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LONG POINT OUTDOOR AMENITY ENHANCEMENT PROJECT, LOUGHREA

County Galway

Traffic and Transport Assessment

Final Report - 25/09/24

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1 INTRODUCTION

1.1 Purpose of report

A planning application is being submitted to An Bord Pleanala by Galway County Council to undertake enhancement works at the existing Long Point car park and lakeside leisure facility, located on the shore of Lough Rea, on the southside of Loughrea, County Galway. The site is accessed off the R351 Regional Road. The Proposed Development comprises of improvements to the existing lakeside leisure facilities, improvements to on-site cycle and pedestrian facilities, enhanced parking facilities and improved access arrangements for vehicles accessing the site off the R351 regional road.

This report presents the method and results of a ***Traffic and Transport Assessment (TTA)*** undertaken in order to determine the potential traffic impact of the Proposed Development on the local highway network and to assess access to the site for all modes of transport.

This report addresses the following traffic and transport related issues:

- The local transport network,
- Observed base year 2024, opening year (2025) and future year (2040) background traffic levels,
- The proposed development and additional traffic volumes that will be generated on the local road network,
- The proposed access junction on R351 regional road and internal layout,
- Capacity assessment of the R351 access junction,
- Access for sustainable modes of transport,
- Road safety issues.

The study was commissioned by Galway County Council and was undertaken by Alan Lipscombe Traffic and Transportation Consultants Ltd. This report, together with the following, comprises the traffic and transports elements of the planning application;

- Site layout and parking layout prepared by Helena McElmeel Architects,
- Stage 1 Road Safety Audit, prepared by Traffico Road Safety Engineers.

1.2 Method and report structure

The report adopts the guidance for such assessments set out by Transport Infrastructure Ireland (TII)[1] and is set out as follows:

- A review of the existing transport infrastructure in the vicinity of the Proposed Development, including an assessment of existing and future traffic flows ***(Section 2 - Receiving Environment)***,
- A description of the nature of the proposed development and the traffic volumes that will be generated ***(Section 3 – Proposed Development)***,
- A description of the proposed access junction ***(Section 4 – Proposed Long Point Access junction)***,
- A review of the impact of the development on the surrounding network ***(Section 5 – Impact of the Proposed Development on study network)***,
- A review of conditions for sustainable modes of travel ***(Section 6 – Provision for sustainable modes of travel).***
- A review of Road Safety including the Stage 1 Road Safety Audit ***(Section 7 – Road Safety).***

The key findings of the assessment are summarised in the concluding Chapter 8.

[1] Traffic and Transport Assessment Guidelines (PE-PDV-02045) TII, May 2014

2 RECEIVING ENVIRONMENT

2.1 Location and network summary

The existing Long Point facility is situated on the east shore of Lough Rea approximately 1.5km south of Loughrea town centre, as shown in Figure 1a.

There is a continuous footpath that commences in the existing Long Point carpark and continues north on the east side of Lough Rea to provide a continuous pedestrian connection with Loughrea via the pedestrian crossing on the R351 and the existing footpath on the east side of the road.

At present cyclists are required to gain access to the site using the R351 and existing site access junctions serving the site.

The existing vehicle access junctions serving the site are shown in Figure 1b. At present the site is served by 3 access junctions, with 1 junction located at either end of the site that are currently both open and provide for all turning movements between the Long Point carpark and ten R351. The centre access is currently closed to vehicular traffic by means of a gate.

The site is accessed off the western side of the R351 Regional Road where a 60 kph speed limit applies. The speed limit increases to 80 kph approximately 40m south of the southern access junction.

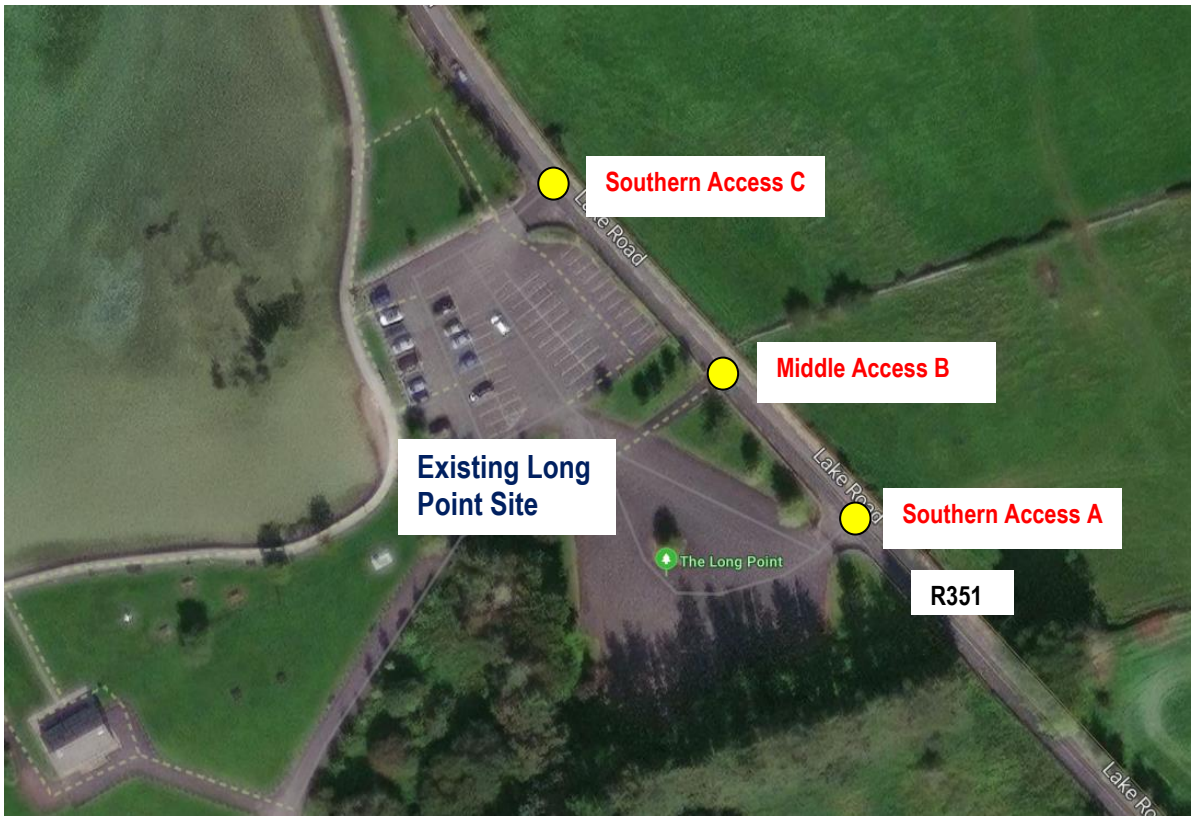
Therse are currently no bus services that operate on the R351.

The existing site is shown in Figure 1b and Plates 1 to 8.

Figure 1a Site location

Source: Google Maps

Figure 1b Existing site access junctions



Source: Bing Maps

2.2 Existing and future flows

Observed 2024 flows

A 24 hour classified traffic count was undertaken at the 2 existing access junctions that serve the existing Long Point carpark off the R351 by Traffinomics Ltd, a specialist traffic survey company. The survey was undertaken on Tuesday 23rd July, 2024. The observed counts are shown in terms of total vehicle numbers for the northern access junction in Figure 2, the southern junction in Figure 3 and the combined flows for both junctions in Figure 4. The following are the main points to note;

- The AM peak hour was observed to be 09:00 to 10:00, and the PM peak hour 17:00 to 18:00.
- At present the Long Point Car park generates 1,102 trips, 551 trips in and the same number out.
- The vast majority of trips generated by the existing Long Point car park were observed to be car/lgv trips (99.7%). A total of 2 trips in and out were observed to be small goods vehicles with no bus or coach trips observed.
- Of the 2 junctions the norther junction, which is closer to Loughrea, was observed to provide for 56% of all trips, with the southern access providing for 44%.
- Of all traffic movements accessing and exiting the existing Long Point carpark 88% were observed to travel too and from the direction of Loughrea to the west of the site.
- A maximum 2-way hourly flow of 479 vehicles was observed on the R351 (observed west of Long Point during the PM peak hour) while the corresponding 24 hour flow was observed to be 5,198 vehicles.

These traffic counts were adopted as base flows for the purpose of the junction capacity tests discussed in Section 5 of this report. A full listing of the traffic counts is provided in Appendix A.

Opening year 2025 and future year 2040 traffic forecasts

For the purpose of the traffic assessment it is assumed that the proposed Long Point Outdoor Amenity Enhancement Project will open in the year 2025. In addition to the opening year, in accordance with TII guidelines, the capacity assessment was also based on traffic conditions forecast for the year 2040, 15 years after it is proposed that the facility will open.

Opening year 2025 and future year 2040 traffic volumes on the study network were derived by applying a growth factor to the observed traffic counts of 2024. Annual growth indices were

updated in October 2021 by TII[2], with annual indices and cumulative growth forecasts shown for the County Galway Area in Table 1. The derived growth factors applied to 2024 traffic counts to determine background traffic flows for the study years are shown in Table 2. Based on TII growth factors for cars and light vehicles for the medium growth scenario, traffic is forecast to grow by 2.6% between 2024 and 2025, and by 28.0% between 2024 and 2040. These growth estimates were adopted for the purpose of this assessment. Background traffic forecasts for the years 2025 and 2040 are shown for the AM and PM peak hours and for the 24 hour period, based on singular access junction, in Figures 5 and 6.

2.3 Future environment

A review of the Galway County Development Plan 2022 to 2028 and the Loughrea Local Transport Plan of the LAP 2024 - 2030 indicates that there are no current road schemes planned that will significantly impact on the traffic demand on this section of the R351.

It is noted that the R351 is designated as a "Cycle Connects Inter Urban Route" in the Loughrea Local Transport Plan.

[2] *Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections, October 2021*

Table 1 TII traffic growth indices, light vehicles, County Galway

Year	Lights - Annual factor			Lights - Cumulative index		
	low	Medium	High	low	Medium	High
2024	1.0243	1.0259	1.0294	1.000	1.000	1.000
2025	1.0243	1.0259	1.0294	1.024	1.026	1.029
2026	1.0243	1.0259	1.0294	1.049	1.052	1.060
2027	1.0243	1.0259	1.0294	1.075	1.080	1.091
2028	1.0243	1.0259	1.0294	1.101	1.108	1.123
2029	1.0243	1.0259	1.0294	1.128	1.136	1.156
2030	1.0087	1.0109	1.0148	1.137	1.149	1.173
2031	1.0087	1.0109	1.0148	1.147	1.161	1.190
2032	1.0087	1.0109	1.0148	1.157	1.174	1.208
2033	1.0087	1.0109	1.0148	1.167	1.187	1.226
2034	1.0087	1.0109	1.0148	1.177	1.200	1.244
2035	1.0087	1.0109	1.0148	1.188	1.213	1.262
2036	1.0087	1.0109	1.0148	1.198	1.226	1.281
2037	1.0087	1.0109	1.0148	1.208	1.239	1.300
2038	1.0087	1.0109	1.0148	1.219	1.253	1.319
2039	1.0087	1.0109	1.0148	1.230	1.267	1.339
2040	1.0087	1.0109	1.0148	1.240	1.280	1.359

Source: TII Project Appraisal Guidelines - Unit 5.3 (October 2021)

Table 2 TII derived traffic growth rates, County Galway

Period	Lights - Cumulative index		
	low	Medium	High
2024 to 2025	1.024	1.026	1.029
2024 to 2040	1.240	1.280	1.359

3 PROPOSED DEVELOPMENT

3.1 Proposed development content

The Proposed Development content is set out in detail in the Planning Report Prepared by MKO and includes the provision of the following enhancements to the existing Long Point facility.

- Provision of improved changing facilities, bathrooms and life-guard hut.
- Repairs to existing pier surfaces and slipway to provide access for kayaks and paddle boards.
- Provision of a viewing deck.
- Provision of steps, ramp and improved access to waters edge for all visitors.
- Provision of site landscape works, Pumping and water station and,
- Associated development works.

In terms of traffic and transport measures the Proposed Development includes the following;

- Improved internal access, circulation and parking provision, including spaces reserved for visitors with mobility impairments and with EV charging points.
- The provision of shared pedestrian/cycle active travel route along the eastern boundary of the site, and the introduction of secure bicycle parking.
- The rationalisation of the 3 existing vehicle access points to one improved vehicle access junction off the R351.

3.2 Existing parking supply and demand

Existing parking capacity

As indicated in Figure 1b showing the existing Long Point facility, there is an existing carpark with 79 demarked parking spaces of which 2 are reserved for visitors with mobility impairments. In addition to this there is an unmarked parking area with an estimated capacity for a minimum of 50 spaces. In total it is estimated that there is an unofficial parking capacity for approximately 130 spaces. Existing parking is shown in Plates 1 and 2.

Plate 1 Existing Long Point carpark (spaces marked)

Plate 2 Existing Long Point carpark (spaces marked)

Existing parking demand

The total number of traffic movements observed accessing and exiting the carpark during the traffic count survey undertaken on Tuesday 23rd July, 2024 are set out in Table 3, together with the parking demand observed on site for each hour. The figures show that the peak parking demand observed on the typical summer weekday was for 52 parking spaces, which occurred during the hour from 16:00 to 17:00. Based on the estimated existing parking supply of 130 parking spaces, the peak parking demand of 52 spaces represents a peak occupancy of 40%. It is noted that a snapshot parking count was undertaken on a sunny Sunday summer afternoon (15:30 on Sunday 1 September) and the parking demand at that time was observed to be less than for the weekday peak at 39 parking spaces.

Table 3 Observed parking vehicle movements in and out of existing car park and parking accumulation

Time starting	Trips generated by existing carpark		Parking accumulation
	In	Out	(vehicles)
00:00	1	1	0
01:00	0	0	0
02:00	2	2	0
03:00	0	0	0
04:00	0	0	0
05:00	0	0	0
06:00	5	3	2
07:00	13	11	4
08:00	16	11	9
09:00	15	13	11
10:00	25	18	18
11:00	20	23	15
12:00	26	25	16
13:00	28	23	21
14:00	41	29	33
15:00	38	35	36
16:00	57	41	52
17:00	43	56	39
18:00	42	53	28
19:00	66	54	40
20:00	53	65	28
21:00	46	61	13
22:00	12	23	2
23:00	2	4	0

Source; Classified turning counts, Tuesday 23rd July, 2024 (Traffinomics Ltd)

3.3 Proposed Long Point parking provision

The parking provision proposed for the Long Point Outdoor Amenity Enhancement Project , as shown in the Layout prepared by McElmeel Architects comprises of a total of 155 parking spaces broken down as follows;

- Standard spaces = 132 spaces
- Age friendly spaces = 7 spaces
- Mobility impaired spaces = 8 spaces
- EV spaces = 8 spaces
- Total spaces = 155 spaces

The proposed 155 spaces represent a 96% increase in the 79 existing marked spaces currently on site, and a 19% increase in the total estimated 130 parking spaces on the existing site.

3.4 Traffic generation and assignment for the proposed Long Point Outdoor Amenity Enhancement Project

As indicated in the project title, the Proposed Development is an enhancement of the existing Long Point facility, with the key trip generator being Lough Rea itself and the recreational opportunities it provides. The improved facilities proposed as part of the development as set out in Section 3.1 of this report will however generate an increase in visitor numbers and therefore an increase in traffic volumes visiting the site.

While the existing facility provides an ideal source of traffic generation for the base case, it is not possible to use the change in scale of the existing development as a representation of the likely change in trip generation. For this reason it was considered it more appropriate to test the impacts of alternative trip generation scenarios, as follows

1. Based on the existing level of activity observed from the traffic count survey undertaken on a typical weekday in July 2024, which will result is in the observed peak parking demand of 52 parking spaces.
2. Based on 2 times the level of activity observed, which would result in a peak parking demand of 104 parking spaces, and finally,
3. Based on a 3 fold level observed, which would represent the maximum number of trips that the facility could accommodate with a parking demand of 156 spaces (A total of 155 spaces are proposed as part of the Proposed Development.

The additional turning movements generated by the enhanced Long Point development are shown for the +100% scenario in Figure 7 and +200% scenario in Figure 8, while the opening year 2025 and future year 2024 traffic scenarios with these forecast increases in traffic flows are shown in Figures 9 to 12.

These traffic flows are used for the purpose of the junction capacity tests discussed in Section 6.

4 PROPOSED LONG POINT ACCESS JUNCTION

4.1 Assessment of existing access points

A site visit was undertaken in February 2024 in order to review the existing vehicle access junctions serving the Long Point site. The locations of the existing access points are shown in Figure 1b.

As discussed previously in Section 2.1, the existing Long Point facility is accessed via multiple access junctions. It was considered that, based on background traffic levels set out in Section 2.2, and the potential trip generation estimates for the enhanced Long Point facility as set out in Section 3.4, the existing access arrangements should be rationalised to one access junction off the R351 to serve the site. It is subsequently determined in Section 5.1 of this report that one single access junction will have sufficient capacity to provide for all traffic demand scenarios.

The section of the R351 from which the Long Point facility is accessed has a gentle bend just to the north of the existing northern access, and also has a crest in the vertical plane located in the proximity of the southern access. The selection of the optimum access location requires to consider these constrains and minimise the potential for either impacts to third party land, or the requirement for significant works on the R351.

The 3 existing access locations are discussed as follows.

Existing access location A – southern access

This existing access point is the furthest from Loughrea and is located just 40m from the change of speed limit to 80 km/h, so inbound (northbound) traffic speeds are likely to be highest at this location. This access location is shown in Plates 3 and 4, with the crest on the R351 in the proximity of this junction shown in Plate 2. On site observations indicate that the crest in the R351 would require to be re-graded in order to provide forward visibility at this location.

Plate 3 Existing southern access (furthest from Loughrea)

Plate 4 Existing southern access (furthest from Loughrea) – Looking north along R351 with access on left

Existing access location B – middle access

This existing access is currently a minor access and is gated, as shown in Plate 5. It is note that it is located on a straight section of the R351 with visibility from this point shown in Plates 6 and 7. Boundary peers and walls will require to be modified to accommodate an access junction at this location. With modifications to the existing boundary the visibility splays from this location for traffic exiting the site looking north along the R351 is clear, as shown in Plate 6. Similarly forward visibility for southbound traffic to observe a vehicle waiting to turn right into the site at this location is clear. Visibility to the south is constrained by the crest on the road located at existing access location A, as shown in Plate 7. It is noted however, that visibility checks were undertaken in the vertical plane and the required visibility is available in accordance with the speed limit of 60 kph, as discussed subsequently in Section 4.2.

Plate 5 Existing middle access

Plate 6 Existing middle access – Looking north along R351

Plate 7 Existing middle access – Looking south along R351

Existing access location C – northern access

This northern access is the closest junction to Loughrea and visibility splays for traffic exiting the site at this point are available in both directions. It is noted, however, that this junction is located at the apex of a gentle curve which results in forward visibility on the R351 for traffic turning right into the site to observe oncoming northbound traffic on the R351 to be constrained, as illustrated in Plate 8.

Plate 8 Existing northern access – Looking south along R351

4.2 Proposed Long Point access junction

Taking account of the above it was considered that the single access junction should be located at the location of the central access junction, with the proposed layout, road markings and signage shown in Figure B1 of Appendix B.

The visibility splays of 90m taken from a setback of 2.4m x 90m in accordance with the Development Management Guidelines of the Galway County Development Plan 2022 - 2028 are shown in Figure B2 of Appendix B.

An assessment of visibility splays in the vertical plane are shown in Figure B3 of Appendix B. The figure demonstrates that the 90m visibility, appropriate for the 60 kph speed limit, to an object

height of 1.05m is available in both directions from the location of the proposed access junction, in accordance with DN-GEO-03060 TII Geometric Design of Junctions.

This proposed junction was presented to the independent Road Safety Auditors and was the subject of a Stage 1 Road Safety Audit included as part of this submission, and summarised in Section 7 of this report.

It is noted that from the traffic surveys that were undertaken for the Proposed Development existing traffic speeds on the R351 adjacent to the Long Point site were observed to be approximately 10 kph higher than the posted speed limit of 60kph. It is considered that traffic calming / entry treatment measures should be considered by Galway County Council in order to address this issue. It is recommended that flashing speed signs and speed monitoring is introduced at the construction stage of the Proposed Development.

5 IMPACT OF THE PROPOSED DEVELOPMENT ON THE STUDY NETWORK

5.1 Impact on link flows

The impact that the proposed Long Point Outdoor Amenity Project may have on link flows at the R351 / Long Point access junction during the AM and PM peak hours is shown for both the opening year 2025 and future year 2040 in Tables 4 and 5 respectively. The flows are shown for the test scenarios set out in Section 3.4, which are based on;

- the existing level of activity,
- 100% increase, or 2 times the existing level of activity and,
- 200% increase, or 3 times the level of activity which would result in the proposed carpark being full.

For the AM peak hour in the opening year 2025, in the event that the activity at Long Point doubles compared to the current level, it is forecast that traffic flows on the Loughrea side of the junction (Loughrea side) will increase by 8%, and for a day when the car park fills to capacity based on 3 times the level of existing activity, the volumes on the R351 between the site and Loughrea will increase by 15%. It is forecasts that the proposed development will result in a maximum of 2% increase in traffic flows on the R351 to the south of Long Point based on the 3 x current activity scenario.

During the PM peak hour, when the existing Long Point car park is significantly busier than it is during the AM peak hour, in the event that the activity at Long Point doubles compared to the current level in the opening year 2025, it is forecast that traffic flows on the Loughrea side of the junction will increase by 19%, and for a day when the car park fills to capacity based on 3 times existing activity levels, the volumes on the R351 between the site and Loughrea will increase by 37%. It is forecasts that the Proposed Development will result in a maximum of 4% increase in traffic flows on the R351 to the south of Long Point based on the scenario when the proposed carpark fills to capacity.

By the year 2040, as shown in Tables 4 and 5 the increase in traffic resulting from the proposed development will be the same in terms of the number of trips, but less in terms of percentage increase.

TII guidelines suggest that a detailed capacity assessment should be undertaken for junctions where the proposed development is forecast to result in an increase in traffic volumes of +10%, or

+5% in instances where the network is already congested. Detailed junction capacity tests were therefore undertaken for the proposed R351 / Long Point access junction, as discussed in Sections 5.2 to 5.4.

Table 4 Link flows at R351 / Long Point access junction, by development scenario, AM peak hour

Development scenario	Arm	Opening year 2025				Future year 2040			
		Background traffic	Development traffic	All traffic	% increase	Background traffic	Development traffic	All traffic	% increase
Existing activity	R351 (n)	324	0	324	0%	397	0	397	0%
	Long Point	28	0	28	0%	28	0	28	0%
	R351 (s)	302	0	302	0%	375	0	375	0%
2 x existing activity	R351 (n)	324	25	349	8%	397	25	422	6%
	Long Point	28	28	56	100%	28	28	56	100%
	R351 (s)	302	3	305	1%	375	3	378	1%
3 x existing activity	R351 (n)	324	50	374	15%	397	50	447	13%
	Long Point	28	56	84	200%	28	56	84	200%
	R351 (s)	302	6	308	2%	375	6	381	2%

Table 5 Link flows at R351 / Long Point access junction, by development scenario, PM peak hour

Development scenario	Arm	Opening year 2025				Future year 2040			
		Background traffic	Development traffic	All traffic	% increase	Background traffic	Development traffic	All traffic	% increase
Existing activity	R351 (n)	489	0	489	0%	588	0	588	0%
	Long Point	99	0	99	0%	99	0	99	0%
	R351 (s)	406	0	406	0%	505	0	505	0%
2 x existing activity	R351 (n)	489	91	580	19%	588	91	679	15%
	Long Point	99	99	198	100%	99	99	198	100%
	R351 (s)	406	8	414	2%	505	8	513	2%
3 x existing activity	R351 (n)	489	182	671	37%	588	182	770	31%
	Long Point	99	198	297	200%	99	198	297	200%
	R351 (s)	406	16	422	4%	505	16	521	3%

5.2 Junction capacity assessment method

Junction capacity tests were undertaken for the proposed improved R351 / Long Point access junction using the industry standard modelling software PICADY. The programme permits the capacity of any junction to be assessed with respect to existing or forecasts traffic movements for a given time period. The capacity for each movement possible at the junction being assessed is determined from geometric data with the output used in the assessment as follows:

- Queue – This is the average queue forecast for each movement and is useful to ensure that queues will not interfere with adjacent junctions.

- Ratio of flow to capacity (RFC) – As suggested, this offers a measure of the amount of available capacity being utilised for each movement. Ideally each movement should operate at a level of no greater than 0.85, or at 85% of capacity.

- Delay – Output in minutes, this gives an indication of the forecast average delay during the time period modelled for each movement.

5.3 Scenarios modelled

Junction capacity tests were undertaken for the AM and PM peak hours and for the opening year 2025 and future year 2040 for the development trip generation scenarios set out in Section 3.4 of this report.

5.4 Capacity test results - *Proposed single R351 / Long Point Access Junction*

The results of the capacity tests for the proposed R351 / Long Point access junction are shown in Tables 6 and 7. The worst case scenario in terms of traffic flows is for the year 2040 PM peak hour for the busiest possible day when all 155 spaces are occupied, as discussed above. For this case the results show that the single improved access junction is forecast to operate well within capacity with a maximum ratio of flow to capacity of 31.7%, with up to 85% considered to be acceptable in accordance with TII guidelines. For this worst case, queues of less than 1 car are forecast for the right turning movement from the R351 into the carpark, with vehicles incurring a maximum delay of 7 seconds.

The tests show that the proposed single improved junction will operate with considerable spare capacity up to and beyond the future year of 2040.

Table 6 Junction capacity test results - R351 / Long Point access junction, by year and development scenario, AM peak hour

Year	Arm	Development scenario								
		Existing demand			Existing demand + 100%			Existing demand + 200%		
		RFC	Q	Delay	RFC	Q	Delay	RFC	Q	Delay
2025	Right turn Long Point	0.3	0.00	0.18	0.7	0.01	0.19	1.0	0.01	0.19
	Left turn from Long Point	2.4	0.02	0.11	4.7	0.05	0.11	7.1	0.08	0.12
	Right turn into Long Point	3.0	0.04	0.11	6.0	0.08	0.11	9.1	0.12	0.12
2040	Right turn Long Point	0.4	0.00	0.19	0.7	0.01	0.19	1.1	0.01	0.20
	Left turn from Long Point	2.4	0.02	0.11	4.9	0.05	0.12	7.3	0.08	0.12
	Right turn into Long Point	3.1	0.04	0.11	6.3	0.09	0.11	9.5	0.14	0.12

Table 7 Junction capacity test results - R351 / Long Point access junction, by year and development scenario, PM peak hour

Year	Arm	Development scenario								
		Existing demand			Existing demand + 100%			Existing demand + 200%		
		RFC	Q	Delay	RFC	Q	Delay	RFC	Q	Delay
2025	Right turn Long Point	1.1	0.01	0.19	2.2	0.02	0.20	3.4	0.04	0.21
	Left turn from Long Point	10.0	0.11	0.11	20.2	0.25	0.13	30.4	0.43	0.15
	Right turn into Long Point	9.7	0.19	0.09	19.5	0.38	0.10	29.4	0.61	0.12
2040	Right turn Long Point	1.1	0.01	0.20	2.3	0.02	0.22	3.6	0.04	0.23
	Left turn from Long Point	10.2	0.11	0.12	20.5	0.26	0.13	30.9	0.44	0.15
	Right turn into Long Point	10.4	0.22	0.09	20.9	0.45	0.10	31.7	0.74	0.11

6 PROVISION FOR SUSTAINABLE MODES OF TRAVEL

6.1 Walking and cycling

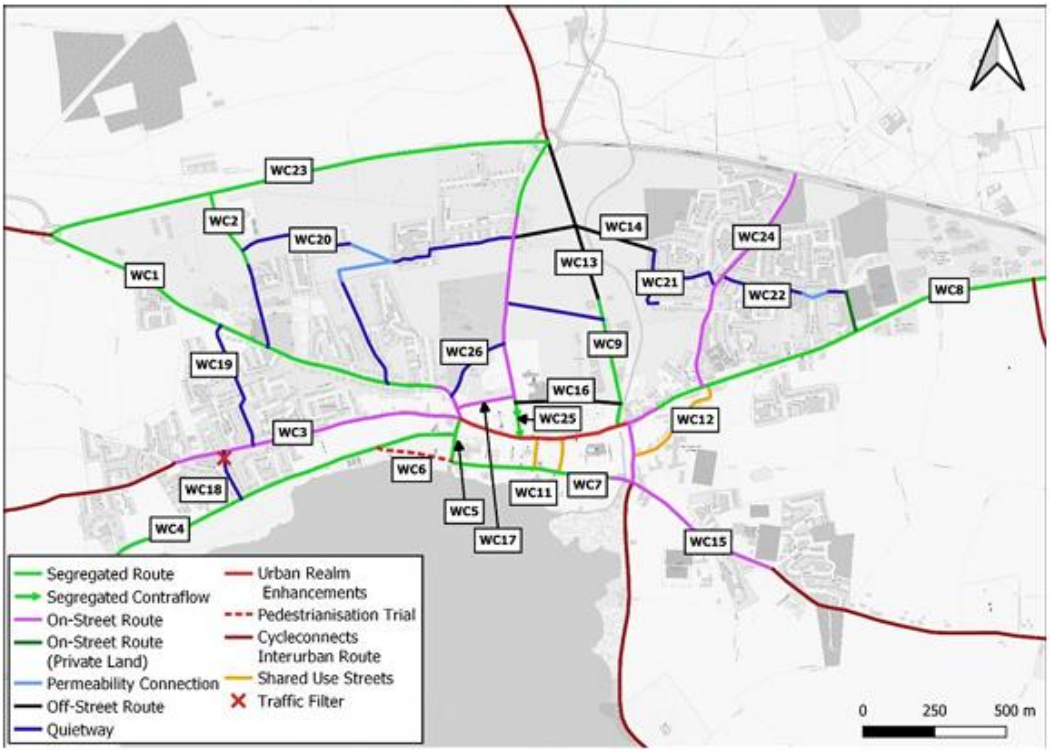
There is currently a continuous pedestrian link from the site to Loughrea comprising of the existing footpath from the site on the east side of Lough Rea which continues north to a point where a signalised crossing across the R351 provides access to the existing footpath on the east side of the R371, that continues north to the town of Loughrea.

The Proposed Development includes the provision of shared pedestrian/cycle active travel route along the eastern boundary of the site, and the introduction of 36 secure bicycle parking bays.

It is noted that the R371 is identified as a Cycle Connects Inter Urban Route in the Loughrea Transport Plan of the Loughrea LAP 2024 – 2030 which will enhance accessibility for these sustainable travel modes between the site, Loughrea to the north and to the south on the R371.

Extract from Loughrea Transport Plan of Loughrea LAP 2024 - 2030

Figure 28. Proposed Walking & Cycling Measures



6.2 Buses

There are currently no public bus services on the R351. While this is not a significant mode of travel to the site at present (no buses were observed in the 24 hour survey) mini-buses and medium sized coaches will be accommodated at the proposed access junction and within the proposed site layout.

7 ROAD SAFETY

A Stage 1 Road Safety Audit has been undertaken for the proposed access junction on the R351 and the proposed internal layout, including the proposed pedestrian and cycle facilities. Issues relating to visibility splays and forward visibility addressed in the design process are considered in the Audit. The Audit was undertaken by Traffico Road Safety Engineering Consultants Ltd in accordance with GE-STY-01024 Road Safety Audit Guidelines, TII, December 2017. The Stage 1 Road Safety Audit Report is included as part of this submission.

As documented in the Audit Report, the Audit Team identified 3 potential Problems. For each Problem identified the Design Team are required to provide a response, as documented in Appendix A, Road Safety Audit Feedback Form of the Stage 1 Road Safety Audit Report. The 3 problems identified, together with the Design Teams response, and whether the response was accepted by the Audit Team, are set out below.

Problem 2.1 – Driver's Sight Line to Right at New Access - Improved Access onto R351 – The Audit Team state; The sight line for emerging driver's looking to the right appears to be partially obscured by a crest in the road. This could mask the presence of an approaching vehicle, which might lead to an increase in the risk of a collision at the car park access.

The Audit Team recommends that a Drivers should be provided with an appropriate envelope of visibility at the location described.

The Design Team Response is as follows - It is acknowledged that there is a crest in the R351 to the right (south) of the proposed car park access. For this reason a detailed assessment of the available visibility in the vertical plane was undertaken, as shown in Figure B3. The figure demonstrates that the 90m visibility, appropriate for the 60 kph speed limit, to an object height of 1.05m is available from the proposed access junction, in accordance with DN-GEO-03060 TII Geometric Design of Junctions.

The Design Team response was accepted by the Audit Team in the RSA Feedback form.

Problem 2.2 – Up-hill Gradient at Connection to Regional Road – Main vehicle access connection to Regional Road R351 – The Audit Team state; The unusually steep uphill gradient could lead to vehicles either rolling back or stalling as they attempt to join the R351. This is likely to increase the risk of a collision at the car park access.

The Audit Team recommends a suitable dwell area (i.e. a short section of road in advance of the stop line where the gradient has been reduced) should be provided on approach to the connection point to the R351 Regional Road.

The Design Team Response is as follows - An appropriate dwell area of 7m with a maximum gradient of 2% will be provided in accordance with Recommendations for Site Development Works. The Design Team response is accepted by the Audit Team in the RSA Feedback form.

Problem 2.3 – Abrupt cycle track termination – cycle track termination at southern boundary – The Audit Team state; The abrupt cycle track termination could lead to frustration for cyclists resulting in poor decision making. It could also lead to cyclists entering the R351 without warning, increasing their likelihood of coming into conflict with a vehicle.

The Audit Team recommends that An appropriate cycle track transition should be made onto the R351.

The Design Team Response is as follows - It is noted that this section of the R351 is indicated as a "Cycle Connects Inter Urban Route" in the Loughrea Local Transport Plan. It is agreed that continuation of the proposed cycle facility through the Long Point site to the south will require to be addressed as part of both proposals.

Summary of Stage 1 Road Safety Audit - The Audit Team raised 3 potential road safety problems. The Design Team agreed with each problem and each recommendation suggested by the Audit Team and provided a detailed solution describing each mitigation measure proposed. It is confirmed that each solution was to the satisfaction of the Road Safety Audit Team.

8 SUMMARY AND CONCLUSIONS

8.1 Summary

An assessment of the traffic impact of the proposed Long Point Outdoor Amenity Enhancement Project, located on the eastern side of Lough Rea, in Loughrea, County Galway, was undertaken.

Based on traffic count survey data estimates of future traffic volumes on the surrounding road network were made for the proposed opening year of 2025, and the design year of 2040, based on TII growth rates revised in 2021. The number of trips likely to access the site during peak hours was determined based on observations made at the existing Long Point facility, taking account of the potential of the proposed enhancements to generate a substantial increase in visitor numbers.

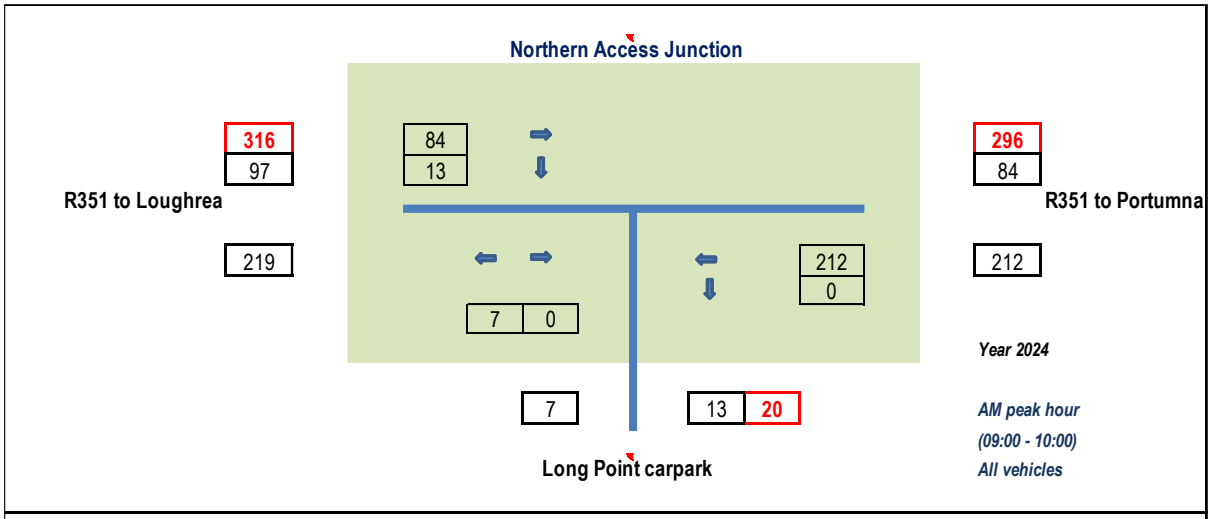
Highway capacity tests undertaken for the single access junction proposed off the R351 show that the junction is forecast to operate well within capacity up to and beyond the future year of 2040, with the Long Point Outdoor Amenity Enhancement Project in place.

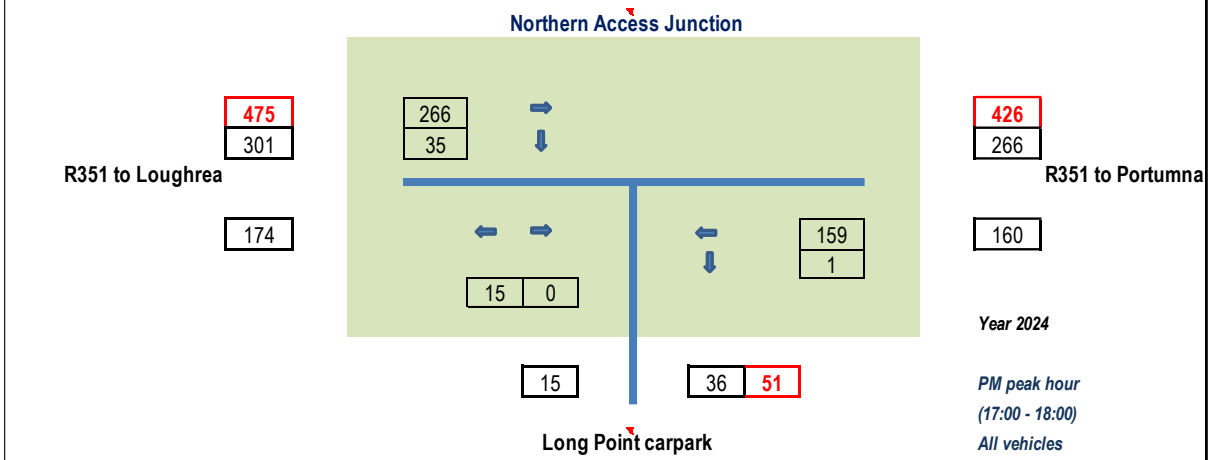
The site is accessible by sustainable modes of travel, which will be enhanced with the implementation of the proposed shared pedestrian/cycle active travel route along the eastern boundary of the site, and the introduction of 36 secure bicycle parking bays.

8.2 Conclusion

It is concluded from this assessment that the Proposed Development will be adequately accommodated by the existing environment with the implementation of the proposed improved junction to serve the Long Point facility.

FIGURES





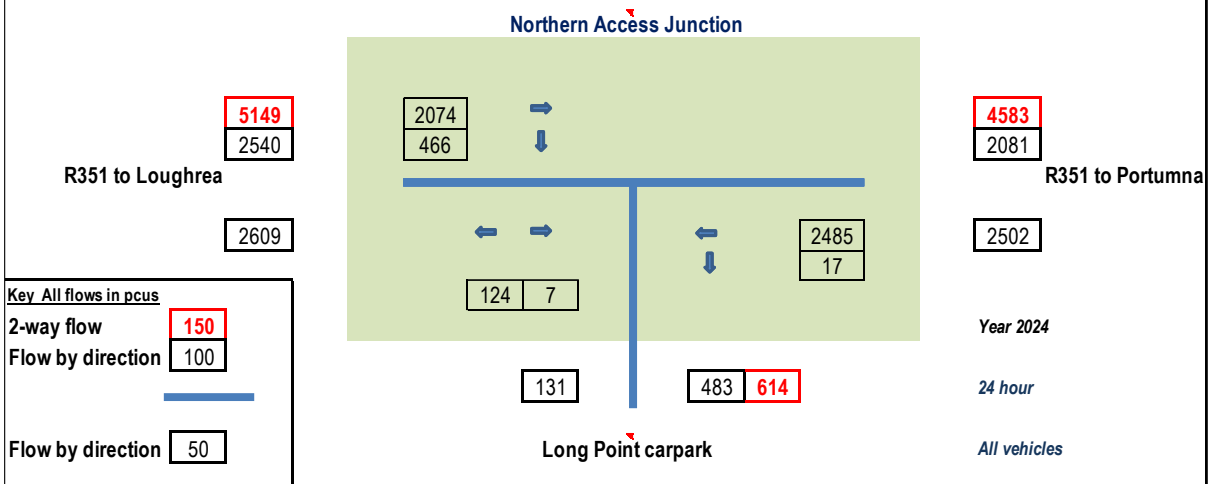


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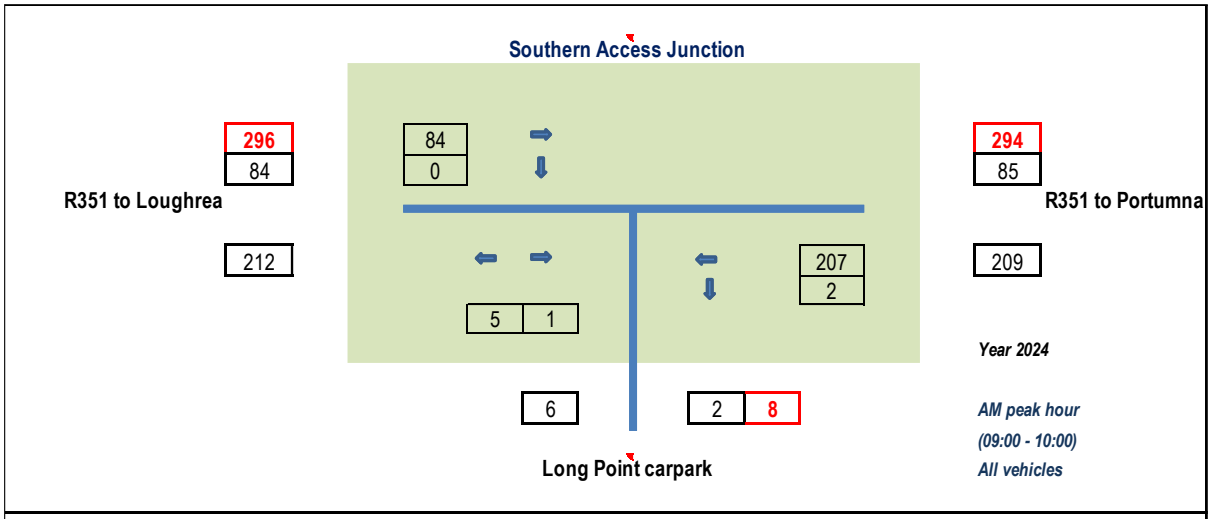
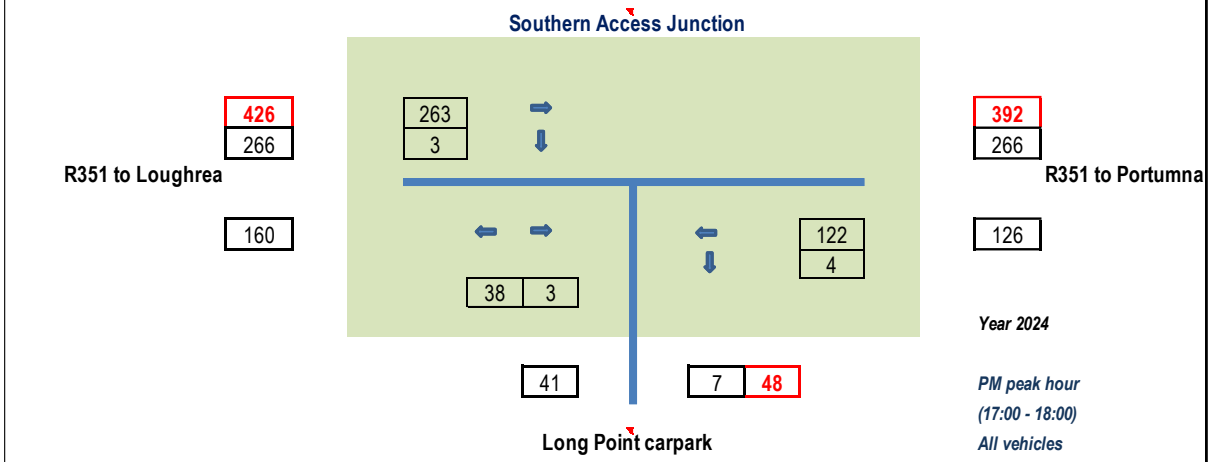
Figure 2 Observed traffic flows, all vehicles
AM peak hour. PM peak hour and 24 hr, 2024 July
Northern Access Junction





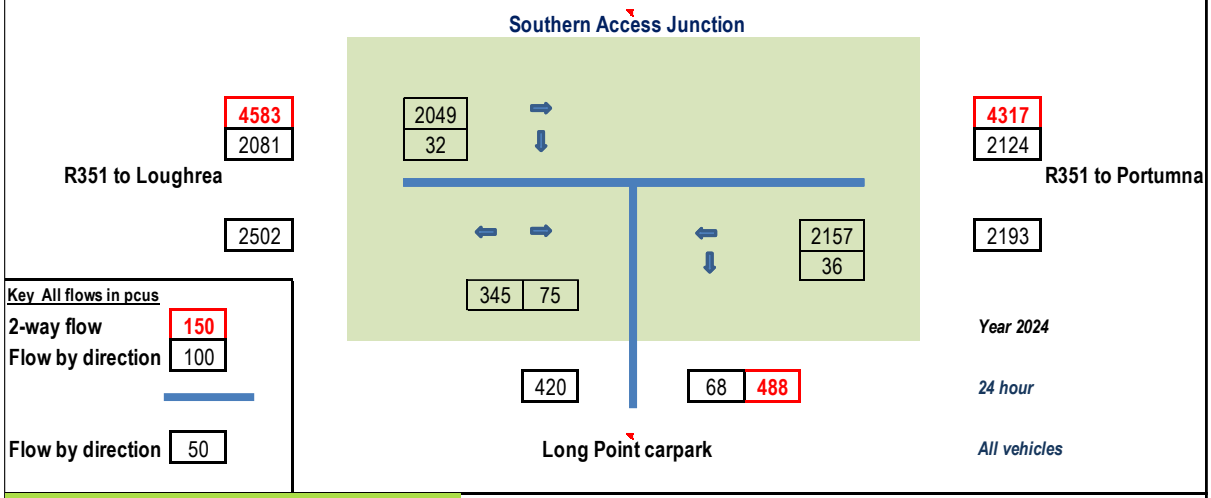


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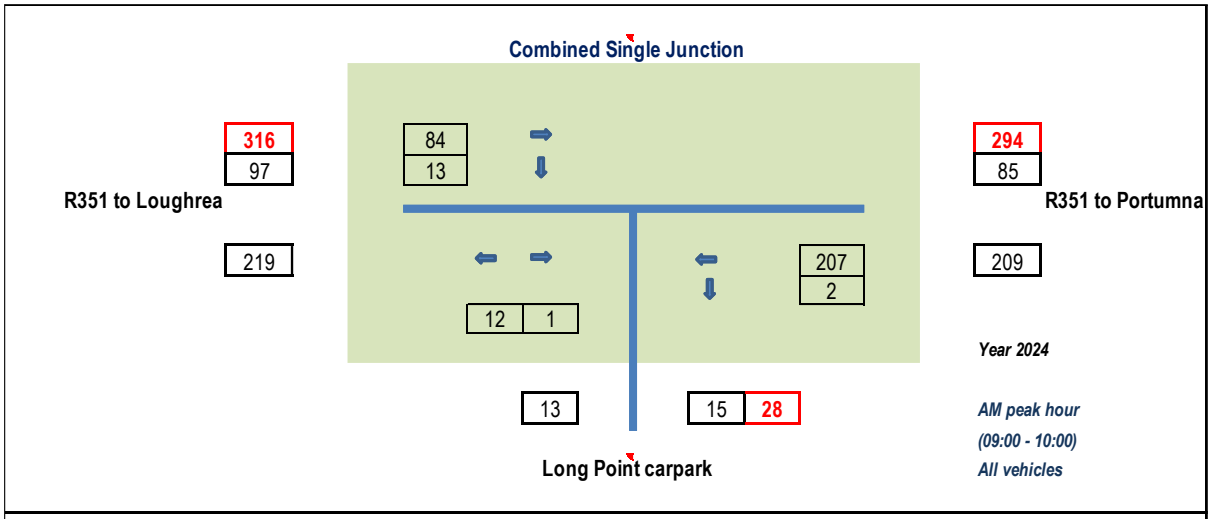
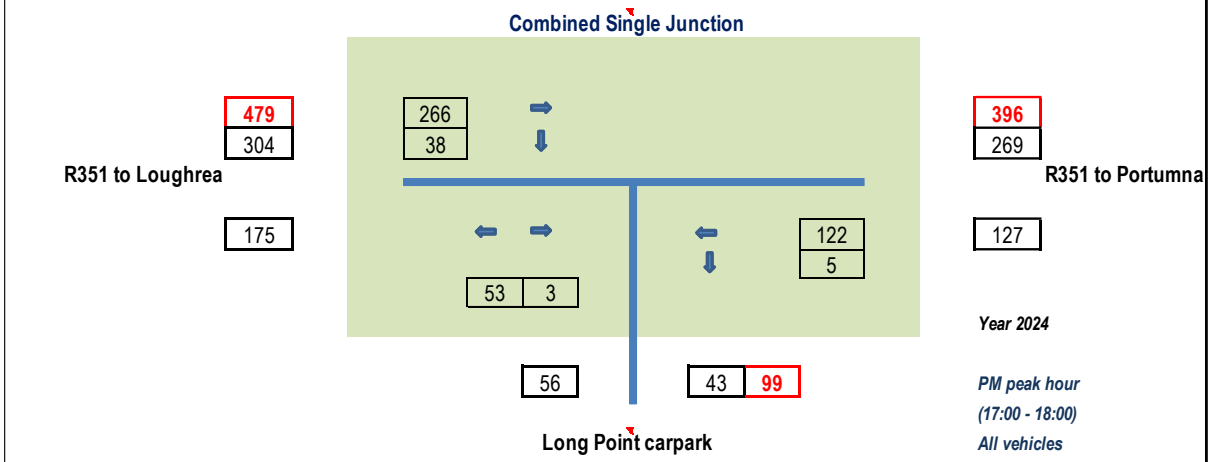
Figure 3 Observed traffic flows, all vehicles
AM peak hour. PM peak hour and 24 hr, 2024 July
Southern Access Junction





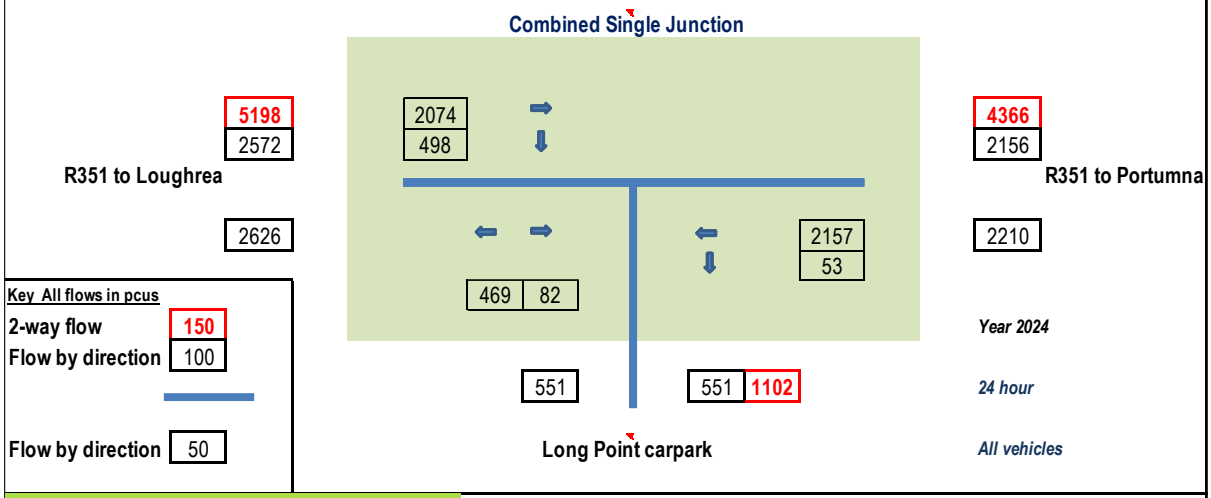


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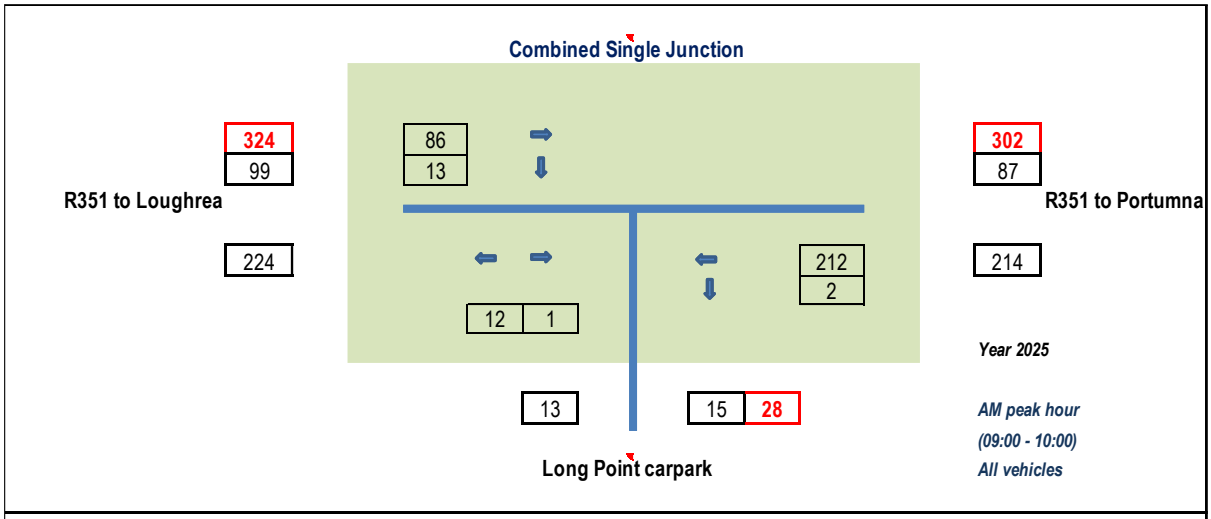
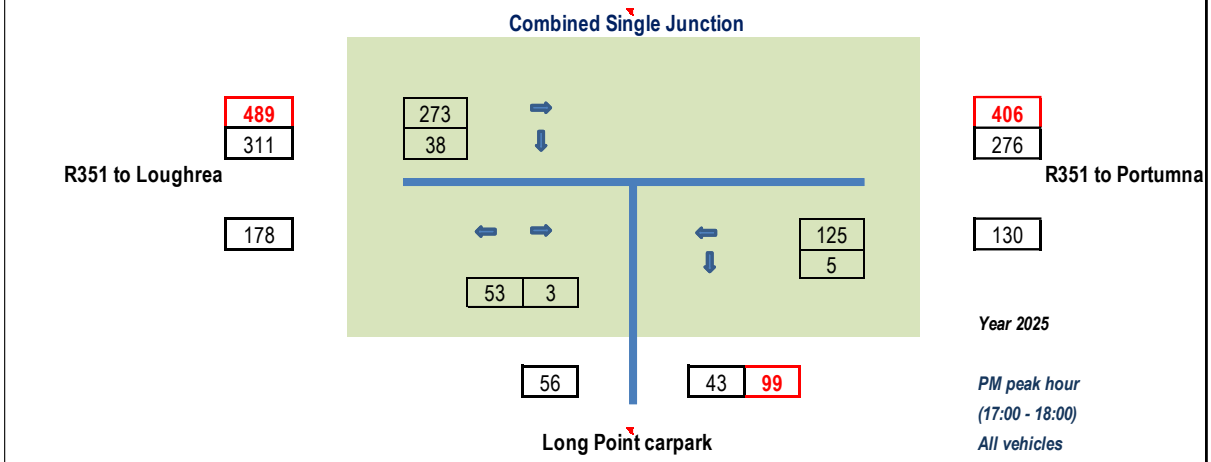
Figure 4 Observed traffic flows, all vehicles
AM peak hour. PM peak hour and 24 hr, 2024 July
Combined Single Junction





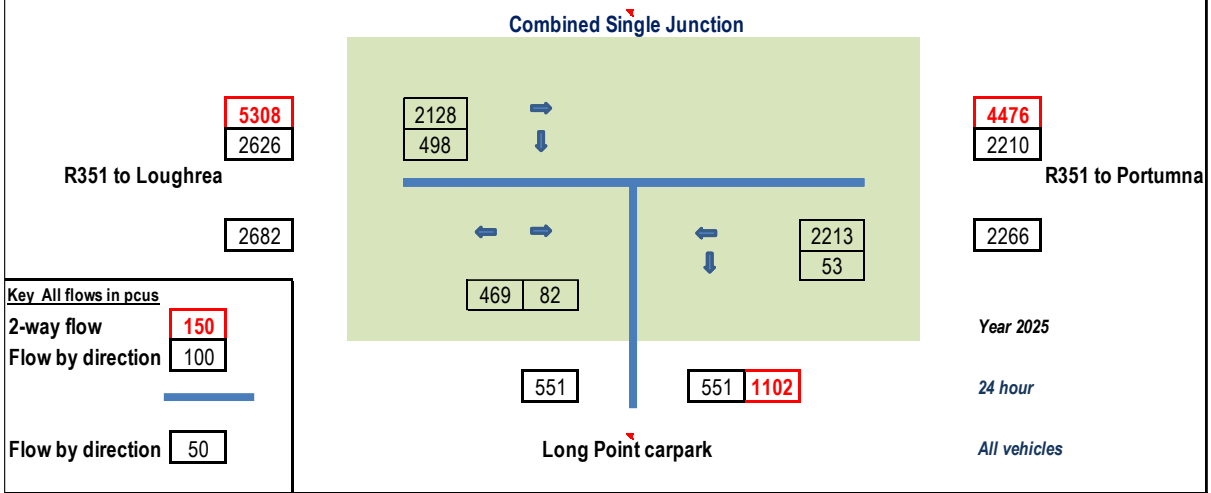


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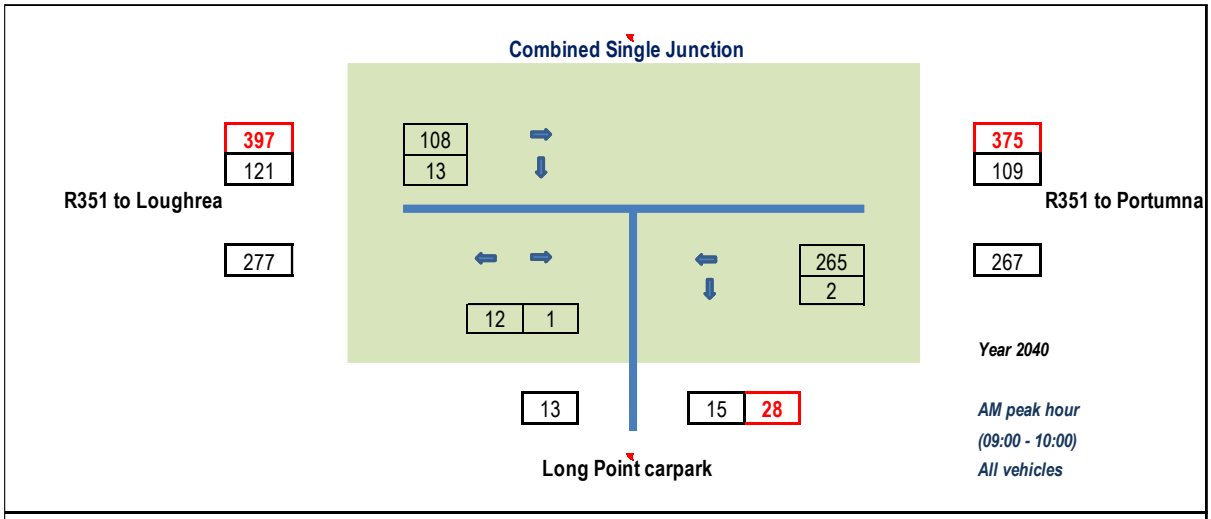
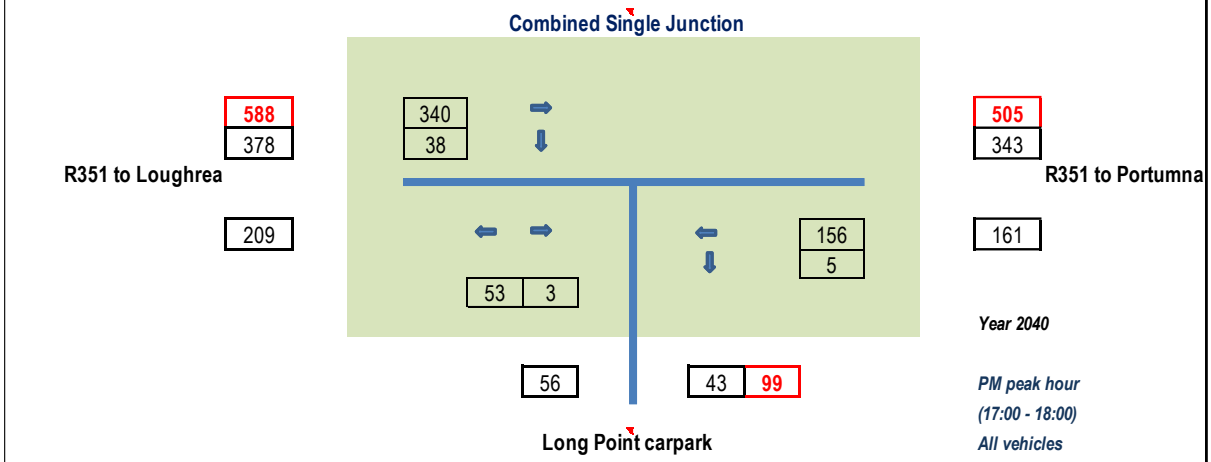
Figure 5 Opening year traffic flows, all vehicles
AM peak hour. PM peak hour and 24 hr, Year 2025
Combined Single Junction - Existing Long Point trip generation





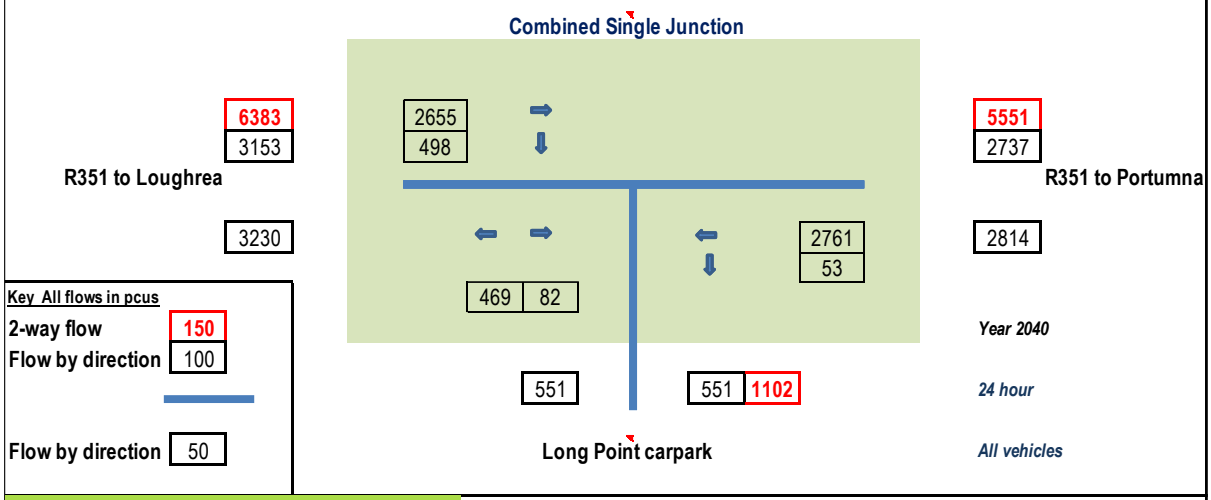


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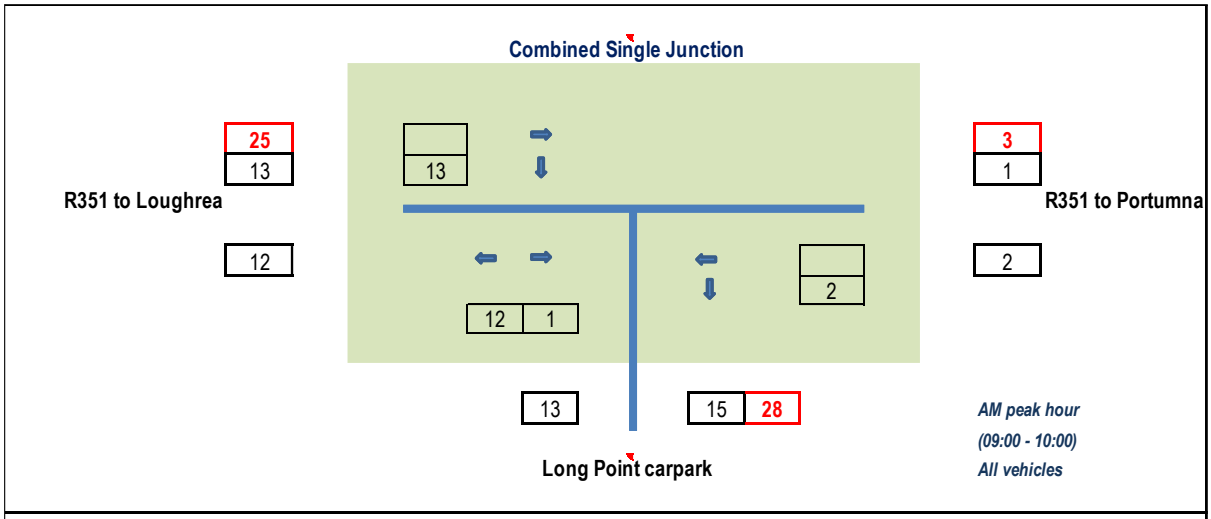
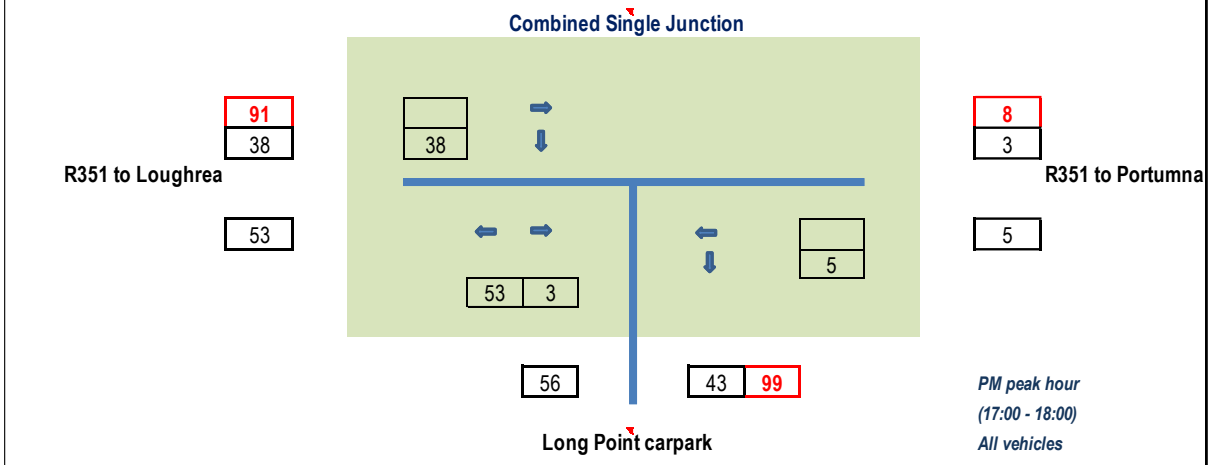
Figure 6 Future year traffic flows, all vehicles
AM peak hour. PM peak hour and 24 hr, Year 2040
Combined Single Junction - Existing Long Point trip generation





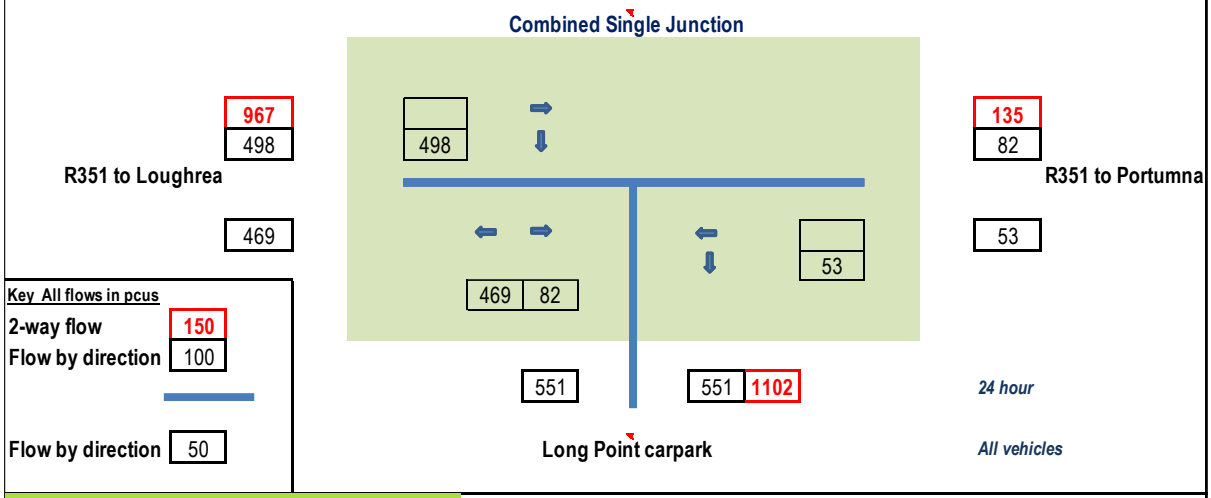


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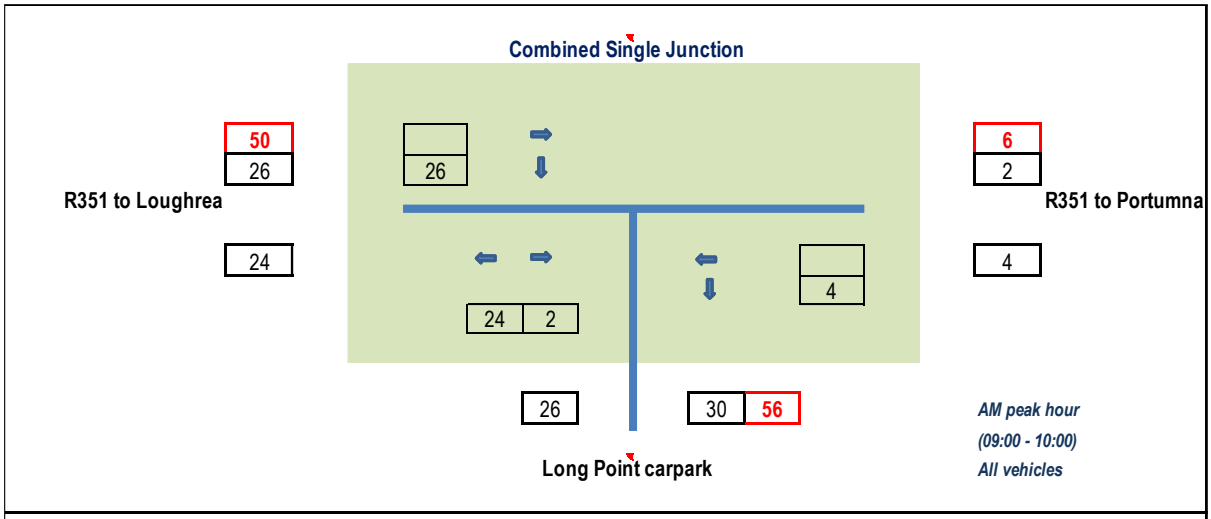
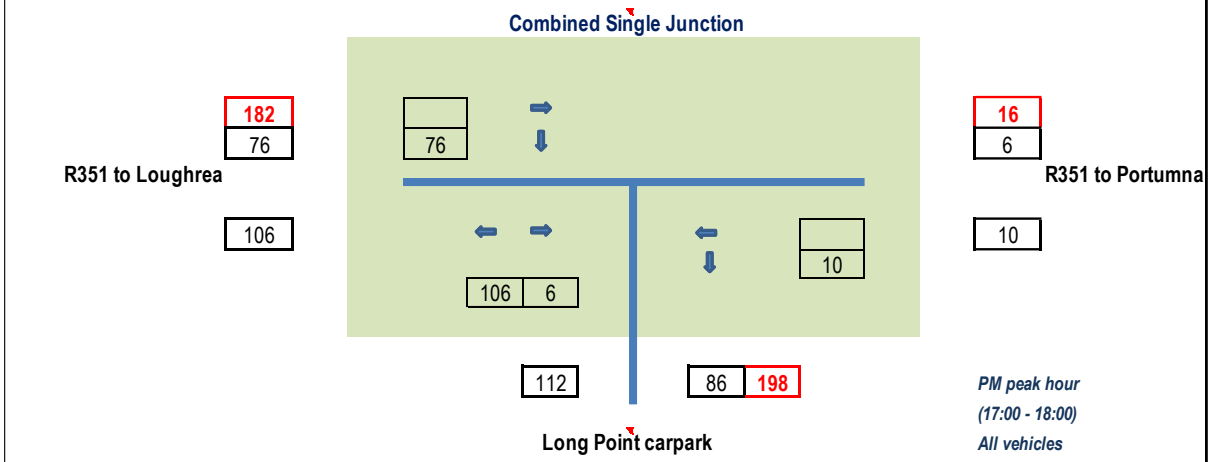
Figure 7 Additional traffic generated by Proposed Long Point (+100%)
AM peak hour. PM peak hour and 24 hr
Combined Single Junction





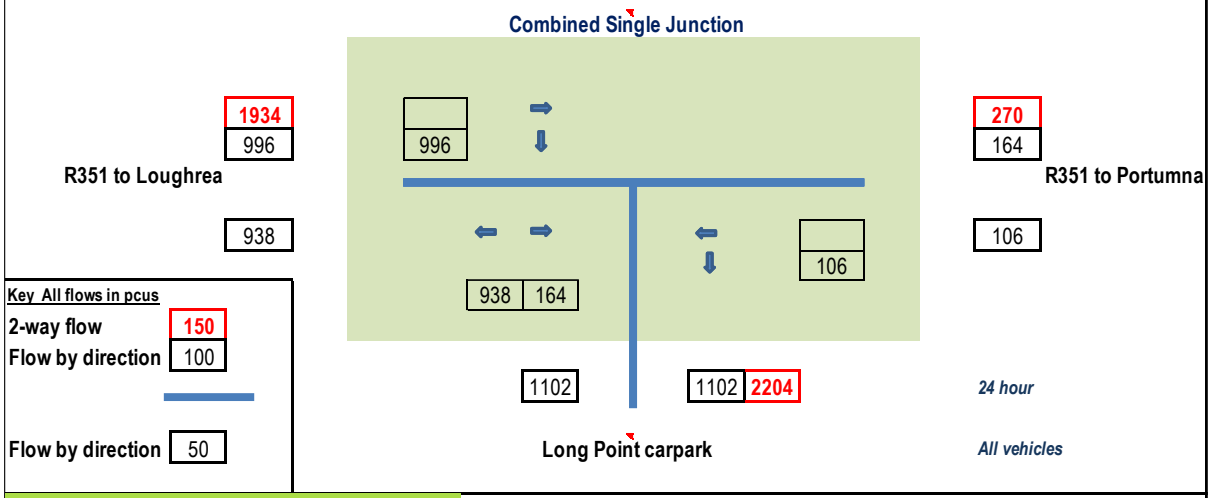


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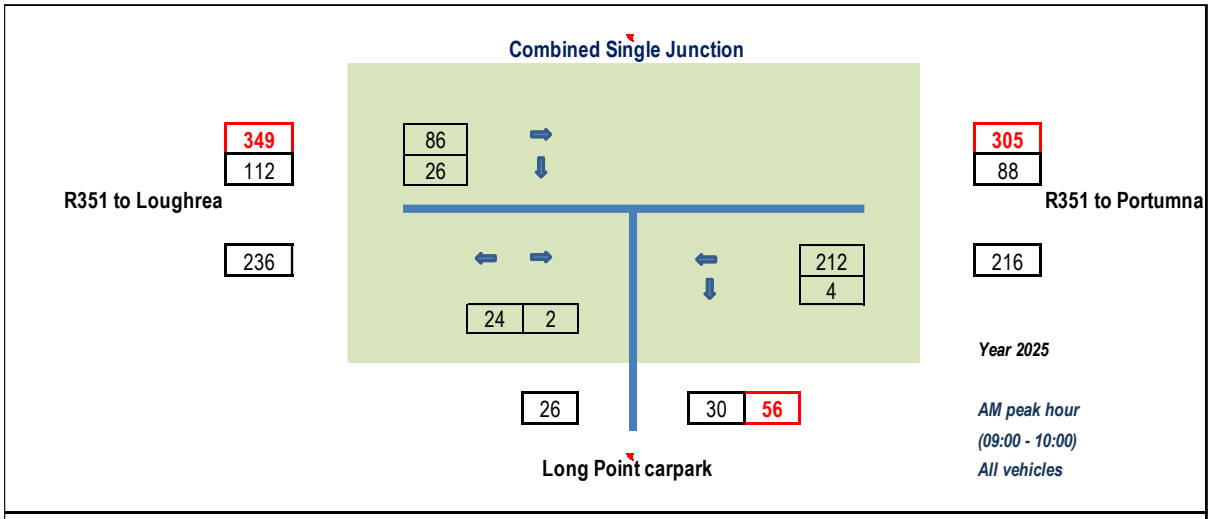
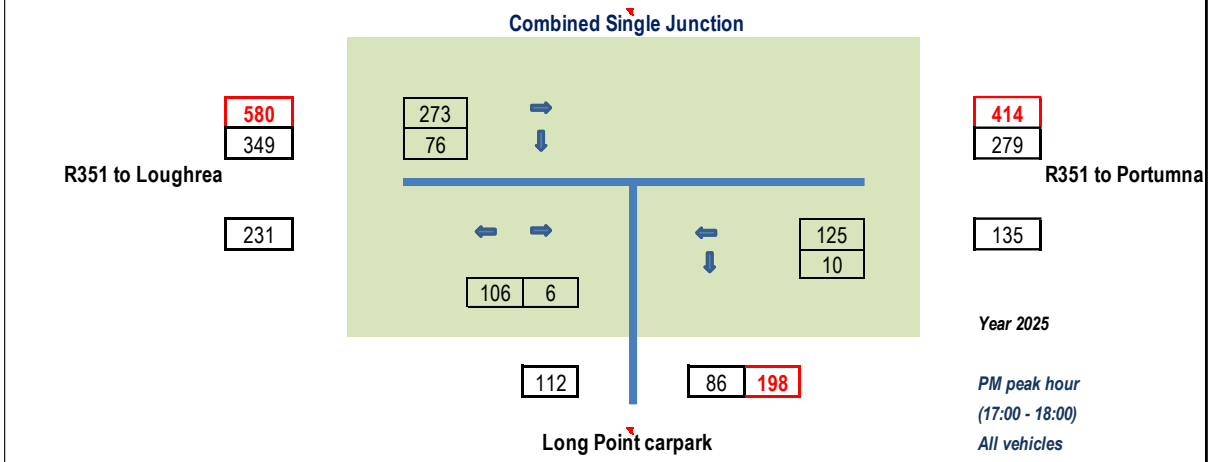
Figure 8 Additional traffic generated by Proposed Long Point (+200%)
AM peak hour. PM peak hour and 24 hr
Combined Single Junction





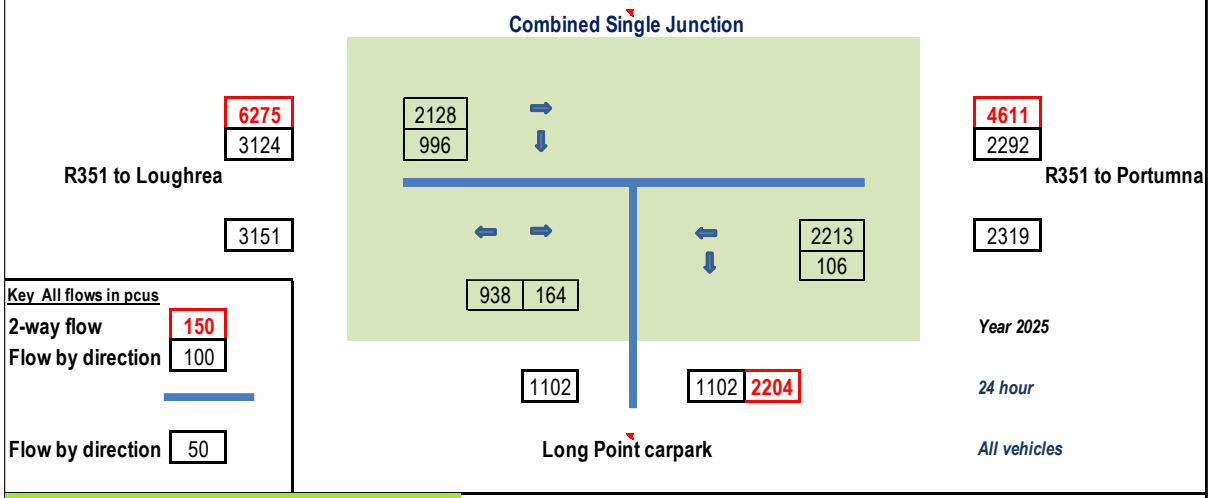


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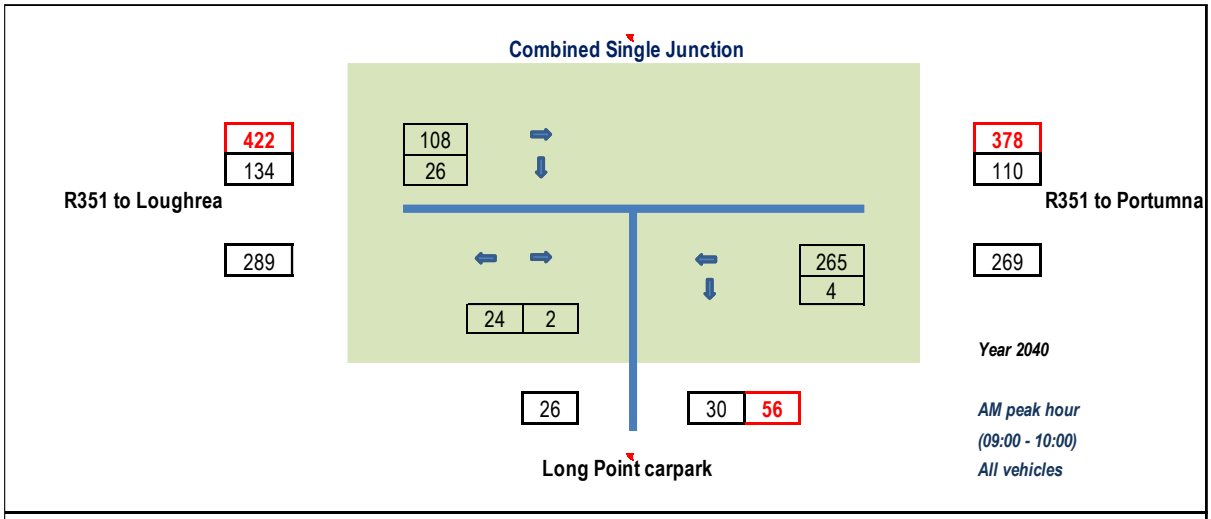
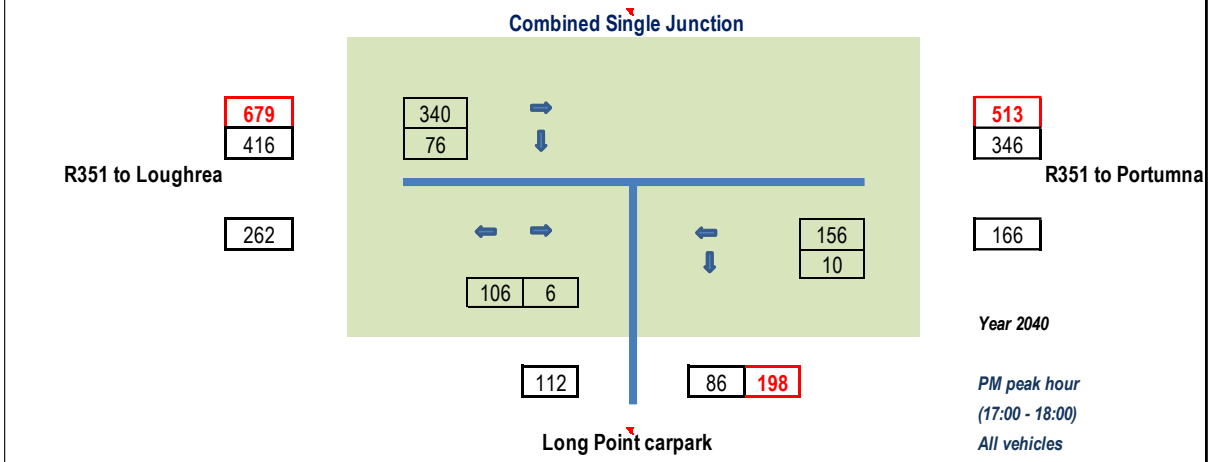
Figure 9 Opening year traffic flows, all vehicles
AM peak hour. PM peak hour and 24 hr, Year 2025
Combined Single Junction - Existing Long Point trip generation + 100%





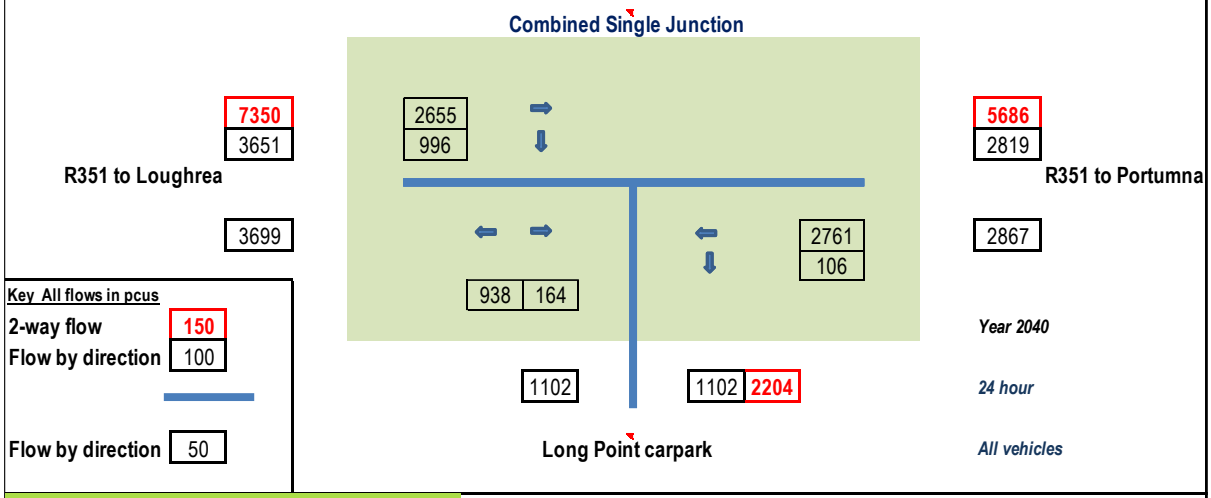


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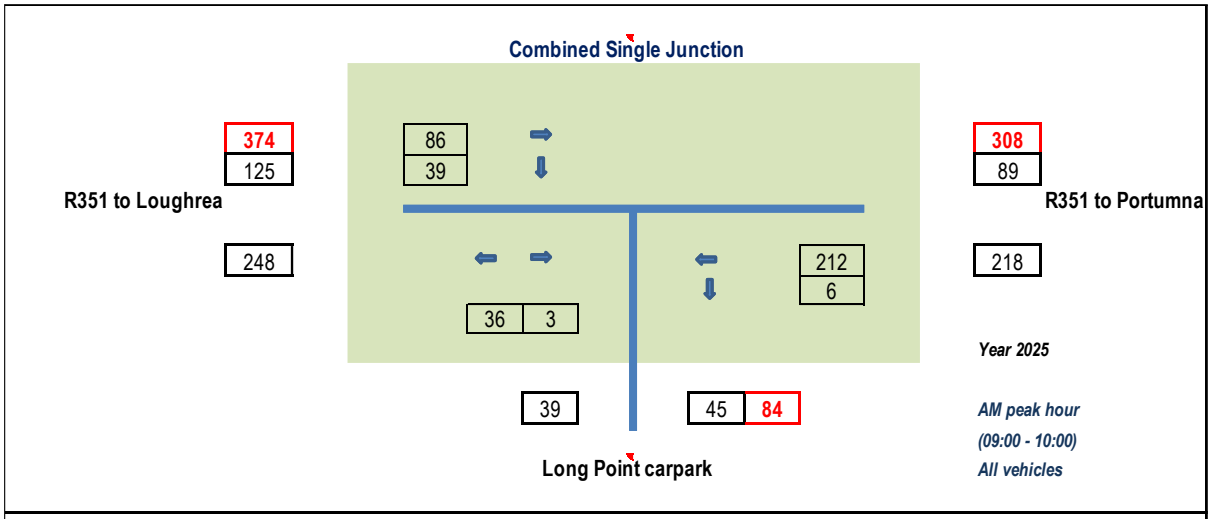
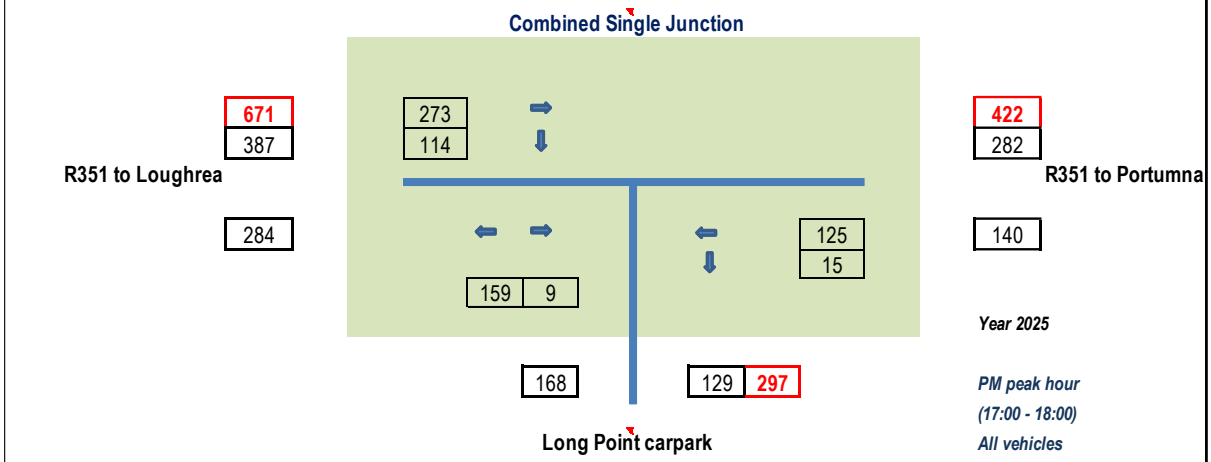
Figure 10 Opening year traffic flows, all vehicles
AM peak hour. PM peak hour and 24 hr, Year 2040
Combined Single Junction - Existing Long Point trip generation + 100%





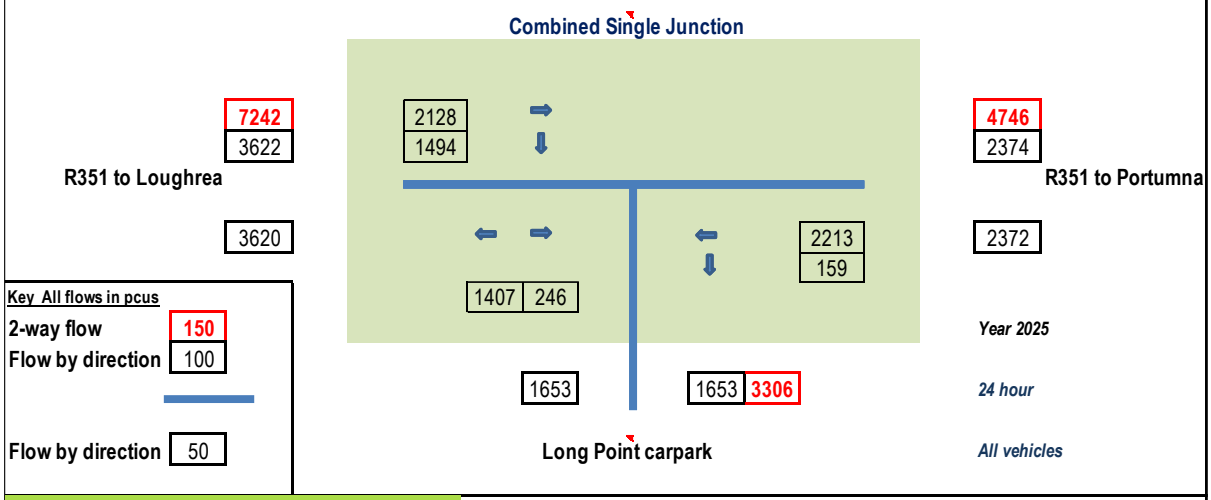


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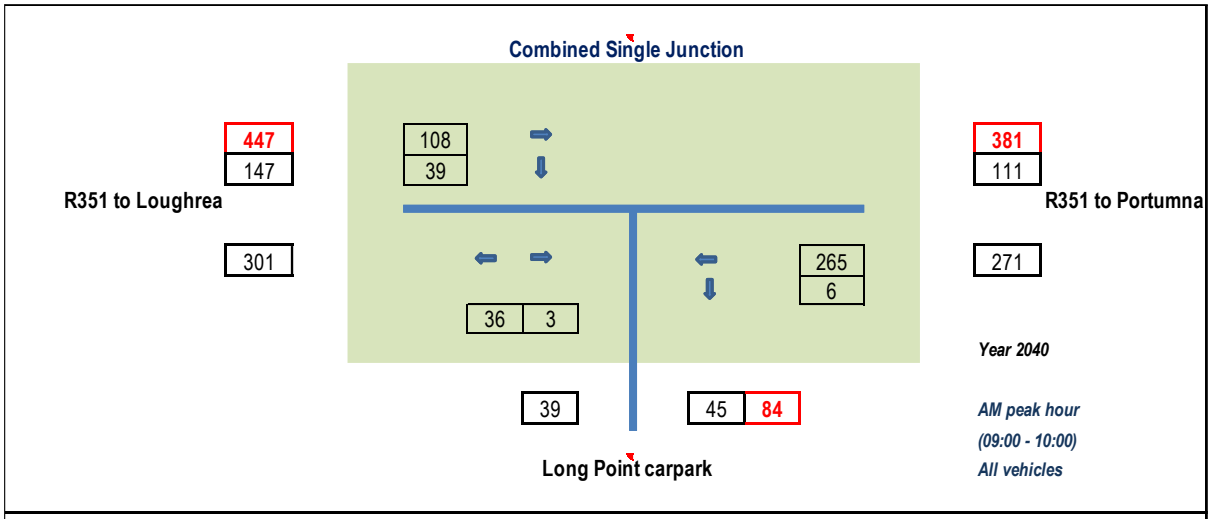
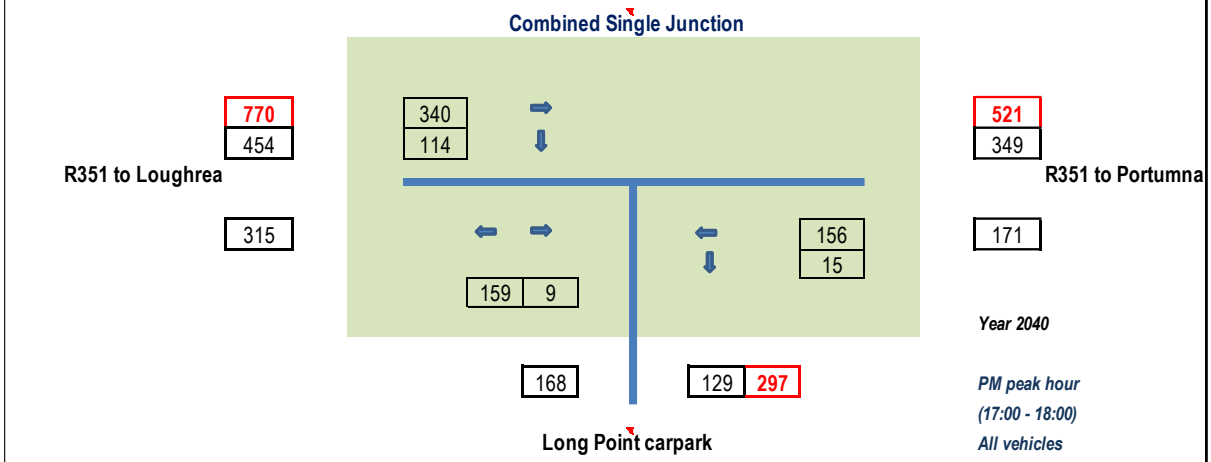
Figure 11 Opening year traffic flows, all vehicles
AM peak hour. PM peak hour and 24 hr, Year 2025
Combined Single Junction - Existing Long Point trip generation + 200%





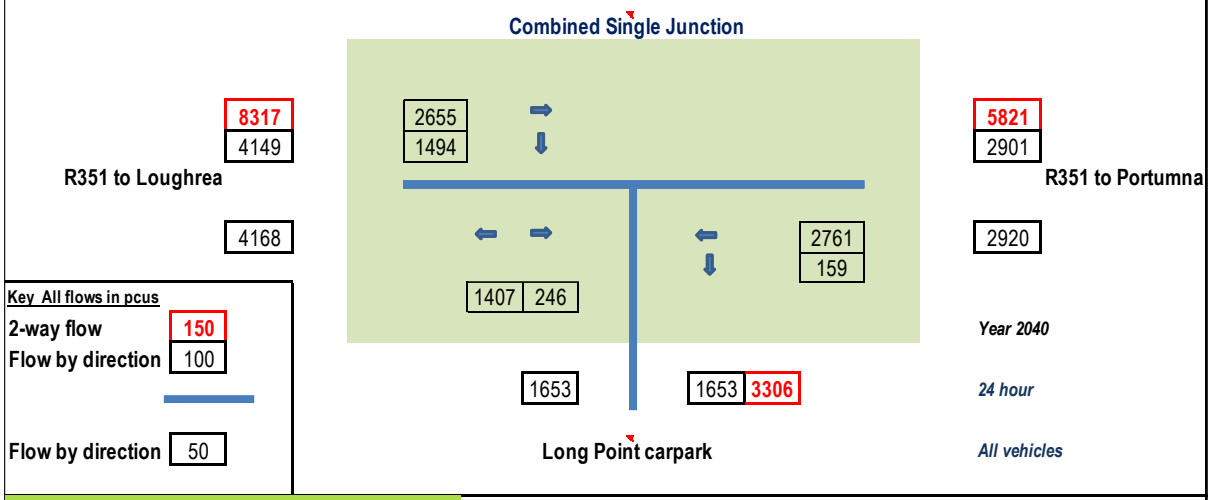


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Figure 12 Opening year traffic flows, all vehicles
AM peak hour. PM peak hour and 24 hr, Year 2040
Combined Single Junction - Existing Long Point trip generation + 200%

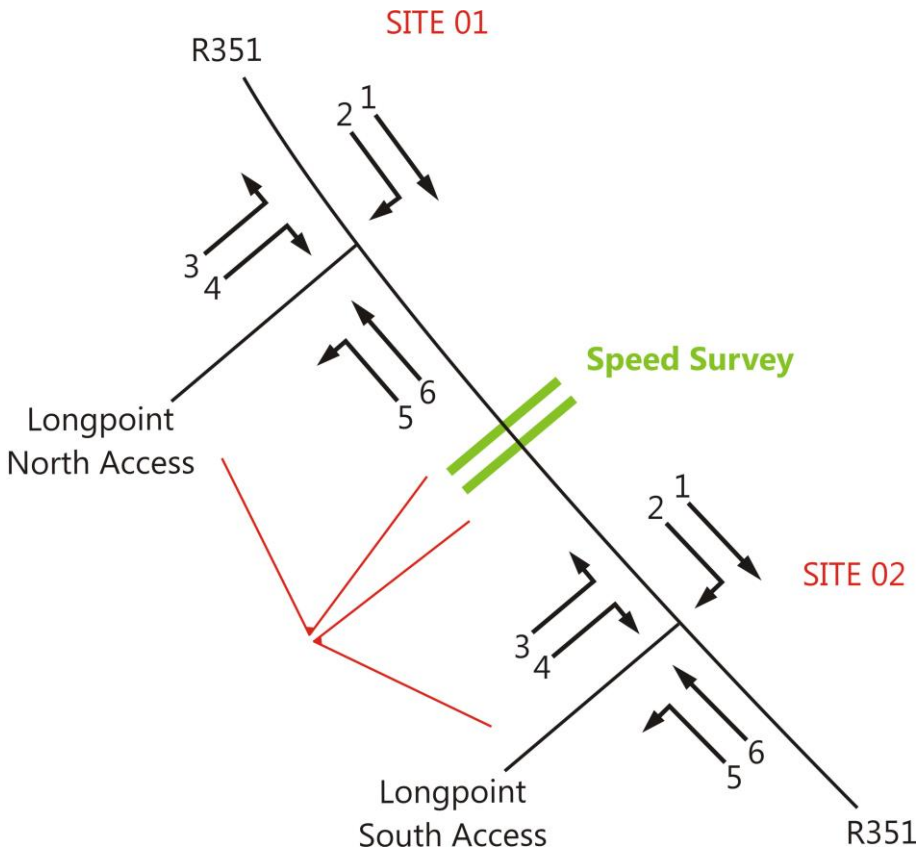
Appendix A Traffic Surveys – Traffinomics Ltd

Observed Traffic Count Survey Data, R351 / Long Point access junctions (Tuesday 23rd July, 2024)

Speed Survey, R351 at Long Point access junction (week commencing Tuesday 23rd July, 2024)

Site Locations

Movement Numbers



Job number: TRA/24/114	Job Date: 23rd July 2024	Drawing No: TRA/24/114-01	traffinomics.ie
Client: Alan Lipscombe Traffic	Job Day: Tuesday	Author: SPW	

TRAFFINOMICS LIMITED

LONGPOINT, LOUGHREA TRAFFIC COUNTS **JULY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/114**

SITE: 01 DATE: 23rd July 2024

LOCATION R351/Longpoint North Access DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
00:00	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	3	0	0	0	0	3	3	1	0	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	20	3	0	0	0	23	23	1	0	0	0	0	1	1	1	0	0	0	0	1	1
01:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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H/TOT	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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05:45	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
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06:45	3	2	0	0	0	5	5	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	5	4	0	0	0	9	9	4	0	0	0	0	4	4	0	0	0	0	0	0	0
07:00	5	1	1	0	0	7	8	3	0	0	0	0	3	3	0	0	0	0	0	0	0
07:15	9	1	0	0	0	10	10	3	0	0	0	0	3	3	0	0	0	0	0	0	0
07:30	4	3	1	0	0	8	9	1	0	0	0	0	1	1	4	0	0	0	0	4	4
07:45	5	0	1	0	1	7	9	2	0	0	0	0	2	2	1	0	0	0	0	1	1
H/TOT	23	5	3	0	1	32	35	9	0	0	0	0	9	9	5	0	0	0	0	5	5

LONGPOINT, LOUGHREA TRAFFIC COUNTS **JULY 2024**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/114**

SITE: 01 DATE: 23rd July 2024

LOCATION R351/Longpoint North Access DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
08:00	9	2	0	0	0	11	11	3	0	0	0	0	3	3	0	0	0	0	0	0	0
08:15	13	2	0	0	0	15	15	3	0	0	0	0	3	3	0	0	0	0	0	0	0
08:30	13	7	0	0	0	20	20	6	0	0	0	0	6	6	0	0	0	0	0	0	0
08:45	8	5	0	0	0	13	13	3	0	0	0	0	3	3	1	0	0	0	0	1	1
H/TOT	43	16	0	0	0	59	59	15	0	0	0	0	15	15	1	0	0	0	0	1	1
09:00	9	5	0	0	0	14	14	3	0	0	0	0	3	3	4	0	0	0	0	4	4
09:15	22	2	1	0	0	25	26	1	0	0	0	0	1	1	1	0	0	0	0	1	1
09:30	23	2	0	0	0	25	25	3	0	0	0	0	3	3	0	0	0	0	0	0	0
09:45	17	3	0	0	0	20	20	5	1	0	0	0	6	6	2	0	0	0	0	2	2
H/TOT	71	12	1	0	0	84	85	12	1	0	0	0	13	13	7	0	0	0	0	7	7
10:00	25	2	0	0	0	27	27	3	0	0	0	0	3	3	0	0	0	0	0	0	0
10:15	25	5	0	0	0	30	30	3	0	0	0	0	3	3	1	0	0	0	0	1	1
10:30	28	2	0	0	0	30	30	5	0	0	0	0	5	5	2	0	0	0	0	2	2
10:45	25	1	0	0	0	26	26	7	0	0	0	0	7	7	1	0	0	0	0	1	1
H/TOT	103	10	0	0	0	113	113	18	0	0	0	0	18	18	4	0	0	0	0	4	4
11:00	23	6	1	0	0	30	31	3	0	0	0	0	3	3	1	0	0	0	0	1	1
11:15	27	4	0	0	0	31	31	3	0	0	0	0	3	3	0	0	0	0	0	0	0
11:30	20	3	0	0	0	23	23	1	0	0	0	0	1	1	2	0	0	0	0	2	2
11:45	17	5	0	0	0	22	22	4	1	0	0	0	5	5	2	0	0	0	0	2	2
H/TOT	87	18	1	0	0	106	107	11	1	0	0	0	12	12	5	0	0	0	0	5	5
12:00	19	6	0	0	0	25	25	7	0	0	0	0	7	7	0	0	0	0	0	0	0
12:15	26	3	0	0	0	29	29	5	0	0	0	0	5	5	0	0	0	0	0	0	0
12:30	24	3	1	0	0	28	29	5	0	0	0	0	5	5	1	0	0	0	0	1	1
12:45	32	5	0	0	0	37	37	5	1	0	0	0	6	6	1	1	0	0	0	2	2
H/TOT	101	17	1	0	0	119	120	22	1	0	0	0	23	23	2	1	0	0	0	3	3
13:00	36	1	0	1	1	39	41	6	0	0	0	0	6	6	3	0	0	0	0	3	3
13:15	28	4	1	0	0	33	34	5	0	0	0	0	5	5	1	0	0	0	0	1	1
13:30	21	5	0	0	0	26	26	7	0	0	0	0	7	7	0	0	0	0	0	0	0
13:45	28	1	0	0	0	29	29	5	0	0	0	0	5	5	0	0	0	0	0	0	0
H/TOT	113	11	1	1	1	127	130	23	0	0	0	0	23	23	4	0	0	0	0	4	4
14:00	29	2	0	1	0	32	33	7	2	0	0	0	9	9	2	0	0	0	0	2	2
14:15	30	5	0	0	0	35	35	8	0	0	0	0	8	8	1	0	0	0	0	1	1
14:30	26	1	0	1	0	28	29	4	0	0	0	0	4	4	1	0	0	0	0	1	1
14:45	14	4	0	1	0	19	20	14	0	0	0	0	14	14	1	0	0	0	0	1	1
H/TOT	99	12	0	3	0	114	118	33	2	0	0	0	35	35	5	0	0	0	0	5	5
15:00	33	7	0	0	0	40	40	7	1	0	0	0	8	8	2	0	0	0	0	2	2
15:15	33	4	0	0	0	37	37	7	0	0	0	0	7	7	2	0	0	0	0	2	2
15:30	32	6	1	0	0	39	40	9	1	0	0	0	10	10	0	0	0	0	0	0	0
15:45	39	7	0	0	0	46	46	6	2	0	0	0	8	8	3	0	0	0	0	3	3
H/TOT	137	24	1	0	0	162	163	29	4	0	0	0	33	33	7	0	0	0	0	7	7

SITE: 01 DATE: 23rd July 2024

LOCATION R351/Longpoint North Access DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
16:00	32	3	0	0	0	35	35	14	1	0	0	0	15	15	2	0	0	0	0	2	2
16:15	46	6	0	0	0	52	52	9	0	0	0	0	9	9	1	0	0	0	0	1	1
16:30	44	3	0	1	1	49	51	13	0	0	0	0	13	13	4	1	0	0	0	5	5
16:45	55	4	1	0	0	60	61	10	0	0	0	0	10	10	3	0	0	0	0	3	3
H/TOT	177	16	1	1	1	196	199	46	1	0	0	0	47	47	10	1	0	0	0	11	11
17:00	64	6	0	1	0	71	72	7	0	0	0	0	7	7	0	0	0	0	0	0	0
17:15	60	7	0	0	0	67	67	6	1	0	0	0	7	7	5	1	0	0	0	6	6
17:30	49	5	0	0	0	54	54	10	1	0	0	0	11	11	3	0	0	0	0	3	3
17:45	67	5	0	2	0	74	77	9	1	0	0	0	10	10	6	0	0	0	0	6	6
H/TOT	240	23	0	3	0	266	270	32	3	0	0	0	35	35	14	1	0	0	0	15	15
18:00	68	11	0	0	0	79	79	10	0	0	0	0	10	10	1	0	0	0	0	1	1
18:15	39	8	1	0	0	48	49	8	1	0	0	0	9	9	0	0	0	0	0	0	0
18:30	35	5	1	0	0	41	42	8	0	0	0	0	8	8	1	0	0	0	0	1	1
18:45	32	3	0	0	0	35	35	11	0	0	0	0	11	11	6	0	0	0	0	6	6
H/TOT	174	27	2	0	0	203	204	37	1	0	0	0	38	38	8	0	0	0	0	8	8
19:00	47	1	0	0	0	48	48	19	0	0	0	0	19	19	4	0	0	0	0	4	4
19:15	27	7	0	0	0	34	34	16	0	0	0	0	16	16	6	0	0	0	0	6	6
19:30	28	3	0	1	0	32	33	9	3	0	0	0	12	12	3	0	0	0	0	3	3
19:45	24	4	0	0	0	28	28	13	0	0	0	0	13	13	3	0	0	0	0	3	3
H/TOT	126	15	0	1	0	142	143	57	3	0	0	0	60	60	16	0	0	0	0	16	16
20:00	36	2	0	0	0	38	38	12	0	0	0	0	12	12	7	1	0	0	0	8	8
20:15	38	1	0	0	0	39	39	10	0	0	0	0	10	10	2	0	0	0	0	2	2
20:30	23	2	0	0	0	25	25	10	0	0	0	0	10	10	1	0	0	0	0	1	1
20:45	23	2	0	0	0	25	25	13	3	0	0	0	16	16	1	0	0	0	0	1	1
H/TOT	120	7	0	0	0	127	127	45	3	0	0	0	48	48	11	1	0	0	0	12	12
21:00	19	0	0	0	0	19	19	8	1	0	0	0	9	9	2	0	0	0	0	2	2
21:15	16	3	0	0	0	19	19	13	0	0	0	0	13	13	3	0	0	0	0	3	3
21:30	25	1	1	0	0	27	28	7	0	0	0	0	7	7	3	1	0	0	0	4	4
21:45	19	2	0	0	0	21	21	7	0	0	0	0	7	7	3	1	0	0	0	4	4
H/TOT	79	6	1	0	0	86	87	35	1	0	0	0	36	36	11	2	0	0	0	13	13
22:00	14	2	0	0	0	16	16	5	1	0	0	0	6	6	1	0	0	0	0	1	1
22:15	13	0	0	0	0	13	13	2	0	0	0	0	2	2	3	0	0	0	0	3	3
22:30	7	1	0	0	0	8	8	2	0	0	0	0	2	2	2	0	0	0	0	2	2
22:45	8	0	0	0	0	8	8	2	0	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	42	3	0	0	0	45	45	11	1	0	0	0	12	12	6	0	0	0	0	6	6
23:00	8	2	0	0	0	10	10	1	0	0	0	0	1	1	0	0	0	0	0	0	0
23:15	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	11	0	0	0	0	11	11	1	0	0	0	0	1	1	1	0	0	0	0	1	1
23:45	5	1	1	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	32	3	1	0	0	36	37	2	0	0	0	0	2	2	1	0	0	0	0	1	1
00:00 - 00:00	1814	234	13	10	3	2074	2097	444	22	0	0	0	466	466	118	6	0	0	0	124	124
06:00 - 22:00	1698	223	12	9	3	1945	1966	428	21	0	0	0	449	449	110	6	0	0	0	116	116
07:00 - 19:00	1368	191	11	8	3	1581	1600	287	14	0	0	0	301	301	72	3	0	0	0	75	75

SITE: 01 DATE: 23rd July 2024

LOCATION: R351/Longpoint North Access DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	7
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	11	12
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	3	1	0	0	28	29
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	4	1	1	0	23	25
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	1	0	0	28	29
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	8	2	1	0	82	84
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	5	1	0	0	32	33
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	2	0	0	0	44	44
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	6	0	0	0	53	53
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	5	0	0	0	66	66
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	18	1	0	0	195	196

SITE: 01 DATE: 23rd July 2024

LOCATION: R351/Longpoint North Access DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	6	1	0	0	37	38
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	6	0	0	0	49	49
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	3	1	0	0	41	42
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	11	0	0	0	59	59
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	26	2	0	0	186	187
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	7	0	0	0	44	44
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	4	0	0	0	62	62
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	3	0	0	0	47	47
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	8	0	0	0	59	59
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	22	0	0	0	212	212
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	1	1	0	26	28
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	2	0	0	1	31	32
10:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	43	4	0	1	0	48	49
10:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	42	1	0	0	0	43	43
H/TOT	0	0	0	0	0	0	0	2	0	0	0	0	2	2	136	8	1	2	1	148	152
11:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	20	2	0	0	0	22	22
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	7	0	0	0	46	46
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	1	1	1	0	37	39
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	1	0	43	44
H/TOT	1	0	0	0	0	1	1	1	0	0	0	0	1	1	135	10	1	2	0	148	151
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	5	0	1	0	32	33
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	1	1	1	0	60	62
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	4	0	2	0	49	52
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	2	0	0	1	37	38
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	12	1	4	1	178	185
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	27	27
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	5	1	2	0	37	40
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	0	1	0	25	26
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	4	0	1	0	41	42
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	11	1	4	0	130	136
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	2	0	0	0	31	31
14:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	31	1	0	0	0	32	32
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	5	0	1	0	45	46
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	27	27
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	124	10	0	1	0	135	136
15:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	30	2	0	1	0	33	34
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	2	0	0	0	33	33
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	7	0	0	0	37	37
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	5	1	0	0	29	30
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	114	16	1	1	0	132	134

SITE: 01 DATE: 23rd July 2024

LOCATION: R351/Longpoint North Access DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	2	0	0	0	0	2	2	32	2	0	0	0	34	34
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	4	1	0	0	46	47
16:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	31	4	0	0	0	35	35
16:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	40	2	0	0	0	42	42
H/TOT	0	0	0	0	0	0	0	4	0	0	0	0	4	4	144	12	1	0	0	157	158
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	35	6	0	0	0	41	41
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	3	0	0	0	43	43
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	3	0	0	0	38	38
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	2	0	0	0	37	37
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	145	14	0	0	0	159	159
18:00	1	0	0	0	0	1	1	2	0	0	0	0	2	2	30	4	0	1	0	35	36
18:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	34	2	0	0	0	36	36
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	30
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	2	1	0	0	29	30
H/TOT	1	0	0	0	0	1	1	3	0	0	0	0	3	3	119	9	1	1	0	130	132
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	1	1	0	45	47
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	1	0	0	0	31	31
19:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	35	3	0	0	0	38	38
19:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	35	1	0	1	0	37	38
H/TOT	1	0	0	0	0	1	1	2	0	0	0	0	2	2	143	5	1	2	0	151	154
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	1	0	2	0	38	41
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	24	24
20:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	27	1	0	1	0	29	30
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28	28
H/TOT	1	0	0	0	0	1	1	0	0	0	0	0	0	0	112	4	0	3	0	119	123
21:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	24	1	0	0	0	25	25
21:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	21	0	0	0	0	21	21
21:30	1	0	0	0	0	1	1	1	0	0	0	0	1	1	17	1	0	0	0	18	18
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20
H/TOT	1	1	0	0	0	2	2	2	0	0	0	0	2	2	80	4	0	0	0	84	84
22:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	21	2	0	0	0	23	23
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	12	13
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10
H/TOT	0	1	0	0	0	1	1	0	0	0	0	0	0	0	57	4	1	0	0	62	63
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16
00:00 - 00:00	5	2	0	0	0	7	7	17	0	0	0	0	17	17	2246	200	16	21	2	2485	2522
06:00 - 22:00	5	1	0	0	0	6	6	17	0	0	0	0	17	17	2121	189	13	21	2	2346	2382
07:00 - 19:00	2	0	0	0	0	2	2	13	0	0	0	0	13	13	1715	168	10	15	2	1910	1937

TRAFFINOMICS LIMITED

LONGPOINT, LOUGHREA TRAFFIC COUNTS **JULY 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/114**

SITE: 02 DATE: 23rd July 2024

LOCATION: R351/Longpoint South Access DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
00:00	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	8	1	0	0	0	9	9	0	0	0	0	0	0	0	1	0	0	0	0	1	1
03:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
06:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	2	2
06:30	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	4	0	0	0	9	9	0	0	0	0	0	0	0	3	0	0	0	0	3	3
07:00	5	1	0	0	0	6	6	0	0	1	0	0	1	2	1	0	1	0	0	2	3
07:15	9	1	0	0	0	10	10	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:30	4	3	1	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	5	0	1	0	1	7	9	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	23	5	2	0	1	31	33	0	0	1	0	0	1	2	4	0	1	0	0	5	6

SITE: 02 DATE: 23rd July 2024

LOCATION: R351/Longpoint South Access DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
08:00	9	2	0	0	0	11	11	0	0	0	0	0	0	0	2	0	0	0	0	2	2
08:15	13	2	0	0	0	15	15	0	0	0	0	0	0	0	3	0	0	0	0	3	3
08:30	13	7	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	8	5	0	0	0	13	13	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	43	16	0	0	0	59	59	0	0	0	0	0	0	0	6	0	0	0	0	6	6
09:00	9	5	0	0	0	14	14	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:15	22	2	1	0	0	25	26	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:30	23	2	0	0	0	25	25	0	0	0	0	0	0	0	2	0	0	0	0	2	2
09:45	17	3	0	0	0	20	20	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	71	12	1	0	0	84	85	0	0	0	0	0	0	0	5	0	0	0	0	5	5
10:00	25	2	0	0	0	27	27	0	0	0	0	0	0	0	3	0	0	0	0	3	3
10:15	25	5	0	0	0	30	30	0	0	0	0	0	0	0	2	1	0	0	0	3	3
10:30	28	2	0	0	0	30	30	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:45	25	1	0	0	0	26	26	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	103	10	0	0	0	113	113	0	0	0	0	0	0	0	9	1	0	0	0	10	10
11:00	23	6	1	0	0	30	31	1	0	0	0	0	1	1	0	0	0	0	0	0	0
11:15	26	4	0	0	0	30	30	1	0	0	0	0	1	1	3	0	0	0	0	3	3
11:30	20	3	0	0	0	23	23	0	0	0	0	0	0	0	6	0	0	0	0	6	6
11:45	16	5	0	0	0	21	21	1	0	0	0	0	1	1	4	0	0	0	0	4	4
H/TOT	85	18	1	0	0	104	105	3	0	0	0	0	3	3	13	0	0	0	0	13	13
12:00	19	6	0	0	0	25	25	0	0	0	0	0	0	0	6	0	0	0	0	6	6
12:15	26	3	0	0	0	29	29	0	0	0	0	0	0	0	6	0	0	0	0	6	6
12:30	24	3	1	0	0	28	29	0	0	0	0	0	0	0	2	0	0	0	0	2	2
12:45	32	4	0	0	0	36	36	0	1	0	0	0	1	1	2	0	0	0	0	2	2
H/TOT	101	16	1	0	0	118	119	0	1	0	0	0	1	1	16	0	0	0	0	16	16
13:00	36	1	0	1	1	39	41	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:15	26	4	1	0	0	31	32	2	0	0	0	0	2	2	3	0	0	0	0	3	3
13:30	20	5	0	0	0	25	25	1	0	0	0	0	1	1	5	0	0	0	0	5	5
13:45	28	1	0	0	0	29	29	0	0	0	0	0	0	0	6	1	0	0	0	7	7
H/TOT	110	11	1	1	1	124	127	3	0	0	0	0	3	3	15	1	0	0	0	16	16
14:00	28	1	0	1	0	30	31	1	1	0	0	0	2	2	3	0	0	0	0	3	3
14:15	30	5	0	0	0	35	35	0	0	0	0	0	0	0	7	0	0	0	0	7	7
14:30	23	1	0	1	0	25	26	3	0	0	0	0	3	3	4	0	0	0	0	4	4
14:45	14	4	0	1	0	19	20	0	0	0	0	0	0	0	3	1	0	0	0	4	4
H/TOT	95	11	0	3	0	109	113	4	1	0	0	0	5	5	17	1	0	0	0	18	18
15:00	32	7	0	0	0	39	39	1	0	0	0	0	1	1	6	0	0	0	0	6	6
15:15	31	4	0	0	0	35	35	2	0	0	0	0	2	2	3	0	0	0	0	3	3
15:30	31	6	1	0	0	38	39	1	0	0	0	0	1	1	8	1	0	0	0	9	9
15:45	39	7	0	0	0	46	46	0	0	0	0	0	0	0	4	1	0	0	0	5	5
H/TOT	133	24	1	0	0	158	159	4	0	0	0	0	4	4	21	2	0	0	0	23	23

SITE: 02 DATE: 23rd July 2024

LOCATION: R351/Longpoint South Access DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
16:00	32	3	0	0	0	35	35	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:15	46	6	0	0	0	52	52	0	0	0	0	0	0	0	8	0	0	0	0	8	8
16:30	43	3	0	1	1	48	50	1	0	0	0	0	1	1	11	1	0	0	0	12	12
16:45	53	4	1	0	0	58	59	2	0	0	0	0	2	2	2	0	0	0	0	2	2
H/TOT	174	16	1	1	1	193	196	3	0	0	0	0	3	3	23	1	0	0	0	24	24
17:00	64	6	0	1	0	71	72	0	0	0	0	0	0	0	12	0	0	0	0	12	12
17:15	60	7	0	0	0	67	67	0	0	0	0	0	0	0	10	0	0	0	0	10	10
17:30	48	5	0	0	0	53	53	1	0	0	0	0	1	1	7	0	0	0	0	7	7
17:45	65	5	0	2	0	72	75	2	0	0	0	0	2	2	9	0	0	0	0	9	9
H/TOT	237	23	0	3	0	263	267	3	0	0	0	0	3	3	38	0	0	0	0	38	38
18:00	69	11	0	0	0	80	80	0	0	0	0	0	0	0	6	0	0	0	0	6	6
18:15	39	8	1	0	0	48	49	0	0	0	0	0	0	0	9	0	0	0	0	9	9
18:30	35	5	1	0	0	41	42	0	0	0	0	0	0	0	5	0	0	0	0	5	5
18:45	32	3	0	0	0	35	35	0	0	0	0	0	0	0	13	0	0	0	0	13	13
H/TOT	175	27	2	0	0	204	205	0	0	0	0	0	0	0	33	0	0	0	0	33	33
19:00	47	1	0	0	0	48	48	0	0	0	0	0	0	0	8	0	0	0	0	8	8
19:15	27	6	0	0	0	33	33	0	1	0	0	0	1	1	7	0	0	0	0	7	7
19:30	29	3	0	1	0	33	34	0	0	0	0	0	0	0	7	1	0	0	0	8	8
19:45	24	4	0	0	0	28	28	0	0	0	0	0	0	0	9	1	0	0	0	10	10
H/TOT	127	14	0	1	0	142	143	0	1	0	0	0	1	1	31	2	0	0	0	33	33
20:00	36	2	0	0	0	38	38	0	0	0	0	0	0	0	15	0	0	0	0	15	15
20:15	37	1	0	0	0	38	38	1	0	0	0	0	1	1	9	0	0	0	0	9	9
20:30	24	2	0	0	0	26	26	0	0	0	0	0	0	0	9	0	0	0	0	9	9
20:45	21	2	0	0	0	23	23	2	0	0	0	0	2	2	14	1	0	0	0	15	15
H/TOT	118	7	0	0	0	125	125	3	0	0	0	0	3	3	47	1	0	0	0	48	48
21:00	18	1	0	0	0	19	19	1	0	0	0	0	1	1	15	0	0	0	0	15	15
21:15	15	3	0	0	0	18	18	1	0	0	0	0	1	1	6	0	0	0	0	6	6
21:30	24	1	0	0	0	25	25	2	0	1	0	0	3	4	6	1	0	0	0	7	7
21:45	19	2	0	0	0	21	21	0	0	0	0	0	0	0	10	0	0	0	0	10	10
H/TOT	76	7	0	0	0	83	83	4	0	1	0	0	5	6	37	1	0	0	0	38	38
22:00	14	3	0	0	0	17	17	0	0	0	0	0	0	0	4	0	0	0	0	4	4
22:15	13	0	0	0	0	13	13	0	0	0	0	0	0	0	3	0	1	0	0	4	5
22:30	7	1	0	0	0	8	8	0	0	0	0	0	0	0	3	0	0	0	0	3	3
22:45	8	0	0	0	0	8	8	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	42	4	0	0	0	46	46	0	0	0	0	0	0	0	12	0	1	0	0	13	14
23:00	8	2	0	0	0	10	10	0	0	0	0	0	0	0	2	0	0	0	0	2	2
23:15	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	5	1	1	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	32	3	1	0	0	36	37	0	0	0	0	0	0	0	2	0	0	0	0	2	2
00:00 - 00:00	1792	233	11	10	3	2049	2071	27	3	2	0	0	32	33	333	10	2	0	0	345	346
06:00 - 22:00	1676	221	10	9	3	1919	1939	27	3	2	0	0	32	33	318	10	1	0	0	329	329.5
07:00 - 19:00	1350	189	10	8	3	1560	1578	20	2	1	0	0	23	23.5	200	6	1	0	0	207	207.5

SITE: 02 DATE: 23rd July 2024

LOCATION: R351/Longpoint South Access DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
07:00	1	0	0	0	0	1	1	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	0
07:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	3	0	0	0	0	3	3	0	0	0	0	0	0	0

SITE: 02 DATE: 23rd July 2024

LOCATION: R351/Longpoint South Access DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
08:00	2	0	0	0	0	2	2	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	0
08:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	4	4	1	0	0	0	0	1	1	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	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	0
09:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
10:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	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	0
10:30	3	0	0	0	0	3	3	3	0	0	0	0	3	3	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	4	4	5	0	0	0	0	5	5	0	0	0	0	0	0	0
11:00	2	0	0	0	0	2	2	1	0	0	0	0	1	1	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	0
11:30	2	0	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	4	4	4	0	0	0	0	4	4	0	0	0	0	0	0	0
12:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	2	0	0	0	0	2	2	2	0	0	0	0	2	2	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	0
12:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	6	6	2	0	0	0	0	2	2	0	0	0	0	0	0	0
13:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0
13:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	3	3	1	1	0	0	0	2	2	0	0	0	0	0	0	0
14:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	0	0	0	0	2	2	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	0
15:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE: 02 DATE: 23rd July 2024

LOCATION: R351/Longpoint South Access DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
16:00	2	1	0	0	0	3	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0
16:15	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	4	2	0	0	0	6	6	2	1	0	0	0	3	3	0	0	0	0	0	0	0
17:00	0	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	1	0	0	0	0	1	1	0	0	0	0	0	0	0
17:30	0	1	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0
17:45	1	1	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	1	2	0	0	0	3	3	4	0	0	0	0	4	4	0	0	0	0	0	0	0
18:00	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	10	1	0	0	0	11	11	1	0	0	0	0	1	1	0	0	0	0	0	0	0
19:00	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	4	4	3	0	0	0	0	3	3	0	0	0	0	0	0	0
20:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
20:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	4	4	2	0	0	0	0	2	2	0	0	0	0	0	0	0
21:00	3	0	0	0	0	3	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0
21:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
21:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	8	8	3	0	0	0	0	3	3	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00 - 00:00	66	9	0	0	0	75	75	34	2	0	0	0	36	36	0	0	0	0	0	0	0
06:00 - 22:00	61	9	0	0	0	70	70	34	2	0	0	0	36	36	0	0	0	0	0	0	0
07:00 - 19:00	45	9	0	0	0	54	54	25	2	0	0	0	27	27	0	0	0	0	0	0	0

TRAFFINOMICS LIMITED

LONGPOINT, LOUGHREA TRAFFIC COUNT/SPEED SURVEY **SUMMARY** **WEEK COMMENCING:** **Tuesday 23 July 2024**

AUTOMATIC TRAFFIC COUNT **TRA/24/114**

SITE 01

LOCATION: R351 Lake Road @The Longpoint Car Park (Google Maps Ref: 53.186265, -8.560340)

SPEED SURVEY SUMMARY:

NORTHBOUND	85% Speed = 70.20 km/h, 95% Speed = 77.51 km/h, Median = 59.40 km/h	Maximum = 98.8 km/h, Minimum = 15.7 km/h, Mean = 56.9 km/h
SOUTHBOUND	85% Speed = 72.72 km/h, 95% Speed = 78.21 km/h, Median = 61.92 km/h	Maximum = 102.9 km/h, Minimum = 6.7 km/h, Mean = 61.6 km/h

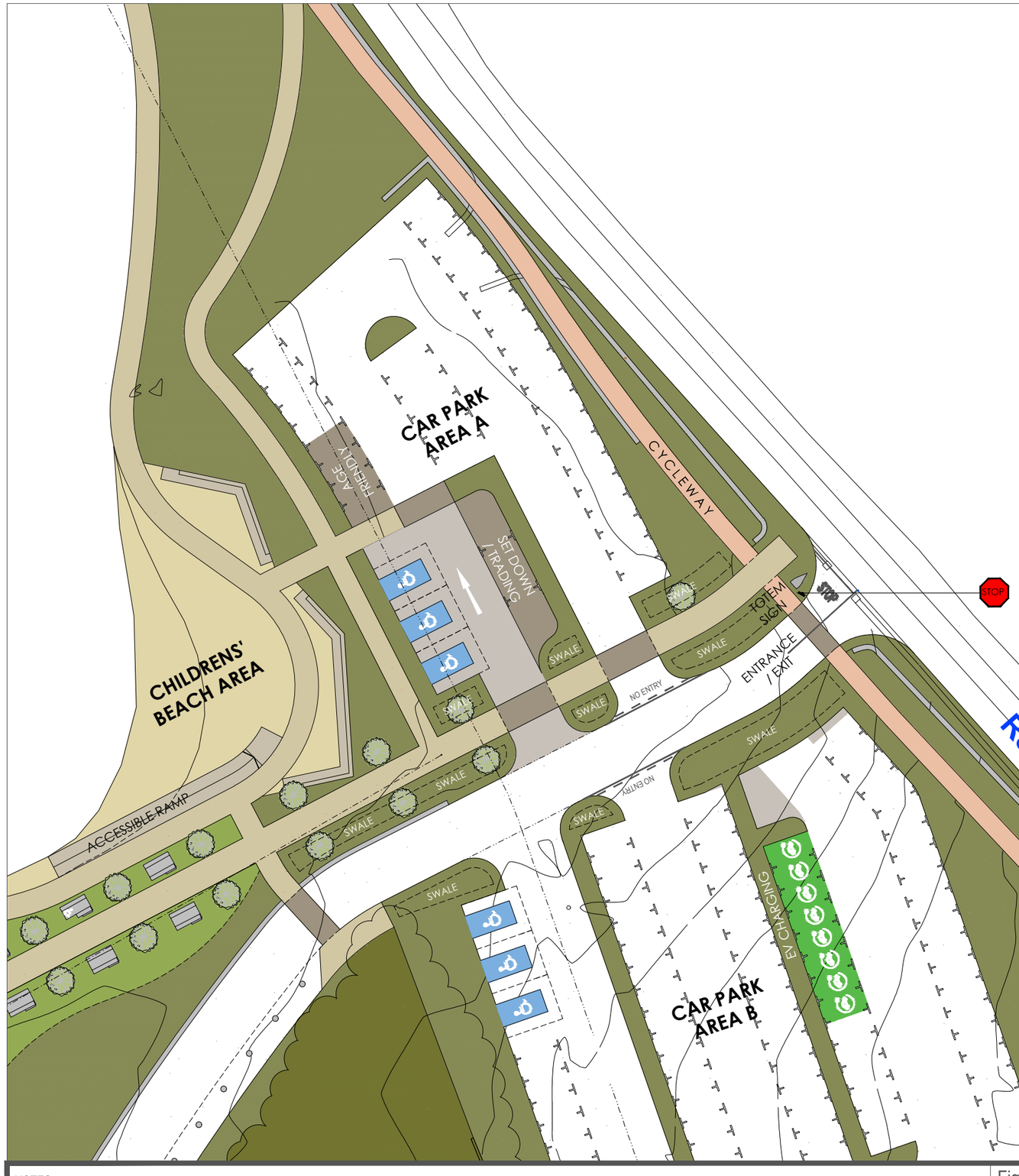
VOLUMETRIC VEHICLE COUNTS:

Direction	Time	Tuesday 23 July 2024
NORTHBOUND	**07-19**	1931
SOUTHBOUND	**07-19**	1589
NORTHBOUND	**00-00**	2521
SOUTHBOUND	**00-00**	2091

PEAK FLOW SUMMARY:

Peak	AM	IP	PM
Peak Hour	0900	1200	1600
Vehicles per Peak Hour	212	178	163

Appendix B Proposed Development R351 / Long Point access junction



Proposed Improved Access Junction

Junction to provide for all Proposed Development generated traffic movements during construction and operational phases.

Junction radii are 6m in accordance with TII DN-GEO-03060.

Junction markings to be as per Figure 7.35 of the Traffic Signs Manual.

- Centreline RM 001
- STOP line RRM 017
- STOP lettering M114.

Junction stop signs to be as per RUS 027 of the Traffic Signs Manual.

N

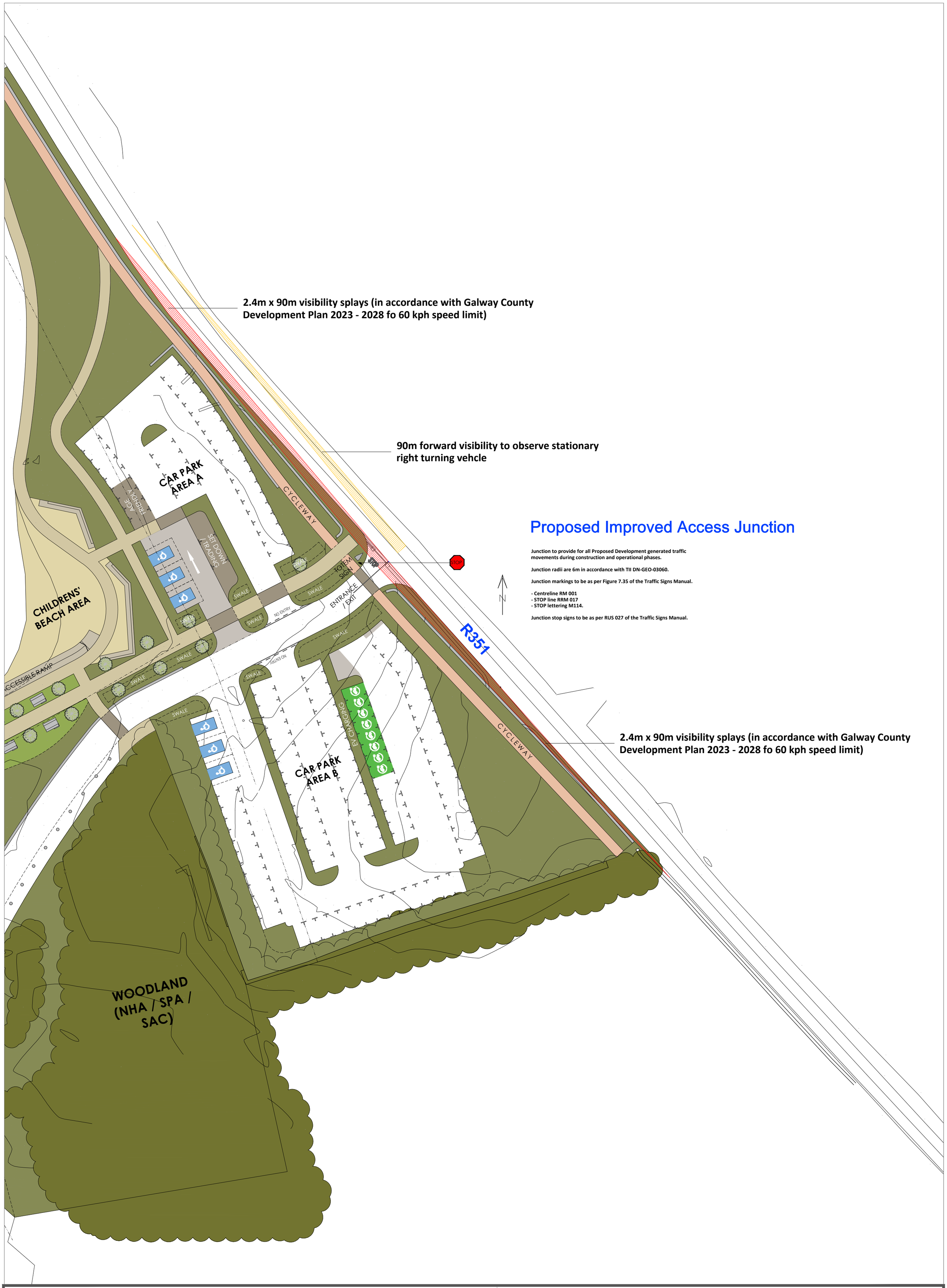
NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure B1 Proposed improved Long Point access junction on R351 and carpark

PROJECT:	Long Point Outdoor Amenity Enhancement Project		
CLIENT:	Galwy County Council	SCALE:	1:500
PROJECT NO: 11040	DATE: 17.08.24	DRAWN BY:	AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



Proposed Improved Access Junction

Junction to provide for all Proposed Development generated traffic movements during construction and operational phases.

Junction radii are 6m in accordance with TII DN-GEO-03060.

Junction markings to be as per Figure 7.35 of the Traffic Signs Manual.

- Centreline RM 001
- STOP line RRM 017
- STOP lettering M114.

Junction stop signs to be as per RUS 027 of the Traffic Signs Manual.

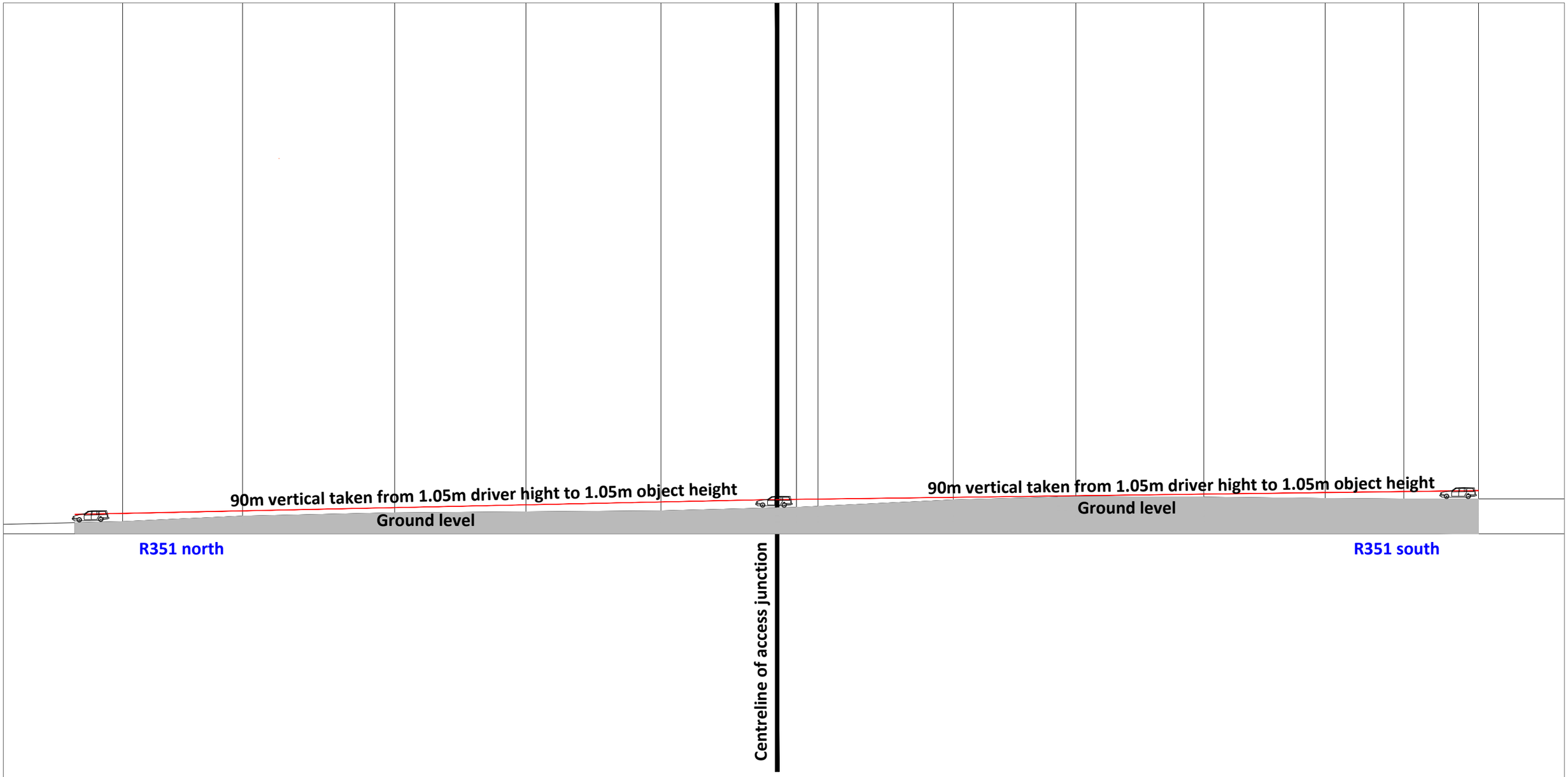
NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure B2 Proposed improved Long Point access junction on R351 - visibility splays and forward visibility

PROJECT:	Long Point Outdoor Amenity Enhancement Project		
CLIENT:	Galway County Council	SCALE:	1:500
PROJECT NO: 11040	DATE: 15.08.24	DRAWN BY:	AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure B3 Proposed improved Long Point access junction on R351 and carpark - visibility in vertical plane

PROJECT:	Long Point Outdoor Amenity Enhancement Project		
CLIENT:	Galwy County Council	SCALE:	1:500
PROJECT NO: 11040	DATE: 17.08.24	DRAWN BY:	AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

Appendix C PICADY output for R351 / Long Point access junction, with Long Point + 200%, PM Peak hour, year 2040

Run Analysis

Parameter	Values
File Run	C:\AL Traffic jobs\Picady - Long Point\PM 2040 200.vpi
Date Run	02 September 2024
Time Run	16:56:01
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	R351 (e)	100
Arm B	Long Point	100
Arm C	R351 (w)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Long Point
Location	Loughrea. Galway
Date	15 August 2024
Enumerator	adl [ADL-PC]
Job Number	11040
Status	TIA
Client	Galway County Council
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

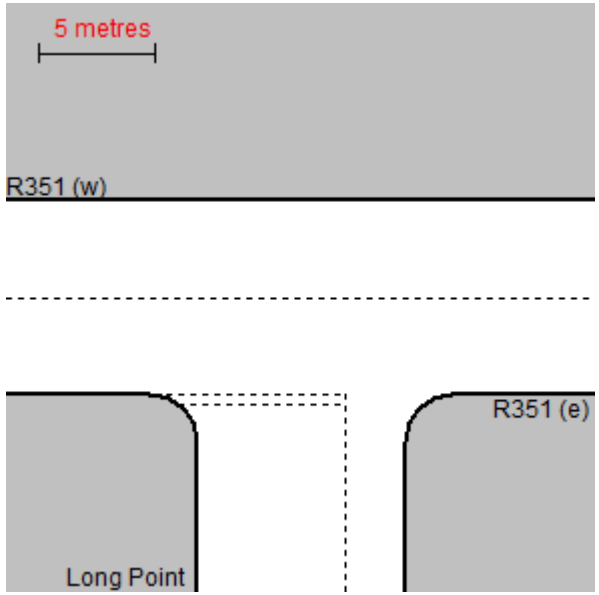
Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.00
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road Width 0m Back from Junction (m)	6.30
Minor Road Width 5m Back from Junction (m)	3.00
Minor Road Width 10m Back from Junction (m)	3.00
Minor Road Width 15m Back from Junction (m)	3.00
Minor Road Width 20m Back from Junction (m)	3.00
Minor Road Derived Flare Length (PCU)	0.000
Minor Road Visibility To Right (m)	50
Minor Road Visibility To Left (m)	50
Major Road Right Turn Visibility (m)	70
Major Road Right Turn Blocks Traffic	Yes

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
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	16:45-18:15	90	15

ODTAB Turning Counts

Demand Set: Long Point
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	15.0	156.0
Arm B	9.0	0.0	159.0
Arm C	340.0	114.0	0.0

ODTAB Synthesised Flows

Demand Set: Long Point
Modelling Period: 16:45-18:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	17:00	2.138	17:30	3.206	18:00	2.138
Arm B	17:00	2.100	17:30	3.150	18:00	2.100
Arm C	17:00	5.675	17:30	8.513	18:00	5.675

Heavy Vehicles Percentages

Demand Set: Long Point
Modelling Period: 16:45-18:15

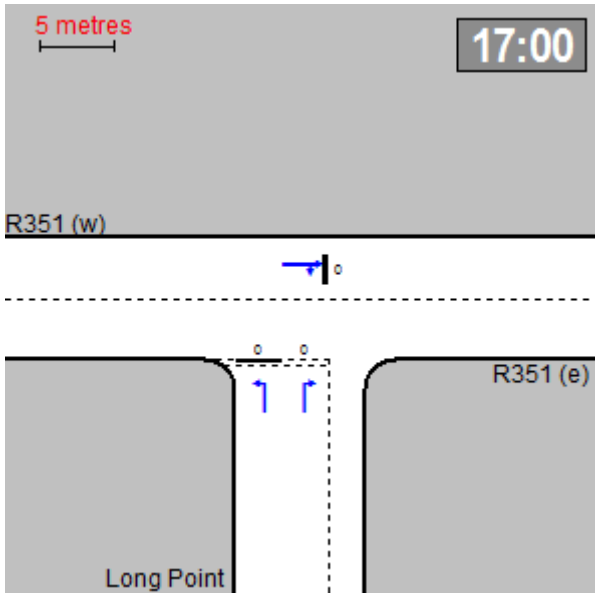
From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

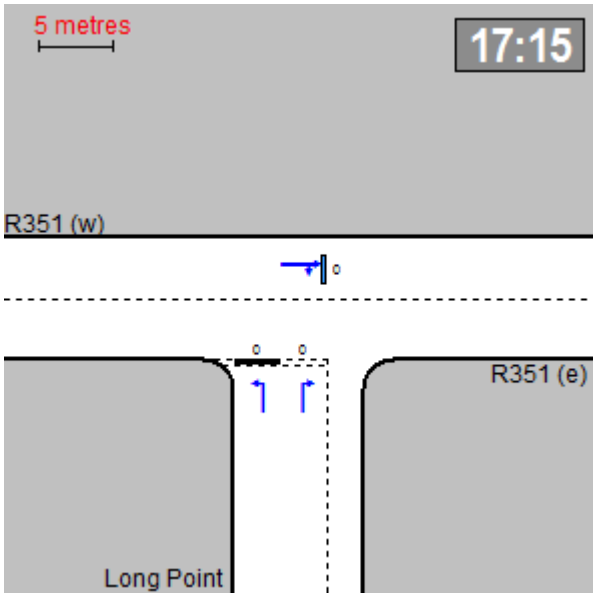
Queue Diagrams

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15
View Extent: 40m

Queue Interval 1: 16:45-17:00

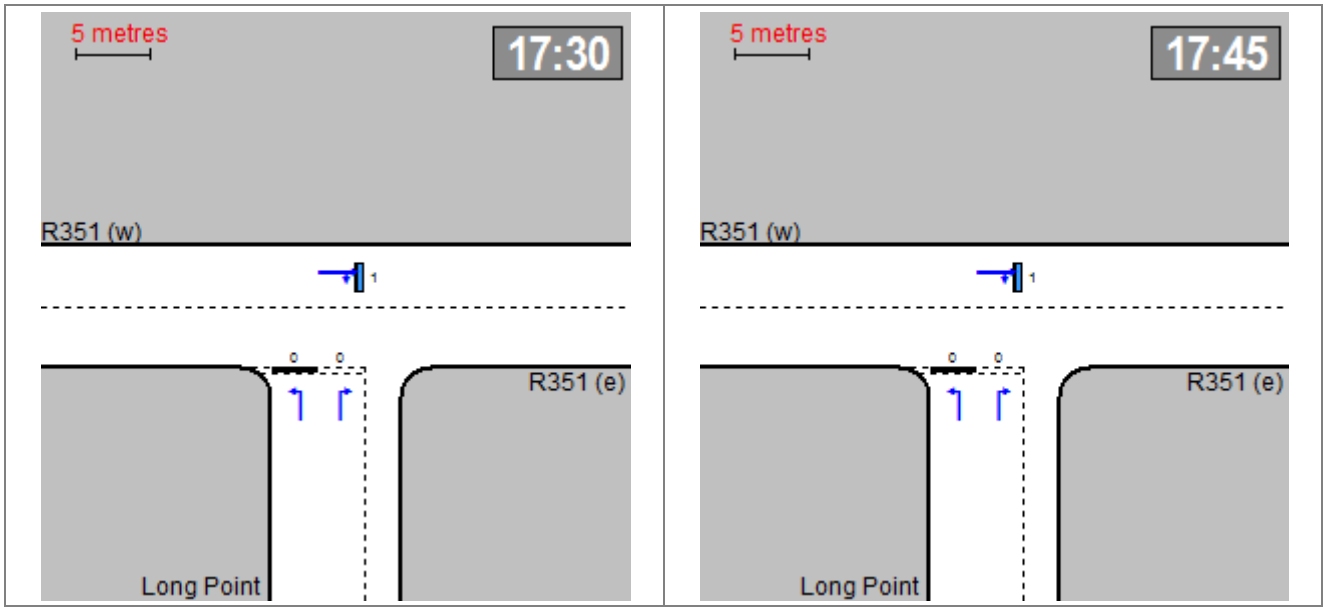


Queue Interval 2: 17:00-17:15

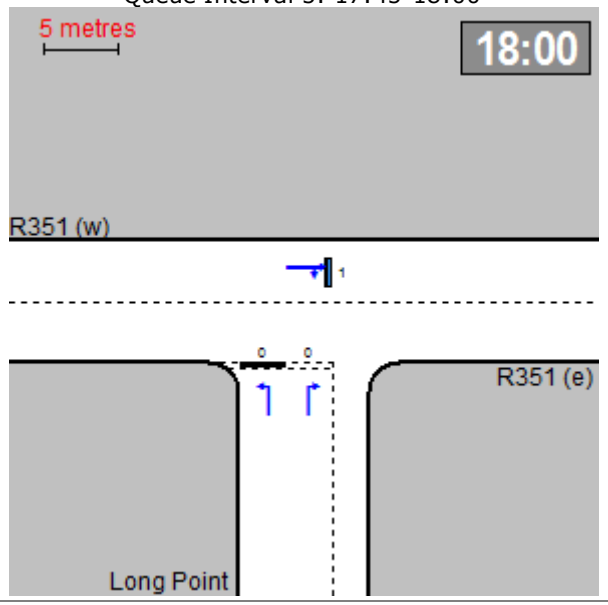


Queue Interval 3: 17:15-17:30

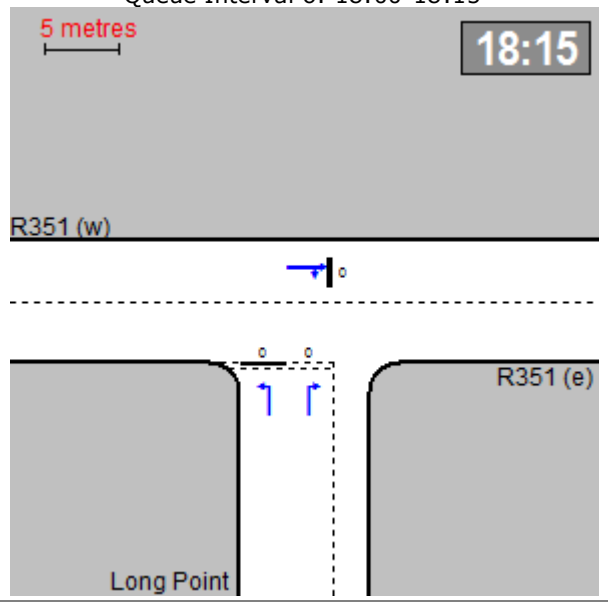
Queue Interval 4: 17:30-17:45


5 metres
17:30
R351 (w)
1
0
0
R351 (e)
Long Point
5 metres
17:45
R351 (w)
1
0
0
R351 (e)
Long Point

Queue Interval 5: 17:45-18:00

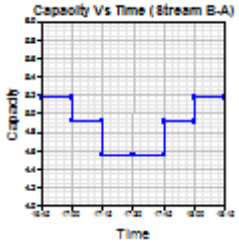


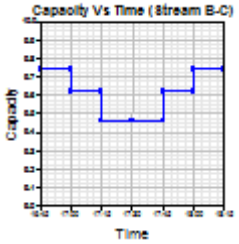
Queue Interval 6: 18:00-18:15

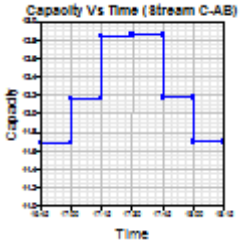


Capacity Graph

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

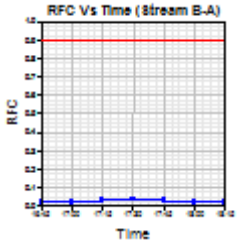


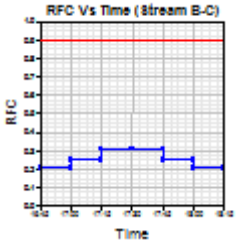


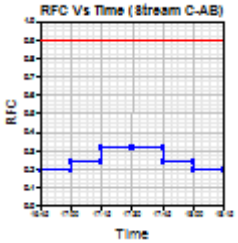


RFC Graph

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

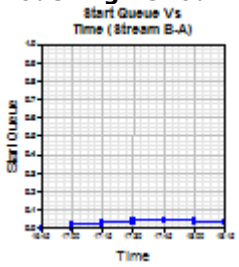


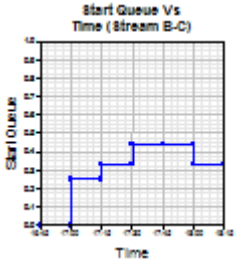


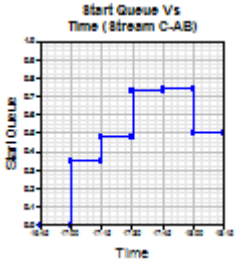


Start Queue Graph

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

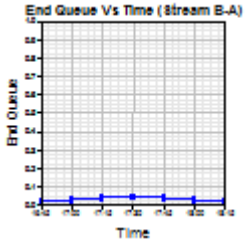


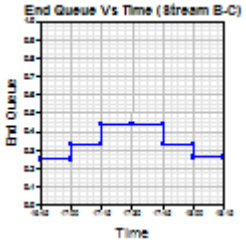


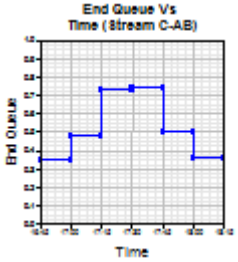


End Queue Graph

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

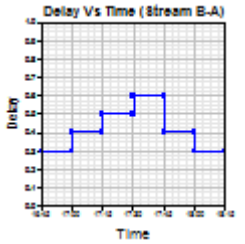


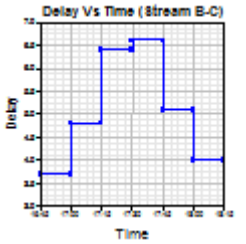


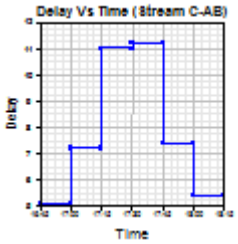


Delay Graph

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15







Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

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)
16:45-17:00	B-A	0.11	5.18	0.022	-	0.00	0.02	-	0.3	0.20
	B-C	2.00	9.74	0.205	-	0.00	0.25	-	3.7	0.13
	C-AB	2.24	11.68	0.192	-	0.00	0.35	-	5.1	0.11
	C-A	3.45	-	-	-	-	-	-	-	-
	A-B	0.19	-	-	-	-	-	-	-	-
	A-C	1.96	-	-	-	-	-	-	-	-
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-A	0.13	4.92	0.027	-	0.02	0.03	-	0.4	0.21
	B-C	2.38	9.62	0.248	-	0.25	0.33	-	4.8	0.14
	C-AB	2.93	12.16	0.241	-	0.35	0.48	-	7.2	0.11
	C-A	3.88	-	-	-	-	-	-	-	-
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	2.34	-	-	-	-	-	-	-	-
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-A	0.17	4.55	0.036	-	0.03	0.04	-	0.5	0.23
	B-C	2.92	9.46	0.309	-	0.33	0.44	-	6.4	0.15
	C-AB	4.07	12.84	0.317	-	0.48	0.73	-	11.0	0.11

	C-A	4.26	-	-	-	-	-	-	-	-
	A-B	0.28	-	-	-	-	-	-	-	-
	A-C	2.86	-	-	-	-	-	-	-	-
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-A	0.17	4.55	0.036	-	0.04	0.04	-	0.6	0.23
	B-C	2.92	9.46	0.309	-	0.44	0.44	-	6.6	0.15
	C-AB	4.08	12.85	0.317	-	0.73	0.74	-	11.2	0.11
	C-A	4.25	-	-	-	-	-	-	-	-
	A-B	0.28	-	-	-	-	-	-	-	-
	A-C	2.86	-	-	-	-	-	-	-	-

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 ArrivingVehicle Delay(min)
17:45-18:00	B-A	0.13	4.91	0.027	-	0.04	0.03	-	0.4	0.21
	B-C	2.38	9.62	0.248	-	0.44	0.33	-	5.1	0.14
	C-AB	2.93	12.17	0.241	-	0.74	0.50	-	7.4	0.11
	C-A	3.87	-	-	-	-	-	-	-	-
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	2.34	-	-	-	-	-	-	-	-

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 ArrivingVehicle Delay(min)
18:00-18:15	B-A	0.11	5.17	0.022	-	0.03	0.02	-	0.3	0.20
	B-C	2.00	9.74	0.205	-	0.33	0.26	-	4.0	0.13
	C-AB	2.25	11.69	0.193	-	0.50	0.36	-	5.4	0.11
	C-A	3.44	-	-	-	-	-	-	-	-
	A-B	0.19	-	-	-	-	-	-	-	-
	A-C	1.96	-	-	-	-	-	-	-	-

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: Sum of Demand Sets for Modelling Period: 16:45 - 18:15
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	12.4	8.3	2.6	0.2	2.6	0.2
B-C	218.9	145.9	30.6	0.1	30.6	0.1
C-AB	277.6	185.1	47.3	0.2	47.3	0.2
C-A	347.3	231.5	-	-	-	-
A-B	20.6	13.8	-	-	-	-
A-C	214.7	143.1	-	-	-	-

All	**1091.5**	**727.7**	**80.5**	**0.1**	**80.5**	**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