Lands at Former Central Mental Hospital Site, Dundrum, Dublin 14

Applicant: Dun Laoghaire Rathdown County Council

Agent: Land Development Agency

Traffic & Transport Assessment & Mobility Management Plan

CMH DUNDRUM
TTA

September 2024

LANDS AT FORMER CENTRAL MENTAL HOSPITAL SITE, DUNDRUM, DUBLIN 14

Description:

Traffic & Transport Assessment & Mobility Management Plan

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PROPOSED PART 10 PLANNING APPLICATION, LANDS AT FORMER CENTRAL MENTAL HOSPITAL, DUNDRUM, DUBLIN 14

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1 INTRODUCTION

1.1 Background

1.1.1 ILTP Consulting were commissioned by Reddy Architecture + Urbanism (RAU) on behalf of Dun Loaghaire Rathdown County Council (DLR) to undertake a Traffic and Transport Assessment (TTA) and Mobility Management Plan (MMP) for a proposed Part 10 planning application on the former Central Mental Hospital (CMH) site Dundrum.

1.1.2 The overall masterplan lands for the CMH lands also include for additional residential development and an enterprise centre, which will also use the same accesses as those proposed in the Part 10 planning application and which will be the subject of a separate planning application. Therefore, the overall access arrangements were tested assuming the full development of the entire CMH landholding to provide a holistic picture of the overall masterplan lands.

1.1.3 This second Planning Application has been developed in partnership with Dun Laoghaire Rathdown County Council and the Land Development Agency (LDA) as a Part 10 Application and looks to meet the targets set in the Housing Action Plan 2022-2026. Dun Laoghaire Rathdown County Council shares the LDA's strong commitment to providing new homes and housing supports for people who are unable to meet their accommodation needs through their own means or due to affordability in the private market and lack of supply.

1.2 Purpose of Report

1.2.1 The primary purpose of this TTA is to assess the potential impact the proposed development may have on the surrounding road network and to identify measures to mitigate these impacts and promote sustainable transport patterns.

1.2.2 This Traffic & Transport Assessment sets out to assess:

- Existing traffic conditions
- Integration with adjoining developments and surrounding area
- Public transport provisions
- Proposed access arrangements for the development
- Proposed parking arrangements
- Effect on road network of increased traffic volumes from proposed development

1.2.3 The report also assesses the Construction Traffic Impact of the proposed development.

1.3 Methodology

1.3.1 In order to assess the traffic impact of the proposed development, it was first necessary to assess the current traffic situation in the area. Traffic count data was obtained in the environs of the proposed development to determine traffic flows. Traffic surveys were undertaken on 25th April 2024 with additional check surveys carried out on 28th August 2024, in order to assure that the data used in the assessment was reflective of a typical traffic in the area.

1.3.2 ILTP calculated the estimated trip rates from the proposed development and added these figures to the opening year flows. LinSig Traffic Signal Junction modelling software was utilised to assess the capacity of the proposed access junction as was as adjacent signalised junctions on the surrounding road network with the proposed development in place. Picady analysis was also undertaken to assess the capacity of adjacent priority junctions along Dundrum Road.

1.3.3 ILTP then assessed what impact the proposed development would have on the road network based on the traffic data.

1.3.4 An assessment of public transport provisions in the area was also carried out to determine the capacity and likely usage of public transport services in the new development.

1.3.5 As part of this TTA, ILTP have included a Mobility Management Plan (MMP) for the proposed application, with the specific objectives of reducing in overall terms both the amount of trips generated by the development, and ensuring that greater numbers use sustainable travel modes and the extensive public transport services in the immediate area. The potential mitigation impacts of these measures are also set out in this report.

1.3.6 ILTP also assessed the Construction Stage traffic impact of the proposed development on the wider road network in this report. This assessment was made with reference to the Construction & Environment Management Plan (CEMP) prepared by Barrett Mahony Consulting Engineers (BMCE).

1.3.7 This TTA also takes into consideration the decision of An Bord Pleanála in respect to the previous SHD application for the lands and the attached condition to same.

- Chapter 2 sets out the transport planning policy context for the proposed development.
- Chapter 3 describes the proposed development site and study area.
- Chapter 4 presents a description of proposed access arrangements for the development and assesses the public transport facilities in the area.
- Chapter 5 assesses car and cycle parking provision and arrangements.
- Chapters 6 and 7 set out Trip Generation and Trip Distribution figures for the development.
- Chapter 8 presents the Traffic and Transport Assessment and results.
- Chapters 9 and 10 contain the Mobility Management Plan
- Chapter 11 includes the Construction Traffic Impact Assessment for the development.
- Chapters 12 presents the summary and conclusions of the report.

1.3.8 The Quality Audit and DMURS Compatibility Statement are included as separate reports. The overall detailed design of the road and street network is included in the separate engineering and other reports and drawings accompanying the application.

2 TRANSPORT PLANNING, POLICY CONTEXT AND TRENDS

2.1 Overview

2.1.1 This study is being prepared having regard to key policy documents at national, regional and local levels, particularly:

- Project Ireland 2040 - National Planning Framework
- National Development Plan 2021 - 2030 (NDP)
- National Climate Action Plan 2024 (NCAP)
- National Investment Framework for Land Transport 2021 (NIFTI)
- National Sustainable Mobility Policy (2022)
- Greater Dublin Area Transport Strategy (NTA) 2022 – 2042
- GDA Planned Cycle Network (NTA)
- Cycle Design Manual (2023)
- Access Control of Active Travel Facilities (2022)
- Get Ireland Active - The National Physical Activity Plan (NPAP)
- Design Manual for Urban Roads and Streets (DMURS)
- Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities (2023)
- Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities (2024)
- Regional Spatial & Economic Strategies (RSES)
- Dun Laoghaire Rathdown County Council Development Plan 2022 - 2028
- Dundrum Local Area Plan and Area Based Travel Plan
- Climate Action Plan 2024 (CAP)

2.2 Project Ireland 2040 – National Planning Framework and RSES

2.2.1 The *Project Ireland 2040 - National Planning Framework* (NPF) recognises that improvements in connectivity are achievable and are necessary to boost both competitiveness and quality of life. The Ireland 2040 Vision includes the following key elements which have direct relevance to mobility management measure proposed.

- More sustainable choices and options for people, businesses and communities that can positively influence sustainable patterns of living and working.
- The highest possible quality of life for our people and communities, underpinned by high quality, well managed built and natural environments.
- Significant improvement in local and international connectivity that underpins the competitiveness and quality of life of our people, businesses, communities and regions.

2.2.2 The NPF has been developed to deliver the following National Strategic Outcomes (as part of the Smart Growth Urban Initiative to achieve sustainable growth) which are pertinent to this report. These are to:

- Improve accessibility to and between centres of mass and scale and provide better integration with their surrounding areas.

- Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within an urban context.

2.2.3 The NPF seeks to enable people to live closer to where they work, moving away from the current unsustainable trends of increased commuting. It supports more energy-efficient development through the location of housing and employment along public transport corridors, where people can choose to use less energy-intensive public transport, rather than being dependent on the car.

2.2.4 The Eastern and Midland Regional Assembly (EMRA), through its "Regional Spatial and Economic Strategy", also supports sustainable travel planning. Specifically, through Regional Policy Objective (RPO) 8.7 which promotes the use of mobility management to bring about behaviour change and more sustainable transport use.

2.3 National Development Plan

2.3.1 The National Development Plan 2021 - 2030 (NDP) - sets out the investment plan to underpin the NPF's ten National Strategic Outcomes.

2.4 Climate Action Plan 2024

2.4.1 The National Climate Action Plan 2024 (CAP) - following on from the National Mitigation Plan, the CAP sets out actions for Ireland to achieve the level of decarbonisation required to achieve its 2030 targets for carbon emissions and creating a pathway towards achieving net-zero emissions by 2050, in line with our international commitments under the Paris Agreement. Decarbonising transport is a key tenet of the Plan, which identifies a range of actions in the following areas:

- Mode Shift
- Conversion of Public Fleet
- Incentives & Regulation
- EV Charging Network
- Use of Biofuels
- CNG Network
- Emerging Technologies
- Demand Management

2.5 The National Investment Framework for Transport in Ireland

2.5.1 The National Investment Framework for Transport in Ireland (NIFTI), published in December 2021, updates the Strategic Investment Framework for Land Transport (SIFLT) and sets out the Department of Transport's framework for prioritising future investment in the land transport network to support the delivery of the National Strategic Outcomes of the National Development Plan and Climate Action Plan 2024.

2.6 National Physical Activity Plan (NPAP) – Update 2020

2.6.1 The National Physical Activity Plan (NPAP) recognizes that physical inactivity is a demonstrated clear risk to health and wellbeing in Ireland. Action Area Four of the NPAP focuses on the use of the natural and built environment as a way to build in daily physical activity. It recognizes that promoting active transport is the most practical and sustainable way to increase physical activity as part of people's everyday routine. It specifically identifies the role of walking or cycling for utility transport as a means to increase people's physical activity levels.

2.7 Greater Dublin Area Transport Strategy, 2022-2040

2.7.1 The *Greater Dublin Area Transport Strategy, 2022-2040* aims to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods – helping to reduce modal share of car-based commuting to a maximum of 45%. To achieve these principles, future developments must:

- Have transport as a key consideration in land use planning – integration of land use and transport to reduce the need to travel, reduce the distance travelled, reduce the time taken to travel, promote walking and cycling, especially within development plans.
- Protect the capacity of the strategic road network.
- Ensure a significant reduction in share of trips taken by car, especially those trips which are shorter or commuter trips.
- Take into account all day travel demand from all groups.
- Provide alternate transport modes in order to reduce the strain on the M50 as current increase in traffic is unsustainable.

2.7.2 This strategy is currently under review by the NTA which has completed a public consultation in January 2022. This strategy sets out the framework for investment in transport infrastructure and services to the year 2042 for the Greater Dublin Area. This sets new targets to increase public transport usage by 63% and an 18% reduction in vehicle kilometres trips to work.

2.8 Design Manual for Urban Roads and Streets (DMURS)

2.8.1 The Design Manual for Urban Roads and Streets (DMURS) sets out the manner in which roads and streets in suburban areas should be designed to prioritise the needs of Pedestrians, cyclists and public transport users and reduce the dominance of the private car.

2.9 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities 2023

2.9.1 These updated standards include a default policy for car parking provision to be minimised, substantially reduced or wholly eliminated in highly accessible areas coupled with a significant uptake in the quantity and quality of cycle parking provision and design.

2.10 Regional Spatial & Economic Strategies (RSES)

2.10.1 The *Regional Spatial & Economic Strategy 2019 - 2031* (RSES) for the Eastern Midlands area, aligns with the NPF in that it targets more compacted and consolidated growth in existing urban centres. The RSES sets out the following as some of the main growth enablers for the Dublin metropolitan area:

- *"To achieve growth of 1.4 million people in Dublin City and Suburbs and 1.65 million people in the Dublin Metropolitan Area by 2031*
- *To realise ambitious compact development targets at least 50% of all new homes within or contiguous to the existing built up area in Dublin and at least 30% in other metropolitan settlements*
- *To deliver identified strategic development areas along high-quality public transport corridors in tandem with the delivery of infrastructure and enabling services to ensure a steady supply of sites."*

2.10.2 The proposed Part 10 development is within an existing well established Dublin suburban area and is strategically located in the proximity of high-quality rail and bus public transport services, so is fully consistent with the NPF and RSES policies.

2.11 Dun Laoghaire Rathdown County Council Development Plan

2.11.1 The *Dun Laoghaire Rathdown County Council Development Plan* sets out the development context for the proposed development. The CDP zoning objectives for the area are shown in Figure 2.1

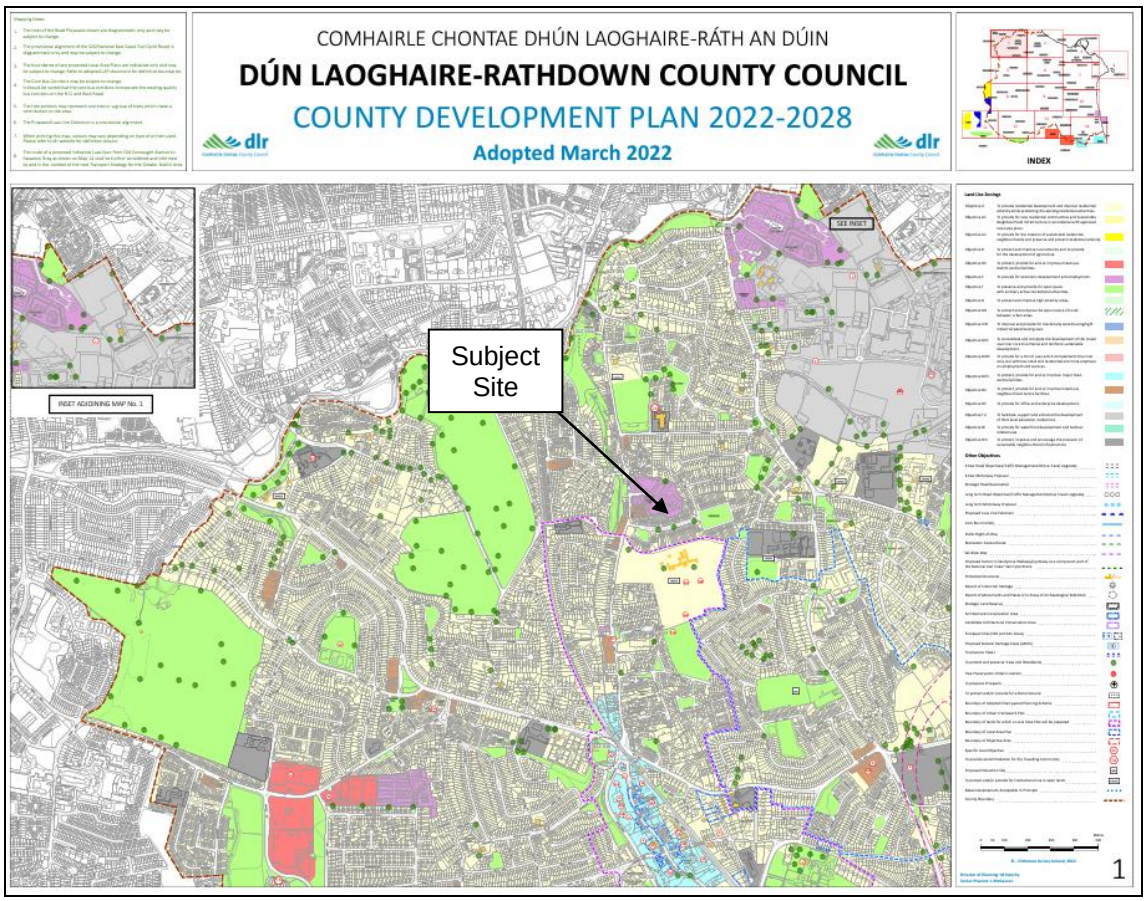


Figure 2.1: Proposed development in context of DLRCC Development Plan (Source: *Dun Laoghaire Rathdown County Council Development Plan*)

2.11.2 The subject site is zoned:

> *"Objective A To provide residential development and improve residential amenity while protecting the existing residential amenities."*

2.11.3 The proposed development lands are also subject to a specific local objective which states:

> *"INST - To protect and/or provide for Institutional Use in open lands"*

2.11.4 These Government and Council policies and objectives reinforce the need for quality housing and related development in the close confines of existing public transport infrastructure, as is the case with the proposed development. In addition, the targeted reductions in private car mode share will serve to reduce traffic flows on the wider road network over time, particularly where high quality public transport and non-motorised alternatives are in place, as is the case in the immediate vicinity of the subject site.

2.12 Dundrum Local Area Plan 2023

2.12.1 The Dundrum Local Area Plan (LAP) came into effect in late 2023. The LAP contains proposed access and movement strategy for the area surrounding the CMH lands. This strategy set out is reproduced as Figure 2.2.

Figure 2.2: Extract for Dundrum LAP 2023

2.12.2 The key transport initiatives, in respect to the subject site, within the LAP include a new cycle/ped route through that area that includes a link through the subject lands, linking Mulvey Green to Rosemount Green. It also included for a pedestrian/cycle link to Annaville from subject site and a single all movement access on to Dundrum Road.

2.12.3 The concept of filtered permeability was applied to the overall design rational. Filtered permeability describes a design approach to urban streets and the urban realm that allows through journeys for selected modes of transport, typically walking and cycling (but sometimes also buses) and removes or restricts through routes for motor traffic. In this case the overall design approach achieves this requirement through the removal of any through traffic, while allowing pedestrian and cycle permeability through the development lands, which also provides improved assess to existing public transport services, open spaces, and other local services. The filtered permeability also benefits the wider community through the provision of a new route through the development lands for walking and cycling.

2.12.4 The NTA published the new Dublin Area Bus Network, which is currently being implemented on a phased basis as part of the BusConnects project. This includes a series of primary Spine routes classified as 'A' routes, with additional Radial, Orbital, Local and Peak-Only / Express routes.

2.12.5 The Government in March 2022 approved funding of €4bn for the BusConnects project and this is proposed to increase bus capacity for the city by 23% by 2030. As part of the BusConnects Network Redesign, a number of new routes operated by Dublin Bus and Go Ahead recently opened. Services commenced operation on November 26th, 2023 and will provide much improved bus services to the area.

2.12.6 A number of these routes pass near the subject lands, namely:

- S4 Liffey Valley Shopping Centre – UCD (via Bird Avenue to the north)
- S6 Tallaght – UCD – Blackrock Station (via Taney Road to the south)

2.12.7 In addition, there are a number of new local and orbital routes that serve Dundrum Shopping Centre using Dundrum Luas Stop transport interchange:

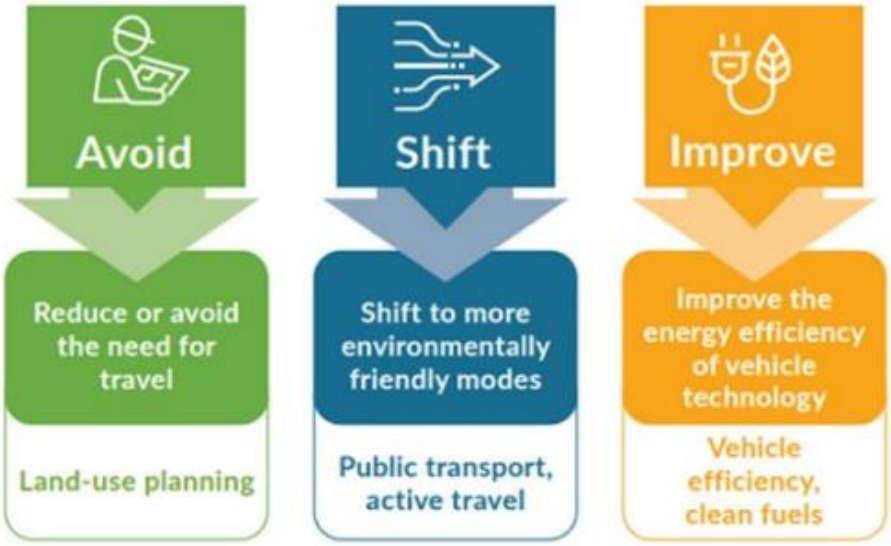
- 74 Dundrum Luas – Marlay Park – Coombe Hospital – Eden Quay
- L25 Dundrum Luas – Dún Laoghaire

2.12.8 The new bus services will further improve the connectivity of the subject lands by public transport. The S Orbitals run quite frequently, which is every 10-20 minutes during peak hours. The majority of these frequencies remain the same on weekends. During weekdays the L25 runs every 15 minutes. Route 74 usually runs every 30 minutes on both weekdays and weekends.

2.12.9 The Luas Green line has been upgraded resulting in significant capacity increases on the Luas Green Line and is also future proofed to accommodate future demand on the line to 2030.

15.1.1 Avoid - Shift - Improve Framework

The Avoid-Shift-Improve approach to transport decarbonisation (below) is a hierarchical framework that prioritises actions to achieve the systemic and behavioural change needed.



Avoid measures aim to reduce or avoid the need for travel through enhanced spatial planning. Integrated transport and spatial planning are critical for reducing our greenhouse gas (GHG) emissions and will bring significant co-benefits – promoting safer, low-carbon, and more people-focused transport, and ensuring long-term transport sustainability.

Shift measures encourage modal shift to more sustainable modes of transport. These measures can also include those which reduce the private car 'competitive advantage' by installing bus-gates, and the reclamation of road-space currently.

Improve measures typically refer to technology-based measures that improve the GHG efficiency of residual vehicle-based transport or the efficiency of the network itself. While less directly transformative than avoid and shift measures in terms of behaviour, fleet electrification and biofuels will continue to play a pivotal role in decarbonising transport, particularly for populations living in more isolated areas.

Figure 2.3: Climate Action Plan 2024 – Transport Approach

2.12.10 The overall desing approach seeks to reduce and avoid the need to travel through bringing forward integrated development in an area that is well served by public transport. The proposed development will promote public transport and active modes of transport, which will be further supported over time through the implementation of the MMP process. The proposed development will alos include for EV charging and generaous bike storage facilites Put simply the development of sites such as that proposed on the CMH lands is central to achieving the transport tragets as set out in the CAP.

2.13 Traffic Growth Trends and Future Year Forecasts

2.13.1 Using the NTA / DCC annual Cordon Count (*Canal Cordon Report 2023 - Report on Trends in Mode Share of Vehicles and People Crossing the Canal Cordon 2006 to 2023*, April 2024) and other data sources ILTP undertook a review of recent trends in traffic volumes for Dublin City Centre and the wider environs. The Cordon Count Report shows that in overall terms there has been a significant decline since 2006 in the number of vehicles coming into Dublin during the Cordon Count period. Car numbers crossing the canal cordon have continued to decline in recent years, with a total reduction of 33% between 2006 and 2023.

2.13.2 During the 2023 AM peak period (7am to 10am), the most recent data available,74% of all inbound trips crossing the canal cordon were made by a sustainable mode (walking, cycling, public transport or taxi). The percentage of mode share by bus was 35.3% in 2023.

2.13.3 The cordon data shows sustainable mode share has grown year on year since 2010 up to 2023 with the exception of 2020 and 2021 due to COVID.

2.13.4 The longer trends can also be established by NTA data that shows the results of changes to travel patterns over time such as:

- An increase in the use of sustainable travel into the city centre in the morning peak from 66% (2015) to 74% (2023)
- In 2023 over 28,815 less cars entered the city during the AM peak period than on census day 2006
- The overall mode share by sustainable travel modes has increased from 61% in 2006 to 74% in 2023

2.13.5 This decline in private car usage is promoted and supported by Policy objectives at National and Local level. This will in turn lead to a move away from car dependency, particularly in city locations served by rail and bus public transport.

2.13.6 This will be particularly true for central locations and areas that are well served by public transport such as the subject lands. It is noted, that traffic levels on radial routes into and out of Dublin City Centre, have actually declined over the past 10 years, as is shown in sources such as the DCC / NTA *Canal Cordon Report 2023*.

2.13.7 There is a permanent traffic counter on the N31, on Brewery Road. This permanent traffic counter allows for longer traffic growth trend to be assessed. The data from this permanent Transport Infrastructure Ireland (TII) counter is summarised in Table 2.1. This shows that traffic flows along Brewery Road have not grown in recent years and if anything has shown a slight decline overall. This is in keeping with ongoing sustainable transport policies of promoting more sustainable modes of travel and in locating new residential development closer to high frequency and high capacity public transport networks, such as those that exist at the subject site.

Table 2.1: Traffic Growth Trends on N31 (Brewery Road)

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
AADT	14,006	14,448	14,729	12,533	11,378	15,538	15,687	16,066	15,530	15,824	16,018	15,880
%HGV	1.9%	2.2%	2.2%	2.3%	2.3%	2%	2.1%	1.7%	1.7%	1.7%	1.5%	1.4%
Coverage	51.8%	100%	100%	100%	100%	99.7%	99.5%	99.7%	99.7%	99.7%	99.7%	83.6%

2.13.8 The proposed development at Dundrum strengthens this sustainable development pattern, by densifying existing residential development in an area with significant local employment and in an area well served by sustainable travel modes.

2.13.9 The accommodation of future overall travel demand resulting from future economic and population growth can happen in tandem with a reduction in overall car numbers by prioritising new development in areas well served by public transport and sustainable travel modes such as the subject lands.

3 OVERVIEW OF PROPOSED DEVELOPMENT AND STUDY AREA TRANSPORT NETWORK ASSESSMENT

3.1 Proposed Development

3.1.1 The site of the proposed development is in Dundrum, Dublin 14. The planning application site is approximately 9.7 ha in area and located approximately 4.5km from Dublin City Centre. The area is largely residential with established schools, community and social facilities in the vicinity.

3.1.2 The Dundrum Central Mental Hospital site is located in a well-established residential area and close to schools, University College Dublin, major employment and retail facilities including Dundrum Town Centre, and local amenities. It is also within a short walk of the high capacity and high-frequency Luas Green Line and to a number of Dublin Bus services.

3.1.3 The proposed development will also include a creche and retail units to meet local demand. The masterplan sets out the overall planned development for the entire subject lands.

3.1.4 The location of the proposed development is shown in Figure 3.1.

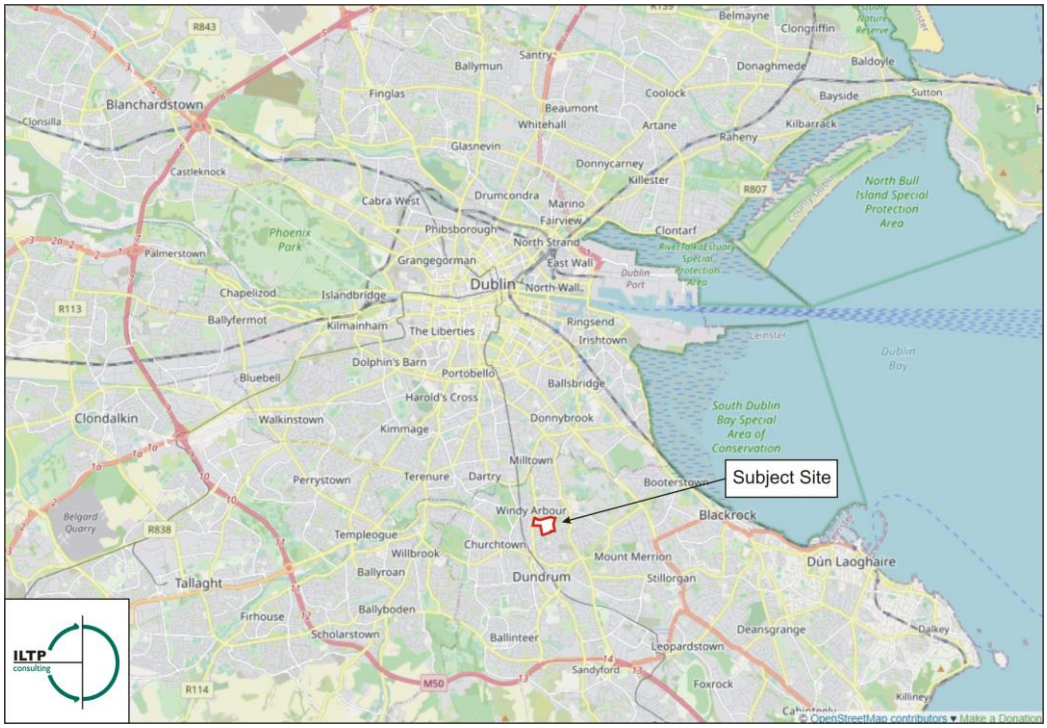


Figure 3.1: Location of Proposed development

3.2 Overview of Proposed Development

3.2.1 Dún Laoghaire Rathdown County Council, in partnership with The Land Development Agency, is seeking a ten year approval to carry out the following proposed development which is located on a total application site area of c. 9.7 ha, located on the former Central Mental Hospital, Dundrum Road, Dundrum, Dublin 14 and areas of Dundrum Road and St. Columbanus Road, Dublin 14. The subject site is in the immediate setting and curtilage of a number of protected structures, namely the 'Asylum' (RPS No. 2072), the 'Catholic Chapel' (RPS No. 2071) and the 'Hospital Building' (RPS No. 2073).

3.2.2 The development will consist of the construction of a residential scheme of 934 no. dwellings on an overall site of c. 9.7 ha.

3.2.3 The development will consist of the demolition of existing structures associated with the existing use (3,677 sq m), including:

- Single storey former swimming pool / sports hall and admissions unit (2,750 sq m);
- Two storey redbrick building (305 sq m);
- Single storey ancillary and temporary structures including portacabins (618sq m);
- Removal of existing internal sub-divisions/ fencing, including removal of security fence at Dundrum Road entrance;
- Demolition of section of porch and glazed screens at Gate Lodge building (4 sq m);
- Removal of walls adjacent to Main Hospital Building;
- Alterations and removal of section of wall to Walled Garden.

3.2.4 The development will also consist of alterations and partial demolition of the perimeter wall, including:

- Alterations and removal of section of perimeter wall adjacent to Rosemount Green (south);
- Formation of a new opening in perimeter wall at Annaville Grove to provide a pedestrian and cyclist access;
- Alterations and removal of sections of wall adjacent to Dundrum Road (including removal of existing gates and entrance canopy), including reduction in height of section, widening of existing vehicular access, and provision of a new vehicle, cyclist and pedestrian access;
- Alterations and removal of section of perimeter wall adjacent to Mulvey Park to provide a pedestrian and cyclist access.

3.2.5 The development with a total gross floor area of c. 94,058 sq m (c. 93,980 sq m excluding retained existing buildings), will consist of 934 no. residential units comprising:

- 926 no. apartments (consisting of 342 no. one bedroom units; 98 no. two bedroom (3 person) units; 352 no. two bedroom (4 person) units; and 134 no. three bedroom units) arranged in 9 blocks (Blocks 02-10) ranging between 2 and 8 storeys in height (with a lower ground floor to Blocks 02 and Block 10 and Basements in Blocks 03 and 04), together with private balconies and private terraces and communal amenity open space provision (including courtyards) and ancillary residential facilities, including an 130 sq m internal residential amenity area at the Ground Floor Level of Block 3;
- 6 no. three bedroom duplex apartments located at Block 02, together with private balconies and terraces.
- 2 no. 5 bedroom assisted living units and private rear gardens located at Block 02.
- The development will also consist of 4,380 sq m of non-residential uses, comprising:
- Change of use and renovation of existing single storey Gate Lodge building (former reception/staff area) to provide a café unit (78 sq m);
- 1 no. restaurant unit (266 sq m) located at ground floor level at Block 03;
- 3 no. retail units (1,160 sq m) located at ground floor level at Blocks 03 and 07;
- 1 no. medical unit (288 sq m) located at ground floor level at Block 02;

- A new childcare facility (716 sq m) and associated outdoor play area located at lower ground and ground floor level at Block 10;
- A management suite (123 sq m) located at ground floor level at Block 10; and
- A new community centre facility, including a multi-purpose hall, changing rooms, meeting rooms, storage and associated facilities (1,749 sq m) located at ground and first floor level at Block 06.

3.2.6 Vehicular access to the site will be from a new signalised access off Dundrum Road to the south of the existing access and the existing access of Dundrum Road will be retained for emergency vehicle, pedestrian and cyclist access only. The development will also consist of the provision of public open space and related play areas; hard and soft landscaping including internal roads, cycle and pedestrian routes, active travel routes for cyclists and pedestrians, pathways and boundary treatments, street furniture, wetland features, part-basement, car parking (524 no. spaces in total, including car sharing and accessible spaces); motorcycle parking; electric vehicle charging points; bicycle parking (long and short stay spaces including stands); ESB substations, piped infrastructural services and connections (including connection into existing surface water sewer in St. Columbanus Road); ducting; plant (including external plant for Air Source Heat Pumps and associated internal heating plantrooms); waste management provision; SuDS measures (including green roofs, blue roofs, bio-retention areas); attenuation tanks; sustainability measures (including solar panels); signage; public lighting; any making good works to perimeter wall and all site development and excavation works above and below ground.

3.3 Description of the Receiving Environment

3.3.1 The site is currently accessed from the R117 Dundrum Road and is the site of the former Central Mental Hospital (CMH). The site is currently fully enclosed within high stone walls. The site is bordered by the R117 Dundrum Road to the west.

3.3.2 Rosemount Green borders the site to the south, and the site is bounded by existing residential development to the north, east, southeast and southwest.

3.3.3 The site is also proximate to key attractors, which include University College Dublin (approx. 1.8km to northeast), Dundrum Town Shopping Centre (approx. 1.5km to south), Dundrum Business Park and various primary and post-primary schools.

3.4 Existing Road Network

3.4.1 The proposed development is located off the R117 Dundrum Road. The R117 is a regional radial route that serves a number of surrounding residential areas and businesses and provides connectivity towards Milltown and the city centre to the north and the regional and M50 routes to the south.

3.4.2 The R825 Goatstown Road to the east is also located within 350m of the eastern boundary of the site, which also runs north south and has dedicated cycle lanes in place in the vicinity of the subject site. This route also links the city centre with the M50 Junction 14.

3.4.3 Another significant regional route, the R112 (Taney Road), is located approximately 350m from the southern boundary of the site and provides links to Chapelizod, Rathfarnham, Churchtown, Dundrum, Goatstown and Mount Merrion.

3.4.4 The road network in the environs of the subject site is shown in Figure 3.2.

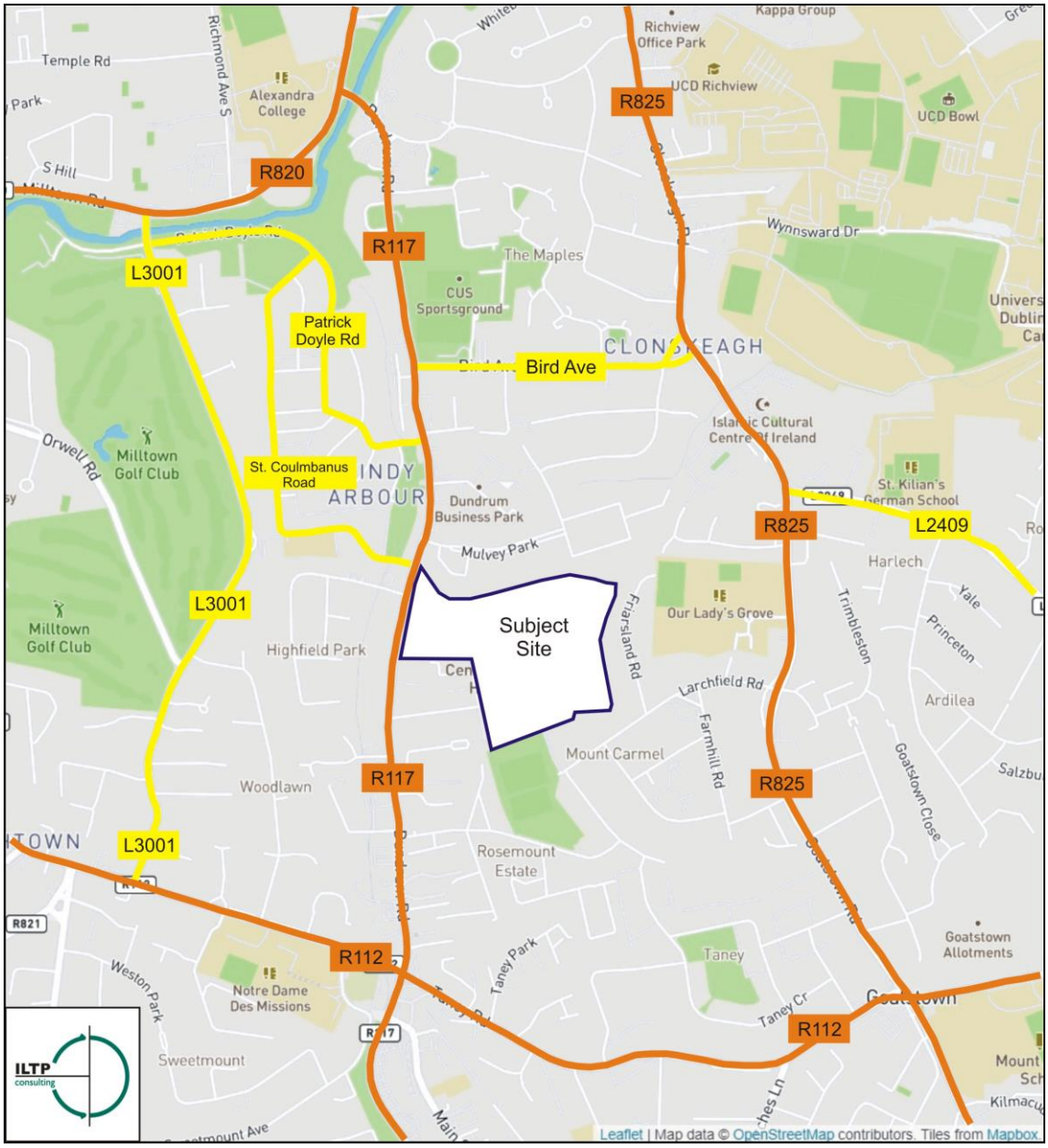


Figure 3.2: Existing Local Road Network

3.5 Existing Pedestrian and Cycle Network

3.5.1 Pedestrian facilities including footpaths are provided on the R117 adjacent to the proposed development. There is an existing pedestrian/cycle crossing on the R117 at the junction with St. Columbanus' Road, which facilitates pedestrian and cycle access to the Windy Arbour Luas stop.

3.5.2 St. Columbanus' Road to the immediate west of the site facilitate direct cycle connectivity between the subject site and the Windy Arbour Luas stop. St. Columbanus' Road only has local access inward off Dundrum Road and has a one-way contra flow cycle lane on the one-way section of the road.

3.5.3 In addition to the pedestrian facilities adjacent to the existing road network, there are pedestrian routes in the adjacent Rosemount Green to the south which can be linked into from the proposed development.

3.5.4 There are no dedicated cycle provisions on the R117 Dundrum Road. The R825 Goatstown Road to the east is also located within 350m of the eastern boundary of the site and has dedicated cycle lanes in place.

3.6 Existing Luas and Bus Services

3.6.1 The subject site is to the east of the Luas Green Line running from Brides Glen to Broombridge via the City Centre, with the Windy Arbour stop in closest proximity. A number of bus services are also located in the area.

3.7 Planned Road Improvements

3.7.1 There are no major road improvements planned for the local road network. This is consistent with the desire to promote future growth in the use of sustainable travel modes and to encourage more people to use these sustainable modes ahead of the private car.

3.8 Planned Bicycle Network and Delivery

3.8.1 The NTA published the Greater Dublin Area Cycle Network Plan in 2022 which includes extensive proposals for cycle network improvements throughout Dublin and the Greater Dublin Area, which are being implemented on an ongoing basis. This includes the designation of Goatstown Road as a Primary Cycle Route. Goatstown Road already has dedicated cycle lanes in place which accords with its Primary Route classification. The southern section of Dundrum Road is also designated as a feeder route in this plan. A secondary route is also proposed through the proposed development lands. Further cycle network improvements in the vicinity of the subject site in line with the NTA's published proposals would further promote cycling for residents of the proposed development.

3.8.2 The planned network in the vicinity of the subject site is shown in Figure 3.3.

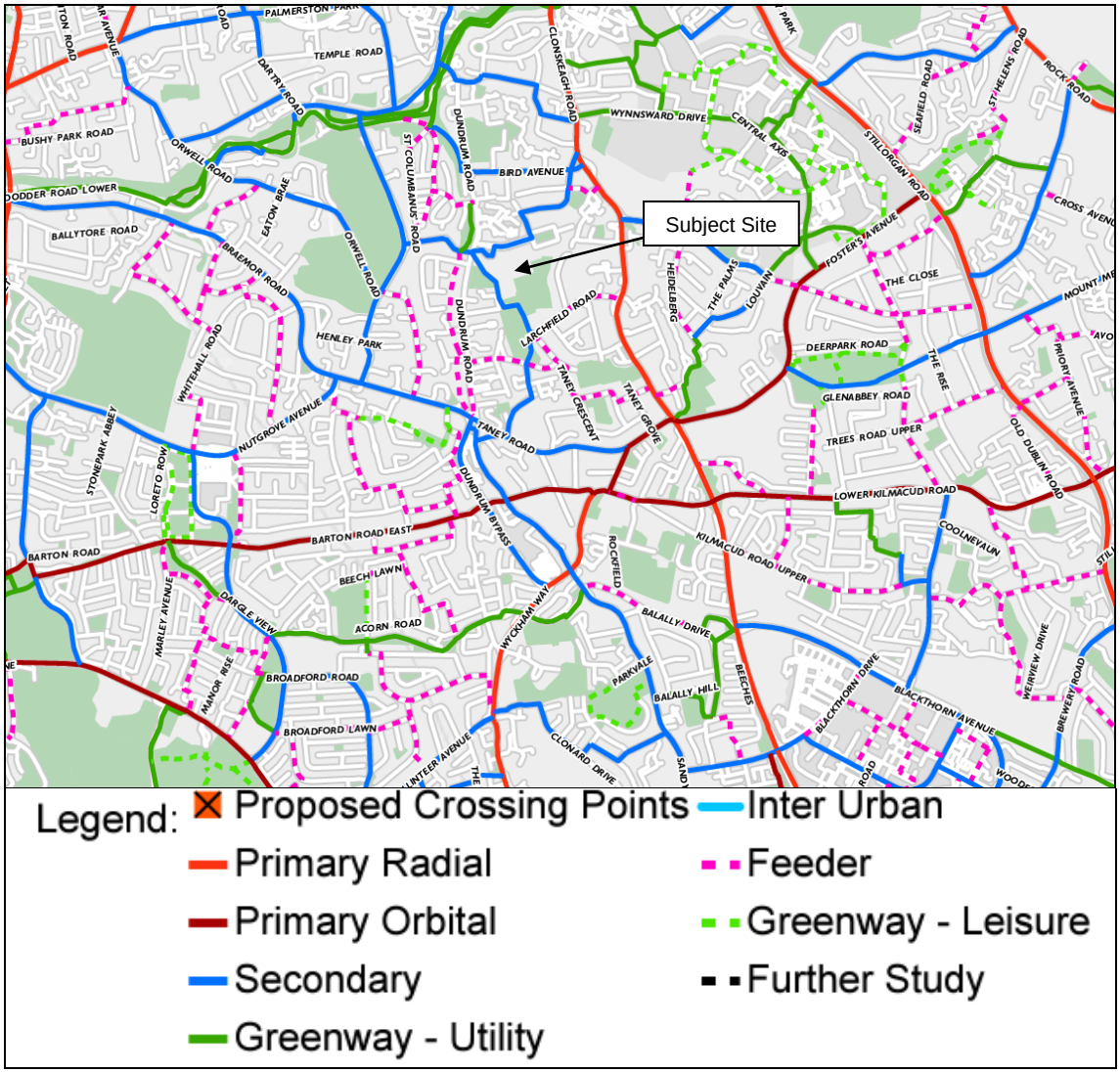


Figure 3.3: Planned Cycle Network (Source: NTA – GDA Cycle Network Plan)

3.8.3 A primary cycle network is planned on Goatstown Road to the east of the subject site and a feeder network is planned adjacent to Dundrum Road.

3.8.4 The roll-out of the cycle network in the Greater Dublin Area (GDA) has already resulted in large increases in cycling numbers. This growth in cycle level in the GDA is now higher than at any time in the past 30 years the NTA are proposing a 14% mode share target for cycling in their recent consultation document for the transport strategy for the GDA.

3.8.5 The NTA provides significant funding for active travel measure to local authorities and has allocated €22millon in 2024 for funding a variety of walk and cycle project to DLR. This represents a very significant investment in sustainable travel modes and will see the delivery of improved walking and cycle facilities in the area over time.

3.9 Current and Future Bus Service Improvements

Bus Connects Network and Ongoing Upgrades

3.9.1 The NTA is in the process of implementing a new Dublin Area Bus Network, which is being implemented on a phased basis and commenced in June 2021. This includes a series of primary Spine routes classified as 'A' routes, with additional Radial, Orbital, Local and Peak-Only / Express routes.

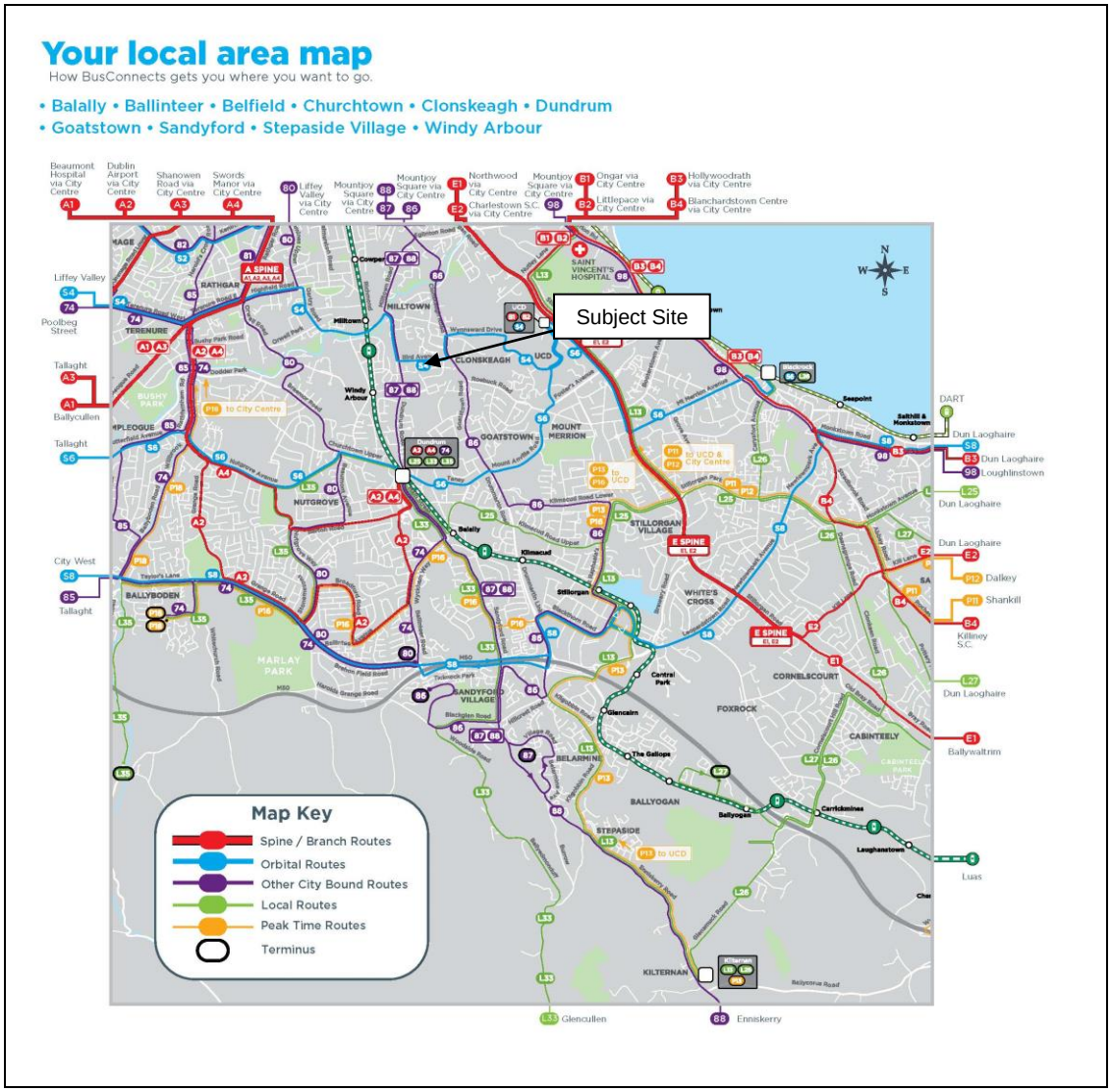


Figure 3.4: New Dublin Area Bus Network in Vicinity of Subject Site (Source: NTA)

3.9.2 Spine Route A2, connecting to Dublin Airport via the City Centre, and A4 to Swords via the City Centre, will operate at 12 minute intervals and can be accessed to the south of the Central Mental Hospital (CMH) site at the Dundrum Luas stop. Route A2, in particular, provides a more frequent and direct service to and from the city centre, which would benefit the proposed development.

3.9.3 The new Dublin Area Bus Network also include for increased orbital connectivity and frequency for the subject site. This includes Orbital Route S4 on Bird Avenue linking to Liffey Valley at 10 minute intervals and Orbital Route S6 on Taney Road serving Tallaght at 15 minute intervals.

3.9.4 New citybound routes 86 along Goatstown Road and 87 and 88 along Dundrum Road are also included in the proposed network, which replace existing Dublin Bus routes 11, 44 and 61. The new bus network proposals maintain the frequency of service along Dundrum Road, however, the interval between peak hour bus services on Goatstown Road is proposed to increase to 20 minutes from 30 minutes.

3.9.5 The NTA is also proposing to implement Core Bus Corridors (CBCs) and new transport interchanges, which are proposed to deliver better and more reliable bus frequencies across the bus network. These will also include for improved cycle and pedestrian facilities as part of these proposed schemes. These schemes are planned to be implemented on a phased basis, subject to the necessary statutory approvals.

3.10 Recent Changes to BusConnects Services – Phase 5b Southern Orbitals

3.10.1 As part of the BusConnects Network Redesign, a number of new routes operated by Dublin Bus and Go Ahead recently opened. Services commenced operation on November 26th, 2023 and will provide much improved bus services to the area. A number of these routes pass near the subject lands, namely:

- S4 Liffey Valley Shopping Centre – UCD (via Bird Avenue to the north)
- S6 Tallaght – UCD – Blackrock Station (via Taney Road to the south)

3.10.2 In addition, there are a number of new local and orbital routes that serve Dundrum Shopping Centre using Dundrum Luas Stop transport interchange:

- 74 Dundrum Luas – Marlay Park – Coombe Hospital – Eden Quay
- L25 Dundrum Luas – Dún Laoghaire

3.10.3 Figure 3.5 shows these new bus routes in the vicinity of the CMH site. The new bus services will further improve the connectivity of the subject lands by public transport.

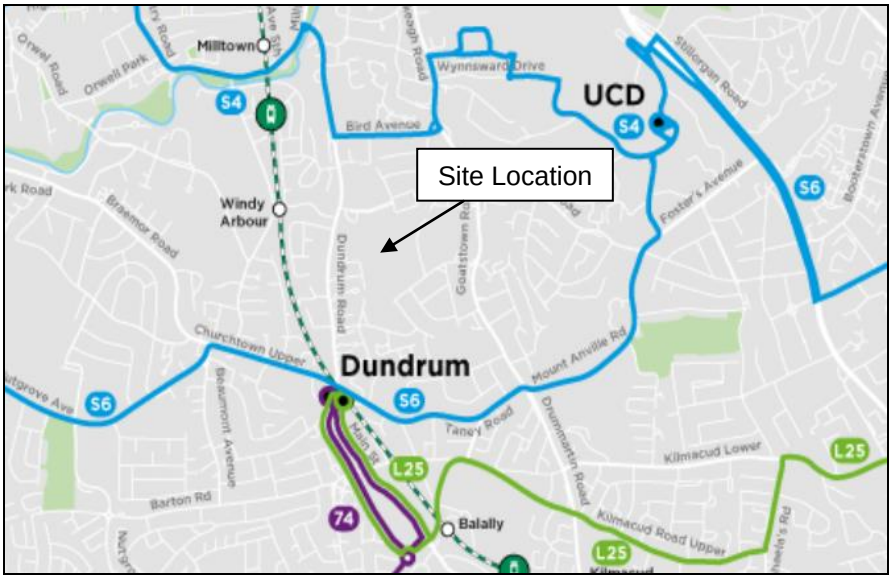


Figure 3.5: New BusConnects Phase 5b Southern Orbital Routes

3.11 Luas Green Line Upgrades

3.11.1 Since its initial opening in 2004, the Luas Green Line has been upgraded in terms of capacity, frequency and extent of service in response to passenger demand on an ongoing basis. The Luas Green line was recently extended to Broombridge as part of the Luas Cross City project, where it connects to the main national rail network. This increased the overall catchment of the Luas network and provided for better integration of public transport services generally.

3.11.2 Transport Infrastructure Ireland (TII) published plans for the Luas Green Line Capacity Enhancement (LGCE) project in 2019, to provide extra capacity in the short to medium term in the Luas Green Line. This included lengthening the existing green line trams to 55m in length, purchasing 8 additional 55m long trams and a major expansion of Sandyford Depot, which is currently underway, to facilitate the growth in the green line fleet.

3.11.3 In October 2019, the first of the newly extended trams to run on the Luas Green Line was introduced, and 25 more were to be extended and enter service over the next 14 months. The 11.1m extension increases the length of the tram from 44m to 55m and increases passenger capacity.

3.11.4 The increases in capacity and frequency of services on the Luas Green Line will benefit the proposed development and will further promote a greater uptake of public transport services as an alternative to the private car.

3.11.5 The main objectives of the LGCE are summarised as follows:

- 40% overall increase in service capacity
- Increase of 3,000 passengers per direction per hour (pdph)
- Future proof line capacity into 2030’s
- Purchase of 8 new trams
- Increase length of the existing fleet (26 trams) to 55m long
- Increased tram capacity
- Increased service frequency

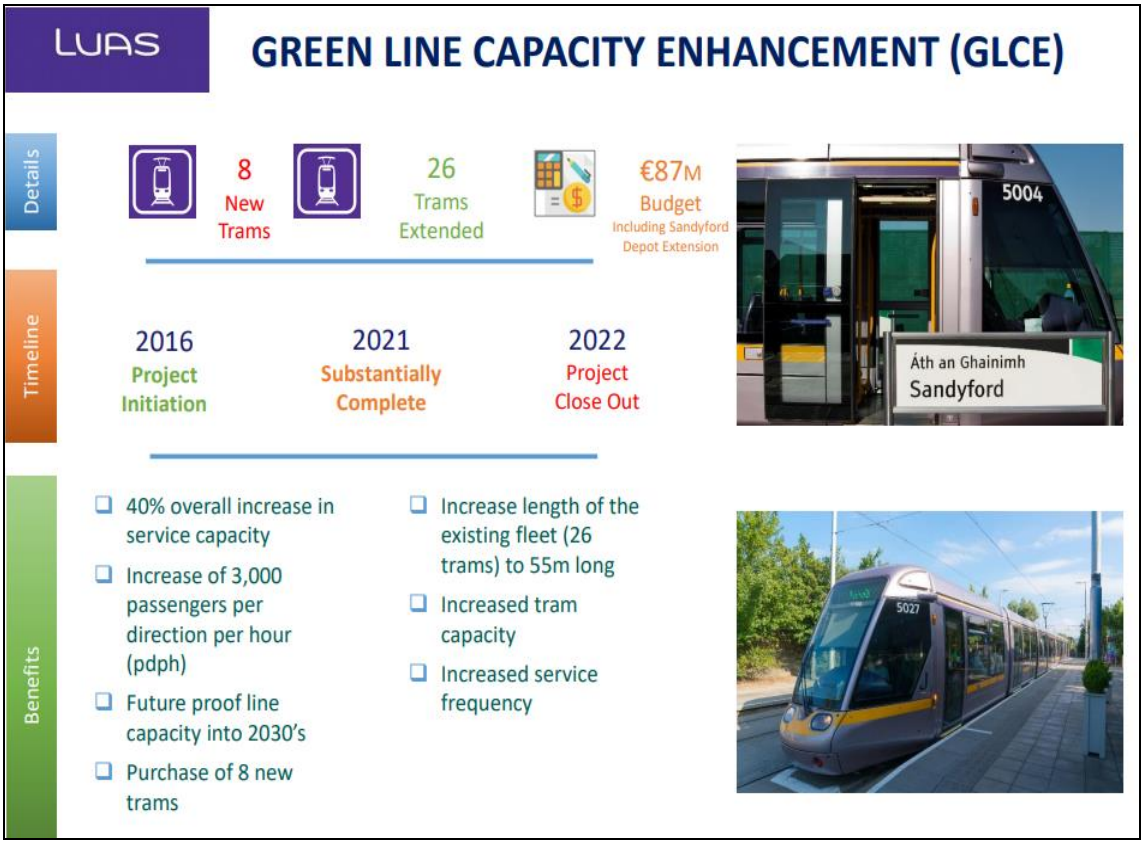


Figure 3.5: Luas Green Line Capacity Enhancement (Source: TII)

3.11.6 The TII has recently confirmed that Luas upgrades are now completed. There is, therefore, significant additional capacity available on the Luas Green Line to accommodate significant increase in demand among the corridor and this capacity increase the future-proofed to accommodate anticipated demand to 2030.

3.12 Luas Green Line Capacity and Frequency

3.12.1 The new Luas 55m trams have a theoretical capacity of 408 passengers/tram. This increased the tram capacity from 319 passengers/tram, which is over 25% of an increase.

3.12.2 The new improvement works to the line have also allowed for increased frequencies on the line. Based on the new capacity of the Luas trams the estimated Luas line capacity in persons per direction per hour (pdph) at peak periods based on the following frequencies are:

- 408 @ 5min frequency = 4,896 pdph
- 408 @ 3min frequency = 8,160 pdph
- 408 @ 2min frequency = 12,240 pdph

3.12.3 It's assumed an 80% operational capacity of 367 passengers/tram can readily be accommodated on the new Luas 55m trams. Based on the operational capacity of the Luas trams the estimated Luas line capacity in person per direction per hour(pdph) at peak periods based on the following frequencies are:

- 367@ 5min frequency = 4,404 pdph
- 367@ 3min frequency = 7,340 pdph
- 367@ 2min frequency = 11,010 pdph

3.12.4 The Luas system is also future proofed to accommodate 2minute frequencies. This means that additional capacity can be added to the Luas to meet future growth demands on an incremental basis.

3.12.5 The capacity and frequency of the public transport services are assessed further in the following chapters.

3.13 Taney Cross & Environs Upgrades

3.13.1 There are also plans to upgrade the existing Taney Cross signalised junction to a protected junction. The Dundrum Luas stop is located directly southeast of the existing junction and there is also an existing bus interchange in this area. The upgrade plans include a significant improvement to the bus, pedestrian and cycle facilities in the area. The plans also include the development of a mobility hub to improve the interchange between all transport modes.

4 ACCESS LAYOUT AND PUBLIC TRANSPORT CAPACITY ASSESSMENT

4.1 Delivering Sustainable Lands Use and Transport Planning

4.1.1 In terms of promoting the delivery of sustainable travel, the following criteria were applied to the CMH lands in descending order of priority.

- Reduced the need to travel
- Reduce the distance travelled
- Reduce time spent travelling
- Promote walking as cycle use
- Located new development in areas well served by public transport
- Make appropriate provision for the private car

4.1.2 The provision of residential development along with local facilities helps reduce the need to travel in the first instance. The promotion of increased working from home likewise reduces the overall demand on the transport network.

4.1.3 Reducing the distance travelled can have a significant impact on reducing the demand for travel on the wider transport network. Put simply, if the overall distance travelled per trip was reduced by 20% this would reduce the overall demand on both the public transport and road networks by 20%.

4.1.4 Reducing the time spent travelling has clear economic and environmental benefits. It also has wider societal benefits through ensuring greater time is available for family life, community participation and personal wellness.

4.1.5 Promoting travel by walk and cycle modes ahead of public transport and the private car is clearly preferable on a cost basis and provides associated health and fitness benefits.

4.1.6 Where other modes of travel are required, the emphasis should be to promote the use of public transport (Luas and Bus) ahead of the private car.

4.1.7 The above criteria were applied to the CMH lands in developing the overall sustainable transport strategy of the CHM lands and in informing the overall access strategy and layout of the subject site.

4.2 Review of Existing Access Arrangement off Dundrum Road

4.2.1 There are a number of junctions along Dundrum Road in the vicinity of the proposed development. The junctions are either priority or signal controlled. The main junctions location along Dundrum Road and their spacings are illustrated in Figure 4.1.

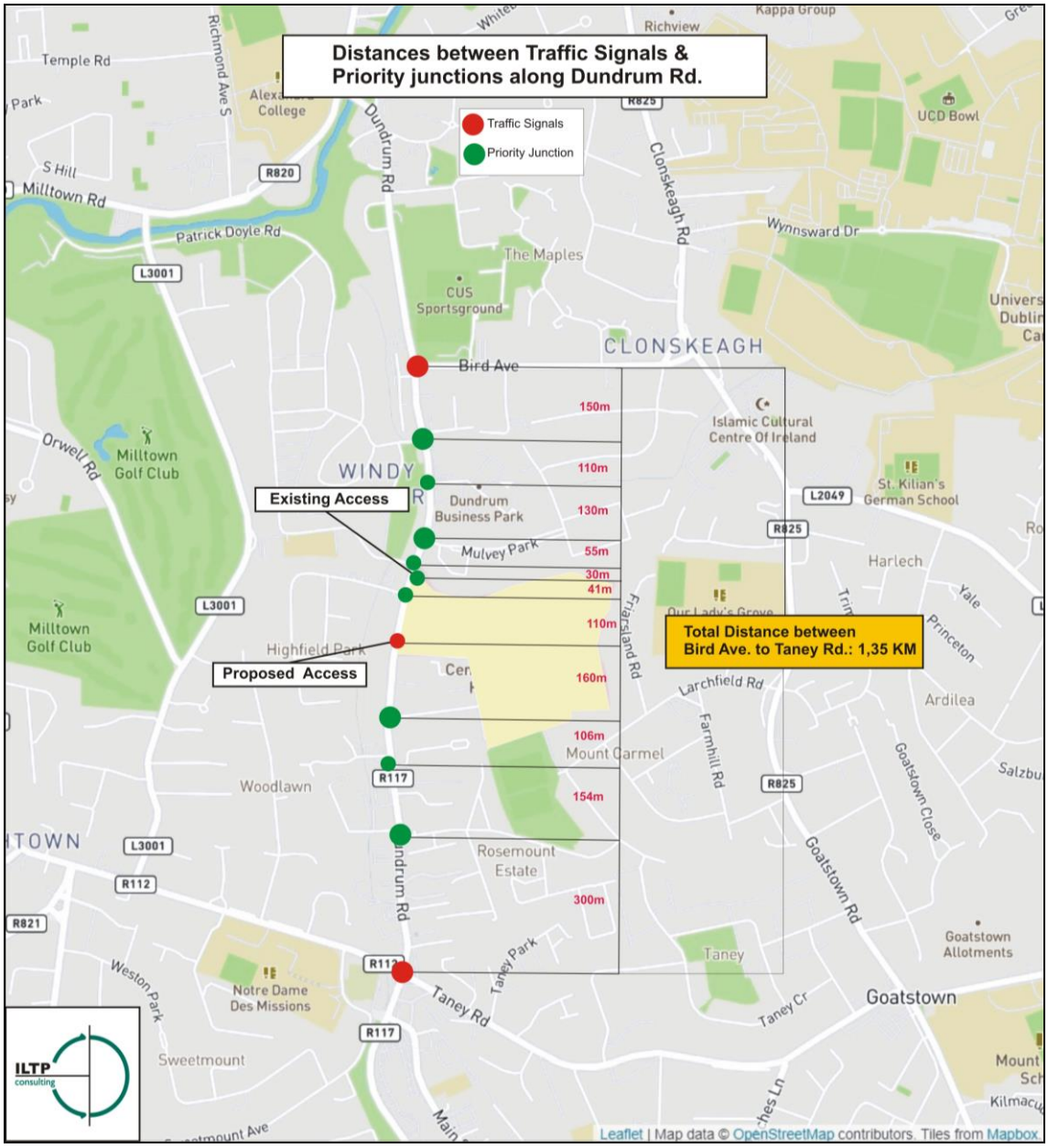


Figure 4.1: Evaluation of Junction Strategy

4.2.2 There are two signal-controlled junctions on Dundrum Road, at Bird Avenue and at the Taney Road. The remainder of junctions along Dundrum Road are priority junctions that mainly serve local residential developments.

4.3 Access Proposals Off Dundrum Road

4.3.1 Vehicular access to the development is via a new signal controlled junction located to the south of the existing CMH access, off Dundrum Road. This new entrance will allow access to the proposed development for all residents as well as access to the crèche and retail units for non-residents.

4.3.2 The existing CMH access will be repurposed and will allow access for pedestrians and cyclists. Access will also be permitted for emergency vehicles.

4.3.3 The proposed road layout is shown in Figure 4.2 and details of the proposed new access junction are shown in Figure 4.3.

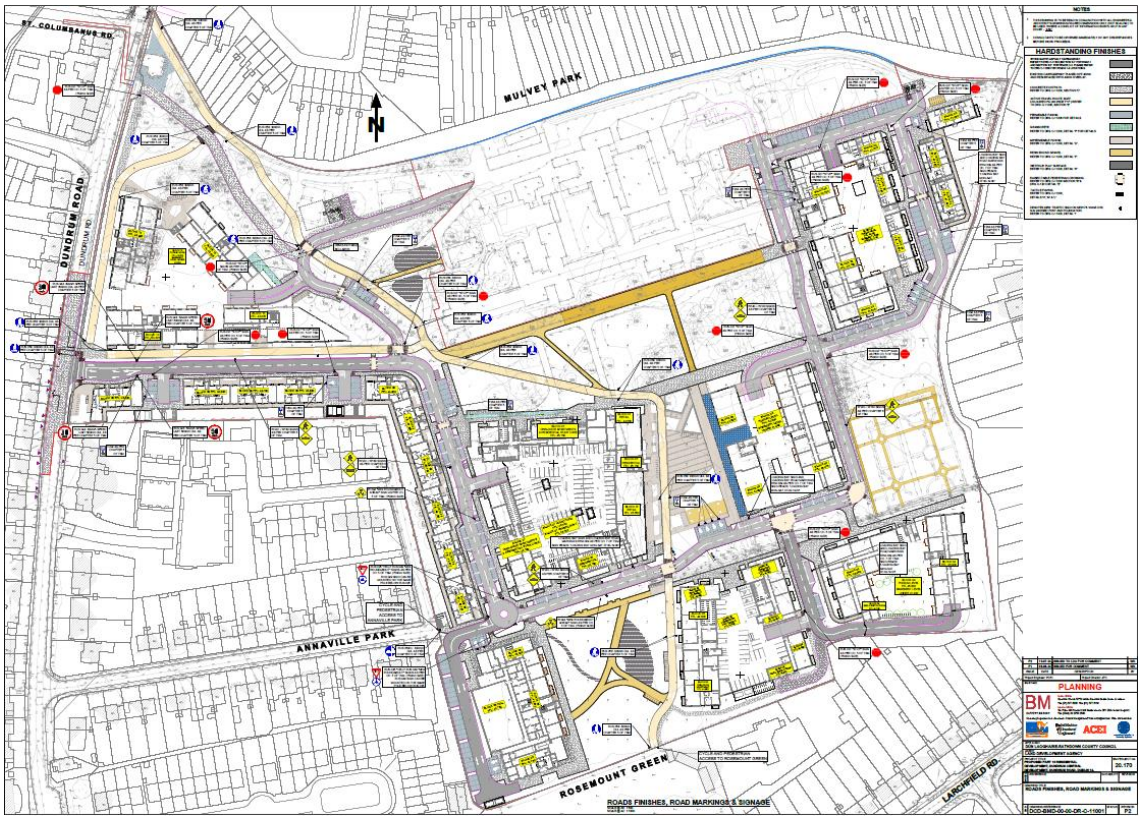


Figure 4.2: Proposed Road Layout (Source: BMCE)

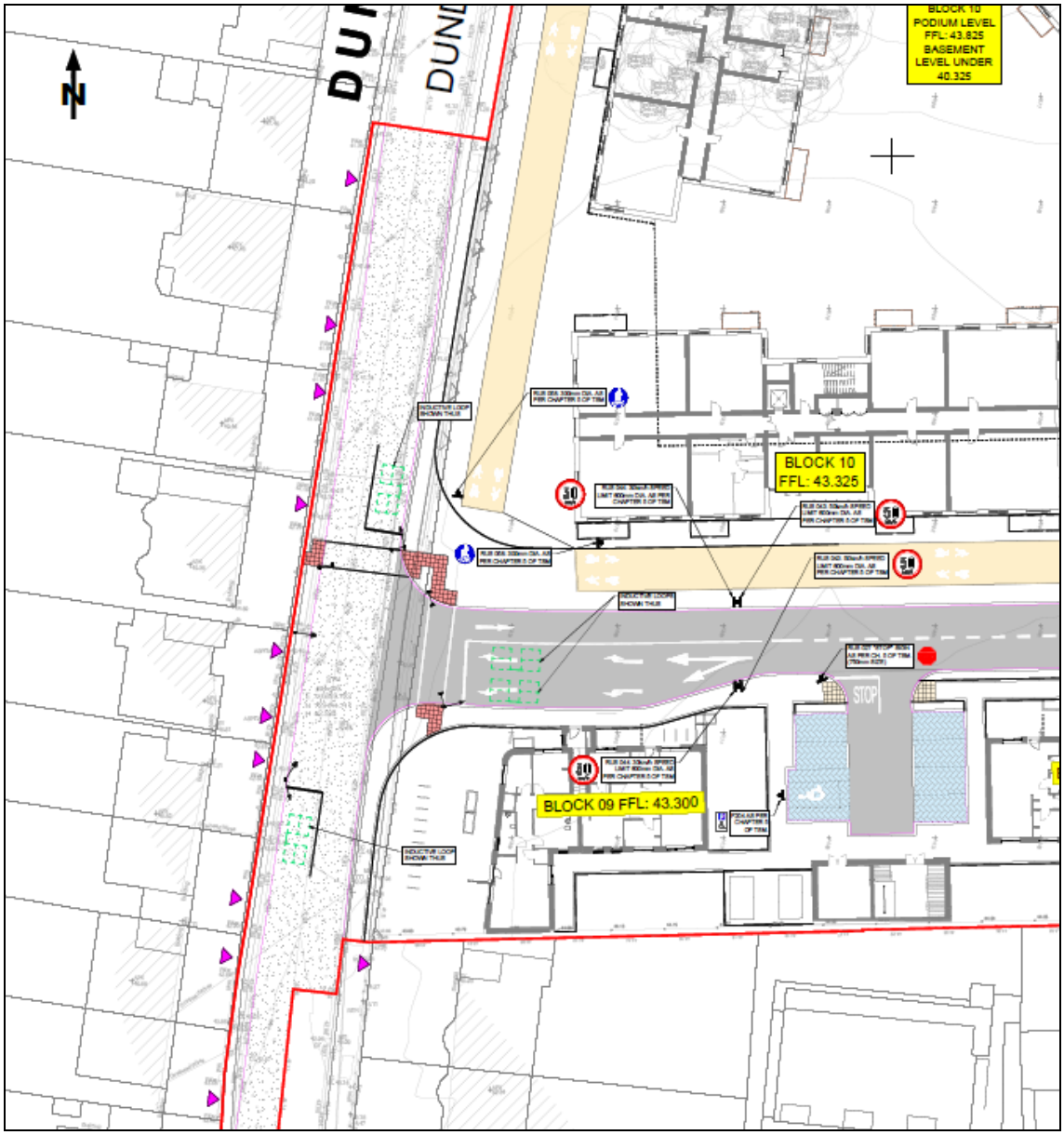


Figure 4.3: Proposed Signalised Junction (Source BMCE)

4.4 Proposed Permeability Through Dundrum Central – Sustainable Travel Modes

4.4.1 The proposed development site is strategically located within the Dundrum area, with key attractors in the immediate vicinity of the site.

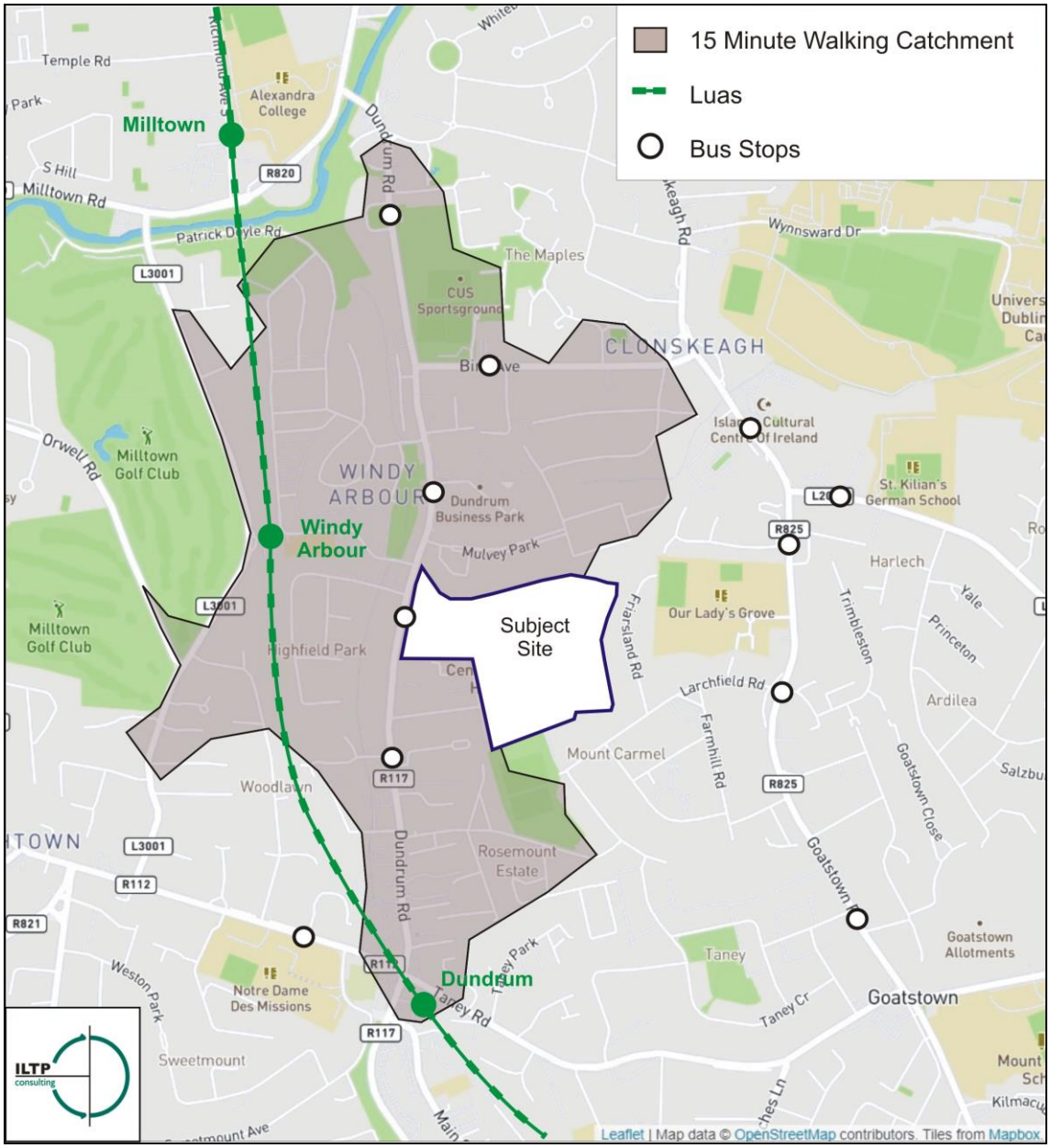


Figure 4.4: Existing 15-minute Walking Catchment from the Masterplan Lands

4.4.2 The current site is bounded by a high stone wall which restricts movement through the lands for cyclists and pedestrians as illustrated in Figure 4.4 and has good accessibility to the Luas stop at Windy Arbour and a variety of bus routes and local facilities.

4.4.3 The proposed development site layout is designed to include a new pedestrian and cycle link through the lands which will provide increased permeability in the area. As well as increasing access to the surrounding facilities this will also improve connectivity to the wider area and provide improved access to public transport services.

4.4.4 The proposed application includes for a new cycle and pedestrian route through the subject lands which will be provided as part of the first phase of the development.

4.4.5 The proposals to include walk and cycle permeability through the proposed development lands is fully in accordance with the principles set out in the Design Manual for Urban Roads and Streets (DMURS), which puts pedestrians and cyclists at the top of user priority list, followed by access to public transport and then vehicular access to the wider road network.

4.4.6 By providing a new pedestrian and cycle route through the site as part of the proposed development the pedestrian and cycle connectivity and linkages in the area will also be enhanced for both existing residents and new residents of the proposed development.

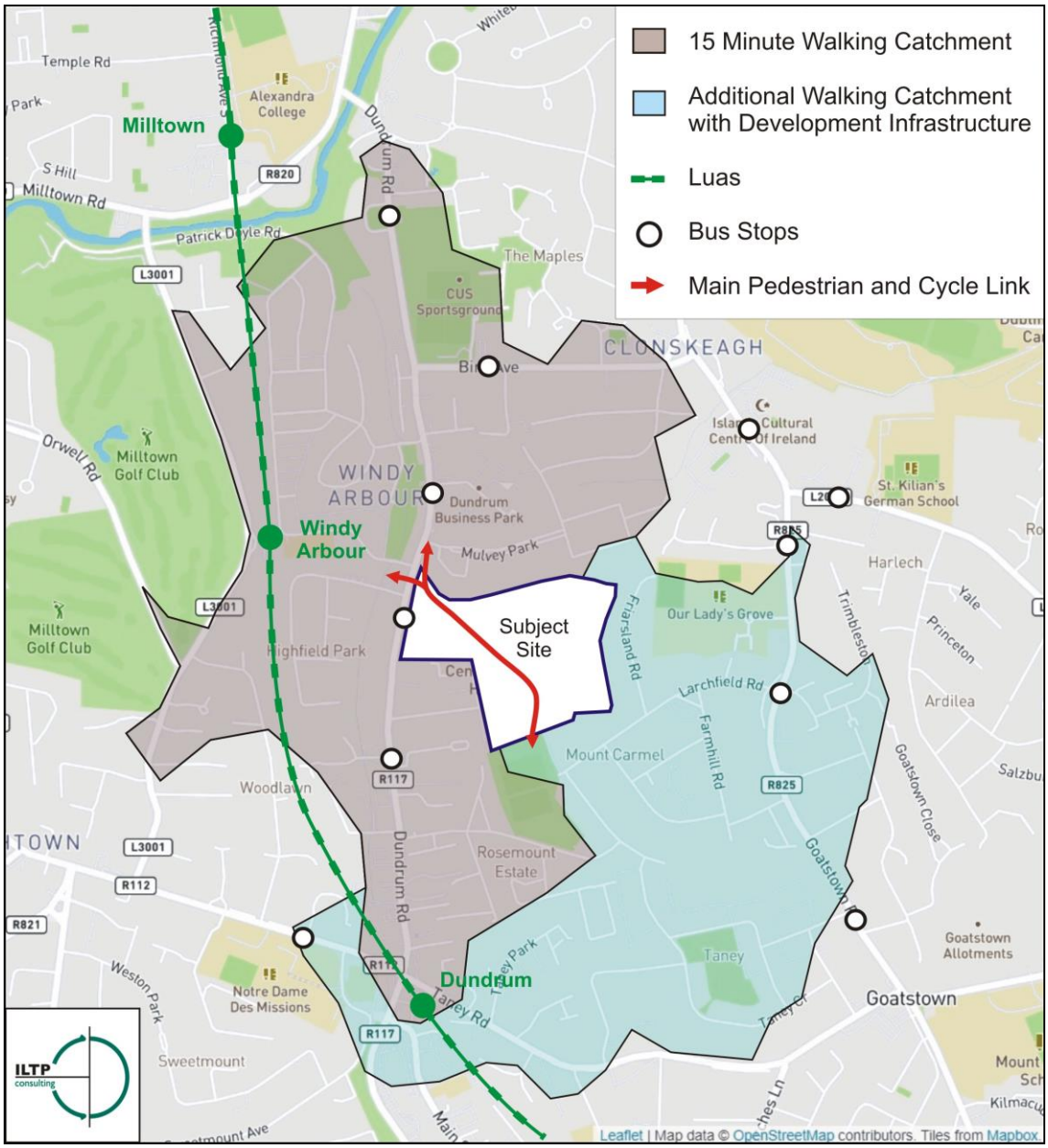


Figure 4.5: Improved 15-minute Walking Catchment with Development in Place

4.4.7 This additional pedestrian route significantly increases the walking catchment as illustrated in Figure 4.5. This extends the walk catchment significantly, particularly to the south and east of the subject lands and improves accessibility by foot to additional public transport services and to other local destinations.

4.4.8 This new route will significantly benefit existing residents of the area also and provide increased accessibility to public transport and other local services in the area, as illustrated in Figure 4.5.

4.4.9 The total walk distance between the Windy Arbour and Dundrum stops is approximately 1,500m. The distance to the Windy Arbour Stop is less than a 10-minute walk.

4.4.10 With the new walking and cycling permeability provided through the proposed development shorter walking distances will also be provided to the Dundrum Luas stop. Residents of the proposed development will have the choice of going to either of these Luas stops, thus reducing the average walking distances further.

4.4.11 The walking and cycling routes included through the proposed development further increase the accessibility to the public transport network in the area, which will benefit both the new and existing community and will provide increased accessibility to employment, retail, educational and leisure facilities in the area.

4.5 Summary of Proposed Pedestrian & Cyclist Accesses

4.5.1 In addition to the proposed access junction off Dundrum Road a number of other pedestrian and cycle access points are proposed:

- Removal of section of perimeter wall adjacent to Mulvey Park to enable a pedestrian and cyclist access.
- Creation of a dedicated pedestrian and cycle route proposed to run through the site connecting Mulvey Green to Rosemount Green.
- Formation of a new opening in perimeter wall at Annaville Grove to provide for local pedestrian and cyclist access.
- Additional internal cycle and pedestrian facilities also proposed

4.5.2 The proposed new pedestrian and cycle link through the development of the site will significantly improve connectivity to public transport and to local services in the area. It will also benefit the existing local community by providing a new public link through the subject site. The proposed link to Annaville Grove will provide a more local connection for the existing residents and allow for access to the new facilities included as part of the proposed new development.

4.6 Apartment Guidelines 2023 Guidance - Transport Accessibility, Capacity and Frequency

4.6.1 The *Sustainable Urban Housing: Design Standards for New Apartments* guidelines, published in 2022, further clarification and guidance on development locations and their accessibility to public transport and services such as high employment centres. These urban locations are described in the guidelines as follows:

> ***1) "Central and/or Accessible Urban Locations***
>
> *Such locations are generally suitable for small- to large-scale (will vary subject to location) and higher density development (will also vary), that may wholly comprise apartments, including:*

- *Sites within walking distance (i.e. up to 15 minutes of 1,000-1,500m), of principal city centres, or significant employment locations that may include hospitals and third level institutions.*

- *Sites within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m) to/from high capacity urban public transport stops (such as DART or Luas); and*

- *Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/from high frequency (i.e. min 10 minute peak hour frequency) urban bus services.*

The range of locations outlined above is not exhaustive and will require local assessment that further considers these and other relevant planning factors.

2) Intermediate Urban Locations

Such locations are generally suitable for smaller-scale (will vary subject to location), higher density development that may wholly comprise apartments, or alternatively, medium-high density residential development of any scale that includes apartments to some extent (will also vary, but broadly >45 dwellings per hectare net) including:

- *Sites within or close to i.e. within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m), of principal town or suburban centres or employment locations, that may include hospitals and third level institutions;*

- *Sites within walking distance (i.e. between 10-15 minutes or 1,000-1,500m) of high capacity urban public transport stops (such as DART, commuter rail or Luas) or within reasonable walking distance (i.e. between 5-10 minutes or up to 1,000m) of high frequency (i.e. min 10 minute peak hour frequency) urban bus services or where such services can be provided;*

- *Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) of reasonably frequent (min 15 minute peak hour frequency) urban bus services.*

The range of locations is not exhaustive and will require local assessment that further considers these and other relevant planning factors.

3) Peripheral and/or Less Accessible Urban Locations

Such locations are generally suitable for limited, very small-scale (will vary subject to location), higher density development that may wholly comprise apartments, or residential development of any scale that will include a minority of apartments at low-medium densities (will also vary, but broadly <45 dwellings per hectare net), including:

- *Sites in suburban development areas that do not meet proximity or accessibility criteria;*

- *Sites in small towns or villages.*

The range of locations outlined above is not exhaustive and will require local assessment that further considers these and other relevant planning factors."

4.6.2 The Apartment Guidelines provide good guidance as to how a particular location might be classified in terms of accessibility to a high capacity and high frequency public transport service.

4.6.3 Central and/or accessible urban location are, in transport terms, defined as those within 10 minutes or 800-1,000m walk to/from high-capacity urban public transport stops (such as DART or Luas) or site within a 5minutes of 400-500m of a high frequency urban bus service.

4.7 Application of Guidelines to Proposed Development Lands

4.7.1 In transportation terms proposed Dundrum Central development will be located within a 10-minute or 800-1,000m walk from Luas Green Line Windy Arbour Luas Stop, which is a high-capacity public transport service.

4.7.2 High-frequency services are defined as those having a frequency of 10 minutes or less. The recorded LUAS frequencies of 3 to 5 minutes at peak times confirm that the subject lands are also served by very-high frequency public transport.

4.7.3 In addition, there are several bus services in the area that provide access by public transport to a wide range of destinations. The proposed walking and cycle facilities also provide improved linkage to the public transport service in the area for both the new and existing residents.

4.7.4 The subject lands are, therefore, well served by an existing high-capacity and high-frequency transport service.

4.8 Sustainable and Compact Settlement - Guidelines for Planning Authorities 2024

4.8.1 The Sustainable and Compact Settlement guidance for local authorities provides additional guidance on assessing accessibility to public transport and services. In respect to public transport accessibility the same general principle as set out in the apartment guidelines apply, however these guidelines included for both existing and planned public transport high capacity urban transport facilities. As set out in Table 3.8 of this guidance document defined “planned public Transport” as including facilities where a public authority has published the preferred route option and stop location for planned public transport.

4.8.2 The proposed development land is already well served by existing high capacity public transport there are also plans to further enhance the public transport in the area through the BusConnects programme and planned increase in LUAS frequencies over time. Therefore the proposed land will over time be served by further enhancement to public transport.

4.9 Summary of Transport and Connectivity Strategy

The proposed Dundrum Central site is currently well served by the high frequency and high capacity Luas services that are already in place. The travel demands by private car from the proposed Part 10 development will be further mitigated over time through the implementation of the MMP measures, set out later in this report.

5 PROPOSED CAR PARKING ASSESSMENT AND PROPOSALS

5.1 Introduction

5.1.1 The proposed development is currently well served by high capacity and high frequency public transport. It is therefore appropriate and in keeping with sustainable transport objectives that the level of car and cycle parking be set at an appropriate level. The CDP sets out car parking standards and guidance on car parking provision while the Government's Apartment Guidelines 2023 gives more recent guidance for setting appropriate car and cycle levels.

5.2 CDP - Car Parking Standards and Guidance

5.2.1 The County Development Plan (CDP) set out maximum car parking standards for residential development. Section 12.4.5.2 of the Development Plan which sets out further commentary in relation to car parking standards which includes provision for reduced car parking standards for development, dependent upon consideration against a number of criteria. Section 12.4.5.2 of the Development Plan provides the following guidance:

> *"In certain instances, in Zones 1 and 2 the Planning Authority may allow a deviation from the maximum or standard number of car parking spaces specified in Table 12.5 or may consider that no parking spaces are required. Small infill residential schemes (up to 0.25 hectares) or brownfield/refurbishment residential schemes in zones 1 and 2 along with some locations in zone 3 (in neighbourhood or district centres) may be likely to fulfil these criteria. In all instances, where a deviation from the maximum or standard specified in Table 12.5 is being proposed, the level of parking permitted and the acceptability of proposals, will be decided at the discretion of the Planning Authority, having regard to criteria as set out below:*
>
> - *Proximity to public transport services and level of service and interchange available.*
> - *Walking and cycling accessibility/permeability and any improvement to same.*
> - *The need to safeguard investment in sustainable transport and encourage a modal shift.*
> - *Availability of car sharing and bike / e-bike sharing facilities.*
> - *Existing availability of parking and its potential for dual use.*
> - *Particular nature, scale and characteristics of the proposed development (as noted above deviations may be more appropriate for smaller infill proposals).*
> - *The range of services available within the area.*
> - *Impact on traffic safety and the amenities of the area.*
> - *Capacity of the surrounding road network.*
> - *Urban design, regeneration and civic benefits including street vibrancy.*
> - *Robustness of Mobility Management Plan to support the development.*
> - *The availability of on street parking controls in the immediate vicinity.*
> - *Any specific sustainability measures being implemented including but not limited to:*
>   - *The provision of bespoke public transport services.*
>   - *The provision of bespoke mobility interventions.*
>
> *Where a development site is located on the boundary of two or more parking zones, the level of parking provision will be decided at the discretion of the Planning Authority having regard to the criteria set out above. In Zones 1 and 2, where a deviation from the parking standards set out in Table 12.5 is being proposed, the applicant should engage with the Council at pre-planning stage regarding the acceptability of the proposal."*

5.2.2 The CDP therefore allows for reductions is car parking where appropriate. The proposed development meets the criteria for reduced car parking provision. Discussions took places with the Planning Authority during the preparation stage of the previous planning application. It is proposed to use the same general car parking ratio of 0.5 spaces per dwelling for the proposed development.

5.3 Application of Apartment Guidelines 2023

5.3.1 The *Sustainable Urban Housing: Design Standards for New Apartments* guidelines, published in 2020, include recommendations for provision of car and cycle parking for apartments depending on the urban location of the proposed development

5.3.2 The Apartment Guidelines recommend the following approach to car parking provision based on the location of a proposed development:

> **"Central and/or Accessible Urban Locations:**
>
> *In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in close proximity.*
>
> ***Intermediate Urban Locations:***
>
> *In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.*
>
> ***Peripheral and/or Less Accessible Urban Locations:***
>
> *As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required."*

5.3.3 For central and /or accessible urban locations the Apartment Guidelines recommend that the level of car parking should be minimised, substantially reduced or wholly eliminated in certain circumstances. The proposed development is in an accessible urban location and reduced car parking numbers are deemed appropriate.

5.4 Proposed Car Parking Rational

5.4.1 The proposed development site, in transport and accessibility terms, is located in a Central and/or Accessible Urban Location and well served by high capacity and high-frequency public transport as demonstrated in the assessment set out earlier in this report. Therefore, reduced car parking provision is required for the proposed subject site.

5.4.2 The applicant is committed to delivering a low carbon development with the emphasis on sustainable travel modes and reduced private car dependency in line with wider transport and sustainability policies. The proposed development includes for a variety of local facilities, which means that many services will be available within the development or within a short walk of the new residential development. This will further reduce the need to travel and also encourage more people to use local facilities.

5.4.3 Many of these non-residential elements will be available to the existing surrounding community, which can readily access these facilities by foot or bike, which will provide wider community benefits as well as reducing car dependency on existing communities which will over time help to reduce overall traffic in the area. The internal street layout and the provision of cycle and pedestrian connectivity through the site will further promote sustainable travel patterns for both the existing and new communities.

5.4.4 The applicant is also keen to promote less car dependency and are committed to including support measure to encourage those that wish not to own a car to reside in the new development. Such support measures are set out in the Mobility Management Plan (MMP) section of this report.

5.4.5 The proposed car parking provision and allocation is set out in Table 5.1 and has a general car parking ratio of approximately 0.5 spaces per dwelling for the proposed development, which is generally consistent with national policy for new residential developments and is consequently below the maximum CDP standards.

5.5 Car Parking Provision

5.5.1 The proposed parking schedule is shown in Table 5.1. This includes reducing the level of parking allocated for 1-bed apartments to a ratio of 0.15 per unit, while the 2 bed apartments will be allocated a ratio of 0.45 car parking space per apartment unit. The final allocation of apartment spaces will be based on the needs of the particular residents of the area.

5.5.2 It is assumed that 3-bed apartments and duplex units would attract a wide range of occupant categories, including families who would require a wider range of travel needs. The schedule includes a dedicated car parking ratio of 1 per 3 bed apartment or 3 bed duplex.

5.5.3 In accordance with section 12.4.5.3 of the CDP, a minimum of 4% of total parking provision should be suitable for disabled access use. The disabled spaces will be allocated on the basis of need by the Management Company to ensure that those who need such spaces will be given priority access to disabled car parking.

5.5.4 A minimum of 20% of all car spaces will have Electric Vehicle (EV) charge facilities at the outset of the development as required by section 12.4.11 of the CDP. It should also be noted that all car parking spaces will have ducting included to facilitate a future upgrade to include EV charge facilities.

5.5.5 A total of 79 no. motorcycle spaces are provided, 57 no. of those are allocated for residential use.

5.5.6 It is also desirable to provide for those households in the proposed development who do not own a car to have occasional access to a private car if required. Therefore, parking allocation for car share schemes is provided for within the proposed development. (12 no.)

5.5.7 In addition, as per section 12.4.5.6 of the CDP, the residential units should also have some allocation for visitor car parking. It is also proposed that an additional 15% of car parking proposed (60 no.) will be provided for visitor car parking.

5.6 Non-Residential Car Parking Proposals

5.6.1 As the proposed development site is located in a Central and/or Accessible Urban location, in line with Section 2 of the Apartment Guidelines (2023), and well served by public transport it is also appropriate that reduced car parking is provided for the non-redsidential elements of the proposed development.

5.6.2 The creche is proposed to mainly facilitate residents of the proposed development many will be dropped off at the crèche on foot. A total of 11 no. car parking spaces are included for the crèche, which includes for vehicular drop-off demand and limited staff parking.

5.6.3 The proposed car parking for the restaurant is 1 per 50 sqm GFA and for the retail elements at 1 per 60 sqm GFA. For the proposed medical centre, a total of 7 no. spaces are proposed.

5.6.4 The community facility will be used mainly by the local community, and it is proposed to provide 16 no. spaces dedicated to the community centre.

5.6.5 In addition, a further 22 no. motorcycle spaces will be provided to meet the needs of the non-residential elements of the proposed development.

Table 5.1: Car Parking Provision for Proposed Development

Proposed Use	Assumed Size / No. of Units	DLRCC Parking Standards	DLRCC Parking Requirement	Proposed Car Parking Allocation	Proposed Car Parking Provision
1 bed apartments	342	1 space per Unit	342	(0.15 per unit)	51
2 bed apartments + duplex	450	1 space per Unit	450	(0.45 spaces per unit)	203
3 bed apartments + duplex	134	2 spaces per Unit	268	(1 spaces per unit)	134
3 bed duplex	6	2 spaces per Unit	12	(1 spaces per unit)	6
5 bed assisted living units	2	2 spaces per Unit	4	(1.5 spaces per unit)	3
Allocated Residential Subtotal	**934**		**1,076**		**397**
Additional 15% of Residential Parking for Vistor Parking					**57**
12 no. Car Share					**12**
Total Resi Car Parking				**0.50**	**466**
Total Motorcycle Parking					**57**
Non Residential Car Parking					
Café	78sq. m GFA	none		none	0
Medical	288sq. m GFA	2 spaces per consulting room		1 per 50 sq. m GFA	7
Retail (Blocks 3 & 7)	1160 sq.m GFA	1 per 40 sq. m GFA		1 per 60 sq. m GFA	19
Restaurant	266 sq.m GFA	1 per 50 sq. m GFA		1 per 50 sq. m GFA	5
Community	1749 sq. m GFA	1 per 100 sq. m GFA		1 per 100 sq. m GFA	16
Creche	716 sq. m GFA	1 per 60 sq. m GFA		1 per staff member	6
				Drop off Surface	5
Non- Resi Total					**58**
Motorcycle Parking					**22**
Total Car Parking (Ex M/C)					**524**
Disabled Parking					**4% of parking allocated for Disabled**

5.7 Other Considerations and Support Measures

5.7.1 To support reductions in car parking numbers that align with the Apartment Guidelines, the Mobility Management Plan (MMP) sets out details of support mechanisms that would help promote sustainable travel in accordance with national, regional and wider local policy objectives.

5.8 Proposed Cycle Parking Provision

5.8.1 The DLRCC Standards for Cycle Parking (2018) sets out the minimum standards of cycle provision to be sought for residential development. These standards require less cycle parking provision when compared to the standards set out in the Apartment Guidelines 2023. It is, therefore, proposed that cycle parking for the residential elements of the development will be provided in accordance with national Apartment Guidelines 2023 at a ratio of 1no. long stay space per bedroom, plus additional short stay spaces at a ratio of 1no space per 2 units. The Apartment Guidelines require 2,139 no. spaces 467 no. short stay and 1,672 no. long stay be provided. However, an additional 199 no. spaces in excess of this figure are proposed bringing the total residential cycle parking provision to 2,338 no. spaces (488 no. short stay and 1850 no. long stay).

5.8.2 Table 5.2 shows the proposed short and long stay cycle parking provision and allocation for the residential apartment elements of the proposed development. Details of cycle parking locations and facilities are detailed in the architect's drawings.

Table 5.2: Proposed Residential Cycle Parking Provision

Residential Cycle Parking	No. of Units	Apartment Guidelines Cycle Parking Standards		Cycle Parking Provision	
		Short Stay	Long Stay	Short Stay	Long Stay
1 bed apartments	342	1 per 2 units	1 per bedroom	171	342
2 bed apartments	450	1 per 2 units	1 per bedroom	225	900
3 bed apartments	134	1 per 2 units	1 per bedroom	67	402
3 bed duplex	6	1 per 2 units	1 per bedroom	3	18
5 bed assisted living	2	1 per 2 units	1 per bedroom	1	10
Total Required Residential Cycle Parking				**467**	**1672**
				2,139	
Total Proposed Residential Cycle Parking				**488**	**1850**
				2,338	

5.8.3 Cargo bike parking will also be provided within the proposed development. It is proposed that 1% of the residential cycle parking spaces provided will allocated for cargo bikes. These spaces are dispersed throughout the development and are detailed in the overall scheme layout drawings. They include for both short and long stay use.

5.8.4 The proposed cycle parking provision for the non-residential element of the proposed development is set out in Table 5.3. The proposed non-residential cycle parking is far in excess of the DLRCC requirements. This will ensure that there is more than sufficient cycle parking to meet the needs of the proposed development.

Table 5.3: Proposed Non-Residential Cycle Parking Provision

Non-residential Cycle Parking	Gross Floor Area (GFA)	DLRCC Minimum Cycle Parking Standards		Proposed Cycle Parking Provision	
		Short Stay (Minimum 2no. Spaces)	Long Stay (Minimum 2no. Spaces)	Short Stay	Long Stay
Café	78sq. m GFA	1 per 100sq. m PFA	1 per 5 Staff	6	6
Medical	288sq. m GFA	1 per 2 Consultation Rooms	1 per 5 Staff	6	4
Retail	1160sq. m GFA	1 per 100sq. m GFA	1 per 5 Staff	19	15
Restaurant	266sq. m GFA	1 per 100sq. m GFA	1 per 5 Staff	8	12
Community	1749sq. m GFA	1 per 100sq. m GFA	1 per 5 Staff	25	5
Creche	716sq. m GFA	1 per 10 Children	1 per 5 Staff	20	18
Total Non-residential Cycle Parking				**84**	**60**
Combined Short and Long Stay				**144**	

5.8.5 There are a number of providers of public bike schemes in Dublin at present. The “dublinbikes” scheme operates in central areas of the city. “Bleeperbike” operates a dock less scheme, which means they can use existing Sheffield stands, within a designated area. Moby e-bikes, which are battery power assisted, allows cyclists to cover longer distances. Shared bike schemes are generally operated under licence from the local authority.

5.8.6 A public bike share scheme is proposed to be provided as part of the proposed development. These will be located near the centre of the proposed development and at locations where demand for shared bikes is likely to be greatest. The bike share spaces will be located within the areas proposed for taking in charge.

5.8.7 The LDA is required to tender for any public bike schemes and as the scheme may need to be licenced by DLRCC it is proposed that the location and operation of the public bike share scheme will be agreed with DLRCC prior to the occupation of any of the proposed development.

5.8.8 The use of the bike share and cargo bike schemes will be monitored and reviewed and additional bike spaces can be provided if deemed necessary.

5.9 Car Park Management Strategy

5.9.1 The car parking spaces will be allocated by the management company at the time units are allocated or occupied. The car parking will be managed centrally and will be tied to contracts.

5.9.2 The commercial spaces will be available for these uses exclusively during trading hours. Outside these times the management company will allocate some of these spaces for use as overnight car parking for residents that occasionally use a car. The use of shared car parking is an efficient and sustainable use of resources.

5.9.3 To determine if overspill car parking does arise in adjacent areas it is proposed that a Before and After car parking study of the adjacent residential areas be undertaken. The appointed management company will undertake the before study prior to occupation of the proposed development. The after study will be undertaken one year post occupation of the proposed development. If any parking issues are identified, then the Management Company will engage with DLRCC in consultation with local residents. Car parking controls in such areas could then be introduced if required.

6 TRAFFIC SURVEY & SITE APPRAISAL

6.1 Overview

6.1.1 The traffic data used in the previous application consisted of data sourced from a number of different time periods including data collected before, during and after Covid-19 travel restrictions. While steps were taken to ensure the data used in the previous was robust, the decision was taken to carry out new traffic counts. ILTP commissioned new traffic counts along the Dundrum Road which were undertaken on 25th April 2024.

6.1.2 The results of the surveys undertaken in April 2024 were found to be in line with the data used in the previous planning application and was deemed suitable for use in this Traffic and Transport Assessment.

6.1.3 Additional check traffic surveys were carried out on 28th August 2024, in order to further ensure that the data used in the assessment was reflective of the typical traffic situation in the area. The results of the August 2024 surveys validated the April 2024 data. Details of the validation are set out in section 6.4 of this report.

6.1.4 All traffic surveys were carried out in accordance with Transport Infrastructure Ireland's (TII) Project Appraisal Guidelines Unit 5.2 - Data Collection (PE-PAG-02016) Dec 2023.

6.2 Summary of Traffic and Public Transport Surveys

6.2.1 The surveys in April and August were carried out by specialist firm IDASO. The junctions surveyed are shown in Figure 6.1. The surveys consisted of 12 hour (07:00 – 19:00) junction turning counts.

6.2.2 In addition to the junction turning count surveys, boarding and alighting data was captured at the nearby Windy Arbour Luas Stop as well as at the bus stops adjacent to the existing Former CMH access on the R117. The results of the public transport survey are discussed in Chapter 8 of this report as part of the public transport capacity assessment.

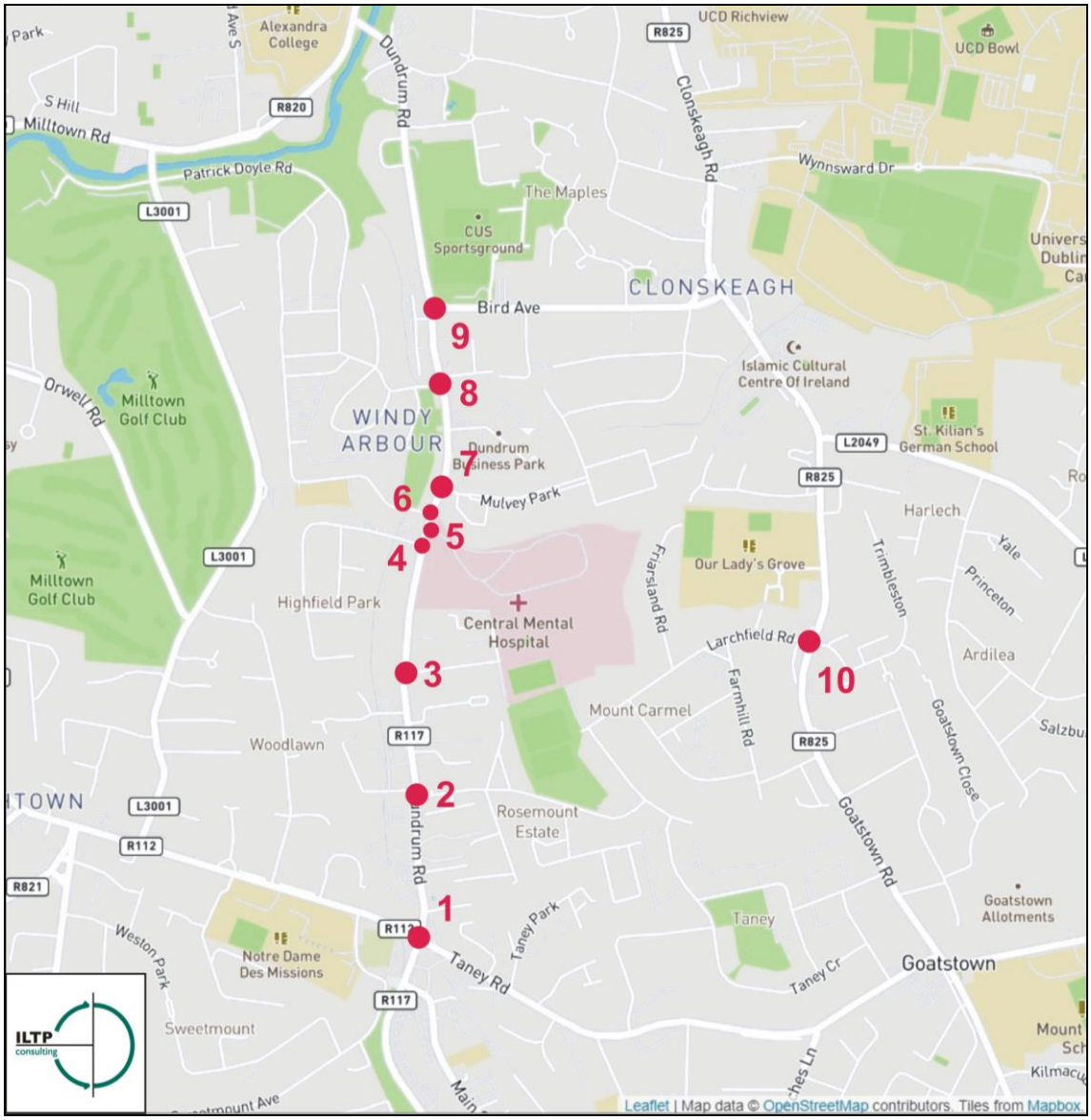


Figure 6.1: Location of Traffic Count Survey Data Obtained for the Proposed CMH Lands

6.2.3 The traffic data collected is summarised in Figure 6.2 for the AM peak hour.

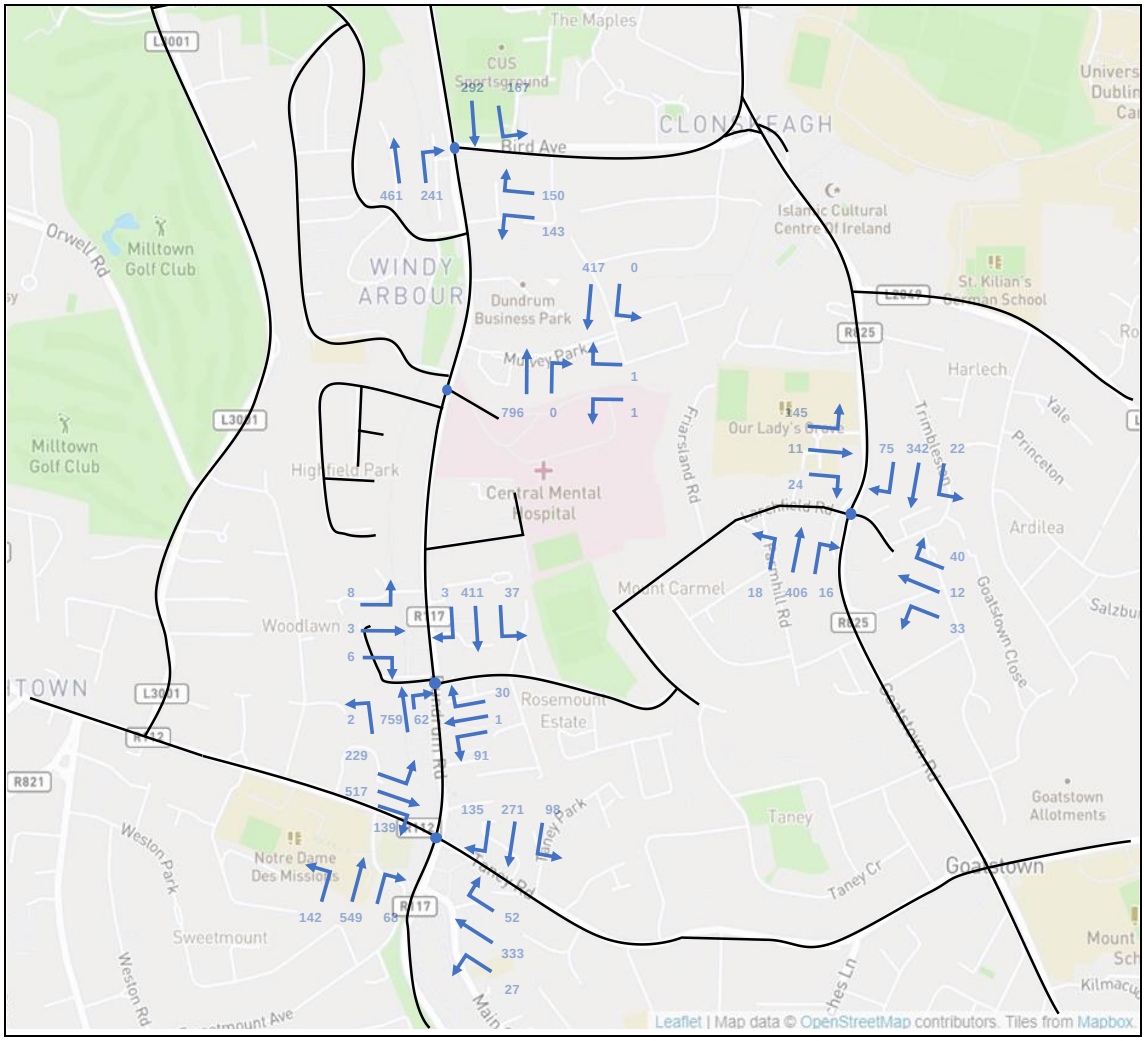


Figure 6.2: Traffic Count Summary AM Peak Hour Turning Counts

6.2.4 The corresponding turning counts and flows for the PM 17:00 – 18:00 peak hour are shown in Figure 6.3 for the main junctions.

6.2.5 A full breakdown of the traffic count results is included in Appendix A.

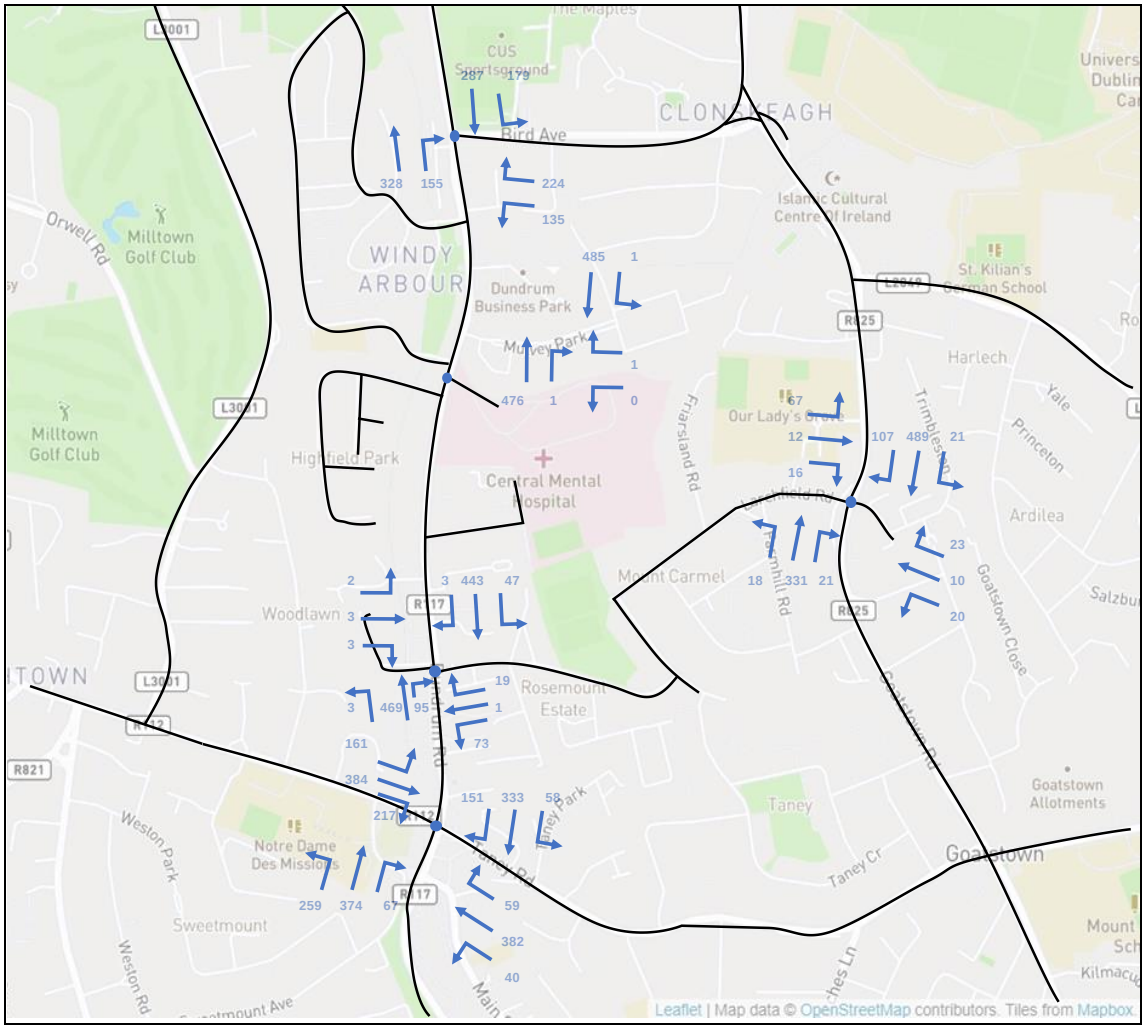


Figure 6.3: 2021 Traffic Count Summary PM Peak Hour Turning Counts

6.3 Pedestrian and Cycle Survey Results at Columbanus Road /Dundrum Road

6.3.1 Figure 6.4 shows the total of pedestrian movements in the vicinity of the proposed development, on Dundrum Road in the AM and PM peak hours.

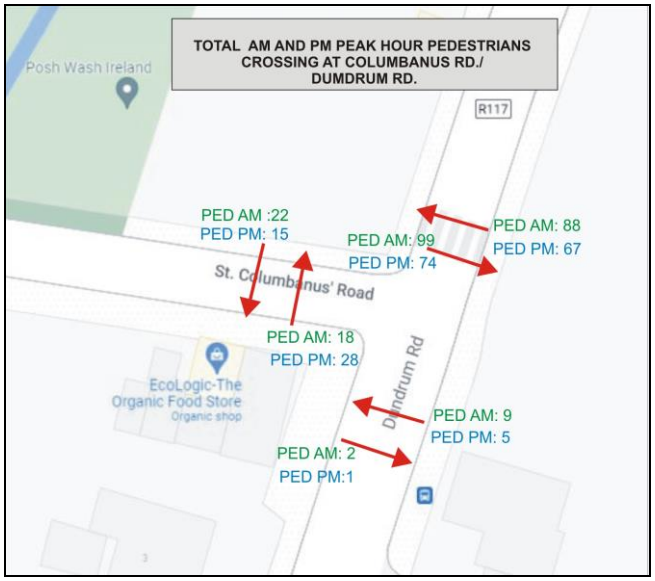


Figure 6.4: Total AM and PM Peak Hour Pedestrians Movements

6.3.2 The results show that the vast majority of pedestrians crossing Dundrum Road use the existing controlled crossing facility.

6.3.3 The existing cycle movements through the junction are shown in Figure 6.5. This shows a tidal cycle flow pattern with reasonable levels of cyclists using Dundrum Road at present.

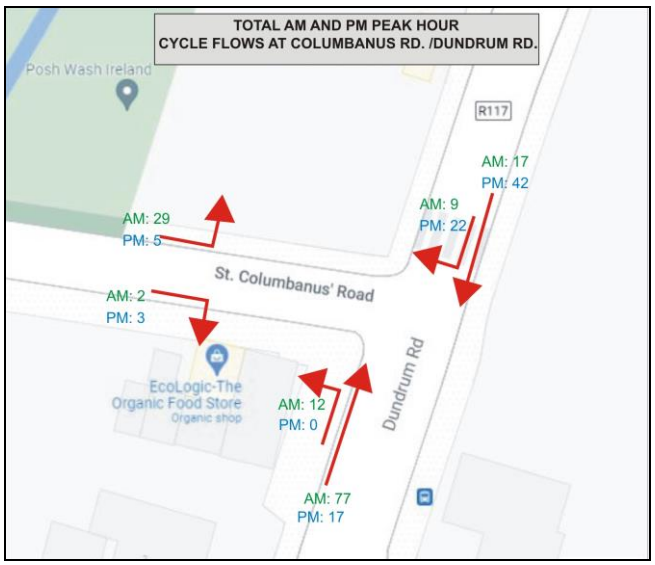


Figure 6.5: Total AM and PM Peak Hour Cycle Flows

6.3.4 The proposed internal cycle and pedestrian routes included in the proposed application will offer many existing cyclists and pedestrians an alternative dedicated route through the development.

6.4 Additional Check Traffic Surveys 2024

6.4.1 Additional check surveys were carried out on Wednesday 28th August 2024. These surveys were carried out to the same specifications as the previous surveys conducted on 25th April 2024 and included 12 hour (07:00 – 19:00) junction turning counts and a public transport boarding and alighting survey of the nearby Luas and bus stops.

6.4.2 The purpose of the check survey was to validate the data captured during the previous survey was reflective of a typical day. For the purposes of validation, two-way 12 hour traffic flows were compared at various points along the R117 (Dundrum Road):

1. R117 North of Bird Avenue
2. R117 North of Mulvey Park
3. R117 North of former CMH Access
4. R117 South of Highfield
5. R117 South of Annaville

6.4.3 Table 6.1 shows the comparison of the April and August 12 hour two-way traffic flow data.

Table 6.1: 12 Hour Two-Way Traffic Flow Data Comparison

Location	Description	April 12hr	August 12hr	% Change
1	R117 North of Bird Avenue	10573	10470	-0.98%
2	R117 North of Mulvey Park	11430	11422	-0.07%
3	R117 North of CMH Access	11787	11710	-0.66%
4	R117 South of Highfield	11708	11638	-0.60%
5	R117 South of Annaville	11775	11713	-0.53%

6.4.4 The results show that the data recorded during the check surveys was consistent with the data recorded in April 2024, ensuring that the original surveys were robust and reflective of the existing conditions in the vicinity of the proposed development site.

6.5 Cumulative Traffic Impact of other Permitted Developments

6.5.1 The potential cumulative impacts of the proposed development on Traffic and Transportation have been considered in conjunction with developments in the surrounding area having regard to overall transport policy at national and local level and transport trend. Permitted developments along the Dundrum Road between Taney junction and river Dodder were identified as likely having a more direct impact on traffic flows on Dundrum Road in the vicinity of the proposed development. We outline the status of each project and the expected cumulative impacts associated with this development is set out in Table 6.2.

- **ABP31317622 – Lands at Central Mental Hospital, Dundrum Road, Dublin 14.**

  The proposed development site at the Central Mental Hospital, Dundrum Road, Dundrum, Dublin 14 was granted planning permission in 2023. This planning application is on the same lands and if granted and development would replace this permitted development, so it was not included in the cumulative impact assessment. It should be noted that the proposed application on the lands has in overall terms slightly less traffic impact when compared to the existing permitted development on the same lands.

- **ABP31013821 – Mount Saint Mary's and Saint Joseph's, Dundrum Road, Dundrum, Dublin 14.**

  The proposed site is approximately 770m away from our proposed development. The additional traffic from this development on Dundrum Road was allowed for in the traffic assessment and this development was assumed to be in place in advance of the CMH development.

- **ABP31128721 – c0.9ha at No. 97A Highfield Park (D14P710), and No. 1 Frankfort Castle (D14 HY03), No. 2 Frankfort Castle (D14DE72) and Frankfort Lodge (D14C9P2), Old Frankfort, Dublin 14.**

  The proposed site is approximately 400m away from our proposed development. The additional traffic from this development on Dundrum Road was allowed for in the traffic assessment and this development was assumed to be in place in advance of the CMH development.

- **ABP 312935-22 – Sommerville, Dundrum Road, Dundrum, Dublin 14.**

  This development has been recently submitted for planning and is currently awaiting decision. The proposed site is approximately 300m away from our proposed development. The additional traffic from this development on Dundrum Road was allowed for in the traffic assessments and this development was assumed to be in place in advance of the CMH development.

- **ABP 316470 – Frankford Centre, Dundrum, Dundrum, Dublin 14.**

  This development has been recently submitted for planning and is currently awaiting decision. The proposed site is approximately 300m away from our proposed development. The additional traffic from this development on Dundrum Road was allowed for in the traffic assessments and this development was assumed to be in place in advance of the CMH development.

- **CMH Future Application – Lands at Central Mental Hospital, Dundrum Road, Dublin 14.**

  The traffic assessment undertaken for the proposed CMH development includes for the likely development and traffic generation of these lands that will form part of a separate planning application and therefore has been included for in at both the construction and operational stages.

6.5.2 The cumulative traffic impacts of the proposed development are summarised in Table 6.2, immediately to the south of the southern entrance on Dundrum Road. This is where the largest traffic impact of our development will arise. To account for this cumulative traffic impact ILTP increased the traffic flows by a further 3.3% in both the AM and PM peaks.

Table 6.2: Cumulative Impact of Adjacent Developments

	Additional Two-way Trips Immediately South of Southern Access - Vehicles Per Hour	
	AM Peak	**PM Peak**
ABP31013821 (Mount St. Mary's SHD)	16	18
ABP31128721 (Highfield/Frankfort SHD)	16	5
ABP312935-22 (Sommerville SHD)	7	10
ABP316470 (Frankford Centre)	5	-1
Total Additional Trips	**44**	**32**
Existing Peak Hour Flows	1213	961
Percentage Increase	3.6%	3.3%
Less Existing CMH Traffic	-2	-3
Net Increase	**3.3%**	**3.0%**

6.5.3 It should be noted that what are termed trips, for assessment purposes, are more accurately trip ends as each trip has both an origin and a destination. If all trip ends from new developments were assumed to be new trips, and this was applied to all developments, then this would result in the doubling of forecasted trips on the network. Therefore, the assumption that these will all be new trips represents a robust assessment.

7 TRIP GENERATION AND DISTRIBUTION FOR THE PROPOSED DEVELOPMENT

7.1 Introduction

7.1.1 The overall trip generation rates were derived for each element of the development to produce trip rates. For development that have different uses then some internal trips will also be generated depending on the mix of uses proposed.

7.2 Trip Generation Rates

7.2.1 The proposed development will generate an increased level of traffic on the local road network and demand for public transport.

7.2.2 To calculate the likely increase in traffic volumes trip rates were established for each proposed land use type and quantum using ILTP's own experience of comparable developments of similar size and nature in Ireland, and with reference to the TRICS (Trip Rate Information Computer System) database.

7.2.3 Using TRICS, ILTP estimated the total number of person-based trips each individual element of the development is likely to produce and combined to produce gross trip rates. These person base trips also allowed us to calculate public transport demands to and from the new development.

7.3 Assumed Mode Share

7.3.1 The proposed development is in an area well served by public transport and higher mode share by public transport can be anticipated. The 2016 census data was used by DLRCC in the preparation of the Dundrum LAP. This data illustrated in Figure 7.1 shows approximately 58% of trips in Dublin were made by car and the balance by sustainable travel modes.

7.3.2 Traffic patterns were impacted by the Covid-19 pandemic. While most pandemic restrictions were lifted in early 2022, changes in travel patterns were readjusting throughout 2022. Therefore, the 2016 CSO data, used in the Dundrum LAP, was deemed to be a more reliable baseline for mode share estimates.

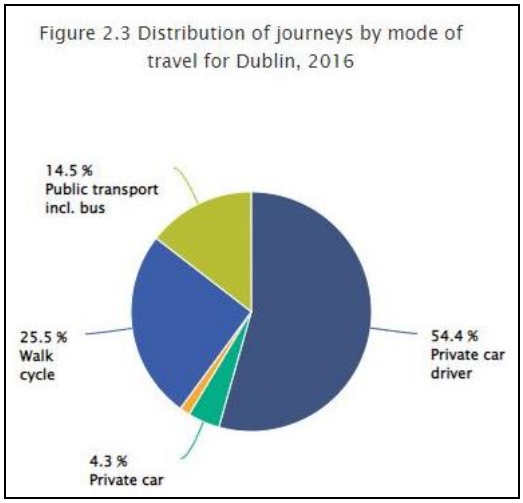


Figure 7.1: Extract from 2016 CSO Data – Distribution of Travel by Mode in Dublin Area

7.3.3 For locations such as the subject site, a lower trip rate should be assumed given its location and accessibility to public transport. ILTP have assumed a car mode share of 50% of all movements to and from the proposed development. This is consistent with findings of the Dundrum LAP (2023) which states the following on mode share:

> *"Dundrum is relatively well served by public transport, with the opening of the Luas Green Line transforming the connectivity of the Town with the City Centre and Sandyford/Cherrywood—and more recently with the north-west Inner City.*
>
> *The area has a broadly positive modal share of commuters who use public transport/walking and cycling.*
>
> *For residents of Dundrum, **10%** walk to work (higher than both the State and County average) **7%** cycle (more than twice the national rate) and **34%** use public transport (compared to County rate of **23%** and State rate of just **9%**). All told, more than **50%** of residents of Dundrum commute by sustainable modes.*
>
> *Those who commute to Dundrum to work have a similarly positive modal split—**13%** walk, **4%** cycle and **26%** use public transport. The rate of cycling to Dundrum is, however, lower than the County average of **6%**."*

7.3.4 Modal split refers to the distribution of different modes of transport used by people in a given area or for a specific journey. It shows the percentage of travellers using each mode, such as cars, public transport, walking, cycling, etc. In transportation planning, modal split analysis helps understand travel behaviour and informs decisions to promote sustainable transport options.

7.3.5 The final modal split was calculated based on a combination of data from TRICS and with reference to the CSO data provided in the Dundrum LAP (2023). The final modal split used in trip generation calculations is as follows:

- Car (Driver) 44.6%
- Car (Passenger) 5.4%
- Pedestrian & Cycle 20%
- Bus 5%
- Luas 25%

7.3.6 Figure 7.2 shows a graphical breakdown of the mode share distribution, without the mitigation measures as set out later in the MMP section of the report.

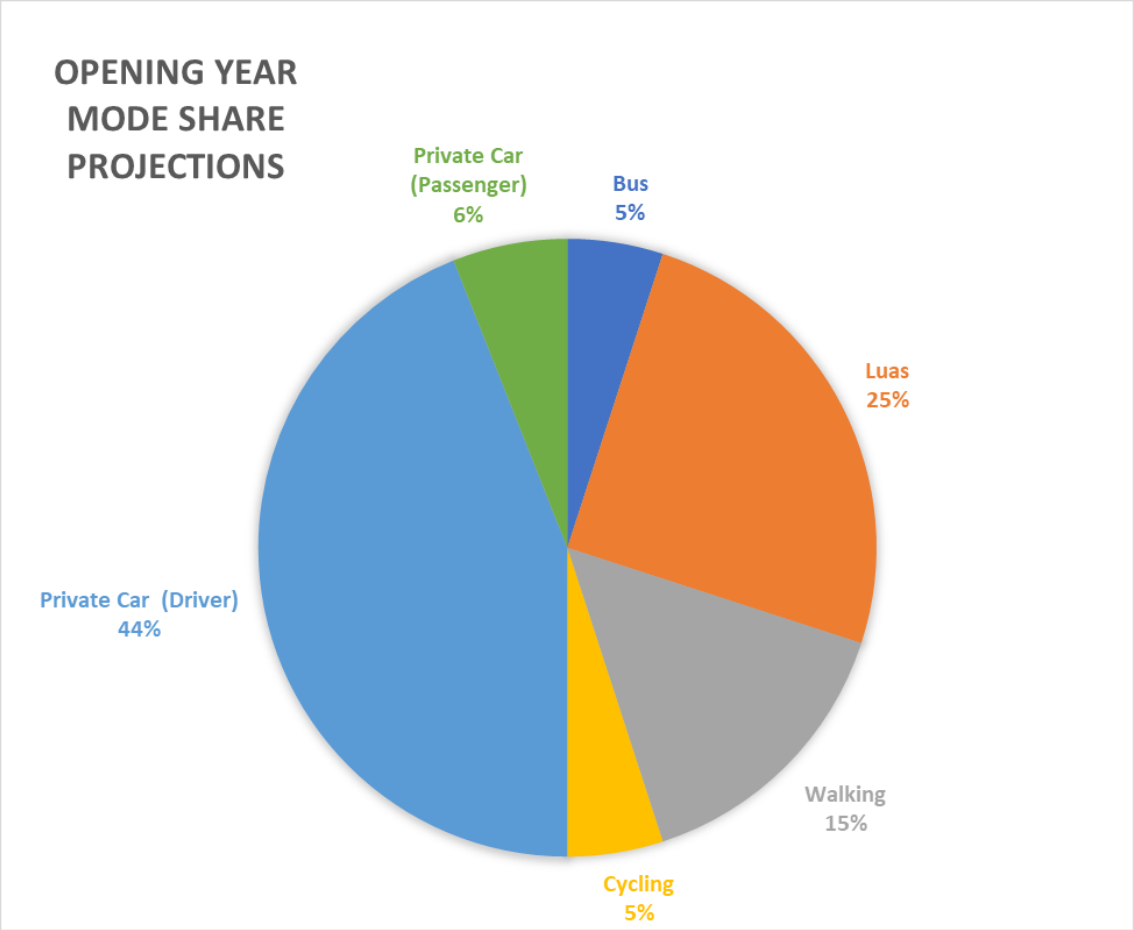


Figure 7.2: Opening Year Mode Share Projections

7.3.7 The assumed car mode share used in the traffic assessment is likely to be lower than that generated by the actual development, due to the lower car parking ratio proposed in the development. Also, the mode share assumption does not take into consideration the recent and planned improvement to the public transport service in the area. The walk and cycle route through the development is also likely to increase walk and cycle use by existing residents of the area. Therefore, the assumed vehicular trip rates used in the traffic capacity assessment are robust assessments and represent a robust assessment.

7.3.8 The proposed trip rates and total person-based trips are shown in Table 7.1. A record of all the data extracted from TRICS is included in Appendix B.

Table 7.1: Proposed Total Person Based Trip Rates for Proposed Development

Type	Rate Type	Number of Units	AM Rate		PM Rate		AM Trips		PM Trips	
			Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Apartments	**per Unit**	932	0.1	0.493	0.347	0.169	93	459	323	158
Assisted Living Units	**per Unit**	2	0.205	0.767	0.602	0.289	0	2	1	1

Non-Residential Type	Rate Type	GFA (sqm)	AM Rate		PM Rate		AM Trips		PM Trips	
			Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Creche	**per 100sqm**	**710**	6.203	2.278	2.373	4.525	44	16	17	32
Retail Cluster	**per 100sqm**	**1160**	6.966	6.875	8.049	8.31	81	80	93	96
Café	**per 100sqm**	**78**	3.093	1.031	5.255	2.801	2	1	4	2
Restaurant	**per 100sqm**	**266**	3.093	1.031	5.255	2.801	8	3	14	7
Community	**per ha.**	**0.1716ha**	79.452	13.014	82.353	46.324	14	2	14	8
Medical	**per 100sqm**	**288**	3.822	1.549	1.918	3.401	11	4	6	10
Management Suite	**per 100sqm**	**123**	1.886	0.123	0.128	1.807	2	0	0	2
Future Application										
Enterprise	**per 100sqm**	**5200**	1.886	0.123	0.128	1.807	98	6	7	94
Total							261	113	155	252

7.3.9 Based on our professional experience, mixed use developments such as the proposed development tend to generate a larger number of internal trips. Given the mix of uses proposed, not all trips generated will be external as many of the proposed facilities will be used by the residents.

7.3.10 ILTP have conservatively assumed that internal trips to and from the creche, retail uses, and other facilities would account for 15% of the overall residential trips and that the external trips would account for the other 85%. Similarly, the trips to and from the retail and the other facilities provided on-site would be mainly used by the local residents, but 20% were assumed to be external trips. The trip rates used for the future application lands are assumed to be 90% external with 10% coming from within the development.

7.3.11 The mode share assumption was then applied to the overall external vehicle trip forecasts as set out in Table 7.2.

Table 7.2: Final External Vehicular Based Trip Generation for Proposed Development

Part 10 Application	AM Trips		PM Trips	
Residential	Arr	Dep	Arr	Dep
Apartments	32	157	110	54
Assisted Living Units	0	1	1	0

Non-Residential	Arr	Dep	Arr	Dep
Creche	4	1	1	3
Retail Cluster	6	7	8	8
Café	0	1	0	0
Restaurant	1	1	1	1
Community	1	1	1	1
Medical	1	1	1	1
Management Suite	0	1	0	0

Future Application	AM Trips		PM Trips	
	Arr	Dep	Arr	Dep
Enterprise	38	2	3	36

	AM Trips		PM Trips	
	Arr	Dep	Arr	Dep
Total	**83**	**173**	**126**	**103**

7.3.12 The Trip Generation assessment, as set out in Table 7.2, yielded an estimate of an additional 83 no. inward and 173 no. outward vehicular trips for the AM peak hour (08:00 – 09:00). An additional 126 no. inward vehicular trips and 103 no. outward vehicular trips were estimated for the PM peak hour (17:00 – 18:00).

7.3.13 The traffic survey results show that the AM and PM peaks are the times of the day when traffic volumes are at their highest. It can be assumed that if the road network can perform effectively at these times, then it will meet all demands placed upon it.

Table 7.3: Final External Person Trip Generation for Proposed Development by Mode of Travel

	Mode Share	**AM**		**PM**	
		Arr	**Dep**	**Arr**	**Dep**
Total External Person Trips	100%	114	414	306	168
Bus	5%	6	21	15	8
Luas	25%	28	103	76	42
Walking	15%	17	62	46	25
Cycling	5%	6	21	15	8
Private Car (Driver)	44.6%	51	217	161	75
Private Car (Passenger)	5.4%	6	22	16	9

7.3.14 Overall the Trip Generation assessment of the masterplan lands yielded an estimate of an additional 34 no. inward and 124 no. outward public transport trips for the AM peak hour (08:00 – 09:00). An additional 92 no. inward public transport trips and 50 no. outward public transport trips were estimated for the PM peak hour (17:00 – 18:00).

Table 7.4: Final External Trip Generation for Proposed Development by Mode of Travel Design Year

	Mode Share	AM		PM	
		Arr	Dep	Arr	Dep
Total External Person Trips	100%	114	414	306	168
Bus	10%	11	41	31	17
Luas	25%	28	103	76	42
Walking	18%	20	74	55	30
Cycling	10%	11	41	31	17
E-mobility	3%	3	12	9	5
Private Car (Driver)	27%	30	111	82	45
Private Car (Passenger)	3.2%	4	13	10	5
Car Share Schemes	4.0%	5	17	12	7

7.4 Trip Distribution

7.4.1 Given the central location of the proposed development and the wide range of services and facilities in the area, the vehicular traffic generated by the development is likely to dissipate across the local road network. ILTP also examined the traffic movements to and from the adjacent Annaville Park when determining the trip distribution. In the AM Peak, approximately 40% of movements are to and from Dundrum Road north of Annaville Park with 60% of movements going to and from Dundrum Road south of Annaville Park. This pattern is repeated in the PM Peak.

7.4.2 The trip distribution for the proposed development is as follows:

Vehicles departing

- 57% estimated to turn left onto Dundrum Road and 43% to turn right.

Vehicles arriving

- 57% of total traffic arriving to the Site is estimated to arrive from the south with 43% estimated to arrive from the north.

7.4.3 Vehicles departing the site will then dissipate throughout the local road network through a number of different junctions. The total estimated Trip Distribution for the proposed development during the morning 08:00 – 09:00 and evening 17:00 – 18:00 peak hours is summarised in Figure 7.3.

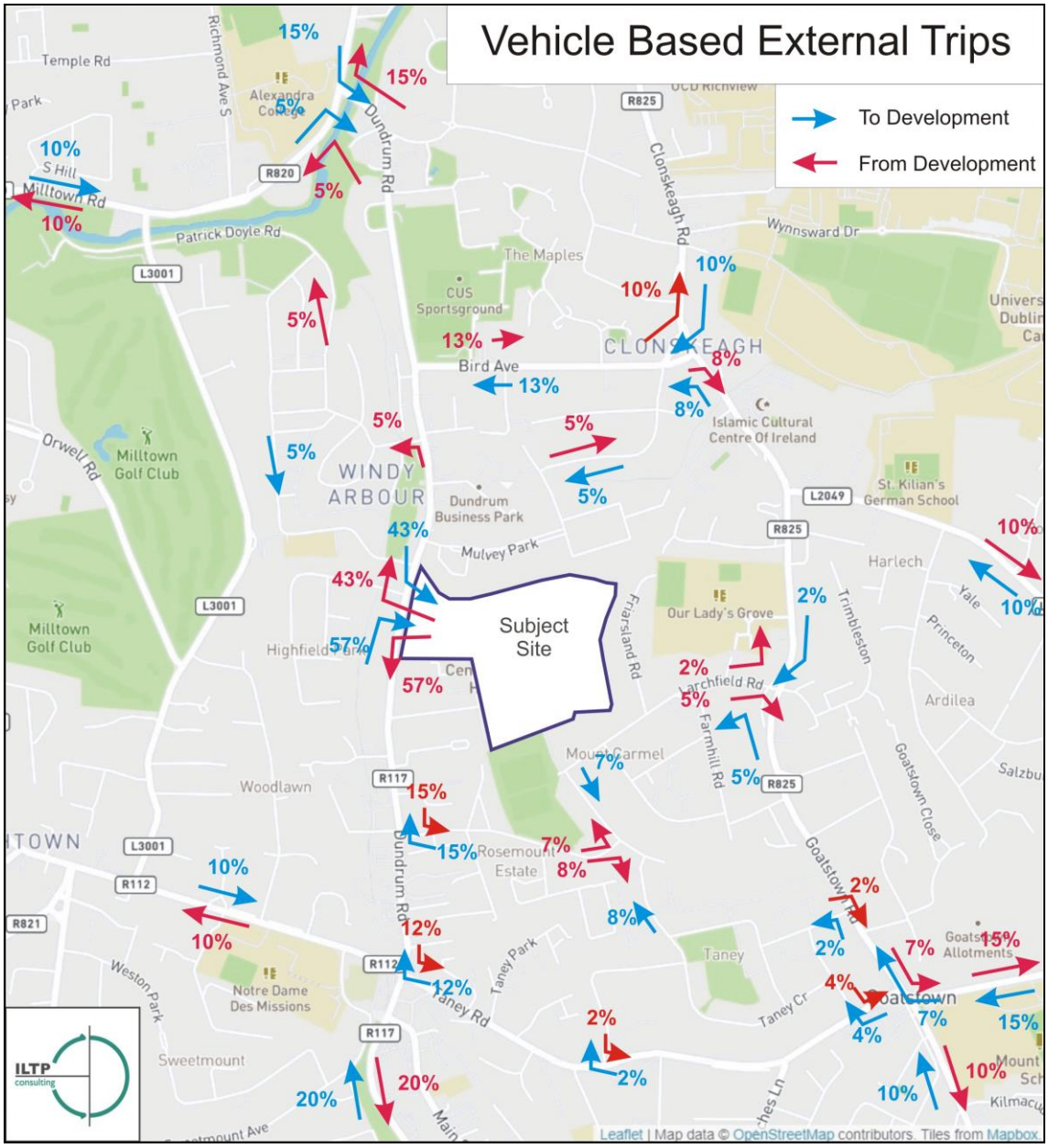


Figure 7.3: Projected Trip Distribution for Proposed Development

8 TRAFFIC MODELLING RESULTS AND TRANSPORT CAPACITY ASSESSMENT

8.1 Opening Year and Design Year Scenarios

8.1.1 For EIAR purposes the Opening Year of the proposed development is projected to be 2027, and the corresponding Design Year is taken to be 2042, which is 15 years after the Opening Year.

8.1.2 As set out above, for the 2042 Design Year it is assumed that the 2027 Opening Year traffic volumes both without and with the proposed development would persist.

8.2 Traffic Impact Assessment of Adjoining Roads and Junctions in context of Traffic Impact Assessment Thresholds

8.2.1 The projected increases in traffic as a result of the proposed development have been assessed with regard to the vehicle movement threshold levels above which a Transport Assessment is automatically required, as defined in the *TII Traffic and Transport Assessment Guidelines* (May 2014), which include:

> *"Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.*
>
> *Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive."*
>
> Residential development in excess of 200 dwellings.
>
> Retail and leisure development in excess of 1,000m^2*."*

8.2.2 From the Trip Generation and Trip Distribution projections set out above, the additional traffic flows and turning movements on the adjoining road network could be estimated. As shown in Table 8.1, it is estimated that the proposed development will increase two-way flows on the adjoining Dundrum Road by up to 256 no. vehicles during the AM peak hour, and 229 no. vehicles during the PM peak hour.

Table 8.1: Projected Increases in Two-Way Traffic Flows from Proposed Development

Link	Estimated 2027 Opening Year Peak Two-Way Traffic Count Volumes Without Proposed Development		Estimated 2027 Opening Year Peak Two-Way Traffic Count Volumes with Proposed Development		% Increase	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
R117 North of Existing Access	1306	1045	1426	1144	9.19%	9.47%
R117 South of Existing Access	1316	1051	1426	1149	8.36%	9.32%

8.2.3 For the purposes of this assessment, traffic impacts of less than 5% are defined as having a slight traffic impact. Traffic increases of 5% to 10% are defined as moderate traffic impact, which traffic greater that 10% increase defined as a significant traffic impact.

8.2.4 The new signalised junction on the R117 will have a significant long-term impact in the immediate vicinity of the proposed development on Dundrum Road. Traffic flows along Dundrum Road in the vicinity of the proposed access are estimated to increase by 9% over exiting levels which will have a moderate long-term effect on the adjoining section of Dundrum Road. Traffic flows on the wider road network are estimated to increase by less than 5% and will therefore have a slight traffic impact on the wider road network.

8.2.5 The projected additional traffic resulting from the proposed development on the adjoining junctions was assessed, as per Table 8.2.

Table 8.2: Projected Increases in Traffic Flows from Proposed Development through Adjoining Junctions in Vicinity of Proposed Development Access

Junction		Estimated 2027 Opening Year Total Traffic Count Volumes through Junction - Without Proposed Development		Estimated 2027 Opening Year Total Traffic Count Volumes through Junction - With Proposed Development		% Increase through Junction	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
R117	Bird Ave	1574	1416	1672	1503	6.23%	6.14%
R117	Frankfort Park	1530	1257	1676	1388	9.54%	10.42%
R117	Highfield	1361	1076	1471	1175	8.08%	9.20%
R117	Mulvey Park	1355	1094	1465	1192	8.12%	8.96%
R117	Annaville Park	1345	1059	1491	1189	10.86%	12.28%
R117	Taney Road	2773	2691	2880	2787	3.86%	3.57%

8.2.6 The proposed future development is projected to increase traffic through the R117-Bird Avenue junction, R117-Frankfort Park, R117-Mulvey Park junction and R117-Annaville Park by up to 6.23%, 10.42%, 9.2% and 12.28% respectively, which exceeds this threshold.

8.2.7 It is, therefore, considered appropriate that the R117-Bird Avenue junction, R117-Frankfort Park be assessed to ensure they have adequate capacity to accommodate the proposed development. For completeness, and to ensure the nearest adjoining junctions on both sides of the proposed development access are assessed. Other smaller junctions and accesses along Dundrum Road did not require detailed assessment as the traffic movement were small and therefore would continue to operate satisfactorily.

8.2.8 As shown in Table 8.2, the projected additional traffic from the proposed future development through the R117-Taney Road junction is within the relevant 5% TII / NRA threshold for both the AM and PM peak traffic periods, and are therefore projected to have no material impact on this junction.

8.2.9 From the assessments presented in Tables 8.1 and 8.2 it is projected that additional traffic flows from the proposed development, beyond the junctions listed in Table 8.2, would dissipate to well below threshold levels. Trips do and from the proposed development dissipate over the wider road network the further away from the development they travel. This means that the traffic impact over the wider road network decreases as distance from the proposed development increases.

8.2.10 Therefore, no further Traffic Impact Assessment beyond the junctions included in Table 8.2 was undertaken.

8.3 Capacity Assessments of Junctions on Dundrum Road

8.3.1 In order to test the performance of the adjoining junctions on Dundrum Road with the proposed development in place, a Picady analysis was conducted.

8.3.2 The Picady software package was used to calculate RFC (ratio of flow to capacity) factors for the approaches to the junction. This is often used to assess capacity of priority junctions. This measures the observed flow of a link against the theoretical capacity of the link. RFC is calculated thus;-

$$\%\ RFC = \frac{\text{Observed Flow}}{\text{Link capacity}} X\ 100$$

8.3.3 In transport Terms, RFC values of 85% or less are considered satisfactory, meaning at levels of RFC below 85% the junction is normally deemed to be operating within the design capacity and that no significant delays or queues arise.

8.3.4 For each junction three scenarios were assessed:

- Scenario A - 2024 Base Year (2024 Survey Results)
- Scenario B - 2027 Opening Year with Cumulative Impact of Other Permitted Developments
- Scenario C - 2027 Opening Year with Cumulative Impact and with Proposed Development Traffic

8.3.5 The peak hour traffic flows and turning movements as input into Picady, are shown in Figures 8.1 to 8.10 for Scenario A, Figures 8.11 to 8.20 for Scenario B and in Figures 8.21 to 8.30 for Scenario C.

8.3.6 The pedestrian crossing close to the proposed Existing Former CMH Access Junction/St Columbanus Junction was included in the traffic model and pedestrian flows were also input into Picady model.

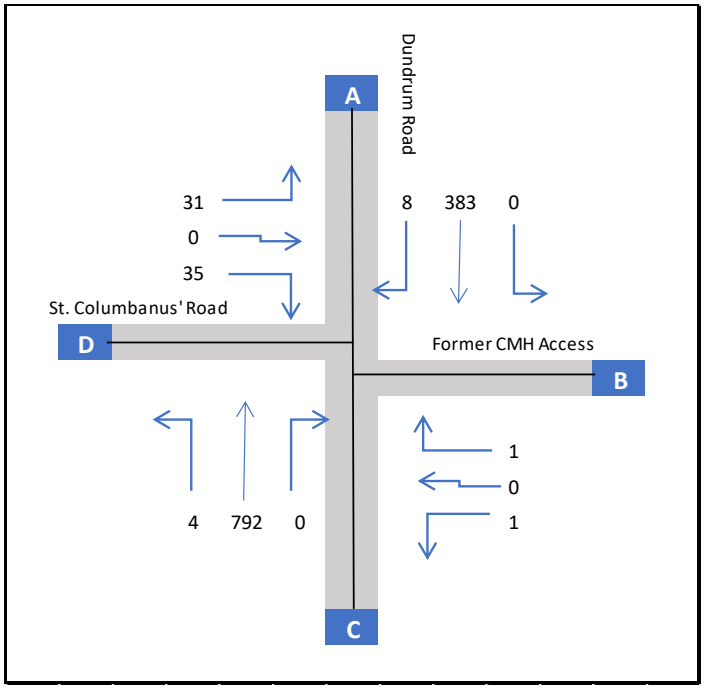


Figure 8.1: Picady Input for St. Columbanus Road/Former CMH Access Junction with Pedestrian Crossing included – AM Peak Hour – Scenario A

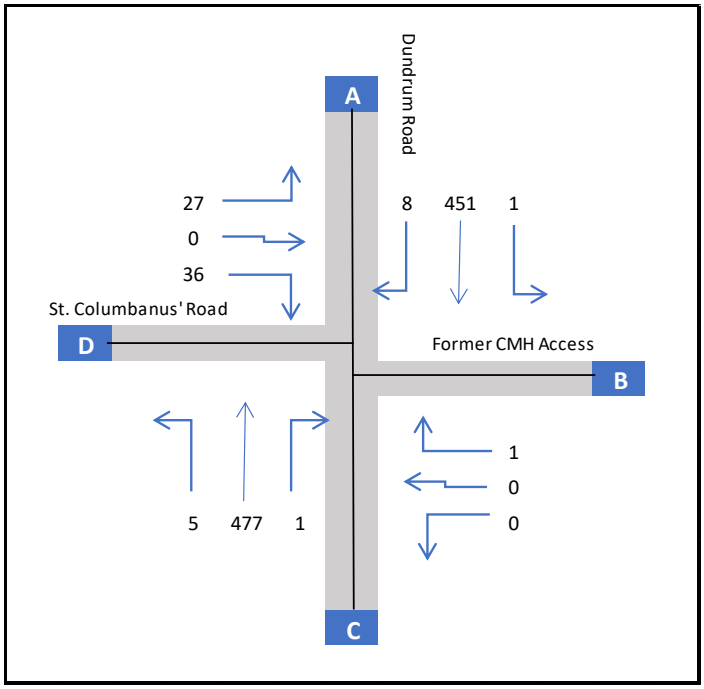


Figure 8.2: Picady Input for St. Columbanus Road/Former CMH Access Junction with Pedestrian Crossing included – PM Peak Hour – Scenario A

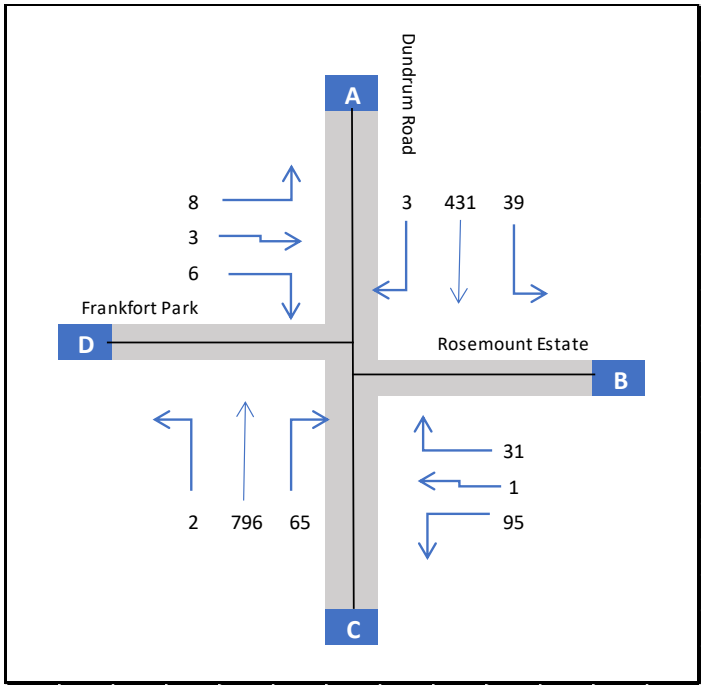


Figure 8.3: Picady Input for R117 – Frankfort Park - Rosemount Junction AM Peak Hour – Scenario A

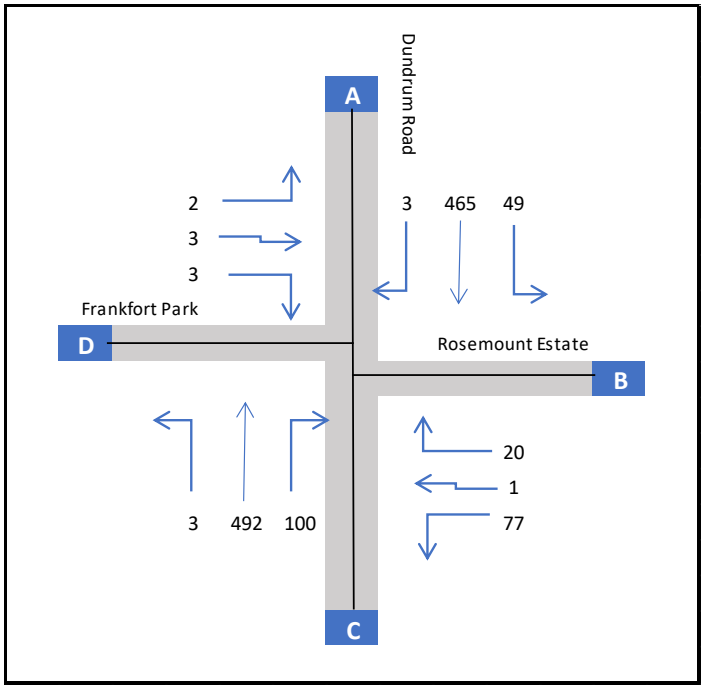


Figure 8.4: Picady Input for R117 – Frankfort Park - Rosemount Junction PM Peak Hour – Scenario A

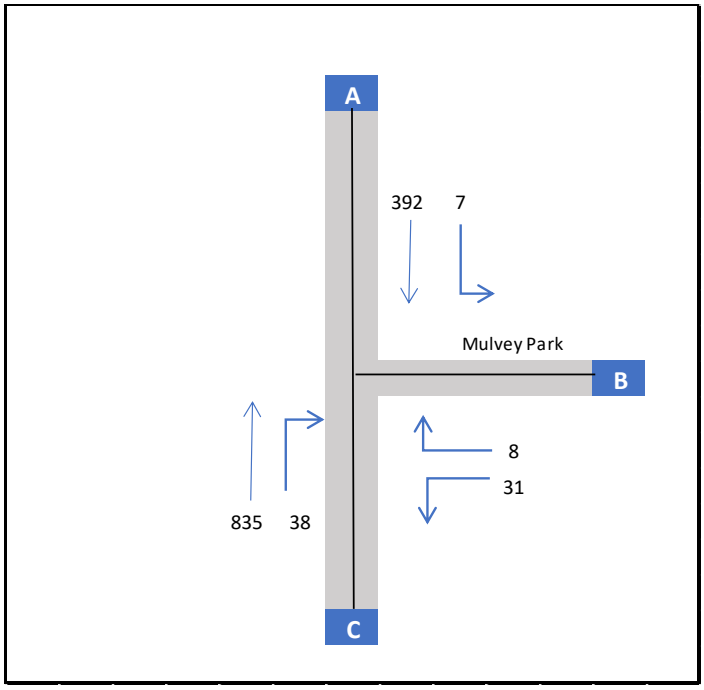


Figure 8.5: Picady Input for R117 – Mulvey Park Junction AM Peak Hour – Scenario A

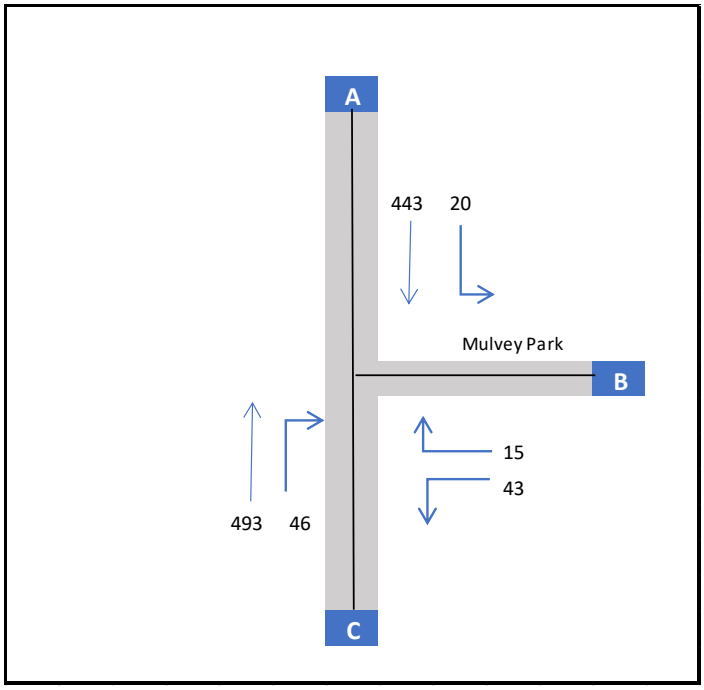


Figure 8.6: Picady Input for R117 – Mulvey Park Junction PM Peak Hour – Scenario A

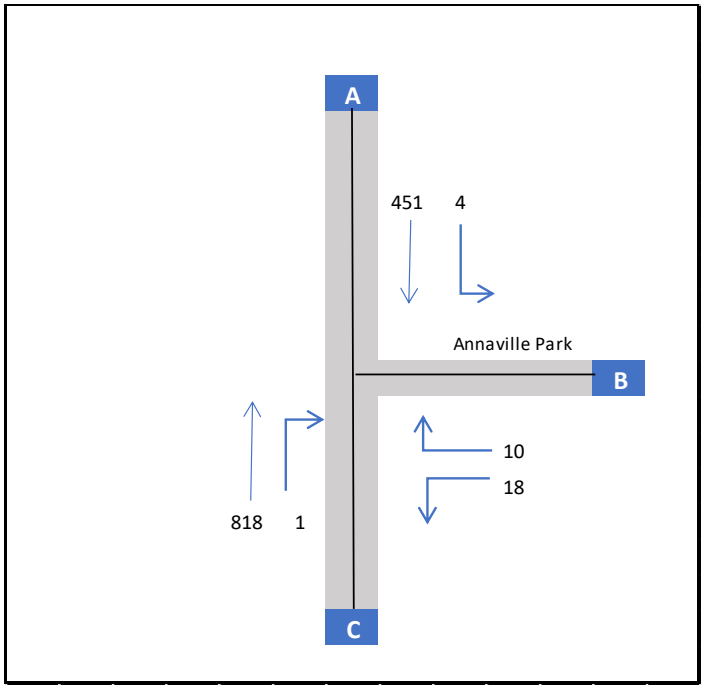


Figure 8.7: Picady Input for R117 – Annaville Park Junction AM Peak Hour – Scenario A

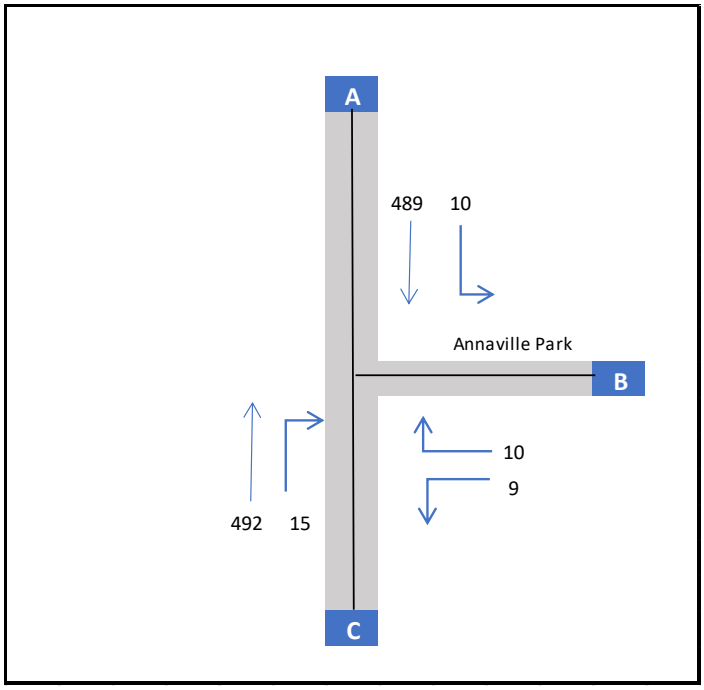


Figure 8.8: Picady Input for R117 – Annaville Park Junction PM Peak Hour – Scenario A

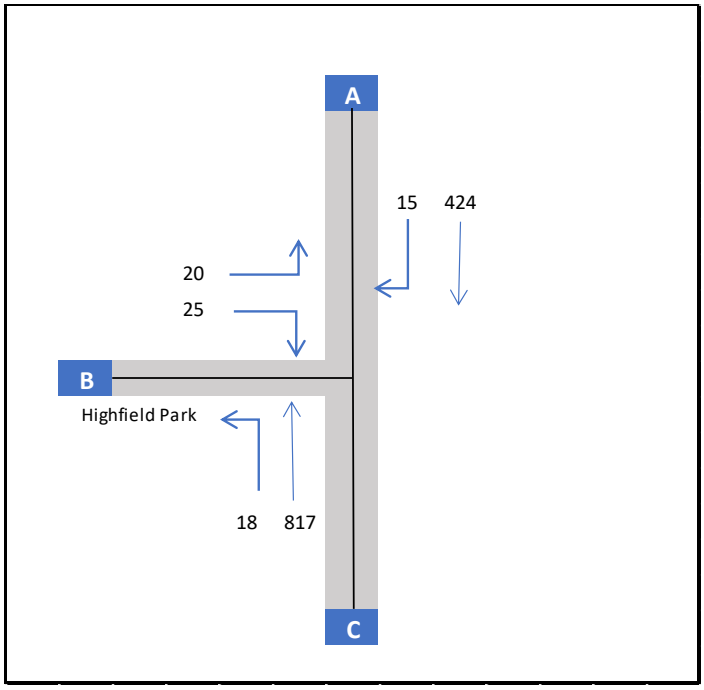


Figure 8.9: Picady Input for R117 – Highfield Junction AM Peak Hour – Scenario A

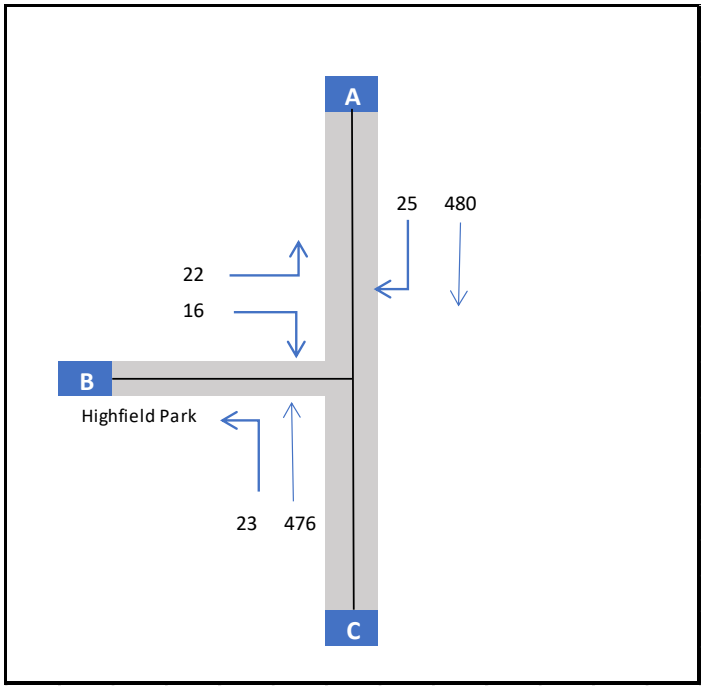


Figure 8.10: Picady Input for R117 – Highfield Park Junction PM Peak Hour – Scenario A

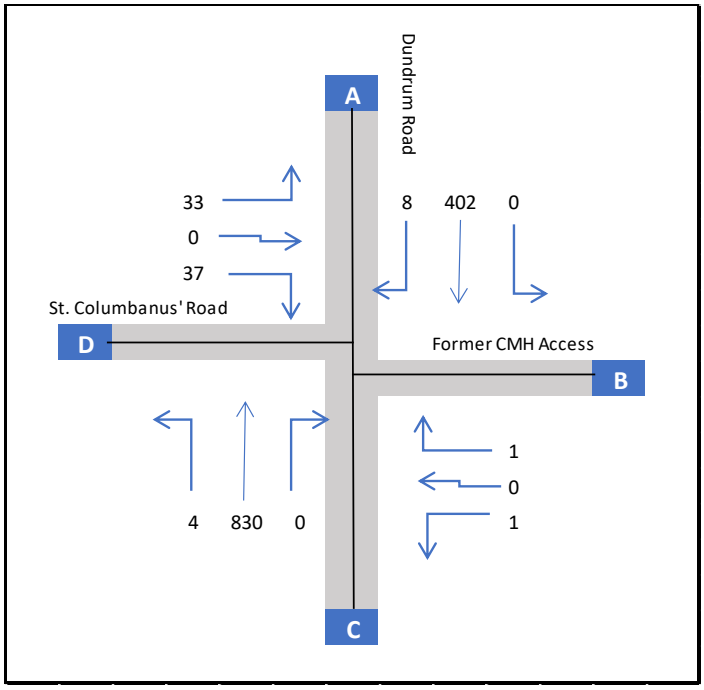


Figure 8.11: Picady Input for St. Columbanus Road/Former CMH Access Junction with Pedestrian Crossing included – AM Peak Hour – Scenario B

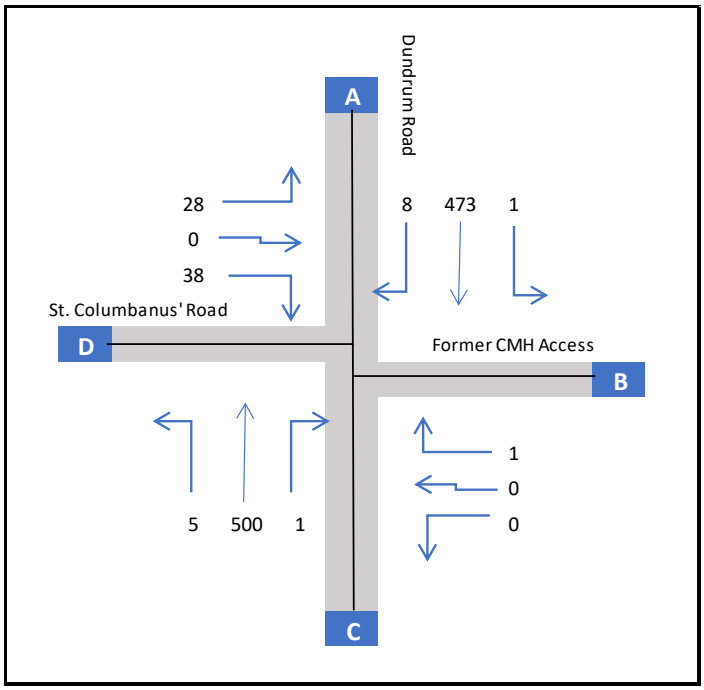


Figure 8.12: Picady Input for St. Columbanus Road/Former CMH Access Junction with Pedestrian Crossing included – PM Peak Hour – Scenario B

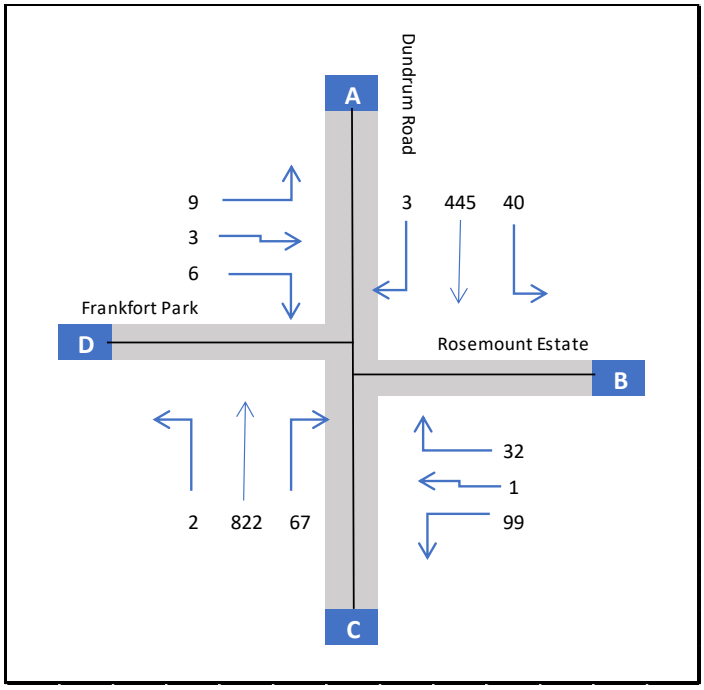


Figure 8.13: Picady Input for R117 – Frankfort Park - Rosemount Junction AM Peak Hour – Scenario B

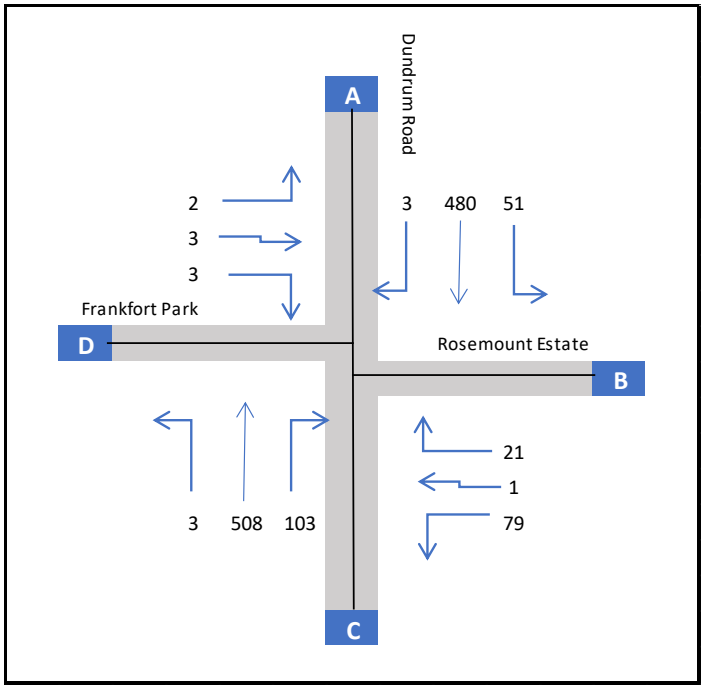


Figure 8.14: Picady Input for R117 – Frankfort Park - Rosemount Junction PM Peak Hour – Scenario B

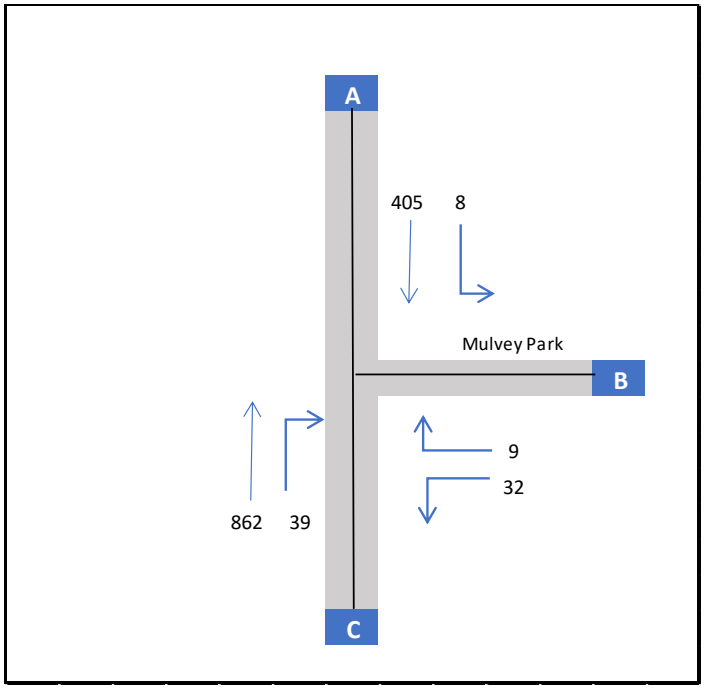


Figure 8.15: Picady Input for R117 – Mulvey Park Junction AM Peak Hour – Scenario B

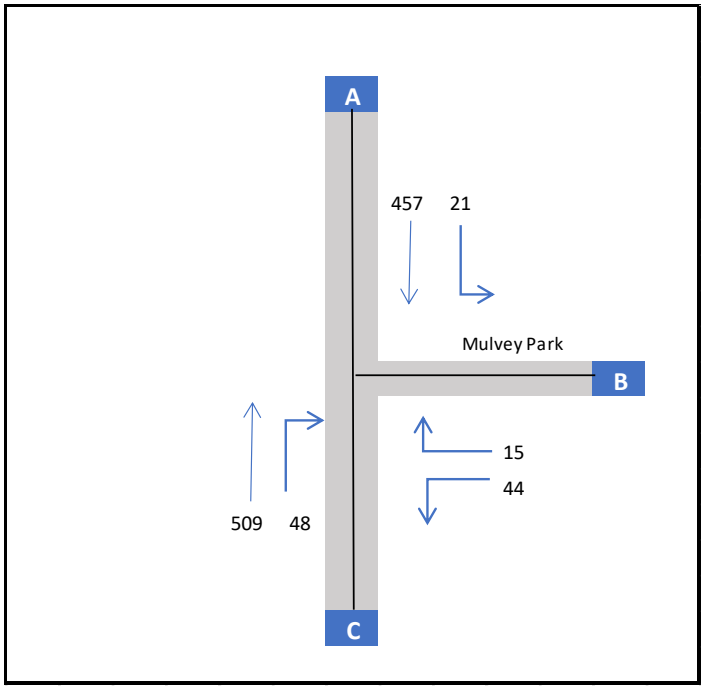


Figure 8.16: Picady Input for R117 – Mulvey Park Junction PM Peak Hour – Scenario B

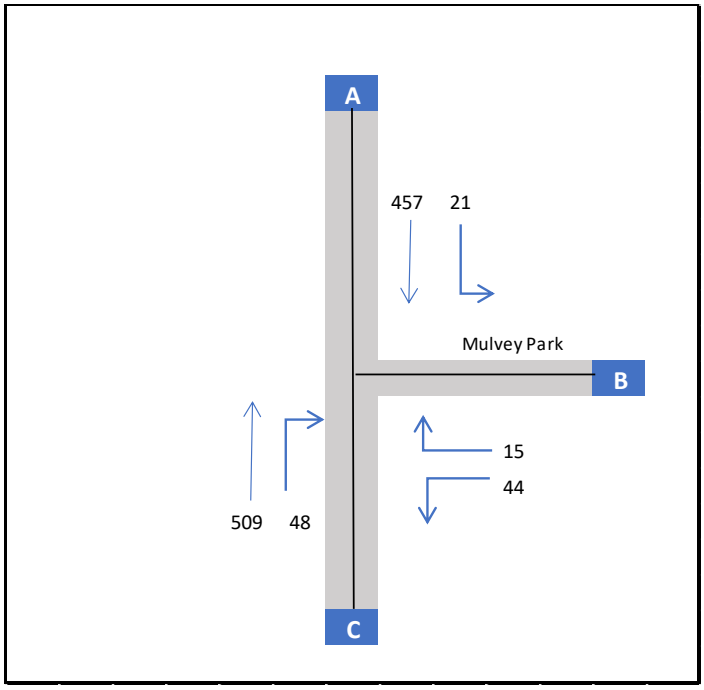


Figure 8.17: Picady Input for R117 – Annaville Park Junction AM Peak Hour – Scenario B

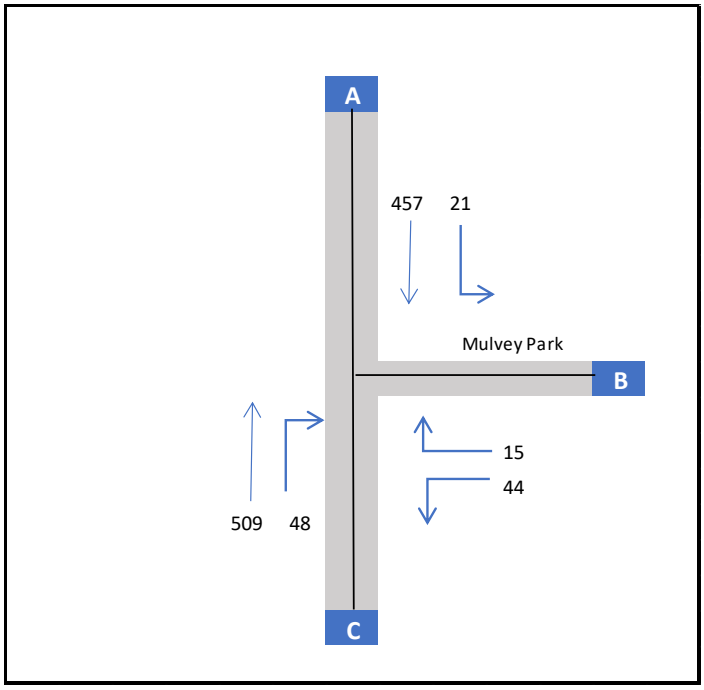


Figure 8.18: Picady Input for R117 – Annaville Park Junction PM Peak Hour – Scenario B

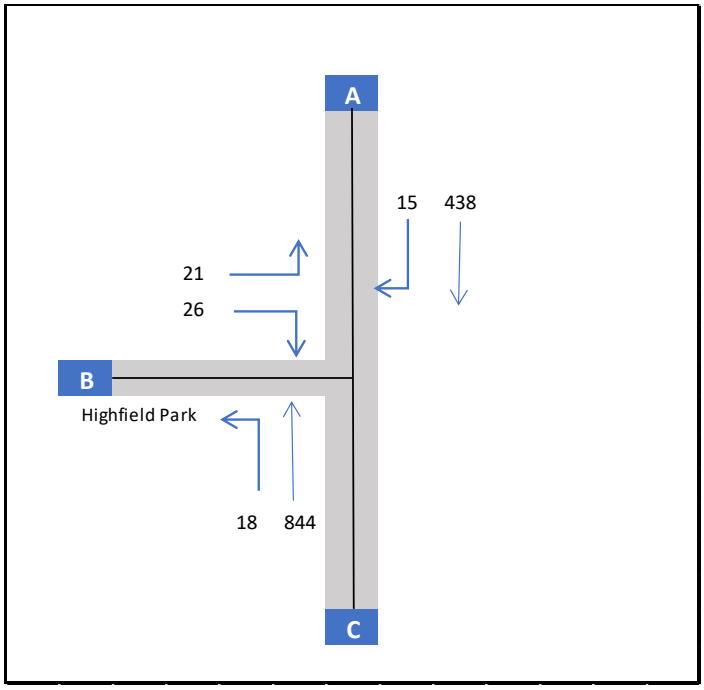


Figure 8.19: Picady Input for R117 – Highfield Park Junction AM Peak Hour – Scenario B

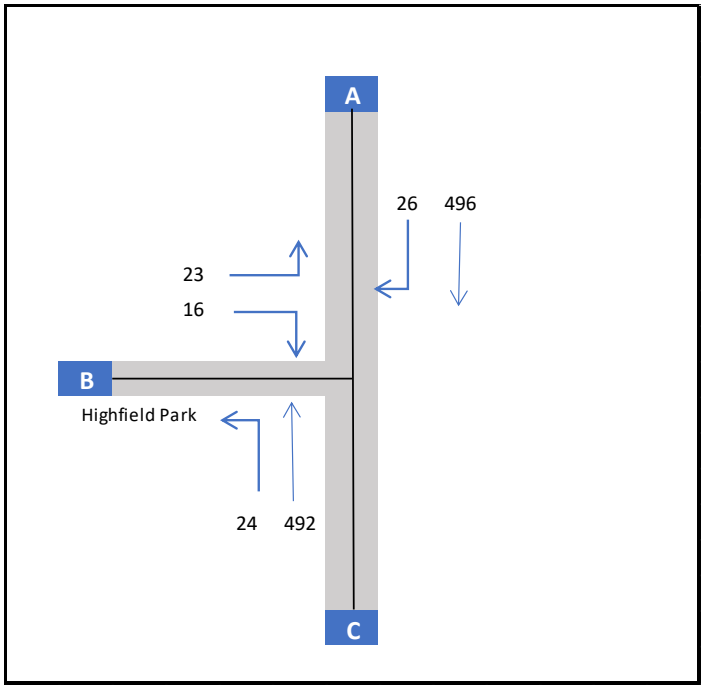


Figure 8.20: Picady Input for R117 – Highfield Park Junction PM Peak Hour – Scenario B

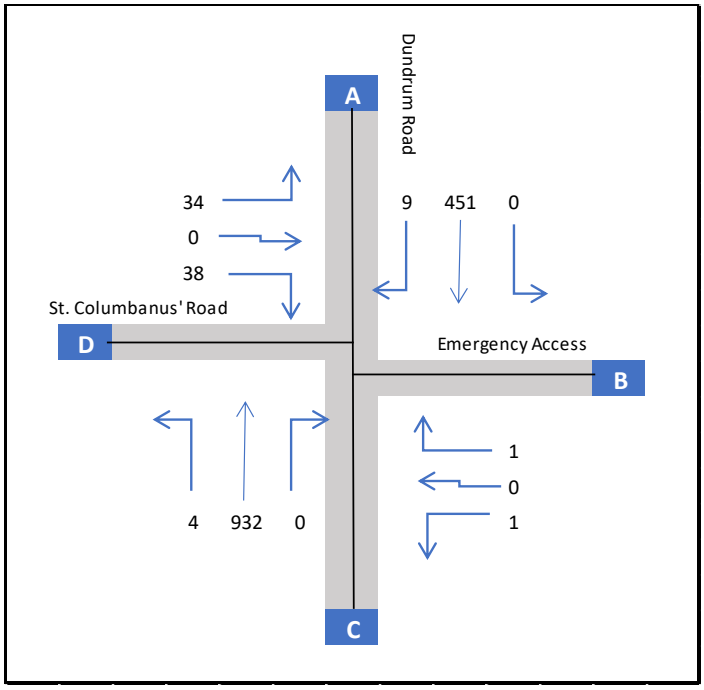


Figure 8.21: Picady Input for St. Columbanus Road/Emergency Access Junction with Pedestrian Crossing included – AM Peak Hour - Scenario C - 2027 Opening Year with Cumulative Impact and with Proposed Development Traffic

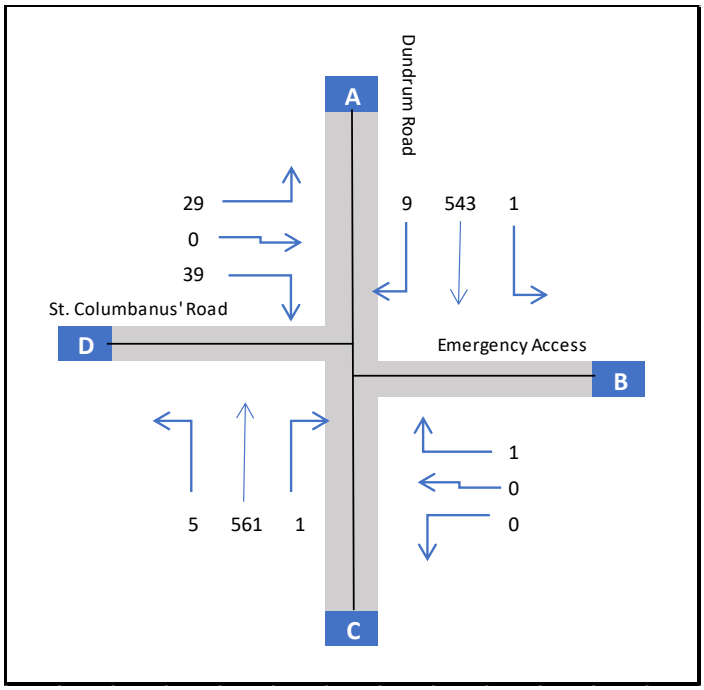


Figure 8.22: Picady Input for St. Columbanus Road/Emergency Access Junction with Pedestrian Crossing included – PM Peak Hour - Scenario C - 2027 Opening Year with Cumulative Impact and with Proposed Development Traffic

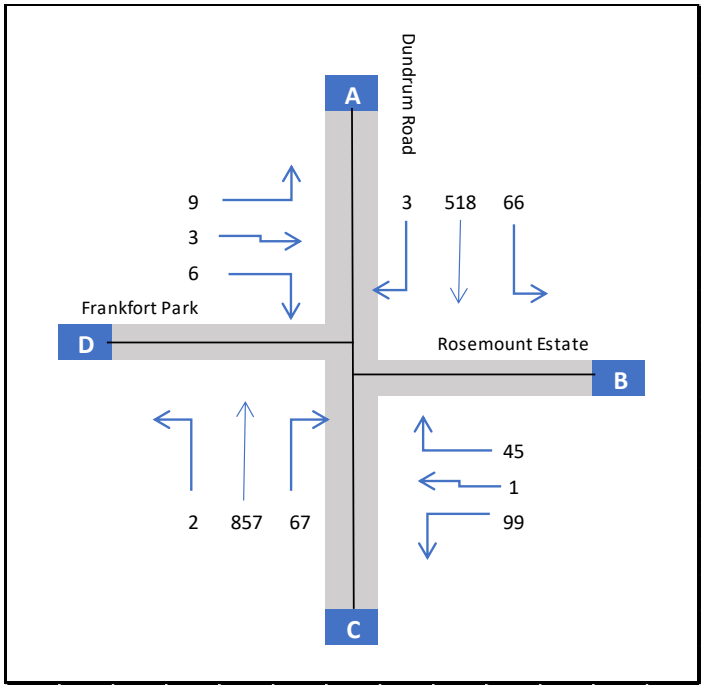


Figure 8.23: Picady Input for R117 – Frankfort Park - Rosemount Junction AM Peak Hour - Scenario C - 2027 Opening Year with Cumulative Impact and with Proposed Development Traffic

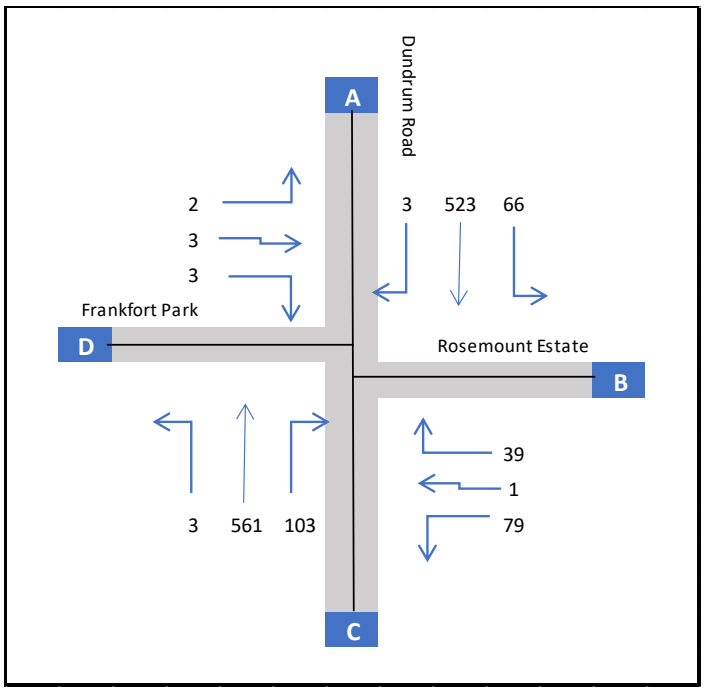


Figure 8.24: Picady Input for R117 – Frankfort Park - Rosemount Junction PM Peak Hour - Scenario C - 2027 Opening Year with Cumulative Impact and with Proposed Development Traffic

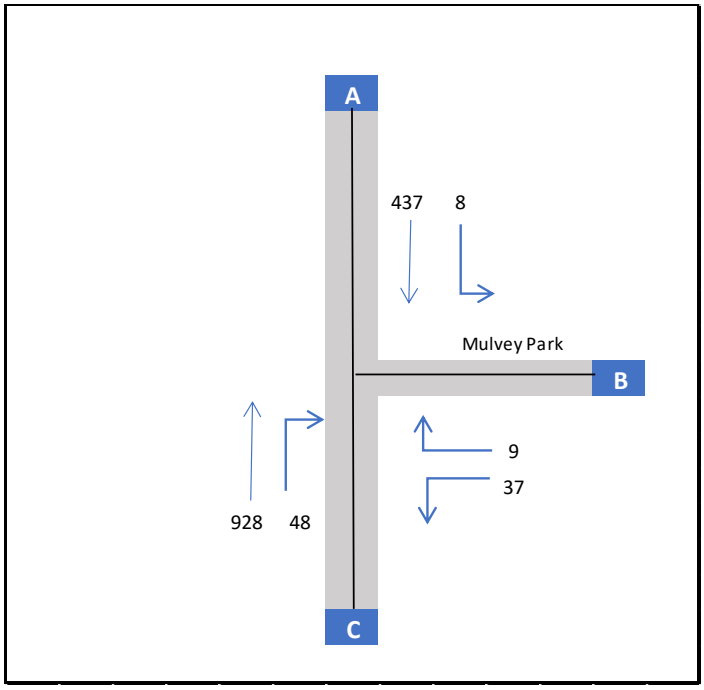


Figure 8.25: Picady Input for R117 – Mulvey Park Junction AM Peak Hour - Scenario C - 2027 Opening Year with Cumulative Impact and with Proposed Development Traffic

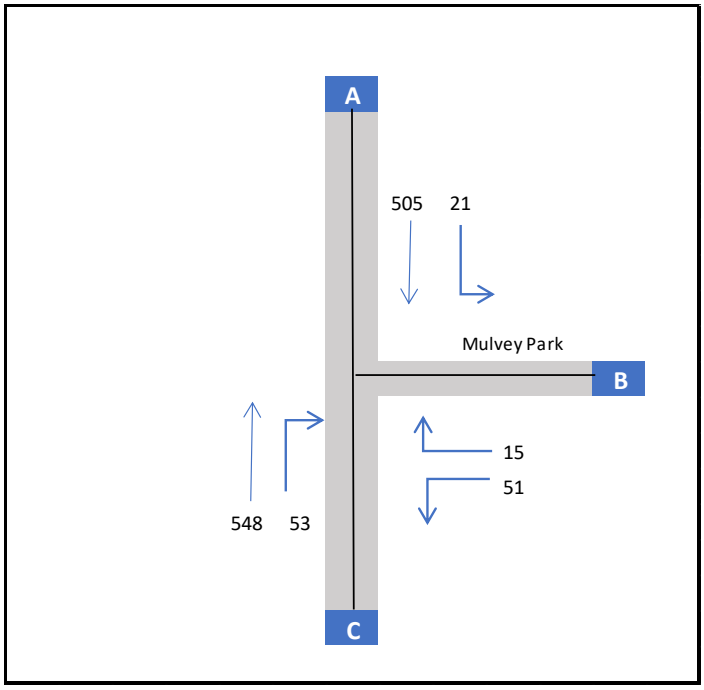


Figure 8.26: Picady Input for R117 – Mulvey Park Junction PM Peak Hour - Scenario C - 2027 Opening Year with Cumulative Impact and with Proposed Development Traffic

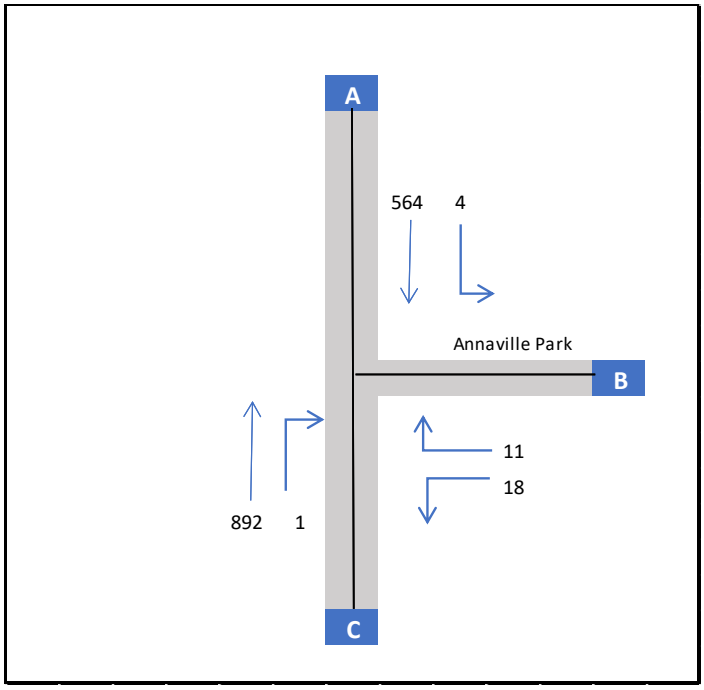


Figure 8.27: Picady Input for R117 – Annaville Park Junction AM Peak Hour - Scenario C - 2027 Opening Year with Cumulative Impact and with Proposed Development Traffic

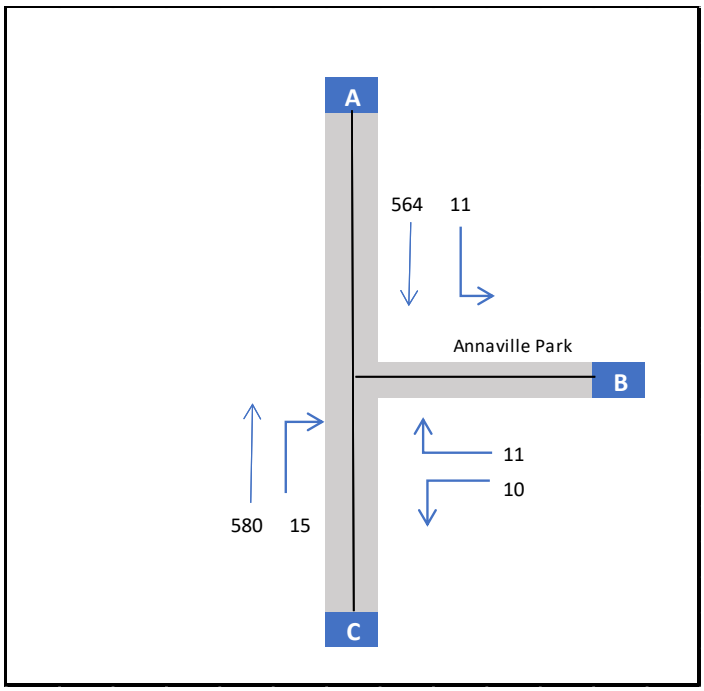


Figure 8.28: Picady Input for R117 – Annaville Park Junction PM Peak Hour - Scenario C - 2027 Opening Year with Cumulative Impact and with Proposed Development Traffic

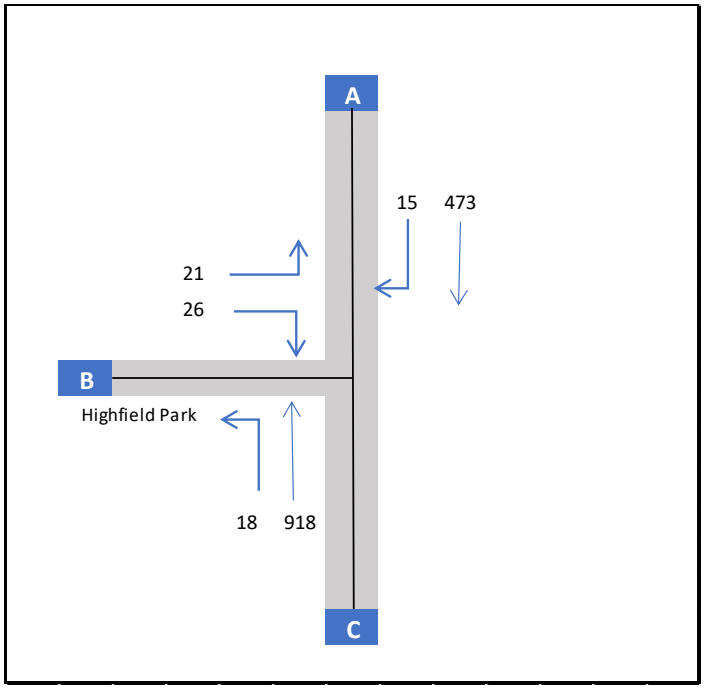


Figure 8.29: Picady Input for R117 – Highfield Park Junction AM Peak Hour - Scenario C - 2027 Opening Year with Cumulative Impact and with Proposed Development Traffic

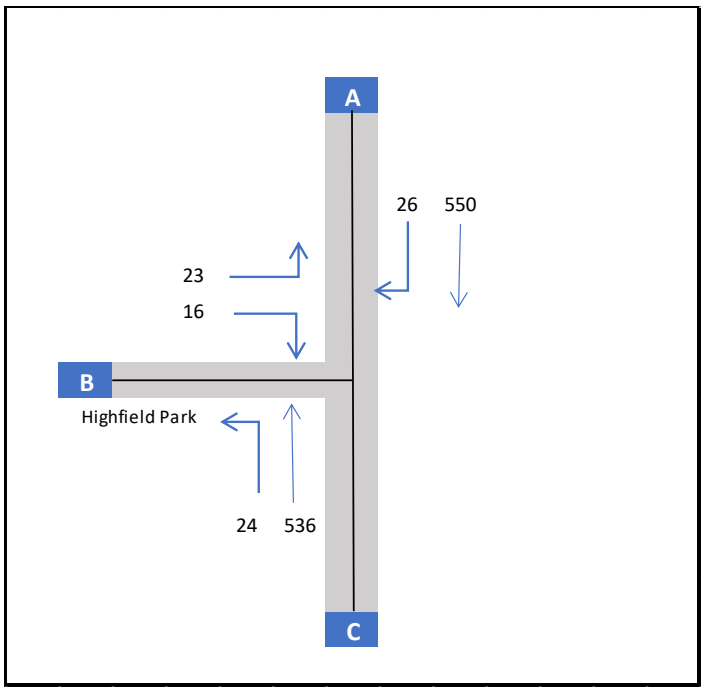


Figure 8.30: Picady Input for R117 – Highfield Park Junction PM Peak Hour - Scenario C - 2027 Opening Year with Cumulative Impact and with Proposed Development Traffic

8.4 Capacity Assessments of Adjoining Junctions - Overview

8.4.1 As set out above, ILTP have conducted capacity assessments of adjoining junctions in the vicinity of the proposed development access, which are as follows:

- R117 – St. Columbanus Road – Former CMH Access Junction
- R117 – Frankfort Park – Rosemount Junction
- R117 – Mulvey Park Junction
- R117 – Annaville Park Junction
- R177 – Highfield Junction

8.5 Capacity Assessment of R117 – St. Columbanus Road/Former CMH Access Junction

8.5.1 ILTP performed a PICADY capacity assessment of R117 – St. Columbanus Road/Former CMH Access Junction for **Scenario A** (2024 Base Year), **Scenario B** (2027 Opening Year with Cumulative Impact of Other Permitted Developments) and **Scenario C** (2027 Opening Year with Cumulative Impact and with Proposed Development Traffic).

8.5.2 The results of the PICADY Assessment are shown in Tables 8.3 to 8.8.

Table 8.3: AM Peak Hour PICADY Analysis - St. Columbanus Road/Northern Access Junction – Scenario A

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-C	0	8.19	0.001	0	0	0	0
	B-AD	0	4.32	0.001	0	0	0	0
	D-ABC	1.01	4.61	0.219	0.28	0.28	4.2	0.28
	C-A	13.19	-	-	-	-	-	-
	C-B	0	8.16	0	0	0	0	0
	C-D	0.07	-	-	-	-	-	-
	A-BC	6.38	21.99	0.29	0.8	0.8	12	0.06
	A-D	0.13	0.45	0.298	0.02	0.02	0.3	2.85

Table 8.4: AM Peak Hour PICADY Analysis - St. Columbanus Road/Northern Access Junction – Scenario B

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-C	0	7.92	0.001	0	0	0	0
	B-AD	0	3.91	0.001	0	0	0	0
	D-ABC	1.83	4.28	0.427	0.73	0.74	11	0.41
	C-A	14.3	-	-	-	-	-	-
	C-B	0	7.89	0	0	0	0	0
	C-D	0.07	-	-	-	-	-	-
	A-BC	7.06	23.08	0.306	0.88	0.88	13.2	0.06
	A-D	0	0	0.306	0	0	0	0

Table 8.5: AM Peak Hour PICADY Analysis - St. Columbanus Road/Northern Access Junction – Scenario C

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-C	0	7.83	0.001	0	0	0	0
	B-AD	0	3.65	0.001	0	0	0	0
	D-ABC	1.83	3.86	0.474	0	0.85	11.3	0.47
	C-A	15.53	-	-	-	-	-	-
	C-B	0	7.8	0	0	0	0	0
	C-D	0.07	-	-	-	-	-	-
	A-BC	7.51	21.94	0.342	0	1.01	14.5	0.07
	A-D	0.15	0.43	0.351	0	0.02	0.3	3.09

Table 8.6: PM Peak Hour PICADY Analysis - St. Columbanus Road/Northern Access Junction 2024 – Scenario A

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-C	0	7.89	0	0	0	0	0
	B-AD	0.01	4.78	0.002	0	0	0	0.21
	D-ABC	1.05	5.72	0.184	0.22	0.22	3.4	0.21
	C-A	7.95	-	-	-	-	-	-
	C-B	0.02	7.84	0.002	0	0	0	0.13
	C-D	0.08	-	-	-	-	-	-
	A-BC	7.64	22.98	0.333	0.99	0.99	14.9	0.07
	A-D	0.02	0.05	0.333	0	0	0	21.86

Table 8.7: PM Peak Hour PICADY Analysis - St. Columbanus Road/Northern Access Junction 2024 – Scenario B

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-C	0	7.73	0	0	0	0	0
	B-AD	0.01	4.54	0.002	0	0	0	0.22
	D-ABC	1.13	5.44	0.208	0.26	0.26	3.9	0.23
	C-A	8.61	-	-	-	-	-	-
	C-B	0.02	7.7	0.002	0	0	0	0.13
	C-D	0.08	-	-	-	-	-	-
	A-BC	8.16	22.25	0.367	1.13	1.13	17	0.07
	A-D	0.15	0.4	0.372	0.02	0.02	0.3	3.38

Table 8.8: PM Peak Hour PICADY Analysis - St. Columbanus Road/Northern Access Junction 2024 – Scenario C

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-C	0	7.51	0	0	0	0	0
	B-AD	0.01	4.23	0.002	0	0	0	0.24
	D-ABC	1.13	5.13	0.22	0.28	0.28	4.2	0.25
	C-A	9.36	-	-	-	-	-	-
	C-B	0.02	7.48	0.002	0	0	0	0.13
	C-D	0.08	-	-	-	-	-	-
	A-BC	9.05	22.31	0.406	1.34	1.34	20.1	0.08
	A-D	0.15	0.36	0.41	0.02	0.02	0.3	3.84

8.5.3 The Picady results for the R117 - St. Columbanus Road - Former CMH Access Junction show that the approach arms of the junction will operate at or below 41% capacity with the projected peak hour development traffic in place. This confirms the junction has adequate capacity for the proposed development.

8.6 Capacity Assessment of R117 – Frankfort Park - Rosemount Junction

8.6.1 ILTP performed a PICADY capacity assessment of R117- Frankfort Park - Rosemount junction for **Scenario A** (2024 Base Year), **Scenario B** (2027 Opening Year with Cumulative Impact of Other Permitted Developments) and **Scenario C** (2027 Opening Year with Cumulative Impact and with Proposed Development Traffic).

8.6.2 The results of the PICADY Assessment are shown in Tables 8.9 to 8.14.

Table 8.9: AM Peak Hour PICADY Analysis - R117 – Frankfort Park - Rosemount Junction – Scenario A

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-ACD	2.03	6.04	0.336	0.49	0.5	7.5	0.25
	D-ABC	0.28	4.8	0.058	0.06	0.06	0.9	0.22
	C-ABD	4.1	16.77	0.245	0.81	0.83	12.6	0.08
	C-A	9.58	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-
	A-BCD	0.12	11.85	0.01	0.01	0.01	0.2	0.09
	A-B	0.61	-	-	-	-	-	-
	A-C	6.78	-	-	-	-	-	-

Table 8.10: AM Peak Hour PICADY Analysis - R117 – Frankfort Park - Rosemount Junction – Scenario B

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-ACD	2.2	5.8	0.379	0.59	0.6	9	0.28
	D-ABC	0.3	4.52	0.066	0.07	0.07	1.1	0.24
	C-ABD	5.01	17.4	0.288	1.03	1.06	16.1	0.08
	C-A	9.81	-	-	-	-	-	-
	C-D	0.02	-	-	-	-	-	-
	A-BCD	0.13	12.07	0.01	0.01	0.01	0.2	0.08
	A-B	0.66	-	-	-	-	-	-
	A-C	7.36	-	-	-	-	-	-

Table 8.11: AM Peak Hour PICADY Analysis - R117 – Frankfort Park - Rosemount Junction – Scenario C

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-ACD	2.41	4.76	0.506	0.96	1	14.7	0.42
	D-ABC	0.3	3.54	0.085	0.09	0.09	1.4	0.31
	C-ABD	8.18	17.32	0.473	2.05	2.13	32.6	0.11
	C-A	7.22	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-
	A-BCD	0.18	13.02	0.014	0.02	0.02	0.2	0.08
	A-B	1.05	-	-	-	-	-	-
	A-C	8.54	-	-	-	-	-	-

Table 8.12: PM Peak Hour PICADY Analysis - R117 – Frankfort Park - Rosemount Junction – Scenario A

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-ACD	1.55	6.37	0.243	0.32	0.32	4.8	0.21
	D-ABC	0.13	5.4	0.024	0.02	0.02	0.4	0.19
	C-ABD	3.87	13.3	0.291	0.76	0.77	11.8	0.11
	C-A	5.54	-	-	-	-	-	-
	C-D	0.04	-	-	-	-	-	-
	A-BCD	0.11	13.14	0.009	0.01	0.01	0.1	0.08
	A-B	0.78	-	-	-	-	-	-
	A-C	7.32	-	-	-	-	-	-

Table 8.13: PM Peak Hour PICADY Analysis - R117 – Frankfort Park - Rosemount Junction – Scenario B

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-ACD	1.68	6.12	0.274	0.37	0.37	5.6	0.23
	D-ABC	0.2	5.14	0.039	0.04	0.04	0.6	0.2
	C-ABD	4.55	13.64	0.334	0.95	0.97	14.7	0.11
	C-A	5.65	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-
	A-BCD	0.12	13.43	0.009	0.01	0.01	0.1	0.08
	A-B	0.84	-	-	-	-	-	-
	A-C	7.94	-	-	-	-	-	-

Table 8.14: PM Peak Hour PICADY Analysis - R117 – Frankfort Park - Rosemount Junction – Scenario C

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-ACD	2	5.37	0.373	0.57	0.58	8.7	0.3
	D-ABC	0.15	4.72	0.032	0.03	0.03	0.5	0.22
	C-ABD	5.07	14.11	0.359	1.12	1.14	17.4	0.11
	C-A	6.01	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-
	A-BCD	0.13	13.81	0.009	0.01	0.01	0.2	0.07
	A-B	1.09	-	-	-	-	-	-
	A-C	8.66	-	-	-	-	-	-

8.6.3 The Picady results for the R117 – Frankfort Park - Rosemount junction show that the approach arms of the junction will operate at or below 54% capacity with the projected peak hour development traffic in place. This confirms the junction has adequate capacity for the proposed development.

8.7 Capacity Assessment of R117 – Mulvey Park Junction

8.7.1 ILTP performed a PICADY capacity assessment of R117 - Mulvey Park junction for **Scenario A** (2024 Base Year), **Scenario B** (2027 Opening Year with Cumulative Impact of Other Permitted Developments) and **Scenario C** (2027 Opening Year with Cumulative Impact and with Proposed Development Traffic).

8.7.2 The results of the PICADY Assessment are shown in Tables 8.15 and 8.20.

Table 8.15: AM Peak Hour PICADY Analysis - R117 – Mulvey Park Junction – Scenario A

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-AC	0.63	7.52	0.084	0.09	0.09	1.4	0.15
	C-AB	2.31	17.27	0.134	0.33	0.34	5.1	0.07
	C-A	11.55	-	-	-	-	-	-
	A-B	0.12	-	-	-	-	-	-
	A-C	6.23	-	-	-	-	-	-

Table 8.16: AM Peak Hour PICADY Analysis - R117 – Mulvey Park Junction – Scenario B

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-AC	0.68	7.23	0.094	0.1	0.1	1.5	0.15
	C-AB	2.93	18.06	0.162	0.46	0.47	7.1	0.07
	C-A	12.08	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-
	A-C	6.7	-	-	-	-	-	-

Table 8.17: AM Peak Hour PICADY Analysis - R117 – Mulvey Park Junction – Scenario C

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-AC	0.75	7.08	0.106	0.12	0.12	1.8	0.16
	C-AB	4.21	18.81	0.224	0.82	0.84	12.8	0.07
	C-A	12.04	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-
	A-C	7.27	-	-	-	-	-	-

Table 8.18: PM Peak Hour PICADY Analysis - R117 – Mulvey Park Junction – Scenario A

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-AC	0.91	7.49	0.122	0.14	0.14	2.1	0.15
	C-AB	1.69	13.49	0.125	0.3	0.3	4.6	0.08
	C-A	6.87	-	-	-	-	-	-
	A-B	0.32	-	-	-	-	-	-
	A-C	7.03	-	-	-	-	-	-

Table 8.19: PM Peak Hour PICADY Analysis - R117 – Mulvey Park Junction – Scenario B

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-AC	1	7.27	0.138	0.16	0.16	2.4	0.16
	C-AB	1.8	13.87	0.13	0.31	0.32	4.8	0.08
	C-A	7.48	-	-	-	-	-	-
	A-B	0.35	-	-	-	-	-	-
	A-C	7.61	-	-	-	-	-	-

Table 8.20: PM Peak Hour PICADY Analysis - R117 – Mulvey Park Junction – Scenario C

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-AC	1.1	7.1	0.155	0.18	0.18	2.7	0.17
	C-AB	2.43	14.23	0.171	0.46	0.47	7.1	0.09
	C-A	7.58	-	-	-	-	-	-
	A-B	0.35	-	-	-	-	-	-
	A-C	8.41	-	-	-	-	-	-

8.7.3 The Picady results for the R117 – Mulvey Park junction show that the approach arms of the junction will operate at or below 22% capacity with the projected peak hour development traffic in place. This confirms the junction has more than adequate capacity for the proposed development.

8.8 Capacity Assessment of R117 – Annaville Park Junction

8.8.1 ILTP performed a PICADY capacity assessment of R117- Annaville junction for **Scenario A** (2024 Base Year), **Scenario B** (2027 Opening Year with Cumulative Impact of Other Permitted Developments) and **Scenario C** (2027 Opening Year with Cumulative Impact and with Proposed Development Traffic).

8.8.2 The results of the PICADY Assessment are shown in Tables 8.21 and 8.26.

Table 8.21: AM Peak Hour PICADY Analysis - R117 –Annaville Junction – Scenario A

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-AC	0.28	6.84	0.041	0.04	0.04	0.6	0.15
	C-A	13.08	-	-	-	-	-	-
	C-B	0.02	7.59	0.002	0	0	0	0.13
	A-B	0.07	-	-	-	-	-	-
	A-C	7.16	-	-	-	-	-	-

Table 8.22: AM Peak Hour PICADY Analysis - R117 –Annaville Junction – Scenario B

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-AC	0.28	6.47	0.043	0.04	0.05	0.7	0.16
	C-A	14.08	-	-	-	-	-	-
	C-B	0.02	7.45	0.002	0	0	0	0.13
	A-B	0.07	-	-	-	-	-	-
	A-C	7.76	-	-	-	-	-	-

Table 8.23: AM Peak Hour PICADY Analysis - R117 –Annaville Junction – Scenario C

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-AC	0.28	5.84	0.048	0.05	0.05	0.7	0.18
	C-A	14.81	-	-	-	-	-	-
	C-B	0.02	7.05	0.002	0	0	0	0.14
	A-B	0.08	-	-	-	-	-	-
	A-C	9.4	-	-	-	-	-	-

Table 8.24: PM Peak Hour PICADY Analysis - R117 –Annaville Junction – Scenario A

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-AC	0.31	6.64	0.047	0.05	0.05	0.7	0.16
	C-A	7.82	-	-	-	-	-	-
	C-B	0.23	7.42	0.031	0.03	0.03	0.5	0.14
	A-B	0.17	-	-	-	-	-	-
	A-C	7.76	-	-	-	-	-	-

Table 8.25: PM Peak Hour PICADY Analysis - R117 –Annaville Junction – Scenario B

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-AC	0.31	6.36	0.049	0.05	0.05	0.8	0.17
	C-A	8.46	-	-	-	-	-	-
	C-B	0.25	7.26	0.034	0.04	0.04	0.5	0.14
	A-B	0.18	-	-	-	-	-	-
	A-C	8.42	-	-	-	-	-	-

Table 8.26: PM Peak Hour PICADY Analysis - R117 –Annaville Junction – Scenario C

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-AC	0.35	5.9	0.059	0.06	0.06	0.9	0.18
	C-A	9.66	-	-	-	-	-	-
	C-B	0.25	7.03	0.036	0.04	0.04	0.5	0.15
	A-B	0.18	-	-	-	-	-	-
	A-C	9.38	-	-	-	-	-	-

8.8.3 The Picady results for the R117 – Annaville Park junction show that the approach arms of the junction will operate at or below 5% capacity with the projected peak hour development traffic in place. This confirms the junction has more than adequate capacity for the proposed development.

8.9 Capacity Assessment of R117 – Highfield Junction

8.9.1 ILTP performed a PICADY capacity assessment of R117- Highfield junction for **Scenario A** (2024 Base Year), **Scenario B** (2027 Opening Year with Cumulative Impact of Other Permitted Developments) and **Scenario C** (2027 Opening Year with Cumulative Impact and with Proposed Development Traffic).

8.9.2 The results of the PICADY Assessment are shown in Tables 8.27 and 8.32.

Table 8.27: AM Peak Hour PICADY Analysis - R117 –Highfield Junction – Scenario A

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-AC	0.71	5.27	0.135	0.15	0.15	2.3	0.22
	C-AB	0.99	16.72	0.059	0.1	0.1	1.5	0.06
	C-A	12.27	-	-	-	-	-	-
	A-B	0.23	-	-	-	-	-	-
	A-C	6.73	-	-	-	-	-	-

Table 8.28: AM Peak Hour PICADY Analysis - R117 –Highfield Junction – Scenario B

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-AC	0.78	5	0.156	0.18	0.18	2.7	0.24
	C-AB	1.27	17.6	0.072	0.11	0.13	1.9	0.06
	C-A	13.09	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-
	A-C	7.3	-	-	-	-	-	-

Table 8.29: AM Peak Hour PICADY Analysis - R117 –Highfield Junction – Scenario C

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-09:00	B-AC	0.78	4.72	0.165	0.19	0.2	2.9	0.25
	C-AB	1.43	18.26	0.079	0.14	0.14	2.2	0.06
	C-A	14.17	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-
	A-C	7.88	-	-	-	-	-	-

Table 8.30: PM Peak Hour PICADY Analysis - R117 –Highfield Junction – Scenario A

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-AC	0.6	5.18	0.116	0.13	0.13	1.9	0.22
	C-AB	0.83	13.2	0.063	0.1	0.1	1.6	0.08
	C-A	7.1	-	-	-	-	-	-
	A-B	0.4	-	-	-	-	-	-
	A-C	7.63	-	-	-	-	-	-

Table 8.31: PM Peak Hour PICADY Analysis - R117 –Highfield Junction – Scenario B

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-AC	0.65	4.1	0.159	0.18	0.19	2.8	0.29
	C-AB	0.98	13.51	0.072	0.13	0.13	1.9	0.08
	C-A	7.62	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-
	A-C	8.27	-	-	-	-	-	-

Table 8.32: PM Peak Hour PICADY Analysis - R117 –Highfield Junction – Scenario C

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Start Queue (veh)	End Queue (veh)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-18:00	B-AC	0.65	4.67	0.139	0.16	0.16	2.4	0.25
	C-AB	1.06	13.84	0.077	0.14	0.14	2.1	0.08
	C-A	8.27	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-
	A-C	9.17	-	-	-	-	-	-

8.9.3 The Picady results for the R117 – Highfield junction show that the approach arms of the junction will operate at or below 16% capacity with the projected peak hour development traffic in place. This confirms the junction has more than adequate capacity for the proposed development.

8.10 LINSIG Signalised Junction Analysis – Proposed Access / R117 Junction

8.10.1 A LINSIG Traffic Modelling software analysis was conducted to assess the capacity of the Proposed Access / R117 Junction.

8.10.2 The LinSig Model is based on the 1-hour time periods for the morning and evening peak traffic hours and presents an optimised solution for the network. The ILTP LinSig model for the Proposed Access / R117 Junction is shown in Figure 8.31.

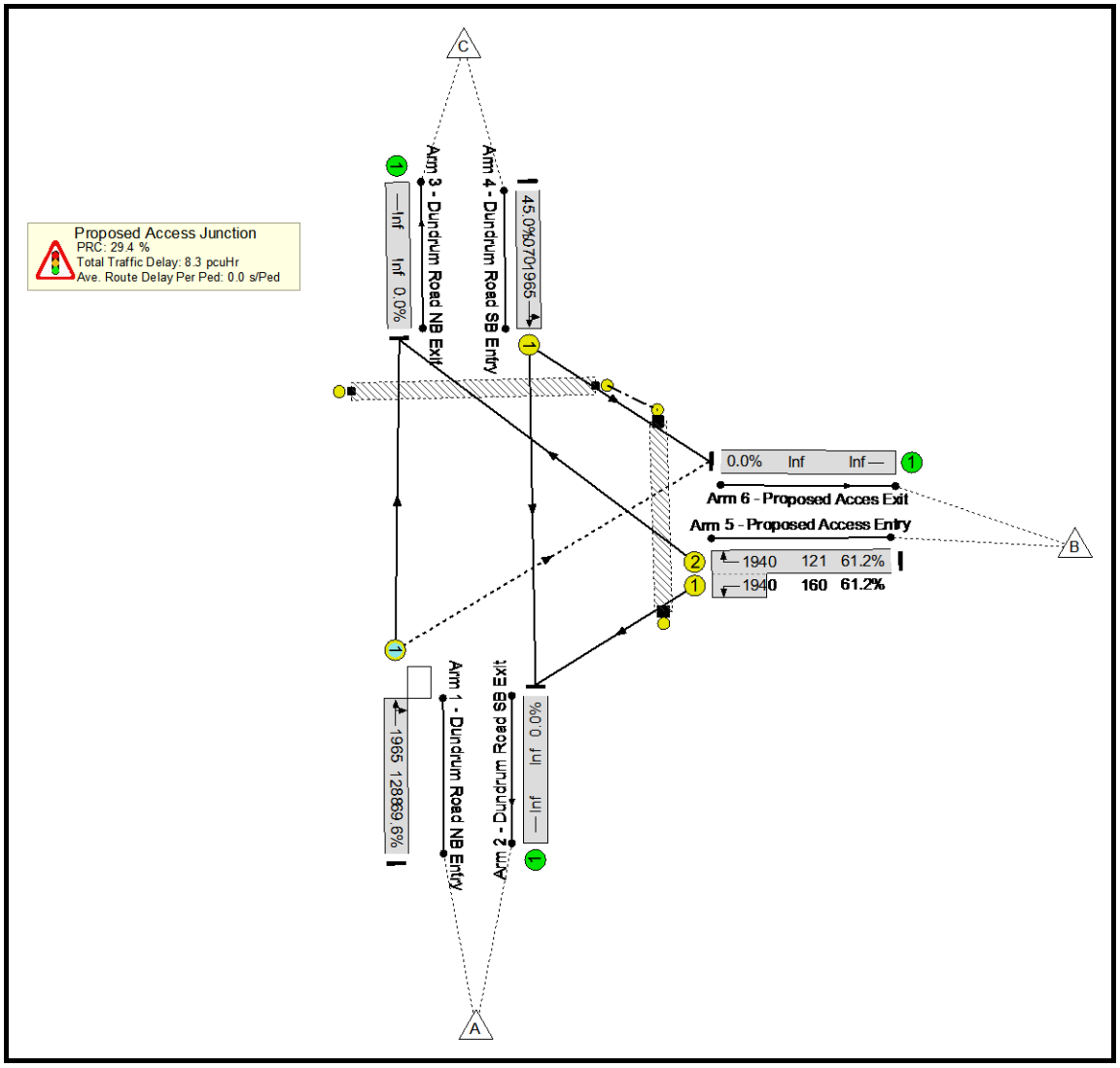


Figure 8.31: LinSig model of Proposed Access / R117 Junction

8.10.3 The Opening year traffic volume inputs into LinSig with the development in place are shown in Figures 8.32 and 8.33. These include the AM and PM periods with the proposed development in place and fully occupied.

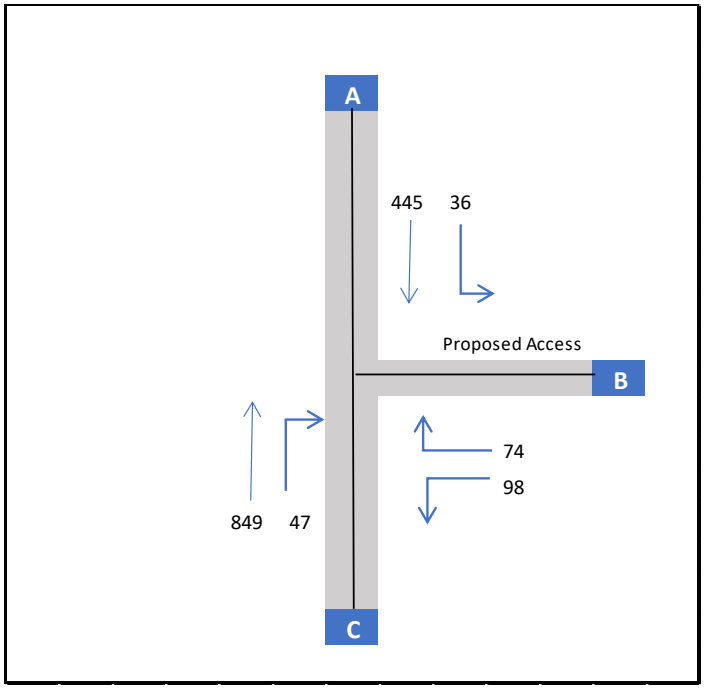


Figure 8.32: LinSig Input for R117 – Proposed Access Junction AM Peak Hour 2027 with Dev

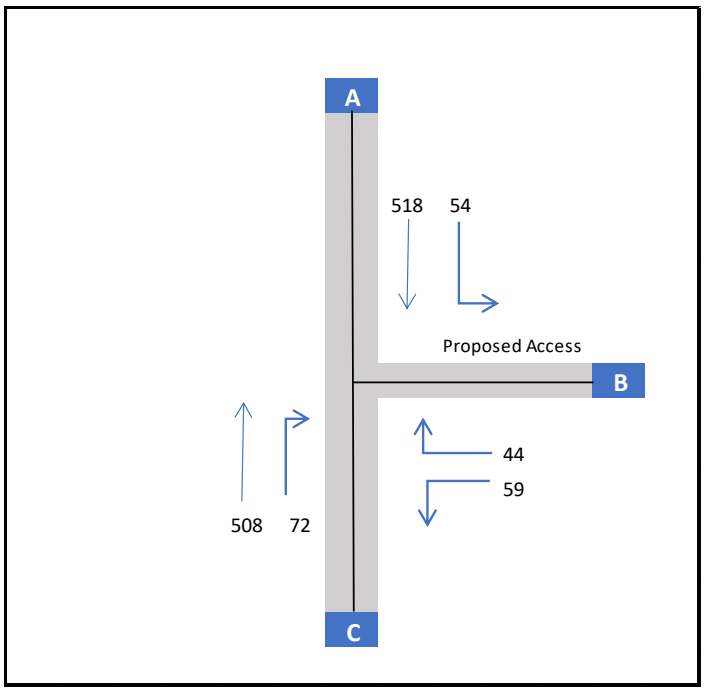


Figure 8.33: LinSig Input for R117 – Proposed Access Junction PM Peak Hour 2027 with Dev

8.10.4 The results of the various scenarios modelled in LinSig are presented in Table 8.33 in terms of Degree of Saturation, which for an urban signalised junction should be below 90%. Values over 90% are typically regarded as experiencing occasional traffic congestion, with queues of vehicles beginning to form. It should be noted that at many urban junctions the Degree of Saturation exceeds 100% for a portion of the peak period.

8.10.5 The extent and duration of the queues which form as a result are managed, to minimise interference spreading through the network. To this end, the control of multiple signalised junctions by specialist controller software such as SCATS is used. The existing Bird Avenue / R117 junction modelled is operated by Dublin City Council (DCC), on behalf of DLRCC, using this SCATS system setting. Traffic signals are often set in favour of main roads, with side roads given minimum green time, which is in effect in the current junction arrangement.

Table 8.33: LinSig Traffic Model Output Results for Bird Avenue-R117 Junction

Scenario		R117 Southbound (A)		Proposed Access (B)		R117 Northbound (C)	
		Degree of Saturation (%)	Mean Max Queue	Degree of Saturation (%)	Mean Max Queue	Degree of Saturation (%)	Mean Max Queue
Opening Year, with Development	**AM**	45%	7.6	61.2	7.6	69.6%	15.1
	PM	53.5%	9.6	36.8%	1.4	45%	7.3

8.10.6 The LINSIG results show that the Proposed Access / R117 Junction will operate well within capacity with the peak hour development traffic in place. This confirms the existing junction has more than adequate capacity for the proposed development.

8.11 LINSIG Signalised Junction Analysis – Existing Bird Avenue / R117 Junction

8.11.1 A LINSIG Traffic Modelling software analysis was conducted to assess the capacity of the existing Bird Avenue / R117 Junction.

8.11.2 The LinSig Model is based on the 1-hour time periods for the morning and evening peak traffic hours and presents an optimised solution for the network. The ILTP LinSig model for the Bird Avenue / R117 Junction is shown in Figure 8.34.

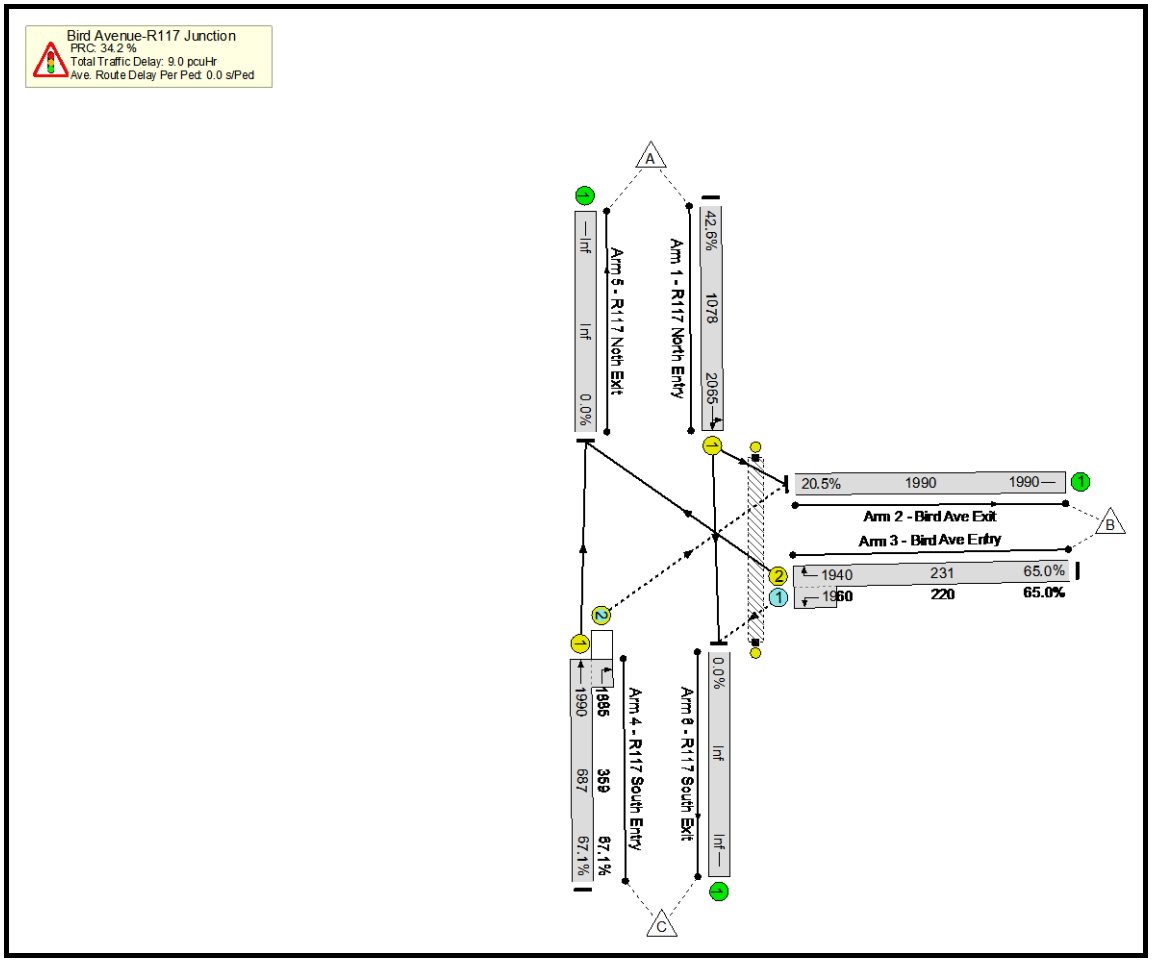


Figure 8.34: LinSig model of Bird Avenue / R117 Junction

8.11.3 The Opening year traffic volume inputs into LinSig with the development in place are shown in Figures 8.35 and 8.36. These include the AM and PM periods with the proposed development in place and fully occupied.

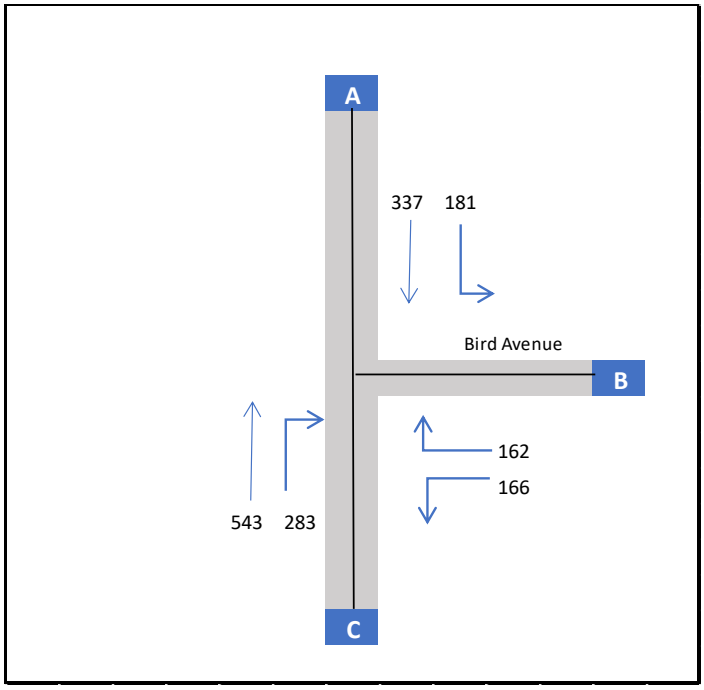


Figure 8.35: LinSig Input for R117 – Bird Avenue Junction AM Peak Hour 2027 with Dev

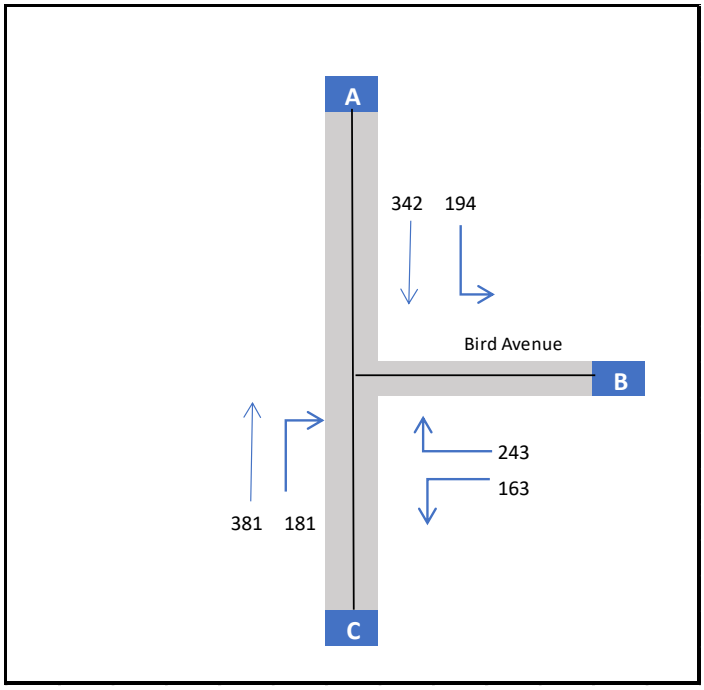


Figure 8.36: LinSig Input for R117 – Bird Avenue Junction PM Peak Hour 2027 with Dev

8.11.4 The results of the various scenarios modelled in LinSig are presented in Table 8.34 in terms of Degree of Saturation, which for an urban signalised junction should be below 90%. Values over 90% are typically regarded as experiencing occasional traffic congestion, with queues of vehicles beginning to form. It should be noted that at many urban junctions the Degree of Saturation exceeds 100% for a portion of the peak period.

8.11.5 The extent and duration of the queues which form as a result are managed, to minimise interference spreading through the network. To this end, the control of multiple signalised junctions by specialist controller software such as SCATS is used. The existing Bird Avenue / R117 junction modelled is operated by Dublin City Council (DCC), on behalf of DLRCC, using this SCATS system setting. Traffic signals are often set in favour of main roads, with side roads given minimum green time, which is in effect in the current junction arrangement.

Table 8.34: LinSig Traffic Model Output Results for Bird Avenue-R117 Junction

Scenario		R117 Southbound (A)		Bird Avenue (B)		R117 Northbound (C)	
		Degree of Saturation (%)	Mean Max Queue	Degree of Saturation (%)	Mean Max Queue	Degree of Saturation (%)	Mean Max Queue
Base Year	**AM**	42.6%	7.4	65.0%	4.7	67.1%	12.4
	PM	53.4%	9.2	59.5%	6.5	58.5%	8.7
Opening Year, no Development	**AM**	45.1%	8.0	73.8%	5.9	72.2%	14.4
	PM	56.8%	10.1	66.9%	7.7	65.2%	9.7
Opening Year, with Development	**AM**	46.1%	8.2	78.8%	6.5	78.4%	17.0
	PM	58.4%	10.7	71.4%	8.3	70.2%	10.8

8.11.6 The LINSIG results show that the existing Bird Avenue / R117 Junction will operate well within capacity with the peak hour development traffic in place. This confirms the existing junction has more than adequate capacity for the proposed development. The largest increase in the degree of saturation was shown to occur in Bird Avenue arm of the junction if no changes were made to the existing traffic signal phasing. However, the overall junction operates well within its overall capacity with the proposed development in place.

8.12 Luas Capacity and Frequency On-site Assessment of Luas Services

8.12.1 Exact details of Luas passenger numbers are not available as this information is commercially sensitive. ILTP undertook on site surveys to determine the up to date frequencies of the Luas services on 24th April 2024 and to also confirm that the capacity of the new upgrades are in operation. In AM peak periods the frequency of northbound Luas trams was recorded at the Windy Arbour Luas stop. In addition, the numbers boarding each Luas tram were also recorded. As discussed in Chapter 6 of this report, additional check surveys were undertaken in August 2024 to ensure the validity of the April surveys.

8.12.2 The survey results for Northbound frequency are shown in Table 8.35.

Table 8.35: Windy Arbour Luas stop Frequency to City Centre AM Peak

Windy Arbour Luas Stop Frequency Northbound			
AM Peak 08:00 - 09:00	**Total No. of Trams**	**Average time interval between trams**	**Average No. of passengers entering per tram**
	20	2.7 minute	19 passengers

8.12.3 The surveys also noted that all the trams on the line were the new 55m trams.

8.12.4 Data for southbound trams were also recorded. These show lower frequencies southbound in the AM peak hour, which is to be expected as demand on the Luas is far greater than on the Luas northbound in the AM peak. The results are summarised in Table 8.36.

Table 8.36: Windy Arbour Luas Stop AM PEAK Hour – Survey Results

Windy Arbour Luas Stop Frequency Southbound			
AM Peak 08:00 - 09:00	**Total No. of Trams AM Peak**	**Average time interval between trams**	**Average No. of passengers entering per tram**
	12	4.6 minute	7 passengers

8.12.5 Based on the results of the surveys in the AM peak hour the city bound Luas theoretical capacity was 8,160 per direction per hour (pdph) (408*20) and 6,606pdph using the assumed operational capacity. The recorded inbound frequency was approximately 3 minutes for inbound trams, which is regarded as a very high public transport frequency.

8.12.6 The check surveys undertaken on 25th August showed a reduction in the number of passengers boarding during the AM peak hour. The number of passengers boarding city bound trams reduced from 371 in April to 320 in August. The total number of city bound trams also reduced from 20 to 19.

8.12.7 ILTP staff also visited the Windy Arbour Luas Stop on a number of occasions to observe boarding patterns in the AM peak. The most recent site visit was undertaken on 18th September 2024. The site visit confirmed that the Luas had sufficient capacity to accommodate all passenger demand over the AM peak hour. Some trams were relatively full with subsequent trams having quite a lot of space capacity. This may be accounted for by the fact that some trams commence services at Sandyford and others enter service at Brides Glen. Occasionally, some boarders chose to await the next tram which is common on many high frequency transport systems internationally.

8.13 Existing Bus Services Assessment

There are a variety of bus services in the vicinity of the proposed development which serve a wide variety of destinations that further enhance public transport in the area. These bus services are available to serve the existing and new development in the area. In total, there are 19 buses along these routes. The average operating capacity of an urban bus is approximately 90 passengers per bus. The capacity of the existing bus services in the area are summarised in Table 8.37.

Table 8.37 Estimated Passengers Capacity AM Peak Hour

Estimated Passengers Capacity AM Peak hour (08:00 - 09:00)			
Bus Service To/From	No. Buses per hour	Operational Capacity (passengers per bus)	Total Capacity(passengers per bus)
Dundrum Road	9	90	810
Goatstown Road	6		540
Dundrum Village	4		360
TOTAL	**19**		**1710**

8.13.1 These bus services are set to be enhanced through the BusConnects projects and bus capacity are planned to be increased by 25% over the coming years. Therefore, bus service capacity and network will be improved further over the period to 2030. Based on our professional judgement and having regard to existing policies, outlined in Chapter 2 of this report, improvements to the public transport networks and increased frequencies will happen over time.

8.14 Public Transport Demands

8.14.1 As set out in section 7.3 of this report, the opening year mode share is anticipated to be 25% using Luas. It is estimated that 80% of persons leaving the proposed development by Luas in the AM Peak will travel towards to City Centre. Passengers on a Luas are not assigned a specific seat and the maximum capacity that each tram can accommodate can vary. Therefore, the operational capacity is taken as 80% of the maximum capacity, which is an industry norm.

8.14.2 Based on current frequencies of 20 trams per hour, this equates to approximately 4 to 5 additional persons per tram city bound in the AM peak, which can be accommodated by the existing Luas services. It is anticipated that there is adequate spare capacity on the Luas Green Line to cater for this slight increase in demand.

8.14.3 Policy at all levels promotes greater use of sustainable travel modes over that of the private car. This has resulted in significant improvement in public transport investment over recent years and this investment is forecast to continue. This will over time result in improvements to public transport services.

8.14.4 Based on current bus frequencies on the buses in the area and a mode share of 5%, as set out in section 7.3 of this report, the estimated additional passengers per bus are set out in Table 8.39.

Table 8.39: Estimated Bus Service Demand AM Peak Hour

	Estimated Additional Passengers per Bus AM Peak hour (08:00 - 09:00)		
	No. Passengers	**No. Buses per hour Dundrum Road /Goatstown Road/Dundrum Village**	**Additional passengers per bus/ per hour**
Departing	21	8	1
Arriving	6	11	
TOTAL	**27**	**19**	

8.14.5 Based on current frequencies this would result in an additional 2 passengers per bus during the AM peak hour period. It is anticipated that there is adequate spare capacity on these bus services to cater for this slight increase in demand.

8.14.6 The anticipated increase in Luas and other public transport services over the coming years will be, in our professional judgement, more than capable of accommodating the additional demands generated by the proposed development.

8.14.7 The improved walk and cycle facilities included in the development would further improve connectivity to the bus and Luas services in the area.

8.15 Summary of Assessment

8.15.1 Traffic assessments have also been carried out at the Dundrum Road/Mulvey junction to the north and the Dundrum Road/Frankford/Rosemount Junction to the south and at Bird Avenue to the North for all junctions where traffic is forecast to increase by 5% or more in accordance with the TII Traffic and Transport Assessment Guidelines, as set out in section 8.2 of this report.

8.15.2 While traffic increases are assumed at these junctions, the assessment demonstrates that the proposed development traffic can be adequately accommodated by the existing network.

8.15.3 Beyond these junctions, traffic associated with the proposed development is more dissipated through the network and the overall traffic impacts of the proposed development reduced.

8.15.4 The overall analysis confirms that the proposed development will have no significant adverse long-term impact on the capacity or operation of the surrounding road network. Traffic growth beyond the assessment opening year, therefore, represents the worst-case scenario in terms of likely traffic impacts as traffic is likely to decline over the period to the 2042 design year, as discussed in section 2.13 of this report.

8.15.5 The Luas Green Line capacity enhancements are now complete and significant additional capacity is available to accommodate increased demands from the proposed development. There are also a variety of bus service available to service the proposed development. Both the Luas and bus services are proposed to be further upgraded over the coming years to accommodate future demand for public transport in the vicinity of the proposed development and indeed the wider area.

8.15.6 It is further noted that if current NTA mode share targets are met, then reductions in background traffic can be expected in the short to medium term in line with greater shift to more sustainable modes of transport. Therefore, over time overall traffic in the area is likely to decline in line with increased Capital Investment in non-motorised modes of travel and based on the evidence of recent traffic trends as set out in the TTA.

8.16 Other Considerations

8.16.1 The assessment did not include for any reduction in existing traffic arising from the recent public transport improvements in the area. Likewise, some of the existing residents will avail of the proposed cycle and pedestrian route through the site, thus increasing walk and cycle mode share in the area. Some will also use the non-residential elements of the proposed development. These positive outcomes have not been assumed in the traffic and transport assessments. The assessments, therefore, represent the worst-case scenario in terms of traffic impact.

8.16.2 As set out earlier in this report, and with reference to the Climate Action Plan 2024(CAP), traffic flows are set to reduce over time in urban areas well served by public transport such as the proposed development lands. CAP targets include a 20% reduction in total vehicle kilometres travelled by 2030. It is also an objective of the Dundrum LAP to: “transition Dundrum Road to a neighbourhood street, using traffic calming and public realm improvements to create a safer, more accessible and attractive environment for local residents.” - Dundrum LAP Objective T19 Also, the reduced car parking proposed coupled with the measures as set out later in the MMP will result in reduced car use and greater use of alternative travel modes over time.

9 MOBILITY MANAGEMENT PLAN – INTRODUCTION AND OBJECTIVES

9.1 What Is Mobility Management?

9.1.1 Mobility Management aims to promote sustainable transport and manage the demand for car use by changing travellers' attitudes and behaviour. Mobility Management is about improving a site's layout by designing for and enabling and promoting sustainable travel options (e.g. walking, cycling and public transport) to residents. The use of Mobility Management is well established in Ireland through the Development Control process and policy documents. The process involves key stakeholders such as the Local Authority, public transport operators, the developer and future residents. The MMP is regarded as a mitigation measure to help promote sustainable travel and to lessen the traffic impact of any development.

9.2 The Benefits of Mobility Management

9.2.1 Implementing a Mobility Management Plan has the following potential local benefits:

- Promoting alternative uses to the car can result in less congestion and therefore improves safety on local roads by promoting alternatives to the car.
- Reduced highway capacity problems can enable more sustainable travel choices.
- The local environment will be improved from reduced congestion, carbon emissions, pollution and noise.
- A range of travel options makes the development site attractive to potential residents.
- Increases opportunities for active healthy travel, such as walking and cycling.
- Reduces demand for parking spaces, enabling land to be put to more cost-effective or commercially beneficial use and freeing space for active travel initiatives.
- Improved travel choice, quality and affordable access to services for all users.
- Helps achieve Ireland's Climate Action targets.

9.3 Mobility Management Plan Objectives

9.3.1 The overarching objectives of the MMP are to reduce levels of private car use by encouraging people to walk, cycle, use public transport and car-share facilities. It can also reduce the number and length of trips undertaken / required through the provision and promotions of on-site local services.

9.3.2 The specific objective(s) of an MMP can vary depending upon the organisation, site characteristics and specific land uses which vary with each site. Nevertheless, in the context of a residential MMP, objectives can include:

Residents

- Address residents' need for sustainable access to a full range of facilities for work, education, health, leisure, recreation and shopping.
- Promote healthy lifestyles and sustainable, vibrant local communities by improving the environment and the routes available for cycling and walking.

The Local Community

- Make local streets less dangerous, less noisy and less polluted and enhance the viability of public transport

- Reduce the traffic generated by the development for journeys both within the development and on the external road network
- Promote equal opportunities by offering wider travel choices
- Improve personal and wider community health
- Reduce air and noise pollution.

9.3.3 MMPs are evolutionary documents that should be regularly updated. In this way, MMP targets and plans can be reviewed and tailored to take account of ongoing changes in travel patterns. It is therefore intended that this MMP is the starting point of a live process and will be updated on an annual basis or when required by other circumstances.

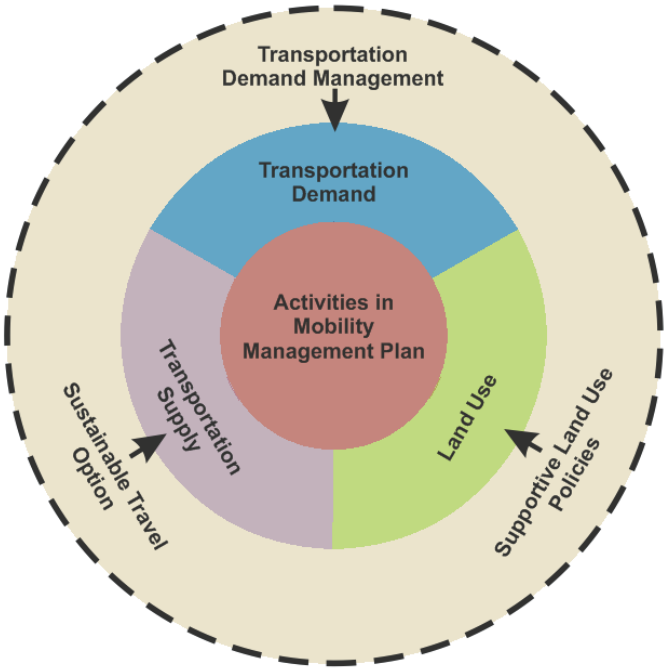
9.4 Summary of Policy & Targets

9.4.1 The transport strategy must be reflective of its wider context including land-use policies and objectives, population growth, investment in sustainable transport and climate action. The wide range of transport and sustainability policies and objectives and their applicability to the subject planning application are set out in this report. The overall trust is to reduce dependency on private cars and to promote more sustainable and public travel modes in urban areas in particular. In recent years, Dublin has seen significant increases in rail (including LUAS) and bus services coupled with some reductions in radial and city centre traffic flows. Policy at all levels coupled with increased investment in sustainable travel modes will drive this trend over the coming years.

9.5 Mobility Management Plan Approach

9.5.1 A Mobility Management Plan (MMP), or Travel Plan, is a wide range of policies, programmes, services and products that influence how, why, when & where people travel to make travel behaviour more sustainable.

9.5.2 Figure 9.1 represents graphically the interlinking approaches and strategies utilised in the preparation of the Mobility Management Plan. Within this MMP we have sought to consider transportation demand, transportation supply and land use.



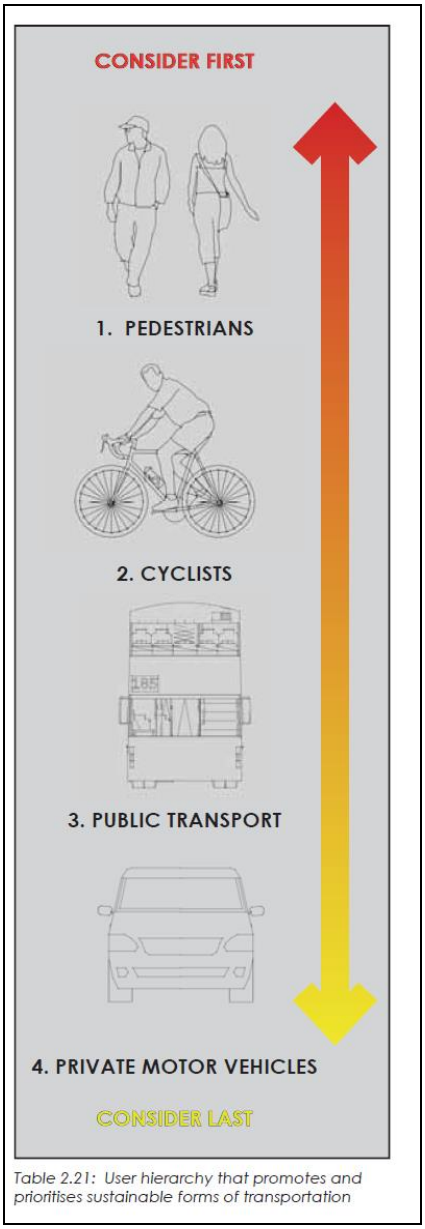


Figure 9.1: Mobility Management Plan Strategies and User Priorities

9.5.3 Mobility Management can be described, as a transport demand management mechanism that seeks to provide for the transportation needs of people and goods. It can be applied as a strategic demand management tool or as a site-specific tool measure. The aim is to reduce the demand for and use of cars by increasing the attractiveness and practicality of other modes of transport. Mobility Management encourages individuals, companies or institutions to satisfy their transport needs by the efficient and integrated use of available transport facilities.

9.6 Objectives of Mobility Management Plan

9.6.1 The purpose of the mobility management plan is to reduce the number of trips generated by a particular development and help ensure that greater numbers use public transport, cycle and walking modes. A mobility management strategy would therefore act as a form of mitigation by reducing the overall levels of traffic that would otherwise be on the surrounding roads in the future.

9.6.2 This Mobility Management Plan includes provision for the appointment of a Mobility Manager and details of access to the appointed Mobility Manager by the residents in the development.

10 MMP TARGETS, ACTION PLAN, MONITORING & REVIEW

10.1 Overview

10.1.1 The purpose of a Mobility Management Plan is to reduce, in overall terms, the amount of trips generated by a particular development and to ensure that a greater number of these reduced trips use sustainable transport modes. A mobility management strategy acts as a form of mitigation by reducing the overall level of traffic that would otherwise be on the surrounding roads in the future.

10.1.2 The applicant is ideally positioned to develop, manage and implement sustainable mobility measures at both the planning and post planned stages of the proposed development as it will retain longer term responsibility for the overall development post-completion. The overall development is also designed to provide for an appropriate mix of uses that help ensure that external movements are reduced and that access via walking cycle and public transport modes are promoted over that of the private car.

10.2 Aims and Objectives

10.2.1 The overall aim of the MMP for the proposed development is to minimise the proportion of single-occupancy vehicle trips and address the forecast transport impacts of the end-users of the site. The objectives can be summarised as follows:

- Consider the needs of residents in relation to accessing facilities for employment, education, health, leisure, recreation and shopping purposes, including identifying local amenities available that reduce the need to travel longer distances.
- Reduce the vehicular traffic generated by the development to a lower level of car trips than that predicted within the Traffic and Transport Assessment – including developing measures to reduce the need to travel, such as the provision of ancillary facilities (gym, food/beverage facilities, convenience retail and quality outdoor spaces).
- Implement good urban design by ensuring permeability of the development to neighbouring areas and the provision of sustainable travel alternatives.

10.3 Proposed Mode Share Targets

10.3.1 The proposed development is strategically located with good bus and light rail public transport facilities. The proposed development also includes for generous cycle parking provision and lower car parking numbers to below CDP maximum standards, which is expected to promote greater uptake of more sustainable travel patterns.

10.3.2 The assumed mode share used for the traffic impact assessment was informed by existing travel patterns and is set out in Chapter 8 of this report. The MMP aims to reduce the reliance on private car as the primary mode of transport and through a number of measures encourage a shift to more sustainable transport modes.

10.3.3 Based on the above principles and the current attributes of the proposed development the target 2042 Design Year modal split targets for the proposed development are:

- Bus: 10%
- Luas: 25%
- Walking: 18%
- Cycling: 10%
- E-mobility 3%
- Private Car (Driver) 26.7%
- Private Car (Passengers) 3.3%
- Car Share Schemes 4%

10.3.4 These mode share targets were produced with reference to policy at both national and local levels and well as taking into account the proposed upgrades to public transport and walking and cycling facilities in the area. These changes coupled with the mitigation measures put in place as part of the ongoing MMP process should significantly reduce the reliance on the private car and encourage a shift to more sustainable transport modes.

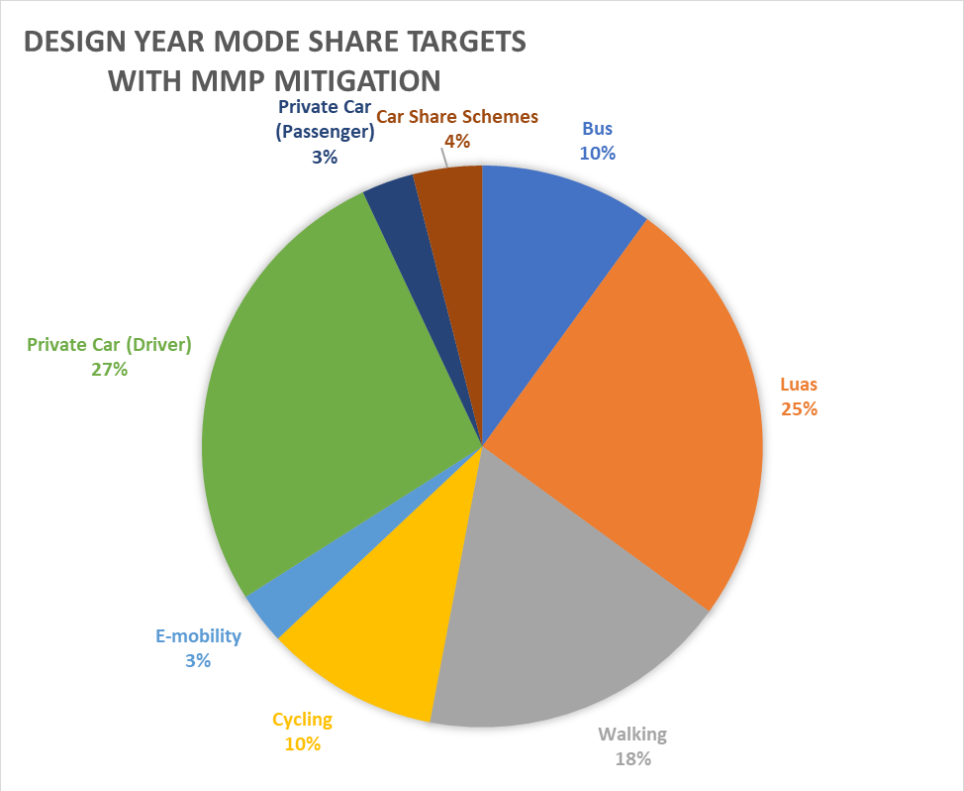


Figure 10.1: Mode Share Targets for Proposed Part 10 Development

10.3.5 The mode share targets are illustrated in Figure 10.1 by mode share. The modal split for the proposed development will be surveyed, by the Mobility Manager (appointed by the Management Company) on an annual basis to ascertain if targets are being met and to identify methods by which the modal split may be further improved.

10.3.6 It is essential that the residents of the development see the results of the survey and review their own travel patterns against the typical data. Therefore, the results should be available publicly. This will be discussed further in section 10.18.

10.4 Proposed MMP Action Plan Measures

10.4.1 Mobility management plans have a wide range of possible “hard” and “soft” tools from which to choose from with the objective of influencing travel choices. The following section introduces proposed MMP measures that can be implemented once the site is occupied. The finalised measures within the MMP will be informed by the insight gained by the Post-Occupation Baseline Travel Survey results.

10.4.2 The proposed MMP Action Plan is summarised into the following sections:

- Mobility Manager Appointment
- Reduce the need to travel and promote sustainable travel modes
- Welcome Travel Pack
- Marketing and Travel Information
- Personalised Travel Planning
- Walking
- Cycling
- Public Transport
- Managing Car Use

10.5 Mobility Manager

10.5.1 Most fundamental to the success of such a venture is the appointment of a Mobility Manager by the Management Company for the residential units. This individual will be responsible for the delivery of the programme and will act as an interface between the various stakeholder groups within the development.

10.5.2 The Mobility Manager will also be involved in monitoring the mode of travel from the residential development. This will be done on an annual basis. Monitoring of travel patterns will facilitate the provision of sustainable transport modes and ensure that once modal targets are met that there is no slippage and instead efforts made to further improve the situation.

10.5.3 A Mobility Manager for the proposed residential development will be appointed after the completion and prior to occupation of the first residential block. The Mobility Manager will have a role in promoting and monitoring the provisions of travel plans within the residential development.

10.5.4 The Mobility Manager will at the outset of the occupation of the first block of residential units implement a number of key measures. These will include:

- Providing new residents with a Travel Welcome Pack giving full details of transport options, cycle/walking maps and information on local services
- Instigate and regularly update a travel notice board in each of the blocks providing travel information. This may also be provided online subject to demand.
- Promote the use of public and residential car share schemes within the development

10.6 **Reducing the Need to Travel**

10.6.1 The provision of on-site services to reduce the need of residents to utilise a vehicle to travel is crucial to embedding a sustainable travel culture within the site from the outset. On-site services are included as part of the overall Part 10 application but will need to be actively promoted to occupants. On site facilities included as part of the proposed overall development that will help reduce the need to travel include:

- Retail, Food & Beverage
- Gym and recreational facilities
- Recreational and play areas
- Childcare Facility

10.7 Welcome Travel Pack

10.7.1 A 'Welcome travel pack' can be provided to all new residents with the intention that each resident is made fully aware of the travel choices available to them. This will also give the best possible opportunity to the new residents to consider more sustainable modes of travel at a key moment of life change (i.e. moving home) – where new travel habits are more easily encouraged.

10.7.2 The Welcome pack will include a variety of sustainable travel information and incentives about the development and the wider local area. It can include measures such as:

- Information on the site's available sustainable travel services (including cycle parking, cycle hire and the Car Club) and on-site facilities (e.g. parcel collection).

10.7.3 Incentives to trial sustainable travel can also be considered as part of the MMP process and could include some of the following:

- Public transport 'taster tickets' via a Leap 'pay as you go' card for each resident.
- Information on services and amenities provided locally (both on-site and nearby), particularly those within walking and cycling distance.
- Maps showing the pedestrian and cycle routes in proximity to the site, including site cycle parking and cycle hire locations; advised routes (with journey times) into the city centre and also to public transport interchanges.
- Information about local public transport services and tickets, including a plan showing the location of bus and Luas stops, and bus routes to rail stations.
- Information on the health benefits of walking and cycling.
- Details of car-sharing services along with the benefits of car sharing, such as reduced congestion, better air quality, reduction in traffic noise and cost savings to the individuals taking part.
- Provide information on the financial and environmental costs associated with driving and support regarding tips for green driving techniques.

10.8 Marketing and Travel Information

10.8.1 Marketing and raising awareness will involve directly engaging with individuals and raising awareness of travel options as well the benefits of sustainable and active travel.

10.8.2 The Mobility Manager can market and promote the MMP to residents of the site in the following ways:

- Production and distribution of the Welcome Travel Pack as described above
- Producing dedicated printed Travel Options Leaflets (in addition to the Welcome Packs) and online information which can be personalised to suit the individual needs of the site.
- Once travel surveys have been undertaken, additional leaflets can be provided which are tailored to encourage travel by a specific mode of transport.
- Organising events and activities (e.g. Dr Bike sessions, Pedometer challenges, led walks, cycle training) to coincide with Bike Week, European Mobility Week and any other national / local sustainable travel or community events.
- Displaying regular updates on MMP targets and activities in communal areas of the residential development.
- Promotion of sustainable travel options to residents, focusing marketing initiatives on areas where there is willingness to change and promoting positive messages e.g. getting fit and active, reducing congestion and CO2 emissions.

10.9 Walking Initiatives

10.9.1 Depending on the outcome of the Post-Occupation Baseline Residents Travel Survey, the following measures could be implemented to promote walking to residents:

- Participation in a Residents' 'Pedometer Challenge'.
- Display local walking maps in communal areas (and online if applicable).
- Highlight the direct savings and health and wellbeing benefits of walking.

10.10 Cycling Initiatives

10.10.1 High quality cyclist routes will be provided as part of the design of the development, in addition to secure and accessible cycle parking. To maximise the potential for cycling by residents, the following facilities could also be provided (and promoted to residents):

- Display local cycle route maps in communal areas (and online if applicable).
- Highlight the direct savings and health and wellbeing benefits of walking.
- Organise cycle training in conjunction with planning authority
- On-site cycle hire provision (e.g. through Bleeper Bikes) for use by residents

10.11 E-Mobility Measures

10.11.1 A range of e-mobility measures will also be provided for in the overall development and implemented on a phased basis and subject to ongoing review. These include:

- E-Bikes
- E-Scooters
- Cargo Bikes
- Car share apps

10.12 Public Transport Initiatives

10.12.1 The following measures can be implemented to promote public transport to residents:

- Provide timetables and maps of local bus routes and the nearest bus stops, (including walk times) in communal areas.

- Promotion of the National Public Transport Journey Planner for travel by bus and rail.
- Promotion of the availability of Real Time Information on the Dublin Bus and NTA app and website (e.g.: www.dublinbus.ie) which provides live information on bus departure times for main bus routes that serve the site).
- Where necessary, liaise with the NTA and local bus operators about any feedback gained from residents such as location of bus stops, timing of routes, or where you have market information about a potential new or improved frequency on existing routes.

10.13 Managing Car Use

10.13.1 The following measures can also be implemented to help manage residents' car use:

- Promotion of car-sharing services (e.g. Liftshare) in communal areas and online.
- Organise car-share matching events or web page for residents. This can match residents willing to offer / find a lift for specific journeys.
- Marketing of the financial and carbon benefits of car-sharing incorporated in communication messages to residents.
- Promote green driving techniques and tips.
- Promote the benefits of EV vehicles

10.14 Prioritising Non – Car Ownership Within the Proposed Development

10.14.1 Central to promoting and supporting a demand management approach to reducing the demand and impact of growth in private car usage, the proposal here is to encourage and prioritize travel by sustainable alternative modes, through provision of infrastructure to support walking, cycling and use of public transport, e-mobility, car clubs where possible. In addition, a significant proportion of the units will be provided and promoted for people that do not own or do not wish to own a private car. Measure to promote same could include:

- Provision of infrastructure to support e-mobility options such as EV charging infrastructure within the proposed development.
- Provision of car sharing services within the proposed development to be facilitated by the management company

10.15 MMP Monitoring and Review - Overview

10.15.1 This section sets out the monitoring strategy for the Mobility Management Plan. The monitoring strategy is important for assessing how effectively the MMP has been in achieving its aim, objectives and targets. It can help identify measures that are not meeting objectives and reallocate resources accordingly.

10.16 Travel Survey

10.16.1 It is recommended that the Management Company conducts a travel survey of residents initially within six months following occupation of the proposed development. The results of the survey will identify travel patterns in terms of modes used and the sustainable transport modes which require encouragement through the MMP measures.

10.16.2 The results of the survey will be used to inform the development of the MMP targets and measures. The survey is designed to identify the distribution and mode share of trips from the development. The survey will also identify people's willingness and ability to try new modes, and what barriers they may face in making Smarter Travel choices.

10.17 Annual Monitoring

10.17.1 The Mobility Manager will carry out annual follow-up travel surveys with future residents. These surveys should take place in the same month and be of the same format as the original baseline survey to ensure compatibility of results.

10.17.2 This monitoring is an opportunity to measure MMP achievements on an annual basis. This will then inform the ongoing development of the MMP, ensuring its targets and measures remain relevant to the needs of the residents, is site-specific and fit for purpose. Results will be analysed to enable the following:

- Measurement of the success of the MMP, enabling focused improvement on areas that have not achieved the desired modal shift via appropriate revisions to the MMP measures.
- Identification of early success stories of the MMP, which can help to encourage further participation and build momentum for sustainable travel.
- Ensures that changing travel patterns are considered, ensuring that the MMP measures can be updated to reflect the needs of residents.
- Allows targets that have been set too low or unrealistically high to be readjusted.

10.18 Reporting

10.18.1 Reporting of the results of the baseline travel survey and findings from the ongoing monitoring activities and progress with implementation will be agreed with the planning authority.

10.18.2 In the event that initial targets set out in the MMP are not met, this will not be seen as a failure, rather as a calibration exercise for future target setting and MMP Action Plan refresh and review.

10.18.3 The MMP will be submitted and approved by the Planning Authority prior to the occupation of the development and will be made publicly available. The Mobility Manager will also circulate the MMP to residents and other relevant stakeholders. Updates to the MMP will likewise be publicly available and circulated to individuals and relevant stakeholders.

10.19 Summary

10.19.1 The Mobility Management Plan is the principal mitigation measure proposed by the TTA to address the forecasted transport impacts of the development and has been prepared as a Pre-Occupation Plan to support the planning application.

10.19.2 The development site borders a well-established walking and cycling network with a range of footways and cycle routes, tactile paving and dedicated pedestrian and cycle crossing facilities. The proposed development is designed to link to the existing facilities and includes for a new strategic pedestrian cycle link through the lands that will benefit both the new and existing residents of the area.

10.19.3 The site is served by the high-capacity and high-frequency Luas service and by a number of bus services. The sites are also within walking distance to a number of employment centres, local retail, education and leisure facilities. The proposed development design layout also significantly increases the 15minute walking catchments for both new and existing residents of the area. It can be concluded that the proposed development has a very high level of accessibility by sustainable transport modes.

10.19.4 A Mobility Manager will be appointed to co-ordinate the delivery of the Post-Occupation Baseline Travel Survey, the finalisation of MMP targets and the development and implementation of the Post-Occupation Residential MMP. The Mobility Manager will also ensure ongoing promotion and marketing of sustainable travel options to the residents of the development.

10.19.5 In addition to high quality cycling and pedestrian facilities inherent within the design (including cycle parking), car share clubs and other support measures will be provided to enhance sustainable travel choices for residents and limit the need for car ownership amongst residents.

10.19.6 The preparation of the Welcome Travel Pack will provide encouragement to residents to consider their travel choices. The Welcome Travel Pack will include information to encourage residents to travel sustainably from the outset. The travel pack will be issued to all residents and will include a variety of information and incentives on sustainable travel.

10.19.7 Other measures will be determined by the results of the Post-Occupation Baseline Travel Survey and will include the following:

- Marketing and promotion
- Measures to promote and support walking and cycling
- Measures to promote and support bus and Luas use
- Measures to promote car-sharing and to manage car use.
- Measure to manage car, cycle and motorcycle parking within the development

10.19.8 The MMP is a continuous and evolving document which requires monitoring, review and revision to ensure it remains relevant. This will become the responsibility of the management company. The target set would result in a significant reduction in the traffic impact of the development and a corresponding increase in the use of more sustainable travel modes.

11 CONSTRUCTION STAGE TRAFFIC IMPACT ASSESSMENT & MMP

11.1 Construction Activity

11.1.1 The separate Construction & Environmental Management Plan (CEMP) report sets out the construction phasing.

11.1.2 The likely traffic impacts associated with the construction phase of the proposed development have been assessed in this section.

11.1.3 The works will be phased in such a way as to allow the road network to remain open with existing capacity maintained at all times. Any short terms road closures or traffic management measures required to facilitate construction or services provision will need to be agreed in advance with DLRCC's Roads & Traffic Department.

11.1.4 The following assumptions were made as part of the evaluation process:

- 08:00 to 19:00 operation per day Monday - Friday
- 08:00 to 14:00 operation Saturday

11.1.5 A more detailed construction traffic management plan will be prepared by the contractor undertaking the construction works and submitted to DLRCC's Planning Department for approval prior to commencement of construction of the development.

11.2 Proposed Construction Program and Sequencing

11.2.1 The overall phasing of the construction is set out in the CEMP. In terms of traffic management, the proposed new southern access will be constructed as part of Phase 1 of the overall development. The final phase of the development included the proposed housing element along this southern access route also. This will allow for the better segregation of construction and new residential traffic during the phased construction process. Further details on phasing are provided in the architects' phasing drawing and in the masterplan report.

11.3 Proposed Haul Route for Construction Traffic

11.3.1 Various route proposals for accessing the site were considered. It was decided that the route with the least impact on the adjoining residential street network would be the most prudent, as it would reduce conflict with other vehicles and local residents.

11.3.2 The site adjoins the R117 Regional Road which means that all HGV movement associated with the construction stage of the proposed development can be required to only use the regional and national road networks to the south of the proposed development.

11.3.3 The proposed Haul Route for the construction works for the proposed development is shown in Figure11.1.

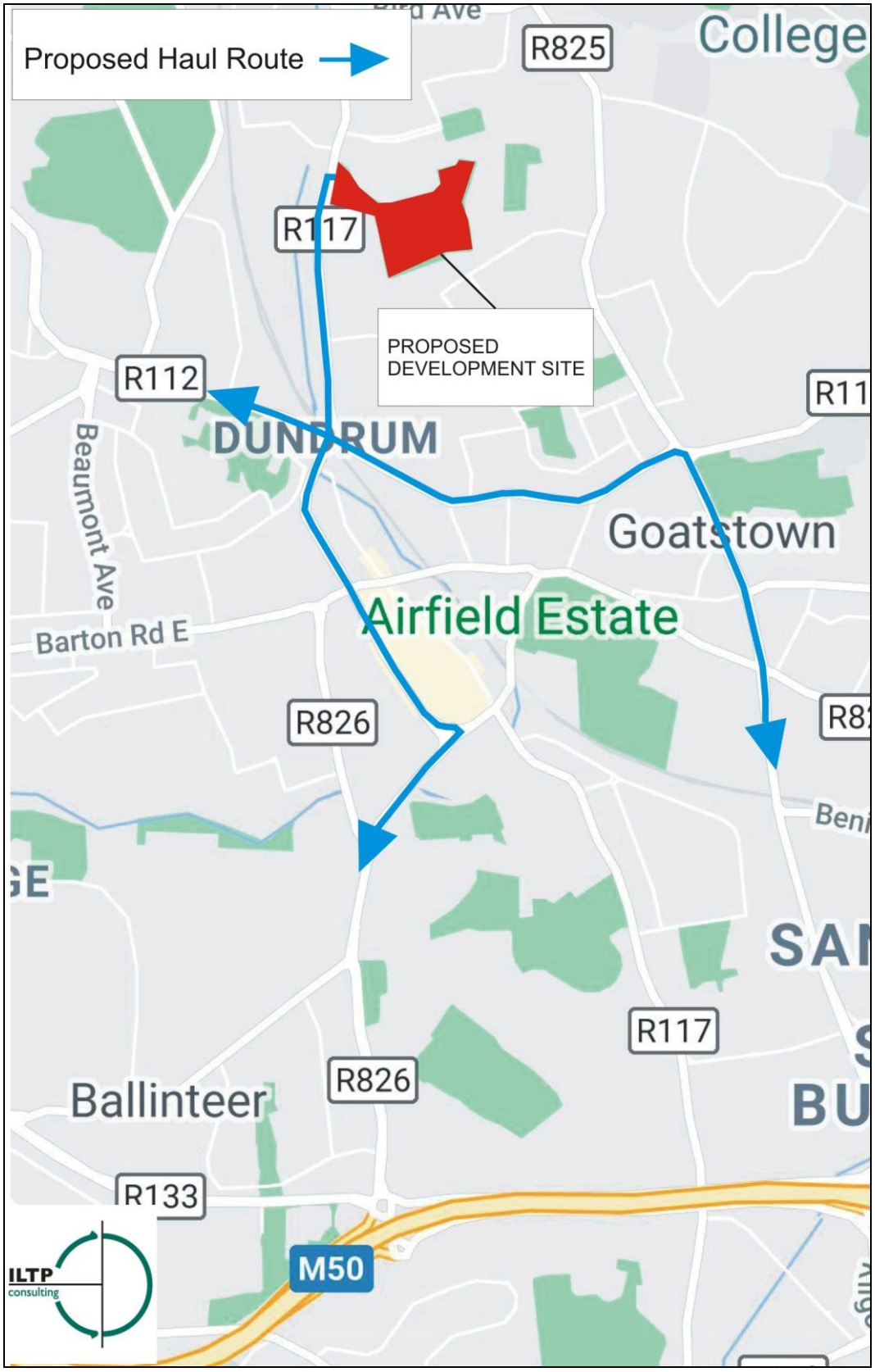


Figure 11.1: Proposed Primary Haul Route for Construction Works for Proposed Development

11.3.4 No HGV construction traffic will be required use any local roads or streets to access and egress the site.

11.4 Construction Stage Traffic Assessment

11.4.1 The estimated large construction vehicle (HGVs) movements during the construction phase of the overall development are set out in the CEMP. The overall estimated HGVs movement are set out in Figure 6.1 of the CEMP and reproduced here as Figure 11.2.

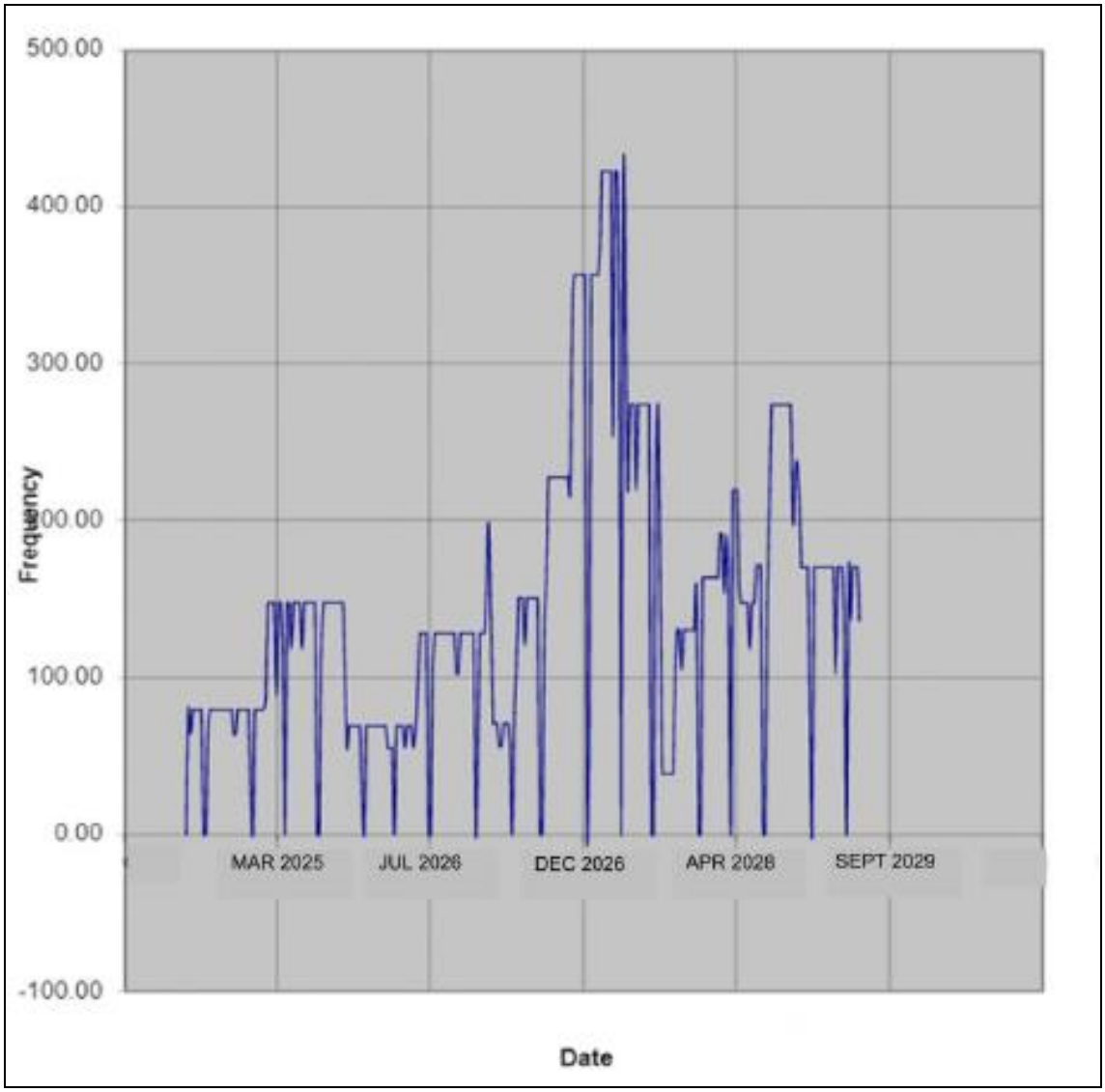


Figure 11.2: Approximate Weekly Construction Vehicle Trip Movements To/From Site *(Source: CEMP Report)*

11.4.2 The peak construction related HGV movement will occur during 2026, where between 400 to 500 HGV movement to and from the site per week are expected to arise.

11.4.3 The site construction will operate for approximately 60 hours per week and these movement will be spread throughout the day, exporting and importing construction materials to and from the site. This would average at 10HGV movement per hour at the peak construction period. All these HGV movements would be required to use the proposed haul route.

11.5 Construction Workers Traffic Estimates

11.5.1 Excluding HGV drivers, it is estimated that the construction works would require personnel parking on site, including full time construction workers and contractors.

11.5.2 It is projected that the works will result in approximately 300 to 400 construction workers on site during the typical construction period, with a maximum of 800 construction personnel on site concurrently during the period of peak construction activity. Given typical construction working hours the majority of these personnel are expected to arrive to site in advance of the 08:00 – 09:00 morning peak hour and depart after the 17:00 - 18:00 evening peak hour periods.

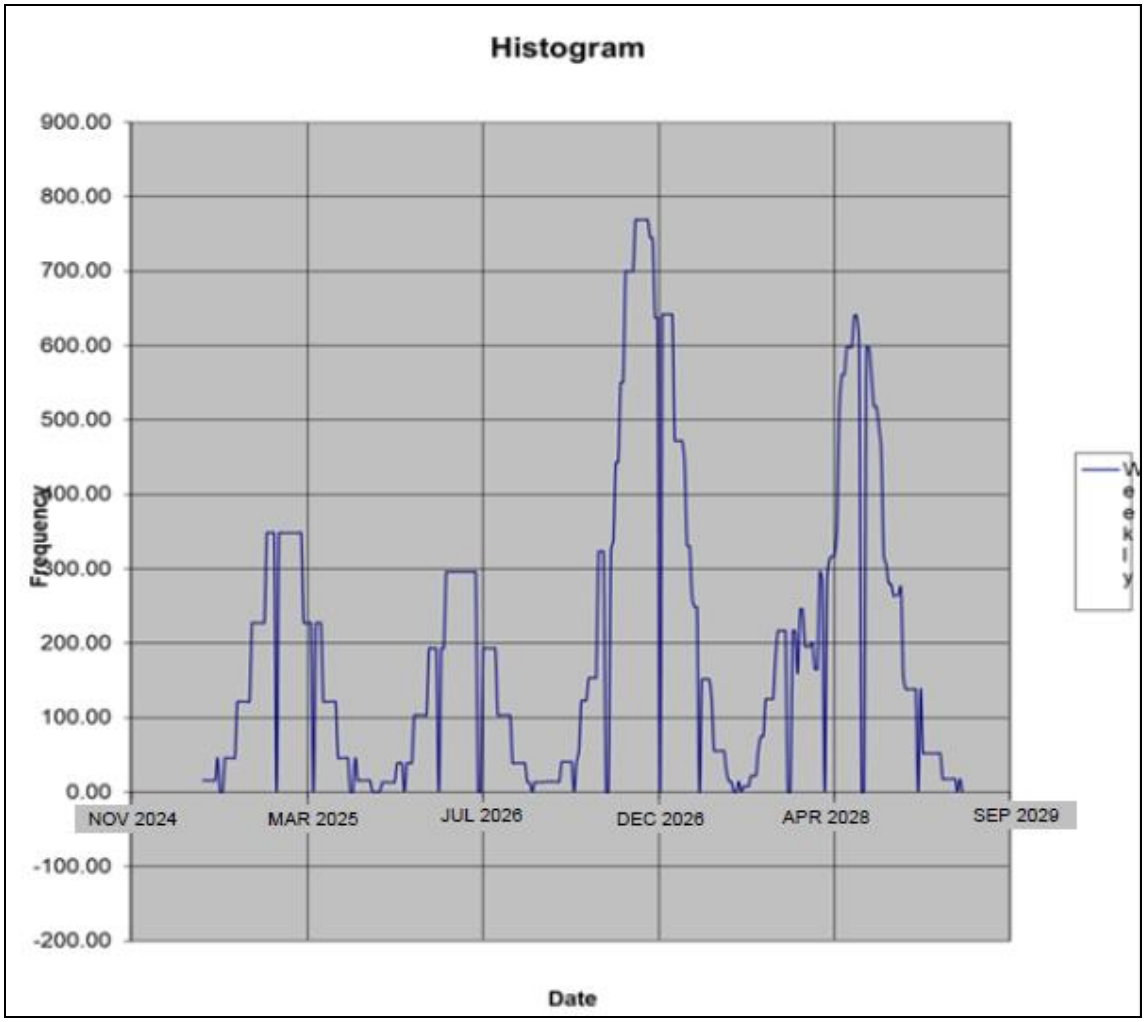


Figure 11.3: Approximate Weekly Construction Workers Trip Movements To/From Site ***(Source: CEMP Report)***

11.5.3 Some construction workers will arrive on foot, cycle or use public transport. In addition, many construction workers come to site in groups by car or van. Based on the estimates set out in the CEMP, vehicular movements carrying construction personnel can be broken down as follows:

800 peak staff working on site (Max):

- 40% arrive during AM Peak hour 320
  - 30% arrive via public transport, walk or cycle 96
  - 70% arrive via car/van 224
- Average Car Occupancy = 2.2 (including driver) 2.2
- Maximum additional movements AM Peak (800 staff) 102 cars/vans

With up to 400 staff normally on site:

- Normal additional movements AM Peak 51 cars/vans

11.6 Overall Construction Traffic Impact

11.6.1 Overall, the traffic movements for construction related traffic and construction workers at the peak stage of construction would equate to approximately 2 vehicles every minute arriving or departing the site during the morning and evening peak hours. This level of traffic will in overall terms will have no material traffic impact on Dundrum Road.

11.6.2 This volume of construction traffic during peak traffic hours is lower than the peak volumes projected for the operational phase of the development and therefore construction related traffic has no material additional impact on existing levels of traffic on the surrounding road network.

11.6.3 Therefore, in Traffic Impact Assessment terms, the most onerous scenario to assess in terms of capacity and traffic impact is the operational stage of the development.

11.7 Cumulative Construction Traffic Impact

11.7.1 The operational stage of the development was estimated to generate an additional 314 movements (97+217) in the AM peak hour as set ou in Chapter 8 of this report. the CEMP estimates that construction traffic will generate a maximum of an additional 112 (10 +102) movements in the AM peak hour.

11.7.2 The cumulative construction stage traffic impact of the other developments along Dundrum Road and in the vicinity of the proposed development are also estimated in the TTA to be lower than the operational stage traffic impact. If the construction of these other developments is ongoing, during either the construction or operational stages of our development, then the construction stage cumulative traffic impact would be less than the cumulative traffic impact of the operational stage of these other developments. Therefore, there was no necessity to undertake a separate detailed traffic assessment of the cumulative traffic impact for the construction stage.

11.8 Construction Traffic Management Measures

11.8.1 The Construction Traffic Management Plan will include detailed measures to mitigate the impact of construction traffic, which include:

<u>General:</u>

- Inside the site boundary, a clear pedestrian access will be provided to the areas of work and appropriate signage placed. Pedestrian boundaries will be delineated with pedestrian barriers.

- Tracked excavators will be moved to and from the site on low-loaders and will not be permitted to drive onto the adjacent roadway.

- Vehicles delivering or removing material with potential for dust emissions to an off-site location shall be enclosed or covered with tarpaulin to restrict the escape of dust.

- All public and private roads and footpaths shall at all times be kept entirely free of excavated materials, debris and rubbish.

- A wheel wash facility will be employed at the exit of the site so that traffic leaving the site compound will not generate dust or cause the build-up of aggregates and fine material in the public domain.

- The applicant is committed to implementing sustainable construction practices and as such will be seeking to reduce the quantities of waste material being carried off the site to a minimum.

- A site liaison officer will be identified as a single contact point for the Planning Authority and local community to deal with any issues that may arise in a prompt and efficient manner.

- Construction work will be limited to normal working hours; that are 08.00 – 19.00hrs on weekdays and 08.00 – 14.00hrs on Saturdays. It is proposed that any hours of work outside of these times would only be allowed following prior agreement with the local authority.

- All deliveries of materials, plant and machinery to the site and removals of waste or other material will take place within the permitted hours of work. Vehicle movements will be planned to ensure arrival and departure times are maintained inside the agreed working hours.

- Deliveries will be co-ordinated to prevent queuing of vehicles adversely affecting traffic flow and to minimise disruption to local traffic. They will be timed and coordinated to avoid conflict with collection of waste, other deliveries (particularly to adjoining owners), and rush hour traffic. Large deliveries will be scheduled outside peak traffic hours to minimise disruption.

- No daytime or night-time parking of site vehicles or construction staff vehicles will be permitted outside the site gate.

- Any damages to existing roads or footpaths caused during construction will be made good and to the requirements of DLR.

- The contractor shall confine his activities to the area of the site occupied by the works and the builders' compound, as far as practicably possible, during any particular phase of the works.

- Establishment and maintenance of a truck holding area within the site.

- All construction workers will be encouraged to use public transport, and to car share.

<u>Safety on the Public Road:</u>

- Inside the site boundary, all construction vehicles will give way to pedestrians.

- Any works completed outside site boundary will be fully barriered with such work covered by a method statement and agreed in advance with the local authority.
- Flagmen shall be used to control the movement of construction vehicles to and from the site, where required.
- For works outside the boundary which may impede traffic / pedestrians on the public road, a separate traffic management plan will be completed and agreed in advance with the local authority.
- The roads will be monitored throughout the works and a road sweeper will be employed when required for the duration should the roads become dirty. The contractor will liaise with the local authority and all adjoining owners / residents in respect of the timing and movement of the road sweeper activity.
- All deliveries must be notified to the site in advance so that the site will be organised, for the offloading and dictate which crane will be unloading. This is to ensure that delivery trucks, on entering the site, cannot block any of the public roads adjacent to the site. A banksman will be assigned to control all deliveries of required.
- Any works on public roads outside the site will be co-ordinated with Dun Laoghaire Rathdown County Council and the adjoining residents, businesses and relevant stakeholders.
- Secure site hoarding will be employed around any works outside of the site, with controlled access points.
- Firm, level, and well-drained pedestrian walkways will be provided.
- Measures will be implemented to ensure drivers driving out onto public roads can see both ways along the footway before they move on to it.
- Footpaths will not be blocked resulting in pedestrians having to step onto the carriageway during.

11.9 Other Mitigation Measures

11.9.1 The following have been identified for implementation of additional mitigation measures:

- Proposed Site Car Parking
- Car Sharing
- Public Transport
- Walking and Cycling
- Sustainable Construction Practices (Minimising Construction Waste)

Proposed On-Site Car Parking

11.9.2 It is good practice from a sustainable development perspective to apply measures to restrain private car usage. Measures such as parking control are important in encouraging alternative forms of travel to the private car.

6. It is proposed to provide the required car parking on site for construction staff traveling to the site. These parking spaces will be allocated to particular staff members or car registration numbers.

7. In addition, there will be no parking permitted by construction staff on the adjoining streets, or at undesignated parking areas within the site. This will be included as part of the construction contract.

11.9.3 These proposed measures will be strictly enforced by site management.

Car-sharing

11.9.4 Car-sharing is particularly relevant for the proposed construction works as there is significant potential for a number of staff to travel to site together in one vehicle.

11.9.5 The use of car-sharing by construction staff travelling to the site by private car will be actively encouraged and promoted on an ongoing basis by site management and the Mobility Manager.

11.9.6 Prior to commencement on site, and on an ongoing basis throughout the works, the Mobility Manager would provide information to staff highlighting the benefits of car sharing and request information from staff in respect of their ability to car share. An initial meeting with possible car sharing partners could then be arranged to discuss arrangements for pick-up and collection, scheduling, contact details and agreeing trial periods.

11.9.7 The Mobility Manager will also evaluate on an ongoing basis the needs of staff and opportunities to reduce car dependency and maximise car sharing.

Public Transport

11.9.8 The proposed development site is strategically located and well served by public transport. All construction staff will be encouraged to use public transport throughout the works. The Mobility Manager will provide details to construction staff of the available public transport facilities serving the site, including Bus and LUAS.

Walking and Cycling

11.9.9 The safe and secure movement of pedestrians and vulnerable road users through the construction site will be of the highest priority during the works. It is proposed to provide showers, lockers and changing facilities on site, which would be important for staff members who walk or cycle to work. Secure cycle parking facilities will also be provided on site. The extent of provision will be actively monitored on an ongoing basis throughout the construction works to ensure adequate provision is available.

Evaluation and Reporting

11.9.10 The functioning of the Construction Stage traffic management plan will be overseen on an ongoing basis during the whole of the construction works to ensure the objectives and targets of the Mobility Management Plan are being met and to identify and implement any required measures to remedy any deficiencies.

11.10 Summary of Construction Traffic and Transport Assessment

11.10.1 The overall level of traffic generated by the construction works will be relatively low. A construction traffic management plan will be implemented to ensure the existing road network continues to operate throughout the construction process.

11.10.2 As set out in this report, t construction traffic will be directed via designated construction traffic routes with access off Dundrum Road only for construction traffic. This will ensure that construction traffic will not impact other local roads in the area. The proposed construction phasing and traffic management plan will help minimise the impact on local residents and ensure that the adjoining road network remains operational at all times.

11.10.3 A construction stage MMP will also be prepared and monitored throughout the development to ensure that the construction traffic impact is kept to a minimum and appropriately managed and to ensure that no construction parking will take place on adjacent residential streets.

12 SUMMARY & CONCLUSIONS

12.1 Summary Background

12.1.1 ILTP Consulting were commissioned by Reddy Architecture + Urbanism on behalf of DLR to undertake a Traffic and Transport Assessment (TTA) and Mobility Management Plan (MMP) for the proposed development on the site of the former CMH, Dundrum. As the overall masterplan lands will use the same proposed access arrangements and local transport networks and the TTA assessments allowed for the full development of the lands.

12.2 Development Proposals

12.2.1 The proposed development comprises a total of 934 residential units which is a reduction from 977 residential units included in the SHD planning application. Residential car parking has also been increased in a number of blocks and for individual housing units. The overall development also includes for a creche, medical, community facilities and food and non-food retail use to primarily serve the proposed new development, but which will also provide additional facilities for the surrounding communities.

12.2.2 In preparing this Traffic and Transport Assessment ILTP collected traffic count data on the adjoining road network and boarding an alighting data of nearby public transport facilities.

12.2.3 The development site is located off the Dundrum Road and is well served by the existing LUAS stops at Windy Arbour and Dundrum and by a number of local bus services. The proposed development is also located in an established residential area and has access to high employment areas along the LUAS corridor.

12.2.4 The existing LUAS corridor is a high capacity, high frequency sustainable travel mode in close proximity to the proposed developments and has recently undergone significant capacity expansion. The Bus Connects project will also see a change in bus operation city wide over time to provide for increased bus capacity generally and improved connectivity between travel sustainable modes. Therefore, the proposed development is well serviced by the existing high-capacity high frequency public transport services which are set to be further improved on over time.

12.3 Access Strategy Summary

12.3.1 The main transport elements of the proposed development are summarised as follows:

- **Dundrum Road** – Change the existing access to the proposed development to an access for walk and cycle modes and emergency access..
- **Dundrum Road** – Create an additional signal controlled access on the southern part of the lands off Dundrum Road.
- **Annaville Park** – Create a pedestrian and cycle link from Annaville Park to the proposed development.
- **Rosemount Green to Green at Mulvey** – it is proposed to create a pedestrian and cycle route through the proposed development, which will provide connectivity to the wider area and to local schools and other services that avoid major trafficked routes. This link will benefit both new and existing residents of the proposed development.
- **Internal Street Layout** – The internal streets have been designed to accord with DMURS requirements.

12.4 Cycle and Car Parking and MMP Initiatives

12.4.1 The overall development provides for reduced car parking, which is consistent with the Apartment Guidelines and wider transport policies that aim to minimise car dependency, particularly in areas well served by public transport. The level of car parking is therefore set at a lower level to the CDP requirements but is sufficient to meet the need of the overall development. High levels of cycle parking are also proposed to meet and promote increased cycling within the development and adjoining areas, through increased cycle and pedestrian permeability provided by the proposed development.

12.4.2 The measures set out in the MMP sections of the report are also intended to support the promotion of sustainable travel patterns and to respond to changes in the travel needs of the new development over time.

12.5 Traffic Impact Assessment

12.5.1 The delivery of higher density development in areas well served by existing public transport is both desirable and necessary. Developments of increased residential density, that provide an appropriate range of supporting development and are well served by existing public transport, can reduce overall traffic on the road network and can also result in reduced travel distances and time spent travelling.

12.5.2 Dublin city centre has seen significant additional development over recent years, but the overall levels of traffic flow have declined steadily over time also. This demonstrates that appropriately located and designed new development can form part of the overall desire to reduce traffic on the street network in urban areas.

12.5.3 Traffic flows along radial routes into the city centre have also shown, if anything, a slight decrease in volumes over recent years as set out in the TTA.

12.5.4 The proposed opening year for the proposed development is 2027 and the design year is 2042. The TTA estimated the likely additional traffic that would be generated by the proposed development. The cumulative traffic impacts of other development in the area were also taken into consideration and included in the traffic assessment undertaken. To undertake the traffic assessment of the proposed development it was assumed that the proposed development would add this additional traffic to the adjacent road network. However, the assessment undertaken included for conservative assumptions as the provision of well-integrated new development also reduce overall travel demand on the network and car travel demand, particularly in urban areas.

12.5.5 Overall plans and policies seek to reduce car dependency and use in urban areas, which aims over time to reduce traffic volumes on our urban roads and streets.

12.5.6 It is assumed that no further growth in background traffic would result along Dundrum Road post 2027, but the traffic levels were assumed to remain at these levels to 2041 the Design Year for the proposed development. It should be noted that if current Government mode share targets are met then reductions in background traffic can be expected in the short to medium term in line with a greater shift to more sustainable modes of transport.

12.5.7 To assess the capacity of the proposed priority access on the surrounding road network a PICADY Traffic Modelling analysis was undertaken for the proposed access on to Dundrum Road. The results show that even with the worst-case Scenario Assumptions the proposed accesses off Dundrum Road operated within capacity and no major delays or traffic queues were shown to result along Dundrum Road as a result of the proposed development.

12.5.8 The recent Luas upgrades and existing bus service means that the proposed development is served by a high capacity and high frequency public transport network. The recent capacity increase to the Luas Green Line and planned future upgrades to both Luas and bus service in the area means that the public transport network is future proofed to serve the proposed development and the wider area.

12.5.9 The removal of portions of the existing high boundary wall, the provision of increased permeability coupled with the new landscape proposals and the range of non-residential elements of the development will make the routes through the new development far more attractive for existing cyclists and walkers in the area. The overall development will also benefit the existing wider community and help promote the greater use of sustainable travel modes in the wider area.

12.5.10 The development will fulfil key sustainable objectives that will:

- Ensure that more people live close to services and public transport
- Promote sustainable transit orientated development
- Provide for a mix of uses to minimise travel distance
- Provide filtered permeability through the development so that people (existing and new) can move about more easily by walk and cycle modes than by car.
- Support National, Regional and Local transport policy objective

12.5.11 The MMP measures will further mitigate the traffic and transport impacts of the proposed development over time.

12.6 Construction Traffic Management Plan

12.6.1 A CTMP is also included as part of the TTA. This shows a proposed haul route for heavy construction traffic will travel along the Dundrum Road to and from the south.

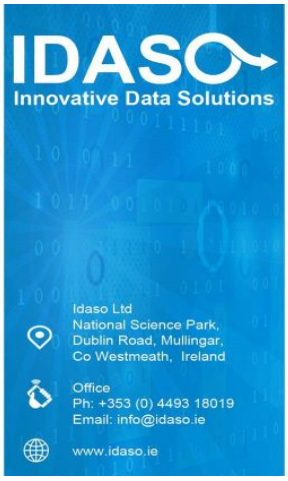
12.6.2 The proposed haul road will ensure that construction related heavy traffic will not route through residential streets in the area and instead be concentrated along the regional road network to the south that also link with the M50 motorway and national road network. No parking of vehicles by construction staff will be permitted during the construction stage and all construction staff car parking will be provided on site where required.

12.7 Conclusions

The proposed Dundrum Central development fully accords with the policies at national and regional level and also has regard to the overall transport policies as set out in *Dun Laoghaire Rathdown County Development Plan 2022 – 2028 and the Dundrum LAP 2023* and the principles on cycle and car parking provision as set out in the relevant national Guidelines. The proposed development is fully supported by National, Regional and Local policies and is designed in a manner so that it also promotes the principles underpinning sustainable transport and development.

A APPENDIX A

A.1 Traffic Survey Results



Data Analysis Services
Traffic-Transportation- Commercial-Innovation

24275 - Dundrum

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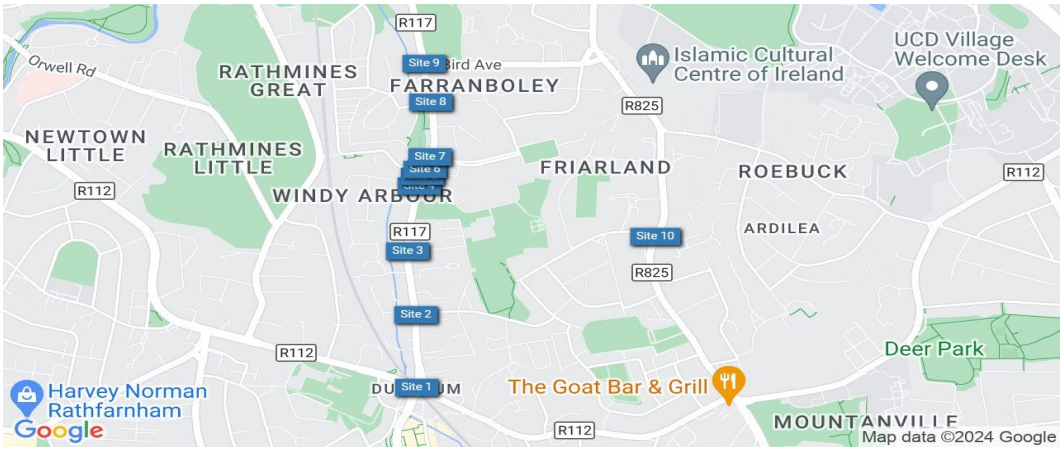
IDASO

Survey Name: 24275 - Dundrum
Date: Thu 25 Apr 2024

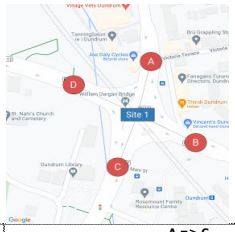


IDASO

Survey Name: 24275 - Dundrum
Site: Site 1
Location: R117 Dundrum Road/R112 Taney Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Taney Road
Arm C - Dundrum Road
Arm D - Churchtown Road Upper

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	0	11	12
07:30	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	11	11
07:45	0	0	0	0	0	0	0	0	0	0	0	0	16	0	1	0	0	0	17	17.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	39	1	3	0	0	0	43	44.5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	20	20
08:15	0	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0	0	0	20	20.5
08:30	0	0	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	0	28	28
08:45	0	0	0	0	0	0	0	0	0	0	1	0	28	1	1	0	0	0	31	30.7
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	91	5	2	0	0	0	99	99.2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	12
09:15	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	15
09:30	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	11	11
09:45	0	0	0	0	0	0	0	0	0	0	1	0	16	0	1	0	0	0	18	17.7
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	53	1	1	0	0	0	56	55.7
10:00	0	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	0	13	13.5
10:15	0	0	0	0	0	0	0	0	0	0	0	0	12	2	1	0	0	0	15	15.5
10:30	0	0	0	0	0	0	0	0	0	0	3	0	9	2	1	0	0	0	15	13.1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	13	13
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	43	7	3	0	0	0	56	55.1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	12	2	1	0	0	0	15	15.5
11:15	0	0	0	0	0	0	0	0	0	0	0	2	12	1	0	0	0	0	15	13.8
11:30	0	0	0	0	0	0	0	0	0	0	1	0	7	1	1	0	0	0	10	9.7
11:45	0	0	0	0	0	0	0	0	0	0	1	0	13	1	2	0	0	0	17	17.2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	2	44	5	4	0	0	0	57	56.2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	15
12:15	0	0	0	0	0	0	0	0	0	0	0	1	13	2	0	0	0	0	16	15.4
12:30	0	0	0	0	0	0	0	0	0	0	2	0	11	1	0	0	0	0	14	12.4
12:45	0	0	0	0	0	0	0	0	0	0	0	1	22	0	0	0	0	0	23	22.4
H/TOT	0	0	0	0	0	0	0	0	0	0	2	2	61	3	0	0	0	0	68	65.2
13:00	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	0	26	25.4
13:15	0	0	0	0	0	0	0	0	0	0	1	0	14	1	0	0	0	0	16	15.2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	13	13
13:45	0	0	0	0	0	0	0	0	0	0	1	0	15	3	0	0	0	0	19	18.2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	1	66	5	0	0	0	0	74	71.8
14:00	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	20	20
14:15	0	0	0	0	0	0	0	0	0	0	1	2	12	0	0	0	0	0	15	13
14:30	0	0	0	0	0	0	0	0	0	0	2	0	12	2	0	0	0	0	16	14.4
14:45	0	0	0	0	0	0	0	0	0	0	0	1	12	2	0	0	0	0	15	14.4
H/TOT	0	0	0	0	0	0	0	0	0	0	3	3	54	6	0	0	0	0	66	61.8
15:00	0	0	0	0	0	0	0	0	0	0	1	0	19	0	0	0	0	0	20	19.2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	19	1	1	0	1	0	22	23.5
15:30	0	0	0	0	0	0	0	0	0	0	0	1	18	1	0	0	0	0	20	19.4
15:45	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	17	17
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	72	3	1	0	1	0	79	79.1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	0	17	17
16:15	0	0	0	0	0	0	0	0	0	0	0	1	23	2	1	0	0	0	27	26.9
16:30	0	0	0	0	0	0	0	0	0	0	1	0	15	1	0	0	0	0	17	16.2
16:45	0	0	0	0	0	0	0	0	0	0	1	0	12	1	0	0	0	0	14	13.2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	1	65	6	1	0	0	0	75	73.3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	14	14
17:15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	13
17:30	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	19	19
17:45	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0	0	12	11.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	55	2	0	0	0	0	58	57.4
18:00	0	0	0	0	0	0	0	0	0	0	2	0	11	1	0	0	0	0	14	12.4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	0	13	14
18:30	0	0	0	0	0	0	0	0	0	0	0	1	19	0	0	0	0	0	20	19.4
18:45	0	0	0	0	0	0	0	0	0	0	1	0	15	1	0	0	0	0	17	16.2
H/TOT	0	0	0	0	0	0	0	0	0	0	3	1	57	2	0	0	1	0	64	62
12 TOT	0	0	0	0	0	0	0	0	0	0	20	12	700	46	15	0	2	0	795	781.3

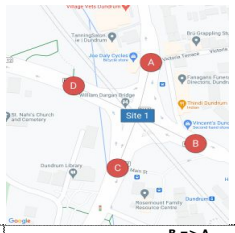


IDASO

Survey Name: 24275 - Dundrum
Site: Site 1
Location: R117 Dundrum Road/R112 Taney Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Taney Road
Arm C - Dundrum Road
Arm D - Churchtown Road Upper

	A => C										A => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	1	0	36	4	1	0	3	0	45	47.7	1	0	13	3	0	0	0	0	17	16.2
07:15	1	1	49	7	0	0	2	0	60	60.6	0	0	12	2	1	0	2	0	17	19.5
07:30	1	0	51	3	1	3	3	0	62	68.6	2	0	16	2	0	0	0	0	20	18.4
07:45	0	1	53	11	2	0	2	0	69	71.4	1	0	24	1	0	0	0	0	26	25.2
H/TOT	3	2	189	25	4	3	10	0	236	248.3	4	0	65	8	1	0	2	0	80	79.3
08:00	5	0	51	1	1	0	0	0	58	54.5	3	0	36	1	3	0	0	0	43	42.1
08:15	3	0	52	2	2	0	2	0	61	61.6	12	0	41	4	0	0	0	0	57	47.4
08:30	2	1	70	6	0	0	0	0	79	76.8	1	0	20	1	0	0	0	0	22	21.2
08:45	2	0	75	4	2	0	2	0	85	86.4	0	0	28	1	0	0	0	0	29	29
H/TOT	12	1	248	13	5	0	4	0	283	279.3	16	0	125	7	3	0	0	0	151	139.7
09:00	0	2	57	1	0	0	0	0	60	58.8	3	0	23	2	0	0	0	0	28	25.6
09:15	0	0	63	14	2	2	0	0	81	84.6	1	0	19	0	1	0	0	0	21	20.7
09:30	0	0	61	7	3	0	0	0	71	72.5	0	0	14	1	0	0	0	0	15	15
09:45	2	1	58	8	3	0	1	0	73	73.3	2	0	20	4	1	0	0	0	27	25.9
H/TOT	2	3	239	30	8	2	1	0	285	289.2	6	0	76	7	2	0	0	0	91	87.2
10:00	0	0	54	7	0	0	0	0	61	61	1	0	16	3	1	0	0	0	21	20.7
10:15	1	0	68	6	3	0	0	0	78	78.7	0	1	21	3	0	0	0	0	25	24.4
10:30	2	1	62	9	2	0	1	0	77	76.8	0	0	30	6	0	0	0	0	36	36
10:45	0	0	49	7	3	0	1	0	60	62.5	2	0	17	0	1	0	0	0	20	18.9
H/TOT	3	1	233	29	8	0	2	0	276	279	3	1	84	12	2	0	0	0	102	100
11:00	1	2	55	10	4	0	0	0	72	72	1	0	24	3	3	0	0	0	31	31.7
11:15	0	1	63	9	4	0	0	0	77	78.4	0	0	27	2	0	0	0	0	29	29
11:30	2	1	56	6	5	0	1	0	71	72.3	0	1	26	6	0	0	0	0	33	32.4
11:45	4	2	66	15	2	0	0	0	89	85.6	1	0	19	5	1	0	0	0	26	25.7
H/TOT	7	6	240	40	15	0	1	0	309	308.3	2	1	96	16	4	0	0	0	119	118.8
12:00	0	1	43	5	2	0	2	0	53	55.4	2	0	19	2	1	0	0	0	24	22.9
12:15	4	0	66	8	2	0	1	0	81	79.8	1	0	31	1	0	0	1	0	34	34.2
12:30	5	3	71	2	2	0	0	0	83	78.2	1	0	29	3	0	0	0	0	33	32.2
12:45	5	2	75	8	3	1	2	0	96	95.6	4	0	27	3	1	0	0	0	35	32.3
H/TOT	14	6	255	23	9	1	5	0	313	309	8	0	106	9	2	0	1	0	126	121.6
13:00	3	1	47	5	0	0	1	0	57	55	2	0	22	2	0	0	0	0	26	24.4
13:15	5	3	64	5	0	0	0	0	77	71.2	3	1	28	3	0	0	0	0	35	32
13:30	4	1	65	9	1	0	0	0	80	76.7	0	1	30	4	0	0	0	0	35	34.4
13:45	4	2	64	6	2	1	0	0	79	76.9	1	0	23	5	1	0	0	0	30	29.7
H/TOT	16	7	240	25	3	1	1	0	293	279.8	6	2	103	14	1	0	0	0	126	120.5
14:00	6	2	61	9	0	0	1	0	79	74	3	2	22	1	1	0	0	0	29	25.9
14:15	2	1	71	8	2	1	0	0	85	85.1	1	2	29	0	1	0	0	0	33	31.5
14:30	3	3	66	7	0	0	0	0	79	74.8	4	0	24	1	0	0	0	0	29	25.8
14:45	1	0	64	11	0	0	1	0	77	77.2	4	0	28	3	0	0	0	0	35	31.8
H/TOT	12	6	262	35	2	1	2	0	320	311.1	12	4	103	5	2	0	0	0	126	115
15:00	5	1	106	13	3	1	0	0	129	127.2	4	0	49	0	0	0	0	0	53	49.8
15:15	3	2	72	17	2	3	2	0	101	104.3	1	0	38	1	0	0	0	0	40	39.2
15:30	4	2	90	11	0	0	0	0	107	102.6	3	0	25	0	0	0	0	0	28	25.6
15:45	1	2	61	11	0	1	2	0	78	79.3	1	0	30	2	1	0	0	0	34	33.7
H/TOT	13	7	329	52	5	5	4	0	415	413.4	9	0	142	3	1	0	0	0	155	148.3
16:00	3	0	74	10	0	2	0	0	89	89.2	0	1	29	3	0	0	0	0	33	32.4
16:15	7	1	91	6	1	1	0	0	107	102.6	2	0	37	3	0	0	0	0	42	40.4
16:30	8	1	68	14	1	0	0	0	92	85.5	10	1	35	2	1	0	0	0	49	40.9
16:45	5	1	83	11	0	0	1	0	101	97.4	1	0	40	4	0	0	0	0	45	44.2
H/TOT	23	3	316	41	2	3	1	0	389	374.7	13	2	141	12	1	0	0	0	169	157.9
17:00	8	7	83	6	1	0	1	0	106	96.9	5	3	40	3	0	0	0	0	51	45.2
17:15	8	3	53	3	0	0	1	0	68	60.8	3	0	27	2	0	0	0	0	32	29.6
17:30	10	1	71	9	0	0	1	0	92	84.4	3	1	41	2	0	0	0	0	47	44
17:45	9	1	89	3	0	0	0	0	102	94.2	5	0	32	0	0	0	0	0	37	33
H/TOT	35	12	296	21	1	0	3	0	368	336.3	16	4	140	7	0	0	0	0	167	151.8
18:00	5	4	104	4	0	0	1	0	118	112.6	3	2	35	1	1	0	0	0	42	38.9
18:15	11	4	102	1	0	0	1	0	119	108.8	4	0	35	2	0	0	0	0	41	37.8
18:30	7	4	102	3	0	0	0	0	116	108	1	0	34	2	0	0	0	0	37	36.2
18:45	8	3	105	4	0	0	0	0	120	111.8	2	4	37	1	0	0	0	0	44	40
H/TOT	31	15	413	12	0	0	2	0	473	441.2	10	6	141	6	1	0	0	0	164	152.9
12 TOT	171	69	3260	346	62	16	36	0	3960	3869.6	105	20	1322	106	20	0	3	0	1576	1493

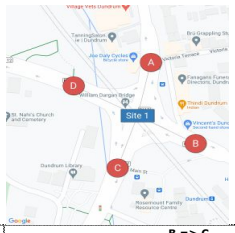


IDASO

Survey Name: 24275 - Dundrum
Site: Site 1
Location: R117 Dundrum Road/R112 Taney Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Taney Road
Arm C - Dundrum Road
Arm D - Churchtown Road Upper

	B => A										B => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	4	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
07:15	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
07:30	0	0	9	1	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
07:45	0	0	11	2	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	27	4	0	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0
08:00	0	1	10	0	0	0	0	0	11	10.4	0	0	0	0	0	0	0	0	0	0
08:15	1	0	10	0	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	0
08:30	1	0	21	1	0	0	0	0	23	22.2	0	0	0	0	0	0	0	0	0	0
08:45	1	0	9	0	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	50	1	0	0	0	0	55	52	0	0	0	0	0	0	0	0	0	0
09:00	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
09:15	0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
09:30	0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
09:45	1	0	12	1	0	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	35	1	0	0	0	0	37	36.2	0	0	0	0	0	0	0	0	0	0
10:00	1	0	10	0	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	0
10:15	0	0	7	2	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
10:30	1	0	11	1	0	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0	0
10:45	1	0	8	3	0	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	36	6	0	0	0	0	45	42.6	0	0	0	0	0	0	0	0	0	0
11:00	0	0	10	0	1	0	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0
11:15	0	0	11	2	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
11:30	0	0	6	0	1	0	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0
11:45	1	0	8	0	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	35	2	2	0	0	0	40	40.2	0	0	0	0	0	0	0	0	0	0
12:00	0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
12:15	1	0	9	0	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0
12:30	0	1	7	2	0	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0	0
12:45	0	0	7	1	1	0	0	0	9	9.5	0	0	1	0	0	0	0	0	1	1
H/TOT	1	1	32	3	1	0	0	0	38	37.1	0	0	1	0	0	0	0	0	1	1
13:00	1	1	7	0	0	0	0	0	9	7.6	0	0	0	0	0	0	0	0	0	0
13:15	0	1	8	1	0	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0	0
13:30	0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
13:45	2	0	9	4	0	0	0	0	15	13.4	0	0	0	0	0	0	0	0	0	0
H/TOT	3	2	34	5	0	0	0	0	44	40.4	0	0	0	0	0	0	0	0	0	0
14:00	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
14:15	0	0	12	1	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
14:30	0	1	7	3	0	0	0	0	11	10.4	0	0	0	0	0	0	0	0	0	0
14:45	1	0	12	1	0	0	0	0	14	13.2	0	0	1	0	0	0	0	0	1	1
H/TOT	1	1	35	5	0	0	0	0	42	40.6	0	0	1	0	0	0	0	0	1	1
15:00	1	0	15	0	0	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0	0
15:15	0	0	15	1	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0
15:30	0	0	13	1	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
15:45	2	0	15	1	0	0	0	0	18	16.4	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	58	3	0	0	0	0	64	61.6	0	0	0	0	0	0	0	0	0	0
16:00	1	0	17	0	0	0	0	0	18	17.2	0	0	0	0	0	0	0	0	0	0
16:15	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
16:30	0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
16:45	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	36	0	0	0	0	0	38	36.4	0	0	0	0	0	0	0	0	0	0
17:00	1	0	15	3	0	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0	0
17:15	0	0	10	1	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
17:30	4	1	13	1	0	0	0	0	19	15.2	0	0	0	0	0	0	0	0	0	0
17:45	1	0	15	0	0	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0	0
H/TOT	6	1	53	5	0	0	0	0	65	59.6	0	0	0	0	0	0	0	0	0	0
18:00	0	1	12	1	0	0	0	0	14	13.4	1	0	0	0	0	0	0	0	1	0.2
18:15	1	0	10	0	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	0
18:30	0	0	12	2	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
18:45	1	0	17	1	0	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	51	4	0	0	0	0	58	55.8	1	0	0	0	0	0	0	0	1	0.2
12 TOT	26	7	482	39	3	0	0	0	557	533.5	1	0	2	0	0	0	0	0	3	2.2

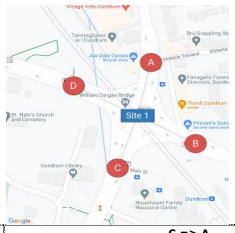


IDASO

Survey Name: 24275 - Dundrum
Site: Site 1
Location: R117 Dundrum Road/R112 Taney Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Taney Road
Arm C - Dundrum Road
Arm D - Churchtown Road Upper

	B => C										B => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	4	0	1	0	0	0	5	5.5	0	0	20	2	0	0	1	0	23	24
07:15	0	0	3	0	0	0	0	0	3	3	1	0	44	7	1	0	0	0	53	52.7
07:30	0	0	4	0	0	0	0	0	4	4	2	0	48	8	0	0	2	0	60	60.4
07:45	0	0	2	0	0	0	0	0	2	2	2	0	52	9	0	0	0	0	63	61.4
H/TOT	0	0	13	0	1	0	0	0	14	14.5	5	0	164	26	1	0	3	0	199	198.5
08:00	0	0	2	0	0	0	0	0	2	2	3	1	80	10	0	0	2	0	96	95
08:15	0	0	6	0	1	0	0	0	7	7.5	6	0	76	3	0	0	1	0	86	82.2
08:30	0	0	8	1	0	0	0	0	9	9	10	0	85	2	1	0	1	0	99	92.5
08:45	0	0	9	0	0	0	0	0	9	9	0	0	65	4	1	0	1	0	71	72.5
H/TOT	0	0	25	1	1	0	0	0	27	27.5	19	1	306	19	2	0	5	0	352	342.2
09:00	0	1	11	2	0	0	1	0	15	15.4	2	0	74	2	0	0	2	0	80	80.4
09:15	1	0	15	0	0	1	0	0	17	17.5	1	0	53	5	1	0	0	0	60	59.7
09:30	0	0	4	0	1	0	0	0	5	5.5	0	0	74	7	0	0	2	0	83	85
09:45	0	0	9	0	0	0	0	0	9	9	2	1	62	7	5	0	1	0	78	79.3
H/TOT	1	1	39	2	1	1	1	0	46	47.4	5	1	263	21	6	0	5	0	301	304.4
10:00	0	0	8	1	0	0	0	0	9	9	1	0	49	6	3	0	0	0	59	59.7
10:15	0	0	7	0	0	0	0	0	7	7	2	1	73	9	0	0	2	0	87	86.8
10:30	1	0	8	0	0	0	0	0	9	8.2	0	1	55	3	2	1	2	0	64	67.7
10:45	0	0	9	2	0	0	0	0	11	11	0	0	63	6	1	0	1	0	71	72.5
H/TOT	1	0	32	3	0	0	0	0	36	35.2	3	2	240	24	6	1	5	0	281	286.7
11:00	0	1	12	6	0	0	0	0	19	18.4	0	0	61	11	1	0	2	0	75	77.5
11:15	1	0	9	1	0	0	0	0	11	10.2	0	0	54	6	0	0	0	0	60	60
11:30	0	0	12	2	0	0	0	0	14	14	2	1	58	9	0	0	2	0	72	71.8
11:45	0	0	14	2	2	0	0	0	18	19	0	0	77	5	0	0	1	0	83	84
H/TOT	1	1	47	11	2	0	0	0	62	61.6	2	1	250	31	1	0	5	0	290	293.3
12:00	1	0	10	2	0	0	0	0	13	12.2	0	0	64	8	3	0	0	0	75	76.5
12:15	0	0	13	0	0	1	0	0	14	15.3	0	0	61	5	0	0	2	0	68	70
12:30	1	0	8	2	0	0	1	0	12	12.2	3	1	51	8	1	1	2	0	67	67.8
12:45	0	0	11	1	0	1	0	0	13	14.3	1	1	64	8	0	0	1	0	75	74.6
H/TOT	2	0	42	5	0	2	1	0	52	54	4	2	240	29	4	1	5	0	285	288.9
13:00	0	0	11	1	0	0	0	0	12	12	4	0	68	10	1	0	1	0	84	82.3
13:15	0	0	16	2	0	0	0	0	18	18	0	2	83	9	1	0	1	0	96	96.3
13:30	0	0	11	2	1	0	0	0	14	14.5	2	0	69	9	0	0	1	0	81	80.4
13:45	0	0	7	0	1	0	0	0	8	8.5	2	0	71	5	5	0	0	0	83	83.9
H/TOT	0	0	45	5	2	0	0	0	52	53	8	2	291	33	7	0	3	0	344	342.9
14:00	0	0	13	1	0	2	0	0	16	18.6	3	3	69	4	1	0	1	0	81	78.3
14:15	0	0	6	1	0	0	0	0	7	7	1	0	64	5	0	0	1	0	71	71.2
14:30	0	0	7	1	2	0	0	0	10	11	1	0	72	3	1	0	1	0	78	78.7
14:45	0	0	16	2	0	0	0	0	18	18	0	1	85	4	0	0	1	0	91	91.4
H/TOT	0	0	42	5	2	2	0	0	51	54.6	5	4	290	16	2	0	4	0	321	319.6
15:00	0	0	7	1	1	0	1	0	10	11.5	4	1	55	5	4	0	1	0	70	69.2
15:15	0	0	9	1	0	0	0	0	10	10	2	1	68	6	2	0	0	0	79	77.8
15:30	0	0	12	0	2	0	0	0	14	15	1	1	67	6	1	0	2	0	78	79.1
15:45	0	0	16	2	0	0	0	0	18	18	3	0	88	5	2	0	1	0	99	98.6
H/TOT	0	0	44	4	3	0	1	0	52	54.5	10	3	278	22	9	0	4	0	326	324.7
16:00	0	0	9	3	0	0	0	0	12	12	3	0	84	9	0	0	1	0	97	95.6
16:15	0	0	8	3	0	0	0	0	11	11	1	2	85	7	0	0	0	0	95	93
16:30	0	1	14	0	0	1	0	0	16	16.7	1	1	82	9	3	0	1	0	97	98.1
16:45	2	0	12	2	0	0	0	0	16	14.4	2	1	84	7	1	0	1	0	96	95.3
H/TOT	2	1	43	8	0	1	0	0	55	54.1	7	4	335	32	4	0	3	0	385	382
17:00	0	0	10	1	0	0	0	0	11	11	4	0	94	6	0	0	1	0	105	102.8
17:15	1	2	7	0	0	0	0	0	10	8	8	2	86	9	0	0	1	0	106	99.4
17:30	0	0	11	0	1	0	0	0	12	12.5	4	0	74	10	0	1	0	0	89	87.1
17:45	0	0	8	0	0	0	0	0	8	8	5	1	91	4	1	0	1	0	103	99.9
H/TOT	1	2	36	1	1	0	0	0	41	39.5	21	3	345	29	1	1	3	0	403	389.2
18:00	0	1	7	2	0	0	0	0	10	9.4	2	2	83	3	0	0	2	0	92	91.2
18:15	0	0	10	0	0	0	0	0	10	10	3	2	86	2	1	0	2	0	96	94.9
18:30	0	0	11	0	0	0	0	0	11	11	4	0	78	2	1	0	0	0	85	82.3
18:45	1	0	14	1	0	1	0	0	17	17.5	1	2	78	5	0	0	2	0	88	88
H/TOT	1	1	42	3	0	1	0	0	48	47.9	10	6	325	12	2	0	6	0	361	356.4
12 TOT	9	6	450	48	13	7	3	0	536	543.8	99	29	3327	294	45	3	51	0	3848	3828.8

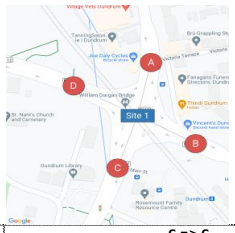


IDASO

Survey Name: 24275 - Dundrum
Site: Site 1
Location: R117 Dundrum Road/R112 Taney Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Taney Road
Arm C - Dundrum Road
Arm D - Churchtown Road Upper

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	4	0	109	19	2	2	2	0	138	140.4	0	0	8	0	0	0	2	0	10	12
07:15	7	1	130	17	0	3	0	0	158	155.7	0	0	3	1	0	0	1	0	5	6
07:30	8	2	135	21	1	0	1	0	168	161.9	0	0	5	1	0	1	1	0	8	10.3
07:45	11	1	141	10	4	0	1	0	168	161.6	0	0	20	2	0	0	2	0	24	26
H/TOT	30	4	515	67	7	5	4	0	632	619.6	0	0	36	4	0	1	6	0	47	54.3
08:00	21	1	106	17	1	0	0	0	146	129.1	0	0	22	2	0	0	2	0	26	28
08:15	17	3	122	15	0	1	0	0	158	143.9	0	0	16	0	0	0	1	0	17	18
08:30	18	3	121	8	1	1	1	0	153	139.6	1	0	16	0	1	0	1	0	19	19.7
08:45	19	2	132	9	3	1	1	0	167	154.4	1	0	6	1	0	0	0	0	8	7.2
H/TOT	75	9	481	49	5	3	2	0	624	567	2	0	60	3	1	0	4	0	70	72.9
09:00	10	3	105	12	1	0	0	0	131	121.7	1	0	8	1	0	0	1	0	11	11.2
09:15	7	3	125	11	1	1	1	0	149	144.4	0	0	7	1	0	0	1	0	9	10
09:30	8	1	118	10	0	0	0	0	137	130	1	0	8	1	0	0	2	0	12	13.2
09:45	4	1	94	13	2	1	1	0	116	115.5	0	0	10	0	1	0	2	0	13	15.5
H/TOT	29	8	442	46	4	2	2	0	533	511.6	2	0	33	3	1	0	6	0	45	49.9
10:00	5	0	75	13	4	0	2	0	99	99	0	0	8	1	2	1	2	0	14	18.3
10:15	4	1	61	13	4	0	1	0	84	83.2	0	1	15	2	0	0	1	0	19	19.4
10:30	7	4	80	8	5	2	0	0	106	103.1	1	0	11	1	0	0	3	0	16	18.2
10:45	1	2	63	11	5	0	0	0	82	82.5	0	0	18	0	2	0	1	0	21	23
H/TOT	17	7	279	45	18	2	3	0	371	367.8	1	1	52	4	4	1	7	0	70	78.9
11:00	2	1	61	11	4	0	1	0	80	80.8	0	0	12	2	0	0	2	0	16	18
11:15	4	1	79	10	2	3	1	0	100	102.1	1	0	12	1	0	0	1	0	15	15.2
11:30	3	2	70	6	2	0	0	0	83	80.4	0	0	24	1	0	1	1	0	27	29.3
11:45	6	1	79	13	1	0	0	0	100	95.1	0	0	10	1	0	0	1	0	12	13
H/TOT	15	5	289	40	9	3	2	0	363	358.4	1	0	58	5	0	1	5	0	70	75.5
12:00	1	2	68	14	2	1	3	0	91	94.3	0	1	18	0	0	0	1	0	20	20.4
12:15	2	1	77	10	1	0	1	0	92	91.3	0	0	18	3	1	0	1	0	23	24.5
12:30	3	1	82	6	2	0	0	0	94	92	0	0	17	2	1	0	2	0	22	24.5
12:45	2	1	75	8	0	1	0	0	87	86.1	0	0	26	2	0	0	2	0	30	32
H/TOT	8	5	302	38	5	2	4	0	364	363.7	0	1	79	7	2	0	6	0	95	101.4
13:00	4	3	62	6	0	0	1	0	76	72	0	0	35	1	0	0	1	0	37	38
13:15	4	5	101	11	0	0	0	0	121	114.8	0	1	21	1	1	1	1	0	26	28.2
13:30	0	3	83	10	1	1	0	0	98	98	0	0	21	1	0	0	2	0	24	26
13:45	5	4	74	8	5	1	0	0	97	94.4	0	0	22	2	0	0	2	0	26	28
H/TOT	13	15	320	35	6	2	1	0	392	379.2	0	1	99	5	1	1	6	0	113	120.2
14:00	4	2	75	9	4	1	1	0	96	95.9	0	2	10	0	0	0	1	0	13	12.8
14:15	0	2	85	12	3	0	0	0	102	102.3	0	1	25	1	0	0	1	0	28	28.4
14:30	6	1	86	9	2	1	0	0	105	101.9	0	0	13	1	1	0	2	0	17	19.5
14:45	3	1	67	8	0	0	0	0	79	76	0	0	26	0	0	0	1	0	27	28
H/TOT	13	6	313	38	9	2	1	0	382	376.1	0	3	74	2	1	0	5	0	85	88.7
15:00	2	2	74	9	3	0	1	0	91	90.7	0	0	6	1	0	0	1	0	8	9
15:15	1	2	68	8	0	1	0	0	80	79.3	0	0	22	2	1	0	1	0	26	27.5
15:30	1	2	79	6	1	1	0	0	90	89.8	0	0	18	2	0	0	2	0	22	24
15:45	4	0	87	12	1	0	0	0	104	101.3	0	0	16	0	1	0	1	0	18	19.5
H/TOT	8	6	308	35	5	2	1	0	365	361.1	0	0	62	5	2	0	5	0	74	80
16:00	0	2	81	8	0	0	1	0	92	91.8	0	0	21	1	0	0	2	0	24	26
16:15	2	3	94	9	1	0	1	0	110	108.1	0	0	17	0	0	0	1	0	18	19
16:30	1	2	97	7	1	0	0	0	108	106.5	0	0	20	0	0	0	1	0	21	22
16:45	2	1	90	7	1	0	0	0	101	99.3	0	1	12	1	0	0	1	0	15	15.4
H/TOT	5	8	362	31	3	0	2	0	411	405.7	0	1	70	2	0	0	5	0	78	82.4
17:00	0	3	99	7	1	0	1	0	111	110.7	0	0	12	2	0	0	0	0	14	14
17:15	2	3	85	7	0	0	0	0	97	93.6	0	0	16	0	0	0	1	0	17	18
17:30	2	1	68	3	0	0	0	0	74	71.8	1	0	16	1	0	0	1	0	19	19.2
17:45	6	1	92	3	0	0	0	0	102	96.6	0	1	15	0	0	0	2	0	18	19.4
H/TOT	10	8	344	20	1	0	1	0	384	372.7	1	1	59	3	0	0	4	0	68	70.6
18:00	3	0	103	5	1	0	0	0	112	110.1	0	0	18	0	0	0	0	0	18	18
18:15	3	2	101	4	0	0	0	0	110	106.4	0	1	15	0	0	0	1	0	17	17.4
18:30	3	3	122	6	1	0	1	0	136	133.3	1	0	13	1	0	0	2	0	17	18.2
18:45	1	6	104	5	2	0	0	0	118	114.6	0	0	11	0	0	0	2	0	13	15
H/TOT	10	11	430	20	4	0	1	0	476	464.4	1	1	57	1	0	0	5	0	65	68.6
12 TOT	233	92	4385	464	76	23	24	0	5297	5147.3	8	9	739	44	12	4	64	0	880	943.4

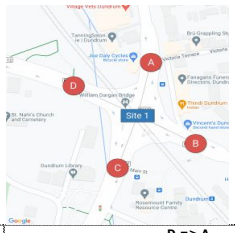


IDASO

Survey Name: 24275 - Dundrum
Site: Site 1
Location: R117 Dundrum Road/R112 Taney Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Taney Road
Arm C - Dundrum Road
Arm D - Churchtown Road Upper

	C => C										C => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	1	0	27	8	1	0	1	0	38	38.7
07:15	0	0	0	0	0	0	0	0	0	0	0	1	34	6	1	0	0	0	42	41.9
07:30	0	0	0	0	0	0	0	0	0	0	2	1	16	7	3	0	0	0	29	28.3
07:45	0	0	0	0	0	0	0	0	0	0	3	1	30	6	0	0	0	0	40	37
H/TOT	0	0	0	0	0	0	0	0	0	0	6	3	107	27	5	0	1	0	149	145.9
08:00	0	0	0	0	0	0	0	0	0	0	0	0	24	3	1	0	1	0	29	30.5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	27	4	0	0	0	0	31	31
08:30	0	0	0	0	0	0	0	0	0	0	1	1	28	4	2	0	1	0	37	37.6
08:45	0	0	0	0	0	0	0	0	0	0	4	2	40	4	0	0	0	0	50	45.6
H/TOT	0	0	0	0	0	0	0	0	0	0	5	3	119	15	3	0	2	0	147	144.7
09:00	0	0	0	0	0	0	0	0	0	0	0	1	52	9	0	0	0	0	62	61.4
09:15	0	0	0	0	0	0	0	0	0	0	1	0	50	5	0	1	0	0	57	57.5
09:30	0	0	0	0	0	0	0	0	0	0	0	0	49	1	2	0	0	0	52	53
09:45	0	0	0	0	0	0	0	0	0	0	0	2	43	8	1	0	1	0	55	55.3
H/TOT	0	0	0	0	0	0	0	0	0	0	1	3	194	23	3	1	1	0	226	227.2
10:00	0	0	0	0	0	0	0	0	0	0	1	2	39	4	1	0	0	0	47	45.5
10:15	0	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	1	0	24	25
10:30	0	0	0	0	0	0	0	0	0	0	0	0	49	7	2	0	0	0	58	59
10:45	0	0	0	0	0	0	0	0	0	0	2	0	60	6	3	0	0	0	71	70.9
H/TOT	0	0	0	0	0	0	0	0	0	0	3	2	168	20	6	0	1	0	200	200.4
11:00	0	0	0	0	0	0	0	0	0	0	0	2	44	10	1	0	0	0	57	56.3
11:15	0	0	0	0	0	0	0	0	0	0	2	1	57	12	0	0	1	0	73	71.8
11:30	0	0	0	0	0	0	0	0	0	0	1	1	47	3	2	0	0	0	54	53.6
11:45	0	0	0	0	0	0	0	0	0	0	1	1	57	6	0	0	0	0	65	63.6
H/TOT	0	0	0	0	0	0	0	0	0	0	4	5	205	31	3	0	1	0	249	245.3
12:00	0	0	0	0	0	0	0	0	0	0	1	0	62	11	3	0	0	0	77	77.7
12:15	0	0	0	0	0	0	0	0	0	0	1	1	68	6	1	0	0	0	77	76.1
12:30	0	0	0	0	0	0	0	0	0	0	2	0	64	3	1	0	0	0	70	68.9
12:45	0	0	0	0	0	0	0	0	0	0	1	1	66	4	0	0	1	0	73	72.6
H/TOT	0	0	0	0	0	0	0	0	0	0	5	2	260	24	5	0	1	0	297	295.3
13:00	0	0	0	0	0	0	0	0	0	0	0	2	46	3	2	0	0	0	53	52.8
13:15	0	0	0	0	0	0	0	0	0	0	0	1	72	4	0	0	2	0	79	80.4
13:30	0	0	0	0	0	0	0	0	0	0	0	1	63	7	1	0	1	0	73	73.9
13:45	0	0	0	0	0	0	0	0	0	0	1	1	80	3	0	1	0	0	86	85.9
H/TOT	0	0	0	0	0	0	0	0	0	0	1	5	261	17	3	1	3	0	291	293
14:00	0	0	0	0	0	0	0	0	0	0	0	0	44	6	0	0	0	0	50	50
14:15	0	0	0	0	0	0	0	0	0	0	0	2	62	4	2	0	1	0	71	71.8
14:30	0	0	0	0	0	0	0	0	0	0	2	1	58	8	3	0	0	0	72	71.3
14:45	0	0	0	0	0	0	0	0	0	0	2	1	68	5	1	0	0	0	77	75.3
H/TOT	0	0	0	0	0	0	0	0	0	0	4	4	232	23	6	0	1	0	270	268.4
15:00	0	0	0	0	0	0	0	0	0	0	1	1	61	1	0	0	0	0	64	62.6
15:15	0	0	0	0	0	0	0	0	0	0	0	1	59	4	1	0	0	0	65	64.9
15:30	0	0	0	0	0	0	0	0	0	0	0	0	45	1	0	0	0	0	46	46
15:45	0	0	0	0	0	0	0	0	0	0	1	0	64	3	0	0	2	0	70	71.2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	2	229	9	1	0	2	0	245	244.7
16:00	0	0	0	0	0	0	0	0	0	0	2	3	58	2	0	0	0	0	65	61.6
16:15	0	0	0	0	0	0	0	0	0	0	1	0	62	7	0	0	0	0	70	69.2
16:30	0	0	0	0	0	0	0	0	0	0	2	0	63	4	1	0	0	0	70	68.9
16:45	0	0	0	0	0	0	0	0	0	0	0	1	54	5	0	0	0	0	60	59.4
H/TOT	0	0	0	0	0	0	0	0	0	0	5	4	237	18	1	0	0	0	265	259.1
17:00	0	0	0	0	0	0	0	0	0	0	1	1	74	1	0	0	1	0	78	77.6
17:15	0	0	0	0	0	0	0	0	0	0	2	0	44	4	0	0	0	0	50	48.4
17:30	0	0	0	0	0	0	0	0	0	0	1	1	63	1	0	0	1	0	67	66.6
17:45	0	0	0	0	0	0	0	0	0	0	1	2	62	3	1	0	0	0	69	67.5
H/TOT	0	0	0	0	0	0	0	0	0	0	5	4	243	9	1	0	2	0	264	260.1
18:00	0	0	0	0	0	0	0	0	0	0	2	0	76	2	1	0	0	0	81	79.9
18:15	0	0	0	0	0	0	0	0	0	0	1	3	55	0	0	0	1	0	60	58.4
18:30	0	0	0	0	0	0	0	0	0	0	2	1	46	4	0	0	0	0	53	50.8
18:45	0	0	0	0	0	0	0	0	0	0	4	0	68	1	0	0	1	0	74	71.8
H/TOT	0	0	0	0	0	0	0	0	0	0	9	4	245	7	1	0	2	0	268	260.9
12 TOT	0	0	0	0	0	0	0	0	0	0	50	41	2500	223	38	2	17	0	2871	2845

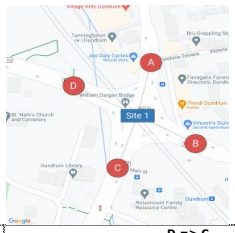


IDASO

Survey Name: 24275 - Dundrum
Site: Site 1
Location: R117 Dundrum Road/R112 Taney Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Taney Road
Arm C - Dundrum Road
Arm D - Churchtown Road Upper

	D => A										D => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	2	0	38	3	2	0	0	0	45	44.4	1	1	63	8	3	0	2	0	78	80.1
07:15	5	0	58	7	1	0	0	0	71	67.5	2	1	95	11	1	1	1	0	112	112.6
07:30	8	0	63	7	1	0	0	0	79	73.1	3	1	123	9	2	0	1	0	139	138
07:45	4	0	75	8	1	0	1	0	89	87.3	5	1	138	7	0	0	2	0	153	150.4
H/TOT	19	0	234	25	5	0	1	0	284	272.3	11	4	419	35	6	1	6	0	482	481.1
08:00	7	1	64	4	1	0	0	0	77	71.3	5	0	147	5	2	0	1	0	160	158
08:15	7	2	49	1	0	0	0	0	59	52.2	12	1	102	11	1	0	1	0	128	119.3
08:30	13	0	53	1	1	0	0	0	68	58.1	10	1	123	8	1	0	1	0	144	136.9
08:45	10	0	50	2	0	0	0	0	62	54	6	2	101	3	3	2	1	0	118	117.1
H/TOT	37	3	216	8	2	0	0	0	266	235.6	33	4	473	27	7	2	4	0	550	531.3
09:00	4	1	43	2	0	0	0	0	50	46.2	5	1	97	10	1	1	1	0	116	114.2
09:15	4	0	44	7	1	0	0	0	56	53.3	4	3	83	7	4	0	2	0	103	102
09:30	1	1	48	7	1	0	1	0	59	59.1	2	1	108	11	2	0	1	0	125	124.8
09:45	3	0	36	8	0	0	0	0	47	44.6	6	3	84	8	0	0	2	0	103	98.4
H/TOT	12	2	171	24	2	0	1	0	212	203.2	17	8	372	36	7	1	6	0	447	439.4
10:00	4	0	27	4	0	0	0	0	35	31.8	1	1	82	4	4	0	1	0	93	94.6
10:15	1	0	24	4	2	0	0	0	31	31.2	1	1	66	5	0	0	0	0	73	71.6
10:30	3	0	29	5	0	0	0	0	37	34.6	1	1	68	9	1	0	2	0	82	83.1
10:45	5	0	31	8	1	0	0	0	45	41.5	0	0	76	8	1	0	1	0	86	87.5
H/TOT	13	0	111	21	3	0	0	0	148	139.1	3	3	292	26	6	0	4	0	334	336.8
11:00	3	0	29	0	2	0	0	0	34	32.6	0	0	75	13	2	0	2	0	92	95
11:15	2	0	27	4	2	0	0	0	35	34.4	1	0	71	4	0	0	0	0	76	75.2
11:30	5	0	27	2	0	0	0	0	34	30	0	2	66	10	2	0	1	0	81	81.8
11:45	2	1	31	6	0	0	0	0	40	37.8	1	1	72	10	1	0	1	0	86	86.1
H/TOT	12	1	114	12	4	0	0	0	143	134.8	2	3	284	37	5	0	4	0	335	338.1
12:00	1	1	36	7	0	0	0	0	45	43.6	2	0	80	5	0	0	3	0	90	91.4
12:15	0	1	43	1	0	0	0	0	45	44.4	0	0	80	5	1	0	0	0	86	86.5
12:30	1	0	32	2	0	0	0	0	35	34.2	0	1	88	5	1	0	2	0	97	98.9
12:45	2	0	38	3	0	0	0	0	43	41.4	0	0	65	8	1	0	0	0	74	74.5
H/TOT	4	2	149	13	0	0	0	0	168	163.6	2	1	313	23	3	0	5	0	347	351.3
13:00	2	2	33	2	1	0	0	0	40	37.7	0	0	93	6	1	0	2	0	102	104.5
13:15	0	0	38	2	1	0	0	0	41	41.5	3	0	75	10	0	0	1	0	89	87.6
13:30	0	0	34	4	1	0	0	0	39	39.5	1	1	108	9	1	0	1	0	121	121.1
13:45	2	0	33	2	0	0	0	0	37	35.4	1	0	90	7	1	0	1	0	100	100.7
H/TOT	4	2	138	10	3	0	0	0	157	154.1	5	1	366	32	3	0	5	0	412	413.9
14:00	2	0	43	2	0	0	0	0	47	45.4	2	0	97	4	1	0	2	0	106	106.9
14:15	2	1	34	2	0	0	0	0	39	36.8	0	1	105	10	0	0	1	0	117	117.4
14:30	1	1	30	1	1	0	0	0	34	33.1	0	2	66	3	2	0	1	0	74	74.8
14:45	1	0	24	4	0	0	0	0	29	28.2	0	2	79	11	0	0	1	0	93	92.8
H/TOT	6	2	131	9	1	0	0	0	149	143.5	2	5	347	28	3	0	5	0	390	391.9
15:00	1	0	35	2	0	0	1	0	39	39.2	1	1	77	11	0	0	3	0	93	94.6
15:15	3	0	56	1	0	0	0	0	60	57.6	0	1	86	9	0	0	1	0	97	97.4
15:30	5	0	33	0	0	0	0	0	38	34	2	1	82	12	0	0	1	0	98	96.8
15:45	0	0	33	1	0	0	0	0	34	34	0	0	100	7	1	0	1	0	109	110.5
H/TOT	9	0	157	4	0	0	1	0	171	164.8	3	3	345	39	1	0	6	0	397	399.3
16:00	1	0	37	4	1	0	0	0	43	42.7	1	1	71	6	1	0	1	0	81	81.1
16:15	1	1	43	5	0	0	0	0	50	48.6	0	1	85	5	0	0	1	0	92	92.4
16:30	0	1	42	2	1	0	0	0	46	45.9	4	1	89	8	4	0	1	0	107	106.2
16:45	1	1	36	3	0	0	0	0	41	39.6	4	0	88	6	0	0	2	0	100	98.8
H/TOT	3	3	158	14	2	0	0	0	180	176.8	9	3	333	25	5	0	5	0	380	378.5
17:00	6	0	31	1	0	0	0	0	38	33.2	1	1	78	2	0	0	0	0	82	80.6
17:15	0	1	36	5	0	0	0	0	42	41.4	3	2	99	3	0	0	1	0	108	105.4
17:30	1	0	45	2	1	0	0	0	49	48.7	2	2	88	6	0	0	1	0	99	97.2
17:45	2	1	38	0	0	0	0	0	41	38.8	3	0	96	3	0	0	2	0	104	103.6
H/TOT	9	2	150	8	1	0	0	0	170	162.1	9	5	361	14	0	0	4	0	393	386.8
18:00	1	1	53	4	0	0	0	0	59	57.6	1	3	92	3	0	0	2	0	101	100.4
18:15	2	2	61	1	0	0	0	0	66	63.2	6	3	79	1	0	0	0	0	89	82.4
18:30	0	1	59	2	0	0	0	0	62	61.4	1	0	79	5	0	0	1	0	86	86.2
18:45	0	4	51	2	0	0	0	0	57	54.6	2	3	95	1	0	0	2	0	103	101.6
H/TOT	3	8	224	9	0	0	0	0	244	236.8	10	9	345	10	0	0	5	0	379	370.6
12 TOT	131	25	1953	157	23	0	3	0	2292	2186.7	106	49	4250	332	46	4	59	0	4846	4819

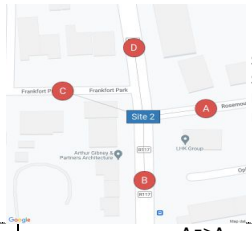


IDASO

Survey Name: 24275 - Dundrum
Site: Site 1
Location: R117 Dundrum Road/R112 Taney Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Taney Road
Arm C - Dundrum Road
Arm D - Churchtown Road Upper

	D => C										D => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	22	1	1	0	1	0	25	26.5	0	0	0	0	0	0	0	0	0	0
07:15	0	0	13	3	1	0	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0
07:30	1	0	32	3	0	0	0	0	36	35.2	0	0	0	0	0	0	0	0	0	0
07:45	4	1	31	3	1	0	0	0	40	36.7	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	98	10	3	0	1	0	118	115.9	0	0	0	0	0	0	0	0	0	0
08:00	5	0	30	2	0	0	1	0	38	35	0	0	0	0	0	0	0	0	0	0
08:15	2	0	20	4	0	0	0	0	26	24.4	0	0	0	0	0	0	0	0	0	0
08:30	5	1	45	2	0	0	0	0	53	48.4	0	0	0	0	0	0	0	0	0	0
08:45	3	1	29	3	0	0	1	0	37	35	0	0	0	0	0	0	0	0	0	0
H/TOT	15	2	124	11	0	0	2	0	154	142.8	0	0	0	0	0	0	0	0	0	0
09:00	1	0	38	2	1	0	0	0	42	41.7	0	0	0	0	0	0	0	0	0	0
09:15	1	0	37	3	1	0	1	0	43	43.7	0	0	0	0	0	0	0	0	0	0
09:30	0	0	51	6	3	0	0	0	60	61.5	0	0	0	0	0	0	0	0	0	0
09:45	0	1	43	4	0	0	0	0	48	47.4	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	169	15	5	0	1	0	193	194.3	0	0	0	0	0	0	0	0	0	0
10:00	2	0	36	3	0	0	0	0	41	39.4	0	0	0	0	0	0	0	0	0	0
10:15	0	0	46	4	0	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0
10:30	0	0	52	7	2	0	0	0	61	62	0	0	0	0	0	0	0	0	0	0
10:45	0	0	46	2	2	0	0	0	50	51	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	180	16	4	0	0	0	202	202.4	0	0	0	0	0	0	0	0	0	0
11:00	0	0	34	5	1	0	1	0	41	42.5	0	0	0	0	0	0	0	0	0	0
11:15	0	0	44	4	1	0	0	0	49	49.5	0	0	0	0	0	0	0	0	0	0
11:30	0	1	36	5	1	0	0	0	43	42.9	0	0	0	0	0	0	0	0	0	0
11:45	0	3	48	7	0	0	0	0	58	56.2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	4	162	21	3	0	1	0	191	191.1	0	0	0	0	0	0	0	0	0	0
12:00	1	1	33	7	1	0	0	0	43	42.1	0	1	0	0	0	0	0	0	1	0.4
12:15	0	2	49	7	1	0	0	0	59	58.3	0	0	0	0	0	0	0	0	0	0
12:30	0	0	56	4	1	0	1	0	62	63.5	0	0	0	0	0	0	0	0	0	0
12:45	1	2	43	4	2	0	0	0	52	51	0	0	0	0	0	0	0	0	0	0
H/TOT	2	5	181	22	5	0	1	0	216	214.9	0	1	0	0	0	0	0	0	1	0.4
13:00	0	0	49	2	1	0	0	0	52	52.5	0	0	0	0	0	0	0	0	0	0
13:15	1	3	42	3	0	1	1	0	51	50.7	0	0	0	0	0	0	0	0	0	0
13:30	3	0	38	1	0	0	0	0	42	39.6	0	0	0	0	0	0	0	0	0	0
13:45	1	0	44	4	2	0	0	0	51	51.2	0	0	0	0	0	0	0	0	0	0
H/TOT	5	3	173	10	3	1	1	0	196	194	0	0	0	0	0	0	0	0	0	0
14:00	2	3	46	6	1	0	1	0	59	57.1	0	0	0	0	0	0	0	0	0	0
14:15	0	1	45	3	1	0	0	0	50	49.9	0	0	0	0	0	0	0	0	0	0
14:30	1	1	51	3	0	0	0	0	56	54.6	0	0	0	0	0	0	0	0	0	0
14:45	0	0	41	1	0	0	0	0	42	42	0	0	0	0	0	0	0	0	0	0
H/TOT	3	5	183	13	2	0	1	0	207	203.6	0	0	0	0	0	0	0	0	0	0
15:00	0	1	50	6	1	0	0	0	58	57.9	0	0	0	0	0	0	0	0	0	0
15:15	1	2	46	3	1	0	0	0	53	51.5	0	0	0	0	0	0	0	0	0	0
15:30	1	0	56	5	0	0	1	0	63	63.2	0	0	0	0	0	0	0	0	0	0
15:45	0	1	35	2	0	0	0	0	38	37.4	0	0	0	0	0	0	0	0	0	0
H/TOT	2	4	187	16	2	0	1	0	212	210	0	0	0	0	0	0	0	0	0	0
16:00	1	0	36	5	3	1	0	0	46	48	0	0	0	0	0	0	0	0	0	0
16:15	0	0	52	4	1	0	0	0	57	57.5	0	0	0	0	0	0	0	0	0	0
16:30	0	0	53	2	0	0	1	0	56	57	0	0	0	0	0	0	0	0	0	0
16:45	4	1	37	5	0	0	0	0	47	43.2	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	178	16	4	1	1	0	206	205.7	0	0	0	0	0	0	0	0	0	0
17:00	1	1	42	7	0	0	1	0	52	51.6	0	0	0	0	0	0	0	0	0	0
17:15	0	0	49	3	0	0	0	0	52	52	0	0	0	0	0	0	0	0	0	0
17:30	1	2	63	2	0	0	0	0	68	66	0	0	0	0	0	0	0	0	0	0
17:45	3	0	44	3	0	0	0	0	50	47.6	0	0	0	0	0	0	0	0	0	0
H/TOT	5	3	198	15	0	0	1	0	222	217.2	0	0	0	0	0	0	0	0	0	0
18:00	1	1	66	1	1	0	0	0	70	69.1	0	0	0	0	0	0	0	0	0	0
18:15	2	2	40	2	0	0	0	0	46	43.2	0	0	0	0	0	0	0	0	0	0
18:30	2	1	66	1	0	0	1	0	71	69.8	0	0	0	0	0	0	0	0	0	0
18:45	0	2	47	1	0	0	0	0	50	48.8	0	0	0	0	0	0	0	0	0	0
H/TOT	5	6	219	5	1	0	1	0	237	230.9	0	0	0	0	0	0	0	0	0	0
12 TOT	51	35	2052	170	32	2	12	0	2354	2322.8	0	1	0	0	0	0	0	0	1	0.4

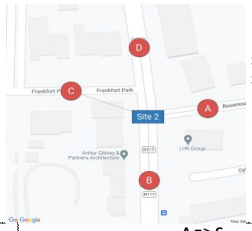


IDASO

Survey Name: 24275 - Dundrum
Site: Site 2
Location: R117 Dundrum Road/Rosemount
Date: Thu 25-Apr-2024

Arm A - Rosemount Estate
Arm B - Dundrum Road
Arm C - Frankfort Park
Arm D - Dundrum Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	1	0	5	3	0	0	0	0	9	8.2
07:15	0	0	0	0	0	0	0	0	0	0	0	1	10	2	0	0	0	0	13	12.4
07:30	0	0	0	0	0	0	0	0	0	0	2	0	8	1	0	0	0	0	11	9.4
07:45	0	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	14	14
H/TOT	0	0	0	0	0	0	0	0	0	0	3	1	34	9	0	0	0	0	47	44
08:00	0	0	0	0	0	0	0	0	0	0	4	0	32	1	0	0	0	0	37	33.8
08:15	0	0	0	0	0	0	0	0	0	0	10	0	26	2	0	0	0	0	38	30
08:30	0	0	0	0	0	0	0	0	0	0	2	0	17	1	0	0	0	0	20	18.4
08:45	0	0	0	0	0	0	0	0	0	0	1	0	18	0	0	0	0	0	19	18.2
H/TOT	0	0	0	0	0	0	0	0	0	0	17	0	93	4	0	0	0	0	114	100.4
09:00	0	0	0	0	0	0	0	0	0	0	2	0	14	0	0	0	0	0	16	14.4
09:15	0	0	0	0	0	0	0	0	0	0	2	0	13	1	0	0	0	0	16	14.4
09:30	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	10
09:45	0	0	0	0	0	0	0	0	0	0	2	0	12	1	0	0	0	0	15	13.4
H/TOT	0	0	0	0	0	0	0	0	0	0	6	0	49	2	0	0	0	0	57	52.2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	11	11
10:15	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	18	18
10:30	0	0	0	0	0	0	0	0	0	0	1	0	14	2	0	0	0	0	17	16.2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	13	3	2	0	0	0	18	19
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	55	6	2	0	0	0	64	64.2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
11:15	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	7	6.2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	10	10
11:45	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	0	12	12.5
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	33	2	1	0	0	0	37	36.7
12:00	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	0	8	7.2
12:15	0	0	0	0	0	0	0	0	0	0	3	0	12	2	0	0	0	0	17	14.6
12:30	0	0	0	0	0	0	0	0	0	0	5	0	18	1	0	0	0	0	24	20
12:45	0	0	0	0	0	0	0	0	0	0	2	0	16	2	1	0	0	0	21	19.9
H/TOT	0	0	0	0	0	0	0	0	0	0	11	0	53	5	1	0	0	0	70	61.7
13:00	0	0	0	0	0	0	0	0	0	0	1	0	17	2	0	0	0	0	20	19.2
13:15	0	0	0	0	0	0	0	0	0	0	1	0	10	2	0	0	0	0	13	12.2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	1	0	0	13	14.3
13:45	0	0	0	0	0	0	0	0	0	0	3	0	7	1	2	0	0	0	13	11.6
H/TOT	0	0	0	0	0	0	0	0	0	0	5	0	45	6	2	1	0	0	59	57.3
14:00	0	0	0	0	0	0	0	0	0	0	3	1	7	1	0	0	0	0	12	9
14:15	0	0	0	0	0	0	0	0	0	0	3	0	16	1	0	0	0	0	20	17.6
14:30	0	0	0	0	0	0	0	0	0	0	5	0	24	1	0	0	0	0	30	26
14:45	0	0	0	0	0	0	0	0	0	0	3	0	20	2	0	0	0	0	25	22.6
H/TOT	0	0	0	0	0	0	0	0	0	0	14	1	67	5	0	0	0	0	87	75.2
15:00	0	0	0	0	0	0	0	0	0	0	5	1	20	5	0	2	0	0	33	31
15:15	0	0	0	0	0	0	0	0	0	0	2	0	19	2	0	0	0	0	23	21.4
15:30	0	0	0	0	0	0	0	0	0	0	2	0	29	0	0	0	0	0	31	29.4
15:45	0	0	0	0	0	0	0	0	0	0	1	0	23	3	0	0	0	0	27	26.2
H/TOT	0	0	0	0	0	0	0	0	0	0	10	1	91	10	0	2	0	0	114	108
16:00	0	0	0	0	0	0	0	0	0	0	0	1	16	1	0	0	0	0	18	17.4
16:15	0	0	0	0	0	0	0	0	0	0	2	0	14	0	0	0	0	0	16	14.4
16:30	0	0	0	0	0	0	0	0	0	0	12	0	20	3	0	0	0	0	35	25.4
16:45	0	0	0	0	0	0	0	0	0	0	7	0	19	2	0	0	0	0	28	22.4
H/TOT	0	0	0	0	0	0	0	0	0	0	21	1	69	6	0	0	0	0	97	79.6
17:00	0	0	0	0	0	0	0	0	0	0	4	0	18	1	0	0	0	0	23	19.8
17:15	0	0	0	0	0	0	0	0	0	0	8	0	17	1	0	0	0	0	26	19.6
17:30	0	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	14	14
17:45	0	0	0	0	0	0	0	0	0	0	5	0	21	1	0	0	0	0	27	23
H/TOT	0	0	0	0	0	0	0	0	0	0	17	0	67	6	0	0	0	0	90	76.4
18:00	0	0	0	0	0	0	0	0	0	0	3	0	19	2	1	0	0	0	25	23.1
18:15	0	0	0	0	0	0	0	0	0	0	5	0	9	0	0	0	0	0	14	10
18:30	0	0	0	0	0	0	0	0	0	0	2	0	23	1	0	0	0	0	26	24.4
18:45	0	0	0	0	0	0	0	0	0	0	5	1	23	2	0	0	0	0	31	26.4
H/TOT	0	0	0	0	0	0	0	0	0	0	15	1	74	5	1	0	0	0	96	83.9
12 TOT	0	0	0	0	0	0	0	0	0	0	121	5	730	66	7	3	0	0	932	839.6

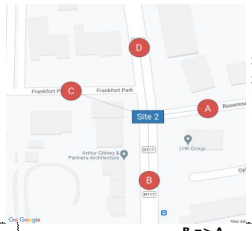


IDASO

Survey Name: 24275 - Dundrum
Site: Site 2
Location: R117 Dundrum Road/Rosemount
Date: Thu 25-Apr-2024

Arm A - Rosemount Estate
Arm B - Dundrum Road
Arm C - Frankfort Park
Arm D - Dundrum Road

	A => C										A => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4.5
07:15	1	0	1	0	0	0	0	0	2	1.2	0	0	5	0	0	0	0	0	5	5
07:30	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	0	8	7.2
07:45	0	0	0	0	0	0	0	0	0	0	1	1	9	0	0	0	0	0	11	9.6
H/TOT	1	0	1	0	0	0	0	0	2	1.2	2	1	23	1	1	0	0	0	28	26.3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9
08:15	0	0	1	0	0	0	0	0	1	1	1	0	5	0	0	0	0	0	6	5.2
08:30	0	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	0	10	9.2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
H/TOT	0	0	1	0	0	0	0	0	1	1	2	0	29	1	0	0	0	0	32	30.4
09:00	0	0	1	0	0	0	0	0	1	1	1	0	11	0	0	0	0	0	12	11.2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
09:30	1	0	0	0	0	0	0	0	1	0.2	0	0	4	0	0	0	0	0	4	4
09:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
H/TOT	1	0	1	0	0	0	0	0	2	1.2	1	0	28	0	0	0	0	0	29	28.2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4	4.5
10:15	0	0	0	1	0	0	0	0	1	1	0	0	2	3	0	0	0	0	5	5
10:30	0	0	1	0	0	0	0	0	1	1	0	0	3	1	0	0	0	0	4	4
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
H/TOT	0	0	1	1	0	0	0	0	2	2	0	0	8	6	1	0	0	0	15	15.5
11:00	0	0	0	0	0	0	0	0	0	0	1	0	2	2	1	0	0	0	6	5.7
11:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	11	3	1	0	0	0	16	15.7
12:00	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
12:15	0	0	2	0	0	0	0	0	2	2	0	0	2	1	0	0	0	0	3	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
12:45	0	0	1	0	0	0	0	0	1	1	0	0	3	1	1	0	0	0	5	5.5
H/TOT	0	0	3	0	0	0	0	0	3	3	1	0	13	2	1	0	0	0	17	16.7
13:00	0	0	0	0	0	1	0	0	1	2.3	0	0	5	0	0	0	0	0	5	5
13:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
13:30	0	0	2	0	0	0	0	0	2	2	0	0	9	1	1	0	0	0	11	11.5
13:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	2	0	0	1	0	0	3	4.3	0	0	18	1	1	0	0	0	20	20.5
14:00	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
14:15	0	0	1	0	0	0	0	0	1	1	1	0	4	0	0	0	0	0	5	4.2
14:30	1	0	0	1	0	0	0	0	2	1.2	1	0	3	2	0	0	0	0	6	5.2
14:45	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	3	3
H/TOT	1	0	3	1	0	0	0	0	5	4.2	2	0	11	3	0	0	0	0	16	14.4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
15:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4	4.5
15:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
15:45	0	0	0	0	0	0	0	0	0	0	1	0	4	2	0	0	0	0	7	6.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	16	3	1	0	0	0	21	20.7
16:00	0	0	1	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	5	5
16:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
16:30	1	0	1	0	0	0	0	0	2	1.2	1	0	2	0	0	0	0	0	3	2.2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
H/TOT	1	0	2	0	0	0	0	0	3	2.2	1	0	19	0	0	0	0	0	20	19.2
17:00	0	0	1	0	0	0	0	0	1	1	2	0	6	0	0	0	0	0	8	6.4
17:15	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
H/TOT	0	0	1	0	0	0	0	0	1	1	3	0	19	0	0	0	0	0	22	19.6
18:00	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	7	6.2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
18:30	0	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0	9	8.2
18:45	1	0	3	0	0	0	0	0	4	3.2	2	0	7	0	0	0	0	0	9	7.4
H/TOT	1	0	3	0	0	0	0	0	4	3.2	4	0	26	0	0	0	0	0	30	26.8
12 TOT	5	0	18	2	0	1	0	0	26	23.3	18	1	221	20	6	0	0	0	266	254

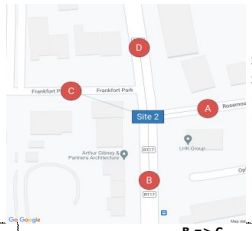


IDASO

Survey Name: 24275 - Dundrum
Site: Site 2
Location: R117 Dundrum Road/Rosemount
Date: Thu 25-Apr-2024

Arm A - Rosemount Estate
Arm B - Dundrum Road
Arm C - Frankfort Park
Arm D - Dundrum Road

	B => A										B => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	2	0	9	2	1	0	0	0	14	12.9	0	0	0	0	0	0	0	0	0	0
07:15	1	0	7	1	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0
07:30	7	0	11	3	0	0	0	0	21	15.4	0	0	0	0	0	0	0	0	0	0
07:45	3	0	16	5	0	0	0	0	24	21.6	0	0	0	0	0	0	0	0	0	0
H/TOT	13	0	43	11	1	0	0	0	68	58.1	0	0	0	0	0	0	0	0	0	0
08:00	11	0	16	0	0	0	0	0	27	18.2	0	0	0	0	0	0	0	0	0	0
08:15	9	0	19	0	0	0	0	0	28	20.8	0	0	0	0	0	0	0	0	0	0
08:30	13	0	14	0	0	0	0	0	27	16.6	0	0	0	0	0	0	0	0	0	0
08:45	4	0	12	0	0	1	0	0	17	15.1	0	0	0	0	0	0	0	0	0	0
H/TOT	37	0	61	0	0	1	0	0	99	70.7	0	0	0	0	0	0	0	0	0	0
09:00	6	0	17	1	0	0	0	0	24	19.2	0	0	0	0	0	0	0	0	0	0
09:15	3	0	10	0	0	1	0	0	14	12.9	0	0	0	0	0	0	0	0	0	0
09:30	3	0	16	3	0	0	0	0	22	19.6	0	0	0	0	0	0	0	0	0	0
09:45	2	0	5	2	0	0	0	0	9	7.4	0	0	0	0	0	0	0	0	0	0
H/TOT	14	0	48	6	0	1	0	0	69	59.1	0	0	0	0	0	0	0	0	0	0
10:00	1	0	4	1	0	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0	0
10:15	1	0	9	0	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0
10:30	5	0	10	3	0	0	0	0	18	14	0	0	0	0	0	0	0	0	0	0
10:45	3	0	9	5	0	0	0	0	17	14.6	0	0	0	0	0	0	0	0	0	0
H/TOT	10	0	32	9	0	0	0	0	51	43	0	0	0	0	0	0	0	0	0	0
11:00	2	0	9	0	0	0	0	0	11	9.4	0	0	0	0	0	0	0	0	0	0
11:15	1	0	10	1	0	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0
11:30	3	0	8	1	1	0	0	0	13	11.1	0	0	0	0	0	0	0	0	0	0
11:45	1	0	12	1	0	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	0
H/TOT	7	0	39	3	1	1	0	0	51	47.2	0	0	0	0	0	0	0	0	0	0
12:00	0	0	11	3	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
12:15	1	0	10	0	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	0
12:30	2	0	15	2	0	0	0	0	19	17.4	0	0	0	0	0	0	0	0	0	0
12:45	3	0	13	0	0	0	0	0	16	13.6	0	0	0	0	0	0	0	0	0	0
H/TOT	6	0	49	5	0	0	0	0	60	55.2	0	0	0	0	0	0	0	0	0	0
13:00	1	0	7	0	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	0
13:15	2	1	25	2	0	0	0	0	30	27.8	0	0	0	0	0	0	0	0	0	0
13:30	0	0	12	3	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
13:45	2	0	21	0	0	0	0	0	23	21.4	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	65	5	0	0	0	0	76	71.4	0	0	0	0	0	0	0	0	0	0
14:00	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
14:15	2	0	17	0	0	0	0	0	19	17.4	0	0	0	0	0	0	0	0	0	0
14:30	3	0	13	2	0	0	0	0	18	15.6	0	0	0	0	0	0	0	0	0	0
14:45	1	0	19	1	1	0	0	0	22	21.7	0	0	0	0	0	0	0	0	0	0
H/TOT	6	0	57	3	1	0	0	0	67	62.7	0	0	0	0	0	0	0	0	0	0
15:00	1	0	20	2	0	0	1	0	24	24.2	0	0	0	0	0	0	0	0	0	0
15:15	0	0	34	0	0	0	0	0	34	34	0	0	0	0	0	0	0	0	0	0
15:30	4	1	17	2	0	0	0	0	24	20.2	0	0	0	0	0	0	0	0	0	0
15:45	0	0	20	4	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	91	8	0	0	1	0	106	102.4	0	0	0	0	0	0	0	0	0	0
16:00	1	0	15	0	0	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0	0
16:15	0	0	22	3	0	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0
16:30	1	0	23	2	0	0	0	0	26	25.2	0	0	0	0	0	0	0	0	0	0
16:45	0	0	22	2	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	82	7	0	0	0	0	91	89.4	0	0	0	0	0	0	0	0	0	0
17:00	3	0	21	4	0	0	0	0	28	25.6	0	0	0	0	0	0	0	0	0	0
17:15	0	0	18	4	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0
17:30	3	1	18	3	1	0	0	0	26	23.5	0	0	0	0	0	0	0	0	0	0
17:45	4	1	22	2	0	0	0	0	29	25.2	0	0	0	0	0	0	0	0	0	0
H/TOT	10	2	79	13	1	0	0	0	105	96.3	0	0	0	0	0	0	0	0	0	0
18:00	0	0	19	0	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0
18:15	1	0	32	1	0	0	0	0	34	33.2	0	0	0	0	0	0	0	0	0	0
18:30	1	0	44	1	0	0	0	0	46	45.2	0	0	0	0	0	0	0	0	0	0
18:45	2	1	18	2	0	0	0	0	23	20.8	0	0	0	0	0	0	0	0	0	0
H/TOT	4	1	113	4	0	0	0	0	122	118.2	0	0	0	0	0	0	0	0	0	0
12 TOT	119	5	759	74	4	3	1	0	965	873.7	0	0	0	0	0	0	0	0	0	0

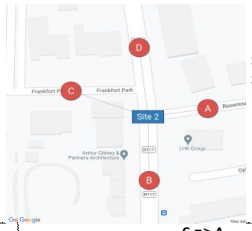


IDASO

Survey Name: 24275 - Dundrum
Site: Site 2
Location: R117 Dundrum Road/Rosemount
Date: Thu 25-Apr-2024

Arm A - Rosemount Estate
Arm B - Dundrum Road
Arm C - Frankfort Park
Arm D - Dundrum Road

	B => C										B => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	1	0	0	0	0	0	1	1	3	0	134	21	2	2	2	0	164	167.2
07:15	0	0	0	0	0	0	0	0	0	0	10	1	170	22	2	3	0	0	208	204.3
07:30	1	0	2	0	1	0	0	0	4	3.7	11	2	208	26	1	0	1	0	249	240.5
07:45	0	0	1	0	0	0	0	0	1	1	11	1	187	12	5	0	2	0	218	213.1
H/TOT	1	0	4	0	1	0	0	0	6	5.7	35	4	699	81	10	5	5	0	839	825.1
08:00	0	0	1	0	0	0	0	0	1	1	18	3	180	20	2	0	0	0	223	207.8
08:15	0	0	1	0	0	0	0	0	1	1	14	5	162	14	0	0	0	0	195	180.8
08:30	0	0	0	0	0	0	0	0	0	0	22	3	171	12	2	1	1	0	212	195.9
08:45	0	0	0	0	0	0	0	0	0	0	18	2	169	7	3	1	1	0	201	189.2
H/TOT	0	0	2	0	0	0	0	0	2	2	72	13	682	53	7	2	2	0	831	773.7
09:00	0	0	2	0	0	0	0	0	2	2	14	4	152	12	1	0	0	0	183	169.9
09:15	0	0	0	3	0	0	0	0	3	3	8	2	154	14	2	0	1	0	181	175.4
09:30	0	0	1	0	0	0	0	0	1	1	6	3	154	12	1	0	1	0	177	171.9
09:45	0	0	0	0	0	0	0	0	0	0	6	1	119	21	2	1	1	0	151	148.9
H/TOT	0	0	3	3	0	0	0	0	6	6	34	10	579	59	6	1	3	0	692	666.1
10:00	0	0	0	0	0	0	0	0	0	0	6	0	86	14	2	0	1	0	109	106.2
10:15	0	0	0	1	0	0	0	0	1	1	2	1	84	12	5	0	2	0	106	108.3
10:30	0	0	1	0	0	0	0	0	1	1	5	3	99	12	7	2	0	0	128	128.3
10:45	0	0	1	0	0	0	0	0	1	1	3	3	105	16	6	0	0	0	133	131.8
H/TOT	0	0	2	1	0	0	0	0	3	3	16	7	374	54	20	2	3	0	476	474.6
11:00	0	0	0	0	0	0	0	0	0	0	4	1	86	13	8	0	1	0	113	114.2
11:15	0	0	4	0	0	0	0	0	4	4	4	1	67	7	2	1	1	0	83	82.5
11:30	0	0	2	0	0	0	0	0	2	2	5	1	101	12	2	1	0	0	122	119.7
11:45	0	0	0	0	0	0	0	0	0	0	6	3	98	15	2	0	0	0	124	118.4
H/TOT	0	0	6	0	0	0	0	0	6	6	19	6	352	47	14	2	2	0	442	434.8
12:00	0	0	0	0	0	0	0	0	0	0	1	3	66	14	0	0	3	0	87	87.4
12:15	0	0	1	0	0	0	0	0	1	1	2	1	111	12	2	1	1	0	130	131.1
12:30	0	0	2	2	0	0	0	0	4	4	1	2	80	8	1	0	0	0	92	90.5
12:45	0	0	3	1	0	0	0	0	4	4	2	1	89	12	1	1	0	0	106	105.6
H/TOT	0	0	6	3	0	0	0	0	9	9	6	7	346	46	4	2	4	0	415	414.6
13:00	0	0	1	0	0	0	0	0	1	1	1	4	79	7	0	0	1	0	92	89.8
13:15	0	0	0	0	0	0	0	0	0	0	3	5	107	11	1	0	0	0	127	122.1
13:30	0	0	1	0	0	0	0	0	1	1	2	2	103	7	1	1	0	0	116	115
13:45	0	0	1	0	0	0	0	0	1	1	4	4	98	17	6	1	0	0	130	128.7
H/TOT	0	0	3	0	0	0	0	0	3	3	10	15	387	42	8	2	1	0	465	455.6
14:00	0	0	3	1	0	0	0	0	4	4	4	1	89	12	4	1	1	0	112	112.5
14:15	0	0	0	0	0	0	0	0	0	0	2	3	93	13	2	0	0	0	113	110.6
14:30	0	0	1	0	0	0	0	0	1	1	8	3	108	8	2	1	0	0	130	124.1
14:45	0	0	1	0	0	0	0	0	1	1	2	0	69	9	1	0	0	0	81	79.9
H/TOT	0	0	5	1	0	0	0	0	6	6	16	7	359	42	9	2	1	0	436	427.1
15:00	0	0	3	0	0	0	0	0	3	3	2	3	107	13	3	0	1	0	129	128.1
15:15	0	0	2	0	0	0	0	0	2	2	3	2	110	10	0	1	0	0	126	123.7
15:30	0	0	1	0	0	0	0	0	1	1	2	1	102	4	1	1	0	0	111	110.6
15:45	0	0	1	0	0	0	0	0	1	1	6	0	108	8	1	0	0	0	123	118.7
H/TOT	0	0	7	0	0	0	0	0	7	7	13	6	427	35	5	2	1	0	489	481.1
16:00	0	0	3	0	0	0	0	0	3	3	0	2	93	11	1	0	1	0	108	108.3
16:15	1	0	1	0	0	0	0	0	2	1.2	2	4	126	13	0	0	1	0	146	143
16:30	0	0	2	0	0	0	0	0	2	2	1	3	110	6	2	0	0	0	122	120.4
16:45	0	0	0	0	0	0	0	0	0	0	3	2	109	8	1	0	0	0	123	119.9
H/TOT	1	0	6	0	0	0	0	0	7	6.2	6	11	438	38	4	0	2	0	499	491.6
17:00	0	0	1	0	0	0	0	0	1	1	2	2	103	5	1	0	1	0	114	112.7
17:15	0	0	1	0	0	0	0	0	1	1	2	5	117	10	0	0	0	0	134	129.4
17:30	0	0	0	0	0	0	0	0	0	0	2	1	91	3	0	0	0	0	97	94.8
17:45	0	0	1	0	0	0	0	0	1	1	8	1	127	2	0	0	0	0	138	131
H/TOT	0	0	3	0	0	0	0	0	3	3	14	9	438	20	1	0	1	0	483	467.9
18:00	0	0	4	0	0	0	0	0	4	4	3	3	121	7	0	0	0	0	134	129.8
18:15	0	0	1	0	0	0	0	0	1	1	3	4	129	7	0	0	0	0	143	138.2
18:30	0	0	3	0	0	0	0	0	3	3	2	3	127	6	2	0	1	0	141	139.6
18:45	0	1	3	0	0	0	0	0	4	3.4	3	7	144	6	2	0	0	0	162	156.4
H/TOT	0	1	11	0	0	0	0	0	12	11.4	11	17	521	26	4	0	1	0	580	564
12 TOT	2	1	58	8	1	0	0	0	70	68.3	252	112	5602	543	92	20	26	0	6647	6476.2

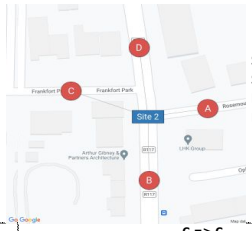


IDASO

Survey Name: 24275 - Dundrum
Site: Site 2
Location: R117 Dundrum Road/Rosemount
Date: Thu 25-Apr-2024

Arm A - Rosemount Estate
Arm B - Dundrum Road
Arm C - Frankfort Park
Arm D - Dundrum Road

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4.5
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	6	0	1	0	0	0	7	7.5
08:00	1	0	1	0	0	0	0	0	2	1.2	0	0	2	0	0	0	0	0	2	2
08:15	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	1.4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	1	0	2	0	0	0	0	0	3	2.2	2	0	6	0	0	0	0	0	8	6.4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:30	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
10:15	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	3	1	0	0	0	0	4	4
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:45	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	4	0	0	0	0	0	4	4
12:00	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
12:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	4	1	0	0	0	0	5	5
13:00	0	0	2	0	0	0	0	0	2	2	0	0	2	1	0	0	0	0	3	3
13:15	0	0	1	0	0	1	0	0	2	3.3	0	0	2	0	0	0	0	0	2	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
13:45	0	0	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	1	0	0	4	5.3	0	0	5	1	0	0	0	0	6	6
14:00	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
14:15	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	7	2	0	0	0	0	9	9
15:00	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
15:45	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	0	1	1	1	0	1	0	0	0	0	0	2	1.2
16:00	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	5	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1
17:30	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	3	0	0	0	0	0	3	3	0	0	3	0	0	0	0	0	3	3
18:00	0	0	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	0	0	0	0	0	0	0	0	0
18:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.4
H/TOT	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	0.4
12 TOT	1	0	17	1	0	1	0	0	20	20.5	3	1	46	5	1	0	0	0	56	53.5

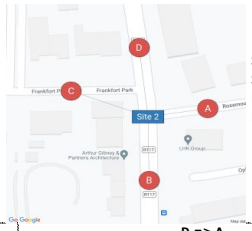


IDASO

Survey Name: 24275 - Dundrum
Site: Site 2
Location: R117 Dundrum Road/Rosemount
Date: Thu 25-Apr-2024

Arm A - Rosemount Estate
Arm B - Dundrum Road
Arm C - Frankfort Park
Arm D - Dundrum Road

	C => C										C => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
08:00	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0	9	8.2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1.2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:45	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	3	1	0	0	0	0	4	4
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
12:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
12:15	0	0	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	0	0	1	0	0	0	0	1	1
12:45	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	2	1	0	0	0	0	3	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
13:15	0	0	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	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
14:15	0	0	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	0	1	0	0	0	0	0	1	1
14:45	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	2	0	0	0	0	0	2	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
16:30	0	0	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	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
17:00	0	0	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	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
17:45	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	2	0	0	0	0	0	2	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
18:15	0	0	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	0	1	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
12 TOT	0	0	0	0	0	0	0	0	0	0	3	0	40	4	0	0	0	0	47	44.6

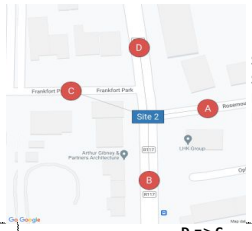


IDASO

Survey Name: 24275 - Dundrum
Site: Site 2
Location: R117 Dundrum Road/Rosemount
Date: Thu 25-Apr-2024

Arm A - Rosemount Estate
Arm B - Dundrum Road
Arm C - Frankfort Park
Arm D - Dundrum Road

	D => A										D => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	1	0	0	0	0	0	1	1	2	0	44	4	1	0	4	0	55	57.9
07:15	0	0	3	0	0	0	0	0	3	3	1	0	63	7	3	0	3	0	77	80.7
07:30	0	0	2	0	0	0	0	0	2	2	4	0	72	4	1	3	3	0	87	91.2
07:45	0	0	5	0	0	0	0	0	5	5	1	1	65	7	2	0	2	0	78	79.6
H/TOT	0	0	11	0	0	0	0	0	11	11	8	1	244	22	7	3	12	0	297	309.4
08:00	1	0	10	1	0	0	0	0	12	11.2	4	0	93	3	4	0	1	0	105	104.8
08:15	4	0	3	0	0	0	0	0	7	3.8	9	0	69	7	2	0	1	0	88	82.8
08:30	2	0	11	0	1	0	0	0	14	12.9	1	1	115	6	1	0	0	0	124	123.1
08:45	1	0	10	0	1	0	0	0	12	11.7	1	1	96	7	2	0	2	0	109	110.6
H/TOT	8	0	34	1	2	0	0	0	45	39.6	15	2	373	23	9	0	4	0	426	421.3
09:00	1	0	0	0	0	0	0	0	1	0.2	1	1	82	5	0	0	0	0	89	87.6
09:15	0	0	2	1	0	0	0	0	3	3	0	0	76	14	3	2	0	0	95	99.1
09:30	0	0	2	0	0	0	0	0	2	2	0	1	77	10	5	0	0	0	93	94.9
09:45	0	0	2	0	0	0	0	0	2	2	3	1	76	8	4	0	1	0	93	93
H/TOT	1	0	6	1	0	0	0	0	8	7.2	4	3	311	37	12	2	1	0	370	374.6
10:00	0	0	4	1	0	0	0	0	5	5	0	0	79	9	1	0	0	0	89	89.5
10:15	0	0	1	0	0	0	0	0	1	1	2	2	86	9	4	0	0	0	103	102.2
10:30	0	0	2	0	0	0	0	0	2	2	4	0	66	11	3	0	1	0	85	84.3
10:45	0	0	3	1	0	0	0	0	4	4	1	0	67	8	5	0	1	0	82	84.7
H/TOT	0	0	10	2	0	0	0	0	12	12	7	2	298	37	13	0	2	0	359	360.7
11:00	0	0	3	0	0	0	0	0	3	3	2	2	79	11	5	0	0	0	99	98.7
11:15	0	0	5	0	0	0	0	0	5	5	0	3	91	12	4	0	0	0	110	110.2
11:30	0	0	3	0	0	0	0	0	3	3	2	2	79	18	6	0	1	0	108	109.2
11:45	0	0	2	0	0	0	0	0	2	2	4	2	78	13	3	0	0	0	100	97.1
H/TOT	0	0	13	0	0	0	0	0	13	13	8	9	327	54	18	0	1	0	417	415.2
12:00	0	0	2	0	0	0	0	0	2	2	1	1	80	10	3	0	2	0	97	99.1
12:15	0	0	3	1	0	0	0	0	4	4	3	1	59	8	1	0	2	0	74	73.5
12:30	1	0	3	0	0	0	0	0	4	3.2	6	5	95	5	1	0	0	0	112	104.7
12:45	0	0	2	0	1	0	0	0	3	3.5	4	1	85	9	4	1	2	0	106	107.5
H/TOT	1	0	10	1	1	0	0	0	13	12.7	14	8	319	32	9	1	6	0	389	384.8
13:00	0	0	2	1	0	0	0	0	3	3	5	2	65	9	0	0	1	0	82	77.8
13:15	0	0	5	1	0	0	0	0	6	6	5	3	87	4	1	0	0	0	100	94.7
13:30	0	0	2	0	1	0	0	0	3	3.5	3	3	78	15	0	0	0	0	99	94.8
13:45	1	0	6	0	0	0	0	0	7	6.2	2	1	86	8	1	0	0	0	98	96.3
H/TOT	1	0	15	2	1	0	0	0	19	18.7	15	9	316	36	2	0	1	0	379	363.6
14:00	0	0	4	0	0	0	0	0	4	4	3	2	90	10	0	0	1	0	106	103.4
14:15	0	0	7	0	0	0	0	0	7	7	1	5	88	7	3	1	0	0	105	104
14:30	0	0	1	0	0	0	0	0	1	1	6	3	70	7	0	0	0	0	86	79.4
14:45	1	0	5	0	1	0	0	0	7	6.7	1	1	83	15	1	0	1	0	102	102.1
H/TOT	1	0	17	0	1	0	0	0	19	18.7	11	11	331	39	4	1	2	0	399	388.9
15:00	0	0	5	0	0	0	0	0	5	5	4	2	151	14	3	1	0	0	175	173.4
15:15	0	0	7	0	0	0	0	0	7	7	3	1	118	16	3	1	3	0	145	147.8
15:30	2	0	5	2	0	0	0	0	9	7.4	4	2	104	11	1	0	1	0	123	120.1
15:45	2	0	4	1	0	0	0	0	7	5.4	1	2	99	15	0	1	1	0	119	119.3
H/TOT	4	0	21	3	0	0	0	0	28	24.8	12	7	472	56	7	3	5	0	562	560.6
16:00	0	0	6	0	1	0	0	0	7	7.5	6	0	101	6	0	2	0	0	115	112.8
16:15	0	0	5	0	0	0	0	0	5	5	8	2	115	13	2	1	0	0	141	135.7
16:30	1	0	2	0	0	0	0	0	3	2.2	11	2	106	11	1	0	0	0	131	121.5
16:45	0	0	4	0	0	0	0	0	4	4	4	4	122	16	0	0	1	0	147	142.4
H/TOT	1	0	17	0	1	0	0	0	19	18.7	29	8	444	46	3	3	1	0	534	512.4
17:00	0	0	8	1	0	0	0	0	9	9	9	7	102	5	1	0	1	0	125	115.1
17:15	0	0	9	2	0	0	0	0	11	11	10	2	81	4	0	0	1	0	98	89.8
17:30	2	0	15	1	0	0	0	0	18	16.4	10	2	104	8	0	0	1	0	125	116.8
17:45	2	0	10	1	0	0	0	0	13	11.4	8	4	116	4	0	0	0	0	132	123.2
H/TOT	4	0	42	5	0	0	0	0	51	47.8	37	15	403	21	1	0	3	0	480	444.9
18:00	1	0	10	0	0	0	0	0	11	10.2	9	5	115	3	0	0	1	0	133	123.8
18:15	1	0	12	3	0	0	0	0	16	15.2	11	4	118	3	0	0	2	0	138	128.8
18:30	2	0	16	1	0	0	0	0	19	17.4	9	4	131	4	0	0	0	0	148	138.4
18:45	0	0	12	0	0	0	0	0	12	12	4	7	130	3	0	0	1	0	145	138.6
H/TOT	4	0	50	4	0	0	0	0	58	54.8	33	20	494	13	0	0	4	0	564	529.6
12 TOT	25	0	246	19	6	0	0	0	296	279	193	95	4332	416	85	13	42	0	5176	5066



IDASO

Survey Name: 24275 - Dundrum
Site: Site 2
Location: R117 Dundrum Road/Rosemount
Date: Thu 25-Apr-2024

Arm A - Rosemount Estate
Arm B - Dundrum Road
Arm C - Frankfort Park
Arm D - Dundrum Road

	D => C										D => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	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
07:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	0	3	3	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
09:15	0	0	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	0	0	0	0	0	0	0	0	0
09:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	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	0	2	2	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	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	0	1	1	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
16:00	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0
16:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	4	0	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
18:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
12 TOT	1	0	25	0	0	0	0	0	26	25.2	0	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 24275 - Dundrum
Site: Site 3
Location: R117 Dundrum Road/Annaville Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Annaville Park
Arm C - Dundrum Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	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
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	6	4.4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	7	7
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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
10:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	6
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:45	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	1	1	0	0	0	0	2	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
13:45	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	6	0	0	0	0	0	6	6
14:00	0	0	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	0	2	0	0	0	0	0	2	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.5
14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5.5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	5	3.4
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	9	7.4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
16:30	0	0	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	1	0	1	0	0	0	0	0	2	1.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2
17:00	0	0	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	1	0	4	0	0	0	0	0	5	4.2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
17:45	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	1	0	10	0	0	0	0	0	11	10.2
18:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
18:30	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	9	0	0	0	0	0	11	9.4
12 TOT	0	0	1	0	0	0	0	0	1	1	8	0	60	4	1	0	0	0	73	67.1

IDASO

Survey Name: 24275 - Dundrum
Site: Site 3
Location: R117 Dundrum Road/Annaville Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Annaville Park
Arm C - Dundrum Road

	A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	1	0	46	5	0	0	4	0	56	59.2	0	0	0	0	0	0	0	0	0	0
07:15	1	0	63	8	3	0	3	0	78	81.7	0	0	2	0	0	0	0	0	2	2
07:30	2	0	70	5	1	3	3	0	84	89.8	0	0	3	1	0	0	0	0	4	4
07:45	0	1	69	7	2	0	2	0	81	83.4	2	0	1	0	0	0	0	0	3	1.4
H/TOT	4	1	248	25	6	3	12	0	299	314.1	2	0	6	1	0	0	0	0	9	7.4
08:00	4	0	99	5	4	0	1	0	113	112.8	1	0	3	0	0	0	0	0	4	3.2
08:15	6	0	70	6	2	0	1	0	85	82.2	1	0	1	0	0	0	0	0	2	1.2
08:30	1	1	121	6	2	0	0	0	131	130.6	1	0	4	0	0	0	0	0	5	4.2
08:45	3	1	100	6	3	0	2	0	115	115.5	0	0	2	0	0	0	0	0	2	2
H/TOT	14	2	390	23	11	0	4	0	444	441.1	3	0	10	0	0	0	0	0	13	10.6
09:00	2	1	83	7	0	0	0	0	93	90.8	0	0	3	0	0	0	0	0	3	3
09:15	0	0	76	14	3	2	0	0	95	99.1	0	0	3	0	0	0	0	0	3	3
09:30	1	1	79	10	4	0	0	0	95	95.6	0	0	1	0	0	0	0	0	1	1
09:45	1	1	76	6	4	0	1	0	89	90.6	0	0	3	0	0	0	0	0	3	3
H/TOT	4	3	314	37	11	2	1	0	372	376.1	0	0	10	0	0	0	0	0	10	10
10:00	1	0	89	11	1	0	0	0	102	101.7	1	0	1	2	0	0	0	0	4	3.2
10:15	2	2	78	10	5	0	0	0	97	96.7	0	0	0	0	0	0	0	0	0	0
10:30	4	0	70	12	2	0	1	0	89	87.8	0	0	0	0	1	0	0	0	1	1.5
10:45	2	0	68	11	5	0	1	0	87	88.9	0	0	0	0	0	0	0	0	0	0
H/TOT	9	2	305	44	13	0	2	0	375	375.1	1	0	1	2	1	0	0	0	5	4.7
11:00	1	3	82	10	5	0	0	0	101	100.9	0	0	1	0	0	0	0	0	1	1
11:15	0	2	82	12	3	0	0	0	99	99.3	0	0	2	0	0	0	0	0	2	2
11:30	2	2	91	17	4	0	1	0	117	117.2	0	0	0	0	0	0	0	0	0	0
11:45	4	2	67	11	2	0	0	0	86	82.6	0	0	0	0	0	0	0	0	0	0
H/TOT	7	9	322	50	14	0	1	0	403	400	0	0	3	0	0	0	0	0	3	3
12:00	1	1	80	12	3	0	3	0	100	103.1	0	0	0	0	0	0	0	0	0	0
12:15	4	1	71	11	1	0	1	0	89	86.7	0	0	1	0	0	0	0	0	1	1
12:30	4	4	83	4	1	0	0	0	96	90.9	0	0	0	0	0	0	0	0	0	0
12:45	6	1	94	7	4	1	3	0	116	116.9	0	0	2	1	0	0	0	0	3	3
H/TOT	15	7	328	34	9	1	7	0	401	397.6	0	0	3	1	0	0	0	0	4	4
13:00	3	1	65	8	0	0	0	0	77	74	0	0	4	1	0	0	0	0	5	5
13:15	5	2	78	6	1	0	0	0	92	87.3	0	0	0	2	0	0	0	0	2	2
13:30	3	2	87	15	2	0	0	0	109	106.4	0	0	0	0	0	0	0	0	0	0
13:45	3	2	88	9	0	0	1	0	103	100.4	0	0	2	0	0	0	0	0	2	2
H/TOT	14	7	318	38	3	0	1	0	381	368.1	0	0	6	3	0	0	0	0	9	9
14:00	2	2	88	8	0	0	0	0	100	97.2	0	0	1	0	0	0	0	0	1	1
14:15	2	5	95	9	2	1	0	0	114	111.7	0	0	3	0	0	0	0	0	3	3
14:30	5	2	68	8	0	0	0	0	83	77.8	0	0	1	0	1	0	0	0	2	2.5
14:45	0	1	81	13	1	0	1	0	97	97.9	0	0	4	0	0	0	0	0	4	4
H/TOT	9	10	332	38	3	1	1	0	394	384.6	0	0	9	0	1	0	0	0	10	10.5
15:00	4	2	142	14	2	1	1	0	166	164.9	0	0	1	0	0	0	0	0	1	1
15:15	3	1	112	16	3	1	2	0	138	139.8	0	0	1	0	0	0	0	0	1	1
15:30	6	2	122	14	0	0	1	0	145	140	0	0	3	1	0	0	0	0	4	4
15:45	3	2	92	16	0	3	1	0	117	118.3	0	0	0	0	0	0	0	0	0	0
H/TOT	16	7	468	60	5	5	5	0	566	563	0	0	5	1	0	0	0	0	6	6
16:00	6	0	116	5	2	0	0	0	129	125.2	0	0	1	0	0	0	0	0	1	1
16:15	9	2	107	12	0	1	0	0	131	123.9	0	1	2	0	0	0	0	0	3	2.4
16:30	11	2	111	12	1	0	0	0	137	127.5	0	0	2	0	0	0	0	0	2	2
16:45	5	4	122	15	1	0	1	0	148	143.1	1	0	2	0	0	0	0	0	3	2.2
H/TOT	31	8	456	44	4	1	1	0	545	519.7	1	1	7	0	0	0	0	0	9	7.6
17:00	9	7	106	8	0	0	1	0	131	120.6	1	0	1	0	0	0	0	0	2	1.2
17:15	8	2	81	8	0	0	1	0	100	93.4	0	0	3	0	0	0	0	0	3	3
17:30	12	2	104	7	0	0	1	0	126	116.2	0	0	2	0	0	0	0	0	2	2
17:45	10	5	128	5	0	0	0	0	148	137	0	0	4	0	0	0	0	0	4	4
H/TOT	39	16	419	28	0	0	3	0	505	467.2	1	0	10	0	0	0	0	0	11	10.2
18:00	9	4	111	5	0	0	2	0	131	123.4	0	0	0	0	0	0	0	0	0	0
18:15	12	5	125	5	0	0	1	0	148	136.4	1	0	0	0	0	0	0	0	1	0.2
18:30	10	4	141	4	0	0	0	0	159	148.6	0	0	1	0	0	0	0	0	1	1
18:45	4	7	135	3	0	0	1	0	150	143.6	1	0	0	0	0	0	0	0	1	0.2
H/TOT	35	20	512	17	0	0	4	0	588	552	2	0	1	0	0	0	0	0	3	1.4
12 TOT	197	92	4412	438	79	13	42	0	5273	5158.6	10	1	71	8	2	0	0	0	92	84.4

IDASO

Survey Name: 24275 - Dundrum
Site: Site 3
Location: R117 Dundrum Road/Annaville Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Annaville Park
Arm C - Dundrum Road

	B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
08:30	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	8	6.4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	17	0	0	0	0	0	19	17.4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
09:30	0	0	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	0	1	1	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
10:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
10:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	10
11:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3.5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	6	7.5
11:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	2	4	0	0	0	15	17
12:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
12:45	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	5	1	0	0	0	0	6	6
13:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
14:00	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
14:15	0	0	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	0	1	0	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2.5
15:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	0	12	12.5
16:00	0	0	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	0	4	0	0	0	0	0	4	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9
18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
18:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	13
12 TOT	0	0	0	0	0	0	0	0	0	0	4	0	101	4	5	0	0	0	114	113.3

IDASO

Survey Name: 24275 - Dundrum
Site: Site 3
Location: R117 Dundrum Road/Annaville Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Annaville Park
Arm C - Dundrum Road

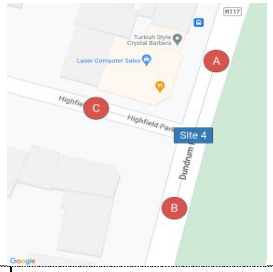
	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	3	0	129	21	3	2	2	0	160	163.7	0	0	0	0	0	0	0	0	0	0
07:15	10	1	175	22	2	3	0	0	213	209.3	0	0	1	1	0	0	0	0	2	2
07:30	14	2	203	25	1	0	1	0	246	235.1	0	0	1	0	0	0	0	0	1	1
07:45	13	2	185	14	5	0	2	0	221	213.9	0	0	0	0	0	0	0	0	0	0
H/TOT	40	5	692	82	11	5	5	0	840	822	0	0	2	1	0	0	0	0	3	3
08:00	19	3	191	19	2	0	0	0	234	218	0	0	0	0	0	0	0	0	0	0
08:15	14	4	173	17	0	0	0	0	208	194.4	0	0	1	0	0	0	0	0	1	1
08:30	19	2	177	10	2	1	1	0	212	198.9	0	0	0	0	0	0	0	0	0	0
08:45	19	3	163	7	3	1	1	0	197	183.8	0	0	0	0	0	0	0	0	0	0
H/TOT	71	12	704	53	7	2	2	0	851	795.1	0	0	1	0	0	0	0	0	1	1
09:00	12	4	167	16	1	0	0	0	200	188.5	0	0	2	0	0	0	0	0	2	2
09:15	8	2	153	14	2	0	1	0	180	174.4	0	0	1	0	0	0	0	0	1	1
09:30	6	3	157	11	0	0	1	0	178	172.4	0	0	0	0	0	0	0	0	0	0
09:45	7	1	111	22	2	1	1	0	145	142.1	0	0	4	0	1	0	0	0	5	5.5
H/TOT	33	10	588	63	5	1	3	0	703	677.4	0	0	7	0	1	0	0	0	8	8.5
10:00	7	0	88	16	1	0	1	0	113	108.9	0	0	1	0	1	0	0	0	2	2.5
10:15	2	1	86	14	5	0	2	0	110	112.3	0	0	3	1	0	0	0	0	4	4
10:30	6	3	87	14	5	2	0	0	117	115.5	0	0	1	0	0	0	0	0	1	1
10:45	3	2	103	17	8	0	0	0	133	133.4	0	0	3	0	0	0	0	0	3	3
H/TOT	18	6	364	61	19	2	3	0	473	470.1	0	0	8	1	1	0	0	0	10	10.5
11:00	5	2	83	20	5	0	1	0	116	114.3	0	0	0	0	3	0	0	0	3	4.5
11:15	3	1	85	7	1	1	1	0	99	98.8	1	0	3	0	1	0	0	0	5	4.7
11:30	4	1	93	12	2	1	0	0	113	111.5	0	0	1	0	0	0	0	0	1	1
11:45	6	3	99	15	2	0	0	0	125	119.4	0	0	2	0	0	0	0	0	2	2
H/TOT	18	7	360	54	10	2	2	0	453	444	1	0	6	0	4	0	0	0	11	12.2
12:00	4	3	77	17	0	0	3	0	104	102	0	0	2	0	0	0	0	0	2	2
12:15	3	1	101	12	2	1	1	0	121	121.3	0	0	2	0	0	0	0	0	2	2
12:30	1	1	93	8	1	0	0	0	104	103.1	0	0	1	1	0	0	0	0	2	2
12:45	2	1	89	10	2	1	0	0	105	105.1	0	0	2	2	0	0	0	0	4	4
H/TOT	10	6	360	47	5	2	4	0	434	431.5	0	0	7	3	0	0	0	0	10	10
13:00	1	4	87	7	0	0	1	0	100	97.8	0	0	2	0	0	0	0	0	2	2
13:15	4	4	108	11	1	0	0	0	128	122.9	0	0	1	1	0	0	0	0	2	2
13:30	2	1	107	7	0	1	0	0	118	117.1	0	0	4	0	1	0	0	0	5	5.5
13:45	3	4	94	16	6	1	0	0	124	123.5	0	0	4	0	0	0	0	0	4	4
H/TOT	10	13	396	41	7	2	1	0	470	461.3	0	0	11	1	1	0	0	0	13	13.5
14:00	5	1	88	12	3	1	1	0	111	110.2	0	0	4	0	0	0	0	0	4	4
14:15	2	3	93	10	1	0	0	0	109	106.1	0	0	3	0	0	0	0	0	3	3
14:30	5	2	105	13	2	1	0	0	128	125.1	0	0	3	0	0	0	0	0	3	3
14:45	4	0	71	8	1	0	0	0	84	81.3	0	0	0	0	0	0	0	0	0	0
H/TOT	16	6	357	43	7	2	1	0	432	422.7	0	0	10	0	0	0	0	0	10	10
15:00	2	3	107	15	3	0	1	0	131	130.1	0	0	4	0	0	0	0	0	4	4
15:15	2	2	107	9	1	1	0	0	122	121	0	0	3	2	0	0	0	0	5	5
15:30	1	1	104	5	1	1	0	0	113	113.4	0	0	4	0	0	0	0	0	4	4
15:45	5	0	104	10	1	0	0	0	120	116.5	0	0	3	0	0	0	0	0	3	3
H/TOT	10	6	422	39	6	2	1	0	486	481	0	0	14	2	0	0	0	0	16	16
16:00	0	2	105	11	0	0	1	0	119	118.8	0	0	2	0	0	0	0	0	2	2
16:15	0	3	122	11	0	0	1	0	137	136.2	1	1	4	0	0	0	0	0	6	4.6
16:30	0	3	107	7	2	0	0	0	119	118.2	0	0	3	0	0	0	0	0	3	3
16:45	2	2	118	7	0	0	0	0	129	126.2	0	0	1	1	0	0	0	0	2	2
H/TOT	2	10	452	36	2	0	2	0	504	499.4	1	1	10	1	0	0	0	0	13	11.6
17:00	6	2	108	5	1	0	1	0	123	118.5	1	0	4	0	0	0	0	0	5	4.2
17:15	3	4	109	8	0	0	0	0	124	119.2	0	0	5	0	0	0	0	0	5	5
17:30	0	2	99	6	0	0	0	0	107	105.8	0	0	3	0	0	0	0	0	3	3
17:45	8	1	121	2	0	0	0	0	132	125	0	0	2	0	0	0	0	0	2	2
H/TOT	17	9	437	21	1	0	1	0	486	468.5	1	0	14	0	0	0	0	0	15	14.2
18:00	4	3	131	7	0	0	0	0	145	140	0	0	0	0	0	0	0	0	0	0
18:15	4	4	127	7	0	0	0	0	142	136.4	0	0	3	0	0	0	0	0	3	3
18:30	2	3	129	5	2	0	1	0	142	140.6	0	0	2	0	0	0	0	0	2	2
18:45	3	7	151	6	2	0	0	0	169	163.4	2	0	5	0	0	0	0	0	7	5.4
H/TOT	13	17	538	25	4	0	1	0	598	580.4	2	0	10	0	0	0	0	0	12	10.4
12 TOT	258	107	5670	565	84	20	26	0	6730	6553.4	5	1	100	9	7	0	0	0	122	120.9

IDASO

Survey Name: 24275 - Dundrum
Site: Site 3
Location: R117 Dundrum Road/Annaville Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Annaville Park
Arm C - Dundrum Road

	C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	0	1	1
08:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	1	0	0	0	0	2	2
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	2	0	0	0	0	0	2	2
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	0	2	2
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	4	1	0	0	0	0	5	5

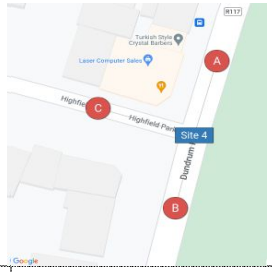


IDASO

Survey Name: 24275 - Dundrum
Site: Site 4
Location: R117 Dundrum Road/Highfield Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - Highfield Park

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	1	0	45	5	0	0	4	0	55	58.2
07:15	0	0	0	0	0	0	0	0	0	0	1	0	57	8	3	0	3	0	72	75.7
07:30	0	0	0	0	0	0	0	0	0	0	2	0	66	5	1	3	3	0	80	85.8
07:45	0	0	0	0	0	0	0	0	0	0	0	1	65	6	2	0	2	0	76	78.4
H/TOT	0	0	0	0	0	0	0	0	0	0	4	1	233	24	6	3	12	0	283	298.1
08:00	0	0	0	0	0	0	0	0	0	0	5	0	84	5	4	0	1	0	99	98
08:15	0	0	0	0	0	0	0	0	0	0	6	0	64	5	2	0	1	0	78	75.2
08:30	0	0	0	0	0	0	0	0	0	0	2	1	118	8	2	0	0	0	131	129.8
08:45	0	0	0	0	0	0	0	0	0	0	3	1	100	4	2	0	2	0	112	112
H/TOT	0	0	0	0	0	0	0	0	0	0	16	2	366	22	10	0	4	0	420	415
09:00	0	0	0	0	0	0	0	0	0	0	1	1	73	8	0	0	0	0	83	81.6
09:15	0	0	0	0	0	0	0	0	0	0	0	0	73	13	3	2	0	0	91	95.1
09:30	0	0	0	0	0	0	0	0	0	0	1	1	78	10	4	0	0	0	94	94.6
09:45	0	0	0	0	0	0	0	0	0	0	1	1	73	6	4	0	1	0	86	87.6
H/TOT	0	0	0	0	0	0	0	0	0	0	3	3	297	37	11	2	1	0	354	358.9
10:00	0	0	0	0	0	0	0	0	0	0	1	0	80	12	1	0	0	0	94	93.7
10:15	0	0	0	0	0	0	0	0	0	0	3	2	81	11	4	0	0	0	101	99.4
10:30	0	0	0	0	0	0	0	0	0	0	2	0	74	10	2	0	1	0	89	89.4
10:45	0	0	0	0	0	0	0	0	0	0	2	0	61	11	5	0	1	0	80	81.9
H/TOT	0	0	0	0	0	0	0	0	0	0	8	2	296	44	12	0	2	0	364	364.4
11:00	0	0	0	0	0	0	0	0	0	0	1	3	79	10	5	0	0	0	98	97.9
11:15	0	0	0	0	0	0	0	0	0	0	0	2	87	14	3	0	0	0	106	106.3
11:30	0	0	0	0	0	0	0	0	0	0	2	2	81	13	4	0	1	0	103	103.2
11:45	0	0	0	0	0	0	0	0	0	0	4	2	66	10	2	0	0	0	84	80.6
H/TOT	0	0	0	0	0	0	0	0	0	0	7	9	313	47	14	0	1	0	391	388
12:00	0	0	0	0	0	0	0	0	0	0	1	1	78	12	3	0	3	0	98	101.1
12:15	0	0	3	0	0	0	0	0	3	3	3	1	100	11	2	0	1	0	118	117
12:30	0	0	0	0	0	0	0	0	0	0	4	4	79	4	0	1	1	0	93	89.7
12:45	0	0	0	0	0	0	0	0	0	0	6	0	91	8	4	0	2	0	111	110.2
H/TOT	0	0	3	0	0	0	0	0	3	3	14	6	348	35	9	1	7	0	420	418
13:00	0	0	3	1	0	0	0	0	4	4	3	1	65	7	1	0	0	0	77	74.5
13:15	0	0	0	0	0	0	0	0	0	0	4	3	93	9	1	0	0	0	110	105.5
13:30	0	0	0	0	0	0	0	0	0	0	5	1	87	11	1	0	0	0	105	100.9
13:45	0	0	0	0	0	0	0	0	0	0	2	2	73	10	0	0	1	0	88	86.2
H/TOT	0	0	3	1	0	0	0	0	4	4	14	7	318	37	3	0	1	0	380	367.1
14:00	0	0	0	0	0	0	0	0	0	0	2	2	95	6	0	0	0	0	105	102.2
14:15	0	0	0	0	0	0	0	0	0	0	3	4	83	11	2	1	0	0	104	101.5
14:30	0	0	0	1	0	0	0	0	1	1	5	1	84	10	1	0	1	0	102	98.9
14:45	0	0	0	0	0	0	0	0	0	0	0	1	69	11	2	0	0	0	83	83.4
H/TOT	0	0	0	1	0	0	0	0	1	1	10	8	331	38	5	1	1	0	394	386
15:00	0	0	0	0	0	0	0	0	0	0	4	2	130	11	1	0	1	0	149	146.1
15:15	0	0	0	0	0	0	0	0	0	0	4	1	105	16	3	1	2	0	132	133
15:30	0	0	1	0	0	0	0	0	1	1	5	2	120	13	0	0	2	0	142	138.8
15:45	0	0	0	0	0	0	0	0	0	0	5	2	105	17	0	3	0	0	132	130.7
H/TOT	0	0	1	0	0	0	0	0	1	1	18	7	460	57	4	4	5	0	555	548.6
16:00	0	0	0	1	0	0	0	0	1	1	6	0	107	4	2	0	0	0	119	115.2
16:15	0	0	0	0	0	0	0	0	0	0	9	2	108	13	0	1	0	0	133	125.9
16:30	0	0	0	0	0	0	0	0	0	0	11	2	105	12	1	0	0	0	131	121.5
16:45	0	0	0	0	0	0	0	0	0	0	6	4	117	15	1	0	1	0	144	138.3
H/TOT	0	0	0	1	0	0	0	0	1	1	32	8	437	44	4	1	1	0	527	500.9
17:00	0	0	0	0	0	0	0	0	0	0	10	7	113	9	0	0	2	0	141	130.8
17:15	0	0	0	0	0	0	0	0	0	0	8	2	91	7	0	0	0	0	108	100.4
17:30	0	0	2	0	0	0	0	0	2	2	13	3	95	6	0	0	1	0	118	106.8
17:45	0	0	0	0	0	0	0	0	0	0	9	4	113	5	0	0	0	0	131	121.4
H/TOT	0	0	2	0	0	0	0	0	2	2	40	16	412	27	0	0	3	0	498	459.4
18:00	0	0	0	0	0	0	0	0	0	0	11	4	114	6	0	0	2	0	137	127.8
18:15	0	0	0	0	0	0	0	0	0	0	11	5	121	5	0	0	1	0	143	132.2
18:30	0	0	0	0	0	0	0	0	0	0	11	5	137	4	0	0	0	0	157	145.2
18:45	0	0	0	0	0	0	0	0	0	0	4	5	136	2	0	0	1	0	148	142.8
H/TOT	0	0	0	0	0	0	0	0	0	0	37	19	508	17	0	0	4	0	585	548
12 TOT	0	0	9	3	0	0	0	0	12	12	203	88	4319	429	78	12	42	0	5171	5052

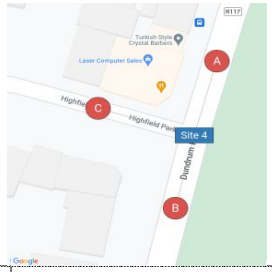


IDASO

Survey Name: 24275 - Dundrum
Site: Site 4
Location: R117 Dundrum Road/Highfield Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - Highfield Park

	A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	3	0	0	0	0	0	3	3	3	0	125	21	2	2	2	0	155	158.2
07:15	0	0	1	0	0	0	0	0	1	1	9	1	176	22	3	3	0	0	214	211.6
07:30	0	0	1	1	0	0	0	0	2	2	13	2	190	23	0	0	1	0	229	218.4
07:45	0	0	0	2	0	0	0	0	2	2	16	2	189	14	5	0	2	0	228	218.5
H/TOT	0	0	5	3	0	0	0	0	8	8	41	5	680	80	10	5	5	0	826	806.7
08:00	2	0	2	0	0	0	0	0	4	2.4	14	3	196	16	2	0	0	0	231	219
08:15	0	0	5	1	0	0	0	0	6	6	22	4	185	18	1	0	0	0	230	210.5
08:30	0	0	1	0	0	0	0	0	1	1	19	2	174	10	1	1	1	0	208	194.4
08:45	1	0	5	0	0	0	0	0	6	5.2	19	3	152	6	2	1	1	0	184	170.3
H/TOT	3	0	13	1	0	0	0	0	17	14.6	74	12	707	50	6	2	2	0	853	794.2
09:00	1	0	4	0	0	0	0	0	5	4.2	12	4	166	17	1	0	0	0	200	188.5
09:15	0	0	2	1	0	0	0	0	3	3	8	1	159	14	2	0	1	0	185	180
09:30	0	0	2	0	0	0	0	0	2	2	6	4	156	11	0	0	1	0	178	171.8
09:45	0	0	2	0	1	0	0	0	3	3.5	6	1	116	21	2	1	1	0	148	145.9
H/TOT	1	0	10	1	1	0	0	0	13	12.7	32	10	597	63	5	1	3	0	711	686.2
10:00	1	0	2	0	0	0	0	0	3	2.2	8	0	90	14	1	0	1	0	114	109.1
10:15	0	0	1	0	0	0	0	0	1	1	2	1	88	14	5	0	2	0	112	114.3
10:30	0	0	1	0	0	0	0	0	1	1	6	3	84	12	6	2	0	0	113	112
10:45	0	0	1	0	0	0	0	0	1	1	2	2	104	15	8	0	0	0	131	132.2
H/TOT	1	0	5	0	0	0	0	0	6	5.2	18	6	366	55	20	2	3	0	470	467.6
11:00	0	0	4	0	0	0	0	0	4	4	6	2	80	18	5	0	1	0	112	109.5
11:15	0	0	5	0	0	0	0	0	5	5	3	1	89	6	1	1	1	0	102	101.8
11:30	1	0	1	0	0	0	0	0	2	1.2	4	1	86	12	2	1	0	0	106	104.5
11:45	1	0	3	0	0	0	0	0	4	3.2	6	2	95	13	2	0	0	0	118	113
H/TOT	2	0	13	0	0	0	0	0	15	13.4	19	6	350	49	10	2	2	0	438	428.8
12:00	0	1	2	0	0	0	0	0	3	2.4	4	4	78	17	0	0	3	0	106	103.4
12:15	0	1	3	0	0	0	0	0	4	3.4	2	1	103	10	2	1	1	0	120	121.1
12:30	0	1	7	1	0	0	0	0	9	8.4	2	1	94	7	1	0	0	0	105	103.3
12:45	1	0	5	1	0	0	0	0	7	6.2	2	1	84	10	1	1	0	0	99	98.6
H/TOT	1	3	17	2	0	0	0	0	23	20.4	10	7	359	44	4	2	4	0	430	426.4
13:00	1	0	1	0	0	0	0	0	2	1.2	1	4	91	8	1	0	1	0	106	104.3
13:15	0	0	5	0	0	0	0	0	5	5	3	3	92	11	1	0	0	0	110	106.3
13:30	0	1	5	0	0	0	0	0	6	5.4	3	2	111	9	0	1	0	0	126	123.7
13:45	0	0	3	0	0	0	0	0	3	3	4	4	92	15	6	1	0	0	122	120.7
H/TOT	1	1	14	0	0	0	0	0	16	14.6	11	13	386	43	8	2	1	0	464	455
14:00	0	0	1	0	0	0	0	0	1	1	6	1	81	12	1	1	1	0	103	100.4
14:15	3	0	2	0	0	0	0	0	5	2.6	2	3	103	11	3	0	0	0	122	120.1
14:30	1	0	5	3	0	0	0	0	9	8.2	4	2	98	12	2	0	0	0	118	114.6
14:45	0	0	2	0	0	0	0	0	2	2	5	0	78	9	1	0	0	0	93	89.5
H/TOT	4	0	10	3	0	0	0	0	17	13.8	17	6	360	44	7	1	1	0	436	424.6
15:00	0	0	5	0	0	0	0	0	5	5	2	3	99	15	3	0	1	0	123	122.1
15:15	0	0	2	0	0	0	0	0	2	2	2	2	104	8	1	1	0	0	118	117
15:30	2	0	2	2	0	0	0	0	6	4.4	1	1	102	6	1	1	0	0	112	112.4
15:45	1	0	3	0	0	0	0	0	4	3.2	4	0	100	9	1	0	0	0	114	111.3
H/TOT	3	0	12	2	0	0	0	0	17	14.6	9	6	405	38	6	2	1	0	467	462.8
16:00	0	0	5	0	0	0	0	0	5	5	1	2	104	12	0	0	1	0	120	119
16:15	0	0	12	0	0	0	0	0	12	12	0	4	108	12	0	0	1	0	125	123.6
16:30	1	0	5	1	1	0	0	0	8	7.7	0	3	110	6	2	0	0	0	121	120.2
16:45	0	0	6	1	0	0	0	0	7	7	3	2	114	8	0	0	0	0	127	123.4
H/TOT	1	0	28	2	1	0	0	0	32	31.7	4	11	436	38	2	0	2	0	493	486.2
17:00	0	0	6	0	1	0	0	0	7	7.5	7	2	102	5	1	0	1	0	118	112.7
17:15	1	0	10	0	0	0	0	0	11	10.2	2	4	106	8	0	0	0	0	120	116
17:30	3	0	4	0	0	0	0	0	7	4.6	1	2	100	6	0	0	0	0	109	107
17:45	0	0	4	0	0	0	0	0	4	4	5	1	114	2	0	0	0	0	122	117.4
H/TOT	4	0	24	0	1	0	0	0	29	26.3	15	9	422	21	1	0	1	0	469	453.1
18:00	2	0	7	0	0	0	0	0	9	7.4	6	3	116	6	0	0	0	0	131	124.4
18:15	0	1	4	0	0	0	0	0	5	4.4	5	4	123	7	0	0	0	0	139	132.6
18:30	1	0	6	0	0	0	0	0	7	6.2	2	3	131	4	2	0	1	0	143	141.6
18:45	0	0	5	0	0	0	0	0	5	5	4	7	140	6	2	0	0	0	159	152.6
H/TOT	3	1	22	0	0	0	0	0	26	23	17	17	510	23	4	0	1	0	572	551.2
12 TOT	24	5	173	14	3	0	0	0	219	198.3	267	108	5578	548	83	19	26	0	6629	6443

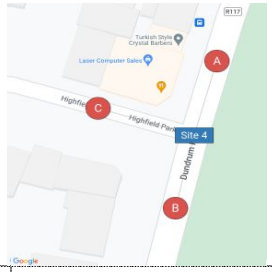


IDASO

Survey Name: 24275 - Dundrum
Site: Site 4
Location: R117 Dundrum Road/Highfield Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - Highfield Park

	B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	7	7
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
08:30	0	0	0	0	0	0	0	0	0	0	1	0	6	0	1	0	0	0	8	7.7
08:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4.5
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	12	3	2	0	0	0	18	18.2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
09:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
09:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
09:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	16	16
10:00	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	0	5	4.2
10:15	0	0	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	0	0	1	0	0	0	0	1	1
10:45	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	1	0	1	5	0	0	0	0	7	6.2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5	5
11:15	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
11:45	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	16	5	0	0	0	0	21	21
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	12	12
13:00	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	8	8
13:15	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
13:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	18	3	0	0	0	0	22	21.2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9	9
14:15	0	0	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	0	4	0	0	0	0	0	4	4
14:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	5	6.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	15	1	1	1	0	0	18	19.8
15:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
15:30	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	6
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	13	13
16:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
16:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20	20
17:00	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
17:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
17:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	22	22
18:00	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	13
18:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	0	26	26
12 TOT	0	0	0	0	0	0	0	0	0	0	3	0	169	26	3	1	0	0	202	202.4

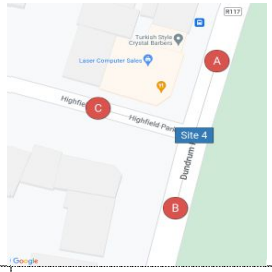


IDASO

Survey Name: 24275 - Dundrum
Site: Site 4
Location: R117 Dundrum Road/Highfield Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - Highfield Park

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
07:15	0	0	3	0	0	0	0	0	3	3	0	0	2	0	0	0	0	0	2	2
07:30	0	0	8	0	0	0	0	0	8	8	0	0	3	1	0	0	0	0	4	4
07:45	1	0	8	1	0	0	0	0	10	9.2	0	0	6	0	0	0	0	0	6	6
H/TOT	1	0	25	2	0	0	0	0	28	27.2	0	0	11	1	0	0	0	0	12	12
08:00	3	0	9	0	0	0	0	0	12	9.6	1	0	7	1	0	0	0	0	9	8.2
08:15	5	0	2	0	0	0	0	0	7	3	0	0	6	0	0	0	0	0	6	6
08:30	4	0	2	0	0	0	0	0	6	2.8	0	0	5	0	0	0	0	0	5	5
08:45	3	1	5	0	0	0	0	0	9	6	0	0	3	1	1	0	0	0	5	5.5
H/TOT	15	1	18	0	0	0	0	0	34	21.4	1	0	21	2	1	0	0	0	25	24.7
09:00	1	0	2	0	0	0	0	0	3	2.2	0	0	6	0	0	0	0	0	6	6
09:15	0	0	4	0	0	0	0	0	4	4	0	0	1	1	0	0	0	0	2	2
09:30	1	0	2	0	0	0	0	0	3	2.2	0	0	3	1	0	0	0	0	4	4
09:45	0	0	7	0	0	0	0	0	7	7	0	0	7	0	0	0	0	0	7	7
H/TOT	2	0	15	0	0	0	0	0	17	15.4	0	0	17	2	0	0	0	0	19	19
10:00	0	0	3	4	0	0	0	0	7	7	0	0	3	0	0	0	0	0	3	3
10:15	0	0	2	0	0	0	0	0	2	2	0	0	2	0	1	0	0	0	3	3.5
10:30	0	0	1	0	0	0	0	0	1	1	1	0	4	0	0	0	0	0	5	4.2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
H/TOT	0	0	6	4	0	0	0	0	10	10	1	0	11	1	1	0	0	0	14	13.7
11:00	1	0	3	3	0	0	0	0	7	6.2	0	0	1	0	0	0	0	0	1	1
11:15	0	0	4	0	1	0	0	0	5	5.5	0	0	3	0	0	0	0	0	3	3
11:30	0	0	1	0	0	0	0	0	1	1	0	0	6	2	0	0	0	0	8	8
11:45	0	0	6	1	0	0	0	0	7	7	0	0	0	1	0	0	0	0	1	1
H/TOT	1	0	14	4	1	0	0	0	20	19.7	0	0	10	3	0	0	0	0	13	13
12:00	0	0	2	1	0	0	0	0	3	3	0	0	6	0	0	0	0	0	6	6
12:15	1	1	3	0	0	0	0	0	5	3.6	0	0	1	0	0	0	0	0	1	1
12:30	1	0	4	1	0	0	0	0	6	5.2	0	1	0	1	0	0	0	0	2	1.4
12:45	0	0	12	1	0	0	0	0	13	13	0	0	3	0	0	0	0	0	3	3
H/TOT	2	1	21	3	0	0	0	0	27	24.8	0	1	10	1	0	0	0	0	12	11.4
13:00	1	0	3	0	0	0	0	0	4	3.2	0	0	1	0	0	0	0	0	1	1
13:15	0	1	3	1	0	0	0	0	5	4.4	0	0	2	0	0	0	0	0	2	2
13:30	0	0	2	1	0	0	0	0	3	3	0	0	4	2	0	0	0	0	6	6
13:45	1	0	3	0	0	0	0	0	4	3.2	0	0	3	0	0	0	0	0	3	3
H/TOT	2	1	11	2	0	0	0	0	16	13.8	0	0	10	2	0	0	0	0	12	12
14:00	0	0	4	1	0	0	0	0	5	5	0	0	6	0	0	0	0	0	6	6
14:15	0	0	6	0	0	0	0	0	6	6	0	2	0	0	0	0	0	0	2	0.8
14:30	1	0	2	2	0	0	0	0	5	4.2	0	0	2	1	0	0	0	0	3	3
14:45	0	0	9	2	1	0	0	0	12	12.5	0	0	2	0	0	0	0	0	2	2
H/TOT	1	0	21	5	1	0	0	0	28	27.7	0	2	10	1	0	0	0	0	13	11.8
15:00	0	0	9	0	0	0	0	0	9	9	0	0	2	0	0	1	0	0	3	4.3
15:15	0	0	7	1	0	0	0	0	8	8	0	0	4	0	0	0	0	0	4	4
15:30	0	0	4	2	0	0	0	0	6	6	0	0	5	1	0	0	0	0	6	6
15:45	2	0	3	0	0	0	0	0	5	3.4	0	0	2	0	0	0	0	0	2	2
H/TOT	2	0	23	3	0	0	0	0	28	26.4	0	0	13	1	0	1	0	0	15	16.3
16:00	0	0	5	0	0	0	0	0	5	5	0	0	2	0	0	0	0	0	2	2
16:15	1	0	3	1	0	0	0	0	5	4.2	0	0	2	0	0	0	0	0	2	2
16:30	0	0	3	1	1	0	0	0	5	5.5	0	0	4	0	0	0	0	0	4	4
16:45	1	0	1	0	0	0	0	0	2	1.2	0	0	3	0	0	0	0	0	3	3
H/TOT	2	0	12	2	1	0	0	0	17	15.9	0	0	11	0	0	0	0	0	11	11
17:00	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
17:15	1	0	4	1	1	0	0	0	7	6.7	0	0	3	1	0	0	0	0	4	4
17:30	0	0	9	0	0	0	0	0	9	9	0	0	3	0	0	0	0	0	3	3
17:45	1	0	5	0	0	0	0	0	6	5.2	0	0	6	0	0	0	0	0	6	6
H/TOT	2	0	19	1	1	0	0	0	23	21.9	0	0	14	1	0	0	0	0	15	15
18:00	0	0	5	0	0	0	0	0	5	5	0	0	2	0	0	0	0	0	2	2
18:15	0	0	12	0	0	0	0	0	12	12	0	0	6	0	0	0	0	0	6	6
18:30	1	1	1	0	0	0	0	0	3	1.6	0	0	4	0	0	0	0	0	4	4
18:45	2	0	9	0	0	0	0	0	11	9.4	0	1	6	1	0	0	0	0	8	7.4
H/TOT	3	1	27	0	0	0	0	0	31	28	0	1	18	1	0	0	0	0	20	19.4
12 TOT	33	4	212	26	4	0	0	0	279	252.2	2	4	156	16	2	1	0	0	181	179.3

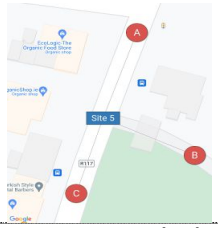


IDASO

Survey Name: 24275 - Dundrum
Site: Site 4
Location: R117 Dundrum Road/Highfield Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - Highfield Park

	C => C									
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**ARAVA**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0

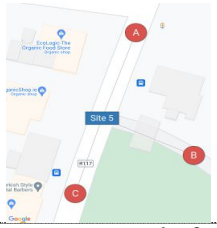


IDASO

Survey Name: 24275 - Dundrum
Site: Site 5
Location: R117 Dundrum Road/Former CMH Access
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Former CMH Access
Arm C - Dundrum Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	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
07:45	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	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
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:15	0	0	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	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	4	2.4
11:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
11:15	1	0	0	0	0	0	0	0	1	0.2	0	0	0	1	0	0	0	0	1	1
11:30	0	0	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	1	0	0	0	0	0	0	0	1	0.2
H/TOT	1	0	0	0	0	0	0	0	1	0.2	2	0	0	1	0	0	0	0	3	1.4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	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
13:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	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	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
14:00	0	0	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	0	1	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:45	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	1	1	0	0	0	0	2	2
15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
15:45	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	1	0	2	0	0	0	0	0	3	2.2
16:00	0	0	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	0	0	0	0	0	0	0	0	0
16:30	0	0	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	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
17:00	0	0	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	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
17:45	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	1	0	0	0	0	0	1	1
18:00	0	0	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	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:45	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	1	0	0	0	0	1	1
12 TOT	1	0	1	0	0	0	0	0	2	1.2	6	0	8	5	0	0	0	0	19	14.2

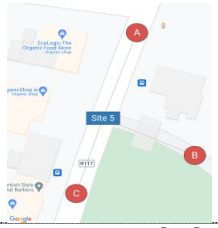


IDASO

Survey Name: 24275 - Dundrum
Site: Site 5
Location: R117 Dundrum Road/Former CMH Access
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Former CMH Access
Arm C - Dundrum Road

	A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	1	0	48	5	0	0	4	0	58	61.2	0	0	0	0	0	0	0	0	0	0
07:15	1	0	58	9	3	0	3	0	74	77.7	0	0	0	0	0	0	0	0	0	0
07:30	2	0	67	5	1	3	3	0	81	86.8	0	0	0	0	0	0	0	0	0	0
07:45	0	1	65	8	2	0	2	0	78	80.4	0	0	0	0	0	0	0	0	0	0
H/TOT	4	1	238	27	6	3	12	0	291	306.1	0	0	0	0	0	0	0	0	0	0
08:00	7	0	86	5	4	0	1	0	103	100.4	0	0	0	0	0	0	0	0	0	0
08:15	6	0	67	7	2	0	1	0	83	80.2	0	0	1	0	0	0	0	0	1	1
08:30	2	1	121	7	2	0	0	0	133	131.8	0	0	0	0	0	0	0	0	0	0
08:45	4	1	104	4	2	0	2	0	117	116.2	0	0	0	0	0	0	0	0	0	0
H/TOT	19	2	378	23	10	0	4	0	436	428.6	0	0	1	0	0	0	0	0	1	1
09:00	2	1	76	9	0	0	0	0	88	85.8	0	0	0	0	0	0	0	0	0	0
09:15	0	0	77	12	3	2	0	0	94	98.1	1	0	0	0	0	0	0	0	1	0.2
09:30	1	1	80	10	4	0	0	0	96	96.6	1	0	0	0	0	0	0	0	1	0.2
09:45	1	1	73	6	5	0	1	0	87	89.1	0	0	0	0	0	0	0	0	0	0
H/TOT	4	3	306	37	12	2	1	0	365	369.6	2	0	0	0	0	0	0	0	2	0.4
10:00	2	0	81	12	1	0	0	0	96	94.9	1	0	0	0	0	0	0	0	1	0.2
10:15	3	2	81	11	4	0	0	0	101	99.4	1	0	0	1	0	0	0	0	2	1.2
10:30	2	0	72	11	2	0	1	0	88	88.4	1	0	1	0	0	0	0	0	2	1.2
10:45	2	0	62	10	5	0	1	0	80	81.9	0	0	1	0	0	0	0	0	1	1
H/TOT	9	2	296	44	12	0	2	0	365	364.6	3	0	2	1	0	0	0	0	6	3.6
11:00	1	3	84	10	5	0	0	0	103	102.9	0	0	0	1	0	0	0	0	1	1
11:15	0	2	91	14	3	0	0	0	110	110.3	1	0	0	0	0	0	0	0	1	0.2
11:30	3	2	81	13	4	0	1	0	104	103.4	0	0	0	0	0	0	0	0	0	0
11:45	5	2	69	11	2	0	0	0	89	84.8	0	0	0	0	0	0	0	0	0	0
H/TOT	9	9	325	48	14	0	1	0	406	401.4	1	0	0	1	0	0	0	0	2	1.2
12:00	1	2	80	12	3	0	3	0	101	103.5	0	0	0	0	0	0	0	0	0	0
12:15	3	2	104	11	2	0	1	0	123	121.4	0	0	0	0	0	0	0	0	0	0
12:30	4	5	90	5	1	1	1	0	107	103.6	0	0	1	1	0	0	0	0	2	2
12:45	7	0	94	8	3	0	2	0	114	111.9	0	0	0	1	0	0	0	0	1	1
H/TOT	15	9	368	36	9	1	7	0	445	440.4	0	0	1	2	0	0	0	0	3	3
13:00	4	1	70	8	1	0	0	0	84	80.7	0	0	0	0	0	0	0	0	0	0
13:15	4	3	98	9	1	0	0	0	115	110.5	0	0	0	0	0	0	0	0	0	0
13:30	5	2	89	11	1	0	0	0	108	103.3	0	0	1	0	0	0	0	0	1	1
13:45	2	2	76	11	0	0	1	0	92	90.2	0	0	0	0	0	0	0	0	0	0
H/TOT	15	8	333	39	3	0	1	0	399	384.7	0	0	1	0	0	0	0	0	1	1
14:00	2	2	97	5	0	0	0	0	106	103.2	0	0	0	0	0	0	0	0	0	0
14:15	6	4	84	10	1	1	0	0	106	100.6	0	0	1	0	0	0	0	0	1	1
14:30	5	1	89	14	1	0	1	0	111	107.9	0	0	0	0	0	0	0	0	0	0
14:45	0	1	71	11	2	0	0	0	85	85.4	0	0	0	0	0	0	0	0	0	0
H/TOT	13	8	341	40	4	1	1	0	408	397.1	0	0	1	0	0	0	0	0	1	1
15:00	4	2	136	10	1	0	1	0	154	151.1	0	0	1	0	0	0	0	0	1	1
15:15	4	1	106	16	3	1	2	0	133	134	0	0	0	0	0	0	0	0	0	0
15:30	7	2	124	15	0	0	2	0	150	145.2	0	0	0	0	0	0	0	0	0	0
15:45	5	2	108	17	0	3	0	0	135	133.7	0	0	0	1	0	0	0	0	1	1
H/TOT	20	7	474	58	4	4	5	0	572	564	0	0	1	1	0	0	0	0	2	2
16:00	6	0	113	5	2	0	0	0	126	122.2	0	0	0	0	0	0	0	0	0	0
16:15	9	2	120	13	0	1	0	0	145	137.9	1	0	1	0	0	0	0	0	2	1.2
16:30	12	2	108	14	2	0	0	0	138	128.2	0	0	0	0	0	0	0	0	0	0
16:45	6	4	123	14	1	0	1	0	149	143.3	0	0	0	0	0	0	0	0	0	0
H/TOT	33	8	464	46	5	1	1	0	558	531.6	1	0	1	0	0	0	0	0	2	1.2
17:00	11	7	119	9	1	0	2	0	149	138.5	0	0	0	0	0	0	0	0	0	0
17:15	8	2	101	7	0	0	0	0	118	110.4	0	0	0	0	0	0	0	0	0	0
17:30	16	3	101	6	0	0	1	0	127	113.4	0	0	0	0	0	0	0	0	0	0
17:45	9	4	117	5	0	0	0	0	135	125.4	0	0	0	1	0	0	0	0	1	1
H/TOT	44	16	438	27	1	0	3	0	529	487.7	0	0	0	1	0	0	0	0	1	1
18:00	13	4	121	6	0	0	2	0	146	135.2	0	0	0	0	0	0	0	0	0	0
18:15	9	6	125	5	0	0	1	0	146	136.2	0	0	0	0	0	0	0	0	0	0
18:30	12	5	143	4	0	0	0	0	164	151.4	0	0	0	0	0	0	0	0	0	0
18:45	4	5	141	2	0	0	1	0	153	147.8	0	0	0	0	0	0	0	0	0	0
H/TOT	38	20	530	17	0	0	4	0	609	570.6	0	0	0	0	0	0	0	0	0	0
12 TOT	223	93	4491	442	80	12	42	0	5383	5246.4	7	0	8	6	0	0	0	0	21	15.4

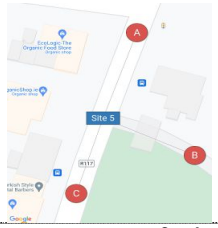


IDASO

Survey Name: 24275 - Dundrum
Site: Site 5
Location: R117 Dundrum Road/Former CMH Access
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Former CMH Access
Arm C - Dundrum Road

	B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	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
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:30	0	0	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	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
11:00	0	0	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	0	0	0	0	0	0	0	0	0
11:30	0	0	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	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
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	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
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	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	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
14:00	0	0	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	0	0	1	1	0	0	0	2	2.5
14:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
14:45	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	1	0	0	2	1	0	0	0	4	3.7
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	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	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
16:00	0	0	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	0	0	0	0	0	0	0	0	0
16:30	0	0	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	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
17:00	0	0	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	0	0	0	0	0	0	0	0	0
17:30	0	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	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
18:00	0	0	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	2	0	0	0	0	0	0	0	2	0.4
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
12 TOT	0	0	0	0	0	0	0	0	0	0	4	0	10	4	1	0	0	0	19	16.3

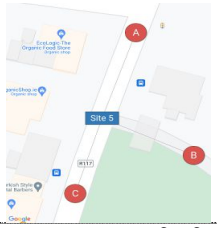


IDASO

Survey Name: 24275 - Dundrum
Site: Site 5
Location: R117 Dundrum Road/Former CMH Access
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Former CMH Access
Arm C - Dundrum Road

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	3	0	130	22	2	2	2	0	161	164.2	0	0	1	0	0	0	0	0	1	1
07:15	9	1	178	22	3	3	0	0	216	213.6	0	0	0	0	0	0	0	0	0	0
07:30	13	2	196	23	0	0	1	0	235	224.4	0	0	1	0	0	0	0	0	1	1
07:45	17	2	197	14	5	0	2	0	237	226.7	0	0	0	1	0	0	0	0	1	1
H/TOT	42	5	701	81	10	5	5	0	849	828.9	0	0	2	1	0	0	0	0	3	3
08:00	17	3	204	16	2	0	0	0	242	227.6	0	0	0	0	0	0	0	0	0	0
08:15	27	4	190	18	1	0	0	0	240	216.5	0	0	0	0	0	0	0	0	0	0
08:30	23	2	173	10	1	1	1	0	211	194.2	0	0	0	0	0	0	0	0	0	0
08:45	22	4	156	6	2	1	1	0	192	175.3	0	0	0	0	0	0	0	0	0	0
H/TOT	89	13	723	50	6	2	2	0	885	813.6	0	0	0	0	0	0	0	0	0	0
09:00	13	4	168	17	1	0	0	0	203	190.7	0	0	3	0	0	0	0	0	3	3
09:15	8	1	159	14	2	0	1	0	185	180	0	0	5	0	0	0	0	0	5	5
09:30	7	4	158	11	0	0	1	0	181	174	0	0	0	0	0	0	0	0	0	0
09:45	6	1	123	21	2	1	1	0	155	152.9	0	0	0	0	0	0	0	0	0	0
H/TOT	34	10	608	63	5	1	3	0	724	697.6	0	0	8	0	0	0	0	0	8	8
10:00	8	0	92	18	1	0	1	0	120	115.1	0	0	0	0	0	0	0	0	0	0
10:15	2	1	89	14	5	0	2	0	113	115.3	0	0	0	0	0	0	0	0	0	0
10:30	5	3	87	12	6	2	0	0	115	114.8	0	0	0	0	0	0	0	0	0	0
10:45	3	2	103	13	8	0	0	0	129	129.4	0	0	0	0	0	0	0	0	0	0
H/TOT	18	6	371	57	20	2	3	0	477	474.6	0	0	0	0	0	0	0	0	0	0
11:00	7	2	83	21	5	0	1	0	119	115.7	0	0	0	0	0	0	0	0	0	0
11:15	3	1	91	8	2	1	1	0	107	107.3	0	0	0	0	0	0	0	0	0	0
11:30	4	1	89	12	2	1	0	0	109	107.5	0	0	0	0	0	0	0	0	0	0
11:45	6	2	101	12	2	0	0	0	123	118	0	0	1	1	0	0	0	0	2	2
H/TOT	20	6	364	53	11	2	2	0	458	448.5	0	0	1	1	0	0	0	0	2	2
12:00	4	4	80	16	0	0	3	0	107	104.4	0	0	0	2	0	0	0	0	2	2
12:15	3	2	105	11	2	1	1	0	125	124.7	0	0	0	0	0	0	0	0	0	0
12:30	3	1	102	8	1	0	0	0	115	112.5	0	0	0	0	0	0	0	0	0	0
12:45	2	1	96	11	1	1	0	0	112	111.6	0	0	0	0	0	0	0	0	0	0
H/TOT	12	8	383	46	4	2	4	0	459	453.2	0	0	0	2	0	0	0	0	2	2
13:00	2	4	97	9	1	0	1	0	114	111.5	0	0	0	0	0	0	0	0	0	0
13:15	3	4	91	12	1	0	0	0	111	106.7	0	0	1	0	0	0	0	0	1	1
13:30	3	2	116	10	0	1	0	0	132	129.7	0	0	0	0	0	0	0	0	0	0
13:45	5	3	92	15	5	1	0	0	121	119	0	0	0	0	1	0	0	0	1	1.5
H/TOT	13	13	396	46	7	2	1	0	478	466.9	0	0	1	0	1	0	0	0	2	2.5
14:00	6	2	86	13	1	1	1	0	110	106.8	0	0	0	0	0	0	0	0	0	0
14:15	2	2	111	11	3	0	0	0	129	127.7	0	0	0	0	0	0	0	0	0	0
14:30	5	3	100	14	2	0	0	0	124	119.2	0	0	0	0	0	0	0	0	0	0
14:45	5	0	86	12	2	0	0	0	105	102	0	0	1	0	0	0	0	0	1	1
H/TOT	18	7	383	50	8	1	1	0	468	455.7	0	0	1	0	0	0	0	0	1	1
15:00	2	3	108	15	3	0	1	0	132	131.1	0	0	0	0	0	0	0	0	0	0
15:15	2	2	111	9	1	1	0	0	126	125	0	0	0	0	0	0	0	0	0	0
15:30	1	1	105	8	1	1	0	0	117	117.4	0	0	0	0	0	0	0	0	0	0
15:45	5	0	105	9	1	0	0	0	120	116.5	1	0	0	0	0	0	0	0	1	0.2
H/TOT	10	6	429	41	6	2	1	0	495	490	1	0	0	0	0	0	0	0	1	0.2
16:00	1	2	109	13	0	0	1	0	126	125	0	0	0	0	0	0	0	0	0	0
16:15	1	4	110	13	0	0	1	0	129	126.8	0	0	0	0	0	0	0	0	0	0
16:30	0	3	114	6	3	0	0	0	126	125.7	0	0	0	1	0	0	0	0	1	1
16:45	4	2	115	8	0	0	0	0	129	124.6	0	0	0	0	0	0	0	0	0	0
H/TOT	6	11	448	40	3	0	2	0	510	502.1	0	0	0	1	0	0	0	0	1	1
17:00	7	2	103	5	1	0	1	0	119	113.7	0	0	0	0	0	0	0	0	0	0
17:15	3	4	109	9	1	0	0	0	126	121.7	0	0	1	0	0	0	0	0	1	1
17:30	1	2	109	6	0	0	0	0	118	116	0	0	0	0	0	0	0	0	0	0
17:45	6	1	121	2	0	0	0	0	130	124.6	0	0	0	0	0	0	0	0	0	0
H/TOT	17	9	442	22	2	0	1	0	493	476	0	0	1	0	0	0	0	0	1	1
18:00	5	3	121	6	0	0	0	0	135	129.2	1	0	0	0	0	0	0	0	1	0.2
18:15	5	4	135	6	0	0	0	0	150	143.6	0	0	0	0	0	0	0	0	0	0
18:30	3	4	132	5	2	0	1	0	147	144.2	0	0	0	0	0	0	0	0	0	0
18:45	6	7	149	6	2	0	0	0	170	162	0	0	0	0	0	0	0	0	0	0
H/TOT	19	18	537	23	4	0	1	0	602	579	1	0	0	0	0	0	0	0	1	0.2
12 TOT	298	112	5785	572	86	19	26	0	6898	6686.1	2	0	14	5	1	0	0	0	22	20.9



IDASO

Survey Name: 24275 - Dundrum
Site: Site 5
Location: R117 Dundrum Road/Former CMH Access
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Former CMH Access
Arm C - Dundrum Road

	C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 24275 - Dundrum
Site: Site 6
Location: R117 Dundrum Road/St. Columbanus Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - St. Columbanus' Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	1	0	41	6	0	0	4	0	52	55.2
07:15	0	0	0	0	0	0	0	0	0	0	1	0	51	8	3	0	3	0	66	69.7
07:30	0	0	0	0	0	0	0	0	0	0	2	0	57	4	1	3	3	0	70	75.8
07:45	0	0	0	0	0	0	0	0	0	0	0	1	61	7	2	0	2	0	73	75.4
H/TOT	0	0	0	0	0	0	0	0	0	0	4	1	210	25	6	3	12	0	261	276.1
08:00	0	0	0	0	0	0	0	0	0	0	6	0	73	6	4	0	1	0	90	88.2
08:15	0	0	0	0	0	0	0	0	0	0	6	0	66	6	2	0	1	0	81	78.2
08:30	0	0	0	0	0	0	0	0	0	0	2	1	113	7	2	0	0	0	125	123.8
08:45	0	0	0	0	0	0	0	0	0	0	3	1	92	4	2	0	2	0	104	104
H/TOT	0	0	0	0	0	0	0	0	0	0	17	2	344	23	10	0	4	0	400	394.2
09:00	0	0	0	0	0	0	0	0	0	0	1	1	68	10	0	0	0	0	80	78.6
09:15	0	0	0	0	0	0	0	0	0	0	0	0	73	8	4	2	0	0	87	91.6
09:30	0	0	0	0	0	0	0	0	0	0	2	1	69	9	4	0	0	0	85	84.8
09:45	0	0	0	0	0	0	0	0	0	0	1	1	67	9	5	0	1	0	84	86.1
H/TOT	0	0	0	0	0	0	0	0	0	0	4	3	277	36	13	2	1	0	336	341.1
10:00	0	0	0	0	0	0	0	0	0	0	2	0	78	12	0	0	0	0	92	90.4
10:15	0	0	0	0	0	0	0	0	0	0	6	2	80	8	3	0	0	0	99	94.5
10:30	0	0	0	0	0	0	0	0	0	0	0	0	70	10	2	0	1	0	83	85
10:45	0	0	0	0	0	0	0	0	0	0	2	0	60	11	5	0	1	0	79	80.9
H/TOT	0	0	0	0	0	0	0	0	0	0	10	2	288	41	10	0	2	0	353	350.8
11:00	0	0	0	1	0	0	0	0	1	1	2	3	78	10	5	0	0	0	98	97.1
11:15	0	0	0	0	0	0	0	0	0	0	1	2	84	17	3	0	0	0	107	106.5
11:30	0	0	0	0	0	0	0	0	0	0	1	2	80	13	4	0	1	0	101	102
11:45	0	0	0	0	0	0	0	0	0	0	6	2	68	10	1	0	0	0	87	81.5
H/TOT	0	0	0	1	0	0	0	0	1	1	10	9	310	50	13	0	1	0	393	387.1
12:00	0	0	0	0	0	0	0	0	0	0	1	2	75	10	3	0	3	0	94	96.5
12:15	0	0	0	0	0	0	0	0	0	0	3	2	97	10	2	0	1	0	115	113.4
12:30	0	0	0	0	0	0	0	0	0	0	3	5	88	5	1	1	1	0	104	101.4
12:45	0	0	0	0	0	0	0	0	0	0	7	0	89	8	3	0	2	0	109	106.9
H/TOT	0	0	0	0	0	0	0	0	0	0	14	9	349	33	9	1	7	0	422	418.2
13:00	0	0	0	0	0	0	0	0	0	0	4	1	71	9	1	0	0	0	86	82.7
13:15	0	0	0	0	0	0	0	0	0	0	4	3	96	8	1	0	0	0	112	107.5
13:30	0	0	0	0	0	0	0	0	0	0	5	2	83	10	1	0	0	0	101	96.3
13:45	0	0	0	0	0	0	0	0	0	0	2	2	72	10	0	0	1	0	87	85.2
H/TOT	0	0	0	0	0	0	0	0	0	0	15	8	322	37	3	0	1	0	386	371.7
14:00	0	0	0	0	0	0	0	0	0	0	2	0	89	7	0	0	0	0	98	96.4
14:15	0	0	0	0	0	0	0	0	0	0	3	4	80	8	1	1	0	0	97	94
14:30	0	0	0	0	0	0	0	0	0	0	3	0	86	15	1	0	1	0	106	105.1
14:45	0	0	1	0	0	0	0	0	1	1	0	1	59	11	2	0	0	0	73	73.4
H/TOT	0	0	1	0	0	0	0	0	1	1	8	5	314	41	4	1	1	0	374	368.9
15:00	0	0	0	0	0	0	0	0	0	0	5	2	132	10	1	0	1	0	151	147.3
15:15	0	0	0	0	0	0	0	0	0	0	4	1	101	15	3	1	2	0	127	128
15:30	0	0	0	0	0	0	0	0	0	0	5	2	116	14	0	0	2	0	139	135.8
15:45	0	0	0	0	0	0	0	0	0	0	5	2	102	17	0	3	0	0	129	127.7
H/TOT	0	0	0	0	0	0	0	0	0	0	19	7	451	56	4	4	5	0	546	538.8
16:00	0	0	0	0	0	0	0	0	0	0	6	0	109	7	2	0	0	0	124	120.2
16:15	0	0	0	0	0	0	0	0	0	0	10	2	116	12	0	1	0	0	141	133.1
16:30	0	0	0	0	0	0	0	0	0	0	11	2	104	12	2	0	0	0	131	122
16:45	0	0	0	0	0	0	0	0	0	0	6	3	121	11	1	0	1	0	143	137.9
H/TOT	0	0	0	0	0	0	0	0	0	0	33	7	450	42	5	1	1	0	539	513.2
17:00	0	0	0	0	0	0	0	0	0	0	10	7	118	8	1	0	2	0	146	136.3
17:15	0	0	0	0	0	0	0	0	0	0	7	2	92	7	0	0	0	0	108	101.2
17:30	0	0	0	0	0	0	0	0	0	0	15	3	92	5	0	0	1	0	116	103.2
17:45	0	0	0	0	0	0	0	0	0	0	10	4	104	5	0	0	0	0	123	112.6
H/TOT	0	0	0	0	0	0	0	0	0	0	42	16	406	25	1	0	3	0	493	453.3
18:00	0	0	0	0	0	0	0	0	0	0	13	4	119	5	0	0	2	0	143	132.2
18:15	0	0	0	0	0	0	0	0	0	0	9	6	116	5	0	0	1	0	137	127.2
18:30	0	0	0	0	0	0	0	0	0	0	12	5	138	4	0	0	0	0	159	146.4
18:45	0	0	0	0	0	0	0	0	0	0	3	4	131	2	0	0	1	0	141	137.2
H/TOT	0	0	0	0	0	0	0	0	0	0	37	19	504	16	0	0	4	0	580	543
12 TOT	0	0	1	1	0	0	0	0	2	2	213	88	4225	425	78	12	42	0	5083	4956.4

IDASO

Survey Name: 24275 - Dundrum
Site: Site 6
Location: R117 Dundrum Road/St. Columbanus Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - St. Columbanus' Road

	A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	3	0	128	21	2	2	2	0	158	161.2
07:15	0	0	0	0	0	0	0	0	0	0	9	1	179	23	3	3	0	0	218	215.6
07:30	0	0	1	0	0	0	0	0	1	1	13	2	193	23	0	0	1	0	232	221.4
07:45	1	0	3	0	0	0	0	0	4	3.2	17	2	198	14	5	0	2	0	238	227.7
H/TOT	1	0	4	0	0	0	0	0	5	4.2	42	5	698	81	10	5	5	0	846	825.9
08:00	2	0	0	0	0	0	0	0	2	0.4	16	3	201	15	2	0	0	0	237	223.4
08:15	3	0	3	0	0	0	0	0	6	3.6	22	4	194	19	1	0	0	0	240	220.5
08:30	2	0	5	0	0	0	0	0	7	5.4	20	2	172	9	1	1	1	0	206	191.6
08:45	2	0	0	0	0	0	0	0	2	0.4	19	4	152	7	2	1	1	0	186	171.7
H/TOT	9	0	8	0	0	0	0	0	17	9.8	77	13	719	50	6	2	2	0	869	807.2
09:00	2	0	2	0	0	0	0	0	4	2.4	13	4	168	15	1	0	0	0	201	188.7
09:15	1	0	2	0	0	0	0	0	3	2.2	9	1	158	15	2	0	1	0	186	180.2
09:30	1	0	0	0	0	0	0	0	1	0.2	8	4	157	12	0	0	1	0	182	174.2
09:45	0	0	1	0	0	0	0	0	1	1	7	1	123	21	2	1	1	0	156	153.1
H/TOT	4	0	5	0	0	0	0	0	9	5.8	37	10	606	63	5	1	3	0	725	696.2
10:00	1	0	0	1	0	0	0	0	2	1.2	8	0	90	18	1	0	1	0	118	113.1
10:15	1	0	0	0	0	0	0	0	1	0.2	3	1	90	15	6	0	2	0	117	119
10:30	1	0	0	0	0	0	0	0	1	0.2	6	3	86	12	6	2	0	0	115	114
10:45	2	0	0	0	0	0	0	0	2	0.4	3	2	105	13	7	0	0	0	130	129.9
H/TOT	5	0	0	1	0	0	0	0	6	2	20	6	371	58	20	2	3	0	480	476
11:00	1	0	0	0	0	0	0	0	1	0.2	6	2	80	22	6	0	1	0	117	115
11:15	2	0	0	0	0	0	0	0	2	0.4	5	1	94	6	2	1	1	0	110	108.7
11:30	0	0	0	0	0	0	0	0	0	0	3	1	87	13	2	1	0	0	107	106.3
11:45	0	0	1	0	0	0	0	0	1	1	6	2	100	13	2	0	0	0	123	118
H/TOT	3	0	1	0	0	0	0	0	4	1.6	20	6	361	54	12	2	2	0	457	448
12:00	1	0	0	0	0	0	0	0	1	0.2	4	4	79	14	0	0	3	0	104	101.4
12:15	2	0	1	0	0	0	0	0	3	1.4	2	2	103	11	2	1	1	0	122	122.5
12:30	1	0	0	1	0	0	0	0	2	1.2	1	1	100	10	1	0	0	0	113	112.1
12:45	0	0	2	0	0	0	0	0	2	2	1	1	95	11	1	1	0	0	110	110.4
H/TOT	4	0	3	1	0	0	0	0	8	4.8	8	8	377	46	4	2	4	0	449	446.4
13:00	1	0	0	0	0	0	0	0	1	0.2	1	4	94	10	1	0	1	0	111	109.3
13:15	0	0	0	1	0	0	0	0	1	1	3	4	91	12	1	0	0	0	111	106.7
13:30	1	0	2	0	0	0	0	0	3	2.2	3	2	120	10	0	1	0	0	136	133.7
13:45	2	0	0	0	0	0	0	0	2	0.4	5	3	92	14	5	1	0	0	120	118
H/TOT	4	0	2	1	0	0	0	0	7	3.8	12	13	397	46	7	2	1	0	478	467.7
14:00	3	0	2	0	0	0	0	0	5	2.6	4	2	83	12	1	1	1	0	104	102.4
14:15	2	0	0	0	0	0	0	0	2	0.4	2	2	112	11	3	0	0	0	130	128.7
14:30	4	0	2	0	0	0	0	0	6	2.8	4	3	95	14	2	0	0	0	118	114
14:45	2	0	0	0	0	0	0	0	2	0.4	5	0	83	11	2	0	0	0	101	98
H/TOT	11	0	4	0	0	0	0	0	15	6.2	15	7	373	48	8	1	1	0	453	443.1
15:00	3	0	0	1	0	0	0	0	4	1.6	2	3	110	15	3	0	1	0	134	133.1
15:15	4	0	0	1	0	0	0	0	5	1.8	2	2	110	9	1	1	0	0	125	124
15:30	2	0	2	0	0	0	0	0	4	2.4	1	1	102	8	1	1	0	0	114	114.4
15:45	2	0	1	0	0	0	0	0	3	1.4	5	0	105	10	1	0	0	0	121	117.5
H/TOT	11	0	3	2	0	0	0	0	16	7.2	10	6	427	42	6	2	1	0	494	489
16:00	3	0	0	0	1	0	0	0	4	2.1	1	2	108	13	0	0	1	0	125	124
16:15	4	0	1	0	0	0	0	0	5	1.8	2	4	110	13	0	0	1	0	130	127
16:30	1	0	0	0	0	0	0	0	1	0.2	0	3	115	5	3	0	0	0	126	125.7
16:45	2	0	1	0	0	0	0	0	3	1.4	5	2	110	8	0	0	0	0	125	119.8
H/TOT	10	0	2	0	1	0	0	0	13	5.5	8	11	443	39	3	0	2	0	506	496.5
17:00	6	0	1	1	0	0	0	0	8	3.2	7	2	101	6	1	0	1	0	118	112.7
17:15	5	0	1	0	0	0	0	0	6	2	3	3	110	8	1	0	0	0	125	121.3
17:30	7	0	1	1	0	0	0	0	9	3.4	1	3	109	6	0	0	0	0	119	116.4
17:45	4	0	3	0	0	0	0	0	7	3.8	6	1	122	3	0	0	0	0	132	126.6
H/TOT	22	0	6	2	0	0	0	0	30	12.4	17	9	442	23	2	0	1	0	494	477
18:00	5	0	0	1	0	0	0	0	6	2	6	3	119	6	0	0	0	0	134	127.4
18:15	2	0	1	0	0	0	0	0	3	1.4	5	4	134	5	0	0	0	0	148	141.6
18:30	7	0	0	0	0	0	0	0	7	1.4	3	4	130	5	2	0	1	0	145	142.2
18:45	4	0	0	0	0	0	0	0	4	0.8	5	6	147	6	2	0	0	0	166	159.4
H/TOT	18	0	1	1	0	0	0	0	20	5.6	19	17	530	22	4	0	1	0	593	570.6
12 TOT	102	0	39	8	1	0	0	0	150	68.9	285	111	5744	572	87	19	26	0	6844	6643.6

IDASO

Survey Name: 24275 - Dundrum
Site: Site 6
Location: R117 Dundrum Road/St. Columbanus Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - St. Columbanus' Road

	B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	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
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
08:15	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	5	1.8
08:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0.8
08:45	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	5	2.6
H/TOT	0	0	0	0	0	0	0	0	0	0	12	0	4	0	0	0	0	0	16	6.4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:30	0	0	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	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
10:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
10:15	0	0	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	0	1	0	0	0	0	0	1	1
10:45	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	1	0	2	0	0	0	0	0	3	2.2
11:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	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
11:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
11:45	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	2	0	2	0	0	0	0	0	4	2.4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
12:15	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
12:30	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	1.6
12:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	0	0	0	0	0	0	0	0	5	0	4	1	0	0	0	0	10	6
13:00	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
13:15	0	0	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	0	1	0	0	0	0	0	1	1
13:45	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	1	0	4	1	0	0	0	0	6	5.2
14:00	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	4	2.4
14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	0	8	7.2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	11	2	0	0	0	0	16	13.6
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
16:00	0	0	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	0	1	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4	2.6
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	5	1	0	0	0	0	8	6.6
12 TOT	0	0	0	0	0	0	0	0	0	0	25	1	51	6	0	0	0	0	83	62.4

IDASO

Survey Name: 24275 - Dundrum
Site: Site 6
Location: R117 Dundrum Road/St. Columbanus Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - St. Columbanus' Road

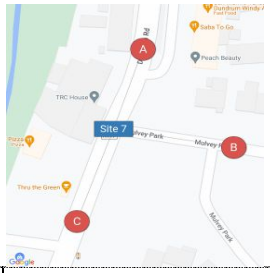
	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	3	0	2	1	0	0	0	0	6	3.6	0	0	6	0	0	0	0	0	6	6
07:15	5	0	1	0	0	0	0	0	6	2	0	0	9	0	0	0	0	0	9	9
07:30	4	0	4	0	0	0	0	0	8	4.8	0	0	8	1	0	0	0	0	9	9
07:45	6	0	7	1	0	0	0	0	14	9.2	0	0	4	1	0	0	0	0	5	5
H/TOT	18	0	14	2	0	0	0	0	34	19.6	0	0	27	2	0	0	0	0	29	29
08:00	4	0	9	0	0	0	0	0	13	9.8	1	0	12	0	0	0	0	0	13	12.2
08:15	7	0	9	1	0	0	0	0	17	11.4	0	0	3	0	0	0	0	0	3	3
08:30	6	0	5	0	0	0	0	0	11	6.2	0	0	7	0	0	0	0	0	7	7
08:45	12	0	8	0	0	0	0	0	20	10.4	1	0	13	0	0	0	0	0	14	13.2
H/TOT	29	0	31	1	0	0	0	0	61	37.8	2	0	35	0	0	0	0	0	37	35.4
09:00	3	0	9	1	0	0	0	0	13	10.6	1	0	8	1	0	0	0	0	10	9.2
09:15	2	0	3	0	0	0	0	0	5	3.4	0	0	4	2	0	0	0	0	6	6
09:30	3	0	2	0	0	0	0	0	5	2.6	0	0	10	1	0	0	0	0	11	11
09:45	7	0	3	0	0	0	0	0	10	4.4	1	0	5	0	0	0	0	0	6	5.2
H/TOT	15	0	17	1	0	0	0	0	33	21	2	0	27	4	0	0	0	0	33	31.4
10:00	4	1	0	0	0	0	0	0	5	1.2	0	0	4	0	1	0	0	0	5	5.5
10:15	1	0	0	0	0	0	0	0	1	0.2	0	0	3	1	1	0	0	0	5	5.5
10:30	4	0	2	1	0	0	0	0	7	3.8	1	0	1	1	0	0	0	0	3	2.2
10:45	5	0	2	1	0	0	0	0	8	4	0	0	3	0	0	0	0	0	3	3
H/TOT	14	1	4	2	0	0	0	0	21	9.2	1	0	11	2	2	0	0	0	16	16.2
11:00	2	0	5	1	0	0	0	0	8	6.4	0	0	4	0	0	0	0	0	4	4
11:15	3	1	2	0	0	0	0	0	6	3	0	0	6	0	0	0	0	0	6	6
11:30	0	0	2	0	0	0	0	0	2	2	1	0	4	0	0	0	0	0	5	4.2
11:45	1	0	2	0	0	0	0	0	3	2.2	0	0	2	0	1	0	0	0	3	3.5
H/TOT	6	1	11	1	0	0	0	0	19	13.6	1	0	16	0	1	0	0	0	18	17.7
12:00	0	0	2	0	1	0	0	0	3	3.5	0	0	6	1	0	0	0	0	7	7
12:15	2	0	8	0	1	0	0	0	11	9.9	0	0	7	1	0	0	0	0	8	8
12:30	0	0	3	1	0	0	0	0	4	4	1	0	4	0	0	0	0	0	5	4.2
12:45	4	1	7	1	0	0	0	0	13	9.2	0	0	4	0	0	0	0	0	4	4
H/TOT	6	1	20	2	2	0	0	0	31	26.6	1	0	21	2	0	0	0	0	24	23.2
13:00	3	0	6	0	0	0	0	0	9	6.6	0	0	2	0	0	0	0	0	2	2
13:15	0	1	6	2	0	0	0	0	9	8.4	0	0	5	0	0	0	0	0	5	5
13:30	0	0	4	0	0	0	0	0	4	4	0	0	4	1	0	0	0	0	5	5
13:45	4	0	10	0	0	0	0	0	14	10.8	0	0	6	1	0	0	0	0	7	7
H/TOT	7	1	26	2	0	0	0	0	36	29.8	0	0	17	2	0	0	0	0	19	19
14:00	1	0	2	0	0	0	0	0	3	2.2	0	2	6	0	0	0	0	0	8	6.8
14:15	2	0	2	0	0	0	0	0	4	2.4	3	0	6	0	0	0	0	0	9	6.6
14:30	1	0	8	1	0	0	0	0	10	9.2	2	1	4	0	0	0	0	0	7	4.8
14:45	2	0	21	1	0	0	0	0	24	22.4	0	0	14	0	0	0	0	0	14	14
H/TOT	6	0	33	2	0	0	0	0	41	36.2	5	3	30	0	0	0	0	0	38	32.2
15:00	2	0	4	0	0	0	0	0	6	4.4	0	0	1	1	0	0	0	0	2	2
15:15	0	0	6	1	0	0	0	0	7	7	0	0	6	0	0	0	0	0	6	6
15:30	1	0	5	0	0	0	0	0	6	5.2	2	0	9	1	0	0	0	0	12	10.4
15:45	0	0	1	3	0	0	0	0	4	4	0	0	7	0	0	0	0	0	7	7
H/TOT	3	0	16	4	0	0	0	0	23	20.6	2	0	23	2	0	0	0	0	27	25.4
16:00	0	0	4	0	1	0	0	0	5	5.5	0	0	1	0	0	0	0	0	1	1
16:15	0	0	5	0	0	0	0	0	5	5	0	0	5	1	0	0	0	0	6	6
16:30	3	0	3	0	0	0	0	0	6	3.6	1	0	3	1	0	0	0	0	5	4.2
16:45	1	0	8	0	0	0	0	0	9	8.2	0	1	3	2	0	0	0	0	6	5.4
H/TOT	4	0	20	0	1	0	0	0	25	22.3	1	1	12	4	0	0	0	0	18	16.6
17:00	1	0	5	0	0	0	0	0	6	5.2	1	0	1	1	0	0	0	0	3	2.2
17:15	1	0	4	2	0	0	0	0	7	6.2	1	0	11	0	0	0	0	0	12	11.2
17:30	2	0	9	0	0	0	0	0	11	9.4	1	0	12	1	0	0	0	0	14	13.2
17:45	1	1	6	0	0	0	0	0	8	6.6	0	0	9	1	0	0	0	0	10	10
H/TOT	5	1	24	2	0	0	0	0	32	27.4	3	0	33	3	0	0	0	0	39	36.6
18:00	0	0	7	0	0	0	0	0	7	7	0	0	6	0	0	0	0	0	6	6
18:15	1	0	6	0	0	0	0	0	7	6.2	0	0	8	0	0	0	0	0	8	8
18:30	0	0	6	0	0	0	0	0	6	6	1	0	6	1	0	0	0	0	8	7.2
18:45	2	0	3	0	0	0	0	0	5	3.4	0	1	9	0	0	0	0	0	10	9.4
H/TOT	3	0	22	0	0	0	0	0	25	22.6	1	1	29	1	0	0	0	0	32	30.6
12 TOT	116	5	238	19	3	0	0	0	381	286.7	19	5	281	22	3	0	0	0	330	313.3

IDASO

Survey Name: 24275 - Dundrum
Site: Site 6
Location: R117 Dundrum Road/St. Columbanus Road
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - St. Columbanus' Road

	C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0

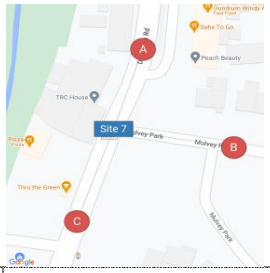


IDASO

Survey Name: 24275 - Dundrum
Site: Site 7
Location: R117 Dundrum Road/Mulvey Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Mulvey Park
Arm C - Dundrum Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7
09:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3.5
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4.5
09:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	10	1	2	0	0	0	13	14
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
10:45	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	7	2	0	0	0	0	9	9
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
11:45	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	5	4.9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	10	2	1	0	0	0	14	13.9
12:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
12:15	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
12:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
12:45	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	6	5.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	17	4	0	0	0	0	22	21.2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9
13:15	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5	5
13:30	0	0	1	0	0	0	0	0	1	1	0	0	6	0	0	0	0	0	6	6
13:45	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5	5
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	21	4	0	0	0	0	25	25
14:00	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5	5
14:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
14:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
14:45	0	0	1	0	0	0	0	0	1	1	0	0	4	1	0	0	0	0	5	5
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	17	3	0	0	0	0	20	20
15:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
15:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
15:45	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	6	5.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	14	1	0	0	0	0	16	15.4
16:00	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	2.4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
16:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	6	6.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	15	1	1	0	0	0	18	17.9
17:00	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	5	4.2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
17:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6.5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	17	1	1	0	0	0	20	19.7
18:00	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
18:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
18:30	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	4.4
18:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	19	1	0	0	0	0	21	20.4
12 TOT	0	0	2	0	0	0	0	0	2	2	2	4	159	22	5	0	0	0	192	190.5

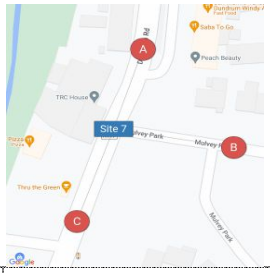


IDASO

Survey Name: 24275 - Dundrum
Site: Site 7
Location: R117 Dundrum Road/Mulvey Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Mulvey Park
Arm C - Dundrum Road

	A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	1	0	40	4	0	0	4	0	49	52.2	0	0	0	0	0	0	0	0	0	0
07:15	0	0	49	7	3	0	3	0	62	66.5	0	0	2	0	0	0	0	0	2	2
07:30	2	0	45	3	1	3	3	0	57	62.8	0	0	2	0	0	0	0	0	2	2
07:45	0	1	61	6	2	0	2	0	72	74.4	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	195	20	6	3	12	0	240	255.9	0	0	4	0	0	0	0	0	4	4
08:00	3	0	69	3	4	0	1	0	80	80.6	0	0	1	0	0	0	0	0	1	1
08:15	5	0	73	6	2	0	1	0	87	85	0	0	3	0	0	0	0	0	3	3
08:30	3	1	112	7	2	0	0	0	125	123	0	0	1	0	0	0	0	0	1	1
08:45	3	1	84	4	2	0	2	0	96	96	0	0	3	0	0	0	0	0	3	3
H/TOT	14	2	338	20	10	0	4	0	388	384.6	0	0	8	0	0	0	0	0	8	8
09:00	1	1	78	8	0	0	0	0	88	86.6	0	0	2	0	0	0	0	0	2	2
09:15	0	0	65	10	3	2	0	0	80	84.1	0	0	1	0	0	0	0	0	1	1
09:30	1	1	68	7	4	0	0	0	81	81.6	0	0	1	0	0	0	0	0	1	1
09:45	1	1	69	7	4	0	1	0	83	84.6	0	1	2	1	0	0	0	0	4	3.4
H/TOT	3	3	280	32	11	2	1	0	332	336.9	0	1	6	1	0	0	0	0	8	7.4
10:00	3	0	70	12	0	0	0	0	85	82.6	0	0	1	0	0	0	0	0	1	1
10:15	5	2	75	10	3	0	0	0	95	91.3	0	0	1	0	0	0	0	0	1	1
10:30	1	0	68	8	2	0	1	0	80	81.2	0	0	3	1	0	0	0	0	4	4
10:45	3	0	57	11	5	0	1	0	77	78.1	0	0	2	2	0	0	0	0	4	4
H/TOT	12	2	270	41	10	0	2	0	337	333.2	0	0	7	3	0	0	0	0	10	10
11:00	2	2	77	9	4	0	0	0	94	93.2	0	0	3	2	0	0	0	0	5	5
11:15	2	2	81	16	3	0	0	0	104	102.7	0	1	3	1	0	0	0	0	5	4.4
11:30	1	2	76	13	4	0	1	0	97	98	0	1	3	0	0	0	0	0	4	3.4
11:45	3	2	70	11	1	0	0	0	87	83.9	0	0	2	1	0	0	0	0	3	3
H/TOT	8	8	304	49	12	0	1	0	382	377.8	0	2	11	4	0	0	0	0	17	15.8
12:00	1	1	69	11	2	0	3	0	87	89.6	0	0	0	0	0	0	0	0	0	0
12:15	2	2	103	9	1	0	1	0	118	116.7	1	0	0	0	0	0	0	0	1	0.2
12:30	3	5	84	8	2	1	1	0	104	101.9	0	0	1	0	0	0	0	0	1	1
12:45	3	0	85	8	2	0	2	0	100	100.6	0	0	0	1	0	0	0	0	1	1
H/TOT	9	8	341	36	7	1	7	0	409	408.8	1	0	1	1	0	0	0	0	3	2.2
13:00	4	1	71	8	1	0	0	0	85	81.7	0	0	3	2	0	0	0	0	5	5
13:15	2	3	96	6	1	0	0	0	108	105.1	0	0	0	1	0	0	0	0	1	1
13:30	2	2	74	6	1	0	0	0	85	82.7	0	0	2	0	0	0	0	0	2	2
13:45	1	2	68	10	0	0	1	0	82	81	0	0	3	1	0	0	0	0	4	4
H/TOT	9	8	309	30	3	0	1	0	360	350.5	0	0	8	4	0	0	0	0	12	12
14:00	3	0	85	5	0	0	0	0	93	90.6	0	0	1	0	1	0	0	0	2	2.5
14:15	4	4	74	7	1	1	0	0	91	87.2	0	0	2	1	0	0	0	0	3	3
14:30	4	0	86	13	1	0	1	0	105	103.3	0	0	0	0	0	0	0	0	0	0
14:45	1	1	58	11	3	0	0	0	74	74.1	0	0	2	1	0	0	0	0	3	3
H/TOT	12	5	303	36	5	1	1	0	363	355.2	0	0	5	2	1	0	0	0	8	8.5
15:00	4	2	124	11	0	0	1	0	142	138.6	0	0	3	0	0	0	0	0	3	3
15:15	5	1	97	12	3	1	2	0	121	121.2	0	0	3	0	0	0	0	0	3	3
15:30	4	2	115	14	0	0	2	0	137	134.6	0	0	1	0	0	0	0	0	1	1
15:45	4	2	96	14	0	3	0	0	119	118.5	2	0	0	0	0	0	0	0	2	0.4
H/TOT	17	7	432	51	3	4	5	0	519	512.9	2	0	7	0	0	0	0	0	9	7.4
16:00	4	0	100	4	3	0	0	0	111	109.3	0	2	1	0	0	0	0	0	3	1.8
16:15	7	1	111	12	0	1	0	0	132	127.1	0	0	1	0	0	0	0	0	1	1
16:30	7	2	98	12	2	0	0	0	121	115.2	0	0	0	0	0	0	0	0	0	0
16:45	5	2	112	11	1	0	1	0	132	128.3	0	0	2	0	0	0	0	0	2	2
H/TOT	23	5	421	39	6	1	1	0	496	479.9	0	2	4	0	0	0	0	0	6	4.8
17:00	10	7	113	5	0	0	2	0	137	126.8	0	0	3	2	0	0	0	0	5	5
17:15	8	2	81	7	0	0	0	0	98	90.4	0	0	2	0	0	0	0	0	2	2
17:30	11	3	89	3	0	0	1	0	107	97.4	0	0	3	1	0	0	0	0	4	4
17:45	6	4	101	4	0	0	0	0	115	107.8	0	0	2	0	1	0	0	0	3	3.5
H/TOT	35	16	384	19	0	0	3	0	457	422.4	0	0	10	3	1	0	0	0	14	14.5
18:00	10	4	110	3	0	0	2	0	129	120.6	1	0	5	0	0	0	0	0	6	5.2
18:15	4	6	115	3	0	0	1	0	129	123.2	0	0	4	1	0	0	0	0	5	5
18:30	12	5	124	4	0	0	0	0	145	132.4	0	0	2	0	0	0	0	0	2	2
18:45	2	5	111	3	0	0	1	0	122	118.4	0	0	2	1	0	0	0	0	3	3
H/TOT	28	20	460	13	0	0	4	0	525	494.6	1	0	13	2	0	0	0	0	16	15.2
12 TOT	173	85	4037	386	73	12	42	0	4808	4713	4	5	84	20	2	0	0	0	115	109.8

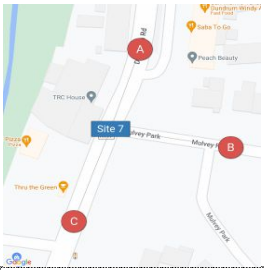


IDASO

Survey Name: 24275 - Dundrum
Site: Site 7
Location: R117 Dundrum Road/Mulvey Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Mulvey Park
Arm C - Dundrum Road

	B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
07:15	0	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0	9	8.2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	10	10
07:45	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	27	3	0	0	0	0	31	30.2
08:00	0	0	0	0	0	0	0	0	0	0	4	0	11	2	0	0	0	0	17	13.8
08:15	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
08:45	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	0	8	7.2
H/TOT	0	0	0	0	0	0	0	0	0	0	6	0	28	2	0	0	0	0	36	31.2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
09:15	0	0	0	0	0	0	0	0	0	0	1	0	9	0	1	0	0	0	11	10.7
09:30	0	0	0	0	0	0	0	0	0	0	1	0	4	2	0	0	0	0	7	6.2
09:45	0	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	0	0	7	6.7
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	23	2	2	0	0	0	30	28.6
10:00	0	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	0	10	9.2
10:15	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
10:45	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	17	2	0	0	0	0	22	19.6
11:00	0	0	0	0	0	0	0	0	0	0	1	1	3	0	1	0	0	0	6	5.1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
11:45	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	1.6
H/TOT	0	0	0	0	0	0	0	0	0	0	4	1	13	0	1	0	0	0	19	15.7
12:00	0	0	0	0	0	0	0	0	0	0	0	1	4	0	1	0	0	0	6	5.9
12:15	0	0	0	0	0	0	0	0	0	0	3	0	2	1	1	0	0	0	7	5.1
12:30	0	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	9	7.4
12:45	0	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	0	10	6.8
H/TOT	0	0	0	0	0	0	0	0	0	0	9	1	19	1	2	0	0	0	32	25.2
13:00	0	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	0	0	11	10.2
13:15	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	4	3.2
13:30	0	0	0	0	0	0	0	0	0	0	4	0	8	4	0	0	0	0	16	12.8
13:45	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	9	6.6
H/TOT	0	0	0	0	0	0	0	0	0	0	9	0	25	6	0	0	0	0	40	32.8
14:00	0	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0	9	8.2
14:15	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	0	8	7.2
14:30	0	0	0	0	0	0	0	0	0	0	3	0	6	2	0	0	0	0	11	8.6
14:45	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	7	6.2
H/TOT	0	0	0	0	0	0	0	0	0	0	6	0	26	3	0	0	0	0	35	30.2
15:00	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	8	4.8
15:15	0	0	0	0	0	0	0	0	0	0	4	0	5	4	0	0	0	0	13	9.8
15:30	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	5	4.2
15:45	0	0	0	0	0	0	0	0	0	0	2	0	10	1	0	0	0	0	13	11.4
H/TOT	0	0	0	0	0	0	0	0	0	0	11	0	22	6	0	0	0	0	39	30.2
16:00	0	0	0	0	0	0	0	0	0	0	4	0	9	1	0	0	0	0	14	10.8
16:15	0	0	0	0	0	0	0	0	0	0	4	1	7	1	0	0	0	0	13	9.2
16:30	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	10	7.6
16:45	0	0	0	0	0	0	0	0	0	0	2	1	12	1	0	0	0	0	16	13.8
H/TOT	0	0	0	0	0	0	0	0	0	0	13	2	35	3	0	0	0	0	53	41.4
17:00	0	0	0	0	0	0	0	0	0	0	5	0	8	2	1	0	0	0	16	12.5
17:15	0	0	0	0	0	0	0	0	0	0	5	0	12	0	0	0	0	0	17	13
17:30	0	0	0	0	0	0	0	0	0	0	7	0	7	2	0	0	0	0	16	10.4
17:45	0	0	0	0	0	0	0	0	0	0	6	0	8	1	0	0	0	0	15	10.2
H/TOT	0	0	0	0	0	0	0	0	0	0	23	0	35	5	1	0	0	0	64	46.1
18:00	0	0	0	0	0	0	0	0	0	0	4	0	6	2	0	0	0	0	12	8.8
18:15	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	11	7
18:30	0	0	0	0	0	0	0	0	0	0	4	0	14	1	0	0	0	0	19	15.8
18:45	0	0	0	0	0	0	0	0	0	0	2	0	17	0	0	0	0	0	19	17.4
H/TOT	0	0	0	0	0	0	0	0	0	0	15	0	42	4	0	0	0	0	61	49
12 TOT	0	0	0	0	0	0	0	0	0	0	103	4	312	37	6	0	0	0	462	380.2

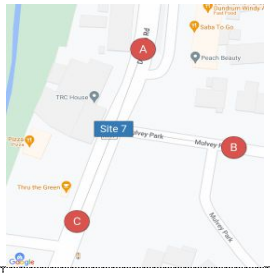


IDASO

Survey Name: 24275 - Dundrum
Site: Site 7
Location: R117 Dundrum Road/Mulvey Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Mulvey Park
Arm C - Dundrum Road

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	3	0	128	21	2	2	2	0	158	161.2	0	0	1	1	0	0	0	0	2	2
07:15	10	1	174	22	3	3	0	0	213	209.8	3	0	5	1	0	0	0	0	9	6.6
07:30	13	2	192	20	0	0	1	0	228	217.4	3	0	6	0	0	0	0	0	9	6.6
07:45	15	2	192	14	5	0	2	0	230	221.3	6	0	15	2	0	0	0	0	23	18.2
H/TOT	41	5	686	77	10	5	5	0	829	809.7	12	0	27	4	0	0	0	0	43	33.4
08:00	15	3	206	14	2	0	0	0	240	227.2	3	0	10	1	0	0	0	0	14	11.6
08:15	17	4	195	20	1	0	0	0	237	221.5	8	0	6	0	0	0	0	0	14	7.6
08:30	17	2	169	8	1	1	1	0	199	187	6	0	8	0	0	0	0	0	14	9.2
08:45	16	4	152	9	2	1	1	0	185	173.1	7	0	11	0	0	0	0	0	18	12.4
H/TOT	65	13	722	51	6	2	2	0	861	808.8	24	0	35	1	0	0	0	0	60	40.8
09:00	11	3	177	13	1	0	0	0	205	194.9	1	1	6	3	0	0	0	0	11	9.6
09:15	7	1	153	17	2	0	1	0	181	176.8	3	0	7	0	0	0	0	0	10	7.6
09:30	7	3	152	13	0	0	1	0	176	169.6	2	1	3	0	0	0	0	0	6	3.8
09:45	10	1	127	21	2	1	1	0	163	157.7	4	0	3	1	0	0	0	0	8	4.8
H/TOT	35	8	609	64	5	1	3	0	725	699	10	2	19	4	0	0	0	0	35	25.8
10:00	5	0	91	16	1	0	1	0	114	111.5	7	1	1	2	0	0	0	0	11	4.8
10:15	3	1	82	15	6	0	2	0	109	111	2	0	5	1	0	0	0	0	8	6.4
10:30	8	3	91	11	6	2	0	0	121	118.4	1	0	2	2	0	0	0	0	5	4.2
10:45	5	2	98	15	7	0	0	0	127	125.3	0	0	6	2	0	0	0	0	8	8
H/TOT	21	6	362	57	20	2	3	0	471	466.2	10	1	14	7	0	0	0	0	32	23.4
11:00	7	1	86	17	6	0	1	0	118	115.8	0	1	4	5	0	0	0	0	10	9.4
11:15	5	1	88	6	2	1	1	0	104	102.7	2	1	4	0	0	0	0	0	7	4.8
11:30	2	1	90	12	2	1	0	0	108	108.1	1	0	7	0	0	0	0	0	8	7.2
11:45	6	2	97	14	2	0	0	0	121	116	1	0	4	0	0	0	0	0	5	4.2
H/TOT	20	5	361	49	12	2	2	0	451	442.6	4	2	19	5	0	0	0	0	30	25.6
12:00	3	3	74	14	1	0	3	0	98	97.3	1	1	4	1	0	0	0	0	7	5.6
12:15	2	2	106	11	2	1	1	0	125	125.5	1	0	6	0	1	0	0	0	8	7.7
12:30	0	1	106	8	1	0	0	0	116	115.9	1	0	6	1	0	0	0	0	8	7.2
12:45	1	2	103	12	1	1	0	0	120	119.8	1	0	5	1	0	0	0	0	7	6.2
H/TOT	6	8	389	45	5	2	4	0	459	458.5	4	1	21	3	1	0	0	0	30	26.7
13:00	2	4	95	8	1	0	1	0	111	108.5	1	0	10	1	0	0	0	0	12	11.2
13:15	3	5	93	10	1	0	0	0	112	107.1	0	0	6	2	0	0	0	0	8	8
13:30	2	1	117	9	0	1	0	0	130	129.1	0	1	10	1	0	0	0	0	12	11.4
13:45	4	3	97	13	5	1	0	0	123	121.8	3	0	6	1	0	0	0	0	10	7.6
H/TOT	11	13	402	40	7	2	1	0	476	466.5	4	1	32	5	0	0	0	0	42	38.2
14:00	3	1	75	11	1	1	1	0	93	92.8	0	1	9	1	0	0	0	0	11	10.4
14:15	2	2	111	9	3	0	0	0	127	125.7	1	0	7	1	0	0	0	0	9	8.2
14:30	2	3	102	14	2	0	0	0	123	120.6	3	0	2	2	0	0	0	0	7	4.6
14:45	5	0	105	10	2	0	0	0	122	119	0	0	9	0	0	0	0	0	9	9
H/TOT	12	6	393	44	8	1	1	0	465	458.1	4	1	27	4	0	0	0	0	36	32.2
15:00	2	3	100	14	3	0	1	0	123	122.1	1	0	8	1	0	0	0	0	10	9.2
15:15	1	2	113	10	1	1	0	0	128	127.8	0	0	7	0	0	0	0	0	7	7
15:30	0	1	102	7	1	1	0	0	112	113.2	0	0	5	0	0	0	0	0	5	5
15:45	3	0	105	12	1	0	0	0	121	119.1	1	0	5	0	0	0	0	0	6	5.2
H/TOT	6	6	420	43	6	2	1	0	484	482.2	2	0	25	1	0	0	0	0	28	26.4
16:00	1	2	105	13	0	0	1	0	122	121	0	0	7	0	1	0	0	0	8	8.5
16:15	2	3	110	9	0	0	1	0	125	122.6	0	1	7	1	0	0	0	0	9	8.4
16:30	0	3	114	5	3	0	0	0	125	124.7	0	0	5	0	0	0	0	0	5	5
16:45	4	2	110	6	0	0	0	0	122	117.6	0	0	10	0	0	0	0	0	10	10
H/TOT	7	10	439	33	3	0	2	0	494	485.9	0	1	29	1	1	0	0	0	32	31.9
17:00	3	2	102	5	1	0	1	0	114	111.9	3	0	9	0	0	0	0	0	12	9.6
17:15	3	3	110	7	1	0	0	0	124	120.3	0	0	7	2	0	0	0	0	9	9
17:30	1	3	101	5	0	0	0	0	110	107.4	0	0	18	0	0	0	0	0	18	18
17:45	4	2	124	3	0	0	0	0	133	128.6	3	0	8	0	0	0	0	0	11	8.6
H/TOT	11	10	437	20	2	0	1	0	481	468.2	6	0	42	2	0	0	0	0	50	45.2
18:00	5	3	117	5	0	0	0	0	130	124.2	0	0	9	1	0	0	0	0	10	10
18:15	5	4	129	5	0	0	0	0	143	136.6	0	0	10	0	0	0	0	0	10	10
18:30	2	3	114	2	2	0	1	0	124	122.6	0	0	17	2	0	0	0	0	19	19
18:45	5	8	134	4	2	0	0	0	153	145.2	2	0	21	2	0	0	0	0	25	23.4
H/TOT	17	18	494	16	4	0	1	0	550	528.6	2	0	57	5	0	0	0	0	64	62.4
12 TOT	252	108	5714	539	88	19	26	0	6746	6574	82	9	347	42	2	0	0	0	482	412



IDASO

Survey Name: 24275 - Dundrum
Site: Site 7
Location: R117 Dundrum Road/Mulvey Park
Date: Thu 25-Apr-2024

Arm A - Dundrum Road
Arm B - Mulvey Park
Arm C - Dundrum Road

	C => C									
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**ARAVA**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1
12:00	0	0	1	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	2	0	0	0	0	0	2	2

IDASO

Survey Name: 24275 - Dundrum
Site: Site 8
Location: R117 Dundrum Road/Farrenboley Park /Olivemount Road
Date: Thu 25-Apr-2024

Arm A - Olivemount Road
Arm B - Dundrum Road
Arm C - Farrenboley Park
Arm D - Dundrum Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
07:30	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	1	0	0	0	0	0	0	1	0.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	2.4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	6	3.6
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:15	0	0	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	0	2	0	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
10:00	0	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	0	2	0	0	0	0	0	2	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	3
11:45	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	3	3	0	0	0	0	6	6
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
12:45	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	0	6	1	0	0	0	0	7	7
13:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	2.4
13:15	0	0	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	0	1	1	0	0	0	0	2	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	7	6.4
14:00	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
14:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	9	1	0	0	0	0	11	10.2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	3
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:45	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	0	2	4	0	0	0	0	6	6
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.5
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	7	7.5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
17:15	0	0	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	0	2	0	0	0	0	0	2	2
17:45	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	5	0	0	0	0	0	5	5
18:00	0	0	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	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
12 TOT	0	0	0	0	0	0	0	0	0	0	5	2	51	14	1	0	0	0	73	68.3

IDASO

Survey Name: 24275 - Dundrum
Site: Site 8
Location: R117 Dundrum Road/Farrenboley Park /Olivemount Road
Date: Thu 25-Apr-2024

Arm A - Olivemount Road
Arm B - Dundrum Road
Arm C - Farrenboley Park
Arm D - Dundrum Road

	A => C										A => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	1	0	0	0	1	1.5	1	1	1	0	0	0	0	0	3	1.6
07:30	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	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	1	0	0	0	1	1.5	1	1	5	0	0	0	0	0	7	5.6
08:00	0	0	2	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	3	1.4
08:15	0	0	0	0	1	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	1	0	0	0	4	4.5	2	0	2	0	0	0	0	0	4	2.4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.4
10:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	8	7.4
11:00	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	2.4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	0	0	0	2	2	0	1	6	0	0	0	0	0	7	6.4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	6	5.2
13:00	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0.2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
13:45	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	0	1	1	1	0	3	0	0	0	0	0	4	3.2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3.5
14:30	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
H/TOT	0	0	0	1	0	0	0	0	1	1	0	0	4	1	1	0	0	0	6	6.5
15:00	1	0	1	0	0	0	0	0	2	1.2	0	0	2	0	0	0	0	0	2	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:30	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	1	0	2	0	0	0	0	0	3	2.2	0	0	4	1	0	0	0	0	5	5
16:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	3.4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
16:45	0	1	0	0	0	0	0	0	1	0.4	0	1	0	0	0	0	0	0	1	0.4
H/TOT	0	1	0	0	0	0	0	0	1	0.4	0	2	6	1	0	0	0	0	9	7.8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
17:15	0	0	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	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
18:00	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
18:45	1	0	1	0	0	0	0	0	2	1.2	0	0	2	0	0	0	0	0	2	2
H/TOT	1	0	2	0	0	0	0	0	3	2.2	0	0	7	1	0	0	0	0	8	8
12 TOT	2	1	9	2	2	0	0	0	16	14.8	5	5	56	6	1	0	0	0	73	66.5

IDASO

Survey Name: 24275 - Dundrum
Site: Site 8
Location: R117 Dundrum Road/Farrenboley Park /Olivemount Road
Date: Thu 25-Apr-2024

Arm A - Olivemount Road
Arm B - Dundrum Road
Arm C - Farrenboley Park
Arm D - Dundrum Road

	B => A										B => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	1	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	0	1	1	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
H/TOT	0	0	1	1	1	0	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
09:00	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:45	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	1	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	1	0	0	0	0	0	2	1.4	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	0	0	0	0	0	2	1.4	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
11:15	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	4	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
13:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	0	1	0.2	0	0	1	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
14:30	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
14:45	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	5	1	0	0	0	0	7	6.2	0	0	2	0	0	0	0	0	2	2
15:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
16:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
16:15	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
16:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	7	1	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
17:00	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
17:15	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	1	2	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1
18:30	0	0	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	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	2	0	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1
12 TOT	1	1	47	13	1	0	0	0	63	62.1	0	0	3	0	0	0	0	0	3	3

IDASO

Survey Name: 24275 - Dundrum
Site: Site 8
Location: R117 Dundrum Road/Farrenboley Park /Olivemount Road
Date: Thu 25-Apr-2024

Arm A - Olivemount Road
Arm B - Dundrum Road
Arm C - Farrenboley Park
Arm D - Dundrum Road

	B => C										B => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	2	1	0	0	0	0	3	3	3	0	112	18	2	1	1	0	137	137.9
07:15	0	0	5	1	0	0	0	0	6	6	10	1	160	20	2	4	0	0	197	194.6
07:30	0	0	2	0	0	0	0	0	2	2	15	2	170	20	0	0	2	0	209	197.8
07:45	0	0	4	1	0	0	0	0	5	5	13	2	174	15	5	0	2	0	211	203.9
H/TOT	0	0	13	3	0	0	0	0	16	16	41	5	616	73	9	5	5	0	754	734.2
08:00	0	0	17	1	1	0	0	0	19	19.5	13	2	167	10	1	0	0	0	193	181.9
08:15	0	0	16	0	0	0	0	0	16	16	19	4	149	19	1	0	0	0	192	174.9
08:30	0	0	6	1	0	0	0	0	7	7	15	2	146	7	0	1	1	0	172	161.1
08:45	1	0	12	1	0	0	0	0	14	13.2	13	4	132	6	3	1	1	0	160	151
H/TOT	1	0	51	3	1	0	0	0	56	55.7	60	12	594	42	5	2	2	0	717	668.9
09:00	1	0	11	3	0	0	0	0	15	14.2	12	3	146	9	0	0	0	0	170	158.6
09:15	1	0	5	1	0	0	0	0	7	6.2	7	0	128	13	0	0	1	0	149	144.4
09:30	0	0	6	1	0	0	0	0	7	7	4	3	135	10	1	0	1	0	154	150.5
09:45	1	0	5	2	0	0	0	0	8	7.2	9	2	119	20	1	1	1	0	153	147.4
H/TOT	3	0	27	7	0	0	0	0	37	34.6	32	8	528	52	2	1	3	0	626	600.9
10:00	0	0	3	0	0	0	0	0	3	3	3	0	74	12	2	0	1	0	92	91.6
10:15	0	0	5	1	0	0	0	0	6	6	2	1	74	14	5	0	1	0	97	98.3
10:30	1	0	4	0	0	0	0	0	5	4.2	8	2	84	11	5	2	1	0	113	111.5
10:45	0	0	7	2	0	0	0	0	9	9	4	2	95	12	6	0	0	0	119	117.6
H/TOT	1	0	19	3	0	0	0	0	23	22.2	17	5	327	49	18	2	3	0	421	419
11:00	0	0	4	3	0	0	0	0	7	7	8	1	74	11	3	0	1	0	98	93.5
11:15	1	0	3	2	1	0	0	0	7	6.7	5	2	93	6	3	0	1	0	110	107.3
11:30	0	0	7	3	0	0	0	0	10	10	2	2	83	10	2	2	0	0	101	101.8
11:45	0	0	6	0	0	0	0	0	6	6	5	2	93	14	2	0	0	0	116	111.8
H/TOT	1	0	20	8	1	0	0	0	30	29.7	20	7	343	41	10	2	2	0	425	414.4
12:00	0	0	5	1	0	0	0	0	6	6	3	3	72	13	0	0	3	0	94	92.8
12:15	0	0	8	0	0	0	0	0	8	8	3	2	96	11	2	1	1	0	116	115.7
12:30	0	0	8	0	0	0	0	0	8	8	0	1	100	6	2	0	0	0	109	109.4
12:45	0	0	13	3	0	0	0	0	16	16	0	2	98	12	0	1	0	0	113	113.1
H/TOT	0	0	34	4	0	0	0	0	38	38	6	8	366	42	4	2	4	0	432	431
13:00	0	0	13	0	0	0	0	0	13	13	4	3	84	10	3	0	1	0	105	102.5
13:15	0	1	8	4	0	0	0	0	13	12.4	3	4	79	8	1	0	0	0	95	90.7
13:30	0	0	10	0	0	0	0	0	10	10	3	1	104	6	0	1	0	0	115	113.3
13:45	0	0	9	0	0	0	0	0	9	9	4	3	91	12	4	1	0	0	115	113.3
H/TOT	0	1	40	4	0	0	0	0	45	44.4	14	11	358	36	8	2	1	0	430	419.8
14:00	0	1	11	0	0	0	0	0	12	11.4	2	1	66	8	2	1	1	0	81	82.1
14:15	0	0	10	2	0	0	0	0	12	12	1	2	96	8	4	0	0	0	111	111
14:30	0	0	8	5	0	0	0	0	13	13	2	3	90	15	2	0	0	0	112	109.6
14:45	1	0	17	0	0	0	0	0	18	17.2	5	0	93	10	2	0	0	0	110	107
H/TOT	1	1	46	7	0	0	0	0	55	53.6	10	6	345	41	10	1	1	0	414	409.7
15:00	0	0	11	0	0	0	0	0	11	11	3	3	87	14	1	0	1	0	109	106.3
15:15	0	0	8	2	0	0	0	0	10	10	1	2	90	10	3	1	0	0	107	107.8
15:30	0	0	13	0	0	0	0	0	13	13	0	1	93	6	1	0	0	0	101	100.9
15:45	0	0	9	2	0	0	0	0	11	11	2	0	101	14	1	0	0	0	118	116.9
H/TOT	0	0	41	4	0	0	0	0	45	45	6	6	371	44	6	1	1	0	435	431.9
16:00	1	0	10	2	0	0	0	0	13	12.2	2	4	91	12	0	0	1	0	110	107
16:15	0	0	7	2	0	0	0	0	9	9	2	3	104	8	0	0	1	0	118	115.6
16:30	1	0	8	2	0	0	0	0	11	10.2	1	3	97	5	2	0	0	0	108	106.4
16:45	0	0	12	4	0	0	0	0	16	16	4	1	98	4	1	0	0	0	108	104.7
H/TOT	2	0	37	10	0	0	0	0	49	47.4	9	11	390	29	3	0	2	0	444	433.7
17:00	1	0	12	1	0	0	0	0	14	13.2	2	2	101	5	1	0	1	0	112	110.7
17:15	1	0	16	1	1	0	0	0	19	18.7	5	2	117	8	0	0	0	0	132	126.8
17:30	1	0	19	1	0	0	0	0	21	20.2	4	4	86	5	0	0	0	0	99	93.4
17:45	0	0	13	0	0	0	0	0	13	13	6	3	112	3	1	0	0	0	125	118.9
H/TOT	3	0	60	3	1	0	0	0	67	65.1	17	11	416	21	2	0	1	0	468	449.8
18:00	0	0	12	0	0	0	0	0	12	12	8	2	120	2	0	0	0	0	132	124.4
18:15	3	0	13	1	0	0	0	0	17	14.6	5	1	120	4	0	0	0	0	130	125.4
18:30	1	0	11	0	1	0	0	0	13	12.7	0	2	118	4	1	0	1	0	126	126.3
18:45	2	1	11	1	0	0	0	0	15	12.8	5	6	120	3	1	0	0	0	135	127.9
H/TOT	6	1	47	2	1	0	0	0	57	52.1	18	11	478	13	2	0	1	0	523	504
12 TOT	18	3	435	58	4	0	0	0	518	503.8	250	101	5132	483	79	18	26	0	6089	5917.3

IDASO

Survey Name: 24275 - Dundrum
Site: Site 8
Location: R117 Dundrum Road/Farrenboley Park /Olivemount Road
Date: Thu 25-Apr-2024

Arm A - Olivemount Road
Arm B - Dundrum Road
Arm C - Farrenboley Park
Arm D - Dundrum Road

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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
07:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	4	1	0	0	0	0	5	5
08:00	0	0	0	0	0	0	0	0	0	0	1	0	4	2	0	0	0	0	7	6.2
08:15	0	0	1	0	1	0	0	0	2	2.5	0	0	2	0	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
08:45	1	0	0	0	0	0	0	0	1	0.2	1	0	4	0	0	0	0	0	5	4.2
H/TOT	1	0	1	0	1	0	0	0	3	2.7	2	0	12	2	0	0	0	0	16	14.4
09:00	1	0	0	0	0	0	0	0	1	0.2	1	0	2	0	0	0	0	0	3	2.2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:45	0	0	1	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	2	1.2
H/TOT	1	0	1	0	0	0	0	0	2	1.2	2	0	5	0	0	0	0	0	7	5.4
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:30	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
10:45	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	0	1	1	0	0	4	0	0	0	0	0	4	4
11:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1.2
11:15	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	0	2	2	1	0	2	1	0	0	0	0	4	3.2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	0.4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4.5
H/TOT	0	0	1	0	0	0	0	0	1	1	0	1	5	1	1	0	0	0	8	7.9
13:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
13:15	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	1.6
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
13:45	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	0	1	1	1	1	6	0	0	0	0	0	8	6.6
14:00	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
14:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
14:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	10	10
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:15	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
15:30	0	0	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	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3
16:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
16:15	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
16:30	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
16:45	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	0	1	1	2	0	4	0	0	0	0	0	6	4.4
17:00	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
17:15	0	0	1	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	2	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
17:45	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	0	1	1	1	0	4	2	0	0	0	0	7	6.2
18:00	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1.4
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	7	0	0	0	0	0	9	7.6
12 TOT	2	0	11	0	1	0	0	0	14	12.9	10	3	64	9	1	0	0	0	87	77.7

IDASO

Survey Name: 24275 - Dundrum
Site: Site 8
Location: R117 Dundrum Road/Farrenboley Park /Olivemount Road
Date: Thu 25-Apr-2024

Arm A - Olivemount Road
Arm B - Dundrum Road
Arm C - Farrenboley Park
Arm D - Dundrum Road

	C => C										C => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	1	0	6	2	0	0	0	0	9	8.2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
07:30	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2
07:45	0	0	0	0	0	0	0	0	0	0	3	1	9	0	0	0	0	0	13	10
H/TOT	0	0	0	0	0	0	0	0	0	0	5	1	25	2	0	0	0	0	33	28.4
08:00	0	0	0	0	0	0	0	0	0	0	1	0	9	2	0	0	0	0	12	11.2
08:15	0	0	0	0	0	0	0	0	0	0	4	0	6	0	1	0	0	0	11	8.3
08:30	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	6	3.6
08:45	0	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	0	11	10.2
H/TOT	0	0	0	0	0	0	0	0	0	0	9	0	28	2	1	0	0	0	40	33.3
09:00	0	0	0	0	0	0	0	0	0	0	1	0	3	3	0	0	0	0	7	6.2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
09:30	0	0	0	0	0	0	0	0	0	0	1	0	8	0	1	0	0	0	10	9.7
09:45	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	22	3	1	0	0	0	29	27.1
10:00	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	6	6.5
10:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	13	2	1	0	0	0	18	16.9
11:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
11:15	0	0	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	0	6	5.2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	4
11:45	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	13	7	0	0	0	0	21	20.2
12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1.2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	6	6
12:30	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	6
12:45	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	15	6	0	0	0	0	22	21.2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	6	6
13:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
13:30	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	12	3	0	0	0	0	16	15.2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
14:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
14:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
14:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20	20
15:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	6
15:30	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	13	1	0	0	0	0	16	14.4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
16:15	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	3.4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	19	0	0	0	0	0	20	19.4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
17:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
17:30	0	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0	9	8.2
17:45	0	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0	9	8.2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	26	0	0	0	0	0	28	26.4
18:00	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	7	6.2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
18:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	19	1	0	0	0	0	21	20.2
12 TOT	0	0	0	0	0	0	0	0	0	0	27	2	225	27	3	0	0	0	284	262.7

IDASO

Survey Name: 24275 - Dundrum
Site: Site 8
Location: R117 Dundrum Road/Farrenboley Park /Olivemount Road
Date: Thu 25-Apr-2024

Arm A - Olivemount Road
Arm B - Dundrum Road
Arm C - Farrenboley Park
Arm D - Dundrum Road

	D => A										D => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	1	0	36	3	0	0	4	0	44	47.2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	50	8	3	0	3	0	64	68.5
07:30	0	0	0	1	0	0	0	0	1	1	2	0	53	5	2	3	3	0	68	74.3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	68	4	2	0	2	0	76	79
H/TOT	0	0	0	1	0	0	0	0	1	1	3	0	207	20	7	3	12	0	252	269
08:00	0	0	0	0	0	0	0	0	0	0	3	0	71	3	2	0	1	0	80	79.6
08:15	0	0	2	0	0	0	0	0	2	2	4	0	82	3	3	0	1	0	93	92.3
08:30	0	0	0	0	0	0	0	0	0	0	6	1	114	8	2	0	0	0	131	126.6
08:45	0	0	1	0	0	0	0	0	1	1	5	1	90	3	2	0	2	0	103	101.4
H/TOT	0	0	3	0	0	0	0	0	3	3	18	2	357	17	9	0	4	0	407	399.9
09:00	0	0	2	1	0	0	0	0	3	3	2	1	96	7	2	0	0	0	108	106.8
09:15	0	0	2	0	0	0	0	0	2	2	0	0	68	10	1	2	0	0	81	84.1
09:30	0	0	4	1	0	0	0	0	5	5	1	1	74	8	3	0	0	0	87	87.1
09:45	0	0	1	0	0	0	0	0	1	1	1	1	76	11	4	0	1	0	94	95.6
H/TOT	0	0	9	2	0	0	0	0	11	11	4	3	314	36	10	2	1	0	370	373.6
10:00	0	0	1	0	0	0	0	0	1	1	2	0	67	8	0	0	0	0	77	75.4
10:15	0	0	2	0	0	0	0	0	2	2	5	2	75	10	3	0	0	0	95	91.3
10:30	0	0	0	0	0	0	0	0	0	0	1	0	62	11	1	0	1	0	76	76.7
10:45	0	0	0	0	0	0	0	0	0	0	3	0	62	10	5	0	1	0	81	82.1
H/TOT	0	0	3	0	0	0	0	0	3	3	11	2	266	39	9	0	2	0	329	325.5
11:00	0	0	1	0	0	0	0	0	1	1	2	2	77	8	2	0	0	0	91	89.2
11:15	0	0	0	0	0	0	0	0	0	0	1	2	83	17	3	0	0	0	106	105.5
11:30	0	0	1	1	0	0	0	0	2	2	1	3	78	10	4	0	1	0	97	97.4
11:45	0	0	2	0	0	0	0	0	2	2	3	3	77	11	2	0	0	0	96	92.8
H/TOT	0	0	4	1	0	0	0	0	5	5	7	10	315	46	11	0	1	0	390	384.9
12:00	0	0	0	0	0	0	0	0	0	0	1	1	67	9	2	0	3	0	83	85.6
12:15	1	0	1	0	0	0	0	0	2	1.2	1	3	107	9	2	0	1	0	123	122.4
12:30	1	0	1	0	0	0	0	0	2	1.2	3	4	76	7	2	1	1	0	94	92.5
12:45	0	0	0	0	0	0	0	0	0	0	4	0	78	8	1	0	2	0	93	92.3
H/TOT	2	0	2	0	0	0	0	0	4	2.4	9	8	328	33	7	1	7	0	393	392.8
13:00	0	1	0	1	0	0	0	0	2	1.4	6	0	82	10	0	0	0	0	98	93.2
13:15	0	0	4	0	0	0	0	0	4	4	3	1	88	8	1	0	0	0	101	98.5
13:30	0	0	3	0	0	0	0	0	3	3	3	2	78	7	1	0	0	0	91	87.9
13:45	0	0	0	0	0	0	0	0	0	0	0	2	68	8	0	0	1	0	79	78.8
H/TOT	0	1	7	1	0	0	0	0	9	8.4	12	5	316	33	2	0	1	0	369	358.4
14:00	0	0	1	0	1	0	0	0	2	2.5	3	0	74	7	0	0	0	0	84	81.6
14:15	0	0	1	0	0	0	0	0	1	1	2	4	74	9	1	1	0	0	91	88.8
14:30	0	1	2	1	0	0	0	0	4	3.4	3	0	86	11	1	0	1	0	102	101.1
14:45	0	0	1	0	0	0	0	0	1	1	1	1	60	7	3	0	0	0	72	72.1
H/TOT	0	1	5	1	1	0	0	0	8	7.9	9	5	294	34	5	1	1	0	349	343.6
15:00	0	1	4	0	0	0	0	0	5	4.4	3	2	108	9	0	0	1	0	123	120.4
15:15	0	0	1	0	0	0	0	0	1	1	5	1	95	13	3	1	2	0	120	120.2
15:30	0	0	0	0	0	0	0	0	0	0	2	2	104	17	0	0	2	0	127	126.2
15:45	2	0	1	0	0	0	0	0	3	1.4	4	3	90	10	0	2	0	0	109	106.6
H/TOT	2	1	6	0	0	0	0	0	9	6.8	14	8	397	49	3	3	5	0	479	473.4
16:00	0	0	0	0	0	0	0	0	0	0	5	1	90	4	3	0	0	0	103	99.9
16:15	0	0	2	1	1	0	0	0	4	4.5	4	2	99	13	0	1	0	0	119	115.9
16:30	0	0	0	0	0	0	0	0	0	0	6	3	93	10	1	0	0	0	113	106.9
16:45	0	0	1	1	0	0	0	0	2	2	5	1	105	12	2	0	1	0	126	123.4
H/TOT	0	0	3	2	1	0	0	0	6	6.5	20	7	387	39	6	1	1	0	461	446.1
17:00	0	0	3	0	0	0	0	0	3	3	11	5	98	6	0	0	2	0	122	112.2
17:15	0	0	3	0	0	0	0	0	3	3	7	2	69	4	0	0	0	0	82	75.2
17:30	0	0	1	0	0	0	0	0	1	1	11	3	71	3	1	0	1	0	90	80.9
17:45	0	0	1	0	0	0	0	0	1	1	7	4	84	5	0	0	0	0	100	92
H/TOT	0	0	8	0	0	0	0	0	8	8	36	14	322	18	1	0	3	0	394	360.3
18:00	0	0	2	0	0	0	0	0	2	2	8	4	95	4	0	0	2	0	113	106.2
18:15	0	0	2	0	0	0	0	0	2	2	4	5	111	4	0	0	1	0	125	119.8
18:30	0	0	8	0	0	0	0	0	8	8	12	3	109	3	0	0	0	0	127	115.6
18:45	0	0	3	0	0	0	0	0	3	3	1	3	110	3	0	0	1	0	118	116.4
H/TOT	0	0	15	0	0	0	0	0	15	15	25	15	425	14	0	0	4	0	483	458
12 TOT	4	3	65	8	2	0	0	0	82	78	168	79	3928	378	70	11	42	0	4676	4585.5

IDASO

Survey Name: 24275 - Dundrum
Site: Site 8
Location: R117 Dundrum Road/Farrenboley Park /Olivemount Road
Date: Thu 25-Apr-2024

Arm A - Olivemount Road
Arm B - Dundrum Road
Arm C - Farrenboley Park
Arm D - Dundrum Road

	D => C										D => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
07:15	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
07:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
07:45	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	14	1	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
08:00	0	0	10	1	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
08:15	0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
08:30	0	0	11	0	1	0	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0
08:45	0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	40	1	1	0	0	0	42	42.5	0	0	0	0	0	0	0	0	0	0
09:00	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
09:15	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	1	4	1	1	0	0	0	7	6.9	0	0	0	1	0	0	0	0	1	1
H/TOT	0	1	11	2	1	0	0	0	15	14.9	0	0	0	1	0	0	0	0	1	1
10:00	0	0	4	0	1	0	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
10:15	0	0	4	1	1	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0
10:30	1	0	6	0	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0
10:45	0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	25	1	2	0	0	0	29	29.2	0	0	0	0	0	0	0	0	0	0
11:00	0	0	5	1	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
11:15	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
11:30	0	0	5	0	2	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0
11:45	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	2	2	0	0	0	19	20	0	0	0	0	0	0	0	0	0	0
12:00	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
12:15	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
12:30	1	0	5	1	0	0	0	0	7	6.2	0	0	0	1	0	0	0	0	1	1
12:45	1	0	10	2	0	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	23	3	0	0	0	0	28	26.4	0	0	0	1	0	0	0	0	1	1
13:00	0	0	6	2	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
13:15	0	0	4	1	0	0	0	0	5	5	0	0	1	0	0	0	0	0	1	1
13:30	0	0	5	1	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
13:45	1	0	4	3	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	19	7	0	0	0	0	27	26.2	0	0	1	0	0	0	0	0	1	1
14:00	0	1	3	1	0	0	0	0	5	4.4	0	0	0	0	0	0	0	0	0	0
14:15	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
14:30	0	1	7	1	0	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0
14:45	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	24	2	0	0	0	0	28	26.8	0	0	0	0	0	0	0	0	0	0
15:00	0	0	7	2	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
15:15	0	0	15	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	7	1	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
15:45	1	0	9	1	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	38	4	0	0	0	0	43	42.2	0	0	0	0	0	0	0	0	0	0
16:00	1	0	6	1	0	0	0	0	8	7.2	0	0	1	0	0	0	0	0	1	1
16:15	0	0	13	3	1	0	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0
16:30	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
16:45	2	1	12	0	0	0	0	0	15	12.8	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	38	4	1	0	0	0	47	44.5	0	0	1	0	0	0	0	0	1	1
17:00	4	0	12	1	0	0	0	0	17	13.8	0	0	0	0	0	0	0	0	0	0
17:15	0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0
17:30	0	1	14	0	0	0	0	0	15	14.4	0	0	0	0	0	0	0	0	0	0
17:45	3	0	12	2	0	0	0	0	17	14.6	0	0	0	0	0	0	0	0	0	0
H/TOT	7	1	50	3	0	0	0	0	61	54.8	0	0	0	0	0	0	0	0	0	0
18:00	0	0	11	0	0	0	0	0	11	11	0	0	1	0	0	0	0	0	1	1
18:15	0	0	7	1	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
18:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
18:45	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	24	1	0	0	0	0	25	25	0	0	1	0	0	0	0	0	1	1
12 TOT	15	5	321	31	7	0	0	0	379	367.5	0	0	3	2	0	0	0	0	5	5

IDASO

Survey Name: 24275 - Dundrum
Site: Site 9
Location: R117 Dundrum Road/Bird Avenue
Date: Thu 25-Apr-2024

Arm A - Bird Ave
Arm B - Dundrum Road
Arm C - Dundrum Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	1	0	18	1	0	0	1	0	21	21.2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	0	24	24.5
07:30	0	0	0	0	0	0	0	0	0	0	2	0	14	5	0	3	0	0	24	26.3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	0	0	29	29
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	80	10	1	3	1	0	98	101
08:00	0	0	0	0	0	0	0	0	0	0	0	0	28	2	2	0	0	0	32	33
08:15	0	0	0	0	0	0	0	0	0	0	1	0	36	0	2	0	0	0	39	39.2
08:30	0	0	0	0	0	0	0	0	0	0	3	0	38	4	0	0	0	0	45	42.6
08:45	0	0	0	0	0	0	0	0	0	0	1	0	29	1	0	0	1	0	32	32.2
H/TOT	0	0	0	0	0	0	0	0	0	0	5	0	131	7	4	0	1	0	148	147
09:00	0	0	0	0	0	0	0	0	0	0	1	0	29	3	0	0	0	0	33	32.2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	2	0	0	24	26.6
09:30	0	0	0	0	0	0	0	0	0	0	2	1	20	3	0	0	0	0	26	23.8
09:45	0	0	0	0	0	0	0	0	0	0	1	0	33	6	4	0	0	0	44	45.2
H/TOT	0	0	0	0	0	0	0	0	0	0	4	1	103	13	4	2	0	0	127	127.8
10:00	0	0	0	0	0	0	0	0	0	0	0	0	25	3	1	0	0	0	29	29.5
10:15	0	0	0	0	0	0	0	0	0	0	1	0	26	4	1	0	0	0	32	31.7
10:30	0	0	0	0	0	0	0	0	0	0	3	0	27	5	1	0	0	0	36	34.1
10:45	0	0	0	0	0	0	0	0	0	0	1	0	38	5	3	0	0	0	47	47.7
H/TOT	0	0	0	0	0	0	0	0	0	0	5	0	116	17	6	0	0	0	144	143
11:00	0	0	0	0	0	0	0	0	0	0	1	0	27	3	1	0	0	0	32	31.7
11:15	0	0	0	0	0	0	0	0	0	0	0	1	30	8	0	0	0	0	39	38.4
11:30	0	0	0	0	0	0	0	0	0	0	1	2	27	5	2	0	0	0	37	36
11:45	0	0	0	0	0	0	0	0	0	0	2	0	37	6	0	0	0	0	45	43.4
H/TOT	0	0	0	0	0	0	0	0	0	0	4	3	121	22	3	0	0	0	153	149.5
12:00	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	22	22
12:15	0	0	0	0	0	0	0	0	0	0	2	1	43	2	0	0	0	0	48	45.8
12:30	0	0	0	0	0	0	0	0	0	0	2	1	27	5	1	1	0	0	37	36.6
12:45	0	0	0	0	0	0	0	0	0	0	3	0	33	1	0	0	1	0	38	36.6
H/TOT	0	0	0	0	0	0	0	0	0	0	7	2	124	9	1	1	1	0	145	141
13:00	0	0	0	0	0	0	0	0	0	0	5	0	36	7	0	0	0	0	48	44
13:15	0	0	0	0	0	0	0	0	0	0	3	0	37	6	1	0	0	0	47	45.1
13:30	0	0	0	0	0	0	0	0	0	0	0	1	37	3	0	0	0	0	41	40.4
13:45	0	0	0	0	0	0	0	0	0	0	1	1	33	3	0	0	0	0	38	36.6
H/TOT	0	0	0	0	0	0	0	0	0	0	9	2	143	19	1	0	0	0	174	166.1
14:00	0	0	0	0	0	0	0	0	0	0	2	1	26	6	1	0	0	0	36	34.3
14:15	0	0	0	0	0	0	0	0	0	0	0	2	27	5	0	1	0	0	35	35.1
14:30	0	0	0	0	0	0	0	0	0	0	1	1	33	6	1	0	0	0	42	41.1
14:45	0	0	0	0	0	0	0	0	0	0	1	0	30	2	0	0	0	0	33	32.2
H/TOT	0	0	0	0	0	0	0	0	0	0	4	4	116	19	2	1	0	0	146	142.7
15:00	0	0	0	0	0	0	0	0	0	0	1	1	45	1	0	0	0	0	48	46.6
15:15	0	0	0	0	0	0	0	0	0	0	4	0	48	4	0	1	0	0	57	55.1
15:30	0	0	0	0	0	0	0	0	0	0	2	0	46	8	0	0	0	0	56	54.4
15:45	0	0	0	0	0	0	0	0	0	0	5	0	35	4	0	1	0	0	45	42.3
H/TOT	0	0	0	0	0	0	0	0	0	0	12	1	174	17	0	2	0	0	206	198.4
16:00	0	0	0	0	0	0	0	0	0	0	1	0	34	1	2	0	0	0	38	38.2
16:15	0	0	0	0	0	0	0	0	0	0	2	0	52	7	1	1	0	0	63	63.2
16:30	0	0	0	0	0	0	0	0	0	0	4	1	35	6	0	0	0	0	46	42.2
16:45	0	0	0	0	0	0	0	0	0	0	6	1	41	5	1	0	0	0	54	49.1
H/TOT	0	0	0	0	0	0	0	0	0	0	13	2	162	19	4	1	0	0	201	192.7
17:00	0	0	0	0	0	0	0	0	0	0	9	0	38	2	0	0	0	0	49	41.8
17:15	0	0	0	0	0	0	0	0	0	0	2	0	32	1	0	0	0	0	35	33.4
17:30	0	0	0	0	0	0	0	0	0	0	5	2	29	0	0	0	0	0	36	30.8
17:45	0	0	0	0	0	0	0	0	0	0	6	3	25	3	0	0	0	0	37	30.4
H/TOT	0	0	0	0	0	0	0	0	0	0	22	5	124	6	0	0	0	0	157	136.4
18:00	0	0	0	0	0	0	0	0	0	0	4	1	32	0	0	0	0	0	37	33.2
18:15	0	0	0	0	0	0	0	0	0	0	0	2	39	2	0	0	0	0	43	41.8
18:30	0	0	0	0	0	0	0	0	0	0	5	2	37	0	0	0	0	0	44	38.8
18:45	0	0	0	0	0	0	0	0	0	0	0	2	41	2	0	0	0	0	45	43.8
H/TOT	0	0	0	0	0	0	0	0	0	0	9	7	149	4	0	0	0	0	169	157.6
12 TOT	0	0	0	0	0	0	0	0	0	0	97	27	1543	162	26	10	3	0	1868	1803

IDASO

Survey Name: 24275 - Dundrum
Site: Site 9
Location: R117 Dundrum Road/Bird Avenue
Date: Thu 25-Apr-2024

Arm A - Bird Ave
Arm B - Dundrum Road
Arm C - Dundrum Road

	A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	10	1	0	0	3	0	14	17	2	0	47	7	0	1	0	0	57	56.7
07:15	0	0	13	2	0	0	1	0	16	17	7	0	56	9	1	4	0	0	77	77.1
07:30	1	0	29	4	1	0	2	0	37	38.7	11	0	57	6	0	0	0	0	74	65.2
07:45	3	0	35	1	0	0	1	0	40	38.6	7	1	66	5	1	0	0	0	80	74.3
H/TOT	4	0	87	8	1	0	7	0	107	111.3	27	1	226	27	2	5	0	0	288	273.3
08:00	0	0	38	1	0	0	2	0	41	43	9	1	73	4	1	0	0	0	88	80.7
08:15	5	0	35	0	0	0	1	0	41	38	10	0	51	7	1	0	0	0	69	61.5
08:30	1	1	43	1	1	0	2	0	49	50.1	10	0	50	1	0	0	1	0	62	55
08:45	3	0	24	0	0	0	1	0	28	26.6	7	1	46	2	2	0	0	0	58	52.8
H/TOT	9	1	140	2	1	0	6	0	159	157.7	36	2	220	14	4	0	1	0	277	250
09:00	2	0	37	4	0	0	2	0	45	45.4	8	0	47	3	0	1	0	0	59	53.9
09:15	1	0	27	2	0	0	2	0	32	33.2	2	0	54	3	0	0	1	0	60	59.4
09:30	0	1	25	5	3	0	2	0	36	38.9	4	2	51	4	2	0	1	0	64	61.6
09:45	0	0	20	4	0	0	1	0	25	26	8	0	43	10	0	0	1	0	62	56.6
H/TOT	3	1	109	15	3	0	7	0	138	143.5	22	2	195	20	2	1	3	0	245	231.5
10:00	1	0	21	5	1	0	2	0	30	31.7	3	0	32	4	0	1	0	0	40	38.9
10:15	0	0	9	1	0	0	1	0	11	12	2	0	32	3	0	0	1	0	38	37.4
10:30	1	0	21	5	1	0	2	0	30	31.7	5	0	32	8	0	2	1	0	48	47.6
10:45	0	0	14	6	1	0	2	0	23	25.5	2	0	40	5	1	0	0	0	48	46.9
H/TOT	2	0	65	17	3	0	7	0	94	100.9	12	0	136	20	1	3	2	0	174	170.8
11:00	0	1	17	4	2	0	1	0	25	26.4	6	0	29	3	0	0	0	0	38	33.2
11:15	1	0	21	4	1	0	2	0	29	30.7	4	1	25	4	1	0	0	0	35	31.7
11:30	0	0	11	3	1	0	1	0	16	17.5	1	1	36	3	0	2	0	0	43	44.2
11:45	0	0	19	3	0	0	1	0	23	24	2	0	28	6	0	0	0	0	36	34.4
H/TOT	1	1	68	14	4	0	5	0	93	98.6	13	2	118	16	1	2	0	0	152	143.5
12:00	1	0	24	2	0	0	2	0	29	30.2	1	0	29	4	0	0	2	0	36	37.2
12:15	1	0	22	3	0	0	2	0	28	29.2	1	1	37	6	0	1	1	0	47	47.9
12:30	0	0	24	3	3	0	1	0	31	33.5	0	1	33	2	2	0	0	0	38	38.4
12:45	0	0	24	2	0	0	2	0	28	30	0	0	41	6	0	1	0	0	48	49.3
H/TOT	2	0	94	10	3	0	7	0	116	122.9	2	2	140	18	2	2	3	0	169	172.8
13:00	0	0	30	4	1	0	1	0	36	37.5	3	0	29	4	1	0	0	0	37	35.1
13:15	0	0	23	6	1	0	2	0	32	34.5	1	0	33	0	1	0	0	0	35	34.7
13:30	1	1	23	5	0	0	2	0	32	32.6	2	0	38	4	0	1	0	0	45	44.7
13:45	0	0	29	0	0	0	2	0	31	33	1	0	29	5	2	1	0	0	38	39.5
H/TOT	1	1	105	15	2	0	7	0	131	137.6	7	0	129	13	4	2	0	0	155	154
14:00	0	0	26	1	0	0	3	0	30	33	2	0	31	2	1	1	0	0	37	37.2
14:15	0	0	26	3	0	0	1	0	30	31	0	1	36	1	3	0	0	0	41	41.9
14:30	0	0	28	1	0	0	2	0	31	33	0	0	28	2	0	0	0	0	30	30
14:45	1	0	34	6	0	0	1	0	42	42.2	2	0	35	7	0	0	0	0	44	42.4
H/TOT	1	0	114	11	0	0	7	0	133	139.2	4	1	130	12	4	1	0	0	152	151.5
15:00	1	0	33	3	2	0	2	0	41	43.2	2	1	31	4	0	0	0	0	38	35.8
15:15	4	0	34	4	0	0	1	0	43	40.8	0	0	35	3	2	1	0	0	41	43.3
15:30	0	0	33	2	0	0	1	0	36	37	1	0	32	1	0	0	0	0	34	33.2
15:45	0	1	51	2	0	0	2	0	56	57.4	0	0	49	3	0	0	0	0	52	52
H/TOT	5	1	151	11	2	0	6	0	176	178.4	3	1	147	11	2	1	0	0	165	164.3
16:00	1	0	39	6	1	0	3	0	50	52.7	1	1	31	4	0	0	0	0	37	35.6
16:15	2	0	46	8	2	0	1	0	59	59.4	0	4	29	3	0	0	0	0	36	33.6
16:30	3	0	28	7	0	0	3	0	41	41.6	1	3	41	1	1	0	0	0	47	44.9
16:45	1	0	51	3	0	0	2	0	57	58.2	1	0	33	1	0	0	0	0	35	34.2
H/TOT	7	0	164	24	3	0	9	0	207	211.9	3	8	134	9	1	0	0	0	155	148.3
17:00	1	1	36	2	1	0	4	0	45	48.1	1	0	29	1	1	0	0	0	32	31.7
17:15	0	1	40	5	1	0	1	0	48	48.9	2	0	43	2	0	0	0	0	47	45.4
17:30	0	0	65	4	0	0	2	0	71	73	2	2	26	0	0	0	0	0	30	27.2
17:45	1	0	58	1	0	0	2	0	62	63.2	5	3	48	0	0	0	0	0	56	50.2
H/TOT	2	2	199	12	2	0	9	0	226	233.2	10	5	146	3	1	0	0	0	165	154.5
18:00	0	0	42	1	0	0	2	0	45	47	8	1	44	0	0	0	0	0	53	46
18:15	0	0	39	0	0	0	1	0	40	41	3	1	41	1	0	0	0	0	46	43
18:30	0	0	52	1	0	0	2	0	55	57	0	1	46	1	0	0	1	0	49	49.4
18:45	0	0	34	1	0	0	1	0	36	37	4	2	49	2	1	0	0	0	58	54.1
H/TOT	0	0	167	3	0	0	6	0	176	182	15	5	180	4	1	0	1	0	206	192.5
12 TOT	37	7	1463	142	24	0	83	0	1756	1817	154	29	1901	167	25	17	10	0	2303	2207

IDASO

Survey Name: 24275 - Dundrum
Site: Site 9
Location: R117 Dundrum Road/Bird Avenue
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Arm A - Bird Ave
Arm B - Dundrum Road
Arm C - Dundrum Road

	B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	2	0	76	14	2	0	1	0	95	95.4
07:15	0	0	0	0	0	0	0	0	0	0	4	2	107	9	1	0	0	0	123	119.1
07:30	0	0	0	0	0	0	0	0	0	0	5	2	119	14	0	0	2	0	142	138.8
07:45	0	0	0	0	0	0	0	0	0	0	9	2	114	11	4	0	2	0	142	137.6
H/TOT	0	0	0	0	0	0	0	0	0	0	20	6	416	48	7	0	5	0	502	490.9
08:00	0	0	0	0	0	0	0	0	0	0	8	1	105	6	0	0	0	0	120	113
08:15	0	0	0	0	0	0	0	0	0	0	9	4	100	10	0	0	0	0	123	113.4
08:30	0	0	0	0	0	0	0	0	0	0	9	2	100	8	1	1	0	0	121	114.4
08:45	0	0	0	0	0	0	0	0	0	0	8	3	113	5	1	0	1	0	131	124.3
H/TOT	0	0	0	0	0	0	0	0	0	0	34	10	418	29	2	1	1	0	495	465.1
09:00	0	0	0	0	0	0	0	0	0	0	5	2	103	9	0	0	0	0	119	113.8
09:15	0	0	0	0	0	0	0	0	0	0	6	1	80	10	0	0	0	0	97	91.6
09:30	0	0	0	0	0	0	0	0	0	0	1	1	96	10	0	0	0	0	108	106.6
09:45	0	0	0	0	0	0	0	0	0	0	1	2	82	9	0	0	0	0	94	92
H/TOT	0	0	0	0	0	0	0	0	0	0	13	6	361	38	0	0	0	0	418	404
10:00	0	0	0	0	0	0	0	0	0	0	0	0	44	8	3	0	1	0	56	58.5
10:15	0	0	0	0	0	0	0	0	0	0	2	1	49	12	6	0	0	0	70	70.8
10:30	0	0	0	0	0	0	0	0	0	0	4	3	55	6	5	0	0	0	73	70.5
10:45	0	0	0	0	0	0	0	0	0	0	2	2	60	9	5	0	0	0	78	77.7
H/TOT	0	0	0	0	0	0	0	0	0	0	8	6	208	35	19	0	1	0	277	277.5
11:00	0	0	0	0	0	0	0	0	0	0	2	2	50	8	2	0	1	0	65	64.2
11:15	0	0	0	0	0	0	0	0	0	0	1	1	74	1	3	0	1	0	81	82.1
11:30	0	0	0	0	0	0	0	0	0	0	1	1	53	8	2	0	0	0	65	64.6
11:45	0	0	0	0	0	0	0	0	0	0	2	2	62	11	2	0	0	0	79	77.2
H/TOT	0	0	0	0	0	0	0	0	0	0	6	6	239	28	9	0	2	0	290	288.1
12:00	0	0	0	0	0	0	0	0	0	0	3	3	47	11	0	0	1	0	65	61.8
12:15	0	0	0	0	0	0	0	0	0	0	2	1	64	10	2	0	0	0	79	77.8
12:30	0	0	0	0	0	0	0	0	0	0	0	0	74	4	0	0	0	0	78	78
12:45	0	0	0	0	0	0	0	0	0	0	0	2	63	7	0	0	0	0	72	70.8
H/TOT	0	0	0	0	0	0	0	0	0	0	5	6	248	32	2	0	1	0	294	288.4
13:00	0	0	0	0	0	0	0	0	0	0	2	2	64	8	2	0	1	0	79	78.2
13:15	0	0	0	0	0	0	0	0	0	0	3	4	51	6	0	0	0	0	64	59.2
13:30	0	0	0	0	0	0	0	0	0	0	2	1	65	3	0	0	0	0	71	68.8
13:45	0	0	0	0	0	0	0	0	0	0	3	3	65	7	1	0	0	0	79	75.3
H/TOT	0	0	0	0	0	0	0	0	0	0	10	10	245	24	3	0	1	0	293	281.5
14:00	0	0	0	0	0	0	0	0	0	0	0	1	46	8	2	0	1	0	58	59.4
14:15	0	0	0	0	0	0	0	0	0	0	1	1	69	6	2	0	0	0	79	78.6
14:30	0	0	0	0	0	0	0	0	0	0	1	3	62	12	1	0	0	0	79	76.9
14:45	0	0	0	0	0	0	0	0	0	0	1	0	66	6	3	0	0	0	76	76.7
H/TOT	0	0	0	0	0	0	0	0	0	0	3	5	243	32	8	0	1	0	292	291.6
15:00	0	0	0	0	0	0	0	0	0	0	2	2	60	5	1	0	1	0	71	69.7
15:15	0	0	0	0	0	0	0	0	0	0	1	2	61	12	1	0	0	0	77	75.5
15:30	0	0	0	0	0	0	0	0	0	0	1	1	67	7	1	0	0	0	77	76.1
15:45	0	0	0	0	0	0	0	0	0	0	1	0	58	10	1	0	0	0	70	69.7
H/TOT	0	0	0	0	0	0	0	0	0	0	5	5	246	34	4	0	1	0	295	291
16:00	0	0	0	0	0	0	0	0	0	0	1	3	74	6	0	0	1	0	85	83.4
16:15	0	1	0	0	0	0	0	0	1	0.4	2	0	80	7	0	0	1	0	90	89.4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	60	3	1	0	0	0	64	64.5
16:45	0	0	0	0	0	0	0	0	0	0	1	2	70	4	1	0	0	0	78	76.5
H/TOT	0	1	0	0	0	0	0	0	1	0.4	4	5	284	20	2	0	2	0	317	313.8
17:00	0	0	0	0	0	0	0	0	0	0	2	2	77	4	0	0	1	0	86	84.2
17:15	0	0	0	0	0	0	0	0	0	0	2	2	87	0	0	0	0	0	91	88.2
17:30	0	0	0	0	0	0	0	0	0	0	3	1	67	6	0	0	0	0	77	74
17:45	0	0	0	0	0	0	0	0	0	0	1	1	76	3	1	0	0	0	82	81.1
H/TOT	0	0	0	0	0	0	0	0	0	0	8	6	307	13	1	0	1	0	336	327.5
18:00	0	0	0	0	0	0	0	0	0	0	2	1	68	2	0	0	0	0	73	70.8
18:15	0	0	0	0	0	0	0	0	0	0	3	1	86	6	0	0	0	0	96	93
18:30	0	0	0	0	0	0	0	0	0	0	1	1	84	5	1	0	0	0	92	91.1
18:45	0	0	0	0	0	0	0	0	0	0	2	4	80	2	0	0	0	0	88	84
H/TOT	0	0	0	0	0	0	0	0	0	0	8	7	318	15	1	0	0	0	349	338.9
12 TOT	0	1	0	0	0	0	0	0	1	0.4	124	78	3533	348	58	1	16	0	4158	4058

IDASO

Survey Name: 24275 - Dundrum
Site: Site 9
Location: R117 Dundrum Road/Bird Avenue
Date: Thu 25-Apr-2024

Arm A - Bird Ave
Arm B - Dundrum Road
Arm C - Dundrum Road

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	18	0	1	0	2	0	21	23.5	0	0	22	2	0	0	4	0	28	32
07:15	0	0	20	1	0	0	3	0	24	27	0	0	30	8	2	0	2	0	42	45
07:30	0	1	42	8	1	0	2	0	54	55.9	0	0	43	1	2	0	3	0	49	53
07:45	2	1	52	2	0	0	1	0	58	56.8	0	0	46	3	2	0	2	0	53	56
H/TOT	2	2	132	11	2	0	8	0	157	163.2	0	0	141	14	6	0	11	0	172	186
08:00	3	0	40	1	0	0	0	0	44	41.6	4	0	55	3	0	0	1	0	63	60.8
08:15	1	0	39	1	0	0	3	0	44	46.2	3	0	58	3	1	0	1	0	66	65.1
08:30	2	0	46	0	0	0	3	0	51	52.4	2	1	84	5	3	0	0	0	95	94.3
08:45	3	0	26	3	1	0	4	0	37	39.1	4	1	71	2	2	0	1	0	81	79.2
H/TOT	9	0	151	5	1	0	10	0	176	179.3	13	2	268	13	6	0	3	0	305	299.4
09:00	0	1	33	1	0	0	1	0	36	36.4	1	1	75	7	2	0	0	0	86	85.6
09:15	1	0	23	1	0	0	4	0	29	32.2	0	0	51	6	1	0	0	0	58	58.5
09:30	0	0	32	2	1	0	2	0	37	39.5	0	0	61	6	3	0	0	0	70	71.5
09:45	0	0	37	3	0	0	3	0	43	46	0	2	49	6	1	0	1	0	59	59.3
H/TOT	1	1	125	7	1	0	10	0	145	154.1	1	3	236	25	7	0	1	0	273	274.9
10:00	0	0	25	5	1	0	1	0	32	33.5	1	0	44	7	0	0	0	0	52	51.2
10:15	0	0	17	5	1	0	1	0	24	25.5	4	2	54	7	3	0	0	0	70	67.1
10:30	3	0	18	4	0	0	2	0	27	26.6	0	0	38	6	0	0	1	0	45	46
10:45	0	1	15	4	2	0	2	0	24	26.4	1	0	37	6	2	0	1	0	47	48.2
H/TOT	3	1	75	18	4	0	6	0	107	112	6	2	173	26	5	0	2	0	214	212.5
11:00	0	0	20	5	0	0	1	0	26	27	1	2	52	6	1	0	0	0	62	60.5
11:15	0	0	21	5	0	0	2	0	28	30	1	2	58	10	3	0	0	0	74	73.5
11:30	0	0	19	5	1	0	2	0	27	29.5	1	1	55	5	4	0	1	0	67	68.6
11:45	0	0	20	4	0	0	1	0	25	26	0	2	44	5	2	0	0	0	53	52.8
H/TOT	0	0	80	19	1	0	6	0	106	112.5	3	7	209	26	10	0	1	0	256	255.4
12:00	0	0	14	2	0	0	2	0	18	20	1	1	53	8	2	0	3	0	68	70.6
12:15	1	0	21	2	1	0	0	0	25	24.7	1	2	67	8	2	0	1	0	81	81
12:30	0	0	24	3	0	0	2	0	29	31	2	3	59	4	1	0	1	0	70	68.1
12:45	0	0	22	4	1	0	1	0	28	29.5	2	0	54	7	1	0	1	0	65	64.9
H/TOT	1	0	81	11	2	0	5	0	100	105.2	6	6	233	27	6	0	6	0	284	284.6
13:00	0	1	23	8	0	0	2	0	34	35.4	1	1	53	5	0	0	0	0	60	58.6
13:15	0	3	28	1	1	0	3	0	36	37.7	1	1	60	3	0	0	0	0	65	63.6
13:30	0	1	26	3	0	0	0	0	30	29.4	3	1	53	6	1	0	0	0	64	61.5
13:45	0	0	18	3	0	0	2	0	23	25	0	1	39	8	0	0	1	0	49	49.4
H/TOT	0	5	95	15	1	0	7	0	123	127.5	5	4	205	22	1	0	1	0	238	233.1
14:00	1	0	23	0	1	0	3	0	28	30.7	1	0	54	3	0	0	0	0	58	57.2
14:15	1	0	35	4	0	0	0	0	40	39.2	2	2	54	5	1	0	0	0	64	61.7
14:30	1	1	18	3	2	0	2	0	27	28.6	2	1	63	6	0	0	1	0	73	71.8
14:45	0	0	18	1	0	0	2	0	21	23	0	2	39	6	3	0	0	0	50	50.3
H/TOT	3	1	94	8	3	0	7	0	116	121.5	5	5	210	20	4	0	1	0	245	241
15:00	0	0	24	1	0	0	1	0	26	27	2	1	74	9	0	0	1	0	87	85.8
15:15	0	0	21	4	0	0	2	0	27	29	1	1	65	9	3	0	2	0	81	83.1
15:30	1	0	26	2	0	0	2	0	31	32.2	0	2	65	10	0	0	2	0	79	79.8
15:45	2	0	23	2	0	0	1	0	28	27.4	3	3	65	7	0	1	0	0	79	76.1
H/TOT	3	0	94	9	0	0	6	0	112	115.6	6	7	269	35	3	1	5	0	326	324.8
16:00	1	0	35	0	0	0	2	0	38	39.2	4	1	69	5	1	0	0	0	80	76.7
16:15	1	0	28	2	1	0	1	0	33	33.7	2	1	61	9	1	0	0	0	74	72.3
16:30	1	0	27	1	0	0	1	0	30	30.2	2	2	61	7	1	0	0	0	73	70.7
16:45	2	1	39	1	0	0	1	0	44	42.8	1	1	80	8	1	0	1	0	92	92.1
H/TOT	5	1	129	4	1	0	5	0	145	145.9	9	5	271	29	4	0	1	0	319	311.8
17:00	1	0	33	1	1	0	3	0	39	41.7	5	5	78	6	1	0	2	0	97	92.5
17:15	0	0	39	0	0	0	0	0	39	39	6	2	52	2	0	0	0	0	62	56
17:30	1	1	54	0	0	0	2	0	58	58.6	4	2	53	3	1	0	1	0	64	61.1
17:45	1	0	43	0	0	0	2	0	46	47.2	5	2	73	4	0	0	0	0	84	78.8
H/TOT	3	1	169	1	1	0	7	0	182	186.5	20	11	256	15	2	0	3	0	307	288.4
18:00	1	0	48	2	0	0	1	0	52	52.2	6	3	78	4	0	0	2	0	93	88.4
18:15	0	0	48	1	0	0	2	0	51	53	3	3	85	3	0	0	1	0	95	91.8
18:30	2	1	32	1	1	0	1	0	38	37.3	7	1	82	4	0	0	0	0	94	87.8
18:45	0	1	32	3	0	0	1	0	37	37.4	2	1	72	1	0	0	1	0	77	75.8
H/TOT	3	2	160	7	1	0	5	0	178	179.9	18	8	317	12	0	0	4	0	359	343.8
12 TOT	33	14	1385	115	18	0	82	0	1647	1703	92	60	2788	264	54	1	39	0	3298	3256

IDASO

Survey Name: 24275 - Dundrum
Site: Site 9
Location: R117 Dundrum Road/Bird Avenue
Date: Thu 25-Apr-2024

Arm A - Bird Ave
Arm B - Dundrum Road
Arm C - Dundrum Road

	C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	0	0	0	0	1	0.4
H/TOT	0	1	0	0	0	0	0	0	1	0.4
12 TOT	0	1	0	0	0	0	0	0	1	0.4

IDASO

Survey Name: 24275 - Dundrum
Site: Site 10
Location: R825 Goatstown Road/Larchfield Road/Trimbleston
Date: Thu 25-Apr-2024

Arm A - Goatstown Road
Arm B - Trimbleston
Arm C - Goatstown Road
Arm D - Larchfield Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
08:15	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	10
08:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	22	0	0	0	0	0	23	22.2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	13
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	11	11
11:00	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5	5
11:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:30	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2
11:45	0	0	0	0	0	0	0	0	0	0	2	0	12	0	1	0	0	0	15	13.9
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	22	2	1	0	0	0	28	26.1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
12:30	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	7	6.4
12:45	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	0	8	7.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	20	0	0	0	0	0	22	20.6
13:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
13:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
13:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	23	23
14:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
14:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
14:30	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	7	6.2
14:45	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4	2.6
H/TOT	0	0	0	0	0	0	0	0	0	0	2	1	20	0	0	0	0	0	23	20.8
15:00	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
15:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
15:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	20	20
16:00	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	12
16:15	0	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	0	10	9.2
16:30	0	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	0	10	9.2
16:45	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	0	8	7.2
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	36	1	0	0	0	0	40	37.6
17:00	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
17:30	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2
17:45	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	11	7.8
H/TOT	0	0	0	0	0	0	0	0	0	0	6	0	21	0	0	0	0	0	27	22.2
18:00	0	0	0	0	0	0	0	0	0	0	3	0	10	0	1	0	0	0	14	12.1
18:15	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	0	8	7.2
18:30	0	0	0	0	0	0	0	0	0	0	3	0	16	0	0	0	0	0	19	16.6
18:45	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	0	9	8.2
H/TOT	0	0	0	0	0	0	0	0	0	0	8	0	40	1	1	0	0	0	50	44.1
12 TOT	0	0	0	0	0	0	0	0	0	0	24	2	250	7	2	0	0	0	285	265.6

IDASO

Survey Name: 24275 - Dundrum
Site: Site 10
Location: R825 Goatstown Road/Larchfield Road/Trimbleston
Date: Thu 25-Apr-2024

Arm A - Goatstown Road
Arm B - Trimbleston
Arm C - Goatstown Road
Arm D - Larchfield Road

	A => C										A => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	6	0	43	3	4	0	1	0	57	55.2	0	0	1	0	0	0	0	0	1	1
07:15	6	1	44	5	0	1	1	0	58	54.9	0	0	2	0	0	0	0	0	2	2
07:30	13	1	58	6	0	0	4	0	82	75	0	0	0	1	0	0	0	0	1	1
07:45	15	1	84	5	1	0	1	0	107	95.9	0	0	13	0	0	0	0	0	13	13
H/TOT	40	3	229	19	5	1	7	0	304	281	0	0	16	1	0	0	0	0	17	17
08:00	12	1	99	6	1	1	0	0	120	111.6	0	1	23	1	0	0	0	0	25	24.4
08:15	13	1	80	6	2	0	2	0	104	96	1	0	16	0	0	0	0	0	17	16.2
08:30	12	1	61	7	0	0	2	0	83	74.8	2	0	13	2	1	0	0	0	18	16.9
08:45	13	0	65	5	0	0	2	0	85	76.6	0	0	17	1	0	0	0	0	18	18
H/TOT	50	3	305	24	3	1	6	0	392	359	3	1	69	4	1	0	0	0	78	75.5
09:00	11	0	52	1	0	0	2	0	66	59.2	1	0	16	0	0	0	0	0	17	16.2
09:15	7	0	53	2	0	0	0	0	62	56.4	0	0	6	0	0	0	0	0	6	6
09:30	6	0	56	7	3	0	3	0	75	74.7	1	0	7	0	0	0	0	0	8	7.2
09:45	2	2	57	9	1	1	2	0	74	75	0	0	13	1	0	0	0	0	14	14
H/TOT	26	2	218	19	4	1	7	0	277	265.3	2	0	42	1	0	0	0	0	45	43.4
10:00	1	1	62	7	2	0	1	0	74	74.6	0	0	11	2	0	0	0	0	13	13
10:15	2	2	49	9	1	2	0	0	65	65.3	0	0	10	1	0	0	0	0	11	11
10:30	6	1	59	14	1	0	0	0	81	76.1	1	0	14	1	0	0	0	0	16	15.2
10:45	2	1	67	11	2	0	2	0	85	85.8	0	0	9	1	0	0	0	0	10	10
H/TOT	11	5	237	41	6	2	3	0	305	301.8	1	0	44	5	0	0	0	0	50	49.2
11:00	2	0	63	16	0	0	1	0	82	81.4	1	0	7	1	0	0	0	0	9	8.2
11:15	3	0	62	11	3	0	0	0	79	78.1	0	1	11	2	1	0	0	0	15	14.9
11:30	1	2	66	22	1	0	1	0	93	92.5	0	0	12	3	0	0	0	0	15	15
11:45	1	2	76	12	0	0	0	0	91	89	0	0	5	0	0	0	0	0	5	5
H/TOT	7	4	267	61	4	0	2	0	345	341	1	1	35	6	1	0	0	0	44	43.1
12:00	4	5	84	7	2	0	4	0	106	104.8	1	0	10	0	0	0	0	0	11	10.2
12:15	2	1	71	20	1	3	2	0	100	104.2	3	1	15	1	0	0	0	0	20	17
12:30	2	0	71	11	1	0	1	0	86	85.9	1	1	18	0	0	0	0	0	20	18.6
12:45	7	3	84	10	0	1	2	0	107	102.9	0	0	14	2	0	0	0	0	16	16
H/TOT	15	9	310	48	4	4	9	0	399	397.8	5	2	57	3	0	0	0	0	67	61.8
13:00	3	2	98	15	1	0	2	0	121	119.9	1	0	13	2	0	0	0	0	16	15.2
13:15	14	5	93	11	1	0	1	0	125	112.3	0	0	14	1	0	0	0	0	15	15
13:30	6	0	94	14	1	1	1	0	117	115	1	0	13	2	0	0	0	0	16	15.2
13:45	2	1	95	9	1	4	0	0	112	115.5	1	0	14	0	0	0	0	0	15	14.2
H/TOT	25	8	380	49	4	5	4	0	475	462.7	3	0	54	5	0	0	0	0	62	59.6
14:00	2	5	100	8	0	0	1	0	116	112.4	2	0	17	0	0	0	0	0	19	17.4
14:15	5	3	85	12	1	0	3	0	109	106.7	2	0	23	0	0	0	0	0	25	23.4
14:30	5	0	114	10	3	1	0	0	133	131.8	3	0	30	1	0	0	0	0	34	31.6
14:45	5	1	112	11	1	0	3	0	133	131.9	0	0	18	1	0	0	0	0	19	19
H/TOT	17	9	411	41	5	1	7	0	491	482.8	7	0	88	2	0	0	0	0	97	91.4
15:00	7	1	85	11	0	0	0	0	104	97.8	2	0	22	0	0	0	0	0	24	22.4
15:15	9	1	73	6	0	0	1	0	90	83.2	1	0	19	1	0	0	0	0	21	20.2
15:30	4	0	105	13	0	1	0	0	123	121.1	2	0	28	1	1	0	0	0	32	30.9
15:45	3	1	91	9	1	0	1	0	106	104.5	2	0	29	1	0	0	0	0	32	30.4
H/TOT	23	3	354	39	1	1	2	0	423	406.6	7	0	98	3	1	0	0	0	109	103.9
16:00	10	2	81	10	1	0	1	0	105	97.3	0	1	30	2	0	0	0	0	33	32.4
16:15	18	2	110	6	1	0	0	0	137	121.9	1	0	28	1	0	0	0	0	30	29.2
16:30	20	1	120	9	0	0	1	0	151	135.4	4	0	27	1	0	0	0	0	32	28.8
16:45	13	4	125	4	1	0	0	0	147	134.7	1	0	36	0	0	0	0	0	37	36.2
H/TOT	61	9	436	29	3	0	2	0	540	489.3	6	1	121	4	0	0	0	0	132	126.6
17:00	19	1	123	7	1	1	1	0	153	140	2	1	24	3	0	0	0	0	30	27.8
17:15	32	1	122	7	0	0	0	0	162	135.8	5	0	30	0	0	0	0	0	35	31
17:30	27	5	109	1	1	0	1	0	144	120.9	2	1	23	0	0	0	0	0	26	23.8
17:45	31	2	101	4	1	0	0	0	139	113.5	5	0	23	1	1	0	0	0	30	26.5
H/TOT	109	9	455	19	3	1	2	0	598	510.2	14	2	100	4	1	0	0	0	121	109.1
18:00	32	1	98	4	0	0	1	0	136	110.8	4	0	20	1	0	0	0	0	25	21.8
18:15	30	1	96	6	1	1	1	0	136	114.2	6	0	17	0	0	0	0	0	23	18.2
18:30	15	2	83	3	0	0	0	0	103	89.8	1	0	27	0	0	0	0	0	28	27.2
18:45	14	4	99	2	0	0	0	0	119	105.4	3	0	16	1	0	0	0	0	20	17.6
H/TOT	91	8	376	15	1	1	2	0	494	420.2	14	0	80	2	0	0	0	0	96	84.8
12 TOT	475	72	3978	404	43	18	53	0	5043	4717.7	63	7	804	40	4	0	0	0	918	865.4

IDASO

Survey Name: 24275 - Dundrum
Site: Site 10
Location: R825 Goatstown Road/Larchfield Road/Trimbleston
Date: Thu 25-Apr-2024

Arm A - Goatstown Road
Arm B - Trimbleston
Arm C - Goatstown Road
Arm D - Larchfield Road

	B => A										B => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	3	0	4	0	0	0	0	0	7	4.6	0	0	0	0	0	0	0	0	0	0
07:15	0	0	4	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
07:30	1	0	7	2	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0
07:45	0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	27	3	0	0	0	0	34	30.8	0	0	0	0	0	0	0	0	0	0
08:00	1	0	10	1	0	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0	0
08:15	4	0	8	0	0	0	0	0	12	8.8	0	0	0	0	0	0	0	0	0	0
08:30	7	1	11	0	0	0	0	0	19	12.8	0	0	0	0	0	0	0	0	0	0
08:45	2	0	9	0	0	0	0	0	11	9.4	0	0	0	0	0	0	0	0	0	0
H/TOT	14	1	38	1	0	0	0	0	54	42.2	0	0	0	0	0	0	0	0	0	0
09:00	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
09:15	1	0	6	0	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0
09:30	1	0	6	0	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0
09:45	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	25	0	0	0	0	0	27	25.4	0	0	0	0	0	0	0	0	0	0
10:00	1	0	6	1	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0	0
10:15	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
10:30	0	0	9	1	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
10:45	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	26	2	0	0	0	0	29	28.2	0	0	0	0	0	0	0	0	0	0
11:00	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
11:15	1	0	4	1	0	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0	0
11:30	4	1	5	1	0	0	0	0	11	7.2	0	0	0	0	0	0	0	0	0	0
11:45	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	18	2	0	0	0	0	26	21.4	0	0	0	0	0	0	0	0	0	0
12:00	1	0	6	1	1	0	0	0	9	8.7	0	0	0	0	0	0	0	0	0	0
12:15	1	0	8	0	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0
12:30	0	0	5	1	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
12:45	1	0	4	0	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	23	2	1	0	0	0	29	27.1	0	0	0	0	0	0	0	0	0	0
13:00	0	0	5	1	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
13:15	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
13:30	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
13:45	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	20	1	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0
14:00	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
14:15	0	0	4	0	1	0	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
14:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
14:45	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	16	0	1	0	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0
15:00	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
15:15	0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
15:30	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
15:45	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	19	2	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0
16:00	1	0	4	0	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0
16:15	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
16:30	0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
16:45	2	0	10	1	0	0	0	0	13	11.4	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	31	1	0	0	0	0	35	32.6	0	0	0	0	0	0	0	0	0	0
17:00	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
17:15	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
17:30	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
17:45	0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	23	0	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0
18:00	1	0	9	0	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0
18:15	0	0	4	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
18:30	0	1	8	0	0	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0
18:45	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	24	1	0	0	0	0	27	25.6	0	0	0	0	0	0	0	0	0	0
12 TOT	33	3	290	15	2	0	0	0	343	315.8	0	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 24275 - Dundrum
Site: Site 10
Location: R825 Goatstown Road/Larchfield Road/Trimbleston
Date: Thu 25-Apr-2024

Arm A - Goatstown Road
Arm B - Trimbleston
Arm C - Goatstown Road
Arm D - Larchfield Road

	B => C										B => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
07:15	0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1
07:30	2	1	9	1	0	0	0	0	13	10.8	0	0	1	0	0	0	0	0	1	1
07:45	0	0	13	0	0	0	0	0	13	13	0	0	2	0	0	0	0	0	2	2
H/TOT	2	1	28	1	0	0	0	0	32	29.8	0	0	4	0	0	0	0	0	4	4
08:00	2	0	8	0	0	0	0	0	10	8.4	0	0	1	0	0	0	0	0	1	1
08:15	0	0	5	0	0	0	0	0	5	5	0	0	5	1	0	0	0	0	6	6
08:30	3	0	17	0	0	0	0	0	20	17.6	0	0	2	0	0	0	0	0	2	2
08:45	0	0	3	0	0	0	0	0	3	3	0	0	3	0	0	0	0	0	3	3
H/TOT	5	0	33	0	0	0	0	0	38	34	0	0	11	1	0	0	0	0	12	12
09:00	0	1	10	0	0	0	0	0	11	10.4	0	0	4	0	0	0	0	0	4	4
09:15	0	1	2	0	0	0	0	0	3	2.4	0	0	4	0	0	0	0	0	4	4
09:30	0	0	5	1	0	0	0	0	6	6	0	0	1	0	0	0	0	0	1	1
09:45	0	0	4	0	0	0	0	0	4	4	0	0	5	0	0	0	0	0	5	5
H/TOT	0	2	21	1	0	0	0	0	24	22.8	0	0	14	0	0	0	0	0	14	14
10:00	0	0	5	0	0	0	0	0	5	5	0	0	1	0	0	0	0	0	1	1
10:15	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
10:30	0	0	3	2	0	0	0	0	5	5	0	0	1	0	0	0	0	0	1	1
10:45	0	0	3	0	0	0	0	0	3	3	1	0	1	0	0	0	0	0	2	1.2
H/TOT	0	0	17	2	0	0	0	0	19	19	1	0	3	0	0	0	0	0	4	3.2
11:00	0	0	5	0	0	0	0	0	5	5	0	0	3	0	0	0	0	0	3	3
11:15	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
11:30	0	0	7	0	0	0	0	0	7	7	0	0	1	0	0	0	0	0	1	1
11:45	0	0	6	0	0	0	0	0	6	6	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	23	0	0	0	0	0	23	23	0	0	5	0	0	0	0	0	5	5
12:00	0	0	16	1	0	0	0	0	17	17	0	0	2	0	0	0	0	0	2	2
12:15	0	0	9	0	0	0	0	0	9	9	0	0	4	0	0	0	0	0	4	4
12:30	0	0	3	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1
12:45	0	0	3	0	0	0	0	0	3	3	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	31	1	0	0	0	0	32	32	0	0	10	0	0	0	0	0	10	10
13:00	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
13:15	0	0	2	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	4	4
13:30	0	0	6	0	0	0	0	0	6	6	0	0	1	0	0	0	0	0	1	1
13:45	0	0	6	0	0	0	0	0	6	6	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	22	0	0	0	0	0	22	22	0	0	5	1	0	0	0	0	6	6
14:00	1	0	6	0	0	0	0	0	7	6.2	0	0	2	1	0	0	0	0	3	3
14:15	0	0	4	0	0	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1
14:30	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
14:45	0	0	8	1	0	0	0	0	9	9	0	0	2	0	0	0	0	0	2	2
H/TOT	1	0	23	1	0	0	0	0	25	24.2	0	0	5	1	0	0	0	0	6	6
15:00	1	0	4	0	0	0	0	0	5	4.2	2	0	3	0	0	0	0	0	5	3.4
15:15	0	0	3	0	0	0	0	0	3	3	0	0	4	0	0	0	0	0	4	4
15:30	0	0	6	1	0	0	0	0	7	7	0	0	1	0	0	0	0	0	1	1
15:45	0	0	3	0	0	0	0	0	3	3	0	0	2	0	0	0	0	0	2	2
H/TOT	1	0	16	1	0	0	0	0	18	17.2	2	0	10	0	0	0	0	0	12	10.4
16:00	0	0	4	3	0	0	0	0	7	7	0	0	2	0	0	0	0	0	2	2
16:15	0	0	1	0	0	0	0	0	1	1	0	0	4	0	0	0	0	0	4	4
16:30	1	0	1	0	0	0	0	0	2	1.2	1	0	0	0	0	0	0	0	1	0.2
16:45	0	0	2	0	1	0	0	0	3	3.5	0	0	1	0	0	0	0	0	1	1
H/TOT	1	0	8	3	1	0	0	0	13	12.7	1	0	7	0	0	0	0	0	8	7.2
17:00	0	0	2	0	0	0	0	0	2	2	0	0	3	0	0	0	0	0	3	3
17:15	0	0	7	0	0	0	0	0	7	7	0	0	1	0	0	0	0	0	1	1
17:30	0	0	7	0	0	0	0	0	7	7	0	0	1	0	0	0	0	0	1	1
17:45	0	0	4	0	0	0	0	0	4	4	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	20	0	0	0	0	0	20	20	0	0	10	0	0	0	0	0	10	10
18:00	0	0	3	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1
18:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:30	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
18:45	0	1	7	1	0	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	16	1	0	0	0	0	18	17.4	0	0	1	0	0	0	0	0	1	1
12 TOT	10	4	258	11	1	0	0	0	284	274.1	4	0	85	3	0	0	0	0	92	88.8

IDASO

Survey Name: 24275 - Dundrum
Site: Site 10
Location: R825 Goatstown Road/Larchfield Road/Trimbleston
Date: Thu 25-Apr-2024

Arm A - Goatstown Road
Arm B - Trimbleston
Arm C - Goatstown Road
Arm D - Larchfield Road

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	9	1	112	14	2	1	1	0	140	135.5	0	0	1	1	0	0	0	0	2	2
07:15	15	2	97	15	1	1	1	0	132	121.6	0	0	1	2	0	0	0	0	3	3
07:30	18	0	117	8	2	1	1	0	147	135.9	0	0	0	0	0	0	0	0	0	0
07:45	28	0	107	4	0	0	1	0	140	118.6	0	0	4	0	0	0	0	0	4	4
H/TOT	70	3	433	41	5	3	4	0	559	511.6	0	0	6	3	0	0	0	0	9	9
08:00	37	0	99	10	2	0	1	0	149	121.4	0	0	6	0	0	0	0	0	6	6
08:15	55	1	91	11	2	1	0	0	161	118.7	0	0	2	0	0	0	0	0	2	2
08:30	43	0	89	8	0	0	1	0	141	107.6	1	0	5	1	0	0	0	0	7	6.2
08:45	42	0	86	2	1	0	1	0	132	99.9	0	0	2	0	0	0	0	0	2	2
H/TOT	177	1	365	31	5	1	3	0	583	447.6	1	0	15	1	0	0	0	0	17	16.2
09:00	30	0	83	13	1	1	2	0	130	109.8	0	1	2	1	0	0	0	0	4	3.4
09:15	9	3	76	9	3	0	1	0	101	94.5	0	1	3	0	0	0	0	0	4	3.4
09:30	13	1	86	8	3	0	2	0	113	105.5	0	0	0	0	0	0	0	0	0	0
09:45	10	1	77	9	0	1	0	0	98	90.7	0	0	5	0	0	0	0	0	5	5
H/TOT	62	5	322	39	7	2	5	0	442	400.5	0	2	10	1	0	0	0	0	13	11.8
10:00	7	0	74	17	4	2	1	0	105	105	0	0	1	0	0	0	0	0	1	1
10:15	2	0	87	16	2	0	1	0	108	108.4	0	1	1	0	0	0	0	0	2	1.4
10:30	2	0	74	21	2	0	2	0	101	102.4	0	0	1	1	0	0	0	0	2	2
10:45	7	0	61	15	0	0	1	0	84	79.4	1	0	1	1	0	0	0	0	3	2.2
H/TOT	18	0	296	69	8	2	5	0	398	395.2	1	1	4	2	0	0	0	0	8	6.6
11:00	6	3	59	7	3	0	1	0	79	74.9	0	0	2	0	0	0	0	0	2	2
11:15	3	1	65	16	2	3	0	0	90	91.9	0	0	1	0	0	0	0	0	1	1
11:30	9	1	79	15	0	0	1	0	105	98.2	0	0	4	0	1	0	0	0	5	5.5
11:45	6	2	58	12	1	1	0	0	80	75.8	0	0	15	1	0	0	0	0	16	16
H/TOT	24	7	261	50	6	4	2	0	354	340.8	0	0	22	1	1	0	0	0	24	24.5
12:00	4	1	71	10	1	1	1	0	89	88	0	0	2	1	0	0	0	0	3	3
12:15	5	3	84	9	4	1	0	0	106	103.5	0	0	9	0	0	0	0	0	9	9
12:30	11	5	76	10	2	3	1	0	108	102.1	0	0	3	0	0	0	0	0	3	3
12:45	4	3	68	6	1	0	0	0	82	77.5	0	0	5	0	0	0	0	0	5	5
H/TOT	24	12	299	35	8	5	2	0	385	371.1	0	0	19	1	0	0	0	0	20	20
13:00	3	0	97	10	1	0	2	0	113	113.1	0	0	4	1	0	0	0	0	5	5
13:15	9	1	69	13	2	3	1	0	98	96.1	0	0	4	0	0	0	0	0	4	4
13:30	7	1	65	6	1	2	1	0	83	80.9	0	0	6	0	0	0	0	0	6	6
13:45	6	0	95	9	0	1	3	0	114	113.5	0	0	3	2	1	0	0	0	6	6.5
H/TOT	25	2	326	38	4	6	7	0	408	403.6	0	0	17	3	1	0	0	0	21	21.5
14:00	5	2	59	11	2	1	1	0	81	79.1	0	0	8	0	0	0	0	0	8	8
14:15	5	4	58	12	0	1	0	0	80	74.9	0	0	6	0	0	0	0	0	6	6
14:30	2	2	80	6	0	1	1	0	92	91.5	1	0	3	1	0	0	0	0	5	4.2
14:45	5	1	76	5	0	1	0	0	88	84.7	0	0	5	0	0	0	0	0	5	5
H/TOT	17	9	273	34	2	4	2	0	341	330.2	1	0	22	1	0	0	0	0	24	23.2
15:00	3	1	87	6	0	0	1	0	98	96	0	0	8	0	0	0	0	0	8	8
15:15	2	2	65	15	0	0	1	0	85	83.2	0	0	2	0	0	0	0	0	2	2
15:30	6	1	66	7	0	4	0	0	84	83.8	0	0	3	0	0	0	0	0	3	3
15:45	5	0	69	11	2	0	1	0	88	86	0	0	1	0	0	0	0	0	1	1
H/TOT	16	4	287	39	2	4	3	0	355	349	0	0	14	0	0	0	0	0	14	14
16:00	6	1	86	8	1	0	2	0	104	101.1	0	0	4	0	0	0	0	0	4	4
16:15	7	2	74	9	0	0	2	0	94	89.2	0	0	3	0	0	0	0	0	3	3
16:30	5	0	70	9	0	0	1	0	85	82	0	0	7	1	1	0	0	0	9	9.5
16:45	15	0	86	5	0	0	0	1	107	95.5	1	0	7	0	0	0	0	0	8	7.2
H/TOT	33	3	316	31	1	0	5	1	390	367.8	1	0	21	1	1	0	0	0	24	23.7
17:00	10	1	74	3	1	0	1	0	90	82.9	0	0	3	0	0	0	0	0	3	3
17:15	16	0	71	6	1	0	1	0	95	83.7	1	0	7	0	0	0	0	0	8	7.2
17:30	11	0	77	5	0	0	1	0	94	86.2	0	0	3	0	0	0	0	0	3	3
17:45	9	2	87	0	0	0	0	0	98	89.6	0	0	7	1	0	0	0	0	8	8
H/TOT	46	3	309	14	2	0	3	0	377	342.4	1	0	20	1	0	0	0	0	22	21.2
18:00	6	2	79	2	1	0	1	0	91	86.5	0	0	7	1	0	0	0	0	8	8
18:15	7	3	78	4	0	0	2	0	94	88.6	0	0	6	1	0	0	0	0	7	7
18:30	7	0	72	3	0	0	1	0	83	78.4	0	0	5	0	0	0	0	0	5	5
18:45	13	1	78	3	0	0	0	0	95	84	0	0	6	0	0	0	0	0	6	6
H/TOT	33	6	307	12	1	0	4	0	363	337.5	0	0	24	2	0	0	0	0	26	26
12 TOT	545	55	3794	433	51	31	45	1	4955	4597.3	5	3	194	17	3	0	0	0	222	217.7

IDASO

Survey Name: 24275 - Dundrum
Site: Site 10
Location: R825 Goatstown Road/Larchfield Road/Trimbleston
Date: Thu 25-Apr-2024

Arm A - Goatstown Road
Arm B - Trimbleston
Arm C - Goatstown Road
Arm D - Larchfield Road

	C => C										C => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:45	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	3	1	0	0	0	0	4	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
08:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
08:45	0	0	0	0	0	0	0	0	0	0	1	0	3	1	1	0	0	0	6	5.7
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	16	1	1	0	0	0	19	18.7
09:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
09:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
09:30	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
09:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	16	16
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	4.3
10:15	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	0	0	0	9	10
10:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
10:45	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	0	0	0	6	5.9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	16	3	3	1	0	0	24	26.2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	3
11:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4.5
11:45	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	12	3	1	0	0	0	16	16.5
12:00	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	8	8
12:15	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
12:30	0	0	0	0	0	0	0	0	0	0	1	0	7	2	1	0	0	0	11	10.7
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	19	4	1	0	0	0	25	24.7
13:00	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	8	8
13:15	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	6	5.2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2.5
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	17	3	1	0	0	0	22	21.7
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3	4.8
14:15	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7
14:30	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	7	5.4
14:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5.5
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	15	2	2	1	0	0	22	22.7
15:00	0	0	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	0	9	8.4
15:15	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
15:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
15:45	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	23	2	0	0	0	0	26	25.4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
16:45	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	9	1	0	0	0	0	10	10
17:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
17:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	18	18
18:00	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	6
18:15	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9	9
18:30	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	0	24	24
12 TOT	0	0	0	0	0	0	0	0	0	0	5	2	185	23	9	2	0	0	226	227.9

IDASO

Survey Name: 24275 - Dundrum
Site: Site 10
Location: R825 Goatstown Road/Larchfield Road/Trimbleston
Date: Thu 25-Apr-2024

Arm A - Goatstown Road
Arm B - Trimbleston
Arm C - Goatstown Road
Arm D - Larchfield Road

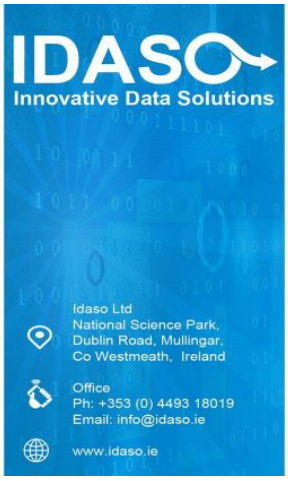
	D => A										D => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAN	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAN	TOT	PCU
07:00	3	0	8	2	0	0	0	0	13	10.6	0	0	0	0	0	0	0	0	0	0
07:15	1	1	17	0	0	0	0	0	19	17.6	0	0	0	0	0	0	0	0	0	0
07:30	4	0	30	1	0	0	0	0	35	31.8	0	0	0	1	0	0	0	0	1	1
07:45	5	0	39	3	0	0	0	0	47	43	0	0	1	0	0	0	0	0	1	1
H/TOT	13	1	94	6	0	0	0	0	114	103	0	0	1	1	0	0	0	0	2	2
08:00	3	0	48	0	1	0	0	0	52	50.1	0	0	3	0	0	0	0	0	3	3
08:15	14	0	34	0	0	0	0	0	48	36.8	0	0	3	0	0	0	0	0	3	3
08:30	10	0	33	0	0	0	0	0	43	35	0	0	4	1	0	0	0	0	5	5
08:45	10	0	29	0	0	0	0	0	39	31	0	0	0	0	0	0	0	0	0	0
H/TOT	37	0	144	0	1	0	0	0	182	152.9	0	0	10	1	0	0	0	0	11	11
09:00	6	0	23	0	1	0	0	0	30	25.7	0	0	1	0	0	0	0	0	1	1
09:15	7	0	15	1	0	0	0	0	23	17.4	0	0	1	0	0	0	0	0	1	1
09:30	4	0	12	1	0	0	0	0	17	13.8	0	0	2	0	0	0	0	0	2	2
09:45	1	0	14	3	0	0	0	0	18	17.2	0	0	3	1	0	0	0	0	4	4
H/TOT	18	0	64	5	1	0	0	0	88	74.1	0	0	7	1	0	0	0	0	8	8
10:00	3	0	19	0	0	0	0	0	22	19.6	0	0	3	0	0	0	0	0	3	3
10:15	2	0	14	1	1	0	0	0	18	16.9	0	0	2	0	0	0	0	0	2	2
10:30	3	0	13	1	0	0	0	0	17	14.6	0	0	2	0	0	0	0	0	2	2
10:45	0	0	18	1	2	0	0	0	21	22	0	0	2	0	0	0	0	0	2	2
H/TOT	8	0	64	3	3	0	0	0	78	73.1	0	0	9	0	0	0	0	0	9	9
11:00	5	0	13	0	0	0	0	0	18	14	0	0	2	0	0	0	0	0	2	2
11:15	1	0	13	1	0	0	0	0	15	14.2	0	0	0	0	0	0	0	0	0	0
11:30	4	1	10	1	0	0	0	0	16	12.2	0	0	0	0	0	0	0	0	0	0
11:45	1	0	17	0	0	0	0	0	18	17.2	0	0	4	0	0	0	0	0	4	4
H/TOT	11	1	53	2	0	0	0	0	67	57.6	0	0	6	0	0	0	0	0	6	6
12:00	0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0
12:15	1	0	11	0	0	0	0	0	12	11.2	0	0	1	1	0	0	0	0	2	2
12:30	1	0	13	1	0	0	0	0	15	14.2	0	0	2	0	0	0	0	0	2	2
12:45	4	0	15	2	0	0	0	0	21	17.8	0	0	1	0	0	0	0	0	1	1
H/TOT	6	0	51	3	0	0	0	0	60	55.2	0	0	4	1	0	0	0	0	5	5
13:00	2	0	24	0	0	0	0	0	26	24.4	0	0	2	0	0	0	0	0	2	2
13:15	3	0	29	0	0	0	0	0	32	29.6	0	0	2	0	0	0	0	0	2	2
13:30	0	0	15	1	0	0	0	0	16	16	0	0	2	0	0	0	0	0	2	2
13:45	0	0	11	0	0	0	0	0	11	11	2	0	4	0	0	0	0	0	6	4.4
H/TOT	5	0	79	1	0	0	0	0	85	81	2	0	10	0	0	0	0	0	12	10.4
14:00	0	0	16	0	0	0	0	0	16	16	0	0	2	0	0	0	0	0	2	2
14:15	0	0	23	1	0	0	0	0	24	24	0	0	4	0	0	0	0	0	4	4
14:30	0	0	19	0	0	0	0	0	19	19	1	0	1	0	0	0	0	0	2	1.2
14:45	3	1	20	0	0	0	0	0	24	21	0	0	2	0	0	0	0	0	2	2
H/TOT	3	1	78	1	0	0	0	0	83	80	1	0	9	0	0	0	0	0	10	9.2
15:00	1	0	26	1	0	0	0	0	28	27.2	2	0	0	1	0	0	0	0	3	1.4
15:15	1	0	32	3	0	0	1	0	37	37.2	0	0	3	0	0	0	0	0	3	3
15:30	1	0	21	0	0	0	0	0	22	21.2	0	0	5	0	0	0	0	0	5	5
15:45	1	0	17	1	0	0	0	0	19	18.2	0	0	3	0	0	0	0	0	3	3
H/TOT	4	0	96	5	0	0	1	0	106	103.8	2	0	11	1	0	0	0	0	14	12.4
16:00	2	0	14	1	0	0	0	0	17	15.4	0	0	2	0	0	0	0	0	2	2
16:15	0	0	20	0	1	0	0	0	21	21.5	0	0	7	0	0	0	0	0	7	7
16:30	0	0	17	0	0	0	0	0	17	17	0	0	5	0	0	0	0	0	5	5
16:45	0	0	24	0	0	0	0	0	24	24	0	0	4	0	0	0	0	0	4	4
H/TOT	2	0	75	1	1	0	0	0	79	77.9	0	0	18	0	0	0	0	0	18	18
17:00	0	0	17	0	0	0	0	0	17	17	0	0	4	0	0	0	0	0	4	4
17:15	1	0	14	0	0	0	0	0	15	14.2	0	0	4	1	0	0	0	0	5	5
17:30	1	0	15	0	1	0	0	0	17	16.7	0	0	3	0	0	0	0	0	3	3
17:45	2	0	18	1	1	0	0	0	22	20.9	0	0	4	0	0	0	0	0	4	4
H/TOT	4	0	64	1	2	0	0	0	71	68.8	0	0	15	1	0	0	0	0	16	16
18:00	0	0	16	0	0	0	0	0	16	16	0	0	5	0	0	0	0	0	5	5
18:15	2	0	14	1	0	0	0	0	17	15.4	0	0	2	0	0	0	0	0	2	2
18:30	1	0	22	0	1	0	0	0	24	23.7	0	0	5	0	0	0	0	0	5	5
18:45	4	0	16	0	0	0	0	0	20	16.8	0	0	2	0	0	0	0	0	2	2
H/TOT	7	0	68	1	1	0	0	0	77	71.9	0	0	14	0	0	0	0	0	14	14
12 TOT	118	3	930	29	9	0	1	0	1090	999.3	5	0	114	6	0	0	0	0	125	121

IDASO

Survey Name: 24275 - Dundrum
Site: Site 10
Location: R825 Goatstown Road/Larchfield Road/Trimbleston
Date: Thu 25-Apr-2024

Arm A - Goatstown Road
Arm B - Trimbleston
Arm C - Goatstown Road
Arm D - Larchfield Road

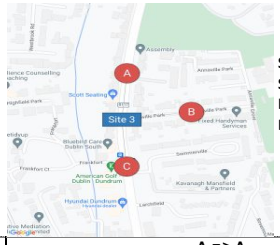
	D => C										D => D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	:ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0
07:45	1	0	4	0	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	5	1	0	0	0	0	8	6.4	0	0	0	0	0	0	0	0	0	0
08:00	0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
08:15	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
08:30	0	0	4	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
08:45	0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	22	2	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0
09:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:15	1	0	4	0	1	1	0	0	7	8	0	0	0	0	0	0	0	0	0	0
09:30	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	11	1	1	1	0	0	15	16	0	0	0	0	0	0	0	0	0	0
10:00	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
10:15	1	0	2	0	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0
10:30	0	0	2	1	0	1	0	0	4	5.3	0	0	0	0	0	0	0	0	0	0
10:45	0	0	10	1	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	16	3	0	1	0	0	21	21.5	0	0	0	0	0	0	0	0	0	0
11:00	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
11:30	0	0	5	0	1	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0
11:45	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	9	5	1	0	0	0	15	15.5	0	0	0	0	0	0	0	0	0	0
12:00	0	0	7	1	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
12:15	0	1	6	1	0	0	0	0	8	7.4	0	0	0	0	0	0	0	0	0	0
12:30	0	1	10	1	0	0	0	0	12	11.4	0	0	0	0	0	0	0	0	0	0
12:45	0	0	5	2	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	28	5	0	0	0	0	35	33.8	0	0	0	0	0	0	0	0	0	0
13:00	0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
13:15	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
13:30	0	0	8	1	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
13:45	0	0	4	0	1	0	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	2	1	0	0	0	20	20.5	0	0	0	0	0	0	0	0	0	0
14:00	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
14:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
14:30	0	0	7	2	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
14:45	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	2	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0
15:00	0	0	4	0	1	0	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0
15:15	0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
15:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
15:45	0	0	5	2	1	0	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	21	2	2	0	0	0	25	26	0	0	0	0	0	0	0	0	0	0
16:00	0	0	4	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
16:15	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
16:30	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
16:45	0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	2	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0
17:00	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
17:15	0	0	2	0	1	1	0	0	4	5.8	0	0	0	0	0	0	0	0	0	0
17:30	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	10	0	1	1	0	0	12	13.8	0	0	0	0	0	0	0	0	0	0
18:00	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	6	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
18:45	0	0	8	1	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	19	2	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0
12 TOT	4	2	190	27	6	3	0	0	232	234.5	0	0	0	0	0	0	0	0	0	0



Data Analysis Services
Traffic-Transportation- Commercial-Innovation

24648 - Dundrum Repeats

with compliments

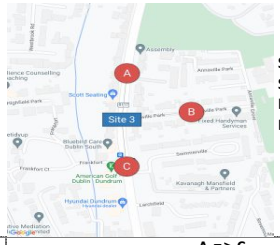


IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 3
Location: R117 Dundrum Road/Annaville Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Annaville Park
Arm C - Dundrum Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	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
07:45	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
08:45	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	1	0	3	1	0	0	0	0	5	4.2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:15	0	0	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	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
10:00	0	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	0	2	0	0	0	0	0	2	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
11:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	10	10
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
13:00	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0.2
13:15	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
13:45	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	0	1	1	2	0	4	0	0	0	0	0	6	4.4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
14:45	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	1	0	2	0	0	0	0	0	3	2.2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:45	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	0	1	1	0	0	2	0	0	0	0	0	2	2
16:00	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	0	12	11.2
17:00	0	0	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	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
17:45	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	1	0	0	0	0	0	0	0	1	0.2
18:00	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
18:45	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	11	0	0	0	0	0	13	11.4
12 TOT	0	0	2	0	0	0	0	0	2	2	9	0	54	2	0	0	0	0	65	57.8

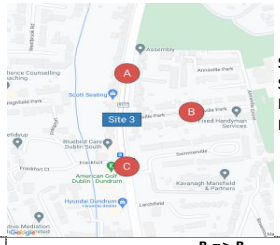


IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 3
Location: R117 Dundrum Road/Annaville Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Annaville Park
Arm C - Dundrum Road

	A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	1	0	32	8	1	0	3	0	45	47.7	1	0	0	0	0	0	0	0	1	0.2
07:15	2	0	45	6	0	0	1	0	54	53.4	0	0	0	1	0	0	0	0	1	1
07:30	4	0	61	5	2	0	1	0	73	71.8	1	0	3	0	0	0	0	0	4	3.2
07:45	0	0	92	9	3	0	0	0	104	105.5	0	0	0	0	0	0	0	0	0	0
H/TOT	7	0	230	28	6	0	5	0	276	278.4	2	0	3	1	0	0	0	0	6	4.4
08:00	5	1	84	10	2	1	1	0	104	102.7	4	0	6	0	0	0	0	0	10	6.8
08:15	0	0	102	4	2	1	2	0	111	115.3	0	0	0	0	0	0	0	0	0	0
08:30	6	0	94	7	3	0	1	0	111	108.7	1	0	0	0	0	0	0	0	1	0.2
08:45	5	2	93	10	2	0	1	0	113	109.8	0	0	0	2	0	0	0	0	2	2
H/TOT	16	3	373	31	9	2	5	0	439	436.5	5	0	6	2	0	0	0	0	13	9
09:00	3	0	91	4	1	0	0	0	99	97.1	0	0	2	1	0	0	0	0	3	3
09:15	2	2	68	14	1	0	0	0	87	84.7	1	0	1	0	0	0	0	0	2	1.2
09:30	5	0	77	10	2	0	0	0	94	91	0	0	3	0	0	0	0	0	3	3
09:45	3	0	85	10	2	0	1	0	101	100.6	0	0	1	0	0	0	0	0	1	1
H/TOT	13	2	321	38	6	0	1	0	381	373.4	1	0	7	1	0	0	0	0	9	8.2
10:00	1	0	90	3	2	0	0	0	96	96.2	0	0	1	0	0	0	0	0	1	1
10:15	0	1	79	9	2	0	0	0	91	91.4	0	0	0	0	0	0	0	0	0	0
10:30	0	0	78	9	2	0	0	0	89	90	0	0	0	0	0	0	0	0	0	0
10:45	2	1	92	12	3	0	2	0	112	113.3	0	0	1	0	0	0	0	0	1	1
H/TOT	3	2	339	33	9	0	2	0	388	390.9	0	0	2	0	0	0	0	0	2	2
11:00	2	4	85	8	2	0	0	0	101	98	0	0	3	0	0	0	0	0	3	3
11:15	0	0	82	17	1	1	1	0	102	104.8	0	0	1	0	0	0	0	0	1	1
11:30	4	5	81	12	1	0	1	0	104	99.3	0	0	3	0	0	0	0	0	3	3
11:45	3	1	91	17	1	0	1	0	114	112.5	0	0	0	0	0	0	0	0	0	0
H/TOT	9	10	339	54	5	1	3	0	421	414.6	0	0	7	0	0	0	0	0	7	7
12:00	2	0	84	11	0	0	1	0	98	97.4	0	0	0	0	0	0	0	0	0	0
12:15	8	1	90	16	0	0	1	0	116	110	0	0	0	0	0	0	0	0	0	0
12:30	1	0	81	11	1	0	0	0	94	93.7	1	0	0	0	0	0	0	0	1	0.2
12:45	3	2	90	11	2	0	1	0	109	107.4	0	0	2	0	0	0	0	0	2	2
H/TOT	14	3	345	49	3	0	3	0	417	408.5	1	0	2	0	0	0	0	0	3	2.2
13:00	4	0	93	6	2	1	1	0	107	107.1	1	0	0	0	0	0	0	0	1	0.2
13:15	3	0	92	14	2	0	0	0	111	109.6	0	0	0	0	0	0	0	0	0	0
13:30	3	1	80	7	3	0	0	0	94	92.5	0	0	1	1	0	0	0	0	2	2
13:45	4	3	86	7	4	2	1	0	107	107.6	0	0	1	0	0	0	0	0	1	1
H/TOT	14	4	351	34	11	3	2	0	419	416.8	1	0	2	1	0	0	0	0	4	3.2
14:00	2	3	95	11	0	1	0	0	112	109.9	0	0	1	0	0	0	0	0	1	1
14:15	1	2	99	10	3	0	0	0	115	114.5	0	0	0	1	0	0	0	0	1	1
14:30	2	2	65	14	0	0	1	0	84	82.2	0	0	0	1	0	0	0	0	1	1
14:45	2	1	85	11	3	0	0	0	102	101.3	0	0	1	0	0	0	0	0	1	1
H/TOT	7	8	344	46	6	1	1	0	413	407.9	0	0	2	2	0	0	0	0	4	4
15:00	5	2	98	12	1	0	1	0	119	115.3	0	0	0	1	0	0	0	0	1	1
15:15	4	1	95	11	5	0	1	0	117	116.7	0	0	2	0	0	0	0	0	2	2
15:30	2	0	98	15	3	0	3	0	121	123.9	1	0	1	1	0	0	0	0	3	2.2
15:45	6	2	89	10	1	0	0	0	108	102.5	0	0	1	0	0	0	0	0	1	1
H/TOT	17	5	380	48	10	0	5	0	465	458.4	1	0	4	2	0	0	0	0	7	6.2
16:00	6	4	127	9	0	1	0	0	147	141.1	0	0	3	0	0	0	0	0	3	3
16:15	5	0	120	23	0	0	1	0	149	146	1	0	0	0	0	0	0	0	1	0.2
16:30	5	4	140	15	0	0	1	0	165	159.6	0	0	1	0	0	0	0	0	1	1
16:45	13	2	127	10	0	0	2	0	154	144.4	0	0	0	0	0	0	0	0	0	0
H/TOT	29	10	514	57	0	1	4	0	615	591.1	1	0	4	0	0	0	0	0	5	4.2
17:00	7	2	131	6	1	0	0	0	147	140.7	0	0	0	0	0	0	0	0	0	0
17:15	7	3	125	13	0	0	1	0	149	142.6	0	0	1	0	0	0	0	0	1	1
17:30	21	4	131	9	2	0	0	0	167	148.8	0	0	0	0	0	0	0	0	0	0
17:45	16	7	133	9	2	0	0	0	167	151	0	0	0	0	0	0	0	0	0	0
H/TOT	51	16	520	37	5	0	1	0	630	583.1	0	0	1	0	0	0	0	0	1	1
18:00	15	4	143	11	1	0	1	0	175	162.1	0	0	3	0	0	0	0	0	3	3
18:15	15	5	117	10	0	0	2	0	149	136	1	0	3	0	0	0	0	0	4	3.2
18:30	17	7	117	7	0	0	0	0	148	130.2	1	0	1	0	0	0	0	0	2	1.2
18:45	5	4	110	3	0	0	1	0	123	117.6	2	0	1	1	0	0	0	0	4	2.4
H/TOT	52	20	487	31	1	0	4	0	595	545.9	4	0	8	1	0	0	0	0	13	9.8
12 TOT	232	83	4543	486	71	8	36	0	5459	5306	16	0	48	10	0	0	0	0	74	61.2

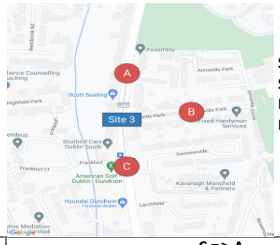


IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 3
Location: R117 Dundrum Road/Annaville Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Annaville Park
Arm C - Dundrum Road

	B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
08:30	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	12	0	0	0	0	0	13	12.2
09:00	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	4	3.2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	4	3	0	0	0	0	8	7.2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
10:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
10:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
10:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16	16
11:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:45	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	8	1	0	0	0	0	9	9
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	0	10	9.2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
13:45	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	3	0	0	0	0	0	3	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
14:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
14:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9	9
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
16:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
17:15	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	5	3.6
17:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	13	0	0	0	0	0	15	13.6
18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
18:15	0	0	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	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2
12 TOT	0	0	0	0	0	0	0	0	0	0	6	1	95	5	0	0	0	0	107	101.6

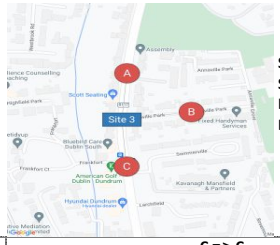


IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 3
Location: R117 Dundrum Road/Annaville Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Annaville Park
Arm C - Dundrum Road

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	5	1	97	13	0	0	1	0	117	113.4	0	0	0	0	0	0	0	0	0	0
07:15	1	0	161	35	0	0	1	0	198	198.2	0	0	0	0	0	0	0	0	0	0
07:30	12	1	172	24	3	1	0	1	214	207.1	0	0	0	0	0	0	0	0	0	0
07:45	10	3	183	21	0	1	1	0	219	211.5	0	0	1	1	0	0	0	0	2	2
H/TOT	28	5	613	93	3	2	3	1	748	730.2	0	0	1	1	0	0	0	0	2	2
08:00	10	1	171	20	3	0	0	0	205	197.9	0	0	1	0	0	0	0	0	1	1
08:15	24	3	181	10	4	0	2	0	224	207	0	0	3	1	0	0	0	0	4	4
08:30	21	1	166	16	0	0	1	0	205	188.6	0	0	0	1	0	0	0	0	1	1
08:45	15	1	131	13	3	0	1	0	164	153.9	0	0	3	0	0	0	0	0	3	3
H/TOT	70	6	649	59	10	0	4	0	798	747.4	0	0	7	2	0	0	0	0	9	9
09:00	13	2	164	23	3	0	0	0	205	194.9	0	0	2	1	0	0	0	0	3	3
09:15	9	1	147	24	3	0	0	0	184	177.7	0	0	0	0	0	0	0	0	0	0
09:30	6	2	109	13	3	0	0	0	133	128.5	0	0	1	0	0	0	0	0	1	1
09:45	2	1	107	18	5	0	1	0	134	135.3	0	0	2	1	0	0	0	0	3	3
H/TOT	30	6	527	78	14	0	1	0	656	636.4	0	0	5	2	0	0	0	0	7	7
10:00	0	2	97	15	4	1	3	0	122	127.1	0	0	1	0	0	0	0	0	1	1
10:15	0	2	86	12	5	0	1	0	106	108.3	0	0	1	0	0	0	0	0	1	1
10:30	1	2	115	19	3	1	0	0	141	141.8	0	0	2	0	0	0	0	0	2	2
10:45	7	0	91	9	0	1	0	0	108	103.7	0	0	0	0	0	0	0	0	0	0
H/TOT	8	6	389	55	12	3	4	0	477	480.9	0	0	4	0	0	0	0	0	4	4
11:00	2	1	88	12	1	0	2	0	106	106.3	0	0	0	1	0	0	0	0	1	1
11:15	5	1	92	17	5	0	0	0	120	117.9	0	0	1	0	0	0	0	0	1	1
11:30	2	2	97	16	2	0	0	0	119	117.2	0	0	1	0	0	0	0	0	1	1
11:45	2	3	96	14	3	0	1	0	119	118.1	0	0	1	0	0	0	0	0	1	1
H/TOT	11	7	373	59	11	0	3	0	464	459.5	0	0	3	1	0	0	0	0	4	4
12:00	0	2	88	10	1	0	2	0	103	104.3	0	0	1	0	0	0	0	0	1	1
12:15	4	3	100	18	2	3	1	0	131	131.9	0	0	2	0	0	0	0	0	2	2
12:30	4	1	98	18	1	1	0	0	123	121	0	0	1	0	0	0	0	0	1	1
12:45	5	2	101	10	1	0	0	0	119	114.3	0	0	1	0	0	0	0	0	1	1
H/TOT	13	8	387	56	5	4	3	0	476	471.5	0	0	5	0	0	0	0	0	5	5
13:00	4	1	99	14	2	0	1	0	121	119.2	0	0	2	0	0	0	0	0	2	2
13:15	6	2	96	8	2	0	0	0	114	109	0	0	2	0	0	0	0	0	2	2
13:30	2	2	91	8	2	0	0	0	105	103.2	0	0	1	1	0	0	0	0	2	2
13:45	6	1	113	14	2	0	0	0	136	131.6	0	0	5	0	0	0	0	0	5	5
H/TOT	18	6	399	44	8	0	1	0	476	463	0	0	10	1	0	0	0	0	11	11
14:00	1	1	102	11	1	0	1	0	117	117.1	0	0	0	1	0	0	0	0	1	1
14:15	3	3	77	6	0	0	0	0	89	84.8	0	0	6	2	0	0	0	0	8	8
14:30	4	2	103	7	1	0	0	0	117	113.1	1	0	4	0	0	0	0	0	5	4.2
14:45	4	4	114	9	2	0	0	0	133	128.4	1	0	0	0	0	0	0	0	1	0.2
H/TOT	12	10	396	33	4	0	1	0	456	443.4	2	0	10	3	0	0	0	0	15	13.4
15:00	2	2	102	10	3	0	1	0	120	119.7	0	0	4	0	0	0	0	0	4	4
15:15	3	2	97	4	2	0	1	0	109	107.4	0	0	2	0	0	0	0	0	2	2
15:30	1	0	77	5	1	0	1	0	85	85.7	0	0	1	1	0	0	0	0	2	2
15:45	0	4	100	5	1	0	0	0	110	108.1	0	0	2	0	0	0	0	0	2	2
H/TOT	6	8	376	24	7	0	3	0	424	420.9	0	0	9	1	0	0	0	0	10	10
16:00	4	4	110	8	2	0	1	0	129	125.4	0	0	1	0	0	0	0	0	1	1
16:15	3	1	120	5	1	0	0	0	130	127.5	0	0	3	0	0	0	0	0	3	3
16:30	2	5	109	9	0	0	1	0	126	122.4	0	0	3	0	0	0	0	0	3	3
16:45	7	2	103	9	0	0	0	0	121	114.2	0	0	3	0	0	0	0	0	3	3
H/TOT	16	12	442	31	3	0	2	0	506	489.5	0	0	10	0	0	0	0	0	10	10
17:00	5	2	137	3	0	0	0	0	147	141.8	0	0	3	0	0	0	0	0	3	3
17:15	4	0	131	6	2	0	1	0	144	142.8	0	1	7	0	0	0	0	0	8	7.4
17:30	5	1	90	4	0	0	0	0	100	95.4	0	0	1	0	0	0	0	0	1	1
17:45	6	3	113	3	0	0	0	0	125	118.4	0	0	1	0	0	0	0	0	1	1
H/TOT	20	6	471	16	2	0	1	0	516	498.4	0	1	12	0	0	0	0	0	13	12.4
18:00	6	3	123	6	0	0	1	0	139	133.4	0	0	2	0	0	0	0	0	2	2
18:15	3	5	121	4	0	0	1	0	134	129.6	0	0	3	0	0	0	0	0	3	3
18:30	10	5	139	2	1	0	1	0	158	148.5	0	0	2	0	0	0	0	0	2	2
18:45	4	3	105	3	0	0	1	0	116	112	0	0	0	1	0	0	0	0	1	1
H/TOT	23	16	488	15	1	0	4	0	547	523.5	0	0	7	1	0	0	0	0	8	8
12 TOT	255	96	5510	563	80	9	30	1	6544	6365	2	1	83	12	0	0	0	0	98	95.8



IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 3
Location: R117 Dundrum Road/Annaville Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Annaville Park
Arm C - Dundrum Road

	C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	3	0	0	0	0	0	3	3

IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 4
Location: R117 Dundrum Road/Highfield Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - Highfield Park

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	2	0	31	9	1	0	3	0	46	47.9
07:15	0	0	0	0	0	0	0	0	0	0	1	0	42	4	0	0	1	0	48	48.2
07:30	0	0	0	0	0	0	0	0	0	0	4	0	58	6	2	0	1	0	71	69.8
07:45	0	0	0	0	0	0	0	0	0	0	0	0	83	7	3	0	0	0	93	94.5
H/TOT	0	0	0	0	0	0	0	0	0	0	7	0	214	26	6	0	5	0	258	260.4
08:00	0	0	0	0	0	0	0	0	0	0	4	1	80	12	2	1	1	0	101	100.5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	97	5	2	1	2	0	107	111.3
08:30	0	0	0	0	0	0	0	0	0	0	5	0	94	5	3	0	1	0	108	106.5
08:45	0	0	0	0	0	0	0	0	0	0	5	2	91	11	2	0	1	0	112	108.8
H/TOT	0	0	0	0	0	0	0	0	0	0	14	3	362	33	9	2	5	0	428	427.1
09:00	0	0	0	0	0	0	0	0	0	0	3	0	86	5	0	0	0	0	94	91.6
09:15	0	0	0	0	0	0	0	0	0	0	2	2	69	12	1	0	0	0	86	83.7
09:30	0	0	0	0	0	0	0	0	0	0	5	0	73	12	2	0	0	0	92	89
09:45	0	0	0	0	0	0	0	0	0	0	3	0	79	8	2	0	1	0	93	92.6
H/TOT	0	0	0	0	0	0	0	0	0	0	13	2	307	37	5	0	1	0	365	356.9
10:00	0	0	0	0	0	0	0	0	0	0	1	0	90	4	2	0	0	0	97	97.2
10:15	0	0	0	0	0	0	0	0	0	0	0	1	76	7	3	0	0	0	87	87.9
10:30	0	0	0	0	0	0	0	0	0	0	0	0	77	10	1	0	0	0	88	88.5
10:45	0	0	0	0	0	0	0	0	0	0	2	1	89	11	3	0	2	0	108	109.3
H/TOT	0	0	0	0	0	0	0	0	0	0	3	2	332	32	9	0	2	0	380	382.9
11:00	0	0	0	0	0	0	0	0	0	0	2	4	89	7	2	0	0	0	104	101
11:15	0	0	0	0	0	0	0	0	0	0	0	0	72	16	1	1	1	0	91	93.8
11:30	0	0	0	0	0	0	0	0	0	0	3	5	78	13	1	0	1	0	101	97.1
11:45	0	0	0	0	0	0	0	0	0	0	1	1	88	18	1	0	1	0	110	110.1
H/TOT	0	0	0	0	0	0	0	0	0	0	6	10	327	54	5	1	3	0	406	402
12:00	0	0	0	0	0	0	0	0	0	0	3	0	80	11	0	0	1	0	95	93.6
12:15	0	0	0	0	0	0	0	0	0	0	7	1	85	16	0	0	1	0	110	104.8
12:30	0	0	0	0	0	0	0	0	0	0	3	0	80	11	1	0	0	0	95	93.1
12:45	0	0	0	0	0	0	0	0	0	0	2	2	92	12	2	1	1	0	112	112.5
H/TOT	0	0	0	0	0	0	0	0	0	0	15	3	337	50	3	1	3	0	412	404
13:00	0	0	0	0	0	0	0	0	0	0	7	0	89	5	2	0	1	0	104	100.4
13:15	0	0	0	0	0	0	0	0	0	0	3	0	88	14	2	0	0	0	107	105.6
13:30	0	0	0	0	0	0	0	0	0	0	3	1	81	8	3	0	0	0	96	94.5
13:45	0	0	0	0	0	0	0	0	0	0	4	3	97	8	3	2	1	0	118	118.1
H/TOT	0	0	0	0	0	0	0	0	0	0	17	4	355	35	10	2	2	0	425	418.6
14:00	0	0	0	0	0	0	0	0	0	0	2	3	98	9	1	1	0	0	114	112.4
14:15	0	0	0	0	0	0	0	0	0	0	2	2	84	9	2	0	0	0	99	97.2
14:30	0	0	0	0	0	0	0	0	0	0	2	2	65	12	0	0	1	0	82	80.2
14:45	0	0	0	0	0	0	0	0	0	0	2	1	82	11	3	0	0	0	99	98.3
H/TOT	0	0	0	0	0	0	0	0	0	0	8	8	329	41	6	1	1	0	394	388.1
15:00	0	0	0	0	0	0	0	0	0	0	5	2	106	12	2	0	1	0	128	124.8
15:15	0	0	0	0	0	0	0	0	0	0	4	1	110	14	4	0	1	0	134	133.2
15:30	0	0	0	0	0	0	0	0	0	0	1	0	90	12	3	0	3	0	109	112.7
15:45	0	0	0	0	0	0	0	0	0	0	6	3	96	10	1	0	0	0	116	109.9
H/TOT	0	0	0	0	0	0	0	0	0	0	16	6	402	48	10	0	5	0	487	480.6
16:00	0	0	0	0	0	0	0	0	0	0	8	4	104	9	0	1	0	0	126	118.5
16:15	0	0	0	0	0	0	0	0	0	0	5	0	113	22	0	0	1	0	141	138
16:30	0	0	0	0	0	0	0	0	0	0	6	4	141	14	0	0	2	0	167	161.8
16:45	0	0	0	0	0	0	0	0	0	0	13	1	131	10	0	0	1	0	156	146
H/TOT	0	0	0	0	0	0	0	0	0	0	32	9	489	55	0	1	4	0	590	564.3
17:00	0	0	0	0	0	0	0	0	0	0	6	2	126	6	1	0	0	0	141	135.5
17:15	0	0	0	0	0	0	0	0	0	0	8	4	124	13	0	0	1	0	150	142.2
17:30	0	0	0	0	0	0	0	0	0	0	23	3	127	9	2	0	0	0	164	144.8
17:45	0	0	0	0	0	0	0	0	0	0	16	8	131	10	2	0	0	0	167	150.4
H/TOT	0	0	0	0	0	0	0	0	0	0	53	17	508	38	5	0	1	0	622	572.9
18:00	0	0	0	0	0	0	0	0	0	0	16	3	141	11	1	0	1	0	173	159.9
18:15	0	0	0	0	0	0	0	0	0	0	14	4	116	11	0	0	2	0	147	135.4
18:30	0	0	0	0	0	0	0	0	0	0	16	7	112	7	0	0	0	0	142	125
18:45	0	0	0	0	0	0	0	0	0	0	6	4	108	3	0	0	1	0	122	115.8
H/TOT	0	0	0	0	0	0	0	0	0	0	52	18	477	32	1	0	4	0	584	536.1
12 TOT	0	0	0	0	0	0	0	0	0	0	236	82	4439	481	69	8	36	0	5351	5194

IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 4
Location: R117 Dundrum Road/Highfield Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - Highfield Park

	A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	6	1	97	13	0	0	1	0	118	113.6
07:15	0	0	3	0	0	0	0	0	3	3	2	0	155	33	0	0	1	0	191	190.4
07:30	0	0	2	0	0	0	0	0	2	2	14	1	182	26	3	1	0	1	228	219.5
07:45	0	0	2	0	0	0	0	0	2	2	11	3	180	20	0	1	1	0	216	207.7
H/TOT	0	0	7	0	0	0	0	0	7	7	33	5	614	92	3	2	3	1	753	731.2
08:00	0	0	1	0	0	0	0	0	1	1	13	1	167	17	3	0	0	0	201	191.5
08:15	0	0	1	0	0	0	0	0	1	1	24	2	185	13	4	0	2	0	230	213.6
08:30	0	0	5	1	0	0	0	0	6	6	22	2	172	15	0	0	1	0	212	194.2
08:45	0	0	3	0	0	0	0	0	3	3	17	1	132	15	2	0	1	0	168	155.8
H/TOT	0	0	10	1	0	0	0	0	11	11	76	6	656	60	9	0	4	0	811	755.1
09:00	1	0	5	0	0	0	0	0	6	5.2	13	1	160	23	3	0	0	0	200	190.5
09:15	0	0	1	0	0	0	0	0	1	1	9	1	153	22	2	0	0	0	187	180.2
09:30	0	0	2	0	0	0	0	0	2	2	7	2	113	12	4	0	0	0	138	133.2
09:45	0	0	2	0	0	0	0	0	2	2	2	2	108	19	4	0	1	0	136	136.2
H/TOT	1	0	10	0	0	0	0	0	11	10.2	31	6	534	76	13	0	1	0	661	640.1
10:00	1	0	2	0	0	0	0	0	3	2.2	0	2	97	15	5	1	3	0	123	128.6
10:15	0	0	1	1	0	0	0	0	2	2	0	2	88	11	5	0	1	0	107	109.3
10:30	0	0	5	0	0	0	0	0	5	5	1	2	106	21	2	1	0	0	133	133.3
10:45	0	0	1	0	0	0	0	0	1	1	4	0	100	6	0	1	0	0	111	109.1
H/TOT	1	0	9	1	0	0	0	0	11	10.2	5	6	391	53	12	3	4	0	474	480.3
11:00	1	0	2	0	0	0	0	0	3	2.2	3	1	79	12	1	0	2	0	98	97.5
11:15	0	0	1	1	0	0	0	0	2	2	6	1	97	17	5	0	0	0	126	123.1
11:30	0	0	5	0	0	0	0	0	5	5	2	2	96	15	2	0	0	0	117	115.2
11:45	0	0	4	0	0	0	0	0	4	4	2	3	93	12	3	0	1	0	114	113.1
H/TOT	1	0	12	1	0	0	0	0	14	13.2	13	7	365	56	11	0	3	0	455	448.9
12:00	0	0	2	0	0	0	0	0	2	2	0	2	84	10	1	0	2	0	99	100.3
12:15	0	0	6	0	1	0	0	0	7	7.5	3	3	94	15	1	2	1	0	119	118.9
12:30	0	0	3	0	0	0	0	0	3	3	4	1	92	19	2	2	0	0	120	119.8
12:45	0	0	3	0	0	0	0	0	3	3	5	2	103	10	1	0	0	0	121	116.3
H/TOT	0	0	14	0	1	0	0	0	15	15.5	12	8	373	54	5	4	3	0	459	455.3
13:00	2	0	4	1	0	0	0	0	7	5.4	5	1	93	15	2	0	1	0	117	114.4
13:15	1	0	5	0	0	0	0	0	6	5.2	4	2	95	7	2	0	0	0	110	106.6
13:30	0	0	2	1	0	0	0	0	3	3	2	2	85	9	1	0	0	0	99	96.7
13:45	0	0	8	0	0	0	0	0	8	8	5	1	99	13	2	0	0	0	120	116.4
H/TOT	3	0	19	2	0	0	0	0	24	21.6	16	6	372	44	7	0	1	0	446	434.1
14:00	2	0	3	0	0	0	0	0	5	3.4	1	1	104	11	1	0	1	0	119	119.1
14:15	0	0	5	0	0	0	0	0	5	5	2	2	71	6	0	0	0	0	81	78.2
14:30	1	0	4	0	0	0	0	0	5	4.2	5	3	102	8	1	0	0	0	119	113.7
14:45	0	0	3	0	0	0	0	0	3	3	4	4	110	8	2	0	0	0	128	123.4
H/TOT	3	0	15	0	0	0	0	0	18	15.6	12	10	387	33	4	0	1	0	447	434.4
15:00	0	0	8	0	0	0	0	0	8	8	2	2	94	12	3	0	1	0	114	113.7
15:15	1	1	4	1	0	0	0	0	7	5.6	3	2	110	4	2	0	1	0	122	120.4
15:30	0	0	3	0	0	0	0	0	3	3	2	0	74	6	1	0	1	0	84	83.9
15:45	1	0	4	1	0	0	0	0	6	5.2	0	5	93	5	1	0	0	0	104	101.5
H/TOT	2	1	19	2	0	0	0	0	24	21.8	7	9	371	27	7	0	3	0	424	419.5
16:00	1	0	5	0	0	0	0	0	6	5.2	3	4	115	6	2	0	1	0	131	128.2
16:15	0	0	2	0	0	0	0	0	2	2	4	1	116	6	1	0	0	0	128	124.7
16:30	0	0	6	0	0	0	0	0	6	6	2	6	99	9	0	0	1	0	117	112.8
16:45	0	0	3	0	0	0	0	0	3	3	8	2	96	9	0	0	0	0	115	107.4
H/TOT	1	0	16	0	0	0	0	0	17	16.2	17	13	426	30	3	0	2	0	491	473.1
17:00	3	0	4	0	0	0	0	0	7	4.6	4	2	129	4	0	0	0	0	139	134.6
17:15	1	0	4	0	0	0	0	0	5	4.2	4	0	132	6	1	0	1	0	144	142.3
17:30	3	0	6	0	0	0	0	0	9	6.6	5	1	84	4	1	0	0	0	95	90.9
17:45	4	0	6	0	0	0	0	0	10	6.8	5	2	111	3	0	0	0	0	121	115.8
H/TOT	11	0	20	0	0	0	0	0	31	22.2	18	5	456	17	2	0	1	0	499	483.6
18:00	0	0	6	0	0	0	0	0	6	6	7	4	118	5	0	0	1	0	135	128
18:15	0	1	6	0	0	0	0	0	7	6.4	4	5	116	5	0	0	1	0	131	125.8
18:30	0	0	4	0	0	0	0	0	4	4	10	4	136	1	1	0	1	0	153	144.1
18:45	0	0	6	0	0	0	0	0	6	6	6	4	101	2	0	0	1	0	114	107.8
H/TOT	0	1	22	0	0	0	0	0	23	22.4	27	17	471	13	1	0	4	0	533	505.7
12 TOT	23	2	173	7	1	0	0	0	206	186.9	267	98	5416	555	77	9	30	1	6453	6261

IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 4
Location: R117 Dundrum Road/Highfield Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - Highfield Park

	B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:45	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	3	0	0	0	0	0	3	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8.5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5	5
09:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	6	3	0	0	0	0	10	9.2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	7	7.5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	5
11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	0	13	13
12:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
12:15	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
12:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	15	15
13:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
13:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
13:30	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8.5
13:45	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	22	1	1	0	0	0	24	24.5
14:00	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2
14:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	16	1	0	0	0	0	18	17.2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
15:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	13
16:00	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
16:45	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	21	21
17:00	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	7	6.2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
17:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	17	0	0	0	0	0	19	17.4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
18:15	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	10
18:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	0	25	25
12 TOT	0	0	0	0	0	0	0	0	0	0	4	0	156	13	3	0	0	0	176	174.3

IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 4
Location: R117 Dundrum Road/Highfield Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - Highfield Park

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	1	0	1	0	0	0	0	0	2	1.2	0	0	0	1	0	0	0	0	1	1
07:15	1	0	3	0	0	0	0	0	4	3.2	0	0	2	0	0	0	0	0	2	2
07:30	4	0	4	0	0	0	0	0	8	4.8	0	0	3	0	0	0	0	0	3	3
07:45	1	0	9	0	0	0	0	0	10	9.2	0	0	6	0	0	0	0	0	6	6
H/TOT	7	0	17	0	0	0	0	0	24	18.4	0	0	11	1	0	0	0	0	12	12
08:00	2	0	10	0	0	0	0	0	12	10.4	0	0	3	0	0	0	0	0	3	3
08:15	1	0	5	0	0	0	0	0	6	5.2	0	0	4	0	0	0	0	0	4	4
08:30	3	0	6	0	0	0	0	0	9	6.6	1	0	1	0	0	0	0	0	2	1.2
08:45	4	0	4	0	0	0	0	0	8	4.8	0	0	2	0	1	0	0	0	3	3.5
H/TOT	10	0	25	0	0	0	0	0	35	27	1	0	10	0	1	0	0	0	12	11.7
09:00	0	0	1	0	0	0	0	0	1	1	0	0	4	0	0	0	0	0	4	4
09:15	1	0	4	0	0	0	0	0	5	4.2	0	0	3	0	0	0	0	0	3	3
09:30	0	0	6	0	0	0	0	0	6	6	0	0	1	0	0	0	0	0	1	1
09:45	2	0	4	0	0	0	0	0	6	4.4	0	0	8	0	0	0	0	0	8	8
H/TOT	3	0	15	0	0	0	0	0	18	15.6	0	0	16	0	0	0	0	0	16	16
10:00	0	0	4	0	0	0	0	0	4	4	0	0	3	0	0	0	0	0	3	3
10:15	0	0	3	0	0	0	0	0	3	3	0	0	1	1	0	0	0	0	2	2
10:30	1	0	4	0	0	0	0	0	5	4.2	0	0	1	0	0	0	0	0	1	1
10:45	1	0	1	0	1	0	0	0	3	2.7	0	0	6	0	0	0	0	0	6	6
H/TOT	2	0	12	0	1	0	0	0	15	13.9	0	0	11	1	0	0	0	0	12	12
11:00	0	0	3	0	0	0	0	0	3	3	0	0	2	2	0	0	0	0	4	4
11:15	0	0	3	2	0	0	0	0	5	5	0	0	5	1	0	0	0	0	6	6
11:30	0	0	3	1	0	0	0	0	4	4	0	0	4	0	0	0	0	0	4	4
11:45	1	0	2	1	0	0	0	0	4	3.2	0	0	6	0	0	0	0	0	6	6
H/TOT	1	0	11	4	0	0	0	0	16	15.2	0	0	17	3	0	0	0	0	20	20
12:00	0	0	3	1	0	0	0	0	4	4	0	0	4	0	0	0	0	0	4	4
12:15	1	0	3	1	0	0	0	0	5	4.2	0	0	2	0	0	0	0	0	2	2
12:30	0	0	5	0	1	0	0	0	6	6.5	0	0	1	0	0	0	0	0	1	1
12:45	0	0	4	1	0	0	0	0	5	5	1	0	3	0	0	0	0	0	4	3.2
H/TOT	1	0	15	3	1	0	0	0	20	19.7	1	0	10	0	0	0	0	0	11	10.2
13:00	2	0	3	0	0	0	0	0	5	3.4	0	0	3	0	0	0	0	0	3	3
13:15	0	0	6	0	0	0	0	0	6	6	0	0	5	0	0	0	0	0	5	5
13:30	0	0	11	0	0	0	0	0	11	11	0	0	2	0	0	0	0	0	2	2
13:45	0	0	8	2	0	0	0	0	10	10	0	0	1	0	1	0	0	0	2	2.5
H/TOT	2	0	28	2	0	0	0	0	32	30.4	0	0	11	0	1	0	0	0	12	12.5
14:00	1	0	0	0	0	0	0	0	1	0.2	0	0	1	2	0	0	0	0	3	3
14:15	0	0	12	0	0	0	0	0	12	12	0	0	3	0	0	0	0	0	3	3
14:30	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3
14:45	0	0	5	0	0	0	0	0	5	5	0	0	3	0	0	0	0	0	3	3
H/TOT	1	0	18	0	0	0	0	0	19	18.2	0	0	10	2	0	0	0	0	12	12
15:00	0	0	3	0	0	0	0	0	3	3	0	0	3	0	0	0	0	0	3	3
15:15	0	1	7	0	0	0	0	0	8	7.4	0	0	3	0	0	0	0	0	3	3
15:30	1	0	4	0	0	0	0	0	5	4.2	0	0	2	0	0	0	0	0	2	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	1	1	14	0	0	0	0	0	16	14.6	0	0	10	0	0	0	0	0	10	10
16:00	0	0	4	0	0	0	0	0	4	4	0	0	5	0	0	0	0	0	5	5
16:15	0	0	4	1	0	0	0	0	5	5	0	0	5	1	0	0	0	0	6	6
16:30	0	0	3	0	0	0	0	0	3	3	0	0	4	1	0	0	0	0	5	5
16:45	1	0	5	0	0	0	0	0	6	5.2	0	1	1	0	0	0	0	0	2	1.4
H/TOT	1	0	16	1	0	0	0	0	18	17.2	0	1	15	2	0	0	0	0	18	17.4
17:00	0	0	1	0	0	0	0	0	1	1	1	0	2	0	0	0	0	0	3	2.2
17:15	1	0	5	0	0	0	0	0	6	5.2	0	0	4	0	0	0	0	0	4	4
17:30	3	0	10	0	0	0	0	0	13	10.6	0	0	3	0	0	0	0	0	3	3
17:45	1	0	8	0	0	0	0	0	9	8.2	0	0	5	0	0	0	0	0	5	5
H/TOT	5	0	24	0	0	0	0	0	29	25	1	0	14	0	0	0	0	0	15	14.2
18:00	0	0	7	0	0	0	0	0	7	7	0	0	2	0	0	0	0	0	2	2
18:15	0	0	7	0	0	0	0	0	7	7	0	1	2	0	0	0	0	0	3	2.4
18:30	0	0	3	0	0	0	0	0	3	3	1	0	5	0	0	0	0	0	6	5.2
18:45	0	0	4	1	0	0	0	0	5	5	0	0	8	0	0	0	0	0	8	8
H/TOT	0	0	21	1	0	0	0	0	22	22	1	1	17	0	0	0	0	0	19	17.6
12 TOT	34	1	216	11	2	0	0	0	264	237.2	4	2	152	9	2	0	0	0	169	165.6

IDASO

Survey Name: 24648 - Dundrum Repeats
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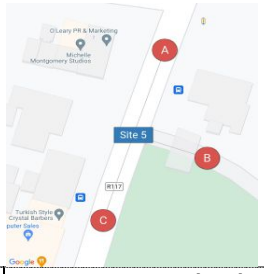
Location: R117 Dundrum Road/Highfield Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Dundrum Road
Arm C - Highfield Park

	C => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0

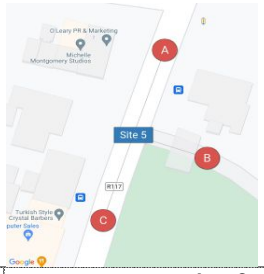


IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 5
Location: R117 Dundrum Road/Former CMH Access
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Former CMH Access
Arm C - Dundrum Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	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
07:45	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
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
08:45	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	1	0	1	0	0	0	0	0	2	1.2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
09:45	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	2	0	0	0	0	0	2	2
10:00	0	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	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	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
11:00	0	0	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	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
11:45	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	0.4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1.2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	8	5.6
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
13:15	0	0	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	0	0	0	0	0	0	0	0	0
13:45	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	2	0	0	0	0	2	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	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	0	1	1	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
15:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
15:30	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	3	0.6
16:00	0	0	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	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
17:00	0	0	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	0	0	0	0	0	0	0	0	0
17:30	0	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	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
18:00	0	0	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	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	0	1	0.2	2	0	0	0	0	0	0	0	2	0.4
H/TOT	1	0	0	0	0	0	0	0	1	0.2	2	0	0	0	0	0	0	0	2	0.4
12 TOT	1	0	3	1	0	0	0	0	5	4.2	13	0	7	3	0	0	0	0	23	12.6

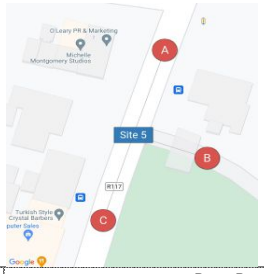


IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 5
Location: R117 Dundrum Road/Former CMH Access
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Former CMH Access
Arm C - Dundrum Road

	A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	2	0	31	9	1	0	3	0	46	47.9	0	0	0	0	0	0	0	0	0	0
07:15	1	0	45	4	0	0	1	0	51	51.2	0	0	0	0	0	0	0	0	0	0
07:30	4	0	60	6	2	0	1	0	73	71.8	0	0	0	0	0	0	0	0	0	0
07:45	0	0	83	8	3	0	0	0	94	95.5	0	0	0	0	0	0	0	0	0	0
H/TOT	7	0	219	27	6	0	5	0	264	266.4	0	0	0	0	0	0	0	0	0	0
08:00	3	1	83	11	2	1	1	0	102	102.3	1	0	1	0	0	0	0	0	2	1.2
08:15	0	0	98	5	2	1	2	0	108	112.3	0	0	0	0	0	0	0	0	0	0
08:30	5	0	98	7	3	0	1	0	114	112.5	0	0	0	0	0	0	0	0	0	0
08:45	5	2	95	10	2	0	1	0	115	111.8	0	0	0	0	0	0	0	0	0	0
H/TOT	13	3	374	33	9	2	5	0	439	438.9	1	0	1	0	0	0	0	0	2	1.2
09:00	4	0	91	5	0	0	0	0	100	96.8	0	0	0	0	0	0	0	0	0	0
09:15	2	2	69	13	1	0	0	0	87	84.7	0	0	0	0	0	0	0	0	0	0
09:30	5	0	74	11	2	0	0	0	92	89	0	0	0	0	0	0	0	0	0	0
09:45	3	0	79	8	2	0	1	0	93	92.6	0	0	1	0	0	0	0	0	1	1
H/TOT	14	2	313	37	5	0	1	0	372	363.1	0	0	1	0	0	0	0	0	1	1
10:00	2	0	92	4	2	0	0	0	100	99.4	0	0	0	0	0	0	0	0	0	0
10:15	0	1	75	8	3	0	0	0	87	87.9	0	0	0	0	0	0	0	0	0	0
10:30	0	0	82	10	1	0	0	0	93	93.5	1	0	0	0	0	0	0	0	1	0.2
10:45	2	1	89	11	3	0	2	0	108	109.3	0	0	0	0	0	0	0	0	0	0
H/TOT	4	2	338	33	9	0	2	0	388	390.1	1	0	0	0	0	0	0	0	1	0.2
11:00	3	4	91	7	2	0	0	0	107	103.2	1	0	0	0	0	0	0	0	1	0.2
11:15	0	0	73	17	1	1	1	0	93	95.8	1	0	0	0	0	0	0	0	1	0.2
11:30	3	5	83	13	1	0	1	0	106	102.1	0	0	0	0	0	0	0	0	0	0
11:45	1	1	92	18	1	0	1	0	114	114.1	0	0	0	0	0	0	0	0	0	0
H/TOT	7	10	339	55	5	1	3	0	420	415.2	2	0	0	0	0	0	0	0	2	0.4
12:00	3	0	83	11	0	0	1	0	98	96.6	0	0	1	1	0	0	0	0	2	2
12:15	6	1	90	16	1	0	1	0	115	111.1	0	0	0	1	0	0	0	0	1	1
12:30	3	0	83	11	1	0	0	0	98	96.1	1	0	0	0	0	0	0	0	1	0.2
12:45	0	2	95	12	2	1	1	0	113	115.1	1	0	0	0	0	0	0	0	1	0.2
H/TOT	12	3	351	50	4	1	3	0	424	418.9	2	0	1	2	0	0	0	0	5	3.4
13:00	9	0	92	7	2	0	1	0	111	105.8	0	0	0	0	0	0	0	0	0	0
13:15	4	0	93	13	2	0	0	0	112	109.8	0	0	0	0	0	0	0	0	0	0
13:30	3	1	85	8	3	0	0	0	100	98.5	1	0	0	0	0	0	0	0	1	0.2
13:45	4	3	104	7	3	2	1	0	124	124.1	0	0	0	0	0	0	0	0	0	0
H/TOT	20	4	374	35	10	2	2	0	447	438.2	1	0	0	0	0	0	0	0	1	0.2
14:00	4	3	101	9	1	1	0	0	119	115.8	0	0	0	0	0	0	0	0	0	0
14:15	1	2	89	9	2	0	0	0	103	102	2	0	0	0	0	0	0	0	2	0.4
14:30	3	2	70	12	0	0	1	0	88	85.4	0	0	0	0	0	0	0	0	0	0
14:45	2	1	83	12	3	0	0	0	101	100.3	0	0	0	0	0	0	0	0	0	0
H/TOT	10	8	343	42	6	1	1	0	411	403.5	2	0	0	0	0	0	0	0	2	0.4
15:00	5	2	115	11	2	0	1	0	136	132.8	1	0	0	0	0	0	0	0	1	0.2
15:15	6	2	113	15	4	0	1	0	141	138	0	0	0	0	0	0	0	0	0	0
15:30	1	0	94	12	3	0	3	0	113	116.7	0	0	3	0	0	0	0	0	3	3
15:45	7	3	99	11	1	0	0	0	121	114.1	2	0	0	0	0	0	0	0	2	0.4
H/TOT	19	7	421	49	10	0	5	0	511	501.6	3	0	3	0	0	0	0	0	6	3.6
16:00	6	4	108	9	0	1	0	0	128	122.1	1	0	0	0	0	0	0	0	1	0.2
16:15	5	0	116	22	0	0	1	0	144	141	0	0	0	0	0	0	0	0	0	0
16:30	6	4	147	14	0	0	2	0	173	167.8	2	0	0	0	0	0	0	0	2	0.4
16:45	13	1	135	10	0	0	1	0	160	150	0	0	0	0	0	0	0	0	0	0
H/TOT	30	9	506	55	0	1	4	0	605	580.9	3	0	0	0	0	0	0	0	3	0.6
17:00	9	2	129	6	1	0	0	0	147	139.1	1	0	0	1	0	0	0	0	2	1.2
17:15	9	4	128	13	0	0	1	0	155	146.4	0	0	0	0	0	0	0	0	0	0
17:30	27	3	134	9	2	0	0	0	175	152.6	0	0	0	0	0	0	0	0	0	0
17:45	19	8	136	10	2	0	0	0	175	156	0	0	0	0	0	0	0	0	0	0
H/TOT	64	17	527	38	5	0	1	0	652	594.1	1	0	0	1	0	0	0	0	2	1.2
18:00	16	3	146	11	1	0	1	0	178	164.9	1	0	1	0	0	0	0	0	2	1.2
18:15	14	5	123	11	0	0	2	0	155	142.8	1	0	0	0	0	0	0	0	1	0.2
18:30	15	7	115	7	0	0	0	0	144	127.8	0	0	0	0	0	0	0	0	0	0
18:45	6	4	114	3	0	0	1	0	128	121.8	0	0	0	0	0	0	0	0	0	0
H/TOT	51	19	498	32	1	0	4	0	605	557.3	2	0	1	0	0	0	0	0	3	1.4
12 TOT	251	84	4603	486	70	8	36	0	5538	5368	18	0	7	3	0	0	0	0	28	13.6

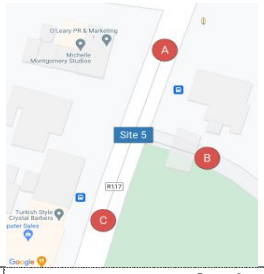


IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 5
Location: R117 Dundrum Road/Former CMH Access
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Former CMH Access
Arm C - Dundrum Road

	B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	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
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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	1	0	0	0	0	0	0	0	1	0.2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
10:00	0	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	0	2	0	0	0	0	0	2	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
10:45	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	5.2
11:00	0	0	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	0	0	0	0	0	0	0	0	0
11:30	0	0	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	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
12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
12:15	0	0	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	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.4
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:30	0	0	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	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
14:00	0	0	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	1	0	0	0	0	0	0	0	1	0.2
14:30	0	0	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	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:45	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	1	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0.6
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	0.2	3	0	0	0	0	0	0	0	3	0.6
17:00	0	0	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	0	0	0	0	0	0	0	0	0
17:30	0	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	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
18:00	0	0	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	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.2
18:45	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	1	0	0	0	0	0	0	0	1	0.2
12 TOT	1	0	0	0	0	0	0	0	1	0.2	10	0	10	2	0	0	0	0	22	14

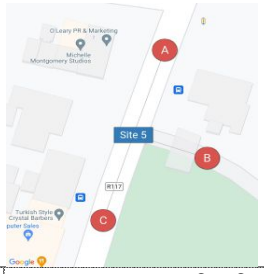


IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 5
Location: R117 Dundrum Road/Former CMH Access
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Former CMH Access
Arm C - Dundrum Road

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	7	1	98	13	0	0	1	0	120	114.8	0	0	0	0	0	0	0	0	0	0
07:15	3	0	158	33	0	0	1	0	195	193.6	0	0	0	0	0	0	0	0	0	0
07:30	18	1	185	26	3	1	0	1	235	223.3	0	0	0	0	0	0	0	0	0	0
07:45	12	3	189	20	0	1	1	0	226	216.9	0	0	0	0	0	0	0	0	0	0
H/TOT	40	5	630	92	3	2	3	1	776	748.6	0	0	0	0	0	0	0	0	0	0
08:00	15	1	175	16	3	0	0	0	210	198.9	0	0	1	0	0	0	0	0	1	1
08:15	25	2	192	14	4	0	2	0	239	221.8	0	0	0	0	0	0	0	0	0	0
08:30	25	2	178	15	0	0	1	0	221	200.8	0	0	1	0	0	0	0	0	1	1
08:45	20	1	136	14	2	0	1	0	174	159.4	0	0	0	1	0	0	0	0	1	1
H/TOT	85	6	681	59	9	0	4	0	844	780.9	0	0	2	1	0	0	0	0	3	3
09:00	14	1	159	23	3	0	0	0	200	189.7	0	0	1	0	0	0	0	0	1	1
09:15	10	1	155	22	2	0	0	0	190	182.4	0	0	4	0	0	0	0	0	4	4
09:30	7	2	117	12	4	0	0	0	142	137.2	0	0	1	0	0	0	0	0	1	1
09:45	4	2	112	18	4	0	1	0	141	139.6	0	0	0	1	0	0	0	0	1	1
H/TOT	35	6	543	75	13	0	1	0	673	648.9	0	0	6	1	0	0	0	0	7	7
10:00	0	2	100	15	5	1	3	0	126	131.6	0	0	0	0	0	0	0	0	0	0
10:15	0	2	92	11	5	0	1	0	111	113.3	0	0	0	0	0	0	0	0	0	0
10:30	2	2	111	21	2	1	0	0	139	138.5	0	0	0	0	0	0	0	0	0	0
10:45	5	0	101	6	1	1	0	0	114	111.8	0	0	0	0	0	0	0	0	0	0
H/TOT	7	6	404	53	13	3	4	0	490	495.2	0	0	0	0	0	0	0	0	0	0
11:00	3	0	82	12	1	0	2	0	100	100.1	0	0	0	0	0	0	0	0	0	0
11:15	5	2	100	19	5	0	0	0	131	128.3	1	0	0	0	0	0	0	0	1	0.2
11:30	2	2	99	16	2	0	0	0	121	119.2	0	0	0	0	0	0	0	0	0	0
11:45	3	3	94	12	3	0	1	0	116	114.3	0	0	0	0	0	0	0	0	0	0
H/TOT	13	7	375	59	11	0	3	0	468	461.9	1	0	0	0	0	0	0	0	1	0.2
12:00	0	2	87	11	1	0	2	0	103	104.3	0	0	1	1	0	0	0	0	2	2
12:15	3	3	97	16	1	2	1	0	123	122.9	0	0	0	0	0	0	0	0	0	0
12:30	5	1	96	19	3	2	0	0	126	125.5	0	0	0	0	0	0	0	0	0	0
12:45	5	2	108	10	1	0	0	0	126	121.3	0	0	0	0	0	0	0	0	0	0
H/TOT	13	8	388	56	6	4	3	0	478	474	0	0	1	1	0	0	0	0	2	2
13:00	5	1	95	16	2	0	1	0	120	117.4	2	0	0	0	0	0	0	0	2	0.4
13:15	4	2	101	7	2	0	0	0	116	112.6	0	0	0	0	0	0	0	0	0	0
13:30	2	2	96	9	1	0	0	0	110	107.7	0	0	0	0	0	0	0	0	0	0
13:45	5	1	106	15	2	0	0	0	129	125.4	0	0	0	0	0	0	0	0	0	0
H/TOT	16	6	398	47	7	0	1	0	475	463.1	2	0	0	0	0	0	0	0	2	0.4
14:00	2	1	104	11	1	0	1	0	120	119.3	0	0	0	0	0	0	0	0	0	0
14:15	2	2	84	6	0	0	0	0	94	91.2	0	0	0	0	0	0	0	0	0	0
14:30	5	3	103	8	1	0	0	0	120	114.7	0	0	0	0	0	0	0	0	0	0
14:45	4	4	112	8	2	0	0	0	130	125.4	0	0	0	0	0	0	0	0	0	0
H/TOT	13	10	403	33	4	0	1	0	464	450.6	0	0	0	0	0	0	0	0	0	0
15:00	2	2	99	12	3	0	1	0	119	118.7	0	0	0	0	0	0	0	0	0	0
15:15	3	3	117	4	2	0	1	0	130	127.8	0	0	0	0	0	0	0	0	0	0
15:30	3	0	80	6	1	0	1	0	91	90.1	0	0	0	0	0	0	0	0	0	0
15:45	1	5	93	5	1	0	0	0	105	101.7	0	0	0	0	0	0	0	0	0	0
H/TOT	9	10	389	27	7	0	3	0	445	438.3	0	0	0	0	0	0	0	0	0	0
16:00	1	4	120	5	2	0	1	0	133	131.8	2	0	0	0	0	0	0	0	2	0.4
16:15	4	1	119	8	1	0	0	0	133	129.7	0	0	0	0	0	0	0	0	0	0
16:30	2	6	102	9	0	0	1	0	120	115.8	0	0	0	0	0	0	0	0	0	0
16:45	6	2	99	8	0	0	0	0	115	109	3	0	1	1	0	0	0	0	5	2.6
H/TOT	13	13	440	30	3	0	2	0	501	486.3	5	0	1	1	0	0	0	0	7	3
17:00	4	2	129	4	0	0	0	0	139	134.6	0	0	0	0	0	0	0	0	0	0
17:15	5	0	138	6	1	0	1	0	151	148.5	0	0	0	0	0	0	0	0	0	0
17:30	8	1	93	4	1	0	0	0	107	100.5	0	0	0	0	0	0	0	0	0	0
17:45	5	2	120	3	0	0	0	0	130	124.8	1	0	0	0	0	0	0	0	1	0.2
H/TOT	22	5	480	17	2	0	1	0	527	508.4	1	0	0	0	0	0	0	0	1	0.2
18:00	7	4	123	5	0	0	1	0	140	133	0	0	0	0	0	0	0	0	0	0
18:15	4	5	126	5	0	0	1	0	141	135.8	0	0	0	0	0	0	0	0	0	0
18:30	8	4	139	1	1	0	1	0	154	146.7	0	0	0	0	0	0	0	0	0	0
18:45	8	4	104	3	0	0	1	0	120	112.2	0	0	0	0	0	0	0	0	0	0
H/TOT	27	17	492	14	1	0	4	0	555	527.7	0	0	0	0	0	0	0	0	0	0
12 TOT	293	99	5623	562	79	9	30	1	6696	6484	9	0	10	4	0	0	0	0	23	15.8



IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 5
Location: R117 Dundrum Road/Former CMH Access
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Former CMH Access
Arm C - Dundrum Road

	C => C									
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**ARAVA**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 7
Location: R117 Dundrum Road/Mulvey Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Mulvey Park
Arm C - Dundrum Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	6
10:00	0	0	1	0	0	0	0	0	1	1	0	0	4	0	0	0	0	0	4	4
10:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
10:30	0	0	0	0	0	0	0	0	0	0	1	0	4	2	0	0	0	0	7	6.2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
H/TOT	0	0	1	0	0	0	0	0	1	1	1	0	13	3	0	0	0	0	17	16.2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2.5
11:15	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
11:30	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	8	0	1	0	0	0	11	9.9
12:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
12:45	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	12	1	0	0	0	0	14	13.2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
13:15	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
13:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	0	16	16
14:00	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	3
14:15	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7
14:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	15	15
15:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
15:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
15:30	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5	5
15:45	0	0	1	1	0	0	0	0	2	2	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	1	1	0	0	0	0	2	2	0	0	12	2	0	0	0	0	14	14
16:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
16:30	0	0	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	0	5	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	11
17:00	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	5	4.2
17:15	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	7	6.2
17:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	0	1	1	2	0	10	1	0	0	0	0	13	11.4
18:00	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
18:30	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
18:45	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4	3.2
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	14	0	0	0	0	0	17	14.6
12 TOT	0	0	3	1	0	0	0	0	4	4	9	0	122	13	1	0	0	0	145	138.3

IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 7
Location: R117 Dundrum Road/Mulvey Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Mulvey Park
Arm C - Dundrum Road

	A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	2	0	26	7	1	0	3	0	39	40.9	0	0	3	0	0	0	0	0	3	3
07:15	1	0	40	4	0	0	1	0	46	46.2	0	0	1	0	0	0	0	0	1	1
07:30	4	0	55	8	2	0	1	0	70	68.8	0	0	0	0	0	0	0	0	0	0
07:45	0	0	73	7	3	0	0	0	83	84.5	0	0	3	1	0	0	0	0	4	4
H/TOT	7	0	194	26	6	0	5	0	238	240.4	0	0	7	1	0	0	0	0	8	8
08:00	2	1	76	7	2	1	2	0	91	93.1	0	0	1	0	0	0	0	0	1	1
08:15	0	0	91	5	3	1	1	0	101	104.8	0	0	4	0	0	0	0	0	4	4
08:30	4	0	94	6	1	0	1	0	106	104.3	0	0	4	0	0	0	0	0	4	4
08:45	5	1	90	10	2	0	1	0	109	106.4	0	0	1	0	0	0	0	0	1	1
H/TOT	11	2	351	28	8	2	5	0	407	408.6	0	0	10	0	0	0	0	0	10	10
09:00	0	0	79	4	0	0	0	0	83	83	0	0	2	0	0	0	0	0	2	2
09:15	1	1	62	8	1	0	0	0	73	72.1	0	0	1	0	0	0	0	0	1	1
09:30	2	0	73	11	2	0	0	0	88	87.4	0	0	0	0	0	0	0	0	0	0
09:45	4	0	69	7	2	0	1	0	83	81.8	0	0	4	0	0	0	0	0	4	4
H/TOT	7	1	283	30	5	0	1	0	327	324.3	0	0	7	0	0	0	0	0	7	7
10:00	2	0	74	4	1	0	0	0	81	79.9	1	0	2	1	0	0	0	0	4	3.2
10:15	1	1	68	6	3	0	0	0	79	79.1	0	0	1	0	0	0	0	0	1	1
10:30	1	0	77	6	1	0	0	0	85	84.7	0	0	1	0	0	0	0	0	1	1
10:45	0	1	82	9	3	0	2	0	97	99.9	0	0	0	0	0	0	0	0	0	0
H/TOT	4	2	301	25	8	0	2	0	342	343.6	1	0	4	1	0	0	0	0	6	5.2
11:00	2	5	74	7	1	0	0	0	89	84.9	0	0	2	0	0	0	0	0	2	2
11:15	2	0	67	17	1	1	1	0	89	90.2	0	0	0	0	0	0	0	0	0	0
11:30	2	5	80	9	1	0	1	0	98	94.9	0	0	1	1	0	0	0	0	2	2
11:45	2	1	83	19	1	0	1	0	107	106.3	0	0	0	1	0	0	0	0	1	1
H/TOT	8	11	304	52	4	1	3	0	383	376.3	0	0	3	2	0	0	0	0	5	5
12:00	3	0	77	9	0	0	1	0	90	88.6	0	0	2	0	0	0	0	0	2	2
12:15	1	1	90	18	1	0	1	0	112	112.1	0	0	3	0	0	0	0	0	3	3
12:30	0	0	77	8	1	0	0	0	86	86.5	0	0	1	1	0	0	0	0	2	2
12:45	1	2	98	11	2	1	1	0	116	117.3	0	0	3	0	0	0	0	0	3	3
H/TOT	5	3	342	46	4	1	3	0	404	404.5	0	0	9	1	0	0	0	0	10	10
13:00	2	0	78	8	2	0	1	0	91	91.4	0	0	0	0	0	0	0	0	0	0
13:15	3	0	89	12	1	0	0	0	105	103.1	0	0	1	0	0	0	0	0	1	1
13:30	3	1	77	7	3	0	0	0	91	89.5	0	0	1	1	0	0	0	0	2	2
13:45	3	3	89	7	3	2	1	0	108	108.9	0	0	4	0	0	0	0	0	4	4
H/TOT	11	4	333	34	9	2	2	0	395	392.9	0	0	6	1	0	0	0	0	7	7
14:00	2	3	92	7	1	1	0	0	106	104.4	0	0	2	0	0	0	0	0	2	2
14:15	2	2	82	7	2	0	0	0	95	93.2	0	0	1	0	0	0	0	0	1	1
14:30	2	2	56	11	0	0	1	0	72	70.2	0	0	4	1	0	0	0	0	5	5
14:45	1	1	82	11	3	0	0	0	98	98.1	0	0	3	0	0	0	0	0	3	3
H/TOT	7	8	312	36	6	1	1	0	371	365.9	0	0	10	1	0	0	0	0	11	11
15:00	7	2	108	13	2	0	1	0	133	128.2	0	0	1	0	0	0	0	0	1	1
15:15	6	2	104	15	4	0	1	0	132	129	0	0	3	0	0	0	0	0	3	3
15:30	3	0	84	12	3	0	3	0	105	107.1	0	0	0	0	0	0	0	0	0	0
15:45	4	3	86	10	1	0	0	0	104	99.5	0	0	1	0	0	0	0	0	1	1
H/TOT	20	7	382	50	10	0	5	0	474	463.8	0	0	5	0	0	0	0	0	5	5
16:00	2	4	101	9	0	1	0	0	117	114.3	0	0	2	0	0	0	0	0	2	2
16:15	5	0	108	19	0	0	1	0	133	130	1	0	1	0	0	0	0	0	2	1.2
16:30	7	3	133	13	0	0	2	0	158	152.6	0	0	6	1	0	0	0	0	7	7
16:45	10	1	133	8	0	0	1	0	153	145.4	1	0	1	0	0	0	0	0	2	1.2
H/TOT	24	8	475	49	0	1	4	0	561	542.3	2	0	10	1	0	0	0	0	13	11.4
17:00	7	2	118	4	1	0	0	0	132	125.7	0	0	2	0	0	0	0	0	2	2
17:15	8	4	117	12	0	0	1	0	142	134.2	0	0	4	0	0	0	0	0	4	4
17:30	17	3	119	9	2	0	0	0	150	135.6	0	0	6	0	0	0	0	0	6	6
17:45	15	7	118	10	2	0	0	0	152	136.8	0	0	1	0	0	0	0	0	1	1
H/TOT	47	16	472	35	5	0	1	0	576	532.3	0	0	13	0	0	0	0	0	13	13
18:00	13	3	133	10	1	0	1	0	161	150.3	0	0	1	0	0	0	0	0	1	1
18:15	10	5	114	11	0	0	2	0	142	133	0	0	3	0	0	0	0	0	3	3
18:30	13	5	110	8	0	0	0	0	136	122.6	0	0	2	0	0	0	0	0	2	2
18:45	7	4	101	2	0	0	1	0	115	108	0	0	4	0	0	0	0	0	4	4
H/TOT	43	17	458	31	1	0	4	0	554	513.9	0	0	10	0	0	0	0	0	10	10
12 TOT	194	79	4207	442	66	8	36	0	5032	4909	3	0	94	8	0	0	0	0	105	102.6

IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 7
Location: R117 Dundrum Road/Mulvey Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Mulvey Park
Arm C - Dundrum Road

	B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	7
07:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	0	17	17
08:00	0	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	0	10	9.2
08:15	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	0	9	8.2
08:30	0	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	0	0	7	6.7
08:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	27	2	1	0	0	0	33	31.1
09:00	0	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	0	10	9.2
09:15	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	3.4
09:30	0	0	0	0	0	0	0	0	0	0	2	0	7	1	0	0	0	0	10	8.4
09:45	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
H/TOT	0	0	0	0	0	0	0	0	0	0	4	1	21	3	0	0	0	0	29	25.2
10:00	0	0	0	0	0	0	0	0	0	0	1	0	8	0	1	0	0	0	10	9.7
10:15	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4
10:30	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9
10:45	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	10	9.4
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	29	1	1	0	0	0	33	32.1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
11:15	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
11:30	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
11:45	0	0	0	0	0	0	0	0	0	0	2	0	5	1	0	0	0	0	8	6.4
H/TOT	0	0	0	0	0	0	0	0	0	0	4	0	18	1	0	0	0	0	23	19.8
12:00	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9	9
12:15	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	0	11	6.2
12:30	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	5	3.4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	8	0	18	1	0	0	0	0	27	20.6
13:00	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	7	5.4
13:15	0	0	0	0	0	0	0	0	0	0	1	0	3	0	1	0	0	0	5	4.7
13:30	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	7	6.2
13:45	0	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	0	10	9.2
H/TOT	0	0	0	0	0	0	0	0	0	0	5	0	22	1	1	0	0	0	29	25.5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	9	9
14:15	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	7	5.4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	10
14:45	0	0	0	0	0	0	0	0	0	0	3	0	2	2	0	0	0	0	7	4.6
H/TOT	0	0	0	0	0	0	0	0	0	0	5	0	24	4	0	0	0	0	33	29
15:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9
15:15	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	6
15:30	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	6
15:45	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	7	6.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	25	2	0	0	0	0	28	27.2
16:00	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	6	3.6
16:15	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	11	7.8
16:30	0	0	0	0	0	0	0	0	0	0	5	1	7	1	0	0	0	0	14	9.4
16:45	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	11	7
H/TOT	0	0	0	0	0	0	0	0	0	0	17	1	21	3	0	0	0	0	42	27.8
17:00	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	0	11	6.2
17:15	0	0	0	0	0	0	0	0	0	0	7	0	12	1	0	0	0	0	20	14.4
17:30	0	0	0	0	0	0	0	0	0	0	9	0	6	0	0	0	0	0	15	7.8
17:45	0	0	0	0	0	0	0	0	0	0	5	1	11	1	0	0	0	0	18	13.4
H/TOT	0	0	0	0	0	0	0	0	0	0	27	1	34	2	0	0	0	0	64	41.8
18:00	0	0	0	0	0	0	0	0	0	0	6	0	6	1	0	0	0	0	13	8.2
18:15	0	0	0	0	0	0	0	0	0	0	9	0	4	0	0	0	0	0	13	5.8
18:30	0	0	0	0	0	0	0	0	0	0	5	0	7	0	0	0	0	0	12	8
18:45	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	7	5.4
H/TOT	0	0	0	0	0	0	0	0	0	0	22	0	22	1	0	0	0	0	45	27.4
12 TOT	0	0	0	0	0	0	0	0	0	0	97	4	276	23	3	0	0	0	403	324.5

IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 7
Location: R117 Dundrum Road/Mulvey Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Mulvey Park
Arm C - Dundrum Road

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVAI	TOT	PCU
07:00	8	1	101	13	0	0	1	0	124	118	1	0	0	0	0	0	0	0	1	0.2
07:15	5	0	153	32	0	0	1	0	191	188	1	0	2	0	0	0	0	0	3	2.2
07:30	15	0	184	28	3	1	0	1	232	223.3	3	0	3	1	0	0	0	0	7	4.6
07:45	11	4	183	21	0	1	1	0	221	212.1	3	0	11	1	0	0	0	0	15	12.6
H/TOT	39	5	621	94	3	2	3	1	768	741.4	8	0	16	2	0	0	0	0	26	19.6
08:00	10	1	182	16	2	0	0	0	211	203.4	2	0	5	1	1	0	0	0	9	7.9
08:15	22	2	195	14	3	0	2	0	238	222.7	5	0	5	0	0	0	0	0	10	6
08:30	14	2	179	11	1	0	1	0	208	197.1	11	0	5	1	0	0	0	0	17	8.2
08:45	15	1	138	16	2	0	1	0	173	162.4	3	0	5	0	0	0	0	0	8	5.6
H/TOT	61	6	694	57	8	0	4	0	830	785.6	21	0	20	2	1	0	0	0	44	27.7
09:00	15	1	162	22	3	0	0	0	203	191.9	4	0	4	1	0	0	0	0	9	5.8
09:15	7	0	155	23	2	0	0	0	187	182.4	5	1	5	1	0	0	0	0	12	7.4
09:30	5	2	120	11	4	0	0	0	142	138.8	0	0	5	0	0	0	0	0	5	5
09:45	5	2	111	17	4	0	1	0	140	137.8	0	0	4	0	0	0	0	0	4	4
H/TOT	32	5	548	73	13	0	1	0	672	650.9	9	1	18	2	0	0	0	0	30	22.2
10:00	0	2	96	16	5	1	3	0	123	128.6	0	0	5	1	0	0	0	0	6	6
10:15	2	2	88	12	5	0	1	0	110	110.7	0	0	6	0	0	0	0	0	6	6
10:30	3	3	110	23	2	1	0	0	142	140.1	0	0	4	0	0	0	0	0	4	4
10:45	2	1	97	6	1	1	0	0	108	107.6	1	0	10	0	0	0	0	0	11	10.2
H/TOT	7	8	391	57	13	3	4	0	483	487	1	0	25	1	0	0	0	0	27	26.2
11:00	3	1	80	11	1	0	2	0	98	97.5	1	0	4	1	0	0	0	0	6	5.2
11:15	5	2	94	17	4	0	0	0	122	118.8	1	0	7	1	0	0	0	0	9	8.2
11:30	3	2	99	13	2	0	0	0	119	116.4	0	0	8	2	1	0	0	0	11	11.5
11:45	2	2	92	12	3	0	1	0	112	111.7	1	0	3	1	0	0	0	0	5	4.2
H/TOT	13	7	365	53	10	0	3	0	451	444.4	3	0	22	5	1	0	0	0	31	29.1
12:00	0	3	87	13	1	0	2	0	106	106.7	0	0	3	0	0	0	0	0	3	3
12:15	1	2	97	13	1	2	1	0	117	119.1	0	0	2	1	0	0	0	0	3	3
12:30	3	2	100	19	3	2	0	0	129	129.5	1	0	7	0	0	0	0	0	8	7.2
12:45	2	2	121	8	1	0	0	0	134	131.7	2	0	2	0	0	0	0	0	4	2.4
H/TOT	6	9	405	53	6	4	3	0	486	487	3	0	14	1	0	0	0	0	18	15.6
13:00	2	1	96	14	2	0	1	0	116	115.8	2	0	2	0	0	0	0	0	4	2.4
13:15	3	2	97	5	2	0	0	0	109	106.4	1	0	7	1	0	0	0	0	9	8.2
13:30	3	2	95	7	1	0	0	0	108	104.9	1	0	5	0	0	0	0	0	6	5.2
13:45	3	1	105	13	2	0	0	0	124	122	1	0	14	0	0	0	0	0	15	14.2
H/TOT	11	6	393	39	7	0	1	0	457	449.1	5	0	28	1	0	0	0	0	34	30
14:00	0	1	103	10	1	0	1	0	116	116.9	0	0	9	0	0	0	0	0	9	9
14:15	1	2	84	6	0	0	0	0	93	91	1	0	5	0	0	0	0	0	6	5.2
14:30	4	3	102	9	1	0	0	0	119	114.5	0	0	7	1	0	0	0	0	8	8
14:45	3	4	100	7	2	0	0	0	116	112.2	1	0	5	0	0	0	0	0	6	5.2
H/TOT	8	10	389	32	4	0	1	0	444	434.6	2	0	26	1	0	0	0	0	29	27.4
15:00	4	2	100	9	3	0	1	0	119	117.1	0	0	6	0	0	0	0	0	6	6
15:15	2	3	113	6	2	0	1	0	127	125.6	0	0	15	1	0	0	0	0	16	16
15:30	3	0	88	5	1	0	1	0	98	97.1	0	0	7	0	0	0	0	0	7	7
15:45	1	5	96	6	1	0	0	0	109	105.7	0	0	5	0	0	0	0	0	5	5
H/TOT	10	10	397	26	7	0	3	0	453	445.5	0	0	33	1	0	0	0	0	34	34
16:00	2	4	110	6	2	0	1	0	125	123	0	0	11	0	0	0	0	0	11	11
16:15	3	1	115	7	1	0	0	0	127	124.5	0	0	7	0	0	0	0	0	7	7
16:30	2	6	105	8	0	0	1	0	122	117.8	0	0	6	0	0	0	0	0	6	6
16:45	4	1	102	6	0	0	0	0	113	109.2	1	0	4	2	0	0	0	0	7	6.2
H/TOT	11	12	432	27	3	0	2	0	487	474.5	1	0	28	2	0	0	0	0	31	30.2
17:00	5	3	126	6	0	0	0	0	140	134.2	0	0	9	0	0	0	0	0	9	9
17:15	6	0	136	6	1	0	1	0	150	146.7	0	0	7	0	0	0	0	0	7	7
17:30	6	1	94	5	1	0	0	0	107	102.1	2	0	5	0	0	0	0	0	7	5.4
17:45	3	1	114	3	0	0	0	0	121	118	1	1	10	0	0	0	0	0	12	10.6
H/TOT	20	5	470	20	2	0	1	0	518	501	3	1	31	0	0	0	0	0	35	32
18:00	6	3	122	6	0	0	1	0	138	132.4	0	0	16	1	0	0	0	0	17	17
18:15	2	6	129	3	0	0	1	0	141	136.8	1	0	5	1	0	0	0	0	7	6.2
18:30	3	5	127	1	1	0	1	0	138	134.1	2	0	17	1	0	0	0	0	20	18.4
18:45	6	4	100	4	0	0	1	0	115	108.8	1	0	5	0	0	0	0	0	6	5.2
H/TOT	17	18	478	14	1	0	4	0	532	512.1	4	0	43	3	0	0	0	0	50	46.8
12 TOT	235	101	5583	545	77	9	30	1	6581	6413	60	2	304	21	2	0	0	0	389	340.8

IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 7
Location: R117 Dundrum Road/Mulvey Park
Date: Wed 28-Aug-2024

Arm A - Dundrum Road
Arm B - Mulvey Park
Arm C - Dundrum Road

C => C

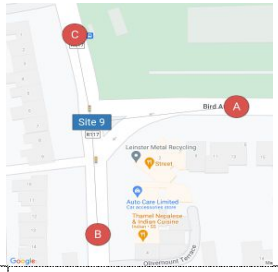
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	2	0	1	0	0	0	0	0	3	1.4
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	1	0	0	0	0	0	3	1.4
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12 TOT	2	0	1	0	0	0	0	0	3	1.4

IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 9
Location: R117 Dundrum Road/Bird Avenue
Date: Wed 28-Aug-2024

Arm A - Bird Ave
Arm B - Dundrum Road
Arm C - Dundrum Road

	A => A										A => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	1	0	11	1	1	0	0	0	14	13.7
07:15	0	0	0	0	0	0	0	0	0	0	0	0	15	3	1	0	0	0	19	19.5
07:30	0	0	0	0	0	0	0	0	0	0	1	0	24	4	1	0	0	0	30	29.7
07:45	0	0	0	0	0	0	0	0	0	0	0	0	35	1	1	0	0	0	37	37.5
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	85	9	4	0	0	0	100	100.4
08:00	0	0	0	0	0	0	0	0	0	0	2	0	47	0	1	1	0	0	51	51.2
08:15	0	0	0	0	0	0	0	0	0	0	0	1	28	0	1	0	0	0	30	29.9
08:30	0	0	0	0	0	0	0	0	0	0	5	0	23	1	0	0	0	0	29	25
08:45	0	0	0	0	0	0	0	0	0	0	4	0	31	1	1	0	0	0	37	34.3
H/TOT	0	0	0	0	0	0	0	0	0	0	11	1	129	2	3	1	0	0	147	140.4
09:00	0	0	0	0	0	0	0	0	0	0	1	0	26	2	0	0	0	0	29	28.2
09:15	0	0	0	0	0	0	0	0	0	0	1	0	30	2	1	0	0	0	34	33.7
09:30	0	0	0	0	0	0	0	0	0	0	1	0	31	3	0	0	0	0	35	34.2
09:45	0	0	0	0	0	0	0	0	0	0	1	0	29	5	0	0	0	0	35	34.2
H/TOT	0	0	0	0	0	0	0	0	0	0	4	0	116	12	1	0	0	0	133	130.3
10:00	0	0	0	0	0	0	0	0	0	0	1	0	28	4	1	0	0	0	34	33.7
10:15	0	0	0	0	0	0	0	0	0	0	0	0	28	1	1	0	0	0	30	30.5
10:30	0	0	0	0	0	0	0	0	0	0	1	0	33	4	1	0	0	0	39	38.7
10:45	0	0	0	0	0	0	0	0	0	0	0	0	36	2	2	0	0	0	40	41
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	125	11	5	0	0	0	143	143.9
11:00	0	0	0	0	0	0	0	0	0	0	1	0	40	3	0	0	0	0	44	43.2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	20	4	0	1	0	0	25	26.3
11:30	0	0	0	0	0	0	0	0	0	0	0	1	38	4	1	0	0	0	44	43.9
11:45	0	0	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	0	25	25
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	119	15	1	1	0	0	138	138.4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	31	3	0	0	0	0	34	34
12:15	0	0	0	0	0	0	0	0	0	0	2	0	32	6	0	0	0	0	40	38.4
12:30	0	0	0	0	0	0	0	0	0	0	1	0	24	1	1	0	0	0	27	26.7
12:45	0	0	0	0	0	0	0	0	0	0	2	0	38	4	0	0	0	0	44	42.4
H/TOT	0	0	0	0	0	0	0	0	0	0	5	0	125	14	1	0	0	0	145	141.5
13:00	0	0	0	0	0	0	0	0	0	0	0	0	38	4	0	0	0	0	42	42
13:15	0	0	0	0	0	0	0	0	0	0	1	0	30	6	0	0	0	0	37	36.2
13:30	0	0	0	0	0	0	0	0	0	0	2	0	44	3	0	0	0	0	49	47.4
13:45	0	0	0	0	0	0	0	0	0	0	2	0	31	2	1	0	0	0	36	34.9
H/TOT	0	0	0	0	0	0	0	0	0	0	5	0	143	15	1	0	0	0	164	160.5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	32	4	0	0	0	0	36	36
14:15	0	0	0	0	0	0	0	0	0	0	0	0	37	3	0	0	0	0	40	40
14:30	0	0	0	0	0	0	0	0	0	0	1	0	21	2	1	0	0	0	25	24.7
14:45	0	0	0	0	0	0	0	0	0	0	1	0	25	3	0	0	0	0	29	28.2
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	115	12	1	0	0	0	130	128.9
15:00	0	0	0	0	0	0	0	0	0	0	1	0	35	5	1	0	1	0	43	43.7
15:15	0	0	0	0	0	0	0	0	0	0	4	0	38	6	0	0	0	0	48	44.8
15:30	0	0	0	0	0	0	0	0	0	0	2	1	29	2	2	0	0	0	36	34.8
15:45	0	0	0	0	0	0	0	0	0	0	5	1	27	6	1	0	0	0	40	35.9
H/TOT	0	0	0	0	0	0	0	0	0	0	12	2	129	19	4	0	1	0	167	159.2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	37	4	0	1	0	0	42	43.3
16:15	0	0	0	0	0	0	0	0	0	0	5	0	43	7	0	0	0	0	55	51
16:30	0	0	0	0	0	0	0	0	0	0	4	1	36	4	0	0	0	0	45	41.2
16:45	0	0	0	0	0	0	0	0	0	0	3	1	42	4	0	0	0	0	50	47
H/TOT	0	0	0	0	0	0	0	0	0	0	12	2	158	19	0	1	0	0	192	182.5
17:00	0	0	0	0	0	0	0	0	0	0	3	0	31	1	0	0	0	0	35	32.6
17:15	0	0	0	0	0	0	0	0	0	0	3	0	35	4	0	0	0	0	42	39.6
17:30	0	0	0	0	0	0	0	0	0	0	4	1	44	6	0	0	0	0	55	51.2
17:45	0	0	0	0	0	0	0	0	0	0	7	1	32	1	1	0	0	0	42	36.3
H/TOT	0	0	0	0	0	0	0	0	0	0	17	2	142	12	1	0	0	0	174	159.7
18:00	0	0	0	0	0	0	0	0	0	0	1	0	25	3	0	0	0	0	29	28.2
18:15	0	0	0	0	0	0	0	0	0	0	5	1	36	7	0	0	1	0	50	46.4
18:30	0	0	0	0	0	0	0	0	0	0	5	4	32	6	0	0	0	0	47	40.6
18:45	0	0	0	0	0	0	0	0	0	0	2	2	24	2	0	0	0	0	30	27.2
H/TOT	0	0	0	0	0	0	0	0	0	0	13	7	117	18	0	0	1	0	156	142.4
12 TOT	0	0	0	0	0	0	0	0	0	0	86	15	1503	158	22	3	2	0	1789	1728

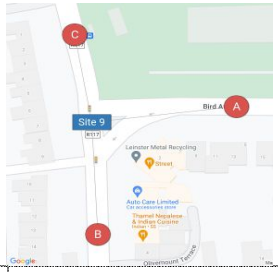


IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 9
Location: R117 Dundrum Road/Bird Avenue
Date: Wed 28-Aug-2024

Arm A - Bird Ave
Arm B - Dundrum Road
Arm C - Dundrum Road

	A => C										B => A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	1	0	8	0	1	0	3	0	13	15.7	1	0	40	3	0	0	0	0	44	43.2
07:15	0	0	10	0	0	0	1	0	11	12	5	0	62	11	0	0	0	0	78	74
07:30	0	0	17	1	0	0	2	0	20	22	7	0	47	5	1	1	0	0	61	57.2
07:45	2	0	23	2	1	0	1	0	29	28.9	8	0	69	6	0	0	0	0	83	76.6
H/TOT	3	0	58	3	2	0	7	0	73	78.6	21	0	218	25	1	1	0	0	266	251
08:00	0	0	34	0	0	0	2	0	36	38	4	0	48	6	0	0	0	0	58	54.8
08:15	3	0	28	0	0	0	1	0	32	30.6	12	0	49	6	1	0	1	0	69	60.9
08:30	2	0	29	1	1	0	3	0	36	37.9	7	1	42	3	3	0	1	0	57	53.3
08:45	0	0	36	2	1	0	1	0	40	41.5	4	0	41	5	0	0	0	0	50	46.8
H/TOT	5	0	127	3	2	0	7	0	144	148	27	1	180	20	4	0	2	0	234	215.8
09:00	1	0	26	1	0	0	2	0	30	31.2	5	0	44	6	1	0	0	0	56	52.5
09:15	0	0	20	1	0	0	1	0	22	23	5	0	37	6	0	0	0	0	48	44
09:30	1	0	10	2	0	0	2	0	15	16.2	3	0	43	6	0	0	0	0	52	49.6
09:45	0	0	19	6	0	0	1	0	26	27	2	0	39	7	2	0	0	0	50	49.4
H/TOT	2	0	75	10	0	0	6	0	93	97.4	15	0	163	25	3	0	0	0	206	195.5
10:00	1	0	22	4	0	0	2	0	29	30.2	0	0	36	10	1	0	1	0	48	49.5
10:15	0	0	20	1	2	0	2	0	25	28	0	0	30	2	2	0	1	0	35	37
10:30	1	1	15	5	0	0	1	0	23	22.6	0	1	36	3	0	0	0	0	40	39.4
10:45	1	0	17	1	1	0	1	0	21	21.7	2	0	27	5	0	1	0	0	35	34.7
H/TOT	3	1	74	11	3	0	6	0	98	102.5	2	1	129	20	3	1	2	0	158	160.6
11:00	0	1	16	3	1	0	2	0	23	24.9	0	0	27	4	0	0	0	0	31	31
11:15	0	0	15	3	0	0	2	0	20	22	1	0	26	1	3	0	0	0	31	31.7
11:30	0	0	14	4	0	0	1	0	19	20	1	0	28	6	1	0	0	0	36	35.7
11:45	0	1	17	2	0	0	1	0	21	21.4	0	0	25	4	2	0	1	0	32	34
H/TOT	0	2	62	12	1	0	6	0	83	88.3	2	0	106	15	6	0	1	0	130	132.4
12:00	1	0	27	4	0	0	2	0	34	35.2	0	1	30	2	1	0	0	0	34	33.9
12:15	0	1	17	2	1	0	2	0	23	24.9	0	0	35	8	2	0	1	0	46	48
12:30	0	1	24	4	1	0	1	0	31	31.9	2	1	24	12	1	0	0	0	40	38.3
12:45	0	0	18	1	2	0	1	0	22	24	0	0	31	0	0	0	0	0	31	31
H/TOT	1	2	86	11	4	0	6	0	110	116	2	2	120	22	4	0	1	0	151	151.2
13:00	0	0	31	4	0	0	2	0	37	39	0	0	32	3	0	0	0	0	35	35
13:15	0	0	24	2	0	0	1	0	27	28	1	0	30	4	2	0	0	0	37	37.2
13:30	0	2	25	2	0	0	2	0	31	31.8	0	0	34	2	0	0	0	0	36	36
13:45	0	0	28	2	3	0	1	0	34	36.5	3	0	27	6	3	0	0	0	39	38.1
H/TOT	0	2	108	10	3	0	6	0	129	135.3	4	0	123	15	5	0	0	0	147	146.3
14:00	1	0	24	2	1	0	1	0	29	29.7	0	1	23	3	0	0	0	0	27	26.4
14:15	0	0	26	2	1	0	2	0	31	33.5	1	0	28	4	0	0	0	0	33	32.2
14:30	1	1	28	3	0	0	3	0	36	37.6	3	1	37	8	0	0	0	0	49	46
14:45	0	0	20	1	1	0	1	0	23	24.5	0	0	23	1	1	0	0	0	25	25.5
H/TOT	2	1	98	8	3	0	7	0	119	125.3	4	2	111	16	1	0	0	0	134	130.1
15:00	0	1	31	2	1	0	2	0	37	38.9	3	0	25	2	1	0	0	0	31	29.1
15:15	5	0	44	5	0	0	1	0	55	52	1	0	37	3	2	0	0	0	43	43.2
15:30	3	1	32	0	0	0	2	0	38	37	0	0	24	1	1	0	0	0	26	26.5
15:45	0	0	39	2	0	0	1	0	42	43	1	1	25	1	0	0	0	0	28	26.6
H/TOT	8	2	146	9	1	0	6	0	172	170.9	5	1	111	7	4	0	0	0	128	125.4
16:00	1	1	25	5	0	0	3	0	35	36.6	0	0	38	3	0	0	0	0	41	41
16:15	4	0	31	5	1	0	1	0	42	40.3	1	1	41	4	0	0	0	0	47	45.6
16:30	1	0	36	3	0	0	3	0	43	45.2	2	1	24	1	0	0	0	0	28	25.8
16:45	1	0	39	2	0	0	2	0	44	45.2	1	1	29	2	0	0	0	0	33	31.6
H/TOT	7	1	131	15	1	0	9	0	164	167.3	4	3	132	10	0	0	0	0	149	144
17:00	0	0	37	7	0	0	3	0	47	50	1	0	35	2	0	0	0	0	38	37.2
17:15	0	0	35	5	0	0	1	0	41	42	3	0	44	0	0	0	0	0	47	44.6
17:30	0	0	37	3	0	0	3	0	43	46	6	0	21	1	1	0	0	0	29	24.7
17:45	4	1	40	2	0	0	1	0	48	45.2	2	0	27	1	0	0	0	0	30	28.4
H/TOT	4	1	149	17	0	0	8	0	179	183.2	12	0	127	4	1	0	0	0	144	134.9
18:00	1	0	27	0	0	0	2	0	30	31.2	3	1	33	1	0	0	0	0	38	35
18:15	2	1	42	1	0	0	1	0	47	45.8	2	0	37	0	0	0	0	0	39	37.4
18:30	0	0	43	0	0	0	2	0	45	47	1	2	37	0	0	0	1	0	41	40
18:45	0	0	22	0	0	0	1	0	23	24	3	2	30	0	0	0	1	0	36	33.4
H/TOT	3	1	134	1	0	0	6	0	145	148	9	5	137	1	0	0	2	0	154	145.8
12 TOT	38	13	1248	110	20	0	80	0	1509	1561	107	15	1657	180	32	2	8	0	2001	1933

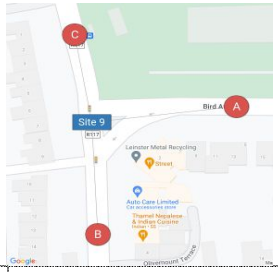


IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 9
Location: R117 Dundrum Road/Bird Avenue
Date: Wed 28-Aug-2024

Arm A - Bird Ave
Arm B - Dundrum Road
Arm C - Dundrum Road

	B => B										B => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	7	1	60	9	1	0	1	0	79	74.3
07:15	0	0	0	0	0	0	0	0	0	0	2	0	76	20	0	0	0	0	98	96.4
07:30	0	0	0	0	0	0	0	0	0	0	8	0	106	19	1	0	1	1	136	131.6
07:45	0	0	0	0	0	0	0	0	0	0	6	5	124	14	0	0	1	0	150	143.2
H/TOT	0	0	0	0	0	0	0	0	0	0	23	6	366	62	2	0	3	1	463	445.5
08:00	0	0	0	0	0	0	0	0	0	0	10	1	109	8	2	0	0	0	130	122.4
08:15	0	0	0	0	0	0	0	0	0	0	9	2	126	9	0	0	1	0	147	139.6
08:30	0	0	0	0	0	0	0	0	0	0	8	1	118	7	1	0	0	0	135	128.5
08:45	0	0	0	0	0	0	0	0	0	0	9	1	91	9	2	0	1	0	113	107.2
H/TOT	0	0	0	0	0	0	0	0	0	0	36	5	444	33	5	0	2	0	525	497.7
09:00	0	0	0	0	0	0	0	0	0	0	9	1	79	16	1	0	0	0	106	98.7
09:15	0	0	0	0	0	0	0	0	0	0	4	0	108	14	1	0	0	0	127	124.3
09:30	0	0	0	0	0	0	0	0	0	0	1	3	83	9	2	1	0	0	99	98.7
09:45	0	0	0	0	0	0	0	0	0	0	2	1	67	8	2	0	1	0	81	80.8
H/TOT	0	0	0	0	0	0	0	0	0	0	16	5	337	47	6	1	1	0	413	402.5
10:00	0	0	0	0	0	0	0	0	0	0	0	2	49	6	4	1	1	0	63	66.1
10:15	0	0	0	0	0	0	0	0	0	0	1	1	54	11	3	0	1	0	71	72.1
10:30	0	0	0	0	0	0	0	0	0	0	2	2	68	11	2	1	0	0	86	85.5
10:45	0	0	0	0	0	0	0	0	0	0	1	2	65	6	0	0	0	0	74	72
H/TOT	0	0	0	0	0	0	0	0	0	0	4	7	236	34	9	2	2	0	294	295.7
11:00	0	0	0	0	0	0	0	0	0	0	1	1	54	6	0	0	2	0	64	64.6
11:15	0	0	0	0	0	0	0	0	0	0	3	2	62	11	3	0	0	0	81	78.9
11:30	0	0	0	0	0	0	0	0	0	0	2	1	53	11	2	0	0	0	69	67.8
11:45	0	0	0	0	0	0	0	0	0	0	1	3	59	5	1	0	0	0	69	66.9
H/TOT	0	0	0	0	0	0	0	0	0	0	7	7	228	33	6	0	2	0	283	278.2
12:00	0	0	0	0	0	0	0	0	0	0	0	3	42	11	0	0	1	0	57	56.2
12:15	0	0	0	0	0	0	0	0	0	0	1	2	70	13	0	1	1	0	88	88.3
12:30	0	0	0	0	0	0	0	0	0	0	3	0	64	9	1	1	0	0	78	77.4
12:45	0	0	0	0	0	0	0	0	0	0	1	1	86	9	0	0	0	0	97	95.6
H/TOT	0	0	0	0	0	0	0	0	0	0	5	6	262	42	1	2	2	0	320	317.5
13:00	0	0	0	0	0	0	0	0	0	0	4	1	47	8	1	0	1	0	62	59.7
13:15	0	0	0	0	0	0	0	0	0	0	3	2	60	4	1	0	0	0	70	66.9
13:30	0	0	0	0	0	0	0	0	0	0	3	2	64	6	0	0	0	0	75	71.4
13:45	0	0	0	0	0	0	0	0	0	0	1	1	72	5	0	0	0	0	79	77.6
H/TOT	0	0	0	0	0	0	0	0	0	0	11	6	243	23	2	0	1	0	286	275.6
14:00	0	0	0	0	0	0	0	0	0	0	1	1	74	8	0	0	1	0	85	84.6
14:15	0	0	0	0	0	0	0	0	0	0	1	2	59	2	0	0	0	0	64	62
14:30	0	0	0	0	0	0	0	0	0	0	2	2	57	5	1	0	0	0	67	64.7
14:45	0	0	0	0	0	0	0	0	0	0	2	3	72	4	2	0	0	0	83	80.6
H/TOT	0	0	0	0	0	0	0	0	0	0	6	8	262	19	3	0	1	0	299	291.9
15:00	0	0	0	0	0	0	0	0	0	0	0	2	73	5	1	0	1	0	82	82.3
15:15	0	0	0	0	0	0	0	0	0	0	2	2	68	5	0	0	1	0	78	76.2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	69	5	0	0	1	0	75	76
15:45	0	0	0	0	0	0	0	0	0	0	1	3	63	4	1	0	0	0	72	69.9
H/TOT	0	0	0	0	0	0	0	0	0	0	3	7	273	19	2	0	3	0	307	304.4
16:00	0	0	0	0	0	0	0	0	0	0	1	3	84	5	1	0	1	0	95	93.9
16:15	0	0	0	0	0	0	0	0	0	0	4	0	63	4	1	0	0	0	72	69.3
16:30	0	0	0	0	0	0	0	0	0	0	0	3	70	4	0	0	1	0	78	77.2
16:45	0	0	0	0	0	0	0	0	0	0	3	2	76	1	0	0	0	0	82	78.4
H/TOT	0	0	0	0	0	0	0	0	0	0	8	8	293	14	2	0	2	0	327	318.8
17:00	0	0	0	0	0	0	0	0	0	0	5	1	96	6	0	0	0	0	108	103.4
17:15	0	0	0	0	0	0	0	0	0	0	6	1	80	5	0	0	1	0	93	88.6
17:30	0	0	0	0	0	0	0	0	0	0	5	2	81	4	1	0	0	0	93	88.3
17:45	0	0	0	0	0	0	0	0	0	0	1	1	90	2	0	0	0	0	94	92.6
H/TOT	0	0	0	0	0	0	0	0	0	0	17	5	347	17	1	0	1	0	388	372.9
18:00	0	0	0	0	0	0	0	0	0	0	2	3	92	5	0	0	1	0	103	100.6
18:15	0	0	0	0	0	0	0	0	0	0	4	3	81	2	0	0	1	0	91	87
18:30	0	0	0	0	0	0	0	0	0	0	1	6	87	2	0	0	0	0	96	91.6
18:45	0	0	0	0	0	0	0	0	0	0	3	2	67	4	0	0	0	0	76	72.4
H/TOT	0	0	0	0	0	0	0	0	0	0	10	14	327	13	0	0	2	0	366	351.6
12 TOT	0	0	0	0	0	0	0	0	0	0	146	84	3618	356	39	5	22	1	4271	4152

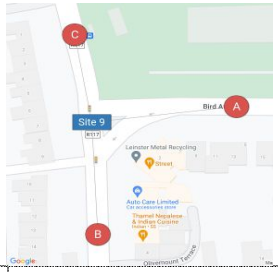


IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 9
Location: R117 Dundrum Road/Bird Avenue
Date: Wed 28-Aug-2024

Arm A - Bird Ave
Arm B - Dundrum Road
Arm C - Dundrum Road

	C => A										C => B									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	ARAVA	TOT	PCU
07:00	0	0	17	0	0	0	1	0	18	19	1	0	20	7	1	0	3	0	32	34.7
07:15	0	0	21	3	0	0	3	0	27	30	0	0	34	0	0	0	1	0	35	36
07:30	0	0	41	5	2	0	1	0	49	51	3	0	40	6	1	0	1	0	51	50.1
07:45	2	0	47	1	1	0	2	0	53	53.9	1	0	54	4	0	0	0	0	59	58.2
H/TOT	2	0	126	9	3	0	7	0	147	153.9	5	0	148	17	2	0	5	0	177	179
08:00	3	0	52	1	0	0	0	0	56	53.6	2	1	44	7	0	0	2	0	56	55.8
08:15	1	0	43	2	1	0	1	0	48	48.7	1	0	87	6	2	0	1	0	97	98.2
08:30	1	0	35	4	0	0	2	0	42	43.2	2	0	73	5	1	0	1	0	82	81.9
08:45	1	0	25	3	1	0	5	0	35	39.7	5	2	69	10	2	0	1	0	89	85.8
H/TOT	6	0	155	10	2	0	8	0	181	185.2	10	3	273	28	5	0	5	0	324	321.7
09:00	0	0	37	3	0	0	2	0	42	44	0	0	61	3	0	0	0	0	64	64
09:15	1	0	23	3	0	0	4	0	31	34.2	0	1	48	6	2	0	0	0	57	57.4
09:30	0	0	25	6	1	0	2	0	34	36.5	0	0	51	10	2	0	0	0	63	64
09:45	0	0	28	2	0	0	1	0	31	32	3	0	47	2	1	0	1	0	54	53.1
H/TOT	1	0	113	14	1	0	9	0	138	146.7	3	1	207	21	5	0	1	0	238	238.5
10:00	0	0	19	3	0	0	1	0	23	24	0	0	57	6	0	0	0	0	63	63
10:15	0	1	25	3	0	0	2	0	31	32.4	0	0	41	7	1	0	0	0	49	49.5
10:30	0	0	24	2	0	0	1	0	27	28	0	1	49	9	0	0	1	0	60	60.4
10:45	1	0	21	5	0	0	2	0	29	30.2	0	2	60	5	1	0	1	0	69	69.3
H/TOT	1	1	89	13	0	0	6	0	110	114.6	0	3	207	27	2	0	2	0	241	242.2
11:00	0	0	20	5	1	0	1	0	27	28.5	2	3	37	6	2	0	0	0	50	47.6
11:15	0	0	20	4	2	0	2	0	28	31	0	0	52	9	2	0	1	0	64	66
11:30	0	0	24	3	1	0	1	0	29	30.5	2	3	46	10	2	0	1	0	64	62.6
11:45	1	1	24	8	0	0	1	0	35	34.6	2	1	60	13	0	0	1	0	77	75.8
H/TOT	1	1	88	20	4	0	5	0	119	124.6	6	7	195	38	6	0	3	0	255	252
12:00	0	0	20	1	0	0	1	0	22	23	3	0	49	5	0	0	2	0	59	58.6
12:15	0	0	35	1	0	0	3	0	39	42	1	1	62	6	1	0	0	0	71	70.1
12:30	0	1	22	1	0	0	1	0	25	25.4	0	0	53	5	0	1	0	0	59	60.3
12:45	0	1	14	3	0	0	2	0	20	21.4	1	1	63	6	1	0	1	0	73	73.1
H/TOT	0	2	91	6	0	0	7	0	106	111.8	5	2	227	22	2	1	3	0	262	262.1
13:00	0	0	21	2	0	0	1	0	24	25	0	0	36	6	1	0	1	0	44	45.5
13:15	1	0	34	2	0	0	0	0	37	36.2	2	0	61	8	1	0	0	0	72	70.9
13:30	0	0	37	5	0	0	3	0	45	48	1	2	41	3	3	0	0	0	50	49.5
13:45	0	0	24	4	0	0	0	0	28	28	1	3	72	4	0	0	1	0	81	79.4
H/TOT	1	0	116	13	0	0	4	0	134	137.2	4	5	210	21	5	0	2	0	247	245.3
14:00	0	0	16	4	0	0	4	0	24	28	3	4	64	5	1	1	0	0	78	75
14:15	0	1	19	2	0	0	0	0	22	21.4	1	2	49	5	1	0	0	0	58	56.5
14:30	4	1	35	3	2	0	2	0	47	46.2	2	1	43	10	1	0	1	0	58	57.3
14:45	0	1	15	1	0	0	1	0	18	18.4	1	1	49	7	2	0	0	0	60	59.6
H/TOT	4	3	85	10	2	0	7	0	111	114	7	8	205	27	5	1	1	0	254	248.4
15:00	0	0	18	3	0	0	2	0	23	25	3	2	67	8	1	0	0	0	81	77.9
15:15	0	0	35	2	1	0	2	0	40	42.5	3	1	73	7	2	0	1	0	87	86
15:30	2	0	29	4	0	0	1	0	36	35.4	0	1	59	10	0	0	3	0	73	75.4
15:45	1	0	13	3	0	0	1	0	18	18.2	1	1	60	10	0	0	0	0	72	70.6
H/TOT	3	0	95	12	1	0	6	0	117	121.1	7	5	259	35	3	0	4	0	313	309.9
16:00	0	0	30	0	0	0	2	0	32	34	2	3	63	8	0	0	0	0	76	72.6
16:15	1	0	29	1	0	0	2	0	33	34.2	0	0	74	6	0	0	1	0	81	82
16:30	1	0	28	1	0	0	0	0	30	29.2	5	2	84	7	0	0	2	0	100	96.8
16:45	0	0	29	1	0	0	2	0	32	34	8	1	91	6	0	1	1	0	108	103.3
H/TOT	2	0	116	3	0	0	6	0	127	131.4	15	6	312	27	0	1	4	0	365	354.7
17:00	2	1	27	3	0	0	2	0	35	34.8	4	2	70	5	0	0	0	0	81	76.6
17:15	2	0	26	0	0	0	1	0	29	28.4	3	4	79	8	0	0	1	0	95	91.2
17:30	2	0	31	2	0	0	1	0	36	35.4	10	3	78	2	2	0	0	0	95	86.2
17:45	0	0	40	2	0	0	1	0	43	44	6	6	85	9	1	0	0	0	107	99.1
H/TOT	6	1	124	7	0	0	5	0	143	142.6	23	15	312	24	3	0	1	0	378	353.1
18:00	1	3	30	0	0	0	2	0	36	35.4	10	4	95	5	1	0	1	0	116	107.1
18:15	3	2	50	1	0	0	1	0	57	54.4	4	4	87	4	0	0	1	0	100	95.4
18:30	1	0	25	0	0	0	2	0	28	29.2	4	2	65	2	0	0	0	0	73	68.6
18:45	1	0	32	0	0	0	2	0	35	36.2	5	3	72	2	0	0	1	0	83	78.2
H/TOT	6	5	137	1	0	0	7	0	156	155.2	23	13	319	13	1	0	3	0	372	349.3
12 TOT	33	13	1335	118	13	0	77	0	1589	1638	108	68	2874	300	39	3	34	0	3426	3356



IDASO

Survey Name: 24648 - Dundrum Repeats
Site: Site 9
Location: R117 Dundrum Road/Bird Avenue
Date: Wed 28-Aug-2024

Arm A - Bird Ave
Arm B - Dundrum Road
Arm C - Dundrum Road

	C => C									
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**ARAVA**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0

B APPENDIX B

B.1 TRICS Outputs

Licence No: 303901

Calculation Reference: AUDIT-303901-220223-0223

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	2 days
	BM	BROMLEY	1 days
	BT	BRENT	2 days
	EN	ENFIELD	1 days
	HG	HARINGEY	2 days
	HK	HACKNEY	1 days
	HM	HAMMERSMITH AND FULHAM	2 days
	HO	HOUNSLOW	4 days
	HV	HAVERING	1 days
	IS	ISLINGTON	4 days
	KI	KINGSTON	1 days
	NH	NEWHAM	1 days
	RD	RICHMOND	1 days
	SK	SOUTHWARK	3 days
	TH	TOWER HAMLETS	1 days
	WF	WALTHAM FOREST	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	3 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	4 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	3 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
	NT	NOTTINGHAMSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	RI	EAST RIDING OF YORKSHIRE	1 days
08	**NORTH WEST**		
	MS	MERSEYSIDE	3 days
09	**NORTH**		
	CB	CUMBRIA	3 days
10	**WALES**		
	CO	CONWY	1 days
11	**SCOTLAND**		
	EB	CITY OF EDINBURGH	1 days
	SA	SOUTH AYRSHIRE	1 days
	SR	STIRLING	2 days
12	**CONNAUGHT**		
	GA	GALWAY	1 days
14	**LEINSTER**		
	LU	LOUTH	3 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	6 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	MG	MONAGHAN	1 days
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 days

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 30/06/21

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	11 days
Tuesday	21 days
Wednesday	21 days
Thursday	12 days
Friday	7 days

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

Selected survey types:

Manual count	72 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	5
Edge of Town Centre	28
Suburban Area (PPS6 Out of Centre)	24
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	8

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	8
Residential Zone	39
Built-Up Zone	14
High Street	1
No Sub Category	9

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

Secondary Filtering selection:

Use Class:

C3	72 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	9 days
15,001 to 20,000	5 days
20,001 to 25,000	11 days
25,001 to 50,000	27 days
50,001 to 100,000	9 days
100,001 or More	6 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	10 days
75,001 to 100,000	3 days
125,001 to 250,000	13 days
250,001 to 500,000	8 days
500,001 or More	32 days

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

Car ownership within 5 miles:

0.5 or Less	6 days
0.6 to 1.0	36 days
1.1 to 1.5	29 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	16 days
No	56 days

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

PTAL Rating:

No PTAL Present	45 days
1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	5 days
3 Moderate	5 days
4 Good	1 days
5 Very Good	5 days
6a Excellent	6 days
6b (High) Excellent	3 days

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

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

Licence No: 303901

LIST OF SITES relevant to selection parameters

1 **AN-03-C-02** **BLOCK OF FLATS** **ANTRIM**
SUMMERHILL AVENUE
BELFAST
KNOCK
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: FRIDAY *28/11/14* *Survey Type: MANUAL*

2 **BD-03-C-01** **BLOCKS OF FLATS** **BEDFORDSHIRE**
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

3 **BD-03-C-02** **BLOCKS OF FLATS** **BEDFORDSHIRE**
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

4 **BD-03-C-03** **BLOCKS OF FLATS** **BEDFORDSHIRE**
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

5 **BE-03-C-01** **BLOCKS OF FLATS** **BEXLEY**
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

6 **BE-03-C-02** **BLOCKS OF FLATS** **BEXLEY**
CLYDESDALE WAY
BELVEDERE

Edge of Town
Industrial Zone
Total No of Dwellings: 402
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

7 **BM-03-C-01** **BLOCKS OF FLATS** **BROMLEY**
RINGER'S ROAD
BROMLEY

Town Centre
Built-Up Zone
Total No of Dwellings: 160
Survey date: MONDAY *12/11/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **BT-03-C-01** **BLOCKS OF FLATS** **BRENT**
LAKESIDE DRIVE
PARK ROYAL

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

9 **BT-03-C-02** **BLOCKS OF FLATS** **BRENT**
ENGINEERS WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 472
Survey date: WEDNESDAY *30/11/16* *Survey Type: MANUAL*

10 **CA-03-C-03** **BLOCKS OF FLATS** **CAMBRIDGESHIRE**
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

11 **CB-03-C-01** **BLOCK OF FLATS** **CUMBRIA**
KING STREET
CARLISLE

Town Centre
Built-Up Zone
Total No of Dwellings: 40
Survey date: THURSDAY *12/06/14* *Survey Type: MANUAL*

12 **CB-03-C-02** **BLOCK OF FLATS** **CUMBRIA**
BRIDGE LANE
PENRITH

Edge of Town
No Sub Category
Total No of Dwellings: 35
Survey date: WEDNESDAY *11/06/14* *Survey Type: MANUAL*

13 **CB-03-C-03** **FLATS & BUNGALOWS** **CUMBRIA**
LOUND STREET
KENDAL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 33
Survey date: MONDAY *09/06/14* *Survey Type: MANUAL*

14 **CO-03-C-01** **BLOCKS OF FLATS** **CONWY**
MOSTYN BROADWAY
LLANDUDNO

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/03/18* *Survey Type: MANUAL*

15 **DC-03-C-02** **FLATS IN BLOCKS** **DORSET**
PALM COURT
WEYMOUTH
SPA ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *28/03/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 **DL-03-C-11** **BLOCK OF FLATS** **DUBLIN**
WYCKHAM WAY
DUBLIN
DUNDRUM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 96
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

17 **DL-03-C-12** **BLOCK OF FLATS** **DUBLIN**
BOOTERSTOWN AVENUE
DUBLIN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

18 **DL-03-C-13** **BLOCK OF FLATS** **DUBLIN**
SANDYFORD ROAD
DUBLIN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total No of Dwellings: 52
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

19 **DL-03-C-14** **BLOCKS OF FLATS** **DUBLIN**
BALLINTEER ROAD
DUBLIN
DUNDRUM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 140
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

20 **DL-03-C-15** **BLOCKS OF FLATS** **DUBLIN**
MONKSTOWN ROAD
DUBLIN
MONKSTOWN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 20
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

21 **DL-03-C-18** **BLOCKS OF FLATS** **DUBLIN**
HAROLD'S CROSS ROAD
DUBLIN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 102
Survey date: WEDNESDAY *19/05/21* *Survey Type: MANUAL*

22 **DS-03-C-03** **BLOCKS OF FLATS** **DERBYSHIRE**
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 **EB-03-C-01** **BLOCKS OF FLATS** **CITY OF EDINBURGH**
MYRESIDE ROAD
EDINBURGH
CRAIGLOCKHART
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 32
Survey date: TUESDAY *26/05/15* *Survey Type: MANUAL*

24 **EN-03-C-03** **BLOCKS OF FLATS** **ENFIELD**
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

25 **EX-03-C-01** **FLATS** **ESSEX**
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 6
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

26 **EX-03-C-02** **BLOCK OF FLATS** **ESSEX**
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 94
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

27 **GA-03-C-01** **FLATS** **GALWAY**
BALLYLOUGHANE ROAD
GALWAY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 34
Survey date: THURSDAY *31/10/13* *Survey Type: MANUAL*

28 **HC-03-C-01** **BLOCKS OF FLATS** **HAMPSHIRE**
CROSS STREET
PORTSMOUTH

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 90
Survey date: TUESDAY *05/06/18* *Survey Type: MANUAL*

29 **HF-03-C-01** **BLOCKS OF FLATS** **HERTFORDSHIRE**
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

30 **HF-03-C-03** **BLOCK OF FLATS** **HERTFORDSHIRE**
SHENLEY ROAD
BOREHAMWOOD

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 91
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

31 **HF-03-C-04** **BLOCKS OF FLATS** **HERTFORDSHIRE**
OXHEY DRIVE
WATFORD
SOUTH OXHEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 84
Survey date: THURSDAY *10/06/21* *Survey Type: MANUAL*

32 **HF-03-C-05** **BLOCKS OF FLATS** **HERTFORDSHIRE**
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: MONDAY *07/06/21* *Survey Type: MANUAL*

33 **HG-03-C-01** **BLOCKS OF FLATS** **HARINGEY**
BREAM CLOSE
TOTTENHAM HALE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 255
Survey date: TUESDAY *18/06/19* *Survey Type: MANUAL*

34 **HG-03-C-02** **BLOCK OF FLATS** **HARINGEY**
HIGH ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

35 **HK-03-C-03** **BLOCK OF FLATS** **HACKNEY**
GREEN LANES
FINSBURY PARK
MANOR HOUSE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *24/09/14* *Survey Type: MANUAL*

36 **HM-03-C-01** **BLOCK OF FLATS** **HAMMERSMITH AND FULHAM**
VANSTON PLACE
FULHAM

Town Centre
High Street
Total No of Dwellings: 42
Survey date: WEDNESDAY *16/07/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

37 **HM-03-C-02** **BLOCKS OF FLATS** **HAMMERSMITH AND FULHAM**
GLENTHORNE ROAD
HAMMERSMITH

Town Centre
Built-Up Zone
Total No of Dwellings: 194
Survey date: TUESDAY *30/04/19* *Survey Type: MANUAL*

38 **HO-03-C-02** **BLOCK OF FLATS** **HOUNSLOW**
HIGH STREET
BRENTFORD

Town Centre
Built-Up Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY *03/09/14* *Survey Type: MANUAL*

39 **HO-03-C-03** **BLOCKS OF FLATS** **HOUNSLOW**
COMMERCE ROAD
BRENTFORD

Edge of Town Centre
Development Zone
Total No of Dwellings: 150
Survey date: FRIDAY *18/11/16* *Survey Type: MANUAL*

40 **HO-03-C-04** **BLOCKS OF FLATS** **HOUNSLOW**
LONDON ROAD
ISLEWORTH

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 203
Survey date: TUESDAY *03/07/18* *Survey Type: MANUAL*

41 **HO-03-C-05** **BLOCK OF FLATS** **HOUNSLOW**
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *06/03/20* *Survey Type: MANUAL*

42 **HV-03-C-02** **BLOCKS OF FLATS** **HAVERING**
WATERLOO ROAD
ROMFORD

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 493
Survey date: TUESDAY *22/11/16* *Survey Type: MANUAL*

43 **IS-03-C-03** **BLOCK OF FLATS** **ISLINGTON**
FLORENCE STREET
ISLINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 9
Survey date: THURSDAY *21/11/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

44 **IS-03-C-05** **BLOCK OF FLATS** **ISLINGTON**
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

45 **IS-03-C-06** **BLOCK OF FLATS** **ISLINGTON**
CALEDONIAN ROAD
HOLLOWAY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

46 **IS-03-C-07** **BLOCK OF FLATS** **ISLINGTON**
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total No of Dwellings: 185
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

47 **KI-03-C-03** **BLOCK OF FLATS** **KINGSTON**
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

48 **LU-03-C-01** **BLOCKS OF FLATS** **LOUTH**
DONORE ROAD
DROGHEDA

Edge of Town Centre
Residential Zone
Total No of Dwellings: 52
Survey date: THURSDAY *12/09/13* *Survey Type: MANUAL*

49 **LU-03-C-02** **BLOCK OF FLATS** **LOUTH**
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total No of Dwellings: 33
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

50 **LU-03-C-03** **BLOCK OF FLATS** **LOUTH**
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

51 **MG-03-C-01** **BLOCK OF FLATS** **MONAGHAN**
MALL ROAD
MONAGHAN

Edge of Town Centre
No Sub Category
Total No of Dwellings: 28
Survey date: FRIDAY *06/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

52 **MS-03-C-02** **BLOCKS OF FLATS** **MERSEYSIDE**
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

53 **MS-03-C-03** **BLOCK OF FLATS** **MERSEYSIDE**
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

54 **MS-03-C-04** **BLOCK OF FLATS** **MERSEYSIDE**
HOY DRIVE
NEWTON-LE-WILLOWS
EARLESTOWN
Edge of Town Centre
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *12/04/21* *Survey Type: MANUAL*

55 **NF-03-C-01** **BLOCKS OF FLATS** **NORFOLK**
PAGE STAIR LANE
KING'S LYNN

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 51
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

56 **NF-03-C-02** **MIXED FLATS & HOUSES** **NORFOLK**
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

57 **NH-03-C-01** **BLOCK OF FLATS** **NEWHAM**
ARTHINGWORTH STREET
STRATFORD

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: THURSDAY *14/11/13* *Survey Type: MANUAL*

58 **NT-03-C-01** **HOUSES (SPLIT INTO FLATS)** **NOTTINGHAMSHIRE**
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

59 **NT-03-C-02** **HOUSES (SPLIT INTO FLATS)** **NOTTINGHAMSHIRE**
CASTLE MARINA ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 135
Survey date: WEDNESDAY *09/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

60 **RD-03-C-05** **BLOCKS OF FLATS** **RICHMOND**
BESSANT DRIVE
KEW

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *30/06/21* *Survey Type: MANUAL*

61 **RI-03-C-01** **FLATS** **EAST RIDING OF YORKSHIRE**
465 PRIORY ROAD
HULL

Edge of Town
Residential Zone
Total No of Dwellings: 20
Survey date: TUESDAY *13/05/14* *Survey Type: MANUAL*

62 **SA-03-C-01** **BLOCK OF FLATS** **SOUTH AYRSHIRE**
RACECOURSE ROAD
AYR

Edge of Town Centre
Residential Zone
Total No of Dwellings: 51
Survey date: TUESDAY *16/09/14* *Survey Type: MANUAL*

63 **SF-03-C-01** **BLOCKS OF FLATS** **SUFFOLK**
STATION HILL
BURY ST EDMUNDS

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 85
Survey date: THURSDAY *18/12/14* *Survey Type: MANUAL*

64 **SF-03-C-03** **BLOCKS OF FLATS** **SUFFOLK**
TOLLGATE LANE
BURY ST EDMUNDS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *03/12/14* *Survey Type: MANUAL*

65 **SF-03-C-05** **BLOCKS OF FLATS** **SUFFOLK**
FORE STREET
IPSWICH
IPSWICH WATERFRONT
Edge of Town Centre
Development Zone
Total No of Dwellings: 69
Survey date: WEDNESDAY *23/06/21* *Survey Type: MANUAL*

66 **SK-03-C-01** **BLOCK OF FLATS** **SOUTHWARK**
PARK STREET
SOUTHWARK

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 53
Survey date: FRIDAY *19/09/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

67 **SK-03-C-02** **BLOCK OF FLATS** **SOUTHWARK**
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

68 **SK-03-C-03** **BLOCKS OF FLATS** **SOUTHWARK**
MARITIME STREET
SURREY QUAYS

Neighbourhood Centre (PPS6 Local Centre)
Development Zone
Total No of Dwellings: 233
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

69 **SR-03-C-01** **FLATS** **STIRLING**
FORTHSIDE WAY
STIRLING

Edge of Town Centre
No Sub Category
Total No of Dwellings: 80
Survey date: WEDNESDAY *18/06/14* *Survey Type: MANUAL*

70 **SR-03-C-02** **FLATS** **STIRLING**
ROSEBERRY TERRACE
STIRLING

Edge of Town Centre
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/06/14* *Survey Type: MANUAL*

71 **TH-03-C-04** **BLOCK OF FLATS** **TOWER HAMLETS**
LEVEN ROAD
POPLAR
ABERFELDY VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 83
Survey date: FRIDAY *21/06/19* *Survey Type: MANUAL*

72 **WF-03-C-01** **BLOCKS OF FLATS** **WALTHAM FOREST**
ERSKINE ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 97
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.94

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	72	89	0.033	72	89	0.109	72	89	0.142
08:00 - 09:00	72	89	0.043	**72**	**89**	**0.129**	72	89	0.172
09:00 - 10:00	72	89	0.055	72	89	0.068	72	89	0.123
10:00 - 11:00	72	89	0.051	72	89	0.063	72	89	0.114
11:00 - 12:00	72	89	0.050	72	89	0.060	72	89	0.110
12:00 - 13:00	72	89	0.061	72	89	0.062	72	89	0.123
13:00 - 14:00	72	89	0.054	72	89	0.061	72	89	0.115
14:00 - 15:00	72	89	0.053	72	89	0.055	72	89	0.108
15:00 - 16:00	72	89	0.070	72	89	0.053	72	89	0.123
16:00 - 17:00	72	89	0.091	72	89	0.059	72	89	0.150
17:00 - 18:00	**72**	**89**	**0.119**	72	89	0.062	72	89	0.181
18:00 - 19:00	72	89	0.118	72	89	0.070	**72**	**89**	**0.188**
19:00 - 20:00	19	143	0.073	19	143	0.050	19	143	0.123
20:00 - 21:00	19	143	0.056	19	143	0.041	19	143	0.097
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.927			0.942			1.869

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.*

Parameter summary

Trip rate parameter range selected:	6 - 493 (units:)
Survey date date range:	01/01/13 - 30/06/21
Number of weekdays (Monday-Friday):	72
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.94

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	72	89	0.068	72	89	0.330	72	89	0.398
08:00 - 09:00	72	89	0.100	**72**	**89**	**0.493**	**72**	**89**	**0.593**
09:00 - 10:00	72	89	0.136	72	89	0.230	72	89	0.366
10:00 - 11:00	72	89	0.125	72	89	0.176	72	89	0.301
11:00 - 12:00	72	89	0.136	72	89	0.159	72	89	0.295
12:00 - 13:00	72	89	0.160	72	89	0.160	72	89	0.320
13:00 - 14:00	72	89	0.152	72	89	0.167	72	89	0.319
14:00 - 15:00	72	89	0.154	72	89	0.154	72	89	0.308
15:00 - 16:00	72	89	0.232	72	89	0.158	72	89	0.390
16:00 - 17:00	72	89	0.266	72	89	0.154	72	89	0.420
17:00 - 18:00	72	89	0.347	72	89	0.169	72	89	0.516
18:00 - 19:00	**72**	**89**	**0.371**	72	89	0.179	72	89	0.550
19:00 - 20:00	19	143	0.327	19	143	0.146	19	143	0.473
20:00 - 21:00	19	143	0.230	19	143	0.124	19	143	0.354
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.804			2.799			5.603

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.*

Calculation Reference: AUDIT-303901-220223-0247

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	1 days
	HG	HARINGEY	1 days
	HO	HOUNSLOW	1 days
	WF	WALTHAM FOREST	1 days
02	**SOUTH EAST**		
	ES	EAST SUSSEX	4 days
	HC	HAMPSHIRE	3 days
	HF	HERTFORDSHIRE	2 days
	IW	ISLE OF WIGHT	1 days
	KC	KENT	7 days
	SC	SURREY	3 days
	WS	WEST SUSSEX	7 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	3 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	10 days
	SF	SUFFOLK	4 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	2 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	2 days
	NY	NORTH YORKSHIRE	6 days
	SY	SOUTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	4 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	DH	DURHAM	3 days
	TW	TYNE & WEAR	1 days
10	**WALES**		
	PS	POWYS	2 days
	VG	VALE OF GLAMORGAN	1 days
11	**SCOTLAND**		
	FA	FALKIRK	2 days
	HI	HIGHLAND	1 days
12	**CONNAUGHT**		
	CS	SLIGO	2 days
	LT	LEITRIM	1 days
	RO	ROSCOMMON	2 days
13	**MUNSTER**		
	TI	TIPPERARY	1 days
	WA	WATERFORD	1 days
14	**LEINSTER**		
	WC	WICKLOW	2 days
	WX	WEXFORD	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	2 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	2 days
	DN	DONEGAL	4 days
17	**ULSTER (NORTHERN IRELAND)**		

AN	ANTRIM	2 days
DO	DOWN	1 days
TY	TYRONE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 6 to 1817 (units:)
Range Selected by User: 4 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/09/21

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	25 days
Tuesday	22 days
Wednesday	26 days
Thursday	27 days
Friday	14 days

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

Selected survey types:

Manual count	114 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	11
Suburban Area (PPS6 Out of Centre)	27
Edge of Town	56
Neighbourhood Centre (PPS6 Local Centre)	19
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	84
Village	16
Out of Town	3
High Street	1
No Sub Category	9

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

Secondary Filtering selection:

Use Class:

C3	114 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	5 days
1,001 to 5,000	22 days
5,001 to 10,000	26 days
10,001 to 15,000	26 days
15,001 to 20,000	12 days
20,001 to 25,000	10 days
25,001 to 50,000	10 days
50,001 to 100,000	3 days

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

Population within 5 miles:

5,000 or Less	4 days
5,001 to 25,000	24 days
25,001 to 50,000	15 days
50,001 to 75,000	14 days
75,001 to 100,000	18 days
100,001 to 125,000	2 days
125,001 to 250,000	22 days
250,001 to 500,000	11 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	30 days
1.1 to 1.5	72 days
1.6 to 2.0	11 days

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

Travel Plan:

Yes	28 days
No	86 days

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

PTAL Rating:

No PTAL Present	110 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days
5 Very Good	1 days

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

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

LIST OF SITES relevant to selection parameters

1 **AN-03-A-08** **HOUSES & FLATS** **ANTRIM**
BALLINDERRY ROAD
LISBURN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 204
Survey date: TUESDAY *29/10/13* *Survey Type: MANUAL*

2 **AN-03-A-09** **DETACHED & SEMI-DETACHED** **ANTRIM**
SLOEFIELD DRIVE
CARRICKFERGUS

Edge of Town
No Sub Category
Total No of Dwellings: 151
Survey date: WEDNESDAY *12/10/16* *Survey Type: MANUAL*

3 **BN-03-A-03** **MIXED HOUSES** **BARNET**
SWEETS WAY
WHETSTONE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 133
Survey date: TUESDAY *10/09/19* *Survey Type: MANUAL*

4 **CA-03-A-05** **DETACHED HOUSES** **CAMBRIDGESHIRE**
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

5 **CA-03-A-07** **MIXED HOUSES** **CAMBRIDGESHIRE**
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY *27/05/21* *Survey Type: MANUAL*

6 **CB-03-A-05** **DETACHED/TERRACED HOUSING** **CUMBRIA**
MACADAM WAY
PENRITH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *21/06/16* *Survey Type: MANUAL*

7 **CH-03-A-09** **TERRACED HOUSES** **CHESHIRE**
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

8 **CH-03-A-10** **SEMI-DETACHED & TERRACED** **CHESHIRE**
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **CH-03-A-11** **TOWN HOUSES** **CHESHIRE**
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

10 **CH-03-A-12** **SEMI DETACHED HOUSES** **CHESHIRE**
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 33
Survey date: FRIDAY *30/04/21* *Survey Type: MANUAL*

11 **CS-03-A-03** **MIXED HOUSES** **SLIGO**
TOP ROAD
STRANDHILL
STRANDHILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 30
Survey date: THURSDAY *27/10/16* *Survey Type: MANUAL*

12 **CS-03-A-04** **DETACHED & SEMI-DETACHED** **SLIGO**
R292
STRANDHILL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 63
Survey date: THURSDAY *27/10/16* *Survey Type: MANUAL*

13 **CV-03-A-02** **DETACHED & SEMI DETACHED** **CAVAN**
R212 DUBLIN ROAD
CAVAN
KILLYNEBBER
Edge of Town
No Sub Category
Total No of Dwellings: 80
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

14 **CV-03-A-03** **DETACHED HOUSES** **CAVAN**
R212 DUBLIN ROAD
CAVAN
PULLAMORE NEAR
Edge of Town
No Sub Category
Total No of Dwellings: 37
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

15 **DC-03-A-08** **BUNGALOWS** **DORSET**
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 **DH-03-A-01** **SEMI DETACHED** **DURHAM**
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

17 **DH-03-A-02** **MIXED HOUSES** **DURHAM**
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

18 **DH-03-A-03** **SEMI-DETACHED & TERRACED** **DURHAM**
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

19 **DL-03-A-10** **SEMI DETACHED & DETACHED** **DUBLIN**
R124
MALAHIDE
SAINT HELENS
Edge of Town
Residential Zone
Total No of Dwellings: 65
Survey date: WEDNESDAY *20/06/18* *Survey Type: MANUAL*

20 **DL-03-A-11** **SEMI-DETACHED HOUSES** **DUBLIN**
GRACE PARK ROAD
DUBLIN
WHITEHALL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 19
Survey date: WEDNESDAY *19/05/21* *Survey Type: MANUAL*

21 **DN-03-A-03** **DETACHED/SEMI-DETACHED** **DONEGAL**
THE GRANGE
LETTERKENNY
GLENCAR IRISH
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: MONDAY *01/09/14* *Survey Type: MANUAL*

22 **DN-03-A-04** **SEMI-DETACHED** **DONEGAL**
GORTLEE ROAD
LETTERKENNY
GORTLEE
Edge of Town
Residential Zone
Total No of Dwellings: 83
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 **DN-03-A-05** **DETACHED/SEMI-DETACHED** **DONEGAL**
GORTLEE ROAD
LETTERKENNY
GORTLEE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 146
Survey date: WEDNESDAY *03/09/14* *Survey Type: MANUAL*

24 **DN-03-A-06** **DETACHED HOUSING** **DONEGAL**
GLENFIN ROAD
BALLYBOFEY

Edge of Town
Residential Zone
Total No of Dwellings: 6
Survey date: WEDNESDAY *10/10/18* *Survey Type: MANUAL*

25 **DO-03-A-03** **DETACHED/SEMI DETACHED** **DOWN**
OLD MILL HEIGHTS
BELFAST
DUNDONALD
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *23/10/13* *Survey Type: MANUAL*

26 **DS-03-A-02** **MIXED HOUSES** **DERBYSHIRE**
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

27 **DV-03-A-01** **TERRACED HOUSES** **DEVON**
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

28 **DV-03-A-02** **HOUSES & BUNGALOWS** **DEVON**
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

29 **DV-03-A-03** **TERRACED & SEMI DETACHED** **DEVON**
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

30 **ES-03-A-03** **MIXED HOUSES & FLATS** **EAST SUSSEX**
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

31 **ES-03-A-04** **MIXED HOUSES & FLATS** **EAST SUSSEX**
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

32 **ES-03-A-05** **MIXED HOUSES & FLATS** **EAST SUSSEX**
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

33 **ES-03-A-06** **MIXED HOUSES** **EAST SUSSEX**
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 12
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

34 **FA-03-A-01** **SEMI-DETACHED/TERRACED** **FALKIRK**
MANDELA AVENUE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: THURSDAY *30/05/13* *Survey Type: MANUAL*

35 **FA-03-A-02** **MIXED HOUSES** **FALKIRK**
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

36 **HC-03-A-21** **TERRACED & SEMI-DETACHED** **HAMPSHIRE**
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

37 **HC-03-A-22** **MIXED HOUSES** **HAMPSHIRE**
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

38 **HC-03-A-23** **HOUSES & FLATS** **HAMPSHIRE**
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

39 **HF-03-A-03** **MIXED HOUSES** **HERTFORDSHIRE**
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

40 **HF-03-A-04** **TERRACED HOUSES** **HERTFORDSHIRE**
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: TUESDAY *08/06/21* *Survey Type: MANUAL*

41 **HG-03-A-01** **DETACHED & SEMI-DETACHED** **HARINGEY**
LAWRENCE ROAD
TOTTENHAM
WEST GREEN
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total No of Dwellings: 20
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

42 **HI-03-A-14** **SEMI-DETACHED & TERRACED** **HIGHLAND**
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

43 **HO-03-A-02** **MIXED HOUSES** **HOUNSLOW**
HIBERNIAN ROAD
HOUNSLOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

44 **IW-03-A-01** **DETACHED HOUSES** **ISLE OF WIGHT**
MEDHAM FARM LANE
NEAR COWES
MEDHAM
Free Standing (PPS6 Out of Town)
Out of Town
Total No of Dwellings: 72
Survey date: TUESDAY *25/06/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

45 **KC-03-A-03** **MIXED HOUSES & FLATS** **KENT**
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

46 **KC-03-A-04** **SEMI-DETACHED & TERRACED** **KENT**
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

47 **KC-03-A-05** **DETACHED & SEMI-DETACHED** **KENT**
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

48 **KC-03-A-06** **MIXED HOUSES & FLATS** **KENT**
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

49 **KC-03-A-07** **MIXED HOUSES** **KENT**
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

50 **KC-03-A-08** **MIXED HOUSES** **KENT**
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

51 **KC-03-A-09** **MIXED HOUSES & FLATS** **KENT**
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

52 **LC-03-A-30** **SEMI-DETACHED** **LANCASHIRE**
WATSON ROAD
BLACKPOOL

Edge of Town Centre
Residential Zone
Total No of Dwellings: 24
Survey date: FRIDAY *14/06/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

53 **LE-03-A-02** **DETACHED & OTHERS** **LEICESTERSHIRE**
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

54 **LN-03-A-04** **DETACHED & SEMI-DETACHED** **LINCOLNSHIRE**
EGERTON ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 30
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

55 **LT-03-A-01** **SEMI-DETACHED & DETACHED** **LEITRIM**
ARD NA SI
CARRICK-ON-SHANNON
ATTIRORY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 90
Survey date: FRIDAY *24/04/15* *Survey Type: MANUAL*

56 **MS-03-A-03** **DETACHED** **MERSEYSIDE**
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

57 **NE-03-A-02** **SEMI DETACHED & DETACHED** **NORTH EAST LINCOLNSHIRE**
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

58 **NE-03-A-03** **PRIVATE HOUSES** **NORTH EAST LINCOLNSHIRE**
STATION ROAD
SCUNTHORPE

Edge of Town Centre
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

59 **NF-03-A-03** **DETACHED HOUSES** **NORFOLK**
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

60 **NF-03-A-04** **MIXED HOUSES** **NORFOLK**
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

61 **NF-03-A-05** **MIXED HOUSES** **NORFOLK**
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

62 **NF-03-A-06** **MIXED HOUSES** **NORFOLK**
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

63 **NF-03-A-08** **MIXED HOUSES & FLATS** **NORFOLK**
SIR ALFRED MUNNINGS RD
NEAR NORWICH
COSTESSEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 1817
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

64 **NF-03-A-09** **MIXED HOUSES & FLATS** **NORFOLK**
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY *24/09/19* *Survey Type: MANUAL*

65 **NF-03-A-23** **MIXED HOUSES & FLATS** **NORFOLK**
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

66 **NF-03-A-25** **MIXED HOUSES & FLATS** **NORFOLK**
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

67 **NF-03-A-27** **MIXED HOUSES & FLATS** **NORFOLK**
YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 93
Survey date: THURSDAY *16/09/21* *Survey Type: MANUAL*

68 **NF-03-A-30** **MIXED HOUSES** **NORFOLK**
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

69 **NY-03-A-08** **TERRACED HOUSES** **NORTH YORKSHIRE**
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

70 **NY-03-A-09** **MIXED HOUSING** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

71 **NY-03-A-10** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

72 **NY-03-A-11** **PRIVATE HOUSING** **NORTH YORKSHIRE**
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

73 **NY-03-A-12** **TOWN HOUSES** **NORTH YORKSHIRE**
RACECOURSE LANE
NORTHALLERTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

74 **NY-03-A-13** **TERRACED HOUSES** **NORTH YORKSHIRE**
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

75 **PS-03-A-01** **MIXED HOUSES** **POWYS**
BRYN GLAS
WELSHPOOL

Edge of Town Centre
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

76 **PS-03-A-02** **DETACHED/SEMI-DETACHED** **POWYS**
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

77 **RO-03-A-03** **DETACHED HOUSES** **ROSCOMMON**
N61
BOYLE
GREATMEADOW
Edge of Town
No Sub Category
Total No of Dwellings: 23
Survey date: THURSDAY *25/09/14* *Survey Type: MANUAL*

78 **RO-03-A-04** **SEMI DET. & BUNGALOWS** **ROSCOMMON**
EAGLE COURT
ROSCOMMON
ARDNANAGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

79 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

80 **SC-03-A-05** **MIXED HOUSES** **SURREY**
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

81 **SC-03-A-06** **MIXED HOUSES & FLATS** **SURREY**
AMLETS LANE
CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 116
Survey date: THURSDAY *08/10/20* *Survey Type: MANUAL*

82 **SF-03-A-05** **DETACHED HOUSES** **SUFFOLK**
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

83 **SF-03-A-06** **DETACHED & SEMI-DETACHED** **SUFFOLK**
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

84 **SF-03-A-09** **MIXED HOUSES & FLATS** **SUFFOLK**
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

85 **SF-03-A-10** **TERRACED & SEMI-DETACHED** **SUFFOLK**
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

86 **SH-03-A-05** **SEMI-DETACHED/TERRACED** **SHROPSHIRE**
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

87 **SH-03-A-06** **BUNGALOWS** **SHROPSHIRE**
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

88 **SM-03-A-01** **DETACHED & SEMI** **SOMERSET**
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

89 **SM-03-A-02** **MIXED HOUSES** **SOMERSET**
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

90 **SM-03-A-03** **MIXED HOUSES** **SOMERSET**
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

91 **ST-03-A-06** **SEMI-DET. & TERRACED** **STAFFORDSHIRE**
STANFORD ROAD
WOLVERHAMPTON
BLAKENHALL
Edge of Town Centre
No Sub Category
Total No of Dwellings: 17
Survey date: FRIDAY *09/05/14* *Survey Type: MANUAL*

92 **ST-03-A-07** **DETACHED & SEMI-DETACHED** **STAFFORDSHIRE**
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

93 **SY-03-A-01** **SEMI DETACHED HOUSES** **SOUTH YORKSHIRE**
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

94 **TI-03-A-01** **MIXED HOUSES** **TIPPERARY**
BRITTAS ROAD
THURLES

Edge of Town
Out of Town
Total No of Dwellings: 76
Survey date: THURSDAY *17/06/21* *Survey Type: MANUAL*

95 **TW-03-A-02** **SEMI-DETACHED** **TYNE & WEAR**
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

96 **TY-03-A-02** **SEMI DETACHED & BUNGALOWS** **TYRONE**
SANDHOLES ROAD
COOKSTOWN
DERRYLORAN
Edge of Town
Industrial Zone
Total No of Dwellings: 101
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

97 **VG-03-A-01** **SEMI-DETACHED & TERRACED** **VALE OF GLAMORGAN**
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

98 **WA-03-A-04** **DETACHED** **WATERFORD**
MAYPARK LANE
WATERFORD

Edge of Town
Residential Zone
Total No of Dwellings: 280
Survey date: TUESDAY *24/06/14* *Survey Type: MANUAL*

99 **WC-03-A-01** **DETACHED HOUSES** **WICKLOW**
STATION ROAD
WICKLOW
CORPORATION MURRAGH
Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: MONDAY *28/05/18* *Survey Type: MANUAL*

100 **WC-03-A-02** **DETACHED HOUSES** **WICKLOW**
MARLTON ROAD
WICKLOW
FRIARSHILL
Edge of Town Centre
Residential Zone
Total No of Dwellings: 45
Survey date: MONDAY *28/05/18* *Survey Type: MANUAL*

101 **WF-03-A-02** **SEMI DETACHED & TERRACED** **WALTHAM FOREST**
PALMERSTON ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 9
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

102 **WK-03-A-02** **BUNGALOWS** **WARWICKSHIRE**
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

103 **WK-03-A-04** **DETACHED HOUSES** **WARWICKSHIRE**
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

104 **WL-03-A-02** **SEMI DETACHED** **WILTSHIRE**
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

105 **WM-03-A-04** **TERRACED HOUSES** **WEST MIDLANDS**
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

106 **WM-03-A-05** **TERRACED & DETACHED** **WEST MIDLANDS**
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

107 **WS-03-A-04** **MIXED HOUSES** **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

108 **WS-03-A-07** **BUNGALOWS** **WEST SUSSEX**
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

109 **WS-03-A-08** **MIXED HOUSES** **WEST SUSSEX**
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

110 **WS-03-A-10** **MIXED HOUSES** **WEST SUSSEX**
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

111 **WS-03-A-11** **MIXED HOUSES** **WEST SUSSEX**
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

112 **WS-03-A-12** **MIXED HOUSES** **WEST SUSSEX**
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

113 **WS-03-A-13** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *Survey Type: MANUAL*

114 **WX-03-A-01** **SEMI-DETACHED** **WEXFORD**
CLONARD ROAD
WEXFORD

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 34
Survey date: THURSDAY *25/09/14* *Survey Type: MANUAL*

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.73

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	114	119	0.067	114	119	0.286	114	119	0.353
08:00 - 09:00	114	119	0.135	**114**	**119**	**0.377**	114	119	0.512
09:00 - 10:00	114	119	0.144	114	119	0.173	114	119	0.317
10:00 - 11:00	114	119	0.123	114	119	0.145	114	119	0.268
11:00 - 12:00	114	119	0.130	114	119	0.140	114	119	0.270
12:00 - 13:00	114	119	0.154	114	119	0.151	114	119	0.305
13:00 - 14:00	114	119	0.161	114	119	0.154	114	119	0.315
14:00 - 15:00	114	119	0.168	114	119	0.180	114	119	0.348
15:00 - 16:00	114	119	0.245	114	119	0.174	114	119	0.419
16:00 - 17:00	114	119	0.270	114	119	0.163	114	119	0.433
17:00 - 18:00	**114**	**119**	**0.348**	114	119	0.173	**114**	**119**	**0.521**
18:00 - 19:00	114	119	0.291	114	119	0.173	114	119	0.464
19:00 - 20:00	4	53	0.241	4	53	0.137	4	53	0.378
20:00 - 21:00	4	53	0.189	4	53	0.113	4	53	0.302
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.666			2.539			5.205

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.*

Parameter summary

Trip rate parameter range selected:	6 - 1817 (units:)
Survey date date range:	01/01/13 - 23/09/21
Number of weekdays (Monday-Friday):	114
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

Licence No: 303901

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.73

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	114	119	0.099	114	119	0.487	114	119	0.586
08:00 - 09:00	114	119	0.205	**114**	**119**	**0.767**	114	119	0.972
09:00 - 10:00	114	119	0.215	114	119	0.302	114	119	0.517
10:00 - 11:00	114	119	0.194	114	119	0.250	114	119	0.444
11:00 - 12:00	114	119	0.209	114	119	0.231	114	119	0.440
12:00 - 13:00	114	119	0.246	114	119	0.240	114	119	0.486
13:00 - 14:00	114	119	0.260	114	119	0.248	114	119	0.508
14:00 - 15:00	114	119	0.289	114	119	0.281	114	119	0.570
15:00 - 16:00	114	119	0.519	114	119	0.298	114	119	0.817
16:00 - 17:00	114	119	0.517	114	119	0.274	114	119	0.791
17:00 - 18:00	114	119	0.602	114	119	0.289	114	119	0.891
18:00 - 19:00	114	119	0.494	114	119	0.302	114	119	0.796
19:00 - 20:00	**4**	**53**	**0.741**	4	53	0.377	**4**	**53**	**1.118**
20:00 - 21:00	4	53	0.505	4	53	0.236	4	53	0.741
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.095			4.582			9.677

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.*

Licence No: 303901

Calculation Reference: AUDIT-303901-220223-0233

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
10	**WALES**		
	SW	SWANSEA	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 days

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

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: Site area
Actual Range: 0.10 to 0.37 (units: hect)
Range Selected by User: 0.10 to 2.50 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 07/06/18

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	1
Village	1
High Street	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

F2(b)	7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	2 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	7 days

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

Licence No: 303901

LIST OF SITES relevant to selection parameters

1 **CA-07-Q-02** **COMMUNITY CENTRE** **CAMBRIDGESHIRE**
HIGH STREET
CAMBOURNE

Edge of Town Centre
High Street
Total Site area: 0.37 hect
Survey date: THURSDAY *07/06/18* *Survey Type: MANUAL*

2 **CH-07-Q-01** **COMMUNITY CENTRE** **CHESHIRE**
WARRINGTON ROAD
MERE

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Site area: 0.30 hect
Survey date: TUESDAY *07/11/17* *Survey Type: MANUAL*

3 **DL-07-Q-01** **COMMUNITY CENTRE** **DUBLIN**
BALLYBOUGH ROAD
DUBLIN
BALLYBOUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 0.15 hect
Survey date: WEDNESDAY *23/11/16* *Survey Type: MANUAL*

4 **NY-07-Q-01** **COMMUNITY CENTRE** **NORTH YORKSHIRE**
SHUTE ROAD
CATTERRICK GARRISON

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Site area: 0.10 hect
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

5 **SH-07-Q-01** **COMMUNITY CENTRE** **SHROPSHIRE**
SOUTHGATE
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Site area: 0.15 hect
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

6 **ST-07-Q-01** **COMMUNITY CENTRE** **STAFFORDSHIRE**
DUDLEY ROAD
WOLVERHAMPTON

Edge of Town Centre
Built-Up Zone
Total Site area: 0.20 hect
Survey date: FRIDAY *09/05/14* *Survey Type: MANUAL*

7 **SW-07-Q-01** **COMMUNITY CENTRE** **SWANSEA**
HIGH STREET
SWANSEA

Edge of Town Centre
High Street
Total Site area: 0.19 hect
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.33

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	0.24	4.167	4	0.24	0.000	4	0.24	4.167
08:00 - 09:00	7	0.21	23.973	7	0.21	2.740	7	0.21	26.713
09:00 - 10:00	7	0.21	23.973	7	0.21	12.329	7	0.21	36.302
10:00 - 11:00	7	0.21	18.493	7	0.21	21.918	7	0.21	40.411
11:00 - 12:00	7	0.21	15.068	7	0.21	21.233	7	0.21	36.301
12:00 - 13:00	7	0.21	13.699	7	0.21	19.178	7	0.21	32.877
13:00 - 14:00	7	0.21	14.384	7	0.21	17.123	7	0.21	31.507
14:00 - 15:00	7	0.21	14.384	7	0.21	14.384	7	0.21	28.768
15:00 - 16:00	7	0.21	10.274	7	0.21	11.644	7	0.21	21.918
16:00 - 17:00	6	0.23	9.559	6	0.23	8.824	6	0.23	18.383
17:00 - 18:00	6	0.23	20.588	6	0.23	14.706	6	0.23	35.294
18:00 - 19:00	6	0.23	24.265	6	0.23	8.088	6	0.23	32.353
19:00 - 20:00	**6**	**0.23**	**27.206**	**6**	**0.23**	**29.412**	**6**	**0.23**	**56.618**
20:00 - 21:00	6	0.23	0.735	6	0.23	10.294	6	0.23	11.029
21:00 - 22:00	4	0.20	0.000	4	0.20	27.500	4	0.20	27.500
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			220.768			219.373			440.141

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.*

Parameter summary

Trip rate parameter range selected:	0.10 to 0.37 (units: hect)
Survey date date range:	01/01/13 - 07/06/18
Number of weekdays (Monday-Friday):	7
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.

Licence No: 303901

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.33

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	0.24	6.250	4	0.24	0.000	4	0.24	6.250
08:00 - 09:00	7	0.21	79.452	7	0.21	13.014	7	0.21	92.466
09:00 - 10:00	**7**	**0.21**	**121.233**	7	0.21	38.356	7	0.21	159.589
10:00 - 11:00	7	0.21	104.795	7	0.21	95.205	**7**	**0.21**	**200.000**
11:00 - 12:00	7	0.21	68.493	7	0.21	104.795	7	0.21	173.288
12:00 - 13:00	7	0.21	67.808	7	0.21	95.890	7	0.21	163.698
13:00 - 14:00	7	0.21	65.068	7	0.21	81.507	7	0.21	146.575
14:00 - 15:00	7	0.21	50.000	7	0.21	58.219	7	0.21	108.219
15:00 - 16:00	7	0.21	56.849	7	0.21	71.918	7	0.21	128.767
16:00 - 17:00	6	0.23	58.088	6	0.23	69.853	6	0.23	127.941
17:00 - 18:00	6	0.23	82.353	6	0.23	46.324	6	0.23	128.677
18:00 - 19:00	6	0.23	90.441	6	0.23	45.588	6	0.23	136.029
19:00 - 20:00	6	0.23	68.382	**6**	**0.23**	**116.176**	6	0.23	184.558
20:00 - 21:00	6	0.23	5.882	6	0.23	42.647	6	0.23	48.529
21:00 - 22:00	4	0.20	1.250	4	0.20	71.250	4	0.20	72.500
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			926.344			950.742			1877.086

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.*

Licence No: 303901

Calculation Reference: AUDIT-303901-220223-0200

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days

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

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:	Gross floor area
Actual Range:	185 to 750 (units: sqm)
Range Selected by User:	176 to 2350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 21/05/19

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(f)	6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	3 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 **CA-04-D-02** **NURSERY** **CAMBRIDGESHIRE**
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 400 sqm
Survey date: TUESDAY *18/10/16* *Survey Type: MANUAL*

2 **CH-04-D-01** **NURSERY** **CHESHIRE**
CHESTER ROAD
MACCLESFIELD

Edge of Town Centre
No Sub Category
Total Gross floor area: 500 sqm
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

3 **ES-04-D-01** **NURSERY** **EAST SUSSEX**
CONNAUGHT ROAD
BRIGHTON
HOVE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 185 sqm
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

4 **LN-04-D-01** **NURSERY** **LINCOLNSHIRE**
NEWARK ROAD
LINCOLN
SWALLOW BECK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 600 sqm
Survey date: TUESDAY *31/10/17* *Survey Type: MANUAL*

5 **SF-04-D-03** **NURSERY** **SUFFOLK**
CAMP ROAD
LOWESTOFT

Edge of Town Centre
Residential Zone
Total Gross floor area: 750 sqm
Survey date: WEDNESDAY *10/12/14* *Survey Type: MANUAL*

6 **TW-04-D-03** **NURSERY** **TYNE & WEAR**
JUBILEE ROAD
NEWCASTLE UPON TYNE
GOSFORTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 725 sqm
Survey date: TUESDAY *21/05/19* *Survey Type: MANUAL*

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.42

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	6	527	0.823	6	527	0.316	6	527	1.139
08:00 - 09:00	**6**	**527**	**2.120**	6	527	1.677	**6**	**527**	**3.797**
09:00 - 10:00	6	527	0.665	6	527	0.538	6	527	1.203
10:00 - 11:00	6	527	0.095	6	527	0.127	6	527	0.222
11:00 - 12:00	6	527	0.222	6	527	0.190	6	527	0.412
12:00 - 13:00	6	527	0.665	6	527	0.918	6	527	1.583
13:00 - 14:00	6	527	0.601	6	527	0.665	6	527	1.266
14:00 - 15:00	6	527	0.095	6	527	0.158	6	527	0.253
15:00 - 16:00	6	527	0.380	6	527	0.316	6	527	0.696
16:00 - 17:00	6	527	0.728	6	527	0.665	6	527	1.393
17:00 - 18:00	6	527	1.741	**6**	**527**	**1.962**	6	527	3.703
18:00 - 19:00	6	527	0.158	6	527	0.728	6	527	0.886
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.293			8.260			16.553

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.*

Parameter summary

Trip rate parameter range selected:	185 - 750 (units: sqm)
Survey date date range:	01/01/13 - 21/05/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.42

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	6	527	2.500	6	527	0.348	6	527	2.848
08:00 - 09:00	**6**	**527**	**6.203**	6	527	2.278	**6**	**527**	**8.481**
09:00 - 10:00	6	527	1.519	6	527	0.728	6	527	2.247
10:00 - 11:00	6	527	0.380	6	527	0.285	6	527	0.665
11:00 - 12:00	6	527	0.633	6	527	1.076	6	527	1.709
12:00 - 13:00	6	527	2.816	6	527	2.753	6	527	5.569
13:00 - 14:00	6	527	1.234	6	527	1.709	6	527	2.943
14:00 - 15:00	6	527	0.253	6	527	0.285	6	527	0.538
15:00 - 16:00	6	527	0.981	6	527	1.266	6	527	2.247
16:00 - 17:00	6	527	1.013	6	527	2.373	6	527	3.386
17:00 - 18:00	6	527	2.373	**6**	**527**	**4.525**	6	527	6.898
18:00 - 19:00	6	527	0.158	6	527	2.342	6	527	2.500
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.063			19.968			40.031

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.*

Licence No: 303901

Calculation Reference: AUDIT-303901-220223-0218

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	HK	HACKNEY	1 days
	WH	WANDSWORTH	1 days
02	**SOUTH EAST**		
	IW	ISLE OF WIGHT	1 days
03	**SOUTH WEST**		
	DV	DEVON	1 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	2 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	TW	TYNE & WEAR	2 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	DU	DUNDEE CITY	1 days
	HI	HIGHLAND	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	DN	DONEGAL	1 days
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 days
	DE	DERRY	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	300 to 2900 (units: sqm)
Range Selected by User:	200 to 2900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 22/06/21

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

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	10 days
Thursday	1 days
Friday	4 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	9
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	5
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	13
Retail Zone	1
Built-Up Zone	5
Out of Town	1
High Street	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

E(e)	23 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	8 days
50,001 to 100,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	4 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	11 days
1.1 to 1.5	8 days
1.6 to 2.0	2 days
2.1 to 2.5	1 days

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

Travel Plan:

No	23 days

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

PTAL Rating:

No PTAL Present	21 days
3 Moderate	1 days
4 Good	1 days

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

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

LIST OF SITES relevant to selection parameters

1 **AN-05-G-05** **GP SURGERY** **ANTRIM**
DOURY ROAD
BALLYMENA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1110 sqm
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

2 **CF-05-G-02** **GP SURGERY** **CARDIFF**
PARK ROAD
CARDIFF
WHITCHURCH
Edge of Town
Residential Zone
Total Gross floor area: 450 sqm
Survey date: WEDNESDAY *05/10/16* *Survey Type: MANUAL*

3 **CH-05-G-05** **GP SURGERY** **CHESHIRE**
KINGSMEAD SQUARE
NORTHWICH
KINGSMEAD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 650 sqm
Survey date: FRIDAY *07/06/19* *Survey Type: MANUAL*

4 **CH-05-G-06** **GP SURGERY** **CHESHIRE**
LONDON ROAD
NORTHWICH

Edge of Town Centre
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: WEDNESDAY *21/04/21* *Survey Type: MANUAL*

5 **DE-05-G-02** **GP SURGERY** **DERRY**
MOUNTSANDEL ROAD
COLERAINE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1220 sqm
Survey date: FRIDAY *25/10/13* *Survey Type: MANUAL*

6 **DL-05-G-02** **GP SURGERY** **DUBLIN**
SAINT BRIGID'S ROAD LOWER
DUBLIN
DRUMCONDRA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 308 sqm
Survey date: WEDNESDAY *23/11/16* *Survey Type: MANUAL*

7 **DN-05-G-01** **GP SURGERY** **DONEGAL**
MAGINN AVENUE
BUNCRANA

Edge of Town Centre
Residential Zone
Total Gross floor area: 420 sqm
Survey date: WEDNESDAY *29/05/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **DS-05-G-01** **GP SURGERY** **DERBYSHIRE**
OSMASTON ROAD
DERBY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 676 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

9 **DU-05-G-01** **GP SURGERY** **DUNDEE CITY**
PRINCES STREET
DUNDEE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 350 sqm
Survey date: MONDAY *24/04/17* *Survey Type: MANUAL*

10 **DV-05-G-01** **GP SURGERY** **DEVON**
MOUNT PLEASANT ROAD
EXETER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1319 sqm
Survey date: WEDNESDAY *03/04/19* *Survey Type: MANUAL*

11 **HI-05-G-01** **GP SURGERY** **HIGHLAND**
BALLIFEARY LANE
INVERNESS

Edge of Town Centre
No Sub Category
Total Gross floor area: 979 sqm
Survey date: MONDAY *16/04/18* *Survey Type: MANUAL*

12 **HK-05-G-01** **GP SURGERY** **HACKNEY**
ALBION ROAD
STOKE NEWINGTON

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 1309 sqm
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

13 **IW-05-G-01** **GP SURGERY** **ISLE OF WIGHT**
NEWPORT ROAD
COWES

Edge of Town
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: WEDNESDAY *26/06/19* *Survey Type: MANUAL*

14 **LN-05-G-01** **GP SURGERY** **LINCOLNSHIRE**
95 MONKS ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total Gross floor area: 506 sqm
Survey date: TUESDAY *25/06/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 **MS-05-G-01** **GP SURGERY** **MERSEYSIDE**
ATLAS STREET
SAINT HELENS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2900 sqm
Survey date: TUESDAY *27/04/21* *Survey Type: MANUAL*

16 **NT-05-G-01** **GP SURGERY** **NOTTINGHAMSHIRE**
MANSFIELD ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 460 sqm
Survey date: WEDNESDAY *24/06/15* *Survey Type: MANUAL*

17 **NY-05-G-02** **GP SURGERY** **NORTH YORKSHIRE**
ASH TREE ROAD
KNARESBOROUGH

Edge of Town Centre
Residential Zone
Total Gross floor area: 416 sqm
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

18 **SM-05-G-02** **GP SURGERY** **SOMERSET**
COAL ORCHARD
TAUNTON

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 775 sqm
Survey date: WEDNESDAY *03/04/19* *Survey Type: MANUAL*

19 **TW-05-G-03** **GP SURGERY** **TYNE & WEAR**
CHURCH ROAD
NEWCASTLE
GOSFORTH
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 678 sqm
Survey date: MONDAY *29/04/19* *Survey Type: MANUAL*

20 **TW-05-G-04** **GP SURGERY** **TYNE & WEAR**
MANOR WALK
NEWCASTLE UPON TYNE
BENTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

21 **WH-05-G-01** **MEDICAL CENTRE** **WANDSWORTH**
GARRATT LANE
WANDSWORTH

Town Centre
Retail Zone
Total Gross floor area: 2709 sqm
Survey date: TUESDAY *12/11/13* *Survey Type: MANUAL*

22 **WK-05-G-02** **GP SURGERY** **WARWICKSHIRE**
STRATFORD ROAD
NEAR BIDFORD-ON-AVON

Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 1315 sqm
Survey date: FRIDAY *29/06/18* *Survey Type: MANUAL*

Licence No: 303901

LIST OF SITES relevant to selection parameters (Cont.)

23 WL-05-G-01 GP SURGERY **WILTSHIRE**
CRICKDALE ROAD
SWINDON BOROUGH C.

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 300 sqm
Survey date: FRIDAY *23/09/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.06

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	19	1104	0.686	19	1104	0.167	19	1104	0.853
08:00 - 09:00	23	1002	2.126	23	1002	0.863	23	1002	2.989
09:00 - 10:00	**23**	**1002**	**2.447**	23	1002	1.974	**23**	**1002**	**4.421**
10:00 - 11:00	23	1002	2.226	23	1002	2.195	23	1002	4.421
11:00 - 12:00	23	1002	2.052	23	1002	2.256	23	1002	4.308
12:00 - 13:00	23	1002	1.705	23	1002	2.174	23	1002	3.879
13:00 - 14:00	23	1002	1.384	23	1002	1.367	23	1002	2.751
14:00 - 15:00	23	1002	2.308	23	1002	2.091	23	1002	4.399
15:00 - 16:00	23	1002	2.104	**23**	**1002**	**2.273**	23	1002	4.377
16:00 - 17:00	23	1002	1.770	23	1002	2.074	23	1002	3.844
17:00 - 18:00	23	1002	0.985	23	1002	1.714	23	1002	2.699
18:00 - 19:00	20	1078	0.362	20	1078	0.723	20	1078	1.085
19:00 - 20:00	4	1063	0.118	4	1063	0.447	4	1063	0.565
20:00 - 21:00	2	1088	0.046	2	1088	0.322	2	1088	0.368
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.390			20.640			41.030

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.*

Parameter summary

Trip rate parameter range selected:	300 - 2900 (units: sqm)
Survey date date range:	01/01/13 - 22/06/21
Number of weekdays (Monday-Friday):	23
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.

Licence No: 303901

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.06

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	19	1104	1.092	19	1104	0.291	19	1104	1.383
08:00 - 09:00	23	1002	3.822	23	1002	1.549	23	1002	5.371
09:00 - 10:00	**23**	**1002**	**5.297**	23	1002	4.213	**23**	**1002**	**9.510**
10:00 - 11:00	23	1002	4.811	23	1002	4.612	23	1002	9.423
11:00 - 12:00	23	1002	4.217	**23**	**1002**	**4.811**	23	1002	9.028
12:00 - 13:00	23	1002	3.557	23	1002	4.351	23	1002	7.908
13:00 - 14:00	23	1002	3.106	23	1002	2.798	23	1002	5.904
14:00 - 15:00	23	1002	4.612	23	1002	4.312	23	1002	8.924
15:00 - 16:00	23	1002	4.451	23	1002	4.694	23	1002	9.145
16:00 - 17:00	23	1002	3.679	23	1002	4.525	23	1002	8.204
17:00 - 18:00	23	1002	1.918	23	1002	3.401	23	1002	5.319
18:00 - 19:00	20	1078	0.728	20	1078	1.387	20	1078	2.115
19:00 - 20:00	4	1063	0.447	4	1063	1.082	4	1063	1.529
20:00 - 21:00	2	1088	0.368	2	1088	0.782	2	1088	1.150
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			42.176			42.808			84.984

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.*

Licence No: 303901

Calculation Reference: AUDIT-303901-220223-0228

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	2 days
	CI	CITY OF LONDON	2 days
	CN	CAMDEN	1 days
	HD	HILLINGDON	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	LB	LAMBETH	2 days
	TH	TOWER HAMLETS	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	3 days
	EX	ESSEX	1 days
	HF	HERTFORDSHIRE	2 days
	SO	SLOUGH	2 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
	WY	WEST YORKSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	3 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	2 days
10	**WALES**		
	CO	CONWY	1 days
	MT	MERTHYR TYDFIL	1 days
	PS	POWYS	1 days
	SW	SWANSEA	2 days
11	**SCOTLAND**		
	DU	DUNDEE CITY	1 days
	EB	CITY OF EDINBURGH	1 days
12	**CONNAUGHT**		
	CS	SLIGO	1 days
	RO	ROSCOMMON	1 days
13	**MUNSTER**		
	CR	CORK	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	2 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	MG	MONAGHAN	1 days
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	178 to 120000 (units: sqm)
Range Selected by User:	178 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 19/04/21

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	10 days
Tuesday	13 days
Wednesday	12 days
Thursday	11 days
Friday	8 days
Saturday	1 days

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

Selected survey types:

Manual count	55 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	16
Edge of Town Centre	23
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	9
Development Zone	5
Residential Zone	8
Built-Up Zone	20
High Street	4
No Sub Category	8

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

Secondary Filtering selection:

Use Class:

Not Known	54 days
E(c)	1 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	6 days
10,001 to 15,000	3 days
15,001 to 20,000	7 days
20,001 to 25,000	3 days
25,001 to 50,000	21 days
50,001 to 100,000	8 days
100,001 or More	4 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	15 days
250,001 to 500,000	9 days
500,001 or More	18 days

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

Car ownership within 5 miles:

0.5 or Less	5 days
0.6 to 1.0	28 days
1.1 to 1.5	20 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	14 days
No	41 days

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

PTAL Rating:

No PTAL Present	43 days
1b Very poor	1 days
4 Good	2 days
5 Very Good	2 days
6a Excellent	2 days
6b (High) Excellent	5 days

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

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

LIST OF SITES relevant to selection parameters

1 **AN-02-A-06** **SPORTS ADMINISTRATION** **ANTRIM**
UPPER MALONE ROAD
BELFAST

Edge of Town
Residential Zone
Total Gross floor area: 2217 sqm
Survey date: TUESDAY *20/11/18* *Survey Type: MANUAL*

2 **BD-02-A-03** **OFFICES** **BEDFORDSHIRE**
BROMHAM ROAD
BEDFORD

Edge of Town Centre
No Sub Category
Total Gross floor area: 1469 sqm
Survey date: MONDAY *14/10/13* *Survey Type: MANUAL*

3 **BR-02-A-02** **PLANNING & ENGINEERING** **BRISTOL CITY**
ST THOMAS STREET
BRISTOL

Town Centre
Built-Up Zone
Total Gross floor area: 5736 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

4 **BT-02-A-03** **OFFICES** **BRENT**
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 920 sqm
Survey date: WEDNESDAY *03/06/15* *Survey Type: MANUAL*

5 **BT-02-A-04** **OFFICES** **BRENT**
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 10625 sqm
Survey date: SATURDAY *16/05/15* *Survey Type: MANUAL*

6 **CA-02-A-05** **OFFICES** **CAMBRIDGESHIRE**
NEW ROAD
PETERBOROUGH

Town Centre
Built-Up Zone
Total Gross floor area: 8793 sqm
Survey date: TUESDAY *16/12/14* *Survey Type: MANUAL*

7 **CB-02-A-02** **OFFICE** **CUMBRIA**
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY *24/06/16* *Survey Type: MANUAL*

8 **CI-02-A-02** **OFFICES** **CITY OF LONDON**
GRACECHURCH STREET
CITY OF LONDON
MONUMENT
Town Centre
Commercial Zone
Total Gross floor area: 9803 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **CI-02-A-03** **OFFICES** **CITY OF LONDON**
MONUMENT STREET
CITY OF LONDON
MONUMENT
Town Centre
Commercial Zone
Total Gross floor area: 1951 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

10 **CN-02-A-03** **PLANNING & ENGINEERING** **CAMDEN**
FITZROY STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 26639 sqm
Survey date: WEDNESDAY *06/12/17* *Survey Type: MANUAL*

11 **CO-02-A-01** **GOVERNMENT OFFICES** **CONWY**
NARROW LANE
LLANDUDNO JUNCTION

Edge of Town
Commercial Zone
Total Gross floor area: 6186 sqm
Survey date: WEDNESDAY *28/03/18* *Survey Type: MANUAL*

12 **CR-02-A-01** **STATISTICS OFFICES** **CORK**
MAHON CRESCENT
CORK

Edge of Town
No Sub Category
Total Gross floor area: 8600 sqm
Survey date: MONDAY *23/06/14* *Survey Type: MANUAL*

13 **CS-02-A-02** **COUNCIL OFFICE** **SLIGO**
QUAY STREET
SLIGO

Town Centre
Built-Up Zone
Total Gross floor area: 2750 sqm
Survey date: FRIDAY *01/11/13* *Survey Type: MANUAL*

14 **DL-02-A-05** **OFFICE** **DUBLIN**
GORT MUIRE
DUBLIN
BALLINTEER
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 12474 sqm
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

15 **DL-02-A-06** **OFFICE** **DUBLIN**
CLONSKEAGH ROAD
DUBLIN
CLONSKEAGH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 557 sqm
Survey date: THURSDAY *12/09/13* *Survey Type: MANUAL*

16 **DS-02-A-01** **REAL ESTATE DEVELOPERS** **DERBYSHIRE**
PRIME PARK WAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 **DU-02-A-01** **OFFICES** **DUNDEE CITY**
GREENMARKET
DUNDEE

Edge of Town Centre
Development Zone
Total Gross floor area: 3200 sqm
Survey date: THURSDAY *27/04/17* *Survey Type: MANUAL*

18 **EB-02-A-06** **REGUS OFFICES** **CITY OF EDINBURGH**
ST ANDREW SQUARE
EDINBURGH

Town Centre
Built-Up Zone
Total Gross floor area: 4500 sqm
Survey date: WEDNESDAY *16/03/16* *Survey Type: MANUAL*

19 **ES-02-A-11** **HOUSING COMPANY** **EAST SUSSEX**
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 186 sqm
Survey date: TUESDAY *17/11/15* *Survey Type: MANUAL*

20 **ES-02-A-12** **COUNCIL OFFICES** **EAST SUSSEX**
VICARAGE LANE
HAILSHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3640 sqm
Survey date: THURSDAY *26/11/15* *Survey Type: MANUAL*

21 **ES-02-A-13** **OFFICES** **EAST SUSSEX**
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *04/07/18* *Survey Type: MANUAL*

22 **EX-02-A-03** **HMRC** **ESSEX**
VICTORIA AVENUE
SOUTHEND-ON-SEA

Town Centre
Built-Up Zone
Total Gross floor area: 45000 sqm
Survey date: WEDNESDAY *23/10/13* *Survey Type: MANUAL*

23 **GM-02-A-08** **REGUS** **GREATER MANCHESTER**
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

24 **GM-02-A-09** **LEASED OFFICES** **GREATER MANCHESTER**
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

25 **GM-02-A-10** **ACCOUNTANTS** **GREATER MANCHESTER**
CHORLEY NEW ROAD
BOLTON
HEATON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 500 sqm
Survey date: MONDAY *19/04/21* *Survey Type: MANUAL*

26 **HD-02-A-09** **DATA CENTRE** **HILLINGDON**
MILLINGTON ROAD
HAYES

Edge of Town Centre
Commercial Zone
Total Gross floor area: 12100 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

27 **HF-02-A-03** **OFFICE** **HERTFORDSHIRE**
60 VICTORIA STREET
ST ALBANS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 610 sqm
Survey date: WEDNESDAY *16/10/13* *Survey Type: MANUAL*

28 **HF-02-A-04** **OFFICES** **HERTFORDSHIRE**
STATION WAY
ST ALBANS

Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
Survey date: THURSDAY *02/10/14* *Survey Type: MANUAL*

29 **HM-02-A-01** **REGUS OFFICES** **HAMMERSMITH AND FULHAM**
QUEEN CAROLINE STREET
HAMMERSMITH

Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey date: MONDAY *13/11/17* *Survey Type: MANUAL*

30 **HO-02-A-01** **SKY HEADQUARTERS** **HOUNSLOW**
SYON LANE
ISLEWORTH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 120000 sqm
Survey date: WEDNESDAY *05/07/17* *Survey Type: MANUAL*

31 **KN-02-A-01** **FRUIT DRINKS COMPANY** **KENSINGTON AND CHELSEA**
LADBROKE GROVE
KENSAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey date: MONDAY *17/06/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

32 **LB-02-A-01** **START UP OFFICES & STUDIOS** **LAMBETH**
DURHAM STREET
VAUXHALL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 10200 sqm
Survey date: MONDAY *19/11/18* *Survey Type: MANUAL*

33 **LB-02-A-02** **MUSIC COMPANY** **LAMBETH**
STREATHAM HIGH ROAD
STREATHAM

Town Centre
High Street
Total Gross floor area: 3054 sqm
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

34 **LC-02-A-09** **OFFICES** **LANCASHIRE**
FURTHERGATE
BLACKBURN

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: TUESDAY *04/06/13* *Survey Type: MANUAL*

35 **MG-02-A-01** **MOTOR TAX OFFICE** **MONAGHAN**
MARKET STREET
MONAGHAN

Town Centre
High Street
Total Gross floor area: 400 sqm
Survey date: WEDNESDAY *11/09/13* *Survey Type: MANUAL*

36 **MS-02-A-02** **SCIENCE PARK OFFICES** **MERSEYSIDE**
MOUNT PLEASANT
LIVERPOOL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 11250 sqm
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

37 **MT-02-A-02** **COUNCIL OFFICES** **MERTHYR TYDFIL**
CASTLE STREET
MERTHYR TYDFIL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5250 sqm
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

38 **NF-02-A-02** **FINANCIAL PLANNERS** **NORFOLK**
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY *11/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

39 **NF-02-A-03** **OFFICES** **NORFOLK**
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY *12/09/17* *Survey Type: MANUAL*

40 **NF-02-A-04** **BUILDING CONSULTANT** **NORFOLK**
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY *13/11/19* *Survey Type: MANUAL*

41 **NY-02-A-01** **SOLICITORS** **NORTH YORKSHIRE**
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

42 **NY-02-A-02** **DISTRICT COUNCIL OFFICES** **NORTH YORKSHIRE**
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1930 sqm
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

43 **PS-02-A-01** **COUNCIL OFFICES** **POWYS**
SEVERN ROAD
WELSHPOOL

Edge of Town Centre
No Sub Category
Total Gross floor area: 3920 sqm
Survey date: TUESDAY *12/05/15* *Survey Type: MANUAL*

44 **RO-02-A-02** **GOVERNMENT OFFICES** **ROSCOMMON**
GOLF LINKS ROAD
ROSCOMMON
ARDSALLAGH BEG
Edge of Town Centre
Residential Zone
Total Gross floor area: 7200 sqm
Survey date: TUESDAY *23/09/14* *Survey Type: MANUAL*

45 **SF-02-A-02** **OFFICES** **SUFFOLK**
BATH STREET
IPSWICH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 6505 sqm
Survey date: FRIDAY *19/07/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

46 **SO-02-A-01** **COUNCIL OFFICES** **SLOUGH**
HIGH STREET
SLOUGH

Town Centre
High Street
Total Gross floor area: 1800 sqm
Survey date: THURSDAY *27/02/14* *Survey Type: MANUAL*

47 **SO-02-A-02** **COUNCIL OFFICES** **SLOUGH**
BATH ROAD
SLOUGH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5050 sqm
Survey date: THURSDAY *27/02/14* *Survey Type: MANUAL*

48 **SW-02-A-01** **OFFICES** **SWANSEA**
LANGDON ROAD
SWANSEA

Edge of Town Centre
Development Zone
Total Gross floor area: 6630 sqm
Survey date: FRIDAY *25/10/13* *Survey Type: MANUAL*

49 **SW-02-A-02** **OFFICE** **SWANSEA**
KINGS ROAD
SWANSEA

Edge of Town Centre
Development Zone
Total Gross floor area: 2225 sqm
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

50 **TH-02-A-01** **OFFICE SPACE FOR RENT** **TOWER HAMLETS**
CAMBRIDGE HEATH ROAD
BETHNAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 7049 sqm
Survey date: WEDNESDAY *06/03/19* *Survey Type: MANUAL*

51 **TV-02-A-04** **COUNCIL OFFICES** **TEES VALLEY**
CORPORATION ROAD
MIDDLESBROUGH

Town Centre
Commercial Zone
Total Gross floor area: 3950 sqm
Survey date: TUESDAY *08/10/13* *Survey Type: MANUAL*

52 **TW-02-A-07** **OFFICES** **TYNE & WEAR**
MULGRAVE TERRACE
GATESHEAD

Town Centre
Built-Up Zone
Total Gross floor area: 2090 sqm
Survey date: MONDAY *13/06/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

53	**TW-02-A-08**	**HOUSING ASSOCIATION OFFICE**		**TYNE & WEAR**
	BENTON PARK ROAD			
	NEWCASTLE UPON TYNE			
	LONGBENTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		4800 sqm	
	Survey date: FRIDAY		*19/10/18*	*Survey Type: MANUAL*
54	**WK-02-A-01**	**OFFICES**		**WARWICKSHIRE**
	WARWICK ROAD			
	COVENTRY			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		960 sqm	
	Survey date: THURSDAY		*17/10/13*	*Survey Type: MANUAL*
55	**WY-02-A-05**	**OFFICES**		**WEST YORKSHIRE**
	PIONEER WAY			
	CASTLEFORD			
	WHITWOOD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		1230 sqm	
	Survey date: TUESDAY		*23/05/17*	*Survey Type: MANUAL*

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

Licence No: 303901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.65

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	120000	0.343	1	120000	0.052	1	120000	0.395
07:00 - 08:00	54	7426	0.422	54	7426	0.056	54	7426	0.478
08:00 - 09:00	**55**	**7294**	**0.805**	55	7294	0.108	**55**	**7294**	**0.913**
09:00 - 10:00	55	7294	0.547	55	7294	0.142	55	7294	0.689
10:00 - 11:00	55	7294	0.214	55	7294	0.145	55	7294	0.359
11:00 - 12:00	55	7294	0.157	55	7294	0.132	55	7294	0.289
12:00 - 13:00	55	7294	0.179	55	7294	0.211	55	7294	0.390
13:00 - 14:00	55	7294	0.191	55	7294	0.189	55	7294	0.380
14:00 - 15:00	55	7294	0.148	55	7294	0.167	55	7294	0.315
15:00 - 16:00	55	7294	0.103	55	7294	0.242	55	7294	0.345
16:00 - 17:00	55	7294	0.106	55	7294	0.512	55	7294	0.618
17:00 - 18:00	55	7294	0.081	**55**	**7294**	**0.712**	55	7294	0.793
18:00 - 19:00	53	7543	0.044	53	7543	0.309	53	7543	0.353
19:00 - 20:00	1	120000	0.047	1	120000	0.227	1	120000	0.274
20:00 - 21:00	1	120000	0.036	1	120000	0.089	1	120000	0.125
21:00 - 22:00	1	120000	0.048	1	120000	0.072	1	120000	0.120
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.471			3.365			6.836

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.*

Parameter summary

Trip rate parameter range selected:	178 - 120000 (units: sqm)
Survey date date range:	01/01/13 - 19/04/21
Number of weekdays (Monday-Friday):	55
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.54

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	120000	0.451	1	120000	0.063	1	120000	0.513
07:00 - 08:00	54	7426	0.747	54	7426	0.071	54	7426	0.818
08:00 - 09:00	**55**	**7294**	**1.886**	55	7294	0.123	**55**	**7294**	**2.009**
09:00 - 10:00	55	7294	1.435	55	7294	0.229	55	7294	1.664
10:00 - 11:00	55	7294	0.598	55	7294	0.334	55	7294	0.932
11:00 - 12:00	55	7294	0.419	55	7294	0.402	55	7294	0.821
12:00 - 13:00	55	7294	0.727	55	7294	0.985	55	7294	1.712
13:00 - 14:00	55	7294	0.890	55	7294	0.791	55	7294	1.681
14:00 - 15:00	55	7294	0.531	55	7294	0.485	55	7294	1.016
15:00 - 16:00	55	7294	0.275	55	7294	0.575	55	7294	0.850
16:00 - 17:00	55	7294	0.210	55	7294	1.051	55	7294	1.261
17:00 - 18:00	55	7294	0.128	**55**	**7294**	**1.807**	55	7294	1.935
18:00 - 19:00	53	7543	0.064	53	7543	0.835	53	7543	0.899
19:00 - 20:00	1	120000	0.049	1	120000	0.480	1	120000	0.529
20:00 - 21:00	1	120000	0.048	1	120000	0.182	1	120000	0.230
21:00 - 22:00	1	120000	0.058	1	120000	0.106	1	120000	0.164
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.516			8.518			17.034

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.*

Calculation Reference: AUDIT-303901-220223-0211

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 days
	LB	LAMBETH	1 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	3 days
08	**NORTH WEST**		
	CH	CHESHIRE	2 days
09	**NORTH**		
	CB	CUMBRIA	1 days
12	**CONNAUGHT**		
	GA	GALWAY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 75 to 1300 (units: sqm)
Range Selected by User: 75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days
Friday	1 days
Saturday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	6
Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Development Zone	2

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

Secondary Filtering selection:

Use Class:

E(b)	12 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	4 days
125,001 to 250,000	1 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	7 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
No	11 days

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

PTAL Rating:

No PTAL Present	10 days
5 Very Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 **BT-06-B-01** **COFFEE SHOP & RESTAURANT** **BRENT**
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 150 sqm
Survey date: MONDAY *18/05/15* *Survey Type: MANUAL*

2 **CB-06-B-01** **ITALIAN RESTAURANT** **CUMBRIA**
MARKET STREET
CARLISLE

Town Centre
Built-Up Zone
Total Gross floor area: 150 sqm
Survey date: SATURDAY *25/06/16* *Survey Type: MANUAL*

3 **CH-06-B-02** **ITALIAN RESTAURANT** **CHESHIRE**
MILL STREET
MACCLESFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 75 sqm
Survey date: SATURDAY *17/09/16* *Survey Type: MANUAL*

4 **CH-06-B-03** **PIZZA EXPRESS** **CHESHIRE**
MARKET PLACE
MACCLESFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 321 sqm
Survey date: SATURDAY *11/11/17* *Survey Type: MANUAL*

5 **DC-06-B-02** **PREZZO** **DORSET**
HIGH WEST STREET
DORCHESTER

Town Centre
High Street
Total Gross floor area: 525 sqm
Survey date: FRIDAY *16/09/16* *Survey Type: MANUAL*

6 **DS-06-B-04** **FRENCH RESTAURANT** **DERBYSHIRE**
FRIAR GATE
DERBY

Town Centre
High Street
Total Gross floor area: 180 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

7 **GA-06-B-01** **PIZZA RESTAURANT** **GALWAY**
MIDDLE STREET
GALWAY

Town Centre
Built-Up Zone
Total Gross floor area: 1300 sqm
Survey date: MONDAY *27/05/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **LB-06-B-01** **PORTUGUESE RESTAURANT** **LAMBETH**
STOCKWELL ROAD
STOCKWELL

Edge of Town Centre
No Sub Category
Total Gross floor area: 194 sqm
Survey date: MONDAY *24/06/19* *Survey Type: MANUAL*

9 **LN-06-B-01** **PREZZO** **LINCOLNSHIRE**
BRAYFORD WHARF NORTH
LINCOLN
BRAYFORD WHARF
Edge of Town Centre
Development Zone
Total Gross floor area: 1136 sqm
Survey date: TUESDAY *10/10/17* *Survey Type: MANUAL*

10 **WM-06-B-05** **AKBARS** **WEST MIDLANDS**
THE BUTTS
COVENTRY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 600 sqm
Survey date: THURSDAY *17/11/16* *Survey Type: MANUAL*

11 **WM-06-B-06** **ITALIAN RESTAURANT** **WEST MIDLANDS**
EARLSDON STREET
COVENTRY

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 175 sqm
Survey date: THURSDAY *24/11/16* *Survey Type: MANUAL*

12 **WM-06-B-07** **INDIAN RESTAURANT** **WEST MIDLANDS**
AUDNAM
STOURBRIDGE
AUDNAM
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 370 sqm
Survey date: TUESDAY *28/11/17* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.47

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	2	185	0.542	2	185	0.271	2	185	0.813
10:00 - 11:00	7	227	1.321	7	227	0.252	7	227	1.573
11:00 - 12:00	10	421	0.689	10	421	0.452	10	421	1.141
12:00 - 13:00	10	421	1.664	10	421	0.594	10	421	2.258
13:00 - 14:00	10	421	1.593	10	421	1.379	10	421	2.972
14:00 - 15:00	10	421	0.761	10	421	1.117	10	421	1.878
15:00 - 16:00	11	416	0.481	11	416	0.699	11	416	1.180
16:00 - 17:00	12	431	0.618	12	431	0.386	12	431	1.004
17:00 - 18:00	12	431	1.526	12	431	0.696	12	431	2.222
18:00 - 19:00	12	431	2.550	12	431	1.816	12	431	4.366
19:00 - 20:00	**12**	**431**	**2.628**	**12**	**431**	**2.125**	**12**	**431**	**4.753**
20:00 - 21:00	12	431	1.082	12	431	1.816	12	431	2.898
21:00 - 22:00	12	431	0.522	12	431	1.700	12	431	2.222
22:00 - 23:00	12	431	0.193	12	431	1.198	12	431	1.391
23:00 - 24:00	9	394	0.028	9	394	0.395	9	394	0.423
Total Rates:			16.198			14.896			31.094

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.*

Parameter summary

Trip rate parameter range selected:	75 - 1300 (units: sqm)
Survey date date range:	01/01/13 - 25/09/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.47

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	1.546	1	194	0.000	1	194	1.546
08:00 - 09:00	1	194	3.093	1	194	1.031	1	194	4.124
09:00 - 10:00	2	185	2.981	2	185	1.355	2	185	4.336
10:00 - 11:00	7	227	2.642	7	227	0.692	7	227	3.334
11:00 - 12:00	10	421	2.164	10	421	1.189	10	421	3.353
12:00 - 13:00	10	421	5.397	10	421	1.688	10	421	7.085
13:00 - 14:00	10	421	4.874	10	421	4.898	10	421	9.772
14:00 - 15:00	10	421	3.281	10	421	5.326	10	421	8.607
15:00 - 16:00	11	416	2.469	11	416	3.322	11	416	5.791
16:00 - 17:00	12	431	3.072	12	431	1.951	12	431	5.023
17:00 - 18:00	12	431	5.255	12	431	2.801	12	431	8.056
18:00 - 19:00	12	431	7.998	12	431	5.081	12	431	13.079
19:00 - 20:00	**12**	**431**	**8.636**	**12**	**431**	**6.897**	**12**	**431**	**15.533**
20:00 - 21:00	12	431	4.289	12	431	5.583	12	431	9.872
21:00 - 22:00	12	431	1.835	12	431	6.009	12	431	7.844
22:00 - 23:00	12	431	0.309	12	431	4.463	12	431	4.772
23:00 - 24:00	9	394	0.113	9	394	1.100	9	394	1.213
Total Rates:			59.954			53.386			113.340

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.*

Licence No: 303901

Calculation Reference: AUDIT-303901-220223-0205

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
09	**NORTH**		
	TV	TEES VALLEY	2 days
13	**MUNSTER**		
	CR	CORK	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	DN	DONEGAL	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 550 to 3394 (units: sqm)
Range Selected by User: 240 to 3394 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/03/18

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	3 days
Saturday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	4
Retail Zone	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

n/a	8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

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

Travel Plan:

No	8 days

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

PTAL Rating:

No PTAL Present	8 days

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

Licence No: 303901

LIST OF SITES relevant to selection parameters

1 **CR-01-I-01** **LOCAL SHOPS** **CORK**
BISHOPSTOWN ROAD
CORK
WILTON
Neighbourhood Centre (PPS6 Local Centre)
Retail Zone
Total Gross floor area: 1575 sqm
Survey date: FRIDAY *23/03/18* *Survey Type: MANUAL*

2 **DL-01-I-07** **LOCAL SHOPS** **DUBLIN**
DUNDRUM ROAD
DUBLIN
WINDY ARBOUR
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 1034 sqm
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

3 **DN-01-I-01** **LOCAL SHOPS** **DONEGAL**
PEARSE ROAD
LETTERKENNY

Edge of Town Centre
No Sub Category
Total Gross floor area: 856 sqm
Survey date: SATURDAY *27/09/14* *Survey Type: MANUAL*

4 **DN-01-I-02** **LOCAL SHOPS** **DONEGAL**
PEARSE ROAD
LETTERKENNY

Town Centre
No Sub Category
Total Gross floor area: 3394 sqm
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

5 **LE-01-I-02** **LOCAL SHOPS** **LEICESTERSHIRE**
RYDER ROAD
LEICESTER

Edge of Town
Residential Zone
Total Gross floor area: 550 sqm
Survey date: TUESDAY *28/10/14* *Survey Type: MANUAL*

6 **SH-01-I-02** **LOCAL SHOPS** **SHROPSHIRE**
WREKIN DRIVE
TELFORD
DONNINGTON
Edge of Town
Residential Zone
Total Gross floor area: 900 sqm
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

7 **TV-01-I-03** **LOCAL SHOPS** **TEES VALLEY**
ACKLAM ROAD
MIDDLESBROUGH
ACKLAM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1840 sqm
Survey date: FRIDAY *04/10/13* *Survey Type: MANUAL*

Licence No: 303901

LIST OF SITES relevant to selection parameters (Cont.)

8 TV-01-I-04 LOCAL SHOPS TEES VALLEY
CARGO FLEET LANE
MIDDLESBROUGH
ORMESBY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 585 sqm
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.08

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1342	2.078	8	1342	1.845	8	1342	3.923
08:00 - 09:00	8	1342	2.609	8	1342	2.338	8	1342	4.947
09:00 - 10:00	8	1342	3.922	8	1342	2.990	8	1342	6.912
10:00 - 11:00	8	1342	4.034	8	1342	3.615	8	1342	7.649
11:00 - 12:00	8	1342	4.518	8	1342	4.518	8	1342	9.036
12:00 - 13:00	8	1342	5.571	8	1342	5.385	8	1342	10.956
13:00 - 14:00	8	1342	4.928	8	1342	4.910	8	1342	9.838
14:00 - 15:00	8	1342	4.723	8	1342	4.928	8	1342	9.651
15:00 - 16:00	8	1342	3.941	8	1342	4.202	8	1342	8.143
16:00 - 17:00	8	1342	4.500	8	1342	4.435	8	1342	8.935
17:00 - 18:00	8	1342	4.332	8	1342	4.695	8	1342	9.027
18:00 - 19:00	8	1342	3.866	8	1342	4.257	8	1342	8.123
19:00 - 20:00	**6**	**1081**	**5.891**	**6**	**1081**	**6.092**	**6**	**1081**	**11.983**
20:00 - 21:00	6	1081	4.257	6	1081	4.750	6	1081	9.007
21:00 - 22:00	6	1081	2.977	6	1081	3.563	6	1081	6.540
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			62.147			62.523			124.670

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.*

Parameter summary

Trip rate parameter range selected:	550 - 3394 (units: sqm)
Survey date date range:	01/01/13 - 23/03/18
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	1
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.

Licence No: 303901

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.08

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1342	3.820	8	1342	3.242	8	1342	7.062
08:00 - 09:00	8	1342	6.996	8	1342	6.875	8	1342	13.871
09:00 - 10:00	8	1342	7.500	8	1342	6.028	8	1342	13.528
10:00 - 11:00	8	1342	8.189	8	1342	7.574	8	1342	15.763
11:00 - 12:00	8	1342	8.841	8	1342	8.739	8	1342	17.580
12:00 - 13:00	8	1342	11.319	8	1342	10.630	8	1342	21.949
13:00 - 14:00	8	1342	10.788	8	1342	10.742	8	1342	21.530
14:00 - 15:00	8	1342	9.791	8	1342	10.425	8	1342	20.216
15:00 - 16:00	8	1342	10.211	8	1342	10.937	8	1342	21.148
16:00 - 17:00	8	1342	9.121	8	1342	8.971	8	1342	18.092
17:00 - 18:00	8	1342	8.077	8	1342	9.102	8	1342	17.179
18:00 - 19:00	8	1342	8.049	8	1342	8.310	8	1342	16.359
19:00 - 20:00	**6**	**1081**	**11.999**	**6**	**1081**	**12.415**	**6**	**1081**	**24.414**
20:00 - 21:00	6	1081	7.989	6	1081	8.961	6	1081	16.950
21:00 - 22:00	6	1081	5.814	6	1081	6.462	6	1081	12.276
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			128.504			129.413			257.917

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.*

C APPENDIX C

C.1 PICADY and LinSig Outputs

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

For sales and distribution information, program advice and maintenance, contact:

TRL Limited
Crowthorne House
Nine Mile Ride
Wokingham, Berks.
RG40 3GA, UK

Tel: +44 (0)1344 770758
Fax:+44 (0)1344 770864
E-mail: software@trl.co.uk
Web: www.trlsoftware.co.uk

Run Analysis

Parameter	Values
File Run	I:\..\R117 Annaville Park\Annaville.vpi
Date Run	04 July 2024
Time Run	17:51:55
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Dundrum Road	100
Arm B	Annaville	100
Arm C	Dundrum Road	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Proposed Residential Development - CMH Site Dundrum
Location	Dundrum Road/Annaville
Date	17 June 2024
Enumerator	Ben Waite
Job Number	CMHDUND
Status	TIA
Client	LDA
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

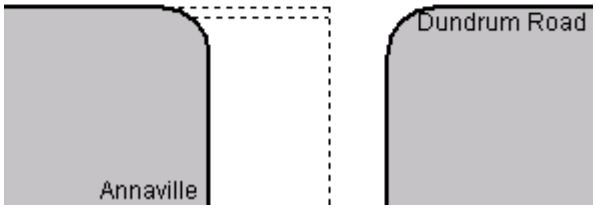
Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.00
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	5.00
Minor Road Visibility To Right (m)	10
Minor Road Visibility To Left (m)	10
Major Road Right Turn Visibility (m)	70
Major Road Right Turn Blocks Traffic	No

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	583.140	0.106	0.268	0.169	0.384
B-C	756.426	0.116	0.293	-	-
C-B	614.501	0.238	0.238	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:00-09:00	60	15
Second Modelling Period	17:00-18:00	60	15

Direct Entry Flows

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	7.23
Arm B	0.28
Arm C	13.10

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	7.23
Arm B	0.28
Arm C	13.10

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	7.23
Arm B	0.28
Arm C	13.10

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	7.23
Arm B	0.28
Arm C	13.10

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	7.93
Arm B	0.31
Arm C	8.05

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	7.93
Arm B	0.31
Arm C	8.05

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	7.93
Arm B	0.31
Arm C	8.05

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	7.93
Arm B	0.31
Arm C	8.05

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	7.83
Arm B	0.28
Arm C	14.10

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	7.83
Arm B	0.28
Arm C	14.10

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	7.83
Arm B	0.28
Arm C	14.10

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	7.83
Arm B	0.28
Arm C	14.10

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	8.60
Arm B	0.31
Arm C	8.71

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	8.60
Arm B	0.31
Arm C	8.71

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	8.60
Arm B	0.31
Arm C	8.71

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	8.60
Arm B	0.31
Arm C	8.71

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	9.48
Arm B	0.28
Arm C	14.83

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	9.48
Arm B	0.28
Arm C	14.83

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	9.48
Arm B	0.28
Arm C	14.83

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	9.48
Arm B	0.28
Arm C	14.83

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	9.56
Arm B	0.35
Arm C	9.91

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	9.56
Arm B	0.35
Arm C	9.91

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	9.56
Arm B	0.35
Arm C	9.91

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	9.56
Arm B	0.35
Arm C	9.91

Turning Counts

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	4	430
Arm B	10	-	17
Arm C	780	1	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10	466
Arm B	10	-	9
Arm C	469	14	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	4	466
Arm B	11	-	18
Arm C	845	1	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	11	505
Arm B	11	-	10
Arm C	508	15	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	5	564
Arm B	11	-	18
Arm C	892	1	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	11	564
Arm B	11	-	10
Arm C	580	15	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.009	0.991
Arm B	0.370	0.000	0.630
Arm C	0.999	0.001	0.000

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.021	0.979
Arm B	0.526	0.000	0.474
Arm C	0.971	0.029	0.000

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.009	0.991
Arm B	0.379	0.000	0.621
Arm C	0.999	0.001	0.000

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.021	0.979
Arm B	0.524	0.000	0.476
Arm C	0.971	0.029	0.000

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.009	0.991
Arm B	0.379	0.000	0.621
Arm C	0.999	0.001	0.000

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.019	0.981
Arm B	0.524	0.000	0.476
Arm C	0.975	0.025	0.000

Heavy Vehicles Percentages

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

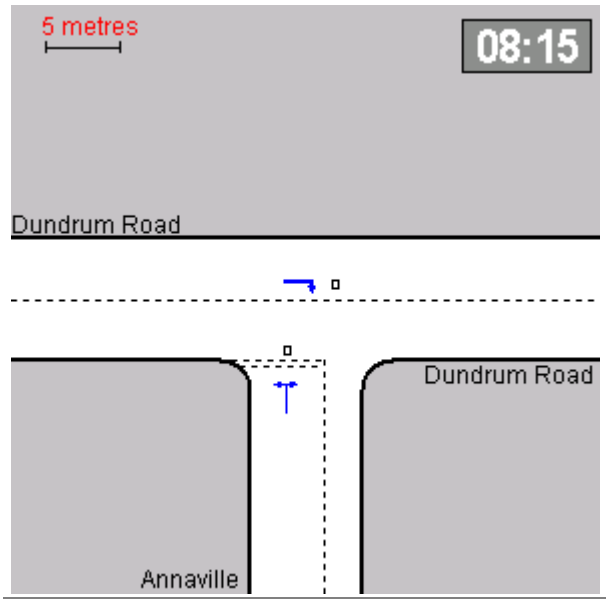
From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

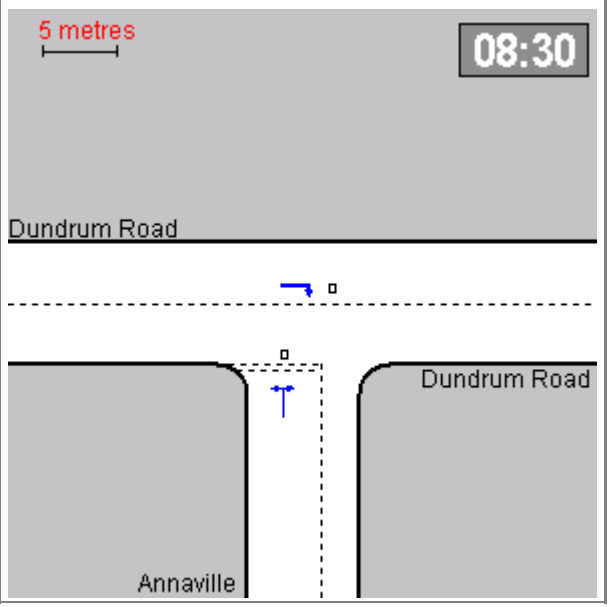
Queue Diagrams

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00
View Extent: 40m

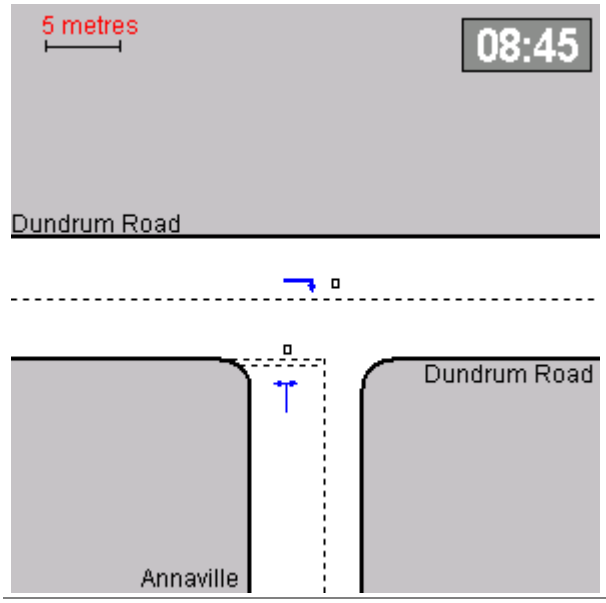
Queue Interval 1: 08:00-08:15



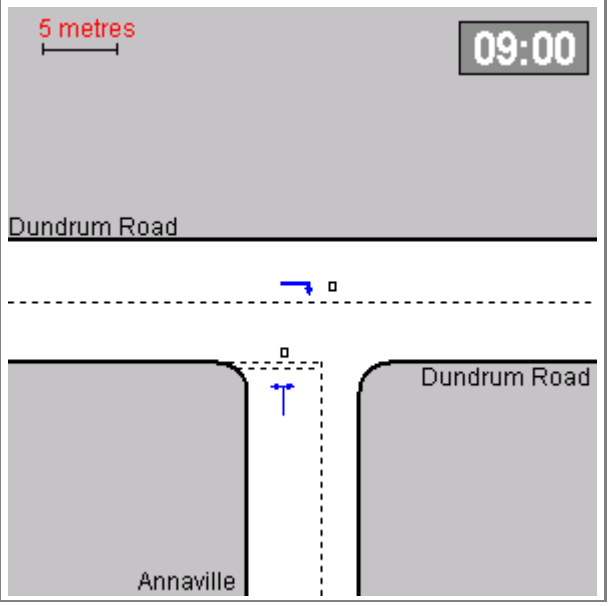
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

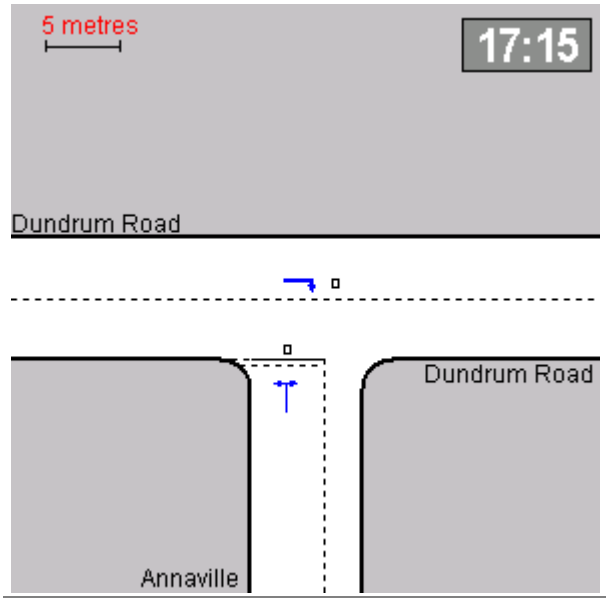


Queue Interval 4: 08:45-09:00

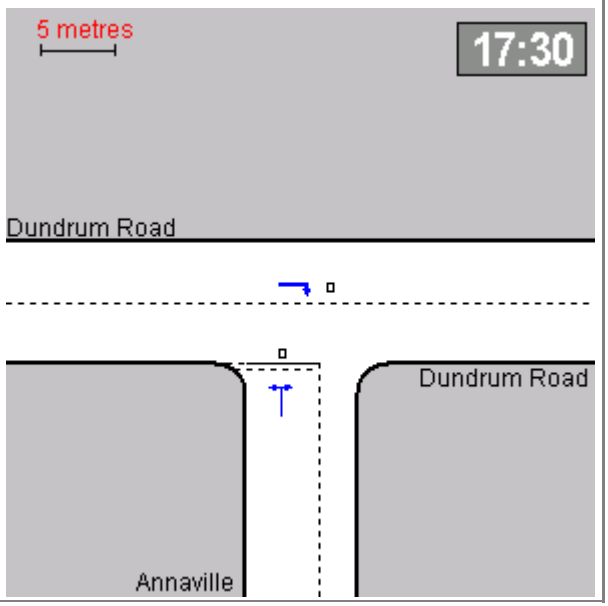


Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00
View Extent: 40m

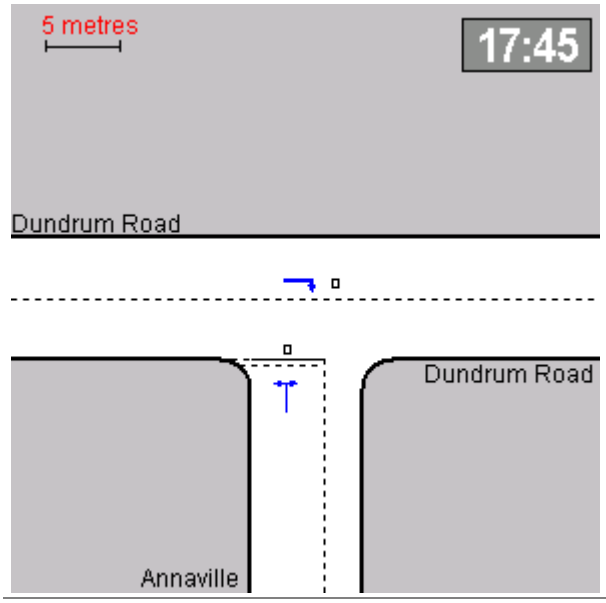
Queue Interval 1: 17:00-17:15



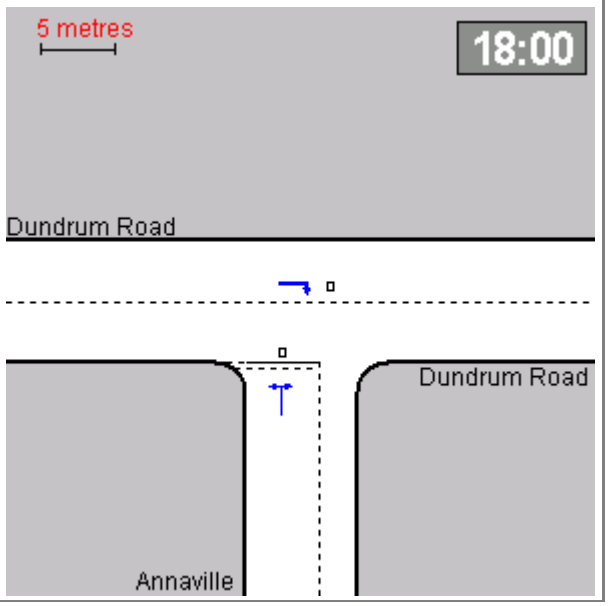
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

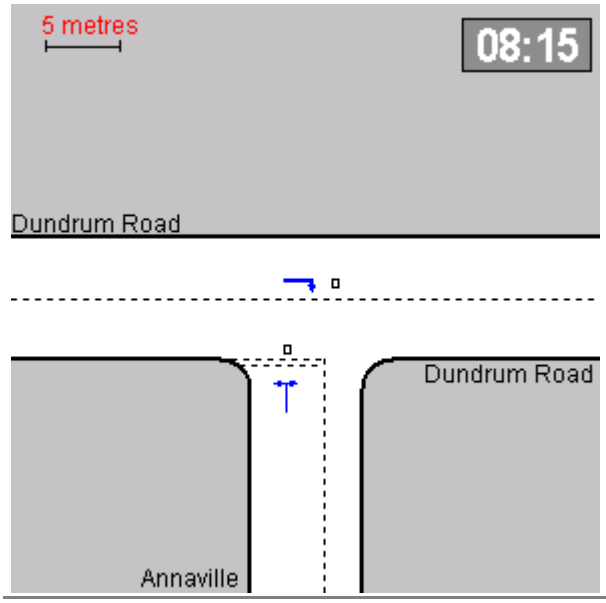


Queue Interval 4: 17:45-18:00

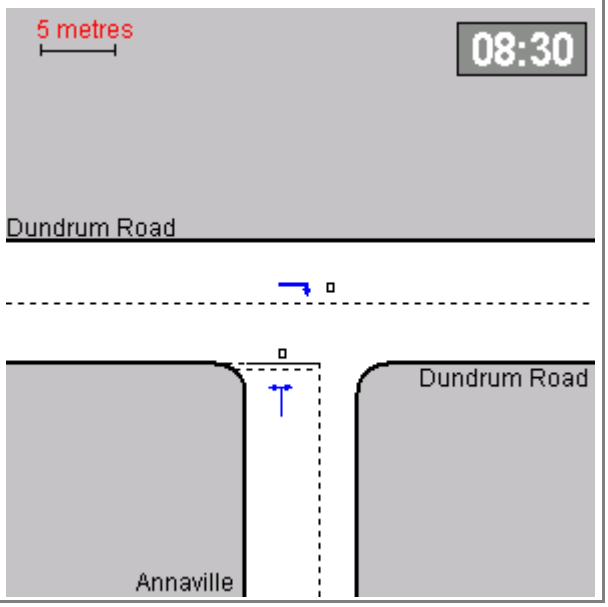


Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00
View Extent: 40m

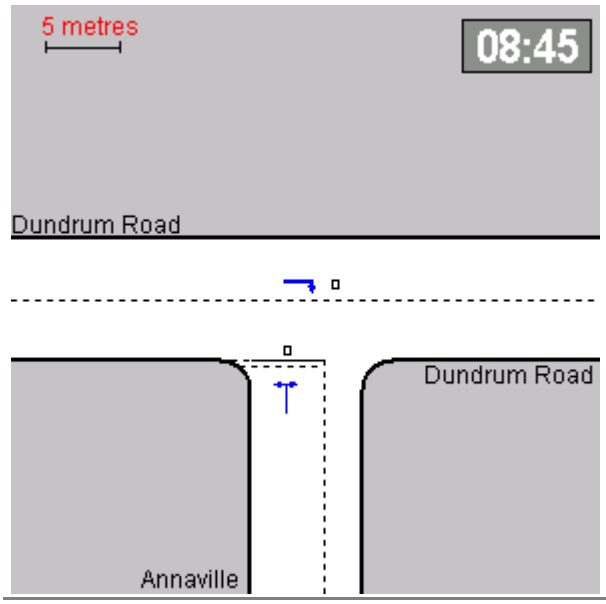
Queue Interval 1: 08:00-08:15



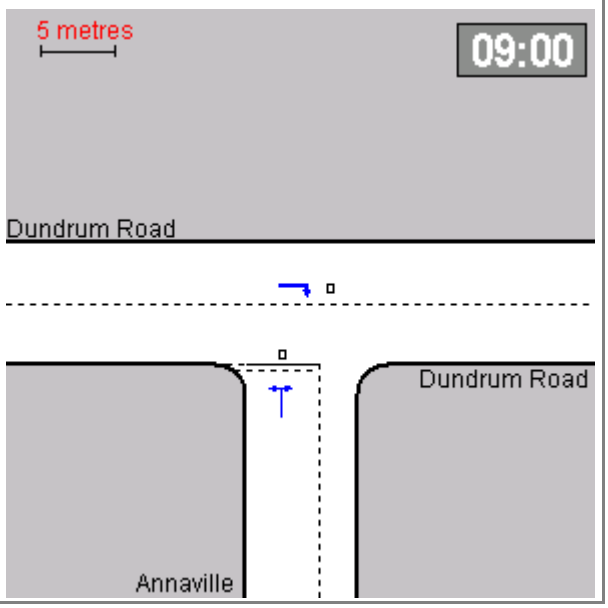
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

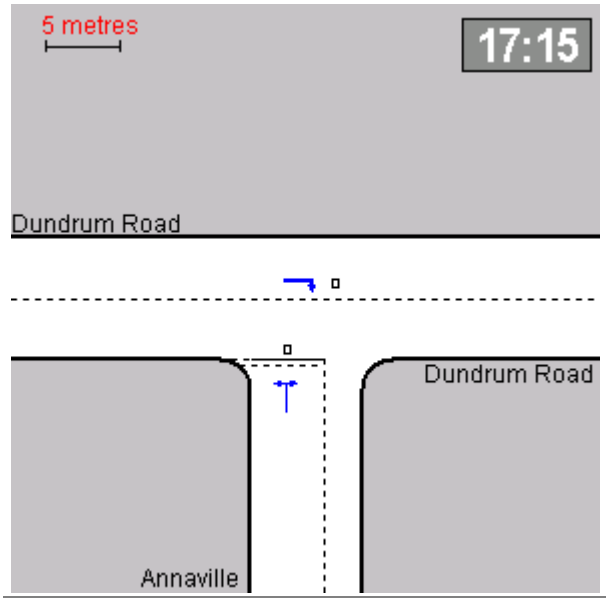


Queue Interval 4: 08:45-09:00

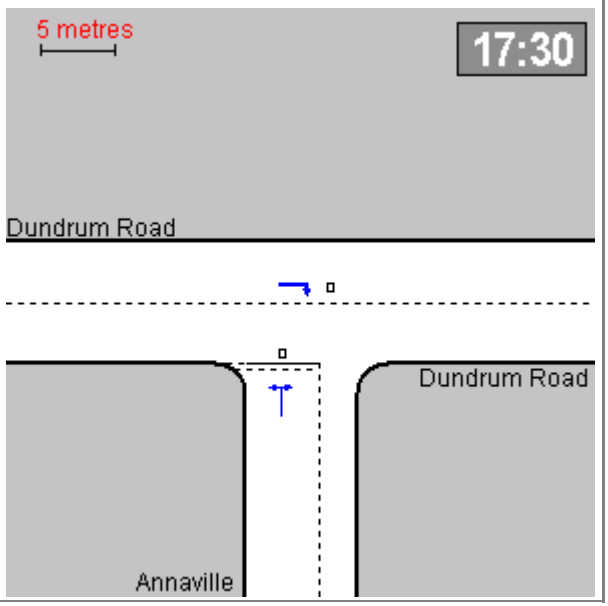


Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00
View Extent: 40m

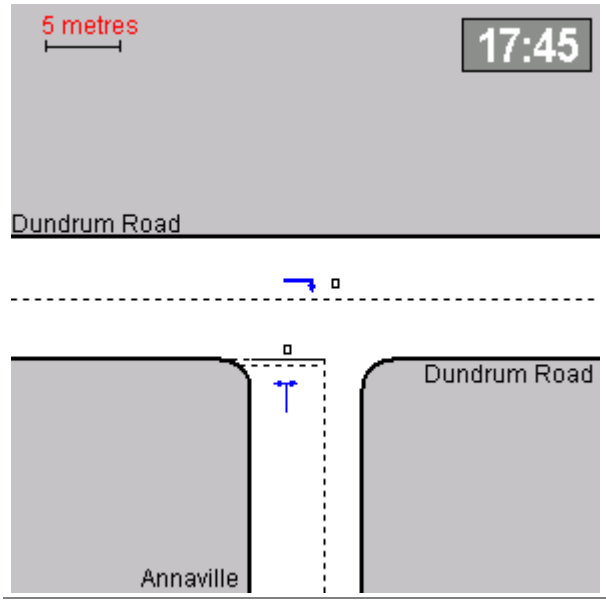
Queue Interval 1: 17:00-17:15



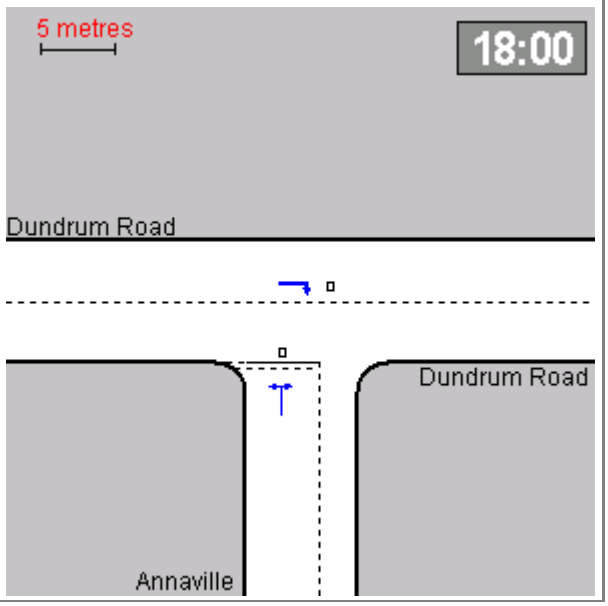
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

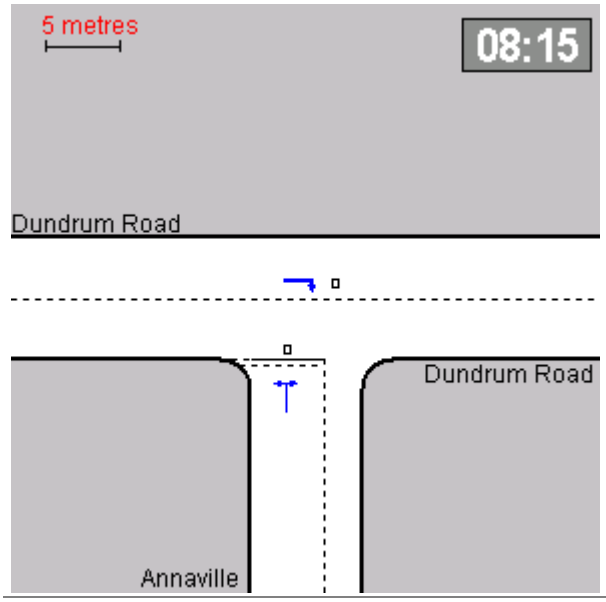


Queue Interval 4: 17:45-18:00

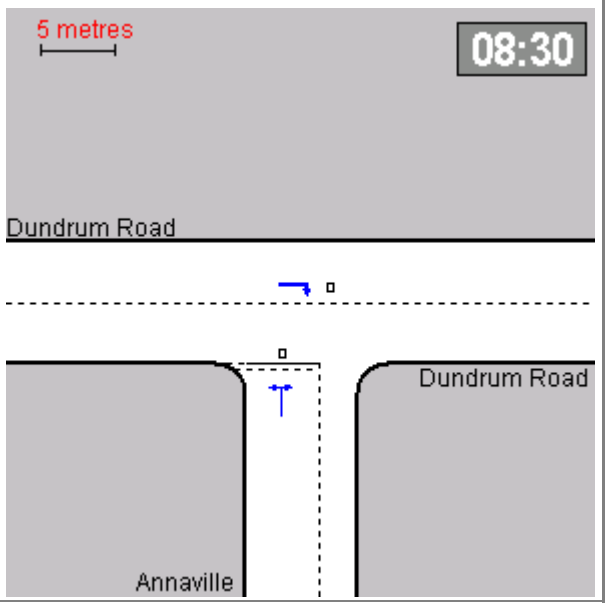


Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00
View Extent: 40m

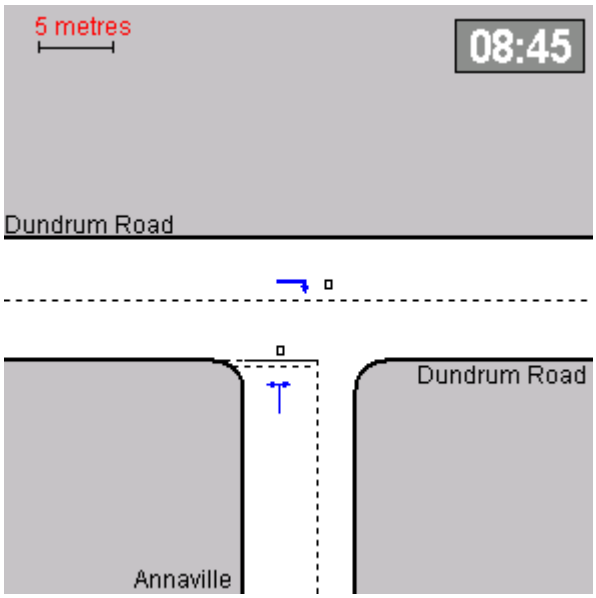
Queue Interval 1: 08:00-08:15



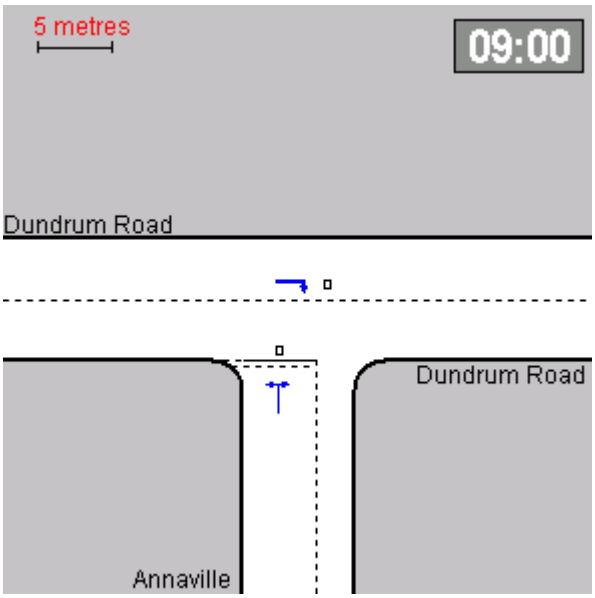
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

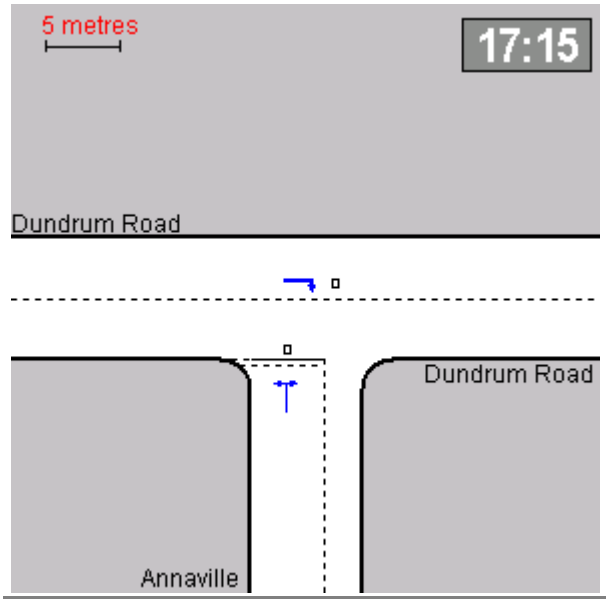


Queue Interval 4: 08:45-09:00

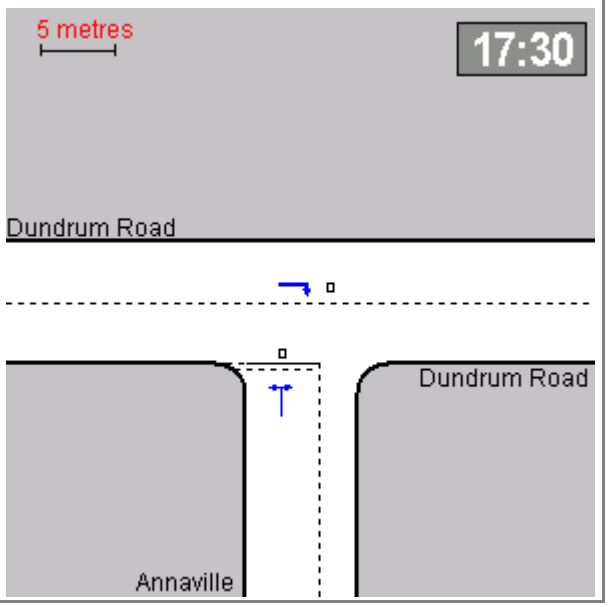


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00
View Extent: 40m

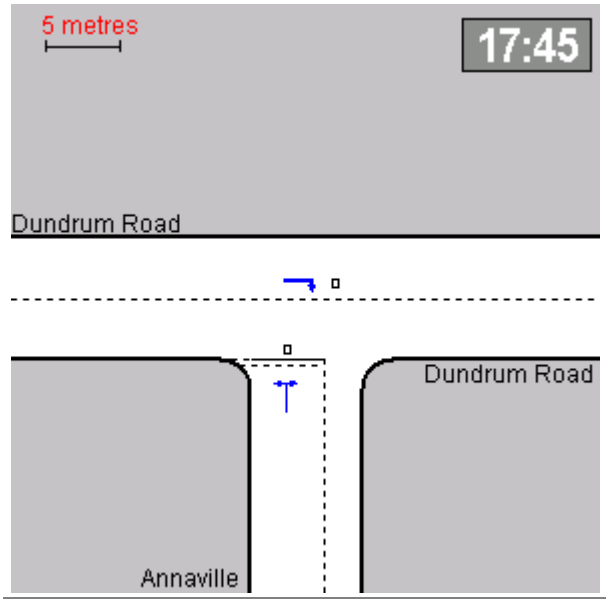
Queue Interval 1: 17:00-17:15



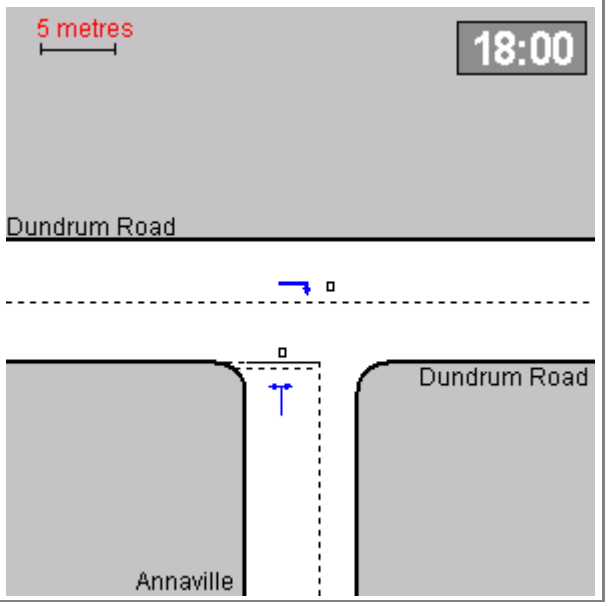
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

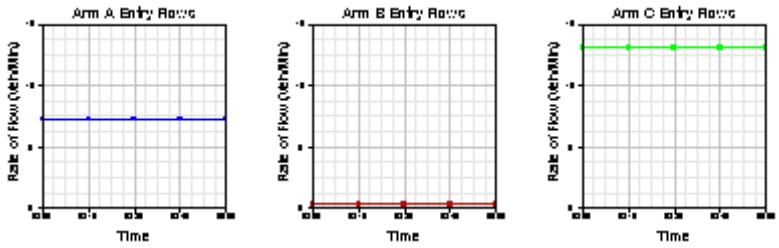


Queue Interval 4: 17:45-18:00

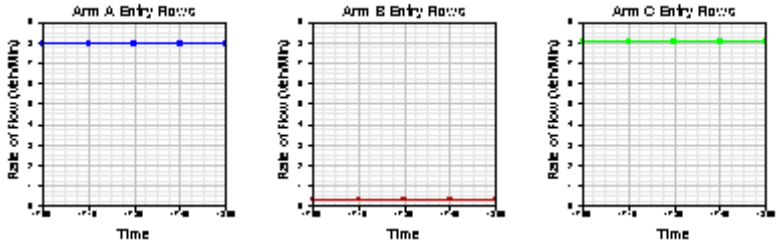


Demand Data Graph

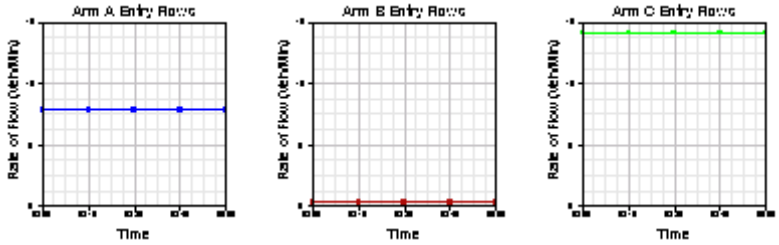
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



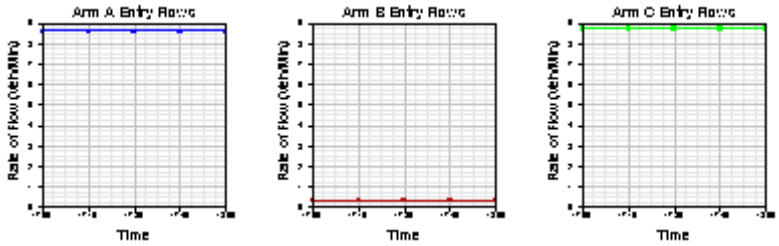
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

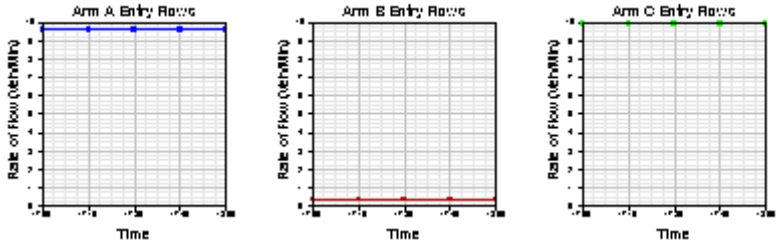


Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



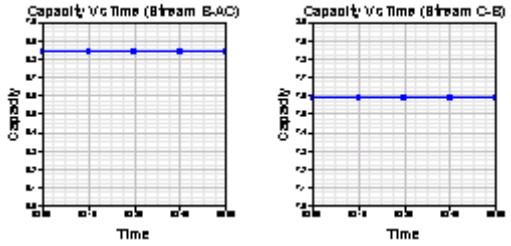
Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

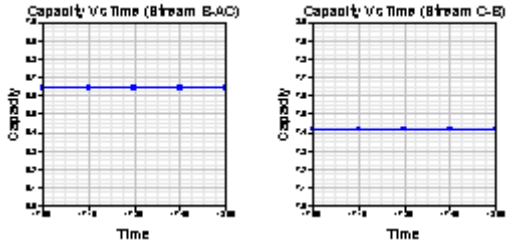


Capacity Graph

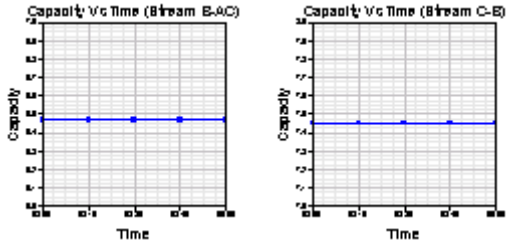
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



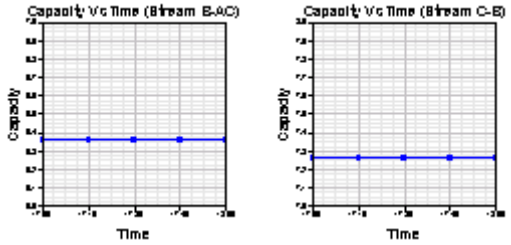
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



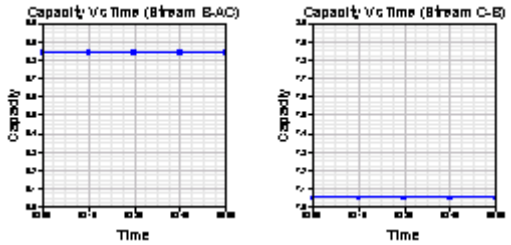
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



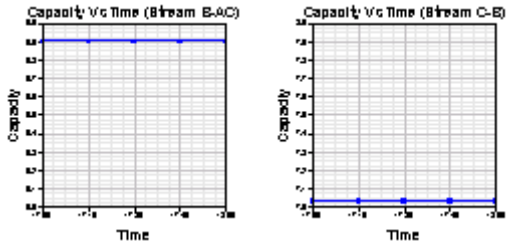
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

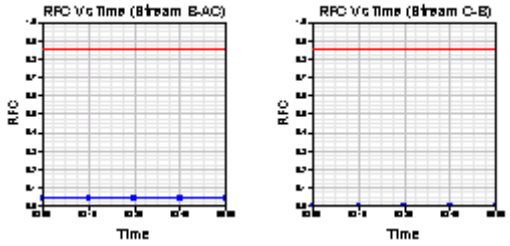


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

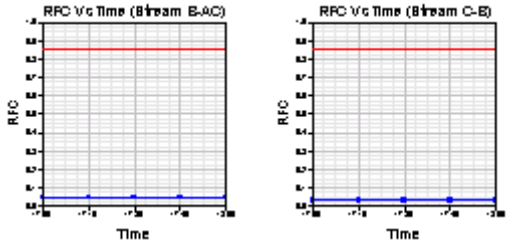


RFC Graph

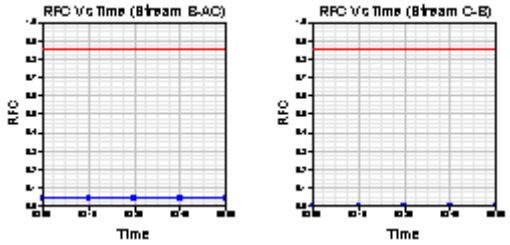
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



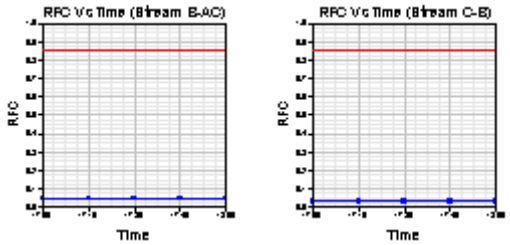
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



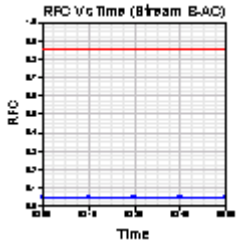
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

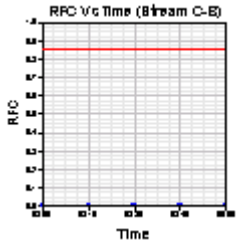


Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

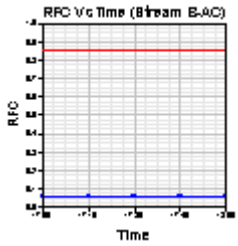


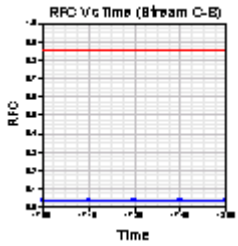
Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00





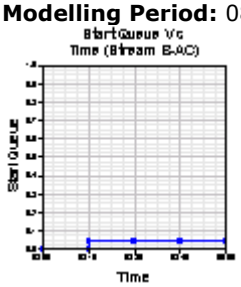
Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

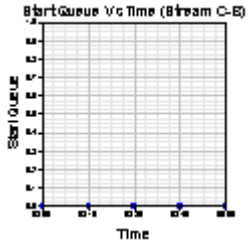




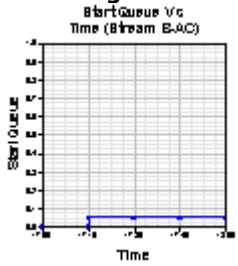
Start Queue Graph

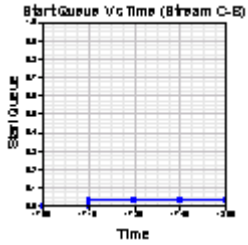
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



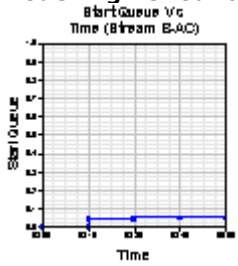


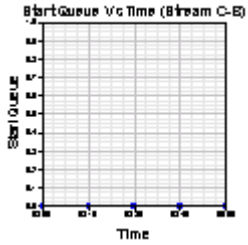
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



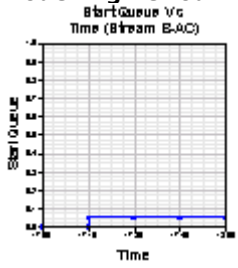


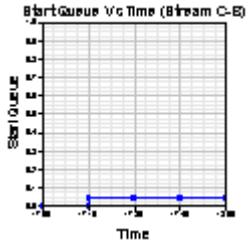
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



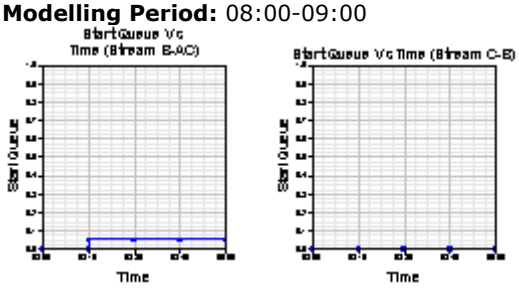


Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

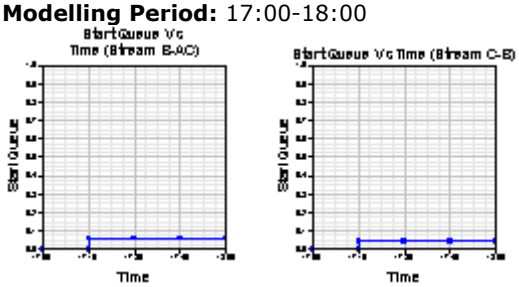




Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

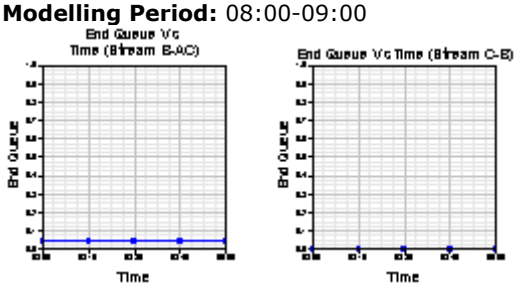


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

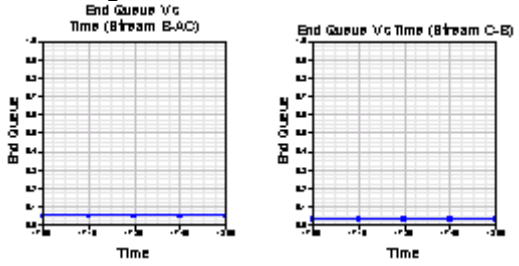


End Queue Graph

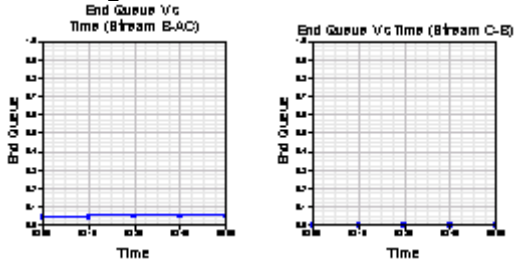
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



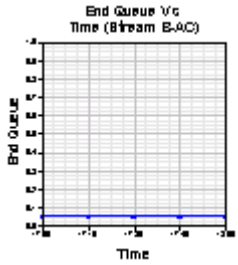
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

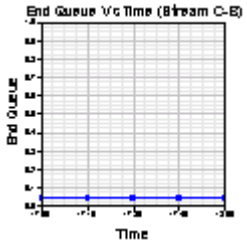


Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

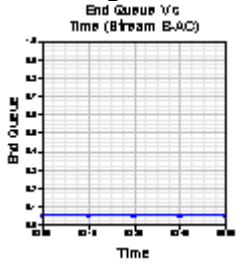


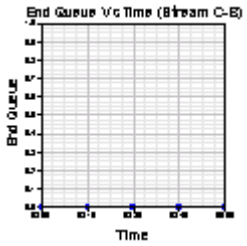
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



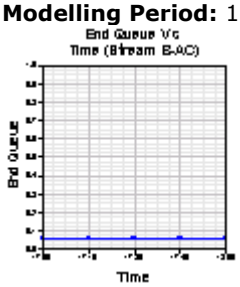


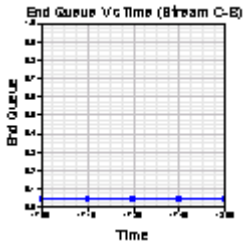
Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00





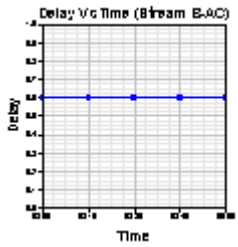
Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

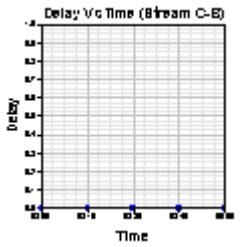




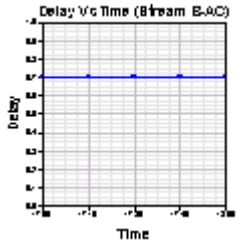
Delay Graph

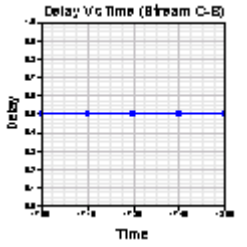
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



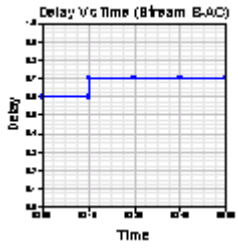


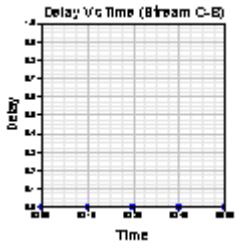
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



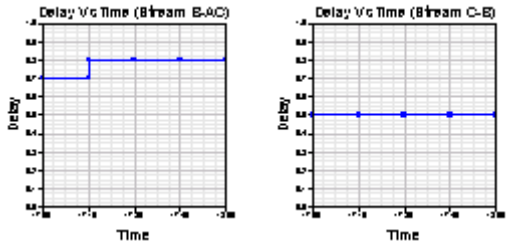


Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

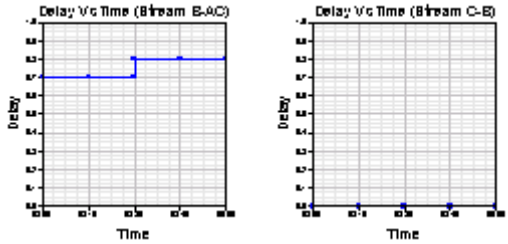




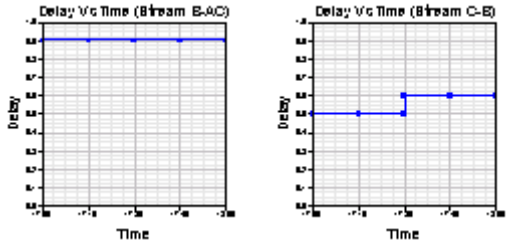
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00



Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00



Queues & Delays

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.28	6.84	0.041	-	0.00	0.04	-	0.6	0.15
	C-A	13.08	-	-	-	-	-	-	-	-
	C-B	0.02	7.59	0.002	-	0.00	0.00	-	0.0	0.13
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	7.16	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.28	6.84	0.041	-	0.04	0.04	-	0.6	0.15
	C-A	13.08	-	-	-	-	-	-	-	-
	C-B	0.02	7.59	0.002	-	0.00	0.00	-	0.0	0.13
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	7.16	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.28	6.84	0.041	-	0.04	0.04	-	0.6	0.15
	C-A	13.08	-	-	-	-	-	-	-	-
	C-B	0.02	7.59	0.002	-	0.00	0.00	-	0.0	0.13

	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	7.16	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.28	6.84	0.041	-	0.04	0.04	-	0.6	0.15
	C-A	13.08	-	-	-	-	-	-	-	-
	C-B	0.02	7.59	0.002	-	0.00	0.00	-	0.0	0.13
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	7.16	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.31	6.64	0.047	-	0.00	0.05	-	0.7	0.16
	C-A	7.82	-	-	-	-	-	-	-	-
	C-B	0.23	7.42	0.031	-	0.00	0.03	-	0.5	0.14
	A-B	0.17	-	-	-	-	-	-	-	-
	A-C	7.76	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.31	6.64	0.047	-	0.05	0.05	-	0.7	0.16
	C-A	7.82	-	-	-	-	-	-	-	-
	C-B	0.23	7.42	0.031	-	0.03	0.03	-	0.5	0.14
	A-B	0.17	-	-	-	-	-	-	-	-
	A-C	7.76	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.31	6.64	0.047	-	0.05	0.05	-	0.7	0.16
	C-A	7.82	-	-	-	-	-	-	-	-
	C-B	0.23	7.42	0.031	-	0.03	0.03	-	0.5	0.14
	A-B	0.17	-	-	-	-	-	-	-	-
	A-C	7.76	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.31	6.64	0.047	-	0.05	0.05	-	0.7	0.16
	C-A	7.82	-	-	-	-	-	-	-	-
	C-B	0.23	7.42	0.031	-	0.03	0.03	-	0.5	0.14
	A-B	0.17	-	-	-	-	-	-	-	-
	A-C	7.76	-	-	-	-	-	-	-	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.28	6.47	0.043	-	0.00	0.04	-	0.6	0.16
	C-A	14.08	-	-	-	-	-	-	-	-
	C-B	0.02	7.45	0.002	-	0.00	0.00	-	0.0	0.13
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	7.76	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.28	6.47	0.043	-	0.04	0.05	-	0.7	0.16
	C-A	14.08	-	-	-	-	-	-	-	-
	C-B	0.02	7.45	0.002	-	0.00	0.00	-	0.0	0.13
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	7.76	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.28	6.47	0.043	-	0.05	0.05	-	0.7	0.16
	C-A	14.08	-	-	-	-	-	-	-	-
	C-B	0.02	7.45	0.002	-	0.00	0.00	-	0.0	0.13
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	7.76	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.28	6.47	0.043	-	0.05	0.05	-	0.7	0.16
	C-A	14.08	-	-	-	-	-	-	-	-
	C-B	0.02	7.45	0.002	-	0.00	0.00	-	0.0	0.13
	A-B	0.07	-	-	-	-	-	-	-	-
	A-C	7.76	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.31	6.36	0.049	-	0.00	0.05	-	0.7	0.17
	C-A	8.46	-	-	-	-	-	-	-	-
	C-B	0.25	7.26	0.034	-	0.00	0.04	-	0.5	0.14
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	8.42	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.31	6.36	0.049	-	0.05	0.05	-	0.8	0.17
	C-A	8.46	-	-	-	-	-	-	-	-
	C-B	0.25	7.26	0.034	-	0.04	0.04	-	0.5	0.14
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	8.42	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.31	6.36	0.049	-	0.05	0.05	-	0.8	0.17
	C-A	8.46	-	-	-	-	-	-	-	-
	C-B	0.25	7.26	0.034	-	0.04	0.04	-	0.5	0.14
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	8.42	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.31	6.36	0.049	-	0.05	0.05	-	0.8	0.17
	C-A	8.46	-	-	-	-	-	-	-	-
	C-B	0.25	7.26	0.034	-	0.04	0.04	-	0.5	0.14
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	8.42	-	-	-	-	-	-	-	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.28	5.84	0.048	-	0.00	0.05	-	0.7	0.18
	C-A	14.81	-	-	-	-	-	-	-	-
	C-B	0.02	7.05	0.002	-	0.00	0.00	-	0.0	0.14
	A-B	0.08	-	-	-	-	-	-	-	-
	A-C	9.40	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.28	5.84	0.048	-	0.05	0.05	-	0.7	0.18
	C-A	14.81	-	-	-	-	-	-	-	-
	C-B	0.02	7.05	0.002	-	0.00	0.00	-	0.0	0.14
	A-B	0.08	-	-	-	-	-	-	-	-
	A-C	9.40	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.28	5.84	0.048	-	0.05	0.05	-	0.8	0.18
	C-A	14.81	-	-	-	-	-	-	-	-
	C-B	0.02	7.05	0.002	-	0.00	0.00	-	0.0	0.14
	A-B	0.08	-	-	-	-	-	-	-	-
	A-C	9.40	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.28	5.84	0.048	-	0.05	0.05	-	0.8	0.18
	C-A	14.81	-	-	-	-	-	-	-	-
	C-B	0.02	7.05	0.002	-	0.00	0.00	-	0.0	0.14
	A-B	0.08	-	-	-	-	-	-	-	-
	A-C	9.40	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.35	5.90	0.059	-	0.00	0.06	-	0.9	0.18
	C-A	9.66	-	-	-	-	-	-	-	-
	C-B	0.25	7.03	0.036	-	0.00	0.04	-	0.5	0.15
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	9.38	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.35	5.90	0.059	-	0.06	0.06	-	0.9	0.18
	C-A	9.66	-	-	-	-	-	-	-	-
	C-B	0.25	7.03	0.036	-	0.04	0.04	-	0.5	0.15
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	9.38	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.35	5.90	0.059	-	0.06	0.06	-	0.9	0.18
	C-A	9.66	-	-	-	-	-	-	-	-
	C-B	0.25	7.03	0.036	-	0.04	0.04	-	0.6	0.15
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	9.38	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.35	5.90	0.059	-	0.06	0.06	-	0.9	0.18
	C-A	9.66	-	-	-	-	-	-	-	-
	C-B	0.25	7.03	0.036	-	0.04	0.04	-	0.6	0.15
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	9.38	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	16.8	16.8	2.5	0.2	2.5	0.2
C-A	785.0	785.0	-	-	-	-
C-B	1.0	1.0	0.1	0.1	0.1	0.1
A-B	4.0	4.0	-	-	-	-
A-C	429.8	429.8	-	-	-	-
All	**1236.6**	**1236.6**	**2.7**	**0.0**	**2.7**	**0.0**

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	18.6	18.6	2.9	0.2	2.9	0.2
C-A	469.0	469.0	-	-	-	-
C-B	14.0	14.0	1.9	0.1	1.9	0.1
A-B	10.0	10.0	-	-	-	-
A-C	465.8	465.8	-	-	-	-
All	**977.4**	**977.4**	**4.8**	**0.0**	**4.8**	**0.0**

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	16.8	16.8	2.7	0.2	2.7	0.2
C-A	845.0	845.0	-	-	-	-
C-B	1.0	1.0	0.1	0.1	0.1	0.1
A-B	4.0	4.0	-	-	-	-
A-C	465.8	465.8	-	-	-	-
All	**1332.6**	**1332.6**	**2.8**	**0.0**	**2.8**	**0.0**

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	18.6	18.6	3.0	0.2	3.0	0.2
C-A	507.6	507.6	-	-	-	-
C-B	15.0	15.0	2.1	0.1	2.1	0.1
A-B	11.0	11.0	-	-	-	-
A-C	505.0	505.0	-	-	-	-
All	**1057.2**	**1057.2**	**5.1**	**0.0**	**5.1**	**0.0**

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	16.8	16.8	3.0	0.2	3.0	0.2
C-A	888.8	888.8	-	-	-	-
C-B	1.0	1.0	0.1	0.1	0.1	0.1
A-B	5.0	5.0	-	-	-	-
A-C	563.8	563.8	-	-	-	-
All	**1475.4**	**1475.4**	**3.1**	**0.0**	**3.1**	**0.0**

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	21.0	21.0	3.7	0.2	3.7	0.2
C-A	579.6	579.6	-	-	-	-
C-B	15.0	15.0	2.2	0.1	2.2	0.1
A-B	11.0	11.0	-	-	-	-
A-C	562.6	562.6	-	-	-	-
All	**1189.2**	**1189.2**	**5.9**	**0.0**	**5.9**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

For sales and distribution information, program advice and maintenance, contact:

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Web: www.trlsoftware.co.uk

Run Analysis

Parameter	Values
File Run	I:\..\R117 Highfield Park\Highfield Park-R117.vpi
Date Run	05 July 2024
Time Run	11:06:55
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Dundrum Road North	100
Arm B	Highfield Park	100
Arm C	Dundrum Road South	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Proposed Residential Development - CMH Site Dundrum
Location	CMH Site Dundrum
Date	17 June 2024
Enumerator	Ben Waite
Job Number	CMHDUND
Status	TIA
Client	LDA
Description	Capacity Assessment of Highfield Park -R117 Junction

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

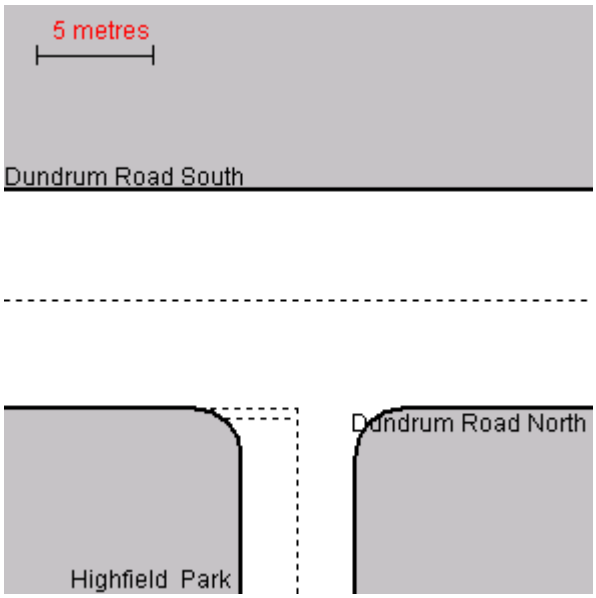
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.00
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	2.30
Minor Road Visibility To Right (m)	20
Minor Road Visibility To Left (m)	17
Major Road Right Turn Visibility (m)	130
Major Road Right Turn Blocks Traffic	Yes (if over 0 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	458.411	0.080	0.202	0.127	0.288
B-C	591.918	0.087	0.219	-	-
C-B	649.248	0.241	0.241	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:00-09:00	60	15
Second Modelling Period	17:00-18:00	60	15

Direct Entry Flows

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	6.96
Arm B	0.71
Arm C	13.26

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	6.96
Arm B	0.71
Arm C	13.26

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	6.96
Arm B	0.71
Arm C	13.26

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	6.96
Arm B	0.71
Arm C	13.26

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	8.03
Arm B	0.60
Arm C	7.93

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	8.03
Arm B	0.60
Arm C	7.93

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	8.03
Arm B	0.60
Arm C	7.93

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	8.03
Arm B	0.60
Arm C	7.93

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	7.55
Arm B	0.78
Arm C	14.36

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	7.55
Arm B	0.78
Arm C	14.36

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	7.55
Arm B	0.78
Arm C	14.36

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	7.55
Arm B	0.78
Arm C	14.36

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	8.70
Arm B	0.65
Arm C	8.60

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	8.70
Arm B	0.65
Arm C	8.60

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	8.70
Arm B	0.65
Arm C	8.60

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	8.70
Arm B	0.65
Arm C	8.60

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	8.13
Arm B	0.78
Arm C	15.60

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	8.13
Arm B	0.78
Arm C	15.60

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	8.13
Arm B	0.78
Arm C	15.60

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	8.13
Arm B	0.78
Arm C	15.60

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	9.60
Arm B	0.65
Arm C	9.33

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	9.60
Arm B	0.65
Arm C	9.33

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	9.60
Arm B	0.65
Arm C	9.33

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	9.60
Arm B	0.65
Arm C	9.33

Turning Counts

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	14	404
Arm B	19	-	24
Arm C	779	17	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	24	458
Arm B	21	-	15
Arm C	454	22	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	15	438
Arm B	21	-	26
Arm C	844	18	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	26	496
Arm B	2316	-	15
Arm C	492	24	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	15	473
Arm B	21	-	26
Arm C	918	18	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	26	550
Arm B	23	-	16
Arm C	536	24	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.033	0.967
Arm B	0.442	0.000	0.558
Arm C	0.979	0.021	0.000

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.050	0.950
Arm B	0.583	0.000	0.417
Arm C	0.954	0.046	0.000

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.033	0.967
Arm B	0.447	0.000	0.553
Arm C	0.979	0.021	0.000

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.050	0.950
Arm B	0.994	0.000	0.006
Arm C	0.953	0.047	0.000

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.031	0.969
Arm B	0.447	0.000	0.553
Arm C	0.981	0.019	0.000

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.045	0.955
Arm B	0.590	0.000	0.410
Arm C	0.957	0.043	0.000

Heavy Vehicles Percentages

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

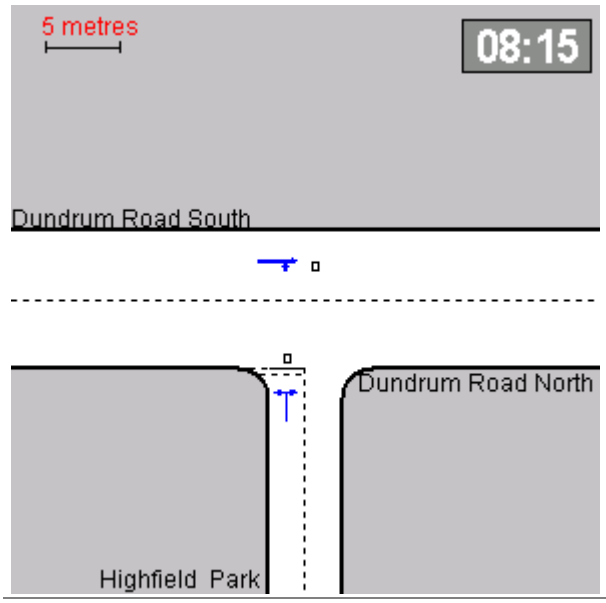
From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

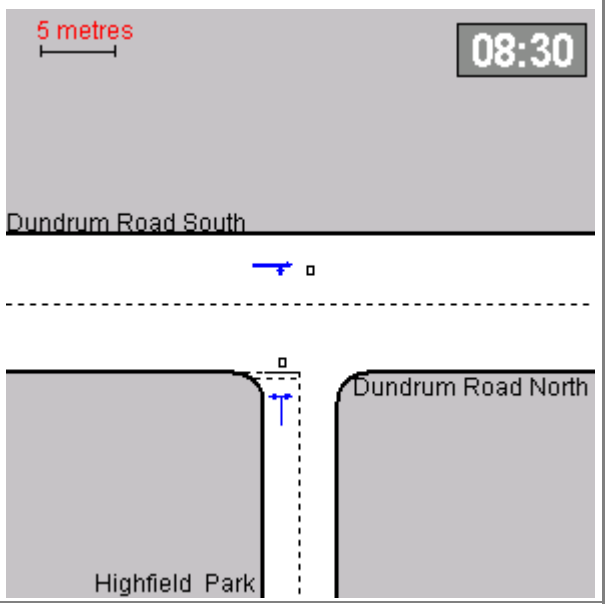
Queue Diagrams

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00
View Extent: 40m

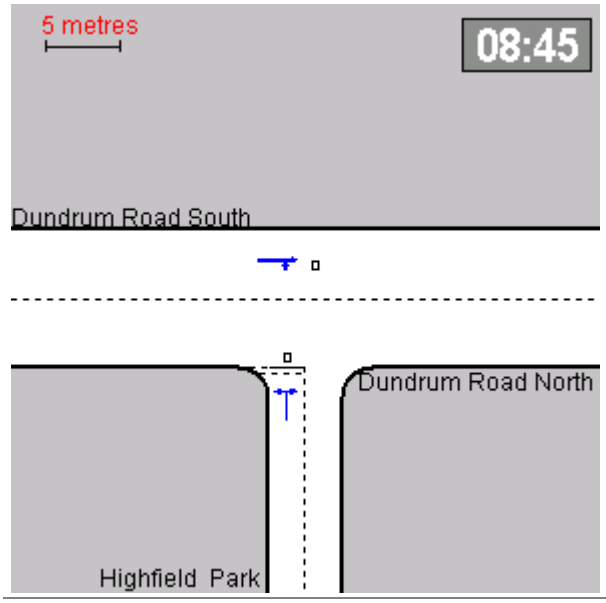
Queue Interval 1: 08:00-08:15



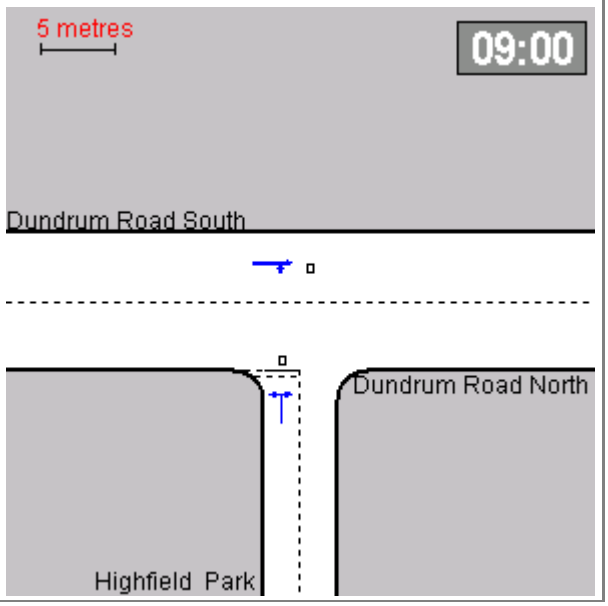
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

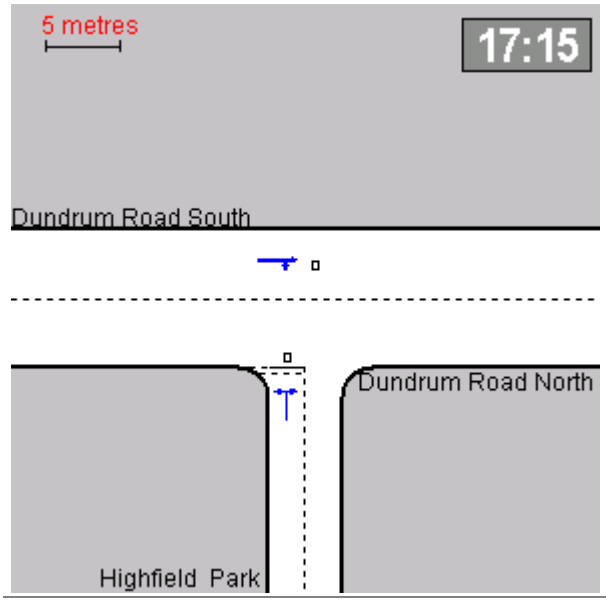


Queue Interval 4: 08:45-09:00

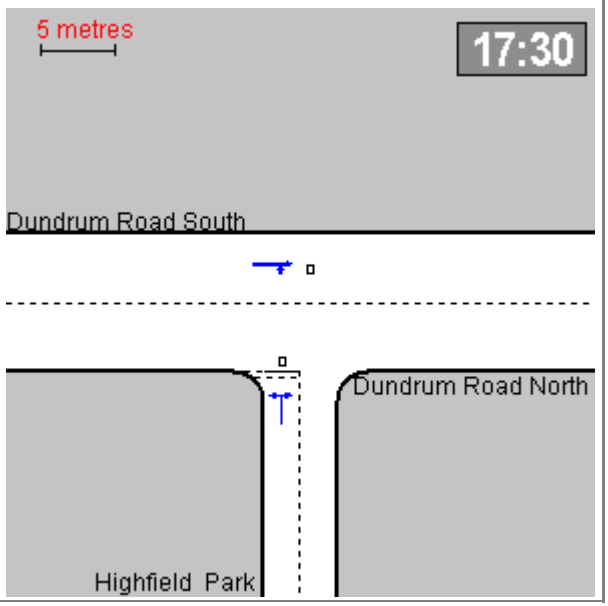


Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00
View Extent: 40m

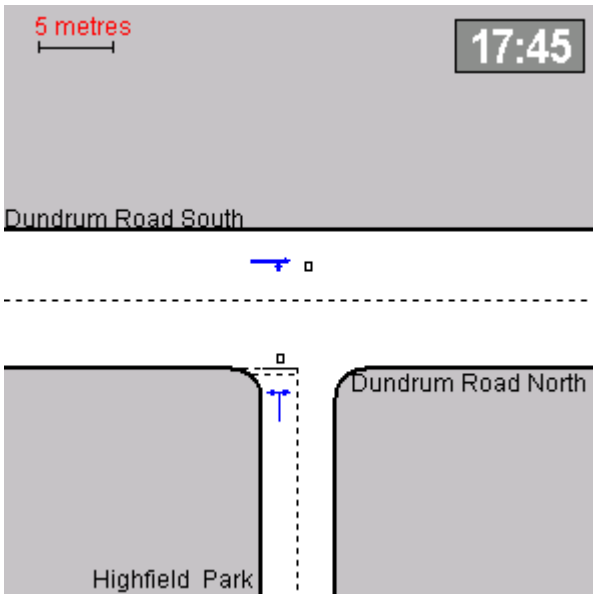
Queue Interval 1: 17:00-17:15



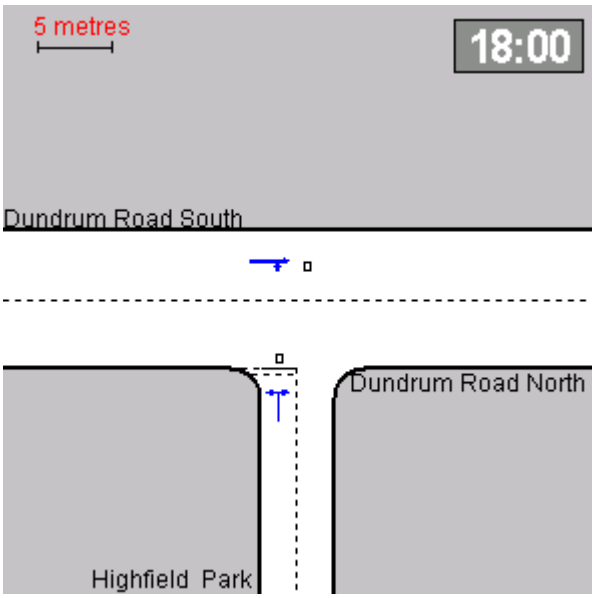
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

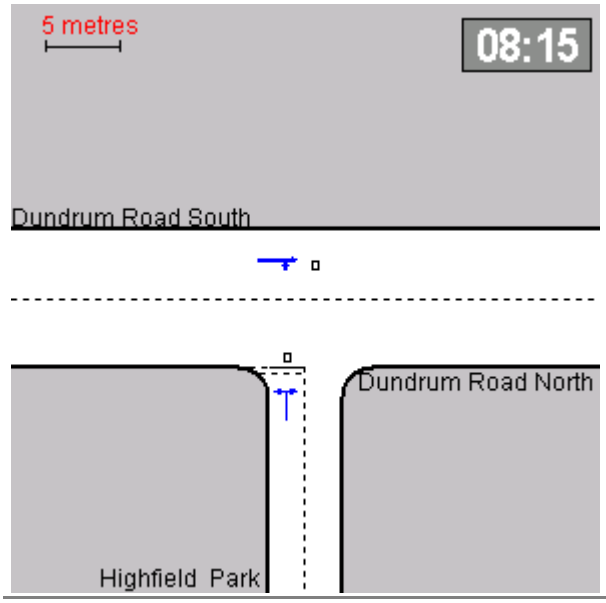


Queue Interval 4: 17:45-18:00

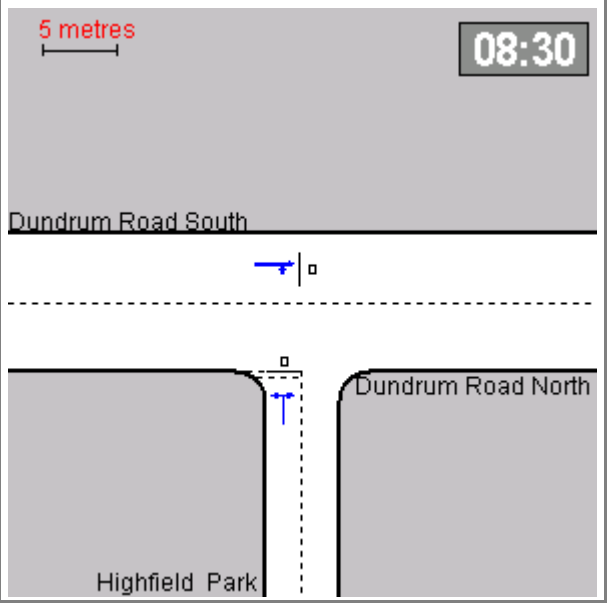


Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00
View Extent: 40m

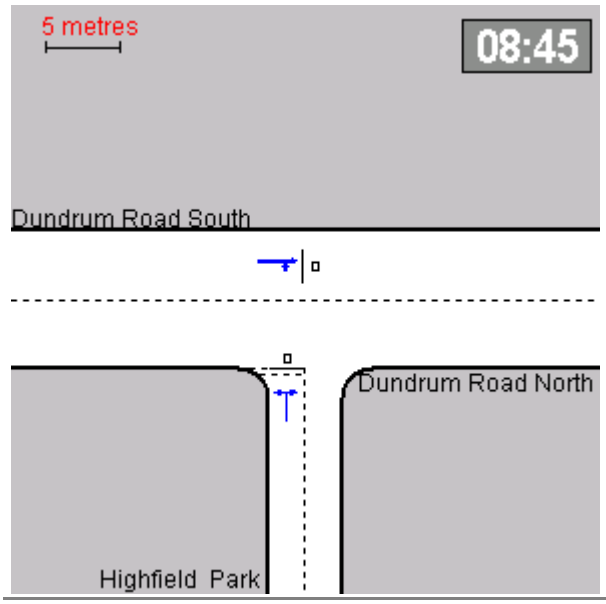
Queue Interval 1: 08:00-08:15



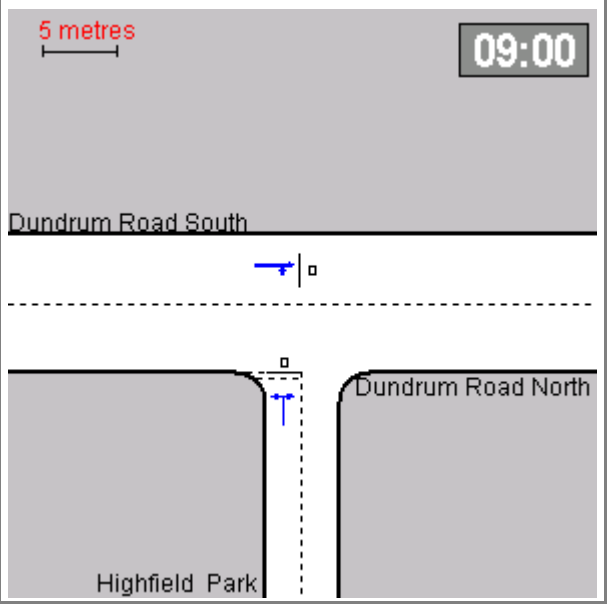
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

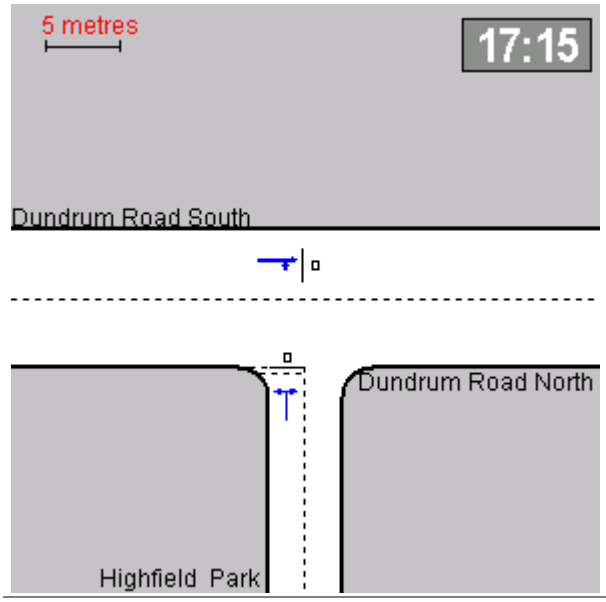


Queue Interval 4: 08:45-09:00

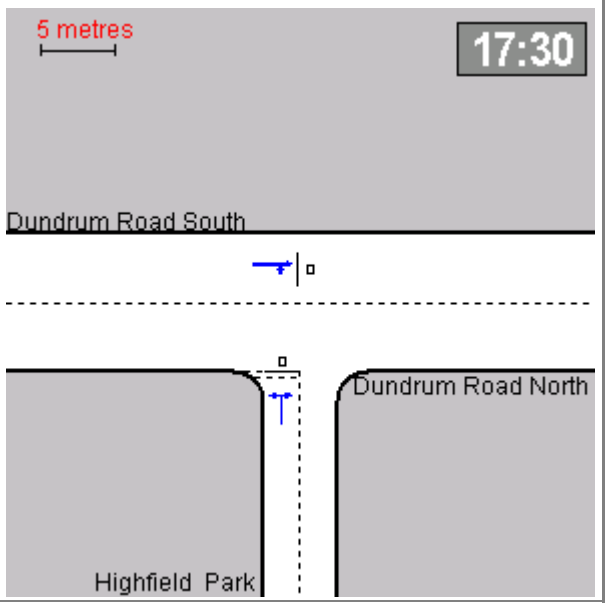


Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00
View Extent: 40m

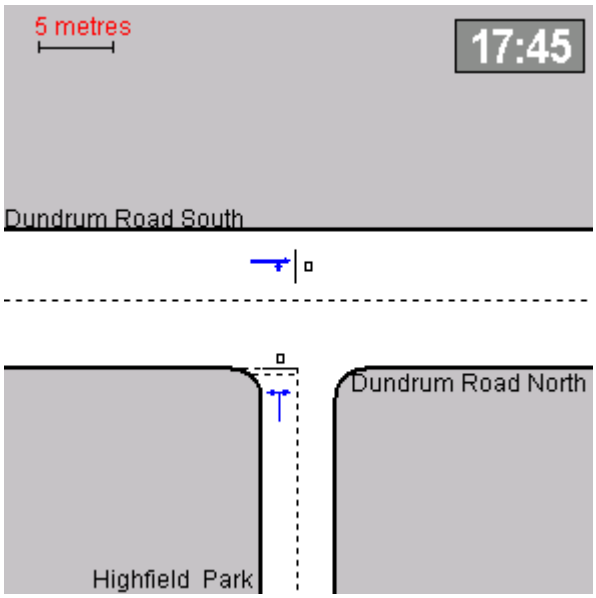
Queue Interval 1: 17:00-17:15



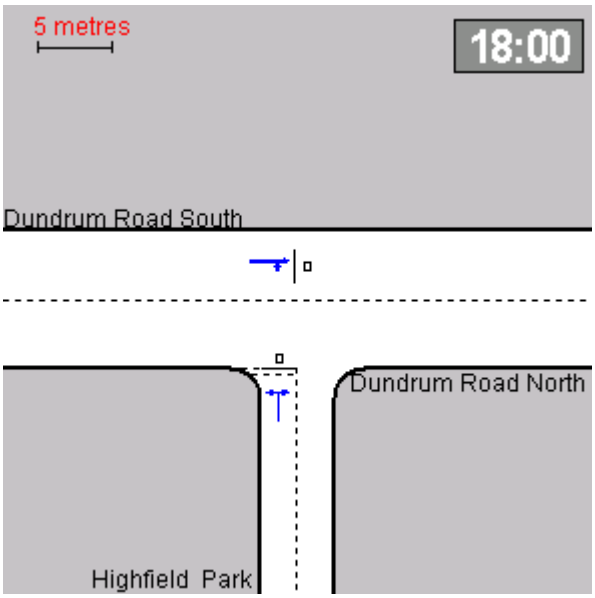
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

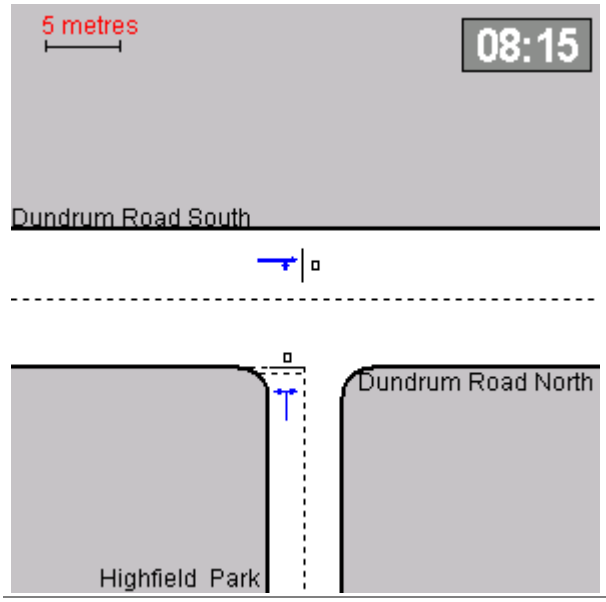


Queue Interval 4: 17:45-18:00

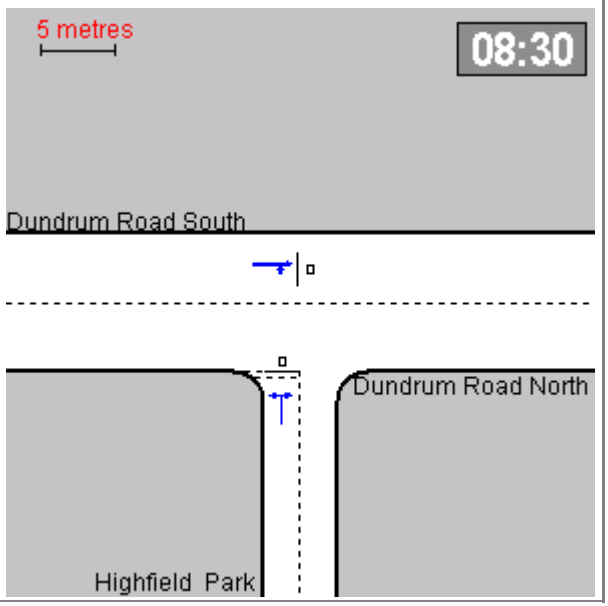


Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00
View Extent: 40m

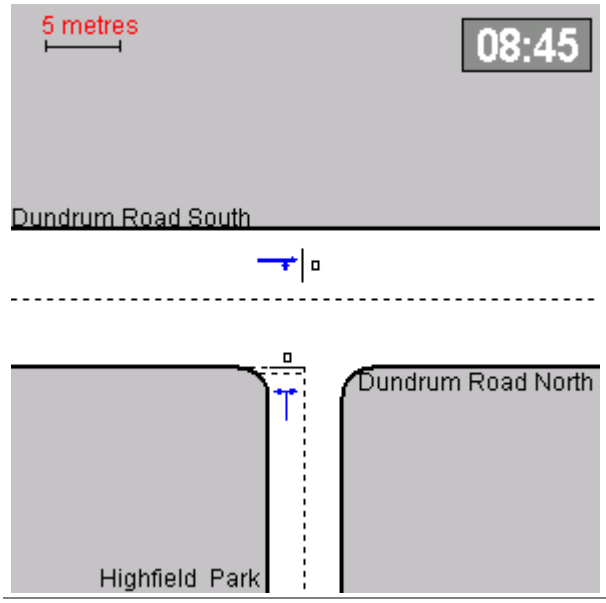
Queue Interval 1: 08:00-08:15



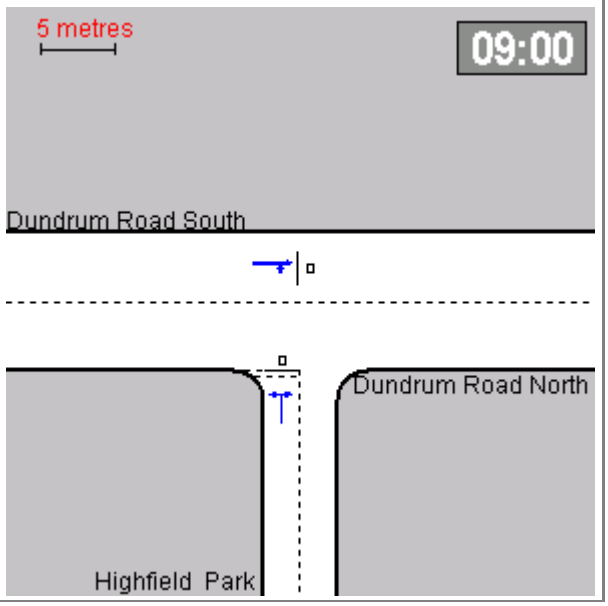
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

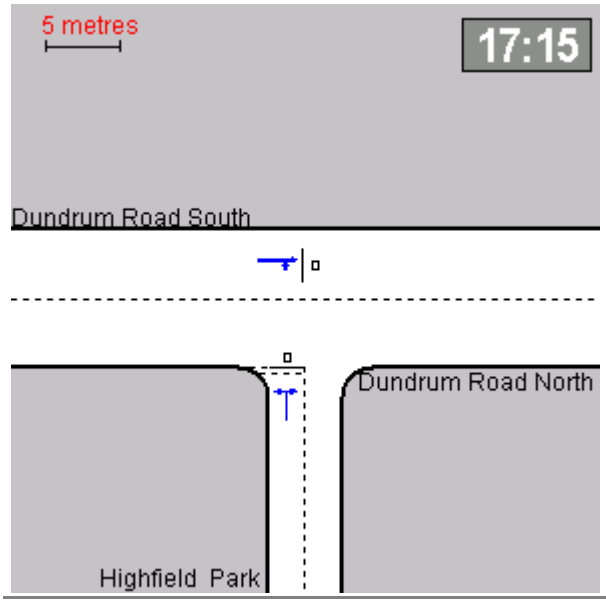


Queue Interval 4: 08:45-09:00

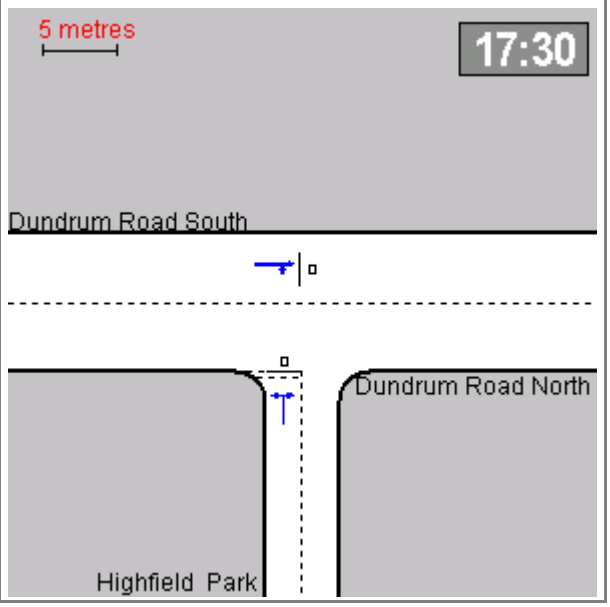


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00
View Extent: 40m

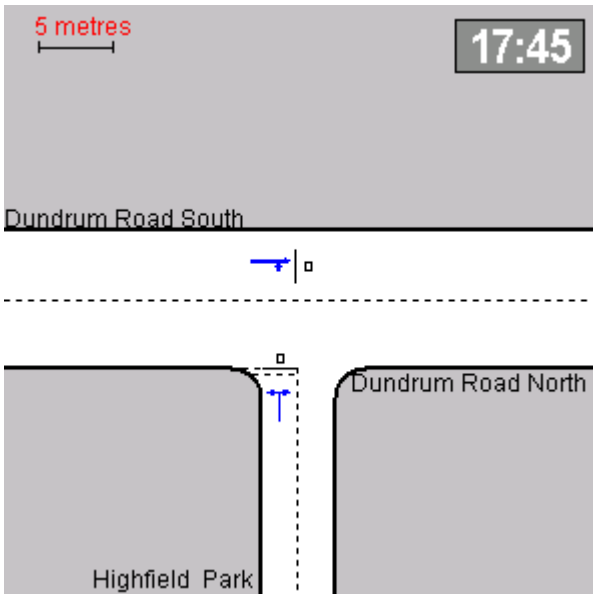
Queue Interval 1: 17:00-17:15



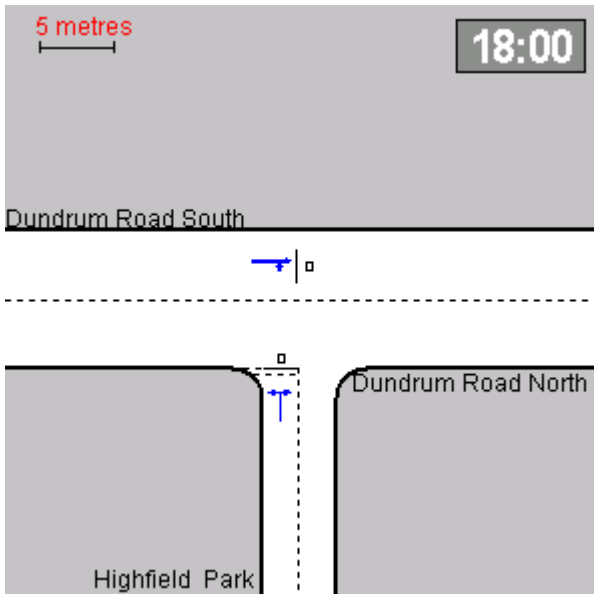
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

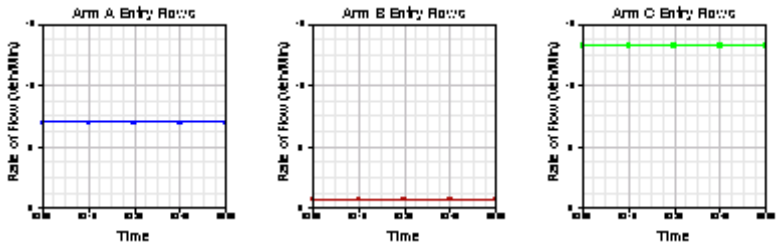


Queue Interval 4: 17:45-18:00

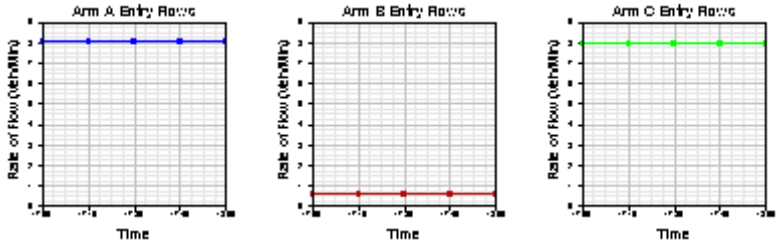


Demand Data Graph

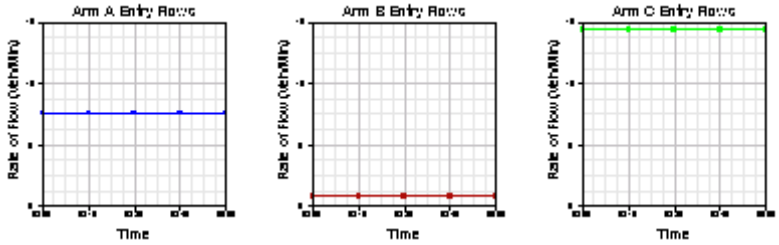
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



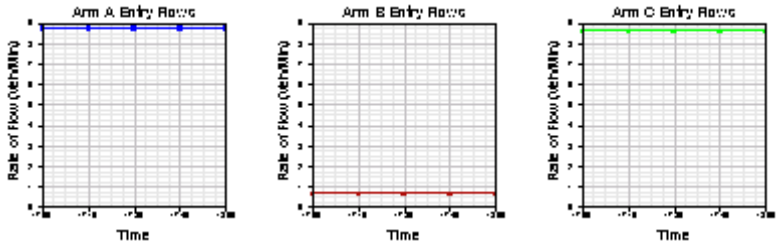
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



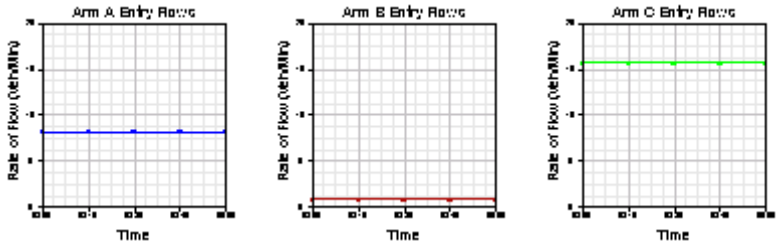
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



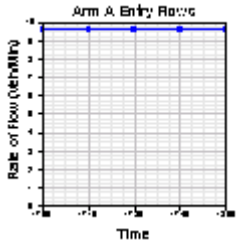
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

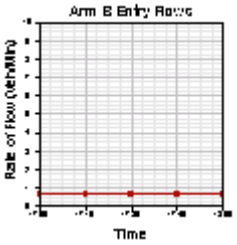


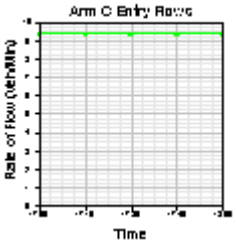
Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00



Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

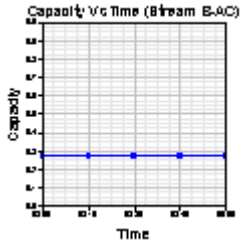


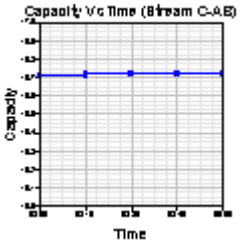




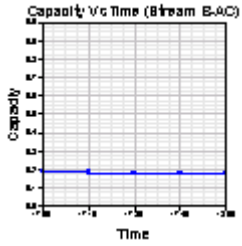
Capacity Graph

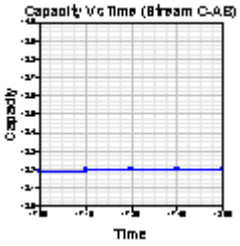
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



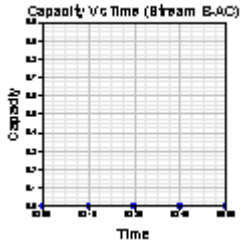


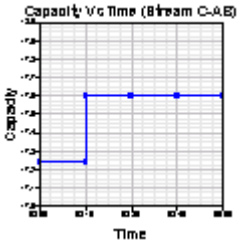
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



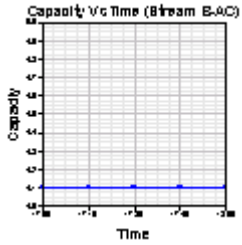


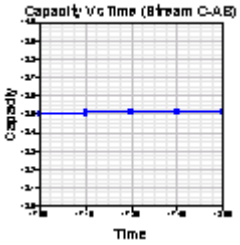
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



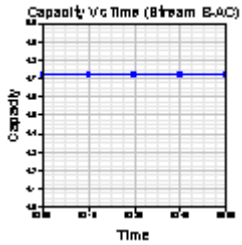


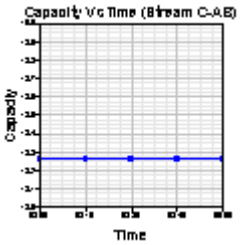
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



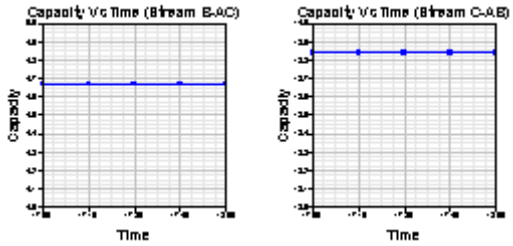


Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00



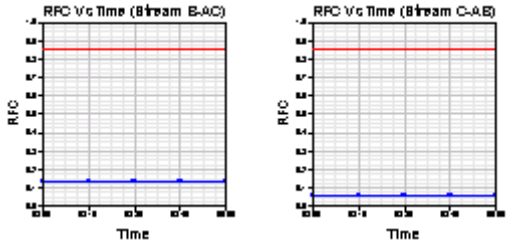


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

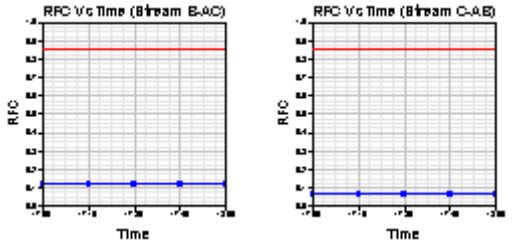


RFC Graph

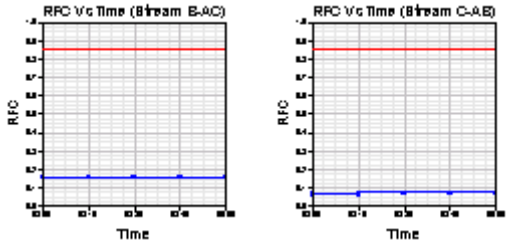
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



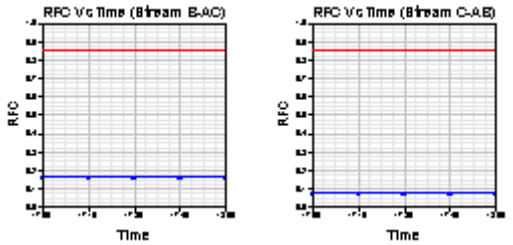
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



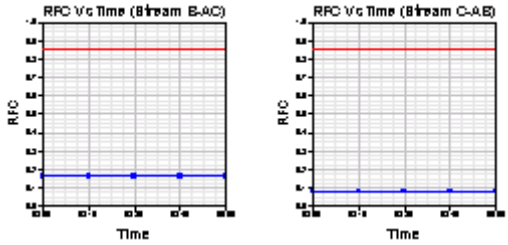
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



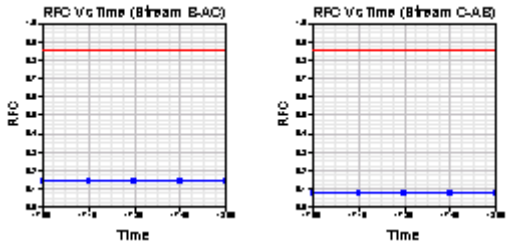
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

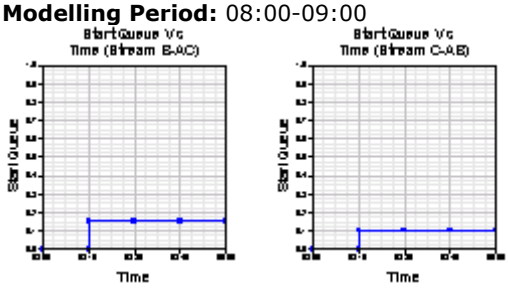


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

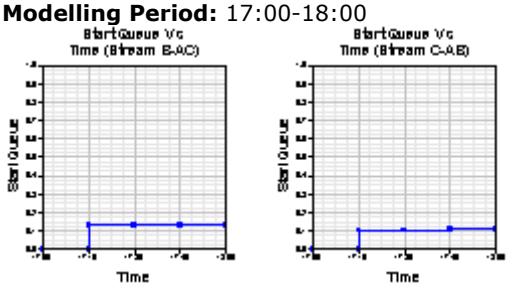


Start Queue Graph

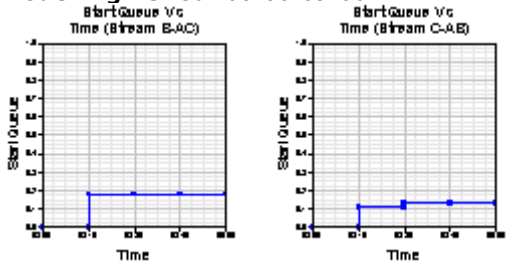
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



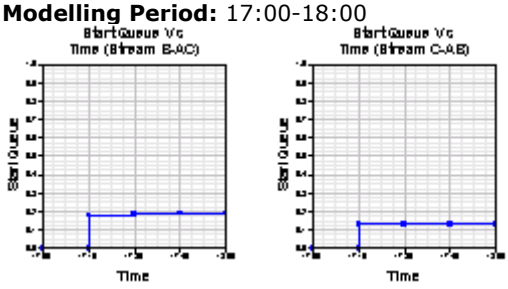
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



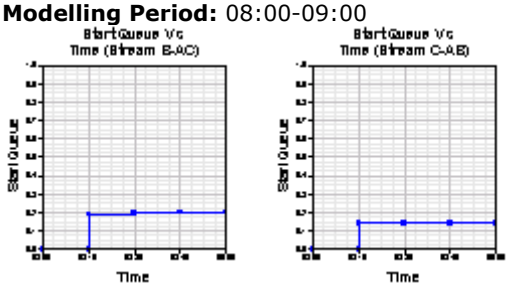
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



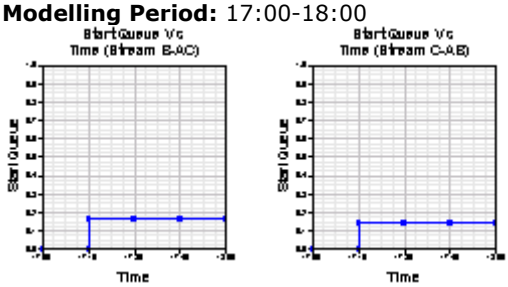
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

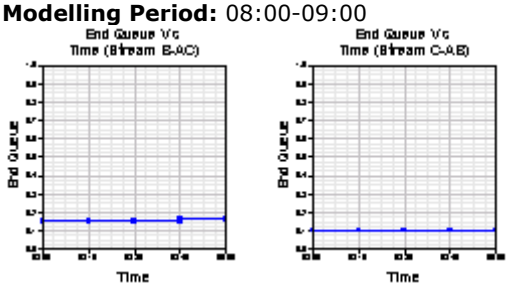


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

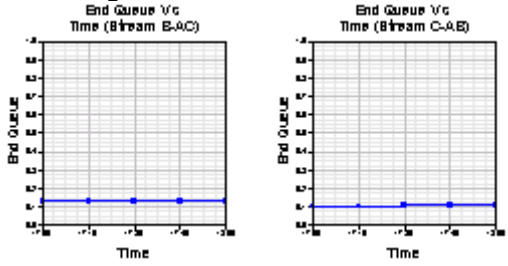


End Queue Graph

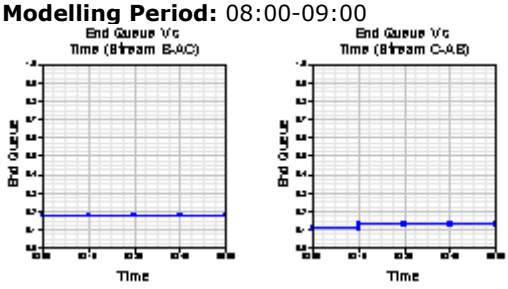
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



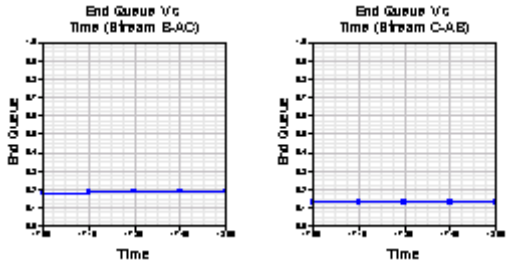
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



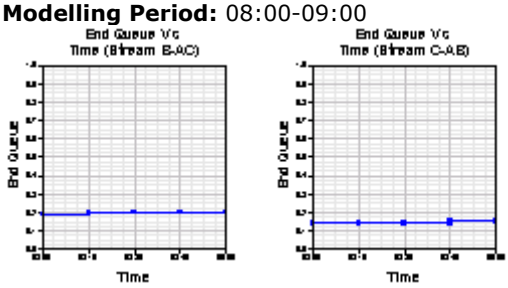
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



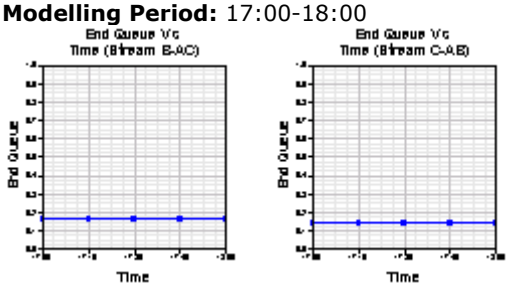
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

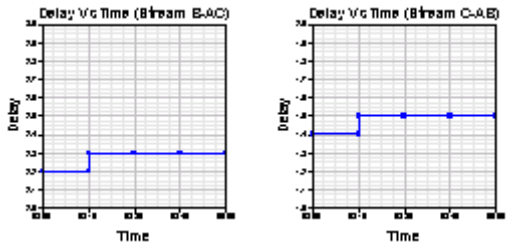


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

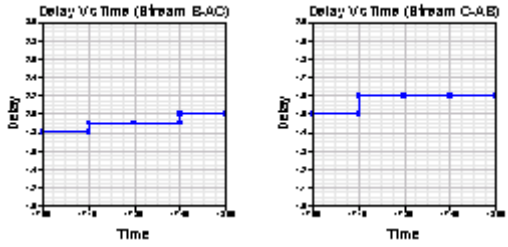


Delay Graph

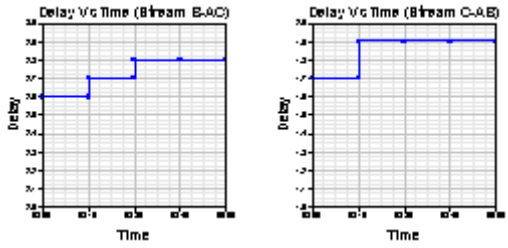
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



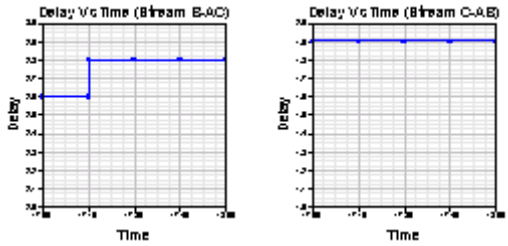
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



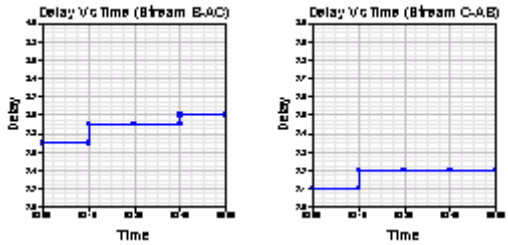
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



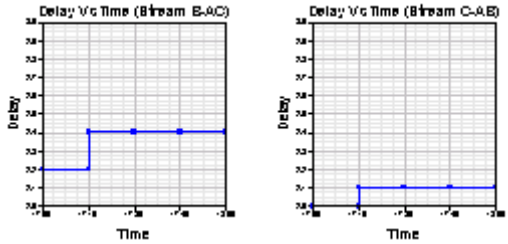
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00



Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00



Queues & Delays

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.71	5.27	0.135	-	0.00	0.15	-	2.2	0.22
	C-AB	0.99	16.71	0.059	-	0.00	0.10	-	1.4	0.06
	C-A	12.27	-	-	-	-	-	-	-	-
	A-B	0.23	-	-	-	-	-	-	-	-
	A-C	6.73	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.71	5.27	0.135	-	0.15	0.15	-	2.3	0.22
	C-AB	0.99	16.72	0.059	-	0.10	0.10	-	1.5	0.06
	C-A	12.27	-	-	-	-	-	-	-	-
	A-B	0.23	-	-	-	-	-	-	-	-
	A-C	6.73	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.71	5.27	0.135	-	0.15	0.15	-	2.3	0.22
	C-AB	0.99	16.72	0.059	-	0.10	0.10	-	1.5	0.06
	C-A	12.27	-	-	-	-	-	-	-	-

	A-B	0.23	-	-	-	-	-	-	-	-
	A-C	6.73	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.71	5.27	0.135	-	0.15	0.16	-	2.3	0.22
	C-AB	0.99	16.72	0.059	-	0.10	0.10	-	1.5	0.06
	C-A	12.27	-	-	-	-	-	-	-	-
	A-B	0.23	-	-	-	-	-	-	-	-
	A-C	6.73	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.60	5.19	0.116	-	0.00	0.13	-	1.8	0.22
	C-AB	0.83	13.19	0.063	-	0.00	0.10	-	1.5	0.08
	C-A	7.10	-	-	-	-	-	-	-	-
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	7.63	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.60	5.18	0.116	-	0.13	0.13	-	1.9	0.22
	C-AB	0.83	13.20	0.063	-	0.10	0.10	-	1.6	0.08
	C-A	7.10	-	-	-	-	-	-	-	-
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	7.63	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.60	5.18	0.116	-	0.13	0.13	-	1.9	0.22
	C-AB	0.83	13.20	0.063	-	0.10	0.11	-	1.6	0.08
	C-A	7.10	-	-	-	-	-	-	-	-
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	7.63	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.60	5.18	0.116	-	0.13	0.13	-	2.0	0.22
	C-AB	0.83	13.20	0.063	-	0.11	0.11	-	1.6	0.08
	C-A	7.10	-	-	-	-	-	-	-	-
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	7.63	-	-	-	-	-	-	-	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.78	5.00	0.156	-	0.00	0.18	-	2.6	0.24
	C-AB	1.15	17.24	0.067	-	0.00	0.11	-	1.7	0.06
	C-A	13.21	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	7.30	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.78	5.00	0.156	-	0.18	0.18	-	2.7	0.24
	C-AB	1.27	17.60	0.072	-	0.11	0.13	-	1.9	0.06
	C-A	13.09	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	7.30	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.78	5.00	0.156	-	0.18	0.18	-	2.8	0.24
	C-AB	1.27	17.60	0.072	-	0.13	0.13	-	1.9	0.06
	C-A	13.09	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	7.30	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.78	5.00	0.156	-	0.18	0.18	-	2.8	0.24
	C-AB	1.27	17.60	0.072	-	0.13	0.13	-	1.9	0.06
	C-A	13.09	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	7.30	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.65	4.10	0.159	-	0.00	0.18	-	2.6	0.29
	C-AB	0.97	13.50	0.072	-	0.00	0.13	-	1.9	0.08
	C-A	7.63	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	8.27	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.65	4.10	0.159	-	0.18	0.19	-	2.8	0.29
	C-AB	0.98	13.51	0.072	-	0.13	0.13	-	1.9	0.08
	C-A	7.62	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	8.27	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.65	4.10	0.159	-	0.19	0.19	-	2.8	0.29
	C-AB	0.98	13.51	0.072	-	0.13	0.13	-	1.9	0.08
	C-A	7.62	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	8.27	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.65	4.10	0.159	-	0.19	0.19	-	2.8	0.29
	C-AB	0.98	13.51	0.072	-	0.13	0.13	-	1.9	0.08
	C-A	7.62	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	8.27	-	-	-	-	-	-	-	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.78	4.72	0.165	-	0.00	0.19	-	2.7	0.25
	C-AB	1.43	18.26	0.078	-	0.00	0.14	-	2.1	0.06
	C-A	14.17	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	7.88	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.78	4.72	0.165	-	0.19	0.20	-	2.9	0.25
	C-AB	1.43	18.26	0.079	-	0.14	0.14	-	2.2	0.06
	C-A	14.17	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	7.88	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.78	4.72	0.165	-	0.20	0.20	-	2.9	0.25
	C-AB	1.43	18.26	0.079	-	0.14	0.14	-	2.2	0.06
	C-A	14.17	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	7.88	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.78	4.72	0.165	-	0.20	0.20	-	3.0	0.25
	C-AB	1.43	18.26	0.079	-	0.14	0.15	-	2.2	0.06
	C-A	14.17	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	7.88	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.65	4.67	0.139	-	0.00	0.16	-	2.2	0.25
	C-AB	1.05	13.84	0.076	-	0.00	0.14	-	2.0	0.08
	C-A	8.28	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	9.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.65	4.67	0.139	-	0.16	0.16	-	2.4	0.25
	C-AB	1.06	13.84	0.077	-	0.14	0.14	-	2.1	0.08
	C-A	8.27	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	9.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.65	4.67	0.139	-	0.16	0.16	-	2.4	0.25
	C-AB	1.06	13.84	0.077	-	0.14	0.14	-	2.1	0.08
	C-A	8.27	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	9.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.65	4.67	0.139	-	0.16	0.16	-	2.4	0.25
	C-AB	1.06	13.84	0.077	-	0.14	0.14	-	2.1	0.08
	C-A	8.27	-	-	-	-	-	-	-	-
	A-B	0.43	-	-	-	-	-	-	-	-
	A-C	9.17	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	42.6	42.6	9.1	0.2	9.1	0.2
C-AB	59.4	59.4	5.8	0.1	5.8	0.1
C-A	736.2	736.2	-	-	-	-
A-B	14.0	14.0	-	-	-	-
A-C	403.6	403.6	-	-	-	-
All	**1255.8**	**1255.8**	**14.9**	**0.0**	**14.9**	**0.0**

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	36.0	36.0	7.7	0.2	7.7	0.2
C-AB	49.9	49.9	6.3	0.1	6.3	0.1
C-A	425.9	425.9	-	-	-	-
A-B	24.0	24.0	-	-	-	-
A-C	457.8	457.8	-	-	-	-
All	**993.6**	**993.6**	**14.0**	**0.0**	**14.0**	**0.0**

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	46.8	46.8	10.8	0.2	10.8	0.2
C-AB	74.3	74.3	7.4	0.1	7.4	0.1
C-A	787.3	787.3	-	-	-	-
A-B	15.0	15.0	-	-	-	-
A-C	438.0	438.0	-	-	-	-
All	**1361.4**	**1361.4**	**18.3**	**0.0**	**18.3**	**0.0**

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	39.0	39.0	11.0	0.3	11.0	0.3
C-AB	58.4	58.4	7.6	0.1	7.6	0.1
C-A	457.6	457.6	-	-	-	-
A-B	26.0	26.0	-	-	-	-
A-C	496.0	496.0	-	-	-	-
All	**1077.0**	**1077.0**	**18.6**	**0.0**	**18.6**	**0.0**

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	46.8	46.8	11.6	0.2	11.6	0.2
C-AB	85.9	85.9	8.7	0.1	8.7	0.1
C-A	850.1	850.1	-	-	-	-
A-B	15.0	15.0	-	-	-	-
A-C	472.8	472.8	-	-	-	-
All	**1470.6**	**1470.6**	**20.2**	**0.0**	**20.2**	**0.0**

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	39.0	39.0	9.5	0.2	9.5	0.2
C-AB	63.5	63.5	8.3	0.1	8.3	0.1
C-A	496.3	496.3	-	-	-	-
A-B	26.0	26.0	-	-	-	-
A-C	550.0	550.0	-	-	-	-
All	**1174.8**	**1174.8**	**17.8**	**0.0**	**17.8**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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Web: www.trlsoftware.co.uk

Run Analysis

Parameter	Values
File Run	I:\..\R117 Mulvey Park\Mulvey Park-R117.vpi
Date Run	04 July 2024
Time Run	18:03:50
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Dundrum Road North	100
Arm B	Mulvey Park	100
Arm C	Dundrum Road South	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Proposed Residential Development - CMH Site Dundrum
Location	CMH Site Dundrum
Date	17 June 2024
Enumerator	Ben Waite
Job Number	CMHDUND
Status	TIA
Client	LDA
Description	Capacity Assessment of Mulvey Park-R117 Junction

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

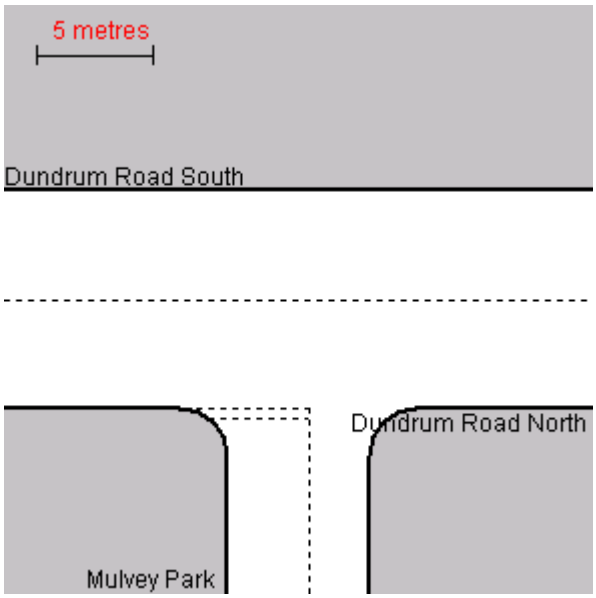
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.00
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	3.50
Minor Road Visibility To Right (m)	65
Minor Road Visibility To Left (m)	85
Major Road Right Turn Visibility (m)	130
Major Road Right Turn Blocks Traffic	Yes (if over 0 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	564.646	0.098	0.249	0.156	0.355
B-C	698.138	0.102	0.259	-	-
C-B	649.248	0.241	0.241	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:00-09:00	60	15
Second Modelling Period	17:00-18:00	60	15

Direct Entry Flows

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	6.35
Arm B	0.63
Arm C	13.86

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	6.35
Arm B	0.63
Arm C	13.86

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	6.35
Arm B	0.63
Arm C	13.86

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	6.35
Arm B	0.63
Arm C	13.86

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	7.35
Arm B	0.91
Arm C	8.56

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	7.35
Arm B	0.91
Arm C	8.56

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	7.35
Arm B	0.91
Arm C	8.56

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	7.35
Arm B	0.91
Arm C	8.56

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	6.83
Arm B	0.68
Arm C	15.01

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	6.83
Arm B	0.68
Arm C	15.01

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	6.83
Arm B	0.68
Arm C	15.01

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	6.83
Arm B	0.68
Arm C	15.01

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	7.96
Arm B	1.00
Arm C	9.28

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	7.96
Arm B	1.00
Arm C	9.28

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	7.96
Arm B	1.00
Arm C	9.28

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	7.96
Arm B	1.00
Arm C	9.28

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	7.40
Arm B	0.75
Arm C	16.25

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	7.40
Arm B	0.75
Arm C	16.25

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	7.40
Arm B	0.75
Arm C	16.25

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	7.40
Arm B	0.75
Arm C	16.25

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	8.76
Arm B	1.10
Arm C	10.01

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	8.76
Arm B	1.10
Arm C	10.01

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	8.76
Arm B	1.10
Arm C	10.01

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	8.76
Arm B	1.10
Arm C	10.01

Turning Counts

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	7	374
Arm B	8	-	30
Arm C	796	36	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	19	422
Arm B	14	-	41
Arm C	470	44	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	8	405
Arm B	9	-	32
Arm C	862	39	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	21	457
Arm B	15	-	44
Arm C	509	43	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	8	437
Arm B	9	-	37
Arm C	928	48	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	21	505
Arm B	15	-	51
Arm C	548	53	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.018	0.982
Arm B	0.211	0.000	0.789
Arm C	0.957	0.043	0.000

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.043	0.957
Arm B	0.255	0.000	0.745
Arm C	0.914	0.086	0.000

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.019	0.981
Arm B	0.220	0.000	0.780
Arm C	0.957	0.043	0.000

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.044	0.956
Arm B	0.254	0.000	0.746
Arm C	0.922	0.078	0.000

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.018	0.982
Arm B	0.196	0.000	0.804
Arm C	0.951	0.049	0.000

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.040	0.960
Arm B	0.227	0.000	0.773
Arm C	0.912	0.088	0.000

Heavy Vehicles Percentages

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

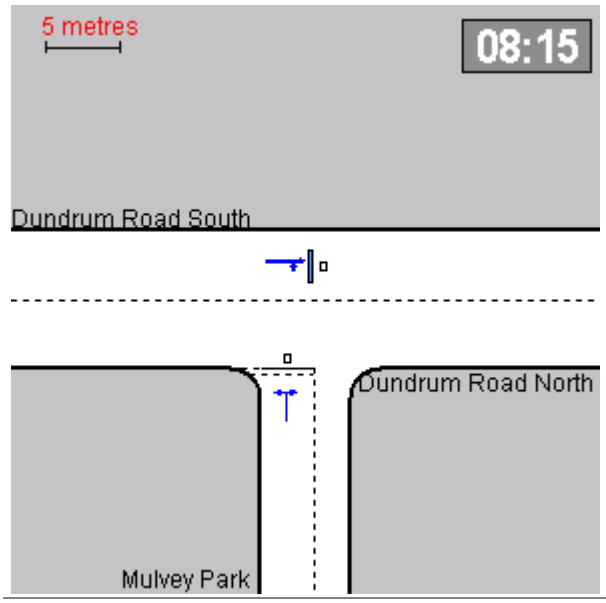
From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

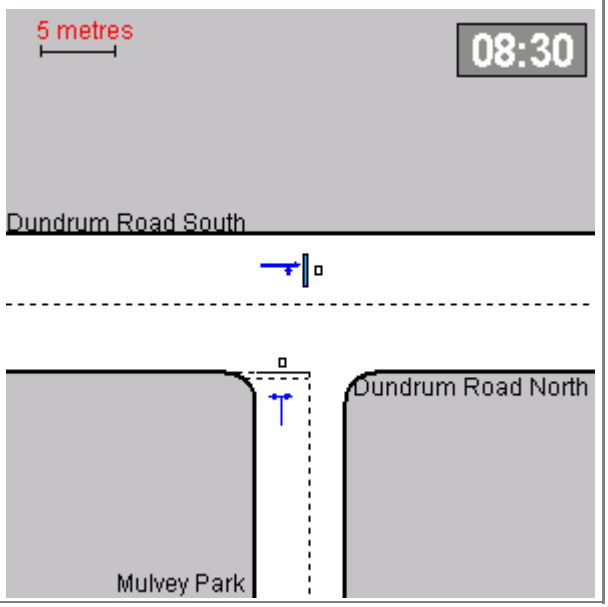
Queue Diagrams

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00
View Extent: 40m

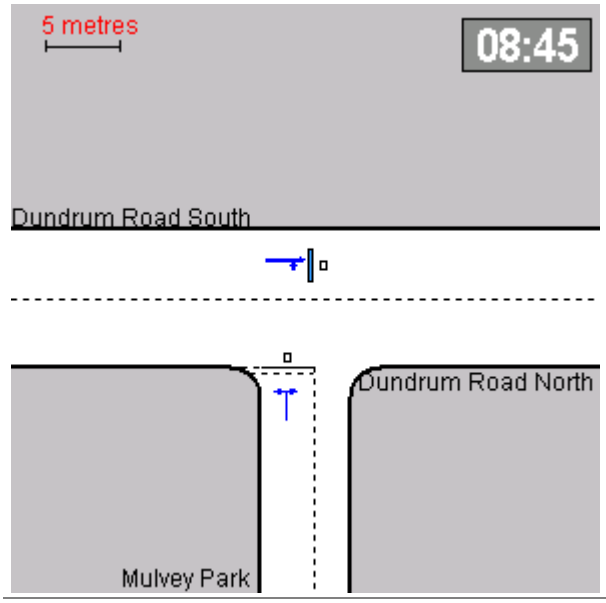
Queue Interval 1: 08:00-08:15



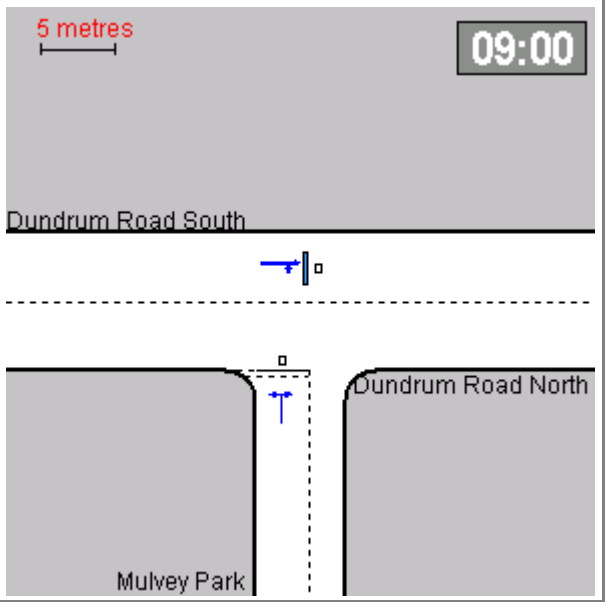
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

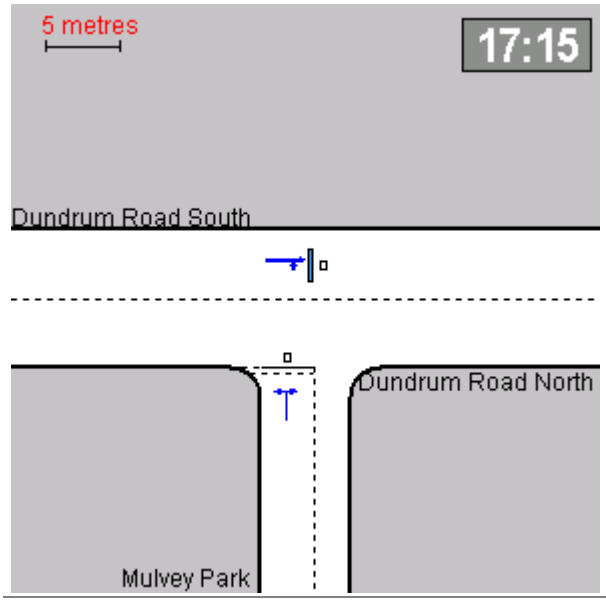


Queue Interval 4: 08:45-09:00

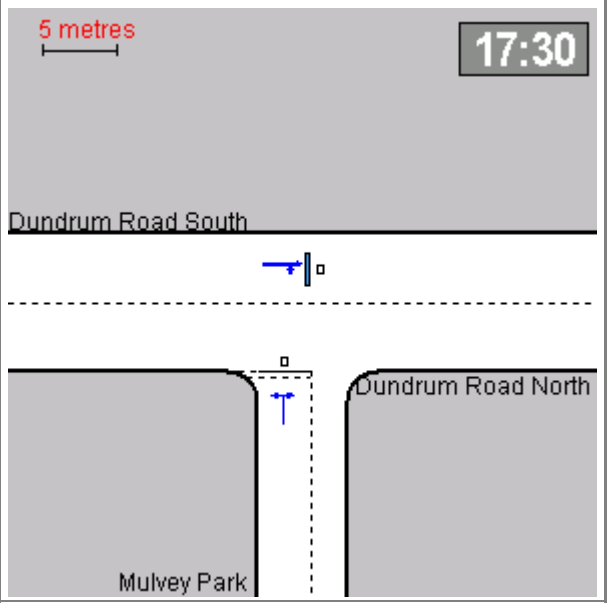


Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00
View Extent: 40m

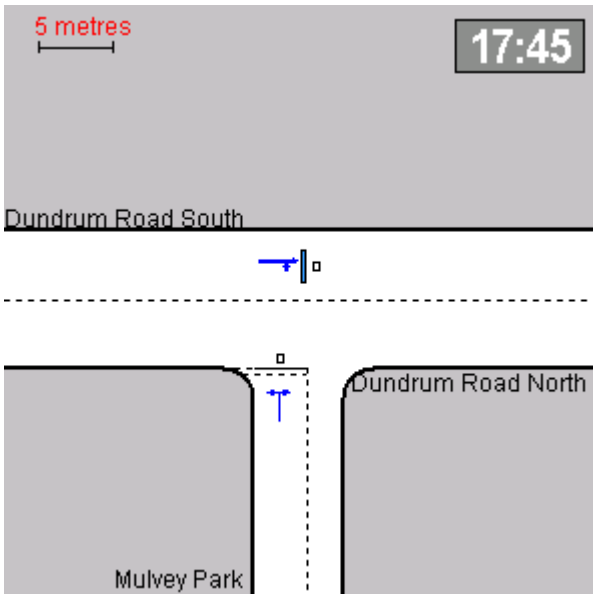
Queue Interval 1: 17:00-17:15



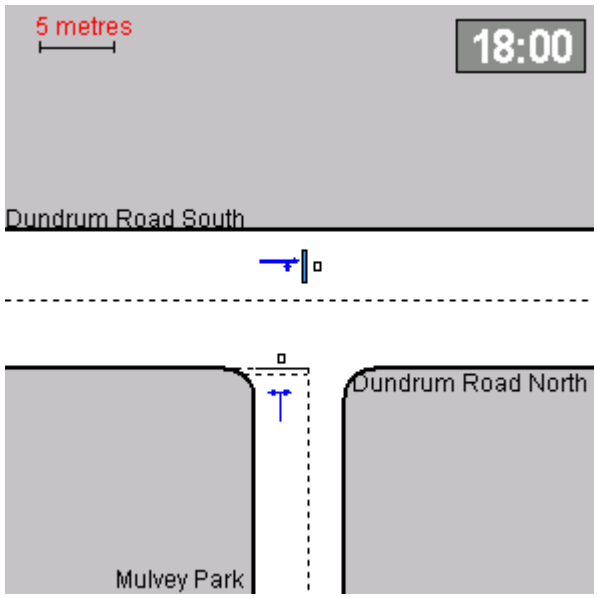
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

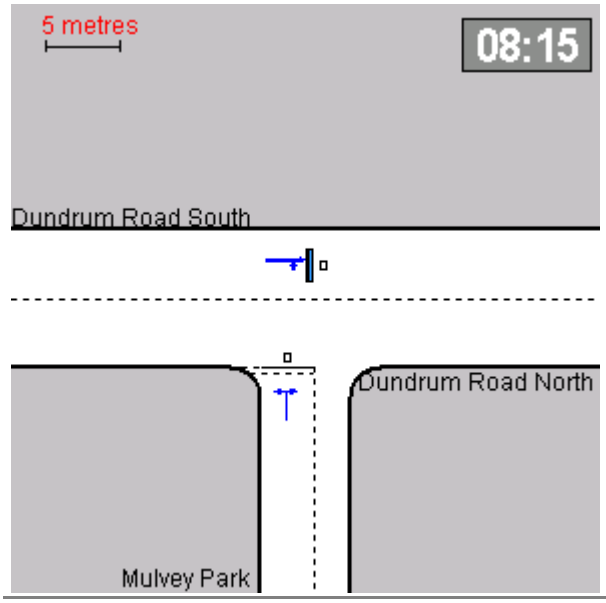


Queue Interval 4: 17:45-18:00

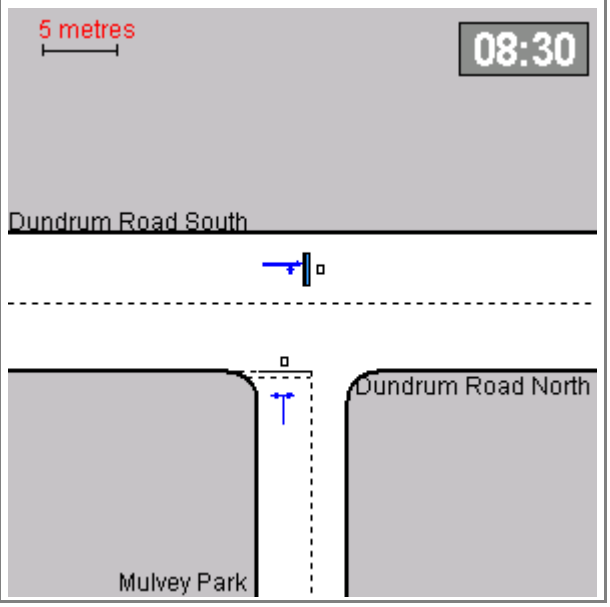


Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00
View Extent: 40m

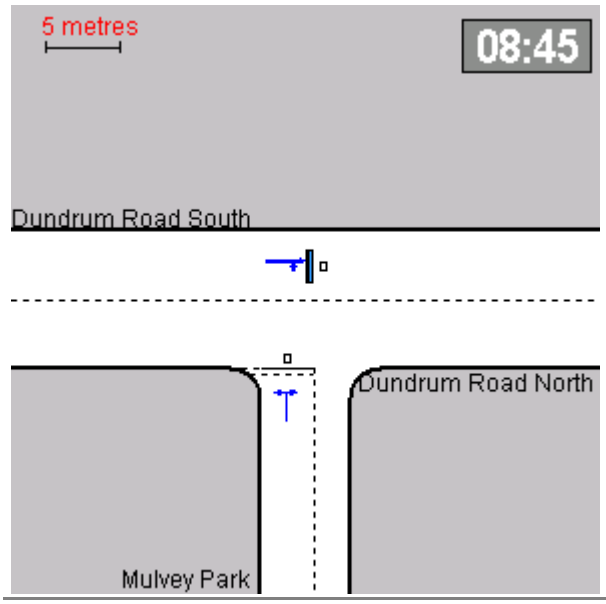
Queue Interval 1: 08:00-08:15



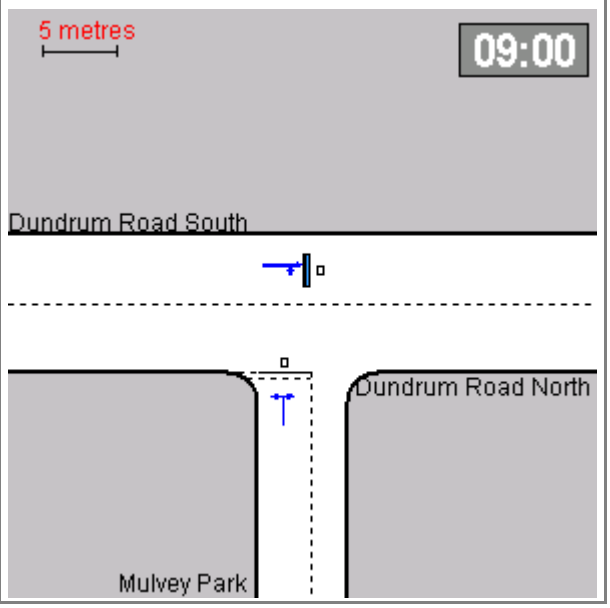
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

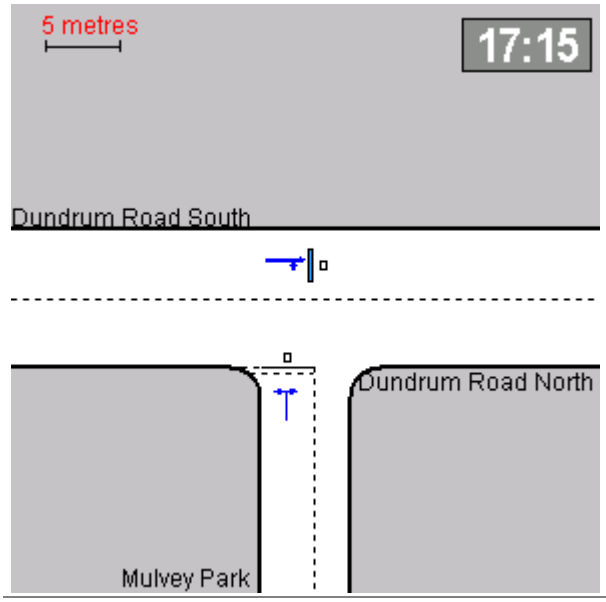


Queue Interval 4: 08:45-09:00

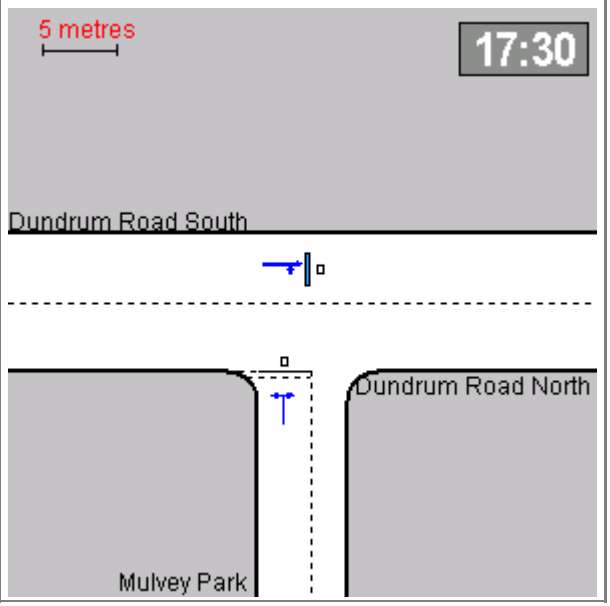


Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00
View Extent: 40m

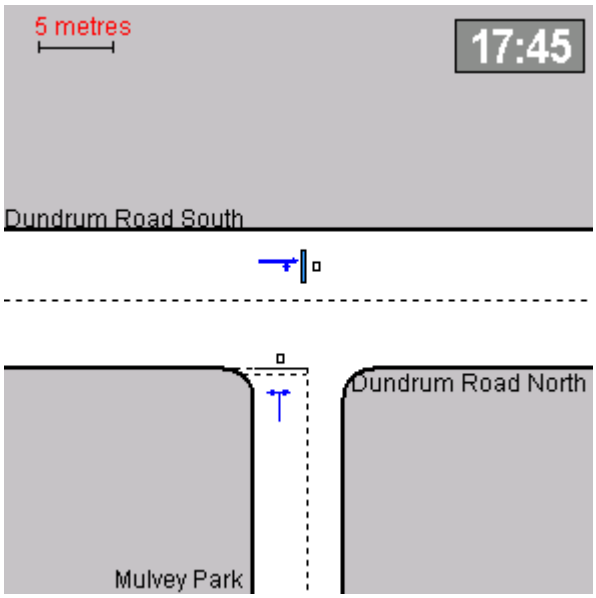
Queue Interval 1: 17:00-17:15



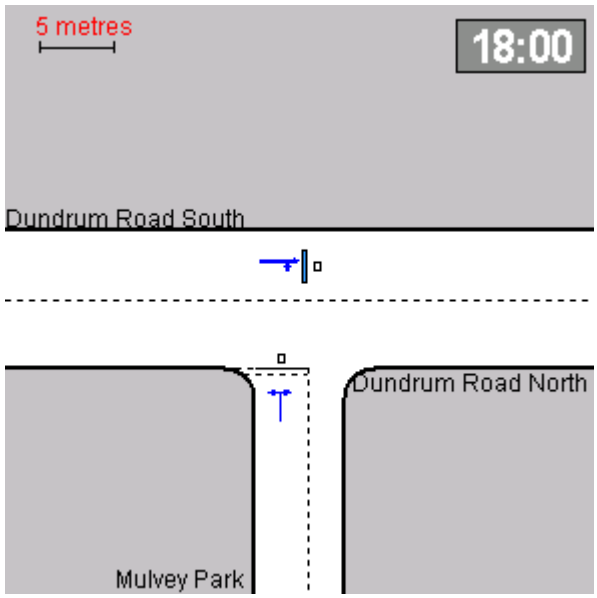
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

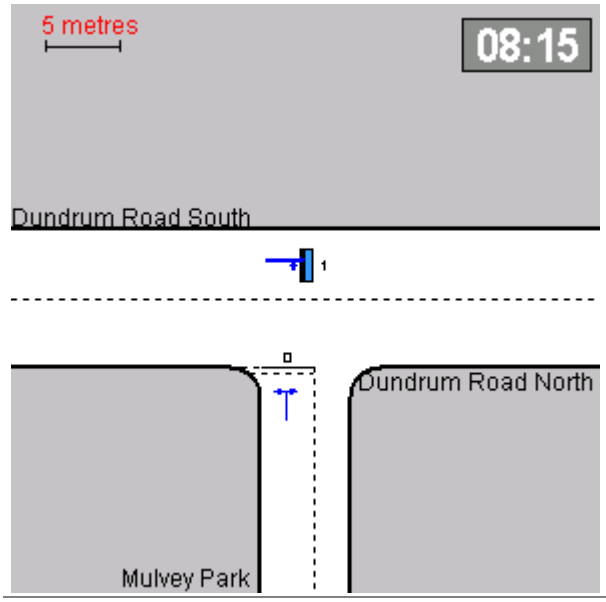


Queue Interval 4: 17:45-18:00

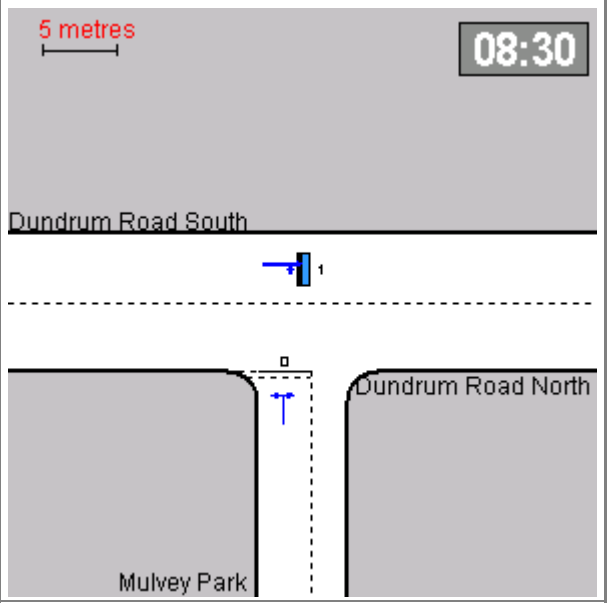


Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00
View Extent: 40m

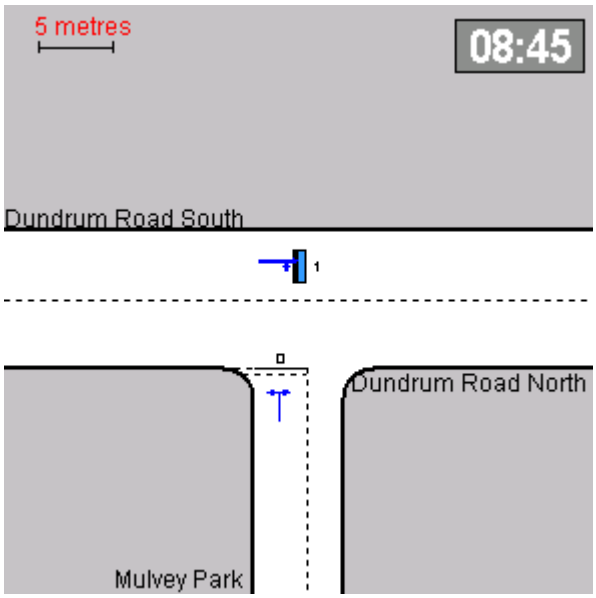
Queue Interval 1: 08:00-08:15



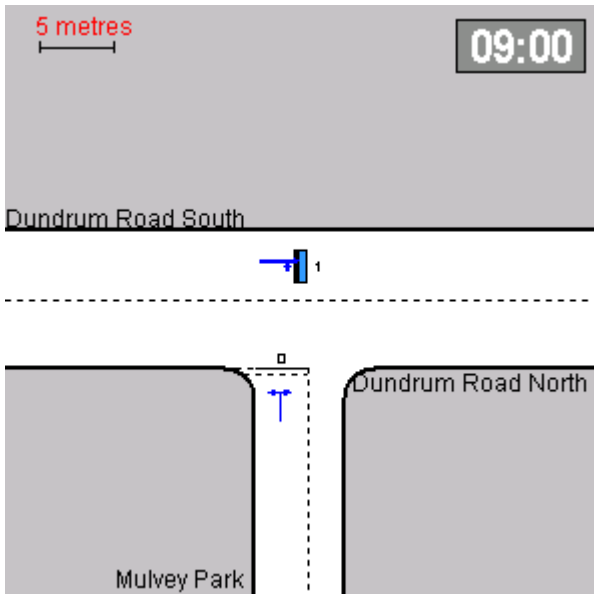
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

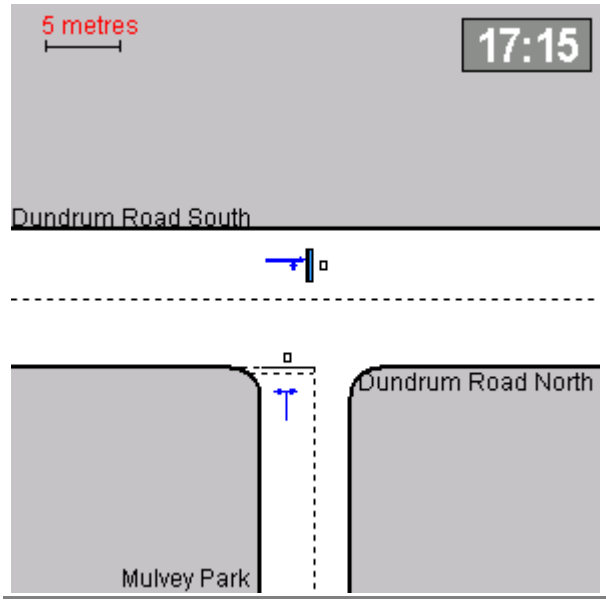


Queue Interval 4: 08:45-09:00

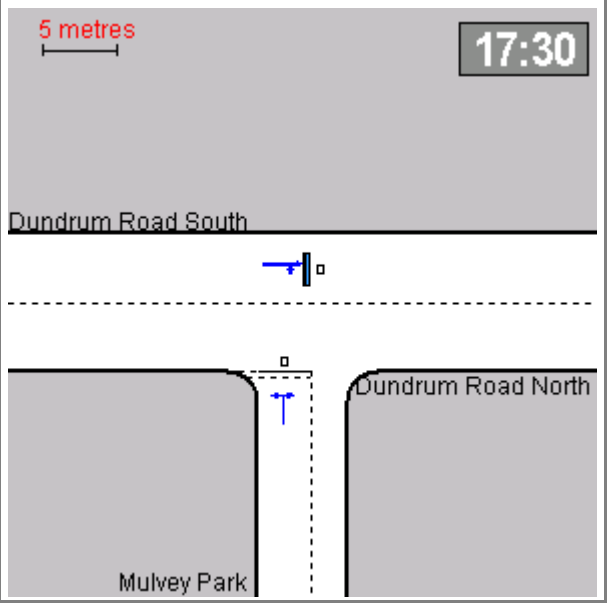


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00
View Extent: 40m

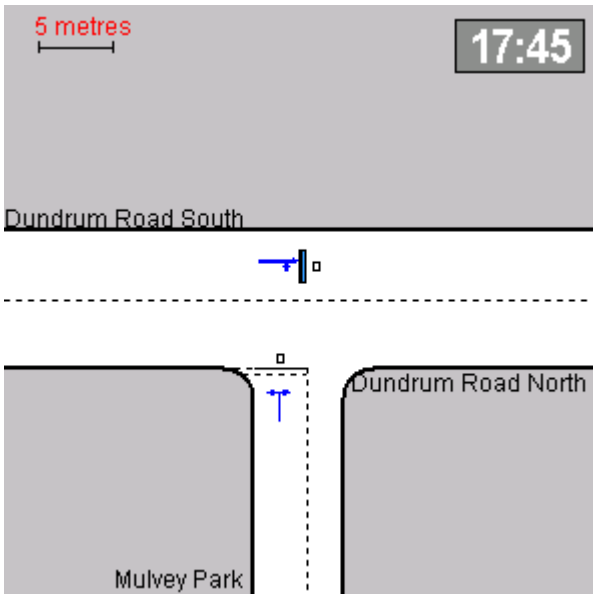
Queue Interval 1: 17:00-17:15



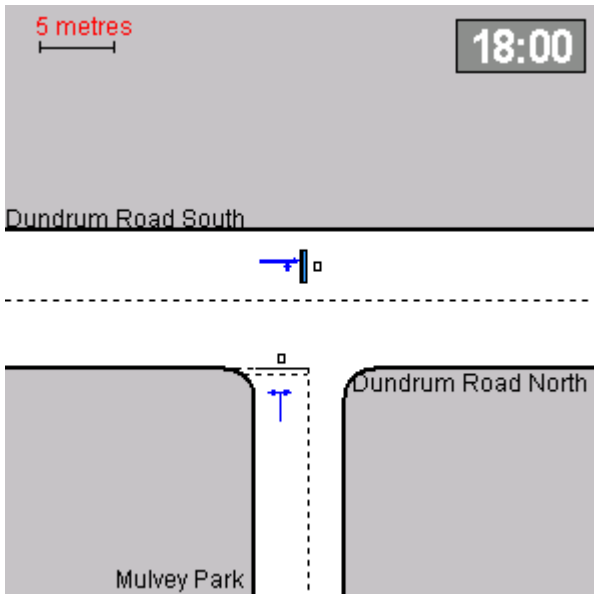
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

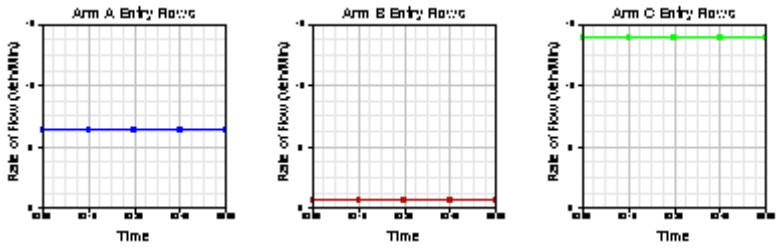


Queue Interval 4: 17:45-18:00

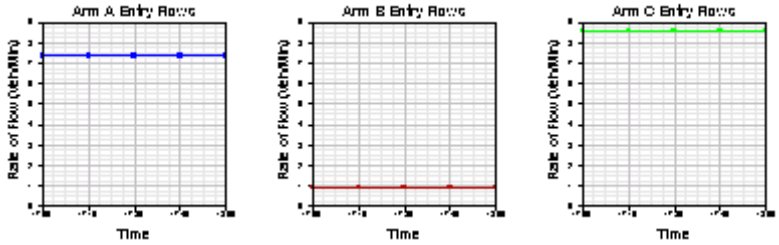


Demand Data Graph

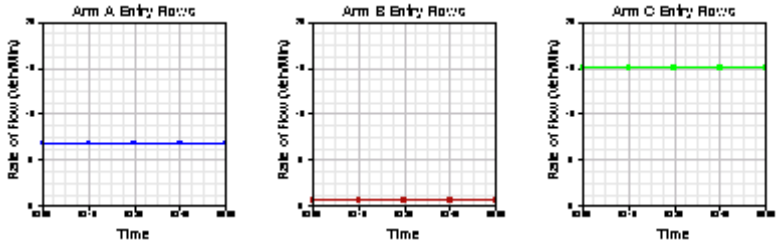
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



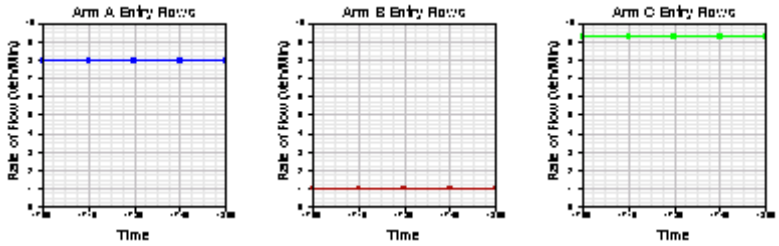
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



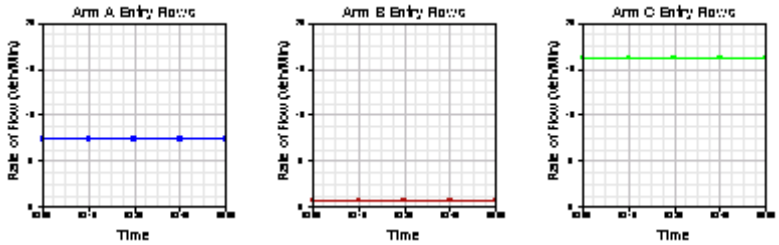
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



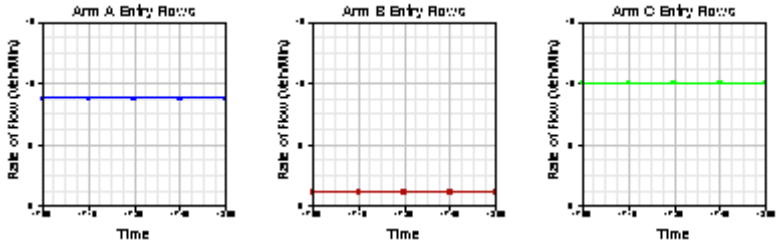
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

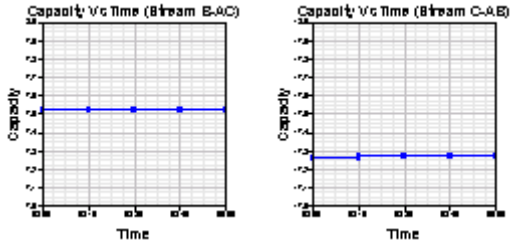


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

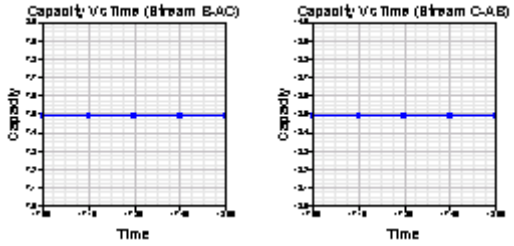


Capacity Graph

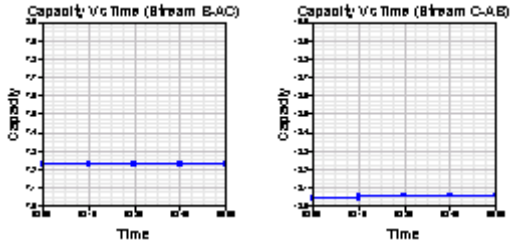
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



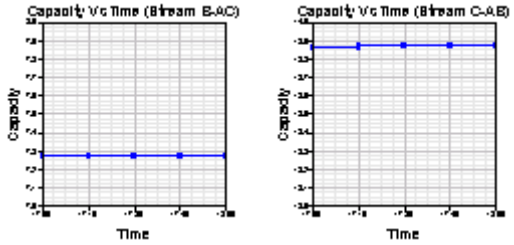
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



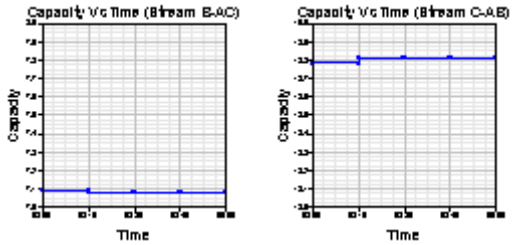
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



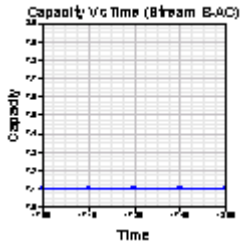
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

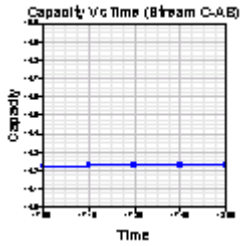


Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00



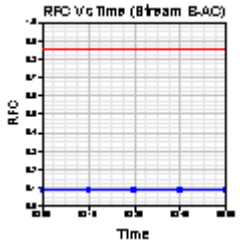
Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

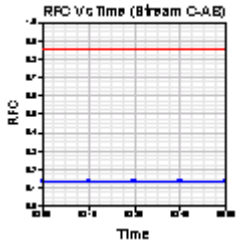




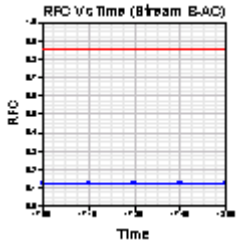
RFC Graph

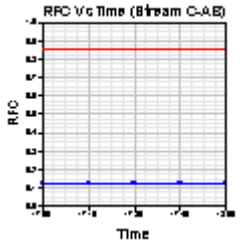
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



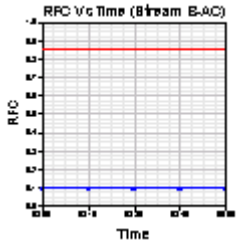


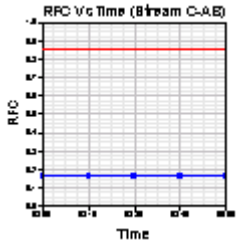
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



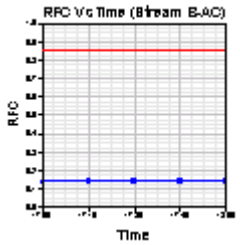


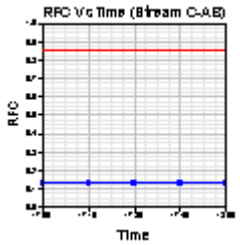
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



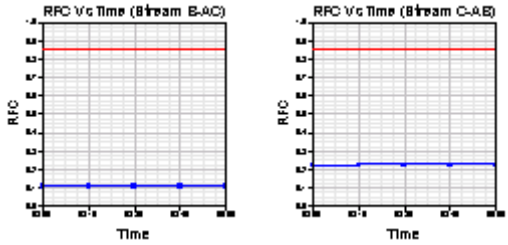


Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

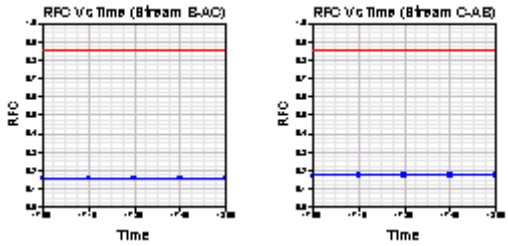




Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

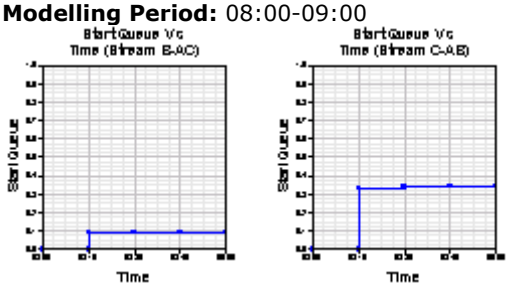


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

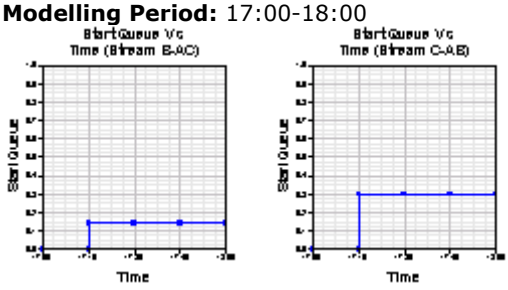


Start Queue Graph

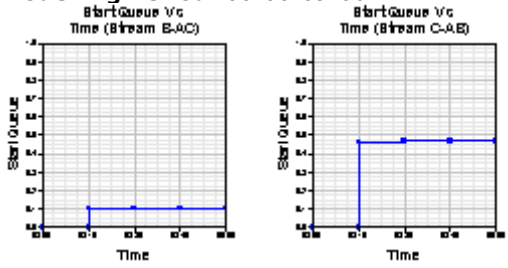
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



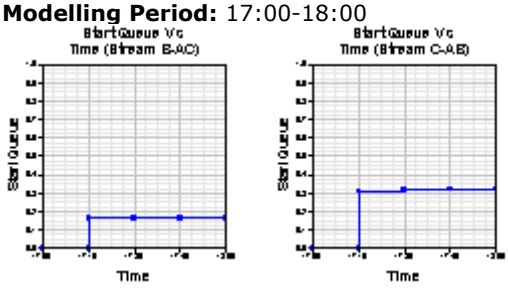
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



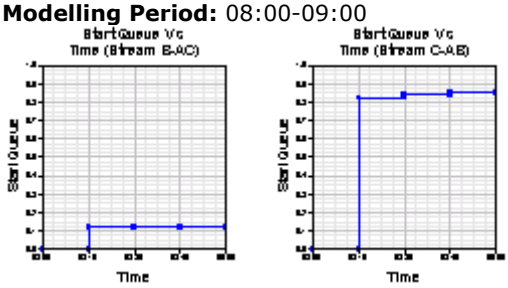
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



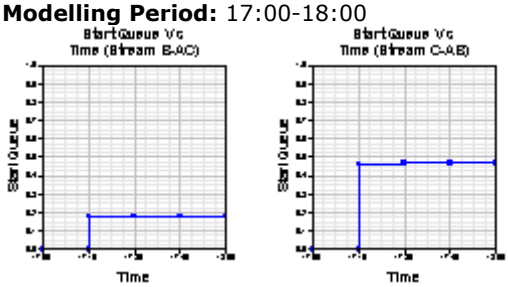
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

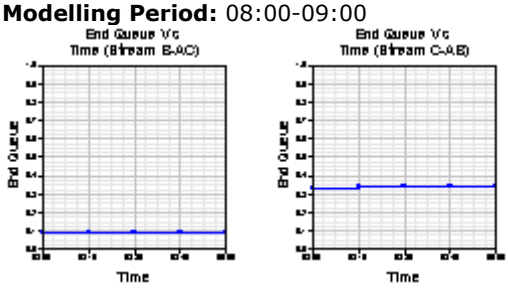


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

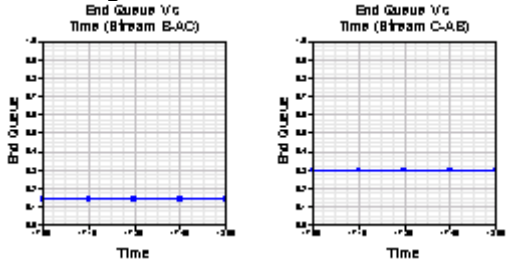


End Queue Graph

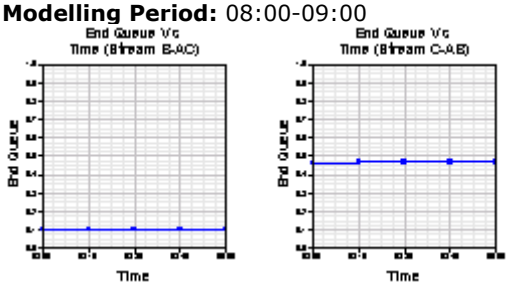
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



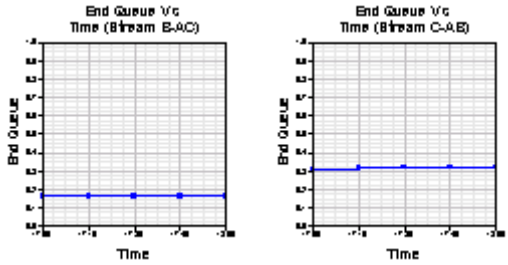
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



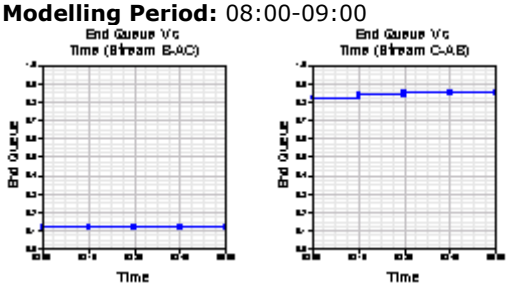
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



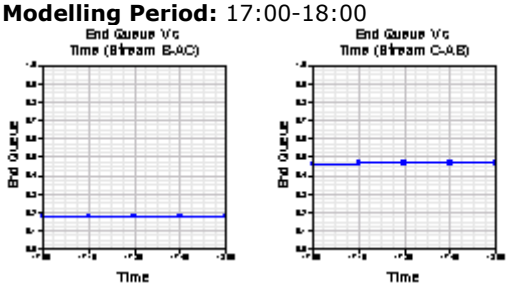
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

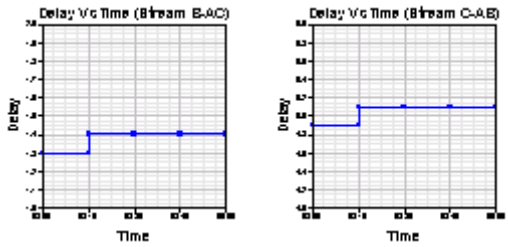


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

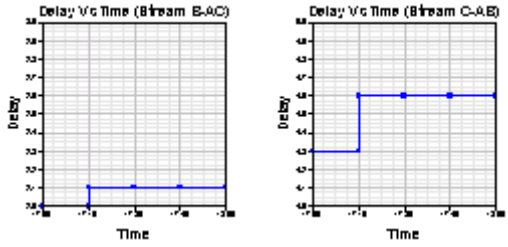


Delay Graph

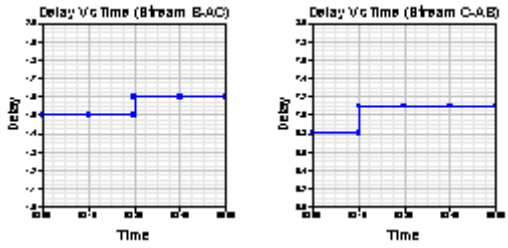
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



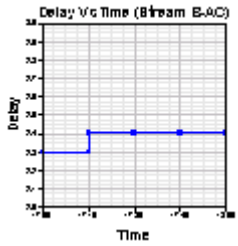
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

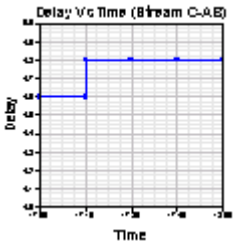


Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

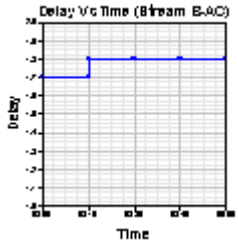


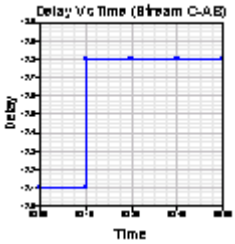
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



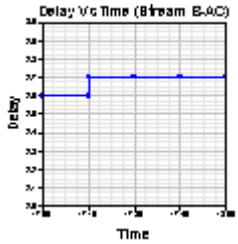


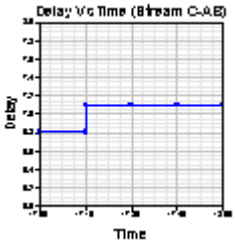
Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00





Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00





Queues & Delays

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.63	7.52	0.084	-	0.00	0.09	-	1.3	0.14
	C-AB	2.29	17.26	0.133	-	0.00	0.33	-	4.9	0.07
	C-A	11.57	-	-	-	-	-	-	-	-
	A-B	0.12	-	-	-	-	-	-	-	-
	A-C	6.23	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.63	7.52	0.084	-	0.09	0.09	-	1.4	0.15
	C-AB	2.31	17.27	0.134	-	0.33	0.34	-	5.1	0.07
	C-A	11.55	-	-	-	-	-	-	-	-
	A-B	0.12	-	-	-	-	-	-	-	-
	A-C	6.23	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.63	7.52	0.084	-	0.09	0.09	-	1.4	0.15
	C-AB	2.31	17.27	0.134	-	0.34	0.34	-	5.1	0.07
	C-A	11.55	-	-	-	-	-	-	-	-

	A-B	0.12	-	-	-	-	-	-	-	-
	A-C	6.23	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.63	7.52	0.084	-	0.09	0.09	-	1.4	0.15
	C-AB	2.31	17.27	0.134	-	0.34	0.34	-	5.1	0.07
	C-A	11.55	-	-	-	-	-	-	-	-
	A-B	0.12	-	-	-	-	-	-	-	-
	A-C	6.23	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.91	7.49	0.122	-	0.00	0.14	-	2.0	0.15
	C-AB	1.68	13.49	0.124	-	0.00	0.30	-	4.3	0.08
	C-A	6.88	-	-	-	-	-	-	-	-
	A-B	0.32	-	-	-	-	-	-	-	-
	A-C	7.03	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.91	7.49	0.122	-	0.14	0.14	-	2.1	0.15
	C-AB	1.69	13.49	0.125	-	0.30	0.30	-	4.6	0.08
	C-A	6.87	-	-	-	-	-	-	-	-
	A-B	0.32	-	-	-	-	-	-	-	-
	A-C	7.03	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.91	7.49	0.122	-	0.14	0.14	-	2.1	0.15
	C-AB	1.69	13.49	0.125	-	0.30	0.30	-	4.6	0.08
	C-A	6.87	-	-	-	-	-	-	-	-
	A-B	0.32	-	-	-	-	-	-	-	-
	A-C	7.03	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.91	7.49	0.122	-	0.14	0.14	-	2.1	0.15
	C-AB	1.69	13.49	0.125	-	0.30	0.30	-	4.6	0.08
	C-A	6.87	-	-	-	-	-	-	-	-
	A-B	0.32	-	-	-	-	-	-	-	-
	A-C	7.03	-	-	-	-	-	-	-	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.68	7.23	0.094	-	0.00	0.10	-	1.5	0.15
	C-AB	2.90	18.04	0.161	-	0.00	0.46	-	6.8	0.07
	C-A	12.11	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	6.70	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.68	7.23	0.094	-	0.10	0.10	-	1.5	0.15
	C-AB	2.93	18.06	0.162	-	0.46	0.47	-	7.1	0.07
	C-A	12.08	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	6.70	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.68	7.23	0.094	-	0.10	0.10	-	1.6	0.15
	C-AB	2.93	18.06	0.162	-	0.47	0.47	-	7.1	0.07
	C-A	12.08	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	6.70	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.68	7.23	0.094	-	0.10	0.10	-	1.6	0.15
	C-AB	2.93	18.06	0.162	-	0.47	0.47	-	7.1	0.07
	C-A	12.08	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	6.70	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	1.00	7.27	0.137	-	0.00	0.16	-	2.3	0.16
	C-AB	1.79	13.86	0.129	-	0.00	0.31	-	4.6	0.08
	C-A	7.49	-	-	-	-	-	-	-	-
	A-B	0.35	-	-	-	-	-	-	-	-
	A-C	7.61	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	1.00	7.27	0.138	-	0.16	0.16	-	2.4	0.16
	C-AB	1.80	13.87	0.130	-	0.31	0.32	-	4.8	0.08
	C-A	7.48	-	-	-	-	-	-	-	-
	A-B	0.35	-	-	-	-	-	-	-	-
	A-C	7.61	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	1.00	7.27	0.138	-	0.16	0.16	-	2.4	0.16
	C-AB	1.80	13.87	0.130	-	0.32	0.32	-	4.8	0.08
	C-A	7.48	-	-	-	-	-	-	-	-
	A-B	0.35	-	-	-	-	-	-	-	-
	A-C	7.61	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	1.00	7.27	0.138	-	0.16	0.16	-	2.4	0.16
	C-AB	1.80	13.87	0.130	-	0.32	0.32	-	4.8	0.08
	C-A	7.48	-	-	-	-	-	-	-	-
	A-B	0.35	-	-	-	-	-	-	-	-
	A-C	7.61	-	-	-	-	-	-	-	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.75	7.09	0.106	-	0.00	0.12	-	1.7	0.16
	C-AB	4.16	18.78	0.221	-	0.00	0.82	-	12.1	0.07
	C-A	12.09	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	7.27	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.75	7.08	0.106	-	0.12	0.12	-	1.8	0.16
	C-AB	4.21	18.81	0.224	-	0.82	0.84	-	12.8	0.07
	C-A	12.04	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	7.27	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.75	7.08	0.106	-	0.12	0.12	-	1.8	0.16
	C-AB	4.21	18.81	0.224	-	0.84	0.85	-	12.8	0.07
	C-A	12.04	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	7.27	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.75	7.08	0.106	-	0.12	0.12	-	1.8	0.16
	C-AB	4.21	18.81	0.224	-	0.85	0.85	-	12.8	0.07
	C-A	12.04	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	7.27	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	1.10	7.10	0.155	-	0.00	0.18	-	2.6	0.17
	C-AB	2.41	14.22	0.170	-	0.00	0.46	-	6.8	0.08
	C-A	7.60	-	-	-	-	-	-	-	-
	A-B	0.35	-	-	-	-	-	-	-	-
	A-C	8.41	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	1.10	7.10	0.155	-	0.18	0.18	-	2.7	0.17
	C-AB	2.43	14.23	0.171	-	0.46	0.47	-	7.1	0.09
	C-A	7.58	-	-	-	-	-	-	-	-
	A-B	0.35	-	-	-	-	-	-	-	-
	A-C	8.41	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	1.10	7.10	0.155	-	0.18	0.18	-	2.7	0.17
	C-AB	2.43	14.23	0.171	-	0.47	0.47	-	7.1	0.09
	C-A	7.58	-	-	-	-	-	-	-	-
	A-B	0.35	-	-	-	-	-	-	-	-
	A-C	8.41	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	1.10	7.10	0.155	-	0.18	0.18	-	2.7	0.17
	C-AB	2.43	14.23	0.171	-	0.47	0.47	-	7.1	0.09
	C-A	7.58	-	-	-	-	-	-	-	-
	A-B	0.35	-	-	-	-	-	-	-	-
	A-C	8.41	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	37.8	37.8	5.4	0.1	5.4	0.1
C-AB	138.1	138.1	20.1	0.1	20.1	0.1
C-A	693.5	693.5	-	-	-	-
A-B	7.0	7.0	-	-	-	-
A-C	374.0	374.0	-	-	-	-
All	**1250.4**	**1250.4**	**25.5**	**0.0**	**25.5**	**0.0**

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	54.6	54.6	8.2	0.1	8.2	0.1
C-AB	101.2	101.2	18.0	0.2	18.0	0.2
C-A	412.4	412.4	-	-	-	-
A-B	19.0	19.0	-	-	-	-
A-C	422.0	422.0	-	-	-	-
All	**1009.2**	**1009.2**	**26.2**	**0.0**	**26.2**	**0.0**

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	40.8	40.8	6.1	0.2	6.1	0.2
C-AB	175.2	175.2	28.2	0.2	28.2	0.2
C-A	725.4	725.4	-	-	-	-
A-B	7.9	7.9	-	-	-	-
A-C	401.9	401.9	-	-	-	-
All	**1351.2**	**1351.2**	**34.3**	**0.0**	**34.3**	**0.0**

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	60.0	60.0	9.4	0.2	9.4	0.2
C-AB	107.8	107.8	19.1	0.2	19.1	0.2
C-A	449.0	449.0	-	-	-	-
A-B	21.0	21.0	-	-	-	-
A-C	456.6	456.6	-	-	-	-
All	**1094.4**	**1094.4**	**28.5**	**0.0**	**28.5**	**0.0**

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	45.0	45.0	7.0	0.2	7.0	0.2
C-AB	251.9	251.9	50.4	0.2	50.4	0.2
C-A	723.1	723.1	-	-	-	-
A-B	8.0	8.0	-	-	-	-
A-C	436.0	436.0	-	-	-	-
All	**1464.0**	**1464.0**	**57.4**	**0.0**	**57.4**	**0.0**

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	66.0	66.0	10.8	0.2	10.8	0.2
C-AB	145.5	145.5	28.2	0.2	28.2	0.2
C-A	455.1	455.1	-	-	-	-
A-B	21.0	21.0	-	-	-	-
A-C	504.6	504.6	-	-	-	-
All	**1192.2**	**1192.2**	**39.0**	**0.0**	**39.0**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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Run Analysis

Parameter	Values
File Run	I:\..\R117 Rosemount Estate\Rosemount-R117.vpi
Date Run	04 July 2024
Time Run	18:17:16
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Dundrum Road North	100
Arm B	Rosemount	100
Arm C	Dundrum Road South	100
Arm D	Frankfort Park	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Proposed Residential Development - CMH Site Dundrum
Location	CMH Site Dundrum
Date	17 June 2024
Enumerator	Ben Waite
Job Number	CMHDUND
Status	TIA
Client	LDA
Description	Capacity Assessment of Rosemount-R117 Junction

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

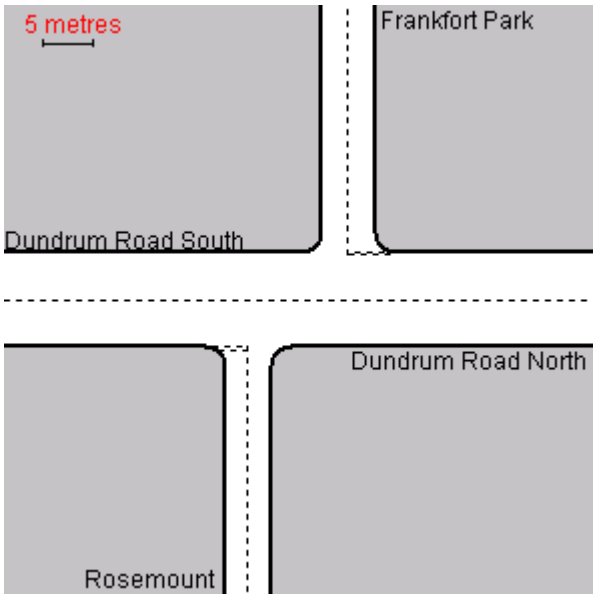
Parameter	Minor Arm B	Minor Arm D
Major Road Carriageway Width (m)	7.00	7.00
Major Road Kerbed Central Reserve Width (m)	0.00	0.00
Major Road Right Turning Lane Width (m)	2.20	2.20
Minor Road First Lane Width (m)	2.20	3.00
Minor Road Visibility To Right (m)	60	60
Minor Road Visibility To Left (m)	60	60
Major Road Right Turn Visibility (m)	100	100
Major Road Right Turn Blocks Traffic	Yes (if over 0 veh)	Yes (if over 0 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
B-C	608.710	0.084	0.213	-	-	-	-	-	-	0.084	0.213
B-AD	484.633	0.089	0.226	-	-	-	0.134	0.305	0.134	0.089	0.226
D-A	661.709	0.097	-	-	-	-	0.245	-	-	0.097	0.245
D-BC	526.828	0.146	0.146	0.331	0.232	0.092	0.232	-	0.092	-	-
C-B	631.874	0.234	0.234	-	-	-	-	-	-	0.234	0.234
A-D	631.874	-	-	-	0.234	0.234	0.234	-	0.234	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:00-09:00	60	15
Second Modelling Period	17:00-18:00	60	15

Direct Entry Flows

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	7.51
Arm B	2.03
Arm C	13.71
Arm D	0.28

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	7.51
Arm B	2.03
Arm C	13.71
Arm D	0.28

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	7.51
Arm B	2.03
Arm C	13.71
Arm D	0.28

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	7.51
Arm B	2.03
Arm C	13.71
Arm D	0.28

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	8.21
Arm B	1.55
Arm C	9.45
Arm D	0.13

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	8.21
Arm B	1.55
Arm C	9.45
Arm D	0.13

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	8.21
Arm B	1.55
Arm C	9.45
Arm D	0.13

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	8.21
Arm B	1.55
Arm C	9.45
Arm D	0.13

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	8.15
Arm B	2.20
Arm C	14.85
Arm D	0.30

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	8.15
Arm B	2.20
Arm C	14.85
Arm D	0.30

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	8.15
Arm B	2.20
Arm C	14.85
Arm D	0.30

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	8.15
Arm B	2.20
Arm C	14.85
Arm D	0.30

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	8.90
Arm B	1.68
Arm C	10.23
Arm D	0.20

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	8.90
Arm B	1.68
Arm C	10.23
Arm D	0.20

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	8.90
Arm B	1.68
Arm C	10.23
Arm D	0.20

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	8.90
Arm B	1.68
Arm C	10.23
Arm D	0.20

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	9.78
Arm B	2.41
Arm C	15.43
Arm D	0.30

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	9.78
Arm B	2.41
Arm C	15.43
Arm D	0.30

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	9.78
Arm B	2.41
Arm C	15.43
Arm D	0.30

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	9.78
Arm B	2.41
Arm C	15.43
Arm D	0.30

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	9.88
Arm B	2.00
Arm C	11.11
Arm D	0.15

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	9.88
Arm B	2.00
Arm C	11.11
Arm D	0.15

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	9.88
Arm B	2.00
Arm C	11.11
Arm D	0.15

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	9.88
Arm B	2.00
Arm C	11.11
Arm D	0.15

Turning Counts

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	37	411	3
Arm B	30	-	91	1
Arm C	759	62	-	2
Arm D	8	3	6	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	47	443	3
Arm B	19	-	73	1
Arm C	469	95	-	3
Arm D	2	3	3	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	40	445	3
Arm B	32	-	99	1
Arm C	822	67	-	2
Arm D	9	3	6	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	51	480	3
Arm B	21	-	79	1
Arm C	508	103	-	3
Arm D	2	3	3	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	68	551	4
Arm B	53	-	98	1
Arm C	819	102	-	3
Arm D	2	0	7	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	66	523	3
Arm B	39	-	79	0
Arm C	561	103	-	3
Arm D	2	3	3	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.082	0.911	0.007
Arm B	0.246	0.000	0.746	0.008
Arm C	0.922	0.075	0.000	0.002
Arm D	0.471	0.176	0.353	0.000

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.095	0.899	0.006
Arm B	0.204	0.000	0.785	0.011
Arm C	0.827	0.168	0.000	0.005
Arm D	0.250	0.375	0.375	0.000

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.082	0.912	0.006
Arm B	0.242	0.000	0.750	0.008
Arm C	0.923	0.075	0.000	0.002
Arm D	0.500	0.167	0.333	0.000

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.096	0.899	0.006
Arm B	0.208	0.000	0.782	0.010
Arm C	0.827	0.168	0.000	0.005
Arm D	0.250	0.375	0.375	0.000

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.109	0.884	0.006
Arm B	0.349	0.000	0.645	0.007
Arm C	0.886	0.110	0.000	0.003
Arm D	0.222	0.000	0.778	0.000

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.111	0.883	0.005
Arm B	0.331	0.000	0.669	0.000
Arm C	0.841	0.154	0.000	0.004
Arm D	0.250	0.375	0.375	0.000

Heavy Vehicles Percentages

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

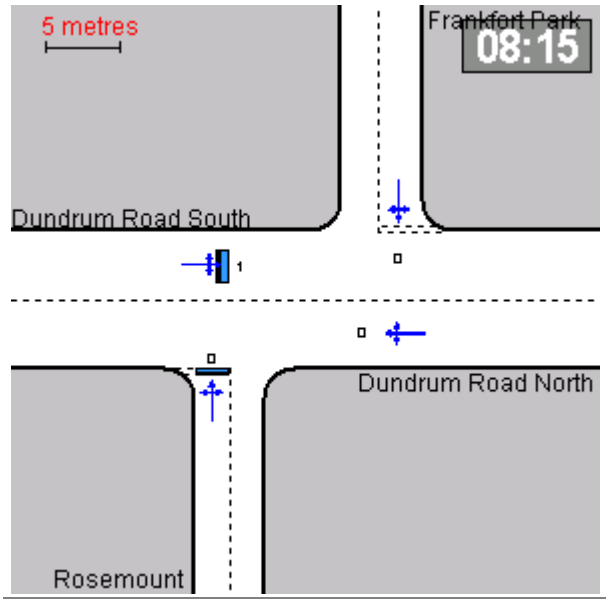
From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Default proportions of heavy vehicles are used

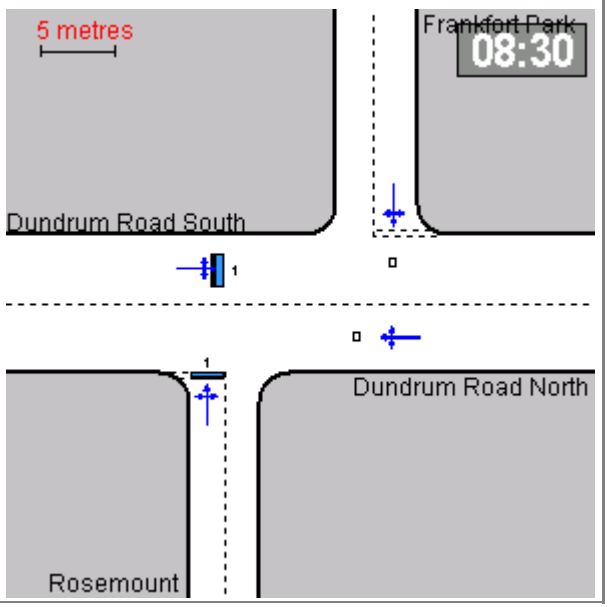
Queue Diagrams

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00
View Extent: 40m

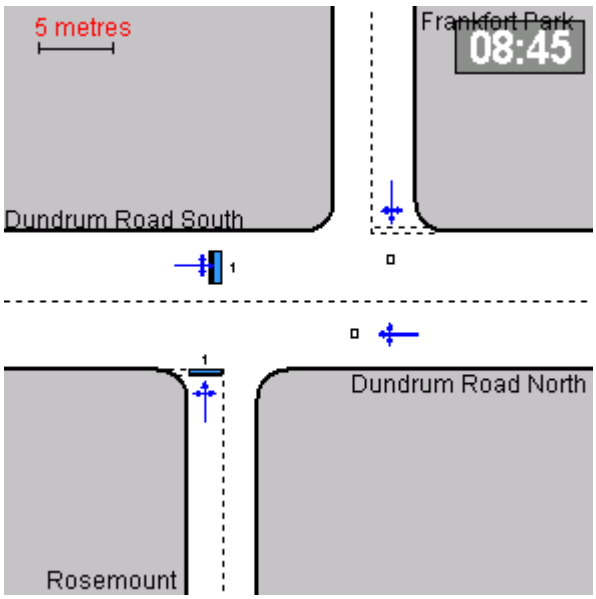
Queue Interval 1: 08:00-08:15



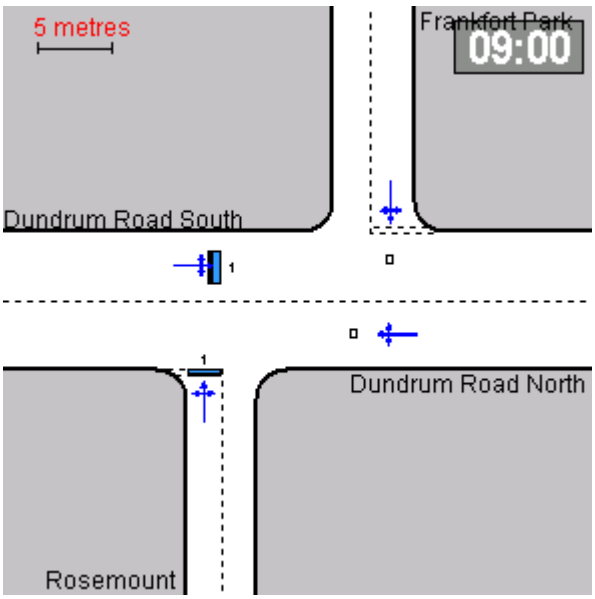
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

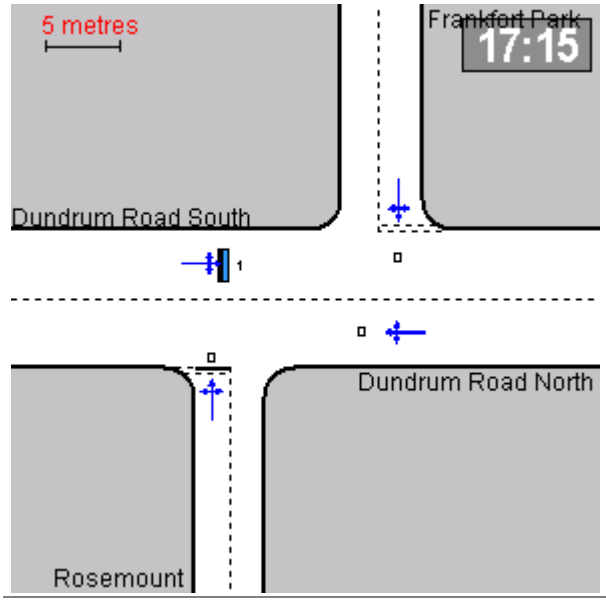


Queue Interval 4: 08:45-09:00

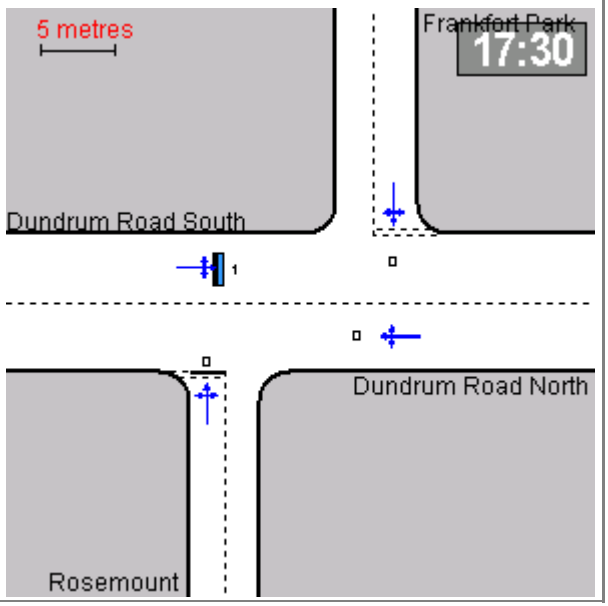


Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00
View Extent: 40m

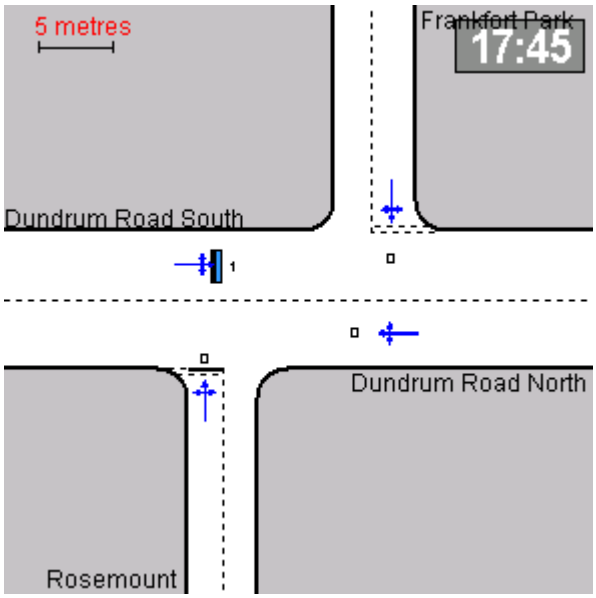
Queue Interval 1: 17:00-17:15



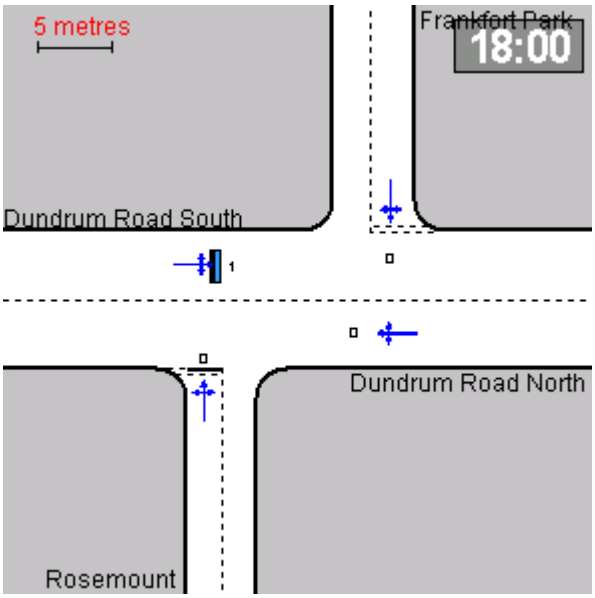
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

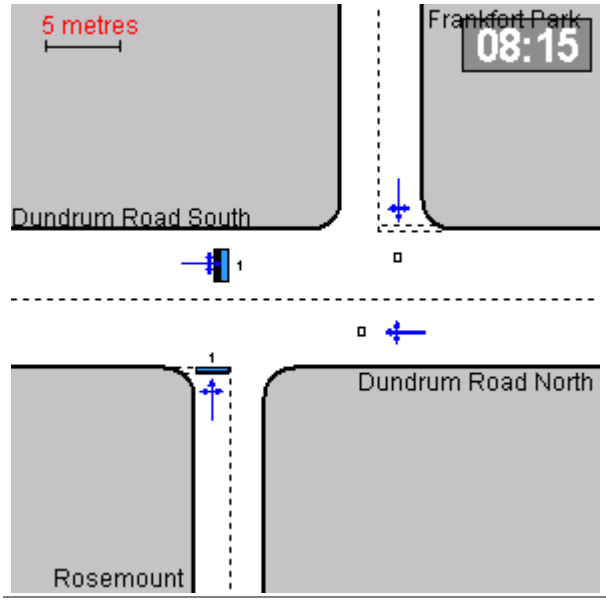


Queue Interval 4: 17:45-18:00

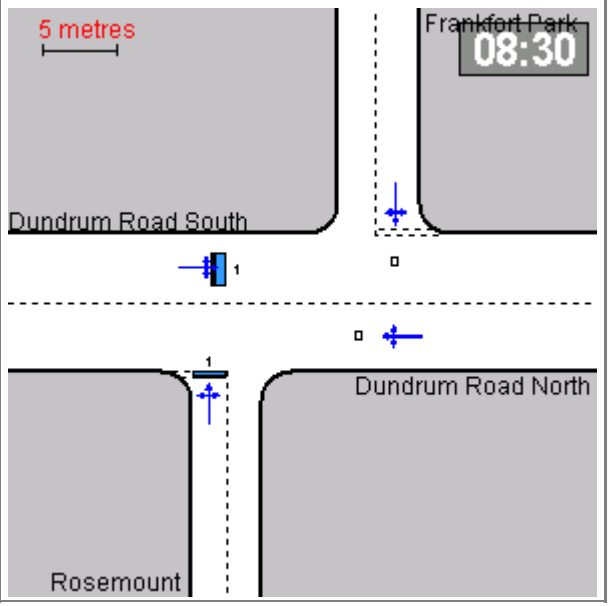


Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00
View Extent: 40m

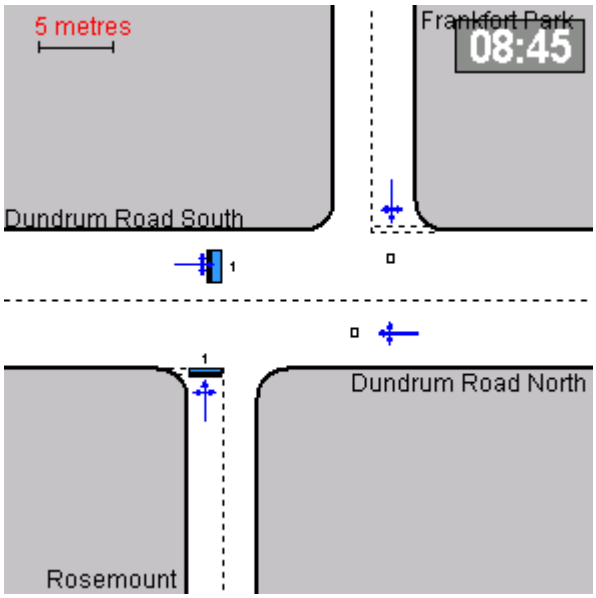
Queue Interval 1: 08:00-08:15



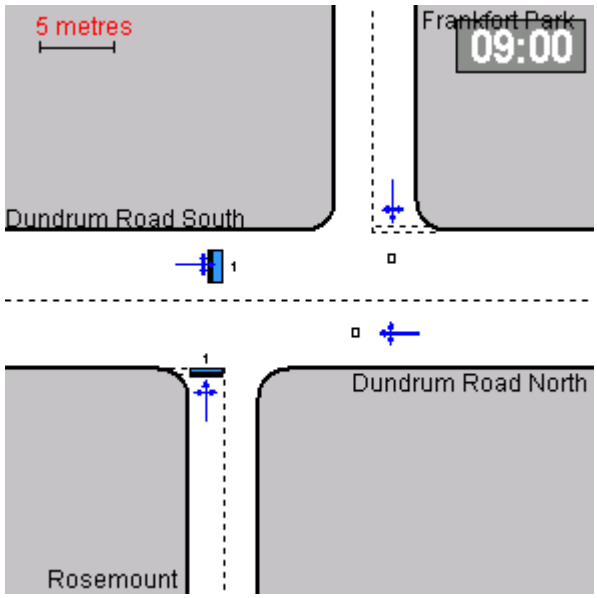
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

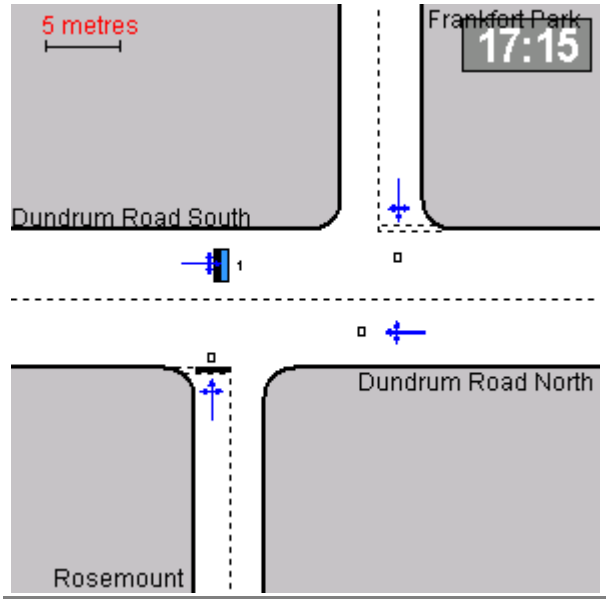


Queue Interval 4: 08:45-09:00

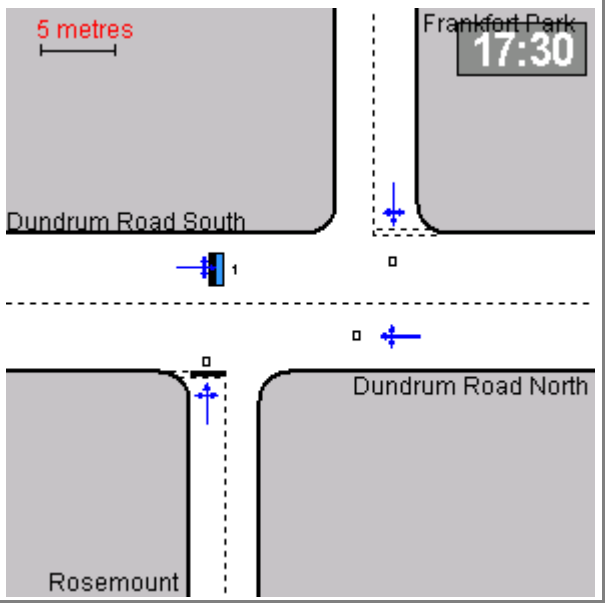


Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00
View Extent: 40m

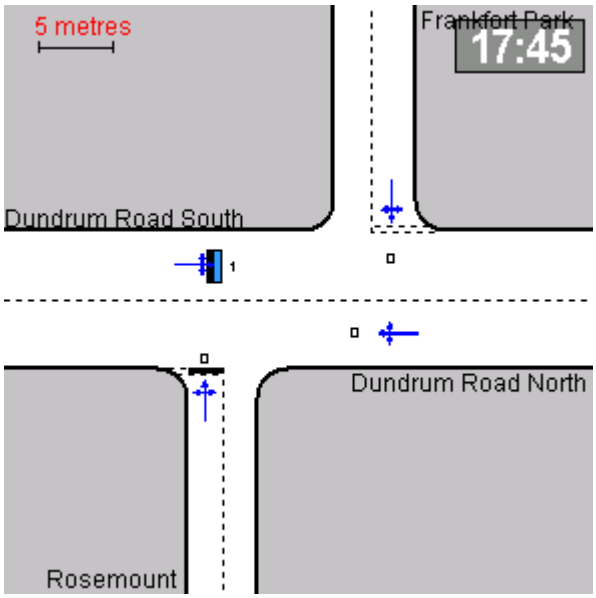
Queue Interval 1: 17:00-17:15



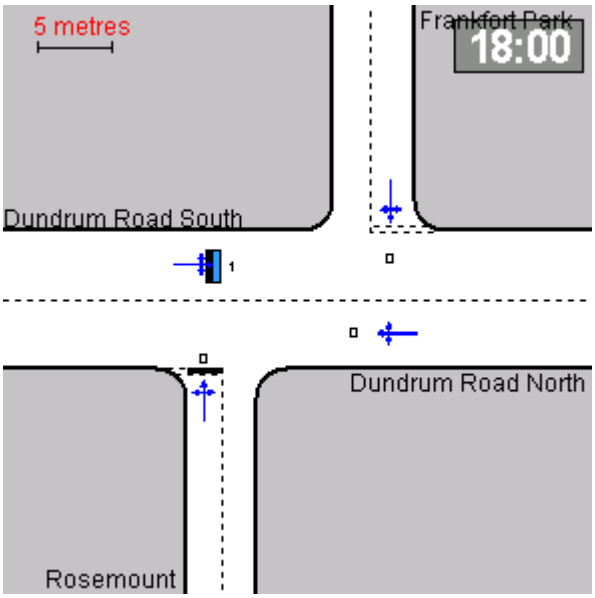
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

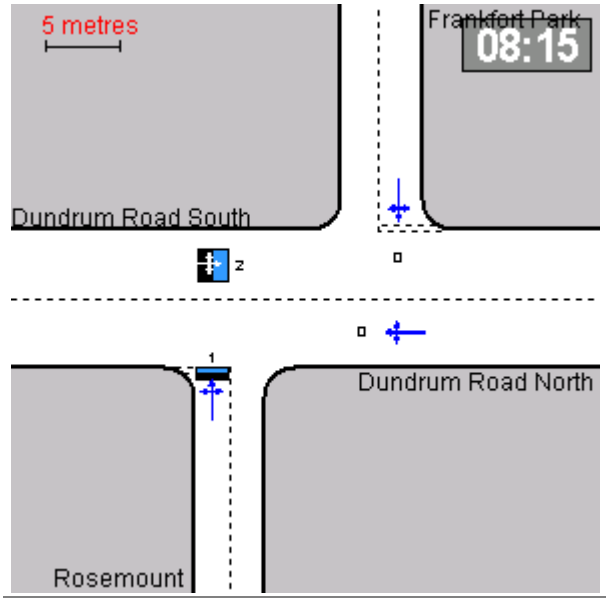


Queue Interval 4: 17:45-18:00

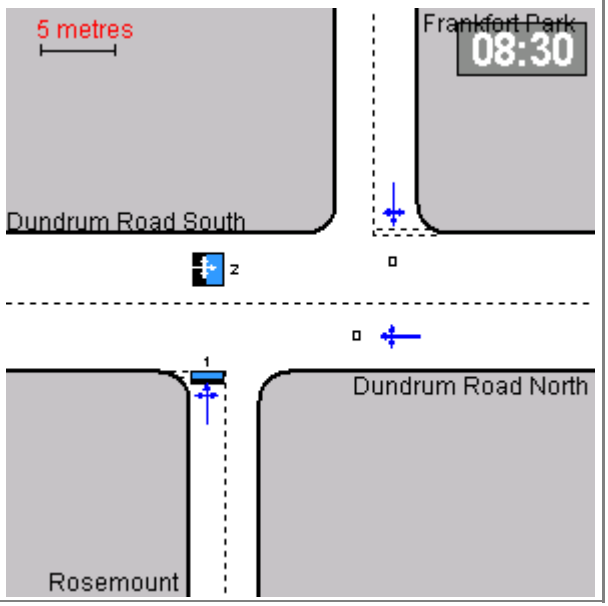


Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00
View Extent: 40m

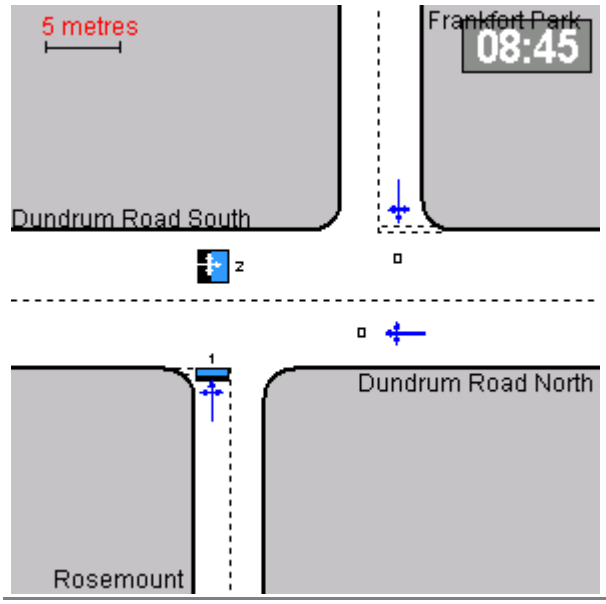
Queue Interval 1: 08:00-08:15



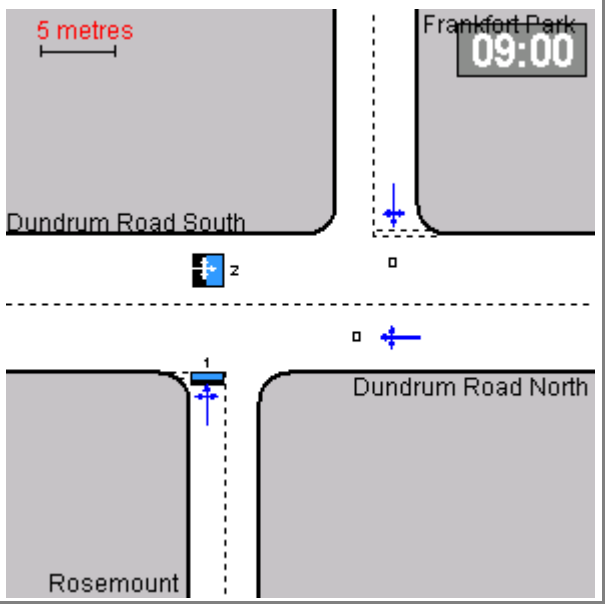
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

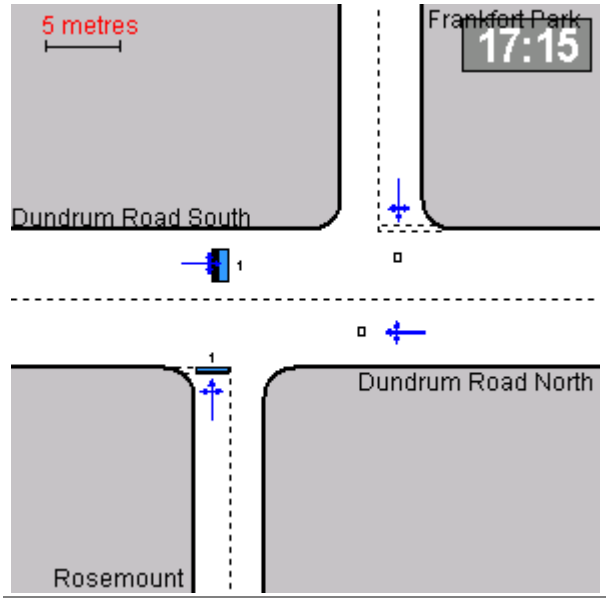


Queue Interval 4: 08:45-09:00

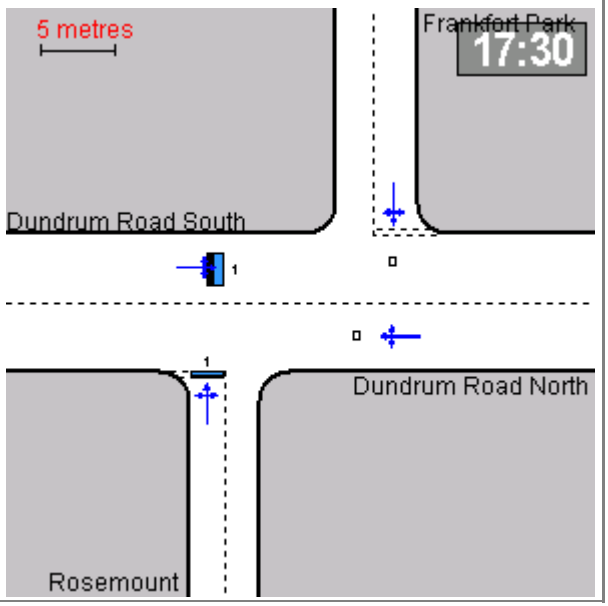


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00
View Extent: 40m

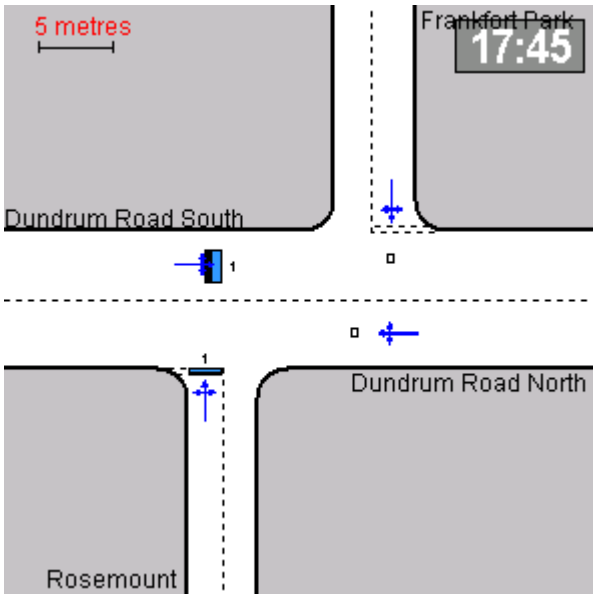
Queue Interval 1: 17:00-17:15



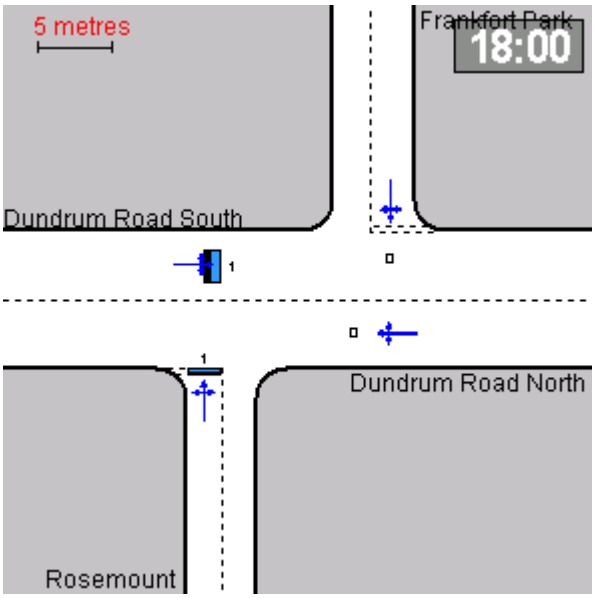
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

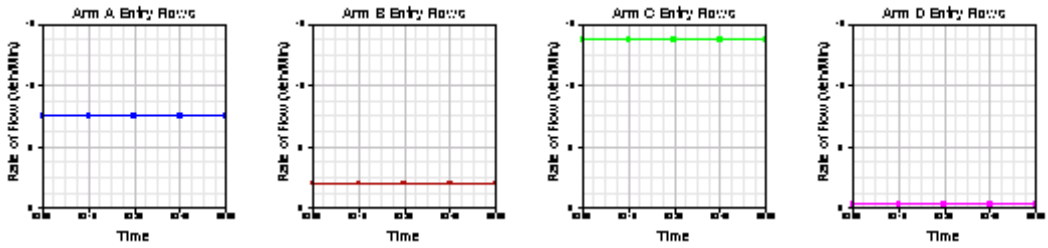


Queue Interval 4: 17:45-18:00

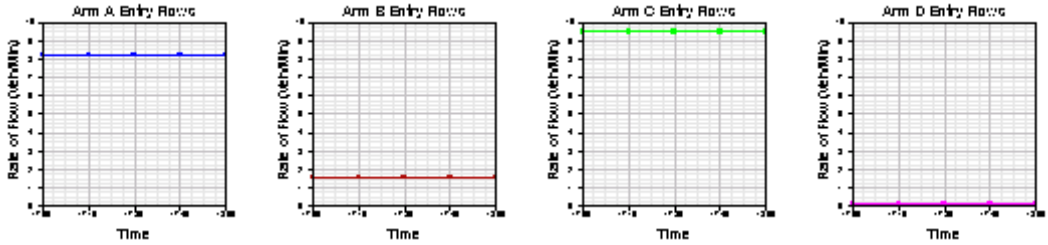


Demand Data Graph

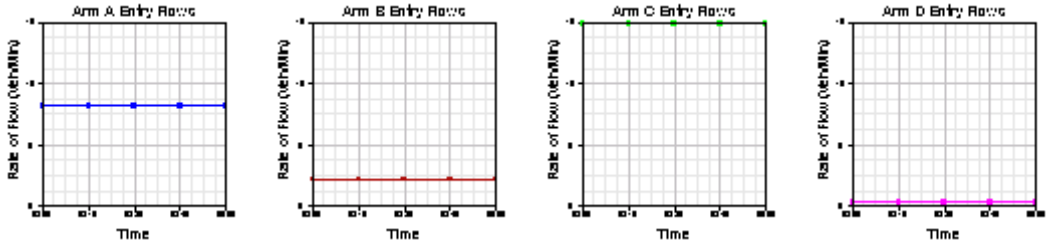
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



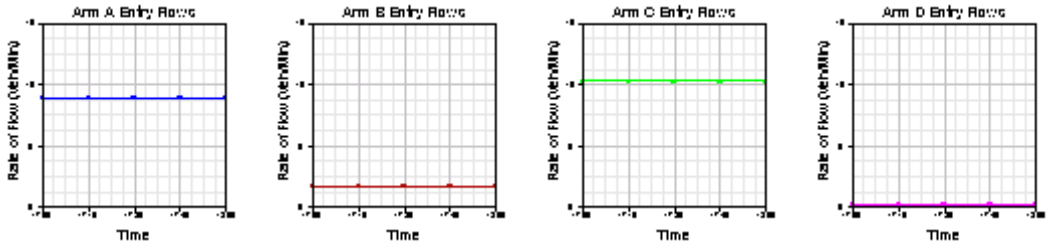
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



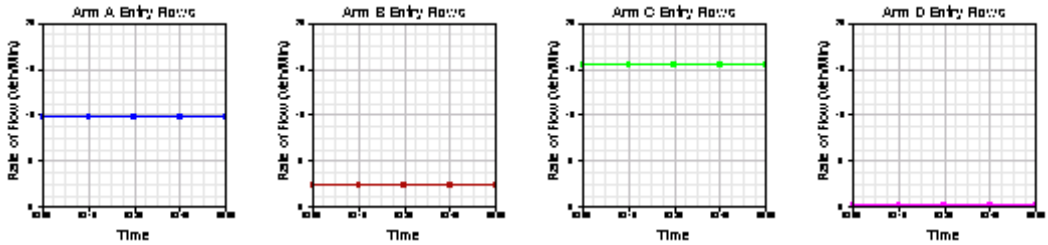
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



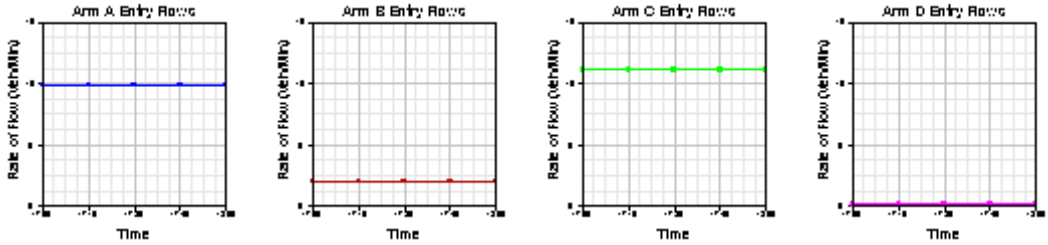
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

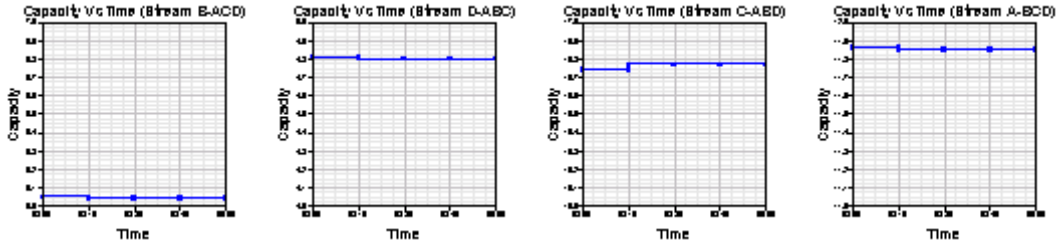


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

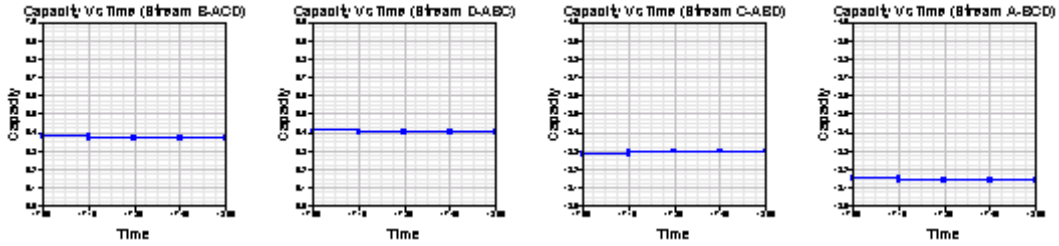


Capacity Graph

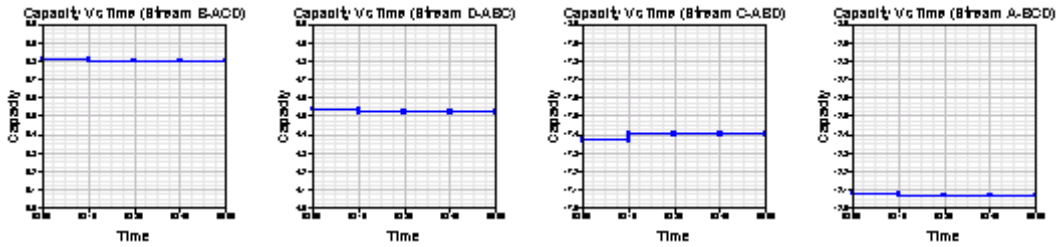
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



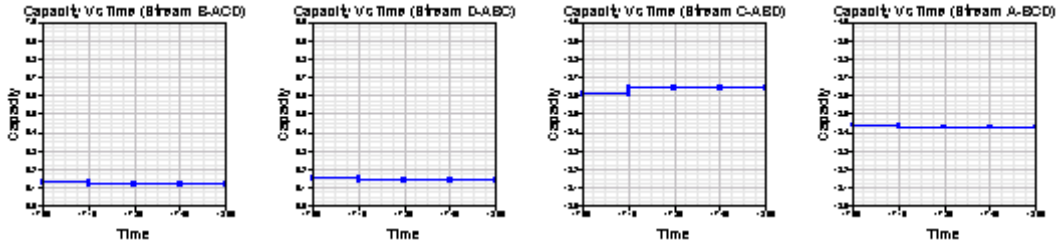
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



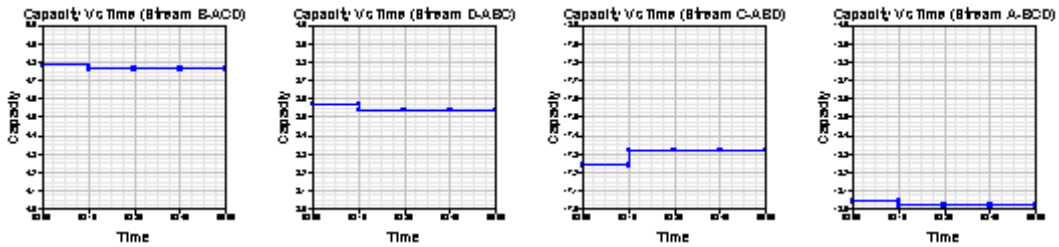
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



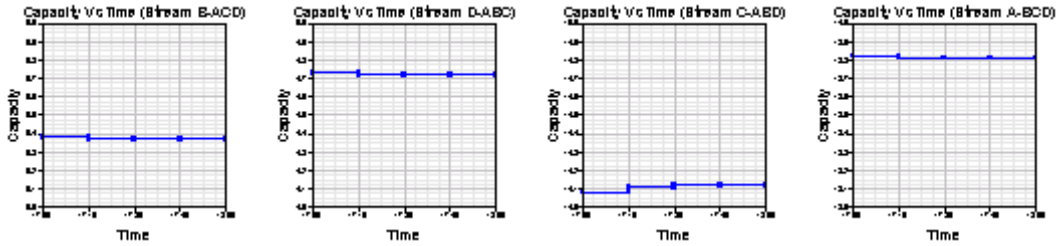
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

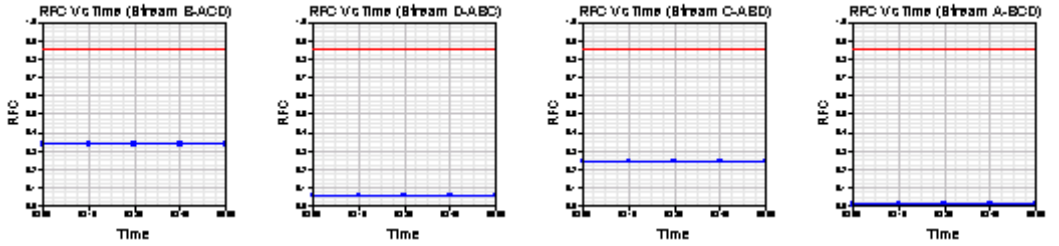


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

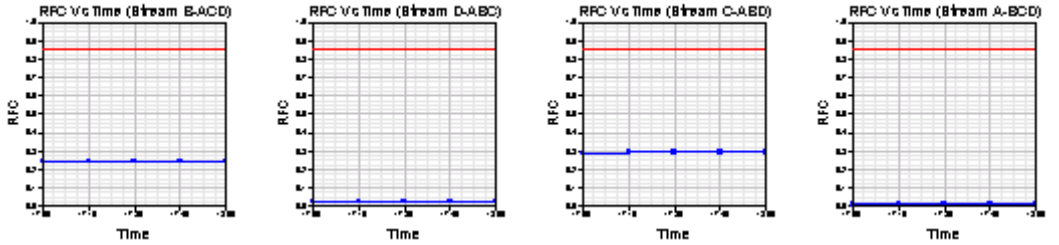


RFC Graph

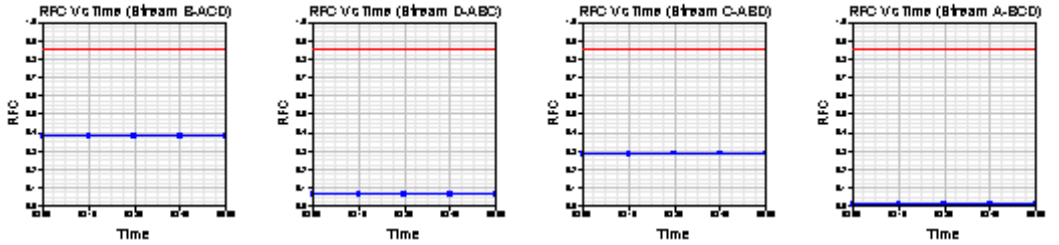
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



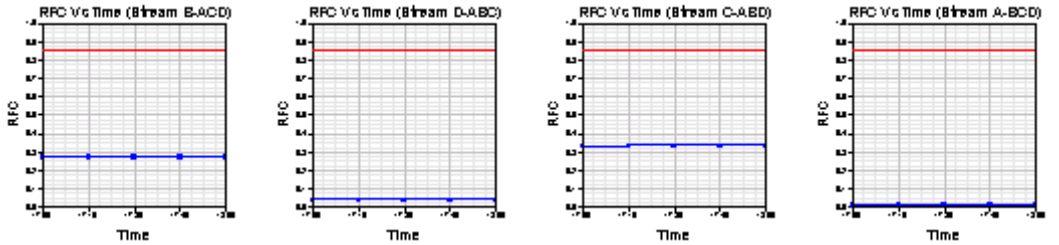
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



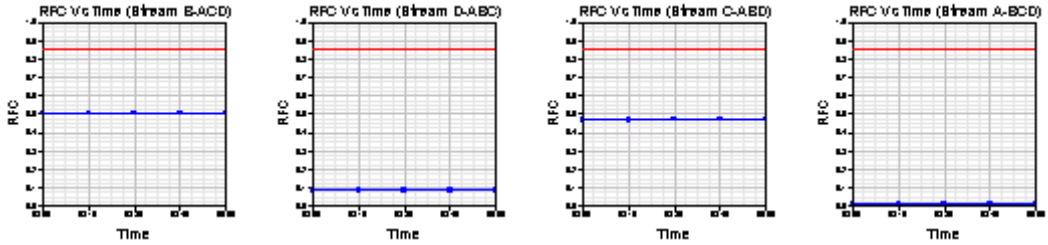
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



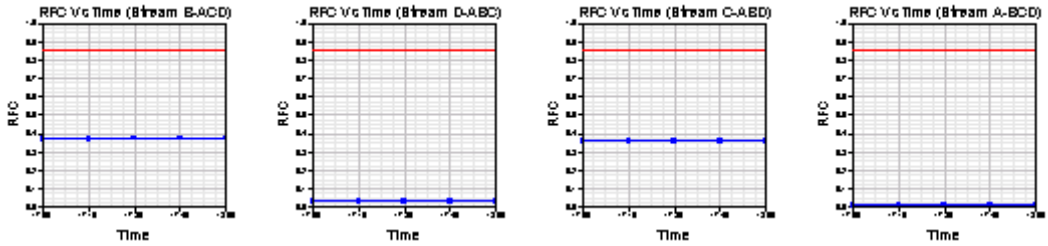
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

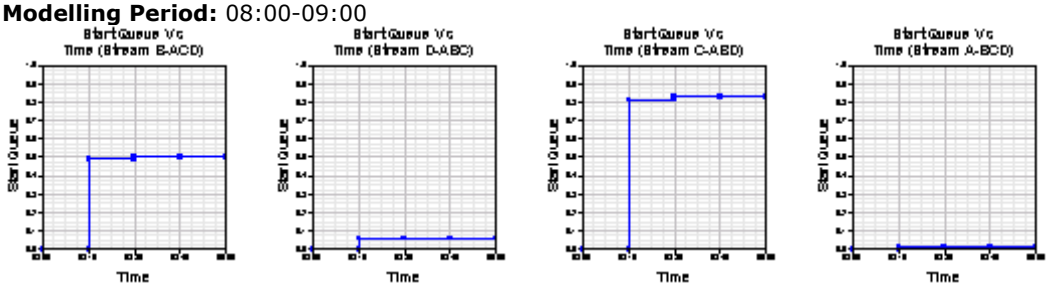


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

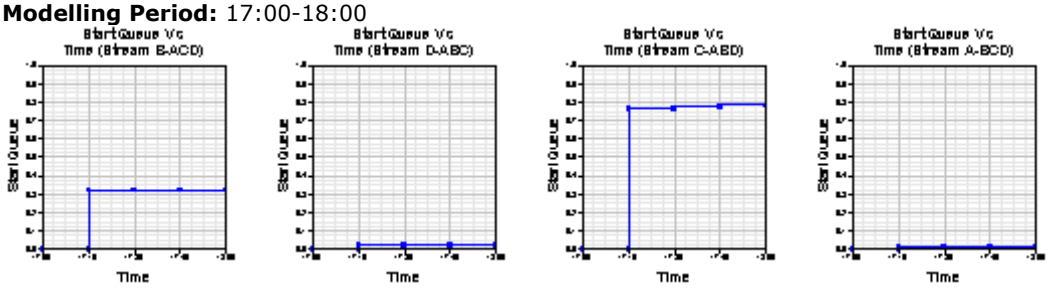


Start Queue Graph

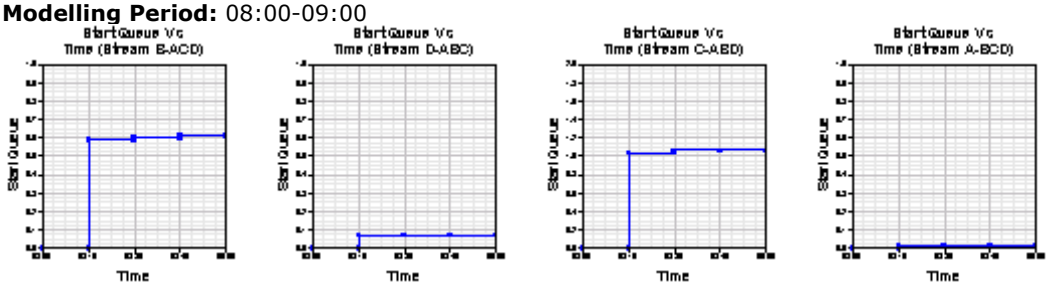
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



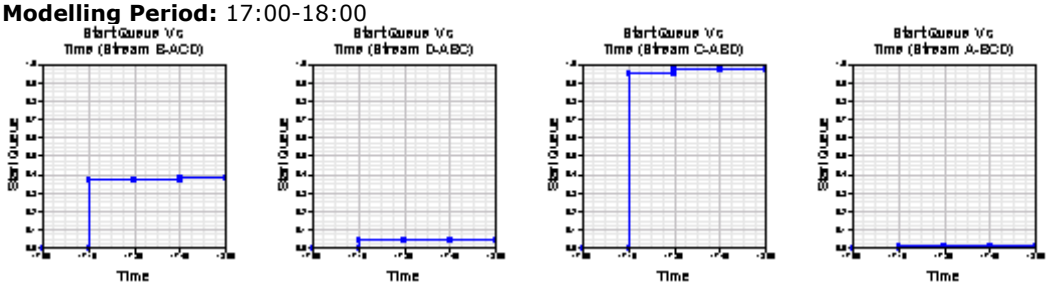
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



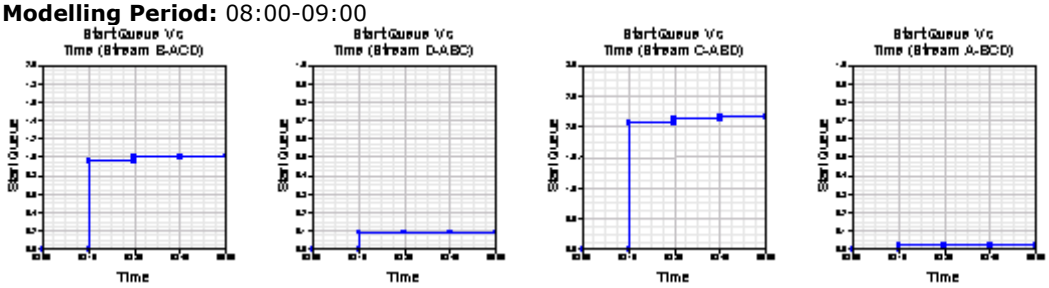
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



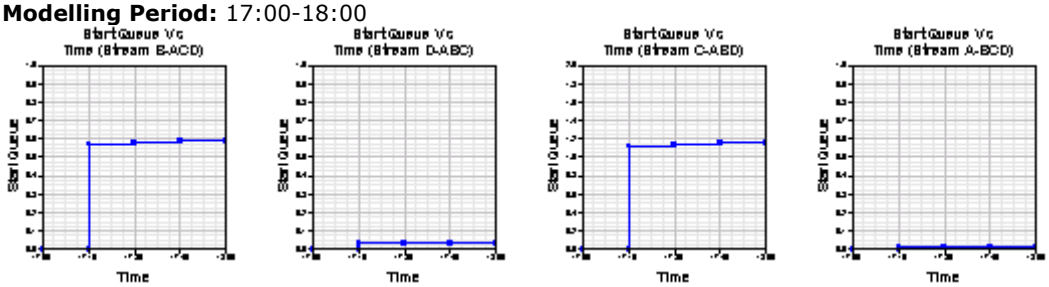
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

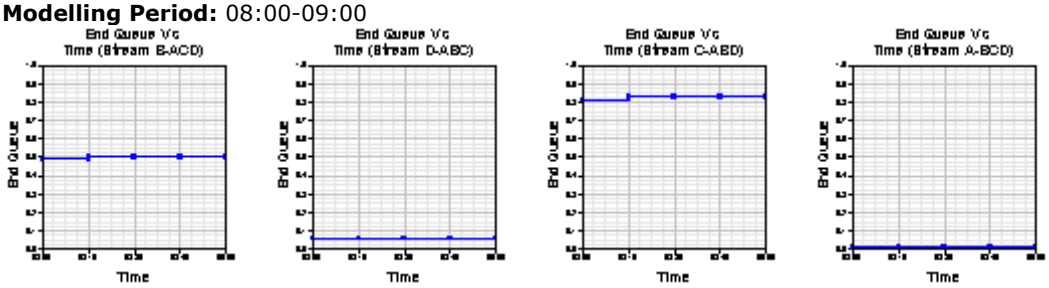


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

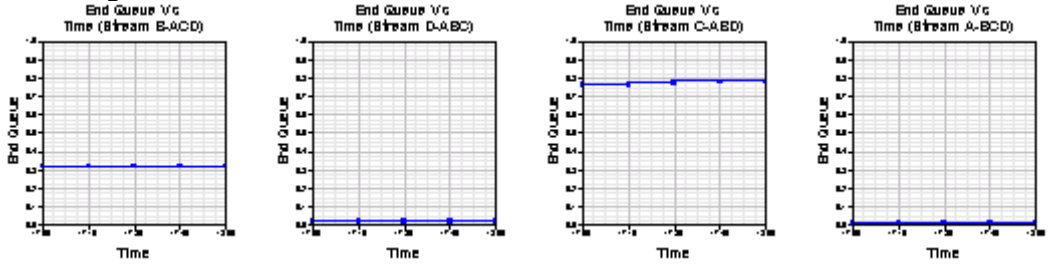


End Queue Graph

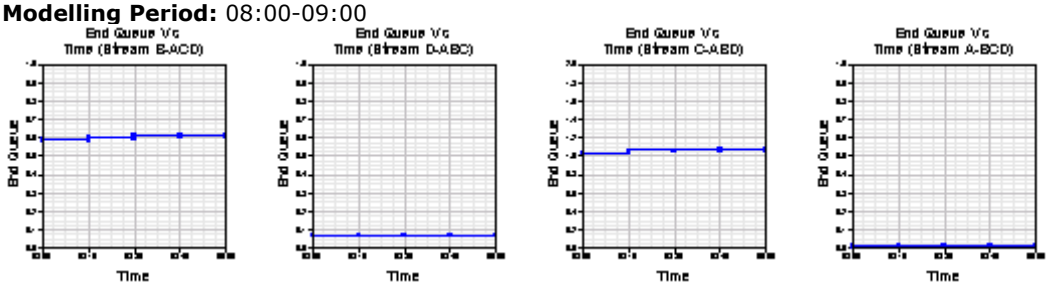
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



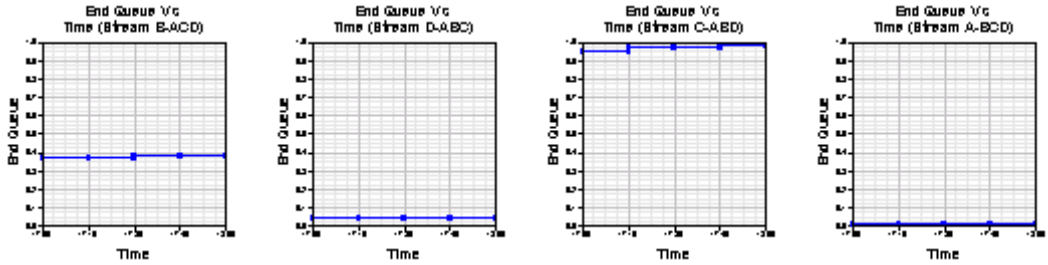
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



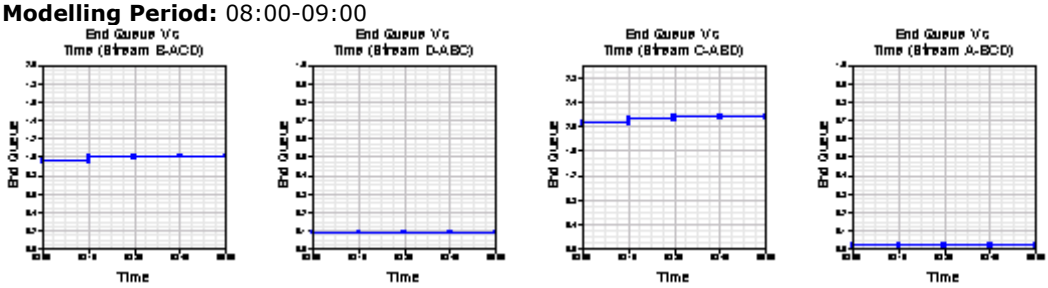
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



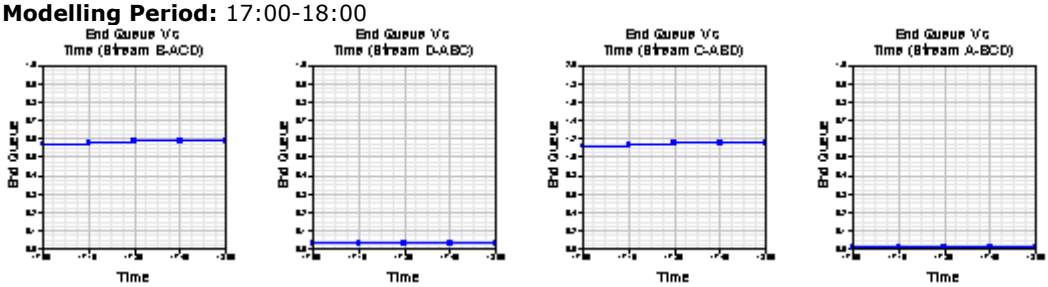
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

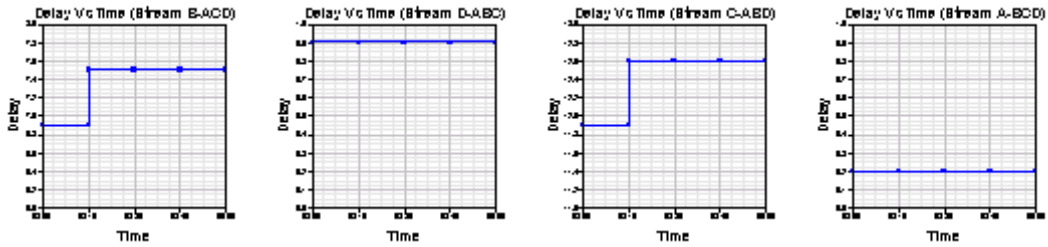


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

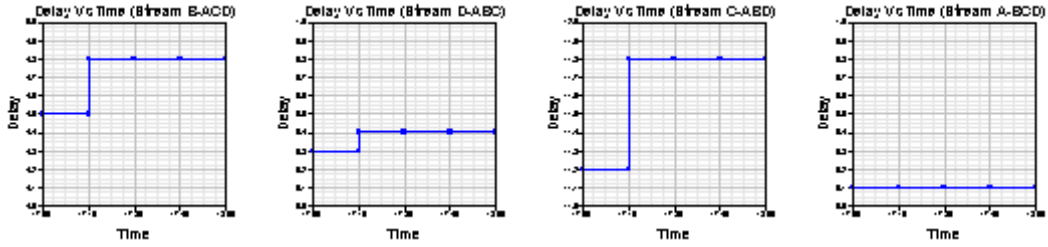


Delay Graph

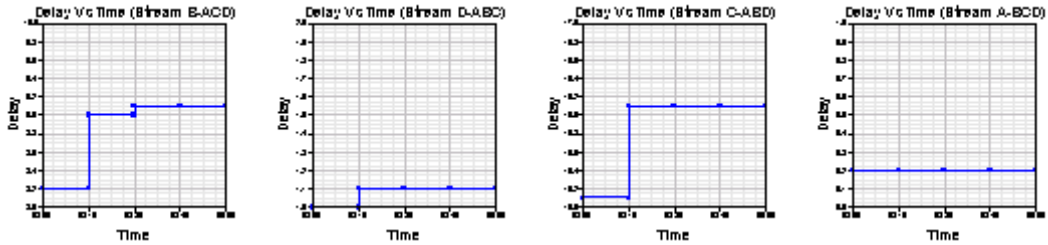
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



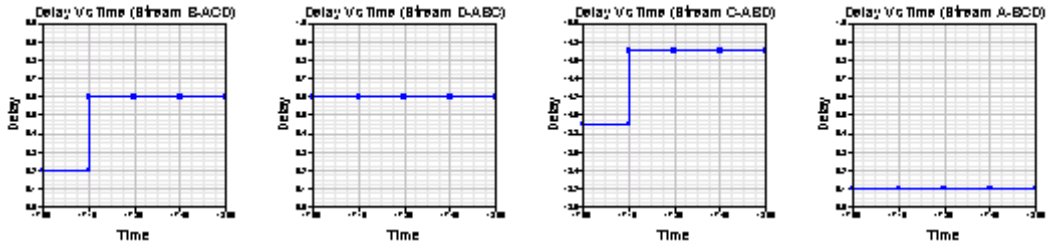
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



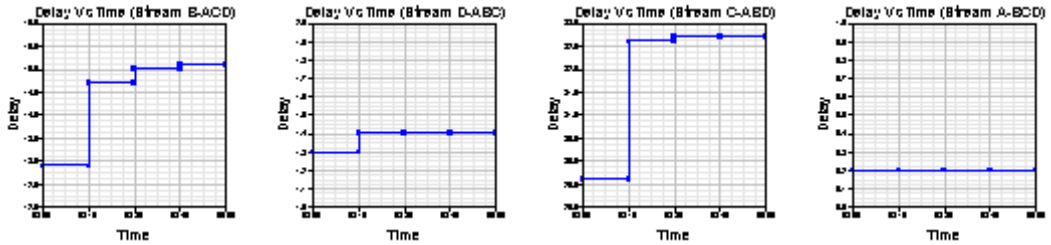
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



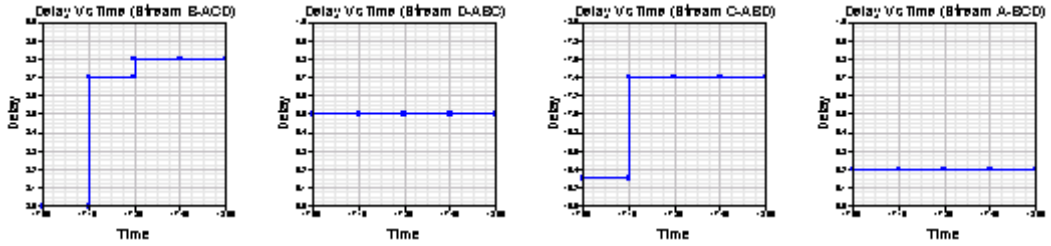
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00



Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00



Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00



Queues & Delays

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-ACD	2.03	6.05	0.335	-	0.00	0.49	-	6.9	0.24
	D-ABC	0.28	4.81	0.058	-	0.00	0.06	-	0.9	0.22
	C-ABD	4.06	16.74	0.242	-	0.00	0.81	-	11.9	0.08
	C-A	9.63	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.12	11.86	0.010	-	0.00	0.01	-	0.2	0.09
	A-B	0.61	-	-	-	-	-	-	-	-
	A-C	6.78	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-ACD	2.03	6.04	0.336	-	0.49	0.50	-	7.5	0.25
	D-ABC	0.28	4.80	0.058	-	0.06	0.06	-	0.9	0.22
	C-ABD	4.10	16.77	0.245	-	0.81	0.83	-	12.6	0.08
	C-A	9.58	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.12	11.85	0.010	-	0.01	0.01	-	0.2	0.09
	A-B	0.61	-	-	-	-	-	-	-	-
	A-C	6.78	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-ACD	2.03	6.04	0.336	-	0.50	0.50	-	7.5	0.25
	D-ABC	0.28	4.80	0.058	-	0.06	0.06	-	0.9	0.22
	C-ABD	4.10	16.77	0.245	-	0.83	0.83	-	12.6	0.08
	C-A	9.58	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.12	11.85	0.010	-	0.01	0.01	-	0.2	0.09
	A-B	0.61	-	-	-	-	-	-	-	-
	A-C	6.78	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-ACD	2.03	6.04	0.336	-	0.50	0.50	-	7.5	0.25
	D-ABC	0.28	4.80	0.058	-	0.06	0.06	-	0.9	0.22
	C-ABD	4.10	16.77	0.245	-	0.83	0.83	-	12.6	0.08
	C-A	9.58	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.12	11.85	0.010	-	0.01	0.01	-	0.2	0.09
	A-B	0.61	-	-	-	-	-	-	-	-
	A-C	6.78	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-ACD	1.55	6.38	0.243	-	0.00	0.32	-	4.5	0.21
	D-ABC	0.13	5.41	0.024	-	0.00	0.02	-	0.3	0.19
	C-ABD	3.84	13.28	0.289	-	0.00	0.76	-	11.2	0.11
	C-A	5.57	-	-	-	-	-	-	-	-
	C-D	0.04	-	-	-	-	-	-	-	-
	A-BCD	0.11	13.15	0.008	-	0.00	0.01	-	0.1	0.08
	A-B	0.78	-	-	-	-	-	-	-	-
	A-C	7.32	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-ACD	1.55	6.37	0.243	-	0.32	0.32	-	4.8	0.21
	D-ABC	0.13	5.40	0.024	-	0.02	0.02	-	0.4	0.19
	C-ABD	3.87	13.30	0.291	-	0.76	0.77	-	11.8	0.11
	C-A	5.54	-	-	-	-	-	-	-	-
	C-D	0.04	-	-	-	-	-	-	-	-
	A-BCD	0.11	13.14	0.009	-	0.01	0.01	-	0.1	0.08
	A-B	0.78	-	-	-	-	-	-	-	-
	A-C	7.32	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-ACD	1.55	6.37	0.243	-	0.32	0.32	-	4.8	0.21
	D-ABC	0.13	5.40	0.024	-	0.02	0.02	-	0.4	0.19
	C-ABD	3.87	13.30	0.291	-	0.77	0.78	-	11.8	0.11
	C-A	5.54	-	-	-	-	-	-	-	-
	C-D	0.04	-	-	-	-	-	-	-	-
	A-BCD	0.11	13.14	0.009	-	0.01	0.01	-	0.1	0.08
	A-B	0.78	-	-	-	-	-	-	-	-
	A-C	7.32	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-ACD	1.55	6.37	0.243	-	0.32	0.32	-	4.8	0.21
	D-ABC	0.13	5.40	0.024	-	0.02	0.02	-	0.4	0.19
	C-ABD	3.87	13.30	0.291	-	0.78	0.78	-	11.8	0.11
	C-A	5.54	-	-	-	-	-	-	-	-
	C-D	0.04	-	-	-	-	-	-	-	-
	A-BCD	0.11	13.14	0.009	-	0.01	0.01	-	0.1	0.08
	A-B	0.78	-	-	-	-	-	-	-	-
	A-C	7.32	-	-	-	-	-	-	-	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-ACD	2.20	5.81	0.379	-	0.00	0.59	-	8.2	0.27
	D-ABC	0.30	4.54	0.066	-	0.00	0.07	-	1.0	0.24
	C-ABD	4.95	17.37	0.285	-	0.00	1.03	-	15.1	0.08
	C-A	9.88	-	-	-	-	-	-	-	-
	C-D	0.02	-	-	-	-	-	-	-	-
	A-BCD	0.13	12.08	0.010	-	0.00	0.01	-	0.2	0.08
	A-B	0.66	-	-	-	-	-	-	-	-
	A-C	7.36	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-ACD	2.20	5.80	0.379	-	0.59	0.60	-	9.0	0.28
	D-ABC	0.30	4.52	0.066	-	0.07	0.07	-	1.1	0.24
	C-ABD	5.01	17.40	0.288	-	1.03	1.06	-	16.1	0.08
	C-A	9.81	-	-	-	-	-	-	-	-
	C-D	0.02	-	-	-	-	-	-	-	-
	A-BCD	0.13	12.07	0.010	-	0.01	0.01	-	0.2	0.08
	A-B	0.66	-	-	-	-	-	-	-	-
	A-C	7.36	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-ACD	2.20	5.80	0.379	-	0.60	0.61	-	9.1	0.28
	D-ABC	0.30	4.52	0.066	-	0.07	0.07	-	1.1	0.24
	C-ABD	5.01	17.40	0.288	-	1.06	1.06	-	16.1	0.08
	C-A	9.81	-	-	-	-	-	-	-	-
	C-D	0.02	-	-	-	-	-	-	-	-
	A-BCD	0.13	12.07	0.010	-	0.01	0.01	-	0.2	0.08
	A-B	0.66	-	-	-	-	-	-	-	-
	A-C	7.36	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-ACD	2.20	5.80	0.379	-	0.61	0.61	-	9.1	0.28
	D-ABC	0.30	4.52	0.066	-	0.07	0.07	-	1.1	0.24
	C-ABD	5.01	17.40	0.288	-	1.06	1.07	-	16.1	0.08
	C-A	9.81	-	-	-	-	-	-	-	-
	C-D	0.02	-	-	-	-	-	-	-	-
	A-BCD	0.13	12.07	0.010	-	0.01	0.01	-	0.2	0.08
	A-B	0.66	-	-	-	-	-	-	-	-
	A-C	7.36	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-ACD	1.68	6.13	0.274	-	0.00	0.37	-	5.2	0.22
	D-ABC	0.20	5.15	0.039	-	0.00	0.04	-	0.6	0.20
	C-ABD	4.50	13.61	0.331	-	0.00	0.95	-	13.9	0.11
	C-A	5.69	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.12	13.44	0.009	-	0.00	0.01	-	0.1	0.08
	A-B	0.84	-	-	-	-	-	-	-	-
	A-C	7.94	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-ACD	1.68	6.12	0.274	-	0.37	0.37	-	5.6	0.23
	D-ABC	0.20	5.14	0.039	-	0.04	0.04	-	0.6	0.20
	C-ABD	4.55	13.64	0.334	-	0.95	0.97	-	14.7	0.11
	C-A	5.65	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.12	13.43	0.009	-	0.01	0.01	-	0.1	0.08
	A-B	0.84	-	-	-	-	-	-	-	-
	A-C	7.94	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-ACD	1.68	6.12	0.274	-	0.37	0.38	-	5.6	0.23
	D-ABC	0.20	5.14	0.039	-	0.04	0.04	-	0.6	0.20
	C-ABD	4.55	13.64	0.334	-	0.97	0.97	-	14.7	0.11
	C-A	5.65	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.12	13.43	0.009	-	0.01	0.01	-	0.1	0.08
	A-B	0.84	-	-	-	-	-	-	-	-
	A-C	7.94	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-ACD	1.68	6.12	0.274	-	0.38	0.38	-	5.6	0.23
	D-ABC	0.20	5.14	0.039	-	0.04	0.04	-	0.6	0.20
	C-ABD	4.55	13.64	0.334	-	0.97	0.98	-	14.7	0.11
	C-A	5.65	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.12	13.43	0.009	-	0.01	0.01	-	0.1	0.08
	A-B	0.84	-	-	-	-	-	-	-	-
	A-C	7.94	-	-	-	-	-	-	-	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-ACD	2.41	4.78	0.504	-	0.00	0.96	-	12.9	0.40
	D-ABC	0.30	3.57	0.084	-	0.00	0.09	-	1.3	0.30
	C-ABD	8.03	17.24	0.466	-	0.00	2.05	-	29.6	0.11
	C-A	7.37	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.18	13.04	0.014	-	0.00	0.02	-	0.2	0.08
	A-B	1.05	-	-	-	-	-	-	-	-
	A-C	8.55	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-ACD	2.41	4.76	0.506	-	0.96	1.00	-	14.7	0.42
	D-ABC	0.30	3.54	0.085	-	0.09	0.09	-	1.4	0.31
	C-ABD	8.18	17.32	0.473	-	2.05	2.13	-	32.6	0.11
	C-A	7.22	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.18	13.02	0.014	-	0.02	0.02	-	0.2	0.08
	A-B	1.05	-	-	-	-	-	-	-	-
	A-C	8.54	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-ACD	2.41	4.76	0.506	-	1.00	1.01	-	15.0	0.42
	D-ABC	0.30	3.54	0.085	-	0.09	0.09	-	1.4	0.31
	C-ABD	8.19	17.32	0.473	-	2.13	2.15	-	32.7	0.11
	C-A	7.22	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.18	13.02	0.014	-	0.02	0.02	-	0.2	0.08
	A-B	1.05	-	-	-	-	-	-	-	-
	A-C	8.54	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-ACD	2.41	4.76	0.506	-	1.01	1.01	-	15.1	0.42
	D-ABC	0.30	3.54	0.085	-	0.09	0.09	-	1.4	0.31
	C-ABD	8.19	17.32	0.473	-	2.15	2.16	-	32.7	0.11
	C-A	7.22	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.18	13.02	0.014	-	0.02	0.02	-	0.2	0.08
	A-B	1.05	-	-	-	-	-	-	-	-
	A-C	8.54	-	-	-	-	-	-	-	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-ACD	2.00	5.38	0.372	-	0.00	0.57	-	8.0	0.29
	D-ABC	0.15	4.73	0.032	-	0.00	0.03	-	0.5	0.22
	C-ABD	5.01	14.08	0.356	-	0.00	1.12	-	16.3	0.11
	C-A	6.06	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.13	13.82	0.009	-	0.00	0.01	-	0.2	0.07
	A-B	1.09	-	-	-	-	-	-	-	-
	A-C	8.66	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-ACD	2.00	5.37	0.373	-	0.57	0.58	-	8.7	0.30
	D-ABC	0.15	4.72	0.032	-	0.03	0.03	-	0.5	0.22
	C-ABD	5.07	14.11	0.359	-	1.12	1.14	-	17.4	0.11
	C-A	6.01	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.13	13.81	0.009	-	0.01	0.01	-	0.2	0.07
	A-B	1.09	-	-	-	-	-	-	-	-
	A-C	8.66	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-ACD	2.00	5.37	0.373	-	0.58	0.59	-	8.8	0.30
	D-ABC	0.15	4.72	0.032	-	0.03	0.03	-	0.5	0.22
	C-ABD	5.07	14.12	0.359	-	1.14	1.15	-	17.4	0.11
	C-A	6.01	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.13	13.81	0.009	-	0.01	0.01	-	0.2	0.07
	A-B	1.09	-	-	-	-	-	-	-	-
	A-C	8.66	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-ACD	2.00	5.37	0.373	-	0.59	0.59	-	8.8	0.30
	D-ABC	0.15	4.72	0.032	-	0.03	0.03	-	0.5	0.22
	C-ABD	5.07	14.12	0.359	-	1.15	1.15	-	17.4	0.11
	C-A	6.01	-	-	-	-	-	-	-	-
	C-D	0.03	-	-	-	-	-	-	-	-
	A-BCD	0.13	13.81	0.009	-	0.01	0.01	-	0.2	0.07
	A-B	1.09	-	-	-	-	-	-	-	-
	A-C	8.66	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-ACD	121.8	121.8	29.4	0.2	29.4	0.2
D-ABC	16.8	16.8	3.6	0.2	3.6	0.2
C-ABD	245.5	245.5	49.6	0.2	49.6	0.2
C-A	575.6	575.6	-	-	-	-
C-D	1.5	1.5	-	-	-	-
A-BCD	7.0	7.0	0.6	0.1	0.6	0.1
A-B	36.6	36.6	-	-	-	-
A-C	407.0	407.0	-	-	-	-
All	**1411.8**	**1411.8**	**83.3**	**0.1**	**83.3**	**0.1**

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-ACD	93.0	93.0	18.8	0.2	18.8	0.2
D-ABC	7.8	7.8	1.5	0.2	1.5	0.2
C-ABD	231.9	231.9	46.5	0.2	46.5	0.2
C-A	333.0	333.0	-	-	-	-
C-D	2.1	2.1	-	-	-	-
A-BCD	6.7	6.7	0.6	0.1	0.6	0.1
A-B	46.6	46.6	-	-	-	-
A-C	439.3	439.3	-	-	-	-
All	**1160.4**	**1160.4**	**67.3**	**0.1**	**67.3**	**0.1**

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-ACD	132.0	132.0	35.3	0.3	35.4	0.3
D-ABC	18.0	18.0	4.2	0.2	4.2	0.2
C-ABD	299.7	299.7	63.4	0.2	63.4	0.2
C-A	589.8	589.8	-	-	-	-
C-D	1.4	1.4	-	-	-	-
A-BCD	7.6	7.6	0.7	0.1	0.7	0.1
A-B	39.7	39.7	-	-	-	-
A-C	441.7	441.7	-	-	-	-
All	**1530.0**	**1530.0**	**103.6**	**0.1**	**103.7**	**0.1**

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-ACD	100.8	100.8	22.1	0.2	22.1	0.2
D-ABC	12.0	12.0	2.4	0.2	2.4	0.2
C-ABD	272.3	272.3	58.0	0.2	58.1	0.2
C-A	339.5	339.5	-	-	-	-
C-D	2.0	2.0	-	-	-	-
A-BCD	7.1	7.1	0.6	0.1	0.6	0.1
A-B	50.6	50.6	-	-	-	-
A-C	476.3	476.3	-	-	-	-
All	**1260.6**	**1260.6**	**83.1**	**0.1**	**83.1**	**0.1**

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-ACD	144.6	144.6	57.8	0.4	57.9	0.4
D-ABC	18.0	18.0	5.4	0.3	5.4	0.3
C-ABD	488.8	488.8	127.6	0.3	127.7	0.3
C-A	435.4	435.4	-	-	-	-
C-D	1.6	1.6	-	-	-	-
A-BCD	10.9	10.9	1.0	0.1	1.0	0.1
A-B	63.3	63.3	-	-	-	-
A-C	512.7	512.7	-	-	-	-
All	**1675.2**	**1675.2**	**191.7**	**0.1**	**192.0**	**0.1**

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-ACD	120.0	120.0	34.3	0.3	34.3	0.3
D-ABC	9.0	9.0	1.9	0.2	1.9	0.2
C-ABD	303.4	303.4	68.6	0.2	68.6	0.2
C-A	361.2	361.2	-	-	-	-
C-D	1.9	1.9	-	-	-	-
A-BCD	7.8	7.8	0.6	0.1	0.6	0.1
A-B	65.5	65.5	-	-	-	-
A-C	519.4	519.4	-	-	-	-
All	**1388.4**	**1388.4**	**105.4**	**0.1**	**105.5**	**0.1**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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Run Analysis

Parameter	Values
File Run	I:\..\R117 St. Columbanus CMH Access\St Columbanus Road.vpi
Date Run	05 July 2024
Time Run	12:00:54
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Dundrum Road North	100
Arm B	CMH Access	100
Arm C	Dundrum Road South	100
Arm D	St Columbanus Road	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Proposed Residential Development - CMH Site Dundrum
Location	CMH Site Dundrum
Date	17 June 2024
Enumerator	Ben Waite
Job Number	CMHDUND
Status	TIA
Client	LDA
Description	Capacity Assessment of Columbanus Road-R117 Junction

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

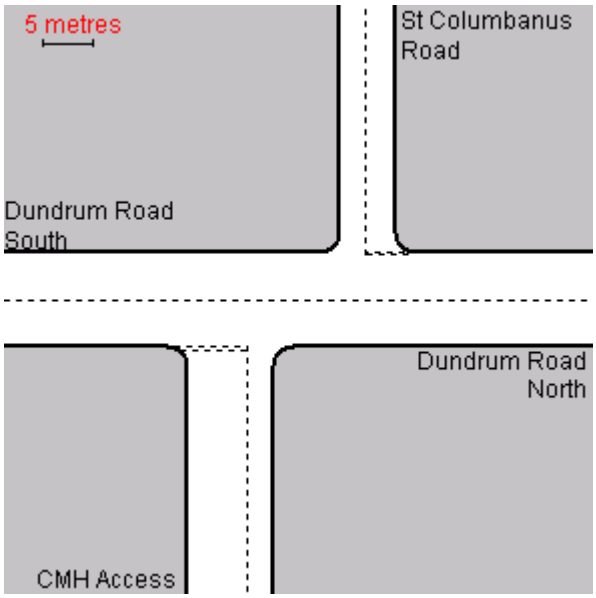
Parameter	Minor Arm B	Minor Arm D
Major Road Carriageway Width (m)	7.00	6.00
Major Road Kerbed Central Reserve Width (m)	0.00	0.00
Major Road Right Turning Lane Width (m)	2.20	2.20
Minor Road First Lane Width (m)	3.00	3.00
Minor Road Second Lane Width (m)	3.00	-
Minor Road Visibility To Right (m)	45	45
Minor Road Visibility To Left (m)	45	45
Major Road Right Turn Visibility (m)	130	0
Major Road Right Turn Blocks Traffic	No	No

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
B-C	652.266	0.090	0.226	-	-	-	-	-	-	0.090	0.226
B-AD	514.370	0.096	0.242	-	-	-	0.142	0.324	0.142	0.096	0.242
D-A	652.266	0.100	-	-	-	-	0.253	-	-	0.100	0.253
D-BC	514.370	0.149	0.149	0.338	0.237	0.094	0.237	-	0.094	-	-
C-B	649.248	0.241	0.241	-	-	-	-	-	-	0.241	0.241
A-D	649.248	-	-	-	0.222	0.222	0.222	-	0.222	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:00-09:00	60	15
Second Modelling Period	17:00-18:00	60	15

Direct Entry Flows

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	6.51
Arm B	0.01
Arm C	13.26
Arm D	1.01

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	6.51
Arm B	0.01
Arm C	13.26
Arm D	1.01

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	6.51
Arm B	0.01
Arm C	13.26
Arm D	1.01

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	6.51
Arm B	0.01
Arm C	13.26
Arm D	1.01

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	7.66
Arm B	0.01
Arm C	8.05
Arm D	1.05

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	7.66
Arm B	0.01
Arm C	8.05
Arm D	1.05

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	7.66
Arm B	0.01
Arm C	8.05
Arm D	1.05

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	7.66
Arm B	0.01
Arm C	8.05
Arm D	1.05

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	7.06
Arm B	0.01
Arm C	14.37
Arm D	1.83

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	7.06
Arm B	0.01
Arm C	14.37
Arm D	1.83

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	7.06
Arm B	0.01
Arm C	14.37
Arm D	1.83

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	7.06
Arm B	0.01
Arm C	14.37
Arm D	1.83

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Segment: 08:00-08:15

Arm	Flow (veh/min)
Arm A	7.66
Arm B	0.01
Arm C	15.60
Arm D	1.83

Segment: 08:15-08:30

Arm	Flow (veh/min)
Arm A	7.66
Arm B	0.01
Arm C	15.60
Arm D	1.83

Segment: 08:30-08:45

Arm	Flow (veh/min)
Arm A	7.66
Arm B	0.01
Arm C	15.60
Arm D	1.83

Segment: 08:45-09:00

Arm	Flow (veh/min)
Arm A	7.66
Arm B	0.01
Arm C	15.60
Arm D	1.83

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	8.31
Arm B	0.01
Arm C	8.71
Arm D	1.13

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	8.31
Arm B	0.01
Arm C	8.71
Arm D	1.13

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	8.31
Arm B	0.01
Arm C	8.71
Arm D	1.13

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	8.31
Arm B	0.01
Arm C	8.71
Arm D	1.13

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Segment: 17:00-17:15

Arm	Flow (veh/min)
Arm A	9.20
Arm B	0.01
Arm C	9.46
Arm D	1.13

Segment: 17:15-17:30

Arm	Flow (veh/min)
Arm A	9.20
Arm B	0.01
Arm C	9.46
Arm D	1.13

Segment: 17:30-17:45

Arm	Flow (veh/min)
Arm A	9.20
Arm B	0.01
Arm C	9.46
Arm D	1.13

Segment: 17:45-18:00

Arm	Flow (veh/min)
Arm A	9.20
Arm B	0.01
Arm C	9.46
Arm D	1.13

Turning Counts

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	0	383	8
Arm B	1	-	1	0
Arm C	792	0	-	4
Arm D	31	0	35	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	8	451	1
Arm B	1	-	0	0
Arm C	477	1	-	5
Arm D	27	0	36	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	0	415	0
Arm B	1	-	1	0
Arm C	858	0	-	4
Arm D	34	0	38	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	1	451	9
Arm B	1	-	1	0
Arm C	932	0	-	4
Arm D	34	0	38	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	1	489	9
Arm B	1	-	0	0
Arm C	517	1	-	5
Arm D	29	0	39	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	1	543	9
Arm B	1	-	0	0
Arm C	561	1	-	5
Arm D	29	0	39	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.000	0.980	0.020
Arm B	0.500	0.000	0.500	0.000
Arm C	0.995	0.000	0.000	0.005
Arm D	0.470	0.000	0.530	0.000

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.017	0.980	0.002
Arm B	1.000	0.000	0.000	0.000
Arm C	0.988	0.002	0.000	0.010
Arm D	0.429	0.000	0.571	0.000

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.000	1.000	0.000
Arm B	0.500	0.000	0.500	0.000
Arm C	0.995	0.000	0.000	0.005
Arm D	0.472	0.000	0.528	0.000

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.002	0.978	0.020
Arm B	0.500	0.000	0.500	0.000
Arm C	0.996	0.000	0.000	0.004
Arm D	0.472	0.000	0.528	0.000

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.002	0.980	0.018
Arm B	1.000	0.000	0.000	0.000
Arm C	0.989	0.002	0.000	0.010
Arm D	0.426	0.000	0.574	0.000

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.000	0.002	0.982	0.016
Arm B	1.000	0.000	0.000	0.000
Arm C	0.989	0.002	0.000	0.009
Arm D	0.426	0.000	0.574	0.000

Heavy Vehicles Percentages

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

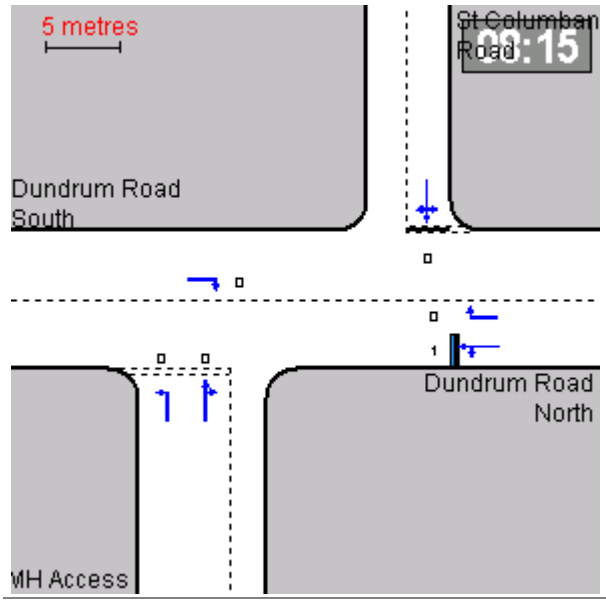
From/To	Arm A	Arm B	Arm C	Arm D
Arm A	-	10.0	10.0	10.0
Arm B	10.0	-	10.0	10.0
Arm C	10.0	10.0	-	10.0
Arm D	10.0	10.0	10.0	-

Default proportions of heavy vehicles are used

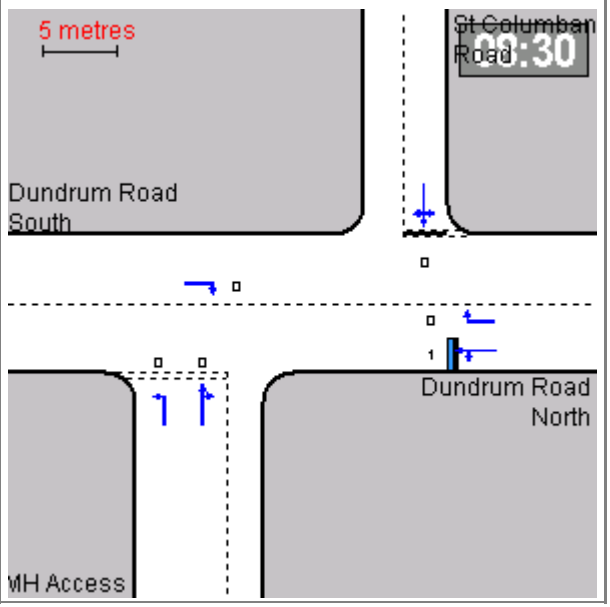
Queue Diagrams

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00
View Extent: 40m

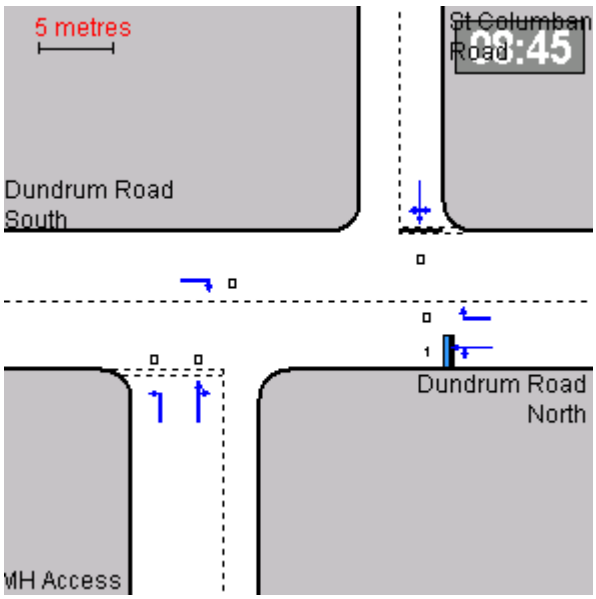
Queue Interval 1: 08:00-08:15



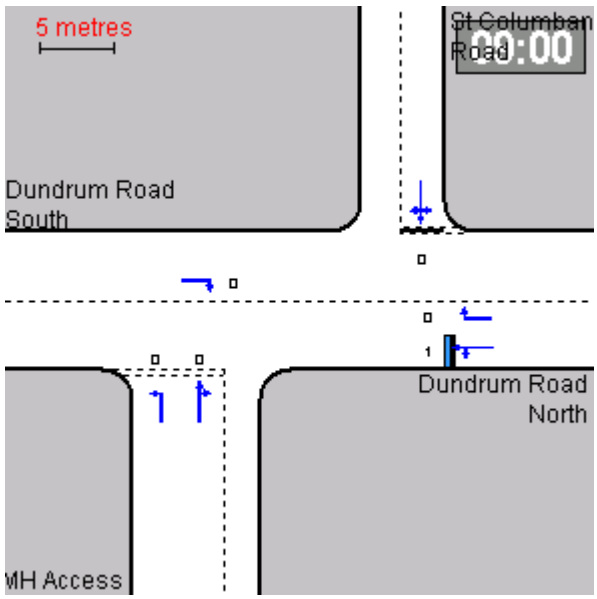
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

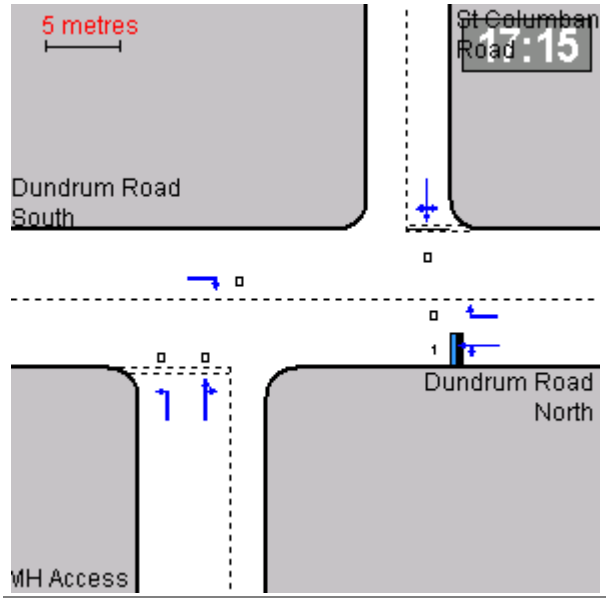


Queue Interval 4: 08:45-09:00

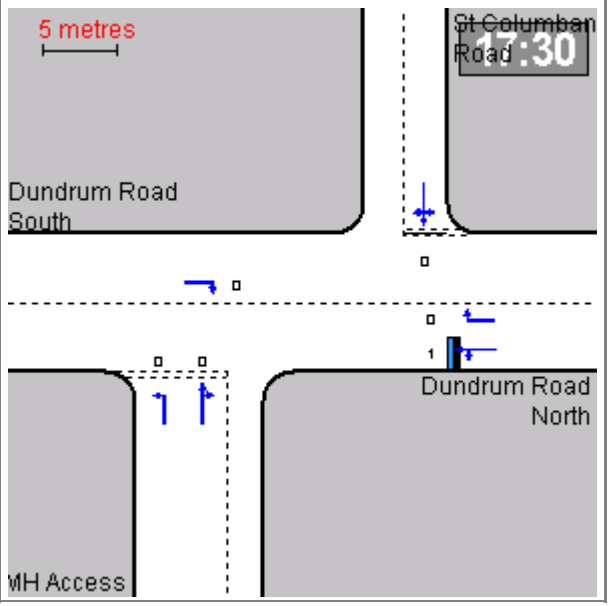


Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00
View Extent: 40m

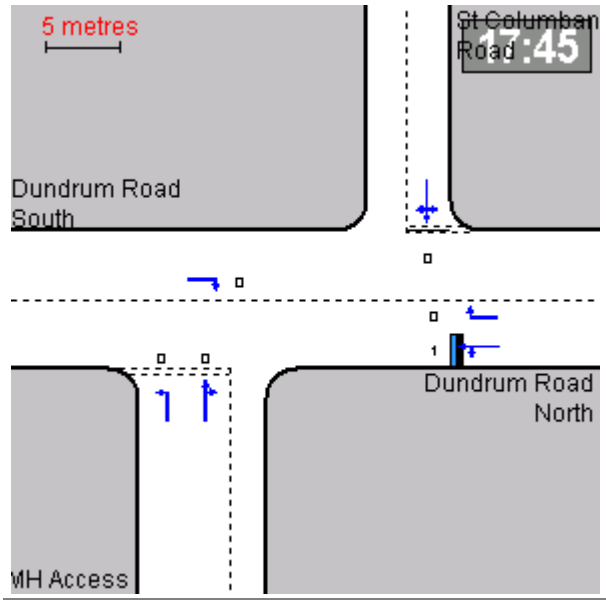
Queue Interval 1: 17:00-17:15



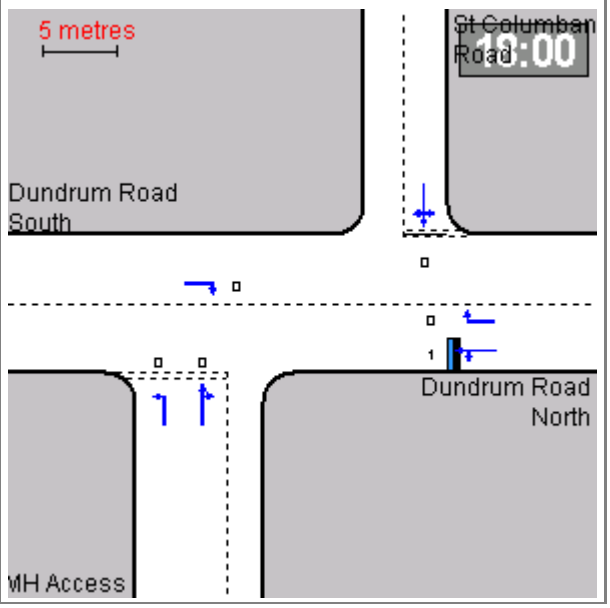
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

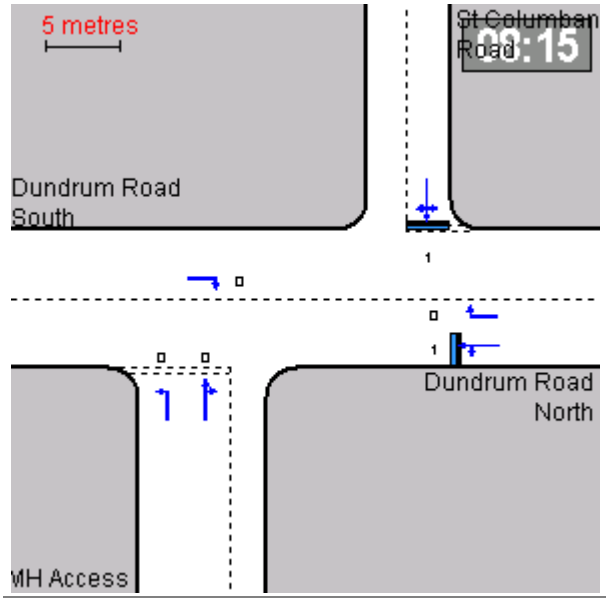


Queue Interval 4: 17:45-18:00

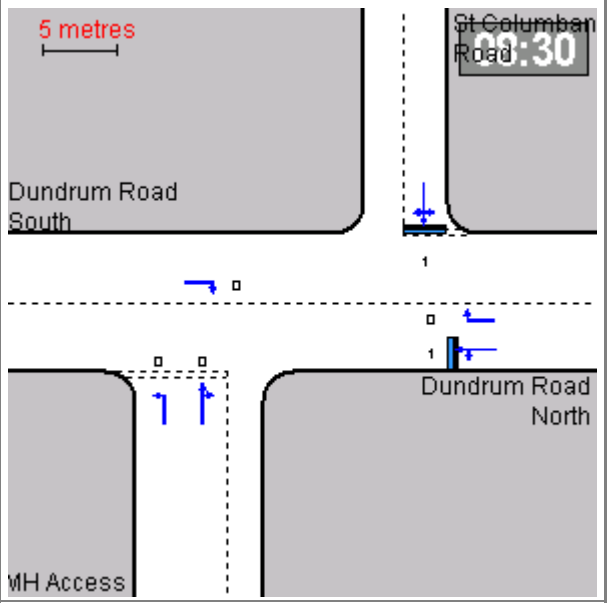


Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00
View Extent: 40m

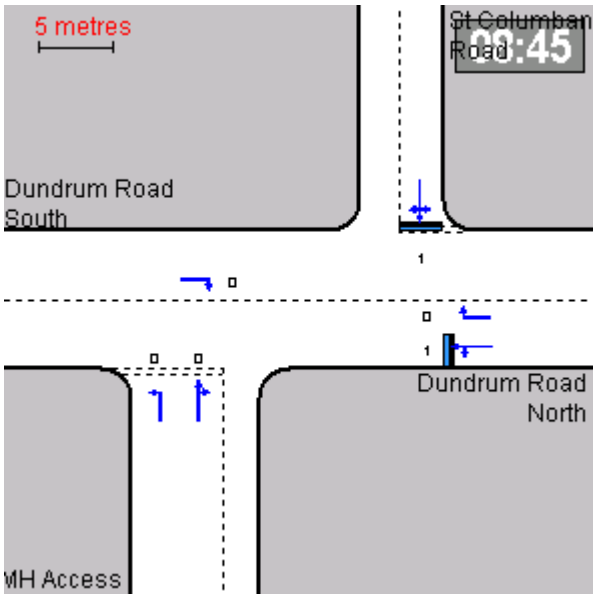
Queue Interval 1: 08:00-08:15



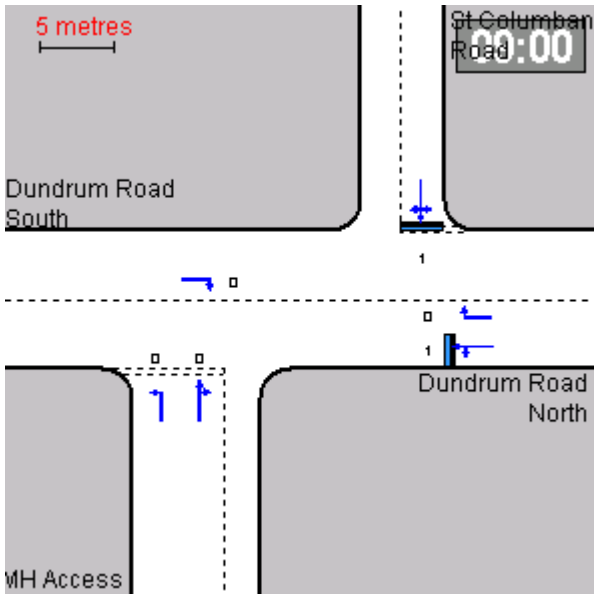
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

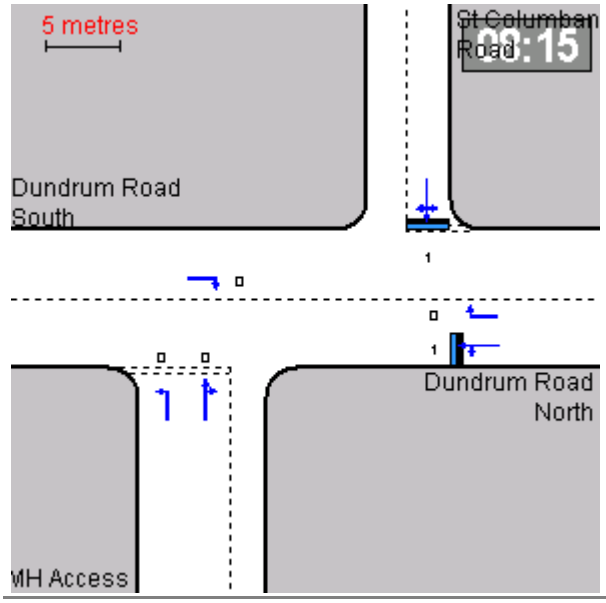


Queue Interval 4: 08:45-09:00

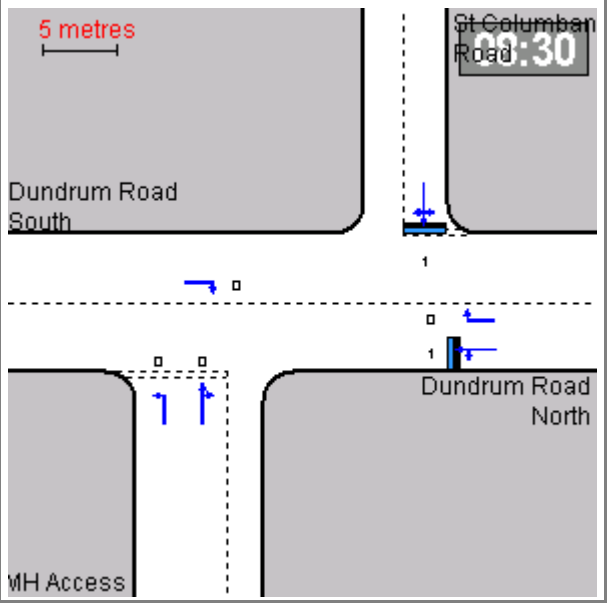


Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00
View Extent: 40m

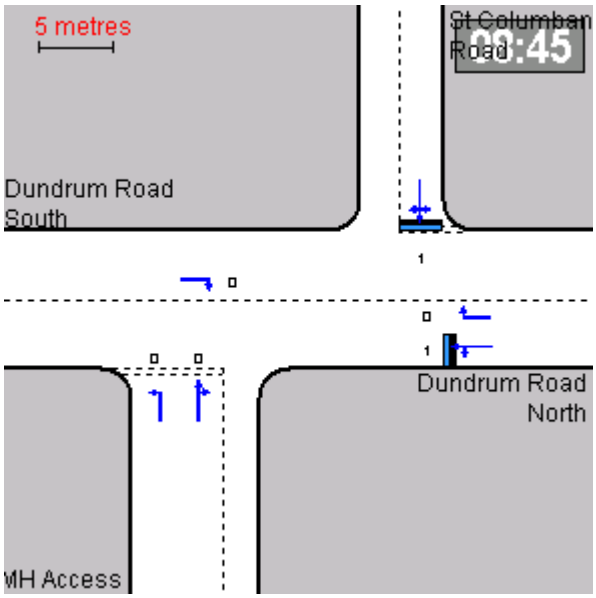
Queue Interval 1: 08:00-08:15



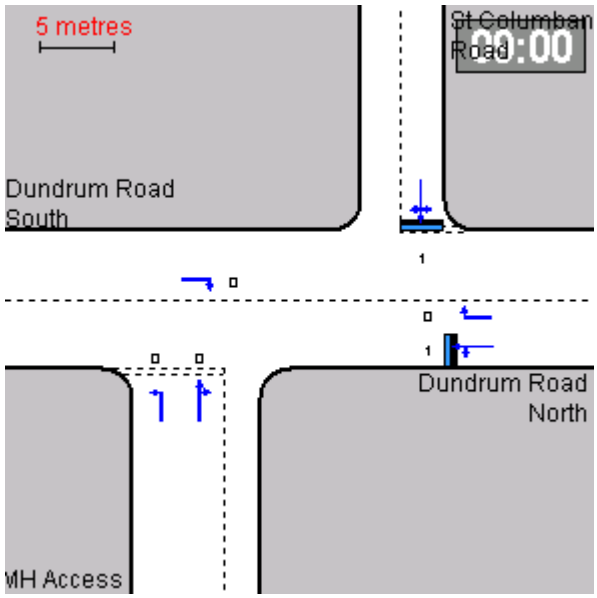
Queue Interval 2: 08:15-08:30



Queue Interval 3: 08:30-08:45

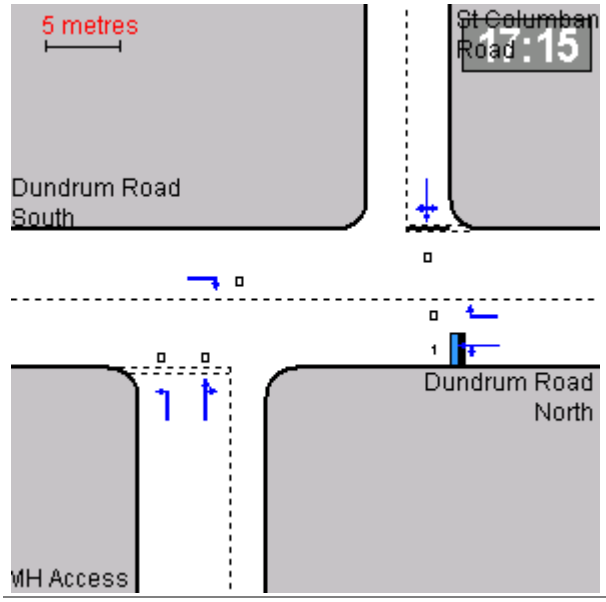


Queue Interval 4: 08:45-09:00

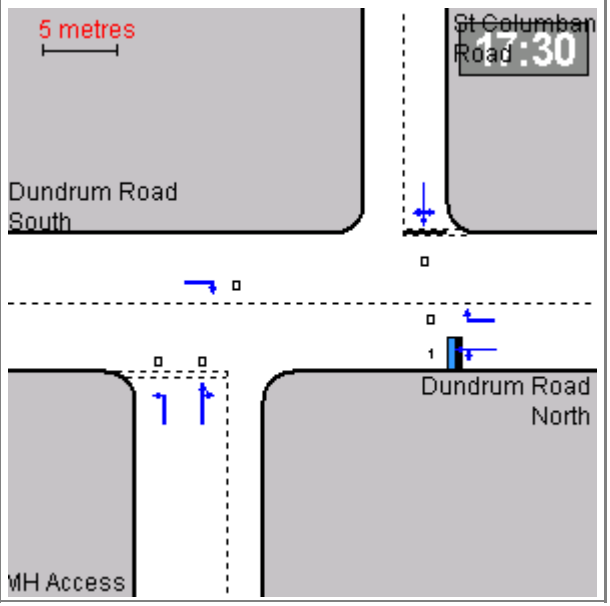


Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00
View Extent: 40m

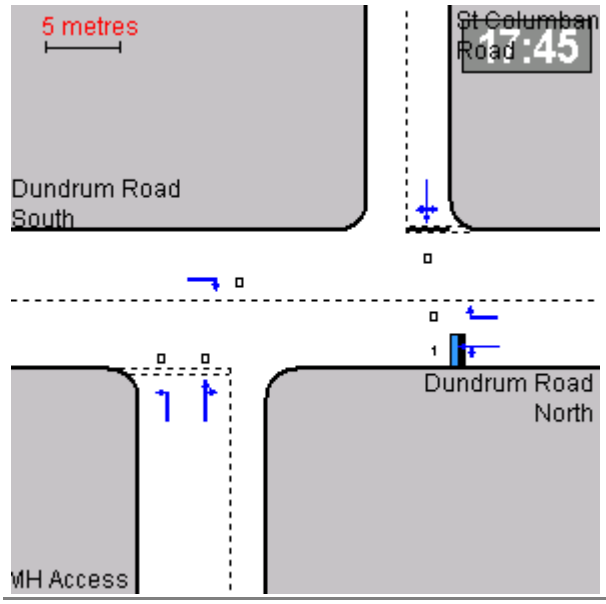
Queue Interval 1: 17:00-17:15



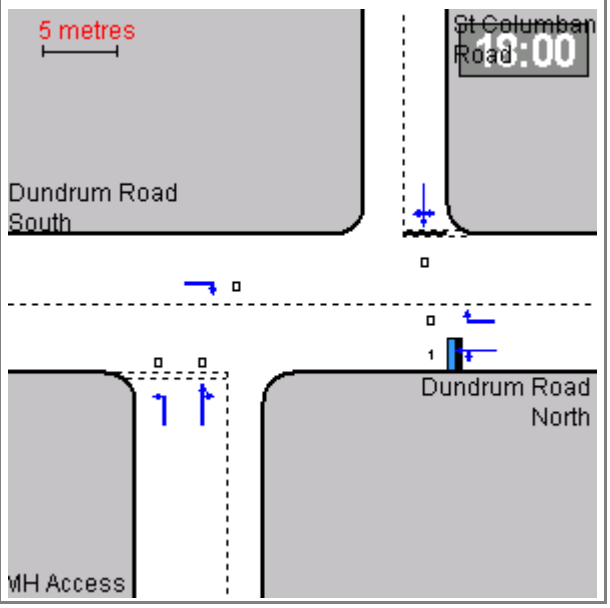
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

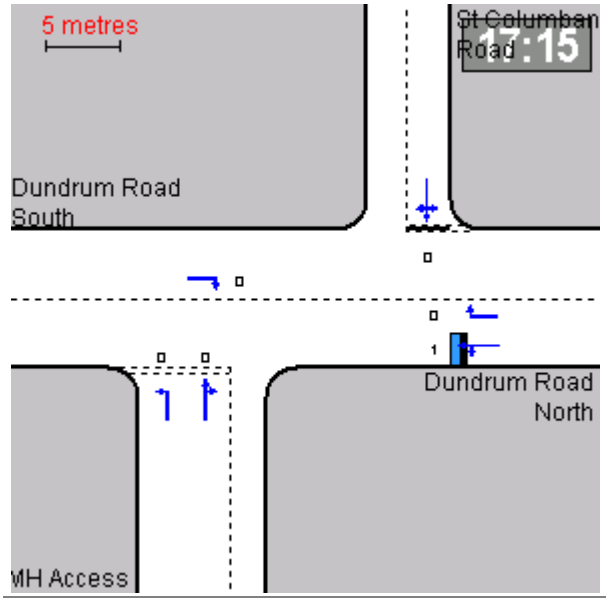


Queue Interval 4: 17:45-18:00

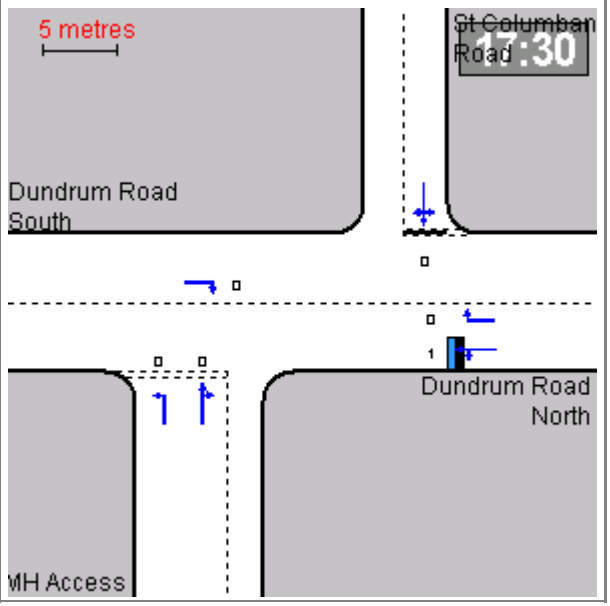


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00
View Extent: 40m

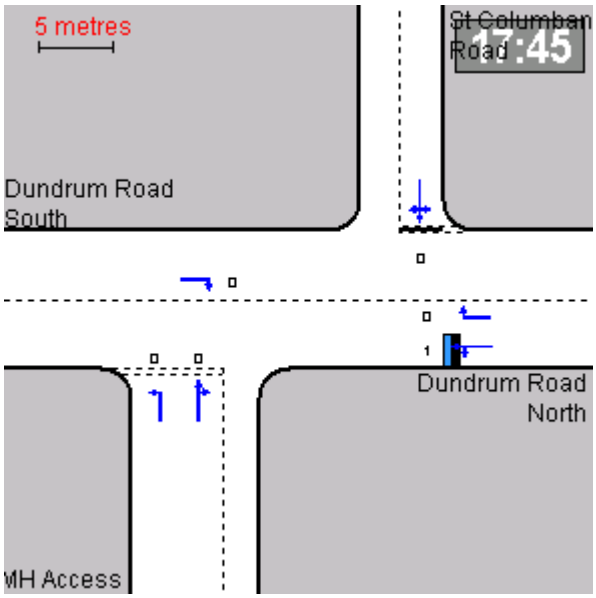
Queue Interval 1: 17:00-17:15



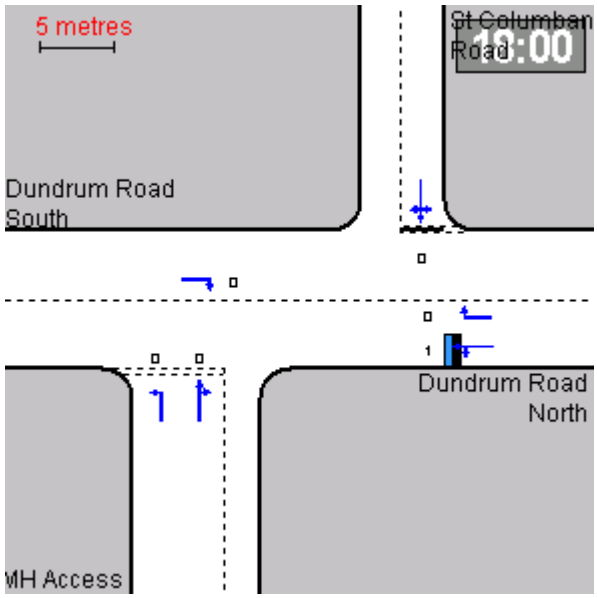
Queue Interval 2: 17:15-17:30



Queue Interval 3: 17:30-17:45

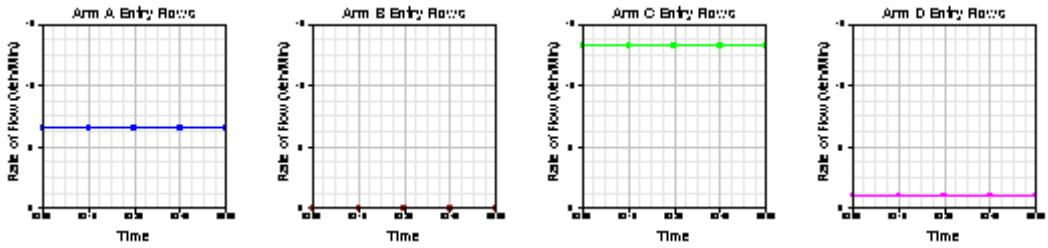


Queue Interval 4: 17:45-18:00

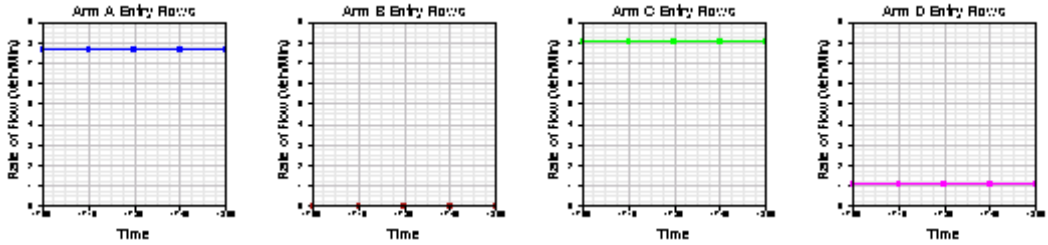


Demand Data Graph

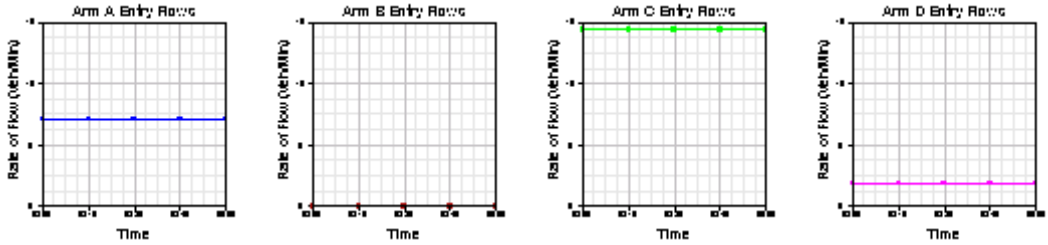
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00



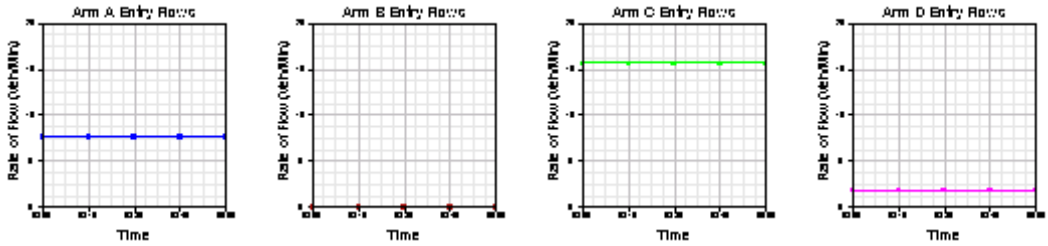
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00



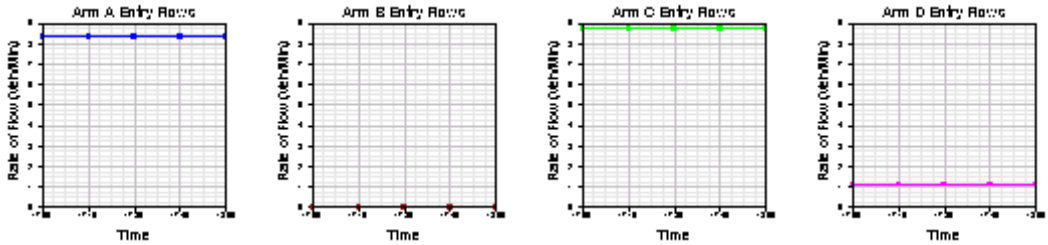
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00



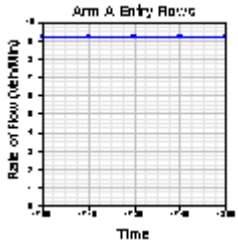
Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

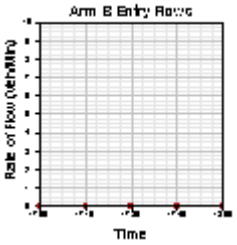


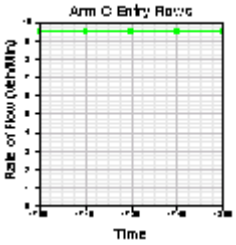
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

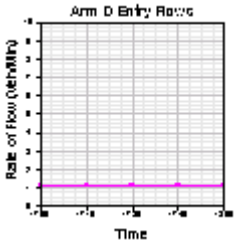


Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00



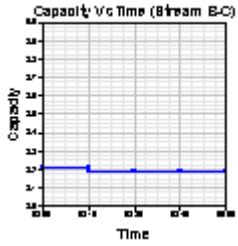


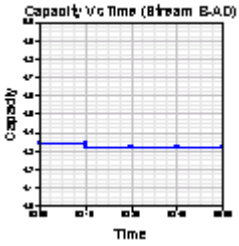


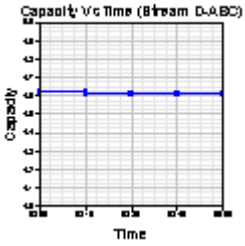


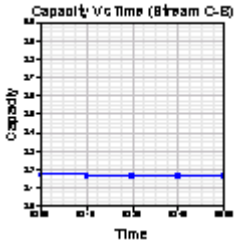
Capacity Graph

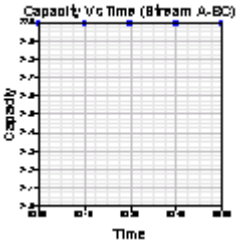
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

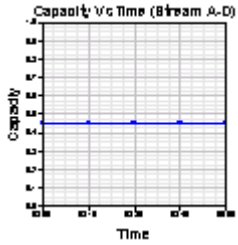




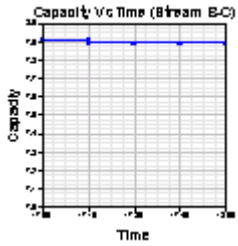


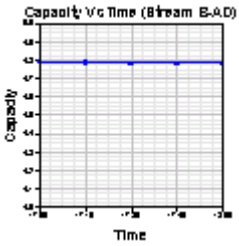


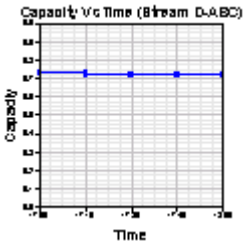


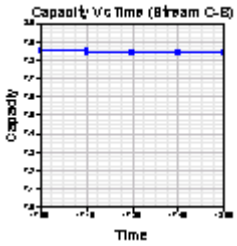


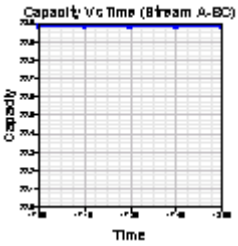
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

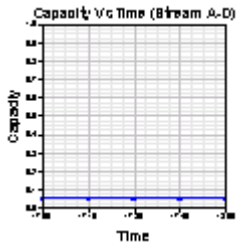




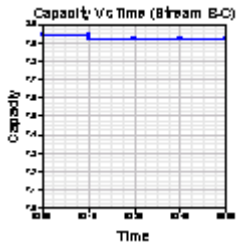


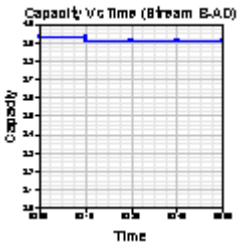


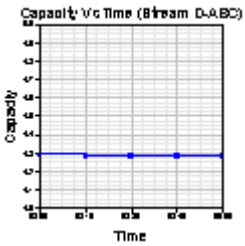


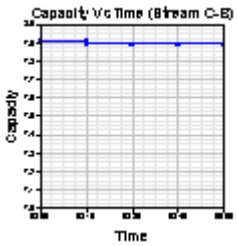


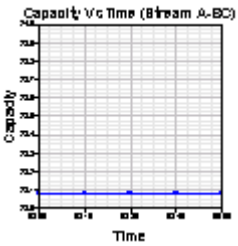
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

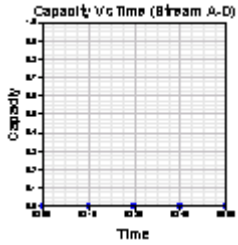




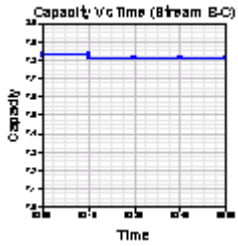


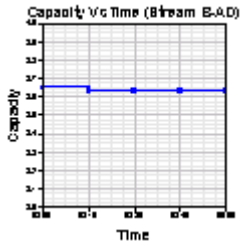


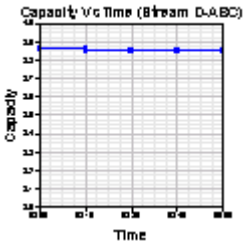


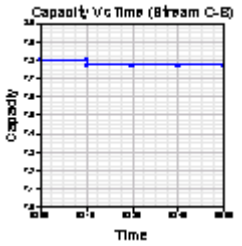


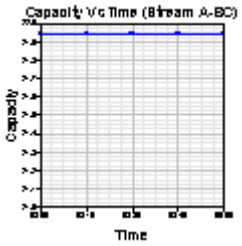
Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

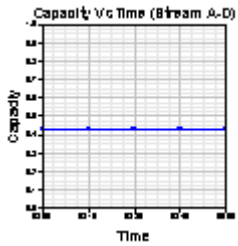




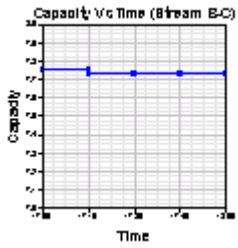


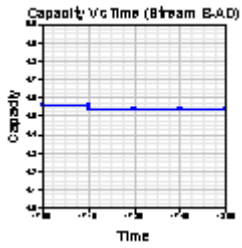


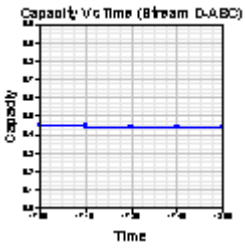


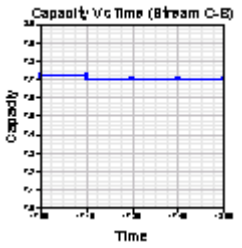


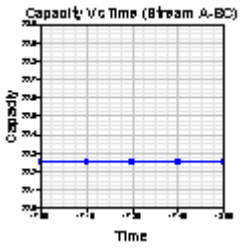
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

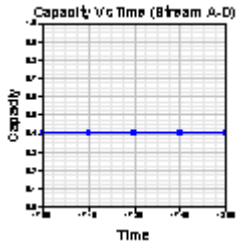




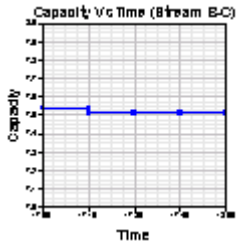


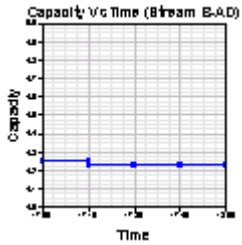


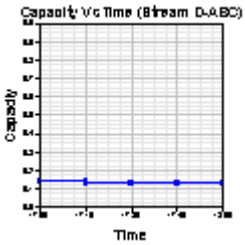


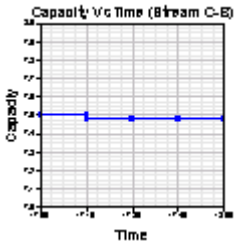


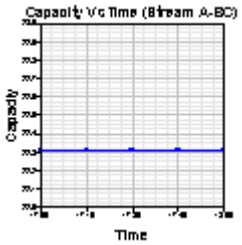
Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

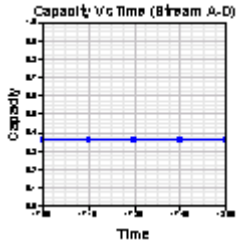






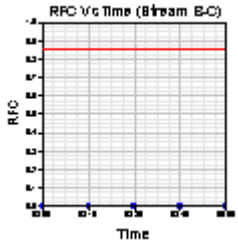


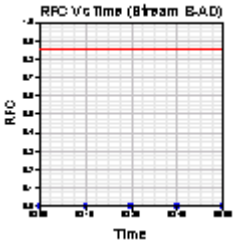


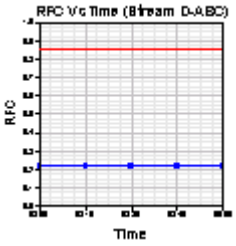


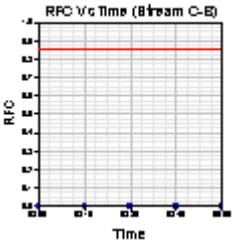
RFC Graph

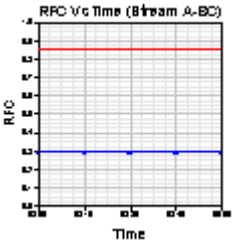
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

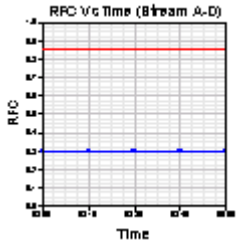




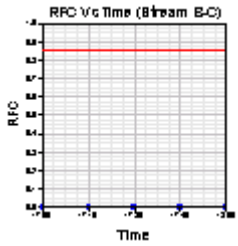


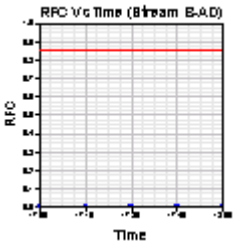


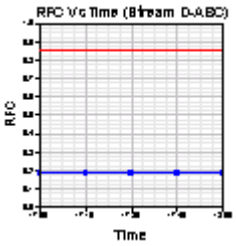


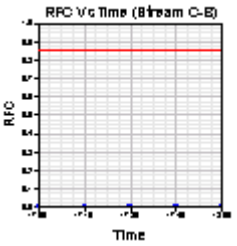


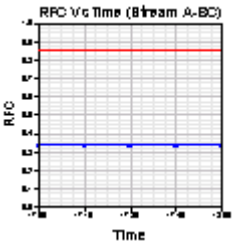
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

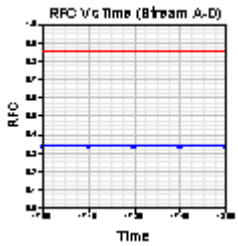




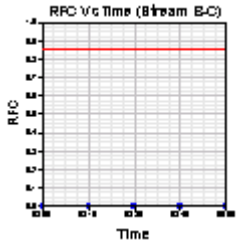


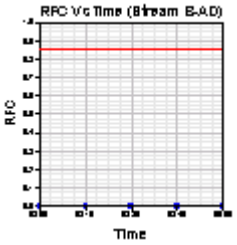


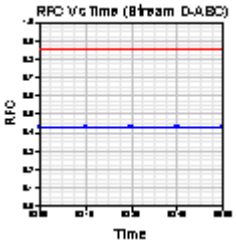


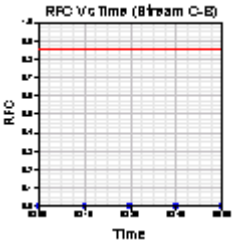


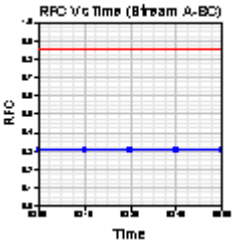
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

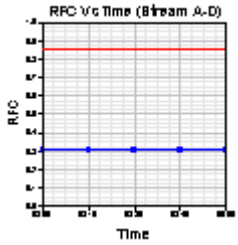




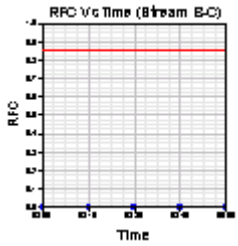


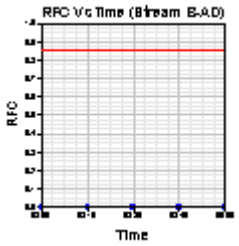


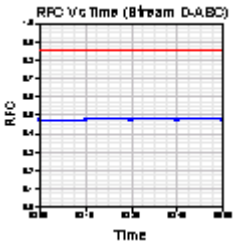


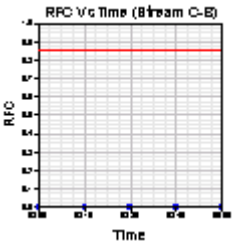


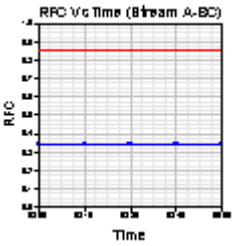
Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

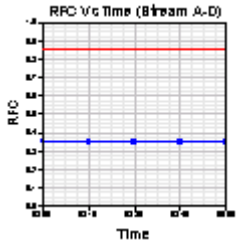




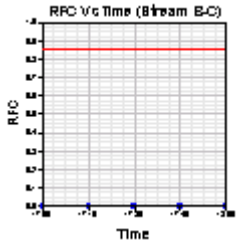


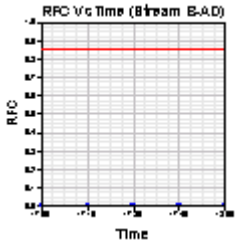


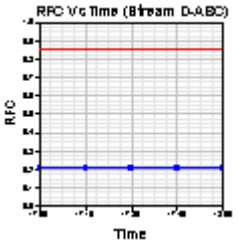


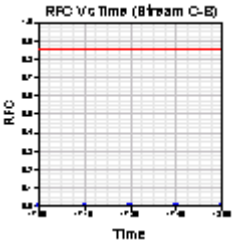


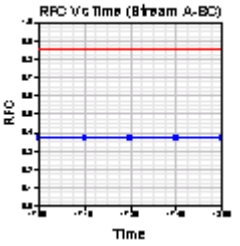
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

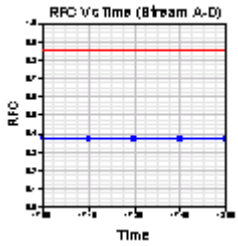




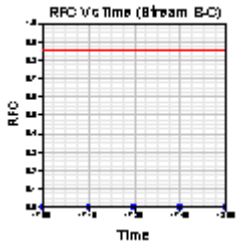


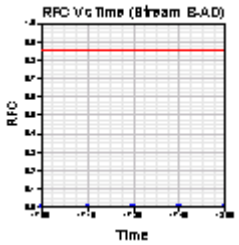


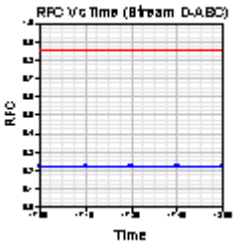


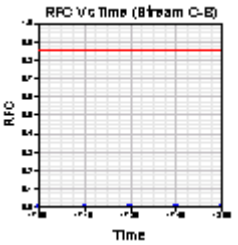


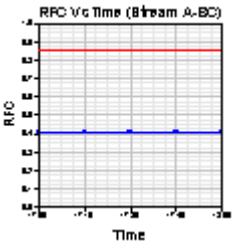
Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

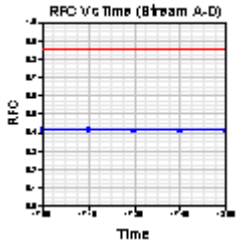






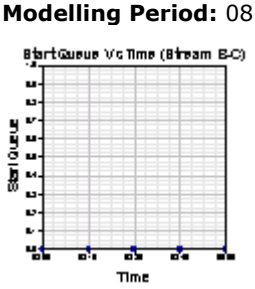


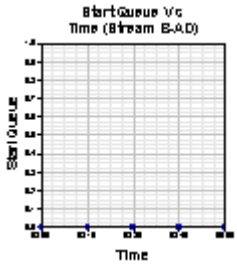


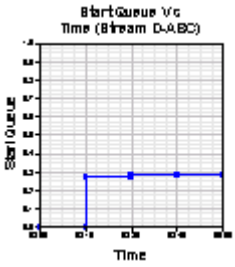


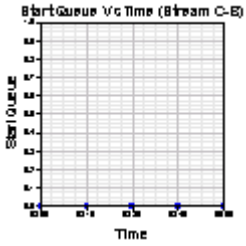
Start Queue Graph

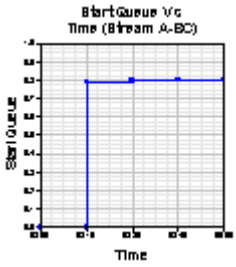
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

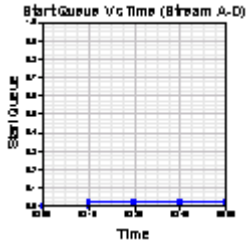




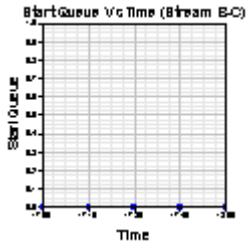


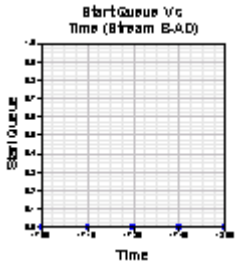


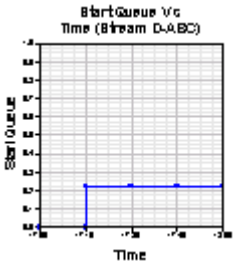


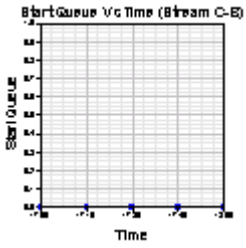


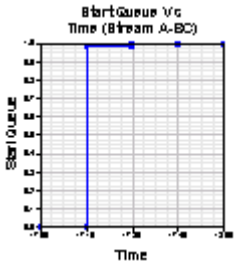
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

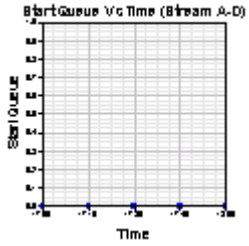




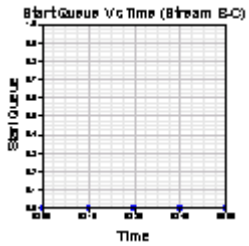


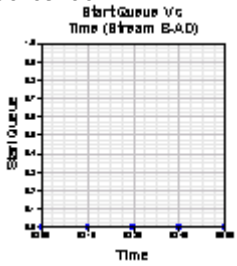


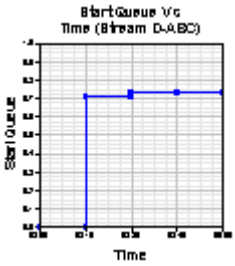


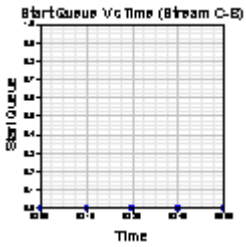


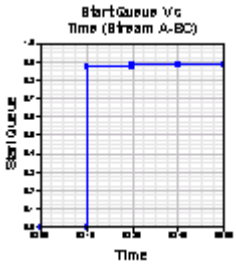
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

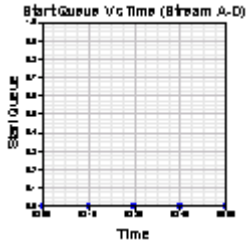




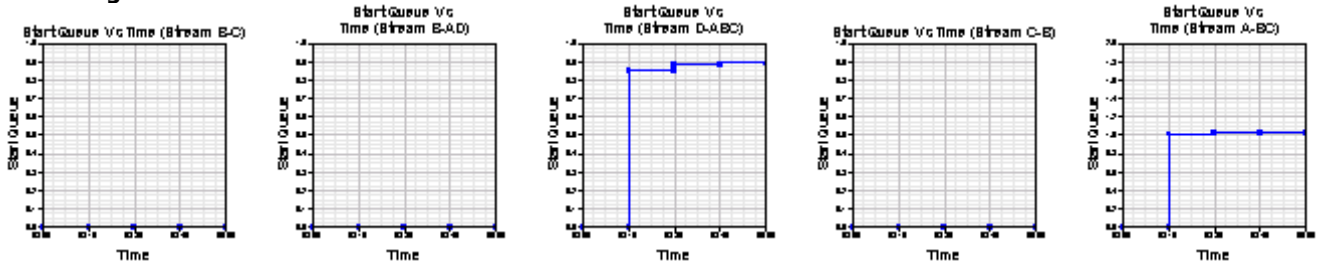


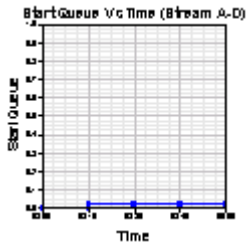




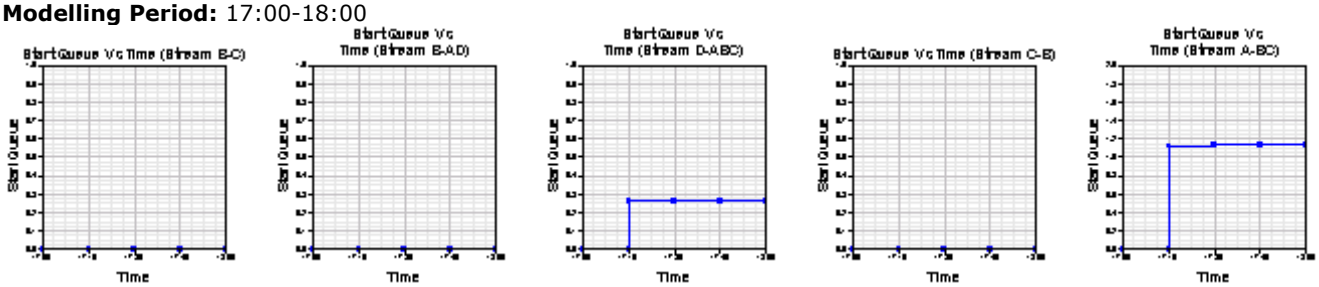


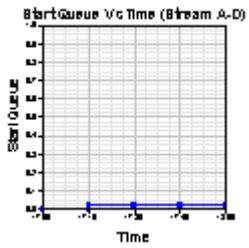
Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00



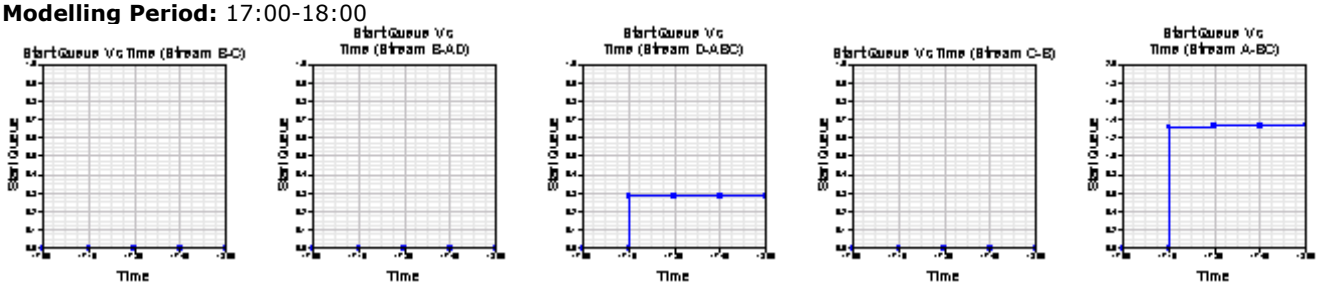


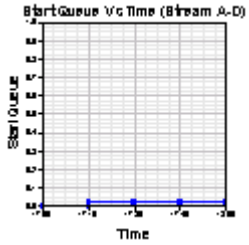
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00





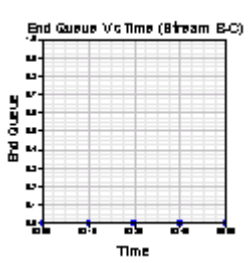
Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

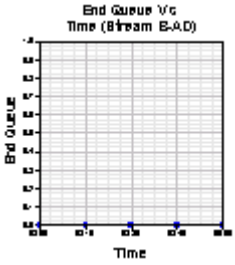


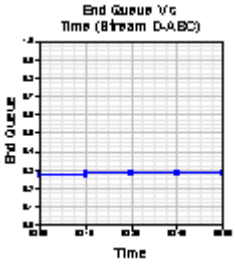


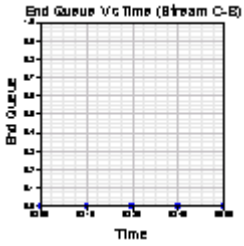
End Queue Graph

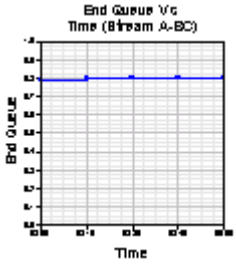
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

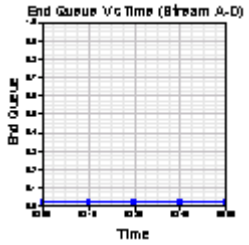




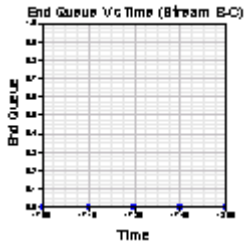


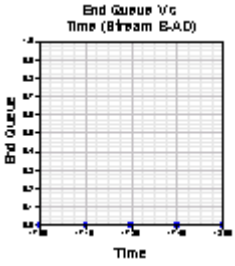


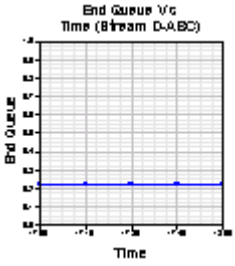


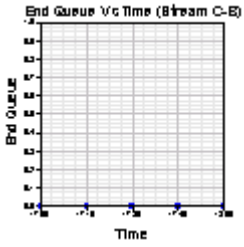


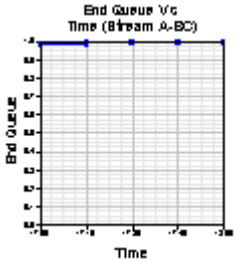
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

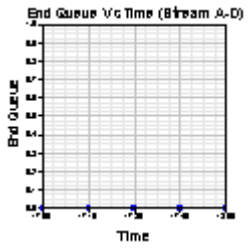




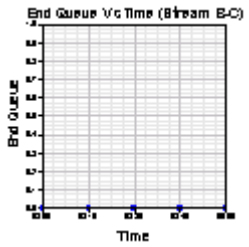


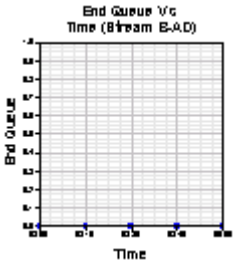


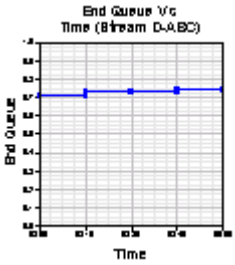


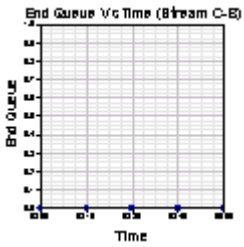


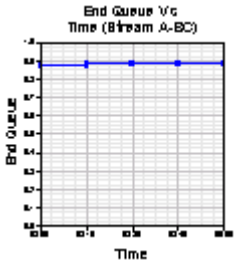
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

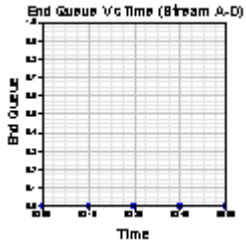




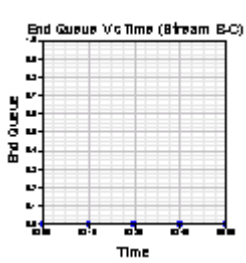


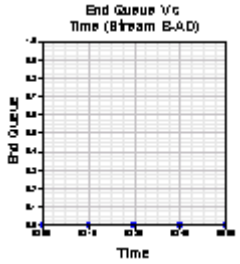


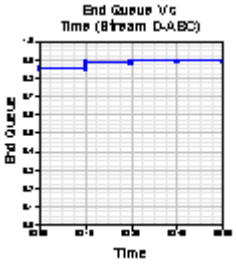


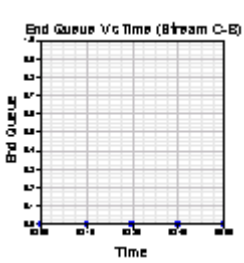


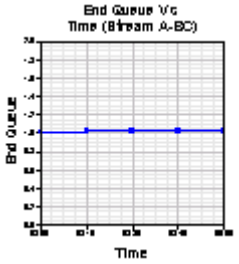
Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

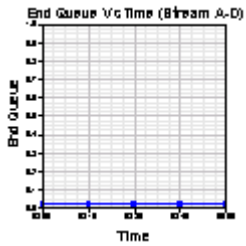




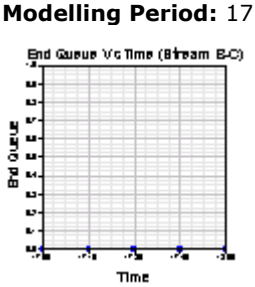


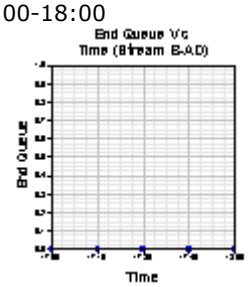


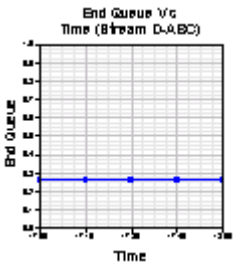


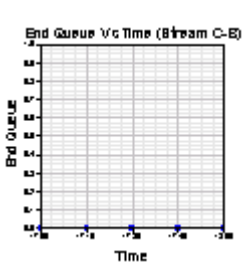


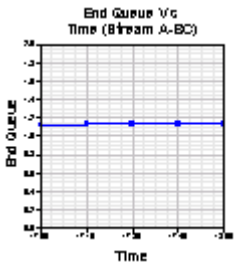
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

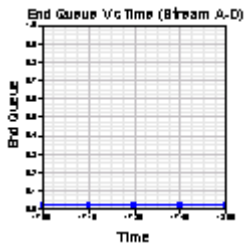




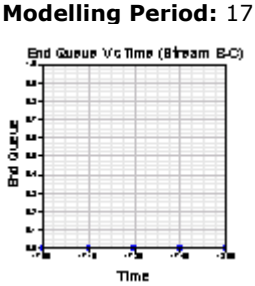


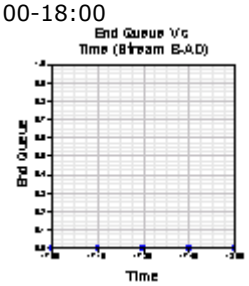


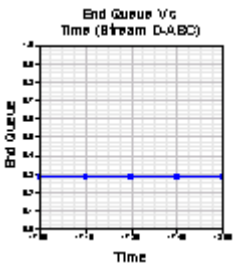


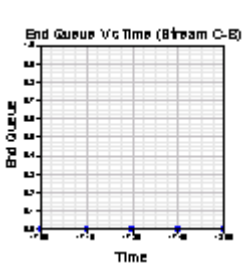


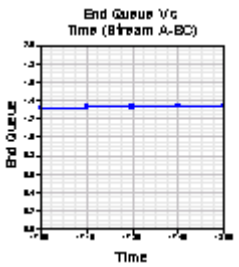
Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

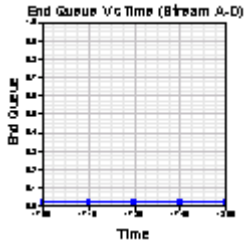






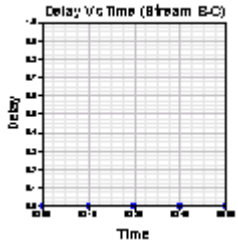


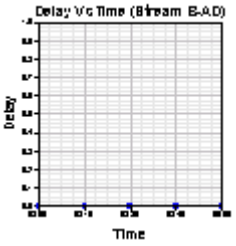


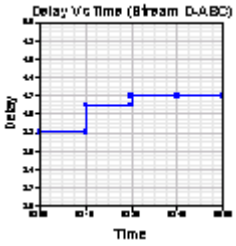


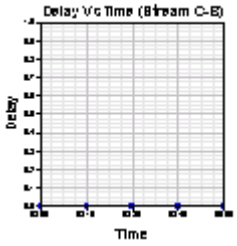
Delay Graph

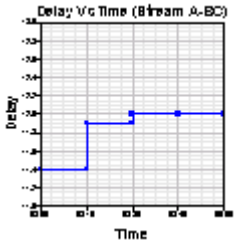
Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

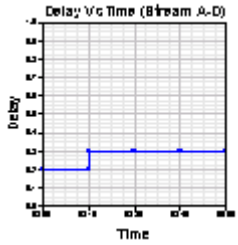




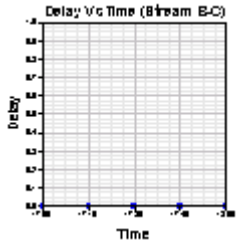


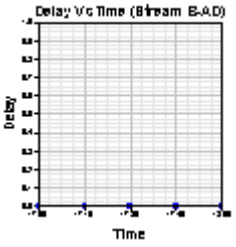


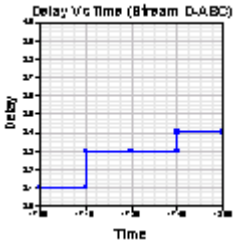


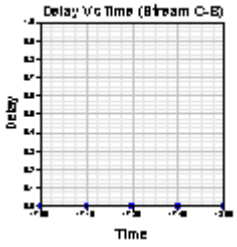


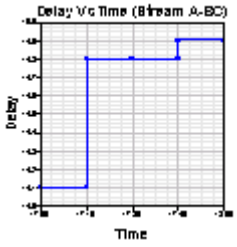
Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

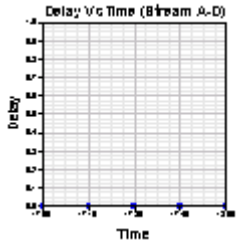




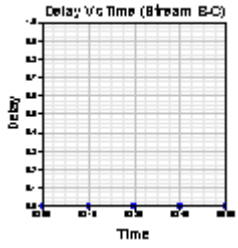


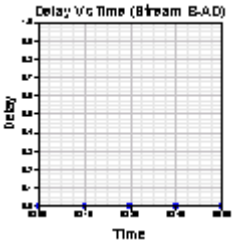


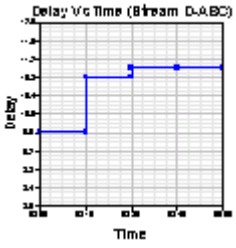


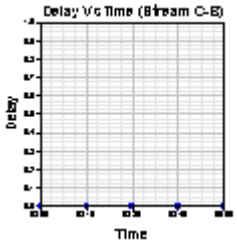


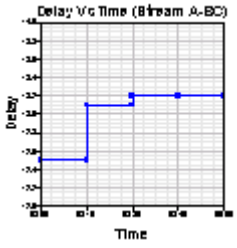
Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

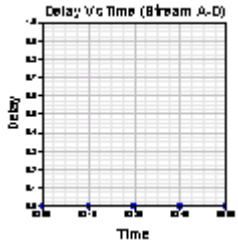




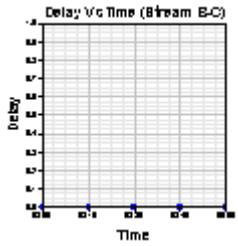


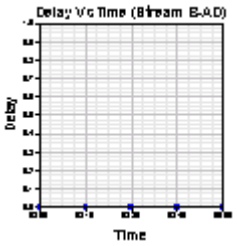


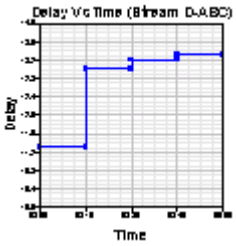


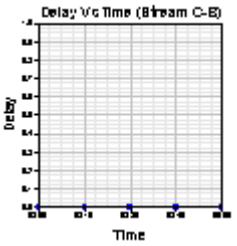


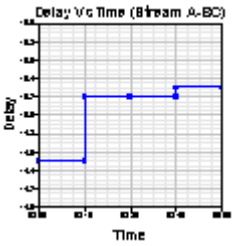
Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

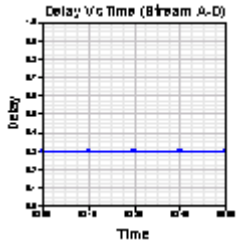




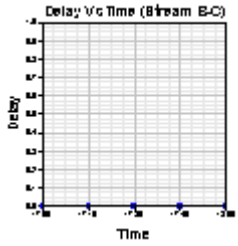


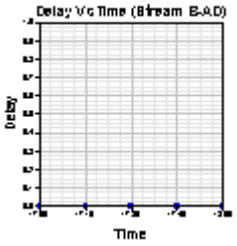


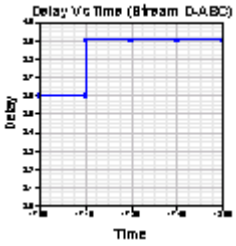


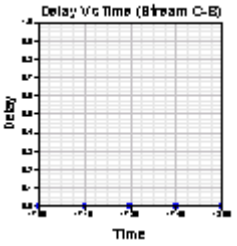


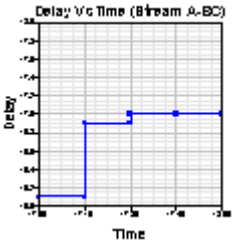
Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

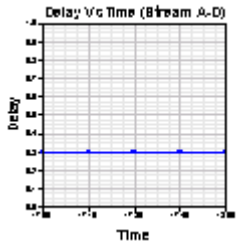




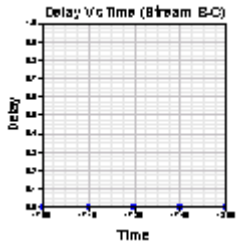


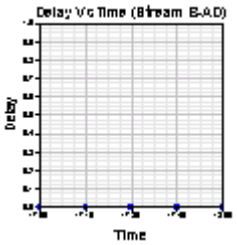


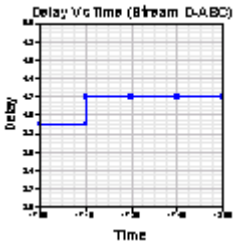


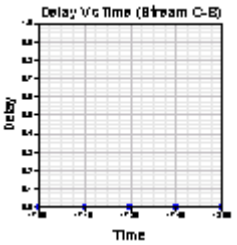


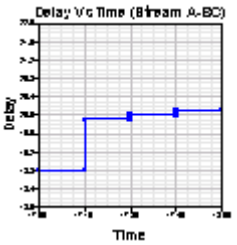
Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

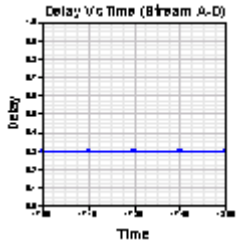












Queues & Delays

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-C	0.00	8.21	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	4.34	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.01	4.62	0.219	-	0.00	0.27	-	3.8	0.27
	C-A	13.19	-	-	-	-	-	-	-	-
	C-B	0.00	8.17	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	6.38	21.99	0.290	10.0	0.00	0.79	-	11.4	0.06
	A-D	0.13	0.45	0.298	10.0	0.00	0.02	-	0.2	2.84

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-C	0.00	8.19	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	4.32	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.01	4.61	0.219	-	0.27	0.28	-	4.1	0.28
	C-A	13.19	-	-	-	-	-	-	-	-
	C-B	0.00	8.16	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	6.38	21.99	0.290	10.0	0.79	0.80	-	11.9	0.06
	A-D	0.13	0.45	0.298	10.0	0.02	0.02	-	0.3	2.85

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-C	0.00	8.19	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	4.32	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.01	4.61	0.219	-	0.28	0.28	-	4.2	0.28
	C-A	13.19	-	-	-	-	-	-	-	-
	C-B	0.00	8.16	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	6.38	21.99	0.290	10.0	0.80	0.80	-	12.0	0.06
	A-D	0.13	0.45	0.298	10.0	0.02	0.02	-	0.3	2.85

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-C	0.00	8.19	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	4.32	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.01	4.61	0.219	-	0.28	0.28	-	4.2	0.28
	C-A	13.19	-	-	-	-	-	-	-	-
	C-B	0.00	8.16	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	6.38	21.99	0.290	10.0	0.80	0.80	-	12.0	0.06
	A-D	0.13	0.45	0.298	10.0	0.02	0.02	-	0.3	2.85

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-C	0.00	7.91	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.79	0.002	-	0.00	0.00	-	0.0	0.21
	D-ABC	1.05	5.73	0.183	-	0.00	0.22	-	3.1	0.21
	C-A	7.95	-	-	-	-	-	-	-	-
	C-B	0.02	7.85	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	7.64	22.98	0.333	10.0	0.00	0.98	-	14.1	0.06
	A-D	0.02	0.05	0.333	10.0	0.00	0.00	-	0.0	21.86

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-C	0.00	7.89	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.78	0.002	-	0.00	0.00	-	0.0	0.21
	D-ABC	1.05	5.72	0.184	-	0.22	0.22	-	3.3	0.21
	C-A	7.95	-	-	-	-	-	-	-	-
	C-B	0.02	7.84	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	7.64	22.98	0.333	10.0	0.98	0.99	-	14.8	0.07
	A-D	0.02	0.05	0.333	10.0	0.00	0.00	-	0.0	21.86

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-C	0.00	7.89	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.78	0.002	-	0.00	0.00	-	0.0	0.21
	D-ABC	1.05	5.72	0.184	-	0.22	0.22	-	3.3	0.21
	C-A	7.95	-	-	-	-	-	-	-	-
	C-B	0.02	7.84	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	7.64	22.98	0.333	10.0	0.99	0.99	-	14.8	0.07
	A-D	0.02	0.05	0.333	10.0	0.00	0.00	-	0.0	21.86

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-C	0.00	7.89	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.78	0.002	-	0.00	0.00	-	0.0	0.21
	D-ABC	1.05	5.72	0.184	-	0.22	0.22	-	3.4	0.21
	C-A	7.95	-	-	-	-	-	-	-	-
	C-B	0.02	7.84	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	7.64	22.98	0.333	10.0	0.99	0.99	-	14.9	0.07
	A-D	0.02	0.05	0.333	10.0	0.00	0.00	-	0.0	21.86

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-C	0.00	7.94	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	3.93	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.83	4.29	0.427	-	0.00	0.71	-	9.6	0.39
	C-A	14.30	-	-	-	-	-	-	-	-
	C-B	0.00	7.91	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	7.06	23.08	0.306	10.0	0.00	0.87	-	12.5	0.06
	A-D	0.00	0.00	0.306	10.0	0.00	0.00	-	0.0	0.00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-C	0.00	7.92	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	3.91	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.83	4.28	0.427	-	0.71	0.73	-	10.8	0.41
	C-A	14.30	-	-	-	-	-	-	-	-
	C-B	0.00	7.89	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	7.06	23.08	0.306	10.0	0.87	0.88	-	13.1	0.06
	A-D	0.00	0.00	0.306	10.0	0.00	0.00	-	0.0	0.00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-C	0.00	7.92	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	3.91	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.83	4.28	0.427	-	0.73	0.73	-	11.0	0.41
	C-A	14.30	-	-	-	-	-	-	-	-
	C-B	0.00	7.89	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	7.06	23.08	0.306	10.0	0.88	0.88	-	13.2	0.06
	A-D	0.00	0.00	0.306	10.0	0.00	0.00	-	0.0	0.00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-C	0.00	7.92	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	3.91	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.83	4.28	0.427	-	0.73	0.74	-	11.0	0.41
	C-A	14.30	-	-	-	-	-	-	-	-
	C-B	0.00	7.89	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	7.06	23.08	0.306	10.0	0.88	0.88	-	13.2	0.06
	A-D	0.00	0.00	0.306	10.0	0.00	0.00	-	0.0	0.00

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-C	0.00	7.83	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	3.65	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.83	3.86	0.474	-	0.00	0.85	-	11.3	0.47
	C-A	15.53	-	-	-	-	-	-	-	-
	C-B	0.00	7.80	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	7.51	21.94	0.342	10.0	0.00	1.01	-	14.5	0.07
	A-D	0.15	0.43	0.351	10.0	0.00	0.02	-	0.3	3.09

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-C	0.00	7.81	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	3.63	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.83	3.85	0.475	-	0.85	0.88	-	13.0	0.49
	C-A	15.53	-	-	-	-	-	-	-	-
	C-B	0.00	7.77	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	7.51	21.94	0.342	10.0	1.01	1.02	-	15.2	0.07
	A-D	0.15	0.43	0.350	10.0	0.02	0.02	-	0.3	3.11

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-C	0.00	7.81	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	3.63	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.83	3.85	0.475	-	0.88	0.89	-	13.2	0.49
	C-A	15.53	-	-	-	-	-	-	-	-
	C-B	0.00	7.77	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	7.51	21.94	0.342	10.0	1.02	1.02	-	15.2	0.07
	A-D	0.15	0.43	0.350	10.0	0.02	0.02	-	0.3	3.11

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-C	0.00	7.81	0.001	-	0.00	0.00	-	0.0	0.00
	B-AD	0.00	3.63	0.001	-	0.00	0.00	-	0.0	0.00
	D-ABC	1.83	3.85	0.475	-	0.89	0.89	-	13.3	0.49
	C-A	15.53	-	-	-	-	-	-	-	-
	C-B	0.00	7.77	0.000	-	0.00	0.00	-	0.0	0.00
	C-D	0.07	-	-	-	-	-	-	-	-
	A-BC	7.51	21.94	0.342	10.0	1.02	1.02	-	15.3	0.07
	A-D	0.15	0.43	0.350	10.0	0.02	0.02	-	0.3	3.11

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-C	0.00	7.75	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.56	0.002	-	0.00	0.00	-	0.0	0.22
	D-ABC	1.13	5.45	0.207	-	0.00	0.26	-	3.6	0.23
	C-A	8.61	-	-	-	-	-	-	-	-
	C-B	0.02	7.72	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	8.16	22.25	0.367	10.0	0.00	1.12	-	16.1	0.07
	A-D	0.15	0.40	0.373	10.0	0.00	0.02	-	0.3	3.37

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-C	0.00	7.73	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.54	0.002	-	0.00	0.00	-	0.0	0.22
	D-ABC	1.13	5.44	0.208	-	0.26	0.26	-	3.9	0.23
	C-A	8.61	-	-	-	-	-	-	-	-
	C-B	0.02	7.70	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	8.16	22.25	0.367	10.0	1.12	1.13	-	16.9	0.07
	A-D	0.15	0.40	0.372	10.0	0.02	0.02	-	0.3	3.38

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-C	0.00	7.73	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.54	0.002	-	0.00	0.00	-	0.0	0.22
	D-ABC	1.13	5.44	0.208	-	0.26	0.26	-	3.9	0.23
	C-A	8.61	-	-	-	-	-	-	-	-
	C-B	0.02	7.70	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	8.16	22.25	0.367	10.0	1.13	1.13	-	17.0	0.07
	A-D	0.15	0.40	0.372	10.0	0.02	0.02	-	0.3	3.38

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-C	0.00	7.73	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.54	0.002	-	0.00	0.00	-	0.0	0.22
	D-ABC	1.13	5.44	0.208	-	0.26	0.26	-	3.9	0.23
	C-A	8.61	-	-	-	-	-	-	-	-
	C-B	0.02	7.70	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	8.16	22.25	0.367	10.0	1.13	1.13	-	17.0	0.07
	A-D	0.15	0.40	0.372	10.0	0.02	0.02	-	0.3	3.38

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-C	0.00	7.54	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.25	0.002	-	0.00	0.00	-	0.0	0.24
	D-ABC	1.13	5.14	0.220	-	0.00	0.28	-	3.9	0.25
	C-A	9.36	-	-	-	-	-	-	-	-
	C-B	0.02	7.50	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	9.05	22.31	0.406	10.0	0.00	1.32	-	18.8	0.07
	A-D	0.15	0.36	0.411	10.0	0.00	0.02	-	0.3	3.82

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-C	0.00	7.51	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.23	0.002	-	0.00	0.00	-	0.0	0.24
	D-ABC	1.13	5.13	0.220	-	0.28	0.28	-	4.2	0.25
	C-A	9.36	-	-	-	-	-	-	-	-
	C-B	0.02	7.48	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	9.05	22.31	0.406	10.0	1.32	1.33	-	19.9	0.08
	A-D	0.15	0.36	0.410	10.0	0.02	0.02	-	0.3	3.84

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-C	0.00	7.51	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.23	0.002	-	0.00	0.00	-	0.0	0.24
	D-ABC	1.13	5.13	0.220	-	0.28	0.28	-	4.2	0.25
	C-A	9.36	-	-	-	-	-	-	-	-
	C-B	0.02	7.48	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	9.05	22.31	0.406	10.0	1.33	1.34	-	20.0	0.08
	A-D	0.15	0.36	0.410	10.0	0.02	0.02	-	0.3	3.84

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-C	0.00	7.51	0.000	-	0.00	0.00	-	0.0	0.00
	B-AD	0.01	4.23	0.002	-	0.00	0.00	-	0.0	0.24
	D-ABC	1.13	5.13	0.220	-	0.28	0.28	-	4.2	0.25
	C-A	9.36	-	-	-	-	-	-	-	-
	C-B	0.02	7.48	0.002	-	0.00	0.00	-	0.0	0.13
	C-D	0.08	-	-	-	-	-	-	-	-
	A-BC	9.05	22.31	0.406	10.0	1.34	1.34	-	20.1	0.08
	A-D	0.15	0.36	0.410	10.0	0.02	0.02	-	0.3	3.84

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: AM - Scenario A
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-C	0.3	0.3	0.0	0.1	0.0	0.1
B-AD	0.3	0.3	0.1	0.2	0.1	0.2
D-ABC	60.6	60.6	16.3	0.3	16.3	0.3
C-A	791.6	791.6	-	-	-	-
C-B	0.0	0.0	0.0	0.0	0.0	0.0
C-D	4.0	4.0	-	-	-	-
A-BC	382.6	382.6	47.3	0.1	47.3	0.1
A-D	8.0	8.0	1.0	0.1	1.0	0.1
All	**1247.4**	**1247.4**	**64.7**	**0.1**	**64.7**	**0.1**

Demand Set: PM - Scenario A
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-C	0.0	0.0	0.0	0.0	0.0	0.0
B-AD	0.6	0.6	0.1	0.2	0.1	0.2
D-ABC	63.0	63.0	13.2	0.2	13.2	0.2
C-A	477.0	477.0	-	-	-	-
C-B	1.0	1.0	0.1	0.1	0.1	0.1
C-D	5.0	5.0	-	-	-	-
A-BC	458.6	458.6	58.6	0.1	58.6	0.1
A-D	1.0	1.0	0.1	0.1	0.1	0.1
All	**1006.2**	**1006.2**	**72.2**	**0.1**	**72.2**	**0.1**

Demand Set: AM - Scenario B
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-C	0.3	0.3	0.0	0.1	0.0	0.1
B-AD	0.3	0.3	0.1	0.3	0.1	0.3
D-ABC	109.8	109.8	42.5	0.4	42.5	0.4
C-A	858.2	858.2	-	-	-	-
C-B	0.0	0.0	0.0	0.0	0.0	0.0
C-D	4.0	4.0	-	-	-	-
A-BC	423.6	423.6	52.0	0.1	52.0	0.1
A-D	0.0	0.0	0.0	0.0	0.0	0.0
All	**1396.2**	**1396.2**	**94.6**	**0.1**	**94.7**	**0.1**

Demand Set: AM - Scenario C
Modelling Period: 08:00-09:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-C	0.3	0.3	0.0	0.1	0.0	0.1
B-AD	0.3	0.3	0.1	0.3	0.1	0.3
D-ABC	109.8	109.8	50.9	0.5	51.0	0.5
C-A	932.0	932.0	-	-	-	-
C-B	0.0	0.0	0.0	0.0	0.0	0.0
C-D	4.0	4.0	-	-	-	-
A-BC	450.6	450.6	60.2	0.1	60.2	0.1
A-D	9.0	9.0	1.3	0.1	1.3	0.1
All	**1506.0**	**1506.0**	**112.4**	**0.1**	**112.5**	**0.1**

Demand Set: PM - Scenario B
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-C	0.0	0.0	0.0	0.0	0.0	0.0
B-AD	0.6	0.6	0.1	0.2	0.1	0.2
D-ABC	67.8	67.8	15.3	0.2	15.3	0.2
C-A	516.6	516.6	-	-	-	-
C-B	1.0	1.0	0.1	0.1	0.1	0.1
C-D	5.0	5.0	-	-	-	-
A-BC	489.6	489.6	66.9	0.1	66.9	0.1
A-D	9.0	9.0	1.3	0.1	1.3	0.1
All	**1089.6**	**1089.6**	**83.8**	**0.1**	**83.8**	**0.1**

Demand Set: PM - Scenario C
Modelling Period: 17:00-18:00

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-C	0.0	0.0	0.0	0.0	0.0	0.0
B-AD	0.6	0.6	0.1	0.2	0.1	0.2
D-ABC	67.8	67.8	16.5	0.2	16.5	0.2
C-A	561.6	561.6	-	-	-	-
C-B	1.0	1.0	0.1	0.1	0.1	0.1
C-D	5.0	5.0	-	-	-	-
A-BC	543.0	543.0	78.8	0.1	78.9	0.1
A-D	9.0	9.0	1.3	0.1	1.4	0.2
All	**1188.0**	**1188.0**	**96.9**	**0.1**	**97.0**	**0.1**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

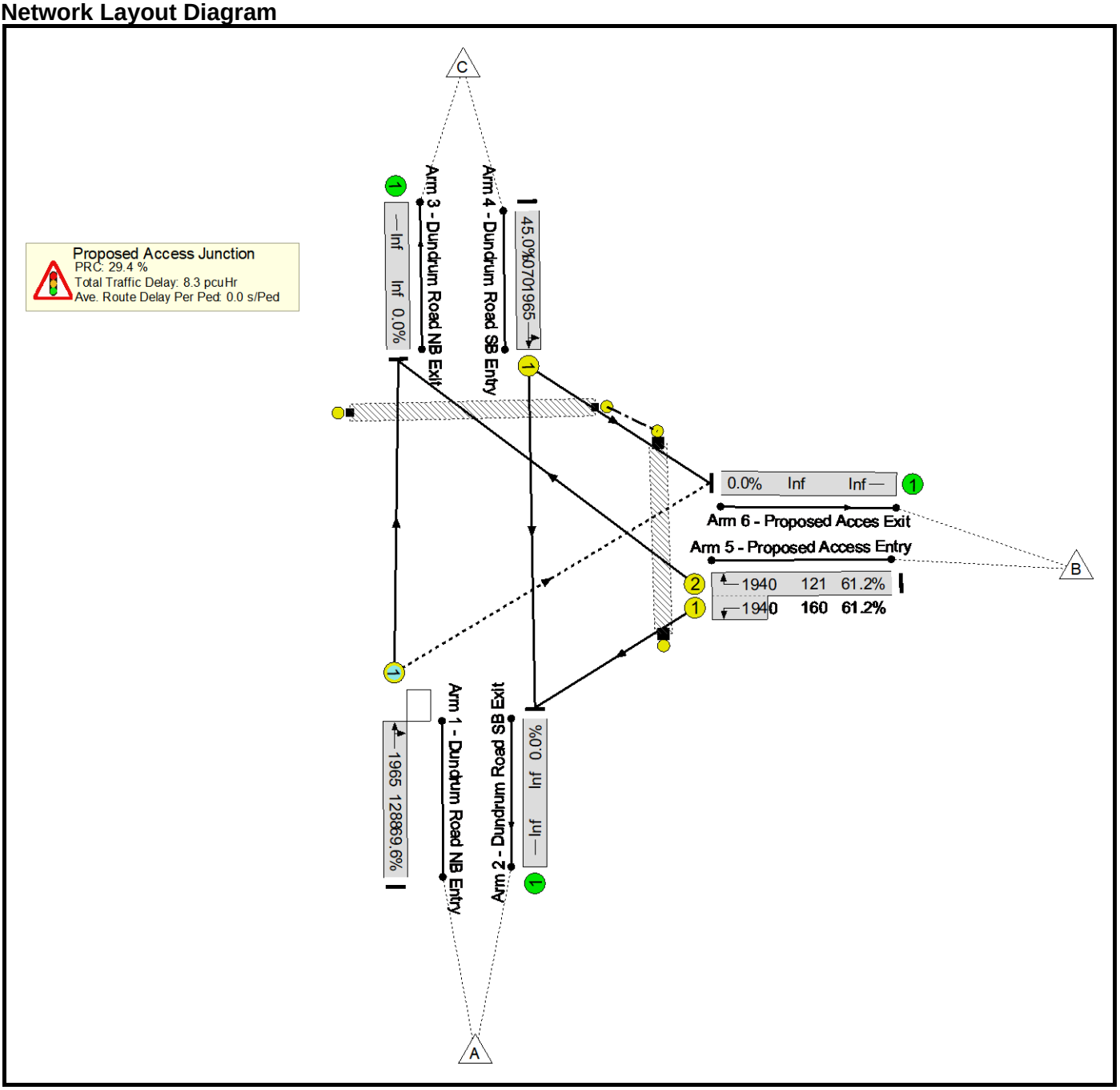
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Proposed Access Junction.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'AM' (FG1: 'AM 2027 + CI + Dev ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.6%**	**42**	**4**	**1**	**8.3**	**-**	**-**
Proposed Access Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.6%**	**42**	**4**	**1**	**8.3**	**-**	**-**
1/1	Dundrum Road NB Entry Ahead Right	O	A		1	58	-	896	1965	1288	69.6%	42	4	1	3.6	14.5	15.1
4/1	Dundrum Road SB Entry Ahead Left	U	C		1	48	-	481	1965	1070	45.0%	-	-	-	2.1	15.4	7.6
5/2+5/1	Proposed Access Entry Left Right	U	B		1	7	-	172	1940:1940	121+160	61.2 : 61.2%	-	-	-	2.6	55.4	3.1
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 29.4
PRC Over All Lanes (%): 29.4

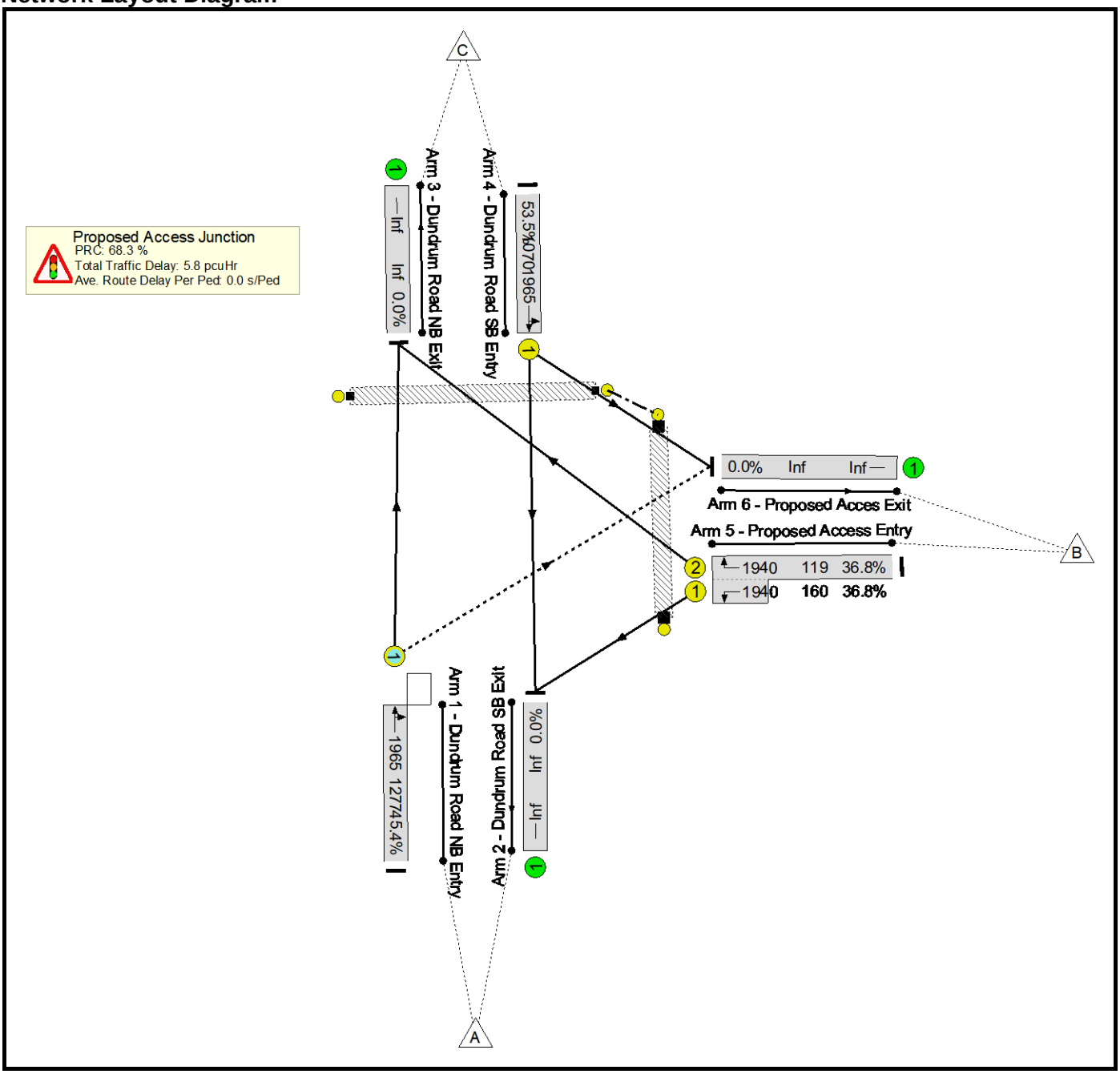
Total Delay for Signalled Lanes (pcuHr): 8.32
Total Delay Over All Lanes(pcuHr): 8.32

Cycle Time (s): 90

Basic Results Summary

Scenario 2: 'PM' (FG2: 'PM 2027 + CI + Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**53.5%**	**64**	**6**	**2**	**5.8**	-	-
Proposed Access Junction	-	-	-		-	-	-	-	-	-	**53.5%**	**64**	**6**	**2**	**5.8**	-	-
1/1	Dundrum Road NB Entry Ahead Right	O	A		1	58	-	580	1965	1277	45.4%	64	6	2	1.8	11.0	7.3
4/1	Dundrum Road SB Entry Ahead Left	U	C		1	48	-	572	1965	1070	53.5%	-	-	-	2.7	16.8	9.6
5/2+5/1	Proposed Access Entry Left Right	U	B		1	7	-	103	1940:1940	119+160	36.8 : 36.8%	-	-	-	1.4	48.6	1.7
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 68.3
PRC Over All Lanes (%): 68.3

Total Delay for Signalled Lanes (pcuHr): 5.82
Total Delay Over All Lanes(pcuHr): 5.82

Cycle Time (s): 90

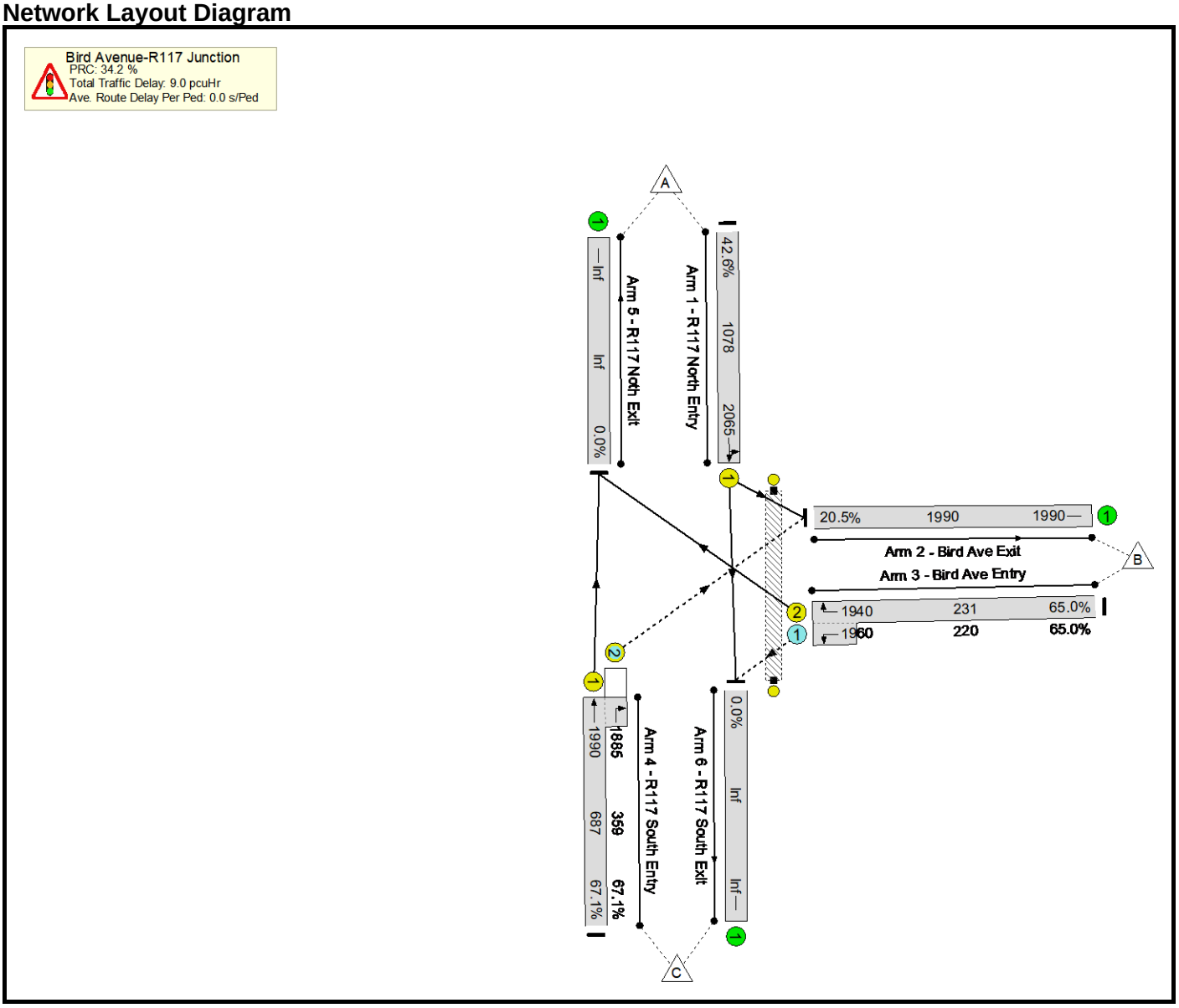
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Bird Ave-R117 with all scenarios.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Base AM' (FG3: '2024 Base Year AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.1%**	**316**	**68**	**0**	**9.0**	**-**	**-**
Bird Avenue-R117 Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.1%**	**316**	**68**	**0**	**9.0**	**-**	**-**
1/1	R117 North Entry Left Ahead	U	A		1	46	-	459	2065	1078	42.6%	-	-	-	2.1	16.1	7.4
2/1	Bird Ave Exit	U	-		-	-	-	408	1990	1990	20.5%	-	-	-	0.1	1.1	0.1
3/2+3/1	Bird Ave Entry Right Left	U+O	B -		1	15	-	293	1940:1960	231+220	65.0 : 65.0%	75	68	0	2.4	28.9	4.7
4/1+4/2	R117 South Entry Right Ahead	U+O	C		1	46	-	702	1990:1885	687+359	67.1 : 67.1%	241	0	0	4.5	22.9	12.4
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 34.2
PRC Over All Lanes (%): 34.2

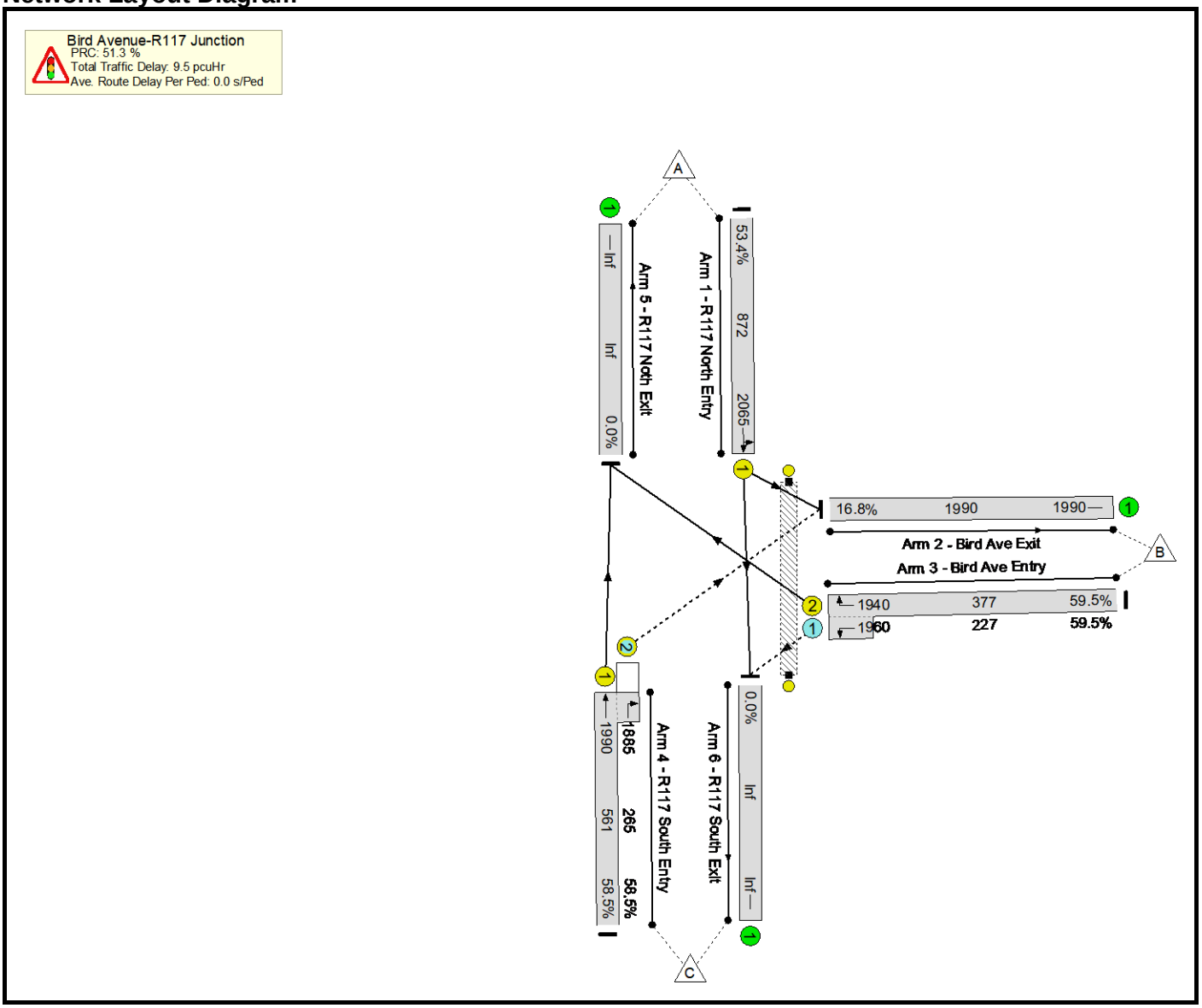
Total Delay for Signalled Lanes (pcuHr): 8.88
Total Delay Over All Lanes(pcuHr): 9.01

Cycle Time (s): 90

Basic Results Summary

Scenario 2: 'Base PM' (FG4: '2024 Base Year PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.5%**	**190**	**100**	**0**	**9.5**	**-**	**-**
Bird Avenue-R117 Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.5%**	**190**	**100**	**0**	**9.5**	**-**	**-**
1/1	R117 North Entry Left Ahead	U	A		1	37	-	466	2065	872	53.4%	-	-	-	3.1	23.8	9.2
2/1	Bird Ave Exit	U	-		-	-	-	334	1990	1990	16.8%	-	-	-	0.1	1.1	0.1
3/2+3/1	Bird Ave Entry Right Left	U+O	B -		1	24	-	359	1940:1960	377+227	59.5 : 59.5%	35	100	0	2.6	26.0	6.5
4/1+4/2	R117 South Entry Right Ahead	U+O	C		1	37	-	483	1990:1885	561+265	58.5 : 58.5%	155	0	0	3.7	27.8	8.7
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 51.3
PRC Over All Lanes (%): 51.3

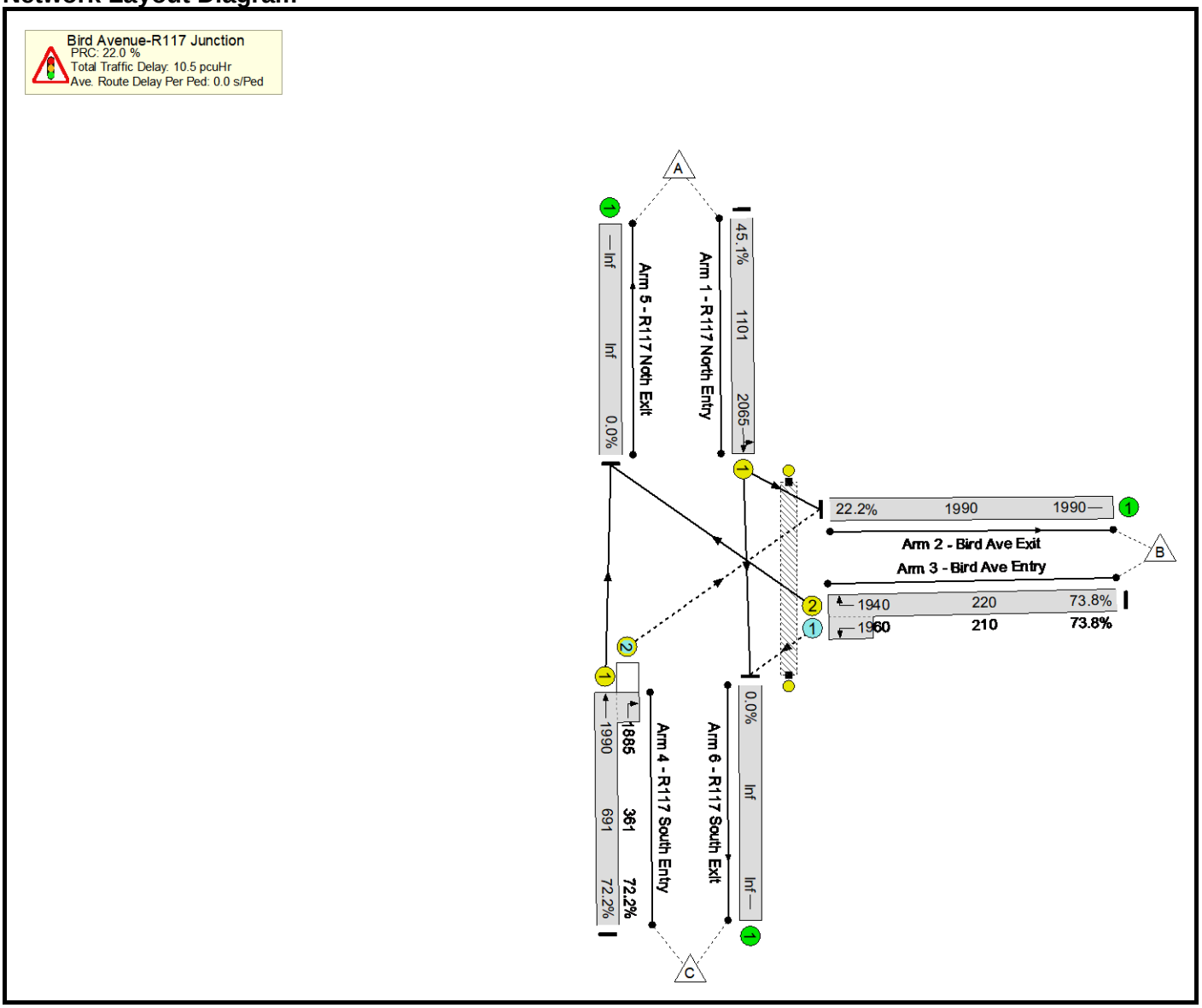
Total Delay for Signalled Lanes (pcuHr): 9.41
Total Delay Over All Lanes(pcuHr): 9.51

Cycle Time (s): 90

Basic Results Summary

Scenario 3: '2024 AM' (FG5: '2024 Cumulative AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.8%**	**333**	**83**	**0**	**10.5**	**-**	**-**
Bird Avenue-R117 Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.8%**	**333**	**83**	**0**	**10.5**	**-**	**-**
1/1	R117 North Entry Left Ahead	U	A		1	47	-	497	2065	1101	45.1%	-	-	-	2.2	15.9	8.0
2/1	Bird Ave Exit	U	-		-	-	-	442	1990	1990	22.2%	-	-	-	0.1	1.2	0.1
3/2+3/1	Bird Ave Entry Right Left	U+O	B -		1	14	-	317	1940:1960	220+210	73.8 : 73.8%	72	83	0	3.0	34.4	5.9
4/1+4/2	R117 South Entry Right Ahead	U+O	C		1	47	-	760	1990:1885	691+361	72.2 : 72.2%	261	0	0	5.1	24.3	14.4
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 22.0
PRC Over All Lanes (%): 22.0

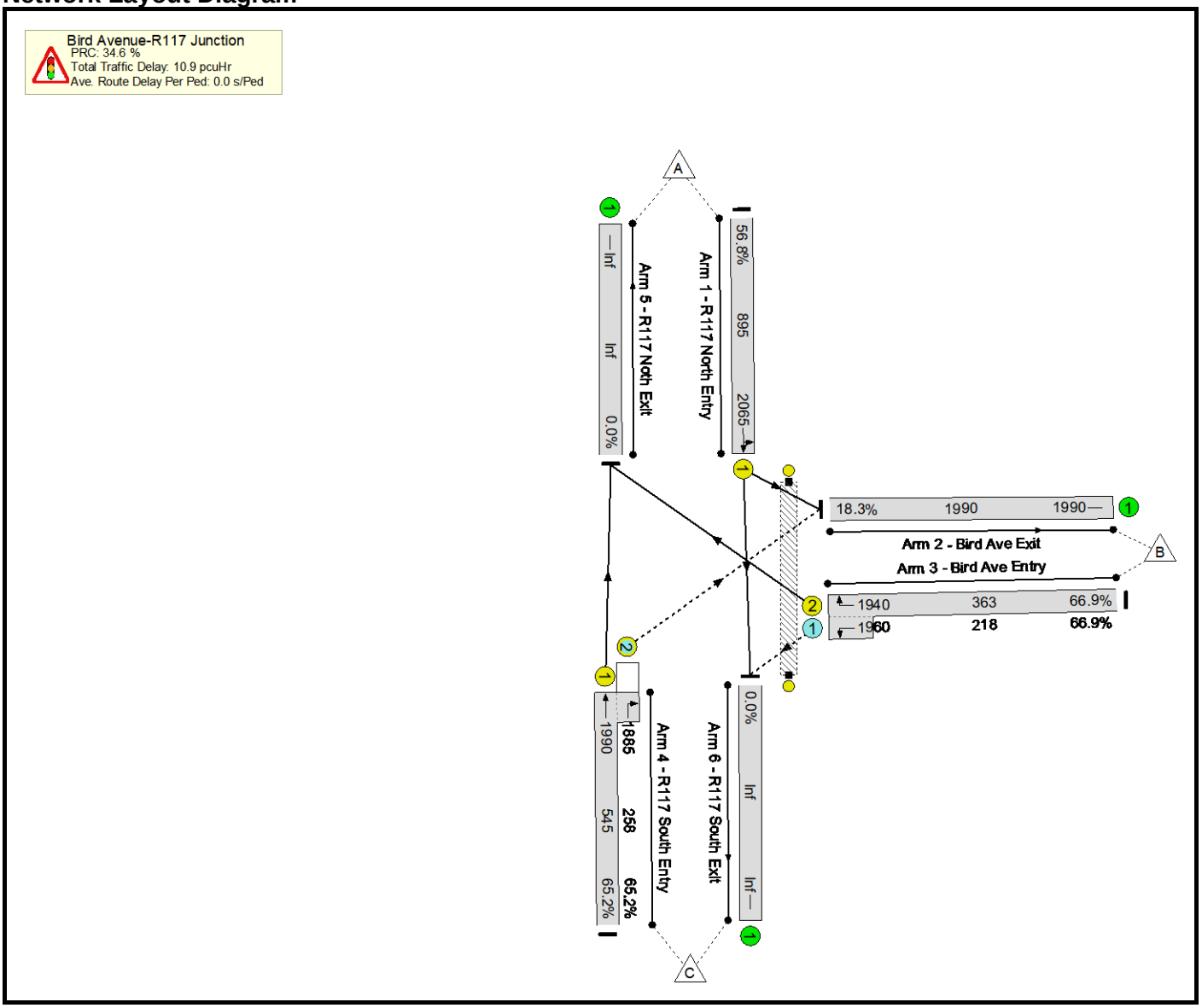
Total Delay for Signalled Lanes (pcuHr): 10.36
Total Delay Over All Lanes(pcuHr): 10.50

Cycle Time (s): 90

Basic Results Summary

Scenario 4: '2024 PM' (FG6: '2024 Cumulative PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**	**200**	**114**	**0**	**10.9**	**-**	**-**
Bird Avenue-R117 Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**	**200**	**114**	**0**	**10.9**	**-**	**-**
1/1	R117 North Entry Left Ahead	U	A		1	38	-	508	2065	895	56.8%	-	-	-	3.4	23.8	10.1
2/1	Bird Ave Exit	U	-		-	-	-	365	1990	1990	18.3%	-	-	-	0.1	1.1	0.1
3/2+3/1	Bird Ave Entry Right Left	U+O	B -		1	23	-	389	1940:1960	363+218	66.9 : 66.9%	32	114	0	3.2	29.6	7.7
4/1+4/2	R117 South Entry Right Ahead	U+O	C		1	38	-	523	1990:1885	545+258	65.2 : 65.2%	168	0	0	4.3	29.3	9.7
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 34.6
PRC Over All Lanes (%): 34.6

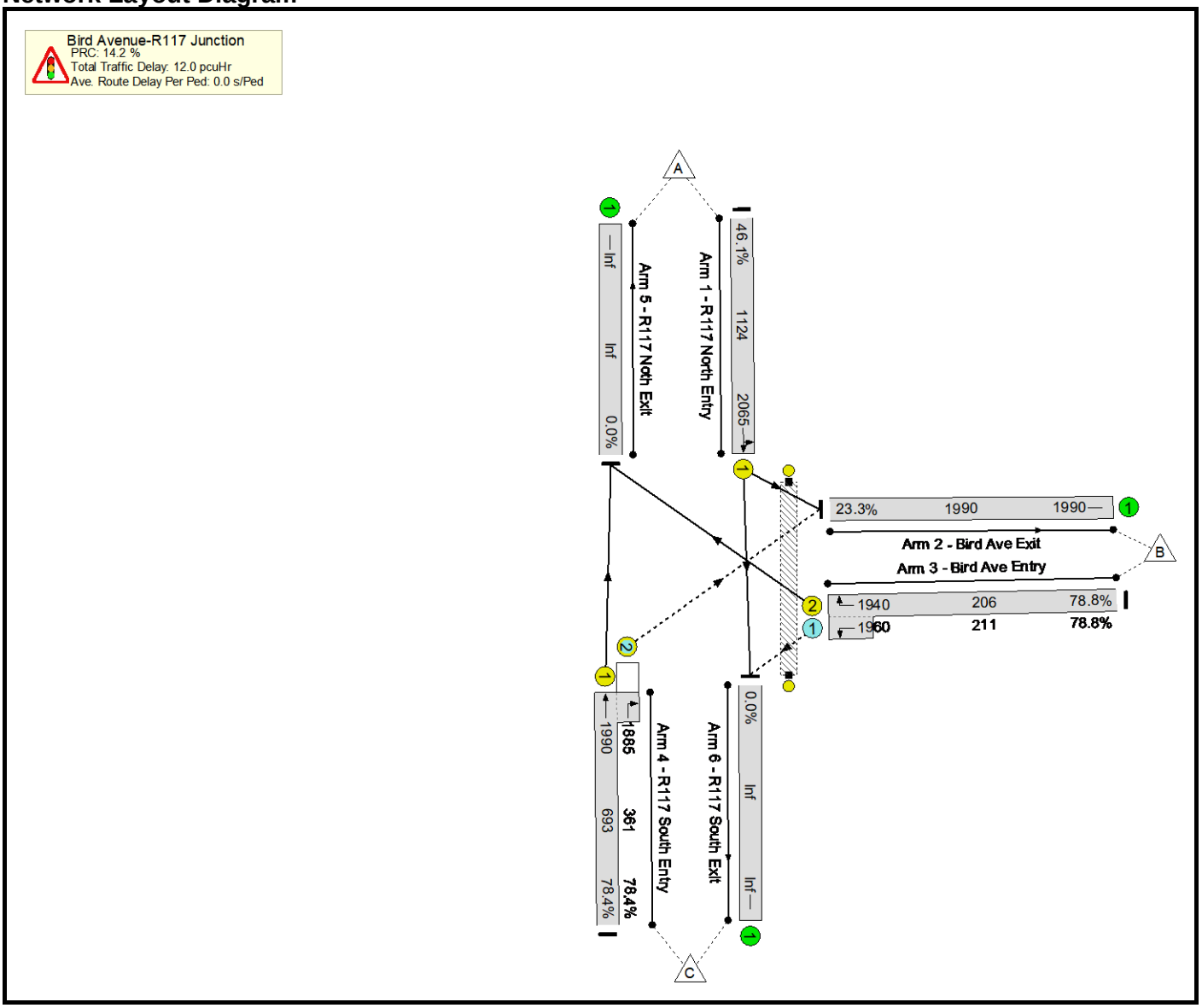
Total Delay for Signalled Lanes (pcuHr): 10.82
Total Delay Over All Lanes(pcuHr): 10.93

Cycle Time (s): 90

Basic Results Summary

Scenario 5: '2024 w Dev AM' (FG1: '2024 with Dev. Traffic Flows AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.8%**	**360**	**89**	**0**	**12.0**	**-**	**-**
Bird Avenue-R117 Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.8%**	**360**	**89**	**0**	**12.0**	**-**	**-**
1/1	R117 North Entry Left Ahead	U	A		1	48	-	518	2065	1124	46.1%	-	-	-	2.2	15.4	8.2
2/1	Bird Ave Exit	U	-		-	-	-	464	1990	1990	23.3%	-	-	-	0.2	1.2	0.2
3/2+3/1	Bird Ave Entry Right Left	U+O	B -		1	13	-	328	1940:1960	206+211	78.8 : 78.8%	77	89	0	3.5	38.5	6.5
4/1+4/2	R117 South Entry Right Ahead	U+O	C		1	48	-	826	1990:1885	693+361	78.4 : 78.4%	283	0	0	6.1	26.5	17.0
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 14.2
PRC Over All Lanes (%): 14.2

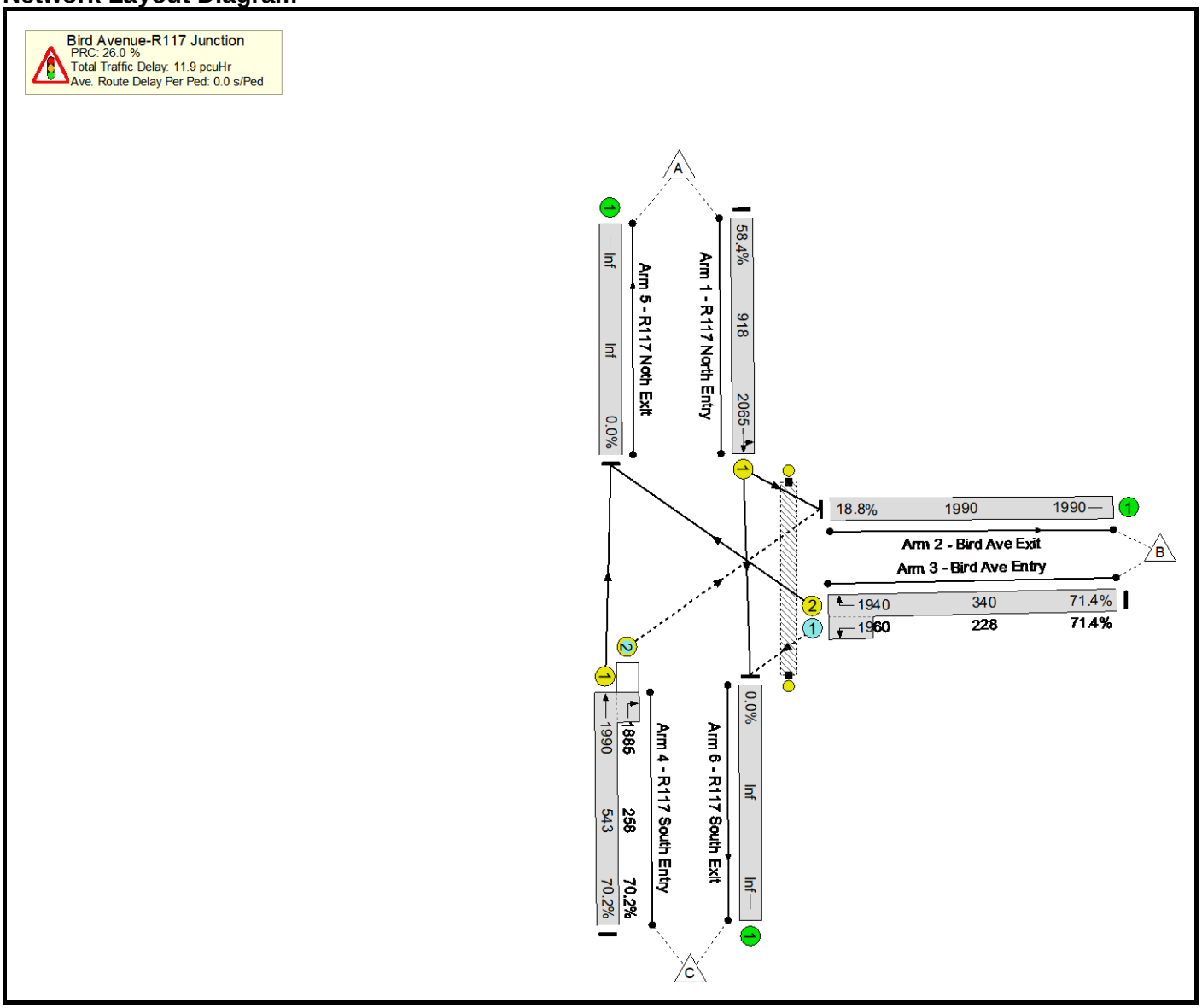
Total Delay for Signalled Lanes (pcuHr): 11.80
Total Delay Over All Lanes(pcuHr): 11.96

Cycle Time (s): 90

Basic Results Summary

Scenario 6: '2024 w Dev PM' (FG2: '2024 with Dev. Traffic Flows PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.4%**	**216**	**128**	**0**	**11.9**	**-**	**-**
Bird Avenue-R117 Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.4%**	**216**	**128**	**0**	**11.9**	**-**	**-**
1/1	R117 North Entry Left Ahead	U	A		1	39	-	536	2065	918	58.4%	-	-	-	3.5	23.5	10.7
2/1	Bird Ave Exit	U	-		-	-	-	375	1990	1990	18.8%	-	-	-	0.1	1.1	0.1
3/2+3/1	Bird Ave Entry Right Left	U+O	B -		1	22	-	406	1940:1960	340+228	71.4 : 71.4%	35	128	0	3.6	31.6	8.3
4/1+4/2	R117 South Entry Right Ahead	U+O	C		1	39	-	562	1990:1885	543+258	70.2 : 70.2%	181	0	0	4.8	30.5	10.8
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 26.0
PRC Over All Lanes (%): 26.0

Total Delay for Signalled Lanes (pcuHr): 11.82
Total Delay Over All Lanes(pcuHr): 11.93

Cycle Time (s): 90