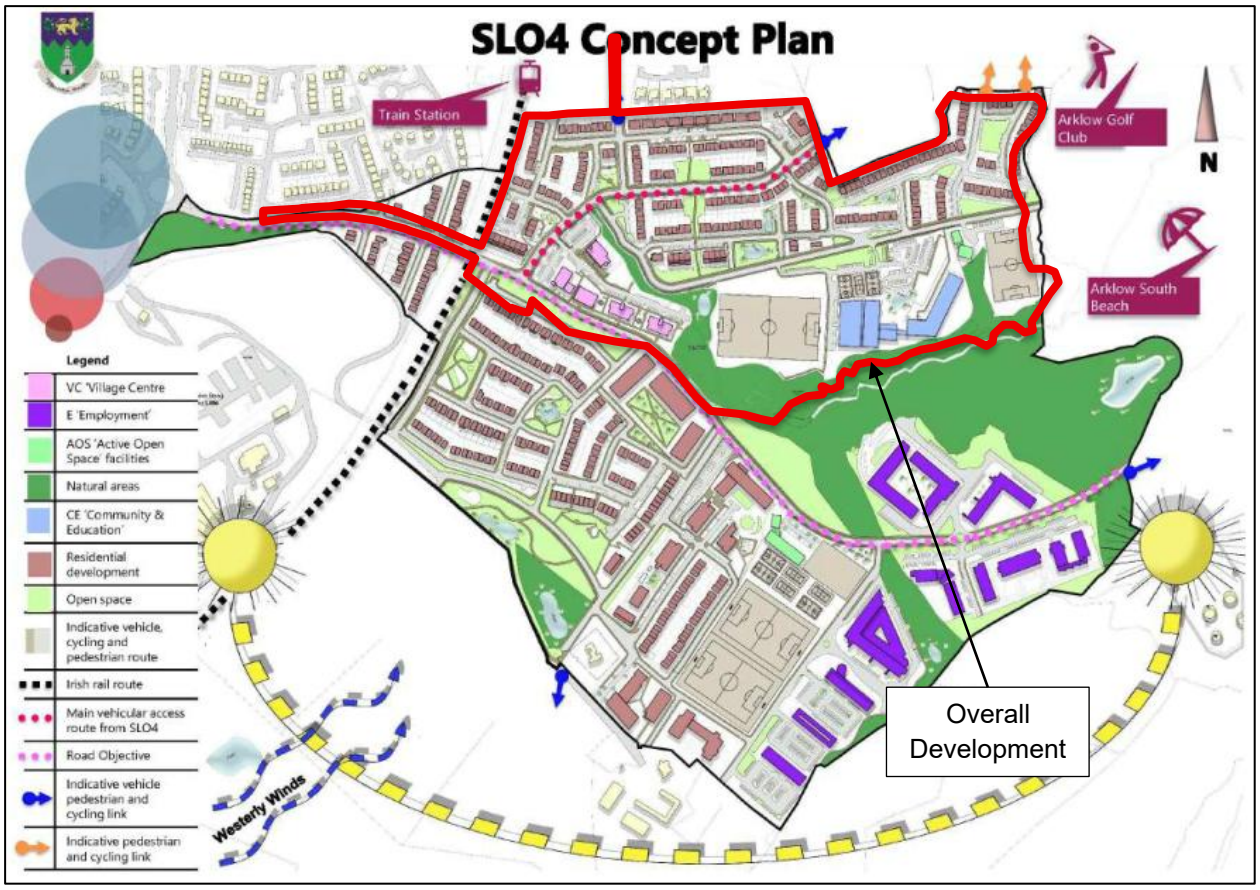


Figure 2 | *SLO4 Concept Plan*

The objectives of the LPF 2026 generally accord with the masterplan previously agreed. Where there is any divergence with the new requirements set out to follow, these shall be implemented either through the updating of the masterplan or through the development management process.

3. Receiving Environment

3.1 Land use

According to the Arklow Local Planning Framework 2026, the area included in the Subject Development falls in different categories, including “RN: New Residential” Land Use Category, “LSS: Local Shops & Services” Land Use Category, “CE: Community Education” Land Use Category, and “OS2: Natural Areas” Land Use Category as shown in **Figure 3** below. The Subject Development is within SLO4 lands as shown in **Figure 3**.

Reference from *Section B:9.1* of the Arklow LPF 2026 are shown in the table below.

ZONING	OBJECTIVE	DESCRIPTION
RN: New residential	To provide for new residential development and supporting facilities during the lifetime of the LPF.	To facilitate for the provision of high quality new residential developments at appropriate densities with excellent layout and design, well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.
LSS: Local Shops & Services	To provide for small scale local neighbourhood shops and services	To facilitate the limited development of small scale local neighbourhood shops and retail services and other local service uses that meet only the retail or service needs of residents in the immediate catchment and are not of such a scale or type that would detract or draw trade from lands designated town centre.
CE: Community & Education	To provide for civic, community and educational facilities	To facilitate the development of necessary community, health, religious, educational, social and civic infrastructure.
OS2: Natural Areas	To protect and enhance existing open, undeveloped lands.	To protect, enhance and manage existing open, undeveloped lands that comprise flood plains, buffer zones along watercourses and rivers, steep banks, green breaks between built up areas, green corridors and areas of natural biodiversity.

Table 3 | *Arklow LPF Zoning Objectives*

As outlined in **Section 2.3.1** above, this plan forms part of the Wicklow County Development Plan 2022-2028. In particular, zoning provisions have been made on the basis of providing enough land to meet the 2028 population, housing and employment targets, in order to ensure that there is enough flexibility in the zoning provisions to achieve these targets in the event that impediments to the development of other zoned lands arise.

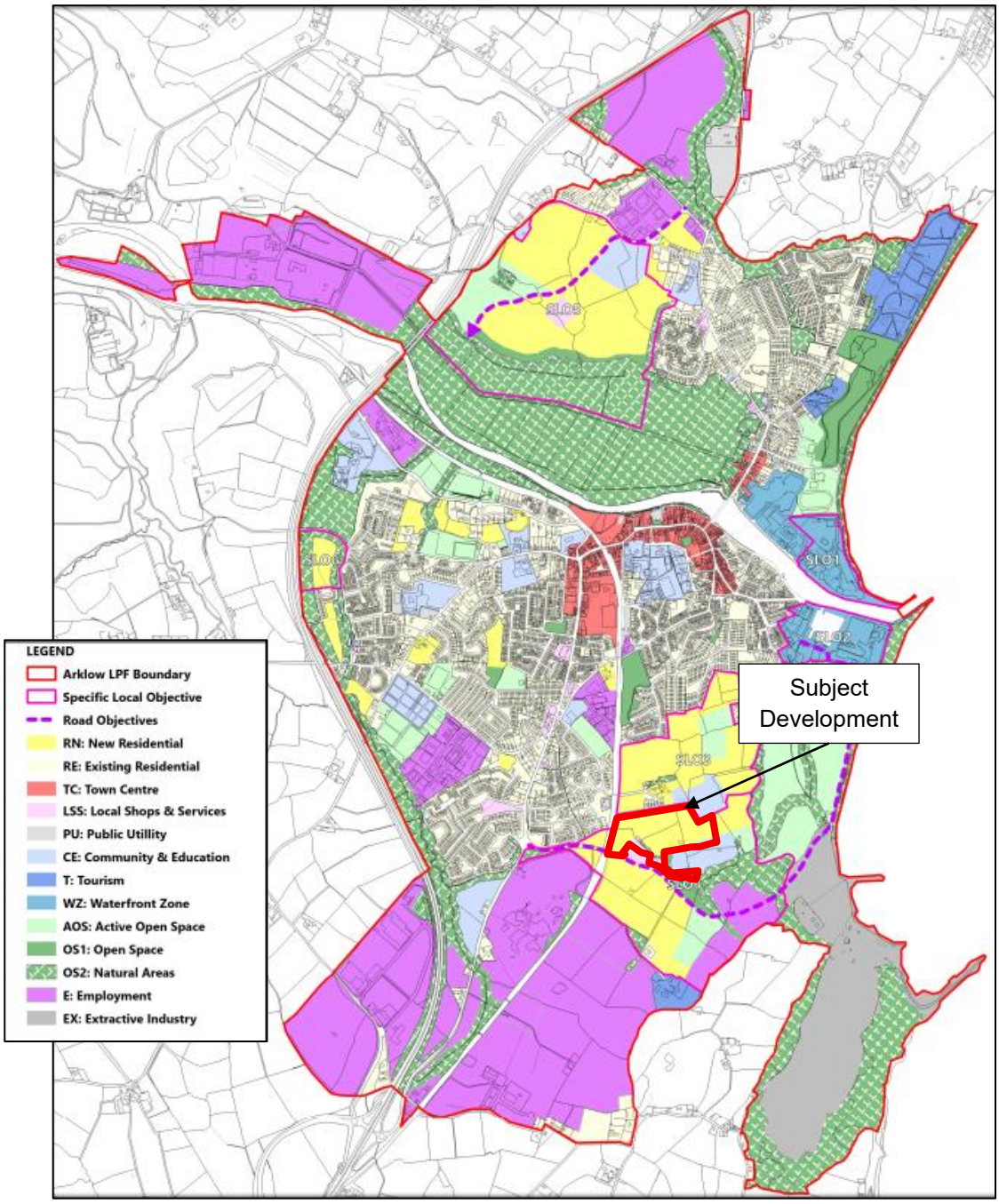


Figure 3 | *Map 1: Land Use Zoning Objectives - Arklow Local Planning Framework 2026*

3.2 Site Location and Description

The Subject Site is located south of Arklow Town and SLO3, and east of the M11 and the Dublin–Rosslare railway line.

The site comprises greenfield lands, bounded to the north and south by open greenfield lands, to the east by a leisure amenity, and to the west by the Dublin–Rosslare railway line.

The main regional road in the surrounding area is the R772, which can be used to access the Proposed Development via Northwood at the south-east of the site.

The site location is indicated on the **Figure 4** below:



Figure 4 | *Site Location*
(Source: Google Earth)

3.3 Existing Roads and Junctions

3.3.1 Roads

The Subject Site is located adjacent to a road network consisting of national roads, regional roads, and local roads. The existing road network and the Subject Site location is indicated in **Figure 5** below.



Figure 5 | *Existing Road Network*
(Source: OpenStreetMap)

The **M11** in Arklow is the section of the main motorway that bypasses the town of Arklow in County Wicklow, forming part of the major Dublin – Rosslare route on Ireland's east coast. It's a high-quality dual carriageway/motorway linking Dublin with towns further south and helps divert through-traffic away from Arklow's centre, improving journey times.

The **R772** is a regional road running north–south through Arklow. It serves as a key urban corridor, linking Arklow with nearby towns such as Rathnew, Gorey, and Enniscorthy along the old N11 alignment.

The **Northwood** is a two-way single carriageway local access road serving the Northwood/Moneylands residential development in County Wicklow. The road connects to the R772 regional road, providing access to the wider road network, including the nearby M11 motorway. The road primarily serves local traffic and includes pedestrian footpaths along one side of the carriageway.

3.3.2 Junctions

The primary junctions in the local area surrounding the site are:

- **Junction 1**: Existing Four-Arm Roundabout – Wexford Road (R772) (N), Northwood (E), R772 (S) & Knockmore (W).
- **Junction 2:** Existing Three-Arm Roundabout – Wexford Road (R772) (N), Emoclew Road (W) & Wexford Road (R772) (S).
- **Junction 3:** Existing Four-Arm Roundabout – Wexford Road (R772) (N), Yellow Lane (NE), Knockenrahan (SE) & Wexford Road (R772) (S).

- **Junction 4:** Existing Four-Arm Roundabout – Vale Road (R747) (N), Upper Main Street (R772) (E), Wexford Road (S) & Coolgreaney Road (W).
- **Junction 5**: Existing Priority-Controlled T- junction – R772 (N), Kish (E), and R772 (S).
- **Junction 6:** Existing Four-Arm Roundabout – M11 Southbound Slip Off (NW), R772 (NE), M11 Southbound Slip On (S) & R772 (W).
- **Junction 7:** Existing Five-Arm Roundabout – L16187 Cooladangan (NW), M11 Northbound Slip On (NE), R772 (E), M11 Northbound Slip Off (S) & R772 (W).

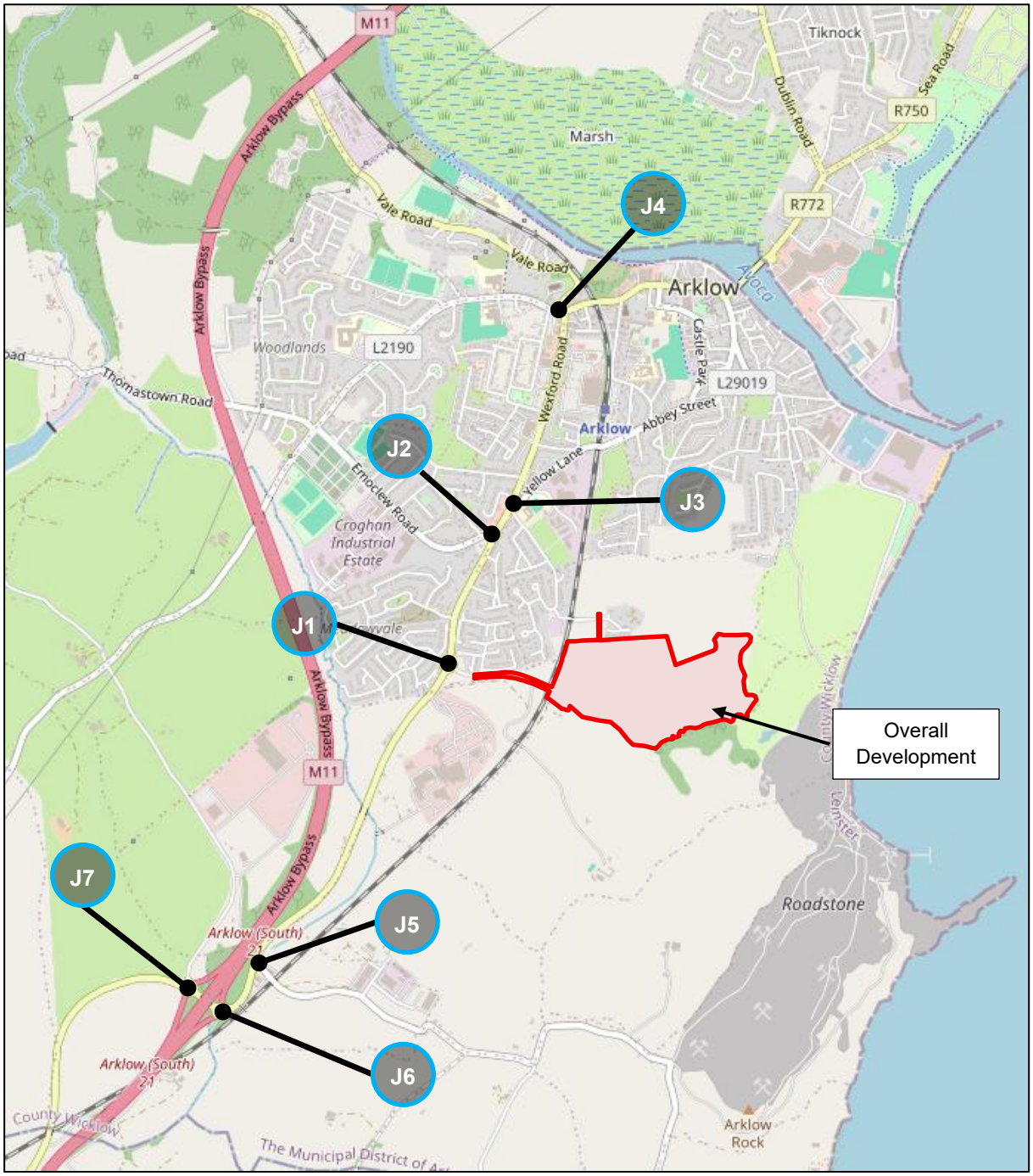


Figure 6 | *Existing Junctions*

3.4 Existing Traffic condition

To quantify the volumes of traffic movements at the key junctions, a traffic survey was commissioned by the applicant and carried out by IDASO on Tuesday 19th May 2026 for a period of 24 hours. Full traffic survey is provided in **Appendix A**.

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

Based on the traffic survey results, the peak traffic hours at each junction are as follows:

- **Junction 1:** Morning peak hour is from 8:15 to 9:15 and evening peak hour is from 16:30 to 17:30.
- **Junction 2:** Morning peak hour is from 8:15 to 9:15 and evening peak hour is from 15:45 to 16:45.
- **Junction 3**: Morning peak hour is from 8:15 to 9:15 and evening peak hour is from 15:45 to 16:45.
- **Junction 4:** Morning peak hour is from 8:15 to 9:15 and evening peak hour is from 17:30 to 18:30.
- **Junction 5:** Morning peak hour is from 7:45 to 8:45 and evening peak hour is from 16:30 to 17:30.
- **Junction 6:** Morning peak hour is from 8:00 to 9:00 and evening peak hour is from 16:30 to 17:30.
- **Junction 7:** Morning peak hour is from 8:00 to 9:00 and evening peak hour is from 16:30 to 17:30.

To ensure a robust assessment, it is assumed that the AM peak hour at all junctions occurs between 08:15 and 09:15, and the PM peak hour occurs between 17:00 and 18:00.

The peak hour volumes through each junction are shown in **Figure 7** below and in **Appendix A – Figure A**. Full traffic survey is provided in **Appendix A**.

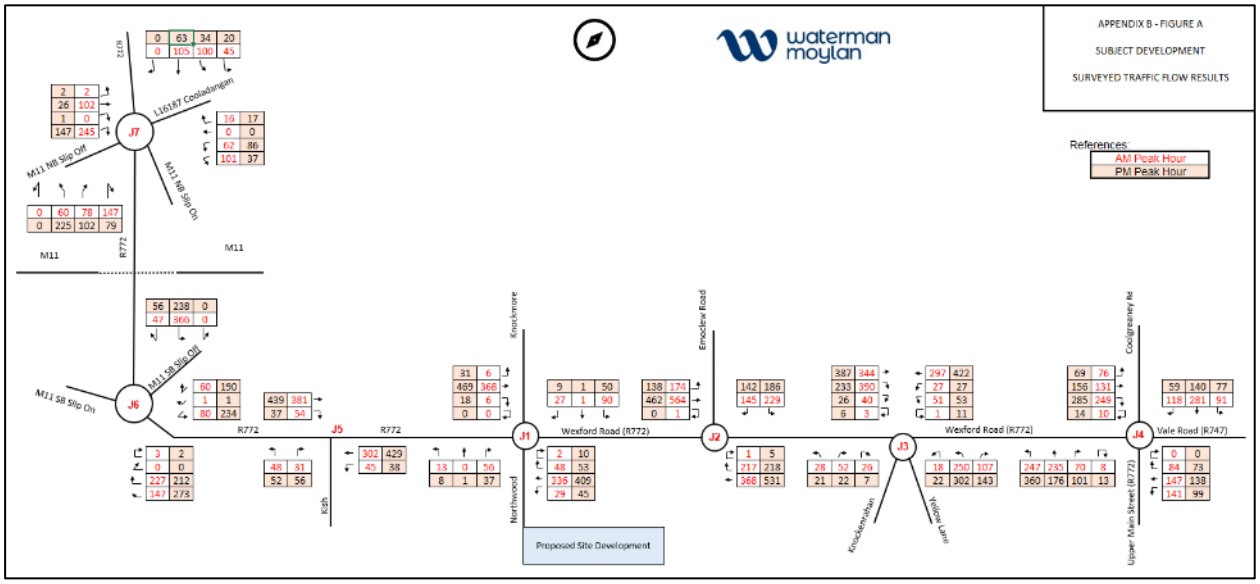


Figure 7 | *2026 Surveyed Traffic Flows*

3.5 Multi-modal access to the site

3.5.1 Pedestrian Infrastructure and Walking Accessibility

In the immediate vicinity of the Subject Development, there are footpaths on the surrounding road network. Along Northwood which provides access to the Subject Site, there is a footpath on one side of the carriageway.

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

To provide an indication of the catchment areas associated with the Subject Site, reference from the "*Guidelines for Providing for Journeys on Foot*" published by the *Institution of Highways & Transportation* in 2000, have been taken. This guideline indicates that acceptable walking distances vary between individuals and circumstances. These include an individual's fitness, physical ability, and personal motivation; the size of the city itself and the quality of the surrounding footpath network. Furthermore, the document proposes walking distances and times based on an average walking speed of 1.4 metres per second (approximately 400 metres in five minutes). **Table 4** below provides a summary of these suggestions.

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

Table 4 | *Ideal Walking Distances*

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

Figure 8 below shows the considerable extent of the pedestrian catchment areas accessible from the Subject Development, for different walking times, namely 10 minutes, 15 minutes, and 24 minutes.

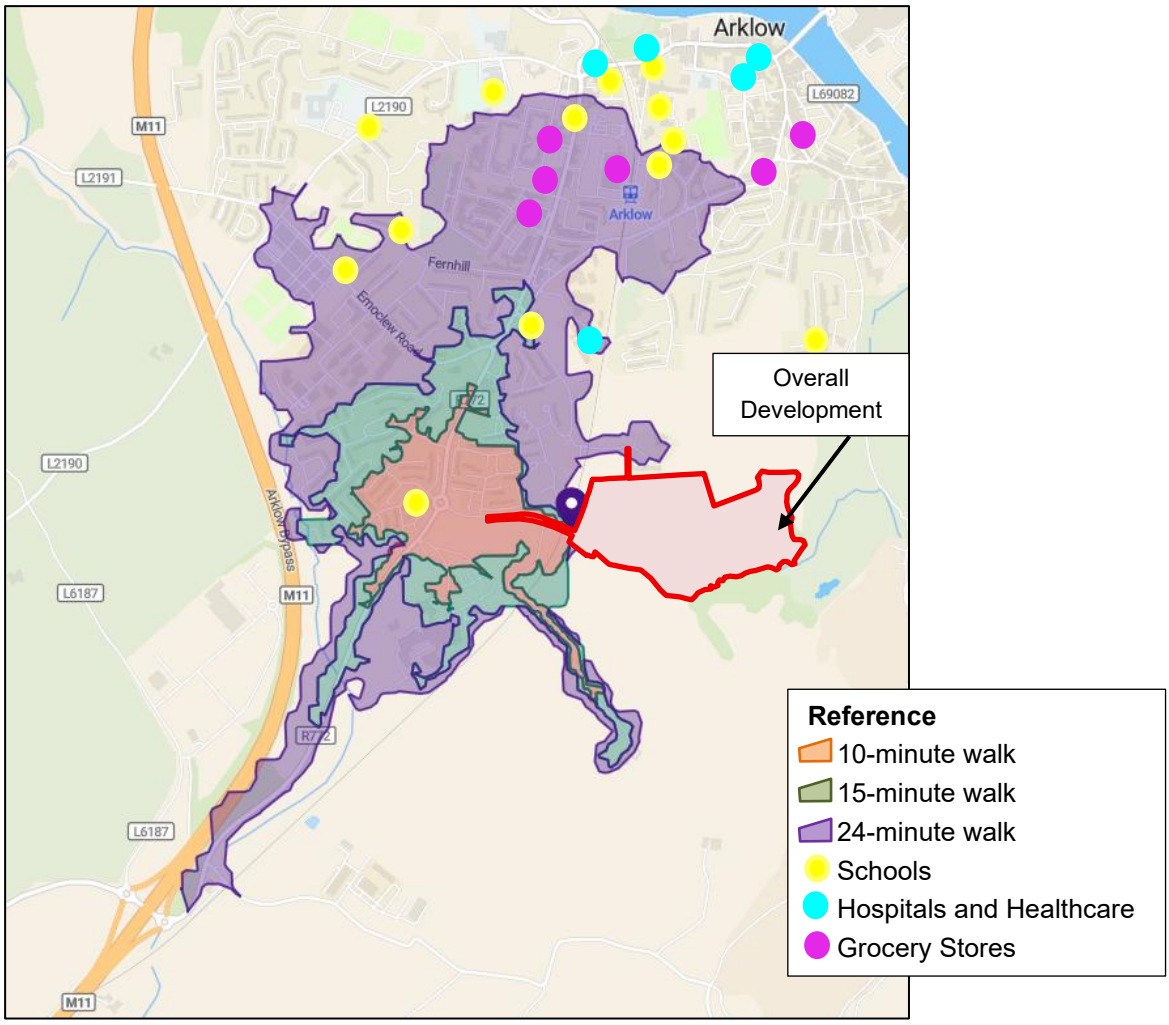


Figure 8 | *Walking Accessibility Isochrone Map*
(Source: Smappen app and Google Maps)

As presented in **Figure 8** above, Arklow Town Centre and its surrounding areas are accessible through a 24-minute walk from the Subject Development. The closest bus stop is 500 m (7-minute walk) from the site along Wexford Road (R772). This bus stop serves three bus routes. The Subject Development benefits from close proximity to schools such as Gaelscoil an Inbhir Mhóir and Carysfort Mixed National School, as well as medical facilities including HSE Portview Centre. Everyday needs are also well served by nearby grocery stores such as Tesco Extra, Lidl, and SuperValu all located within the walkable catchment area.

The future development of the SLO3 lands to the north of the Proposed Development will provide for a more direct connection into the Town Centre and to the Railway Station.

3.5.2 Cycle Infrastructure and Cycling Accessibility

There is currently no dedicated cycling infrastructure in the immediate vicinity of the Subject Development, as illustrated in the figure below.

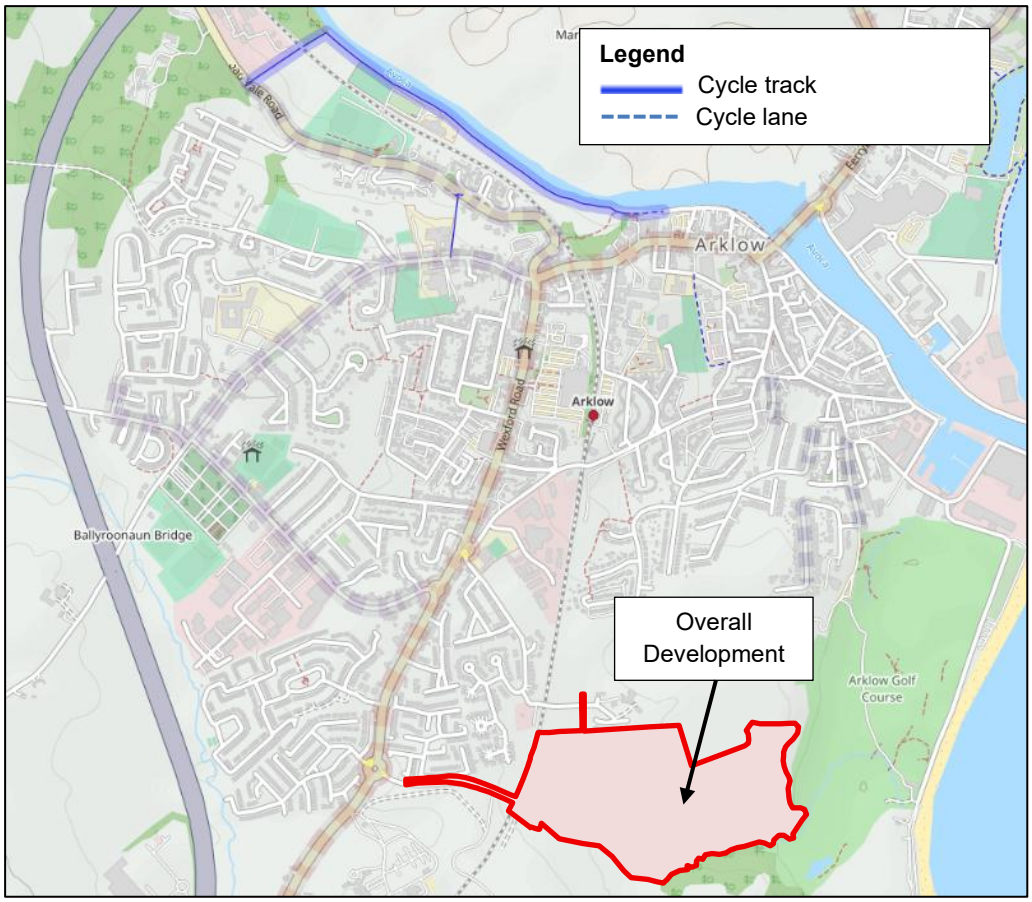


Figure 9 | *Existing Cycle facilities*
(Source: Open Street Map)

A similar catchment exercise has been conducted for the cycling mode of transport, in accordance with the methodology previously employed for walking. The average cycling speed was calculated to be 3.3 metres per second (equivalent to 15 kilometres per hour). **Figure 10** below indicates the typical cycling catchments from the Subject Site for 10-minute, 15-minute, and 24-minute cycling times.

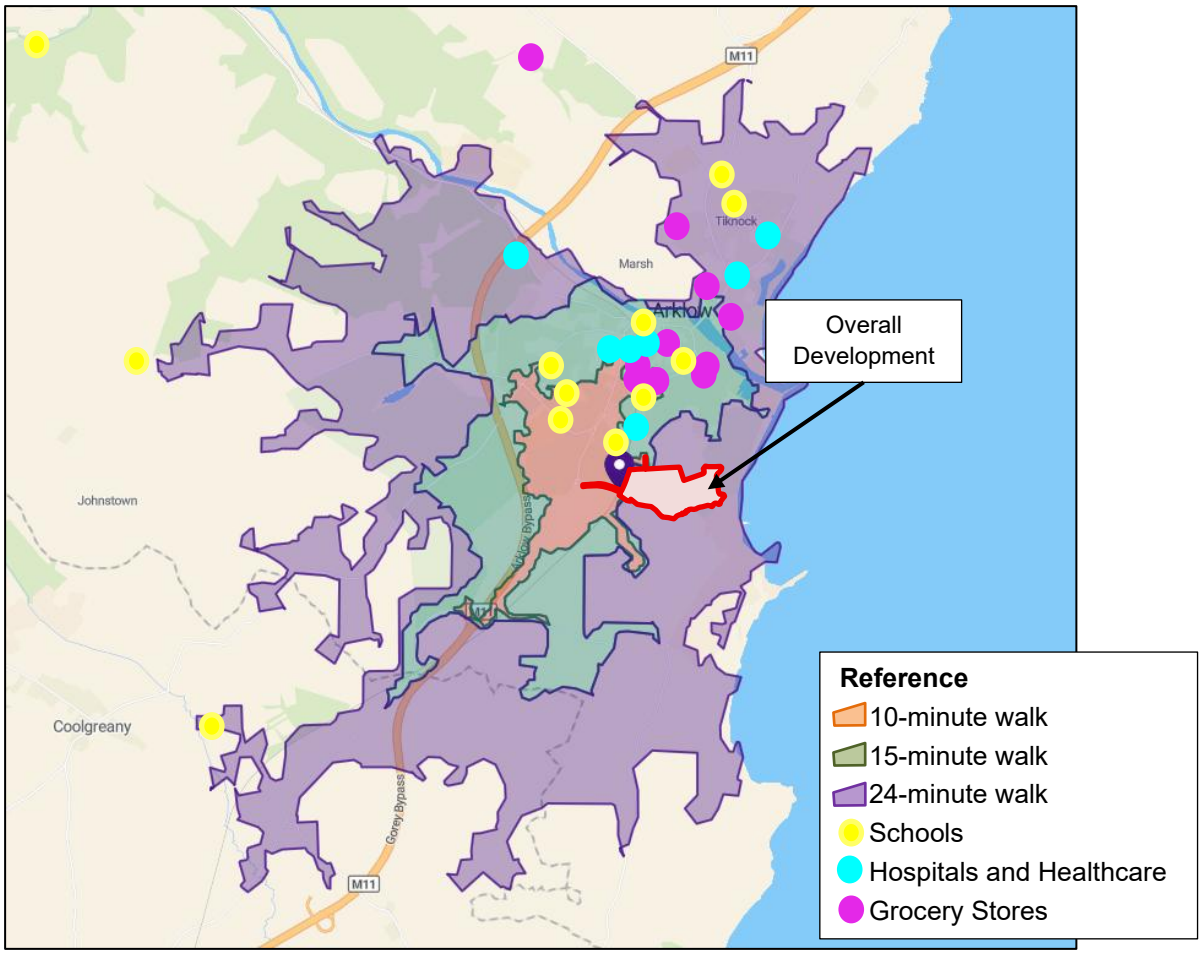


Figure 10 | *Site Accessibility – Isochrone map indicating cycling accessibility*
(Source: Smappen app and Google Maps)

As presented in **Figure 10** above, the entirety of Arklow Town is reachable in a 24-minute cycle. Arklow Train Station is located within a 7-minute-cycle from the Subject Development. The Subject Development benefits from close proximity to schools such as Gaelscoil an Inbhir Mhóir and Carysfort Mixed National School, as well as medical facilities including HSE Portview Centre. Everyday needs are also well served by nearby grocery stores such as Tesco Extra, Lidl, and SuperValu all located within the walkable catchment area.

3.5.3 Bus Network

The closest bus stop serving the Subject Development is located 500 m (7-minute walk) from the site along Wexford Road (R772). The bus routes operating at this bus stop are 740A and 2.

There are additional bus stops serving the site which are located 1.6 km (21-minute walk) from the site also along Wexford Road (R772). The bus routes operating at these bus stops are 800, and 183 in addition to 740A and 2.

The location of the bus stops and estimated walking distances from the site are shown in the figure below.

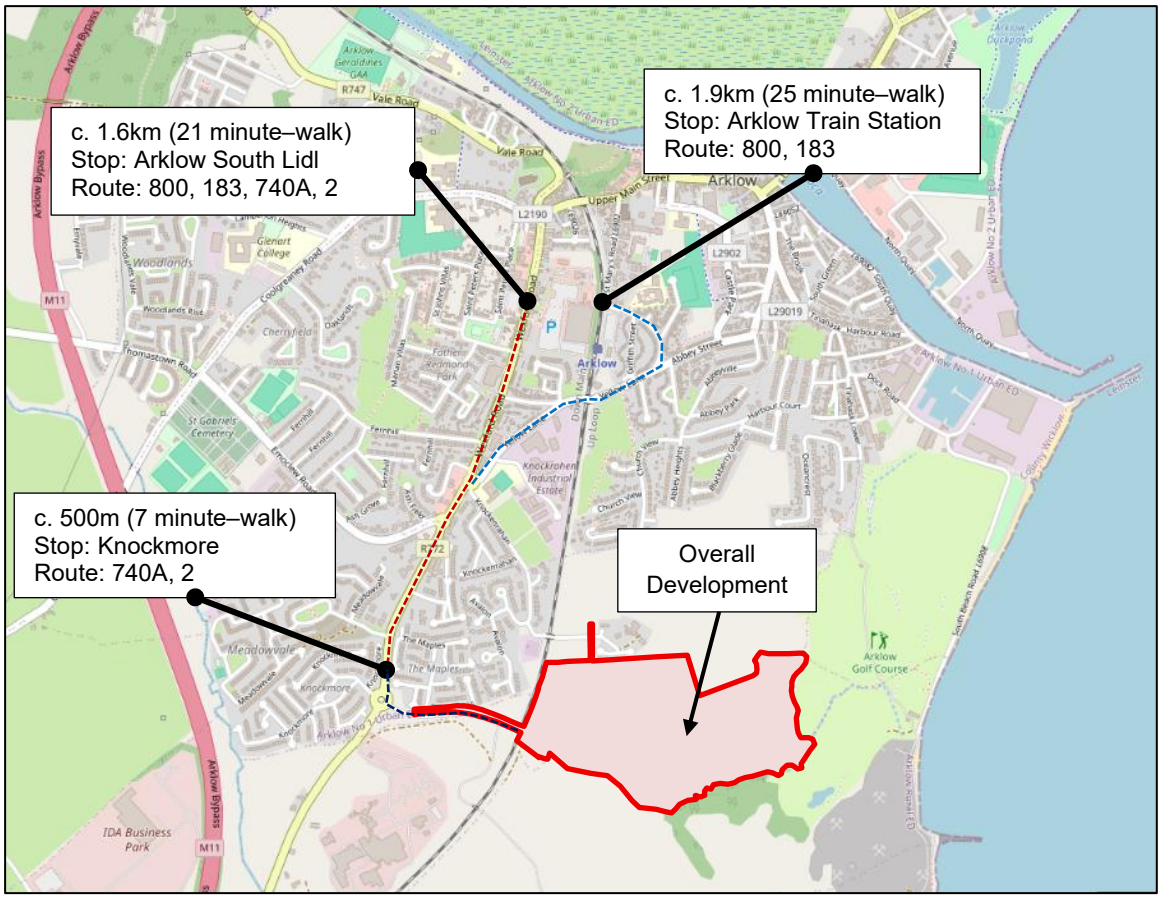


Figure 11 | *Location of Closest Bus Stops*
(Source: Transport for Ireland)

The weekday and weekend frequency service are shown in **Table 5**.

Bus Route	Direction	Weekday frequency	Saturday Frequency	Sunday / Bank Holiday Frequency
183	Arklow - Glendalough	7 services between 07:02 and 20:52	7 services between 07:02 and 20:52	7 services between 07:02 and 20:52
	Glendalough - Arklow	7 services between 08:34 and 23:00	7 services between 08:34 and 23:00	7 services between 08:34 and 23:00
800	Arklow - Carlow	4 services between 07:06 and 20:36	4 services between 07:06 and 20:36	3 services between 12:04 and 21:06
	Carlow - Arklow	4 services between 06:41 and 20:19	4 services between 06:41 and 20:19	3 services between 10:41 and 20:54
740A	Gorey – Dublin Airport	Every 1 – 2 hours between 06:15 and 18:00	Every 2 hours between 10:00 and 16:00	Every 2 hours between 10:00 and 16:00
	Dublin Airport - Gorey	7 services between 11:35 and 22:35	4 services between 13:35 and 20:40	4 services between 13:35 and 20:40
2	Dublin Airport – Gorey – Wexford	Every hour from 07:53 to 20:46 Every 1-2 hours from 22:44 to 01:35	Every hour from 07:53 to 20:46 Every 1-2 hours from 22:44 to 01:35	Every 1-2 hours from 07:35 to 01:35

	Wexford – Gorey – Dublin Airport	Every 2 hours from 03:03 to 06:58 Every hour from 08:14 to 16:16 Every 1-2 hours from 18:16 to 21:38	Every 2 hours from 03:03 to 06:58 Every hour from 08:14 to 16:16 Every 1-2 hours from 18:16 to 21:38	Every 2 hours from 03:01 to 11:11 Every hour from 13:13 to 16:13 Every 1-2 hours from 18:11 to 21:37

Table 5 | *Bus Routes – Frequency Table*
(Source: Transport for Ireland)

3.5.4 Rail Network

The nearest rail station to the Subject Site is the Arklow Train Station, located approximately 800m to the north of the site. Arklow Train Station can be reached through an 11-minute walk, 3-minute cycle and 3-minute drive. As mentioned above, the potential future development to the north of the Subject Site is expected to provide convenient access to Arklow Rail Station, reducing the distance and time required to reach it.

The location of Arklow Train Station is shown in the figure below.

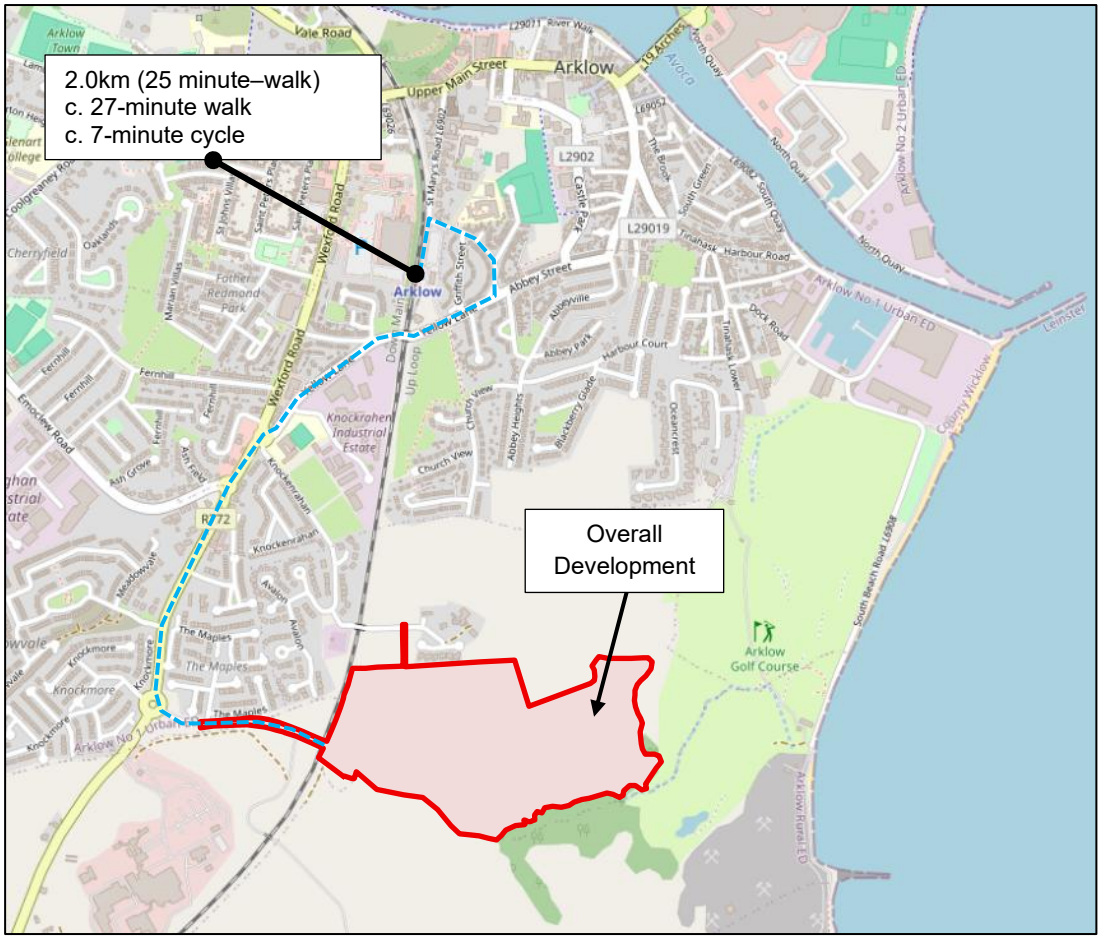


Figure 12 | *Location of Arklow Train Station and route from the Site*

The train routes serving Arklow are:

- Dublin – Rosslare
- Gorey/Bray – Dublin - Howth

The table below indicates the main routes to and from Arklow Train Station.

Route	Frequency
Dublin - Rosslare	6 services on weekdays at 11:18, 15:12, 18:11, 19:14, 20:17 and 21:47 3 services on Saturday at 09:37, 15:35 and 20:23 3 services on Sunday at 12:04, 15:25 and 20:26
Gorey/Bray – Dublin - Howth	6 services on weekdays at 05:58, 06:58, 08:32, 14:10, 19:19 and 22:33 4 services on Saturday at 07:00, 08:35, 14:35 and 19:25 3 services on Sunday at 11:01, 15:27, 19:21,

Table 6 | *Trains through Arklow Train Station*
(Source: Irish Rail)

4. Transportation improvements

4.1 Cycle Infrastructure

In January 2023, the Greater Dublin Area (GDA) Cycle Network Plan was adopted. The Plan defines the proposed Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas within the GDA. This Plan was part of the GDA Transport Strategy 2022-2042.

An extract of the proposed cycle network is reproduced in the figure below.

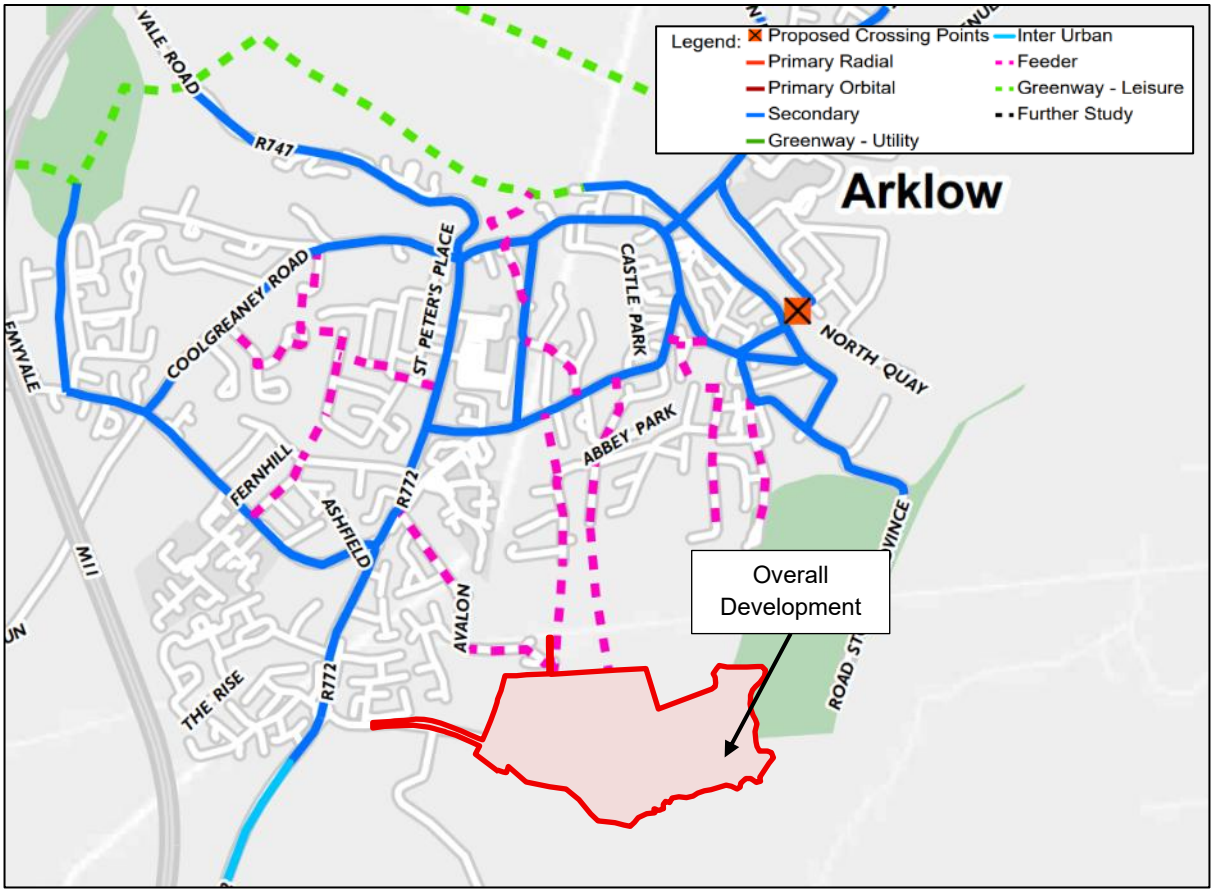


Figure 13 | *Proposed Cycle Network*
(Source: GDA Cycle Network Plan, 2022)

The future local cycle network, as outlined in the 2022 GDA Cycle Network Plan, includes feeder routes running along the local streets in the surrounding residential neighbourhoods and secondary routes along Abbey Street and the Wexford Road (R772).

4.2 Active Travel Strategy

The Arklow Local Planning Framework 2026 is supported by the Arklow Local Transport Plan, which seeks to encourage walking, cycling and public transport. The strategy promotes enhanced connectivity and supports the development of a comprehensive active travel network linking residential areas, employment centres, educational facilities, community amenities and public transport services.

The Active Travel Strategy for Arklow is illustrated on the LPF Active Travel Strategy Map. The strategy includes the provision of continuous walking and cycling facilities on key desire lines, public realm improvements along the town's Central Spine, enhanced permeability links, new pedestrian and cycle

bridge connections across the River Avoca, improved access to Arklow Train Station and the future delivery of the Arklow to Shillelagh Greenway.

The Local Transport Plan identifies five overarching objectives:

- Encourage the use of sustainable low-carbon transport modes to reduce car dominance.
- Enhance the vibrancy, accessibility and liveability of Arklow Town Centre.
- Maximise the use of existing and future environmental assets such as the Avoca River Walk and proposed Greenways.
- Enhance connectivity and permeability by removing barriers to walking and cycling.
- Support the 15-minute town concept through the delivery of connected walking and cycling networks.

In support of these objectives, the Active Travel Strategy includes:

- Provision of continuous high-quality walking and cycling facilities on primary routes leading to Arklow Town Centre.
- Public realm improvements and active travel facilities along Arklow's Central Spine comprising the Dublin Road, Ferrybank, Main Street and Wexford Road (R772).
- Delivery of new active travel bridge connections across the River Avoca to improve connectivity between the north and south sides of the town.
- Formalisation of existing permeability links and provision of new pedestrian and cyclist connections.
- Improved connectivity to the proposed Arklow to Shillelagh Greenway.

The LPF further contains a series of Active Travel Objectives (**ARK 70-79**) which seek to improve pedestrian and cycling infrastructure, enhanced connectivity, upgraded pedestrian crossings, improved access to Arklow Train Station and the delivery of active travel bridges across the River Avoca. Particular emphasis is placed on improving sustainable access between new residential communities, schools, employment lands, the town centre and public transport facilities.

The Active Travel Strategy Map is shown in **Figure 14** below.

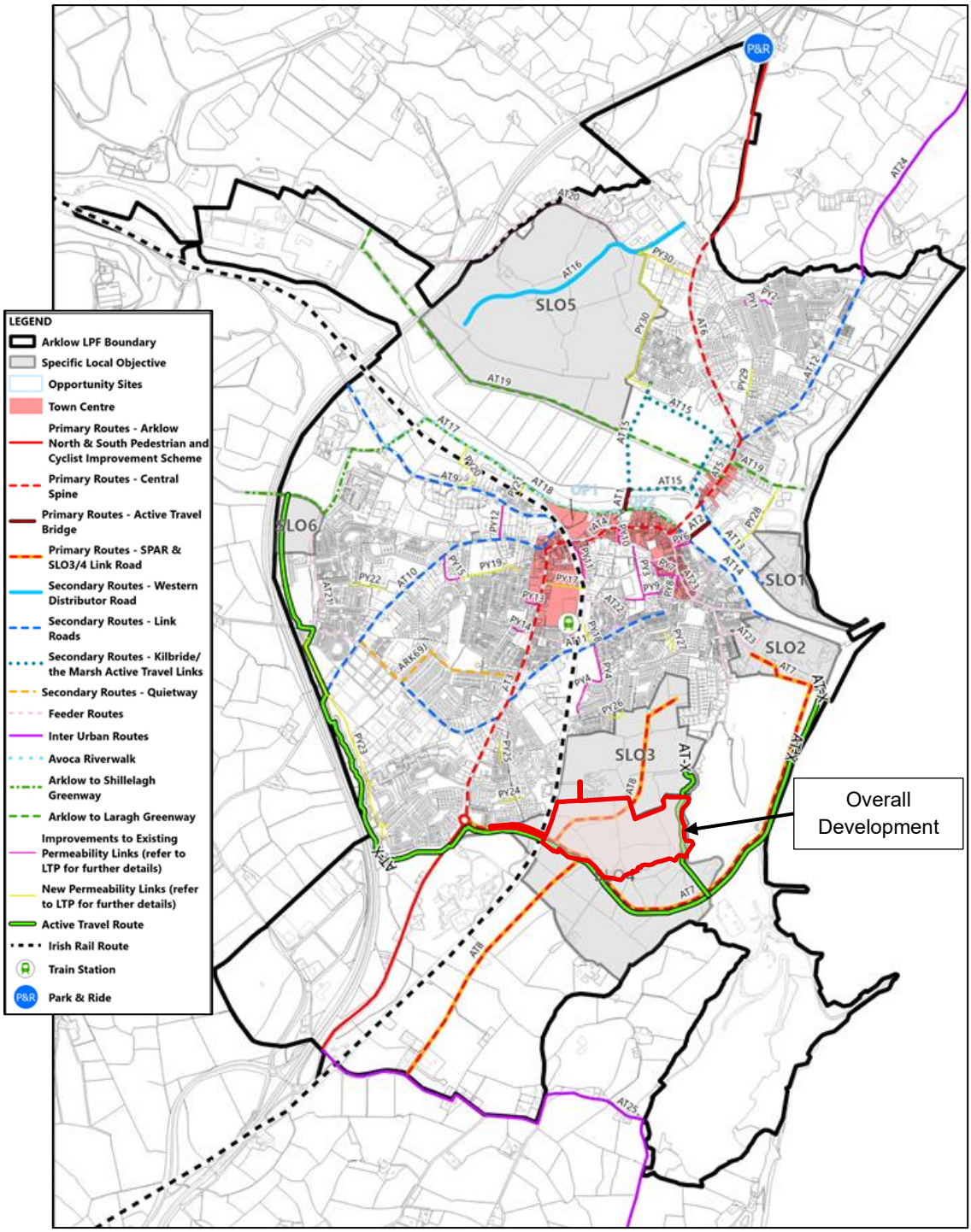


Figure 14 | *Active Travel Strategy for Arklow*
(Source: Map No.6 Active Travel Strategy)

4.2.1 Southern Port Access Road (SPAR)

The SPAR is a critical piece of infrastructure for the development of Arklow to be delivered over the short to medium term. This road will:

- Underpin and facilitate the development of housing in SLO3 and SLO4 at Tinahask Abbeylands and Tinahask Moneylands.
- Provide multimodal connectivity between SLO3 and SLO4.

- Support a future town bus service.
- Provide a more suitable road network for larger vehicles and reduce reliance on the South Quays and 19 Arch bridge for HGV movement.
- Support regeneration of the South Quays and Arklow Harbour area.

It is envisaged that the SPAR will connect to SLO4 Moneylands Tinahask South via the existing access road and railway bridge. The route will extend east through the SLO lands before turning north towards the Roadstone Arklow Rock Quarry. From the Roadstone Quarry, the road will Connect to Arklow Port via L6908 South Beach Road.

The SPAR will include the following:

- DMURS aligned layout with a designation as a link street with 50km/hr speed limit.
- Dedicated active travel facilities.
- Widening of railway access bridge to facilitate pedestrian, cyclist and vehicular movement.

4.2.2 Tinahask Link Roads

The 2026 LPF and accompanying Local Transport Plan continue to identify the delivery of strategic road infrastructure as a key component of Arklow's future growth strategy. In particular, Objective ARK 85 supports the delivery of distributor road access through SLO4 connecting to SLO3 (Abbeylands–Tinahask) to the north and the employment lands to the south.

The proposed distributor road network will improve connectivity between the strategic development lands and the wider road network, whilst supporting the phased development of SLO3 and SLO4.

Accordingly, the successful implementation of these transport objectives will be dependent upon the incorporation of high-quality active travel facilities, including safe and direct pedestrian and cycle connections.

5. Proposed Development

5.1 Site Location

The Subject Site is located south of Arklow Town and SLO3, and east of the M11 and the Dublin–Rosslare railway line. The site comprises greenfield lands, bounded to the north and south by open greenfield lands, to the east by a leisure amenity, and to the east by the Dublin–Rosslare railway line.

Figure 15 below shows the location of the Subject Site with an overview of the surrounding area.



Figure 15 | *Proposed Development – Site Location*

5.2 Description of the Subject Development

The Proposed Development comprises amendments to the Large-scale Residential Development permitted under WCC Reg. Ref. 24/325 consisting of 352 No. residential units proposed in a mix of houses and apartment units comprising 334 No. houses (44 No. 2-bedroom, 241 No. 3-bedroom and 49 No. 4-bedroom) ranging from 2 to 3 storeys, 18 No. apartments (6 No. 1-bedoom and 12 No. 2-bedroom) in 1 No. 4 storey building, 1 No. creche (c. 711 sqm) at ground floor of apartment Block A; and all associated and ancillary site development works including on site attenuation, hard and soft landscaping and boundary treatment works, including public open space; communal open space, public lighting; surface car parking;

bicycle parking spaces/stores for houses and apartment units; 4 No. ESB substations; bin stores; vehicular access via existing Northwood road and railway overbridge from Knockmore roundabout. The proposed development also includes road upgrade works to the existing railway overbridge and the western approach to same including the provision of a 2.5m footpath, 6m carriageway, safety barrier improvement works and other ancillary works required to facilitate these elements.

The Schedule of Accommodation is shown in **Table 1** below:

Typology	1 Bed	2 Bed	3 Bed	4 Bed	GFA	Total
House	-	44	241	49	-	334
Apartment	6	12	-	-	-	18
Crèche	-	-	-	-	714	-
Total	**6**	**56**	**241**	**49**		**352 units**

Table 7 | *Schedule of Accommodation*

5.3 Vehicular Access and Internal Layout

Vehicular access to the Subject Development is proposed off the R177 via Northwood as shown in **Figure 16** below. Potential future vehicle access has been proposed at the northern of the Subject Development. This will link the Subject Development to future developments proposed under the Specific Local Objectives 4 Objectives.

All internal roads in the Proposed Development have been designed for a speed limit of 30kph. The internal roads generally vary between 5.5m and 6.0m in width. In accordance with DMURS, the internal road layout is meandering and has frequent interruptions such as raised tables, pedestrian crossings and low radii corners which will impose low vehicular speeds.

A 6.0 m wide shared surface provides local access only for a limited number of houses & creche users. This is intended to slow motorists and create a quiet community street for the creche. This was done in accordance with Section 4.3.4 of DMRUS, which indicates:

- *Use a variety of materials and finishes that indicate that the carriageway is an extension of the pedestrian domain.* A different finish from the rest of the pavement has been chosen to identify these areas.
- *Avoid raised kerb lines. Any Kerb line should be fully embedded within the street surface.* Small ramps have been used to start and terminate the shared spaces, raising them over the other pavements.

All road intersections within the development itself have been designed as priority junctions. The visibility splays of which these junctions have been designed are in accordance with the requirements set out in the Design Manual for Urban Roads and Streets (DMURS), which recommends visibility splays of 23m x 2.4m for a speed limit of 30km/hr. The low design speeds that the internal junctions have designed will ensure their safe operation.

Around the creche a smaller street with a shared surface treatment is designed to favour the pedestrian and cyclist. Provision for this homezones is to maximise pedestrian and cycle permeability throughout the development.

Vehicle access points are shown in **Figure 16** below.

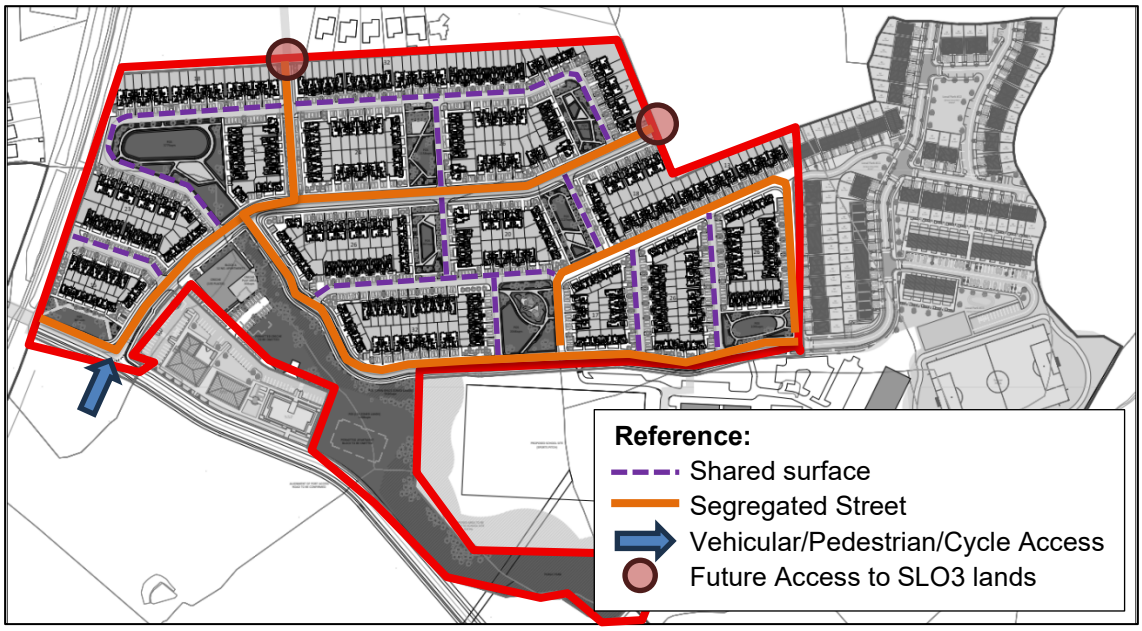


Figure 16 | *Site Access Points and Internal Layout*

5.4 Pedestrian and Cyclist Infrastructure

Pedestrian and Cyclist access to the Subject Development will be provided via Northwood as illustrated on **Figure 17** below. Pedestrian footpaths are provided within the site, linking all residential units to communal public space and the broader external network. These footpaths are designed with a width of 2 metres, in accordance with the principles of the DMURS.

In addition, the Proposed Development includes sufficient cycling parking spaces, as outlined in to **Section 9.2.4** below.

The main pedestrian and cycle paths are shown in **Figure 17** below.



Figure 17 | *Proposed Development – Pedestrian and Cyclist Infrastructure*

5.5 Access to Refuse Vehicle

The proposed site is accessible to refuse vehicles, and an AutoTrack analysis has been undertaken to confirm vehicle manoeuvrability. Details of the AutoTrack layouts are shown on the Waterman Moylan Drawing Nos *ARK-WAT-ZZ-XX-DR-P-0116 to 0118 Swept Path Analysis Refuse Vehicle*, which are accompanying the documentation package.

5.6 Access to Fire Tender Vehicle

The proposed site is accessible to fire tender vehicles, and an AutoTrack analysis has been undertaken to confirm vehicle manoeuvrability. Details of the AutoTrack layouts are shown on the Waterman Moylan Drawing Nos *ARK-WAT-ZZ-XX-DR-P-0113 to 0115 Swept Path Analysis Fire Tender*, which are accompanying the documentation package.

5.7 DMURS Statement of Consistency

Waterman Moylan Consulting Engineers considers that the proposed development is consistent with the principles and guidance outlined in the Design Manual for Urban Roads and Streets (DMURS), details of the specific design features are set out in the Waterman Moylan Consulting Engineers Report No. *26-035r.003 DMURS Statement of Consistency,* which is included in the documentation package.

5.8 Mobility Management Plan

A Mobility Management Plan has been prepared by Waterman Moylan Consulting Engineers, which will be implemented and developed on an ongoing basis with the triple objectives of promoting sustainability, enhancing public transport, and reducing dependency on the use of the private car.

The Mobility Management Plan is designed to address the typical day-to-day operational requirements at the site. It will be implemented and managed by the Mobility Management Plan Coordinator, who will be responsible for overseeing the implementation and management of the Mobility Management Plan.

The Mobility Management Plan is detailed in the Waterman Moylan Consulting Engineers report No. *26-035r.002 Mobility Management Plan*, which is included in the documentation package.

6. Modal Split

6.1 Existing Travel Patterns

Analysis of the expected modal split preferences for residents in the vicinity of the Subject Site was based on public data from 2022 census. The Central Statistical Office conducted this census on 3rd of April 2022, with data made available at a small-area level to facilitate localized analysis.

For the Proposed Development, a representative sample of these areas was chosen to derive an average value, which serves as a basis for predicting the potential travel behaviour of its future residents. This approach was adopted as the areas highlighted on **Figure 18** below comprise residential developments with characteristics similar to the Subject Development therefore providing information on mode share that can be attributed to the Proposed Development.

The 2022 small areas are shown in **Figure 18** below.

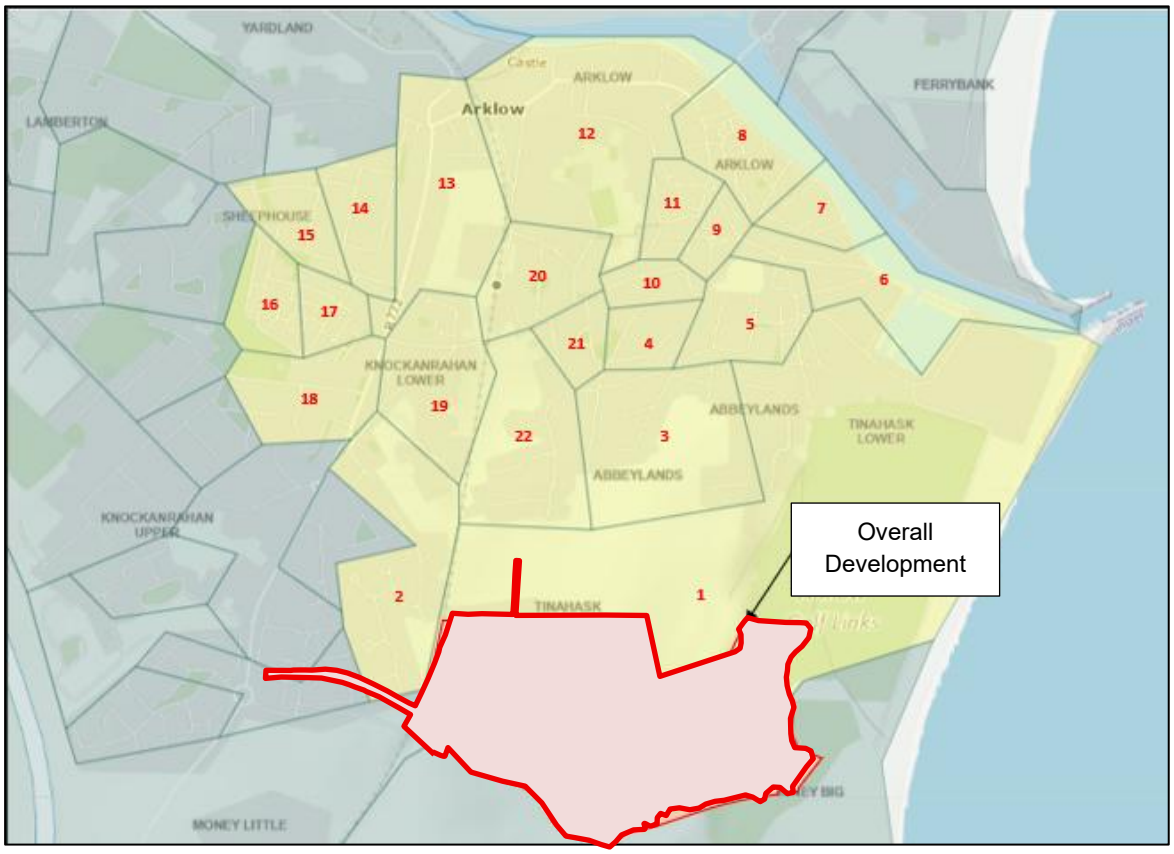


Figure 18 | *Consulted Small Area (Source: 2022 Census)*

The modal split is detailed in **Table 8** below, based on information obtained from the 2022 census.

Mode	Census 2022
Car	67.6%
Public Transport	4.9%
Walk	25.7%
Cycle	1.8%
Total	100%

Table 8 | *Surveyed Modal Split for the Journey to Work, School, or College in Small Areas –2022*

Table 12.01 in the Wicklow County Development Plan 2022-2028 provides the modal split in Arklow for the years 2011 and 2016. For this purpose of this assessment, it is assumed that the 22 small areas analysed above are representative of Arklow in its entirety. A comparison of modal split in Arklow from 2011 to 2022 is shown in **Table 9** below.

Mode	Census 2011	Census 2016	Census 2022
Car	72%	71%	67.6%
Public Transport	5%	5%	4.9%
Active Travel	22%	24%	27.5%

Table 9 | *A comparison of modal split in Arklow from 2011 to 2022*

Table 9 above indicates a reduction in car usage, alongside a fairly constant use of public transport in Arklow. There has been an increase in active travel during this period. This upward trend in active mobility suggests a growing preference for more sustainable and health-conscious modes of transport.

6.2 Modal Split and Car Ownership – Census 2022

The modal split based on statistical data provides insight into the behaviour of residents in the surrounding area of the Subject Development. It is therefore likely that residents of the Subject Development exhibit similar behaviour to that statistically surveyed.

The results of the Census 2022 consultation show that the modal split in the selected small areas is 67.6%by car, 4.9% by public transport, 25.7% by walking and 1.8% by cycling, as presented in **Table 8** above.

In addition, the survey found that the population of 4,876 people living in these areas had a car ownership of 1, 995 vehicles, which equates to 0.96 cars per dwelling unit.

The results of the survey on car ownership in the small areas surveyed are presented in **Appendix C**.

7. Trip Generation and Distribution

7.1 Trip Generation - TRICS Car Trip Rates

The potential traffic generation of the Proposed Development has been estimated using the TRICS software modelling database. TRICS is the national standard for trip generation and analysis in Ireland. The database system is based on surveyed traffic counts at various developments in both the UK and Ireland, which provides a reasonable indication of the potential traffic to/from the assessed developments.

Given that the TRICS software provides a substantial dataset of survey information across a wide range of development types, a selection of surveyed sites with similar characteristics was considered to ensure that the derived trip rates are representative of the Subject Development.

The key assumptions and principal results are summarised below for both the morning and evening peak hours. Full TRICS output results are provided in **Appendix D**.

The filter criteria applied to the Subject Site are summarised below:

- Residential sites with a total number of units ranging between 300 and 600.
- Sites where privately owned flats comprise no more than 25% of the total residential units.

The morning and evening peak hour trip rates are displayed in the following table:

Land Use Category	AM Peak Hour		PM Peak Hour	
	Trip Rate IN	Trip Rate OUT	Trip Rate IN	Trip Rate OUT
Residential (Mixed Private Houses & Flats)	**0.130** per unit	**0.313** per unit	**0.324** per unit	**0.182** per unit
Education (Crèche)	**5.135** per 100 m^2	**1.784** per 100 m^2	**2.054** per 100 m^2	**4.324** per 100 m^2
Retail	**2.329** per 100 m^2	**1.491** per 100 m^2	**6.832** per 100 m^2	**6.894** per 100 m^2
Community Centre	**1.414** per 100 m^2	**0.915** per 100 m^2	**4.659** per 100 m^2	**2.745** per 100 m^2

Table 10 | *TRICS – Vehicle Trip Rates*

To ascertain the proportion of these trip rates attributable to car travel, the modal split of the surrounding area is used (refer to **Section 6.2**).

7.2 Subject Development + Approved Development (Pl. Reg. Ref. 24325)

In order to assess the likely impact of the Subject Development on the existing road network, it has been considered the overall development including the Approved Development under Planning Reg. Ref. 24325 (refer to **Section 1.2** above).

Having regard to the location of the proposed crèche, it is anticipated that the majority of its users will be residents of the Subject Development, with only a limited proportion originating from the wider surrounding area. A review of the existing childcare provision within a 24-minute walking catchment indicates that established facilities, including Jellybeans Playschool and Pixies Crèche & Pre-School, adequately serve the surrounding neighbourhoods. In addition, given the scale and nature of the proposed neighbourhood centre, it is assumed that the majority of trips associated with this facility will also be undertaken by residents of the Subject Development. Therefore, for the purposes of this assessment, it has been assumed that 75% of all trips associated with the proposed crèche and neighbourhood centre will be internally generated by residents of the Subject Development and 25% of them will have an impact on the assessed junctions.

The traffic generated by the Proposed Development has been estimated by applying the Modal Split from the 2022 Census for the surrounding area shown in **Table 9** above to the total person trips estimated.

Therefore, the trips generated by the Subject Development as shown in **Table 11** below.

Land Use Category	Units/sq.m	AM Peak Hour		PM Peak Hour	
		Arrivals	Departures	Arrivals	Departures
Houses and Apartments	472	44	100	104	59
Crèche (25% of the overall trips to/from this facility)	714	12	4	5	10
Retail (25% of the overall trips to/from this facility)	534	3	2	9	9
Community Centre (25% of the overall trips to/from this facility)	406	1	1	5	3
Total		**58**	**107**	**123**	**81**

Table 11 | *Trip Generation – Subject Development*

Vehicular access to the Subject Site is proposed off the R772 via Junction 1. It is assumed that all vehicles to and from the Subject Development travel along Northwood towards Junction 1 (Wexford Road/Northwood/R772/Knockmore). Based on the traffic survey results, the location of the proposed development, and the characteristics of the surrounding area, it has been assumed that 40% of trips to and from the Subject Development will travel north along Wexford Road (R772) towards Arklow Town Centre and the surrounding area, which accommodates a range of retail, educational and healthcare facilities, as well as access to the Kilbride Industrial Estate further to the north. The remaining 60% of trips to and from the Subject Development are assumed to travel south along the R772 towards the M11 motorway, as illustrated in **Figure 19** below.

For the remaining junctions 2 through 7, the traffic has been distributed in line with the existing trip distribution based on the results of the traffic survey.

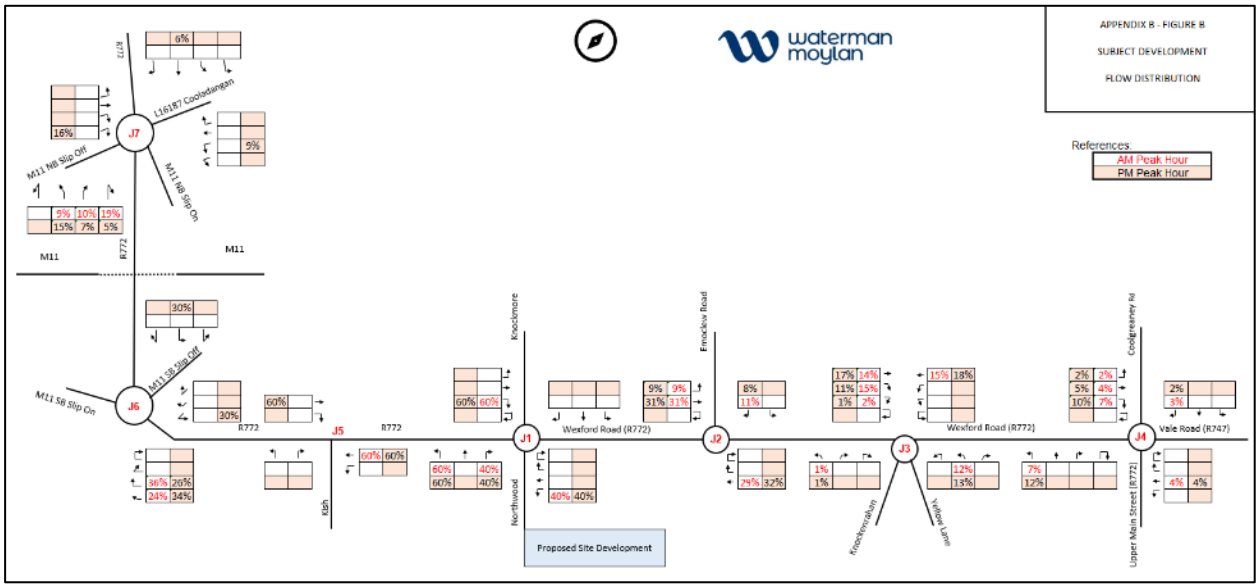


Figure 19 | *Subject Development - Traffic Distribution*

The resulting trip assignment is shown in **Figure 20** below.

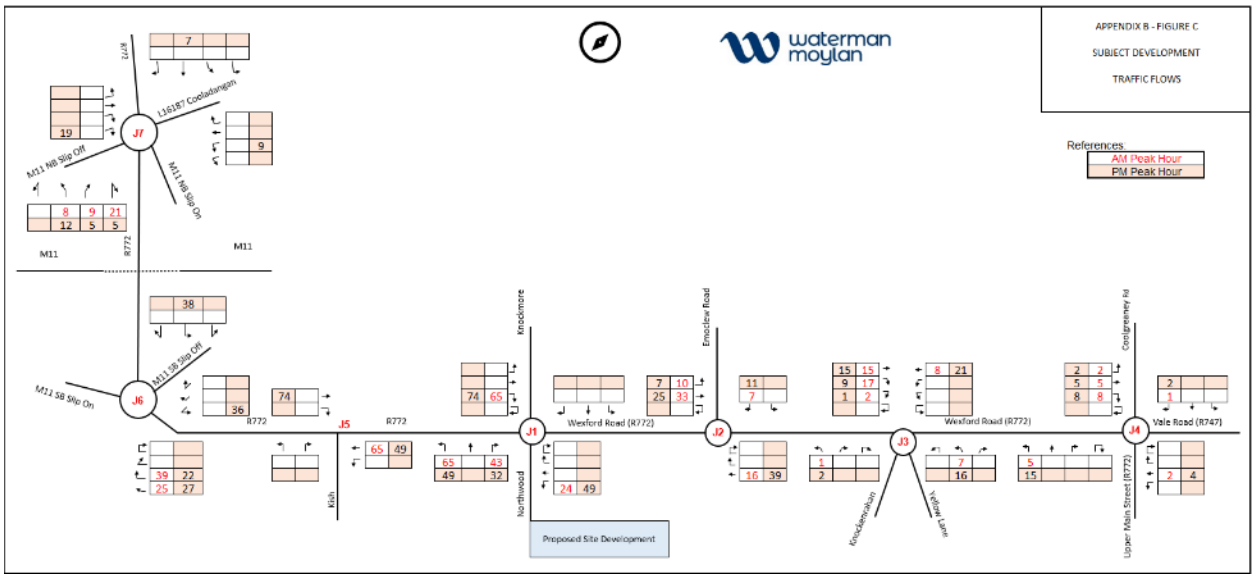


Figure 20 | *Subject Development - Traffic Assignment*

Traffic distributions and traffic flows can be found in **Appendix B** with the following details:

- **Appendix B – Figure B**: Subject Development – Flow Distribution.
- **Appendix B – Figure C**: Subject Development – Traffic Flows.

7.3 Committed Developments

In order to conduct a comprehensive assessment of the junctions, a review of the committed developments within the surrounding area has been carried out, to understand the expected impact on the assessed junctions. To identify these developments, a study area with a 1.0 km radius centred on the Subject Development was reviewed using the Wicklow County Council Planning Register Map and the National Planning Application Database Map. The planning documentation submitted in support of each relevant planning application was also examined.

Figure 21 below shows the Subject Development, the surrounding road, the existing residential and retail developments, and the committed developments. A brief summary of each development is provided below.

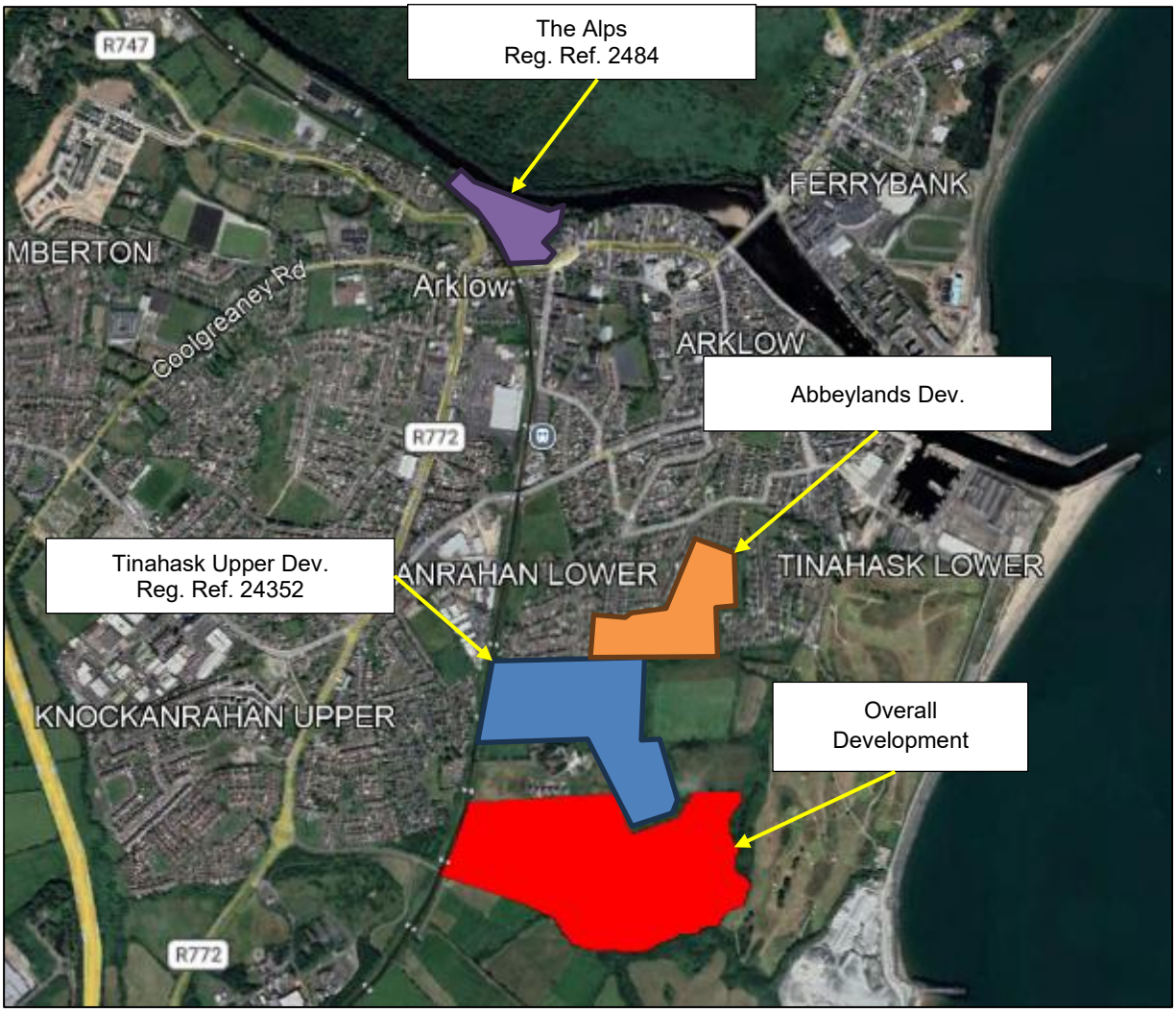


Figure 21 | *Committed & Potential Future Developments*

7.3.1 Tinahask Upper (Pl. Apl. Reg. Ref. No. 24352)

The committed development comprises a total of 74 residential units and all associated works as part of the Part 8 development scheme. The Traffic and Transport Assessment submitted in support of the planning application indicates that the overall development will comprise 335 No. residential dwellings and 165 No. social housing units. For the purposes of this TTA, the full extent of the development has been considered, and the trip generation and distribution assumptions have been obtained from the Traffic and Transport Assessment prepared by Roadplan Consulting in support of Planning Application Reg. Ref. 24352.

According to information recorded in the Traffic Impact Assessment, traffic to /from the site will be noted at the Yellow Lane / Wexford Road (R772) / Knockenrahan junction (Junction 3 of this TTA – refer to **Section 3.3.2** above).

In addition, it was estimated that the development will generate a total of 130 trips in the AM Peak Hour (38 trips inbound and 92 outbound) and 146 trips in the PM Peak Hour (76 trips inbound and 70 trips outbound). The residential development has the same peak hour as the Subject Development.

For the purposes of the present assessment, it is assumed that this development will be fully occupied by the time the Subject Development opens.

The trip distribution was extracted from the Traffic and Transport Assessment by Roadplan Consulting. and is presented in **Appendix B – Figure D**.

7.3.2 Abbeylands Development (Future Potential Development)

Waterman Moylan Consulting Engineers has been appointed to provide traffic and transportation consultancy services for a potential future development located at Abbeylands. This assessment has been included as part of the current planning application to provide a more robust evaluation of the junctions assessed within the study area.

The proposed development will primarily comprise: 183 No. residential units as houses and duplexes, and a crèche (305.2 sqm).

Trip generation and distribution assumptions have been obtained from the TTA prepared by Waterman Moylan. Based on the findings of that assessment, the potential future development is expected to generate a total of 76 vehicle movements during the AM peak hour (27 arrivals and 49 departures) and 74 vehicle movements during the PM peak hour (46 arrivals and 28 departures).

The assessment indicates that traffic associated with the development will enter and exit the local road network via the Yellow Lane / Wexford Road (R772) / Knockenrahan Junction (Junction 3 of this TTA, refer to **Section 3.3.2** above). Thereafter, it has been assumed that traffic will continue its journey towards the M11 motorway via Junction 6 and Junction 7, with traffic distributed in accordance with the existing traffic movements recorded during the traffic surveys.

For the purposes of the present assessment, it is assumed that this development will be fully occupied by the time the Subject Development opens.

The trip distribution was extracted from the Traffic and Transport Assessment by Waterman Moylan and is presented in **Appendix B – Figure E**.

7.3.3 The Alps Development (Pl. Apl. Reg. Ref. No. 2484)

Knockinver Limited has applied for the development of a mixed-use development at The Alps, Arklow, Co. Wicklow. The proposed development comprises 99 residential units, a four-storey mixed-use building, creche, commercial space and public open space.

Trip generation and distribution have been obtained from the Traffic and Transport Assessment prepared by J. B. Barry and Partners Limited for the planning application Reg. Ref. 2484. Based on the findings of that assessment, the potential future development is expected to generate a total of 105 vehicle movements during the AM peak hour (46 arrivals and 59 departures) and 104 vehicle movements during the PM peak hour (56 arrivals and 48 departures).

According to information recorded in the Traffic Impact Assessment, traffic to /from the site will be noted at the Vale Road (R747) / Upper Main Street (R772) / Wexford Road / Coolgreaney Road junction (Junction 4 of this TTA – refer to **Section 3.3.2** above). Thereafter, it has been assumed that traffic will continue its journey towards the M11 motorway via Junction 6 and Junction 7, with traffic distributed in accordance with the existing traffic movements recorded during the traffic surveys.

For the purposes of the present assessment, it is assumed that this development will be fully occupied by the time the Subject Development opens.

The trip distribution was extracted from the Traffic and Transport Assessment by Waterman Moylan and is presented in **Appendix B – Figure F**.

7.4 Traffic Growth rates

This Traffic and Transport Assessment expects that the construction period for the Subject Development will commence in 2027. Construction is expected to be completed in 2029. Therefore, opening year of the Subject Site is considered to be 2030.

In line with the 'Traffic and Transport Assessment Guidelines (May 2014)', the surveyed junctions were also assessed for the future design years of 2035 (Opening Year +5 Years) and 2045 (Opening Year +15 Years).

The traffic growth rate used is in accordance with *Table 6.2: Link-Based Growth Rates: County Annual Growth Rates (excluding Metropolitan Area)'* within the TII Publications – Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (October 2021). Given the potential urban growth of the region, it was considered that the urban growth area corresponds to a central area of Louth, where Light Vehicles are the predominant vehicle type.

The factors considered in the current assessment are shown below:

- Base Year: 2026
- Opening Year: 2030 = 1.066 (growth factor from 2026 to 2030)
- Opening Year + 5: 2035 = 1.094 (growth factor from 2026 to 2035)
- Opening year + 15: 2045 = 1.147 (growth factor from 2026 to 2045)

8. Junction Assessment

8.1 Junctions Assessed

The junctions that have been assessed within this Traffic and Transport Assessment are the following:

- **Junction 1:** Existing Four-Arm Roundabout – Wexford Road (R772) (N), Northwood (E), R772 (S) & Knockmore (W).
- **Junction 2:** Existing Three-Arm Roundabout – Wexford Road (R772) (N), Emoclew Road (W) & Wexford Road (R772) (S).
- **Junction 3:** Existing Four-Arm Roundabout – Wexford Road (R772) (N), Yellow Lane (NE), Knockenrahan (SE) & Wexford Road (R772) (S).
- **Junction 4:** Existing Four-Arm Roundabout – Vale Road (R747) (N), Upper Main Street (R772) (E), Wexford Road (S) & Coolgreaney Road (W).
- **Junction 5:** Existing Priority-Controlled T- junction – R772 (N), Kish (E), and R772 (S).
- **Junction 6:** Existing Four-Arm Roundabout – M11 Southbound Slip Off (NW), R772 (NE), M11 Southbound Slip On (S) & R772 (W).
- **Junction 7:** Existing Five-Arm Roundabout – L16187 Cooladangan (NW), M11 Northbound Slip On (NE), R772 (E), M11 Northbound Slip Off (S) & R772 (W).

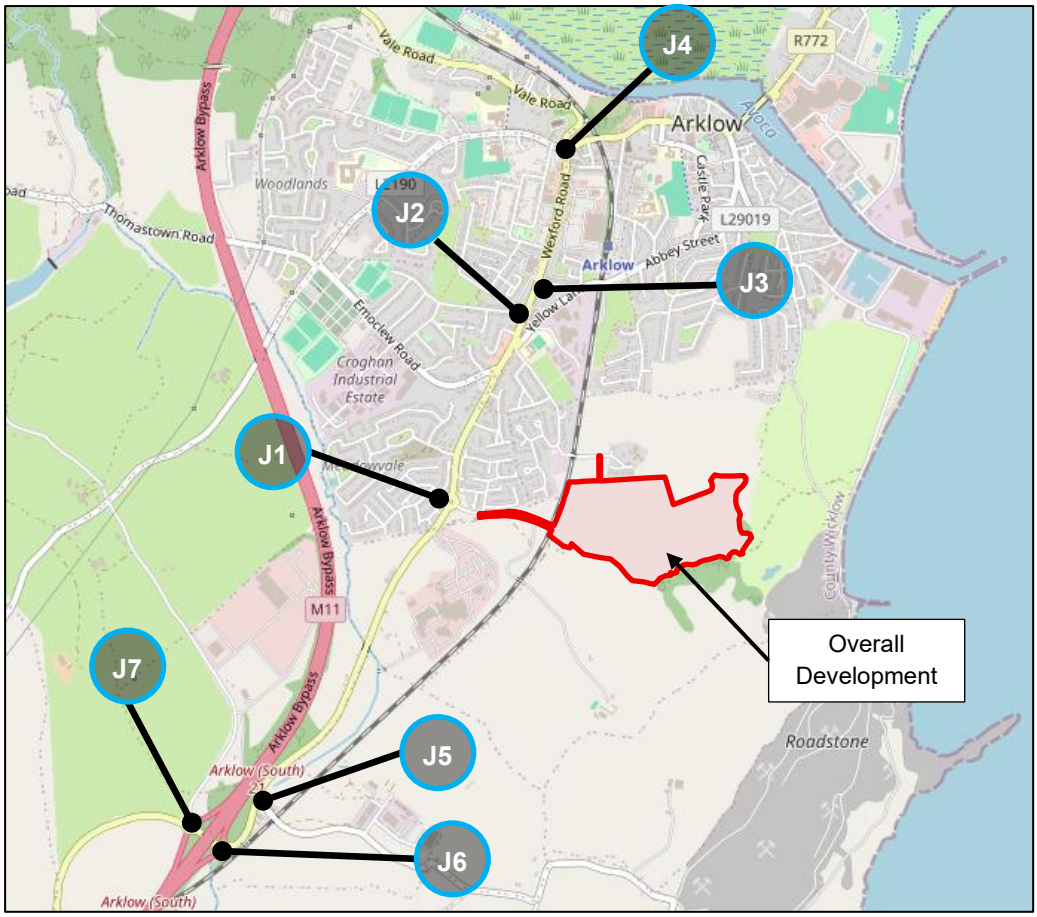


Figure 22 | Assessed Junctions

8.2 Traffic Impact of the Subject Development

The TII document *Traffic and Transport Assessment Guidelines (2014)* provides thresholds in relation to the impact of a Proposed Development on the local road network. These thresholds are introduced in **Section 1.5** of this TTA.

The TII document indicates that the impact of new development is considered to be significant if the level of traffic generated by them exceeds the thresholds of 10% for normal operating networks and 5% for congested networks. When such levels of impact are generated, a more detailed assessment should be carried out to determine the specific impact on the operational performance of the network.

A summary of the existing two-way traffic flows (refer to **Section 3.4** above) and the proposed traffic flows (refer to **Section 7.2** above) increase at each studied junction is presented below.

Junction	Junction Existing Flow - AM Peak Hour	Junction Existing Flow - PM Peak Hour	Additional Traffic Two-way Flow (AM)	Additional Traffic Two-way Flow (PM)	% Expected Increase (AM)	% Expected Increase (PM)
1	982	1,141	197	204	20.06%	17.88%
2	1,699	1,682	66	82	3.88%	4.88%
3	1,634	1,682	50	64	3.06%	3.80%
4	1,888	1,760	23	36	1.22%	2.05%
5	861	1051	65	123	7.55%	11.70%
6	931	1206	64	123	6.87%	10.20%
7	1063	839	38	57	3.57%	6.79%

Table 12 | *Existing and Expected Two-way Flows*

As shown in **Table 12** above, Junction 2, Junction 3 and Junction 4 are expected to receive a two-way traffic increase of less than 5% in both the AM and PM peak hours. Therefore, based on the traffic survey results, no further traffic assessment.

However, Junction 1, Junction 5, and Junction 6 are expected to receive a two-way increase greater than 5% in both the AM and PM peak hours with Junction 7 receiving a two-way increase greater than 5% in the PM peak hours. Thus, all 4 junctions are assessed.

8.3 Assessment Scenarios

The performance of the junctions has been analysed for the critical AM Peak Hour and PM Peak Hour for the following scenarios:

- **2026 BASELINE**: 2026 Surveyed Traffic Flows (see **Figure 7** above). Traffic flows are shown in **Appendix B** – **Figure A**.
- **2030 DO NOTHING** (DN-2030): with 2026 base year factored up (refer to **Section 7.4** above). Traffic flows are shown in **Appendix B** – **Figure H.**
- **2035 DO NOTHING** (DN-2035): with 2026 base year factored up (refer to **Section 7.4** above). Traffic flows are shown in **Appendix B** – **Figure I.**
- **2045 DO NOTHING** (DN-2045): with 2026 base year factored up (refer to **Section 7.4** above). Traffic flows are shown in **Appendix B** – **Figure J**.
- **2030 DO SOMETHING** (DS-2030): (DN-2030) + Traffic to/from the Subject Development (refer to **Section 7.2** above). Traffic flows are shown in **Appendix B** – **Figure K**.
- **2035 DO SOMETHING** (DS-2035): (DN-2035) + Traffic to/from the Subject Development (refer to **Section 7.2** above). Traffic flows are shown in **Appendix B** – **Figure L**.

- **2045 DO SOMETHING** (DS-2045): (DN-2045) + Traffic to/from the Subject Development (refer to **Section 7.2** above). Traffic flows are shown in **Appendix B** – **Figure M**.

8.4 Modelling Background

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

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

TRANSYT (Traffic Network Study Tool) software is a widely accepted software for modelling signalled controlled junctions. This programme utilises the phases input by the user and optimises their timings over a cycle time. The outputs of a TRANSYT assessment include a Degree of Saturation percentage (DOS%) figure and queue length for each link on the road network.

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

The results of the model include the following:

- DOS% / RFC ratio represents the ratio of demand flow to capacity. The practical capacity threshold is typically set at 0.85. A value below 0.85 indicates that the junction is operating in an efficient and stable state. A value between 0.85 and 1 represents variable operation and can be considered to be operating adequately if queuing and delay are deemed to be within an acceptable range. However, a junction is typically considered to be operating satisfactorily when the DOS%/RFC of each link does not exceed 0.9. A value exceeding 1 indicates a congested condition.
- Max Queue Length: This represents the maximum queue length of vehicles waiting to enter the junction on each arm.
- Average Delay: This shows the average amount of traffic delay at the junction per vehicle over the peak hour period.
- PCU: Passenger Car Unit. 1 car / LGV equals 1 PCU, 1 Medium HGV equals 1.5 PCU, 1 Bus equals 2.0 PCU, 1 Large HGV equals 2.3 PCU. 1 PCU equals 5.75m.

8.5 Junction Assessment Results

The main results of the traffic assessment for the junction are presented below. Further details can be found in **Appendix E**.

8.5.1 Junction 1: Wexford Road (R772) (N) / Northwood (E) / R772 (S) / Knockmore (W)

Junction 1 is an existing four-arm roundabout located at the intersection of Wexford Road (R772) (N) / Northwood (E) / R772 (S) / Knockmore (W).

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

- Arm 1: Wexford Road (R772) - N
- Arm 2: Northwood - E
- Arm 3: R772 - S

- Arm 4: Knockmore - W

The results of the ARCADY analysis are presented below.

Arm	AM Peak Hour (08:15 – 09:15)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 BASE YEAR						
Arm 1	0.5	4.16	0.33	0.7	4.52	0.41
Arm 2	0.1	3.29	0.06	0	3.34	0.04
Arm 3	0.7	5.92	0.4	1.2	7.71	0.54
Arm 4	0.2	4.3	0.13	0.1	4.26	0.07
2030 DO NOTHING (DN-2030)						
Arm 1	0.7	4.67	0.4	0.9	5.09	0.48
Arm 2	0.1	3.49	0.08	0.1	3.53	0.06
Arm 3	0.9	6.73	0.47	2	10.54	0.66
Arm 4	0.2	4.61	0.16	0.1	4.7	0.1
2035 DO NOTHING (DN-2035)						
Arm 1	0.7	4.75	0.41	1	5.2	0.49
Arm 2	0.1	3.52	0.08	0.1	3.55	0.06
Arm 3	0.9	6.89	0.48	2.1	11.06	0.68
Arm 4	0.2	4.68	0.17	0.1	4.76	0.1
2045 DO NOTHING (DN-2045)						
Arm 1	0.8	4.91	0.43	1.1	5.45	0.51
Arm 2	0.1	3.58	0.09	0.1	3.62	0.06
Arm 3	1	7.23	0.5	2.5	12.32	0.71
Arm 4	0.2	4.8	0.18	0.1	4.89	0.11
2030 DO SOMETHING (DS-2030)						
Arm 1	0.8	5.13	0.44	1.2	5.88	0.53
Arm 2	0.3	4.04	0.2	0.2	3.87	0.14
Arm 3	1.3	8.4	0.56	3	14.6	0.76
Arm 4	0.2	5.05	0.17	0.1	5.09	0.1
2035 DO SOMETHING (DS-2035)						
Arm 1	0.9	5.22	0.45	1.2	6.03	0.54
Arm 2	0.3	4.09	0.21	0.2	3.91	0.15
Arm 3	1.4	8.65	0.57	3.3	15.61	0.77
Arm 4	0.2	5.13	0.18	0.1	5.16	0.11
2045 DO SOMETHING (DS-2045)						
Arm 1	0.9	5.42	0.47	1.3	6.36	0.57
Arm 2	0.3	4.17	0.21	0.2	3.99	0.15
Arm 3	1.5	9.19	0.6	4	18.19	0.8
Arm 4	0.2	5.27	0.19	0.1	5.31	0.11

Table 13 | *Junction 1 – Assessment Result*

The results indicate that the existing junction would operate within its capacity for the 2045 DO SOMETHING scenario during both peak periods.

8.5.2 Junction 5: R772 (N) / Kish (E) / and R772 (S)

Junction 5 is an existing priority-controlled T-junction located at the intersection of R772 (N) / Kish (E) / and R772 (S).

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

- Arm A: R772 - N
- Arm B: Kish - E
- Arm C: R772 - S

The results of the ARCADY analysis are presented below.

Arm	AM Peak Hour (08:15 – 09:15)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 BASE YEAR						
Stream B-AC	0.3	12.2	0.22	0.5	15.94	0.34
Stream C-B	0.1	8.20	0.10	0.1	8.06	0.07
2030 DO NOTHING (DN-2030)						
Stream B-AC	0.4	13.63	0.25	0.8	20.51	0.44
Stream C-B	0.2	8.65	0.11	0.1	8.44	0.08
2035 DO NOTHING (DN-2035)						
Stream B-AC	0.4	13.93	0.26	0.8	21.57	0.45
Stream C-B	0.2	8.72	0.12	0.1	8.53	0.09
2045 DO NOTHING (DN-2045)						
Stream B-AC	0.4	14.61	0.28	0.9	23.81	0.49
Stream C-B	0.2	8.88	0.12	0.1	8.7	0.09
2030 DO SOMETHING (DS-2030)						
Stream B-AC	0.4	14.6	0.27	0.9	23.42	0.47
Stream C-B	0.2	9.04	0.12	0.1	8.7	0.09
2035 DO SOMETHING (DS-2035)						
Stream B-AC	0.4	14.95	0.28	0.9	24.84	0.49
Stream C-B	0.2	9.12	0.12	0.1	8.8	0.09
2045 DO SOMETHING (DS-2045)						
Stream B-AC	0.4	15.75	0.30	1.1	27.89	0.53
Stream C-B	0.2	9.29	0.13	0.1	8.98	0.09

Table 14 | *Junction 5 – Assessment Result*

The results indicate that the existing junction would operate within its capacity for the 2045 DO SOMETHING scenario during both peak periods.

8.5.3 Junction 6: M11 Southbound Slip Off (NW) / R772 (NE) / M11 Southbound Slip On (S) / R772 (W)

Junction 1 is an existing four-arm roundabout located at the intersection of M11 Southbound Slip Off (NW) / R772 (NE) / M11 Southbound Slip On (S) / R772 (W).

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

- Arm 1: M11 Southbound Slip Off - NW
- Arm 2: R772 - NE
- Arm 3: M11 Southbound Slip On - S
- Arm 4: R772 - W

The results of the ARCADY analysis are presented below.

Arm	AM Peak Hour (08:15 – 09:15)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 BASE YEAR						
Arm 1	0.1	3.17	0.11	0.4	3.32	0.29
Arm 2	0.2	2.10	0.18	0.4	2.41	0.26
Arm 3	-	-	-	-	-	-
Arm 4	0.3	2.36	0.22	0.2	2.15	0.16
2030 DO NOTHING (DN-2030)						
Arm 1	0.2	3.39	0.13	0.6	3.77	0.35
Arm 2	0.3	2.21	0.22	0.4	2.58	0.3
Arm 3	-	-	-	-	-	-
Arm 4	0.4	2.46	0.25	0.2	2.23	0.19
2035 DO NOTHING (DN-2035)						
Arm 1	0.2	3.44	0.13	0.6	3.85	0.36
Arm 2	0.3	2.23	0.22	0.5	2.62	0.31
Arm 3	-	-	-	-	-	-
Arm 4	0.4	2.48	0.26	0.2	2.25	0.19
2045 DO NOTHING (DN-2045)						
Arm 1	0.2	3.54	0.14	0.6	4.04	0.38
Arm 2	0.3	2.27	0.23	0.5	2.71	0.33
Arm 3	-	-	-	-	-	-
Arm 4	0.4	2.52	0.27	0.3	2.27	0.2
2030 DO SOMETHING (DS-2030)						
Arm 1	0.2	3.39	0.13	0.7	4.12	0.39
Arm 2	0.4	2.32	0.25	0.5	2.68	0.33
Arm 3	-	-	-	-	-	-
Arm 4	0.4	2.46	0.25	0.3	2.29	0.21
2035 DO SOMETHING (DS-2035)						
Arm 1	0.2	3.44	0.13	0.7	4.23	0.40
Arm 2	0.4	2.34	0.26	0.5	2.73	0.34
Arm 3	-	-	-	-	-	-
Arm 4	0.4	2.48	0.26	0.3	2.3	0.21
2045 DO SOMETHING (DS-2045)						
Arm 1	0.2	3.54	0.14	0.8	4.45	0.42
Arm 2	0.4	2.38	0.27	0.6	2.83	0.35
Arm 3	-	-	-	-	-	-
Arm 4	0.4	2.52	0.27	0.3	2.33	0.22

Table 15 | *Junction 6 – Assessment Result*

The results indicate that the existing junction would operate within its capacity for the 2045 DO SOMETHING scenario during both peak periods.

8.5.4 Junction 7: L16187 Cooladangan (NW) / M11 Northbound Slip On (NE) / R772 (E) / M11 Northbound Slip Off (S) / R772 (W)

Junction 1 is an existing five-arm roundabout located at the intersection of M11 Southbound Slip Off (NW) / R772 (NE) / M11 Southbound Slip On (S) / R772 (W).

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

- Arm 1: L16187 Cooladangan - NW
- Arm 2: M11 Northbound Slip On - NE
- Arm 3: R772 – E
- Arm 4: M11 Northbound Slip Off - S
- Arm 5: R772 – W

The results of the ARCADY analysis are presented below.

Arm	AM Peak Hour (08:15 – 09:15)			PM Peak Hour (17:00 – 18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 BASE YEAR						
Arm 1	0.2	2.78	0.13	0.1	2.15	0.08
Arm 2	-	-	-	-	-	-
Arm 3	0.2	2.11	0.14	0.3	2.14	0.21
Arm 4	0.3	2.68	0.22	0.1	2.58	0.12
Arm 5	0.2	2.74	0.17	0.1	2.02	0.07
2030 DO NOTHING (DN-2030)						
Arm 1	0.2	3.06	0.15	0.1	2.25	0.10
Arm 2	-	-	-	-	-	-
Arm 3	0.2	2.17	0.17	0.3	2.19	0.22
Arm 4	0.3	2.90	0.25	0.2	2.73	0.14
Arm 5	0.3	3.04	0.19	0.1	2.11	0.08
2035 DO NOTHING (DN-2035)						
Arm 1	0.2	3.13	0.16	0.1	2.27	0.10
Arm 2	-	-	-	-	-	-
Arm 3	0.2	2.18	0.17	0.3	2.2	0.23
Arm 4	0.4	2.95	0.26	0.2	2.77	0.15
Arm 5	0.3	3.11	0.2	0.1	2.12	0.08
2045 DO NOTHING (DN-2045)						
Arm 1	0.2	3.28	0.17	0.1	2.31	0.10
Arm 2	-	-	-	-	-	-
Arm 3	0.2	2.20	0.18	0.3	2.23	0.24
Arm 4	0.4	3.05	0.27	0.2	2.84	0.16
Arm 5	0.3	3.27	0.22	0.1	2.16	0.08
2030 DO SOMETHING (DS-2030)						
Arm 1	0.2	3.14	0.15	0.1	2.32	0.10
Arm 2	-	-	-	-	-	-
Arm 3	0.3	2.23	0.19	0.3	2.21	0.23
Arm 4	0.4	3.03	0.26	0.2	2.83	0.16
Arm 5	0.3	3.16	0.20	0.1	2.16	0.08

2035 DO SOMETHING (DS-2035)						
Arm 1	0.2	3.22	0.16	0.1	2.33	0.11
Arm 2	-	-	-	-	-	-
Arm 3	0.3	2.24	0.19	0.3	2.22	0.24
Arm 4	0.4	3.08	0.27	0.2	2.86	0.16
Arm 5	0.3	3.24	0.21	0.1	2.17	0.08
2045 DO SOMETHING (DS-2045)						
Arm 1	0.3	4.51	0.22	0.1	2.37	0.11
Arm 2	-	-	-	-	-	-
Arm 3	0.3	2.26	0.20	0.3	2.25	0.25
Arm 4	0.7	3.90	0.42	0.2	2.94	0.17
Arm 5	0.4	4.61	0.28	0.1	2.21	0.09

Table 16 | *Junction 7 – Assessment Result*

The results indicate that the existing junction would operate within its capacity for the 2045 DO SOMETHING scenario during both peak periods.

9. Parking Strategy

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

- Sustainable Urban Housing: Design Standards for New Apartments (2025).
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).
- Wicklow County Development Plan 2022-2028.

9.1 Car Parking Spaces

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

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)* set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

Section 5.3.4 Car Parking – Quantum, Form and Location indicates three areas:

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

Table 3.1 of *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* defines:

> **City – Centre:** The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork.
>
> **City - Urban Neighbourhoods**: The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations, (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential

densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.

City - Suburban/Urban Extension: Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).

Table 3.8 of *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* indicates that:

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

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

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

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

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

Based on the above description and considering the information in **Chapters 3** of this Traffic and Transport Assessment, it can be concluded that the Proposed Development is situated at a ***Peripheral Location***.

According to **Section 3.5.3**, the closest bus stop serving the Subject Development is located 500 m (7-minute walk) from the site along Wexford Road (R772). The bus routes operating at this bus stop are 740A and 2. Bus route 740A has a frequency of 1 to 2 hours northbound and operates 4 services southbound, and bus route 2 operates every 1 to 2 hours.

Therefore, the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 No. spaces per dwelling. The table below shows the maximum number of car parking according with the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)*.

The following tables below summarise the maximum number of car parking spaces required by this standard for the overall development.

Land Use	Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities	
	Parking space Ratio	Car Parking spaces required (Maximum)
352 No. dwellings	2	704
	Total Car Parking Space	704

Table 17 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities – Maximum Car Parking Spaces*

9.1.2 Sustainable Urban Housing: Design Standard for New Apartments (2025)

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

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

9.1.3 Wicklow County Development Plan 2022 - 2028

Wicklow County Development Plan 2022-2028 provides car parking standards in Table 2.3 in Appendix 1. According to the development plan, the car parking standards set out in Table 2.3 to follow shall be taken as maximum standards, and such a quantum of car parking will only be permitted where it can be justified.

The table below summarises the car parking standards according to the *Wicklow County Development Plan 2022-2028*.

Unit Type	Standard
Dwelling 1-2 bedrooms	1.2 per unit
Dwellings 3-4 bedrooms	2 per unit
Childcare Facilities	0.5 spaces per staff member + 1 car parking space per 10 children

Table 18 | *Wicklow County Development Plan 2022 - 2028: Car Parking Standards*

Given the neighbourhood centre includes offices as well as a community centre on the second floor, the parking standards for offices above ground floor has been assumed. The table below summarises the car parking required according to the *Wicklow County Development Plan 2022-2028*.

Wicklow County Development Plan 2022-2028 Car Parking Spaces Required (max)			
Unit Type	No. of units	Standard	Total
Dwelling 1-2 bedrooms	62	1.2 per unit	**74**
Dwellings 3-4 bedrooms	260	2 per unit	**520**
Childcare Facilities (714 sqm)	Children: 135 Staff: 15	0.5 spaces per staff member + 1 car parking space per 10 children	**21**
Total			**615**

Table 19 | *Wicklow County Development Plan 2022 - 2028: Maximum Car Parking Spaces*

9.1.4 Car Parking Proposed

The table below shows the breakdown of car parking spaces.

Proposed Car Parking Spaces			
Unit Type	No. of units	Ratio	Total
Houses	334	1.7	**582**
Apartments	18	0.8	**15**
Childcare Facilities	714 sqm		**26**
Total			**623**

Table 20 | *Car Parking Spaces Proposed*

A total of 623 No. car parking spaces are proposed to serve the Subject Development. This provision comprises 508 No. spaces allocated to the proposed houses and 74 No. visitor spaces, including 4 No. accessible parking spaces. In addition, 12 No. parking spaces are proposed to serve the apartment units, together with 3 No. visitor spaces, including 1 No. accessible parking space. A further 26 No. parking spaces are dedicated to the proposed crèche, including 1 No. accessible parking space.

The Proposed Development will provide for the following EV provision:

- Residential (housing):
    - 391 EV-ready car parking spaces, located within the allocated on-curtilage parking areas serving the houses
    - 12 EV-charging car parking spaces, located within the off-curtilage parking areas serving the houses
    - 8 EV-charging car parking spaces, located within the off-curtilage parking areas serving house visitors
    - 97 car parking spaces have been designed to accommodate the future installation of EV charging infrastructure to serve residents and visitors.
- Apartments:
    - 2 EV-charging car parking spaces, located within the off-curtilage parking areas serving the apartments
    - 1 EV-ready car parking spaces, located within the off-curtilage parking areas serving apartment visitors
    - 12 car parking spaces have been designed to accommodate the future installation of EV charging infrastructure to serve apartment residents and visitors.
- Creche:
    - 2 EV-charging car parking spaces, located within the creche parking area
    - 24 car parking spaces have been designed to accommodate the future installation of EV charging infrastructure to serve the creche parking area

9.2 Cycle Parking

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

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

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

It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended:

(i) **Quantity** – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

(ii) **Design** – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.

It should be noted that the housing units have been provided with sufficient ground level open space. They have been designed with access to rear gardens via side alleys for private cycle storage on corner housing units and surface level cycle storage for mid-terrace units.

Therefore, required cycle storage for apartment and residential units is presented in **Table 21** below.

Unit Type	No. Units	Cycle Parking Spaces Required			
		Ratio		Required	
		Resident	Visitor	Resident	Visitor
1-bed	6	1 per bedroom	0.5	6	3
2-bed	56	1 per bedroom	0.5	112	28
3-bed	241	1 per bedroom	0.5	723	120
4-bed	49	1 per bedroom	0.5	196	24
Total	**352**			**1037**	**175**

Table 21 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities – Cycle Parking Spaces Required*

9.2.2 Sustainable Urban Housing: Design Standard for New Apartments (2025)

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

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

9.2.3 Wicklow County Development Plan 2022 - 2028

According to the *Table 2.4: Bicycle Parking Standards* within *Appendix 1 of the Wicklow County Development Plan 2022-2028*, Residential units should have 1 cycle parking spaces per bedroom for residents, plus 1 visitor space per 5 units

It should be noted that the housing units have been provided with sufficient ground level open space. They have been designed with access to rear gardens via side alleys for private cycle storage on corner housing units and surface level cycle storage for mid-terrace units.

Accordingly, the minimum number of bicycle spaces required for the residential units, creche and retail space as per *Wicklow County Development Plan 2022-2028* is shown in the table below.

Land Use	Quantity	Cycle Parking Spaces Ratio		Minimum Cycle Parking Spaces	
		Resident	Visitor	Resident	Visitor
1-bed apartments	6	1 per bedroom	1 per 5 units	6	3
2-bed apartments	12			24	6

Table 22 | *Wicklow County Development Plan 2022 - 2028– Minimum Cycle Parking Standards*

9.2.4 Cycle Parking Proposed

The Subject Development includes a total of 52 No. cycle parking spaces, comprising 30 No. spaces for residents of the apartment block and 10 No. spaces for visitors. In addition, 12 No. cycle parking spaces are proposed for use by the crèche.

The Subject Development also proposes 2 No. cargo cycle parking spaces.

It should be noted that the housing units have been provided with sufficient ground level open space. They have been designed with access to rear gardens via side alleys for private cycle storage on corner housing units and surface level cycle storage for mid-terrace units.

10. Summary and Conclusion

10.1 Summary

Waterman Moylan has been appointed by Rose Bark Limited to prepare this Traffic and Transport Assessment (TTA) as part of the planning application for a Proposed Residential Development located at Tinahask Upper, Money Big & Money Little, Arklow, Co. Wicklow.

The Proposed Development comprises amendments to the Large-scale Residential Development permitted under WCC Reg. Ref. 24/325 consisting of 352 No. residential units proposed in a mix of houses and apartment units comprising 334 No. houses (44 No. 2-bedroom, 241 No. 3-bedroom and 49 No. 4-bedroom) ranging from 2 to 3 storeys, 18 No. apartments (6 No. 1-bedoom and 12 No. 2-bedroom) in 1 No. 4 storey building, 1 No. creche (c. 711 sqm) at ground floor of apartment Block A; and all associated and ancillary site development works including on site attenuation, hard and soft landscaping and boundary treatment works, including public open space; communal open space, public lighting; surface car parking; bicycle parking spaces/stores for houses and apartment units; 4 No. ESB substations; bin stores; vehicular access via existing Northwood road and railway overbridge from Knockmore roundabout. The proposed development also includes road upgrade works to the existing railway overbridge and the western approach to same including the provision of a 2.5m footpath, 6m carriageway, safety barrier improvement works and other ancillary works required to facilitate these elements.

The site is located at Tinahask Upper, Co Wicklow. It is bounded to the north and south by open greenfield lands, to the east by a leisure amenity, and to the east by the Dublin–Rosslare railway line. The Subject Development is within Specific Local Objectives 4 (SLO4) lands and falls in the “Mixed Use” Land Use Category.

The closest bus stop serving the Subject Development is located 500 m (7-minute walk) from the site along Wexford Road (R772). The bus routes operating at this bus stop are 740A and 2. There are additional bus stops serving the site which are located 1.6 km (21-minute walk) from the site also along Wexford Road (R772). The bus routes operating at these bus stops are 800, and 183 in addition to 740A and 2. The nearest rail station to the Subject Site is the Arklow Train Station, located approximately 800m to the north of the site.

For the purposes of the traffic assessment, it is assumed that the Proposed Site will be constructed and fully occupied by 2030.

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

10.2 Conclusion

Based on a thorough investigation, the TTA indicates the following:

Road Network Assessment

The following junctions were assessed as part of this TTA:

- **Junction 1**: Existing Four-Arm Roundabout – Wexford Road (R772) (N), Northwood (E), R772 (S) & Knockmore (W).
- **Junction 2:** Existing Three-Arm Roundabout – Wexford Road (R772) (N), Emoclew Road (W) & Wexford Road (R772) (S).
- **Junction 3:** Existing Four-Arm Roundabout – Wexford Road (R772) (N), Yellow Lane (NE), Knockenrahan (SE) & Wexford Road (R772) (S).

- **Junction 4:** Existing Four-Arm Roundabout – Vale Road (R747) (N), Upper Main Street (R772) (E), Wexford Road (S) & Coolgreaney Road (W).
- **Junction 5**: Existing Priority-Controlled T- junction – R772 (N), Kish (E), and R772 (S).
- **Junction 6:** Existing Four-Arm Roundabout – M11 Southbound Slip Off (NW), R772 (NE), M11 Southbound Slip On (S) & R772 (W).
- **Junction 7:** Existing Five-Arm Roundabout – L16187 Cooladangan (NW), M11 Northbound Slip On (NE), R772 (E), M11 Northbound Slip Off (S) & R772 (W).

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

As conclusion, Junction 2, Junction 3 and Junction 4 are expected to receive a two-way traffic increase of less than 5% in both the AM and PM peak hours and no further traffic assessment. Junction 1, Junction 5, and Junction 6 are expected to receive a two-way increase greater than 5% in both the AM and PM peak hours and Junction 7 receiving a two-way increase greater than 5% in the PM peak hours. Thus, all 4 junctions are assessed.

The performance of the junctions has been analysed for the critical AM Peak Hour and PM Peak Hour (08:15 – 09:15 and 17:00 – 18:00) for the following scenarios:

- **2026 BASELINE**: 2026 Surveyed Traffic Flows.
- **2030 DO NOTHING** (DN-2030): with 2026 base year factored up.
- **2035 DO NOTHING** (DN-2035): with 2026 base year factored up.
- **2045 DO NOTHING** (DN-2045): with 2026 base year factored up.
- **2030 DO SOMETHING** (DS-2030): (DN-2030) + Traffic to/from the Subject Development.
- **2035 DO SOMETHING** (DS-2035): (DN-2035) + Traffic to/from the Subject Development.
- **2045 DO SOMETHING** (DS-2045): (DN-2045) + Traffic to/from the Subject Development.

The junction assessment results show that Junction 1, Junction 5, Junction 6 and Junction 7 are expected to operate within capacity for all assessment years and scenarios analysed.

Parking Assessment

A total of 623 No. car parking spaces are proposed to serve the Subject Development. This provision comprises 508 No. spaces allocated to the proposed houses and 74 No. visitor spaces, including 4 No. accessible parking spaces. In addition, 12 No. parking spaces are proposed to serve the apartment units, together with 3 No. visitor spaces, including 1 No. accessible parking space. A further 26 No. parking spaces are dedicated to the proposed crèche, including 1 No. accessible parking space.

The Proposed Development will provide for the following EV provision:

- Residential (housing):
    - 391 EV-ready car parking spaces, located within the allocated on-curtilage parking areas serving the houses
    - 12 EV-charging car parking spaces, located within the off-curtilage parking areas serving the houses

    - 8 EV-charging car parking spaces, located within the off-curtilage parking areas serving house visitors
    - 97 car parking spaces have been designed to accommodate the future installation of EV charging infrastructure to serve residents and visitors.
- Apartments:
    - 2 EV-charging car parking spaces, located within the off-curtilage parking areas serving the apartments
    - 1 EV-ready car parking spaces, located within the off-curtilage parking areas serving apartment visitors
    - 12 car parking spaces have been designed to accommodate the future installation of EV charging infrastructure to serve apartment residents and visitors.
- Creche:
    - 2 EV-charging car parking spaces, located within the creche parking area
    - 24 car parking spaces have been designed to accommodate the future installation of EV charging infrastructure to serve the creche parking area

The Subject Development includes a total of 52 No. cycle parking spaces, comprising 30 No. spaces for residents of the apartment block and 10 No. spaces for visitors. In addition, 12 No. cycle parking spaces are proposed for use by the crèche.

It should be noted that the housing units have been provided with sufficient ground level open space. They have been designed with access to rear gardens via side alleys for private cycle storage on corner housing units and surface level cycle storage for mid-terrace units.

Appendices

A. Traffic Survey

IDASO
Innovative Data Solutions

Project Reference:

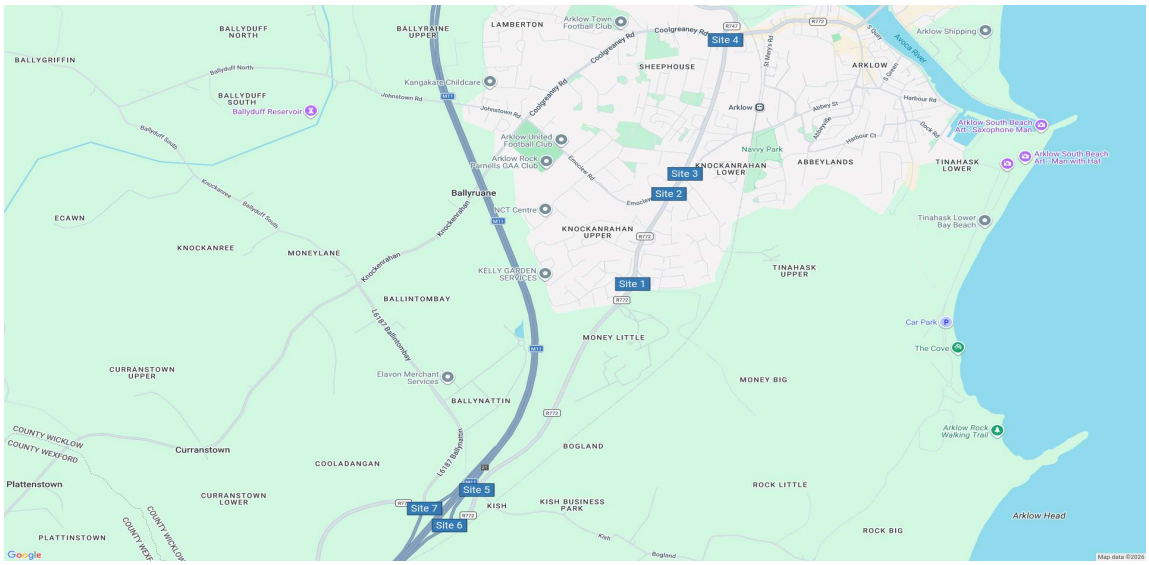
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IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Date: Tue 19 May 2026





IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 1
Location: R772/Northwood/Knockmore
Date: Tue 19-May-2026
AM Peak: 08:15 — 09:15 **Total:** 950
PM Peak: 16:30 — 17:30 **Total:** 1128
15 Min Peak: 16:30 — 16:45 **Total:** 319

Arm A - R772 Wexford Rd
Arm B - Northwood
Arm C - R772
Arm D - Knockmore

	A => A									A => B									A => C									A => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	11	1	1	0	1	14	15.5	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	7	0	0	0	1	8	9	0	0	0	0	0	0	0	0	0
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02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	1	0	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	2	1	1	0	9	10.8	0	0	0	0	0	0	0	0	0
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04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	2	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	6	4	1	2	0	14	16.3	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	1	0	0	0	2	2	0	0	2	0	1	0	0	3	3.5	1	0	86	25	3	3	0	118	122.6	0	0	2	1	0	0	0	3	3
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	7	1	1	0	34	35.8	0	0	0	1	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	38	6	2	2	0	48	51.6	0	0	3	0	0	0	0	3	3
07:30	0	0	2	0	0	0	0	2	2	0	0	2	1	0	0	0	3	3	1	1	54	15	2	0	0	73	72.6	0	0	2	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	79	8	2	0	1	91	92.2	0	0	7	2	1	0	0	10	10.5
H/TOT	0	0	2	0	0	0	0	2	2	0	0	7	1	0	0	0	8	8	2	1	196	36	7	3	1	246	252.2	0	0	12	3	1	0	0	16	16.5
08:00	0	0	2	0	0	0	0	2	2	0	0	4	2	0	0	0	6	6	0	0	54	12	1	1	0	68	69.8	0	0	3	0	0	0	0	3	3
08:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	61	11	2	7	0	81	91.1	0	0	6	1	0	0	0	7	7
08:30	0	0	0	1	0	0	0	1	1	0	0	9	1	0	0	0	10	10	0	0	58	6	2	0	0	66	67	0	0	7	1	0	0	0	8	8
08:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	80	12	6	1	0	99	103.3	0	0	15	1	0	0	0	16	16
H/TOT	0	0	2	1	0	0	0	3	3	0	0	23	4	0	0	0	27	27	0	0	253	41	11	9	0	314	331.2	0	0	31	3	0	0	0	34	34
09:00	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8	0	0	51	17	1	2	0	71	74.1	0	0	17	0	0	0	0	17	17
09:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	46	5	0	2	0	53	55.6	0	0	12	1	0	0	0	13	13
09:30	0	0	1	1	0	0	0	2	2	0	0	10	0	0	0	0	10	10	0	0	54	11	3	1	0	69	71.8	0	0	16	1	0	0	0	17	17
09:45	0	0	0	0	1	0	0	1	1.5	0	0	6	0	1	0	0	7	7.5	1	0	49	10	5	1	1	67	71	0	0	5	1	0	0	0	6	6
H/TOT	0	0	2	1	1	0	0	4	4.5	0	0	26	1	1	0	0	28	28.5	1	0	200	43	9	6	1	260	272.5	0	0	50	3	0	0	0	53	53
10:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	53	14	2	3	0	72	76.9	0	0	2	0	0	0	0	2	2
10:15	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	42	5	4	0	0	51	53	0	0	3	0	0	0	0	3	3
10:30	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8	0	0	36	7	5	3	0	51	57.4	0	0	4	0	0	0	0	4	4
10:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	38	8	6	2	0	54	59.6	0	0	7	0	0	0	0	7	7
H/TOT	0	0	2	0	0	0	0	2	2	0	0	15	1	0	0	0	16	16	0	0	169	34	17	8	0	228	246.9	0	0	16	0	0	0	0	16	16
11:00	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	46	16	3	3	0	68	73.4	0	0	9	1	0	0	0	10	10
11:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	40	12	5	1	0	58	61.8	0	0	3	0	0	0	0	3	3
11:30	0	0	3	0	0	0	0	3	3	0	0	5	3	0	0	0	8	8	0	0	47	10	7	5	0	69	79	0	0	3	1	0	0	0	4	4
11:45	0	0	1	0	0	0	0	1	1	0	0	7	2	0	0	0	9	9	0	0	44	3	0	1	2	50	53.3	0	0	5	0	0	0	0	5	5
H/TOT	0	0	5	0	0	0	0	5	5	0	0	19	5	0	0	0	24	24	0	0	177	41	15	10	2	245	267.5	0	0	20	2	0	0	0	22	22

	B => A									B => B									B => C									B => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
06:15	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
06:30	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
06:45	0	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	5	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	1	0	5	3	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	1	0	0	0	1	1
07:15	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
07:30	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:45	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	0	1	0	0	0	1	1
08:00	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
08:15	0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:30	0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:45	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	54	6	0	0	0	60	60	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0
09:00	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
09:15	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	1	0	0	0	0	0	0	1	0.2
09:30	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
09:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	1	0	0	0	0	0	0	1	0.2
10:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
10:15	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
10:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0
10:45	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	18	0	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0	0	0	5	4	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0
11:00	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:15	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11:30	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11:45	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0

	C => A									C => B									C => C									C => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
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H/TOT	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
02:00	0	0	2	1	0	0	0	3	3	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	1	1	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	3	2	1	0	0	6	6.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:00	0	0	4	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	1	1	0	2	3.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	8	0	2	1	1	12	15.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	4	2	3	0	0	9	10.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	26	4	3	0	1	34	36.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
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06:15	0	0	16	4	4	1	0	25	28.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	17	3	2	1	1	24	27.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	31	3	1	0	1	36	37.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	100	15	8	2	3	128	137.6	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
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07:15	0	0	22	7	0	2	1	32	35.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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07:45	0	1	56	17	1	1	0	76	77.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	124	41	5	7	2	181	193.2	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	2	2	0	0	0	4	4
08:00	0	0	53	21	5	1	1	81	85.8	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:15	0	0	67	20	1	1	1	90	92.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
08:30	0	0	86	11	1	2	0	100	103.1	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
08:45	0	0	82	12	2	2	2	100	105.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	288	64	9	6	4	371	387.3	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
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09:15	0	0	66	14	1	3	1	85	90.4	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
09:30	0	0	56	9	3	2	0	70	74.1	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
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H/TOT	0	0	221	47	12	7	2	289	306.1	0	0	6	1	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
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H/TOT	0	0	178	36	17	5	2	238	255	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8
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11:30	0	0	48	11	7	3	0	69	76.4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
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H/TOT	0	0	228	41	16	9	2	296	317.7	0	0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5

	D => A									D => B									D => C									D => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	1	0	9	2	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0	0	0	8	4	0	0	0	12	12	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16	16	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	26	7	1	0	0	34	34.5	0	0	0	1	0	0	0	1	1	0	0	13	4	0	0	0	17	17	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	71	6	0	0	0	77	77	0	0	0	1	0	0	0	1	1	0	0	32	2	0	0	0	34	34	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	50	3	0	0	0	53	53	0	0	0	1	0	0	0	1	1	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0
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10:45	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	26	2	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
11:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:15	1	0	3	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:30	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	1	0	17	2	0	0	0	20	19.2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 1
Location: R772/Northwood/Knockmore
Date: Tue 19-May-2026
AM Peak: 08:15 — 09:15 **Total:** 950
PM Peak: 16:30 — 17:30 **Total:** 1128
15 Min Peak: 16:30 — 16:45 **Total:** 319

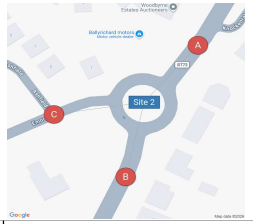
Arm A - R772 Wexford Rd
Arm B - Northwood
Arm C - R772
Arm D - Knockmore

	A => A									A => B									A => C									A => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
12:00	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5	0	0	55	5	4	0	0	64	66	0	0	9	1	0	0	0	10	10
12:15	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	42	13	3	1	0	59	61.8	0	0	13	0	0	0	0	13	13
12:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	69	14	3	2	0	88	92.1	0	0	6	0	0	0	0	6	6
12:45	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	4	75	9	3	1	0	92	92.4	0	0	7	4	0	0	0	11	11
H/TOT	0	0	5	0	0	0	0	5	5	0	0	20	0	0	0	0	20	20	0	4	241	41	13	4	0	303	312.3	0	0	35	5	0	0	0	40	40
13:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	69	4	2	0	0	75	76	0	0	8	0	0	0	0	8	8
13:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	71	10	2	1	0	84	86.3	0	0	13	1	0	0	0	14	14
13:30	0	0	1	1	0	0	0	2	2	0	0	5	0	0	0	0	5	5	0	0	60	6	3	0	1	70	72.5	0	0	9	0	0	0	0	9	9
13:45	0	0	2	0	0	0	0	2	2	0	0	6	0	0	0	0	6	6	0	0	60	8	4	3	0	75	80.9	0	0	5	0	0	0	0	5	5
H/TOT	0	0	3	1	0	0	0	4	4	0	0	21	1	0	0	0	22	22	0	0	260	28	11	4	1	304	315.7	0	0	35	1	0	0	0	36	36
14:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	72	12	5	2	2	94	100.5	0	0	13	2	0	0	0	15	15
14:15	0	0	2	0	0	0	0	2	2	0	0	9	0	0	0	0	9	9	0	0	66	11	2	2	0	81	84.6	0	0	9	0	0	0	0	9	9
14:30	0	0	4	0	0	0	0	4	4	0	0	8	0	0	0	0	8	8	0	0	66	4	4	3	1	78	84.9	0	0	8	0	0	0	0	8	8
14:45	0	0	3	0	0	0	0	3	3	0	0	9	1	0	0	0	10	10	0	0	57	8	5	4	0	74	81.7	0	0	15	1	0	0	0	16	16
H/TOT	0	0	11	0	0	0	0	11	11	0	0	26	1	0	0	0	27	27	0	1	261	35	16	11	3	327	351.7	0	0	45	3	0	0	0	48	48
15:00	0	0	1	1	0	0	0	2	2	0	0	14	0	0	0	0	14	14	0	0	74	13	1	1	2	91	94.8	1	0	15	1	0	0	0	17	16.2
15:15	0	0	1	0	0	0	0	1	1	0	0	10	1	0	0	0	11	11	0	0	66	8	4	0	0	78	80	0	0	8	1	0	0	0	9	9
15:30	0	0	2	1	0	0	0	3	3	0	0	9	0	1	0	0	10	10.5	0	0	55	13	2	3	1	74	79.9	0	0	8	1	0	0	0	9	9
15:45	0	0	1	0	0	0	0	1	1	0	0	13	2	0	0	0	15	15	0	0	90	8	2	0	0	100	101	0	0	18	0	0	0	0	18	18
H/TOT	0	0	5	2	0	0	0	7	7	0	0	46	3	1	0	0	50	50.5	0	0	285	42	9	4	3	343	355.7	1	0	49	3	0	0	0	53	52.2
16:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	87	11	2	3	2	105	111.9	1	0	18	2	0	0	0	21	20.2
16:15	0	0	2	0	0	0	0	2	2	0	0	12	0	0	0	0	12	12	0	0	76	17	3	0	0	96	97.5	0	0	15	2	0	0	0	17	17
16:30	0	0	2	0	0	0	0	2	2	0	0	13	3	0	0	0	16	16	0	0	95	8	2	1	0	106	108.3	0	0	14	1	0	0	0	15	15
16:45	0	0	1	0	0	0	0	1	1	0	0	9	2	0	0	0	11	11	0	0	65	13	3	0	1	82	84.5	0	0	14	0	0	0	0	14	14
H/TOT	0	0	5	0	0	0	0	5	5	0	0	40	6	0	0	0	46	46	0	0	323	49	10	4	3	389	402.2	1	0	61	5	0	0	0	67	66.2
17:00	0	0	2	0	0	0	0	2	2	0	0	6	2	0	0	0	8	8	0	0	102	22	1	0	2	127	129.5	0	0	9	1	0	0	0	10	10
17:15	0	0	5	0	0	0	0	5	5	0	0	10	0	0	0	0	10	10	0	0	72	13	1	0	0	86	86.5	0	0	12	2	0	0	0	14	14
17:30	0	0	2	0	0	0	0	2	2	0	0	10	0	0	0	0	10	10	0	0	98	13	0	1	0	112	113.3	0	0	13	3	0	0	0	16	16
17:45	0	0	3	0	0	0	0	3	3	0	0	14	0	0	0	0	14	14	1	0	78	8	2	0	0	89	89.2	0	0	8	1	0	0	0	9	9
H/TOT	0	0	12	0	0	0	0	12	12	0	0	40	2	0	0	0	42	42	1	0	350	56	4	1	2	414	418.5	0	0	42	7	0	0	0	49	49
18:00	0	0	3	0	0	0	0	3	3	0	0	13	2	0	0	0	15	15	0	0	65	4	0	1	2	72	75.3	0	0	13	2	0	0	0	15	15
18:15	0	0	2	0	0	0	0	2	2	0	0	7	2	0	0	0	9	9	1	1	56	7	1	1	0	67	67.4	0	0	10	0	0	0	0	10	10
18:30	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8	0	0	42	6	0	1	0	49	50.3	0	0	12	0	0	0	0	12	12
18:45	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	56	6	1	0	0	63	63.5	0	0	7	0	0	0	0	7	7
H/TOT	0	0	6	0	0	0	0	6	6	0	0	37	5	0	0	0	42	42	1	1	219	23	2	3	2	251	256.5	0	0	42	2	0	0	0	44	44
19:00	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	10	10	0	0	40	3	1	0	2	46	48.5	0	0	7	2	0	0	0	9	9
19:15	0	0	2	1	0	0	0	3	3	0	0	4	1	0	0	0	5	5	0	0	44	5	1	0	0	50	50.5	0	0	4	1	0	0	0	5	5
19:30	0	0	1	0	0	0	0	1	1	0	0	9	1	0	0	0	10	10	0	0	34	0	0	0	0	34	34	0	0	11	3	0	0	0	14	14
19:45	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	31	3	0	1	1	36	38.3	0	0	8	0	0	0	0	8	8
H/TOT	0	0	3	1	0	0	0	4	4	0	0	35	6	0	0	0	41	41	0	0	149	11	2	1	3	166	171.3	0	0	30	6	0	0	0	36	36
20:00	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0	0	48	3	0	0	0	51	51	0	0	7	0	0	0	0	7	7
20:15	0	0	1	0	0	0	0	1	1	0	0	12	0	0	0	0	12	12	0	0	38	1	0	0	0	39	39	0	0	12	1	0	0	0	13	13
20:30	0	0	5	0	0	0	0	5	5	0	1	5	0	0	0	0	6	5.4	0	0	56	3	0	1	0	60	61.3	1	0	15	2	0	0	0	18	17.2
20:45	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	39	4	1	0	2	46	48.5	0	0	2	0	0	0	0	2	2
H/TOT	0	0	7	0	0	0	0	7	7	0	1	32	3	0	0	0	36	35.4	0	0	181	11	1	1	2	196	199.8	1	0	36	3	0	0	0	40	39.2
21:00	0	0	1	0	0	0	0	1	1	0	0	11	0	0	0	0	11	11	0	0	41	0	0	1	1	43	45.3	0	0	6	1	0	0	0	7	7
21:15	0	0	1	0	0	0	0	1	1	0	0	5	1	0	0	0	6	6	0	0	31	2	0	0	0	33	33	0	0	7	0	0	0	0	7	7
21:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	31	2	1	0	0	34	34.5	0	0	9	0	0	0	0	9	9
21:45	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	39	1	1	0	0	41	41.5	0	0	4	0	0	0	0	4	4
H/TOT	0	0	2	0	0	0	0	2	2	0	0	22	3	0	0	0	25	25	0	0	142	5	2	1	1	151	154.3	0	0	26	1	0	0	0	27	27
22:00	0	0	2	0	0	0	0	2	2	0	0	3	1	0	0	0	4	4	0	0	30	1	0	0	0	31	31	0	0	1	0	0	0	0	1	1
22:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	17	0	0	0	0	17	17	0	0	3	0	0	0	0	3	3
22:30	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	13	2	0	0	1	16	17	0	0	8	0	0	0	0	8	8
22:45	0	0	0	0	0	0	1	1	2	0	0	2	0	0	0	0	2	2	0	0	15	0	0	0	1	16	17	0	0	1	0	0	0	0	1	1
H/TOT	0	0	4	0	0	0	1	5	6	0	0	11	2	0	0	0	13	13	0	0	75	3	0	0	2	80	82	0	0	13	0	0	0	0	13	13
23:00	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	13	0	1	0	0	14	14.5	0	0	2	0	0	0	0	2	2
23:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	1	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
H/TOT	0	0	3	0	0	0	0	3	3	0	0	8	0	0	0	0	8	8	0	0	28	1	1	0	0	30	30.5	0	0	4	0	0	0	0	4	4
24 TOT	0	0	81	7	1	0	1	90	91.5	0	1	433	45	3	0	0	482	482.9	8	7	3693	546	140	77	28	4499	4686.5	3	0	551	49	1	0	0	604	602.1

	B => A									B => B									B => C									B => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
12:00	0	0	4	2	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:15	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	1	1	0	0	0	2	2
12:45	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	19	6	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	1	1	0	0	0	2	2
13:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:30	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
14:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:15	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
14:45	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	27	0	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
15:00	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:15	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:30	0	0	8	1	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
15:45	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	32	1	1	0	0	34	34.5	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
16:00	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1
16:15	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:30	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	27	2	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	7	7	0	0	1	0	0	0	0	1	1
17:00	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:15	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
17:30	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:45	0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	0	0	37	4	0	0	0	41	41	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	4	0	0	0	0	4	4
18:00	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1
18:15	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
18:30	0	1	6	1	0	0	0	8	7.4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:45	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	1	32	2	0	0	0	35	34.4	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	11	11.5	0	0	2	0	0	0	0	2	2
19:00	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
19:15	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
19:45	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	30	6	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	1	0	0	0	0	1	1
20:00	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
20:30	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	23	3	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
21:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
21:15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
21:45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
22:15	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
23:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
23:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
24 TOT	0	1	401	45	4	0	0	451	452.4	0	0	0	0	0	0	0	0	0	1	0	124	22	2	0	0	149	149.2	1	0	10	2	0	0	0	13	12.2

	C => A									C => B									C => C									C => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
12:00	0	0	58	10	3	2	0	73	77.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
12:15	0	0	58	7	3	3	1	72	78.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
12:30	0	0	55	13	3	1	0	72	74.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5	5.5
12:45	0	0	68	9	4	1	0	82	85.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
H/TOT	0	0	239	39	13	7	1	299	315.6	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	12	2	1	0	0	15	15.5
13:00	0	0	58	9	5	3	0	75	81.4	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	10	0	0	0	0	10	10
13:15	0	0	47	7	2	0	1	57	59	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	58	9	3	1	0	71	73.8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
13:45	0	0	57	7	2	1	1	68	71.3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	220	32	12	5	2	271	285.5	0	0	9	0	0	0	0	9	9	0	0	1	0	0	0	0	1	1	0	0	11	1	0	0	0	12	12
14:00	0	0	71	9	2	3	0	85	89.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
14:15	0	0	68	3	8	3	1	83	91.9	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
14:30	0	0	71	6	4	0	0	81	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
14:45	0	0	53	13	1	0	0	67	67.5	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4
H/TOT	0	0	263	31	15	6	1	316	332.3	0	0	3	2	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15
15:00	1	0	75	7	3	3	1	90	95.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
15:15	0	0	89	17	5	1	1	113	117.8	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4
15:30	0	0	73	10	3	1	0	87	89.8	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
15:45	0	0	78	19	2	0	1	100	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
H/TOT	1	0	315	53	13	5	3	390	405.2	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	17	1	0	0	0	18	18
16:00	0	0	84	9	4	2	0	99	103.6	0	0	2	1	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	4	2	0	0	0	6	6
16:15	0	0	81	16	1	0	1	99	100.5	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5
16:30	2	0	119	15	4	2	0	142	145	1	0	7	1	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
16:45	1	0	87	21	1	1	0	111	112	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10
H/TOT	3	0	371	61	10	5	1	451	461.1	1	0	17	3	0	0	0	21	20.2	0	0	2	0	0	0	0	2	2	0	0	23	6	0	0	0	29	29
17:00	0	0	79	19	1	0	0	99	99.5	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
17:15	1	0	97	12	2	0	0	112	112.2	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
17:30	0	1	95	11	2	1	0	110	111.7	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
17:45	0	0	82	9	0	2	0	93	95.6	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
H/TOT	1	1	353	51	5	3	0	414	419	0	0	11	4	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25
18:00	0	0	73	7	1	2	1	84	88.1	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
18:15	0	0	61	9	2	0	0	72	73	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
18:30	0	0	60	6	0	0	1	67	68	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
18:45	0	0	63	6	1	0	0	70	70.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
H/TOT	0	0	257	28	4	2	2	293	299.6	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24
19:00	0	0	42	4	1	0	0	47	47.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
19:15	0	0	40	5	2	0	0	47	48	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
19:30	0	0	49	1	0	1	1	52	54.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
19:45	0	0	43	5	0	0	0	48	48	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	174	15	3	1	1	194	197.8	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12
20:00	0	0	23	3	0	0	0	26	26	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
20:15	0	0	25	2	0	0	0	27	27	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
20:30	0	0	32	4	0	0	1	37	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
20:45	0	0	29	2	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	109	11	0	0	1	121	122	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
21:00	0	0	33	1	0	0	0	34	34	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
21:15	0	1	34	4	0	1	0	40	40.7	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
21:30	0	0	20	1	1	0	1	23	24.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
21:45	0	0	24	1	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	0	1	111	7	1	1	1	122	124.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
22:00	0	0	35	2	0	0	0	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
22:15	0	0	14	1	0	1	0	16	17.3	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	25	2	1	0	0	28	28.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	10	0	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	84	5	2	1	0	92	94.3	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
23:00	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
23:15	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	23	1	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
24 TOT	6	3	3719	586	155	73	30	4572	4767.8	1	0	92	20	4	0	0	117	118.2	0	0	4	1	0	0	0	5	5	0	0	179	24	1	0	0	204	204.5

	D => A									D => B									D => C									D => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
12:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:15	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
12:30	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
12:45	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	29	1	1	0	0	31	31.5	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
13:00	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:15	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:30	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:45	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	43	2	0	0	0	45	45	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0
14:00	0	0	11	4	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:15	0	0	14	3	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
14:30	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	46	9	0	0	0	55	55	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
15:00	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
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15:30	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:45	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	49	5	0	0	0	54	54	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
16:00	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:45	0	0	14	1	0	0	0	15	15	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	45	3	0	0	0	48	48	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
17:00	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:15	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:30	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:45	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	38	5	0	0	0	43	43	0	0	1	0	0	0	0	1	1	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
18:00	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
18:15	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:30	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	6	2	0	0	0	8	8	0	0	2	0	0	0	0	2	2	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	44	5	0	0	0	49	49	0	0	2	0	0	0	0	2	2	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
19:00	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
19:15	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
19:30	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
19:45	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	29	1	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
20:00	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
20:15	2	0	1	1	0	0	0	4	2.4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	3	0	21	1	0	0	0	25	22.6	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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21:30	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
21:45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	0	0	0	0	15	15	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
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22:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	5	0	582	55	2	0	0	644	641	0	0	7	3	0	0	0	10	10	0	0	150	23	0	0	0	173	173	0	0	0	0	0	0	0	0	0



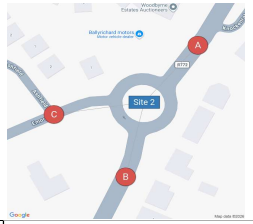
IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 2
Location: R772/Emoclew Road
Date: Tue 19-May-2026
AM Peak: 08:15 — 09:15 **Total:** 1656
PM Peak: 15:45 — 16:45 **Total:** 1657
15 Min Peak: 08:45 — 09:00 **Total:** 435

Arm A - R772
Arm B - R772
Arm C - Emoclew Road

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6	7	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	1	18	19	0	0	7	0	0	0	0	7	7	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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01:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	1	10	11	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	2	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	1	10	12.3	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	3	3	0	0	0	7	6.2	0	1	1	1	0	0	0	3	2.4	0	0	6	2	2	0	0	10	11	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	1	0	42	11	2	1	0	57	58.5	0	0	5	3	0	0	0	8	8	1	0	46	13	4	0	1	65	67.2	0	0	0	0	0	0	0	0	0
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06:15	0	0	0	0	0	0	0	0	0	0	0	11	2	1	2	0	16	19.1	0	0	8	1	0	0	0	9	9	0	0	17	5	4	1	1	28	32.3	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	20	3	1	0	0	24	24.5	0	0	5	0	1	0	0	6	6.5	0	0	24	6	4	0	1	35	38	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	1	0	25	4	2	0	0	32	32.2	0	0	10	2	0	0	0	12	12	0	0	38	8	0	0	1	47	48	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	67	12	4	3	0	87	92.1	0	0	24	3	1	0	0	28	28.5	0	0	111	26	9	1	3	150	158.8	0	0	0	0	0	0	0	0	0
07:00	0	0	1	0	0	0	0	1	1	0	0	20	7	1	1	0	29	30.8	0	0	4	0	0	0	0	4	4	0	0	25	10	0	0	0	35	35	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	27	8	1	1	0	37	38.8	0	0	16	3	3	0	0	22	23.5	0	0	26	12	1	0	1	40	41.5	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	1	1	1	1	52	19	2	0	0	75	74.6	0	0	8	6	0	0	0	14	14	1	0	46	8	1	2	1	59	62.3	0	0	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	1	0	61	11	2	0	1	76	77.2	0	0	14	2	0	1	0	17	18.3	0	0	60	14	1	1	0	76	77.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	2	2	1	160	45	6	2	1	217	221.4	0	0	42	11	3	1	0	57	59.8	1	0	157	44	3	3	2	210	216.6	0	0	1	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	52	10	0	0	0	62	62	0	0	11	1	0	0	0	12	12	0	0	75	20	4	0	0	99	101	0	0	2	1	0	0	0	3	3
08:15	0	0	0	0	0	0	0	0	0	0	0	67	11	1	4	0	83	88.7	0	0	34	4	0	0	1	39	40	0	0	117	28	0	1	2	148	151.3	0	0	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	70	5	2	0	0	77	78	0	1	52	4	3	0	0	60	60.9	0	0	129	11	1	1	0	142	143.8	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	83	8	4	0	0	95	97	0	0	48	6	1	0	0	55	55.5	0	0	134	16	4	2	2	158	164.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	272	34	7	4	0	317	325.7	0	1	145	15	4	0	1	166	168.4	0	0	455	75	9	4	4	547	560.7	0	0	3	1	0	0	0	4	4
09:00	0	0	1	0	0	0	0	1	1	0	0	82	18	1	1	0	102	103.8	0	0	50	7	1	0	1	59	60.5	0	0	94	10	0	0	0	104	104	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	58	4	1	2	0	65	68.1	0	0	41	6	2	0	0	49	50	0	0	92	15	1	1	1	110	112.8	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	86	8	3	1	0	98	100.8	0	0	35	6	0	0	0	41	41	0	0	73	10	1	1	0	85	86.8	0	0	0	0	0	0	0	0	0
09:45	0	0	1	1	0	0	0	2	2	1	0	68	11	4	1	1	86	89.5	0	0	30	5	0	1	0	36	37.3	0	0	61	12	3	1	1	78	81.8	0	0	1	0	0	0	0	1	1
H/TOT	0	0	2	1	0	0	0	3	3	1	0	294	41	9	5	1	351	362.2	0	0	156	24	3	1	1	185	188.8	0	0	320	47	5	3	2	377	385.4	0	0	1	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	1	0	47	13	3	2	0	66	69.3	0	0	16	3	2	0	0	21	22	0	0	51	8	6	0	0	65	68	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	54	3	2	0	0	59	60	0	0	32	6	1	0	0	39	39.5	0	0	49	5	2	1	1	58	61.3	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	48	8	3	0	0	59	60.5	0	0	26	7	1	2	0	36	39.1	0	0	58	8	2	0	0	68	69	0	0	0	0	1	0	0	1	1.5
10:45	0	0	0	0	0	0	0	0	0	0	0	47	7	3	2	0	59	63.1	0	0	26	3	2	0	0	31	32	0	0	69	9	4	2	1	85	90.6	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	196	31	11	4	0	243	252.9	0	0	100	19	6	2	0	127	132.6	0	0	227	30	14	3	2	276	288.9	0	0	1	0	1	0	0	2	2.5

	B => C									C => A									C => B									C => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
01:15	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	0	1	1.5	0	0	1	0	0	0	0	1	1	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3.8	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	1	0	0	3	3.5	0	0	2	0	0	0	0	2	2	0	0	0	0	1	2	0	3	6.1	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:30	0	0	2	1	0	0	0	3	3	0	0	7	2	0	0	0	9	9	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0
05:45	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	1	0	0	0	4	4	0	0	13	3	0	0	0	16	16	0	0	9	2	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0
06:00	0	0	6	0	0	0	0	6	6	0	0	4	2	0	0	0	6	6	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
06:15	0	0	7	1	0	0	0	8	8	0	0	2	1	0	0	0	3	3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
06:30	0	0	3	1	0	1	0	5	6.3	0	0	0	1	2	0	0	3	4	0	0	3	1	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0
06:45	0	0	9	0	0	0	0	9	9	0	0	8	1	0	0	0	9	9	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	25	2	0	1	0	28	29.3	0	0	14	5	2	0	0	21	22	0	0	13	3	1	0	0	17	17.5	0	0	1	0	0	0	0	1	1
07:00	0	0	2	1	1	1	0	5	6.8	0	0	5	2	1	0	0	8	8.5	0	0	3	2	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0
07:15	0	0	8	2	0	1	0	11	12.3	0	0	7	3	0	0	0	10	10	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0
07:30	0	0	13	4	1	1	0	19	20.8	0	0	14	0	1	1	0	16	17.8	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
07:45	0	1	18	11	1	1	0	32	33.2	0	0	16	7	0	0	0	23	23	0	0	14	2	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0
H/TOT	0	1	41	18	3	4	0	67	73.1	0	0	42	12	2	1	0	57	59.3	0	0	33	5	2	1	0	41	43.3	0	0	0	0	0	0	0	0	0
08:00	0	0	14	7	1	0	0	22	22.5	0	0	20	6	0	0	0	26	26	0	0	9	4	0	1	0	14	15.3	0	0	0	0	0	0	0	0	0
08:15	0	0	31	5	0	0	0	36	36	0	0	38	4	1	2	0	45	48.1	0	0	28	6	0	3	0	37	40.9	0	0	0	0	0	0	0	0	0
08:30	0	0	52	5	0	1	0	58	59.3	0	0	55	7	0	0	0	62	62	0	0	30	5	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0
08:45	0	0	37	1	1	0	0	39	39.5	0	0	53	0	1	0	0	54	54.5	0	0	29	3	2	0	0	34	35	0	0	0	0	0	0	0	0	0
H/TOT	0	0	134	18	2	1	0	155	157.3	0	0	166	17	2	2	0	187	190.6	0	0	96	18	3	4	0	121	127.7	0	0	0	0	0	0	0	0	0
09:00	0	0	34	2	2	0	0	38	39	0	0	54	5	3	0	0	62	63.5	0	0	28	2	0	1	0	31	32.3	0	0	0	0	0	0	0	0	0
09:15	0	0	25	3	0	2	0	30	32.6	0	0	51	8	2	0	0	61	62	0	0	12	3	0	0	0	15	15	0	0	1	0	0	0	0	1	1
09:30	0	0	10	2	2	1	0	15	17.3	0	0	37	2	1	0	0	40	40.5	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0
09:45	0	0	16	1	4	1	0	22	25.3	0	0	31	9	0	0	0	40	40	0	0	16	1	4	0	0	21	23	0	0	0	0	0	0	0	0	0
H/TOT	0	0	85	8	8	4	0	105	114.2	0	0	173	24	6	0	0	203	206	0	0	71	8	4	1	0	84	87.3	0	0	1	0	0	0	0	1	1
10:00	0	0	12	2	1	2	0	17	20.1	0	0	33	4	1	0	1	39	40.5	0	0	14	1	1	1	0	17	18.8	0	0	0	0	0	0	0	0	0
10:15	0	0	16	3	1	0	0	20	20.5	0	0	27	10	0	0	0	37	37	0	0	9	0	2	1	0	12	14.3	0	0	0	0	0	0	0	0	0
10:30	0	0	11	2	2	0	0	15	16	0	0	28	4	1	1	0	34	35.8	0	0	12	1	3	2	0	18	22.1	0	0	0	1	0	0	0	1	1
10:45	0	0	19	4	3	0	0	26	27.5	0	0	33	9	1	0	0	43	43.5	0	0	12	2	3	0	0	17	18.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	58	11	7	2	0	78	84.1	0	0	121	27	3	1	1	153	156.8	0	0	47	4	9	4	0	64	73.7	0	0	0	1	0	0	0	1	1



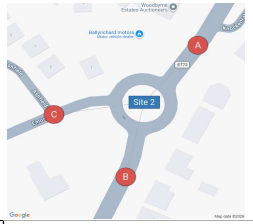
IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 2
Location: R772/Emoclew Road
Date: Tue 19-May-2026
AM Peak: 08:15 — 09:15 **Total:** 1656
PM Peak: 15:45 — 16:45 **Total:** 1657
15 Min Peak: 08:45 — 09:00 **Total:** 435

Arm A - R772
Arm B - R772
Arm C - Emoclew Road

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	0	0	0	0	0	0	0	0	0	54	15	1	3	0	73	77.4	1	0	27	9	1	0	1	39	39.7	0	0	67	8	1	2	0	78	81.1	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	43	9	6	2	0	60	65.6	0	0	22	5	1	0	0	28	28.5	0	0	64	9	1	2	1	77	81.1	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	1	1	0	0	57	9	3	3	0	72	77.4	0	0	33	1	1	0	0	35	35.5	1	0	58	8	5	1	0	73	76	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	1	0	65	4	1	1	2	74	77	0	0	33	3	1	0	1	38	39.5	0	0	72	11	7	4	1	95	104.7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	1	0	219	37	11	9	2	279	297.4	1	0	115	18	4	0	2	140	143.2	1	0	261	36	14	9	2	323	342.9	0	0	0	0	0	0	0	0	0
12:00	0	0	0	1	0	0	0	1	1	0	0	75	11	2	0	0	88	89	0	0	32	4	2	0	0	38	39	0	0	64	11	3	2	0	80	84.1	0	0	0	0	0	0	0	0	0
12:15	0	0	1	0	0	0	0	1	1	0	0	66	12	3	1	0	82	84.8	0	0	30	8	3	0	0	41	42.5	0	0	76	8	2	1	1	88	91.3	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	77	18	3	1	0	99	101.8	0	0	38	7	1	0	0	46	46.5	0	0	68	16	1	1	0	86	87.8	0	0	0	0	0	0	0	0	0
12:45	0	0	1	0	0	0	0	1	1	0	4	79	12	2	1	0	98	97.9	0	0	34	3	0	0	1	38	39	0	0	72	11	4	0	0	87	89	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	1	0	0	0	3	3	0	4	297	53	10	3	0	367	373.5	0	0	134	22	6	0	1	163	167	0	0	280	46	10	4	1	341	352.2	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	1	0	92	9	2	0	0	104	104.2	0	0	34	4	1	0	0	39	39.5	0	0	77	9	5	4	0	95	102.7	0	0	0	0	0	0	0	0	0
13:15	0	0	1	0	0	0	0	1	1	0	0	82	9	1	1	1	94	96.8	0	0	29	4	2	0	0	35	36	0	0	57	8	1	0	1	67	68.5	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	76	7	0	0	0	83	83	0	0	39	2	0	0	0	41	41	0	0	64	5	1	0	0	70	70.5	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	1	1	0	0	65	9	3	3	1	81	87.4	0	0	39	7	3	0	0	49	50.5	0	0	92	7	0	1	0	100	101.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	2	1	0	315	34	6	4	2	362	371.4	0	0	141	17	6	0	0	164	167	0	0	290	29	7	5	1	332	343	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	90	14	2	0	1	107	109	0	0	49	5	0	0	1	55	56	0	0	88	11	2	0	1	102	104	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	1	1	0	0	92	10	1	1	0	104	105.8	0	0	47	9	0	1	0	57	58.3	0	0	94	7	5	2	1	109	115.1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	2	0	0	0	0	2	2	0	0	333	36	9	3	2	383	393.4	0	0	183	28	1	1	1	214	216.8	0	0	353	38	9	2	2	404	413.1	0	0	1	0	0	0	0	1	1
15:00	0	0	2	0	0	0	0	2	2	1	0	98	15	1	1	2	118	121	0	0	44	6	3	0	0	53	54.5	1	0	77	7	1	1	0	87	88	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	83	9	1	0	0	93	93.5	0	1	38	4	0	0	0	43	42.4	0	0	90	14	2	1	2	109	113.3	0	0	0	0	0	0	0	0	0
15:30	0	0	1	0	0	0	0	1	1	0	0	87	15	1	1	1	105	107.8	0	0	42	4	1	0	0	47	47.5	1	0	94	8	2	0	0	105	105.2	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	1	0	120	13	1	0	0	135	134.7	0	0	56	13	2	0	1	72	74	0	0	92	17	3	0	1	113	115.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	2	0	388	52	4	2	3	451	457	0	1	180	27	6	0	1	215	218.4	2	0	353	46	8	2	3	414	422	0	0	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	0	1	1	1	0	108	15	2	2	2	130	134.8	0	0	41	5	0	0	0	46	46	1	0	92	10	1	1	0	105	106	0	0	0	0	0	0	0	0	0
16:15	0	0	2	0	0	0	0	2	2	0	0	109	13	1	0	0	123	123.5	0	0	43	7	0	0	0	50	50	0	0	86	13	0	0	1	100	101	0	0	0	0	0	0	0	0	0
16:30	0	0	0	2	0	0	0	2	2	0	0	118	14	2	1	0	135	137.3	0	0	44	4	0	0	0	48	48	3	0	118	17	1	1	0	140	139.4	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	3	2	0	0	0	5	5	1	0	432	54	8	3	3	501	511.1	0	0	160	21	1	0	0	182	182.5	4	0	400	60	3	3	1	471	474.2	0	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	0	0	1	1	0	0	124	22	0	0	2	148	150	0	0	34	8	3	0	0	45	46.5	1	0	104	19	1	0	0	125	124.7	0	0	0	0	0	0	0	0	0
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17:30	0	0	1	0	0	0	0	1	1	0	0	131	20	0	1	0	152	153.3	0	0	41	4	0	0	0	45	45	0	0	101	9	2	1	0	113	115.3	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	0	1	1	1	0	100	7	1	1	0	110	111	0	0	41	4	0	0	0	45	45	0	0	89	8	0	2	0	99	101.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	0	0	0	4	4	1	0	459	59	2	2	2	525	529.8	0	0	151	20	3	0	0	174	175.5	2	0	389	51	5	3	0	450	454.8	0	0	0	0	0	0	0	0	0
18:00	0	0	1	0	0	0	0	1	1	1	0	111	9	1	0	2	124	125.7	0	0	40	3	0	0	0	43	43	0	0	93	11	1	2	1	108	112.1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	2	0	0	0	0	2	2	2	0	350	38	1	2	2	395	398.5	0	0	143	12	0	0	0	155	155	0	0	321	44	5	2	2	374	381.1	0	0	0	1	0	0	0	1	1
19:00	0	0	1	0	0	0	0	1	1	0	0	75	11	1	0	2	89	91.5	0	0	34	1	1	0	0	36	36.5	0	0	65	6	1	0	0	72	72.5	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	7	0	0	0	0	7	7	0	0	278	38	2	1	3	322	327.3	0	0	120	11	1	0	0	132	132.5	0	0	273	26	2	1	1	303	306.3	0	0	2	0	0	0	0	2	2
20:00	0	0	2	0	0	0	0	2	2	0	0	70	6	0	0	0	76	76	0	1	15	2	0	0	0	18	17.4	0	0	39	4	0	0	0	43	43	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	5	0	0	0	0	5	5	2	0	281	18	1	2	2	306	309.5	0	1	75	5	0	0	0	81	80.4	2	0	161	15	0	0	1	179	178.4	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	59	3	0	0	1	63	64	0	0	14	1	0	0	0	15	15	0	0	43	2	0	0	0	45	45	0	0	0	0	0	0	0	0	0
21:15	0	0	3	0	0	0	0	3	3	1	0	55	3	0	0	0	59	58.2	0	0	10	1	0	0	0	11	11	1	0	48	5	0	1	0	55	55.5	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	57	4	1	0	0	62	62.5	0	0	7	1	0	0	0	8	8	0	0	33	1	1	0	1	36	37.5	0	0	0	0	0	0	0	0	0
21:45	0	0	1	0	0	0	0	1	1	0	0	54	3	1	0	0	58	58.5	0	0	13	1	1	0	0	15	15.5	0	0	34	1	0	0	0	35	35	0	0	1	0	0	0	0	1	1
H/TOT	0	0	4	0	0	0	0	4	4	1	0	225	13	2	0	1	242	243.2	0	0	44	4	1	0	0	49	49.5	1	0	158	9	1	1	1	171	173	0	0	1	0	0	0	0	1	1

	B => C									C => A									C => B								C => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	8	2	1	0	0	11	11.5	0	0	36	7	2	1	0	46	48.3	0	0	15	7	3	0	0	25	26.5	0	0	0	0	0	0	0	0	0
11:15	0	0	16	1	2	0	0	19	20	1	0	19	4	1	0	0	25	24.7	0	0	10	2	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
11:30	0	0	15	2	1	0	0	18	18.5	0	0	28	2	3	0	0	33	34.5	0	0	12	2	3	1	0	18	20.8	0	0	1	0	0	0	0	1	1
11:45	0	0	14	2	1	0	0	17	17.5	0	0	28	4	1	0	0	33	33.5	0	0	11	2	0	0	0	13	13	0	0	1	0	0	0	0	1	1
H/TOT	0	0	53	7	5	0	0	65	67.5	1	0	111	17	7	1	0	137	141	0	0	48	13	7	1	0	69	73.8	0	0	2	0	0	0	0	2	2
12:00	0	0	19	4	0	0	0	23	23	0	0	36	5	0	0	0	41	41	0	0	10	2	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
12:15	0	0	13	1	1	2	0	17	20.1	0	0	33	7	0	0	0	40	40	0	0	11	5	0	0	0	16	16	0	0	0	0	0	0	0	0	0
12:30	0	0	19	2	2	0	0	23	24	0	0	46	6	1	0	0	53	53.5	0	0	23	1	0	1	0	25	26.3	0	0	0	0	0	0	0	0	0
12:45	0	0	14	3	1	0	0	18	18.5	0	0	41	11	0	0	0	52	52	0	0	14	2	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	65	10	4	2	0	81	85.6	0	0	156	29	1	0	0	186	186.5	0	0	58	10	2	1	0	71	73.3	0	0	0	0	0	0	0	0	0
13:00	0	0	17	1	0	0	0	18	18	1	0	34	2	0	0	0	37	36.2	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0
13:15	0	0	22	3	1	0	0	26	26.5	0	0	28	3	0	0	0	31	31	0	0	15	5	0	0	0	20	20	0	0	0	0	0	0	0	0	0
13:30	0	0	23	4	2	1	0	30	32.3	0	0	38	11	0	0	0	49	49	0	0	15	3	3	0	0	21	22.5	0	0	0	0	0	0	0	0	0
13:45	0	0	14	4	2	0	0	20	21	0	0	51	9	0	0	0	60	60	0	0	18	2	2	1	0	23	25.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	76	12	5	1	0	94	97.8	1	0	151	25	0	0	0	177	176.2	0	0	67	11	5	1	0	84	87.8	0	0	0	0	0	0	0	0	0
14:00	0	0	19	1	1	3	0	24	28.4	0	0	31	4	0	0	0	35	35	0	1	21	4	3	1	0	30	32.2	0	0	0	0	0	0	0	0	0
14:15	0	0	21	1	3	1	0	26	28.8	0	0	30	8	2	0	0	40	41	0	0	16	1	2	2	0	21	24.6	0	0	0	0	0	0	0	0	0
14:30	0	0	24	0	3	0	0	27	28.5	0	1	36	7	1	0	0	45	44.9	0	0	15	2	0	1	0	18	19.3	0	0	0	0	0	0	0	0	0
14:45	0	0	20	4	0	0	0	24	24	0	0	47	8	0	0	3	58	61	0	0	30	2	2	3	0	37	41.9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	84	6	7	4	0	101	109.7	0	1	144	27	3	0	3	178	181.9	0	1	82	9	7	7	0	106	118	0	0	0	0	0	0	0	0	0
15:00	0	0	19	3	1	2	0	25	28.1	0	0	40	3	1	0	0	44	44.5	0	0	24	3	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0
15:15	0	0	26	4	3	0	0	33	34.5	0	0	48	7	2	0	1	58	60	0	0	17	5	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0
15:30	0	0	32	6	1	1	0	40	41.8	0	0	59	7	3	0	0	69	70.5	0	0	19	3	2	2	0	26	29.6	0	0	0	0	0	0	0	0	0
15:45	0	0	28	4	0	0	0	32	32	0	0	33	4	2	0	0	39	40	0	0	22	1	1	0	0	24	24.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	105	17	5	3	0	130	136.4	0	0	180	21	8	0	1	210	215	0	0	82	12	5	2	0	101	106.1	0	0	0	0	0	0	0	0	0
16:00	0	0	32	4	3	1	0	40	42.8	0	0	54	8	0	0	0	62	62	0	0	42	4	0	1	0	47	48.3	0	0	0	0	0	0	0	0	0
16:15	0	0	32	3	0	0	0	35	35	0	0	36	6	2	0	0	44	45	1	0	31	7	2	0	0	41	41.2	0	0	0	0	0	0	0	0	0
16:30	0	0	18	4	2	1	0	25	27.3	0	0	31	6	1	0	0	38	38.5	0	0	26	2	0	0	0	28	28	0	0	0	0	0	0	0	0	0
16:45	0	0	21	4	2	0	0	27	28	0	0	34	8	0	0	0	42	42	0	0	22	3	0	0	0	25	25	0	0	0	0	0	0	0	0	0
H/TOT	0	0	103	15	7	2	0	127	133.1	0	0	155	28	3	0	0	186	187.5	1	0	121	16	2	1	0	141	142.5	0	0	0	0	0	0	0	0	0
17:00	0	0	16	4	0	0	0	20	20	0	0	38	7	0	0	0	45	45	0	0	21	5	1	0	0	27	27.5	0	0	0	0	0	0	0	0	0
17:15	0	0	36	1	0	0	0	37	37	0	0	34	6	1	0	0	41	41.5	0	0	17	4	0	0	0	21	21	0	0	0	0	0	0	0	0	0
17:30	0	1	27	3	0	0	0	31	30.4	0	1	50	5	0	0	0	56	55.4	0	0	29	1	0	0	0	30	30	0	0	0	0	0	0	0	0	0
17:45	0	1	35	3	0	0	0	39	38.4	0	0	39	2	0	0	0	41	41	0	0	23	2	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0
H/TOT	0	2	114	11	0	0	0	127	125.8	0	1	161	20	1	0	0	183	182.9	0	0	90	12	2	0	0	104	105	0	0	0	0	0	0	0	0	0
18:00	0	0	20	1	0	0	0	21	21	0	0	50	2	0	0	0	52	52	0	0	21	1	0	0	0	22	22	0	0	0	0	0	0	0	0	0
18:15	0	0	24	1	0	0	0	25	25	0	0	31	2	0	0	0	33	33	0	1	10	2	0	0	0	13	12.4	0	0	0	0	0	0	0	0	0
18:30	0	1	20	2	0	0	0	23	22.4	0	0	44	3	0	0	0	47	47	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0
18:45	0	0	18	1	0	0	0	19	19	0	0	27	1	0	0	0	28	28	0	0	18	0	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0
H/TOT	0	1	82	5	0	0	0	88	87.4	0	0	152	8	0	0	0	160	160	0	1	71	5	1	0	0	78	77.9	0	0	0	0	0	0	0	0	0
19:00	0	0	20	0	0	0	0	20	20	0	0	26	0	1	0	0	27	27.5	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0
19:15	0	0	10	1	1	0	0	12	12.5	0	0	29	6	0	0	0	35	35	0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0
19:30	0	0	10	0	0	0	0	10	10	0	0	21	0	1	0	0	22	22.5	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
19:45	0	0	19	1	0	0	0	20	20	0	0	33	2	1	0	0	36	36.5	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	59	2	1	0	0	62	62.5	0	0	109	8	3	0	0	120	121.5	0	0	43	6	0	0	0	49	49	0	0	0	0	0	0	0	0	0
20:00	0	0	5	0	0	0	0	5	5	0	0	25	4	0	0	0	29	29	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0
20:15	0	0	11	1	0	0	0	12	12	0	0	26	3	0	0	0	29	29	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
20:30	0	0	17	0	0	0	0	17	17	0	0	32	3	0	0	0	35	35	0	1	33	2	0	0	0	36	35.4	0	0	1	0	0	0	0	1	1
20:45	0	0	11	1	0	0	0	12	12	0	1	15	3	0	0	0	19	18.4	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	44	2	0	0	0	46	46	0	1	98	13	0	0	0	112	111.4	0	1	63	3	0	0	0	67	66.4	0	0	1	0	0	0	0	1	1
21:00	0	0	8	0	0	0	0	8	8	0	0	11	1	0	0	0	12	12	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
21:15	0	1	7	0	0	0	0	8	7.4	0	0	11	0	0	0	0	11	11	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1
21:30	0	0	4	1	0	0	0	5	5	0	0	10	1	0	0	0	11	11	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
21:45	0	0	5	0	0	0	0	5	5	0	0	8	0	0	0	0	8	8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	1	24	1	0	0	0	26	25.4	0	0	40	2	0	0	0	42	42	0	0	29	0	0	0	0	29	29	0	0	1	0	0	0	0	1	1



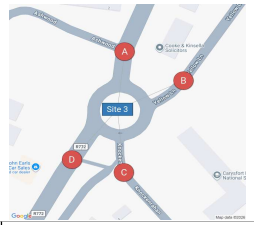
IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 2
Location: R772/Emoclew Road
Date: Tue 19-May-2026
AM Peak: 08:15 — 09:15 **Total:** 1656
PM Peak: 15:45 — 16:45 **Total:** 1657
15 Min Peak: 08:45 — 09:00 **Total:** 435

Arm A - R772
Arm B - R772
Arm C - Emoclew Road

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
22:00	0	0	2	0	0	0	0	2	2	0	0	51	2	0	0	0	53	53	0	0	8	0	0	0	0	8	8	0	0	33	3	0	0	0	36	36	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	30	0	0	4	0	0	0	0	4	4	0	0	30	1	0	1	0	32	33.3	0	0	1	0	0	0	0	1	1
22:30	0	0	1	0	0	0	0	1	1	0	0	24	3	0	0	1	28	29	0	0	4	0	0	0	0	4	4	0	0	28	5	0	0	0	33	33	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	2	20	22	0	0	4	0	0	0	0	4	4	0	0	13	1	1	0	1	16	17.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	0	0	122	6	0	0	3	131	134	0	0	20	0	0	0	0	20	20	0	0	104	10	1	1	1	117	119.8	0	0	1	0	0	0	1	1	1
23:00	0	0	1	0	0	0	0	1	1	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	13	13.5	0	0	2	0	0	0	0	2	2	0	0	10	0	2	0	0	12	13	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	1	0	13	0	0	0	0	14	13.2	0	0	6	0	0	0	0	6	6	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	1	0	41	1	1	0	0	44	43.7	0	0	10	0	0	0	0	10	10	0	0	36	0	2	0	0	38	39	0	0	0	0	0	0	0	0	0
24 TOT	0	0	43	4	0	0	0	47	47	19	5	4803	620	96	51	29	5623	5748.1	1	4	1956	261	46	5	7	2280	2313.3	14	0	4731	650	113	48	31	5587	5725.7	0	0	11	2	1	0	0	14	14.5

	B => C									C => A									C => B									C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	4	0	0	0	0	4	4	0	0	5	0	0	0	0	5	5	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1
22:15	0	0	2	0	0	0	0	2	2	0	0	6	0	0	0	0	6	6	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
22:30	0	0	5	0	1	0	0	6	6.5	0	0	10	0	0	0	0	10	10	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
22:45	0	0	3	0	0	0	0	3	3	0	0	3	0	1	0	0	4	4.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	14	0	1	0	0	15	15.5	0	0	24	0	1	0	0	25	25.5	0	0	15	1	0	0	0	16	16	0	0	1	0	0	0	0	1	1
23:00	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0
23:15	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
23:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	0	0	0	4	4	0	0	6	0	0	0	0	6	6	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0
24 TOT	0	5	1178	146	59	24	0	1412	1469.7	2	3	2023	286	42	5	5	2366	2395.1	1	3	1048	138	56	25	0	1271	1328.9	0	0	7	1	0	0	0	8	8



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 3
Location: R772/Knockenrahan/Yellow Lane
Date: Tue 19-May-2026
AM Peak: 08:15 — 09:15 **Total:** 1591
PM Peak: 15:45 — 16:45 **Total:** 1656
15 Min Peak: 17:00 — 17:15 **Total:** 436

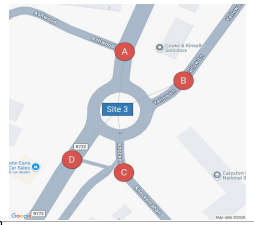
Arm A - R772
Arm B - Yellow Lane
Arm C - Knockenrahan
Arm D - R772

	A => A									A => B									A => C									A => D									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6	7	0	0	3	0	0	0	0	3	3
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1
00:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	1	19	20	0	0	4	0	0	0	0	4	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	6	0	0	1	0	0	0	0	1	1
02:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	1	0	8	9.3	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	5	4.4	0	0	1	0	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	2	1	1	0	9	10	0	0	1	0	0	0	0	1	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	2	0	0	0	0	2	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	1	0	0	0	0	1	1
05:45	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	11	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	1	0	32	9	1	1	0	44	45	0	0	5	0	0	0	0	5	5
06:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	1	1	0	0	0	2	2	0	0	9	2	0	0	0	11	11	0	0	2	0	0	0	0	2	2
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06:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	0	21	21.5	0	0	0	1	0	0	0	1	1
06:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	26	5	1	0	0	32	32.5	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	9	0	0	2	1	0	0	0	3	3	0	0	68	8	2	1	0	79	81.3	0	0	5	1	0	0	0	6	6
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	6	0	1	0	2	9	11.5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24	6	3	0	0	33	34.5	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	6	5.4	0	0	2	0	0	0	0	2	2	0	0	33	12	1	0	0	46	46.5	0	0	4	3	1	0	0	8	8.5
07:45	0	0	0	1	0	0	0	1	1	0	0	5	1	2	0	0	8	9	0	0	3	0	0	0	0	3	3	0	0	37	11	2	1	1	52	55.3	0	0	9	4	0	0	0	13	13
H/TOT	0	0	0	1	0	0	0	1	1	0	1	9	4	2	0	0	16	16.4	0	0	5	0	0	0	0	5	5	0	0	109	31	6	1	1	148	153.3	0	0	19	7	2	0	2	30	33
08:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	33	3	0	0	0	36	36	0	0	15	4	1	0	0	20	20.5
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08:30	0	0	0	0	0	0	0	0	0	0	0	6	1	0	1	1	9	11.3	0	0	4	0	0	0	0	4	4	0	0	56	5	1	0	0	62	62.5	0	0	24	4	1	0	0	29	29.5
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	21	6	1	1	2	31	34.8	0	0	21	0	0	0	0	21	21	0	0	223	23	3	2	0	251	255.1	0	0	75	12	3	0	1	91	93.5
09:00	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	1	17	18	0	0	9	0	0	0	0	9	9	0	0	62	12	1	0	1	76	77.5	0	0	22	5	0	1	2	30	33.3
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H/TOT	0	0	2	0	0	0	0	2	2	0	0	38	10	1	0	2	51	53.5	0	0	27	0	0	0	0	27	27	1	0	254	39	9	4	2	309	319.9	0	0	99	13	2	1	3	118	123.3
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10:15	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	1	6	7	0	0	2	0	0	0	0	2	2	0	0	46	6	1	0	0	53	53.5	0	0	22	2	1	0	0	25	25.5
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10:45	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	11	11	0	0	2	0	0	0	0	2	2	0	0	45	8	1	2	0	56	59.1	0	0	13	5	0	0	0	18	18
H/TOT	0	0	3	0	0	0	0	3	3	1	0	15	7	4	0	1	28	30.2	0	0	7	2	1	0	0	10	10.5	0	0	188	31	7	3	0	229	236.4	0	0	82	13	1	0	0	96	96.5

	B => B									B => C									B => D									C => A									C => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
00:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	6	1	0	0	21	21.5	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	23	5	2	2	0	33	35.8	0	0	0	9	4	0	0	0	13	13	0	0	0	2	1	0	0	0	3	3
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4	1	1	0	14	15.8	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	85	24	3	2	0	115	118.5	0	0	0	12	1	0	0	0	13	13	0	0	0	1	0	0	0	0	1	0	1	1
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08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	46	7	1	2	1	58	61.5	0	0	0	13	2	0	0	0	15	15	0	0	0	4	0	0	0	0	4	4	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	11	0	1	177	26	8	2	1	215	222	0	0	0	33	5	1	0	0	39	39.5	0	0	0	18	2	0	0	0	20	20	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	17	3	0	0	0	20	20	0	0	161	23	3	2	0	189	193.1	0	0	50	0	0	0	0	50	50	0	0	29	3	0	0	0	32	32	0	0	0
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H/TOT	0	0	0	1	0	0	0	1	1	1	0	9	1	0	0	0	11	10.2	0	0	99	18	10	4	0	131	141.2	0	0	16	1	1	0	0	18	18.5	0	0	10	1	0	0	0	11	11	0	0	0

	C => C									C => D									D => A									D => B									D => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1	1	8	10.3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3	0	1	0	0	4	4.5	0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	7	0	1	0	0	8	8.5	0	0	0	1	1	0	0	2	2.5	0	0	0	1	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	1	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	5	2	0	0	23	24	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	0	7	3	1	0	0	11	11.5	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	10	2	0	1	56	58	0	0	0	15	3	2	0	0	20	21	0	0	0	1	0	0	0	1	1
06:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	24	8	1	0	0	33	33.5	0	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	13	5	2	1	1	22	25.3	0	0	0	6	2	2	0	0	10	11	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	16	5	3	0	0	24	25.5	0	0	0	8	2	2	0	1	13	15	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	5	1	0	1	40	41.5	0	0	0	16	4	0	0	0	20	20	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	4.5	0	0	86	23	7	1	2	119	125.8	0	0	42	10	4	0	1	57	60	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	20	11	0	0	0	31	31	0	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	28	12	2	0	1	43	45	0	0	0	8	3	0	0	0	11	11	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	45	6	2	3	1	58	63.1	0	0	0	13	2	0	0	0	15	15	0	0	0	1	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	52	10	0	1	0	63	64.3	0	0	0	27	10	1	0	0	38	38.5	0	0	0	1	1	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	1	0	145	39	4	4	2	195	203.4	0	0	0	57	16	1	0	0	74	74.5	0	0	0	2	1	0	0	3	3
08:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	51	19	2	0	0	72	73	0	0	0	44	7	2	0	0	53	54	0	0	0	1	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	79	23	0	2	1	105	108.6	0	0	0	73	7	1	1	1	83	85.8	0	0	0	2	2	0	0	4	4
08:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	69	12	0	1	0	82	83.3	0	0	0	106	6	1	0	0	113	113.5	0	0	0	7	0	0	0	7	7
08:45	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	5	0	0	62	7	4	2	1	76	81.6	0	0	0	105	8	1	0	1	115	116.5	0	0	0	14	1	0	0	15	15
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	18	0	0	261	61	6	5	2	335	346.5	0	0	0	328	28	5	1	2	364	369.8	0	0	0	24	3	0	0	27	27
09:00	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	61	6	2	0	0	69	70	0	0	0	65	7	1	0	0	73	73.5	0	0	0	12	2	0	0	14	14
09:15	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	72	9	1	1	1	84	86.8	0	0	0	64	10	2	0	0	76	77	0	0	0	6	1	0	0	7	7
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	64	8	1	1	0	74	75.8	0	0	0	48	6	1	0	0	55	55.5	0	0	0	5	0	0	0	5	5
09:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	46	6	2	0	1	55	57	0	0	0	44	16	1	0	0	61	61.5	0	0	0	3	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	30	0	0	243	29	6	2	2	282	289.6	0	0	0	221	39	5	0	0	265	267.5	0	0	0	26	3	0	0	29	29
10:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	49	9	4	1	1	64	68.3	0	0	0	30	3	3	0	0	36	37.5	0	0	0	3	0	0	0	3	3
10:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	55	10	1	1	1	68	70.8	0	0	0	29	4	1	0	0	34	34.5	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	57	8	2	1	0	68	70.3	0	0	0	29	5	1	0	0	35	35.5	0	0	0	2	0	0	0	2	2
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	70	12	4	2	1	89	94.6	0	0	0	27	5	0	0	0	32	32	0	0	0	2	0	1	0	3	3.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	231	39	11	5	3	289	304	0	0	0	115	17	5	0	0	137	139.5	0	0	0	7	0	1	0	0	8	8.5

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	0	1	1
H/TOT	0	0	2	0	0	0	0	2	2
09:00	0	0	1	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	2	1	0	0	0	3	3
H/TOT	0	0	3	1	0	0	0	4	4
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	1	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 3
Location: R772/Knockenrahan/Yellow Lane
Date: Tue 19-May-2026
AM Peak: 08:15 — 09:15 **Total:** 1591
PM Peak: 15:45 — 16:45 **Total:** 1656
15 Min Peak: 17:00 — 17:15 **Total:** 436

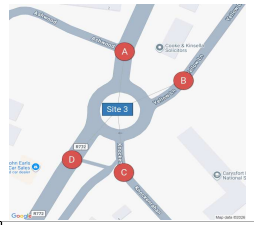
Arm A - R772
Arm B - Yellow Lane
Arm C - Knockenrahan
Arm D - R772

	A => A									A => B									A => C									A => D									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	1	0	0	0	0	1	1	0	0	10	4	0	0	0	14	14	0	0	4	0	0	0	0	4	4	0	0	46	14	0	1	1	62	64.3	0	0	24	4	0	0	1	29	30
11:15	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	6	0	0	0	0	6	6	0	0	41	9	5	1	0	56	59.8	0	0	18	3	0	0	0	21	21
11:30	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	9	8.2	0	0	6	1	0	0	0	7	7	0	0	59	6	3	1	0	69	71.8	1	0	20	1	0	0	1	23	23.2
11:45	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	1	12	13	0	0	7	1	0	0	0	8	8	1	0	66	7	1	0	3	78	80.7	0	0	20	3	1	1	0	25	26.8
H/TOT	0	0	1	0	0	0	0	1	1	1	0	35	8	0	0	1	45	45.2	0	0	23	2	0	0	0	25	25	1	0	212	36	9	3	4	265	276.6	1	0	82	11	1	1	2	98	101
12:00	0	0	2	0	0	0	0	2	2	0	0	7	4	1	0	0	12	12.5	0	0	6	0	0	0	0	6	6	0	0	62	7	4	0	0	73	75	0	0	27	1	1	0	1	30	31.5
12:15	0	0	5	0	0	0	0	5	5	0	0	8	2	2	0	0	12	13	0	0	3	1	0	0	0	4	4	0	0	67	8	2	0	0	77	78	0	0	20	2	0	0	0	22	22
12:30	0	0	5	0	0	0	0	5	5	0	0	8	1	0	0	0	9	9	0	0	9	0	0	0	0	9	9	0	0	68	16	2	0	1	87	89	0	0	33	4	0	1	0	38	39.3
12:45	0	0	5	1	0	0	0	6	6	0	0	11	3	0	0	1	15	16	0	0	6	0	0	0	0	6	6	0	0	75	11	1	0	0	87	87.5	0	0	24	3	0	0	0	27	27
H/TOT	0	0	17	1	0	0	0	18	18	0	0	34	10	3	0	1	48	50.5	0	0	24	1	0	0	0	25	25	0	0	272	42	9	0	1	324	329.5	0	0	104	10	1	1	1	117	119.8
13:00	0	0	2	0	0	0	0	2	2	0	0	6	2	0	0	0	8	8	0	0	7	0	0	0	0	7	7	0	0	78	9	2	0	0	89	90	0	0	19	5	0	0	1	25	26
13:15	0	0	2	0	0	0	0	2	2	0	0	7	1	0	0	0	8	8	0	0	5	2	0	0	0	7	7	0	0	56	9	1	1	1	68	70.8	0	0	26	5	1	0	0	32	32.5
13:30	0	0	7	0	0	0	0	7	7	1	0	11	5	0	0	0	17	16.2	0	0	8	2	0	0	0	10	10	0	0	64	7	0	0	0	71	71	0	0	29	2	0	0	0	31	31
13:45	0	0	1	0	0	0	0	1	1	0	0	8	5	1	0	0	14	14.5	0	0	7	0	0	0	0	7	7	0	0	67	6	3	1	1	78	81.8	0	0	28	4	0	0	0	32	32
H/TOT	0	0	12	0	0	0	0	12	12	1	0	32	13	1	0	0	47	46.7	0	0	27	4	0	0	0	31	31	0	0	265	31	6	2	2	306	313.6	0	0	102	16	1	0	1	120	121.5
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14:30	0	0	2	0	0	0	0	2	2	0	0	8	0	1	0	1	10	11.5	0	0	6	0	1	0	0	7	7.5	0	0	73	6	2	1	1	83	86.3	0	0	32	7	0	0	0	39	39
14:45	0	0	1	0	0	0	0	1	1	0	0	9	2	1	0	0	12	12.5	0	0	12	0	0	0	0	12	12	0	0	77	8	2	0	0	87	88	0	0	28	5	0	0	0	33	33
H/TOT	0	0	4	0	0	0	0	4	4	0	0	32	5	2	1	1	41	44.3	0	0	28	1	2	0	0	31	32	0	0	307	35	5	2	3	352	360.1	0	0	117	19	3	0	0	139	140.5
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H/TOT	0	0	8	1	0	0	0	9	9	0	0	43	4	1	0	1	49	50.5	0	0	15	2	0	0	0	17	17	0	0	327	42	7	0	2	378	383.5	0	0	112	12	3	1	1	129	132.8
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16:15	0	0	4	0	0	0	0	4	4	0	0	13	0	0	0	0	13	13	0	0	6	2	0	0	0	8	8	0	0	86	9	0	0	0	95	95	0	0	36	1	1	0	1	39	40.5
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H/TOT	0	0	9	0	0	0	0	9	9	0	0	41	5	1	0	1	48	49.5	0	0	29	4	0	0	0	33	33	0	0	352	39	4	1	3	399	405.3	0	0	129	15	1	0	1	146	147.5
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H/TOT	0	0	3	1	0	0	0	4	4	0	0	25	1	1	0	1	28	29.5	0	0	35	1	0	0	0	36	36	0	0	388	44	2	1	2	437	441.3	0	0	119	9	1	0	0	129	129.5
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H/TOT	0	0	9	0	0	0	0	9	9	0	0	36	3	1	0	0	40	40.5	0	0	27	1	0	0	0	28	28	1	0	311	31	1	1	2	347	350	0	0	116	8	1	0	1	126	127.5
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H/TOT	0	0	8	0	0	0	0	8	8	0	0	29	1	2	0	0	32	33	0	0	29	4	1	0	0	34	34.5	0	0	287	38	2	1	3	331	336.3	0	0	87	7	0	0	0	94	94
20:00	0	0	3	0	0	0	0	3	3	0	0	9	1	0	0	0	10	10	0	0	6	1	0	0	0	7	7	0	0	57	6	0	0	0	63	63	0	0	22	1	0	0	0	23	23
20:15	0	0	4	0	0	0	0	4	4	0	0	8	0	0	0	1	9	10	0	0	7	0	0	0	0	7	7	0	0	78	5	0	0	0	83	83	0	0	22	2	0	0	0	24	24
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H/TOT	0	0	13	0	0	0	0	13	13	1	0	24	2	0	0	2	29	30.2	0	0	17	2	0	0	0	19	19	0	0	251	19	1	1	2	274	277.8	0	0	69	3	0	0	2	74	76
21:00	0	0	3	0	0	0	0	3	3	0	0	6	0	0	0	0	6	6	0	0	1	1	0	0	0	2	2	1	0	51	3	0	0	1	56	56.2	0	0	13	2	0	0	0	15	15
21:15	0	0	5	0	0	0	0	5	5	0	0	2	2	0	0	0	4	4	0	0	0	1	0	0	0	1	1	0	0	48	3	0	0	0	51	51	0	0	12	0	0	0	0	12	12
21:30	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	46	3	1	0	0	50	50.5	0	0	10	3	0	0	0	13	13
21:45	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	57	3	1	0	0	61	61.5	0	0	2	1	0	0	0	3	3
H/TOT	0	0	11	0	0	0	0	11	11	0	0	11	2	0	0	0	13	13	0	0	3	3	0	0	0	6	6	1	0	202	12	2	0	1	218	219.2	0	0	37	6	0	0	0	43	43

	B => B									B => C									B => D									C => A									C => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	34	11	1	1	0	47	48.8	0	0	7	0	0	0	0	7	7	1	0	1	0	0	0	0	2	1.2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	7	2	1	0	31	33.3	0	0	4	1	0	0	0	5	5	0	0	4	0	0	0	0	4	4
11:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	33	3	1	2	0	39	42.1	0	0	4	0	0	0	0	4	4	0	0	0	1	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	29	2	1	1	0	33	34.8	0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	117	23	5	5	0	150	159	0	0	23	1	1	0	0	25	25.5	1	0	5	1	0	0	0	7	6.2
12:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	43	5	1	0	0	49	49.5	0	0	2	1	0	0	0	3	3	0	0	3	0	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	26	12	4	1	0	43	46.3	0	0	5	1	0	0	0	6	6	0	0	4	1	0	0	0	5	5
12:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	45	9	1	1	0	56	57.8	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	4	147	30	6	3	0	190	194.5	0	0	17	2	0	0	0	19	19	0	0	11	2	0	0	0	13	13
13:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	46	3	1	0	0	50	50.5	0	0	5	2	0	0	0	7	7	0	0	3	0	0	0	0	3	3
13:15	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	49	3	2	0	0	54	55	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1
13:30	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7	0	0	45	2	0	0	0	47	47	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	34	6	3	2	0	45	49.1	0	1	3	0	0	0	0	4	3.4	0	0	2	0	0	0	0	2	2
H/TOT	0	0	2	0	0	0	0	2	2	0	0	19	0	0	0	0	19	19	0	0	174	14	6	2	0	196	201.6	0	1	17	2	0	0	0	20	19.4	0	0	7	0	0	0	0	7	7
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14:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	63	11	0	1	0	75	76.3	0	0	9	0	0	0	0	9	9	0	0	3	0	0	0	0	3	3
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	21	0	0	0	0	21	21	0	0	173	30	4	2	1	210	215.6	0	0	28	3	0	0	0	31	31	0	0	17	1	1	0	0	19	19.5
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	0	21	21.5	0	1	209	28	2	2	1	243	247	0	0	32	2	1	0	0	35	35.5	0	0	14	1	0	0	0	15	15
16:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	48	10	1	1	0	60	61.8	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	63	11	0	0	0	74	74	0	0	3	1	0	0	0	4	4	0	0	3	0	0	0	0	3	3
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	0	0	213	36	4	2	0	255	259.6	0	0	19	3	0	0	0	22	22	0	0	8	0	0	0	0	8	8
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H/TOT	0	0	0	1	0	0	0	1	1	0	0	14	0	0	0	0	14	14	0	0	222	31	3	1	0	257	259.8	0	0	15	2	0	0	0	17	17	0	0	10	0	0	0	0	10	10
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	4	0	0	0	53	53	0	0	7	0	0	0	0	7	7	0	0	5	0	0	0	0	5	5
18:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	55	4	0	1	0	60	61.3	0	0	8	0	0	0	0	8	8	0	0	4	0	0	0	0	4	4
18:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	30	7	0	0	0	37	37	0	0	7	0	0	0	0	7	7	0	0	2	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	33	4	0	0	0	37	37	0	0	5	1	1	0	0	7	7.5	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	167	19	0	1	0	187	188.3	0	0	27	1	1	0	0	29	29.5	0	0	14	0	0	0	0	14	14
19:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	22	1	1	0	0	24	24.5	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2
19:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	28	2	0	0	0	30	30	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2
19:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	36	1	0	0	0	37	37	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1
19:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	28	2	0	0	0	30	30	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	114	6	1	0	0	121	121.5	0	0	19	1	0	0	0	20	20	0	0	5	0	0	0	0	5	5
20:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1.4	0	0	24	2	0	0	0	26	26	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
20:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	35	1	0	0	0	36	36	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	15	1	0	0	0	17	16.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	22	2	0	1	0	25	26.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	9	8.4	1	0	96	6	0	1	0	104	104.5	0	0	4	0	0	0	0	4	4	0	0	4	1	0	0	0	5	5
21:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	22	0	0	0	0	22	22	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1
21:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
21:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	11	0	1	0	0	12	12.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	65	2	1	0	0	68	68.5	0	0	2	3	0	0	0	5	5	0	0	2	0	0	0	0	2	2

	C => C									C => D									D => A									D => B									D => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	4	3.7	0	0	65	7	1	2	0	75	78.1	0	0	33	9	2	1	0	45	47.3	0	0	1	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	50	11	0	0	1	62	63	0	0	32	1	2	2	0	37	40.6	0	0	1	1	0	0	0	2	2
11:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	52	3	3	0	0	58	59.5	0	0	35	6	5	1	0	47	50.8	0	0	3	0	0	0	0	3	3
11:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	77	11	4	1	1	94	98.3	0	0	20	4	3	3	0	30	35.4	0	0	1	1	1	0	0	3	3.5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	12	0	1	0	0	14	13.7	0	0	244	32	8	3	2	289	298.9	0	0	120	20	12	7	0	159	174.1	0	0	6	2	1	0	0	9	9.5
12:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	68	6	1	2	0	77	80.1	0	0	27	10	2	0	0	39	40	0	0	2	1	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	70	6	0	1	1	78	80.3	0	0	36	9	2	0	0	47	48	0	0	3	0	0	0	0	3	3
12:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	67	11	2	1	0	81	83.3	0	0	42	11	0	0	0	53	53	0	0	4	0	0	0	0	4	4
12:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	77	14	2	0	0	93	94	0	0	40	7	1	0	0	48	48.5	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	282	37	5	4	1	329	337.7	0	0	145	37	5	0	0	187	189.5	0	0	9	2	0	0	0	11	11
13:00	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	1	0	74	6	1	2	0	84	86.3	0	0	35	5	3	2	0	45	49.1	0	0	2	0	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	54	6	1	0	1	62	63.5	0	0	26	4	1	0	0	31	31.5	0	0	3	1	0	0	0	4	4
13:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	74	5	0	0	0	79	79	0	0	26	9	1	0	0	36	36.5	0	0	4	1	0	0	0	5	5
13:45	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6	0	0	70	9	0	1	0	80	81.3	0	0	52	3	0	0	0	55	55	0	0	13	1	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	5	0	0	0	21	21	1	0	272	26	2	3	1	305	310.1	0	0	139	21	5	2	0	167	172.1	0	0	22	3	0	0	0	25	25
14:00	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22	22	0	0	81	11	0	0	1	93	94	0	0	43	7	2	0	0	52	53	0	0	2	1	0	0	0	3	3
14:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	86	3	4	2	1	96	101.6	0	0	40	12	3	0	0	55	56.5	0	0	3	0	0	0	0	3	3
14:30	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5	0	0	81	6	0	0	0	87	87	0	1	31	5	2	0	0	39	39.4	0	0	4	0	0	0	0	4	4
14:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	65	14	0	0	2	81	83	0	0	50	8	1	0	1	60	61.5	0	0	10	2	0	0	0	12	12
H/TOT	0	0	0	0	0	0	0	0	0	0	0	33	1	1	0	0	35	35.5	0	0	313	34	4	2	4	357	365.6	0	1	164	32	8	0	1	206	210.4	0	0	19	3	0	0	0	22	22
15:00	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	79	6	1	1	0	87	88.8	1	0	43	3	0	0	0	47	46.2	0	0	5	0	0	0	0	5	5
15:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	83	11	1	1	2	98	101.8	0	0	51	11	4	0	1	67	70	0	0	3	0	0	0	0	3	3
15:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	86	13	1	0	0	100	100.5	0	0	56	2	3	0	0	61	62.5	0	0	5	0	1	0	0	6	6.5
15:45	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5	0	0	72	15	2	0	0	89	90	0	0	46	6	2	0	0	54	55	0	0	5	0	1	0	0	6	6.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	26	5	1	0	0	32	32.5	0	0	320	45	5	2	2	374	381.1	1	0	196	22	9	0	1	229	233.7	0	0	18	0	2	0	0	20	21
16:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	84	12	0	1	1	98	100.3	0	0	58	5	1	0	0	64	64.5	0	0	8	0	0	0	0	8	8
16:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	70	11	1	0	1	83	84.5	0	0	48	7	1	0	0	56	56.5	0	0	5	2	0	0	0	7	7
16:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	1	0	90	19	2	0	0	112	112.2	0	0	51	6	0	0	0	57	57	0	0	4	0	0	0	0	4	4
16:45	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	84	17	0	0	0	101	101	0	0	53	8	1	2	0	64	67.1	0	0	6	3	0	0	0	9	9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22	22	1	0	328	59	3	1	2	394	398	0	0	210	26	3	2	0	241	245.1	0	0	23	5	0	0	0	28	28
17:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	96	19	1	0	0	116	116.5	1	0	42	6	0	0	0	49	48.2	0	0	3	1	0	0	0	4	4
17:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	75	11	3	0	0	89	90.5	1	0	50	7	0	0	0	58	57.2	0	0	6	0	0	0	0	6	6
17:30	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	1	94	10	2	1	0	108	109.7	0	0	50	2	0	0	0	52	52	0	0	5	1	0	0	0	6	6
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	86	9	0	2	0	97	99.6	0	0	36	2	0	0	0	38	38	0	0	5	1	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	1	351	49	6	3	0	410	416.3	2	0	178	17	0	0	0	197	195.4	0	0	19	3	0	0	0	22	22
18:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	94	9	1	1	1	106	108.8	0	0	38	5	0	1	0	44	45.3	0	0	6	0	0	0	0	6	6
18:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	67	8	1	0	0	76	76.5	0	0	26	5	0	0	0	31	31	0	0	3	0	1	0	0	4	4.5
18:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	96	9	0	0	1	106	107	0	0	31	3	0	0	0	34	34	0	0	3	0	0	0	0	3	3
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	70	9	2	0	0	81	82	0	0	39	3	0	0	0	42	42	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	0	0	327	35	4	1	2	369	374.3	0	0	134	16	0	1	0	151	152.3	0	0	15	0	1	0	0	16	16.5
19:00	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	65	3	1	0	0	69	69.5	0	0	22	5	1	0	0	28	28.5	0	0	2	0	0	0	0	2	2
19:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	66	9	1	0	0	76	76.5	0	0	33	1	0	0	0	34	34	0	0	1	1	0	0	0	2	2
19:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	71	8	1	1	0	81	82.8	0	0	23	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	70	7	1	0	1	79	80.5	0	0	31	2	0	0	0	33	33	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0	0	272	27	4	1	1	305	309.3	0	0	109	8	1	0	0	118	118.5	0	0	3	1	0	0	0	4	4
20:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	2.4	0	0	51	5	0	0	0	56	56	0	0	12	3	0	0	0	15	15	0	0	3	0	0	0	0	3	3
20:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	41	6	0	0	0	48	47.2	0	0	27	2	0	0	0	29	29	0	0	1	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	64	7	0	0	1	72	73	0	0	11	3	0	0	0	14	14	0	0	3	0	0	0	0	3	3
20:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	38	3	0	0	0	42	41.4	1	0	10	1	0	0	0	12	11.2	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	7	6.4	1	1	194	21	0	0	1	218	217.6	1	0	60	9	0	0	0	70	69.2	0	0	9	0	0	0	0	9	9
21:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	37	3	0	0	0	40	40	0	0	14	0	0	0	0	14	14	0	0	2	0	0	0	0	2	2
21:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	39	5	0	1	0	46	46.5	0	0	19	0	0	0	0	19	19	0	0	3	0	0	0	0	3	3
21:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	33	1	0	0	1	35	36	0	0	12	0	1	0	0	13	13.5	0	0	0	1	0	0	0	1	1
21:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	32	0	0	0	0	32	32	0	0	8	1	0	0	0	9	9	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	1	0	141	9	0	1	1	153	154.5	0	0	53	1	1	0	0	55	55.5	0	0	8	1	0	0	0	9	9

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
11:00	0	0	1	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1
12:00	0	0	2	0	0	0	0	2	2
12:15	0	0	1	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	1	0	0	1	1.5
H/TOT	0	0	3	0	1	0	0	4	4.5
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1
15:00	0	0	1	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	5	0	0	0	0	5	5
15:45	0	0	1	0	0	0	0	1	1
H/TOT	0	0	7	0	0	0	0	7	7
16:00	0	0	1	0	0	0	0	1	1
16:15	0	0	2	0	1	0	0	3	3.5
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	1	0	0	4	4.5
17:00	0	0	1	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1
18:00	0	0	1	1	0	0	0	2	2
18:15	0	0	1	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	1	0	0	0	3	3
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	1	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 3
Location: R772/Knockenrahan/Yellow Lane
Date: Tue 19-May-2026
AM Peak: 08:15 — 09:15 **Total:** 1591
PM Peak: 15:45 — 16:45 **Total:** 1656
15 Min Peak: 17:00 — 17:15 **Total:** 436

Arm A - R772
Arm B - Yellow Lane
Arm C - Knockenrahan
Arm D - R772

	A => A									A => B									A => C									A => D									B => A								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5	0	0	3	0	0	0	0	3	3	0	0	47	2	0	0	0	49	49	0	0	3	0	0	0	0	3	3
22:15	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	25	0	0	4	0	0	0	0	4	4
22:30	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	19	3	0	0	1	23	24	0	0	7	2	0	0	0	9	9
22:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	16	0	0	0	2	18	20	0	0	3	0	0	0	0	3	3
H/TOT	0	0	13	0	0	0	0	13	13	0	0	8	0	0	0	0	8	8	0	0	8	0	0	0	0	8	8	0	0	107	5	0	0	3	115	118	0	0	17	2	0	0	0	19	19
23:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
23:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	11	0	1	0	0	12	12.5	0	0	1	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	1	0	0	0	0	1	1	0	0	12	0	0	0	0	12	12	0	0	6	0	0	0	0	6	6
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1
H/TOT	0	0	4	0	0	0	0	4	4	1	0	0	0	0	0	0	1	0.2	0	0	4	0	0	0	0	4	4	0	0	41	0	1	0	0	42	42.5	0	0	8	0	0	0	0	8	8
24 TOT	0	0	120	4	0	0	0	124	124	6	1	445	81	20	2	14	569	590.2	0	0	331	28	4	0	0	363	365	5	1	4224	521	77	25	33	4886	4985.4	1	0	1391	165	20	4	15	1596	1625.4

	B => B									B => C									B => D									C => A									C => B								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	33	1	0	0	0	34	34	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
23:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	9	1	0	0	0	10	10	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
24 TOT	0	0	4	2	0	0	0	6	6	1	1	181	12	1	0	0	196	195.1	3	7	2311	331	59	31	3	2745	2811.2	0	1	338	31	5	0	0	375	376.9	1	0	159	13	1	0	0	174	173.7

	C => C									C => D									D => A									D => B									D => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	32	2	0	0	0	34	34	0	0	5	1	0	0	0	6	6	0	0	3	0	0	0	0	3	3
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	1	0	30	31.3	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	32	1	0	0	0	33	33	0	0	6	2	0	0	0	8	8	0	0	2	1	0	0	0	3	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	1	0	1	15	16.5	0	0	3	0	1	0	0	4	4.5	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	104	5	1	1	1	112	114.8	0	0	22	4	1	0	0	27	27.5	0	0	6	1	0	0	0	7	7
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
23:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	10	0	1	0	0	11	11.5	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	32	0	1	0	0	33	33.5	0	0	6	0	1	0	0	7	7.5	0	0	4	0	0	0	0	4	4
24 TOT	0	0	0	0	0	0	0	0	0	1	1	240	29	4	0	0	275	275.6	5	2	4223	582	80	40	31	4963	5080.8	4	1	2322	328	69	13	5	2742	2794.6	0	0	221	30	5	0	0	256	258.5

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
24 TOT	0	0	26	2	2	0	0	30	31



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 4
Location: R747/R772
Date: Tue 19-May-2026
AM Peak: 08:15 — 09:15 **Total:** 1845
PM Peak: 17:30 — 18:30 **Total:** 1740
15 Min Peak: 08:30 — 08:45 **Total:** 490

Arm A - R772 Upper Main St
Arm B - R772 Wexford Rd
Arm C - Coolgreaney Rd
Arm D - R747 Vale Rd

	A => A									A => B									A => C									A => D									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	1	10	11	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
00:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4
00:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	1	23	24	0	0	9	1	0	0	0	10	10	0	0	10	0	0	0	0	10	10	0	0	9	0	0	0	0	9	9
01:00	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	1	6	6.2	1	0	2	0	0	0	0	3	2.2	0	0	4	1	0	0	0	5	5	0	0	4	0	0	0	0	4	4
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
02:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0	4	4.5	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	2	2	0	0	0	4	4
03:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
03:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	8
04:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
04:30	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
04:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5
05:00	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	1	7	8
05:15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1	1	0	1	0	0	0	0	2	1.2	0	0	11	1	1	0	0	13	13.5
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	22	2	2	0	0	26	27	0	0	9	1	0	0	0	10	10	1	0	2	2	0	0	0	5	4.2	0	0	60	16	3	0	1	80	82.5
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	34	13	1	0	0	48	48.5	0	0	8	4	0	0	0	12	12	0	0	17	0	0	0	0	17	17	0	0	71	26	4	0	1	102	105
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	65	16	5	0	1	87	90.5	0	0	38	6	0	0	0	44	44	0	0	24	8	3	0	0	35	36.5	2	0	108	28	5	4	3	150	159.1
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H/TOT	0	0	3	0	0	0	0	3	3	0	0	182	27	4	0	2	215	219	0	0	227	5	0	0	1	233	234	0	0	54	2	0	2	3	61	66.6	0	0	162	40	6	1	1	210	215.3
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H/TOT	0	0	11	4	0	0	0	15	15	1	0	277	32	5	0	2	317	320.7	0	0	108	3	2	1	1	115	118.3	0	0	57	6	0	0	0	63	63	0	0	239	19	4	1	5	268	276.3
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H/TOT	0	0	11	2	1	0	0	14	14.5	1	0	217	30	7	0	0	255	257.7	0	0	62	8	1	0	0	71	71.5	0	2	66	6	0	0	0	74	72.8	0	0	230	31	4	1	3	269	275.3

	B => B									B => C									B => D									C => A									C => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
00:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0	0	2	1	0	0	0	3	3	0	0	0	1	0	0	0	1	1
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	1	1	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	3	2	0	0	0	5	5	0	0	34	6	2	1	0	43	45.3	2	0	60	11	1	0	0	74	72.9	0	0	2	0	0	0	0	2	2
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H/TOT	0	0	4	1	0	1	0	6	7.3	0	0	11	0	0	0	0	11	11	0	0	62	12	2	0	2	78	81	0	1	80	10	0	0	2	93	94.4	0	0	14	1	0	0	0	15	15
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H/TOT	0	0	4	0	0	0	0	4	4	0	0	65	7	0	1	0	73	74.3	0	0	102	17	4	1	1	125	129.3	0	0	239	13	0	1	3	256	260.3	0	0	88	6	0	0	0	94	94
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09:45	0	0	3	0	0	0	0	3	3	1	0	13	1	0	0	0	15	14.2	0	0	15	5	2	0	0	22	23	0	0	31	4	0	0	0	35	35	0	0	10	0	0	0	0	10	10
H/TOT	0	0	12	0	0	0	0	12	12	1	0	45	2	0	0	0	48	47.2	0	0	81	18	4	3	0	106	111.9	0	0	167	10	0	0	1	178	179	1	0	56	2	1	0	0	60	59.7
10:00	0	0	3	0	0	0	0	3	3	0	0	9	1	0	0	0	10	10	0	0	14	2	3	0	0	19	20.5	0	0	26	2	0	0	0	28	28	0	0	6	0	0	0	0	6	6
10:15	0	0	1	1	0	0	0	2	2	0	0	6	1	1	0	0	8	8.5	0	0	12	4	4	1	0	21	24.3	0	0	24	2	0	0	1	27	28	0	0	9	0	0	0	0	9	9
10:30	0	0	3	0	0	0	0	3	3	0	0	14	0	0	0	0	14	14	0	0	17	3	0	0	0	20	20	0	0	18	3	0	0	0	21	21	0	0	8	0	0	0	0	8	8
10:45	0	0	2	2	0	0	0	4	4	1	0	14	0	0	0	0	15	14.2	0	0	17	5	3	2	0	27	31.1	1	0	21	3	0	0	0	25	24.2	0	0	13	0	0	0	0	13	13
H/TOT	0	0	9	3	0	0	0	12	12	1	0	43	2	1	0	0	47	46.7	0	0	60	14	10	3	0	87	95.9	1	0	89	10	0	0	1	101	101.2	0	0	36	0	0	0	0	36	36

	C => C									C => D									D => A									D => B									D => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
00:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	1	3	0	0	0	0	4	3.4	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	1	4	0	0	0	0	5	4.4	0	0	2	0	0	0	0	2	2
05:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	1	0	0	1	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	13	5	0	0	0	18	18	1	0	12	5	0	0	0	18	17.2	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	7	0	1	0	0	8	8.5	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	7	0	1	0	0	8	8.5	0	0	6	1	0	1	0	8	9.3	0	0	1	0	0	0	0	1	1
06:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	10	2	0	0	0	12	12	0	0	6	1	1	1	1	10	12.8	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	6	3	0	0	0	9	9	0	0	9	1	0	0	0	10	10	0	0	4	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	17	17	0	0	30	5	2	0	0	37	38	0	0	28	3	1	2	1	35	39.1	0	0	5	1	0	0	0	6	6
07:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	11	1	1	0	0	13	13.5	0	0	9	1	0	0	0	10	10	0	0	1	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	18	3	1	0	0	22	22.5	0	0	3	0	0	0	0	3	3
07:30	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	12	2	0	0	0	14	14	0	1	17	5	0	0	0	23	22.4	0	0	3	0	0	0	0	3	3
07:45	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	12	12.5	0	0	15	3	1	0	0	19	19.5	0	0	18	5	2	0	0	25	26	0	0	6	0	0	0	1	7	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	7	1	0	0	31	31.5	0	0	41	6	2	0	0	49	50	0	1	62	14	3	0	0	80	80.9	0	0	13	0	0	0	1	14	15
08:00	0	0	2	0	0	0	1	3	4	0	0	13	1	0	0	0	14	14	0	0	20	3	0	0	0	23	23	0	0	16	2	0	1	0	19	20.3	0	0	10	1	0	0	0	11	11
08:15	0	0	1	0	0	0	0	1	1	0	0	29	1	0	0	1	31	32	0	0	32	1	1	0	0	34	34.5	0	0	39	6	0	0	0	45	45	0	0	22	2	0	0	1	25	26
08:30	0	0	1	0	0	0	0	1	1	0	0	31	1	0	0	0	32	32	0	0	25	0	0	0	1	26	27	0	0	26	1	0	1	1	29	31.3	0	0	19	0	1	0	0	20	20.5
08:45	0	0	1	0	0	0	0	1	1	0	0	10	1	0	0	0	11	11	0	0	30	8	2	0	0	40	41	0	0	32	5	1	0	0	38	38.5	0	0	23	0	1	1	0	25	26.8
H/TOT	0	0	5	0	0	0	1	6	7	0	0	83	4	0	0	1	88	89	0	0	107	12	3	0	1	123	125.5	0	0	113	14	1	2	1	131	135.1	0	0	74	3	2	1	1	81	84.3
09:00	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	0	0	36	1	1	0	0	38	38.5	0	0	29	1	0	0	1	31	32	0	0	9	1	0	0	0	10	10
09:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	1	6	7	0	0	31	2	0	0	1	34	35	0	0	27	8	2	2	1	40	44.6	0	0	6	0	0	0	0	6	6
09:30	0	0	1	0	0	0	0	1	1	0	0	6	1	1	0	0	8	8.5	0	0	16	0	1	0	0	17	17.5	0	0	30	3	1	0	0	34	34.5	0	0	4	0	0	0	0	4	4
09:45	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	21	2	1	0	0	24	24.5	0	0	26	4	3	1	0	34	36.8	0	0	2	0	1	0	0	3	3.5
H/TOT	0	0	2	0	0	0	0	2	2	0	0	29	3	1	0	1	34	35.5	0	0	104	5	3	0	1	113	115.5	0	0	112	16	6	3	2	139	147.9	0	0	21	1	1	0	0	23	23.5
10:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	1	32	4	0	0	0	37	36.4	0	0	23	3	0	0	0	26	26	0	0	3	0	0	0	0	3	3
10:15	0	0	0	1	0	0	0	1	1	0	0	5	0	1	0	0	6	6.5	0	0	17	3	0	0	0	20	20	0	0	14	2	1	1	1	19	21.8	0	0	2	1	0	0	0	3	3
10:30	0	0	0	1	0	0	0	1	1	0	0	4	1	0	0	0	5	5	0	0	26	1	0	0	0	27	27	0	0	18	3	2	0	0	23	24	0	0	0	1	1	0	0	2	2.5
10:45	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	23	3	0	0	0	26	26	0	0	17	3	0	2	1	23	26.6	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	2	0	0	0	2	2	0	0	16	2	1	0	0	19	19.5	0	1	98	11	0	0	0	110	109.4	0	0	72	11	3	3	2	91	98.4	0	0	8	2	1	0	0	11	11.5

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 4
Location: R747/R772
Date: Tue 19-May-2026
AM Peak: 08:15 — 09:15 **Total:** 1845
PM Peak: 17:30 — 18:30 **Total:** 1740
15 Min Peak: 08:30 — 08:45 **Total:** 490

Arm A - R772 Upper Main St
Arm B - R772 Wexford Rd
Arm C - Coolgreaney Rd
Arm D - R747 Vale Rd

	A => A									A => B									A => C									A => D									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	2	0	0	0	0	2	2	0	0	50	11	1	0	1	63	64.5	0	0	15	6	1	0	0	22	22.5	0	0	7	1	1	0	0	9	9.5	0	0	48	2	1	1	1	53	55.8
11:15	0	0	2	1	0	0	0	3	3	0	0	56	7	0	0	0	63	63	0	0	18	0	1	0	0	19	19.5	0	0	15	2	0	0	0	17	17	0	0	56	7	3	0	1	67	69.5
11:30	0	0	1	0	0	0	0	1	1	0	0	66	4	3	0	3	76	80.5	0	0	20	5	1	0	0	26	26.5	0	0	11	3	0	0	0	14	14	0	0	52	3	1	0	0	56	56.5
11:45	0	0	3	1	0	0	0	4	4	0	1	85	4	1	0	0	91	90.9	0	0	21	0	0	0	0	21	21	0	0	19	2	0	0	0	21	21	0	0	54	5	3	2	0	64	68.1
H/TOT	0	0	8	2	0	0	0	10	10	0	1	257	26	5	0	4	293	298.9	0	0	74	11	3	0	0	88	89.5	0	0	52	8	1	0	0	61	61.5	0	0	210	17	8	3	2	240	249.9
12:00	0	0	2	0	0	0	0	2	2	0	0	57	6	2	0	0	65	66	0	0	22	0	0	0	0	22	22	0	0	13	0	0	0	0	13	13	0	0	77	5	2	0	1	85	87
12:15	0	0	3	0	0	0	0	3	3	0	0	76	7	1	0	0	84	84.5	0	0	20	1	1	0	0	22	22.5	0	0	16	1	0	0	0	17	17	0	0	72	8	0	0	1	81	82
12:30	0	0	2	0	0	0	0	2	2	1	0	98	2	2	0	1	104	105.2	0	0	22	3	0	0	0	25	25	0	0	14	2	1	0	0	17	17.5	0	0	55	7	0	0	0	62	62
12:45	0	0	2	0	1	0	0	3	3.5	1	0	99	7	0	0	0	107	106.2	0	0	16	6	0	0	0	22	22	0	0	20	1	0	0	0	21	21	0	0	61	7	1	1	0	70	71.8
H/TOT	0	0	9	0	1	0	0	10	10.5	2	0	330	22	5	0	1	360	361.9	0	0	80	10	1	0	0	91	91.5	0	0	63	4	1	0	0	68	68.5	0	0	265	27	3	1	2	298	302.8
13:00	0	0	3	0	0	0	0	3	3	0	0	72	5	2	0	1	80	82	0	0	34	1	3	0	0	38	39.5	0	0	19	5	0	0	0	24	24	1	0	67	6	2	0	0	76	76.2
13:15	0	0	3	0	0	0	0	3	3	0	0	66	10	2	0	0	78	79	0	0	23	3	0	0	0	26	26	0	0	10	0	0	0	0	10	10	1	0	65	4	1	0	1	72	72.7
13:30	0	0	0	0	0	0	0	0	0	0	0	63	8	1	0	0	72	72.5	0	0	28	2	0	0	1	31	32	0	0	12	1	1	0	0	14	14.5	0	0	63	6	1	0	0	70	70.5
13:45	0	0	2	0	0	0	0	2	2	0	0	64	7	3	0	1	75	77.5	1	0	31	7	1	0	0	40	39.7	0	0	17	1	0	0	0	18	18	0	0	64	6	1	0	0	71	71.5
H/TOT	0	0	8	0	0	0	0	8	8	0	0	265	30	8	0	2	305	311	1	0	116	13	4	0	1	135	137.2	0	0	58	7	1	0	0	66	66.5	2	0	259	22	5	0	1	289	290.9
14:00	0	0	6	0	0	0	0	6	6	1	0	81	7	1	0	1	91	91.7	0	0	33	1	0	0	0	34	34	0	0	20	0	0	0	0	20	20	0	0	62	5	1	0	1	69	70.5
14:15	0	0	4	1	0	0	0	5	5	0	0	106	8	2	0	0	116	117	0	0	35	2	0	0	0	37	37	0	0	27	2	0	0	0	29	29	0	0	65	3	2	0	1	71	73
14:30	0	0	5	0	0	0	0	5	5	0	0	61	9	1	0	1	72	73.5	0	0	30	5	0	0	0	35	35	0	1	21	2	0	0	0	24	23.4	0	0	89	4	0	0	0	93	93
14:45	0	0	2	1	0	0	0	3	3	0	0	80	6	3	0	0	89	90.5	0	0	30	0	1	0	0	31	31.5	0	0	16	2	0	0	0	18	18	0	0	57	9	1	0	1	68	69.5
H/TOT	0	0	17	2	0	0	0	19	19	1	0	328	30	7	0	2	368	372.7	0	0	128	8	1	0	0	137	137.5	0	1	84	6	0	0	0	91	90.4	0	0	273	21	4	0	3	301	306
15:00	0	0	2	0	1	0	0	3	3.5	0	0	73	9	2	0	1	85	87	0	0	28	4	1	0	0	33	33.5	0	0	19	2	1	0	0	22	22.5	0	0	57	1	1	0	0	59	59.5
15:15	0	0	5	0	0	0	0	5	5	0	0	86	3	1	0	0	90	90.5	0	0	28	1	0	0	0	29	29	0	0	18	1	0	0	0	19	19	0	0	66	10	4	0	1	81	84
15:30	0	0	2	0	0	0	0	2	2	0	0	67	10	1	0	0	78	78.5	1	0	42	0	0	0	0	43	42.2	0	0	17	1	0	0	0	18	18	0	0	54	6	2	0	0	62	63
15:45	0	0	2	0	0	0	0	2	2	0	0	69	5	2	0	1	77	79	0	0	27	1	0	0	0	28	28	0	0	26	1	1	0	0	28	28.5	1	0	49	6	2	0	0	58	58.2
H/TOT	0	0	11	0	1	0	0	12	12.5	0	0	295	27	6	0	2	330	335	1	0	125	6	1	0	0	133	132.7	0	0	80	5	2	0	0	87	88	1	0	226	23	9	0	1	260	264.7
16:00	0	0	1	0	0	0	0	1	1	1	0	77	5	0	0	1	84	84.2	0	0	37	4	0	0	1	42	43	0	1	22	5	3	0	1	32	33.9	0	0	57	5	1	0	1	64	65.5
16:15	0	0	2	0	0	0	0	2	2	0	0	85	10	0	0	0	95	95	0	0	40	3	1	0	0	44	44.5	0	0	24	3	0	0	0	27	27	0	0	66	9	0	0	1	76	77
16:30	0	0	2	0	0	0	0	2	2	1	1	64	14	1	0	0	81	80.1	0	0	39	7	0	0	0	46	46	0	0	13	1	0	0	0	14	14	0	0	63	8	0	0	0	71	71
16:45	0	0	1	0	0	0	0	1	1	0	0	78	5	0	0	1	84	85	0	0	38	6	0	0	0	44	44	0	0	21	1	0	0	0	22	22	1	0	69	8	1	0	0	79	78.7
H/TOT	0	0	6	0	0	0	0	6	6	2	1	304	34	1	0	2	344	344.3	0	0	154	20	1	0	1	176	177.5	0	1	80	10	3	0	1	95	96.9	1	0	255	30	2	0	2	290	292.2
17:00	0	0	2	0	0	0	0	2	2	0	0	97	10	2	0	2	111	114	0	0	54	7	0	0	0	61	61	0	0	25	1	0	0	0	26	26	0	0	64	13	0	0	0	77	77
17:15	0	0	0	0	0	0	0	0	0	0	0	78	6	0	0	0	84	84	0	0	44	2	0	0	0	46	46	0	0	24	1	0	0	0	25	25	0	0	48	6	2	0	0	56	57
17:30	0	0	3	0	0	0	0	3	3	0	1	95	10	0	0	0	106	105.4	0	0	41	4	0	0	0	45	45	0	0	16	0	0	0	0	16	16	0	1	65	4	1	1	0	72	73.2
17:45	0	0	3	0	0	0	0	3	3	1	0	71	1	0	0	0	73	72.2	0	0	32	0	0	0	0	32	32	0	0	37	4	2	0	0	43	44	0	0	59	4	0	0	0	63	63
H/TOT	0	0	8	0	0	0	0	8	8	1	1	341	27	2	0	2	374	375.6	0	0	171	13	0	0	0	184	184	0	0	102	6	2	0	0	110	111	0	1	236	27	3	1	0	268	270.2
18:00	0	0	3	1	0	0	0	4	4	0	0	90	9	0	0	2	101	103	0	0	41	3	0	0	0	44	44	0	0	12	2	1	0	0	15	15.5	0	0	72	5	0	0	1	78	79
18:15	0	0	2	1	0	0	0	3	3	0	0	75	4	0	0	0	79	79	0	0	50	3	1	0	0	54	54.5	0	0	21	2	0	0	1	24	25	1	0	65	4	0	0	0	70	69.2
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H/TOT	0	0	17	2	0	0	0	19	19	0	0	289	26	2	0	2	319	322	0	0	148	12	1	0	0	161	161.5	0	0	78	5	1	0	1	85	86.5	2	0	266	17	1	0	2	288	288.9
19:00	0	0	1	0	0	0	0	1	1	0	0	71	6	1	0	2	80	82.5	0	0	34	2	1	0	0	37	37.5	0	0	18	6	0	0	0	24	24	0	0	63	2	1	0	0	66	66.5
19:15	0	0	3	0	1	0	0	4	4.5	0	0	72	7	0	0	0	79	79	0	0	32	1	0	0	0	33	33	0	0	12	0	0	0	0	12	12	0	0	64	5	0	0	0	69	69
19:30	0	0	3	0	0	0	0	3	3	0	0	71	3	0	0	0	74	74	0	0	50	2	0	0	0	52	52	0	0	21	1	0	0	0	22	22	0	0	63	7	0	0	0	70	70
19:45	0	0	0	0	0	0	0	0	0	0	0	71	5	1	0	1	78	79.5	0	0	27	1	0	0	0	28	28	0	0	17	3	1	0	0	21	21.5	0	0	59	2	1	0	1	63	64.5
H/TOT	0	0	7	0	1	0	0	8	8.5	0	0	285	21	2	0	3	311	315	0	0	143	6	1	0	0	150	150.5	0	0	68	10	1	0	0	79	79.5	0	0	249	16	2	0	1	268	270
20:00	0	0	2	0	0	0	0	2	2	0	0	66	6	0	0	0	72	72	0	0	20	4	0	0	0	24	24	0	0	11	3	0	0	0	14	14	0	0	48	4	0	0	0	52	52
20:15	0	0	2	0	0	0	0	2	2	0	0	81	4	0	0	0	85	85	0	0	21	1	0	0	0	22	22	0	0	14	1	0	0	0	15	15	0	0	49	6	0	0	0	55	55
20:30	0	0	2	0	0	0	0	2	2	0	0	50	1	0	0	1	52	53	0	0	14	1	0	0	0	15	15	0	0	9	1	0	0	0	10	10	0	0	51	3	0	0	0	54	54
20:45	0	0	4	0	0	0	0	4	4	0	0	45	3	0	0	1	49	50	0	0	12	4	0	0	0	16	16	0	0	8	2	0	0	0	10	10	0	1	40	1	0	0	0	42	41.4
H/TOT	0	0	10	0	0	0	0	10	10	0	0	242	14	0	0	2	258	260	0	0	67	10	0	0	0	77	77	0	0	42	7	0	0	0	49	49	0	1	188	14	0	0	0	203	202.4
21:00	0	0	2	0	0	0	0	2	2	0	0	43	6	0	0	0	49	49	0	0	12	2	0	0	0	14	14	0	0	12	1	0	0	0	13	13	0	0	43	5	0	0	0	48	48
21:15	0	0	3	0	0	0	0	3	3	0	0	53	3	0	0	0	56	56	0	0	17	0	0	0	0	17	17	0	0	6	1	1	0	0	8	8.5	0	0	40	1	0	0	0	41	41
21:30	0	0	2	0	0	0	0	2	2	0	0	35	3	0	0	0	38	38	0	0	13	0	0	0	0	13	13	0	0	5	0	0	0	0	5	5	0	0	36	3	0	0	1	40	41
21:45	0	0	1	0	0	0	0	1	1	1	0	36	2	1	0	0	40	39.7	0	0	8	1	0	0	0	9	9	0	0	6	0	0	0	0	6	6	1	0	29	1	0	0	0	31	30.2
H/TOT	0	0	8	0	0	0	0	8	8	1	0	167	14	1	0	0	183	182.7	0	0	50	3	0	0	0	53	53	0	0	29	2	1	0	0	32	32.5	1	0	148	10	0	0	1	160	160.2

	B => B									B => C									B => D									C => A									C => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	2	0	0	0	0	2	2	0	0	15	2	0	0	0	17	17	0	0	17	6	2	1	0	26	28.3	0	0	18	1	0	0	1	20	21	1	0	15	2	0	0	0	18	17.2
11:15	0	0	2	0	0	0	0	2	2	0	0	8	1	0	0	0	9	9	0	0	18	4	1	0	1	24	25.5	1	0	12	3	2	0	0	18	18.2	0	0	11	0	0	0	0	11	11
11:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	20	5	1	0	1	27	28.5	1	0	18	3	0	0	0	22	21.2	0	0	12	0	0	0	0	12	12
11:45	0	0	4	0	0	0	0	4	4	0	0	14	0	0	0	0	14	14	0	0	28	5	3	0	0	36	37.5	0	0	23	0	0	0	0	23	23	0	0	7	1	0	0	0	8	8
H/TOT	0	0	8	0	0	0	0	8	8	0	0	47	3	0	0	0	50	50	0	0	83	20	7	1	2	113	119.8	2	0	71	7	2	0	1	83	83.4	1	0	45	3	0	0	0	49	48.2
12:00	0	0	8	0	0	0	0	8	8	1	0	11	1	0	0	0	13	12.2	0	0	18	4	0	1	1	24	26.3	0	0	30	3	0	0	1	34	35	0	0	4	1	0	0	0	5	5
12:15	0	0	3	0	0	0	0	3	3	0	0	11	0	0	0	0	11	11	0	0	31	3	0	2	0	36	38.6	0	0	22	0	0	0	0	22	22	0	0	11	1	0	0	0	12	12
12:30	0	0	1	1	0	0	0	2	2	0	0	10	1	0	0	0	11	11	0	0	26	3	1	0	0	30	30.5	0	0	18	0	0	0	0	18	18	0	0	9	1	0	0	0	10	10
12:45	0	0	1	0	0	0	0	1	1	0	0	11	1	0	0	0	12	12	0	0	38	3	0	0	0	41	41	0	0	34	3	0	0	1	38	39	0	0	7	2	0	0	0	9	9
H/TOT	0	0	13	1	0	0	0	14	14	1	0	43	3	0	0	0	47	46.2	0	0	113	13	1	3	1	131	136.4	0	0	104	6	0	0	2	112	114	0	0	31	5	0	0	0	36	36
13:00	0	0	5	0	0	0	0	5	5	0	0	10	2	0	0	0	12	12	0	0	31	2	0	2	1	36	39.6	0	0	23	1	0	0	0	24	24	0	0	18	2	0	0	0	20	20
13:15	0	0	4	0	0	0	0	4	4	0	0	12	2	0	0	0	14	14	0	0	23	3	0	0	0	26	26	0	0	27	0	2	0	0	29	30	0	0	12	0	0	0	0	12	12
13:30	0	0	3	0	0	0	0	3	3	0	0	18	2	0	0	0	20	20	0	0	13	5	0	0	0	18	18	0	0	26	1	1	0	0	28	28.5	0	0	11	2	0	0	0	13	13
13:45	0	0	4	0	0	0	0	4	4	0	0	6	0	0	0	0	6	6	0	0	24	4	0	0	0	28	28	0	0	44	2	0	0	0	46	46	0	0	15	0	0	0	0	15	15
H/TOT	0	0	16	0	0	0	0	16	16	0	0	46	6	0	0	0	52	52	0	0	91	14	0	2	1	108	111.6	0	0	120	4	3	0	0	127	128.5	0	0	56	4	0	0	0	60	60
14:00	0	0	6	1	0	0	0	7	7	1	0	10	0	1	0	0	12	11.7	0	0	30	3	1	1	0	35	36.8	0	0	32	3	1	0	1	37	38.5	0	0	9	0	0	0	0	9	9
14:15	0	0	3	0	0	0	0	3	3	0	0	14	1	0	0	0	15	15	0	0	24	3	1	1	0	29	30.8	0	0	29	2	0	0	0	31	31	0	0	1	0	0	0	0	1	1
14:30	0	0	2	0	0	0	0	2	2	0	0	14	0	0	0	0	14	14	0	0	22	4	0	1	0	27	28.3	1	0	33	5	0	0	0	39	38.2	0	0	9	0	0	0	0	9	9
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H/TOT	0	0	12	1	0	0	0	13	13	1	0	51	3	1	0	0	56	55.7	0	0	98	15	2	3	1	119	124.9	3	0	153	13	1	0	1	171	170.1	0	0	49	1	0	0	0	50	50
15:00	0	0	5	0	0	0	0	5	5	0	0	18	2	0	0	0	20	20	0	0	20	4	1	1	0	26	27.8	0	0	17	2	1	0	0	20	20.5	0	0	12	0	0	0	0	12	12
15:15	0	0	5	0	0	0	0	5	5	0	0	16	0	0	0	0	16	16	0	0	36	5	1	2	1	45	49.1	1	0	31	3	1	0	0	36	35.7	0	0	9	0	0	0	0	9	9
15:30	0	0	3	0	0	0	0	3	3	0	0	19	1	0	0	0	20	20	0	0	31	4	0	0	0	35	35	1	0	32	2	0	0	0	35	34.2	0	0	8	0	0	0	0	8	8
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H/TOT	0	0	15	0	0	0	0	15	15	0	0	67	4	1	0	0	72	72.5	0	0	115	22	3	3	2	145	152.4	2	0	112	14	2	0	0	130	129.4	0	0	41	0	0	0	0	41	41
16:00	0	0	5	0	0	0	0	5	5	0	0	18	0	0	0	0	18	18	0	0	34	3	0	0	0	37	37	0	1	43	1	1	0	0	46	45.9	0	0	33	2	0	0	1	36	37
16:15	0	0	3	0	0	0	0	3	3	0	0	14	0	0	0	0	14	14	0	0	29	3	1	0	2	35	37.5	0	0	37	2	0	0	0	39	39	0	0	22	2	0	0	0	24	24
16:30	0	0	3	0	0	0	0	3	3	0	0	7	1	0	0	0	8	8	0	0	24	6	0	0	0	30	30	1	0	39	3	0	0	0	43	42.2	0	0	16	1	0	0	0	17	17
16:45	0	0	3	0	0	0	0	3	3	0	1	17	2	0	0	0	20	19.4	0	0	35	6	0	0	0	41	41	0	0	21	2	0	0	0	23	23	0	0	13	1	0	0	0	14	14
H/TOT	0	0	14	0	0	0	0	14	14	0	1	56	3	0	0	0	60	59.4	0	0	122	18	1	0	2	143	145.5	1	1	140	8	1	0	0	151	150.1	0	0	84	6	0	0	1	91	92
17:00	0	0	3	1	0	0	0	4	4	0	0	11	0	0	0	0	11	11	0	0	33	4	0	0	0	37	37	0	1	33	1	0	0	0	35	34.4	0	0	10	5	0	0	0	15	15
17:15	0	0	5	0	0	0	0	5	5	3	0	14	1	0	0	0	18	15.6	0	0	33	6	1	0	0	40	40.5	0	0	24	2	0	0	0	26	26	0	0	17	0	0	0	0	17	17
17:30	0	0	3	0	0	0	0	3	3	0	0	18	2	0	0	0	20	20	0	0	27	2	0	0	0	29	29	0	0	31	1	0	0	0	32	32	0	0	14	1	0	0	0	15	15
17:45	0	0	3	1	0	0	0	4	4	0	0	19	0	0	0	0	19	19	0	0	44	2	0	1	0	47	48.3	0	0	33	3	0	0	0	36	36	0	0	13	1	1	1	0	16	17.8
H/TOT	0	0	14	2	0	0	0	16	16	3	0	62	3	0	0	0	68	65.6	0	0	137	14	1	1	0	153	154.8	0	1	121	7	0	0	0	129	128.4	0	0	54	7	1	1	0	63	64.8
18:00	0	0	6	0	0	0	0	6	6	0	1	14	0	0	0	0	15	14.4	0	0	30	7	0	2	0	39	41.6	2	0	40	2	0	0	0	44	42.4	0	0	13	0	0	0	0	13	13
18:15	0	0	1	0	0	0	0	1	1	0	0	14	1	0	0	0	15	15	0	0	31	2	1	0	1	35	36.5	0	0	29	0	0	0	0	29	29	0	0	11	2	0	0	0	13	13
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H/TOT	0	0	10	0	0	0	0	10	10	0	1	58	1	0	0	0	60	59.4	0	0	129	21	2	2	1	155	159.6	2	0	161	7	1	0	0	171	169.9	1	0	53	10	0	0	0	64	63.2
19:00	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	25	3	1	0	0	29	29.5	0	0	29	1	0	0	0	30	30	0	0	11	0	0	0	0	11	11
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H/TOT	0	0	7	0	0	0	0	7	7	0	0	56	6	0	0	0	62	62	0	0	87	10	3	0	0	100	101.5	0	0	106	4	0	0	0	110	110	0	0	40	2	0	0	0	42	42
20:00	0	0	2	1	0	0	0	3	3	1	0	11	1	0	0	0	13	12.2	0	0	21	3	0	0	0	24	24	1	0	19	2	0	0	0	22	21.2	0	0	8	0	0	0	0	8	8
20:15	0	0	2	0	0	0	0	2	2	0	0	9	0	0	0	0	9	9	0	0	17	0	0	0	0	17	17	0	0	14	2	0	0	0	16	16	0	0	14	1	0	0	0	15	15
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H/TOT	0	0	9	1	0	0	0	10	10	1	0	37	2	0	0	0	40	39.2	0	0	74	3	0	0	2	79	81	1	0	59	6	0	0	0	66	65.2	0	0	43	1	0	0	0	44	44
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21:45	0	0	1	0	0	0	0	1	1	0	0	8	1	0	0	0	9	9	0	0	16	2	0	0	0	18	18	1	0	8	0	0	0	0	9	8.2	0	0	5	0	0	0	0	5	5
H/TOT	0	0	3	0	0	0	0	3	3	0	0	34	2	0	0	0	36	36	0	0	54	5	0	1	0	60	61.3	1	0	41	1	1	0	0	44	43.7	0	0	24	1	0	0	0	25	25

	C => C									C => D									D => A									D => B									D => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	4	4.5	0	0	11	4	0	0	0	15	15	0	0	17	4	0	1	0	22	23.3	0	0	2	0	0	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	17	2	1	0	0	20	20.5	0	0	26	3	2	1	0	32	34.3	0	0	2	1	0	0	0	3	3
11:30	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	15	4	0	0	0	19	19	0	0	23	4	0	1	0	28	29.3	0	0	0	1	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	14	3	0	0	0	17	17	0	0	22	6	1	0	0	29	29.5	0	0	6	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	4	1	0	0	15	15.5	0	0	57	13	1	0	0	71	71.5	0	0	88	17	3	3	0	111	116.4	0	0	10	2	0	0	0	12	12
12:00	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	1	24	1	1	0	0	27	26.9	0	0	24	7	3	0	0	34	35.5	0	0	3	1	0	0	0	4	4
12:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	15	2	0	1	0	18	19.3	0	0	23	3	1	0	0	27	27.5	0	0	6	1	0	0	0	7	7
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H/TOT	0	0	0	0	0	0	0	0	0	0	1	17	0	2	0	0	20	20.4	0	1	63	5	1	1	0	71	72.2	0	0	92	23	7	0	1	123	127.5	0	0	17	2	0	0	0	19	19
13:00	0	0	1	0	0	0	0	1	1	0	0	4	2	1	0	0	7	7.5	0	0	19	1	0	0	0	20	20	0	0	29	4	1	0	0	34	34.5	0	0	5	0	0	0	0	5	5
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13:30	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	0	0	22	1	0	0	0	23	23	0	0	17	7	1	0	0	25	25.5	0	0	7	0	0	0	0	7	7
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	26	4	1	0	0	31	31.5	0	0	80	2	0	0	0	82	82	0	0	100	18	3	1	0	122	124.8	0	0	29	2	0	0	0	31	31
14:00	0	0	1	0	0	0	0	1	1	0	0	7	3	0	0	0	10	10	0	0	19	1	0	0	0	20	20	0	0	23	3	0	1	1	28	30.3	0	0	3	0	0	0	0	3	3
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H/TOT	0	0	5	0	0	0	0	5	5	0	1	32	5	1	0	0	39	38.9	0	0	67	5	1	0	0	73	73.5	0	0	82	15	4	3	2	106	113.9	0	0	29	3	0	0	1	33	34
15:00	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	19	2	0	0	0	21	21	0	0	37	3	0	0	0	40	40	0	0	8	2	0	0	0	10	10
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H/TOT	0	0	2	0	0	0	0	2	2	0	0	35	2	1	0	0	38	38.5	1	0	91	8	0	1	2	103	105.5	0	0	134	14	0	1	2	151	154.3	1	0	34	9	1	0	1	46	46.7
16:00	0	0	1	0	0	0	0	1	1	0	0	11	1	1	0	1	14	15.5	0	0	25	1	0	0	1	27	28	0	0	24	5	2	0	0	31	32	0	0	5	1	0	0	0	6	6
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16:30	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	16	2	0	0	0	18	18	0	0	43	5	0	0	1	49	50	0	0	8	1	1	0	0	10	10.5
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H/TOT	0	0	2	0	0	0	0	2	2	0	0	46	7	1	0	1	55	56.5	0	0	75	6	0	0	1	82	83	0	0	121	15	3	0	1	140	142.5	0	1	29	5	1	0	0	36	35.9
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H/TOT	0	0	1	1	0	0	0	2	2	0	0	70	4	1	0	0	75	75.5	0	0	71	2	0	1	0	74	75.3	0	0	111	8	2	0	1	122	124	0	0	43	5	1	1	0	50	51.8
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18:15	0	0	1	0	0	0	0	1	1	0	0	21	0	0	0	0	21	21	0	0	26	2	0	0	0	28	28	0	0	36	8	1	0	0	45	45.5	0	0	17	1	1	0	0	19	19.5
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	62	8	0	0	0	70	70	0	0	74	10	0	0	0	84	84	0	0	110	17	2	0	0	129	130	0	0	56	2	2	0	0	60	61
19:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	30	2	1	0	0	33	33.5	0	0	34	7	2	0	0	43	44	0	0	14	1	0	0	0	15	15
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	23	1	0	70	3	1	0	0	75	74.7	0	0	106	13	3	1	1	124	127.8	0	0	27	6	0	0	0	33	33
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H/TOT	0	0	2	0	0	0	0	2	2	0	0	33	1	0	0	0	34	34	0	0	50	3	0	0	0	53	53	0	0	76	2	1	0	1	80	81.5	0	0	29	2	0	0	0	31	31
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21:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	7	0	0	0	0	7	7	0	0	11	0	0	0	0	11	11	0	0	2	1	0	0	0	3	3
21:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	6	1	0	0	0	7	7	0	0	20	1	1	0	0	22	22.5	0	0	1	1	0	0	0	2	2
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	8	0	0	0	0	8	8	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0	0	28	4	0	0	0	32	32	0	0	55	2	1	0	0	58	58.5	0	0	6	2	0	0	0	8	8

	D => D								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 4
Location: R747/R772
Date: Tue 19-May-2026
AM Peak: 08:15 — 09:15 **Total:** 1845
PM Peak: 17:30 — 18:30 **Total:** 1740
15 Min Peak: 08:30 — 08:45 **Total:** 490

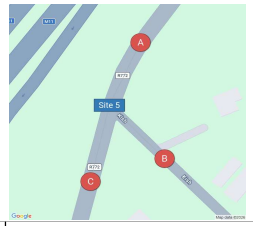
Arm A - R772 Upper Main St
Arm B - R772 Wexford Rd
Arm C - Coolgreaney Rd
Arm D - R747 Vale Rd

	A => A									A => B									A => C									A => D									B => A								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	1	0	0	0	0	1	1	0	0	53	1	0	0	0	54	54	0	0	17	1	0	0	0	18	18	0	0	9	1	0	0	0	10	10	0	0	28	1	0	0	0	29	29
22:15	0	0	2	0	0	0	0	2	2	0	0	25	4	0	0	0	29	29	1	0	11	0	0	0	0	12	11.2	0	0	5	0	0	0	0	5	5	0	0	20	1	0	0	0	21	21
22:30	0	0	1	0	0	0	0	1	1	0	0	15	1	1	0	1	18	19.5	0	0	4	0	0	0	0	4	4	0	0	5	0	0	0	0	5	5	0	0	27	2	0	0	0	29	29
22:45	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	1	19	20	0	0	8	0	0	0	0	8	8	0	0	8	0	0	0	0	8	8	0	0	11	1	1	0	1	14	15.5
H/TOT	0	0	4	0	0	0	0	4	4	0	0	111	6	1	0	2	120	122.5	1	0	40	1	0	0	0	42	41.2	0	0	27	1	0	0	0	28	28	0	0	86	5	1	0	1	93	94.5
23:00	0	0	1	0	0	0	0	1	1	0	0	16	1	0	0	0	17	17	0	0	5	0	0	0	0	5	5	0	0	4	0	0	0	0	4	4	0	0	19	1	0	0	0	20	20
23:15	0	0	0	0	0	0	0	0	0	2	0	8	0	0	0	0	10	8.4	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2	0	0	7	0	0	0	0	7	7
23:30	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	10	0	0	0	0	10	10
23:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	2	0	0	0	0	2	2
H/TOT	0	0	2	0	0	0	0	2	2	2	0	40	1	0	0	0	43	41.4	0	0	15	0	0	0	0	15	15	0	0	12	1	0	0	0	13	13	0	0	38	1	0	0	0	39	39
24 TOT	0	0	140	12	4	0	0	156	158	13	3	4085	402	64	1	31	4599	4651.1	4	0	1780	141	16	1	4	1946	1956.1	1	4	1010	97	16	2	5	1135	1147.4	9	2	3595	393	65	12	31	4107	4177.7

	B => B									B => C									B => D									C => A									C => B								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	15	1	0	0	0	16	16	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2
22:15	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	8	0	0	1	0	9	10.3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
22:30	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	12	0	0	0	0	12	12	0	0	8	0	0	0	0	8	8	0	0	3	0	0	0	0	3	3
22:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	7	0	1	0	0	8	8.5	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	0	0	0	0	5	5	0	0	15	0	0	0	0	15	15	0	0	42	1	1	1	0	45	46.8	0	0	23	0	0	0	0	23	23	0	0	5	0	0	0	0	5	5
23:00	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1
23:15	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	1	0	2	0	0	0	0	3	2.2	0	0	1	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3
23:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5	5.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	12	2	1	0	0	15	15.5	1	0	10	0	0	0	0	11	10.2	0	0	5	0	0	0	0	5	5
24 TOT	0	0	161	9	0	1	0	171	172.3	9	2	744	50	3	1	0	809	803.4	0	0	1518	228	46	25	15	1832	1902.5	16	3	1910	141	14	1	11	2096	2100.7	3	0	731	51	2	1	1	789	789.9

	C => C									C => D									D => A									D => B									D => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	6	0	0	0	0	6	6	0	0	11	2	0	0	0	13	13	0	0	1	0	0	0	0	1	1
22:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	7	0	0	0	0	7	7	0	0	6	0	0	0	0	6	6	0	0	6	0	0	0	0	6	6
22:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	1	0	0	0	2	2	0	0	2	1	0	0	0	3	3	0	0	5	0	0	0	0	5	5
22:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	1	3	4	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1	0	0	13	0	0	0	0	13	13	0	0	20	1	0	0	0	21	21	0	0	21	3	0	0	1	25	26	0	0	13	0	0	0	0	13	13
23:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2
23:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	4	0	1	0	0	5	5.5	0	0	1	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	13	0	0	0	0	13	13	0	0	8	0	1	0	0	9	9.5	0	0	6	1	0	0	0	7	7
24 TOT	0	0	22	3	0	0	1	26	27	0	2	546	59	11	0	3	621	628.3	2	2	1161	106	14	3	5	1293	1306.1	1	2	1510	210	44	19	16	1802	1862.7	1	1	453	48	9	2	4	518	527.7

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
24 TOT	0	0	2	0	0	0	0	2	2



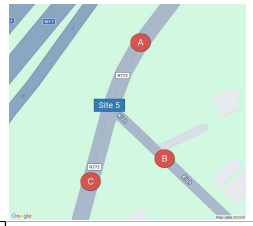
IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 5
Location: R772/Kish
Date: Tue 19-May-2026
AM Peak: 07:45 — 08:45 **Total:** 816
PM Peak: 16:30 — 17:30 **Total:** 1031
15 Min Peak: 16:30 — 16:45 **Total:** 303

Arm A - R772
Arm B - Kish
Arm C - R772

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	1	0	1	4	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	8	1	2	0	1	12	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	1	1	0	12	13.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	5	1	2	0	15	17.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	47	16	3	1	0	68	70	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	1	1	116	33	3	4	0	158	163.3	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	2	0	35	5	0	0	0	42	40.4	0	1	152	42	7	3	1	206	213.8	1	0	16	8	1	0	0	26	25.7	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25	0	0	248	41	10	10	0	309	327	0	0	20	5	0	0	1	26	27	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	17	6	0	0	0	23	23	0	0	193	47	9	5	1	255	267	0	0	18	1	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	6	2	0	0	23	24	1	0	157	35	17	9	0	219	238.4	0	0	15	11	1	0	0	27	27.5	0	0	0	0	0	0	0	0	0

	B => C									C => A									C => B									C => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	1	0	1	2.3	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	2	0	0	0	2	2	0	0	3	1	1	0	0	5	5.5	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	1	0	0	0	1	1	0	0	6	0	2	1	1	10	13.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	7	1	3	0	0	11	12.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	4	1	0	0	0	5	5	0	1	67	8	3	1	1	81	84.2	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	10	2	0	1	0	13	14.3	0	0	90	13	8	2	3	116	125.6	0	0	7	4	1	3	0	15	19.4	0	0	0	1	0	0	0	1	1
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H/TOT	0	0	25	3	0	0	0	28	28	0	1	159	37	4	7	2	210	222.5	0	0	30	4	1	9	0	44	56.2	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	31	4	1	5	0	41	48	0	0	288	70	12	7	3	380	398.1	0	0	17	6	0	9	1	33	45.7	0	0	1	0	0	0	0	1	1
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09:15	0	0	5	1	0	0	0	6	6	0	0	76	14	0	3	0	93	96.9	0	0	1	3	0	2	0	6	8.6	0	0	0	0	0	0	0	0	0
09:30	0	0	7	1	0	0	0	8	8	0	0	57	12	6	3	0	78	84.9	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:45	0	0	3	1	1	0	0	5	5.5	0	0	46	10	5	2	1	64	70.1	0	0	3	1	0	2	0	6	8.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	4	1	0	0	22	22.5	0	0	235	46	12	8	2	303	321.4	0	0	10	4	1	7	0	22	31.6	0	0	0	0	0	0	0	0	0
10:00	0	0	2	1	1	0	0	4	4.5	0	0	40	7	2	1	0	50	52.3	0	0	3	1	1	3	0	8	12.4	0	0	0	0	0	0	0	0	0
10:15	0	0	2	1	1	0	0	4	4.5	0	0	29	9	4	1	1	44	48.3	0	0	0	2	0	7	0	9	18.1	0	0	0	0	0	0	0	0	0
10:30	0	0	0	2	0	0	0	2	2	0	0	47	7	7	1	0	62	66.8	0	0	2	3	2	1	0	8	10.3	0	0	0	0	0	0	0	0	0
10:45	0	0	2	0	3	1	0	6	8.8	0	0	49	7	2	0	1	59	61	0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	6	4	5	1	0	16	19.8	0	0	165	30	15	3	2	215	228.4	0	0	5	7	4	11	0	27	43.3	0	0	0	0	0	0	0	0	0



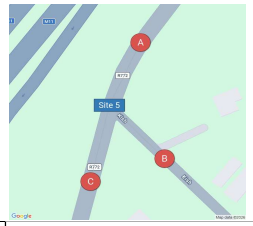
IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 5
Location: R772/Kish
Date: Tue 19-May-2026
AM Peak: 07:45 — 08:45 **Total:** 816
PM Peak: 16:30 — 17:30 **Total:** 1031
15 Min Peak: 16:30 — 16:45 **Total:** 303

Arm A - R772
Arm B - Kish
Arm C - R772

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	47	11	3	1	0	62	64.8	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	8	3	1	1	0	13	14.8	0	0	35	11	4	2	0	52	56.6	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	40	13	5	5	0	63	72	0	0	5	3	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	39	1	1	1	2	44	47.8	0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	26	4	1	1	0	32	33.8	0	0	161	36	13	9	2	221	241.2	0	0	33	10	1	0	0	44	44.5	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	49	3	3	0	0	55	56.5	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	33	9	4	1	0	47	50.3	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	12	2	1	0	0	15	15.5	0	0	62	13	2	2	0	79	82.6	0	0	7	2	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	4	60	11	3	2	0	80	81.7	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	36	5	1	0	0	42	42.5	0	4	204	36	12	5	0	261	271.1	0	0	35	3	1	0	0	39	39.5	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5	0	0	57	8	1	0	0	66	66.5	0	0	9	0	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	56	6	1	1	0	64	65.8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	44	7	3	1	1	56	59.8	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	48	4	3	2	0	57	61.1	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	26	2	1	0	0	29	29.5	0	0	205	25	8	4	1	243	253.2	0	0	22	2	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	2	83	14	7	2	2	110	116.9	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	79	9	2	2	0	92	95.6	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	64	4	4	3	1	76	82.9	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	58	7	2	3	0	70	74.9	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	25	25	0	2	284	34	15	10	3	348	370.3	0	0	12	5	0	0	0	17	17	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	1	10	11.5	0	0	68	12	3	2	1	86	91.1	1	0	9	1	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5	0	0	67	7	2	0	0	76	77	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	59	13	3	3	1	79	85.4	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	78	10	2	0	0	90	91	0	0	9	3	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	5	2	0	1	31	33	0	0	272	42	10	5	2	331	344.5	1	0	31	5	1	0	0	38	37.7	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	82	10	3	2	2	99	105.1	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	65	16	3	2	0	86	90.1	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	12	6	0	0	0	18	18	0	0	93	9	2	1	0	105	107.3	2	0	28	3	1	0	0	34	32.9	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	73	14	3	0	1	91	93.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	43	8	0	0	0	51	51	0	0	313	49	11	5	3	381	396	2	0	47	5	1	0	0	55	53.9	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	108	21	1	0	2	132	134.5	0	0	8	3	0	0	0	11	11	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9	9	0	0	79	13	1	0	0	93	93.5	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	86	15	0	1	0	102	103.3	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	1	0	8	1	1	0	0	11	10.7	0	0	74	9	1	1	0	85	86.8	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	26	6	1	0	0	34	33.7	0	0	347	58	3	2	2	412	418.1	0	0	29	3	0	0	0	32	32	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	69	3	0	1	2	75	78.3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	1	0	4	3	1	0	0	9	8.7	0	1	59	3	1	1	0	65	66.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	33	6	0	1	0	40	41.3	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	53	6	1	0	0	60	60.5	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	24	6	1	0	0	32	31.7	0	1	214	18	2	3	2	240	246.3	0	0	18	2	0	0	0	20	20	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	33	5	0	0	2	40	42	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	41	4	2	0	0	47	48	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	28	1	0	0	0	29	29	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	29	4	0	1	1	35	37.3	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	19	0	0	131	14	2	1	3	151	156.3	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	36	1	0	0	0	37	37	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	32	2	0	0	0	34	34	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	49	2	0	1	0	52	53.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	35	3	1	0	2	41	43.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	25	3	0	0	0	28	28	0	0	152	8	1	1	2	164	167.8	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	40	0	0	1	1	42	44.3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	30	1	0	0	0	31	31	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	20	2	1	0	0	23	23.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	18	0	1	0	0	19	19.5	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	108	3	2	1	1	115	118.3	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0

	B => C									C => A									C => B								C => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	4	0	0	0	0	4	4	0	0	56	7	3	3	1	70	76.4	0	0	4	1	0	3	0	8	11.9	0	0	0	0	0	0	0	0	0
11:15	0	0	2	2	0	0	0	4	4	0	0	49	5	3	1	0	58	60.8	0	0	5	1	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0
11:30	0	0	4	0	0	2	0	6	8.6	0	0	47	8	6	4	0	65	73.2	0	0	5	1	0	2	0	8	10.6	0	0	0	0	0	0	0	0	0
11:45	0	0	5	0	0	0	0	5	5	0	0	57	8	4	3	1	73	79.9	0	0	2	1	2	2	0	7	10.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	2	0	2	0	19	21.6	0	0	209	28	16	11	2	266	290.3	0	0	16	4	2	8	0	30	41.4	0	0	0	0	0	0	0	0	0
12:00	0	0	6	1	1	0	0	8	8.5	0	0	51	10	4	3	1	69	75.9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:15	0	0	4	0	0	0	0	4	4	0	0	52	9	2	2	0	65	68.6	0	0	1	0	0	3	0	4	7.9	0	0	0	0	0	0	0	0	0
12:30	0	0	5	1	0	0	0	6	6	0	0	47	12	4	1	0	64	67.3	1	0	2	1	1	1	0	6	7	0	0	0	0	0	0	0	0	0
12:45	0	0	5	1	1	0	0	7	7.5	0	0	62	10	3	1	0	76	78.8	0	0	2	1	0	3	0	6	9.9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	20	3	2	0	0	25	26	0	0	212	41	13	7	1	274	290.6	1	0	6	2	1	7	0	17	25.8	0	0	0	0	0	0	0	0	0
13:00	0	0	4	1	2	1	0	8	10.3	0	0	60	10	4	3	0	77	82.9	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
13:15	0	0	3	0	0	0	0	3	3	0	0	55	7	1	1	1	65	67.8	0	0	6	1	0	1	0	8	9.3	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	1	1	0	2	3.8	0	0	68	11	5	1	0	85	88.8	0	0	4	1	0	4	0	9	14.2	0	0	0	0	0	0	0	0	0
13:45	0	0	5	2	0	1	0	8	9.3	0	0	60	6	2	2	1	71	75.6	0	0	4	1	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	12	3	3	3	0	21	26.4	0	0	243	34	12	7	2	298	315.1	0	0	19	4	0	6	0	29	36.8	0	0	0	0	0	0	0	0	0
14:00	0	0	4	1	0	1	0	6	7.3	0	0	51	7	2	2	0	62	65.6	0	0	3	2	1	3	0	9	13.4	0	0	0	0	0	0	0	0	0
14:15	0	0	6	0	1	0	0	7	7.5	0	0	64	6	8	3	1	82	90.9	0	0	1	0	0	3	0	4	7.9	0	0	0	0	0	0	0	0	0
14:30	0	0	6	0	0	0	0	6	6	0	0	61	5	4	0	0	70	72	1	0	2	0	0	1	0	4	4.5	0	0	0	0	0	0	0	0	0
14:45	0	0	5	0	0	0	0	5	5	0	0	44	17	1	2	0	64	67.1	0	0	5	2	0	2	0	9	11.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	21	1	1	1	0	24	25.8	0	0	220	35	15	7	1	278	295.6	1	0	11	4	1	9	0	26	37.4	0	0	0	0	0	0	0	0	0
15:00	0	0	1	1	1	1	1	5	7.8	0	0	73	8	4	1	1	87	91.3	0	0	1	2	0	3	0	6	9.9	0	0	0	0	0	0	0	0	0
15:15	0	0	5	2	0	1	0	8	9.3	0	0	83	13	4	0	1	101	104	0	0	2	1	0	2	0	5	7.6	0	0	0	0	0	0	0	0	0
15:30	0	0	3	3	0	2	0	8	10.6	0	0	60	12	3	1	0	76	78.8	0	0	6	0	1	4	0	11	16.7	0	0	0	0	0	0	0	0	0
15:45	0	0	5	0	1	0	0	6	6.5	0	0	76	15	1	0	1	93	94.5	0	0	4	1	1	3	0	9	13.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	14	6	2	4	1	27	34.2	0	0	292	48	12	2	3	357	368.6	0	0	13	4	2	12	0	31	47.6	0	0	0	0	0	0	0	0	0
16:00	0	0	5	1	0	0	0	6	6	0	0	73	13	4	2	0	92	96.6	0	0	4	0	0	3	0	7	10.9	0	0	0	0	0	0	0	0	0
16:15	0	0	3	0	0	0	0	3	3	0	0	88	15	2	0	1	106	108	0	0	5	1	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0
16:30	0	0	22	2	0	0	0	24	24	1	0	88	18	2	2	0	111	113.8	0	0	6	4	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0
16:45	0	0	6	1	0	0	0	7	7	1	0	80	21	1	2	0	105	107.3	0	0	2	2	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	36	4	0	0	0	40	40	2	0	329	67	9	6	1	414	425.7	0	0	17	7	0	6	0	30	37.8	0	0	0	0	0	0	0	0	0
17:00	0	0	11	4	0	0	0	15	15	0	0	67	20	1	0	0	88	88.5	0	0	4	3	0	2	0	9	11.6	0	0	0	0	0	0	0	0	0
17:15	0	0	4	2	0	0	0	6	6	1	0	111	13	3	0	0	128	128.7	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
17:30	0	0	4	0	0	1	0	5	6.3	0	1	83	12	1	2	0	99	101.5	0	0	5	0	0	3	0	8	11.9	0	0	0	0	0	0	0	0	0
17:45	0	0	8	1	0	0	0	9	9	0	0	85	9	0	1	0	95	96.3	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	27	7	0	1	0	35	36.3	1	1	346	54	5	3	0	410	415	0	0	17	6	0	5	0	28	34.5	0	0	0	0	0	0	0	0	0
18:00	0	0	1	3	1	0	0	5	5.5	0	0	68	10	1	2	1	82	86.1	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0
18:15	0	0	2	0	0	0	0	2	2	0	0	66	10	2	0	0	78	79	0	0	5	0	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0
18:30	0	0	2	1	0	0	0	3	3	0	0	55	6	0	0	1	62	63	0	1	3	0	0	1	0	5	5.7	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	59	6	1	0	0	66	66.5	0	0	3	0	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	4	1	0	0	10	10.5	0	0	248	32	4	2	2	288	294.6	0	1	14	2	0	3	0	20	23.3	0	0	0	0	0	0	0	0	0
19:00	0	0	3	1	0	0	0	4	4	0	0	36	4	1	0	0	41	41.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
19:15	0	0	2	3	0	0	0	5	5	0	0	35	6	2	0	0	43	44	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
19:30	0	0	6	1	1	0	0	8	8.5	0	0	44	3	1	1	1	50	52.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
19:45	0	0	2	3	0	0	0	5	5	0	0	40	3	0	0	0	43	43	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	8	1	0	0	22	22.5	0	0	155	16	4	1	1	177	181.3	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
20:00	0	0	2	0	0	0	0	2	2	0	0	25	3	0	0	0	28	28	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
20:15	0	0	1	0	0	0	0	1	1	0	0	23	3	0	0	0	26	26	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	33	3	0	0	1	37	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	1	33	2	0	0	0	36	35.4	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	0	1	114	11	0	0	1	127	127.4	0	0	7	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	27	4	0	0	0	31	31	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	1	0	0	1	1.5	0	1	41	1	0	1	0	44	44.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	28	2	1	0	1	32	33.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	29	3	0	0	0	32	32	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	0	1	1.5	0	1	125	10	1	1	1	139	141.2	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 5
Location: R772/Kish
Date: Tue 19-May-2026
AM Peak: 07:45 — 08:45 **Total:** 816
PM Peak: 16:30 — 17:30 **Total:** 1031
15 Min Peak: 16:30 — 16:45 **Total:** 303

Arm A - R772
Arm B - Kish
Arm C - R772

	A => A									A => B									A => C									B => A									B => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
22:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	54	2	0	0	0	56	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	26	4	0	0	1	31	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	1	17	18	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	113	6	0	0	2	121	123	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	9	9.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	1	1	0	0	33	33.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
24 TOT	0	0	1	0	0	0	0	1	1	4	0	383	66	9	1	1	464	467.6	4	9	3479	553	134	81	27	4287	4477.7	4	0	341	68	8	0	1	422	423.8	0	0	0	0	0	0	0	0	0

	B => C									C => A									C => B									C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	17	2	0	1	0	20	21.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	1	0	0	0	0	1	1	0	0	10	0	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	48	5	2	1	0	56	58.3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	1	1	0	0	9	0	0	0	0	9	9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	20	2	1	0	0	23	23.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
24 TOT	0	0	262	59	18	19	1	359	393.7	3	5	3601	589	154	77	29	4458	4658.7	2	1	212	61	14	95	1	386	515.3	0	0	1	1	0	0	0	2	2



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 6
Location: R772/Motorway slip road/M11
Date: Tue 19-May-2026
AM Peak: 08:00 — 09:00 **Total:** 866
PM Peak: 16:30 — 17:30 **Total:** 1180
15 Min Peak: 16:30 — 16:45 **Total:** 315

Arm A - M11 SB Slip of
Arm B - R772
Arm C - M11 SB Slip On
Arm D - R772

	A => A									A => B									A => C									A => D									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4.6	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	1	1	1	1	12	14.8	0	0	0	0	0	0	0	0	0	0	0	5	5	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	42	12	2	10	0	66	80	0	0	1	0	0	0	0	1	1	0	0	48	2	0	4	0	54	59.2	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	33	8	5	7	0	53	64.6	0	0	1	0	0	0	0	1	1	0	0	22	5	3	4	0	34	40.7	0	0	0	0	0	0	0	0	0

	B => B									B => C									B => D									C => A									C => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	7	8	0	0	3	0	2	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	3	0	0	0	0	3	3	0	0	1	1	0	0	1	3	4	0	0	2	0	0	1	0	3	4.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	3	1	0	1	0	5	6.3	0	0	4	2	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	1	2	0	15	18.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	5	1	0	0	16	16.5	2	0	41	12	2	1	0	58	58.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	49	12	2	4	0	67	73.2	1	1	76	24	1	1	0	104	104.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	2	0	0	0	0	2	2	0	1	69	24	4	2	1	101	106	0	0	104	20	3	1	0	128	130.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	2	1	0	0	0	3	3	0	0	110	23	6	2	0	141	146.6	0	0	167	22	5	13	0	207	226.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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09:15	0	0	0	0	0	0	0	0	0	0	0	17	4	0	0	0	21	21	0	0	38	5	1	1	0	45	46.8	0	0	0	0	0	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	29	4	1	1	0	35	36.8	0	0	31	3	2	1	0	37	39.3	0	0	0	0	0	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	20	6	1	0	1	28	29.5	0	0	26	6	3	0	0	35	36.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	79	24	2	1	1	107	110.3	0	0	136	25	7	4	0	172	180.7	0	0	0	0	0	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	24	4	2	2	0	32	35.6	1	0	30	7	1	1	0	40	41	0	0	0	0	0	0	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	22	3	1	0	0	26	26.5	0	0	16	6	5	0	0	27	29.5	0	0	0	0	0	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	12	5	0	1	0	18	19.3	0	0	17	3	4	2	0	26	30.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	1	1	0	0	0	2	2	0	0	18	4	4	2	0	28	32.6	0	0	18	8	5	2	0	33	38.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	0	0	2	2	0	0	76	16	7	5	0	104	114	1	0	81	24	15	5	0	126	139.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	C => C									C => D									D => A									D => B									D => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	1	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	1	0	0	1	1.5
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	1	0	1	2.3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	1	1	0	2	3.8
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	0	0	0	1	0	1	2.3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	1	0	1	2.3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4	0	0	1	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	1	8	10	0	0	2	0	0	0	0	2	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5	5.5	0	0	0	0	0	1	0	1	2.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	2	0	0	8	9	0	0	0	0	0	1	0	1	2.3
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	4	5.5	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	3	1	0	0	20	20.5	0	0	1	1	0	0	0	2	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	3	1	1	0	30	31.2	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	59	8	3	1	1	73	76.2	0	0	4	1	0	0	0	5	5
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	5	1	0	1	17	18.5	0	0	3	0	0	1	0	4	5.3
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	5	4	3	0	29	34.9	0	0	0	1	0	0	0	1	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	4	3	0	0	32	33.5	0	0	1	1	0	0	0	2	2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	3	0	1	1	42	44.3	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	17	8	4	2	120	131.2	0	0	5	2	0	1	0	8	9.3
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	8	2	1	0	32	34.3	0	0	0	0	1	1	0	2	3.8
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	6	1	0	1	29	30.5	0	0	1	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	37	10	1	3	1	53	57.8	0	0	4	1	0	0	0	5	5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	14	1	4	0	97	102.7	0	0	2	1	0	1	0	4	5.3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	157	38	5	8	2	211	225.3	0	0	7	2	1	2	0	12	15.1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	20	4	1	1	71	75.3	0	0	11	4	0	0	0	15	15
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	18	1	2	1	86	90.1	0	0	8	1	0	0	0	9	9
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	17	3	1	0	102	104.8	0	0	8	3	0	0	0	11	11
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	9	2	3	2	88	94.9	0	0	11	1	0	0	0	12	12
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262	64	10	7	4	347	365.1	0	0	38	9	0	0	0	47	47
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	9	1	1	1	52	54.8	0	0	6	2	1	0	0	9	9.5
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	13	0	0	0	76	76	0	0	6	0	0	0	0	6	6
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	9	2	3	0	66	70.9	0	0	6	0	0	0	0	6	6
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	7	3	1	1	51	54.8	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	38	6	5	2	245	256.5	0	0	20	2	1	0	0	23	23.5
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	6	1	0	0	41	41.5	0	0	2	0	0	0	0	2	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	8	2	4	1	39	46.2	0	0	3	0	0	1	0	4	5.3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	8	8	2	0	56	62.6	0	0	4	2	0	0	0	6	6
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	6	2	0	1	52	54	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	28	13	6	2	188	204.3	0	0	9	3	0	1	0	13	14.3

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
00:00	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 6
Location: R772/Motorway slip road/M11
Date: Tue 19-May-2026
AM Peak: 08:00 — 09:00 **Total:** 866
PM Peak: 16:30 — 17:30 **Total:** 1180
15 Min Peak: 16:30 — 16:45 **Total:** 315

Arm A - M11 SB Slip of
Arm B - R772
Arm C - M11 SB Slip On
Arm D - R772

	A => A									A => B									A => C									A => D									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	0	0	0	0	0	0	0	0	0	12	2	0	5	0	19	25.5	0	0	0	0	0	0	0	0	0	0	0	7	5	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0	0	10	0	1	1	0	12	13.8	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	10	2	3	5	0	20	28	0	0	0	0	0	0	0	0	0	0	0	4	0	2	2	0	8	11.6	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	16	1	2	2	0	21	24.6	0	0	0	0	0	0	0	0	0	0	0	4	2	1	1	0	8	9.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	49	6	6	12	0	73	91.6	0	0	0	0	0	0	0	0	0	0	0	25	7	5	4	0	41	48.7	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	9	2	0	1	0	12	13.3	0	0	0	0	0	0	0	0	0	0	0	5	1	2	1	0	9	11.3	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	7	1	0	3	0	11	14.9	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	8	3	1	2	0	14	17.1	0	0	0	0	0	0	0	0	0	0	0	9	1	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	13	3	0	3	0	19	22.9	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	37	9	1	9	0	56	68.2	0	0	0	0	0	0	0	0	0	0	0	38	3	3	2	0	46	50.1	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	12	3	1	2	0	18	21.1	0	0	0	0	0	0	0	0	0	0	0	7	2	2	1	0	12	14.3	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	16	2	1	2	0	21	24.1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	11	4	3	4	0	22	28.7	0	0	0	0	0	0	0	0	0	0	0	14	0	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	15	3	0	2	0	20	22.6	0	0	0	0	0	0	0	0	0	0	0	11	2	1	3	0	17	21.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	54	12	5	10	0	81	96.5	0	0	0	0	0	0	0	0	0	0	0	39	4	4	4	0	51	58.2	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	7	2	2	3	0	14	18.9	0	0	0	0	0	0	0	0	0	0	0	10	1	4	0	1	16	19	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	11	3	4	1	0	19	22.3	0	0	0	0	0	0	0	0	0	0	0	12	0	1	1	0	14	15.8	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	22	2	1	1	0	26	27.8	0	0	0	1	0	0	0	1	1	0	0	12	1	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	14	6	0	3	0	23	26.9	0	0	0	1	0	1	0	2	3.3	0	0	13	6	0	1	0	20	21.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	54	13	7	8	0	82	95.9	0	0	0	2	0	1	0	3	4.3	0	0	47	8	6	2	1	64	70.6	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	38	4	4	3	0	49	54.9	0	0	0	1	0	0	0	1	1	0	0	19	6	1	2	0	28	31.1	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	31	10	3	2	1	47	52.1	0	0	1	0	0	0	0	1	1	0	0	33	5	1	3	0	42	46.4	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	30	8	2	3	0	43	47.9	0	0	0	0	0	0	0	0	0	0	0	19	5	2	1	0	27	29.3	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	34	8	0	2	0	44	46.6	0	0	0	0	0	0	0	0	0	0	0	27	4	0	2	0	33	35.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	133	30	9	10	1	183	201.5	0	0	1	1	0	0	0	2	2	0	0	98	20	4	8	0	130	142.4	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	27	9	2	4	0	42	48.2	0	0	1	0	0	0	0	1	1	0	0	27	9	2	1	0	39	41.3	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	45	5	2	1	0	53	55.3	0	0	0	0	0	0	0	0	0	0	0	21	8	3	1	0	33	35.8	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	36	11	1	3	0	51	55.4	0	0	1	0	0	0	0	1	1	0	0	37	9	1	0	0	47	47.5	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	142	41	6	10	0	199	215	0	0	2	0	0	0	0	2	2	0	0	118	31	8	3	0	160	167.9	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	27	16	0	2	0	45	47.6	0	0	0	0	0	0	0	0	0	0	0	32	10	0	0	0	42	42	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	64	10	0	0	0	74	74	0	0	0	0	0	0	0	0	0	0	0	44	13	0	0	0	57	57	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	1	44	10	0	5	0	60	65.9	0	0	0	0	0	0	0	0	0	0	0	55	10	2	0	0	67	68	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	37	5	0	0	0	42	42	0	0	0	0	0	0	0	0	0	0	0	27	2	1	0	0	30	30.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	172	41	0	7	0	221	229.5	0	0	0	0	0	0	0	0	0	0	0	158	35	3	0	0	196	197.5	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	34	6	0	0	0	40	40	0	0	0	0	0	0	0	0	0	0	0	23	6	0	0	0	29	29	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	1	96	10	1	3	0	111	114.8	0	0	0	0	0	0	0	0	0	0	0	70	19	0	0	0	89	89	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	24	24	0	0	0	0	0	0	0	0	0
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19:30	0	0	0	0	0	0	0	0	0	0	0	7	2	0	1	0	10	11.3	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	9	1	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	38	4	0	1	0	43	44.3	0	0	0	0	0	0	0	0	0	0	0	55	10	3	1	0	69	71.8	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	9	0	0	1	0	10	11.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	31	2	0	0	0	33	33	0	0	1	0	0	0	0	1	1	0	0	34	1	1	1	0	37	38.8	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	8	7.4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	6	1	1	1	0	9	10.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	21	2	0	0	0	24	23.4	0	0	0	0	0	0	0	0	0	0	0	26	2	2	1	0	31	33.3	0	0	0	0	0	0	0	0	0

	B => B									B => C									B => D									C => A									C => B								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	0	0	1	0	0	1	1.5	0	0	26	7	2	1	0	36	38.3	0	0	26	4	1	0	0	31	31.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	14	5	3	2	0	24	28.1	0	0	23	8	1	0	0	32	32.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	21	6	2	3	0	32	36.9	0	0	22	6	3	4	0	35	41.7	0	0	0	0	0	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	25	1	1	0	2	29	31.5	0	0	19	1	0	1	0	21	22.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	1	0	0	1	1.5	0	0	86	19	8	6	2	121	134.8	0	0	90	19	5	5	0	119	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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12:15	0	0	0	0	0	0	0	0	0	0	0	17	4	0	0	0	21	21	0	0	20	6	4	1	0	31	34.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	33	8	0	1	0	42	43.3	0	0	32	6	2	1	0	41	43.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	29	7	0	1	0	37	38.3	0	4	37	5	4	1	0	51	51.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	105	20	1	2	0	128	131.1	0	4	119	19	13	3	0	158	166	0	0	0	0	0	0	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	27	5	2	0	0	34	35	0	0	31	4	1	1	0	37	38.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	23	3	0	1	0	27	28.3	0	0	38	3	1	0	0	42	42.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	24	4	1	0	1	30	31.5	0	0	21	2	3	2	0	28	32.1	0	0	0	0	0	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	25	4	1	1	0	31	32.8	0	0	27	3	2	2	0	34	37.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	99	16	4	2	1	122	127.6	0	0	117	12	7	5	0	141	151	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	2	50	9	5	1	2	69	73.6	0	0	36	6	2	2	0	46	49.6	0	0	0	0	0	0	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	45	5	1	0	0	51	51.5	0	0	41	4	2	2	0	49	52.6	0	0	0	0	0	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	28	1	1	1	0	31	32.8	0	0	42	3	3	2	1	51	56.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	1	0	0	0	0	1	1	0	0	20	7	2	1	0	30	32.3	0	0	42	0	0	2	0	44	46.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	2	143	22	9	3	2	181	190.2	0	0	161	13	7	8	1	190	204.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	40	6	2	2	1	51	55.6	0	0	29	7	2	1	1	40	43.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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15:30	0	0	0	0	0	0	0	0	0	0	0	33	12	1	0	1	47	48.5	0	0	28	4	2	5	0	39	46.5	0	0	0	0	0	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	48	6	0	0	0	54	54	0	0	33	3	3	0	0	39	40.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	152	28	4	2	2	188	194.6	0	0	130	19	8	7	1	165	179.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	0	1	1	0	0	49	5	1	1	2	58	61.8	0	0	36	6	2	1	0	45	47.3	0	0	0	0	0	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	38	9	1	2	0	50	53.1	0	0	32	7	1	0	0	40	40.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	2	0	0	0	0	2	2	0	0	62	6	2	1	0	71	73.3	0	0	50	6	1	0	0	57	57.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	44	13	1	0	0	58	58.5	0	0	37	1	2	0	1	41	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	0	0	193	33	5	4	2	237	246.7	0	0	155	20	6	1	1	183	188.3	0	0	0	0	0	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	66	15	0	0	2	83	85	0	0	51	11	1	0	0	63	63.5	0	0	0	0	0	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	47	9	0	0	0	56	56	0	0	40	6	1	0	0	47	47.5	0	0	0	0	0	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	52	8	0	2	0	62	64.6	0	0	37	6	0	0	0	43	43	0	0	0	0	0	0	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	51	5	0	1	0	57	58.3	0	0	33	6	1	0	0	40	40.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	216	37	0	3	2	258	263.9	0	0	161	29	3	0	0	193	194.5	0	0	0	0	0	0	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	44	3	0	0	2	49	51	0	0	27	2	1	1	0	31	32.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	37	3	0	1	0	41	42.3	0	1	26	0	1	0	0	28	27.9	0	0	0	0	0	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	19	6	0	0	0	25	25	0	0	16	0	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	0	0	1	1	0	0	20	4	0	0	0	24	24	0	0	32	3	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	120	16	0	1	2	139	142.3	0	1	101	5	3	2	0	112	115.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	2	0	0	0	0	2	2	0	0	15	3	0	0	2	20	22	0	0	19	4	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	1	0	0	0	0	1	1	0	0	25	5	1	0	0	31	31.5	0	0	16	1	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	14	3	1	0	0	18	18.5	0	0	21	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	15	3	0	1	1	20	22.3	0	0	17	3	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	0	0	69	14	2	1	3	89	94.3	0	0	73	8	1	0	0	82	82.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	2	0	0	0	0	2	2	0	0	10	1	0	0	0	11	11	0	0	22	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	0	0	27	1	0	1	0	29	30.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	1	0	0	0	0	1	1	0	0	15	1	0	0	2	18	20	0	0	20	2	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	0	0	62	3	0	0	2	67	69	0	0	91	6	1	1	0	99	100.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	20	0	0	1	1	22	24.3	0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	2	0	0	0	0	2	2	0	0	14	1	1	0	0	16	16.5	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	1	0	0	1	1.5	0	0	10	0	0	0	0	10	10	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	1	0	0	3	3.5	0	0	52	2	2	1	1	58	61.3	0	0	52	1	0	0	0	53	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	C => C									C => D									D => A									D => B									D => C								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	5	2	2	1	55	59.6	0	0	5	1	0	1	0	7	8.3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	7	3	1	0	51	53.8	0	0	5	0	0	0	0	5	5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	5	2	1	0	51	53.3	0	1	4	3	1	0	0	9	8.9
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	8	4	3	1	60	66.9	0	0	5	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	25	11	7	2	217	233.6	0	1	19	4	1	1	0	26	27.2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	9	4	3	1	56	62.9	0	0	2	4	1	0	0	7	7.5
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	6	2	1	0	59	61.3	0	0	3	1	0	0	0	4	4
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	38	11	4	1	0	55	57.5	0	0	6	2	1	1	0	10	11.8
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	7	4	0	0	64	66	0	0	9	0	1	0	0	10	10.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	180	33	14	5	1	234	247.7	0	0	20	7	3	1	0	31	33.8
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	8	2	1	0	65	67.3	0	0	6	1	0	0	0	7	7
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	6	1	0	1	54	55.5	0	0	4	0	1	0	0	5	5.5
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	8	1	1	0	71	72.8	0	0	8	1	0	0	0	9	9
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	5	2	1	1	55	58.3	0	0	5	2	0	2	0	9	11.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207	27	6	3	2	245	253.9	0	0	23	4	1	2	0	30	33.1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	6	1	2	0	56	59.1	0	0	8	3	0	0	0	11	11
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	4	4	5	1	65	74.5	0	0	2	1	0	1	0	4	5.3
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	41	4	3	0	0	49	49.7	0	0	6	1	0	0	0	7	7
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	175	25	9	8	1	219	234.1	0	0	23	6	0	1	0	30	31.3
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15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	3	2	2	0	48	51.6	0	0	10	0	0	1	0	11	12.3
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	23	5	4	2	210	219.7	0	0	41	2	0	2	0	45	47.6
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	5	2	1	0	59	61.3	0	0	24	2	0	0	0	26	26
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	10	0	0	1	58	59	0	0	15	2	1	0	0	18	18.5
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	58	10	1	0	0	70	69.7	0	0	14	0	2	0	0	16	17
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	204	35	3	2	1	247	250.5	0	0	64	4	3	0	0	71	72.5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	5	1	0	0	47	47.5	0	0	12	1	0	0	0	13	13
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	50	5	3	0	0	59	59.7	0	0	13	2	0	0	0	15	15
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	3	1	0	0	52	52.5	0	0	17	0	1	0	0	18	18.5
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	188	19	5	1	0	214	217	0	0	53	3	1	0	0	57	57.5
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18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	6	1	0	0	47	47.5	0	0	5	1	0	0	0	6	6
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	23	3	2	2	191	197.1	0	0	19	2	0	0	0	21	21
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	3	1	0	0	32	32.5	0	0	5	2	0	0	0	7	7
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	4	2	0	0	36	37	0	0	1	0	0	0	0	1	1
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	11	4	0	1	144	147	0	0	13	3	0	0	0	16	16
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20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	3	0	0	0	0	3	3
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	3	0	0	1	30	31	0	0	6	0	0	0	0	6	6
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	1	1	0	0	30	29.9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	89	10	1	0	1	102	102.9	0	0	11	0	0	0	0	11	11
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	25	25	0	0	0	1	0	0	0	1	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	1	0	1	0	35	36.3	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	1	27	28	0	0	1	1	0	0	0	2	2
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	3	0	0	0	31	31	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	9	0	1	1	118	120.3	0	0	3	2	0	0	0	5	5

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
20:00	0	0	1	0	0	0	0	1	1
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1
21:00	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 6
Location: R772/Motorway slip road/M11
Date: Tue 19-May-2026
AM Peak: 08:00 — 09:00 **Total:** 866
PM Peak: 16:30 — 17:30 **Total:** 1180
15 Min Peak: 16:30 — 16:45 **Total:** 315

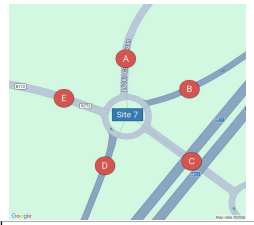
Arm A - M11 SB Slip of
Arm B - R772
Arm C - M11 SB Slip On
Arm D - R772

	A => A									A => B									A => C									A => D									B => A								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14	14.5	0	0	2	0	0	0	0	2	2	0	0	16	2	2	0	0	20	21	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	1	0	13	14.3	0	0	0	0	0	0	0	0	0
24 TOT	0	0	0	0	0	0	0	0	0	0	3	1015	210	55	107	2	1392	1558.8	0	0	8	3	0	1	0	12	13.3	0	0	877	167	50	46	5	1145	1234.8	0	0	0	0	0	0	0	0	0

	B => B									B => C									B => D									C => A									C => B								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	38	38	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	1	22	23	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	13	14	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	79	2	0	0	2	83	85	0	0	34	4	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	1	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	22	0	0	10	1	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	23	2	2	0	0	27	28	0	3	1803	319	58	40	25	2248	2352.2	4	6	1916	292	92	60	3	2373	2493.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	C => C									C => D									D => A									D => B									D => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	2	1	0	0	0	3	3
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	1	0	16	17.3	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	8.5	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	3	1	1	0	45	46.8	0	0	3	1	0	0	0	4	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	1	0	0	0	0	1	1
24 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	2771	441	111	65	28	3424	3586.2	0	1	379	57	12	14	0	463	486.6

	D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
24 TOT	0	0	1	0	0	0	0	1	1



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 7
Location: R772/Motorway slip Roads/M11
Date: Tue 19-May-2026
AM Peak: 08:00 — 09:00 **Total:** 1007
PM Peak: 16:30 — 17:30 **Total:** 822
15 Min Peak: 08:30 — 08:45 **Total:** 292

Arm A - L16187 Cooladangan
Arm B - M11 NB Slip On
Arm C - R772
Arm D - M11 NB Slip Of
Arm E - R772

	A => A									A => B									A => C									A => D									A => E								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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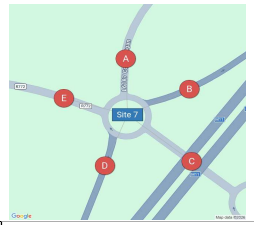
	B => A									B => B									B => C									B => D									B => E								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	C => A									C => B									C => C									C => D									C => E								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
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01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
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01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5
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H/TOT	0	0	0	1	0	0	0	1	1	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
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03:45	0	0	0	0	0	1	0	1	2.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	1	2.3	0	0	4	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3.3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30	0	0	0	1	0	0	0	1	1	0	0	2	0	1	1	0	4	5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45	0	0	0	1	0	0	0	1	1	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
H/TOT	0	0	0	2	0	0	0	2	2	0	0	5	2	1	2	0	10	13.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	4
05:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2
05:15	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2
05:30	0	0	0	2	0	0	0	2	2	0	0	15	3	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
05:45	0	0	0	1	0	0	0	1	1	0	0	12	1	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
H/TOT	0	0	0	3	0	0	0	3	3	0	0	36	7	2	1	0	46	48.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	7	2	0	0	0	11	9.4
06:00	0	0	4	1	0	0	0	5	5	0	0	9	8	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	6	5.4
06:15	0	0	4	2	0	0	0	6	6	0	0	17	6	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
06:30	0	0	1	1	0	0	0	2	2	0	0	13	3	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
06:45	1	0	10	2	1	0	0	14	13.7	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	6	6.5
H/TOT	1	0	19	6	1	0	0	27	26.7	0	0	51	18	0	1	0	70	71.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	5	1	0	0	17	16.9
07:00	0	0	1	0	0	0	0	1	1	0	0	15	3	1	1	0	20	21.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	1	7	8
07:15	0	0	5	1	0	0	0	6	6	0	0	16	5	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	1	1	7	9.8
07:30	0	0	11	0	0	0	0	11	11	0	0	20	3	1	0	0	24	24.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
07:45	0	0	15	3	0	0	0	18	18	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	4	1	0	0	17	17.5
H/TOT	0	0	32	4	0	0	0	36	36	0	0	64	13	2	1	0	80	82.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	8	2	1	2	35	39.3
08:00	0	0	13	0	0	1	0	14	15.3	0	0	22	4	0	2	0	28	30.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
08:15	0	0	15	2	0	0	0	17	17	0	0	26	6	1	6	0	39	47.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10
08:30	0	0	27	0	0	0	0	27	27	0	0	28	2	0	2	0	32	34.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	4	0	15	20.2
08:45	0	0	17	1	0	0	0	18	18	0	0	23	6	2	1	0	32	34.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	2	1	0	19	21.3
H/TOT	0	0	72	3	0	1	0	76	77.3	0	0	99	18	3	11	0	131	146.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	4	2	5	0	52	59.5
09:00	0	0	21	2	1	1	0	25	26.8	0	0	25	7	0	1	0	33	34.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	4	0	1	0	14	15.3
09:15	0	0	22	2	0	1	1	26	28.3	0	0	22	2	2	0	0	26	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	1	0	15	16.3
09:30	0	0	6	1	1	1	0	9	10.8	0	0	14	3	1	1	0	19	20.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16
09:45	0	0	8	2	1	2	0	13	16.1	0	0	13	2	3	0	0	18	19.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	1	3	0	19	23.4
H/TOT	0	0	57	7	3	5	1	73	82	0	0	74	14	6	2	0	96	101.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	9	1	5	0	64	71
10:00	0	0	13	1	0	0	1	15	16	0	0	11	4	1	1	0	17	18.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	3	1	0	0	16	15.7
10:15	0	0	3	1	0	0	0	4	4	0	0	6	3	4	0	0	13	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	13
10:30	0	0	3	0	0	1	0	4	5.3	0	0	7	2	3	2	0	14	18.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	3	1	0	19	21.8
10:45	0	0	8	2	1	2	0	13	16.1	0	0	6	6	4	2	0	18	22.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	13	13.5
H/TOT	0	0	27	4	1	3	1	36	41.4	0	0	30	15	12	5	0	62	74.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	44	10	5	1	0	61	64

	D => A									D => B									D => C									D => D									D => E								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
00:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	31	3	0	2	0	36	38.6	0	0	0	0	0	0	0	0	0	0	0	124	25	5	3	2	159	167.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	80	13	11	5	2	111	125	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5

	E => A									E => B									E => C									E => D									E => E								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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H/TOT	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	1	0	1	0	2	3.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	0	7	8.3	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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05:30	0	0	0	0	0	0	0	0	0	0	0	13	4	1	0	0	18	18.5	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	1	0	0	0	0	1	1	0	0	16	4	1	0	0	21	21.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	2	0	0	39	9	4	0	0	52	54	0	0	9	2	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	13	3	1	0	0	17	17.5	0	0	2	0	0	1	0	3	4.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	21	5	0	0	0	26	26	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	3	0	0	0	0	3	3	0	0	16	5	1	0	0	22	22.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	3	0	0	0	0	3	3	0	0	16	7	1	0	0	24	24.5	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	6	0	0	0	0	6	6	0	0	66	20	3	0	0	89	90.5	0	0	22	0	1	1	0	24	25.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	13	9	2	0	0	24	25	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	3	0	0	0	0	3	3	0	0	14	3	1	0	1	19	20.5	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	4	1	0	0	0	5	5	0	0	15	4	2	2	0	23	26.6	0	1	8	5	0	0	1	15	15.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	8	1	0	0	0	9	9	0	0	22	3	1	0	0	26	26.5	0	0	18	3	0	1	0	22	23.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	2	0	0	0	17	17	0	0	64	19	6	2	1	92	98.6	0	1	32	13	0	1	1	48	49.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	8	1	0	0	0	9	9	0	0	21	7	1	2	0	31	34.1	0	0	18	1	0	1	0	20	21.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	7	0	0	0	0	7	7	0	0	17	4	1	0	0	22	22.5	0	0	14	2	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	19	1	0	0	0	20	20	0	0	19	2	0	1	0	22	23.3	0	0	28	4	1	0	0	33	33.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	9	0	0	0	0	9	9	0	0	16	1	0	1	0	18	19.3	0	0	20	3	1	2	1	27	31.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	43	2	0	0	0	45	45	0	0	73	14	2	4	0	93	99.2	0	0	80	10	2	4	1	97	104.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	8	0	0	0	0	8	8	0	0	13	2	0	0	0	15	15	0	0	10	4	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	6	0	0	0	0	6	6	0	0	15	2	1	1	0	19	20.8	0	0	24	3	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	1	1	0	0	5	1	0	0	0	6	6	0	0	13	1	0	1	0	15	16.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	1	1	0	0	0	2	2	0	0	10	2	1	0	0	13	13.5	0	0	11	2	1	1	0	15	16.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	16	1	0	0	0	17	17	0	0	43	7	2	1	0	53	55.3	0	0	58	10	2	2	0	72	75.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	3	0	0	0	0	3	3	0	0	4	2	0	0	0	6	6	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	1	1	0	0	0	2	2	0	0	10	1	0	2	0	13	15.6	0	0	10	4	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	2	0	0	0	2	2	0	0	4	1	1	0	0	6	6.5	0	0	10	3	1	1	0	15	16.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	1	0	0	0	0	1	1	0	0	10	0	0	1	0	11	12.3	0	0	16	3	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	3	0	0	0	8	8	0	0	28	4	1	3	0	36	40.4	0	0	48	12	2	1	0	63	65.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIME
00:00
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H/TOT



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 7
Location: R772/Motorway slip Roads/M11
Date: Tue 19-May-2026
AM Peak: 08:00 — 09:00 **Total:** 1007
PM Peak: 16:30 — 17:30 **Total:** 822
15 Min Peak: 08:30 — 08:45 **Total:** 292

Arm A - L16187 Cooladangan
Arm B - M11 NB Slip On
Arm C - R772
Arm D - M11 NB Slip Of
Arm E - R772

	A => A									A => B									A => C									A => D									A => E								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	10	1	0	2	0	13	15.6	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
11:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	1	0	11	12.3	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
11:30	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	6	2	0	1	0	9	10.3	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5
11:45	0	0	0	0	0	0	0	0	0	0	0	5	2	1	1	0	9	10.8	0	0	8	1	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	18	5	1	2	0	26	29.1	0	0	29	4	1	3	0	37	41.4	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	12	12.5
12:00	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	6	4	1	2	0	13	16.1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
12:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5
12:30	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	10	1	2	1	0	14	16.3	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7
12:45	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	5	6.8	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	2	2	1	0	28	30.3	0	0	39	6	3	3	0	51	56.4	0	0	0	0	0	0	0	0	0	0	0	14	2	2	0	0	18	19
13:00	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5
13:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	8	1	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	20	1	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
13:45	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	9.5	0	0	7	2	0	2	0	11	13.6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	25	3	1	0	0	29	29.5	0	0	49	6	1	2	0	58	61.1	0	0	0	0	0	0	0	0	0	0	0	13	1	1	0	0	15	15.5
14:00	0	0	0	0	0	0	0	0	0	0	0	4	2	1	1	0	8	9.8	0	0	12	4	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
14:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	3	1	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
14:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	6	7.3	0	0	15	1	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	20	2	1	2	0	25	28.1	0	0	36	7	0	2	0	45	47.6	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
15:00	0	0	0	0	0	0	0	0	0	0	0	4	1	1	1	0	7	8.8	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5
15:15	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	10	0	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	14	0	1	2	0	17	20.1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
15:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	21	3	2	1	0	27	29.3	0	0	53	3	1	3	0	60	64.4	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14	14.5
16:00	0	0	0	0	0	0	0	0	0	0	0	10	1	0	1	0	12	13.3	0	0	25	3	0	1	0	29	30.3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
16:15	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	12	12.5	1	0	23	4	1	0	0	29	28.7	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
16:30	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	25	2	2	0	0	29	30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
16:45	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	16	1	0	1	0	18	19.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	31	3	2	1	0	37	39.3	1	0	89	10	3	2	0	105	108.3	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	23	23
17:00	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	1.8
17:15	0	0	0	0	0	0	0	0	0	0	0	13	2	0	1	0	16	17.3	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
17:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	9	10.3	0	0	28	0	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
17:45	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	36	4	0	2	0	42	44.6	0	0	75	6	1	0	0	82	82.5	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	22	20.8
18:00	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
18:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	14	2	1	0	0	17	17.5	0	0	42	4	0	0	0	46	46	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9
19:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	5	6.3	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
19:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
19:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	4	5.3	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
19:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	1	0	2	0	15	17.6	0	0	26	3	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
20:00	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
20:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
20:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14	14.5	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2

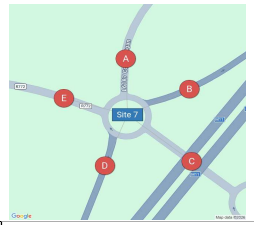
	B => A									B => B									B => C									B => D									B => E								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	C => A									C => B									C => C									C => D									C => E								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	7	2	0	0	0	9	9	0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	4	2	0	0	20	21
11:15	0	0	5	1	0	1	0	7	8.3	0	0	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	3	1	0	0	24	24.5
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H/TOT	0	0	17	5	2	1	0	25	27.3	0	0	40	7	1	4	0	52	57.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	13	7	4	0	84	92.7
12:00	0	0	8	0	1	0	0	9	9.5	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	4	2	1	0	19	21.3
12:15	0	0	5	0	2	0	0	7	8	0	0	7	3	1	1	0	12	13.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	4	3	0	0	23	24.5
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12:45	0	0	14	1	0	0	0	15	15	0	0	11	1	2	1	0	15	17.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	3	2	0	0	34	32.6
H/TOT	0	0	34	2	3	1	0	40	42.8	0	0	45	6	4	3	0	58	63.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	14	9	1	0	106	109.4
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13:15	0	0	11	0	0	0	0	11	11	0	0	14	0	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	23	23
13:30	0	0	17	0	0	0	0	17	17	0	0	9	0	2	2	0	13	16.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	2	0	0	13	14
13:45	0	0	13	2	0	2	0	17	19.6	0	0	7	2	1	1	0	11	12.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	2	2	0	22	25.6
H/TOT	0	0	45	2	3	3	0	53	58.4	0	0	40	4	4	3	0	51	56.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	11	4	3	0	87	92.9
14:00	0	0	8	0	1	0	1	10	11.5	0	0	12	3	1	2	0	18	21.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	4	4	0	0	33	35
14:15	0	0	11	0	1	1	0	13	14.8	0	0	13	3	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	1	2	0	0	31	32
14:30	0	0	8	0	0	0	0	8	8	0	0	11	0	1	3	1	16	21.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	4	3	0	0	42	43.5
14:45	0	0	14	2	0	0	0	16	16	0	0	14	0	0	1	0	15	16.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	4	0	2	0	34	36.6
H/TOT	0	0	41	2	2	1	1	47	50.3	0	0	50	6	2	7	1	66	77.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	13	9	2	0	140	147.1
15:00	0	0	9	1	1	1	0	12	13.8	0	0	12	4	2	1	0	19	21.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	7	0	1	1	37	39.3
15:15	0	0	22	3	0	1	0	26	27.3	0	0	15	2	1	1	0	19	20.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	35	5	1	2	0	43	46.1
15:30	0	0	13	1	0	1	0	15	16.3	0	0	9	2	0	5	0	16	22.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	22	6	4	0	0	32	34
15:45	0	0	17	3	0	1	0	21	22.3	0	0	13	1	2	0	0	16	17	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	32	4	1	1	0	38	39.8
H/TOT	0	0	61	8	1	4	0	74	79.7	0	0	49	9	5	7	0	70	81.6	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	117	22	6	4	1	150	159.2
16:00	0	0	13	3	1	1	0	18	19.8	0	0	17	2	1	1	0	21	22.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	9	2	0	0	42	43
16:15	0	0	14	0	1	1	0	16	17.8	0	0	12	3	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	12	2	0	0	38	39
16:30	0	0	26	6	1	0	0	33	33.5	0	0	19	4	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	5	1	0	0	48	48.5
16:45	0	0	9	3	1	1	0	14	15.8	0	0	20	1	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	2	2	0	1	49	51
H/TOT	0	0	62	12	4	3	0	81	86.9	0	0	68	10	3	1	0	82	84.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	28	7	0	1	177	181.5
17:00	0	0	14	4	0	0	0	18	18	0	0	12	3	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	15	0	0	0	70	70
17:15	0	0	27	7	0	0	0	34	34	0	0	14	1	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	11	0	0	0	55	55
17:30	0	0	28	1	1	0	0	30	30.5	0	0	19	2	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	13	1	0	0	58	58.5
17:45	0	0	12	3	1	0	0	16	16.5	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	4	1	0	0	49	49.5
H/TOT	0	0	81	15	2	0	0	98	99	0	0	56	6	2	0	0	64	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187	43	2	0	0	232	233
18:00	0	0	13	2	1	0	0	16	16.5	0	0	8	1	0	1	0	10	11.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	5	0	0	0	32	32
18:15	0	0	13	0	0	0	0	13	13	0	1	8	0	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	6	1	0	0	35	35.5
18:30	0	0	5	1	0	0	0	6	6	0	0	5	0	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21	21
18:45	0	0	8	0	0	0	0	8	8	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	7	1	0	0	34	34.5
H/TOT	0	0	39	3	1	0	0	43	43.5	0	1	30	2	0	2	0	35	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	20	2	0	0	122	123
19:00	0	0	9	2	0	0	0	11	11	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	5	0	0	0	23	23
19:15	0	0	4	2	0	0	0	6	6	0	0	6	1	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	2	0	0	28	29
19:30	0	0	4	0	1	0	0	5	5.5	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20
19:45	0	0	3	0	0	0	0	3	3	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	3	0	1	0	23	24.3
H/TOT	0	0	20	4	1	0	0	25	25.5	0	0	29	3	1	0	0	33	33.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	11	2	1	0	94	96.3
20:00	0	0	1	1	0	0	0	2	2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24
20:15	0	0	2	0	0	0	0	2	2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	1	0	0	21	21.5
20:30	0	0	5	0	0	0	0	5	5	0	0	13	1	0	1	0	15	16.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	19
20:45	0	0	2	0	0	0	0	2	2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1	1	1	0	24	25.8
H/TOT	0	0	10	1	0	0	0	11	11	0	0	35	1	0	1	0	37	38.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	4	2	1	0	88	90.3
21:00	0	0	4	2	0	0	0	6	6	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	18
21:15	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17
21:30	0	0	4	1	1	0	0	6	6.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
21:45	0	0	6	0	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	1	0	9	10.3
H/TOT	0	0	17	3	1	0	0	21	21.5	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	1	0	1	0	53	54.3

	D => A									D => B									D => C									D => D									D => E								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	20	3	2	1	1	27	30.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	27	3	4	0	0	34	36	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:30	0	0	3	1	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	26	3	1	1	0	31	32.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	27	6	2	2	1	38	42.6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	9	5	2	0	0	16	17	0	0	0	0	0	0	0	0	0	0	0	100	15	9	4	2	130	141.7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:00	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	27	6	2	1	1	37	40.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:15	0	0	4	2	1	1	0	8	9.8	0	0	0	0	0	0	0	0	0	0	0	30	4	0	0	0	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	4	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	23	8	0	1	0	32	33.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3.3
12:45	0	0	5	0	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0	0	0	25	5	4	0	0	34	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	18	3	2	2	0	25	28.6	0	0	1	0	0	0	0	1	1	0	0	105	23	6	2	1	137	143.6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	4.3
13:00	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	28	3	1	1	0	33	34.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	6	2	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	25	2	0	0	1	28	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	29	6	1	1	0	37	38.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	29	3	2	1	1	36	39.3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
H/TOT	0	0	25	3	1	0	0	29	29.5	0	0	2	0	0	0	0	2	2	0	0	111	14	4	3	2	134	141.9	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
14:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	29	5	0	2	0	36	38.6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5
14:15	0	0	5	2	0	1	0	8	9.3	0	0	0	0	0	0	0	0	0	0	0	30	2	1	5	1	39	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	17	3	2	0	0	22	23	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
14:45	0	0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	13	9	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	16	3	1	1	0	21	22.8	0	0	0	0	0	0	0	0	0	0	0	89	19	4	7	1	120	132.1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5
15:00	0	0	11	1	0	1	0	13	14.3	0	0	0	0	0	0	0	0	0	0	0	22	4	1	1	1	29	31.8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:30	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	5	4	0	1	0	10	11.3	0	0	0	0	0	0	0	0	0	0	0	28	5	2	1	1	37	40.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	24	6	0	2	0	32	34.6	0	0	0	0	0	0	0	0	0	0	0	99	14	3	2	2	120	126.1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
16:00	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	30	3	1	0	0	34	34.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:15	0	0	5	2	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	30	7	0	0	1	38	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	32	5	1	0	0	38	38.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:45	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	33	5	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	20	4	1	0	0	25	25.5	0	0	1	0	0	0	0	1	1	0	0	125	20	2	0	1	148	150	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
17:00	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	30	3	1	0	0	34	34.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
17:15	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	29	4	2	0	0	35	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	24	4	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
17:45	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	37	3	0	1	1	42	44.3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	21	5	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	120	14	4	1	1	140	144.3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
18:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	18	4	0	2	0	24	26.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	20	4	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	1	12	0	0	0	0	13	12.4	0	0	0	0	0	0	0	0	0	0	0	27	3	0	0	1	31	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	27	4	1	0	0	32	32.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	24	1	0	0	0	26	25.4	0	0	0	0	0	0	0	0	0	0	0	92	15	2	2	1	112	116.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	18	3	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
19:30	0	0	4	0	1	1	1	7	9.8	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	1	26	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	2	1	1	1	12	14.8	0	0	0	0	0	0	0	0	0	0	0	73	10	1	0	1	85	86.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
20:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
20:30	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19	2	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	62	8	1	0	0	71	71.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
21:00	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	25	0	0	1	0	26	27.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	1	23	24	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
21:45	0	0	4	0	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	1	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0	0	0	85	4	0	1	1	91	93.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1

	E => A									E => B									E => C									E => D									E => E								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
11:00	0	0	6	1	0	0	0	7	7	0	0	6	1	0	0	0	7	7	0	0	19	2	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	1	1	0	0	0	2	2	0	0	3	1	0	0	0	4	4	0	0	12	3	0	1	0	16	17.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	2	0	0	0	0	2	2	0	0	5	0	0	0	0	5	5	0	1	16	3	1	0	0	21	20.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	4	0	0	0	0	4	4	0	0	6	1	0	1	0	8	9.3	0	0	14	2	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	2	0	0	0	15	15	0	0	20	3	0	1	0	24	25.3	0	1	61	10	2	1	0	75	76.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	2	0	0	0	0	2	2	0	0	6	1	1	0	0	8	8.5	0	0	7	2	2	1	0	12	14.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	4	0	0	0	0	4	4	0	0	4	0	1	0	0	5	5.5	0	0	16	2	2	0	0	20	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	1	1	0	0	0	2	2	0	0	5	1	0	0	0	6	6	1	0	11	4	3	0	0	19	19.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	3	0	0	0	0	3	3	0	0	6	1	1	0	0	8	8.5	0	0	21	3	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	10	1	0	0	0	11	11	0	0	21	3	3	0	0	27	28.5	1	0	55	11	8	1	0	76	80.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	2	2	1	1	0	6	7.8	0	0	7	0	0	0	0	7	7	0	0	18	4	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	8	0	0	0	0	8	8	0	0	5	4	1	0	0	10	10.5	0	0	17	4	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	2	0	1	0	0	3	3.5	0	0	6	1	2	0	0	9	10	0	0	19	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	5	1	0	0	0	6	6	0	0	5	1	0	0	0	6	6	0	0	14	3	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	3	2	1	0	23	25.3	0	0	23	6	3	0	0	32	33.5	0	0	68	11	2	0	0	81	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	4	1	0	0	0	5	5	0	0	3	0	0	1	0	4	5.3	0	0	16	1	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	3	1	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	18	1	3	0	0	22	23.5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
14:30	0	0	3	1	0	0	0	4	4	0	0	2	0	2	0	0	4	5	1	0	26	1	1	0	0	29	28.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	4	0	0	0	0	4	4	0	0	6	0	1	1	0	8	9.8	0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	14	3	0	0	0	17	17	0	0	14	0	3	2	0	19	23.1	1	0	74	5	5	0	0	85	86.7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
15:00	0	0	4	0	1	0	0	5	5.5	0	0	5	1	0	1	0	7	8.3	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
15:15	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	17	1	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	2	1	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	16	1	1	1	0	19	20.8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:45	0	0	1	0	0	0	0	1	1	0	0	7	2	0	0	0	9	9	0	0	12	4	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	9	1	1	0	0	11	11.5	0	0	18	3	0	1	0	22	23.3	0	0	62	8	1	1	0	72	73.8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:00	0	0	2	2	0	0	0	4	4	0	0	7	0	0	0	0	7	7	0	0	16	2	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	5	1	0	1	0	7	8.3	0	0	2	1	0	0	0	3	3	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	2	0	0	0	0	2	2	0	0	3	3	0	0	1	7	8	0	0	17	3	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	4	1	0	0	0	5	5	0	0	3	2	0	1	1	7	9.3	1	0	10	4	0	0	0	15	14.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	4	0	1	0	18	19.3	0	0	15	6	0	1	2	24	27.3	1	0	53	9	1	0	0	64	63.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	5	2	0	0	0	7	7	0	0	7	1	0	0	0	8	8	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	5	1	0	0	0	6	6	0	0	6	0	0	1	0	7	8.3	1	0	16	1	1	0	0	19	18.7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
17:30	0	0	2	1	0	0	0	3	3	0	0	6	1	0	0	0	7	7	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	6	1	0	0	0	7	7	0	0	8	2	0	0	0	10	10	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	18	5	0	0	0	23	23	0	0	27	4	0	1	0	32	33.3	1	0	46	3	1	0	0	51	50.7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:00	0	0	3	0	0	0	0	3	3	0	0	5	0	0	0	0	5	5	0	0	13	1	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.2
18:15	0	0	6	2	0	0	0	8	8	0	0	6	0	0	0	0	6	6	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	3	0	0	0	0	3	3	0	0	8	0	0	0	0	8	8	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	3	0	0	0	0	3	3	0	0	4	0	1	0	0	5	5.5	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.2
H/TOT	0	0	15	2	0	0	0	17	17	0	0	23	0	1	0	0	24	24.5	0	0	48	5	1	0	0	54	54.5	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4
19:00	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	1	0	0	0	0	1	1	0	0	6	1	0	1	0	8	9.3	0	0	7	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	2	0	0	0	0	2	2	0	0	2	2	0	0	0	4	4	0	0	13	0	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	1	0	0	0	0	1	1	0	0	1	0	1	1	0	3	4.8	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	6	0	0	0	0	6	6	0	0	11	3	1	2	0	17	20.1	0	0	41	1	3	0	0	45	46.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
20:00	0	0	2	1	0	0	0	3	3	0	0	5	0	0	1	0	6	7.3	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	1	0	0	0	0	1	1	0	0	2	0	0	2	0	4	6.6	0	0	3	1	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	1	8	0	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	1	0	0	0	8	8	0	0	8	1	0	3	0	12	15.9	0	1	28	1	0	0	1	31	31.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2.3	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	2	0	0	3	1	0	1	0	5	6.3	0	0	23	4	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1

TIME
11:00
11:15
11:30
11:45
H/TOT
12:00
12:15
12:30
12:45
H/TOT
13:00
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H/TOT
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18:00
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18:30
18:45
H/TOT
19:00
19:15
19:30
19:45
H/TOT
20:00
20:15
20:30
20:45
H/TOT
21:00
21:15
21:30
21:45
H/TOT



IDASO

Survey Name: 260572 - Arklow South Co Wicklow
Site: Site 7
Location: R772/Motorway slip Roads/M11
Date: Tue 19-May-2026
AM Peak: 08:00 — 09:00 **Total:** 1007
PM Peak: 16:30 — 17:30 **Total:** 822
15 Min Peak: 08:30 — 08:45 **Total:** 292

Arm A - L16187 Cooladangan
Arm B - M11 NB Slip On
Arm C - R772
Arm D - M11 NB Slip Of
Arm E - R772

	A => A									A => B									A => C									A => D									A => E								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
23:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	0	1	1	0	0	2	2.5	0	0	466	75	23	16	1	581	614.3	1	0	589	85	13	20	0	708	739.7	0	0	0	0	0	0	0	0	0	0	2	170	17	6	0	0	195	196.8

	B => A									B => B									B => C									B => D									B => E								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	C => A									C => B									C => C									C => D									C => E								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	5	0	2	0	0	7	8	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	15
22:15	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
22:30	0	0	2	0	0	0	0	2	2	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5
22:45	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	14	0	2	0	0	16	17	0	0	11	1	0	0	0	12	12	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	24	5	1	0	0	30	30.5
23:00	0	0	0	1	0	0	0	1	1	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
23:15	0	0	1	1	0	0	0	2	2	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
23:45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4	5.3
H/TOT	0	0	4	2	0	0	0	6	6	0	0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	1	0	15	16.3
24 TOT	1	0	652	89	27	23	3	795	840.6	0	1	831	145	52	52	1	1082	1176	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	3	5	1306	225	63	31	4	1637	1707.4

	D => A									D => B									D => C									D => D									D => E								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	10	1	0	1	0	12	13.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	31	1	1	1	0	34	35.8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	1	387	55	11	11	1	466	486.2	0	0	4	0	0	0	0	4	4	0	1	1730	296	76	46	25	2174	2296.2	0	0	0	0	0	0	0	0	0	0	25	2	2	1	0	30	32.3

	E => A									E => B									E => C									E => D									E => E								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
22:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	0	0	215	31	3	2	0	251	255.1	0	0	507	106	29	23	3	668	715.4	4	3	827	117	34	13	3	1001	1032.9	0	0	0	0	0	0	0	0	0	2	0	5	2	0	0	0	9	7.4

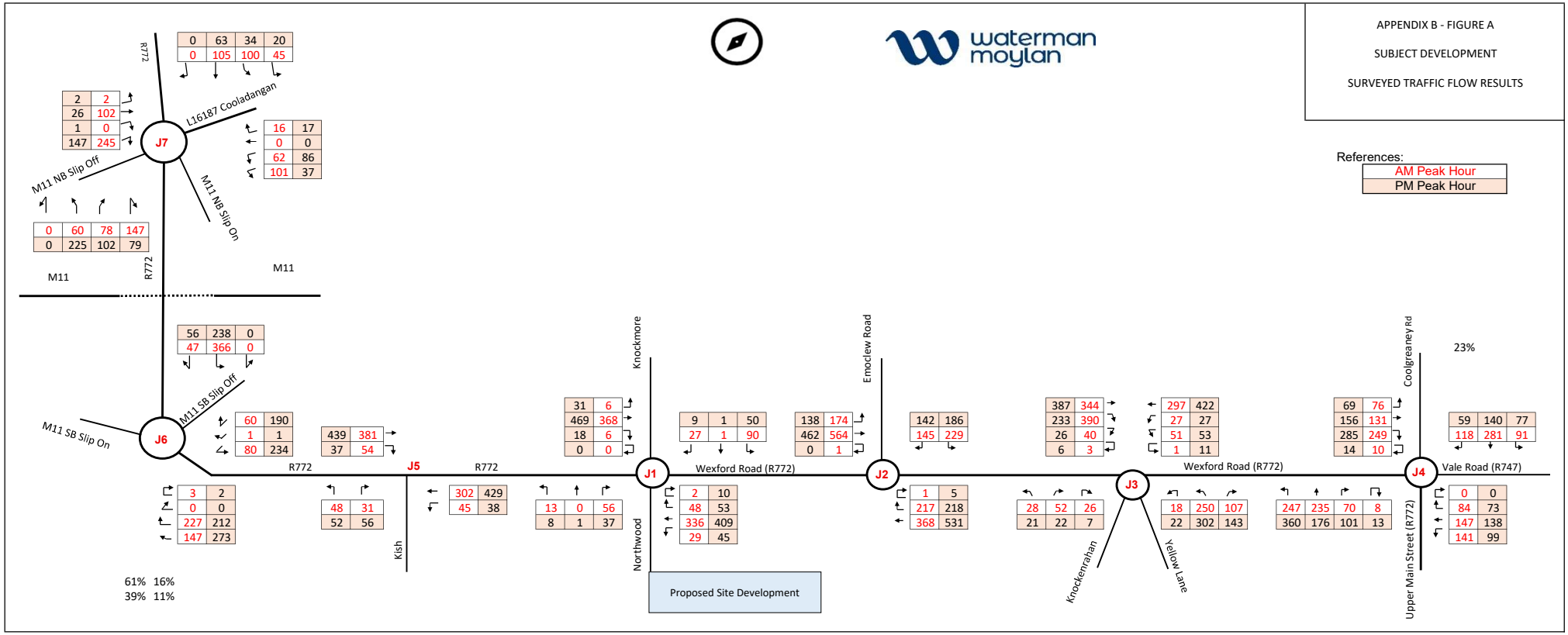
TIME
22:00
22:15
22:30
22:45
H/TOT
23:00
23:15
23:30
23:45
H/TOT
24 TOT

B. Traffic Diagrams

APPENDIX B - FIGURE A

SUBJECT DEVELOPMENT

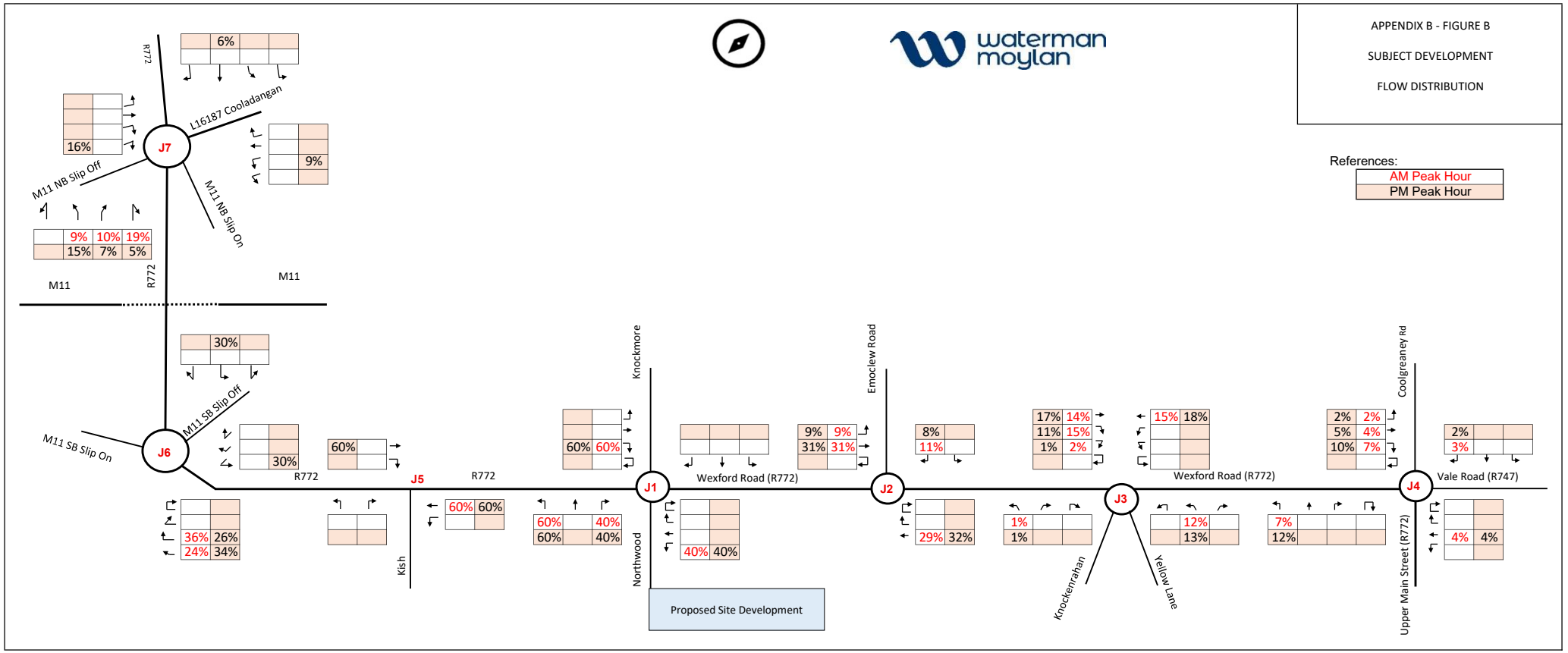
SURVEYED TRAFFIC FLOW RESULTS



APPENDIX B - FIGURE B

SUBJECT DEVELOPMENT

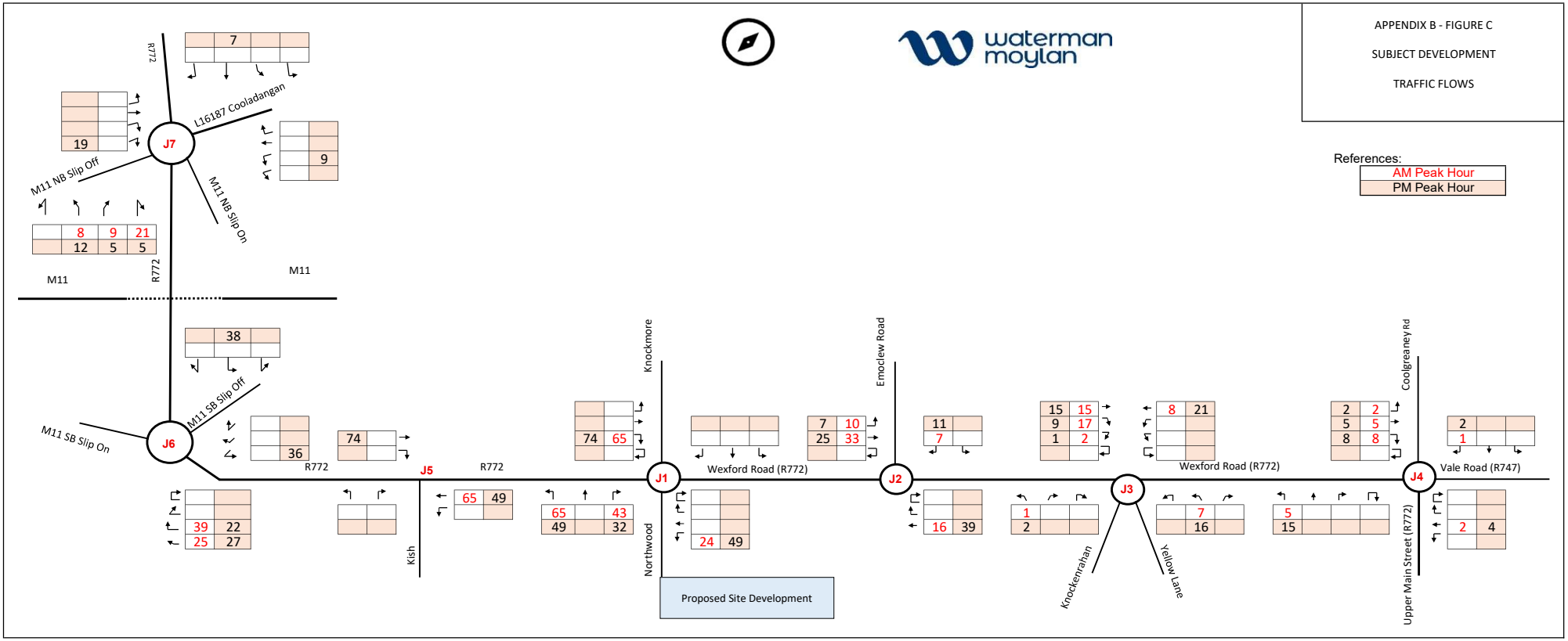
FLOW DISTRIBUTION

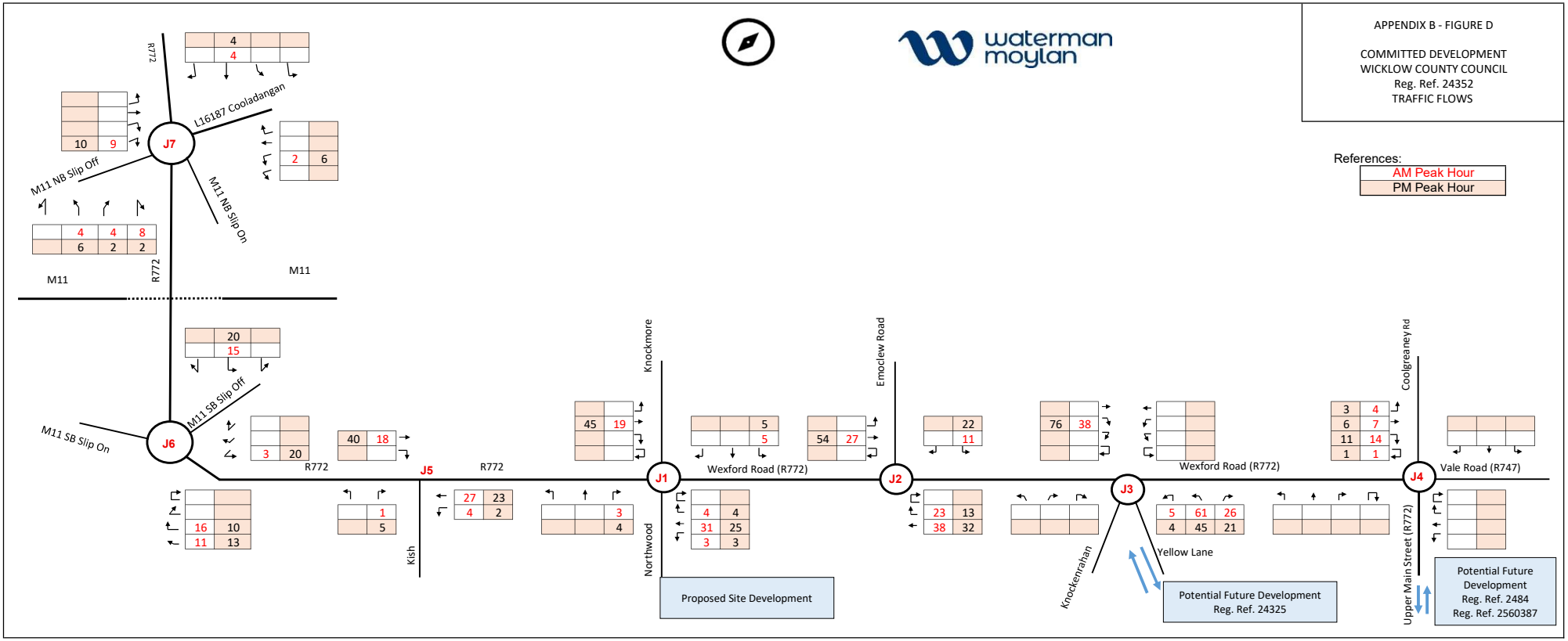


APPENDIX B - FIGURE C

SUBJECT DEVELOPMENT

TRAFFIC FLOWS

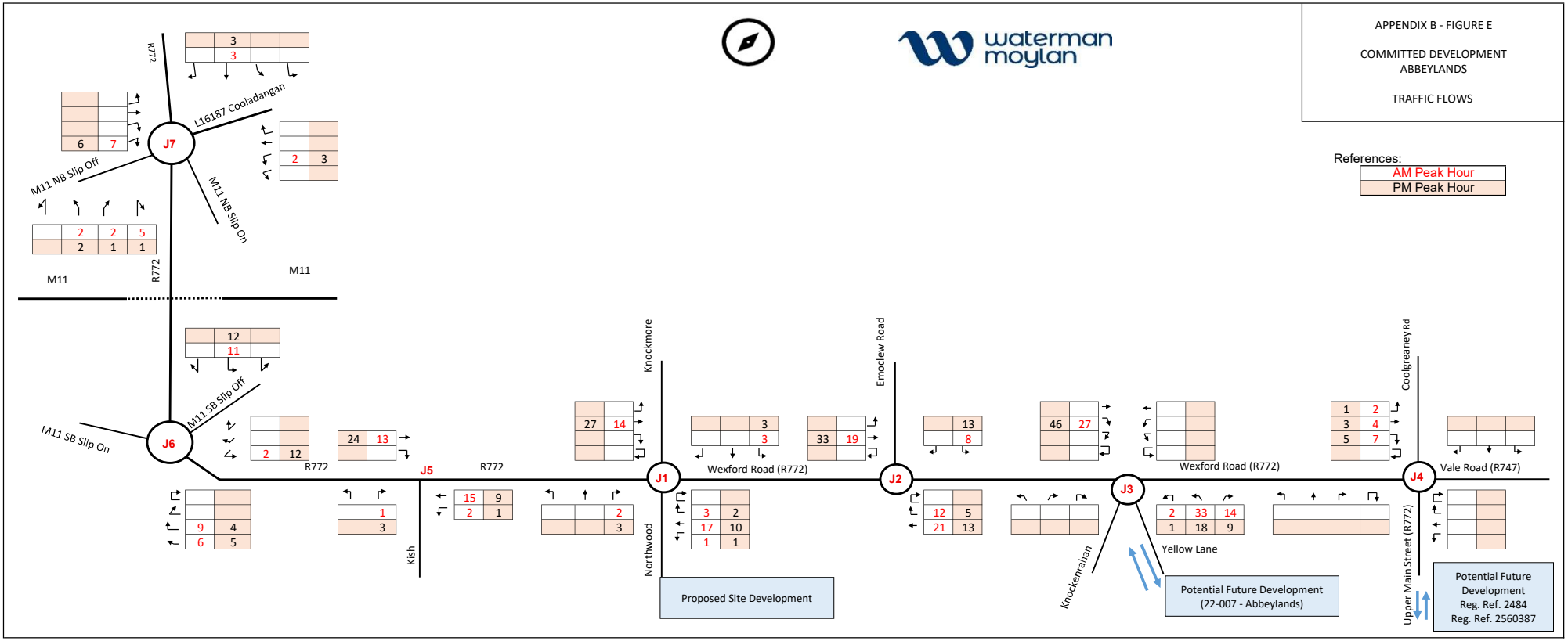


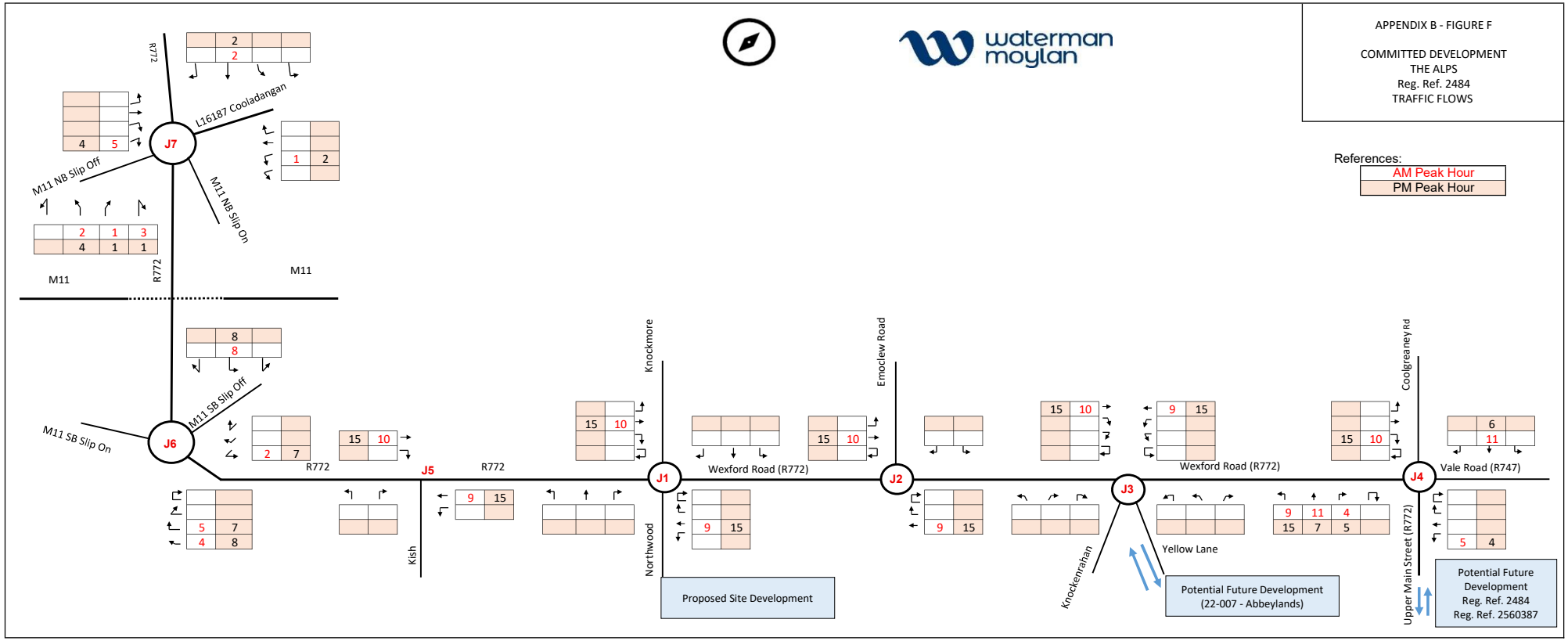

APPENDIX B - FIGURE D
COMMITTED DEVELOPMENT
WICKLOW COUNTY COUNCIL
Reg. Ref. 24352
TRAFFIC FLOWS
waterman moylan
References:
AM Peak Hour
PM Peak Hour
J7
J6
J5
J1
J2
J3
J4
M11
M11 NB Slip Off
M11 NB Slip On
M11 SB Slip Off
M11 SB Slip On
R772
L16187 Cooladangan
Knockmore
Emoclew Road
Wexford Road (R772)
Kish
Northwood
Knockenrahan
Yellow Lane
Coolgreaney Rd
Vale Road (R747)
Upper Main Street (R772)
Proposed Site Development
Potential Future Development
Reg. Ref. 24325
Potential Future Development
Reg. Ref. 2484
Reg. Ref. 2560387

APPENDIX B - FIGURE E

COMMITTED DEVELOPMENT
ABBEYLANDS

TRAFFIC FLOWS

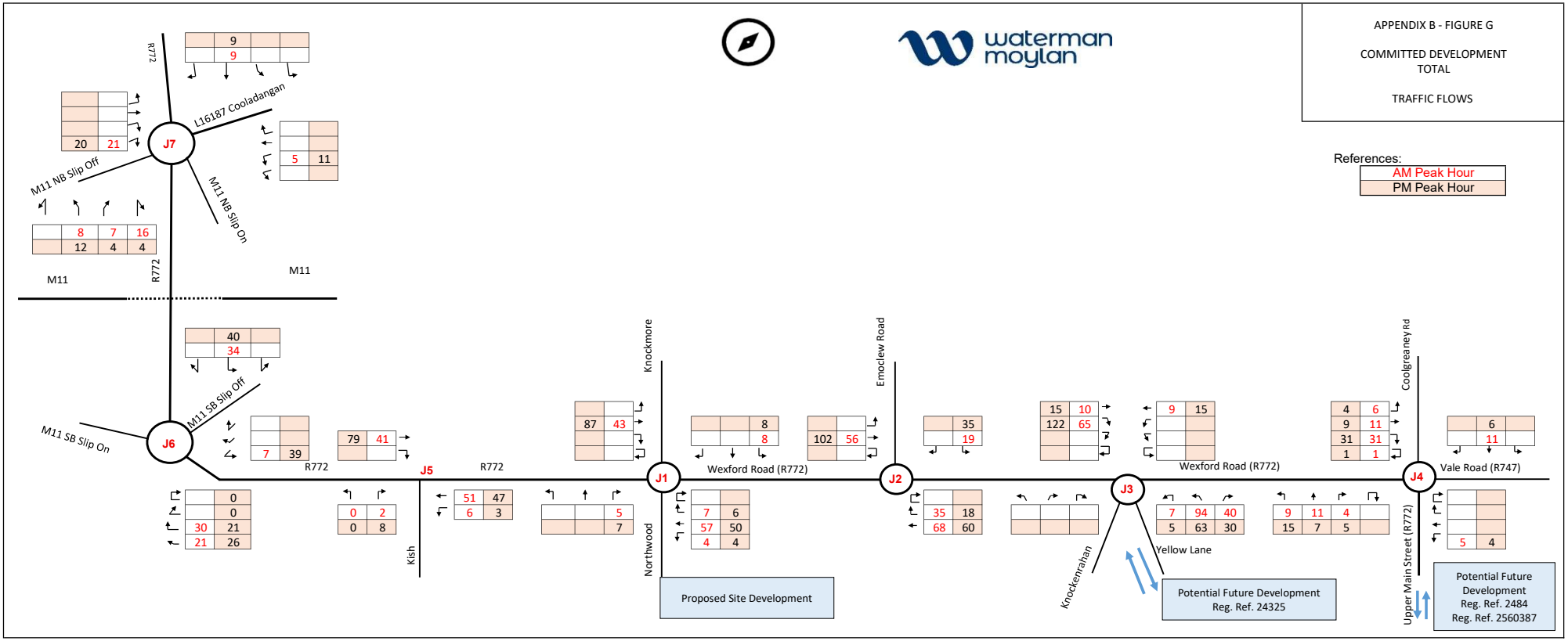


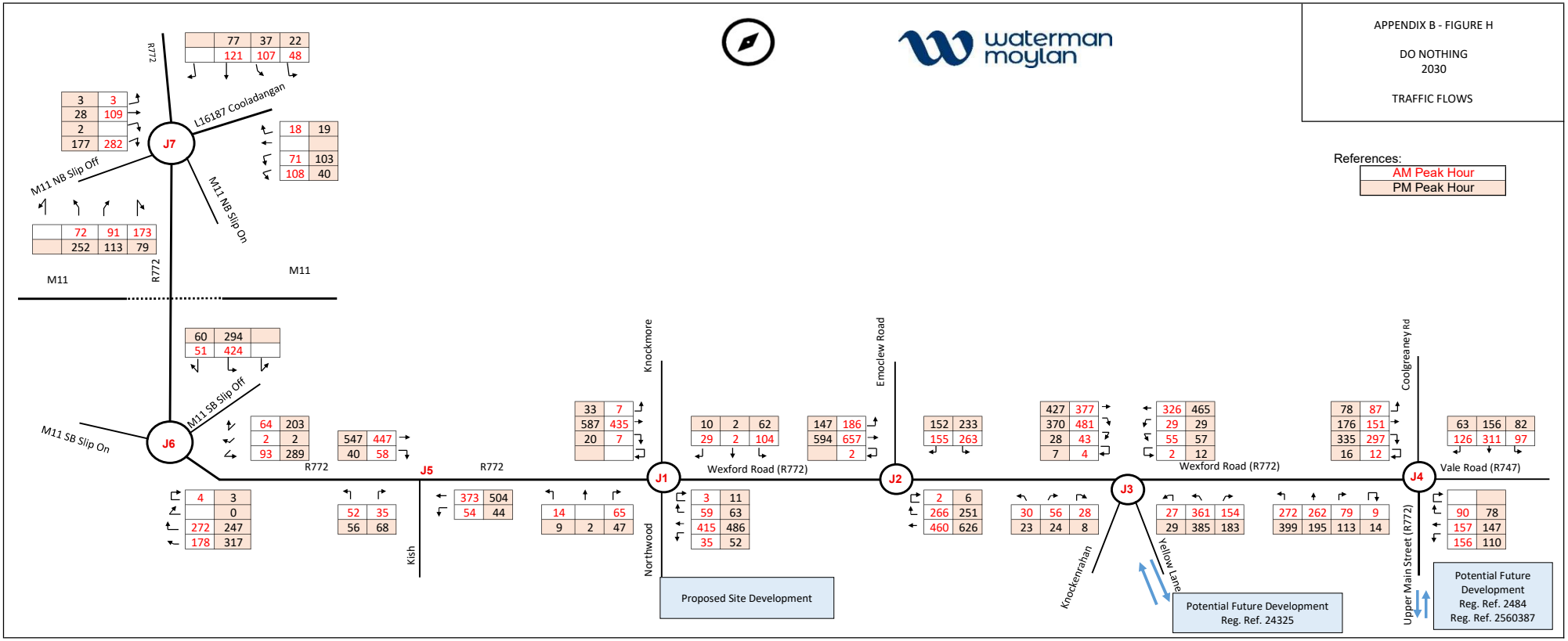

APPENDIX B - FIGURE F
COMMITTED DEVELOPMENT
THE ALPS
Reg. Ref. 2484
TRAFFIC FLOWS
waterman moylan
References:
AM Peak Hour
PM Peak Hour
R772
L16187 Cooladangan
J7
M11 NB Slip Off
M11 NB Slip On
M11
M11
R772
M11 SB Slip Off
M11 SB Slip On
J6
R772
J5
R772
Kish
Knockmore
J1
Wexford Road (R772)
Northwood
Proposed Site Development
Emoclew Road
J2
J3
Wexford Road (R772)
Yellow Lane
Knockenrahan
Potential Future Development
(22-007 - Abbeylands)
Coolgreaney Rd
J4
Vale Road (R747)
Upper Main Street (R772)
Potential Future
Development
Reg. Ref. 2484
Reg. Ref. 2560387

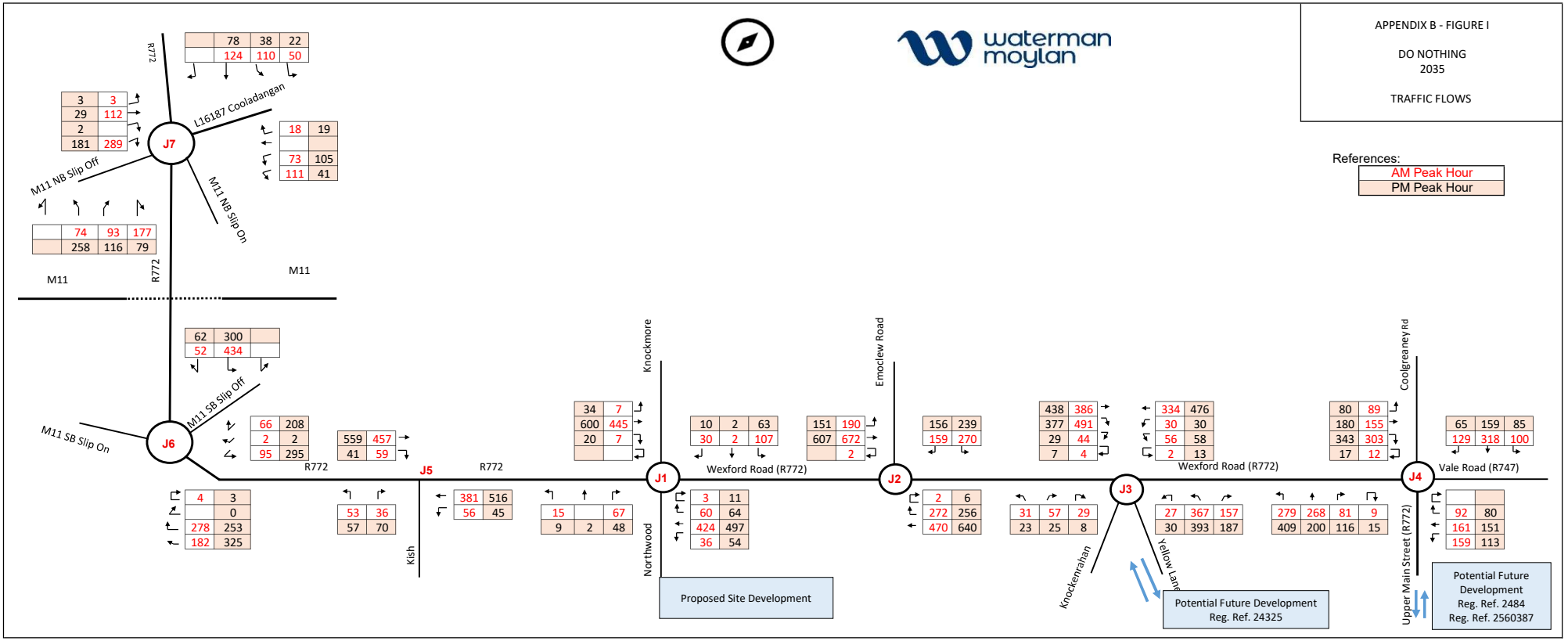
APPENDIX B - FIGURE G

COMMITTED DEVELOPMENT TOTAL

TRAFFIC FLOWS



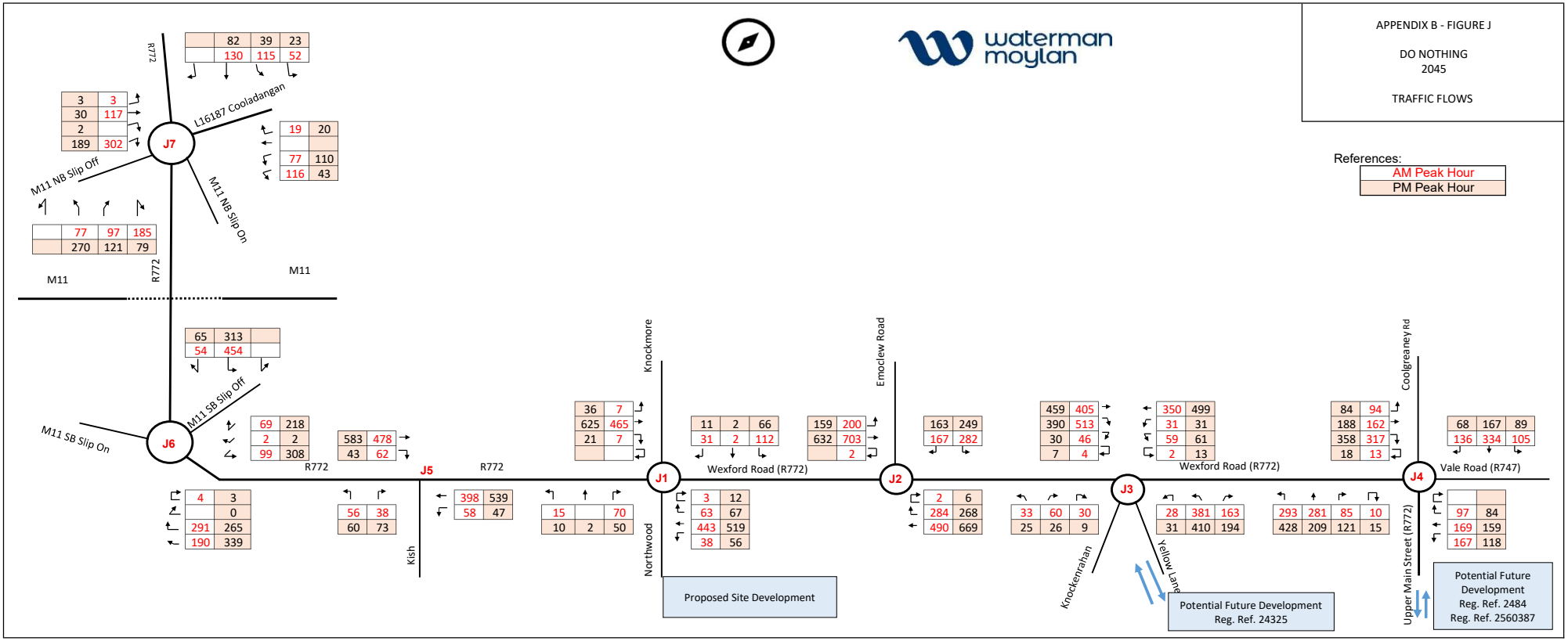

APPENDIX B - FIGURE H
DO NOTHING
2030
TRAFFIC FLOWS
waterman moylan
References:
AM Peak Hour
PM Peak Hour
J7
J6
J5
J1
J2
J3
J4
M11
M11 NB Slip Off
M11 NB Slip On
M11 SB Slip Off
M11 SB Slip On
R772
L16187 Cooladangan
Kish
Knockmore
Northwood
Emoclew Road
Knockenrahan
Yellow Lane
Wexford Road (R772)
Coolgreaney Rd
Vale Road (R747)
Upper Main Street (R772)
Proposed Site Development
Potential Future Development
Reg. Ref. 24325
Potential Future Development
Reg. Ref. 2484
Reg. Ref. 2560387

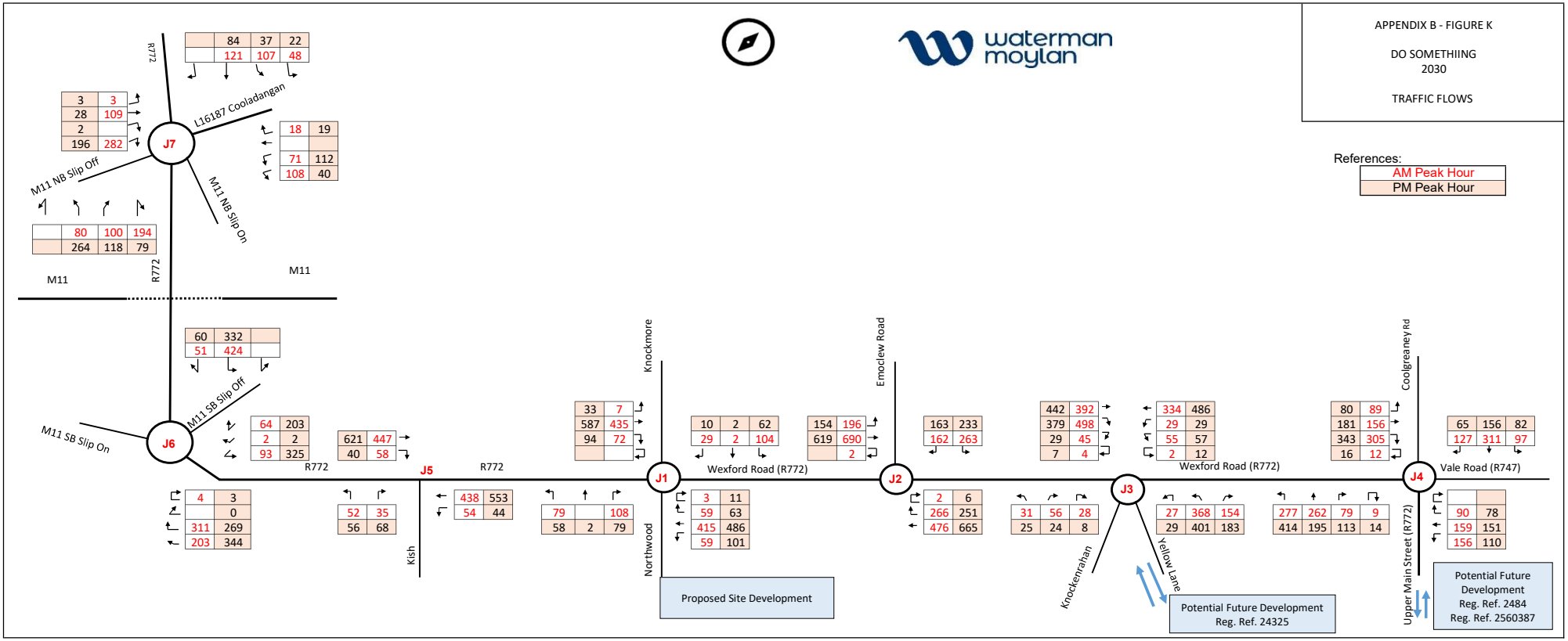

APPENDIX B - FIGURE I
DO NOTHING
2035
TRAFFIC FLOWS
References:
AM Peak Hour
PM Peak Hour
waterman moylan
J7
J6
J5
J1
J2
J3
J4
M11
M11
M11 NB Slip Off
M11 NB Slip On
M11 SB Slip Off
M11 SB Slip On
R772
L16187 Cooladangan
Wexford Road (R772)
Wexford Road (R772)
Vale Road (R747)
Knockmore
Emoclew Road
Coolgreaney Rd
Kish
Northwood
Knockenrahan
Yellow Lane
Upper Main Street (R772)
Proposed Site Development
Potential Future Development
Reg. Ref. 24325
Potential Future Development
Development
Reg. Ref. 2484
Reg. Ref. 2560387

APPENDIX B - FIGURE J

DO NOTHING
2045

TRAFFIC FLOWS

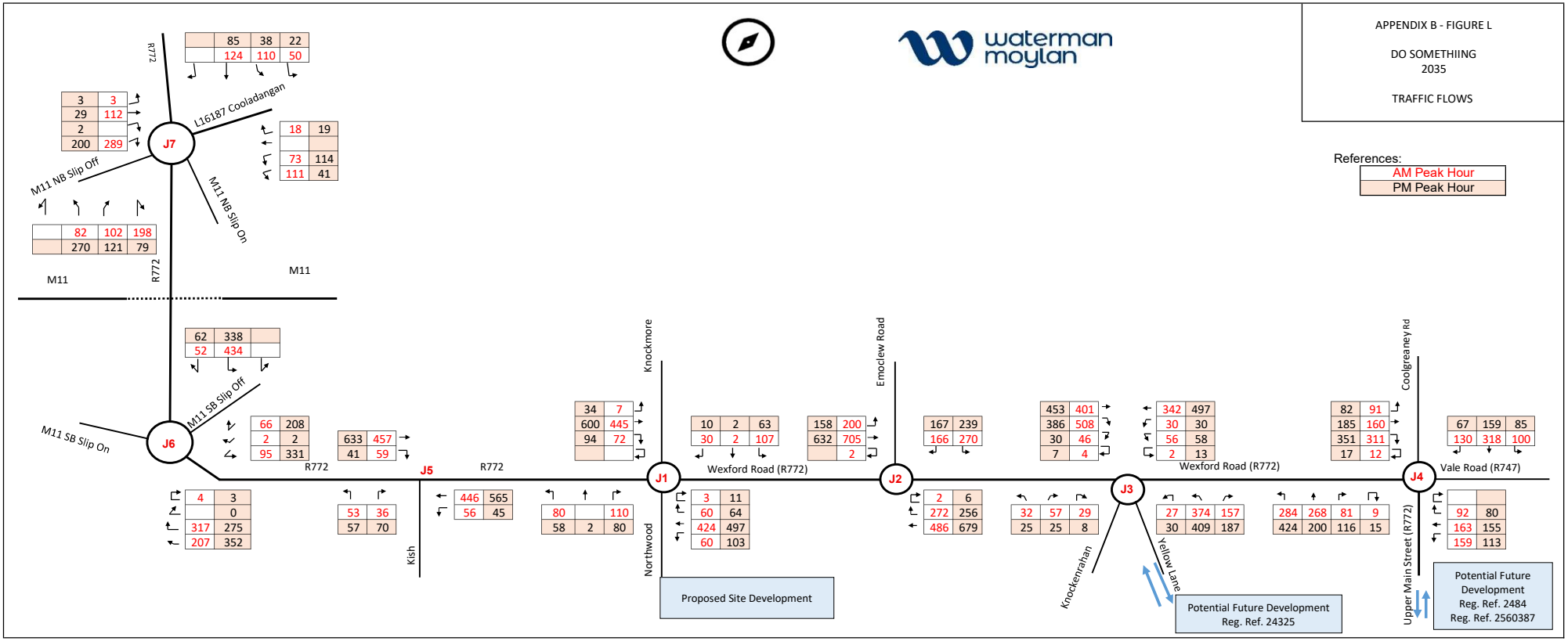


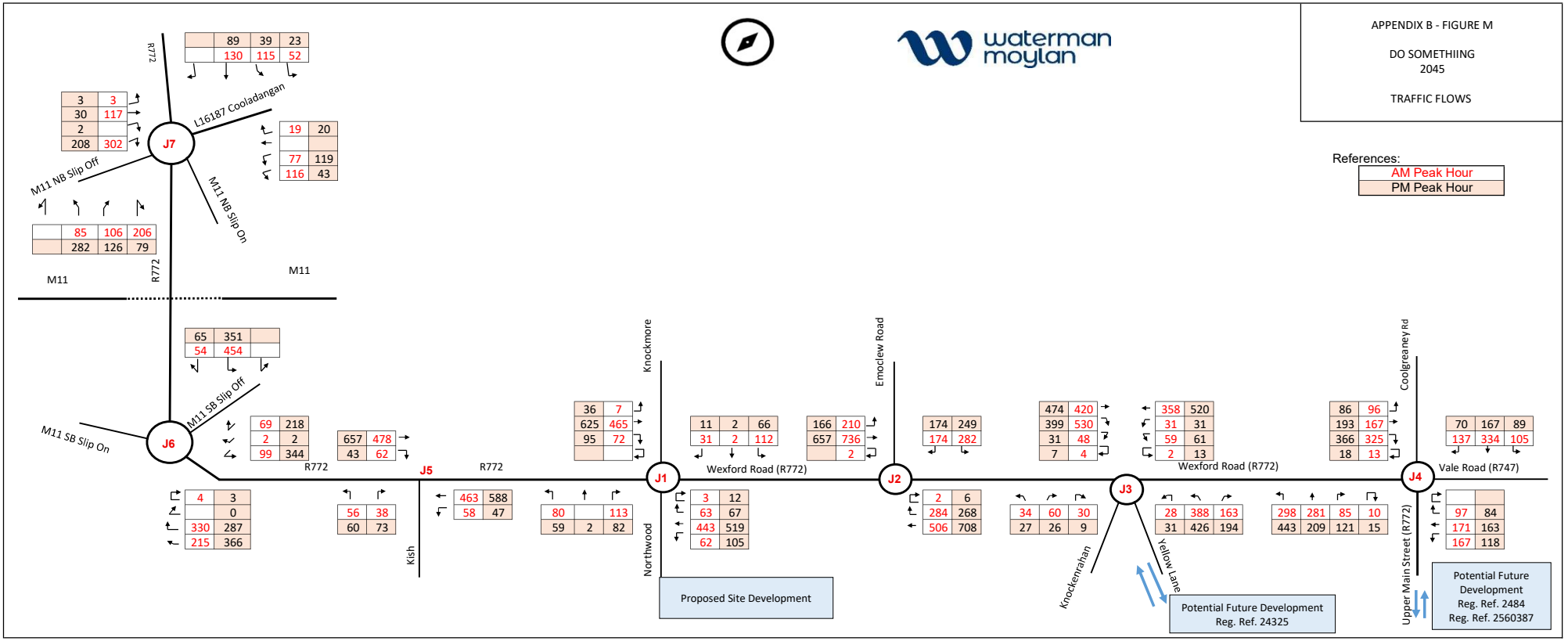

APPENDIX B - FIGURE K
DO SOMETHIING
2030
TRAFFIC FLOWS
waterman moylan
References:
AM Peak Hour
PM Peak Hour
J7
J6
J5
J1
J2
J3
J4
M11
M11
R772
L16187 Cooladangan
M11 NB Slip Off
M11 NB Slip On
M11 SB Slip Off
M11 SB Slip On
R772
R772
R772
Wexford Road (R772)
Wexford Road (R772)
Vale Road (R747)
Knockmore
Emoclew Road
Coolgreaney Rd
Kish
Northwood
Knockenrahan
Yellow Lane
Upper Main Street (R772)
Proposed Site Development
Potential Future Development
Reg. Ref. 24325
Potential Future Development
Development
Reg. Ref. 2484
Reg. Ref. 2560387

APPENDIX B - FIGURE L

DO SOMETHIING
2035

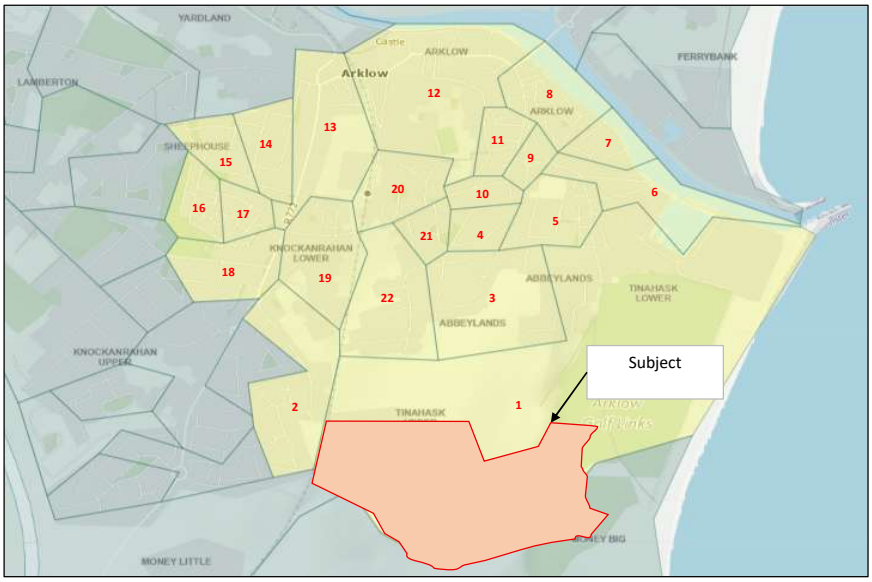
TRAFFIC FLOWS




APPENDIX B - FIGURE M
DO SOMETHIING
2045
TRAFFIC FLOWS
waterman moylan
References:
AM Peak Hour
PM Peak Hour
J7
J6
J5
J1
J2
J3
J4
M11
M11
R772
L16187 Cooladangan
M11 NB Slip Off
M11 NB Slip On
M11 SB Slip Off
M11 SB Slip On
R772
R772
R772
Wexford Road (R772)
Wexford Road (R772)
Vale Road (R747)
Knockmore
Emoclew Road
Coolgreaney Rd
Kish
Northwood
Knockenrahan
Yellow Lane
Upper Main Street (R772)
Proposed Site Development
Potential Future Development
Reg. Ref. 24325
Potential Future Development
Reg. Ref. 2484
Reg. Ref. 2560387

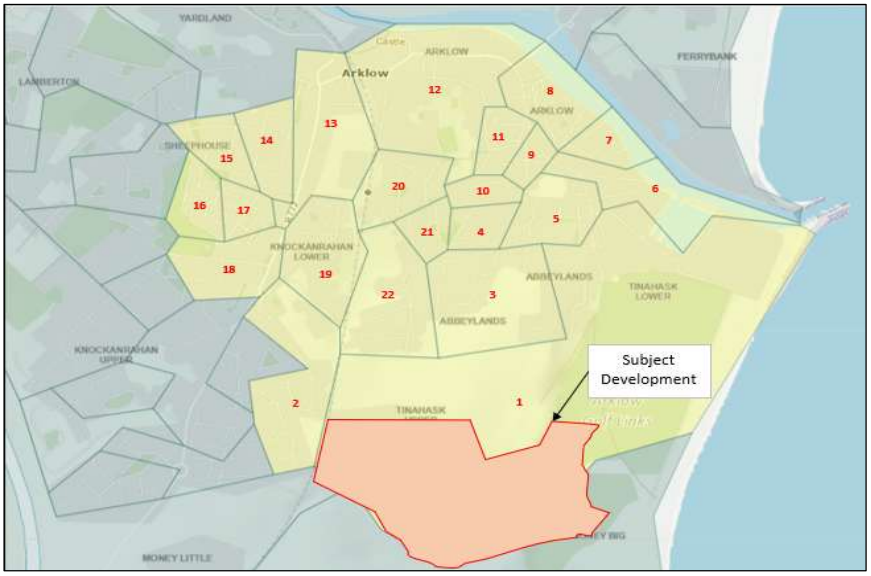
C. Census

Car Ownership									
Zone	House	Persons	0	1	2	3	4	Total	Total car/house
1	77	179	10	26	21	6	1	90	1.169
2	85	250	1	34	38	10	1	144	1.694
3	112	371	7	26	47	12	3	168	1.500
4	78	180	16	27	22	3	0	80	1.026
5	86	217	19	41	20	5	0	96	1.116
6	108	214	35	49	16	1	2	92	0.852
7	81	183	21	36	14	4	2	84	1.037
8	116	230	37	57	10	1	1	84	0.724
9	89	175	29	36	10	3	0	65	0.730
10	63	146	20	23	12	0	0	47	0.746
11	80	193	24	22	12	8	1	74	0.925
12	119	220	39	48	9	2	0	72	0.605
13	87	184	31	39	8	1	1	62	0.713
14	117	245	26	51	28	2	0	113	0.966
15	81	187	29	29	19	1	0	70	0.864
16	81	214	27	41	12	0	0	65	0.802
17	102	218	34	47	15	1	2	88	0.863
18	112	274	12	61	29	3	1	132	1.179
19	105	265	35	43	17	5	0	92	0.876
20	109	246	34	53	16	2	0	91	0.835
21	82	193	26	25	20	3	0	74	0.902
22	114	292	25	46	24	6	0	112	0.982
Total	**2084**	**4876**	**537**	**860**	**419**	**79**	**15**	**1995**	**0.96**

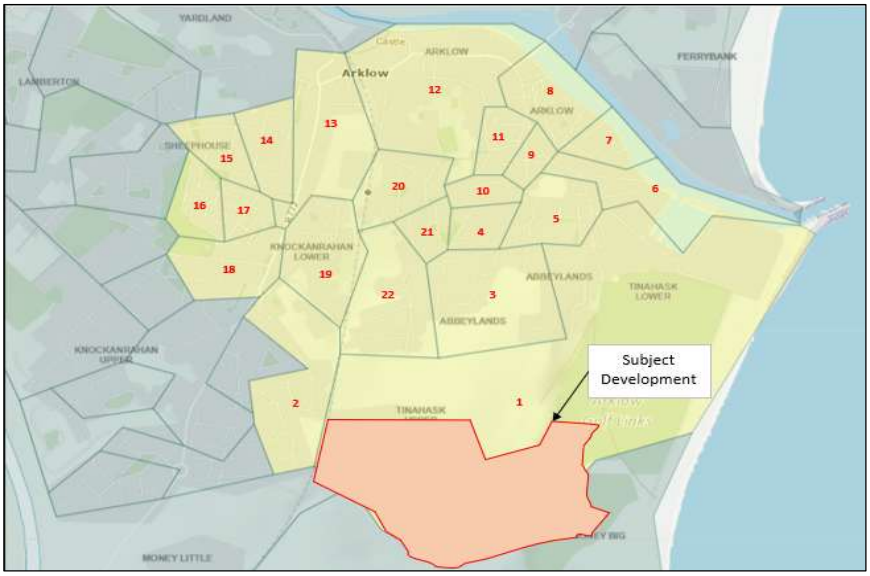


Modal Split													
Zone	House	Persons	On foot	Bike	Bus, minibus or coach	Train, DART or LUAS	Motorcycle	Car Driver	Car Passenger	Van	Motors (*)	Other or not stated	Total travels
1	77	179	18	0	2	2	0	42	21	2	65	27	87
2	85	250	20	4	4	2	1	77	37	6	121	13	151
3	112	371	44	4	9	1	1	90	60	12	163	64	221
4	78	180	18	3	1	0	0	34	15	4	53	15	75
5	86	217	31	1	4	0	0	51	36	5	92	17	128
6	108	214	26	4	5	1	0	40	26	6	72	14	108
7	81	183	21	3	2	0	0	40	25	7	72	14	98
8	116	230	24	3	3	1	0	36	24	5	65	26	96
9	89	175	18	1	3	1	0	33	11	3	47	27	70
10	63	146	17	1	1	3	0	28	9	7	44	21	66
11	80	193	32	0	4	0	0	35	17	7	59	25	95
12	119	220	42	3	2	0	0	38	11	4	53	33	100
13	87	184	44	2	5	2	0	24	16	7	47	25	100
14	117	245	29	5	3	5	0	56	17	13	86	17	128
15	81	187	21	0	3	3	0	26	11	7	44	6	71
16	81	214	40	4	4	1	1	40	18	0	59	12	108
17	102	218	17	0	5	0	0	41	16	8	65	12	87
18	112	274	34	1	6	1	0	54	32	7	93	19	135
19	105	265	45	0	7	2	1	51	38	9	99	15	153
20	109	246	30	2	3	2	1	45	32	7	85	16	122
21	82	193	18	4	5	4	0	43	24	8	75	17	106
22	114	292	39	0	6	1	1	50	36	9	96	28	142
Total	**2084**	**4876**	**628**	**45**	**87**	**32**	**6**	**974**	**532**	**143**	**1655**	**463**	**2447**
			25.7%	**1.8%**	**3.6%**	**1.3%**	**0.2%**	**39.8%**	**21.7%**	**5.8%**	**67.6%**		**100%**

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



Time Distribution of Trips								
Zone	House	Persons	before 7:00	7:00 – 8:00	8:00 – 9:00	After 9:00	Not Stated	Total travels
1	77	179	19	19	32	10	23	103
2	85	250	34	29	72	10	8	153
3	112	371	41	59	93	24	41	258
4	78	180	15	24	21	12	11	83
5	86	217	28	28	48	14	9	127
6	108	214	32	19	44	11	7	113
7	81	183	21	15	44	14	9	103
8	116	230	20	25	31	13	18	107
9	89	175	15	16	21	15	15	82
10	63	146	17	17	18	8	19	79
11	80	193	21	15	50	6	21	113
12	119	220	21	22	34	19	22	118
13	87	184	16	19	28	21	22	106
14	117	245	35	28	45	8	17	133
15	81	187	18	14	22	12	7	73
16	81	214	21	22	49	12	12	116
17	102	218	29	11	31	14	8	93
18	112	274	29	27	57	17	10	140
19	105	265	32	32	64	15	11	154
20	109	246	27	25	45	21	7	125
21	82	193	20	21	51	9	17	118
22	114	292	35	27	56	14	34	166
Total	**2084**	**4876**	**546**	**514**	**956**	**299**	**348**	**2663**
			20.5%	**19.3%**	**35.9%**	**11.2%**	**13.1%**	**100.0%**



D. TRICS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: K - MIXED PRIV HOUS (FLATS AND HOUSES)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	2 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day
12	**CONNAUGHT**		
	CS	SLIGO	1 day

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	313 to 552 (units:DWELLS)
Range Selected by User:	300 to 600 (units:DWELLS)
Parking Spaces Range:	18 - 1493

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/03/88 to 02/10/25

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Neighbourhood Centre	2 days

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

Selected Location Sub Categories:

Residential Zone	2 days
Village	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

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Secondary Filtering Selection:

Use Class:

C3	4 surveys

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

Population within 500m Range:

1000 - 4700

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	2 surveys

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

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Petrol filling station:

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

Travel Plan:

No	2 surveys
Yes	2 surveys

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

PTAL Rating:

No PTAL Present	4 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1 **AC-03-K-01** **MIXED HOUSING** **CHESHIRE WEST & CHESTER**
HERMITAGE ROAD
NEAR CHESTER
SAUGHALL
Neighbourhood Centre
Village
Number of dwellings: 538.00 DWELLS
Survey date: Thursday 19/10/1989 Survey Type: Manual

2 **CS-03-K-01** **FLATS & MIXED HOUSES** **SLIGO**
STATION ROAD
BALLISODARE
Neighbourhood Centre
Village
Number of dwellings: 322.00 DWELLS
Survey date: Monday 27/05/2019 Survey Type: Manual

3 **WS-03-K-01** **MIXED HOUSES & FLATS** **WEST SUSSEX**
SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Number of dwellings: 336.00 DWELLS
Survey date: Wednesday 05/07/2023 Survey Type: Manual

4 **WS-03-K-04** **MIXED HOUSES & FLATS** **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Number of dwellings: 371.00 DWELLS
Survey date: Thursday 28/06/2018 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HC-03-K-07	12-05-2022	removed

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TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	392	0.076	0.230	0.306
08:00-09:00	4	392	0.130	0.313	0.443
09:00-10:00	4	392	0.124	0.188	0.312
10:00-11:00	4	392	0.138	0.142	0.280
11:00-12:00	4	392	0.115	0.119	0.234
12:00-13:00	4	392	0.138	0.124	0.262
13:00-14:00	4	392	0.145	0.145	0.290
14:00-15:00	4	392	0.146	0.162	0.308
15:00-16:00	4	392	0.216	0.161	0.377
16:00-17:00	4	392	0.244	0.172	0.416
17:00-18:00	4	392	0.324	0.182	0.506
18:00-19:00	4	392	0.293	0.182	0.475
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.089	2.120	4.209

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:	300 - 600 (units: DWELLS)
Survey date date range:	19/10/1989 - 05/07/2023
Number of weekdays (Monday-Friday):	4
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.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: Q - COMMUNITY CENTRE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 day
11	**SCOTLAND**		
	FA	FALKIRK	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	DO	DOWN	1 day

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

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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:	GFA
Actual Range:	352 to 450 (units:sqm)
Range Selected by User:	300 to 500 (units:sqm)
Parking Spaces Range:	0 - 70

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	03/09/97 to 13/10/25

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

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Neighbourhood Centre	2 days

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

Selected Location Sub Categories:

Residential Zone	2 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	3 days

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Secondary Filtering Selection:

Use Class:

F2(b)	3 surveys

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

Population within 500m Range:

1000 - 4129

Population within 1 mile:

1,001 to 5,000	2 surveys
20,001 to 25,000	1 surveys

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

Population within 5 miles:

75,001 to 100,000	1 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	1 surveys

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

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Petrol filling station:

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

Travel Plan:

No	3 surveys

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

PTAL Rating:

No PTAL Present	3 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**DO-07-Q-01**	**COMMUNITY CENTRE**	**DOWN**

CHURCH ROAD
NEAR BELFAST
MONEYREAGH
Neighbourhood Centre
Village
Gross floor area: 450.00 sqm
Survey date: Friday 19/06/2015 Survey Type: Manual

2	**EX-07-Q-01**	**COMMUNITY CENTRE**	**ESSEX**

BORDERS LANE
LOUGHTON
Neighbourhood Centre
Residential Zone
Gross floor area: 352.00 sqm
Survey date: Thursday 22/11/2007 Survey Type: Manual

3	**FA-07-Q-02**	**COMMUNITY CENTRE**	**FALKIRK**

PARKHALL DRIVE
FALKIRK
MADDISTON
Edge of Town
Residential Zone
Gross floor area: 400.00 sqm
Survey date: Monday 03/06/2013 Survey Type: Manual

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	401	0.666	0.000	0.666
09:00-10:00	3	401	1.414	0.915	2.329
10:00-11:00	3	401	0.416	0.499	0.915
11:00-12:00	3	401	0.915	0.499	1.414
12:00-13:00	3	401	0.416	0.832	1.248
13:00-14:00	3	401	0.499	0.582	1.081
14:00-15:00	3	401	0.832	0.582	1.414
15:00-16:00	3	401	0.416	0.915	1.331
16:00-17:00	3	401	0.582	0.749	1.331
17:00-18:00	3	401	3.577	2.413	5.990
18:00-19:00	3	401	4.659	2.745	7.404
19:00-20:00	3	401	2.829	5.491	8.320
20:00-21:00	3	401	1.498	2.163	3.661
21:00-22:00	1	352	0.000	0.568	0.568
22:00-23:00					
23:00-00:00					
Total Rates:			18.719	18.953	37.672

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:	300 - 500 (units: sqm)
Survey date date range:	22/11/2007 - 19/06/2015
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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E. Junction Modelling Results

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 1.j9
Path: N:\Projects\26\26-035 Arklow South\Design\Civil\Traffic\Junction Modelling\Junction 1
Report generation date: 24/09/2026 17:40:48

»AM & PM - 2026, AM
»AM & PM - 2026, PM
»AM & PM - 2030_DN, AM
»AM & PM - 2030_DN, PM
»AM & PM - 2035_DN, AM
»AM & PM - 2035_DN, PM
»AM & PM - 2045_DN, AM
»AM & PM - 2045_DN, PM
»AM & PM - 2030_DS, AM
»AM & PM - 2030_DS, PM
»AM & PM - 2035_DS, AM
»AM & PM - 2035_DS, PM
»AM & PM - 2045_DS, AM
»AM & PM - 2045_DS, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	AM & PM - 2026					
Arm 1	0.5	4.16	0.33	0.7	4.52	0.41
Arm 2	0.1	3.29	0.06	0.0	3.34	0.04
Arm 3	0.7	5.92	0.40	1.2	7.71	0.54
Arm 4	0.2	4.30	0.13	0.1	4.26	0.07
	AM & PM - 2030_DN					
Arm 1	0.7	4.67	0.40	0.9	5.09	0.48
Arm 2	0.1	3.49	0.08	0.1	3.53	0.06
Arm 3	0.9	6.73	0.47	2.0	10.54	0.66
Arm 4	0.2	4.61	0.16	0.1	4.70	0.10
	AM & PM - 2035_DN					
Arm 1	0.7	4.75	0.41	1.0	5.20	0.49
Arm 2	0.1	3.52	0.08	0.1	3.55	0.06
Arm 3	0.9	6.89	0.48	2.1	11.06	0.68
Arm 4	0.2	4.68	0.17	0.1	4.76	0.10
	AM & PM - 2045_DN					
Arm 1	0.8	4.91	0.43	1.1	5.45	0.51
Arm 2	0.1	3.58	0.09	0.1	3.62	0.06
Arm 3	1.0	7.23	0.50	2.5	12.32	0.71
Arm 4	0.2	4.80	0.18	0.1	4.89	0.11
	AM & PM - 2030_DS					
Arm 1	0.8	5.13	0.44	1.2	5.88	0.53
Arm 2	0.3	4.04	0.20	0.2	3.87	0.14
Arm 3	1.3	8.40	0.56	3.0	14.60	0.76
Arm 4	0.2	5.05	0.17	0.1	5.09	0.10
	AM & PM - 2035_DS					
Arm 1	0.9	5.22	0.45	1.2	6.03	0.54
Arm 2	0.3	4.09	0.21	0.2	3.91	0.15
Arm 3	1.4	8.65	0.57	3.3	15.61	0.77
Arm 4	0.2	5.13	0.18	0.1	5.16	0.11
	AM & PM - 2045_DS					
Arm 1	0.9	5.42	0.47	1.3	6.36	0.57
Arm 2	0.3	4.17	0.21	0.2	3.99	0.15
Arm 3	1.5	9.19	0.60	4.0	18.19	0.80
Arm 4	0.2	5.27	0.19	0.1	5.31	0.11

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

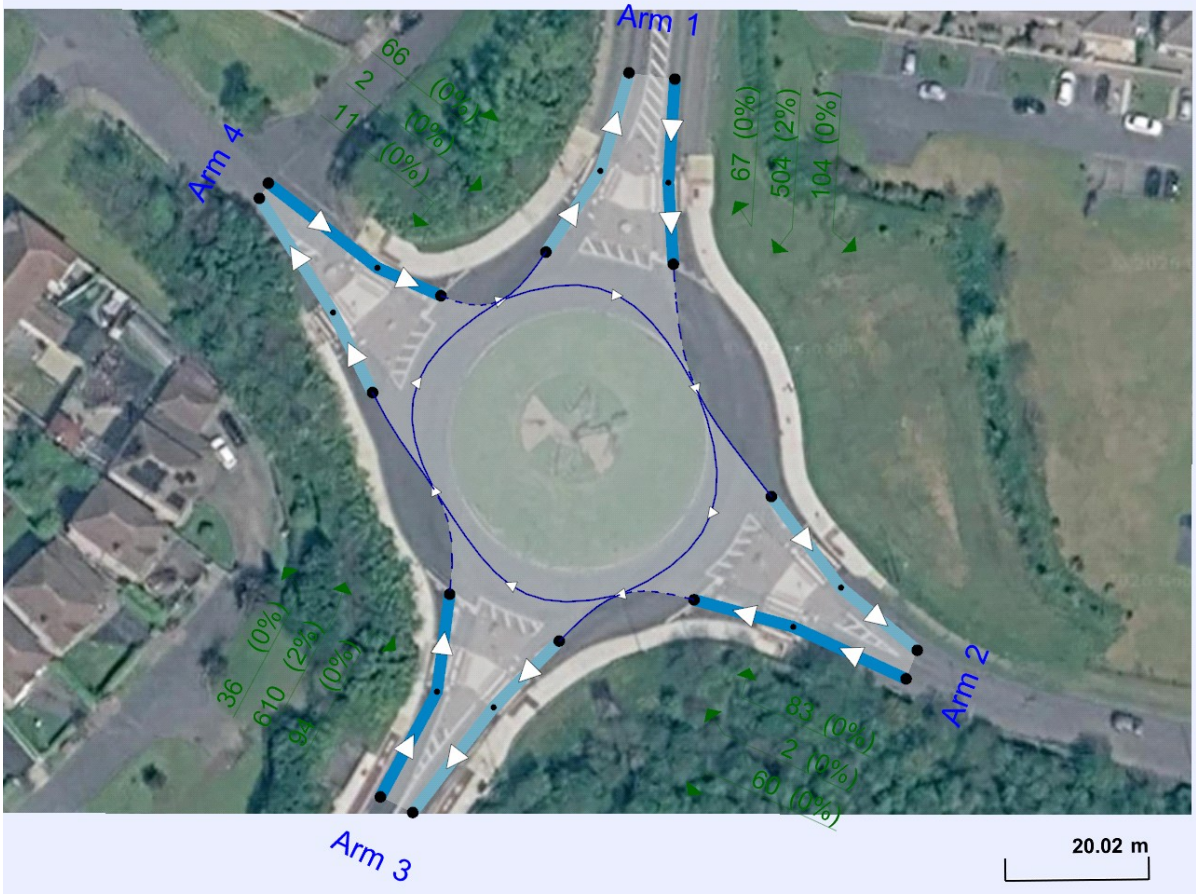
File summary

File Description

Title	Junction 1
Location	Arklow
Site number	
Date	24/09/2026
Version	
Status	(new file)
Identifier	
Client	Rose Bark Limited
Jobnumber	25-035
Enumerator	DOMAIN\Traffic
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	08:00	09:30	15	✓
D2	2026	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030_DN	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030_DN	PM	ONE HOUR	17:00	18:30	15	✓
D5	2035_DN	AM	ONE HOUR	08:00	09:30	15	✓
D6	2035_DN	PM	ONE HOUR	17:00	18:30	15	✓
D7	2045_DN	AM	ONE HOUR	08:00	09:30	15	✓
D8	2045_DN	PM	ONE HOUR	17:00	18:30	15	✓
D9	2030_DS	AM	ONE HOUR	08:00	09:30	15	✓
D10	2030_DS	PM	ONE HOUR	17:00	18:30	15	✓
D11	2035_DS	AM	ONE HOUR	08:00	09:30	15	✓
D12	2035_DS	PM	ONE HOUR	17:00	18:30	15	✓
D13	2045_DS	AM	ONE HOUR	08:00	09:30	15	✓
D14	2045_DS	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

AM & PM - 2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Wexford Road (R772)	
2	Northwood	
3	R772	
4	Knockmore	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	6.40	7.0	27.0	55.5	15.5	
2	3.50	5.90	4.9	30.2	55.5	18.7	
3	3.00	6.30	1.9	17.1	55.5	16.1	
4	3.50	6.30	1.2	15.0	55.5	14.9	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.543	1394
2	0.546	1418
3	0.484	1101
4	0.502	1206

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	415	100.000
2		ONE HOUR	✓	69	100.000
3		ONE HOUR	✓	380	100.000
4		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	29	336	48
	2	56	0	13	0
	3	368	6	0	6
	4	90	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	7	5
	2	0	0	0	0
	3	3	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.33	4.16	0.5	A	381	571
2	0.06	3.29	0.1	A	63	95
3	0.40	5.92	0.7	A	349	523
4	0.13	4.30	0.2	A	108	162

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	312	78	25	1380	0.226	311	387	0.0	0.3	3.562	A
2	52	13	310	1249	0.042	52	27	0.0	0.0	3.006	A
3	286	72	80	1063	0.269	285	282	0.0	0.4	4.758	A
4	89	22	324	1043	0.085	88	40	0.0	0.1	3.770	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	373	93	31	1378	0.271	373	463	0.3	0.4	3.793	A
2	62	16	371	1216	0.051	62	32	0.0	0.1	3.119	A
3	342	85	95	1055	0.324	341	338	0.4	0.5	5.191	A
4	106	27	388	1011	0.105	106	48	0.1	0.1	3.977	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	457	114	37	1374	0.333	456	567	0.4	0.5	4.151	A
2	76	19	454	1170	0.065	76	40	0.1	0.1	3.288	A
3	418	105	117	1045	0.401	418	414	0.5	0.7	5.907	A
4	130	32	475	968	0.134	130	59	0.1	0.2	4.297	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	457	114	37	1374	0.333	457	568	0.5	0.5	4.156	A
2	76	19	455	1170	0.065	76	40	0.1	0.1	3.289	A
3	418	105	117	1045	0.401	418	414	0.7	0.7	5.921	A
4	130	32	476	967	0.134	130	59	0.2	0.2	4.299	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	373	93	31	1378	0.271	374	465	0.5	0.4	3.800	A
2	62	16	372	1215	0.051	62	32	0.1	0.1	3.123	A
3	342	85	95	1055	0.324	342	338	0.7	0.5	5.211	A
4	106	27	389	1011	0.105	106	49	0.2	0.1	3.981	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	312	78	26	1380	0.226	313	389	0.4	0.3	3.573	A
2	52	13	311	1248	0.042	52	27	0.1	0.0	3.008	A
3	286	72	80	1062	0.269	287	283	0.5	0.4	4.783	A
4	89	22	326	1042	0.085	89	41	0.1	0.1	3.778	A

AM & PM - 2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	517	100.000
2		ONE HOUR	✓	46	100.000
3		ONE HOUR	✓	518	100.000
4		ONE HOUR	✓	60	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	10	45	409	53
	2	37	0	8	1
	3	469	18	0	31
	4	50	1	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.41	4.52	0.7	A	474	712
2	0.04	3.34	0.0	A	42	63
3	0.54	7.71	1.2	A	475	713
4	0.07	4.26	0.1	A	55	83

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	389	97	21	1383	0.281	388	424	0.0	0.4	3.667	A
2	35	9	361	1221	0.028	35	48	0.0	0.0	3.032	A
3	390	97	76	1064	0.366	388	319	0.0	0.6	5.417	A
4	45	11	400	1005	0.045	45	64	0.0	0.0	3.748	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	465	116	25	1381	0.337	464	508	0.4	0.5	3.989	A
2	41	10	432	1182	0.035	41	57	0.0	0.0	3.154	A
3	466	116	91	1057	0.441	465	383	0.6	0.8	6.201	A
4	54	13	479	965	0.056	54	76	0.0	0.1	3.949	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	569	142	31	1378	0.413	568	622	0.5	0.7	4.514	A
2	51	13	529	1130	0.045	51	70	0.0	0.0	3.335	A
3	570	143	111	1047	0.545	569	468	0.8	1.2	7.659	A
4	66	17	586	911	0.072	66	93	0.1	0.1	4.257	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	569	142	31	1378	0.413	569	623	0.7	0.7	4.523	A
2	51	13	530	1129	0.045	51	70	0.0	0.0	3.337	A
3	570	143	111	1047	0.545	570	469	1.2	1.2	7.711	A
4	66	17	588	911	0.073	66	94	0.1	0.1	4.261	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	465	116	25	1381	0.337	466	510	0.7	0.5	3.999	A
2	41	10	433	1182	0.035	41	58	0.0	0.0	3.158	A
3	466	116	91	1057	0.441	467	384	1.2	0.8	6.255	A
4	54	13	482	964	0.056	54	77	0.1	0.1	3.955	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	389	97	21	1383	0.281	390	427	0.5	0.4	3.682	A
2	35	9	363	1220	0.028	35	48	0.0	0.0	3.035	A
3	390	97	76	1064	0.366	391	321	0.8	0.6	5.471	A
4	45	11	403	1004	0.045	45	64	0.1	0.0	3.755	A

AM & PM - 2030_DN, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030_DN	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	503	100.000
2		ONE HOUR	✓	79	100.000
3		ONE HOUR	✓	439	100.000
4		ONE HOUR	✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	3	35	406	59
	2	65	0	14	0
	3	425	7	0	7
	4	104	2	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	7	5
	2	0	0	0	0
	3	3	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.40	4.67	0.7	A	462	692
2	0.08	3.49	0.1	A	72	109
3	0.47	6.73	0.9	A	403	604
4	0.16	4.61	0.2	A	124	186

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	379	95	28	1379	0.275	377	447	0.0	0.4	3.809	A
2	59	15	373	1215	0.049	59	33	0.0	0.1	3.115	A
3	331	83	95	1055	0.313	329	337	0.0	0.5	5.089	A
4	102	25	374	1018	0.100	101	49	0.0	0.1	3.925	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	452	113	34	1376	0.329	452	536	0.4	0.5	4.136	A
2	71	18	446	1175	0.060	71	40	0.1	0.1	3.261	A
3	395	99	114	1046	0.377	394	403	0.5	0.6	5.679	A
4	121	30	449	981	0.124	121	59	0.1	0.1	4.189	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	554	138	42	1372	0.404	553	656	0.5	0.7	4.667	A
2	87	22	546	1120	0.078	87	48	0.1	0.1	3.484	A
3	483	121	140	1033	0.468	482	494	0.6	0.9	6.707	A
4	149	37	549	930	0.160	148	73	0.1	0.2	4.604	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	554	138	42	1372	0.404	554	657	0.7	0.7	4.674	A
2	87	22	547	1120	0.078	87	48	0.1	0.1	3.485	A
3	483	121	140	1033	0.468	483	494	0.9	0.9	6.735	A
4	149	37	550	930	0.160	149	73	0.2	0.2	4.609	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	452	113	34	1376	0.329	453	538	0.7	0.5	4.148	A
2	71	18	448	1174	0.061	71	40	0.1	0.1	3.263	A
3	395	99	114	1046	0.377	396	404	0.9	0.6	5.708	A
4	121	30	451	980	0.124	122	59	0.2	0.1	4.195	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	379	95	29	1379	0.275	379	450	0.5	0.4	3.828	A
2	59	15	375	1214	0.049	60	33	0.1	0.1	3.118	A
3	331	83	96	1055	0.313	331	338	0.6	0.5	5.125	A
4	102	25	377	1017	0.100	102	50	0.1	0.1	3.935	A

AM & PM - 2030_DN, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030_DN	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	597	100.000
2		ONE HOUR	✓	58	100.000
3		ONE HOUR	✓	625	100.000
4		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	11	52	471	63
	2	47	0	9	2
	3	572	20	0	33
	4	62	2	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.48	5.09	0.9	A	548	822
2	0.06	3.53	0.1	A	53	80
3	0.66	10.54	2.0	B	574	860
4	0.10	4.70	0.1	A	68	102

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	449	112	24	1381	0.325	448	518	0.0	0.5	3.908	A
2	44	11	416	1191	0.037	44	55	0.0	0.0	3.136	A
3	471	118	92	1056	0.445	467	367	0.0	0.8	6.190	A
4	56	14	486	962	0.058	55	73	0.0	0.1	3.971	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	537	134	29	1379	0.389	536	621	0.5	0.6	4.337	A
2	52	13	498	1146	0.045	52	66	0.0	0.0	3.289	A
3	562	140	110	1048	0.536	560	440	0.8	1.2	7.505	A
4	67	17	583	913	0.073	66	88	0.1	0.1	4.251	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	657	164	35	1375	0.478	656	759	0.6	0.9	5.069	A
2	64	16	610	1085	0.059	64	81	0.0	0.1	3.523	A
3	688	172	135	1036	0.665	685	539	1.2	2.0	10.360	B
4	81	20	713	848	0.096	81	108	0.1	0.1	4.695	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	657	164	35	1375	0.478	657	762	0.9	0.9	5.093	A
2	64	16	611	1085	0.059	64	81	0.1	0.1	3.525	A
3	688	172	135	1035	0.665	688	539	2.0	2.0	10.540	B
4	81	20	716	847	0.096	81	108	0.1	0.1	4.704	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	537	134	29	1379	0.389	538	625	0.9	0.7	4.355	A
2	52	13	500	1145	0.046	52	67	0.1	0.0	3.292	A
3	562	140	111	1047	0.536	565	441	2.0	1.2	7.650	A
4	67	17	587	911	0.073	67	88	0.1	0.1	4.265	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	449	112	24	1381	0.325	450	522	0.7	0.5	3.931	A
2	44	11	418	1190	0.037	44	56	0.0	0.0	3.142	A
3	471	118	93	1056	0.446	472	369	1.2	0.8	6.293	A
4	56	14	491	959	0.058	56	74	0.1	0.1	3.983	A

AM & PM - 2035_DN, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035_DN	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	514	100.000
2		ONE HOUR	✓	82	100.000
3		ONE HOUR	✓	449	100.000
4		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	3	36	415	60
	2	67	0	15	0
	3	435	7	0	7
	4	107	2	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	7	5
	2	0	0	0	0
	3	3	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.41	4.75	0.7	A	472	707
2	0.08	3.52	0.1	A	75	113
3	0.48	6.89	0.9	A	412	618
4	0.17	4.68	0.2	A	128	191

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	387	97	29	1378	0.281	385	458	0.0	0.4	3.843	A
2	62	15	381	1210	0.051	62	34	0.0	0.1	3.133	A
3	338	85	97	1054	0.321	336	345	0.0	0.5	5.148	A
4	105	26	383	1013	0.103	104	50	0.0	0.1	3.957	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	462	116	35	1375	0.336	462	549	0.4	0.5	4.183	A
2	74	18	456	1169	0.063	74	40	0.1	0.1	3.285	A
3	404	101	117	1044	0.386	403	413	0.5	0.6	5.768	A
4	125	31	460	975	0.128	125	60	0.1	0.1	4.233	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	566	141	43	1371	0.413	565	672	0.5	0.7	4.739	A
2	90	23	559	1113	0.081	90	49	0.1	0.1	3.517	A
3	494	124	143	1032	0.479	493	506	0.6	0.9	6.862	A
4	153	38	563	923	0.166	153	74	0.1	0.2	4.670	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	566	141	43	1371	0.413	566	674	0.7	0.7	4.748	A
2	90	23	559	1113	0.081	90	50	0.1	0.1	3.519	A
3	494	124	143	1032	0.479	494	506	0.9	0.9	6.893	A
4	153	38	564	923	0.166	153	74	0.2	0.2	4.675	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	462	116	35	1375	0.336	463	552	0.7	0.5	4.195	A
2	74	18	457	1169	0.063	74	41	0.1	0.1	3.288	A
3	404	101	117	1044	0.387	405	414	0.9	0.7	5.804	A
4	125	31	461	974	0.128	125	60	0.2	0.1	4.240	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	387	97	29	1378	0.281	387	462	0.5	0.4	3.861	A
2	62	15	383	1209	0.051	62	34	0.1	0.1	3.136	A
3	338	85	98	1054	0.321	339	347	0.7	0.5	5.188	A
4	105	26	386	1012	0.103	105	51	0.1	0.1	3.969	A

AM & PM - 2035_DN, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035_DN	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	611	100.000
2		ONE HOUR	✓	59	100.000
3		ONE HOUR	✓	639	100.000
4		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	11	54	482	64
	2	48	0	9	2
	3	585	20	0	34
	4	63	2	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.49	5.20	1.0	A	561	841
2	0.06	3.55	0.1	A	54	81
3	0.68	11.06	2.1	B	586	880
4	0.10	4.76	0.1	A	69	103

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	460	115	24	1381	0.333	458	529	0.0	0.5	3.951	A
2	44	11	425	1186	0.037	44	57	0.0	0.0	3.152	A
3	481	120	94	1056	0.456	478	376	0.0	0.8	6.307	A
4	56	14	497	957	0.059	56	75	0.0	0.1	3.997	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	549	137	29	1379	0.398	549	634	0.5	0.7	4.401	A
2	53	13	509	1140	0.047	53	68	0.0	0.0	3.310	A
3	574	144	112	1047	0.549	573	450	0.8	1.2	7.714	A
4	67	17	595	907	0.074	67	90	0.1	0.1	4.287	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	673	168	35	1375	0.489	672	775	0.7	1.0	5.188	A
2	65	16	623	1078	0.060	65	83	0.0	0.1	3.552	A
3	704	176	137	1034	0.680	700	551	1.2	2.1	10.847	B
4	83	21	728	841	0.098	82	110	0.1	0.1	4.749	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	673	168	35	1375	0.489	673	778	1.0	1.0	5.205	A
2	65	16	624	1077	0.060	65	84	0.1	0.1	3.554	A
3	704	176	138	1034	0.680	703	552	2.1	2.1	11.062	B
4	83	21	731	839	0.098	83	110	0.1	0.1	4.759	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	549	137	29	1379	0.398	550	639	1.0	0.7	4.421	A
2	53	13	511	1139	0.047	53	69	0.1	0.0	3.315	A
3	574	144	113	1047	0.549	578	451	2.1	1.3	7.880	A
4	67	17	600	905	0.075	68	90	0.1	0.1	4.303	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	460	115	24	1381	0.333	461	534	0.7	0.5	3.976	A
2	44	11	427	1185	0.037	44	57	0.0	0.0	3.158	A
3	481	120	94	1055	0.456	483	378	1.3	0.9	6.420	A
4	56	14	501	954	0.059	57	75	0.1	0.1	4.012	A

AM & PM - 2045_DN, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2045_DN	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	538	100.000
2		ONE HOUR	✓	85	100.000
3		ONE HOUR	✓	469	100.000
4		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	3	38	434	63
	2	70	0	15	0
	3	455	7	0	7
	4	112	2	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	7	5
	2	0	0	0	0
	3	3	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	4.91	0.8	A	494	741
2	0.09	3.58	0.1	A	78	117
3	0.50	7.23	1.0	A	430	646
4	0.18	4.80	0.2	A	133	200

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	405	101	30	1378	0.294	403	479	0.0	0.4	3.915	A
2	64	16	398	1201	0.053	64	35	0.0	0.1	3.165	A
3	353	88	102	1052	0.336	351	360	0.0	0.5	5.273	A
4	109	27	401	1005	0.109	109	52	0.0	0.1	4.016	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	484	121	36	1375	0.352	483	575	0.4	0.6	4.284	A
2	76	19	477	1158	0.066	76	42	0.1	0.1	3.327	A
3	422	105	122	1042	0.405	421	431	0.5	0.7	5.960	A
4	130	33	480	965	0.135	130	63	0.1	0.2	4.313	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	592	148	44	1370	0.432	591	703	0.6	0.8	4.901	A
2	94	23	584	1100	0.085	93	52	0.1	0.1	3.577	A
3	516	129	150	1029	0.502	515	528	0.7	1.0	7.194	A
4	160	40	588	911	0.175	159	77	0.2	0.2	4.790	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	592	148	44	1370	0.432	592	705	0.8	0.8	4.913	A
2	94	23	585	1099	0.085	94	52	0.1	0.1	3.579	A
3	516	129	150	1029	0.502	516	528	1.0	1.0	7.232	A
4	160	40	589	910	0.175	160	77	0.2	0.2	4.796	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	484	121	36	1375	0.352	485	577	0.8	0.6	4.300	A
2	76	19	478	1157	0.066	77	42	0.1	0.1	3.330	A
3	422	105	122	1042	0.405	423	432	1.0	0.7	5.998	A
4	130	33	482	964	0.135	131	63	0.2	0.2	4.323	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	405	101	30	1378	0.294	406	483	0.6	0.4	3.933	A
2	64	16	400	1200	0.053	64	35	0.1	0.1	3.169	A
3	353	88	103	1051	0.336	354	362	0.7	0.5	5.318	A
4	109	27	404	1003	0.109	109	53	0.2	0.1	4.027	A

AM & PM - 2045_DN, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2045_DN	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	639	100.000
2		ONE HOUR	✓	62	100.000
3		ONE HOUR	✓	667	100.000
4		ONE HOUR	✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	12	56	504	67
	2	50	0	10	2
	3	610	21	0	36
	4	66	2	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.51	5.45	1.1	A	586	880
2	0.06	3.62	0.1	A	57	85
3	0.71	12.32	2.5	B	612	918
4	0.11	4.89	0.1	A	72	109

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	481	120	25	1380	0.348	479	552	0.0	0.5	4.046	A
2	47	12	445	1175	0.040	47	59	0.0	0.0	3.189	A
3	502	126	98	1053	0.477	498	393	0.0	0.9	6.562	A
4	59	15	518	946	0.063	59	79	0.0	0.1	4.059	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	574	144	30	1378	0.417	574	662	0.5	0.7	4.544	A
2	56	14	533	1127	0.049	56	71	0.0	0.1	3.359	A
3	600	150	118	1044	0.574	598	471	0.9	1.3	8.183	A
4	71	18	621	894	0.079	71	94	0.1	0.1	4.374	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	704	176	37	1374	0.512	702	808	0.7	1.1	5.431	A
2	68	17	653	1062	0.064	68	87	0.1	0.1	3.622	A
3	734	184	144	1031	0.712	730	577	1.3	2.4	12.001	B
4	87	22	759	825	0.105	87	115	0.1	0.1	4.878	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	704	176	37	1374	0.512	704	812	1.1	1.1	5.453	A
2	68	17	654	1061	0.064	68	87	0.1	0.1	3.624	A
3	734	184	144	1031	0.712	734	578	2.4	2.5	12.318	B
4	87	22	763	823	0.106	87	116	0.1	0.1	4.891	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	574	144	31	1378	0.417	576	668	1.1	0.7	4.567	A
2	56	14	535	1126	0.050	56	71	0.1	0.1	3.365	A
3	600	150	118	1044	0.574	604	473	2.5	1.4	8.408	A
4	71	18	627	891	0.080	71	95	0.1	0.1	4.391	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	481	120	26	1380	0.349	482	557	0.7	0.5	4.074	A
2	47	12	448	1174	0.040	47	60	0.1	0.0	3.193	A
3	502	126	99	1053	0.477	504	396	1.4	0.9	6.698	A
4	59	15	524	943	0.063	60	79	0.1	0.1	4.074	A

AM & PM - 2030_DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030_DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	531	100.000
2		ONE HOUR	✓	208	100.000
3		ONE HOUR	✓	513	100.000
4		ONE HOUR	✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	3	63	406	59
	2	114	0	88	6
	3	425	81	0	7
	4	104	2	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	7	5
	2	0	0	0	0
	3	3	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.44	5.13	0.8	A	487	731
2	0.20	4.04	0.3	A	191	286
3	0.56	8.40	1.3	A	471	706
4	0.17	5.05	0.2	A	124	186

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	400	100	84	1349	0.296	398	484	0.0	0.4	4.001	A
2	157	39	373	1215	0.129	156	109	0.0	0.1	3.398	A
3	386	97	136	1035	0.373	384	392	0.0	0.6	5.646	A
4	102	25	466	972	0.105	101	54	0.0	0.1	4.133	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	477	119	101	1340	0.356	477	580	0.4	0.6	4.413	A
2	187	47	446	1175	0.159	187	131	0.1	0.2	3.644	A
3	461	115	163	1022	0.451	460	470	0.6	0.8	6.558	A
4	121	30	559	925	0.131	121	65	0.1	0.2	4.478	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	585	146	123	1327	0.440	584	709	0.6	0.8	5.117	A
2	229	57	546	1120	0.204	229	160	0.2	0.3	4.038	A
3	565	141	200	1004	0.563	563	575	0.8	1.3	8.326	A
4	149	37	684	862	0.172	148	79	0.2	0.2	5.040	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	585	146	123	1327	0.440	585	711	0.8	0.8	5.130	A
2	229	57	547	1120	0.205	229	161	0.3	0.3	4.042	A
3	565	141	200	1004	0.563	565	576	1.3	1.3	8.396	A
4	149	37	686	862	0.173	149	79	0.2	0.2	5.049	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	477	119	101	1339	0.356	478	583	0.8	0.6	4.430	A
2	187	47	448	1174	0.159	187	132	0.3	0.2	3.651	A
3	461	115	164	1022	0.451	463	471	1.3	0.9	6.626	A
4	121	30	562	924	0.131	122	65	0.2	0.2	4.490	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	400	100	85	1348	0.296	400	487	0.6	0.4	4.021	A
2	157	39	375	1214	0.129	157	110	0.2	0.1	3.405	A
3	386	97	137	1035	0.373	387	394	0.9	0.6	5.708	A
4	102	25	470	970	0.105	102	54	0.2	0.1	4.148	A

AM & PM - 2030_DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030_DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	645	100.000
2		ONE HOUR	✓	141	100.000
3		ONE HOUR	✓	698	100.000
4		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	11	100	471	63
	2	80	0	59	2
	3	572	93	0	33
	4	62	2	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.53	5.88	1.2	A	592	888
2	0.14	3.87	0.2	A	129	194
3	0.76	14.60	3.0	B	640	961
4	0.10	5.09	0.1	A	68	102

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	486	121	78	1352	0.359	483	542	0.0	0.6	4.195	A
2	106	27	416	1191	0.089	106	146	0.0	0.1	3.316	A
3	525	131	117	1044	0.503	521	405	0.0	1.0	6.945	A
4	56	14	565	922	0.060	55	73	0.0	0.1	4.152	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	580	145	94	1343	0.432	579	650	0.6	0.8	4.774	A
2	127	32	498	1146	0.111	127	175	0.1	0.1	3.530	A
3	627	157	140	1033	0.607	625	485	1.0	1.5	8.924	A
4	67	17	678	866	0.077	66	88	0.1	0.1	4.504	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	710	178	115	1332	0.533	709	793	0.8	1.1	5.846	A
2	155	39	610	1085	0.143	155	214	0.1	0.2	3.870	A
3	769	192	171	1018	0.755	763	593	1.5	3.0	14.029	B
4	81	20	827	791	0.103	81	107	0.1	0.1	5.075	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	710	178	116	1332	0.533	710	798	1.1	1.2	5.877	A
2	155	39	611	1085	0.143	155	215	0.2	0.2	3.873	A
3	769	192	172	1018	0.755	768	595	3.0	3.0	14.598	B
4	81	20	832	788	0.103	81	108	0.1	0.1	5.094	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	580	145	95	1343	0.432	581	657	1.2	0.8	4.806	A
2	127	32	500	1145	0.111	127	176	0.2	0.1	3.537	A
3	627	157	141	1033	0.607	633	487	3.0	1.6	9.277	A
4	67	17	685	862	0.077	67	89	0.1	0.1	4.529	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	486	121	79	1351	0.359	486	548	0.8	0.6	4.227	A
2	106	27	419	1190	0.089	106	147	0.1	0.1	3.324	A
3	525	131	118	1044	0.503	528	407	1.6	1.0	7.116	A
4	56	14	571	919	0.061	56	74	0.1	0.1	4.170	A

AM & PM - 2035_DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035_DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	542	100.000
2		ONE HOUR	✓	211	100.000
3		ONE HOUR	✓	523	100.000
4		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	3	64	415	60
	2	116	0	89	6
	3	435	81	0	7
	4	107	2	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	7	5
	2	0	0	0	0
	3	3	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.45	5.22	0.9	A	497	746
2	0.21	4.09	0.3	A	194	290
3	0.57	8.65	1.4	A	480	720
4	0.18	5.13	0.2	A	128	191

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	408	102	85	1348	0.303	406	495	0.0	0.5	4.038	A
2	159	40	381	1210	0.131	158	110	0.0	0.2	3.419	A
3	394	98	139	1034	0.381	391	400	0.0	0.6	5.720	A
4	105	26	475	967	0.108	104	55	0.0	0.1	4.169	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	487	122	101	1339	0.364	487	593	0.5	0.6	4.467	A
2	190	47	456	1169	0.162	190	132	0.2	0.2	3.674	A
3	470	118	166	1021	0.461	469	480	0.6	0.9	6.678	A
4	125	31	570	920	0.136	125	66	0.1	0.2	4.528	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	597	149	124	1327	0.450	596	726	0.6	0.9	5.204	A
2	232	58	558	1113	0.209	232	161	0.2	0.3	4.083	A
3	576	144	203	1003	0.574	574	587	0.9	1.4	8.566	A
4	153	38	697	856	0.179	153	80	0.2	0.2	5.119	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	597	149	124	1327	0.450	597	728	0.9	0.9	5.220	A
2	232	58	559	1113	0.209	232	162	0.3	0.3	4.087	A
3	576	144	204	1002	0.574	576	588	1.4	1.4	8.645	A
4	153	38	699	855	0.179	153	80	0.2	0.2	5.128	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	487	122	102	1339	0.364	488	596	0.9	0.6	4.484	A
2	190	47	458	1168	0.162	190	133	0.3	0.2	3.682	A
3	470	118	167	1020	0.461	472	481	1.4	0.9	6.751	A
4	125	31	573	918	0.136	125	66	0.2	0.2	4.542	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	408	102	85	1348	0.303	409	499	0.6	0.5	4.059	A
2	159	40	383	1209	0.131	159	111	0.2	0.2	3.427	A
3	394	98	139	1033	0.381	395	403	0.9	0.6	5.784	A
4	105	26	479	965	0.108	105	55	0.2	0.1	4.185	A

AM & PM - 2035_DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.09	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035_DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	659	100.000
2		ONE HOUR	✓	142	100.000
3		ONE HOUR	✓	712	100.000
4		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	11	102	482	64
	2	81	0	59	2
	3	585	93	0	34
	4	63	2	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.54	6.03	1.2	A	605	907
2	0.15	3.91	0.2	A	130	195
3	0.77	15.61	3.3	C	653	980
4	0.11	5.16	0.1	A	69	103

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	496	124	78	1352	0.367	494	553	0.0	0.6	4.247	A
2	107	27	425	1186	0.090	107	147	0.0	0.1	3.334	A
3	536	134	118	1044	0.514	532	413	0.0	1.1	7.091	A
4	56	14	575	917	0.062	56	75	0.0	0.1	4.181	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	592	148	94	1343	0.441	592	663	0.6	0.8	4.855	A
2	128	32	509	1140	0.112	128	177	0.1	0.1	3.553	A
3	640	160	142	1032	0.620	638	495	1.1	1.6	9.220	A
4	67	17	690	859	0.078	67	90	0.1	0.1	4.544	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	726	181	115	1332	0.545	724	809	0.8	1.2	5.992	A
2	156	39	623	1078	0.145	156	216	0.1	0.2	3.904	A
3	784	196	174	1017	0.771	778	605	1.6	3.2	14.899	B
4	83	21	842	783	0.105	82	110	0.1	0.1	5.137	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	726	181	116	1332	0.545	726	814	1.2	1.2	6.027	A
2	156	39	624	1077	0.145	156	217	0.2	0.2	3.908	A
3	784	196	174	1017	0.771	784	607	3.2	3.3	15.608	C
4	83	21	847	780	0.106	83	110	0.1	0.1	5.158	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	592	148	95	1343	0.441	594	671	1.2	0.8	4.889	A
2	128	32	511	1139	0.112	128	178	0.2	0.1	3.561	A
3	640	160	142	1032	0.620	646	497	3.3	1.7	9.638	A
4	67	17	698	855	0.079	68	90	0.1	0.1	4.572	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	496	124	79	1351	0.367	497	559	0.8	0.6	4.279	A
2	107	27	428	1185	0.090	107	149	0.1	0.1	3.339	A
3	536	134	119	1043	0.514	538	416	1.7	1.1	7.281	A
4	56	14	582	914	0.062	57	75	0.1	0.1	4.201	A

AM & PM - 2045_DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045_DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	566	100.000
2		ONE HOUR	✓	214	100.000
3		ONE HOUR	✓	543	100.000
4		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	3	66	434	63
	2	119	0	89	6
	3	455	81	0	7
	4	112	2	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	7	5
	2	0	0	0	0
	3	3	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.47	5.42	0.9	A	519	779
2	0.21	4.17	0.3	A	196	295
3	0.60	9.19	1.5	A	498	747
4	0.19	5.27	0.2	A	133	200

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	426	107	85	1348	0.316	424	516	0.0	0.5	4.118	A
2	161	40	398	1201	0.134	160	112	0.0	0.2	3.458	A
3	409	102	143	1032	0.396	406	415	0.0	0.7	5.875	A
4	109	27	492	959	0.114	109	57	0.0	0.1	4.232	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	509	127	102	1339	0.380	508	618	0.5	0.6	4.586	A
2	192	48	477	1158	0.166	192	134	0.2	0.2	3.727	A
3	488	122	172	1018	0.480	487	497	0.7	0.9	6.936	A
4	130	33	590	909	0.143	130	68	0.1	0.2	4.618	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	623	156	125	1326	0.470	622	756	0.6	0.9	5.403	A
2	236	59	584	1100	0.214	235	164	0.2	0.3	4.164	A
3	598	149	210	999	0.598	596	609	0.9	1.5	9.088	A
4	160	40	722	843	0.189	159	84	0.2	0.2	5.264	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	623	156	126	1326	0.470	623	759	0.9	0.9	5.421	A
2	236	59	585	1099	0.214	236	164	0.3	0.3	4.168	A
3	598	149	210	999	0.598	598	610	1.5	1.5	9.188	A
4	160	40	724	842	0.190	160	84	0.2	0.2	5.273	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	509	127	103	1338	0.380	510	622	0.9	0.7	4.608	A
2	192	48	478	1157	0.166	193	134	0.3	0.2	3.735	A
3	488	122	172	1018	0.480	490	499	1.5	1.0	7.027	A
4	130	33	594	908	0.144	131	68	0.2	0.2	4.633	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	426	107	86	1348	0.316	427	520	0.7	0.5	4.141	A
2	161	40	400	1200	0.134	161	112	0.2	0.2	3.469	A
3	409	102	144	1031	0.396	410	418	1.0	0.7	5.950	A
4	109	27	497	957	0.114	109	57	0.2	0.1	4.249	A

AM & PM - 2045_DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.40	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045_DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	687	100.000
2		ONE HOUR	✓	145	100.000
3		ONE HOUR	✓	740	100.000
4		ONE HOUR	✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	12	104	504	67
	2	83	0	60	2
	3	610	94	0	36
	4	66	2	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.57	6.36	1.3	A	630	946
2	0.15	3.99	0.2	A	133	200
3	0.80	18.19	4.0	C	679	1019
4	0.11	5.31	0.1	A	72	109

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	517	129	80	1351	0.383	515	576	0.0	0.6	4.355	A
2	109	27	445	1175	0.093	109	150	0.0	0.1	3.375	A
3	557	139	123	1041	0.535	553	431	0.0	1.1	7.417	A
4	59	15	597	906	0.066	59	79	0.0	0.1	4.249	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	618	154	96	1342	0.460	617	691	0.6	0.9	5.028	A
2	130	33	533	1127	0.116	130	179	0.1	0.1	3.610	A
3	665	166	147	1030	0.646	663	516	1.1	1.8	9.896	A
4	71	18	716	847	0.084	71	94	0.1	0.1	4.641	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	756	189	117	1331	0.568	755	842	0.9	1.3	6.317	A
2	160	40	652	1062	0.150	159	219	0.1	0.2	3.987	A
3	815	204	180	1014	0.804	807	632	1.8	3.8	17.035	C
4	87	22	872	768	0.113	87	115	0.1	0.1	5.282	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	756	189	118	1330	0.569	756	848	1.3	1.3	6.363	A
2	160	40	654	1061	0.150	160	220	0.2	0.2	3.992	A
3	815	204	181	1014	0.804	814	633	3.8	4.0	18.187	C
4	87	22	879	764	0.114	87	116	0.1	0.1	5.313	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	618	154	97	1341	0.460	619	700	1.3	0.9	5.072	A
2	130	33	536	1126	0.116	131	181	0.2	0.1	3.616	A
3	665	166	148	1029	0.646	673	518	4.0	1.9	10.505	B
4	71	18	726	841	0.084	71	95	0.1	0.1	4.677	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	517	129	81	1350	0.383	518	583	0.9	0.6	4.395	A
2	109	27	448	1174	0.093	109	151	0.1	0.1	3.381	A
3	557	139	124	1041	0.535	560	434	1.9	1.2	7.652	A
4	59	15	604	902	0.066	60	79	0.1	0.1	4.272	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Junction 5.j9
Path: N:\Projects\26\26-035 Arklow South\Design\Civil\Traffic\Junction Modelling\Junction 5
Report generation date: 24/09/2026 17:38:48

»AM & PM - 2026, AM
»AM & PM - 2026, PM
»AM & PM - 2030_DN, AM
»AM & PM - 2030_DN, PM
»AM & PM - 2035_DN, AM
»AM & PM - 2035_DN, PM
»AM & PM - 2045_DN, AM
»AM & PM - 2045_DN, PM
»AM & PM - 2030_DS, AM
»AM & PM - 2030_DS, PM
»AM & PM - 2035_DS, AM
»AM & PM - 2035_DS, PM
»AM & PM - 2045_DS, AM
»AM & PM - 2045_DS, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	AM & PM - 2026					
Stream B-AC	0.3	12.20	0.22	0.5	15.94	0.34
Stream C-B	0.1	8.20	0.10	0.1	8.06	0.07
	AM & PM - 2030_DN					
Stream B-AC	0.4	13.63	0.25	0.8	20.51	0.44
Stream C-B	0.2	8.65	0.11	0.1	8.44	0.08
	AM & PM - 2035_DN					
Stream B-AC	0.4	13.93	0.26	0.8	21.57	0.45
Stream C-B	0.2	8.72	0.12	0.1	8.53	0.09
	AM & PM - 2045_DN					
Stream B-AC	0.4	14.61	0.28	0.9	23.81	0.49
Stream C-B	0.2	8.88	0.12	0.1	8.70	0.09
	AM & PM - 2030_DS					
Stream B-AC	0.4	14.60	0.27	0.9	23.42	0.47
Stream C-B	0.2	9.04	0.12	0.1	8.70	0.09
	AM & PM - 2035_DS					
Stream B-AC	0.4	14.95	0.28	0.9	24.84	0.49
Stream C-B	0.2	9.12	0.12	0.1	8.80	0.09
	AM & PM - 2045_DS					
Stream B-AC	0.4	15.75	0.30	1.1	27.89	0.53
Stream C-B	0.2	9.29	0.13	0.1	8.98	0.09

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

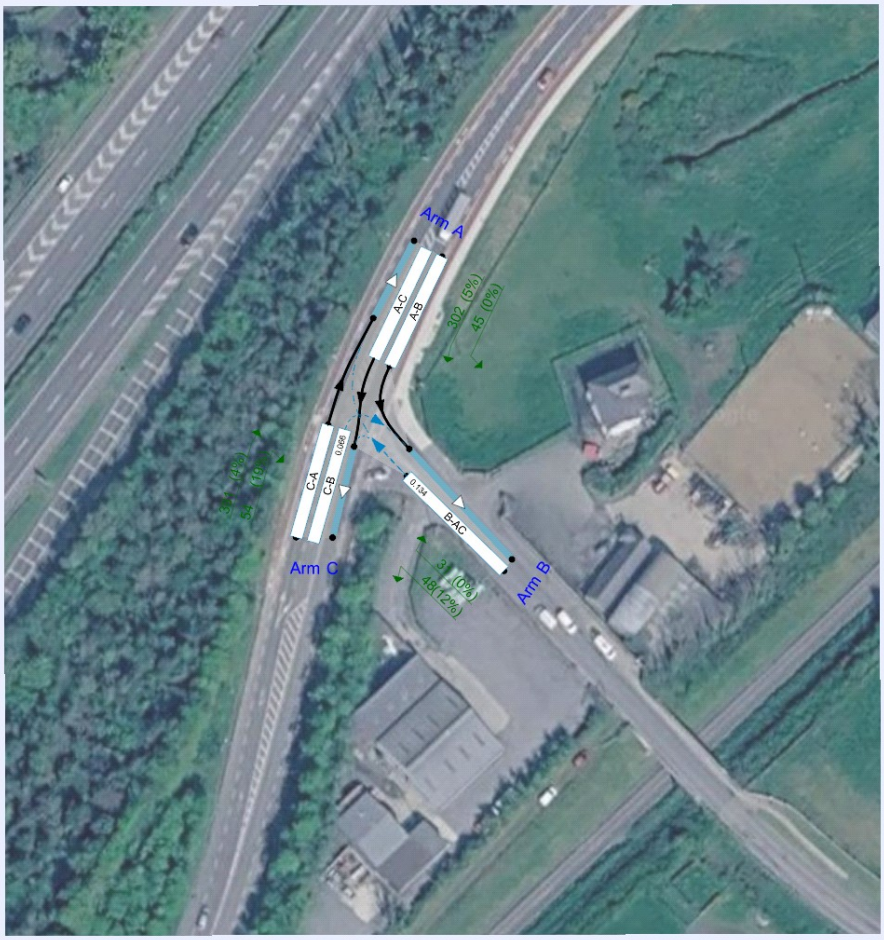
File summary

File Description

Title	Junction 5
Location	Arklow
Site number	
Date	24/09/2026
Version	
Status	(new file)
Identifier	
Client	Rose Bark Limited
Jobnumber	26-035
Enumerator	DOMAIN\Traffic
Description	

Units

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	08:00	09:30	15	✓
D2	2026	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030_DN	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030_DN	PM	ONE HOUR	17:00	18:30	15	✓
D5	2035_DN	AM	ONE HOUR	08:00	09:30	15	✓
D6	2035_DN	PM	ONE HOUR	17:00	18:30	15	✓
D7	2045_DN	AM	ONE HOUR	08:00	09:30	15	✓
D8	2045_DN	PM	ONE HOUR	17:00	18:30	15	✓
D9	2030_DS	AM	ONE HOUR	08:00	09:30	15	✓
D10	2030_DS	PM	ONE HOUR	17:00	18:30	15	✓
D11	2035_DS	AM	ONE HOUR	08:00	09:30	15	✓
D12	2035_DS	PM	ONE HOUR	17:00	18:30	15	✓
D13	2045_DS	AM	ONE HOUR	08:00	09:30	15	✓
D14	2045_DS	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

AM & PM - 2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R772		Major
B	Kish		Minor
C	R772		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.00	90.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	75	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	461	0.084	0.212	0.134	0.303
B-C	574	0.088	0.222	-	-
C-B	681	0.264	0.264	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	347	100.000
B		ONE HOUR	✓	79	100.000
C		ONE HOUR	✓	435	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	302
	B	31	0	48
	C	381	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	12
	C	4	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	12.20	0.3	B	72	109
C-A					350	524
C-B	0.10	8.20	0.1	A	50	74
A-B					41	62
A-C					277	416

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	443	0.134	59	0.0	0.2	10.025	B
C-A	287	72			287				
C-B	41	10	612	0.066	40	0.0	0.1	7.469	A
A-B	34	8			34				
A-C	227	57			227				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	426	0.167	71	0.2	0.2	10.842	B
C-A	343	86			343				
C-B	49	12	598	0.081	48	0.1	0.1	7.764	A
A-B	40	10			40				
A-C	271	68			271				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22	403	0.216	87	0.2	0.3	12.178	B
C-A	419	105			419				
C-B	59	15	580	0.103	59	0.1	0.1	8.201	A
A-B	50	12			50				
A-C	333	83			333				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	22	403	0.216	87	0.3	0.3	12.203	B
C-A	419	105			419				
C-B	59	15	580	0.103	59	0.1	0.1	8.204	A
A-B	50	12			50				
A-C	333	83			333				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	426	0.167	71	0.3	0.2	10.875	B
C-A	343	86			343				
C-B	49	12	598	0.081	49	0.1	0.1	7.768	A
A-B	40	10			40				
A-C	271	68			271				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	443	0.134	60	0.2	0.2	10.072	B
C-A	287	72			287				
C-B	41	10	612	0.066	41	0.1	0.1	7.477	A
A-B	34	8			34				
A-C	227	57			227				

AM & PM - 2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	467	100.000
B		ONE HOUR	✓	108	100.000
C		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	38	429
	B	56	0	52
	C	439	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	2	0	0
	C	3	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.34	15.94	0.5	C	99	149
C-A					403	604
C-B	0.07	8.06	0.1	A	34	51
A-B					35	52
A-C					394	590

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	400	0.203	80	0.0	0.3	11.325	B
C-A	331	83			331				
C-B	28	7	588	0.047	28	0.0	0.1	7.249	A
A-B	29	7			29				
A-C	323	81			323				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	378	0.257	97	0.3	0.3	12.900	B
C-A	395	99			395				
C-B	33	8	570	0.058	33	0.1	0.1	7.573	A
A-B	34	9			34				
A-C	386	96			386				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	347	0.343	118	0.3	0.5	15.848	C
C-A	483	121			483				
C-B	41	10	545	0.075	41	0.1	0.1	8.058	A
A-B	42	10			42				
A-C	472	118			472				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	30	347	0.343	119	0.5	0.5	15.939	C
C-A	483	121			483				
C-B	41	10	545	0.075	41	0.1	0.1	8.059	A
A-B	42	10			42				
A-C	472	118			472				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	378	0.257	98	0.5	0.4	12.995	B
C-A	395	99			395				
C-B	33	8	570	0.058	33	0.1	0.1	7.578	A
A-B	34	9			34				
A-C	386	96			386				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	400	0.203	82	0.4	0.3	11.426	B
C-A	331	83			331				
C-B	28	7	588	0.047	28	0.1	0.1	7.258	A
A-B	29	7			29				
A-C	323	81			323				

AM & PM - 2030_DN, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030_DN	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	418	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	54	364
	B	35	0	52
	C	437	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	12
	C	4	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	13.63	0.4	B	80	120
C-A					401	601
C-B	0.11	8.65	0.2	A	53	80
A-B					50	74
A-C					334	501

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	426	0.154	65	0.0	0.2	10.627	B
C-A	329	82			329				
C-B	44	11	598	0.073	43	0.0	0.1	7.724	A
A-B	41	10			41				
A-C	274	69			274				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	406	0.193	78	0.2	0.3	11.715	B
C-A	393	98			393				
C-B	52	13	582	0.090	52	0.1	0.1	8.090	A
A-B	49	12			49				
A-C	327	82			327				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	378	0.253	95	0.3	0.4	13.591	B
C-A	481	120			481				
C-B	64	16	559	0.114	64	0.1	0.2	8.642	A
A-B	59	15			59				
A-C	401	100			401				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	378	0.253	96	0.4	0.4	13.633	B
C-A	481	120			481				
C-B	64	16	559	0.114	64	0.2	0.2	8.647	A
A-B	59	15			59				
A-C	401	100			401				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	406	0.193	79	0.4	0.3	11.764	B
C-A	393	98			393				
C-B	52	13	582	0.090	52	0.2	0.1	8.098	A
A-B	49	12			49				
A-C	327	82			327				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	426	0.154	66	0.3	0.2	10.688	B
C-A	329	82			329				
C-B	44	11	598	0.073	44	0.1	0.1	7.736	A
A-B	41	10			41				
A-C	274	69			274				

AM & PM - 2030_DN, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030_DN	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	533	100.000
B		ONE HOUR	✓	124	100.000
C		ONE HOUR	✓	572	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	489
	B	68	0	56
	C	532	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	2	0	0
	C	3	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.44	20.51	0.8	C	114	171
C-A					488	732
C-B	0.08	8.44	0.1	A	37	55
A-B					40	61
A-C					449	673

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	377	0.247	92	0.0	0.3	12.695	B
C-A	401	100			401				
C-B	30	8	575	0.052	30	0.0	0.1	7.462	A
A-B	33	8			33				
A-C	368	92			368				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	351	0.317	111	0.3	0.5	15.115	C
C-A	478	120			478				
C-B	36	9	554	0.065	36	0.1	0.1	7.847	A
A-B	40	10			40				
A-C	440	110			440				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	314	0.435	135	0.5	0.8	20.260	C
C-A	586	146			586				
C-B	44	11	526	0.084	44	0.1	0.1	8.439	A
A-B	48	12			48				
A-C	538	135			538				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	314	0.435	136	0.8	0.8	20.507	C
C-A	586	146			586				
C-B	44	11	526	0.084	44	0.1	0.1	8.442	A
A-B	48	12			48				
A-C	538	135			538				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	351	0.318	113	0.8	0.5	15.332	C
C-A	478	120			478				
C-B	36	9	554	0.065	36	0.1	0.1	7.853	A
A-B	40	10			40				
A-C	440	110			440				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	377	0.247	94	0.5	0.3	12.866	B
C-A	401	100			401				
C-B	30	8	575	0.052	30	0.1	0.1	7.472	A
A-B	33	8			33				
A-C	368	92			368				

AM & PM - 2035_DN, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035_DN	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	428	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	506	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	56	372
	B	36	0	53
	C	447	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	12
	C	4	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.26	13.93	0.4	B	82	123
C-A					410	615
C-B	0.12	8.72	0.2	A	54	81
A-B					51	77
A-C					341	512

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	423	0.158	66	0.0	0.2	10.746	B
C-A	337	84			337				
C-B	44	11	596	0.075	44	0.0	0.1	7.762	A
A-B	42	11			42				
A-C	280	70			280				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	403	0.199	80	0.2	0.3	11.889	B
C-A	402	100			402				
C-B	53	13	579	0.092	53	0.1	0.1	8.141	A
A-B	50	13			50				
A-C	334	84			334				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	374	0.262	98	0.3	0.4	13.887	B
C-A	492	123			492				
C-B	65	16	556	0.117	65	0.1	0.2	8.713	A
A-B	62	15			62				
A-C	410	102			410				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	374	0.262	98	0.4	0.4	13.930	B
C-A	492	123			492				
C-B	65	16	556	0.117	65	0.2	0.2	8.718	A
A-B	62	15			62				
A-C	410	102			410				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	403	0.199	80	0.4	0.3	11.944	B
C-A	402	100			402				
C-B	53	13	579	0.092	53	0.2	0.1	8.148	A
A-B	50	13			50				
A-C	334	84			334				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	423	0.158	67	0.3	0.2	10.813	B
C-A	337	84			337				
C-B	44	11	596	0.075	45	0.1	0.1	7.774	A
A-B	42	11			42				
A-C	280	70			280				

AM & PM - 2035_DN, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035_DN	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	546	100.000
B		ONE HOUR	✓	127	100.000
C		ONE HOUR	✓	585	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	501
	B	70	0	57
	C	544	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	2	0	0
	C	3	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.45	21.57	0.8	C	117	175
C-A					499	749
C-B	0.09	8.53	0.1	A	38	56
A-B					41	62
A-C					460	690

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	374	0.256	94	0.0	0.3	12.958	B
C-A	410	102			410				
C-B	31	8	572	0.054	31	0.0	0.1	7.507	A
A-B	34	8			34				
A-C	377	94			377				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	347	0.329	114	0.3	0.5	15.569	C
C-A	489	122			489				
C-B	37	9	551	0.067	37	0.1	0.1	7.907	A
A-B	40	10			40				
A-C	450	113			450				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	35	308	0.453	139	0.5	0.8	21.266	C
C-A	599	150			599				
C-B	45	11	522	0.086	45	0.1	0.1	8.525	A
A-B	50	12			50				
A-C	552	138			552				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	35	308	0.454	140	0.8	0.8	21.569	C
C-A	599	150			599				
C-B	45	11	522	0.086	45	0.1	0.1	8.529	A
A-B	50	12			50				
A-C	552	138			552				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	347	0.329	115	0.8	0.5	15.818	C
C-A	489	122			489				
C-B	37	9	551	0.067	37	0.1	0.1	7.912	A
A-B	40	10			40				
A-C	450	113			450				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	374	0.256	96	0.5	0.4	13.146	B
C-A	410	102			410				
C-B	31	8	572	0.054	31	0.1	0.1	7.515	A
A-B	34	8			34				
A-C	377	94			377				

AM & PM - 2045_DN, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2045_DN	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	447	100.000
B		ONE HOUR	✓	94	100.000
C		ONE HOUR	✓	530	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	58	389
	B	38	0	56
	C	468	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	12
	C	4	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	14.61	0.4	B	86	129
C-A					429	644
C-B	0.12	8.88	0.2	A	57	85
A-B					53	80
A-C					357	535

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	419	0.169	70	0.0	0.2	11.005	B
C-A	352	88			352				
C-B	47	12	592	0.079	46	0.0	0.1	7.846	A
A-B	44	11			44				
A-C	293	73			293				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	397	0.213	84	0.2	0.3	12.279	B
C-A	421	105			421				
C-B	56	14	575	0.097	56	0.1	0.1	8.251	A
A-B	52	13			52				
A-C	350	87			350				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	367	0.282	103	0.3	0.4	14.557	B
C-A	515	129			515				
C-B	68	17	551	0.124	68	0.1	0.2	8.872	A
A-B	64	16			64				
A-C	428	107			428				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	367	0.282	103	0.4	0.4	14.613	B
C-A	515	129			515				
C-B	68	17	551	0.124	68	0.2	0.2	8.877	A
A-B	64	16			64				
A-C	428	107			428				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	397	0.213	85	0.4	0.3	12.344	B
C-A	421	105			421				
C-B	56	14	575	0.097	56	0.2	0.1	8.262	A
A-B	52	13			52				
A-C	350	87			350				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	418	0.169	71	0.3	0.2	11.078	B
C-A	352	88			352				
C-B	47	12	592	0.079	47	0.1	0.1	7.862	A
A-B	44	11			44				
A-C	293	73			293				

AM & PM - 2045_DN, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2045_DN	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	571	100.000
B		ONE HOUR	✓	133	100.000
C		ONE HOUR	✓	611	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	47	524
	B	73	0	60
	C	568	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	2	0	0
	C	3	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.49	23.81	0.9	C	122	183
C-A					521	782
C-B	0.09	8.70	0.1	A	39	59
A-B					43	65
A-C					481	721

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	368	0.272	99	0.0	0.4	13.446	B
C-A	428	107			428				
C-B	32	8	567	0.057	32	0.0	0.1	7.598	A
A-B	35	9			35				
A-C	394	99			394				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	339	0.352	119	0.4	0.5	16.447	C
C-A	511	128			511				
C-B	39	10	545	0.071	39	0.1	0.1	8.028	A
A-B	42	11			42				
A-C	471	118			471				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	299	0.490	145	0.5	0.9	23.368	C
C-A	625	156			625				
C-B	47	12	515	0.092	47	0.1	0.1	8.698	A
A-B	52	13			52				
A-C	577	144			577				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	299	0.490	146	0.9	0.9	23.806	C
C-A	625	156			625				
C-B	47	12	515	0.092	47	0.1	0.1	8.701	A
A-B	52	13			52				
A-C	577	144			577				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	339	0.352	121	0.9	0.6	16.780	C
C-A	511	128			511				
C-B	39	10	545	0.071	39	0.1	0.1	8.033	A
A-B	42	11			42				
A-C	471	118			471				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	368	0.272	101	0.6	0.4	13.669	B
C-A	428	107			428				
C-B	32	8	567	0.057	32	0.1	0.1	7.609	A
A-B	35	9			35				
A-C	394	99			394				

AM & PM - 2030_DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030_DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	492	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	54	438
	B	35	0	52
	C	437	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	12
	C	4	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	14.60	0.4	B	80	120
C-A					401	601
C-B	0.12	9.04	0.2	A	53	80
A-B					50	74
A-C					402	603

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	413	0.158	65	0.0	0.2	11.008	B
C-A	329	82			329				
C-B	44	11	583	0.075	43	0.0	0.1	7.933	A
A-B	41	10			41				
A-C	330	82			330				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	391	0.200	78	0.2	0.3	12.279	B
C-A	393	98			393				
C-B	52	13	564	0.092	52	0.1	0.1	8.365	A
A-B	49	12			49				
A-C	394	98			394				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	359	0.267	95	0.3	0.4	14.554	B
C-A	481	120			481				
C-B	64	16	538	0.119	64	0.1	0.2	9.034	A
A-B	59	15			59				
A-C	482	121			482				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	359	0.267	96	0.4	0.4	14.604	B
C-A	481	120			481				
C-B	64	16	538	0.119	64	0.2	0.2	9.039	A
A-B	59	15			59				
A-C	482	121			482				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	20	391	0.200	79	0.4	0.3	12.336	B
C-A	393	98			393				
C-B	52	13	564	0.092	52	0.2	0.1	8.374	A
A-B	49	12			49				
A-C	394	98			394				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	413	0.158	66	0.3	0.2	11.078	B
C-A	329	82			329				
C-B	44	11	583	0.075	44	0.1	0.1	7.948	A
A-B	41	10			41				
A-C	330	82			330				

AM & PM - 2030_DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030_DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	583	100.000
B		ONE HOUR	✓	124	100.000
C		ONE HOUR	✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	539
	B	68	0	56
	C	605	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	2	0	0
	C	3	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.47	23.42	0.9	C	114	171
C-A					555	833
C-B	0.09	8.70	0.1	A	37	55
A-B					40	61
A-C					495	742

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	363	0.257	92	0.0	0.3	13.351	B
C-A	455	114			455				
C-B	30	8	565	0.053	30	0.0	0.1	7.600	A
A-B	33	8			33				
A-C	406	101			406				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	334	0.334	111	0.3	0.5	16.281	C
C-A	544	136			544				
C-B	36	9	542	0.066	36	0.1	0.1	8.030	A
A-B	40	10			40				
A-C	485	121			485				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	292	0.468	135	0.5	0.9	23.033	C
C-A	666	167			666				
C-B	44	11	511	0.086	44	0.1	0.1	8.701	A
A-B	48	12			48				
A-C	593	148			593				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	292	0.468	136	0.9	0.9	23.425	C
C-A	666	167			666				
C-B	44	11	511	0.086	44	0.1	0.1	8.705	A
A-B	48	12			48				
A-C	593	148			593				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	334	0.334	113	0.9	0.5	16.582	C
C-A	544	136			544				
C-B	36	9	542	0.066	36	0.1	0.1	8.035	A
A-B	40	10			40				
A-C	485	121			485				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	363	0.257	94	0.5	0.4	13.552	B
C-A	455	114			455				
C-B	30	8	565	0.053	30	0.1	0.1	7.608	A
A-B	33	8			33				
A-C	406	101			406				

AM & PM - 2035_DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035_DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	502	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	506	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	56	446
	B	36	0	53
	C	447	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	12
	C	4	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	14.95	0.4	B	82	123
C-A					410	615
C-B	0.12	9.12	0.2	A	54	81
A-B					51	77
A-C					409	614

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	411	0.163	66	0.0	0.2	11.144	B
C-A	337	84			337				
C-B	44	11	581	0.076	44	0.0	0.1	7.973	A
A-B	42	11			42				
A-C	336	84			336				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	388	0.206	80	0.2	0.3	12.472	B
C-A	402	100			402				
C-B	53	13	562	0.094	53	0.1	0.1	8.419	A
A-B	50	13			50				
A-C	401	100			401				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	355	0.276	97	0.3	0.4	14.894	B
C-A	492	123			492				
C-B	65	16	535	0.121	65	0.1	0.2	9.111	A
A-B	62	15			62				
A-C	491	123			491				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	355	0.276	98	0.4	0.4	14.951	B
C-A	492	123			492				
C-B	65	16	535	0.121	65	0.2	0.2	9.116	A
A-B	62	15			62				
A-C	491	123			491				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	388	0.206	80	0.4	0.3	12.535	B
C-A	402	100			402				
C-B	53	13	562	0.094	53	0.2	0.1	8.428	A
A-B	50	13			50				
A-C	401	100			401				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	411	0.163	67	0.3	0.2	11.208	B
C-A	337	84			337				
C-B	44	11	581	0.076	45	0.1	0.1	7.987	A
A-B	42	11			42				
A-C	336	84			336				

AM & PM - 2035_DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035_DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	596	100.000
B		ONE HOUR	✓	127	100.000
C		ONE HOUR	✓	658	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	551
	B	70	0	57
	C	617	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	2	0	0
	C	3	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.49	24.84	0.9	C	117	175
C-A					566	849
C-B	0.09	8.80	0.1	A	38	56
A-B					41	62
A-C					506	758

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	360	0.266	94	0.0	0.4	13.641	B
C-A	465	116			465				
C-B	31	8	562	0.055	31	0.0	0.1	7.648	A
A-B	34	8			34				
A-C	415	104			415				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	329	0.347	114	0.4	0.5	16.813	C
C-A	555	139			555				
C-B	37	9	539	0.068	37	0.1	0.1	8.094	A
A-B	40	10			40				
A-C	495	124			495				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	35	286	0.489	138	0.5	0.9	24.353	C
C-A	679	170			679				
C-B	45	11	508	0.089	45	0.1	0.1	8.793	A
A-B	50	12			50				
A-C	607	152			607				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	35	286	0.489	140	0.9	0.9	24.837	C
C-A	679	170			679				
C-B	45	11	508	0.089	45	0.1	0.1	8.796	A
A-B	50	12			50				
A-C	607	152			607				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	329	0.347	116	0.9	0.6	17.165	C
C-A	555	139			555				
C-B	37	9	539	0.068	37	0.1	0.1	8.099	A
A-B	40	10			40				
A-C	495	124			495				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	359	0.266	96	0.6	0.4	13.869	B
C-A	465	116			465				
C-B	31	8	562	0.055	31	0.1	0.1	7.656	A
A-B	34	8			34				
A-C	415	104			415				

AM & PM - 2045_DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045_DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	521	100.000
B		ONE HOUR	✓	94	100.000
C		ONE HOUR	✓	530	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	58	463
	B	38	0	56
	C	468	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	12
	C	4	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.30	15.75	0.4	C	86	129
C-A					429	644
C-B	0.13	9.29	0.2	A	57	85
A-B					53	80
A-C					425	637

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	406	0.174	70	0.0	0.2	11.413	B
C-A	352	88			352				
C-B	47	12	577	0.081	46	0.0	0.1	8.069	A
A-B	44	11			44				
A-C	349	87			349				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	382	0.221	84	0.2	0.3	12.904	B
C-A	421	105			421				
C-B	56	14	557	0.100	56	0.1	0.1	8.541	A
A-B	52	13			52				
A-C	416	104			416				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	348	0.298	103	0.3	0.4	15.674	C
C-A	515	129			515				
C-B	68	17	529	0.129	68	0.1	0.2	9.288	A
A-B	64	16			64				
A-C	510	127			510				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	348	0.298	103	0.4	0.4	15.747	C
C-A	515	129			515				
C-B	68	17	529	0.129	68	0.2	0.2	9.291	A
A-B	64	16			64				
A-C	510	127			510				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	382	0.221	85	0.4	0.3	12.980	B
C-A	421	105			421				
C-B	56	14	557	0.100	56	0.2	0.1	8.551	A
A-B	52	13			52				
A-C	416	104			416				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	406	0.174	71	0.3	0.2	11.497	B
C-A	352	88			352				
C-B	47	12	577	0.081	47	0.1	0.1	8.080	A
A-B	44	11			44				
A-C	349	87			349				

AM & PM - 2045_DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045_DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	621	100.000
B		ONE HOUR	✓	133	100.000
C		ONE HOUR	✓	684	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	47	574
	B	73	0	60
	C	641	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	2	0	0
	C	3	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.53	27.89	1.1	D	122	183
C-A					588	882
C-B	0.09	8.98	0.1	A	39	59
A-B					43	65
A-C					527	790

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	354	0.283	99	0.0	0.4	14.186	B
C-A	483	121			483				
C-B	32	8	557	0.058	32	0.0	0.1	7.741	A
A-B	35	9			35				
A-C	432	108			432				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	322	0.371	119	0.4	0.6	17.847	C
C-A	576	144			576				
C-B	39	10	533	0.072	39	0.1	0.1	8.220	A
A-B	42	11			42				
A-C	516	129			516				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	276	0.530	144	0.6	1.1	27.158	D
C-A	706	176			706				
C-B	47	12	500	0.095	47	0.1	0.1	8.977	A
A-B	52	13			52				
A-C	632	158			632				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	276	0.530	146	1.1	1.1	27.892	D
C-A	706	176			706				
C-B	47	12	500	0.095	47	0.1	0.1	8.980	A
A-B	52	13			52				
A-C	632	158			632				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	322	0.371	122	1.1	0.6	18.336	C
C-A	576	144			576				
C-B	39	10	533	0.072	39	0.1	0.1	8.227	A
A-B	42	11			42				
A-C	516	129			516				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	25	353	0.283	101	0.6	0.4	14.456	B
C-A	483	121			483				
C-B	32	8	557	0.058	32	0.1	0.1	7.753	A
A-B	35	9			35				
A-C	432	108			432				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 6.j9
Path: N:\Projects\26\26-035 Arklow South\Design\Civil\Traffic\Junction Modelling\Junction 6
Report generation date: 24/09/2026 17:37:36

»AM & PM - 2026, AM
»AM & PM - 2026, PM
»AM & PM - 2030_DN, AM
»AM & PM - 2030_DN, PM
»AM & PM - 2035_DN, AM
»AM & PM - 2035_DN, PM
»AM & PM - 2045_DN, AM
»AM & PM - 2045_DN, PM
»AM & PM - 2030_DS, AM
»AM & PM - 2030_DS, PM
»AM & PM - 2035_DS, AM
»AM & PM - 2035_DS, PM
»AM & PM - 2045_DS, AM
»AM & PM - 2045_DS, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	AM & PM - 2026					
Arm 1	0.1	3.17	0.11	0.4	3.32	0.29
Arm 2	0.2	2.10	0.18	0.4	2.41	0.26
Arm 4	0.3	2.36	0.22	0.2	2.15	0.16
	AM & PM - 2030_DN					
Arm 1	0.2	3.39	0.13	0.6	3.77	0.35
Arm 2	0.3	2.21	0.22	0.4	2.58	0.30
Arm 4	0.4	2.46	0.25	0.2	2.23	0.19
	AM & PM - 2035_DN					
Arm 1	0.2	3.44	0.13	0.6	3.85	0.36
Arm 2	0.3	2.23	0.22	0.5	2.62	0.31
Arm 4	0.4	2.48	0.26	0.2	2.25	0.19
	AM & PM - 2045_DN					
Arm 1	0.2	3.54	0.14	0.6	4.04	0.38
Arm 2	0.3	2.27	0.23	0.5	2.71	0.33
Arm 4	0.4	2.52	0.27	0.3	2.27	0.20
	AM & PM - 2030_DS					
Arm 1	0.2	3.39	0.13	0.7	4.12	0.39
Arm 2	0.4	2.32	0.25	0.5	2.68	0.33
Arm 4	0.4	2.46	0.25	0.3	2.29	0.21
	AM & PM - 2035_DS					
Arm 1	0.2	3.44	0.13	0.7	4.23	0.40
Arm 2	0.4	2.34	0.26	0.5	2.73	0.34
Arm 4	0.4	2.48	0.26	0.3	2.30	0.21
	AM & PM - 2045_DS					
Arm 1	0.2	3.54	0.14	0.8	4.45	0.42
Arm 2	0.4	2.38	0.27	0.6	2.83	0.35
Arm 4	0.4	2.52	0.27	0.3	2.33	0.22

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

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

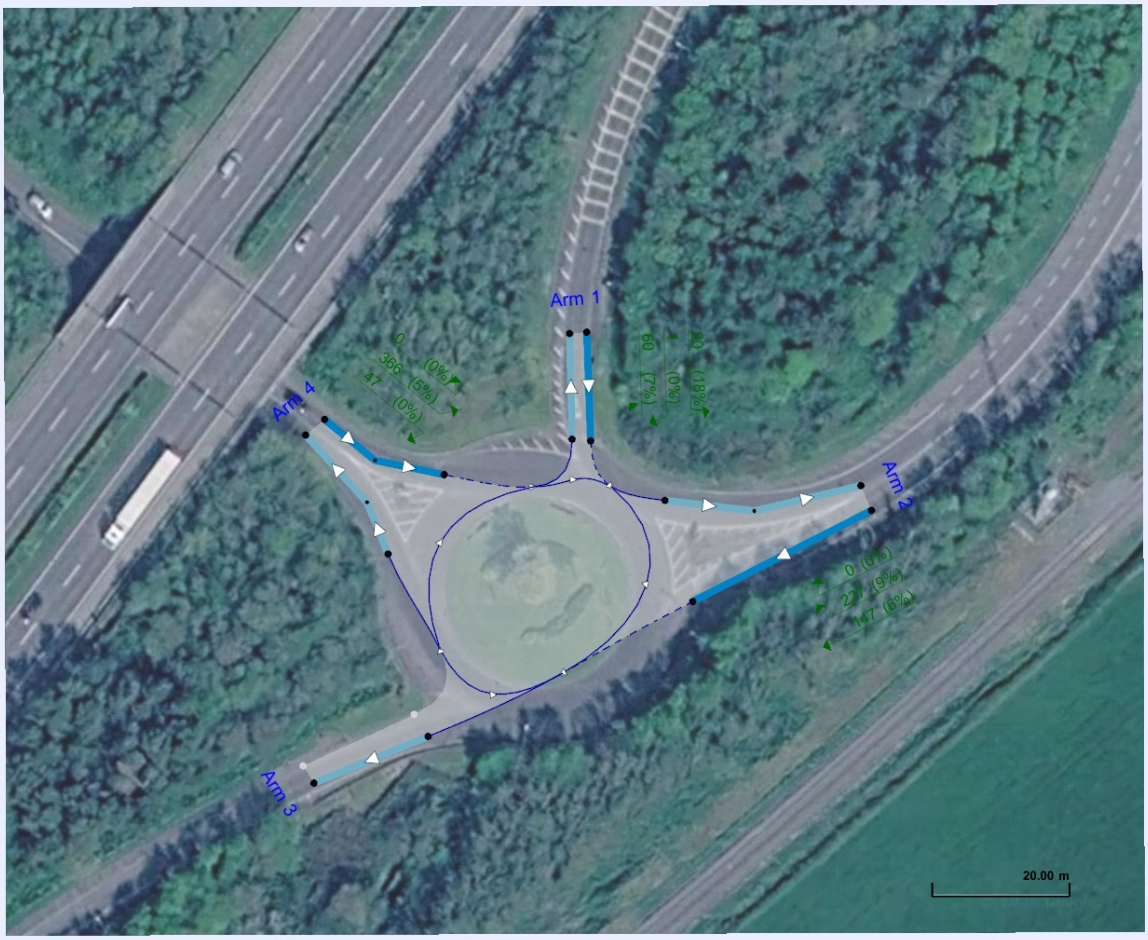
File summary

File Description

Title	Junction 6
Location	Arklow
Site number	
Date	24/09/2026
Version	
Status	(new file)
Identifier	
Client	Rose Banks Limited
Jobnumber	26-035
Enumerator	DOMAIN\Traffic
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	08:00	09:30	15	✓
D2	2026	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030_DN	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030_DN	PM	ONE HOUR	17:00	18:30	15	✓
D5	2035_DN	AM	ONE HOUR	08:00	09:30	15	✓
D6	2035_DN	PM	ONE HOUR	17:00	18:30	15	✓
D7	2045_DN	AM	ONE HOUR	08:00	09:30	15	✓
D8	2045_DN	PM	ONE HOUR	17:00	18:30	15	✓
D9	2030_DS	AM	ONE HOUR	08:00	09:30	15	✓
D10	2030_DS	PM	ONE HOUR	17:00	18:30	15	✓
D11	2035_DS	AM	ONE HOUR	08:00	09:30	15	✓
D12	2035_DS	PM	ONE HOUR	17:00	18:30	15	✓
D13	2045_DS	AM	ONE HOUR	08:00	09:30	15	✓
D14	2045_DS	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

AM & PM - 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	2.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	M11 SB Slip Off	
2	R772	
3	M11 SB Slip On	
4	R772	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	4.75	1.9	15.3	45.0	14.6	
2	3.00	7.25	11.2	24.8	45.0	22.1	
3							✓
4	3.00	5.09	4.1	14.4	45.0	16.1	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	1.110	1948
2	1.302	2413
3		
4	1.145	2047

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	141	100.000
2		ONE HOUR	✓	377	100.000
3					
4		ONE HOUR	✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	80	1	60
	2	0	3	147	227
	3	0	0	0	0
	4	0	366	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	0	7
	2	0	0	6	9
	3	0	0	0	0
	4	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.11	3.17	0.1	A	129	194
2	0.18	2.10	0.2	A	346	519
3						
4	0.22	2.36	0.3	A	379	568

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	106	27	312	1602	0.066	106	0	0.0	0.1	2.724	A
2	284	71	81	2307	0.123	283	337	0.0	0.2	1.910	A
3			218				146				
4	311	78	2	2045	0.152	310	216	0.0	0.2	2.164	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	32	374	1533	0.083	127	0	0.1	0.1	2.896	A
2	339	85	97	2286	0.148	339	403	0.2	0.2	1.985	A
3			261				175				
4	371	93	3	2044	0.182	371	258	0.2	0.2	2.244	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	155	39	458	1440	0.108	155	0	0.1	0.1	3.170	A
2	415	104	119	2258	0.184	415	494	0.2	0.2	2.098	A
3			319				215				
4	455	114	3	2043	0.223	454	316	0.2	0.3	2.363	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	155	39	458	1440	0.108	155	0	0.1	0.1	3.171	A
2	415	104	119	2258	0.184	415	494	0.2	0.2	2.098	A
3			319				215				
4	455	114	3	2043	0.223	455	316	0.3	0.3	2.363	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	32	374	1533	0.083	127	0	0.1	0.1	2.900	A
2	339	85	97	2286	0.148	339	404	0.2	0.2	1.986	A
3			261				175				
4	371	93	3	2044	0.182	372	258	0.3	0.2	2.245	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	106	27	313	1600	0.066	106	0	0.1	0.1	2.729	A
2	284	71	81	2307	0.123	284	338	0.2	0.2	1.914	A
3			218				147				
4	311	78	2	2045	0.152	311	216	0.2	0.2	2.166	A

AM & PM - 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	2.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	425	100.000
2		ONE HOUR	✓	487	100.000
3					
4		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	234	1	190
	2	0	2	273	212
	3	0	0	0	0
	4	0	238	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	2
	2	0	0	2	2
	3	0	0	0	0
	4	0	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.29	3.32	0.4	A	390	585
2	0.26	2.41	0.4	A	447	670
3						
4	0.16	2.15	0.2	A	270	405

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	320	80	222	1702	0.188	319	0	0.0	0.2	2.684	A
2	367	92	185	2171	0.169	366	356	0.0	0.2	2.030	A
3			303				248				
4	221	55	2	2045	0.108	221	302	0.0	0.1	2.026	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	382	96	266	1653	0.231	382	0	0.2	0.3	2.920	A
2	438	109	222	2124	0.206	438	426	0.2	0.3	2.175	A
3			363				297				
4	264	66	2	2045	0.129	264	361	0.1	0.2	2.075	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	468	117	326	1587	0.295	467	0	0.3	0.4	3.315	A
2	536	134	272	2059	0.260	536	521	0.3	0.4	2.408	A
3			444				363				
4	324	81	2	2045	0.158	324	442	0.2	0.2	2.148	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	468	117	326	1587	0.295	468	0	0.4	0.4	3.318	A
2	536	134	272	2059	0.260	536	522	0.4	0.4	2.408	A
3			445				363				
4	324	81	2	2045	0.158	324	443	0.2	0.2	2.148	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	382	96	266	1653	0.231	383	0	0.4	0.3	2.923	A
2	438	109	222	2123	0.206	438	427	0.4	0.3	2.176	A
3			364				297				
4	264	66	2	2045	0.129	264	362	0.2	0.2	2.077	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	320	80	223	1701	0.188	320	0	0.3	0.2	2.691	A
2	367	92	186	2170	0.169	367	357	0.3	0.2	2.033	A
3			304				249				
4	221	55	2	2045	0.108	221	303	0.2	0.1	2.026	A

AM & PM - 2030_DN, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	2.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030_DN	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	157	100.000
2		ONE HOUR	✓	445	100.000
3					
4		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	91	2	64
	2	0	4	174	267
	3	0	0	0	0
	4	0	416	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	0	7
	2	0	0	6	9
	3	0	0	0	0
	4	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.13	3.39	0.2	A	144	216
2	0.22	2.21	0.3	A	408	613
3						
4	0.25	2.46	0.4	A	429	643

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	118	30	354	1556	0.076	118	0	0.0	0.1	2.829	A
2	335	84	88	2298	0.146	334	384	0.0	0.2	1.974	A
3			252				171				
4	352	88	3	2044	0.172	351	249	0.0	0.2	2.219	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	141	35	423	1479	0.095	141	0	0.1	0.1	3.041	A
2	400	100	105	2276	0.176	400	459	0.2	0.2	2.067	A
3			301				204				
4	420	105	4	2043	0.205	420	297	0.2	0.3	2.315	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	173	43	518	1373	0.126	173	0	0.1	0.2	3.388	A
2	490	122	129	2245	0.218	490	562	0.2	0.3	2.209	A
3			369				250				
4	514	129	4	2042	0.252	514	364	0.3	0.4	2.459	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	173	43	519	1373	0.126	173	0	0.2	0.2	3.389	A
2	490	122	129	2245	0.218	490	563	0.3	0.3	2.209	A
3			369				250				
4	514	129	4	2042	0.252	514	364	0.4	0.4	2.459	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	141	35	424	1478	0.096	141	0	0.2	0.1	3.045	A
2	400	100	105	2276	0.176	400	460	0.3	0.2	2.069	A
3			301				204				
4	420	105	4	2043	0.205	420	298	0.4	0.3	2.316	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	118	30	355	1554	0.076	118	0	0.1	0.1	2.832	A
2	335	84	88	2298	0.146	335	385	0.2	0.2	1.977	A
3			252				171				
4	352	88	3	2044	0.172	352	249	0.3	0.2	2.223	A

AM & PM - 2030_DN, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	2.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030_DN	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	487	100.000
2		ONE HOUR	✓	552	100.000
3					
4		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	282	2	203
	2	0	3	309	240
	3	0	0	0	0
	4	0	286	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	2
	2	0	0	2	2
	3	0	0	0	0
	4	0	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.35	3.77	0.6	A	447	670
2	0.30	2.58	0.4	A	507	760
3						
4	0.19	2.23	0.2	A	317	476

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	367	92	262	1657	0.221	365	0	0.0	0.3	2.871	A
2	416	104	199	2154	0.193	415	429	0.0	0.2	2.110	A
3			335				279				
4	260	65	2	2045	0.127	260	333	0.0	0.2	2.081	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	438	109	314	1600	0.274	437	0	0.3	0.4	3.193	A
2	496	124	238	2103	0.236	496	513	0.2	0.3	2.285	A
3			401				333				
4	311	78	3	2044	0.152	311	398	0.2	0.2	2.142	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	134	384	1522	0.352	536	0	0.4	0.6	3.762	A
2	608	152	291	2033	0.299	607	628	0.3	0.4	2.575	A
3			491				408				
4	381	95	3	2043	0.186	381	487	0.2	0.2	2.233	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	134	384	1522	0.352	536	0	0.6	0.6	3.766	A
2	608	152	292	2033	0.299	608	629	0.4	0.4	2.576	A
3			491				408				
4	381	95	3	2043	0.186	381	488	0.2	0.2	2.233	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	438	109	314	1600	0.274	438	0	0.6	0.4	3.200	A
2	496	124	239	2102	0.236	497	514	0.4	0.3	2.287	A
3			401				334				
4	311	78	3	2044	0.152	311	399	0.2	0.2	2.143	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	367	92	263	1657	0.221	367	0	0.4	0.3	2.881	A
2	416	104	200	2153	0.193	416	430	0.3	0.2	2.115	A
3			336				279				
4	260	65	2	2045	0.127	261	334	0.2	0.2	2.083	A

AM & PM - 2035_DN, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	2.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035_DN	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	161	100.000
2		ONE HOUR	✓	455	100.000
3					
4		ONE HOUR	✓	478	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	93	2	66
	2	0	4	178	273
	3	0	0	0	0
	4	0	426	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	0	7
	2	0	0	6	9
	3	0	0	0	0
	4	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.13	3.44	0.2	A	148	222
2	0.22	2.23	0.3	A	418	626
3						
4	0.26	2.48	0.4	A	439	658

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	30	362	1547	0.078	121	0	0.0	0.1	2.853	A
2	343	86	90	2295	0.149	342	393	0.0	0.2	1.985	A
3			258				174				
4	360	90	3	2044	0.176	359	255	0.0	0.2	2.230	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	145	36	433	1468	0.099	145	0	0.1	0.1	3.074	A
2	409	102	108	2272	0.180	409	470	0.2	0.2	2.080	A
3			308				208				
4	430	107	4	2043	0.210	429	305	0.2	0.3	2.329	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	177	44	530	1360	0.130	177	0	0.1	0.2	3.439	A
2	501	125	132	2241	0.224	501	575	0.2	0.3	2.228	A
3			377				255				
4	526	132	4	2042	0.258	526	373	0.3	0.4	2.479	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	177	44	531	1359	0.130	177	0	0.2	0.2	3.440	A
2	501	125	132	2241	0.224	501	576	0.3	0.3	2.228	A
3			378				255				
4	526	132	4	2042	0.258	526	373	0.4	0.4	2.479	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	145	36	434	1467	0.099	145	0	0.2	0.1	3.076	A
2	409	102	108	2272	0.180	409	471	0.3	0.2	2.083	A
3			309				209				
4	430	107	4	2043	0.210	430	305	0.4	0.3	2.332	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	30	363	1545	0.078	121	0	0.1	0.1	2.858	A
2	343	86	90	2295	0.149	343	394	0.2	0.2	1.987	A
3			258				175				
4	360	90	3	2044	0.176	360	255	0.3	0.2	2.234	A

AM & PM - 2035_DN, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035_DN	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	498	100.000
2		ONE HOUR	✓	566	100.000
3					
4		ONE HOUR	✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	288	2	208
	2	0	3	317	246
	3	0	0	0	0
	4	0	292	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	2
	2	0	0	2	2
	3	0	0	0	0
	4	0	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.36	3.85	0.6	A	457	685
2	0.31	2.62	0.5	A	519	779
3						
4	0.19	2.25	0.2	A	325	487

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	375	94	268	1651	0.227	374	0	0.0	0.3	2.905	A
2	426	107	204	2147	0.198	425	438	0.0	0.3	2.131	A
3			343				286				
4	267	67	2	2045	0.130	266	341	0.0	0.2	2.088	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	448	112	321	1592	0.281	447	0	0.3	0.4	3.243	A
2	509	127	244	2095	0.243	509	524	0.3	0.3	2.315	A
3			411				342				
4	318	80	3	2044	0.156	318	408	0.2	0.2	2.151	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	548	137	393	1512	0.363	548	0	0.4	0.6	3.847	A
2	623	156	299	2023	0.308	623	641	0.3	0.5	2.622	A
3			503				419				
4	390	97	3	2043	0.191	390	499	0.2	0.2	2.245	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	548	137	393	1512	0.363	548	0	0.6	0.6	3.852	A
2	623	156	299	2023	0.308	623	642	0.5	0.5	2.622	A
3			503				419				
4	390	97	3	2043	0.191	390	500	0.2	0.2	2.245	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	448	112	321	1592	0.281	448	0	0.6	0.4	3.251	A
2	509	127	245	2094	0.243	509	525	0.5	0.3	2.319	A
3			411				343				
4	318	80	3	2044	0.156	318	409	0.2	0.2	2.153	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	375	94	269	1650	0.227	375	0	0.4	0.3	2.913	A
2	426	107	205	2146	0.199	426	439	0.3	0.3	2.137	A
3			344				287				
4	267	67	2	2045	0.130	267	342	0.2	0.2	2.090	A

AM & PM - 2045_DN, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	2.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2045_DN	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	168	100.000
2		ONE HOUR	✓	476	100.000
3					
4		ONE HOUR	✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	97	2	69
	2	0	4	186	286
	3	0	0	0	0
	4	0	446	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	0	7
	2	0	0	6	9
	3	0	0	0	0
	4	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.14	3.54	0.2	A	154	231
2	0.23	2.27	0.3	A	437	655
3						
4	0.27	2.52	0.4	A	459	688

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	126	32	378	1528	0.083	126	0	0.0	0.1	2.901	A
2	358	90	94	2291	0.156	358	411	0.0	0.2	2.005	A
3			270				182				
4	376	94	3	2044	0.184	375	267	0.0	0.2	2.252	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	38	453	1446	0.104	151	0	0.1	0.1	3.141	A
2	428	107	112	2267	0.189	428	491	0.2	0.3	2.108	A
3			323				217				
4	449	112	4	2043	0.220	449	319	0.2	0.3	2.358	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	185	46	555	1333	0.139	185	0	0.1	0.2	3.542	A
2	524	131	138	2234	0.235	524	602	0.3	0.3	2.268	A
3			395				266				
4	551	138	4	2042	0.270	550	391	0.3	0.4	2.519	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	185	46	555	1332	0.139	185	0	0.2	0.2	3.544	A
2	524	131	138	2234	0.235	524	602	0.3	0.3	2.268	A
3			395				266				
4	551	138	4	2042	0.270	551	391	0.4	0.4	2.520	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	38	453	1445	0.105	151	0	0.2	0.1	3.146	A
2	428	107	112	2266	0.189	428	492	0.3	0.3	2.111	A
3			323				218				
4	449	112	4	2043	0.220	450	319	0.4	0.3	2.361	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	126	32	380	1527	0.083	127	0	0.1	0.1	2.906	A
2	358	90	94	2290	0.156	359	412	0.3	0.2	2.009	A
3			270				182				
4	376	94	3	2044	0.184	377	267	0.3	0.2	2.256	A

AM & PM - 2045_DN, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	3.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2045_DN	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	521	100.000
2		ONE HOUR	✓	592	100.000
3					
4		ONE HOUR	✓	370	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	301	2	218
	2	0	3	331	258
	3	0	0	0	0
	4	0	305	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	2
	2	0	0	2	2
	3	0	0	0	0
	4	0	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.38	4.04	0.6	A	478	717
2	0.33	2.71	0.5	A	543	815
3						
4	0.20	2.27	0.3	A	340	509

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	392	98	280	1637	0.240	391	0	0.0	0.3	2.976	A
2	446	111	214	2134	0.209	445	457	0.0	0.3	2.172	A
3			360				299				
4	279	70	2	2045	0.136	278	357	0.0	0.2	2.102	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	468	117	335	1576	0.297	468	0	0.3	0.4	3.347	A
2	532	133	256	2079	0.256	532	547	0.3	0.3	2.372	A
3			430				358				
4	333	83	3	2044	0.163	332	428	0.2	0.2	2.169	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	574	143	410	1493	0.384	573	0	0.4	0.6	4.033	A
2	652	163	313	2005	0.325	651	670	0.3	0.5	2.711	A
3			527				438				
4	407	102	3	2043	0.199	407	523	0.2	0.3	2.269	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	574	143	411	1492	0.384	574	0	0.6	0.6	4.040	A
2	652	163	314	2004	0.325	652	671	0.5	0.5	2.714	A
3			527				438				
4	407	102	3	2043	0.199	407	524	0.3	0.3	2.269	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	468	117	336	1576	0.297	469	0	0.6	0.4	3.359	A
2	532	133	257	2079	0.256	533	548	0.5	0.4	2.375	A
3			431				358				
4	333	83	3	2044	0.163	333	428	0.3	0.2	2.170	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	392	98	281	1636	0.240	393	0	0.4	0.3	2.988	A
2	446	111	215	2133	0.209	446	459	0.4	0.3	2.176	A
3			361				300				
4	279	70	2	2045	0.136	279	359	0.2	0.2	2.104	A

AM & PM - 2030_DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	2.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030_DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	157	100.000
2		ONE HOUR	✓	519	100.000
3					
4		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	91	2	64
	2	0	4	203	312
	3	0	0	0	0
	4	0	416	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	0	7
	2	0	0	6	9
	3	0	0	0	0
	4	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.13	3.39	0.2	A	144	216
2	0.25	2.32	0.4	A	476	714
3						
4	0.25	2.46	0.4	A	429	643

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	118	30	354	1556	0.076	118	0	0.0	0.1	2.829	A
2	391	98	88	2298	0.170	390	384	0.0	0.2	2.031	A
3			285				192				
4	352	88	3	2044	0.172	351	282	0.0	0.2	2.219	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	141	35	423	1479	0.095	141	0	0.1	0.1	3.041	A
2	467	117	105	2276	0.205	466	459	0.2	0.3	2.143	A
3			341				230				
4	420	105	4	2043	0.205	420	338	0.2	0.3	2.315	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	173	43	518	1373	0.126	173	0	0.1	0.2	3.388	A
2	571	143	129	2245	0.255	571	562	0.3	0.4	2.316	A
3			418				282				
4	514	129	4	2042	0.252	514	414	0.3	0.4	2.459	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	173	43	519	1373	0.126	173	0	0.2	0.2	3.389	A
2	571	143	129	2245	0.255	571	563	0.4	0.4	2.317	A
3			418				282				
4	514	129	4	2042	0.252	514	414	0.4	0.4	2.459	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	141	35	424	1478	0.096	141	0	0.2	0.1	3.045	A
2	467	117	105	2276	0.205	467	460	0.4	0.3	2.144	A
3			342				230				
4	420	105	4	2043	0.205	420	338	0.4	0.3	2.316	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	118	30	355	1554	0.076	118	0	0.1	0.1	2.834	A
2	391	98	88	2298	0.170	391	385	0.3	0.2	2.033	A
3			286				193				
4	352	88	3	2044	0.172	352	283	0.3	0.2	2.223	A

AM & PM - 2030_DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	3.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030_DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	523	100.000
2		ONE HOUR	✓	602	100.000
3					
4		ONE HOUR	✓	383	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	318	2	203
	2	0	3	337	262
	3	0	0	0	0
	4	0	323	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	2
	2	0	0	2	2
	3	0	0	0	0
	4	0	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.39	4.12	0.7	A	480	720
2	0.33	2.68	0.5	A	552	829
3						
4	0.21	2.29	0.3	A	351	527

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394	98	290	1627	0.242	392	0	0.0	0.3	3.008	A
2	453	113	199	2154	0.210	452	483	0.0	0.3	2.157	A
3			351				300				
4	288	72	2	2045	0.141	288	349	0.0	0.2	2.114	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	118	347	1563	0.301	470	0	0.3	0.4	3.395	A
2	541	135	238	2103	0.257	541	579	0.3	0.4	2.350	A
3			420				358				
4	344	86	3	2044	0.168	344	418	0.2	0.2	2.184	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	576	144	425	1477	0.390	575	0	0.4	0.7	4.116	A
2	663	166	291	2033	0.326	662	708	0.4	0.5	2.676	A
3			515				439				
4	422	105	3	2043	0.206	421	511	0.2	0.3	2.289	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	576	144	425	1477	0.390	576	0	0.7	0.7	4.124	A
2	663	166	292	2033	0.326	663	709	0.5	0.5	2.679	A
3			515				439				
4	422	105	3	2043	0.206	422	512	0.3	0.3	2.289	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	118	347	1563	0.301	471	0	0.7	0.4	3.407	A
2	541	135	239	2102	0.257	542	580	0.5	0.4	2.353	A
3			421				359				
4	344	86	3	2044	0.168	345	419	0.3	0.2	2.184	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394	98	291	1626	0.242	394	0	0.4	0.3	3.017	A
2	453	113	200	2153	0.211	454	485	0.4	0.3	2.162	A
3			353				301				
4	288	72	2	2045	0.141	289	350	0.2	0.2	2.114	A

AM & PM - 2035_DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	2.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035_DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	161	100.000
2		ONE HOUR	✓	529	100.000
3					
4		ONE HOUR	✓	478	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	93	2	66
	2	0	4	207	318
	3	0	0	0	0
	4	0	426	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	0	7
	2	0	0	6	9
	3	0	0	0	0
	4	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.13	3.44	0.2	A	148	222
2	0.26	2.34	0.4	A	485	728
3						
4	0.26	2.48	0.4	A	439	658

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	30	362	1547	0.078	121	0	0.0	0.1	2.853	A
2	398	100	90	2295	0.174	397	393	0.0	0.2	2.042	A
3			291				196				
4	360	90	3	2044	0.176	359	288	0.0	0.2	2.230	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	145	36	433	1468	0.099	145	0	0.1	0.1	3.074	A
2	476	119	108	2272	0.209	475	470	0.2	0.3	2.158	A
3			349				235				
4	430	107	4	2043	0.210	429	345	0.2	0.3	2.329	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	177	44	530	1360	0.130	177	0	0.1	0.2	3.439	A
2	582	146	132	2241	0.260	582	575	0.3	0.4	2.338	A
3			427				287				
4	526	132	4	2042	0.258	526	422	0.3	0.4	2.479	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	177	44	531	1359	0.130	177	0	0.2	0.2	3.440	A
2	582	146	132	2241	0.260	582	576	0.4	0.4	2.338	A
3			427				287				
4	526	132	4	2042	0.258	526	423	0.4	0.4	2.479	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	145	36	434	1467	0.099	145	0	0.2	0.1	3.076	A
2	476	119	108	2272	0.209	476	471	0.4	0.3	2.159	A
3			349				235				
4	430	107	4	2043	0.210	430	346	0.4	0.3	2.330	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	30	363	1545	0.078	121	0	0.1	0.1	2.856	A
2	398	100	90	2295	0.174	398	394	0.3	0.2	2.044	A
3			292				197				
4	360	90	3	2044	0.176	360	289	0.3	0.2	2.232	A

AM & PM - 2035_DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	3.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035_DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	534	100.000
2		ONE HOUR	✓	616	100.000
3					
4		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	324	2	208
	2	0	3	345	268
	3	0	0	0	0
	4	0	329	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	2
	2	0	0	2	2
	3	0	0	0	0
	4	0	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.40	4.23	0.7	A	490	735
2	0.34	2.73	0.5	A	565	848
3						
4	0.21	2.30	0.3	A	359	538

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	101	296	1620	0.248	401	0	0.0	0.3	3.045	A
2	464	116	204	2147	0.216	463	492	0.0	0.3	2.179	A
3			360				307				
4	294	74	2	2045	0.144	294	357	0.0	0.2	2.119	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	480	120	354	1555	0.309	480	0	0.3	0.5	3.451	A
2	554	138	244	2095	0.264	553	589	0.3	0.4	2.382	A
3			430				367				
4	352	88	3	2044	0.172	351	428	0.2	0.2	2.193	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	588	147	434	1467	0.401	587	0	0.5	0.7	4.217	A
2	678	170	299	2023	0.335	678	722	0.4	0.5	2.727	A
3			527				450				
4	430	108	3	2043	0.211	430	523	0.2	0.3	2.302	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	588	147	434	1467	0.401	588	0	0.7	0.7	4.226	A
2	678	170	299	2023	0.335	678	722	0.5	0.5	2.730	A
3			527				450				
4	430	108	3	2043	0.211	430	524	0.3	0.3	2.302	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	480	120	354	1555	0.309	481	0	0.7	0.5	3.464	A
2	554	138	245	2094	0.264	554	590	0.5	0.4	2.387	A
3			431				368				
4	352	88	3	2044	0.172	352	429	0.3	0.2	2.194	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	101	297	1619	0.248	403	0	0.5	0.3	3.057	A
2	464	116	205	2146	0.216	464	494	0.4	0.3	2.183	A
3			361				308				
4	294	74	2	2045	0.144	295	359	0.2	0.2	2.121	A

AM & PM - 2045_DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	2.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045_DS	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	168	100.000
2		ONE HOUR	✓	550	100.000
3					
4		ONE HOUR	✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	97	2	69
	2	0	4	215	331
	3	0	0	0	0
	4	0	446	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	0	7
	2	0	0	6	9
	3	0	0	0	0
	4	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.14	3.54	0.2	A	154	231
2	0.27	2.38	0.4	A	505	757
3						
4	0.27	2.52	0.4	A	459	688

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	126	32	378	1528	0.083	126	0	0.0	0.1	2.901	A
2	414	104	94	2291	0.181	413	411	0.0	0.2	2.065	A
3			303				204				
4	376	94	3	2044	0.184	375	300	0.0	0.2	2.252	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	38	453	1446	0.104	151	0	0.1	0.1	3.141	A
2	494	124	112	2267	0.218	494	491	0.2	0.3	2.188	A
3			363				243				
4	449	112	4	2043	0.220	449	359	0.2	0.3	2.358	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	185	46	555	1333	0.139	185	0	0.1	0.2	3.542	A
2	606	151	138	2234	0.271	605	602	0.3	0.4	2.381	A
3			444				298				
4	551	138	4	2042	0.270	550	440	0.3	0.4	2.519	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	185	46	555	1332	0.139	185	0	0.2	0.2	3.544	A
2	606	151	138	2234	0.271	606	602	0.4	0.4	2.382	A
3			445				298				
4	551	138	4	2042	0.270	551	440	0.4	0.4	2.520	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	38	453	1445	0.105	151	0	0.2	0.1	3.143	A
2	494	124	112	2266	0.218	495	492	0.4	0.3	2.191	A
3			364				244				
4	449	112	4	2043	0.220	450	360	0.4	0.3	2.359	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	126	32	380	1527	0.083	127	0	0.1	0.1	2.904	A
2	414	104	94	2290	0.181	414	412	0.3	0.2	2.067	A
3			304				204				
4	376	94	3	2044	0.184	377	301	0.3	0.2	2.255	A

AM & PM - 2045_DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045_DS	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	557	100.000
2		ONE HOUR	✓	642	100.000
3					
4		ONE HOUR	✓	407	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	337	2	218
	2	0	3	359	280
	3	0	0	0	0
	4	0	342	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	2
	2	0	0	2	2
	3	0	0	0	0
	4	0	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.42	4.45	0.8	A	511	767
2	0.35	2.83	0.6	A	589	884
3						
4	0.22	2.33	0.3	A	373	560

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	419	105	308	1607	0.261	418	0	0.0	0.4	3.121	A
2	483	121	214	2134	0.226	482	512	0.0	0.3	2.221	A
3			376				320				
4	306	77	2	2045	0.150	306	374	0.0	0.2	2.134	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	125	368	1539	0.325	500	0	0.4	0.5	3.573	A
2	577	144	256	2079	0.278	577	613	0.3	0.4	2.443	A
3			450				383				
4	366	91	3	2044	0.179	366	447	0.2	0.2	2.212	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	613	153	451	1448	0.424	612	0	0.5	0.8	4.442	A
2	707	177	313	2005	0.353	706	750	0.4	0.6	2.826	A
3			551				469				
4	448	112	3	2043	0.219	448	548	0.2	0.3	2.327	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	613	153	451	1447	0.424	613	0	0.8	0.8	4.454	A
2	707	177	314	2004	0.353	707	751	0.6	0.6	2.829	A
3			552				469				
4	448	112	3	2043	0.219	448	548	0.3	0.3	2.327	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	125	369	1539	0.325	502	0	0.8	0.5	3.584	A
2	577	144	257	2078	0.278	578	614	0.6	0.4	2.447	A
3			451				383				
4	366	91	3	2044	0.179	366	448	0.3	0.2	2.213	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	419	105	309	1605	0.261	420	0	0.5	0.4	3.134	A
2	483	121	215	2133	0.227	484	514	0.4	0.3	2.228	A
3			378				321				
4	306	77	2	2045	0.150	307	375	0.2	0.2	2.136	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Report generation date: 24/09/2026 17:41:43

»AM & PM - 2026, AM
»AM & PM - 2026, PM
»AM & PM - 2030_DN, AM
»AM & PM - 2030_DN, PM
»AM & PM - 2035_DN, AM
»AM & PM - 2035_DN, PM
»AM & PM - 2045_DN, AM
»AM & PM - 2045_DN, PM
»AM & PM - 2030_DS, AM
»AM & PM - 2030_DS, PM
»AM & PM - 2035_DS, AM
»AM & PM - 2035_DS, PM
»AM & PM - 2045_DS, AM
»AM & PM - 2045_DS, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	AM & PM - 2026					
Arm 1	0.2	2.78	0.13	0.1	2.15	0.08
Arm 3	0.2	2.11	0.14	0.3	2.14	0.21
Arm 4	0.3	2.68	0.22	0.1	2.58	0.12
Arm 5	0.2	2.74	0.17	0.1	2.02	0.07
	AM & PM - 2030_DN					
Arm 1	0.2	3.06	0.15	0.1	2.25	0.10
Arm 3	0.2	2.17	0.17	0.3	2.19	0.22
Arm 4	0.3	2.90	0.25	0.2	2.73	0.14
Arm 5	0.3	3.04	0.19	0.1	2.11	0.08
	AM & PM - 2035_DN					
Arm 1	0.2	3.13	0.16	0.1	2.27	0.10
Arm 3	0.2	2.18	0.17	0.3	2.20	0.23
Arm 4	0.4	2.95	0.26	0.2	2.77	0.15
Arm 5	0.3	3.11	0.20	0.1	2.12	0.08
	AM & PM - 2045_DN					
Arm 1	0.2	3.28	0.17	0.1	2.31	0.10
Arm 3	0.2	2.20	0.18	0.3	2.23	0.24
Arm 4	0.4	3.05	0.27	0.2	2.84	0.16
Arm 5	0.3	3.27	0.22	0.1	2.16	0.08
	AM & PM - 2030_DS					
Arm 1	0.2	3.14	0.15	0.1	2.32	0.10
Arm 3	0.3	2.23	0.19	0.3	2.21	0.23
Arm 4	0.4	3.03	0.26	0.2	2.83	0.16
Arm 5	0.3	3.16	0.20	0.1	2.16	0.08
	AM & PM - 2035_DS					
Arm 1	0.2	3.22	0.16	0.1	2.33	0.11
Arm 3	0.3	2.24	0.19	0.3	2.22	0.24
Arm 4	0.4	3.08	0.27	0.2	2.86	0.16
Arm 5	0.3	3.24	0.21	0.1	2.17	0.08
	AM & PM - 2045_DS					
Arm 1	0.3	4.51	0.22	0.1	2.37	0.11
Arm 3	0.3	2.26	0.20	0.3	2.25	0.25
Arm 4	0.7	3.90	0.42	0.2	2.94	0.17
Arm 5	0.4	4.61	0.28	0.1	2.21	0.09

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

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

File summary

File Description

Title	Junction 7
Location	Arklow
Site number	
Date	24/09/2026
Version	
Status	(new file)
Identifier	
Client	Rose Banks Limited
Jobnumber	26-035
Enumerator	DOMAIN\Traffic
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	00:00	01:30	15	✓
D2	2026	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030_DN	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030_DN	PM	ONE HOUR	00:00	01:30	15	✓
D5	2035_DN	AM	ONE HOUR	00:00	01:30	15	✓
D6	2035_DN	PM	ONE HOUR	00:00	01:30	15	✓
D7	2045_DN	AM	ONE HOUR	00:00	01:30	15	✓
D8	2045_DN	PM	ONE HOUR	00:00	01:30	15	✓
D9	2030_DS	AM	ONE HOUR	00:00	01:30	15	✓
D10	2030_DS	PM	ONE HOUR	00:00	01:30	15	✓
D11	2035_DS	AM	ONE HOUR	00:00	01:30	15	✓
D12	2035_DS	PM	ONE HOUR	00:00	01:30	15	✓
D13	2045_DS	AM	ONE HOUR	00:00	01:30	15	✓
D14	2045_DS	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

AM & PM - 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	L16187 Cooladangan	
2	M11 NB Slip On	
3	R772	
4	M11 NB Slip On	
5	R772	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.25	5.60	11.5	17.3	50.5	18.4	
2							✓
3	3.00	5.60	9.4	11.2	50.5	20.2	
4	3.50	4.42	6.2	19.5	50.5	20.2	
5	3.50	6.46	10.1	19.1	50.5	15.0	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	1.221	2329
2		
3	1.142	2187
4	1.153	2157
5	1.287	2465

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	179	100.000
2					
3		ONE HOUR	✓	285	100.000
4		ONE HOUR	✓	349	100.000
5		ONE HOUR	✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	101	62	0	16
	2	0	0	0	0	0
	3	78	147	0	0	60
	4	102	0	245	0	2
	5	45	100	105	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	100	5	0	0	0
	2	0	0	0	0	0
	3	1	11	0	0	14
	4	1	0	5	0	0
	5	0	7	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.13	2.78	0.2	A	164	246
2						
3	0.14	2.11	0.2	A	262	392
4	0.22	2.68	0.3	A	320	480
5	0.17	2.74	0.2	A	229	344

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	34	448	1781	0.076	134	169	0.0	0.1	2.248	A
2			321				261				
3	215	54	12	2173	0.099	214	309	0.0	0.1	1.994	A
4	263	66	226	1896	0.139	262	0	0.0	0.2	2.280	A
5	188	47	430	1912	0.098	188	59	0.0	0.1	2.195	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	40	536	1674	0.096	161	202	0.1	0.1	2.447	A
2			385				313				
3	256	64	14	2171	0.118	256	370	0.1	0.1	2.040	A
4	314	78	270	1845	0.170	314	0	0.2	0.2	2.434	A
5	225	56	514	1804	0.125	225	70	0.1	0.1	2.396	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	49	657	1527	0.129	197	248	0.1	0.2	2.784	A
2			471				383				
3	314	78	18	2167	0.145	314	453	0.1	0.2	2.107	A
4	384	96	331	1775	0.216	384	0	0.2	0.3	2.680	A
5	275	69	629	1655	0.166	275	86	0.1	0.2	2.742	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	49	657	1526	0.129	197	248	0.2	0.2	2.785	A
2			471				383				
3	314	78	18	2167	0.145	314	454	0.2	0.2	2.107	A
4	384	96	331	1775	0.217	384	0	0.3	0.3	2.680	A
5	275	69	630	1655	0.166	275	86	0.2	0.2	2.743	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	40	537	1673	0.096	161	202	0.2	0.1	2.451	A
2			385				313				
3	256	64	14	2171	0.118	256	371	0.2	0.1	2.040	A
4	314	78	271	1845	0.170	314	0	0.3	0.2	2.437	A
5	225	56	515	1803	0.125	225	70	0.2	0.2	2.398	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	34	450	1780	0.076	135	169	0.1	0.1	2.251	A
2			322				262				
3	215	54	12	2173	0.099	215	310	0.1	0.1	1.994	A
4	263	66	227	1896	0.139	263	0	0.2	0.2	2.283	A
5	188	47	431	1911	0.099	188	59	0.2	0.1	2.199	A

AM & PM - 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	140	100.000
2					
3		ONE HOUR	✓	406	100.000
4		ONE HOUR	✓	176	100.000
5		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	37	86	0	17
	2	0	0	0	0	0
	3	102	79	0	0	225
	4	26	1	147	0	2
	5	20	34	63	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	6	4	0	0
	2	0	0	0	0	0
	3	3	4	0	0	1
	4	0	0	3	0	0
	5	0	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.08	2.15	0.1	A	128	193
2						
3	0.21	2.14	0.3	A	373	559
4	0.12	2.58	0.1	A	162	242
5	0.07	2.02	0.1	A	107	161

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	105	26	243	2032	0.052	105	111	0.0	0.1	1.937	A
2			235				113				
3	306	76	13	2172	0.141	305	222	0.0	0.2	1.972	A
4	133	33	318	1791	0.074	132	0	0.0	0.1	2.221	A
5	88	22	267	2122	0.042	88	183	0.0	0.0	1.818	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	126	31	291	1973	0.064	126	133	0.1	0.1	2.020	A
2			281				136				
3	365	91	15	2170	0.168	365	266	0.2	0.2	2.040	A
4	158	40	380	1719	0.092	158	0	0.1	0.1	2.360	A
5	105	26	319	2055	0.051	105	219	0.0	0.1	1.897	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	154	39	357	1894	0.081	154	163	0.1	0.1	2.145	A
2			344				166				
3	447	112	19	2166	0.206	447	326	0.2	0.3	2.142	A
4	194	48	465	1620	0.120	194	0	0.1	0.1	2.581	A
5	129	32	391	1963	0.066	129	269	0.1	0.1	2.017	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	154	39	357	1893	0.081	154	163	0.1	0.1	2.145	A
2			345				166				
3	447	112	19	2166	0.206	447	326	0.3	0.3	2.142	A
4	194	48	466	1620	0.120	194	0	0.1	0.1	2.582	A
5	129	32	391	1962	0.066	129	269	0.1	0.1	2.018	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	126	31	291	1973	0.064	126	133	0.1	0.1	2.022	A
2			282				136				
3	365	91	15	2170	0.168	365	266	0.3	0.2	2.042	A
4	158	40	381	1718	0.092	158	0	0.1	0.1	2.363	A
5	105	26	319	2054	0.051	105	219	0.1	0.1	1.900	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	105	26	244	2031	0.052	105	111	0.1	0.1	1.939	A
2			236				114				
3	306	76	13	2172	0.141	306	223	0.2	0.2	1.972	A
4	133	33	319	1790	0.074	133	0	0.1	0.1	2.224	A
5	88	22	267	2121	0.042	88	184	0.1	0.0	1.822	A

AM & PM - 2030_DN, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030_DN	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	196	100.000
2					
3		ONE HOUR	✓	330	100.000
4		ONE HOUR	✓	389	100.000
5		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	108	70	0	18
	2	0	0	0	0	0
	3	90	170	0	0	70
	4	109	0	277	0	3
	5	48	107	119	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	100	5	0	0	0
	2	0	0	0	0	0
	3	1	11	0	0	14
	4	1	0	5	0	0
	5	0	7	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.15	3.06	0.2	A	180	270
2						
3	0.17	2.17	0.2	A	303	454
4	0.25	2.90	0.3	A	357	535
5	0.19	3.04	0.3	A	251	377

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	148	37	505	1712	0.086	147	185	0.0	0.1	2.362	A
2			363				289				
3	248	62	14	2172	0.114	248	350	0.0	0.1	2.034	A
4	293	73	261	1856	0.158	292	0	0.0	0.2	2.389	A
5	206	52	485	1841	0.112	206	68	0.0	0.1	2.318	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	44	605	1591	0.111	176	222	0.1	0.1	2.613	A
2			435				346				
3	297	74	16	2169	0.137	297	419	0.1	0.2	2.089	A
4	350	87	313	1796	0.195	349	0	0.2	0.3	2.582	A
5	246	62	580	1718	0.143	246	82	0.1	0.2	2.574	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	216	54	740	1425	0.151	216	272	0.1	0.2	3.056	A
2			532				424				
3	363	91	20	2164	0.168	363	513	0.2	0.2	2.171	A
4	428	107	383	1715	0.250	428	0	0.3	0.3	2.902	A
5	302	75	711	1551	0.195	301	100	0.2	0.3	3.034	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	216	54	741	1424	0.152	216	272	0.2	0.2	3.058	A
2			533				424				
3	363	91	20	2164	0.168	363	513	0.2	0.2	2.171	A
4	428	107	383	1715	0.250	428	0	0.3	0.3	2.903	A
5	302	75	711	1550	0.195	302	100	0.3	0.3	3.035	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	44	606	1589	0.111	176	222	0.2	0.1	2.618	A
2			436				346				
3	297	74	16	2168	0.137	297	419	0.2	0.2	2.090	A
4	350	87	313	1796	0.195	350	0	0.3	0.3	2.584	A
5	246	62	581	1717	0.143	247	82	0.3	0.2	2.579	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	148	37	507	1710	0.086	148	186	0.1	0.1	2.368	A
2			365				290				
3	248	62	14	2171	0.114	249	351	0.2	0.1	2.034	A
4	293	73	262	1855	0.158	293	0	0.3	0.2	2.394	A
5	206	52	487	1839	0.112	206	69	0.2	0.1	2.323	A

AM & PM - 2030_DN, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030_DN	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	160	100.000
2					
3		ONE HOUR	✓	439	100.000
4		ONE HOUR	✓	206	100.000
5		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	40	101	0	19
	2	0	0	0	0	0
	3	112	79	0	0	248
	4	28	2	173	0	3
	5	22	37	75	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	6	4	0	0
	2	0	0	0	0	0
	3	3	4	0	0	1
	4	0	0	3	0	0
	5	0	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.10	2.25	0.1	A	147	220
2						
3	0.22	2.19	0.3	A	403	604
4	0.14	2.73	0.2	A	189	284
5	0.08	2.11	0.1	A	123	184

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120	30	275	1993	0.060	120	122	0.0	0.1	1.998	A
2			276				119				
3	331	83	14	2171	0.152	330	262	0.0	0.2	1.994	A
4	155	39	344	1760	0.088	155	0	0.0	0.1	2.298	A
5	101	25	296	2084	0.048	101	203	0.0	0.1	1.868	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	144	36	329	1927	0.075	144	146	0.1	0.1	2.098	A
2			331				142				
3	395	99	17	2167	0.182	394	314	0.2	0.2	2.071	A
4	185	46	412	1683	0.110	185	0	0.1	0.1	2.464	A
5	120	30	354	2010	0.060	120	243	0.1	0.1	1.962	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	44	403	1837	0.096	176	178	0.1	0.1	2.253	A
2			405				174				
3	483	121	21	2163	0.223	483	384	0.2	0.3	2.186	A
4	227	57	504	1576	0.144	227	0	0.1	0.2	2.734	A
5	148	37	434	1907	0.077	147	297	0.1	0.1	2.106	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	44	403	1837	0.096	176	178	0.1	0.1	2.253	A
2			405				174				
3	483	121	21	2163	0.223	483	384	0.3	0.3	2.186	A
4	227	57	504	1576	0.144	227	0	0.2	0.2	2.735	A
5	148	37	434	1907	0.077	148	297	0.1	0.1	2.106	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	144	36	329	1927	0.075	144	146	0.1	0.1	2.099	A
2			331				142				
3	395	99	17	2167	0.182	395	314	0.3	0.2	2.072	A
4	185	46	412	1682	0.110	185	0	0.2	0.1	2.467	A
5	120	30	354	2009	0.060	121	243	0.1	0.1	1.963	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120	30	276	1992	0.060	121	122	0.1	0.1	1.999	A
2			277				119				
3	331	83	14	2171	0.152	331	263	0.2	0.2	1.997	A
4	155	39	345	1759	0.088	155	0	0.1	0.1	2.302	A
5	101	25	297	2083	0.048	101	203	0.1	0.1	1.869	A

AM & PM - 2035_DN, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035_DN	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	201	100.000
2					
3		ONE HOUR	✓	338	100.000
4		ONE HOUR	✓	399	100.000
5		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	111	72	0	18
	2	0	0	0	0	0
	3	92	174	0	0	72
	4	112	0	284	0	3
	5	50	110	122	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	100	5	0	0	0
	2	0	0	0	0	0
	3	1	11	0	0	14
	4	1	0	5	0	0
	5	0	7	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.16	3.13	0.2	A	184	277
2						
3	0.17	2.18	0.2	A	310	465
4	0.26	2.95	0.4	A	366	549
5	0.20	3.11	0.3	A	259	388

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	38	518	1696	0.089	151	191	0.0	0.1	2.392	A
2			372				297				
3	254	64	14	2172	0.117	254	359	0.0	0.1	2.040	A
4	300	75	267	1849	0.162	300	0	0.0	0.2	2.411	A
5	212	53	497	1825	0.116	212	70	0.0	0.1	2.348	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181	45	620	1572	0.115	181	228	0.1	0.1	2.656	A
2			446				355				
3	304	76	16	2169	0.140	304	429	0.1	0.2	2.097	A
4	359	90	320	1788	0.201	358	0	0.2	0.3	2.613	A
5	254	63	595	1700	0.149	253	84	0.1	0.2	2.619	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	55	759	1402	0.158	221	279	0.1	0.2	3.130	A
2			546				435				
3	372	93	20	2164	0.172	372	526	0.2	0.2	2.182	A
4	439	110	392	1705	0.258	439	0	0.3	0.4	2.951	A
5	310	78	728	1528	0.203	310	102	0.2	0.3	3.111	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	55	760	1401	0.158	221	280	0.2	0.2	3.132	A
2			546				435				
3	372	93	20	2164	0.172	372	526	0.2	0.2	2.182	A
4	439	110	392	1705	0.258	439	0	0.4	0.4	2.951	A
5	310	78	729	1527	0.203	310	102	0.3	0.3	3.113	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181	45	621	1571	0.115	181	229	0.2	0.1	2.662	A
2			446				355				
3	304	76	16	2168	0.140	304	430	0.2	0.2	2.098	A
4	359	90	320	1788	0.201	359	0	0.4	0.3	2.615	A
5	254	63	596	1699	0.149	254	84	0.3	0.2	2.622	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	38	520	1694	0.089	151	191	0.1	0.1	2.396	A
2			374				298				
3	254	64	14	2171	0.117	255	360	0.2	0.1	2.040	A
4	300	75	268	1848	0.163	301	0	0.3	0.2	2.415	A
5	212	53	499	1823	0.116	212	70	0.2	0.1	2.354	A

AM & PM - 2035_DN, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035_DN	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	163	100.000
2					
3		ONE HOUR	✓	448	100.000
4		ONE HOUR	✓	211	100.000
5		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	41	103	0	19
	2	0	0	0	0	0
	3	115	79	0	0	254
	4	29	2	177	0	3
	5	22	38	76	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	6	4	0	0
	2	0	0	0	0	0
	3	3	4	0	0	1
	4	0	0	3	0	0
	5	0	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.10	2.27	0.1	A	150	224
2						
3	0.23	2.20	0.3	A	411	617
4	0.15	2.77	0.2	A	194	290
5	0.08	2.12	0.1	A	125	187

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	123	31	279	1988	0.062	122	125	0.0	0.1	2.007	A
2			282				120				
3	337	84	14	2171	0.155	337	267	0.0	0.2	2.001	A
4	159	40	351	1753	0.091	158	0	0.0	0.1	2.315	A
5	102	26	302	2077	0.049	102	207	0.0	0.1	1.877	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	147	37	334	1921	0.076	146	149	0.1	0.1	2.109	A
2			337				144				
3	403	101	17	2167	0.186	403	320	0.2	0.2	2.081	A
4	190	47	420	1673	0.113	190	0	0.1	0.1	2.487	A
5	122	31	361	2000	0.061	122	248	0.1	0.1	1.974	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	179	45	409	1829	0.098	179	183	0.1	0.1	2.269	A
2			413				176				
3	493	123	21	2163	0.228	493	392	0.2	0.3	2.199	A
4	232	58	514	1565	0.148	232	0	0.1	0.2	2.769	A
5	150	37	442	1896	0.079	150	304	0.1	0.1	2.123	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	179	45	410	1829	0.098	179	183	0.1	0.1	2.269	A
2			413				176				
3	493	123	21	2163	0.228	493	392	0.3	0.3	2.199	A
4	232	58	514	1564	0.149	232	0	0.2	0.2	2.770	A
5	150	37	443	1896	0.079	150	304	0.1	0.1	2.123	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	147	37	335	1920	0.076	147	149	0.1	0.1	2.112	A
2			337				144				
3	403	101	17	2167	0.186	403	320	0.3	0.2	2.083	A
4	190	47	420	1673	0.113	190	0	0.2	0.1	2.490	A
5	122	31	362	2000	0.061	122	248	0.1	0.1	1.976	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	123	31	280	1987	0.062	123	125	0.1	0.1	2.008	A
2			282				121				
3	337	84	14	2171	0.155	337	268	0.2	0.2	2.005	A
4	159	40	352	1751	0.091	159	0	0.1	0.1	2.317	A
5	102	26	303	2076	0.049	102	208	0.1	0.1	1.881	A

AM & PM - 2045_DN, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2045_DN	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	211	100.000
2					
3		ONE HOUR	✓	353	100.000
4		ONE HOUR	✓	417	100.000
5		ONE HOUR	✓	295	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	116	76	0	19
	2	0	0	0	0	0
	3	96	182	0	0	75
	4	117	0	297	0	3
	5	52	115	128	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	100	5	0	0	0
	2	0	0	0	0	0
	3	1	11	0	0	14
	4	1	0	5	0	0
	5	0	7	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.17	3.28	0.2	A	194	290
2						
3	0.18	2.20	0.2	A	324	486
4	0.27	3.05	0.4	A	383	574
5	0.22	3.27	0.3	A	271	406

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	159	40	542	1667	0.095	158	199	0.0	0.1	2.450	A
2			390				310				
3	266	66	14	2171	0.122	265	376	0.0	0.2	2.053	A
4	314	78	279	1835	0.171	313	0	0.0	0.2	2.454	A
5	222	56	520	1796	0.124	221	73	0.0	0.1	2.406	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190	47	649	1537	0.123	190	238	0.1	0.1	2.743	A
2			467				371				
3	317	79	17	2167	0.146	317	450	0.2	0.2	2.114	A
4	375	94	334	1772	0.212	375	0	0.2	0.3	2.675	A
5	265	66	622	1665	0.159	265	87	0.1	0.2	2.706	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	232	58	794	1359	0.171	232	292	0.1	0.2	3.279	A
2			572				454				
3	389	97	21	2163	0.180	388	551	0.2	0.2	2.204	A
4	459	115	409	1685	0.272	459	0	0.3	0.4	3.047	A
5	325	81	761	1485	0.219	324	107	0.2	0.3	3.264	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	232	58	795	1358	0.171	232	292	0.2	0.2	3.282	A
2			573				455				
3	389	97	21	2163	0.180	389	552	0.2	0.2	2.204	A
4	459	115	410	1685	0.273	459	0	0.4	0.4	3.048	A
5	325	81	762	1485	0.219	325	107	0.3	0.3	3.266	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190	47	650	1536	0.124	190	238	0.2	0.1	2.747	A
2			468				372				
3	317	79	17	2167	0.146	318	451	0.2	0.2	2.114	A
4	375	94	335	1771	0.212	375	0	0.4	0.3	2.679	A
5	265	66	623	1664	0.159	266	87	0.3	0.2	2.712	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	159	40	544	1665	0.095	159	200	0.1	0.1	2.456	A
2			392				311				
3	266	66	14	2171	0.122	266	378	0.2	0.2	2.055	A
4	314	78	280	1834	0.171	314	0	0.3	0.2	2.460	A
5	222	56	521	1794	0.124	222	73	0.2	0.1	2.410	A

AM & PM - 2045_DN, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2045_DN	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	171	100.000
2					
3		ONE HOUR	✓	465	100.000
4		ONE HOUR	✓	220	100.000
5		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	43	108	0	20
	2	0	0	0	0	0
	3	120	79	0	0	266
	4	30	2	185	0	3
	5	23	39	80	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	6	4	0	0
	2	0	0	0	0	0
	3	3	4	0	0	1
	4	0	0	3	0	0
	5	0	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.10	2.31	0.1	A	157	235
2						
3	0.24	2.23	0.3	A	427	640
4	0.16	2.84	0.2	A	202	303
5	0.08	2.16	0.1	A	130	195

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	32	289	1976	0.065	128	130	0.0	0.1	2.026	A
2			295				122				
3	350	88	15	2170	0.161	349	280	0.0	0.2	2.016	A
4	166	41	364	1737	0.095	165	0	0.0	0.1	2.348	A
5	107	27	312	2063	0.052	107	217	0.0	0.1	1.894	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	154	38	346	1907	0.081	154	155	0.1	0.1	2.135	A
2			353				146				
3	418	105	18	2166	0.193	418	335	0.2	0.2	2.100	A
4	198	49	436	1655	0.120	198	0	0.1	0.1	2.532	A
5	128	32	374	1984	0.064	128	260	0.1	0.1	1.996	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	188	47	424	1812	0.104	188	190	0.1	0.1	2.305	A
2			432				179				
3	512	128	22	2162	0.237	512	410	0.2	0.3	2.225	A
4	242	61	534	1542	0.157	242	0	0.1	0.2	2.839	A
5	156	39	458	1876	0.083	156	318	0.1	0.1	2.155	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	188	47	424	1811	0.104	188	190	0.1	0.1	2.306	A
2			433				179				
3	512	128	22	2162	0.237	512	411	0.3	0.3	2.225	A
4	242	61	534	1541	0.157	242	0	0.2	0.2	2.840	A
5	156	39	458	1876	0.083	156	318	0.1	0.1	2.155	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	154	38	346	1906	0.081	154	156	0.1	0.1	2.136	A
2			354				147				
3	418	105	18	2166	0.193	418	336	0.3	0.2	2.100	A
4	198	49	436	1654	0.120	198	0	0.2	0.1	2.534	A
5	128	32	374	1984	0.064	128	260	0.1	0.1	1.997	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	32	290	1975	0.065	129	130	0.1	0.1	2.029	A
2			296				123				
3	350	88	15	2170	0.161	350	281	0.2	0.2	2.018	A
4	166	41	365	1736	0.095	166	0	0.1	0.1	2.352	A
5	107	27	313	2062	0.052	107	218	0.1	0.1	1.895	A

AM & PM - 2030_DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030_DS	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	196	100.000
2					
3		ONE HOUR	✓	373	100.000
4		ONE HOUR	✓	389	100.000
5		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	108	70	0	18
	2	0	0	0	0	0
	3	101	193	0	0	79
	4	109	0	277	0	3
	5	48	107	119	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	100	5	0	0	0
	2	0	0	0	0	0
	3	1	11	0	0	14
	4	1	0	5	0	0
	5	0	7	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.15	3.14	0.2	A	180	270
2						
3	0.19	2.23	0.3	A	342	513
4	0.26	3.03	0.4	A	357	535
5	0.20	3.16	0.3	A	251	377

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	148	37	523	1691	0.087	147	194	0.0	0.1	2.395	A
2			363				306				
3	281	70	14	2172	0.129	280	350	0.0	0.2	2.069	A
4	293	73	294	1818	0.161	292	0	0.0	0.2	2.447	A
5	206	52	511	1808	0.114	206	75	0.0	0.1	2.365	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	44	625	1565	0.113	176	232	0.1	0.1	2.660	A
2			435				367				
3	335	84	16	2169	0.155	335	419	0.2	0.2	2.134	A
4	350	87	351	1752	0.200	349	0	0.2	0.3	2.664	A
5	246	62	611	1679	0.147	246	90	0.1	0.2	2.644	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	216	54	766	1394	0.155	216	284	0.1	0.2	3.137	A
2			532				449				
3	411	103	20	2164	0.190	410	513	0.2	0.3	2.230	A
4	428	107	430	1661	0.258	428	0	0.3	0.4	3.031	A
5	302	75	748	1502	0.201	301	110	0.2	0.3	3.155	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	216	54	766	1393	0.155	216	284	0.2	0.2	3.139	A
2			533				449				
3	411	103	20	2164	0.190	411	513	0.3	0.3	2.230	A
4	428	107	430	1661	0.258	428	0	0.4	0.4	3.031	A
5	302	75	749	1502	0.201	302	110	0.3	0.3	3.157	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	44	626	1564	0.113	176	232	0.2	0.1	2.666	A
2			436				367				
3	335	84	16	2168	0.155	336	419	0.3	0.2	2.136	A
4	350	87	352	1751	0.200	350	0	0.4	0.3	2.667	A
5	246	62	612	1678	0.147	247	90	0.3	0.2	2.648	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	148	37	524	1689	0.087	148	194	0.1	0.1	2.400	A
2			365				307				
3	281	70	14	2171	0.129	281	351	0.2	0.2	2.071	A
4	293	73	295	1817	0.161	293	0	0.3	0.2	2.451	A
5	206	52	512	1806	0.114	206	75	0.2	0.1	2.369	A

AM & PM - 2030_DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2030_DS	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	169	100.000
2					
3		ONE HOUR	✓	457	100.000
4		ONE HOUR	✓	225	100.000
5		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	40	110	0	19
	2	0	0	0	0	0
	3	117	79	0	0	261
	4	28	2	192	0	3
	5	22	37	82	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	6	4	0	0
	2	0	0	0	0	0
	3	3	4	0	0	1
	4	0	0	3	0	0
	5	0	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.10	2.32	0.1	A	155	233
2						
3	0.23	2.21	0.3	A	419	629
4	0.16	2.83	0.2	A	206	310
5	0.08	2.16	0.1	A	129	194

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	32	294	1969	0.065	127	125	0.0	0.1	2.031	A
2			303				119				
3	344	86	14	2171	0.159	343	288	0.0	0.2	2.008	A
4	169	42	358	1745	0.097	169	0	0.0	0.1	2.343	A
5	106	27	314	2061	0.052	106	213	0.0	0.1	1.894	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	38	352	1899	0.080	152	150	0.1	0.1	2.142	A
2			362				142				
3	411	103	17	2167	0.190	411	345	0.2	0.2	2.090	A
4	202	51	428	1664	0.122	202	0	0.1	0.1	2.525	A
5	127	32	376	1982	0.064	127	254	0.1	0.1	1.997	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186	47	431	1802	0.103	186	184	0.1	0.1	2.316	A
2			443				174				
3	503	126	21	2163	0.233	503	422	0.2	0.3	2.212	A
4	248	62	524	1553	0.160	248	0	0.1	0.2	2.827	A
5	155	39	460	1873	0.083	155	311	0.1	0.1	2.156	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186	47	432	1802	0.103	186	184	0.1	0.1	2.316	A
2			444				174				
3	503	126	21	2163	0.233	503	423	0.3	0.3	2.212	A
4	248	62	524	1553	0.160	248	0	0.2	0.2	2.828	A
5	155	39	460	1873	0.083	155	312	0.1	0.1	2.157	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	38	353	1898	0.080	152	150	0.1	0.1	2.143	A
2			363				142				
3	411	103	17	2167	0.190	411	346	0.3	0.2	2.091	A
4	202	51	428	1663	0.122	202	0	0.2	0.1	2.527	A
5	127	32	376	1981	0.064	127	255	0.1	0.1	1.999	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	32	295	1968	0.065	127	126	0.1	0.1	2.033	A
2			304				119				
3	344	86	14	2171	0.159	344	289	0.2	0.2	2.012	A
4	169	42	359	1744	0.097	170	0	0.1	0.1	2.345	A
5	106	27	315	2060	0.052	106	213	0.1	0.1	1.898	A

AM & PM - 2035_DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2035_DS	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	201	100.000
2					
3		ONE HOUR	✓	381	100.000
4		ONE HOUR	✓	399	100.000
5		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	111	72	0	18
	2	0	0	0	0	0
	3	103	197	0	0	81
	4	112	0	284	0	3
	5	50	110	122	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	100	5	0	0	0
	2	0	0	0	0	0
	3	1	11	0	0	14
	4	1	0	5	0	0
	5	0	7	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.16	3.22	0.2	A	184	277
2						
3	0.19	2.24	0.3	A	350	524
4	0.27	3.08	0.4	A	366	549
5	0.21	3.24	0.3	A	259	388

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	38	535	1675	0.090	151	199	0.0	0.1	2.425	A
2			372				314				
3	287	72	14	2172	0.132	286	359	0.0	0.2	2.075	A
4	300	75	300	1811	0.166	300	0	0.0	0.2	2.470	A
5	212	53	523	1793	0.118	212	77	0.0	0.1	2.397	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181	45	641	1547	0.117	181	238	0.1	0.1	2.705	A
2			446				376				
3	343	86	16	2169	0.158	342	429	0.2	0.2	2.142	A
4	359	90	359	1744	0.206	358	0	0.2	0.3	2.697	A
5	254	63	625	1660	0.153	253	92	0.1	0.2	2.692	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	55	784	1371	0.161	221	292	0.1	0.2	3.214	A
2			546				460				
3	419	105	20	2164	0.194	419	526	0.2	0.3	2.242	A
4	439	110	439	1651	0.266	439	0	0.3	0.4	3.083	A
5	310	78	766	1480	0.210	310	112	0.2	0.3	3.239	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	55	785	1370	0.161	221	292	0.2	0.2	3.216	A
2			546				460				
3	419	105	20	2164	0.194	419	526	0.3	0.3	2.242	A
4	439	110	439	1651	0.266	439	0	0.4	0.4	3.084	A
5	310	78	766	1479	0.210	310	112	0.3	0.3	3.242	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181	45	642	1545	0.117	181	238	0.2	0.1	2.709	A
2			446				376				
3	343	86	16	2168	0.158	343	430	0.3	0.2	2.144	A
4	359	90	359	1743	0.206	359	0	0.4	0.3	2.700	A
5	254	63	626	1659	0.153	254	92	0.3	0.2	2.696	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	38	537	1673	0.090	151	200	0.1	0.1	2.429	A
2			374				315				
3	287	72	14	2171	0.132	287	360	0.2	0.2	2.076	A
4	300	75	301	1810	0.166	301	0	0.3	0.2	2.475	A
5	212	53	524	1790	0.119	212	77	0.2	0.1	2.401	A

AM & PM - 2035_DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2035_DS	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	172	100.000
2					
3		ONE HOUR	✓	466	100.000
4		ONE HOUR	✓	230	100.000
5		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	41	112	0	19
	2	0	0	0	0	0
	3	120	79	0	0	267
	4	29	2	196	0	3
	5	22	38	83	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	6	4	0	0
	2	0	0	0	0	0
	3	3	4	0	0	1
	4	0	0	3	0	0
	5	0	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.11	2.33	0.1	A	158	237
2						
3	0.24	2.22	0.3	A	428	641
4	0.16	2.86	0.2	A	211	317
5	0.08	2.17	0.1	A	131	197

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	32	299	1964	0.066	129	128	0.0	0.1	2.040	A
2			308				120				
3	351	88	14	2171	0.162	350	294	0.0	0.2	2.016	A
4	173	43	364	1737	0.100	173	0	0.0	0.1	2.360	A
5	108	27	320	2054	0.052	107	217	0.0	0.1	1.903	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	155	39	358	1892	0.082	155	154	0.1	0.1	2.154	A
2			368				144				
3	419	105	17	2167	0.193	419	351	0.2	0.2	2.099	A
4	207	52	436	1655	0.125	207	0	0.1	0.1	2.549	A
5	129	32	383	1973	0.065	128	260	0.1	0.1	2.009	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	189	47	438	1794	0.106	189	188	0.1	0.1	2.332	A
2			451				176				
3	513	128	21	2163	0.237	513	430	0.2	0.3	2.225	A
4	253	63	534	1542	0.164	253	0	0.1	0.2	2.864	A
5	157	39	469	1862	0.085	157	318	0.1	0.1	2.174	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	189	47	438	1794	0.106	189	188	0.1	0.1	2.333	A
2			451				176				
3	513	128	21	2163	0.237	513	430	0.3	0.3	2.225	A
4	253	63	534	1541	0.164	253	0	0.2	0.2	2.865	A
5	157	39	469	1862	0.085	157	318	0.1	0.1	2.174	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	155	39	358	1892	0.082	155	154	0.1	0.1	2.157	A
2			369				144				
3	419	105	17	2167	0.193	419	352	0.3	0.2	2.102	A
4	207	52	436	1654	0.125	207	0	0.2	0.1	2.553	A
5	129	32	383	1972	0.065	129	260	0.1	0.1	2.012	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	32	300	1963	0.066	130	129	0.1	0.1	2.042	A
2			309				121				
3	351	88	14	2171	0.162	351	295	0.2	0.2	2.019	A
4	173	43	365	1736	0.100	173	0	0.1	0.1	2.364	A
5	108	27	321	2052	0.052	108	218	0.1	0.1	1.908	A

AM & PM - 2045_DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	3.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2045_DS	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	211	100.000
2					
3		ONE HOUR	✓	396	100.000
4		ONE HOUR	✓	622	100.000
5		ONE HOUR	✓	295	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	116	76	0	19
	2	0	0	0	0	0
	3	107	205	0	0	84
	4	117	205	297	0	3
	5	52	115	128	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	100	5	0	0	0
	2	0	0	0	0	0
	3	1	11	0	0	14
	4	1	0	5	0	0
	5	0	7	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.22	4.51	0.3	A	194	290
2						
3	0.20	2.26	0.3	A	363	545
4	0.42	3.90	0.7	A	571	856
5	0.28	4.61	0.4	A	271	406

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	159	40	713	1458	0.109	158	207	0.0	0.1	2.844	A
2			390				481				
3	298	75	14	2171	0.137	297	376	0.0	0.2	2.089	A
4	468	117	312	1798	0.261	467	0	0.0	0.4	2.771	A
5	222	56	699	1566	0.142	221	80	0.0	0.2	2.817	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190	47	853	1287	0.147	189	248	0.1	0.2	3.368	A
2			467				576				
3	356	89	17	2167	0.164	356	450	0.2	0.2	2.159	A
4	559	140	373	1727	0.324	559	0	0.4	0.5	3.156	A
5	265	66	836	1389	0.191	265	95	0.2	0.2	3.371	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	232	58	1044	1053	0.221	232	304	0.2	0.3	4.497	A
2			572				705				
3	436	109	21	2163	0.202	436	551	0.2	0.3	2.265	A
4	685	171	457	1631	0.420	684	0	0.5	0.7	3.894	A
5	325	81	1024	1148	0.283	324	117	0.2	0.4	4.598	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	232	58	1046	1052	0.221	232	304	0.3	0.3	4.511	A
2			573				706				
3	436	109	21	2163	0.202	436	552	0.3	0.3	2.265	A
4	685	171	457	1630	0.420	685	0	0.7	0.7	3.903	A
5	325	81	1025	1146	0.283	325	117	0.4	0.4	4.614	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190	47	855	1284	0.148	190	248	0.3	0.2	3.381	A
2			468				577				
3	356	89	17	2167	0.164	356	451	0.3	0.2	2.162	A
4	559	140	373	1727	0.324	560	0	0.7	0.5	3.168	A
5	265	66	838	1387	0.191	266	95	0.4	0.3	3.385	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	159	40	716	1455	0.109	159	208	0.2	0.1	2.853	A
2			392				483				
3	298	75	14	2171	0.137	298	378	0.2	0.2	2.091	A
4	468	117	313	1797	0.261	469	0	0.5	0.4	2.782	A
5	222	56	702	1562	0.142	222	80	0.3	0.2	2.830	A

AM & PM - 2045_DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm 1 - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 7	Large Roundabout		1, 2, 3, 4, 5	2.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	0	0.00
2	0	0.00
3	0	0.00
4	0	0.00
5	0	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2045_DS	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	180	100.000
2					
3		ONE HOUR	✓	483	100.000
4		ONE HOUR	✓	239	100.000
5		ONE HOUR	✓	149	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	43	117	0	20
	2	0	0	0	0	0
	3	125	79	0	0	279
	4	30	2	204	0	3
	5	23	39	87	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	6	4	0	0
	2	0	0	0	0	0
	3	3	4	0	0	1
	4	0	0	3	0	0
	5	0	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.11	2.37	0.1	A	165	248
2						
3	0.25	2.25	0.3	A	443	665
4	0.17	2.94	0.2	A	219	329
5	0.09	2.21	0.1	A	137	205

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	136	34	309	1952	0.069	135	134	0.0	0.1	2.060	A
2			321				122				
3	364	91	15	2170	0.168	363	306	0.0	0.2	2.030	A
4	180	45	378	1721	0.105	179	0	0.0	0.1	2.394	A
5	112	28	330	2040	0.055	112	227	0.0	0.1	1.922	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	162	40	369	1878	0.086	162	160	0.1	0.1	2.181	A
2			385				146				
3	434	109	18	2166	0.200	434	367	0.2	0.3	2.119	A
4	215	54	452	1636	0.131	215	0	0.1	0.2	2.597	A
5	134	33	395	1956	0.068	134	271	0.1	0.1	2.033	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	198	50	452	1777	0.112	198	196	0.1	0.1	2.371	A
2			471				179				
3	532	133	22	2162	0.246	531	449	0.3	0.3	2.252	A
4	263	66	553	1519	0.173	263	0	0.2	0.2	2.939	A
5	164	41	484	1842	0.089	164	332	0.1	0.1	2.207	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	198	50	453	1776	0.112	198	196	0.1	0.1	2.372	A
2			471				179				
3	532	133	22	2162	0.246	532	449	0.3	0.3	2.252	A
4	263	66	554	1519	0.173	263	0	0.2	0.2	2.940	A
5	164	41	484	1842	0.089	164	333	0.1	0.1	2.208	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	162	40	370	1877	0.086	162	160	0.1	0.1	2.184	A
2			385				147				
3	434	109	18	2166	0.200	435	367	0.3	0.3	2.120	A
4	215	54	453	1635	0.131	215	0	0.2	0.2	2.599	A
5	134	33	396	1956	0.068	134	272	0.1	0.1	2.034	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	136	34	310	1951	0.069	136	134	0.1	0.1	2.064	A
2			322				123				
3	364	91	15	2170	0.168	364	307	0.3	0.2	2.033	A
4	180	45	379	1720	0.105	180	0	0.2	0.1	2.396	A
5	112	28	331	2039	0.055	112	227	0.1	0.1	1.925	A

UK and Ireland Office Locations

