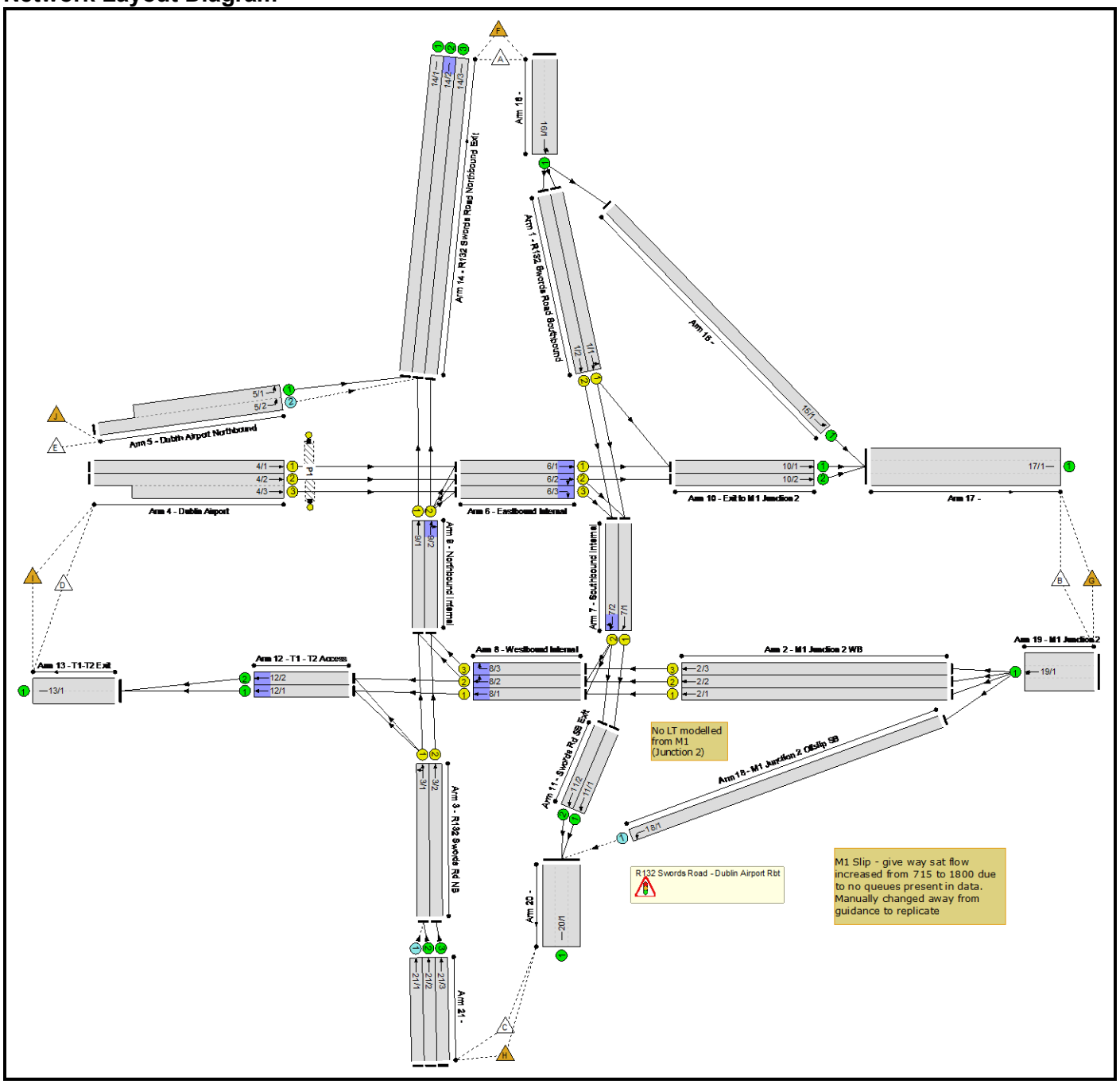
Appendix 6-5: Full LinSig Input/Output Summary Reports

Detailed Input Data And Results

User and Project Details

Project:	**Bus Connects**
Title:	**Route 2 Swords to City Centre**
Location:	Dublin Airport
Additional detail:	
File name:	Airport RBT - Base.lsg3x
Author:	
Company:	AECOM
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



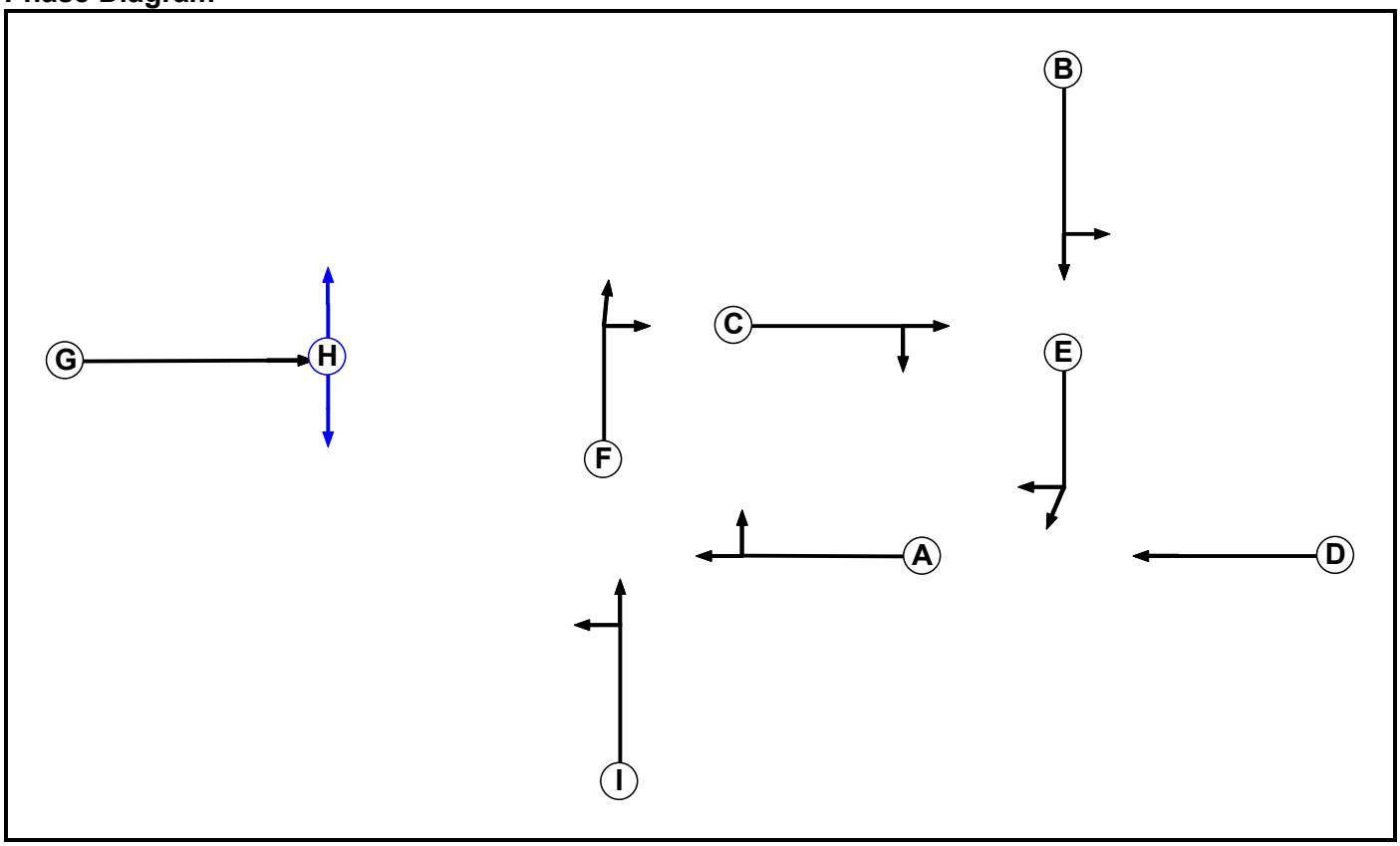
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	CT optimised - 2023 Base AM	2023 AM	Peak Hour	08:00 - 09:00	54	-4.6	51.66
2	CT optimised - 2023 Base PM	2023 PM	Peak Hour	17:00 - 18:00	83	-36.8	252.85
3	CT optimised - 2025 Base AM	2025 Base AM	Peak Hour	08:00 - 09:00	51	-23.5	102.74
4	CT optimised - 2025 Base PM	2025 Base PM	Peak Hour	17:00 - 18:00	80	-21.1	131.99

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - Swords-Airport-Corballis	Gen		Stage Stream 1	9	7	R132 Swords Road - Dublin Airport Rbt	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		0	0
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		6	6
I	Traffic		7	7

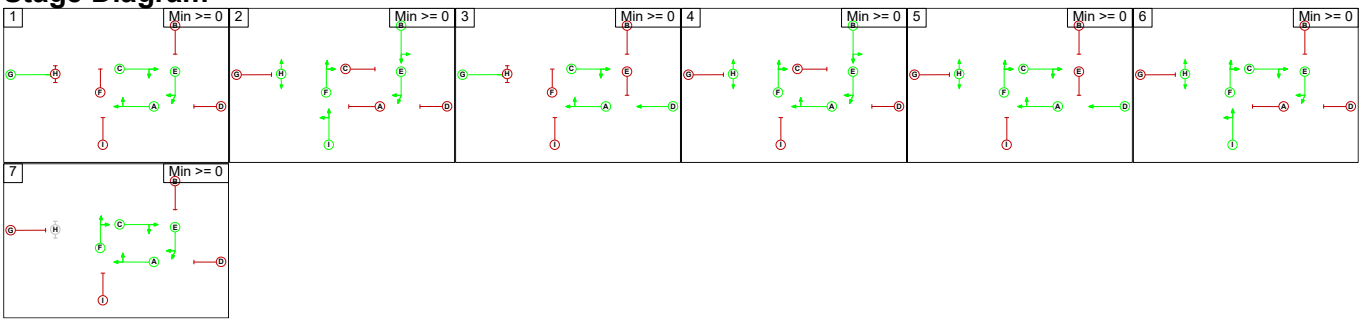
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	-	-	-	-	-	-	5
B	-		5	-	-	-	-	-	-
C	-	5		-	-	-	-	-	-
D	-	-	-		5	-	-	-	-
E	-	-	-	5		-	-	-	-
F	-	-	-	-	-		5	-	-
G	-	-	-	-	-	5		5	-
H	-	-	-	-	-	-	12		-
I	5	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C E G
2	B E F H I
3	A C D G
4	A B E F H
5	A C D F H
6	C E F H I
7	A C E F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage							
	1	2	3	4	5	6	7
1		5	5	5	5	5	5
2	12		12	5	5	5	5
3	5	5		5	5	5	5
4	12	5	12		5	5	5
5	12	5	12	5		5	5
6	12	5	12	5	5		5
7	5	5	5	5	5	5	

Lane Input Data

Junction: R132 Swords Road - Dublin Airport Rbt

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (R132 Swords Road Southbound)	U	B	2	3	29.6	Geom	-	3.80	0.00	N	Arm 7 Ahead	Inf
											Arm 10 Left	Inf
1/2 (R132 Swords Road Southbound)	U	B	2	3	29.6	Geom	-	3.25	0.00	N	Arm 7 Ahead	Inf
2/1 (M1 Junction 2 WB)	U	D	2	3	45.4	Geom	-	3.77	0.00	Y	Arm 8 Ahead	Inf
2/2 (M1 Junction 2 WB)	U	D	2	3	45.4	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
2/3 (M1 Junction 2 WB)	U	D	2	3	45.4	Geom	-	3.97	0.00	N	Arm 8 Ahead	Inf
3/1 (R132 Swords Rd NB)	U	I	2	3	47.0	Geom	-	3.50	0.00	N	Arm 9 Ahead	Inf
											Arm 12 Left	Inf
3/2 (R132 Swords Rd NB)	U	I	2	3	47.0	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
4/1 (Dublin Airport)	U	G	2	3	60.0	Geom	-	3.53	0.00	Y	Arm 6 Ahead	Inf
4/2 (Dublin Airport)	U	G	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	Inf
4/3 (Dublin Airport)	U	G	2	3	21.4	Geom	-	3.60	0.00	N	Arm 6 Ahead	Inf
5/1 (Dublin Airport Northbound)	U		2	3	34.3	Geom	-	4.07	0.00	Y	Arm 14 Left	55.00
5/2 (Dublin Airport Northbound)	O		2	3	60.0	Geom	-	4.16	0.00	Y	Arm 14 Left	48.00
6/1 (Eastbound Internal)	U	C	2	3	6.1	Geom	-	3.50	0.00	Y	Arm 10 Ahead	Inf
6/2 (Eastbound Internal)	U	C	2	3	6.1	Geom	-	4.41	0.00	N	Arm 7 Right	Inf
											Arm 10 Ahead	Inf
6/3 (Eastbound Internal)	U	C	2	3	3.8	Geom	-	4.00	0.00	Y	Arm 7 Right	43.00

7/1 (Southbound Internal)	U	E	2	3	8.7	Geom	-	4.47	0.00	N	Arm 11 Ahead	Inf
7/2 (Southbound Internal)	U	E	2	3	8.7	Geom	-	4.20	0.00	Y	Arm 8 Right	81.00
											Arm 11 Ahead	Inf
8/1 (Westbound Internal)	U	A	2	3	7.0	Geom	-	3.59	0.00	Y	Arm 12 Ahead	Inf
8/2 (Westbound Internal)	U	A	2	3	7.0	Geom	-	4.20	0.00	N	Arm 9 Right	40.00
											Arm 12 Ahead	Inf
8/3 (Westbound Internal)	U	A	2	3	4.0	Geom	-	4.19	0.00	Y	Arm 9 Right	42.00
9/1 (Northbound Internal)	U	F	2	3	6.1	Geom	-	4.00	0.00	N	Arm 14 Ahead	Inf
9/2 (Northbound Internal)	U	F	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 6 Right	27.50
											Arm 14 Ahead	Inf
10/1 (Exit to M1 Junction 2)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (Exit to M1 Junction 2)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (Swords Rd SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (Swords Rd SB Exit)	U		2	3	17.4	Inf	-	-	-	-	-	-
12/1 (T1 - T2 Access)	U		2	3	5.2	Geom	-	3.58	0.00	Y	Arm 13 Ahead	Inf
12/2 (T1 - T2 Access)	U		2	3	5.2	Geom	-	3.89	0.00	Y	Arm 13 Ahead	Inf
13/1 (T1-T2 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (R132 Swords Road Northbound Exit)	U		2	3	60.0	Geom	-	3.14	0.00	Y		
14/2 (R132 Swords Road Northbound Exit)	U		2	3	60.0	Geom	-	3.33	0.00	Y		

14/3 (R132 Swords Road Northbound Exit)	U		2	3	60.0	Geom	-	3.38	0.00	Y		
15/1	U		2	3	45.9	Inf	-	-	-	-	-	-
16/1	U		2	3	31.5	Inf	-	-	-	-	-	-
17/1	U		2	3	60.0	Inf	-	-	-	-	-	-
18/1 (M1 Junction 2 Offslip SB)	O		2	3	64.3	Geom	-	3.50	0.00	Y	Arm 20 Left	Inf
19/1 (M1 Junction 2)	U		2	3	60.0	Inf	-	-	-	-	-	-
20/1	U		2	3	31.3	Inf	-	-	-	-	-	-
21/1	O		2	3	1.2	Inf	-	-	-	-	-	-
21/2	U		2	3	1.2	Inf	-	-	-	-	-	-
21/3	U		2	3	1.2	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: R132 Swords Road - Dublin Airport Rbt											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
5/2 (Dublin Airport Northbound)	14/2 (Left)	715	0	9/1	0.22	All	-	-	-	-	-
18/1 (M1 Junction 2 Offslip SB)	20/1 (Left)	1800	0	11/1	0.22	All	-	-	-	-	-
				11/2	0.22	All					
21/1	3/1 (Ahead)	715	0	21/2	0.22	All	-	-	-	-	-

Lane Connector Input Data

Junction: R132 Swords Road - Dublin Airport Rbt				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	7/1	Internal	6	N/A
1/1	10/1	Internal	35	35
1/2	7/2	Internal	6	N/A
2/1	8/1	Internal	8	N/A
2/2	8/2	Internal	8	N/A
2/3	8/3	Internal	8	N/A
3/1	9/1	Internal	7	N/A
3/1	12/1	Internal	4	N/A
3/1	12/2	Internal	4	N/A
3/2	9/2	Internal	7	N/A
4/1	6/1	Internal	8	N/A
4/2	6/2	Internal	8	N/A
4/3	6/3	Internal	8	N/A
5/1	14/1	Internal	25	35
5/2	14/2	Internal	25	35
6/1	10/1	Internal	25	35
6/2	7/1	Internal	6	N/A
6/2	10/2	Internal	25	35
6/3	7/2	Internal	6	N/A
7/1	11/1	Internal	31	35
7/2	8/1	Internal	5	N/A
7/2	8/2	Internal	5	N/A
7/2	11/2	Internal	9	35
8/1	12/1	Internal	6	N/A
8/2	9/1	Internal	7	N/A
8/2	12/2	Internal	6	N/A
8/3	9/2	Internal	7	N/A
9/1	14/2	Internal	28	35
9/2	6/1	Internal	4	N/A
9/2	6/2	Internal	4	N/A
9/2	6/3	Internal	3	N/A
9/2	14/3	Internal	28	35
10/1	17/1	Internal	35	35
10/2	17/1	Internal	35	35
11/1	20/1	Internal	22	35
11/2	20/1	Internal	22	35
12/1	13/1	Internal	35	35

12/2	13/1	Internal	35	35
15/1	17/1	Internal	35	35
16/1	1/1	Internal	15	35
16/1	1/2	Internal	15	35
16/1	15/1	Internal	24	35
18/1	20/1	Internal	22	35
19/1	2/1	Internal	31	35
19/1	2/2	Internal	31	35
19/1	2/3	Internal	31	35
19/1	18/1	Internal	44	35
21/1	3/1	Internal	28	35
21/2	3/1	Internal	28	35
21/3	3/2	Internal	28	35

Scenario 1: 'CT optimised - 2023 Base AM' (FG3: '2023 AM', Plan 1: 'Peak Hour')

Lane Saturation Flows

Junction: R132 Swords Road - Dublin Airport Rbt

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (R132 Swords Road Southbound)	3.80	0.00	N	Arm 7 Ahead	Inf	100.0 %	2135	2135
				Arm 10 Left	Inf	0.0 %		
1/2 (R132 Swords Road Southbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
2/1 (M1 Junction 2 WB)	3.77	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1992	1992
2/2 (M1 Junction 2 WB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
2/3 (M1 Junction 2 WB)	3.97	0.00	N	Arm 8 Ahead	Inf	100.0 %	2152	2152
3/1 (R132 Swords Rd NB)	3.50	0.00	N	Arm 9 Ahead	Inf	81.2 %	2105	2105
				Arm 12 Left	Inf	18.8 %		
3/2 (R132 Swords Rd NB)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Dublin Airport)	3.53	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1968	1968
4/2 (Dublin Airport)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
4/3 (Dublin Airport)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/1 (Dublin Airport Northbound)	4.07	0.00	Y	Arm 14 Left	55.00	100.0 %	1968	1968
5/2 (Dublin Airport Northbound)	4.16	0.00	Y	Arm 14 Left	48.00	100.0 %	1969	1969
6/1 (Eastbound Internal)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
6/2 (Eastbound Internal)	4.41	0.00	N	Arm 7 Right	Inf	41.9 %	2196	2196
				Arm 10 Ahead	Inf	58.1 %		
6/3 (Eastbound Internal)	4.00	0.00	Y	Arm 7 Right	43.00	100.0 %	1947	1947
7/1 (Southbound Internal)	4.47	0.00	N	Arm 11 Ahead	Inf	100.0 %	2202	2202
7/2 (Southbound Internal)	4.20	0.00	Y	Arm 8 Right	81.00	44.4 %	2018	2018
				Arm 11 Ahead	Inf	55.6 %		
8/1 (Westbound Internal)	3.59	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1974	1974
8/2 (Westbound Internal)	4.20	0.00	N	Arm 9 Right	40.00	2.0 %	2173	2173
				Arm 12 Ahead	Inf	98.0 %		
8/3 (Westbound Internal)	4.19	0.00	Y	Arm 9 Right	42.00	100.0 %	1964	1964

9/1 (Northbound Internal)	4.00	0.00	N	Arm 14 Ahead	Inf	100.0 %	2155	2155
9/2 (Northbound Internal)	4.00	0.00	Y	Arm 6 Right	27.50	30.1 %	1982	1982
				Arm 14 Ahead	Inf	69.9 %		
10/1 (Exit to M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Exit to M1 Junction 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Swords Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Swords Rd SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (T1 - T2 Access)	3.58	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1973	1973
12/2 (T1 - T2 Access)	3.89	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2004	2004
13/1 (T1-T2 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (R132 Swords Road Northbound Exit)	3.14	0.00	Y				1929	1929
14/2 (R132 Swords Road Northbound Exit)	3.33	0.00	Y				1948	1948
14/3 (R132 Swords Road Northbound Exit)	3.38	0.00	Y				1953	1953
15/1	Infinite Saturation Flow						Inf	Inf
16/1	Infinite Saturation Flow						Inf	Inf
17/1	Infinite Saturation Flow						Inf	Inf
18/1 (M1 Junction 2 Offslip SB)	3.50	0.00	Y	Arm 20 Left	Inf	100.0 %	1965	1965
19/1 (M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf
21/3	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: 'CT optimised - 2023 Base PM' (FG4: '2023 PM', Plan 1: 'Peak Hour')

Lane Saturation Flows

Junction: R132 Swords Road - Dublin Airport Rbt								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (R132 Swords Road Southbound)	3.80	0.00	N	Arm 7 Ahead	Inf	100.0 %	2135	2135
				Arm 10 Left	Inf	0.0 %		
1/2 (R132 Swords Road Southbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
2/1 (M1 Junction 2 WB)	3.77	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1992	1992
2/2 (M1 Junction 2 WB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
2/3 (M1 Junction 2 WB)	3.97	0.00	N	Arm 8 Ahead	Inf	100.0 %	2152	2152
3/1 (R132 Swords Rd NB)	3.50	0.00	N	Arm 9 Ahead	Inf	93.8 %	2105	2105
				Arm 12 Left	Inf	6.2 %		
3/2 (R132 Swords Rd NB)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Dublin Airport)	3.53	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1968	1968
4/2 (Dublin Airport)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
4/3 (Dublin Airport)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/1 (Dublin Airport Northbound)	4.07	0.00	Y	Arm 14 Left	55.00	100.0 %	1968	1968
5/2 (Dublin Airport Northbound)	4.16	0.00	Y	Arm 14 Left	48.00	100.0 %	1969	1969
6/1 (Eastbound Internal)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
6/2 (Eastbound Internal)	4.41	0.00	N	Arm 7 Right	Inf	13.6 %	2196	2196
				Arm 10 Ahead	Inf	86.4 %		
6/3 (Eastbound Internal)	4.00	0.00	Y	Arm 7 Right	43.00	100.0 %	1947	1947
7/1 (Southbound Internal)	4.47	0.00	N	Arm 11 Ahead	Inf	100.0 %	2202	2202
7/2 (Southbound Internal)	4.20	0.00	Y	Arm 8 Right	81.00	33.5 %	2022	2022
				Arm 11 Ahead	Inf	66.5 %		
8/1 (Westbound Internal)	3.59	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1974	1974
8/2	4.20	0.00	N	Arm 9 Right	40.00	5.4 %	2171	2171

(Westbound Internal)				Arm 12 Ahead	Inf	94.6 %		
8/3 (Westbound Internal)	4.19	0.00	Y	Arm 9 Right	42.00	100.0 %	1964	1964
9/1 (Northbound Internal)	4.00	0.00	N	Arm 14 Ahead	Inf	100.0 %	2155	2155
9/2 (Northbound Internal)	4.00	0.00	Y	Arm 6 Right Arm 14 Ahead	27.50 Inf	50.4 % 49.6 %	1961	1961
10/1 (Exit to M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Exit to M1 Junction 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Swords Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Swords Rd SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (T1 - T2 Access)	3.58	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1973	1973
12/2 (T1 - T2 Access)	3.89	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2004	2004
13/1 (T1-T2 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (R132 Swords Road Northbound Exit)	3.14	0.00	Y				1929	1929
14/2 (R132 Swords Road Northbound Exit)	3.33	0.00	Y				1948	1948
14/3 (R132 Swords Road Northbound Exit)	3.38	0.00	Y				1953	1953
15/1	Infinite Saturation Flow						Inf	Inf
16/1	Infinite Saturation Flow						Inf	Inf
17/1	Infinite Saturation Flow						Inf	Inf
18/1 (M1 Junction 2 Offslip SB)	3.50	0.00	Y	Arm 20 Left	Inf	100.0 %	1965	1965
19/1 (M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf
21/3	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: 'CT optimised - 2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Peak Hour')

Lane Saturation Flows

Junction: R132 Swords Road - Dublin Airport Rbt								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (R132 Swords Road Southbound)	3.80	0.00	N	Arm 7 Ahead	Inf	100.0 %	2135	2135
				Arm 10 Left	Inf	0.0 %		
1/2 (R132 Swords Road Southbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
2/1 (M1 Junction 2 WB)	3.77	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1992	1992
2/2 (M1 Junction 2 WB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
2/3 (M1 Junction 2 WB)	3.97	0.00	N	Arm 8 Ahead	Inf	100.0 %	2152	2152
3/1 (R132 Swords Rd NB)	3.50	0.00	N	Arm 9 Ahead	Inf	80.7 %	2105	2105
				Arm 12 Left	Inf	19.3 %		
3/2 (R132 Swords Rd NB)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Dublin Airport)	3.53	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1968	1968
4/2 (Dublin Airport)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
4/3 (Dublin Airport)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/1 (Dublin Airport Northbound)	4.07	0.00	Y	Arm 14 Left	55.00	100.0 %	1968	1968
5/2 (Dublin Airport Northbound)	4.16	0.00	Y	Arm 14 Left	48.00	100.0 %	1969	1969
6/1 (Eastbound Internal)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
6/2 (Eastbound Internal)	4.41	0.00	N	Arm 7 Right	Inf	39.8 %	2196	2196
				Arm 10 Ahead	Inf	60.2 %		
6/3 (Eastbound Internal)	4.00	0.00	Y	Arm 7 Right	43.00	100.0 %	1947	1947
7/1 (Southbound Internal)	4.47	0.00	N	Arm 11 Ahead	Inf	100.0 %	2202	2202
7/2 (Southbound Internal)	4.20	0.00	Y	Arm 8 Right	81.00	43.4 %	2019	2019
				Arm 11 Ahead	Inf	56.6 %		
8/1 (Westbound Internal)	3.59	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1974	1974
8/2	4.20	0.00	N	Arm 9 Right	40.00	2.1 %	2173	2173

(Westbound Internal)				Arm 12 Ahead	Inf	97.9 %		
8/3 (Westbound Internal)	4.19	0.00	Y	Arm 9 Right	42.00	100.0 %	1964	1964
9/1 (Northbound Internal)	4.00	0.00	N	Arm 14 Ahead	Inf	100.0 %	2155	2155
9/2 (Northbound Internal)	4.00	0.00	Y	Arm 6 Right Arm 14 Ahead	27.50 Inf	29.4 % 70.6 %	1983	1983
10/1 (Exit to M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Exit to M1 Junction 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Swords Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Swords Rd SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (T1 - T2 Access)	3.58	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1973	1973
12/2 (T1 - T2 Access)	3.89	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2004	2004
13/1 (T1-T2 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (R132 Swords Road Northbound Exit)	3.14	0.00	Y				1929	1929
14/2 (R132 Swords Road Northbound Exit)	3.33	0.00	Y				1948	1948
14/3 (R132 Swords Road Northbound Exit)	3.38	0.00	Y				1953	1953
15/1	Infinite Saturation Flow						Inf	Inf
16/1	Infinite Saturation Flow						Inf	Inf
17/1	Infinite Saturation Flow						Inf	Inf
18/1 (M1 Junction 2 Offslip SB)	3.50	0.00	Y	Arm 20 Left	Inf	100.0 %	1965	1965
19/1 (M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf
21/3	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: 'CT optimised - 2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Peak Hour')

Lane Saturation Flows

Junction: R132 Swords Road - Dublin Airport Rbt								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (R132 Swords Road Southbound)	3.80	0.00	N	Arm 7 Ahead	Inf	100.0 %	2135	2135
				Arm 10 Left	Inf	0.0 %		
1/2 (R132 Swords Road Southbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
2/1 (M1 Junction 2 WB)	3.77	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1992	1992
2/2 (M1 Junction 2 WB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
2/3 (M1 Junction 2 WB)	3.97	0.00	N	Arm 8 Ahead	Inf	100.0 %	2152	2152
3/1 (R132 Swords Rd NB)	3.50	0.00	N	Arm 9 Ahead	Inf	94.4 %	2105	2105
				Arm 12 Left	Inf	5.6 %		
3/2 (R132 Swords Rd NB)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Dublin Airport)	3.53	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1968	1968
4/2 (Dublin Airport)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
4/3 (Dublin Airport)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/1 (Dublin Airport Northbound)	4.07	0.00	Y	Arm 14 Left	55.00	100.0 %	1968	1968
5/2 (Dublin Airport Northbound)	4.16	0.00	Y	Arm 14 Left	48.00	100.0 %	1969	1969
6/1 (Eastbound Internal)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
6/2 (Eastbound Internal)	4.41	0.00	N	Arm 7 Right	Inf	13.4 %	2196	2196
				Arm 10 Ahead	Inf	86.6 %		
6/3 (Eastbound Internal)	4.00	0.00	Y	Arm 7 Right	43.00	100.0 %	1947	1947
7/1 (Southbound Internal)	4.47	0.00	N	Arm 11 Ahead	Inf	100.0 %	2202	2202
7/2 (Southbound Internal)	4.20	0.00	Y	Arm 8 Right	81.00	30.2 %	2024	2024
				Arm 11 Ahead	Inf	69.8 %		
8/1 (Westbound Internal)	3.59	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1974	1974
8/2	4.20	0.00	N	Arm 9 Right	40.00	10.1 %	2167	2167

(Westbound Internal)				Arm 12 Ahead	Inf	89.9 %		
8/3 (Westbound Internal)	4.19	0.00	Y	Arm 9 Right	42.00	100.0 %	1964	1964
9/1 (Northbound Internal)	4.00	0.00	N	Arm 14 Ahead	Inf	100.0 %	2155	2155
9/2 (Northbound Internal)	4.00	0.00	Y	Arm 6 Right Arm 14 Ahead	27.50 Inf	50.8 % 49.2 %	1961	1961
10/1 (Exit to M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Exit to M1 Junction 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Swords Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Swords Rd SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (T1 - T2 Access)	3.58	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1973	1973
12/2 (T1 - T2 Access)	3.89	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2004	2004
13/1 (T1-T2 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (R132 Swords Road Northbound Exit)	3.14	0.00	Y				1929	1929
14/2 (R132 Swords Road Northbound Exit)	3.33	0.00	Y				1948	1948
14/3 (R132 Swords Road Northbound Exit)	3.38	0.00	Y				1953	1953
15/1	Infinite Saturation Flow						Inf	Inf
16/1	Infinite Saturation Flow						Inf	Inf
17/1	Infinite Saturation Flow						Inf	Inf
18/1 (M1 Junction 2 Offslip SB)	3.50	0.00	Y	Arm 20 Left	Inf	100.0 %	1965	1965
19/1 (M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf
21/3	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2023 AM'	08:00	09:00	01:00	
4: '2023 PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 Base AM'

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	356	510	151	0	0	0	0	0	0	1017
	B	335	0	858	850	0	0	0	0	0	0	2043
	C	191	158	0	33	0	0	0	0	0	0	382
	D	0	310	157	0	0	0	0	0	0	0	467
	E	97	0	0	0	0	0	0	0	0	0	97
	F	0	0	0	0	0	0	14	64	94	0	172
	G	0	0	0	0	0	18	0	21	616	0	655
	H	0	0	0	0	0	37	0	0	11	0	48
	I	0	0	0	0	0	0	397	255	0	0	652
	J	0	0	0	0	0	106	0	0	0	0	106
	Tot.	623	824	1525	1034	0	161	411	340	721	0	5639

FG2: '2025 Base PM'

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	390	303	131	0	0	0	0	0	0	824
	B	429	0	273	415	0	0	0	0	0	0	1117
	C	428	410	0	24	0	0	0	0	0	0	862
	D	0	696	116	0	0	0	0	0	0	0	812
	E	279	0	0	0	0	0	0	0	0	0	279
	F	0	0	0	0	0	0	23	58	50	0	131
	G	0	0	0	0	0	38	0	23	529	0	590
	H	0	0	0	0	0	33	13	0	3	0	49
	I	0	0	0	0	0	0	561	128	0	0	689
	J	0	0	0	0	0	107	0	0	0	0	107
	Tot.	1136	1496	692	570	0	178	597	209	582	0	5460

FG3: '2023 AM'
Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	345	477	143	0	0	0	0	0	0	965
	B	324	0	762	808	0	0	0	0	0	0	1894
	C	188	157	0	31	0	0	0	0	0	0	376
	D	0	266	135	0	0	0	0	0	0	0	401
	E	83	0	0	0	0	0	0	0	0	0	83
	F	0	0	0	0	0	0	13	62	94	0	169
	G	0	0	0	0	0	17	0	20	610	0	647
	H	0	0	0	0	0	35	0	0	11	0	46
	I	0	0	0	0	0	0	378	244	0	0	622
	J	0	0	0	0	0	101	0	0	0	0	101
	Tot.	595	768	1374	982	0	153	391	326	715	0	5304

FG4: '2023 PM'
Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	378	306	151	0	0	0	0	0	0	835
	B	415	0	316	477	0	0	0	0	0	0	1208
	C	421	410	0	27	0	0	0	0	0	0	858
	D	0	828	138	0	0	0	0	0	0	0	966
	E	332	0	0	0	0	0	0	0	0	0	332
	F	0	0	0	0	0	0	22	56	57	0	135
	G	0	0	0	0	0	36	0	22	603	0	661
	H	0	0	0	0	0	32	12	0	3	0	47
	I	0	0	0	0	0	0	655	147	0	0	802
	J	0	0	0	0	0	123	0	0	0	0	123
	Tot.	1168	1616	760	655	0	191	689	225	663	0	5967

Scenario 1: 'CT optimised - 2023 Base AM' (FG3: '2023 AM', Plan 1: 'Peak Hour')

Traffic Flows, Actual

Actual Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	345	477	143	0	0	0	0	0	0	965
	B	324	0	762	808	0	0	0	0	0	0	1894
	C	188	157	0	31	0	0	0	0	0	0	376
	D	0	266	135	0	0	0	0	0	0	0	401
	E	83	0	0	0	0	0	0	0	0	0	83
	F	0	0	0	0	0	0	13	62	94	0	169
	G	0	0	0	0	0	17	0	20	610	0	647
	H	0	0	0	0	0	35	0	0	11	0	46
	I	0	0	0	0	0	0	378	244	0	0	622
	J	0	0	0	0	0	101	0	0	0	0	101
	Tot.	595	768	1374	982	0	153	391	326	715	0	5304

Traffic Flows, Difference

Difference :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	0	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0	0	0
	I	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0	0	0

Scenario 2: 'CT optimised - 2023 Base PM' (FG4: '2023 PM', Plan 1: 'Peak Hour')

Traffic Flows, Actual

Actual Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	378	306	151	0	0	0	0	0	0	835
	B	415	0	316	477	0	0	0	0	0	0	1208
	C	421	410	0	27	0	0	0	0	0	0	858
	D	0	828	138	0	0	0	0	0	0	0	966
	E	332	0	0	0	0	0	0	0	0	0	332
	F	0	0	0	0	0	0	22	56	57	0	135
	G	0	0	0	0	0	36	0	22	603	0	661
	H	0	0	0	0	0	32	12	0	3	0	47
	I	0	0	0	0	0	0	655	147	0	0	802
	J	0	0	0	0	0	123	0	0	0	0	123
	Tot.	1168	1616	760	655	0	191	689	225	663	0	5967

Traffic Flows, Difference

Difference :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	0	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0	0	0
	I	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0	0	0

Scenario 3: 'CT optimised - 2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Peak Hour')

Traffic Flows, Actual

Actual Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	356	510	151	0	0	0	0	0	0	1017
	B	335	0	858	850	0	0	0	0	0	0	2043
	C	191	158	0	33	0	0	0	0	0	0	382
	D	0	310	157	0	0	0	0	0	0	0	467
	E	97	0	0	0	0	0	0	0	0	0	97
	F	0	0	0	0	0	0	14	64	94	0	172
	G	0	0	0	0	0	18	0	21	616	0	655
	H	0	0	0	0	0	37	0	0	11	0	48
	I	0	0	0	0	0	0	397	255	0	0	652
	J	0	0	0	0	0	106	0	0	0	0	106
	Tot.	623	824	1525	1034	0	161	411	340	721	0	5639

Traffic Flows, Difference

Difference :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	0	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0	0	0
	I	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0	0	0

Scenario 4: 'CT optimised - 2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Peak Hour')

Traffic Flows, Actual

Actual Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	390	303	131	0	0	0	0	0	0	824
	B	429	0	273	415	0	0	0	0	0	0	1117
	C	428	410	0	24	0	0	0	0	0	0	862
	D	0	696	116	0	0	0	0	0	0	0	812
	E	279	0	0	0	0	0	0	0	0	0	279
	F	0	0	0	0	0	0	23	58	50	0	131
	G	0	0	0	0	0	38	0	23	529	0	590
	H	0	0	0	0	0	33	13	0	3	0	49
	I	0	0	0	0	0	0	561	128	0	0	689
	J	0	0	0	0	0	107	0	0	0	0	107
	Tot.	1136	1496	692	570	0	178	597	209	582	0	5460

Traffic Flows, Difference

Difference :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	0	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0	0	0
	I	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0	0	0

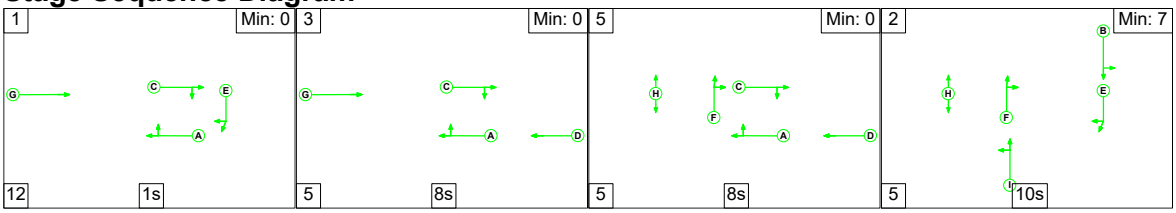
Traffic Lane Flows

Lane	Scenario 1: CT optimised - 2023 Base AM	Scenario 2: CT optimised - 2023 Base PM	Scenario 3: CT optimised - 2025 Base AM	Scenario 4: CT optimised - 2025 Base PM
Junction: R132 Swords Road - Dublin Airport Rbt				
1/1	377	87	411	58
1/2	399	483	408	484
2/1	721	603	746	529
2/2	714	513	738	475
2/3	324	415	335	407
3/1	224	482	228	485
3/2	198	423	202	426
4/1	411	787	457	668
4/2 (with short)	612(In) 477(Out)	981(In) 843(Out)	662(In) 505(Out)	833(In) 717(Out)
4/3 (short)	135	138	157	116
5/1 (short)	101	123	106	107
5/2 (with short)	184(In) 83(Out)	455(In) 332(Out)	203(In) 97(Out)	386(In) 279(Out)
6/1	463	971	480	853
6/2	582	1081	640	955
6/3	135	138	157	116
7/1	621	234	666	186
7/2	534	621	565	600
8/1	835	660	854	592
8/2	837	664	875	593
8/3	324	415	335	407
9/1	199	488	202	518
9/2	522	838	537	833
10/1	463	971	480	853
10/2	338	934	385	827
11/1	621	234	666	186
11/2	297	413	320	419
12/1	846	663	866	595
12/2	851	655	889	557
13/1	1697	1318	1755	1152
14/1	101	123	106	107
14/2	282	820	299	797
14/3	365	416	379	410
15/1	358	400	370	413
16/1	1134	970	1189	955
17/1	1159	2305	1235	2093

18/1	782	338	879	296
19/1	2541	1869	2698	1707
20/1	1700	985	1865	901
21/1	46	35	48	36
21/2	178	447	180	449
21/3	198	423	202	426

Scenario 1: 'CT optimised - 2023 Base AM' (FG3: '2023 AM', Plan 1: 'Peak Hour')

Stage Sequence Diagram



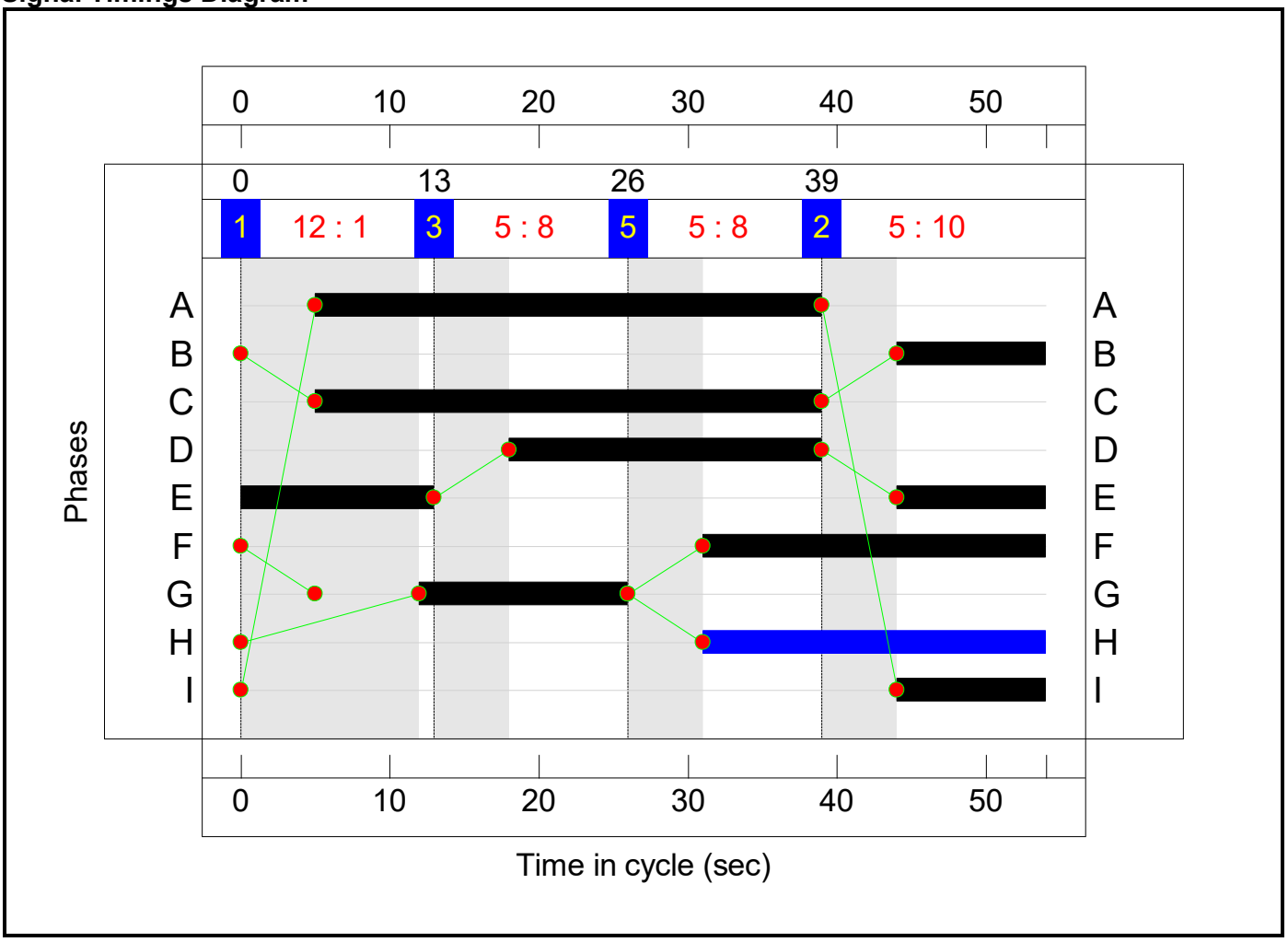
Stage Timings

Stage	1	3	5	2
Duration	1	8	8	10
Change Point	0	13	26	39

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Westbound Internal Right Ahead	Traffic	34	5	39
B	R132 Swords Road Southbound Ahead Left	Traffic	10	44	0
C	Eastbound Internal Right Ahead	Traffic	34	5	39
D	M1 Junction 2 WB Ahead	Traffic	21	18	39
E	Southbound Internal Right Ahead	Traffic	23	44	13
F	Northbound Internal Right Ahead	Traffic	23	31	0
G	Dublin Airport Ahead	Traffic	14	12	26
H	Pedestrians across P2	Pedestrian	23	31	0
I	R132 Swords Rd NB Ahead Left	Traffic	10	44	0

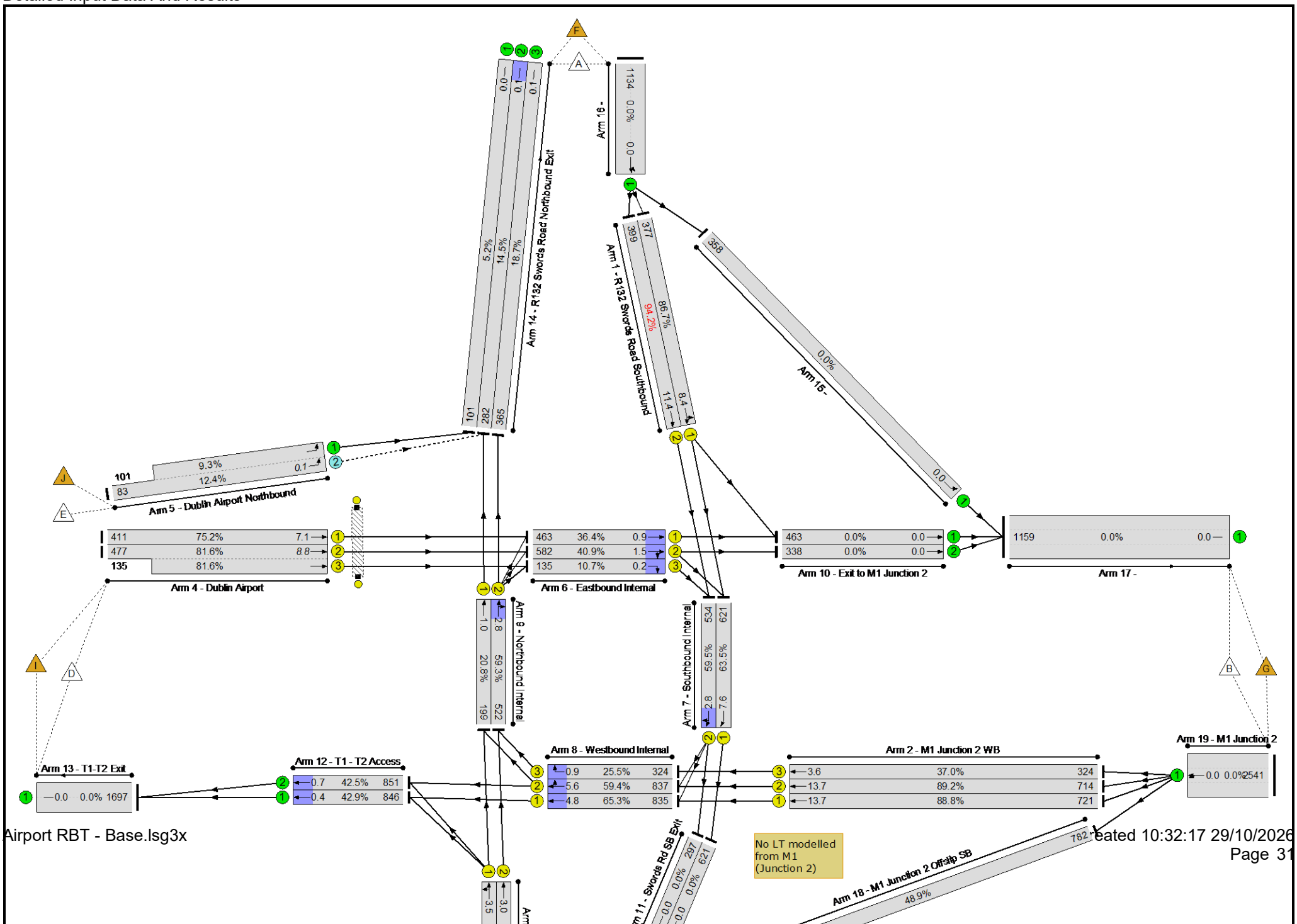
Signal Timings Diagram



Lane Green Times

Junction: R132 Swords Road - Dublin Airport Rbt					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	R132 Swords Road Southbound Ahead Left	U	B	44	0
1/2	R132 Swords Road Southbound Ahead	U	B	44	0
2/1	M1 Junction 2 WB Ahead	U	D	18	39
2/2	M1 Junction 2 WB Ahead	U	D	18	39
2/3	M1 Junction 2 WB Ahead	U	D	18	39
3/1	R132 Swords Rd NB Ahead Left	U	I	44	0
3/2	R132 Swords Rd NB Ahead	U	I	44	0
4/1	Dublin Airport Ahead	U	G	12	26
4/2	Dublin Airport Ahead	U	G	12	26
4/3	Dublin Airport Ahead	U	G	12	26
6/1	Eastbound Internal Ahead	U	C	5	39
6/2	Eastbound Internal Right Ahead	U	C	5	39
6/3	Eastbound Internal Right	U	C	5	39
7/1	Southbound Internal Ahead	U	E	44	13
7/2	Southbound Internal Right Ahead	U	E	44	13
8/1	Westbound Internal Ahead	U	A	5	39
8/2	Westbound Internal Right Ahead	U	A	5	39
8/3	Westbound Internal Right	U	A	5	39
9/1	Northbound Internal Ahead	U	F	31	0
9/2	Northbound Internal Right Ahead	U	F	31	0

Network Layout Diagram


Arm 14 - R132 Swords Road Northbound Exit
Arm 16 -
Arm 1 - R132 Swords Road Southbound
Arm 15 -
Arm 5 - Dublin Airport Northbound
Arm 4 - Dublin Airport
Arm 6 - Eastbound Internal
Arm 10 - Exit to M1 Junction 2
Arm 17 -
Arm 9 - Northbound Internal
Arm 7 - Southbound Internal
Arm 13 - T1-T2 Exit
Arm 12 - T1 - T2 Access
Arm 8 - Westbound Internal
Arm 2 - M1 Junction 2 WB
Arm 19 - M1 Junction 2
Arm 11 - Swords Rd SB Exit
Arm 18 - M1 Junction 2 Offslip SB
No LT modelled from M1 (Junction 2)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Route 2 Swords to City Centre	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.2%**
R132 Swords Road - Dublin Airport Rbt	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.2%**
1/1	R132 Swords Road Southbound Ahead Left	U	N/A	N/A	B		1	10	-	-	377	2135	435	86.7%
1/2	R132 Swords Road Southbound Ahead	U	N/A	N/A	B		1	10	-	-	399	2080	424	94.2%
2/1	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	21	-	-	721	1992	812	88.8%
2/2	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	21	-	-	714	1965	801	89.2%
2/3	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	21	-	-	324	2152	877	37.0%
3/1	R132 Swords Rd NB Ahead Left	U	N/A	N/A	I		1	10	-	-	224	2105	429	52.2%
3/2	R132 Swords Rd NB Ahead	U	N/A	N/A	I		1	10	-	-	198	2135	435	45.5%
4/1	Dublin Airport Ahead	U	N/A	N/A	G		1	14	-	-	411	1968	547	75.2%
4/2+4/3	Dublin Airport Ahead	U	N/A	N/A	G		1	14	-	-	612	2105:2115	585+165	81.6 : 81.6%
5/2+5/1	Dublin Airport Northbound Left	O+U	N/A	N/A	-		-	-	-	-	184	1969:1968	671+1081	12.4 : 9.3%
6/1	Eastbound Internal Ahead	U	N/A	N/A	C		1	34	-	-	463	1965	1274	36.4%

6/2	Eastbound Internal Right Ahead	U	N/A	N/A	C		1	34	-	-	582	2196	1423	40.9%
6/3	Eastbound Internal Right	U	N/A	N/A	C		1	34	-	-	135	1947	1262	10.7%
7/1	Southbound Internal Ahead	U	N/A	N/A	E		1	23	-	-	621	2202	979	63.5%
7/2	Southbound Internal Right Ahead	U	N/A	N/A	E		1	23	-	-	534	2018	897	59.5%
8/1	Westbound Internal Ahead	U	N/A	N/A	A		1	34	-	-	835	1974	1279	65.3%
8/2	Westbound Internal Right Ahead	U	N/A	N/A	A		1	34	-	-	837	2173	1408	59.4%
8/3	Westbound Internal Right	U	N/A	N/A	A		1	34	-	-	324	1964	1273	25.5%
9/1	Northbound Internal Ahead	U	N/A	N/A	F		1	23	-	-	199	2155	958	20.8%
9/2	Northbound Internal Right Ahead	U	N/A	N/A	F		1	23	-	-	522	1982	881	59.3%
10/1	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	463	Inf	Inf	0.0%
10/2	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	338	Inf	Inf	0.0%
11/1	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	621	Inf	Inf	0.0%
11/2	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	297	Inf	Inf	0.0%
12/1	T1 - T2 Access Ahead	U	N/A	N/A	-		-	-	-	-	846	1973	1973	42.9%
12/2	T1 - T2 Access Ahead	U	N/A	N/A	-		-	-	-	-	851	2004	2004	42.5%
13/1	T1-T2 Exit	U	N/A	N/A	-		-	-	-	-	1697	Inf	Inf	0.0%

14/1	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	101	1929	1929	5.2%
14/2	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	282	1948	1948	14.5%
14/3	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	365	1953	1953	18.7%
15/1	Left	U	N/A	N/A	-		-	-	-	-	358	Inf	Inf	0.0%
16/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	1134	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	-	1159	Inf	Inf	0.0%
18/1	M1 Junction 2 Offslip SB Left	O	N/A	N/A	-		-	-	-	-	782	1965	1598	48.9%
19/1	M1 Junction 2 Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	2541	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	-	1700	Inf	Inf	0.0%
21/1	Ahead	O	N/A	N/A	-		-	-	-	-	46	Inf	676	6.8%
21/2	Ahead	U	N/A	N/A	-		-	-	-	-	178	Inf	Inf	0.0%
21/3	Ahead	U	N/A	N/A	-		-	-	-	-	198	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	23	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Route 2 Swords to City Centre	**-**	**-**	**865**	**46**	**0**	**24.3**	**27.4**	**0.0**	**51.7**	**-**	**-**	**-**	**-**	
R132 Swords Road - Dublin Airport Rbt	**-**	**-**	**865**	**46**	**0**	**24.3**	**27.4**	**0.0**	**51.7**	**-**	**-**	**-**	**-**	
1/1	377	377	-	-	-	2.2	3.0	-	5.1	49.0	5.4	3.0	8.4	
1/2	399	399	-	-	-	2.3	5.6	-	7.9	71.4	5.9	5.6	11.4	
2/1	721	721	-	-	-	3.0	3.7	-	6.7	33.2	10.0	3.7	13.7	
2/2	714	714	-	-	-	3.0	3.8	-	6.7	34.0	9.9	3.8	13.7	
2/3	324	324	-	-	-	1.0	0.3	-	1.3	14.4	3.3	0.3	3.6	
3/1	224	224	-	-	-	1.2	0.5	-	1.7	27.9	3.0	0.5	3.5	
3/2	198	198	-	-	-	1.0	0.4	-	1.5	26.5	2.6	0.4	3.0	
4/1	411	411	-	-	-	2.0	1.5	-	3.5	30.8	5.6	1.5	7.1	
4/2+4/3	612	612	-	-	-	3.0	2.1	-	5.1 (4.1+1.0)	30.2 (30.8:27.7)	6.6	2.1	8.8	
5/2+5/1	184	184	37	46	0	0.0	0.1	-	0.1 (0.0+0.0)	1.1 (1.1:1.1)	0.0	0.1	0.1	
6/1	463	463	-	-	-	0.0	0.3	-	0.3	2.4	0.6	0.3	0.9	
6/2	582	582	-	-	-	0.1	0.3	-	0.4	2.5	1.2	0.3	1.5	
6/3	135	135	-	-	-	0.0	0.1	-	0.1	1.7	0.1	0.1	0.2	
7/1	621	621	-	-	-	1.2	0.9	-	2.1	12.1	6.7	0.9	7.6	
7/2	534	534	-	-	-	0.6	0.7	-	1.4	9.2	2.0	0.7	2.8	
8/1	835	835	-	-	-	1.0	0.9	-	1.9	8.2	3.9	0.9	4.8	
8/2	837	837	-	-	-	1.2	0.7	-	1.9	8.4	4.9	0.7	5.6	
8/3	324	324	-	-	-	0.2	0.2	-	0.4	4.4	0.7	0.2	0.9	
9/1	199	199	-	-	-	0.4	0.1	-	0.6	10.1	0.8	0.1	1.0	

9/2	522	522	-	-	-	0.7	0.7	-	1.5	10.0	2.0	0.7	2.8	
10/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	846	846	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
12/2	851	851	-	-	-	0.0	0.4	-	0.4	1.7	0.3	0.4	0.7	
13/1	1697	1697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	101	101	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0	
14/2	282	282	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
14/3	365	365	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
15/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	1134	1134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
17/1	1159	1159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	782	782	782	0	0	0.0	0.5	-	0.5	2.2	0.0	0.5	0.5	
19/1	2541	2541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/1	1700	1700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/1	46	46	46	0	0	0.0	0.0	-	0.0	2.9	0.0	0.0	0.0	
21/2	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/3	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 - Swords-Airport-Corballis

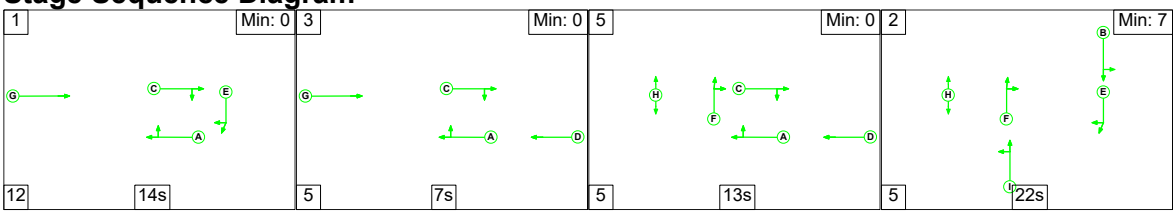
PRC for Signalled Lanes (%): -4.6
PRC Over All Lanes (%): -4.6

Total Delay for Signalled Lanes (pcuHr): 50.08
Total Delay Over All Lanes(pcuHr): 51.66

Cycle Time (s): 54

Scenario 2: 'CT optimised - 2023 Base PM' (FG4: '2023 PM', Plan 1: 'Peak Hour')

Stage Sequence Diagram



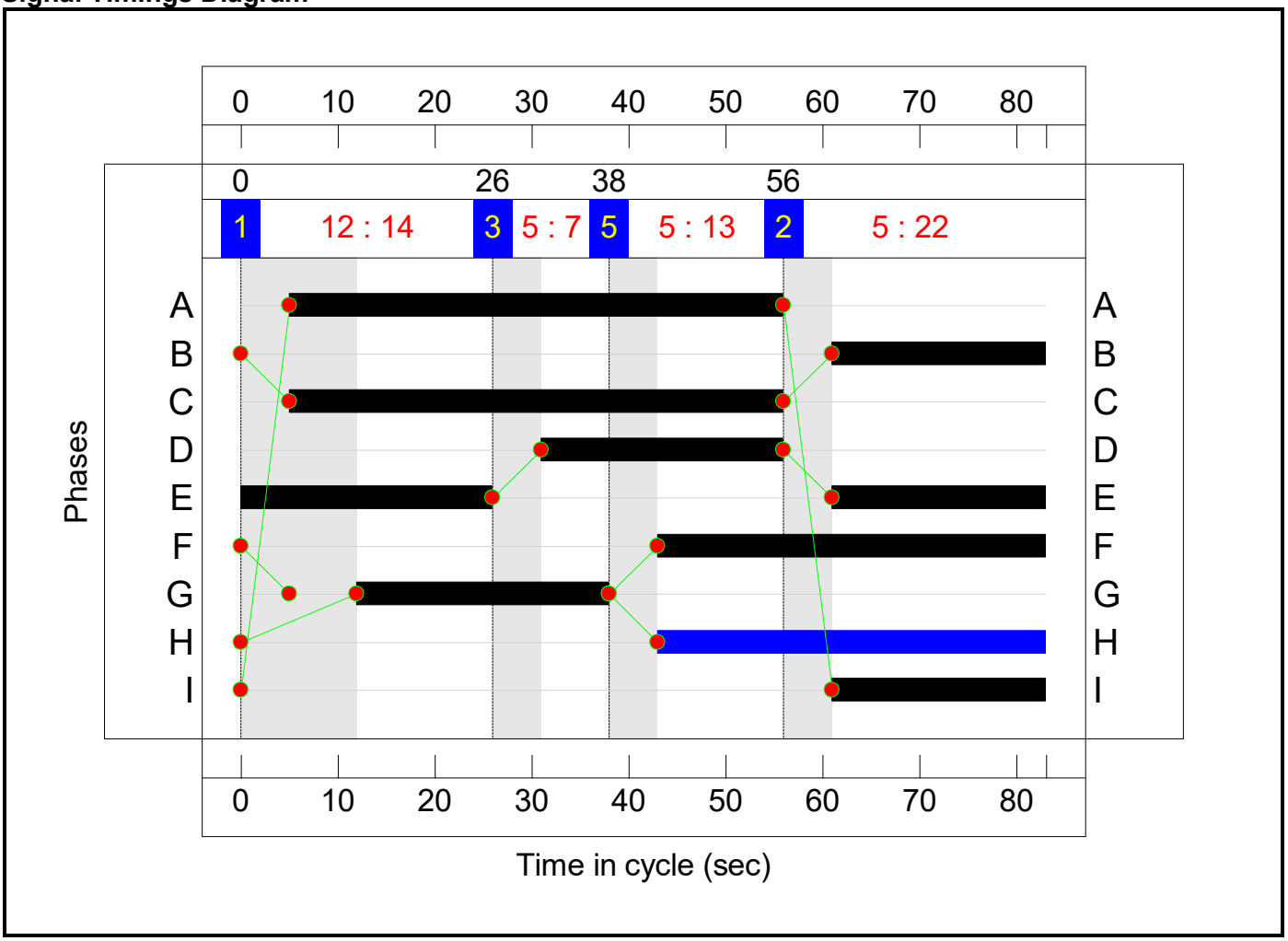
Stage Timings

Stage	1	3	5	2
Duration	14	7	13	22
Change Point	0	26	38	56

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Westbound Internal Right Ahead	Traffic	51	5	56
B	R132 Swords Road Southbound Ahead Left	Traffic	22	61	0
C	Eastbound Internal Right Ahead	Traffic	51	5	56
D	M1 Junction 2 WB Ahead	Traffic	25	31	56
E	Southbound Internal Right Ahead	Traffic	48	61	26
F	Northbound Internal Right Ahead	Traffic	40	43	0
G	Dublin Airport Ahead	Traffic	26	12	38
H	Pedestrians across P2	Pedestrian	40	43	0
I	R132 Swords Rd NB Ahead Left	Traffic	22	61	0

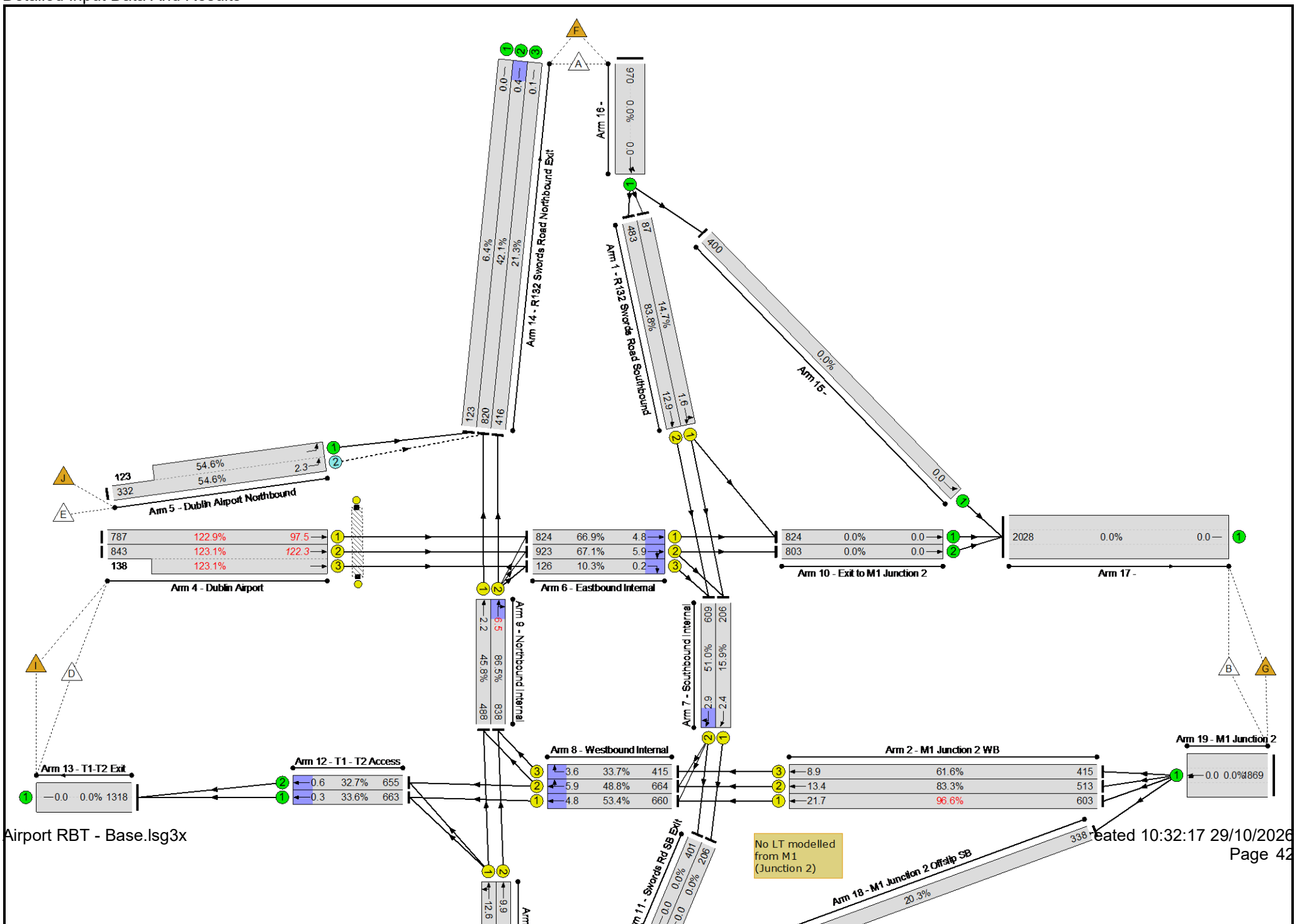
Signal Timings Diagram



Lane Green Times

Junction: R132 Swords Road - Dublin Airport Rbt					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	R132 Swords Road Southbound Ahead Left	U	B	61	0
1/2	R132 Swords Road Southbound Ahead	U	B	61	0
2/1	M1 Junction 2 WB Ahead	U	D	31	56
2/2	M1 Junction 2 WB Ahead	U	D	31	56
2/3	M1 Junction 2 WB Ahead	U	D	31	56
3/1	R132 Swords Rd NB Ahead Left	U	I	61	0
3/2	R132 Swords Rd NB Ahead	U	I	61	0
4/1	Dublin Airport Ahead	U	G	12	38
4/2	Dublin Airport Ahead	U	G	12	38
4/3	Dublin Airport Ahead	U	G	12	38
6/1	Eastbound Internal Ahead	U	C	5	56
6/2	Eastbound Internal Right Ahead	U	C	5	56
6/3	Eastbound Internal Right	U	C	5	56
7/1	Southbound Internal Ahead	U	E	61	26
7/2	Southbound Internal Right Ahead	U	E	61	26
8/1	Westbound Internal Ahead	U	A	5	56
8/2	Westbound Internal Right Ahead	U	A	5	56
8/3	Westbound Internal Right	U	A	5	56
9/1	Northbound Internal Ahead	U	F	43	0
9/2	Northbound Internal Right Ahead	U	F	43	0

Network Layout Diagram


Arm 14 - R132 Swords Road Northbound Exit
Arm 16 -
Arm 1 - R132 Swords Road Southbound
Arm 15 -
Arm 5 - Dublin Airport Northbound
Arm 4 - Dublin Airport
Arm 6 - Eastbound Internal
Arm 10 - Exit to M1 Junction 2
Arm 17 -
Arm 9 - Northbound Internal
Arm 7 - Southbound Internal
Arm 13 - T1-T2 Exit
Arm 12 - T1 - T2 Access
Arm 8 - Westbound Internal
Arm 2 - M1 Junction 2 WB
Arm 19 - M1 Junction 2
No LT modelled from M1 (Junction 2)
Arm 18 - M1 Junction 2 Offslip SB
Arm 11 - Swords Rd SB Exit

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Route 2 Swords to City Centre	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**123.1%**
R132 Swords Road - Dublin Airport Rbt	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**123.1%**
1/1	R132 Swords Road Southbound Ahead Left	U	N/A	N/A	B		1	22	-	-	87	2135	592	14.7%
1/2	R132 Swords Road Southbound Ahead	U	N/A	N/A	B		1	22	-	-	483	2080	576	83.8%
2/1	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	25	-	-	603	1992	624	96.6%
2/2	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	25	-	-	513	1965	616	83.3%
2/3	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	25	-	-	415	2152	674	61.6%
3/1	R132 Swords Rd NB Ahead Left	U	N/A	N/A	I		1	22	-	-	482	2105	583	82.6%
3/2	R132 Swords Rd NB Ahead	U	N/A	N/A	I		1	22	-	-	423	2135	592	71.5%
4/1	Dublin Airport Ahead	U	N/A	N/A	G		1	26	-	-	787	1968	640	122.9%
4/2+4/3	Dublin Airport Ahead	U	N/A	N/A	G		1	26	-	-	981	2105:2115	685+112	123.1 : 123.1%
5/2+5/1	Dublin Airport Northbound Left	O+U	N/A	N/A	-		-	-	-	-	455	1969:1968	608+225	54.6 : 54.6%

6/1	Eastbound Internal Ahead	U	N/A	N/A	C		1	51	-	-	971	1965	1231	66.9%
6/2	Eastbound Internal Right Ahead	U	N/A	N/A	C		1	51	-	-	1081	2196	1376	67.1%
6/3	Eastbound Internal Right	U	N/A	N/A	C		1	51	-	-	138	1947	1220	10.3%
7/1	Southbound Internal Ahead	U	N/A	N/A	E		1	48	-	-	234	2202	1300	15.9%
7/2	Southbound Internal Right Ahead	U	N/A	N/A	E		1	48	-	-	621	2022	1194	51.0%
8/1	Westbound Internal Ahead	U	N/A	N/A	A		1	51	-	-	660	1974	1237	53.4%
8/2	Westbound Internal Right Ahead	U	N/A	N/A	A		1	51	-	-	664	2171	1360	48.8%
8/3	Westbound Internal Right	U	N/A	N/A	A		1	51	-	-	415	1964	1230	33.7%
9/1	Northbound Internal Ahead	U	N/A	N/A	F		1	40	-	-	488	2155	1065	45.8%
9/2	Northbound Internal Right Ahead	U	N/A	N/A	F		1	40	-	-	838	1961	969	86.5%
10/1	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	971	Inf	Inf	0.0%
10/2	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	934	Inf	Inf	0.0%
11/1	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	234	Inf	Inf	0.0%
11/2	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	413	Inf	Inf	0.0%
12/1	T1 - T2 Access Ahead	U	N/A	N/A	-		-	-	-	-	663	1973	1973	33.6%
12/2	T1 - T2 Access Ahead	U	N/A	N/A	-		-	-	-	-	655	2004	2004	32.7%

13/1	T1-T2 Exit	U	N/A	N/A	-		-	-	-	-	1318	Inf	Inf	0.0%
14/1	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	123	1929	1929	6.4%
14/2	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	820	1948	1948	42.1%
14/3	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	416	1953	1953	21.3%
15/1	Left	U	N/A	N/A	-		-	-	-	-	400	Inf	Inf	0.0%
16/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	970	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	-	2305	Inf	Inf	0.0%
18/1	M1 Junction 2 Offslip SB Left	O	N/A	N/A	-		-	-	-	-	338	1965	1666	20.3%
19/1	M1 Junction 2 Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	1869	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	-	985	Inf	Inf	0.0%
21/1	Ahead	O	N/A	N/A	-		-	-	-	-	35	Inf	617	5.7%
21/2	Ahead	U	N/A	N/A	-		-	-	-	-	447	Inf	Inf	0.0%
21/3	Ahead	U	N/A	N/A	-		-	-	-	-	423	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	40	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Route 2 Swords to City Centre	**-**	**-**	**527**	**178**	**0**	**55.6**	**197.3**	**0.0**	**252.9**	**-**	**-**	**-**	**-**	
R132 Swords Road - Dublin Airport Rbt	**-**	**-**	**527**	**178**	**0**	**55.6**	**197.3**	**0.0**	**252.9**	**-**	**-**	**-**	**-**	
1/1	87	87	-	-	-	0.5	0.1	-	0.6	26.2	1.5	0.1	1.6	
1/2	483	483	-	-	-	3.8	2.5	-	6.2	46.6	10.5	2.5	12.9	
2/1	603	603	-	-	-	4.7	8.1	-	12.8	76.5	13.6	8.1	21.7	
2/2	513	513	-	-	-	3.8	2.4	-	6.2	43.3	11.0	2.4	13.4	
2/3	415	415	-	-	-	2.8	0.8	-	3.6	31.2	8.1	0.8	8.9	
3/1	482	482	-	-	-	3.8	2.3	-	6.0	45.1	10.3	2.3	12.6	
3/2	423	423	-	-	-	3.2	1.2	-	4.4	37.6	8.7	1.2	9.9	
4/1	787	640	-	-	-	11.8	76.0	-	87.8	401.5	21.5	76.0	97.5	
4/2+4/3	981	811	-	-	-	13.6	94.7	-	108.3 (94.0+14.2)	397.3 (401.5:371.6)	27.7	94.7	122.3	
5/2+5/1	455	455	154	178	0	0.0	0.6	-	0.6 (0.5+0.2)	5.0 (5.0:4.8)	1.7	0.6	2.3	
6/1	824	824	-	-	-	0.5	1.0	-	1.5	6.7	3.8	1.0	4.8	
6/2	923	923	-	-	-	0.7	1.0	-	1.7	6.7	4.9	1.0	5.9	
6/3	126	126	-	-	-	0.0	0.1	-	0.1	1.8	0.1	0.1	0.2	
7/1	206	206	-	-	-	0.7	0.1	-	0.8	13.5	2.3	0.1	2.4	
7/2	609	609	-	-	-	0.9	0.5	-	1.5	8.7	2.4	0.5	2.9	
8/1	660	660	-	-	-	1.3	0.6	-	1.9	10.4	4.2	0.6	4.8	
8/2	664	664	-	-	-	1.2	0.5	-	1.7	9.1	5.4	0.5	5.9	
8/3	415	415	-	-	-	0.4	0.3	-	0.6	5.5	3.4	0.3	3.6	

9/1	488	488	-	-	-	0.8	0.4	-	1.3	9.2	1.8	0.4	2.2	
9/2	838	838	-	-	-	1.0	3.1	-	4.0	17.4	3.5	3.1	6.5	
10/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	663	663	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
12/2	655	655	-	-	-	0.0	0.2	-	0.3	1.4	0.3	0.2	0.6	
13/1	1318	1318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	123	123	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0	
14/2	820	820	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
14/3	416	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
15/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
17/1	2028	2028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	338	338	338	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1	
19/1	1869	1869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/1	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/1	35	35	35	0	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0	
21/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/3	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 - Swords-Airport-Corballis

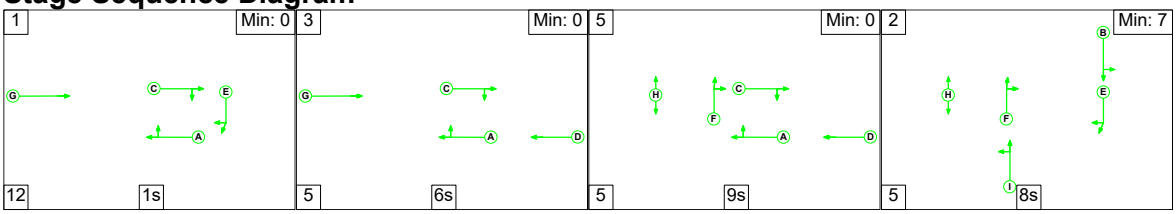
PRC for Signalled Lanes (%): -36.8
PRC Over All Lanes (%): -36.8

Total Delay for Signalled Lanes (pcuHr): 251.02
Total Delay Over All Lanes(pcuHr): 252.85

Cycle Time (s): 83

Scenario 3: 'CT optimised - 2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Peak Hour')

Stage Sequence Diagram



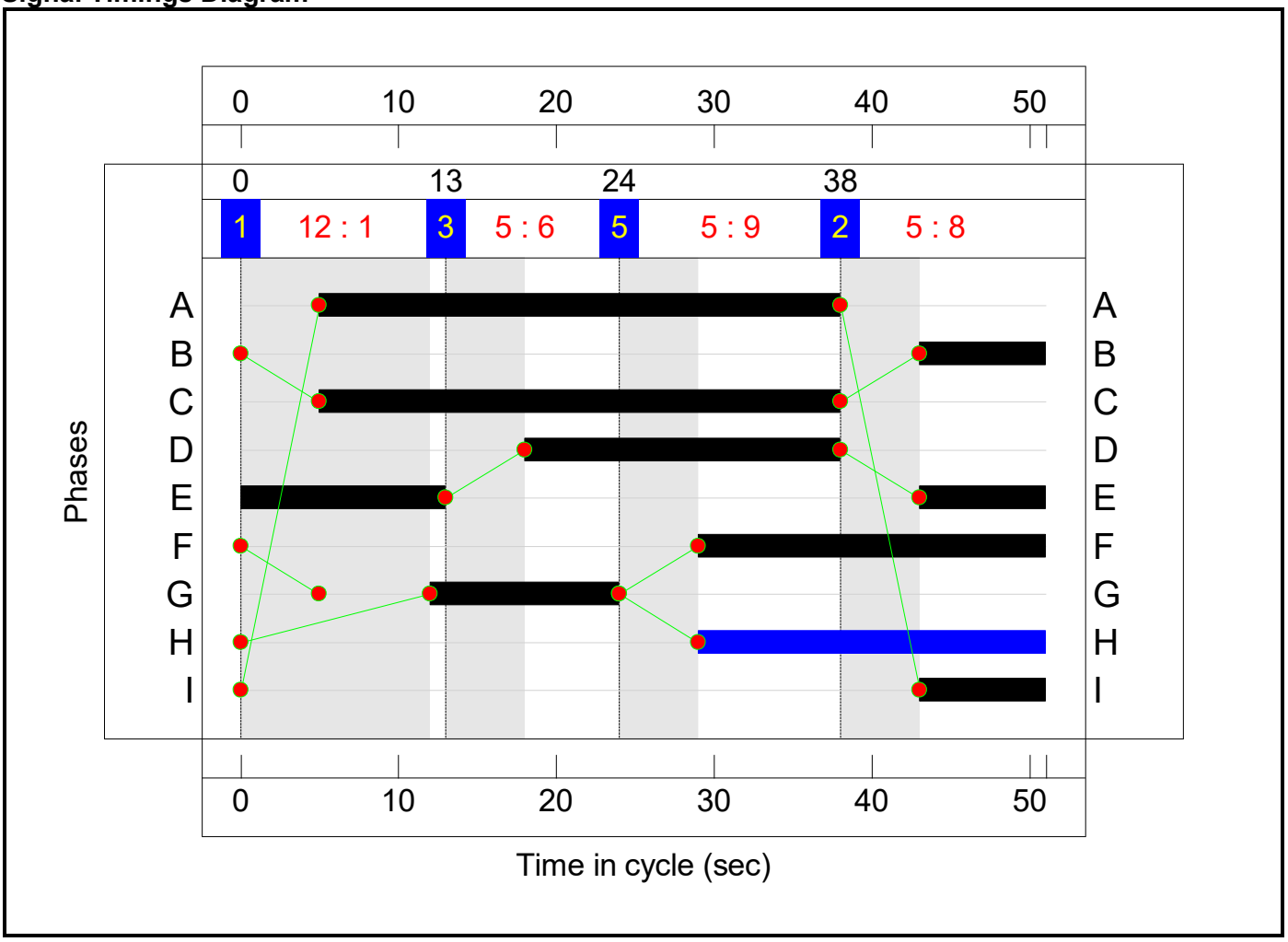
Stage Timings

Stage	1	3	5	2
Duration	1	6	9	8
Change Point	0	13	24	38

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Westbound Internal Right Ahead	Traffic	33	5	38
B	R132 Swords Road Southbound Ahead Left	Traffic	8	43	0
C	Eastbound Internal Right Ahead	Traffic	33	5	38
D	M1 Junction 2 WB Ahead	Traffic	20	18	38
E	Southbound Internal Right Ahead	Traffic	21	43	13
F	Northbound Internal Right Ahead	Traffic	22	29	0
G	Dublin Airport Ahead	Traffic	12	12	24
H	Pedestrians across P2	Pedestrian	22	29	0
I	R132 Swords Rd NB Ahead Left	Traffic	8	43	0

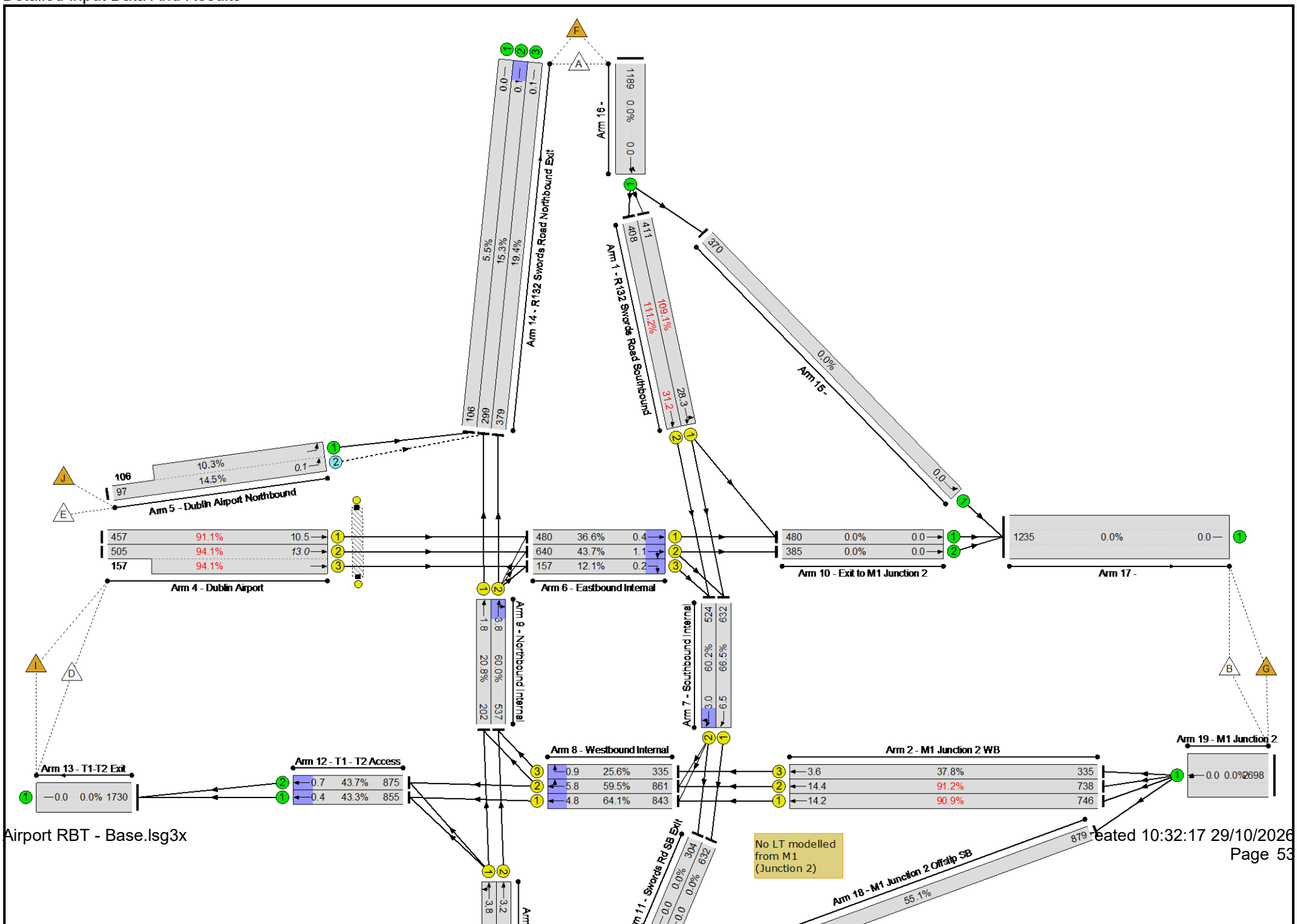
Signal Timings Diagram



Lane Green Times

Junction: R132 Swords Road - Dublin Airport Rbt					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	R132 Swords Road Southbound Ahead Left	U	B	43	0
1/2	R132 Swords Road Southbound Ahead	U	B	43	0
2/1	M1 Junction 2 WB Ahead	U	D	18	38
2/2	M1 Junction 2 WB Ahead	U	D	18	38
2/3	M1 Junction 2 WB Ahead	U	D	18	38
3/1	R132 Swords Rd NB Ahead Left	U	I	43	0
3/2	R132 Swords Rd NB Ahead	U	I	43	0
4/1	Dublin Airport Ahead	U	G	12	24
4/2	Dublin Airport Ahead	U	G	12	24
4/3	Dublin Airport Ahead	U	G	12	24
6/1	Eastbound Internal Ahead	U	C	5	38
6/2	Eastbound Internal Right Ahead	U	C	5	38
6/3	Eastbound Internal Right	U	C	5	38
7/1	Southbound Internal Ahead	U	E	43	13
7/2	Southbound Internal Right Ahead	U	E	43	13
8/1	Westbound Internal Ahead	U	A	5	38
8/2	Westbound Internal Right Ahead	U	A	5	38
8/3	Westbound Internal Right	U	A	5	38
9/1	Northbound Internal Ahead	U	F	29	0
9/2	Northbound Internal Right Ahead	U	F	29	0

Network Layout Diagram


Arm 14 - R132 Swords Road Northbound Exit
Arm 16 -
Arm 1 - R132 Swords Road Southbound
Arm 15 -
Arm 5 - Dublin Airport Northbound
Arm 4 - Dublin Airport
Arm 6 - Eastbound Internal
Arm 10 - Exit to M1 Junction 2
Arm 17 -
Arm 9 - Northbound Internal
Arm 7 - Southbound Internal
Arm 13 - T1-T2 Exit
Arm 12 - T1 - T2 Access
Arm 8 - Westbound Internal
Arm 2 - M1 Junction 2 WB
Arm 19 - M1 Junction 2
Arm 11 - Swords Rd SB Exit
Arm 18 - M1 Junction 2 Offslip SB
No LT modelled from M1 (Junction 2)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Route 2 Swords to City Centre	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**111.2%**
R132 Swords Road - Dublin Airport Rbt	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**111.2%**
1/1	R132 Swords Road Southbound Ahead Left	U	N/A	N/A	B		1	8	-	-	411	2135	377	109.1%
1/2	R132 Swords Road Southbound Ahead	U	N/A	N/A	B		1	8	-	-	408	2080	367	111.2%
2/1	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	20	-	-	746	1992	820	90.9%
2/2	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	20	-	-	738	1965	809	91.2%
2/3	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	20	-	-	335	2152	886	37.8%
3/1	R132 Swords Rd NB Ahead Left	U	N/A	N/A	I		1	8	-	-	228	2105	371	61.4%
3/2	R132 Swords Rd NB Ahead	U	N/A	N/A	I		1	8	-	-	202	2135	377	53.6%
4/1	Dublin Airport Ahead	U	N/A	N/A	G		1	12	-	-	457	1968	502	91.1%
4/2+4/3	Dublin Airport Ahead	U	N/A	N/A	G		1	12	-	-	662	2105:2115	537+167	94.1 : 94.1%
5/2+5/1	Dublin Airport Northbound Left	O+U	N/A	N/A	-		-	-	-	-	203	1969:1968	671+1028	14.5 : 10.3%
6/1	Eastbound Internal Ahead	U	N/A	N/A	C		1	33	-	-	480	1965	1310	36.6%

6/2	Eastbound Internal Right Ahead	U	N/A	N/A	C		1	33	-	-	640	2196	1464	43.7%
6/3	Eastbound Internal Right	U	N/A	N/A	C		1	33	-	-	157	1947	1298	12.1%
7/1	Southbound Internal Ahead	U	N/A	N/A	E		1	21	-	-	666	2202	950	66.5%
7/2	Southbound Internal Right Ahead	U	N/A	N/A	E		1	21	-	-	565	2019	871	60.2%
8/1	Westbound Internal Ahead	U	N/A	N/A	A		1	33	-	-	854	1974	1316	64.1%
8/2	Westbound Internal Right Ahead	U	N/A	N/A	A		1	33	-	-	875	2173	1449	59.5%
8/3	Westbound Internal Right	U	N/A	N/A	A		1	33	-	-	335	1964	1309	25.6%
9/1	Northbound Internal Ahead	U	N/A	N/A	F		1	22	-	-	202	2155	972	20.8%
9/2	Northbound Internal Right Ahead	U	N/A	N/A	F		1	22	-	-	537	1983	894	60.0%
10/1	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
10/2	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	385	Inf	Inf	0.0%
11/1	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	666	Inf	Inf	0.0%
11/2	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	320	Inf	Inf	0.0%
12/1	T1 - T2 Access Ahead	U	N/A	N/A	-		-	-	-	-	866	1973	1973	43.3%
12/2	T1 - T2 Access Ahead	U	N/A	N/A	-		-	-	-	-	889	2004	2004	43.7%
13/1	T1-T2 Exit	U	N/A	N/A	-		-	-	-	-	1755	Inf	Inf	0.0%

14/1	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	106	1929	1929	5.5%
14/2	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	299	1948	1948	15.3%
14/3	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	379	1953	1953	19.4%
15/1	Left	U	N/A	N/A	-		-	-	-	-	370	Inf	Inf	0.0%
16/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	1189	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	-	1235	Inf	Inf	0.0%
18/1	M1 Junction 2 Offslip SB Left	O	N/A	N/A	-		-	-	-	-	879	1965	1594	55.1%
19/1	M1 Junction 2 Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	2698	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	-	1865	Inf	Inf	0.0%
21/1	Ahead	O	N/A	N/A	-		-	-	-	-	48	Inf	675	7.1%
21/2	Ahead	U	N/A	N/A	-		-	-	-	-	180	Inf	Inf	0.0%
21/3	Ahead	U	N/A	N/A	-		-	-	-	-	202	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	22	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Route 2 Swords to City Centre	**-**	**-**	**971**	**53**	**0**	**28.2**	**74.5**	**0.0**	**102.7**	**-**	**-**	**-**	**-**	
R132 Swords Road - Dublin Airport Rbt	**-**	**-**	**971**	**53**	**0**	**28.2**	**74.5**	**0.0**	**102.7**	**-**	**-**	**-**	**-**	
1/1	411	377	-	-	-	3.4	21.8	-	25.2	220.8	6.5	21.8	28.3	
1/2	408	367	-	-	-	3.6	24.6	-	28.2	248.6	6.6	24.6	31.2	
2/1	746	746	-	-	-	2.9	4.5	-	7.4	35.7	9.7	4.5	14.2	
2/2	738	738	-	-	-	2.9	4.6	-	7.5	36.5	9.8	4.6	14.4	
2/3	335	335	-	-	-	1.0	0.3	-	1.3	13.7	3.3	0.3	3.6	
3/1	228	228	-	-	-	1.2	0.8	-	2.0	31.8	3.0	0.8	3.8	
3/2	202	202	-	-	-	1.1	0.6	-	1.6	29.4	2.6	0.6	3.2	
4/1	457	457	-	-	-	2.3	4.3	-	6.6	52.3	6.2	4.3	10.5	
4/2+4/3	662	662	-	-	-	3.3	6.2	-	9.4 (7.3+2.1)	51.4 (52.1:48.8)	6.9	6.2	13.0	
5/2+5/1	203	203	44	53	0	0.0	0.1	-	0.1 (0.0+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1	
6/1	480	480	-	-	-	0.0	0.3	-	0.3	2.2	0.1	0.3	0.4	
6/2	640	640	-	-	-	0.0	0.4	-	0.4	2.3	0.7	0.4	1.1	
6/3	157	157	-	-	-	0.0	0.1	-	0.1	1.7	0.1	0.1	0.2	
7/1	632	632	-	-	-	1.2	1.0	-	2.2	12.5	5.5	1.0	6.5	
7/2	524	524	-	-	-	0.7	0.8	-	1.5	10.0	2.2	0.8	3.0	
8/1	843	843	-	-	-	1.0	0.9	-	1.9	8.0	3.9	0.9	4.8	
8/2	861	861	-	-	-	1.2	0.7	-	2.0	8.2	5.1	0.7	5.8	
8/3	335	335	-	-	-	0.2	0.2	-	0.4	4.2	0.7	0.2	0.9	

9/1	202	202	-	-	-	0.9	0.1	-	1.0	17.6	1.6	0.1	1.8	
9/2	537	537	-	-	-	1.3	0.7	-	2.0	13.7	3.0	0.7	3.8	
10/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	855	855	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
12/2	875	875	-	-	-	0.0	0.4	-	0.4	1.7	0.3	0.4	0.7	
13/1	1730	1730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	106	106	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0	
14/2	299	299	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
14/3	379	379	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
15/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	1189	1189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
17/1	1235	1235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	879	879	879	0	0	0.0	0.6	-	0.6	2.5	0.0	0.6	0.6	
19/1	2698	2698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/1	1814	1814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/1	48	48	48	0	0	0.0	0.0	-	0.0	2.9	0.0	0.0	0.0	
21/2	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/3	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 - Swords-Airport-Corballis

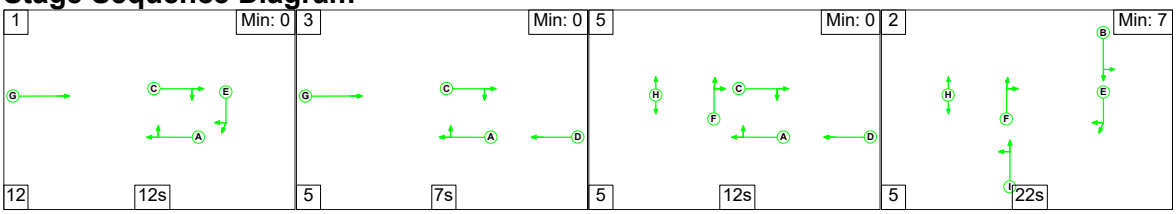
PRC for Signalled Lanes (%): -23.5
PRC Over All Lanes (%): -23.5

Total Delay for Signalled Lanes (pcuHr): 100.99
Total Delay Over All Lanes(pcuHr): 102.74

Cycle Time (s): 51

Scenario 4: 'CT optimised - 2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Peak Hour')

Stage Sequence Diagram



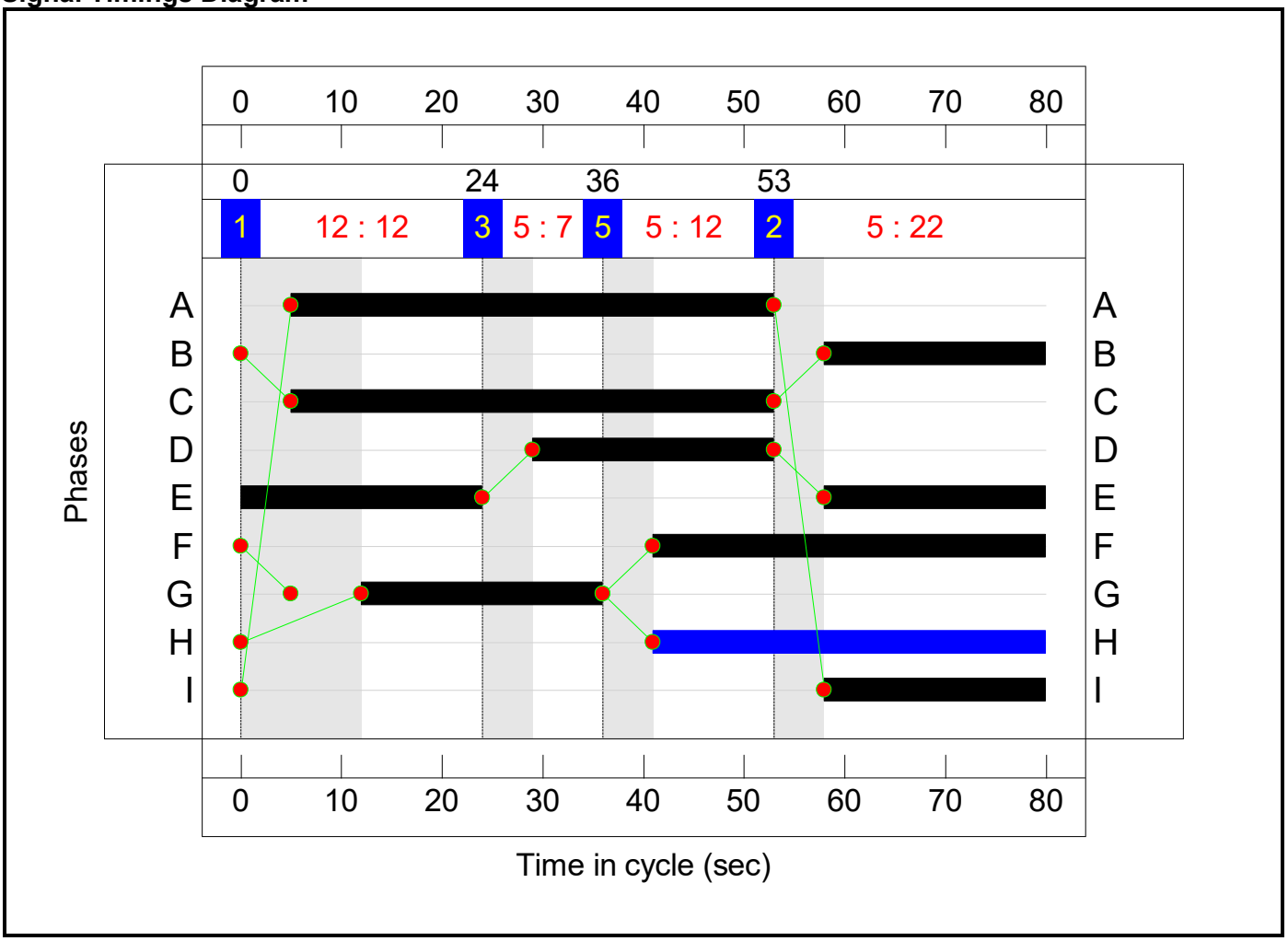
Stage Timings

Stage	1	3	5	2
Duration	12	7	12	22
Change Point	0	24	36	53

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Westbound Internal Right Ahead	Traffic	48	5	53
B	R132 Swords Road Southbound Ahead Left	Traffic	22	58	0
C	Eastbound Internal Right Ahead	Traffic	48	5	53
D	M1 Junction 2 WB Ahead	Traffic	24	29	53
E	Southbound Internal Right Ahead	Traffic	46	58	24
F	Northbound Internal Right Ahead	Traffic	39	41	0
G	Dublin Airport Ahead	Traffic	24	12	36
H	Pedestrians across P2	Pedestrian	39	41	0
I	R132 Swords Rd NB Ahead Left	Traffic	22	58	0

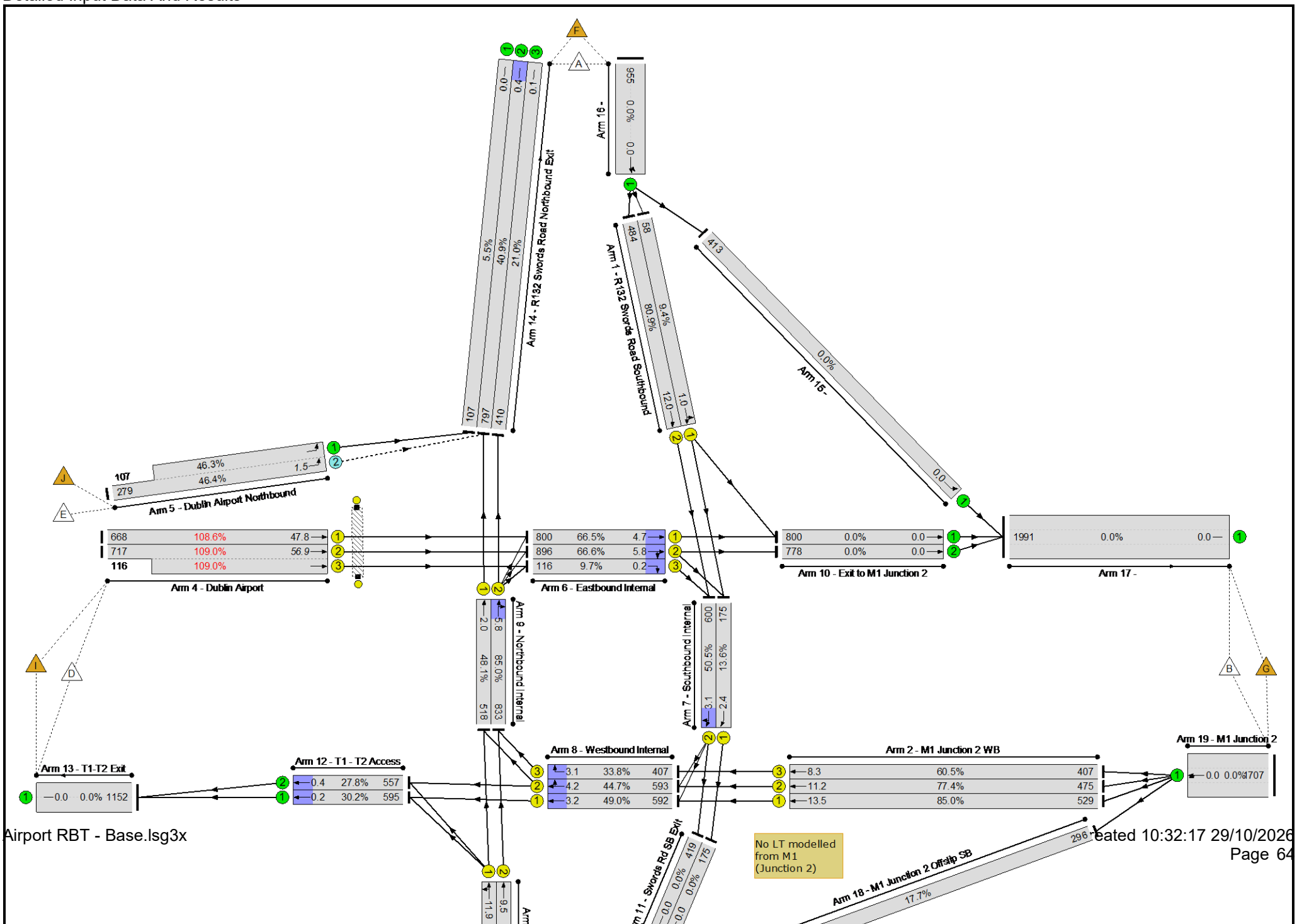
Signal Timings Diagram



Lane Green Times

Junction: R132 Swords Road - Dublin Airport Rbt					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	R132 Swords Road Southbound Ahead Left	U	B	58	0
1/2	R132 Swords Road Southbound Ahead	U	B	58	0
2/1	M1 Junction 2 WB Ahead	U	D	29	53
2/2	M1 Junction 2 WB Ahead	U	D	29	53
2/3	M1 Junction 2 WB Ahead	U	D	29	53
3/1	R132 Swords Rd NB Ahead Left	U	I	58	0
3/2	R132 Swords Rd NB Ahead	U	I	58	0
4/1	Dublin Airport Ahead	U	G	12	36
4/2	Dublin Airport Ahead	U	G	12	36
4/3	Dublin Airport Ahead	U	G	12	36
6/1	Eastbound Internal Ahead	U	C	5	53
6/2	Eastbound Internal Right Ahead	U	C	5	53
6/3	Eastbound Internal Right	U	C	5	53
7/1	Southbound Internal Ahead	U	E	58	24
7/2	Southbound Internal Right Ahead	U	E	58	24
8/1	Westbound Internal Ahead	U	A	5	53
8/2	Westbound Internal Right Ahead	U	A	5	53
8/3	Westbound Internal Right	U	A	5	53
9/1	Northbound Internal Ahead	U	F	41	0
9/2	Northbound Internal Right Ahead	U	F	41	0

Network Layout Diagram


Arm 14 - R132 Swords Road Northbound Exit
Arm 16 -
Arm 1 - R132 Swords Road Southbound
Arm 15 -
Arm 5 - Dublin Airport Northbound
Arm 4 - Dublin Airport
Arm 6 - Eastbound Internal
Arm 10 - Exit to M1 Junction 2
Arm 17 -
Arm 9 - Northbound Internal
Arm 7 - Southbound Internal
Arm 13 - T1-T2 Exit
Arm 12 - T1 - T2 Access
Arm 8 - Westbound Internal
Arm 2 - M1 Junction 2 WB
Arm 19 - M1 Junction 2
Arm 11 - Swords Rd SB Exit
Arm 18 - M1 Junction 2 Offslip SB
No LT modelled from M1 (Junction 2)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Route 2 Swords to City Centre	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.0%**
R132 Swords Road - Dublin Airport Rbt	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.0%**
1/1	R132 Swords Road Southbound Ahead Left	U	N/A	N/A	B		1	22	-	-	58	2135	614	9.4%
1/2	R132 Swords Road Southbound Ahead	U	N/A	N/A	B		1	22	-	-	484	2080	598	80.9%
2/1	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	24	-	-	529	1992	623	85.0%
2/2	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	24	-	-	475	1965	614	77.4%
2/3	M1 Junction 2 WB Ahead	U	N/A	N/A	D		1	24	-	-	407	2152	673	60.5%
3/1	R132 Swords Rd NB Ahead Left	U	N/A	N/A	I		1	22	-	-	485	2105	605	80.1%
3/2	R132 Swords Rd NB Ahead	U	N/A	N/A	I		1	22	-	-	426	2135	614	69.4%
4/1	Dublin Airport Ahead	U	N/A	N/A	G		1	24	-	-	668	1968	615	108.6%
4/2+4/3	Dublin Airport Ahead	U	N/A	N/A	G		1	24	-	-	833	2105:2115	658+106	109.0 : 109.0%
5/2+5/1	Dublin Airport Northbound Left	O+U	N/A	N/A	-		-	-	-	-	386	1969:1968	601+231	46.4 : 46.3%

6/1	Eastbound Internal Ahead	U	N/A	N/A	C		1	48	-	-	853	1965	1204	66.5%
6/2	Eastbound Internal Right Ahead	U	N/A	N/A	C		1	48	-	-	955	2196	1345	66.6%
6/3	Eastbound Internal Right	U	N/A	N/A	C		1	48	-	-	116	1947	1193	9.7%
7/1	Southbound Internal Ahead	U	N/A	N/A	E		1	46	-	-	186	2202	1294	13.6%
7/2	Southbound Internal Right Ahead	U	N/A	N/A	E		1	46	-	-	600	2024	1189	50.5%
8/1	Westbound Internal Ahead	U	N/A	N/A	A		1	48	-	-	592	1974	1209	49.0%
8/2	Westbound Internal Right Ahead	U	N/A	N/A	A		1	48	-	-	593	2167	1327	44.7%
8/3	Westbound Internal Right	U	N/A	N/A	A		1	48	-	-	407	1964	1203	33.8%
9/1	Northbound Internal Ahead	U	N/A	N/A	F		1	39	-	-	518	2155	1077	48.1%
9/2	Northbound Internal Right Ahead	U	N/A	N/A	F		1	39	-	-	833	1961	980	85.0%
10/1	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	853	Inf	Inf	0.0%
10/2	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	827	Inf	Inf	0.0%
11/1	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	186	Inf	Inf	0.0%
11/2	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	419	Inf	Inf	0.0%
12/1	T1 - T2 Access Ahead	U	N/A	N/A	-		-	-	-	-	595	1973	1973	30.2%
12/2	T1 - T2 Access Ahead	U	N/A	N/A	-		-	-	-	-	557	2004	2004	27.8%

13/1	T1-T2 Exit	U	N/A	N/A	-		-	-	-	-	1152	Inf	Inf	0.0%
14/1	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	107	1929	1929	5.5%
14/2	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	797	1948	1948	40.9%
14/3	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	410	1953	1953	21.0%
15/1	Left	U	N/A	N/A	-		-	-	-	-	413	Inf	Inf	0.0%
16/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	955	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	-	2093	Inf	Inf	0.0%
18/1	M1 Junction 2 Offslip SB Left	O	N/A	N/A	-		-	-	-	-	296	1965	1669	17.7%
19/1	M1 Junction 2 Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	1707	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	-	901	Inf	Inf	0.0%
21/1	Ahead	O	N/A	N/A	-		-	-	-	-	36	Inf	616	5.8%
21/2	Ahead	U	N/A	N/A	-		-	-	-	-	449	Inf	Inf	0.0%
21/3	Ahead	U	N/A	N/A	-		-	-	-	-	426	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	39	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Route 2 Swords to City Centre	**-**	**-**	**471**	**140**	**0**	**41.9**	**90.1**	**0.0**	**132.0**	**-**	**-**	**-**	**-**	
R132 Swords Road - Dublin Airport Rbt	**-**	**-**	**471**	**140**	**0**	**41.9**	**90.1**	**0.0**	**132.0**	**-**	**-**	**-**	**-**	
1/1	58	58	-	-	-	0.3	0.1	-	0.4	24.2	0.9	0.1	1.0	
1/2	484	484	-	-	-	3.6	2.0	-	5.6	41.7	9.9	2.0	12.0	
2/1	529	529	-	-	-	3.8	2.7	-	6.5	44.0	10.9	2.7	13.5	
2/2	475	475	-	-	-	3.3	1.7	-	5.0	37.6	9.5	1.7	11.2	
2/3	407	407	-	-	-	2.6	0.8	-	3.4	30.1	7.6	0.8	8.3	
3/1	485	485	-	-	-	3.6	2.0	-	5.5	40.9	10.0	2.0	11.9	
3/2	426	426	-	-	-	3.0	1.1	-	4.1	34.8	8.4	1.1	9.5	
4/1	668	615	-	-	-	7.1	31.8	-	38.8	209.3	16.0	31.8	47.8	
4/2+4/3	833	774	-	-	-	8.3	39.6	-	48.0 (41.8+6.2)	207.3 (209.9:191.3)	17.2	39.6	56.9	
5/2+5/1	386	386	139	140	0	0.0	0.4	-	0.4 (0.3+0.1)	4.0 (4.0:4.0)	1.1	0.4	1.5	
6/1	800	800	-	-	-	0.5	1.0	-	1.5	6.9	3.8	1.0	4.7	
6/2	896	896	-	-	-	0.7	1.0	-	1.7	6.9	4.8	1.0	5.8	
6/3	116	116	-	-	-	0.0	0.1	-	0.1	1.8	0.1	0.1	0.2	
7/1	175	175	-	-	-	0.7	0.1	-	0.8	15.8	2.4	0.1	2.4	
7/2	600	600	-	-	-	1.0	0.5	-	1.5	8.9	2.6	0.5	3.1	
8/1	592	592	-	-	-	0.7	0.5	-	1.2	7.2	2.7	0.5	3.2	
8/2	593	593	-	-	-	0.8	0.4	-	1.2	7.3	3.8	0.4	4.2	
8/3	407	407	-	-	-	0.4	0.3	-	0.6	5.6	2.9	0.3	3.1	

9/1	518	518	-	-	-	0.7	0.5	-	1.1	8.0	1.5	0.5	2.0
9/2	833	833	-	-	-	0.8	2.7	-	3.5	15.3	3.1	2.7	5.8
10/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	595	595	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	557	557	-	-	-	0.0	0.2	-	0.2	1.3	0.2	0.2	0.4
13/1	1152	1152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	107	107	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
14/2	797	797	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.4
14/3	410	410	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
15/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	955	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	1991	1991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	296	296	296	0	0	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
19/1	1707	1707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	36	36	36	0	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0
21/2	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/3	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Swords-Airport-Corballis

PRC for Signalled Lanes (%): -21.1
PRC Over All Lanes (%): -21.1

Total Delay for Signalled Lanes (pcuHr): 130.50
Total Delay Over All Lanes(pcuHr): 131.99

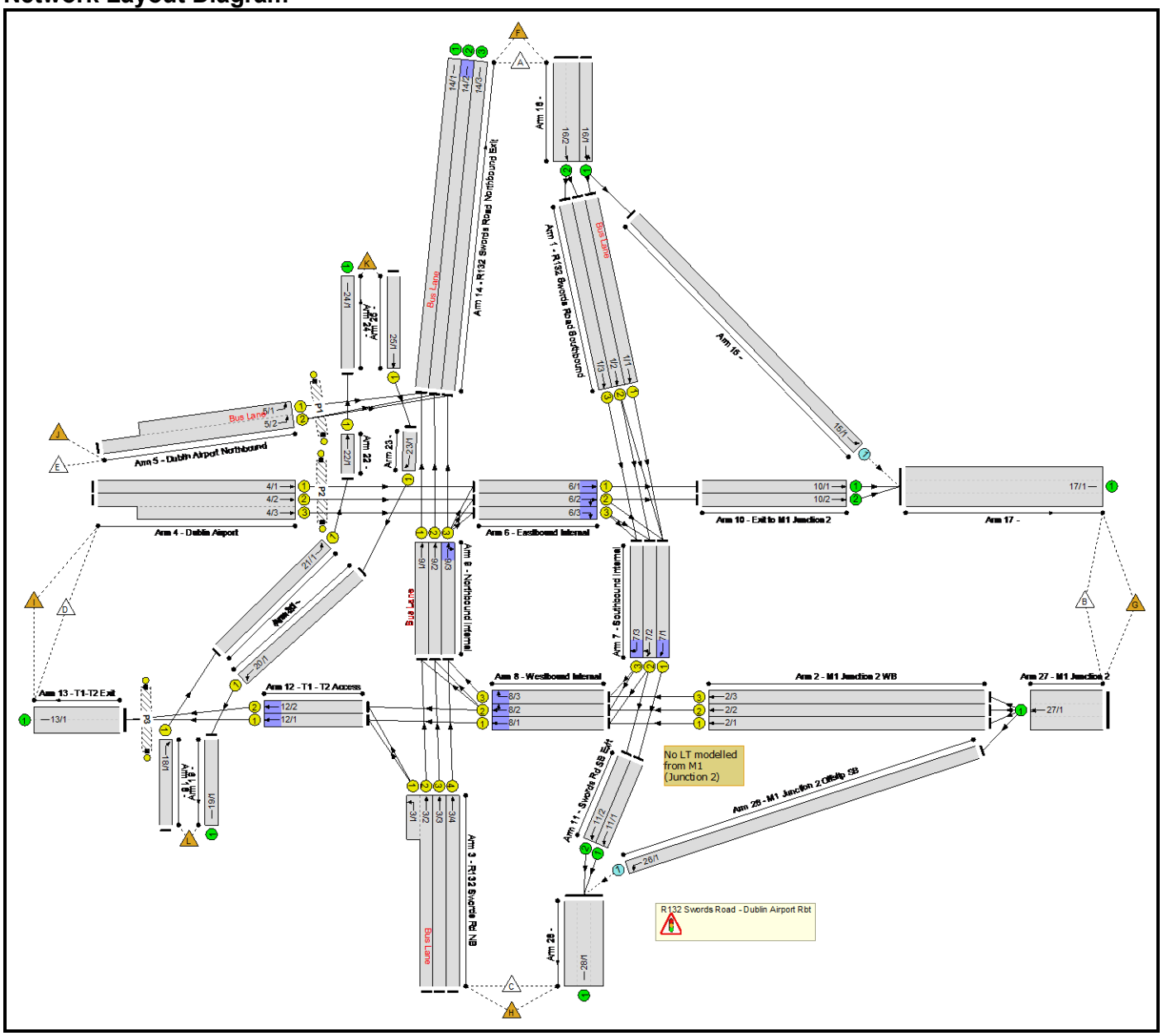
Cycle Time (s): 80

Detailed Input Data And Results

User and Project Details

Project:	**Bus Connects**
Title:	**Route 2 Swords to City Centre**
Location:	Dublin Airport
Additional detail:	
File name:	Airport RBT - Bus Connects - DNDS_FL.lsg3x
Author:	
Company:	AECOM
Address:	
Linsig version:	3, 3, 2, 0

Network Layout Diagram



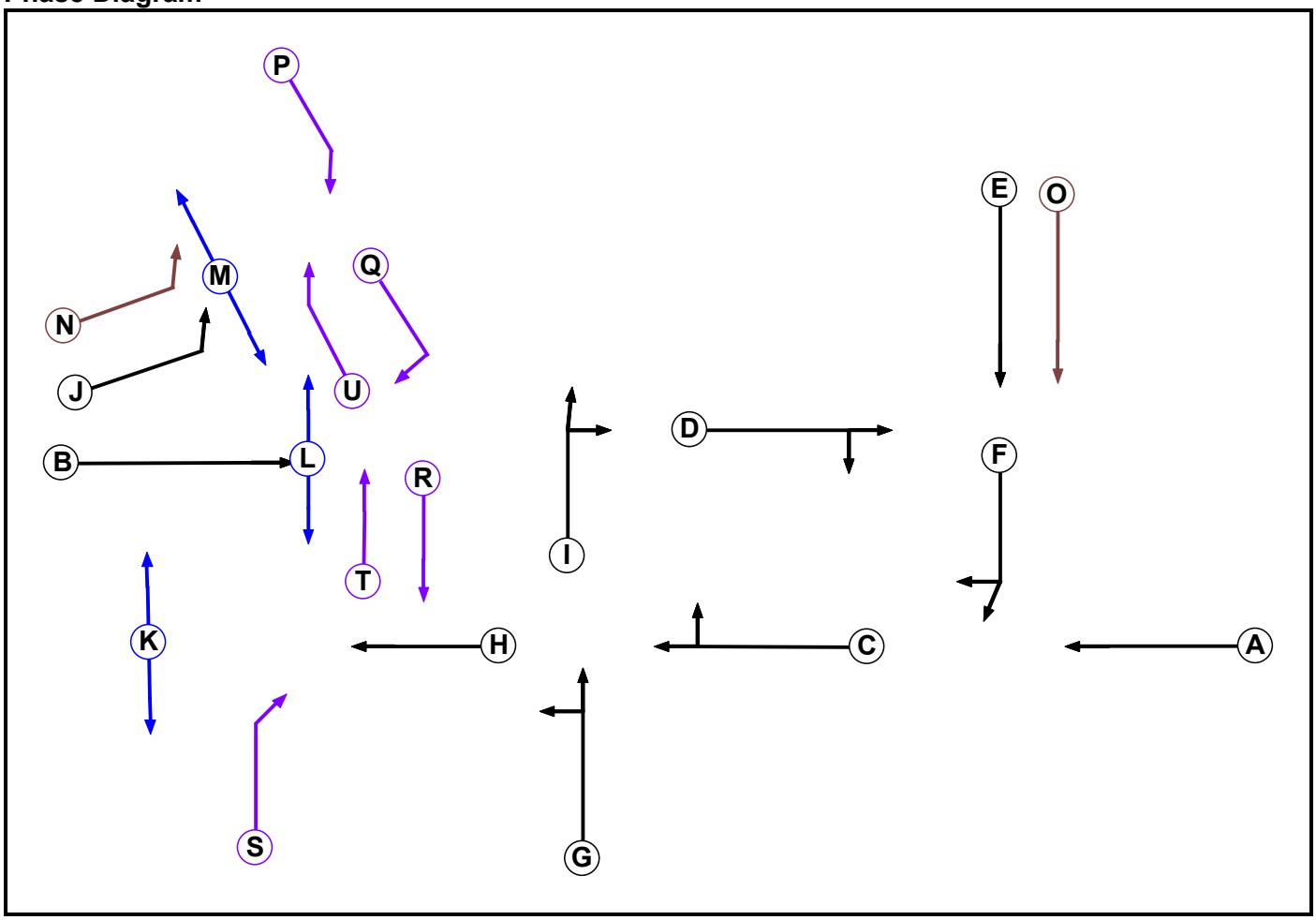
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	C/t optimised 2029 DN AM	2029 DN AM	Peak Hour	08:00 - 09:00	47	-137.2	651.52
2	C/t optimised 2029 DN PM	2029 DN PM	Peak Hour	17:00 - 18:00	45	-236.9	1084.86
3	C/t optimised 2029 DS AM	2029 DS AM	Peak Hour	08:00 - 09:00	46	-175.7	910.00
4	C/t optimised 2029 DS PM	2029 DS PM	Peak Hour	17:00 - 18:00	45	-261.4	1188.14

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - Swords-Airport-Corballis	Gen		Stage Stream 1	21	5	R132 Swords Road - Dublin Airport Rbt	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		0	0
B	Traffic		0	0
C	Traffic		0	0
D	Traffic		0	0
E	Traffic		0	0
F	Traffic		0	0
G	Traffic		0	0
H	Traffic		0	0
I	Traffic		0	0
J	Traffic		0	0
K	Pedestrian		6	6
L	Pedestrian		6	6
M	Pedestrian		6	6
N	Bus		0	0
O	Bus		0	0
P	Cycle		0	0
Q	Cycle		0	0
R	Cycle		0	0
S	Cycle		0	0
T	Cycle		0	0
U	Cycle		0	0

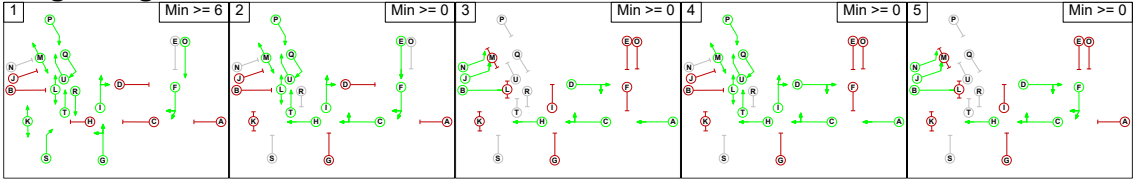
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
A		-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	-		-	-	-	-	-	-	5	-	-	5	-	-	-	-	-	-	-	-	-
C	-	-		-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	-		5	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-
E	-	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F	5	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	-	-	5	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
H	-	-	-	-	-	-	-		-	-	5	-	-	-	-	-	-	-	-	-	-
I	-	5	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-
J	-	-	-	-	-	-	-	-	-		-	-	5	-	-	-	-	-	-	-	-
K	-	-	-	-	-	-	-	8	-	-		-	-	-	-	-	-	-	-	-	-
L	-	12	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	8	-	-		-	-	-	-	-	-	-	-
N	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-
O	-	-	-	5	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-
P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-
S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-
T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	F G I K L M O P Q R S T U
2	C E F H I L M P Q T U
3	A B C D H J N
4	A C D H I L M P Q T U
5	B C D F H J N

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		8	12	8	12
	2	5		12	5	12
	3	5	5		5	5
	4	5	5	12		12
	5	5	5	5	5	

Lane Input Data

Junction: R132 Swords Road - Dublin Airport Rbt

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (R132 Swords Road Southbound)	U	O	2	3	29.6	Geom	-	4.00	0.00	Y	Arm 7 Ahead	Inf
1/2 (R132 Swords Road Southbound)	U	E	2	3	29.6	Geom	-	3.80	0.00	N	Arm 7 Ahead	Inf
1/3 (R132 Swords Road Southbound)	U	E	2	3	29.6	Geom	-	3.25	0.00	N	Arm 7 Ahead	Inf
2/1 (M1 Junction 2 WB)	U	A	2	3	45.4	Geom	-	3.77	0.00	Y	Arm 8 Ahead	Inf
2/2 (M1 Junction 2 WB)	U	A	2	3	45.4	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
2/3 (M1 Junction 2 WB)	U	A	2	3	45.4	Geom	-	3.97	0.00	N	Arm 8 Ahead	Inf
3/1 (R132 Swords Rd NB)	U	G	2	3	5.0	Geom	-	4.00	0.00	Y	Arm 12 Left	70.00
3/2 (R132 Swords Rd NB)	U	G	2	3	60.0	Geom	-	3.19	0.00	N	Arm 9 Ahead	Inf
3/3 (R132 Swords Rd NB)	U	G	2	3	46.4	Geom	-	3.50	0.00	N	Arm 9 Ahead	Inf
3/4 (R132 Swords Rd NB)	U	G	2	3	46.4	Geom	-	3.80	0.00	N	Arm 9 Ahead	Inf
4/1 (Dublin Airport)	U	B	2	3	60.0	Geom	-	3.53	0.00	Y	Arm 6 Ahead	Inf
4/2 (Dublin Airport)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	Inf
4/3 (Dublin Airport)	U	B	2	3	20.3	Geom	-	3.60	0.00	N	Arm 6 Ahead	Inf
5/1 (Dublin Airport Northbound)	U	N	2	3	25.7	Geom	-	4.07	0.00	Y	Arm 14 Left	55.00
5/2 (Dublin Airport Northbound)	U	J	2	3	60.0	Geom	-	4.16	0.00	Y	Arm 14 Left	48.00
6/1 (Eastbound Internal)	U	D	2	3	6.1	Geom	-	3.50	0.00	Y	Arm 10 Ahead	Inf

6/2 (Eastbound Internal)	U	D	2	3	6.1	Geom	-	4.41	0.00	N	Arm 7 Right	46.00
											Arm 10 Ahead	Inf
6/3 (Eastbound Internal)	U	D	2	3	3.8	Geom	-	4.00	0.00	Y	Arm 7 Right	43.00
7/1 (Southbound Internal)	U	F	2	3	8.7	Geom	-	4.00	0.00	Y	Arm 11 Ahead	Inf
7/2 (Southbound Internal)	U	F	2	3	8.7	Geom	-	4.47	0.00	N	Arm 8 Right	80.00
											Arm 11 Ahead	Inf
7/3 (Southbound Internal)	U	F	2	3	8.7	Geom	-	4.20	0.00	Y	Arm 8 Right	81.00
8/1 (Westbound Internal)	U	C	2	3	7.0	Geom	-	3.59	0.00	Y	Arm 12 Ahead	Inf
8/2 (Westbound Internal)	U	C	2	3	7.0	Geom	-	4.20	0.00	N	Arm 9 Right	40.00
											Arm 12 Ahead	Inf
8/3 (Westbound Internal)	U	C	2	3	4.0	Geom	-	4.19	0.00	Y	Arm 9 Right	42.00
9/1 (Northbound Internal)	U	I	2	3	6.1	Geom	-	3.82	0.00	Y	Arm 14 Ahead	Inf
9/2 (Northbound Internal)	U	I	2	3	6.1	Geom	-	4.00	0.00	N	Arm 14 Ahead	Inf
9/3 (Northbound Internal)	U	I	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 6 Right	27.50
											Arm 14 Ahead	Inf
10/1 (Exit to M1 Junction 2)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (Exit to M1 Junction 2)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (Swords Rd SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (Swords Rd SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (T1 - T2 Access)	U	H	2	3	5.2	Geom	-	3.58	0.00	Y	Arm 13 Ahead	Inf
12/2 (T1 - T2 Access)	U	H	2	3	5.2	Geom	-	3.89	0.00	Y	Arm 13 Ahead	Inf

13/1 (T1-T2 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (R132 Swords Road Northbound Exit)	U		2	3	60.5	Geom	-	3.14	0.00	Y		
14/2 (R132 Swords Road Northbound Exit)	U		2	3	60.5	Geom	-	3.33	0.00	Y		
14/3 (R132 Swords Road Northbound Exit)	U		2	3	60.5	Geom	-	3.38	0.00	Y		
15/1	O		2	3	45.9	Inf	-	-	-	-	-	-
16/1	U		2	3	31.5	Inf	-	-	-	-	-	-
16/2	U		2	3	31.5	Inf	-	-	-	-	-	-
17/1	U		2	3	60.0	Inf	-	-	-	-	-	-
18/1	U	S	2	3	60.0	Geom	-	2.00	0.00	Y	Arm 21 Right	Inf
19/1	U		2	3	60.0	Inf	-	-	-	-	-	-
20/1	U	R	2	3	3.1	Geom	-	2.00	0.00	Y	Arm 19 Left	Inf
21/1	U	T	2	3	2.8	Geom	-	2.00	0.00	Y	Arm 22 Left	Inf
22/1	U	U	2	3	1.0	Geom	-	2.00	0.00	Y	Arm 24 Ahead	Inf
23/1	U	Q	2	3	1.0	Geom	-	2.00	0.00	Y	Arm 20 Right	Inf
24/1	U		2	3	60.0	Inf	-	-	-	-	-	-
25/1	U	P	2	3	60.0	Geom	-	2.00	0.00	Y	Arm 23 Ahead	Inf
26/1 (M1 Junction 2 Offslip SB)	O		2	3	64.3	Geom	-	3.50	0.00	Y	Arm 28 Left	Inf
27/1 (M1 Junction 2)	U		2	3	17.4	Inf	-	-	-	-	-	-
28/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: R132 Swords Road - Dublin Airport Rbt											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
15/1	17/1 (Left)	715	0	10/1	0.22	All	-	-	-	-	-
				10/2	0.22	All					
26/1 (M1 Junction 2 Offslip SB)	28/1 (Left)	1800	0	11/2	0.22	All	-	-	-	-	-
				11/1	0.22	All					

Lane Connector Input Data

Junction: R132 Swords Road - Dublin Airport Rbt				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	7/1	Internal	10	N/A
1/2	7/1	Internal	10	N/A
1/2	7/2	Internal	10	N/A
1/3	7/3	Internal	10	N/A
2/1	8/1	Internal	8	N/A
2/2	8/2	Internal	8	N/A
2/3	8/3	Internal	8	N/A
3/1	12/1	Internal	4	N/A
3/1	12/2	Internal	4	N/A
3/2	9/1	Internal	4	N/A
3/3	9/2	Internal	7	N/A
3/4	9/3	Internal	7	N/A
4/1	6/1	Internal	8	N/A
4/2	6/2	Internal	8	N/A
4/3	6/3	Internal	8	N/A
5/1	14/1	Internal	25	35
5/2	14/2	Internal	25	35
5/2	14/3	Internal	25	35
6/1	10/1	Internal	25	35
6/2	7/1	Internal	6	N/A
6/2	10/2	Internal	25	35
6/3	7/2	Internal	6	N/A
6/3	7/3	Internal	6	N/A
7/1	11/1	Internal	41	35
7/2	8/1	Internal	5	N/A
7/2	11/2	Internal	41	35
7/3	8/2	Internal	5	N/A
7/3	8/3	Internal	3	N/A
8/1	12/1	Internal	6	N/A
8/2	9/1	Internal	4	N/A
8/2	9/2	Internal	7	N/A
8/2	12/2	Internal	6	N/A
8/3	9/3	Internal	7	N/A
9/1	14/1	Internal	28	35
9/2	14/2	Internal	28	35
9/3	6/1	Internal	4	N/A
9/3	6/2	Internal	6	N/A

9/3	6/3	Internal	-	N/A
9/3	14/3	Internal	28	35
10/1	17/1	Internal	25	35
10/2	17/1	Internal	25	35
11/1	28/1	Internal	41	35
11/2	28/1	Internal	41	35
12/1	13/1	Internal	41	35
12/2	13/1	Internal	41	35
15/1	17/1	Internal	41	35
16/1	1/1	Internal	15	35
16/1	15/1	Internal	24	35
16/2	1/2	Internal	15	35
16/2	1/3	Internal	15	35
18/1	21/1	Internal	5	N/A
20/1	19/1	Internal	5	35
21/1	22/1	Internal	2	N/A
22/1	24/1	Internal	5	35
23/1	20/1	Internal	5	N/A
25/1	23/1	Internal	2	N/A
26/1	28/1	Internal	41	35
27/1	2/1	Internal	31	35
27/1	2/2	Internal	31	35
27/1	2/3	Internal	31	35
27/1	26/1	Internal	44	35

Scenario 1: 'C/t optimised 2029 DN AM' (FG3: '2029 DN AM', Plan 1: 'Peak Hour')

Lane Saturation Flows

Junction: R132 Swords Road - Dublin Airport Rbt

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (R132 Swords Road Southbound)	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
1/2 (R132 Swords Road Southbound)	3.80	0.00	N	Arm 7 Ahead	Inf	100.0 %	2135	2135
1/3 (R132 Swords Road Southbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
2/1 (M1 Junction 2 WB)	3.77	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1992	1992
2/2 (M1 Junction 2 WB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
2/3 (M1 Junction 2 WB)	3.97	0.00	N	Arm 8 Ahead	Inf	100.0 %	2152	2152
3/1 (R132 Swords Rd NB)	4.00	0.00	Y	Arm 12 Left	70.00	100.0 %	1973	1973
3/2 (R132 Swords Rd NB)	3.19	0.00	N	Arm 9 Ahead	Inf	100.0 %	2074	2074
3/3 (R132 Swords Rd NB)	3.50	0.00	N	Arm 9 Ahead	Inf	100.0 %	2105	2105
3/4 (R132 Swords Rd NB)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Dublin Airport)	3.53	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1968	1968
4/2 (Dublin Airport)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
4/3 (Dublin Airport)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/1 (Dublin Airport Northbound)	4.07	0.00	Y	Arm 14 Left	55.00	100.0 %	1968	1968
5/2 (Dublin Airport Northbound)	4.16	0.00	Y	Arm 14 Left	48.00	100.0 %	1969	1969
6/1 (Eastbound Internal)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
6/2 (Eastbound Internal)	4.41	0.00	N	Arm 7 Right	46.00	43.4 %	2165	2165
				Arm 10 Ahead	Inf	56.6 %		
6/3 (Eastbound Internal)	4.00	0.00	Y	Arm 7 Right	43.00	100.0 %	1947	1947
7/1 (Southbound Internal)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
7/2 (Southbound Internal)	4.47	0.00	N	Arm 8 Right	80.00	17.9 %	2195	2195
				Arm 11 Ahead	Inf	82.1 %		
7/3 (Southbound Internal)	4.20	0.00	Y	Arm 8 Right	81.00	100.0 %	1998	1998

8/1 (Westbound Internal)	3.59	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1974	1974
8/2 (Westbound Internal)	4.20	0.00	N	Arm 9 Right	40.00	2.2 %	2173	2173
				Arm 12 Ahead	Inf	97.8 %		
8/3 (Westbound Internal)	4.19	0.00	Y	Arm 9 Right	42.00	100.0 %	1964	1964
9/1 (Northbound Internal)	3.82	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1997	1997
9/2 (Northbound Internal)	4.00	0.00	N	Arm 14 Ahead	Inf	100.0 %	2155	2155
9/3 (Northbound Internal)	4.00	0.00	Y	Arm 6 Right	27.50	31.7 %	1981	1981
				Arm 14 Ahead	Inf	68.3 %		
10/1 (Exit to M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Exit to M1 Junction 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Swords Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Swords Rd SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (T1 - T2 Access)	3.58	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1973	1973
12/2 (T1 - T2 Access)	3.89	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2004	2004
13/1 (T1-T2 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (R132 Swords Road Northbound Exit)	3.14	0.00	Y				1929	1929
14/2 (R132 Swords Road Northbound Exit)	3.33	0.00	Y				1948	1948
14/3 (R132 Swords Road Northbound Exit)	3.38	0.00	Y				1953	1953
15/1	Infinite Saturation Flow						Inf	Inf
16/1	Infinite Saturation Flow						Inf	Inf
16/2	Infinite Saturation Flow						Inf	Inf
17/1	Infinite Saturation Flow						Inf	Inf
18/1	2.00	0.00	Y	Arm 21 Right	Inf	0.0 %	1815	1815
19/1	Infinite Saturation Flow						Inf	Inf
20/1	2.00	0.00	Y	Arm 19 Left	Inf	0.0 %	1815	1815
21/1	2.00	0.00	Y	Arm 22 Left	Inf	0.0 %	1815	1815
22/1	2.00	0.00	Y	Arm 24 Ahead	Inf	0.0 %	1815	1815
23/1	2.00	0.00	Y	Arm 20 Right	Inf	0.0 %	1815	1815
24/1	Infinite Saturation Flow						Inf	Inf

25/1	2.00	0.00	Y	Arm 23 Ahead	Inf	0.0 %	1815	1815
26/1 (M1 Junction 2 Offslip SB)	3.50	0.00	Y	Arm 28 Left	Inf	100.0 %	1965	1965
27/1 (M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
28/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: 'C/t optimised 2029 DN PM' (FG4: '2029 DN PM', Plan 1: 'Peak Hour')

Lane Saturation Flows

Junction: R132 Swords Road - Dublin Airport Rbt								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (R132 Swords Road Southbound)	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
1/2 (R132 Swords Road Southbound)	3.80	0.00	N	Arm 7 Ahead	Inf	100.0 %	2135	2135
1/3 (R132 Swords Road Southbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
2/1 (M1 Junction 2 WB)	3.77	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1992	1992
2/2 (M1 Junction 2 WB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
2/3 (M1 Junction 2 WB)	3.97	0.00	N	Arm 8 Ahead	Inf	100.0 %	2152	2152
3/1 (R132 Swords Rd NB)	4.00	0.00	Y	Arm 12 Left	70.00	100.0 %	1973	1973
3/2 (R132 Swords Rd NB)	3.19	0.00	N	Arm 9 Ahead	Inf	100.0 %	2074	2074
3/3 (R132 Swords Rd NB)	3.50	0.00	N	Arm 9 Ahead	Inf	100.0 %	2105	2105
3/4 (R132 Swords Rd NB)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Dublin Airport)	3.53	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1968	1968
4/2 (Dublin Airport)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
4/3 (Dublin Airport)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/1 (Dublin Airport Northbound)	4.07	0.00	Y	Arm 14 Left	55.00	100.0 %	1968	1968
5/2 (Dublin Airport Northbound)	4.16	0.00	Y	Arm 14 Left	48.00	100.0 %	1969	1969
6/1 (Eastbound Internal)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
6/2 (Eastbound Internal)	4.41	0.00	N	Arm 7 Right	46.00	13.2 %	2187	2187
				Arm 10 Ahead	Inf	86.8 %		
6/3 (Eastbound Internal)	4.00	0.00	Y	Arm 7 Right	43.00	100.0 %	1947	1947
7/1 (Southbound Internal)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
7/2 (Southbound Internal)	4.47	0.00	N	Arm 8 Right	80.00	14.4 %	2196	2196
				Arm 11 Ahead	Inf	85.6 %		

7/3 (Southbound Internal)	4.20	0.00	Y	Arm 8 Right	81.00	100.0 %	1998	1998
8/1 (Westbound Internal)	3.59	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1974	1974
8/2 (Westbound Internal)	4.20	0.00	N	Arm 9 Right	40.00	6.3 %	2170	2170
				Arm 12 Ahead	Inf	93.7 %		
8/3 (Westbound Internal)	4.19	0.00	Y	Arm 9 Right	42.00	100.0 %	1964	1964
9/1 (Northbound Internal)	3.82	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1997	1997
9/2 (Northbound Internal)	4.00	0.00	N	Arm 14 Ahead	Inf	100.0 %	2155	2155
9/3 (Northbound Internal)	4.00	0.00	Y	Arm 6 Right	27.50	50.0 %	1962	1962
				Arm 14 Ahead	Inf	50.0 %		
10/1 (Exit to M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Exit to M1 Junction 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Swords Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Swords Rd SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (T1 - T2 Access)	3.58	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1973	1973
12/2 (T1 - T2 Access)	3.89	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2004	2004
13/1 (T1-T2 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (R132 Swords Road Northbound Exit)	3.14	0.00	Y				1929	1929
14/2 (R132 Swords Road Northbound Exit)	3.33	0.00	Y				1948	1948
14/3 (R132 Swords Road Northbound Exit)	3.38	0.00	Y				1953	1953
15/1	Infinite Saturation Flow						Inf	Inf
16/1	Infinite Saturation Flow						Inf	Inf
16/2	Infinite Saturation Flow						Inf	Inf
17/1	Infinite Saturation Flow						Inf	Inf
18/1	2.00	0.00	Y	Arm 21 Right	Inf	0.0 %	1815	1815
19/1	Infinite Saturation Flow						Inf	Inf
20/1	2.00	0.00	Y	Arm 19 Left	Inf	0.0 %	1815	1815
21/1	2.00	0.00	Y	Arm 22 Left	Inf	0.0 %	1815	1815
22/1	2.00	0.00	Y	Arm 24 Ahead	Inf	0.0 %	1815	1815

23/1	2.00	0.00	Y	Arm 20 Right	Inf	0.0 %	1815	1815
24/1	Infinite Saturation Flow						Inf	Inf
25/1	2.00	0.00	Y	Arm 23 Ahead	Inf	0.0 %	1815	1815
26/1 (M1 Junction 2 Offslip SB)	3.50	0.00	Y	Arm 28 Left	Inf	100.0 %	1965	1965
27/1 (M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
28/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: 'C/t optimised 2029 DS AM' (FG5: '2029 DS AM', Plan 1: 'Peak Hour')

Lane Saturation Flows

Junction: R132 Swords Road - Dublin Airport Rbt								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (R132 Swords Road Southbound)	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
1/2 (R132 Swords Road Southbound)	3.80	0.00	N	Arm 7 Ahead	Inf	100.0 %	2135	2135
1/3 (R132 Swords Road Southbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
2/1 (M1 Junction 2 WB)	3.77	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1992	1992
2/2 (M1 Junction 2 WB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
2/3 (M1 Junction 2 WB)	3.97	0.00	N	Arm 8 Ahead	Inf	100.0 %	2152	2152
3/1 (R132 Swords Rd NB)	4.00	0.00	Y	Arm 12 Left	70.00	100.0 %	1973	1973
3/2 (R132 Swords Rd NB)	3.19	0.00	N	Arm 9 Ahead	Inf	100.0 %	2074	2074
3/3 (R132 Swords Rd NB)	3.50	0.00	N	Arm 9 Ahead	Inf	100.0 %	2105	2105
3/4 (R132 Swords Rd NB)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Dublin Airport)	3.53	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1968	1968
4/2 (Dublin Airport)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
4/3 (Dublin Airport)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/1 (Dublin Airport Northbound)	4.07	0.00	Y	Arm 14 Left	55.00	100.0 %	1968	1968
5/2 (Dublin Airport Northbound)	4.16	0.00	Y	Arm 14 Left	48.00	100.0 %	1969	1969
6/1 (Eastbound Internal)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
6/2 (Eastbound Internal)	4.41	0.00	N	Arm 7 Right	46.00	44.2 %	2165	2165
				Arm 10 Ahead	Inf	55.8 %		
6/3 (Eastbound Internal)	4.00	0.00	Y	Arm 7 Right	43.00	100.0 %	1947	1947
7/1 (Southbound Internal)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
7/2 (Southbound Internal)	4.47	0.00	N	Arm 8 Right	80.00	20.0 %	2194	2194
				Arm 11 Ahead	Inf	80.0 %		

7/3 (Southbound Internal)	4.20	0.00	Y	Arm 8 Right	81.00	100.0 %	1998	1998
8/1 (Westbound Internal)	3.59	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1974	1974
8/2 (Westbound Internal)	4.20	0.00	N	Arm 9 Right	40.00	2.1 %	2173	2173
				Arm 12 Ahead	Inf	97.9 %		
8/3 (Westbound Internal)	4.19	0.00	Y	Arm 9 Right	42.00	100.0 %	1964	1964
9/1 (Northbound Internal)	3.82	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1997	1997
9/2 (Northbound Internal)	4.00	0.00	N	Arm 14 Ahead	Inf	100.0 %	2155	2155
9/3 (Northbound Internal)	4.00	0.00	Y	Arm 6 Right	27.50	33.0 %	1979	1979
				Arm 14 Ahead	Inf	67.0 %		
10/1 (Exit to M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Exit to M1 Junction 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Swords Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Swords Rd SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (T1 - T2 Access)	3.58	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1973	1973
12/2 (T1 - T2 Access)	3.89	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2004	2004
13/1 (T1-T2 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (R132 Swords Road Northbound Exit)	3.14	0.00	Y				1929	1929
14/2 (R132 Swords Road Northbound Exit)	3.33	0.00	Y				1948	1948
14/3 (R132 Swords Road Northbound Exit)	3.38	0.00	Y				1953	1953
15/1	Infinite Saturation Flow						Inf	Inf
16/1	Infinite Saturation Flow						Inf	Inf
16/2	Infinite Saturation Flow						Inf	Inf
17/1	Infinite Saturation Flow						Inf	Inf
18/1	2.00	0.00	Y	Arm 21 Right	Inf	0.0 %	1815	1815
19/1	Infinite Saturation Flow						Inf	Inf
20/1	2.00	0.00	Y	Arm 19 Left	Inf	0.0 %	1815	1815
21/1	2.00	0.00	Y	Arm 22 Left	Inf	0.0 %	1815	1815
22/1	2.00	0.00	Y	Arm 24 Ahead	Inf	0.0 %	1815	1815

23/1	2.00	0.00	Y	Arm 20 Right	Inf	0.0 %	1815	1815
24/1	Infinite Saturation Flow						Inf	Inf
25/1	2.00	0.00	Y	Arm 23 Ahead	Inf	0.0 %	1815	1815
26/1 (M1 Junction 2 Offslip SB)	3.50	0.00	Y	Arm 28 Left	Inf	100.0 %	1965	1965
27/1 (M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
28/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: 'C/t optimised 2029 DS PM' (FG6: '2029 DS PM', Plan 1: 'Peak Hour')

Lane Saturation Flows

Junction: R132 Swords Road - Dublin Airport Rbt								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (R132 Swords Road Southbound)	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
1/2 (R132 Swords Road Southbound)	3.80	0.00	N	Arm 7 Ahead	Inf	100.0 %	2135	2135
1/3 (R132 Swords Road Southbound)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
2/1 (M1 Junction 2 WB)	3.77	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1992	1992
2/2 (M1 Junction 2 WB)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
2/3 (M1 Junction 2 WB)	3.97	0.00	N	Arm 8 Ahead	Inf	100.0 %	2152	2152
3/1 (R132 Swords Rd NB)	4.00	0.00	Y	Arm 12 Left	70.00	100.0 %	1973	1973
3/2 (R132 Swords Rd NB)	3.19	0.00	N	Arm 9 Ahead	Inf	100.0 %	2074	2074
3/3 (R132 Swords Rd NB)	3.50	0.00	N	Arm 9 Ahead	Inf	100.0 %	2105	2105
3/4 (R132 Swords Rd NB)	3.80	0.00	N	Arm 9 Ahead	Inf	100.0 %	2135	2135
4/1 (Dublin Airport)	3.53	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1968	1968
4/2 (Dublin Airport)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
4/3 (Dublin Airport)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
5/1 (Dublin Airport Northbound)	4.07	0.00	Y	Arm 14 Left	55.00	100.0 %	1968	1968
5/2 (Dublin Airport Northbound)	4.16	0.00	Y	Arm 14 Left	48.00	100.0 %	1969	1969
6/1 (Eastbound Internal)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
6/2 (Eastbound Internal)	4.41	0.00	N	Arm 7 Right	46.00	13.6 %	2186	2186
				Arm 10 Ahead	Inf	86.4 %		
6/3 (Eastbound Internal)	4.00	0.00	Y	Arm 7 Right	43.00	100.0 %	1947	1947
7/1 (Southbound Internal)	4.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2015	2015
7/2 (Southbound Internal)	4.47	0.00	N	Arm 8 Right	80.00	14.8 %	2196	2196
				Arm 11 Ahead	Inf	85.2 %		

7/3 (Southbound Internal)	4.20	0.00	Y	Arm 8 Right	81.00	100.0 %	1998	1998
8/1 (Westbound Internal)	3.59	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1974	1974
8/2 (Westbound Internal)	4.20	0.00	N	Arm 9 Right	40.00	5.9 %	2170	2170
				Arm 12 Ahead	Inf	94.1 %		
8/3 (Westbound Internal)	4.19	0.00	Y	Arm 9 Right	42.00	100.0 %	1964	1964
9/1 (Northbound Internal)	3.82	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1997	1997
9/2 (Northbound Internal)	4.00	0.00	N	Arm 14 Ahead	Inf	100.0 %	2155	2155
9/3 (Northbound Internal)	4.00	0.00	Y	Arm 6 Right	27.50	49.8 %	1962	1962
				Arm 14 Ahead	Inf	50.2 %		
10/1 (Exit to M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (Exit to M1 Junction 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Swords Rd SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (Swords Rd SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (T1 - T2 Access)	3.58	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1973	1973
12/2 (T1 - T2 Access)	3.89	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2004	2004
13/1 (T1-T2 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (R132 Swords Road Northbound Exit)	3.14	0.00	Y				1929	1929
14/2 (R132 Swords Road Northbound Exit)	3.33	0.00	Y				1948	1948
14/3 (R132 Swords Road Northbound Exit)	3.38	0.00	Y				1953	1953
15/1	Infinite Saturation Flow						Inf	Inf
16/1	Infinite Saturation Flow						Inf	Inf
16/2	Infinite Saturation Flow						Inf	Inf
17/1	Infinite Saturation Flow						Inf	Inf
18/1	2.00	0.00	Y	Arm 21 Right	Inf	0.0 %	1815	1815
19/1	Infinite Saturation Flow						Inf	Inf
20/1	2.00	0.00	Y	Arm 19 Left	Inf	0.0 %	1815	1815
21/1	2.00	0.00	Y	Arm 22 Left	Inf	0.0 %	1815	1815
22/1	2.00	0.00	Y	Arm 24 Ahead	Inf	0.0 %	1815	1815

23/1	2.00	0.00	Y	Arm 20 Right	Inf	0.0 %	1815	1815
24/1	Infinite Saturation Flow						Inf	Inf
25/1	2.00	0.00	Y	Arm 23 Ahead	Inf	0.0 %	1815	1815
26/1 (M1 Junction 2 Offslip SB)	3.50	0.00	Y	Arm 28 Left	Inf	100.0 %	1965	1965
27/1 (M1 Junction 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
28/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2029 DN AM'	08:00	09:00	01:00	
4: '2029 DN PM'	17:00	18:00	01:00	
5: '2029 DS AM'	08:00	09:00	01:00	
6: '2029 DS PM'	17:00	18:00	01:00	
7: '2025 BusyDay AM'	08:00	09:00	01:00	
8: '2025 BusyDay PM'	17:00	18:00	01:00	
9: '2029 BusyDay DN AM'	08:00	09:00	01:00	
10: '2029 BusyDay DN PM'	17:00	18:00	01:00	
11: '2029 BusyDay DS AM'	08:00	09:00	01:00	
12: '2029 BusyDay DS PM'	17:00	18:00	01:00	
13: '2023 AM'	08:00	09:00	01:00	
14: '2023 PM'	17:00	18:00	01:00	
15: 'Copy of 2029 DS AM - 250 B-D'	08:00	09:00	01:00	
16: 'Copy of 2029 DS PM - 250 D-B'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 Base AM'

Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	356	510	151	0	0	0	0	0	0	0	0	1017
	B	335	0	858	850	0	0	0	0	0	0	0	0	2043
	C	191	158	0	33	0	0	0	0	0	0	0	0	382
	D	0	310	157	0	0	0	0	0	0	0	0	0	467
	E	97	0	0	0	0	0	0	0	0	0	0	0	97
	F	0	0	0	0	0	0	14	64	94	0	0	0	172
	G	0	0	0	0	0	18	0	21	616	0	0	0	655
	H	0	0	0	0	0	37	0	0	11	0	0	0	48
	I	0	0	0	0	0	0	397	255	0	0	0	0	652
	J	0	0	0	0	0	106	0	0	0	0	0	0	106
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	623	824	1525	1034	0	161	411	340	721	0	0	0	5639

FG2: '2025 Base PM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	390	303	131	0	0	0	0	0	0	0	0	824
	B	429	0	273	415	0	0	0	0	0	0	0	0	1117
	C	428	410	0	24	0	0	0	0	0	0	0	0	862
	D	0	696	116	0	0	0	0	0	0	0	0	0	812
	E	279	0	0	0	0	0	0	0	0	0	0	0	279
	F	0	0	0	0	0	0	23	58	50	0	0	0	131
	G	0	0	0	0	0	38	0	23	529	0	0	0	590
	H	0	0	0	0	0	33	13	0	3	0	0	0	49
	I	0	0	0	0	0	0	561	128	0	0	0	0	689
	J	0	0	0	0	0	107	0	0	0	0	0	0	107
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1136	1496	692	570	0	178	597	209	582	0	0	0	5460

FG3: '2029 DN AM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	383	524	143	0	0	0	0	0	0	0	0	1050
	B	360	0	832	808	0	0	0	0	0	0	0	0	2000
	C	207	173	0	31	0	0	0	0	0	0	0	0	411
	D	0	266	135	0	0	0	0	0	0	0	0	0	401
	E	83	0	0	0	0	0	0	0	0	0	0	0	83
	F	0	0	0	0	0	0	15	71	94	0	0	0	180
	G	0	0	0	0	0	19	0	22	610	0	0	0	651
	H	0	0	0	0	0	40	0	0	11	0	0	0	51
	I	0	0	0	0	0	0	378	244	0	0	0	0	622
	J	0	0	0	0	0	101	0	0	0	0	0	0	101
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	650	822	1491	982	0	160	393	337	715	0	0	0	5550

FG4: '2029 DN PM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	426	338	151	0	0	0	0	0	0	0	0	915
	B	468	0	333	477	0	0	0	0	0	0	0	0	1278
	C	469	456	0	27	0	0	0	0	0	0	0	0	952
	D	0	828	138	0	0	0	0	0	0	0	0	0	966
	E	332	0	0	0	0	0	0	0	0	0	0	0	332
	F	0	0	0	0	0	0	25	64	57	0	0	0	146
	G	0	0	0	0	0	42	0	25	603	0	0	0	670
	H	0	0	0	0	0	36	14	0	3	0	0	0	53
	I	0	0	0	0	0	0	655	147	0	0	0	0	802
	J	0	0	0	0	0	123	0	0	0	0	0	0	123
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1269	1710	809	655	0	201	694	236	663	0	0	0	6237

FG5: '2029 DS AM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	413	563	169	0	0	0	0	0	0	0	0	1145
	B	387	0	903	952	0	0	0	0	0	0	0	0	2242
	C	227	196	0	36	0	0	0	0	0	0	0	0	459
	D	0	333	167	0	0	0	0	0	0	0	0	0	500
	E	103	0	0	0	0	0	0	0	0	0	0	0	103
	F	0	0	0	0	0	0	17	78	113	0	0	0	208
	G	0	0	0	0	0	21	0	24	734	0	0	0	779
	H	0	0	0	0	0	44	0	0	14	0	0	0	58
	I	0	0	0	0	0	0	475	307	0	0	0	0	782
	J	0	0	0	0	0	128	0	0	0	0	0	0	128
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	717	942	1633	1157	0	193	492	409	861	0	0	0	6404

FG6: '2029 DS PM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	426	338	160	0	0	0	0	0	0	0	0	924
	B	468	0	335	506	0	0	0	0	0	0	0	0	1309
	C	468	454	0	29	0	0	0	0	0	0	0	0	951
	D	0	883	147	0	0	0	0	0	0	0	0	0	1030
	E	354	0	0	0	0	0	0	0	0	0	0	0	354
	F	0	0	0	0	0	0	25	64	61	0	0	0	150
	G	0	0	0	0	0	42	0	25	645	0	0	0	712
	H	0	0	0	0	0	36	14	0	4	0	0	0	54
	I	0	0	0	0	0	0	705	160	0	0	0	0	865
	J	0	0	0	0	0	133	0	0	0	0	0	0	133
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1290	1763	820	695	0	211	744	249	710	0	0	0	6482

FG7: '2025 BusyDay AM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	748	1050	255	0	0	0	0	0	0	0	0	2053
	B	159	0	31	198	0	0	0	0	0	0	0	0	388
	C	661	128	0	130	0	0	0	0	0	0	0	0	919
	D	0	432	139	0	0	0	0	0	0	0	0	0	571
	E	367	0	0	0	0	0	0	0	0	0	0	0	367
	F	0	0	0	0	0	0	50	560	14	0	0	0	624
	G	0	0	0	0	0	7	0	5	35	0	0	0	47
	H	0	0	0	0	0	499	160	0	104	0	0	0	763
	I	0	0	0	0	0	0	47	96	0	0	0	0	143
	J	0	0	0	0	0	22	0	0	0	0	0	0	22
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1187	1308	1220	583	0	528	257	661	153	0	0	0	5897

FG8: '2025 BusyDay PM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	5	317	499	382	0	0	0	0	0	0	0	0	1203
	B	426	0	19	437	0	0	0	0	0	0	0	0	882
	C	863	141	0	204	0	0	0	0	0	0	0	0	1208
	D	0	256	104	0	0	0	0	0	0	0	0	0	360
	E	437	0	0	0	0	0	0	0	0	0	0	0	437
	F	0	0	0	0	0	0	18	507	27	0	0	0	552
	G	0	0	0	0	0	14	0	1	38	0	0	0	53
	H	0	0	0	0	0	399	159	0	66	0	0	0	624
	I	0	0	0	0	0	0	33	83	0	0	0	0	116
	J	0	0	0	0	0	22	0	0	0	0	0	0	22
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1731	714	622	1023	0	435	210	591	131	0	0	0	5457

FG9: '2029 BusyDay DN AM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	801	1073	242	0	0	0	0	0	0	0	0	2116
	B	173	0	29	188	0	0	0	0	0	0	0	0	390
	C	709	138	0	123	0	0	0	0	0	0	0	0	970
	D	0	372	120	0	0	0	0	0	0	0	0	0	492
	E	316	0	0	0	0	0	0	0	0	0	0	0	316
	F	0	0	0	0	0	0	54	604	14	0	0	0	672
	G	0	0	0	0	0	7	0	5	36	0	0	0	48
	H	0	0	0	0	0	539	173	0	103	0	0	0	815
	I	0	0	0	0	0	0	52	88	0	0	0	0	140
	J	0	0	0	0	0	23	0	0	0	0	0	0	23
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1198	1311	1222	553	0	569	279	697	153	0	0	0	5982

FG10: '2029 BusyDay DN PM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	347	557	439	0	0	0	0	0	0	0	0	1343
	B	464	0	24	502	0	0	0	0	0	0	0	0	990
	C	945	157	0	235	0	0	0	0	0	0	0	0	1337
	D	0	305	123	0	0	0	0	0	0	0	0	0	428
	E	578	0	0	0	0	0	0	0	0	0	0	0	578
	F	0	0	0	0	0	0	19	555	30	0	0	0	604
	G	0	0	0	0	0	15	0	1	43	0	0	0	59
	H	0	0	0	0	0	438	175	0	75	0	0	0	688
	I	0	0	0	0	0	0	35	97	0	0	0	0	132
	J	0	0	0	0	0	25	0	0	0	0	0	0	25
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1987	809	704	1176	0	478	229	653	148	0	0	0	6184

FG11: '2029 BusyDay DS AM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	858	1150	283	0	0	0	0	0	0	0	0	2291
	B	189	0	32	220	0	0	0	0	0	0	0	0	441
	C	774	157	0	145	0	0	0	0	0	0	0	0	1076
	D	0	461	149	0	0	0	0	0	0	0	0	0	610
	E	387	0	0	0	0	0	0	0	0	0	0	0	387
	F	0	0	0	0	0	0	59	652	17	0	0	0	728
	G	0	0	0	0	0	8	0	5	44	0	0	0	57
	H	0	0	0	0	0	583	189	0	125	0	0	0	897
	I	0	0	0	0	0	0	66	110	0	0	0	0	176
	J	0	0	0	0	0	28	0	0	0	0	0	0	28
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1350	1476	1331	648	0	619	314	767	186	0	0	0	6691

FG12: '2029 BusyDay DS PM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	347	557	466	0	0	0	0	0	0	0	0	1370
	B	464	0	24	533	0	0	0	0	0	0	0	0	1021
	C	943	156	0	249	0	0	0	0	0	0	0	0	1348
	D	0	325	131	0	0	0	0	0	0	0	0	0	456
	E	613	0	0	0	0	0	0	0	0	0	0	0	613
	F	0	0	0	0	0	0	19	555	33	0	0	0	607
	G	0	0	0	0	0	15	0	1	46	0	0	0	62
	H	0	0	0	0	0	438	175	0	81	0	0	0	694
	I	0	0	0	0	0	0	39	104	0	0	0	0	143
	J	0	0	0	0	0	27	0	0	0	0	0	0	27
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	2020	828	712	1248	0	480	233	660	160	0	0	0	6341

FG13: '2023 AM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	345	477	143	0	0	0	0	0	0	0	0	965
	B	324	0	762	808	0	0	0	0	0	0	0	0	1894
	C	188	157	0	31	0	0	0	0	0	0	0	0	376
	D	0	266	135	0	0	0	0	0	0	0	0	0	401
	E	83	0	0	0	0	0	0	0	0	0	0	0	83
	F	0	0	0	0	0	0	13	62	94	0	0	0	169
	G	0	0	0	0	0	17	0	20	610	0	0	0	647
	H	0	0	0	0	0	35	0	0	11	0	0	0	46
	I	0	0	0	0	0	0	378	244	0	0	0	0	622
	J	0	0	0	0	0	101	0	0	0	0	0	0	101
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	595	768	1374	982	0	153	391	326	715	0	0	0	5304

FG14: '2023 PM'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	378	306	151	0	0	0	0	0	0	0	0	835
	B	415	0	316	477	0	0	0	0	0	0	0	0	1208
	C	421	410	0	27	0	0	0	0	0	0	0	0	858
	D	0	828	138	0	0	0	0	0	0	0	0	0	966
	E	332	0	0	0	0	0	0	0	0	0	0	0	332
	F	0	0	0	0	0	0	22	56	57	0	0	0	135
	G	0	0	0	0	0	36	0	22	603	0	0	0	661
	H	0	0	0	0	0	32	12	0	3	0	0	0	47
	I	0	0	0	0	0	0	655	147	0	0	0	0	802
	J	0	0	0	0	0	123	0	0	0	0	0	0	123
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1168	1616	760	655	0	191	689	225	663	0	0	0	5967

FG15: 'Copy of 2029 DS AM - 250 B-D'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	413	563	169	0	0	0	0	0	0	0	0	1145
	B	387	0	903	702	0	0	0	0	0	0	0	0	1992
	C	227	196	0	36	0	0	0	0	0	0	0	0	459
	D	0	333	167	0	0	0	0	0	0	0	0	0	500
	E	103	0	0	0	0	0	0	0	0	0	0	0	103
	F	0	0	0	0	0	0	17	78	113	0	0	0	208
	G	0	0	0	0	0	21	0	24	734	0	0	0	779
	H	0	0	0	0	0	44	0	0	14	0	0	0	58
	I	0	0	0	0	0	0	475	307	0	0	0	0	782
	J	0	0	0	0	0	128	0	0	0	0	0	0	128
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	717	942	1633	907	0	193	492	409	861	0	0	0	6154

FG16: 'Copy of 2029 DS PM - 250 D-B'
Desired Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	426	338	160	0	0	0	0	0	0	0	0	924
	B	468	0	335	506	0	0	0	0	0	0	0	0	1309
	C	468	454	0	29	0	0	0	0	0	0	0	0	951
	D	0	633	147	0	0	0	0	0	0	0	0	0	780
	E	354	0	0	0	0	0	0	0	0	0	0	0	354
	F	0	0	0	0	0	0	25	64	61	0	0	0	150
	G	0	0	0	0	0	42	0	25	645	0	0	0	712
	H	0	0	0	0	0	36	14	0	4	0	0	0	54
	I	0	0	0	0	0	0	705	160	0	0	0	0	865
	J	0	0	0	0	0	133	0	0	0	0	0	0	133
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1290	1513	820	695	0	211	744	249	710	0	0	0	6232

Scenario 1: 'C/t optimised 2029 DN AM' (FG3: '2029 DN AM', Plan 1: 'Peak Hour')
Traffic Flows, Actual
Actual Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	383	524	143	0	0	0	0	0	0	0	0	1050
	B	360	0	832	808	0	0	0	0	0	0	0	0	2000
	C	207	173	0	31	0	0	0	0	0	0	0	0	411
	D	0	266	135	0	0	0	0	0	0	0	0	0	401
	E	83	0	0	0	0	0	0	0	0	0	0	0	83
	F	0	0	0	0	0	0	15	71	94	0	0	0	180
	G	0	0	0	0	0	19	0	22	610	0	0	0	651
	H	0	0	0	0	0	40	0	0	11	0	0	0	51
	I	0	0	0	0	0	0	378	244	0	0	0	0	622
	J	0	0	0	0	0	101	0	0	0	0	0	0	101
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	650	822	1491	982	0	160	393	337	715	0	0	0	5550

Traffic Flows, Difference

Difference :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	0	0	0	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0	0	0	0	0
	I	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0	0	0
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 2: 'C/t optimised 2029 DN PM' (FG4: '2029 DN PM', Plan 1: 'Peak Hour')

Traffic Flows, Actual

Actual Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	426	338	151	0	0	0	0	0	0	0	0	915
	B	468	0	333	477	0	0	0	0	0	0	0	0	1278
	C	469	456	0	27	0	0	0	0	0	0	0	0	952
	D	0	828	138	0	0	0	0	0	0	0	0	0	966
	E	332	0	0	0	0	0	0	0	0	0	0	0	332
	F	0	0	0	0	0	0	25	64	57	0	0	0	146
	G	0	0	0	0	0	42	0	25	603	0	0	0	670
	H	0	0	0	0	0	36	14	0	3	0	0	0	53
	I	0	0	0	0	0	0	655	147	0	0	0	0	802
	J	0	0	0	0	0	123	0	0	0	0	0	0	123
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1269	1710	809	655	0	201	694	236	663	0	0	0	6237

Traffic Flows, Difference

Difference :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	0	0	0	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0	0	0	0	0
	I	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0	0	0
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 3: 'C/t optimised 2029 DS AM' (FG5: '2029 DS AM', Plan 1: 'Peak Hour')

Traffic Flows, Actual

Actual Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	413	563	169	0	0	0	0	0	0	0	0	1145
	B	387	0	903	952	0	0	0	0	0	0	0	0	2242
	C	227	196	0	36	0	0	0	0	0	0	0	0	459
	D	0	333	167	0	0	0	0	0	0	0	0	0	500
	E	103	0	0	0	0	0	0	0	0	0	0	0	103
	F	0	0	0	0	0	0	17	78	113	0	0	0	208
	G	0	0	0	0	0	21	0	24	734	0	0	0	779
	H	0	0	0	0	0	44	0	0	14	0	0	0	58
	I	0	0	0	0	0	0	475	307	0	0	0	0	782
	J	0	0	0	0	0	128	0	0	0	0	0	0	128
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	717	942	1633	1157	0	193	492	409	861	0	0	0	6404

Traffic Flows, Difference

Difference :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	0	0	0	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0	0	0	0	0
	I	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0	0	0
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 4: 'C/t optimised 2029 DS PM' (FG6: '2029 DS PM', Plan 1: 'Peak Hour')

Traffic Flows, Actual

Actual Flow :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	426	338	160	0	0	0	0	0	0	0	0	924
	B	468	0	335	506	0	0	0	0	0	0	0	0	1309
	C	468	454	0	29	0	0	0	0	0	0	0	0	951
	D	0	883	147	0	0	0	0	0	0	0	0	0	1030
	E	354	0	0	0	0	0	0	0	0	0	0	0	354
	F	0	0	0	0	0	0	25	64	61	0	0	0	150
	G	0	0	0	0	0	42	0	25	645	0	0	0	712
	H	0	0	0	0	0	36	14	0	4	0	0	0	54
	I	0	0	0	0	0	0	705	160	0	0	0	0	865
	J	0	0	0	0	0	133	0	0	0	0	0	0	133
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	1290	1763	820	695	0	211	744	249	710	0	0	0	6482

Traffic Flows, Difference

Difference :

		Destination												
		A	B	C	D	E	F	G	H	I	J	K	L	Tot.
Origin	A	0	0	0	0	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0	0	0	0	0
	I	0	0	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0	0	0
	K	0	0	0	0	0	0	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0	0	0	0	0

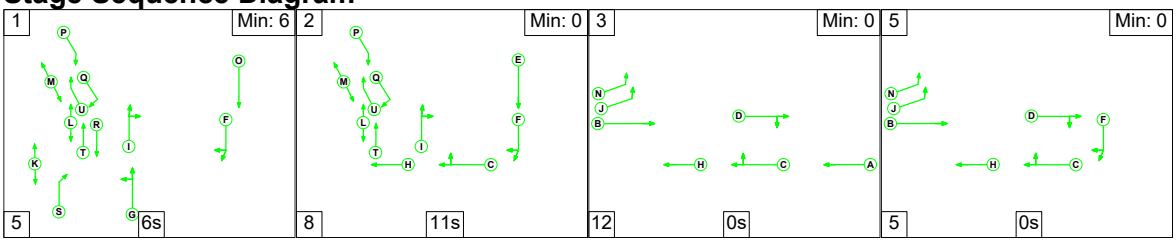
Traffic Lane Flows

Lane	Scenario 1: C/t optimised 2029 DN AM	Scenario 2: C/t optimised 2029 DN PM	Scenario 3: C/t optimised 2029 DS AM	Scenario 4: C/t optimised 2029 DS PM
Junction: R132 Swords Road - Dublin Airport Rbt				
1/1	71	64	78	64
1/2	618	395	676	399
1/3	143	151	169	160
2/1	723	603	859	645
2/2	714	519	848	548
2/3	360	468	387	468
3/1 (short)	42	30	50	33
3/2 (with short)	82(In) 40(Out)	66(In) 36(Out)	94(In) 44(Out)	69(In) 36(Out)
3/3	195	467	216	465
3/4	185	472	207	471
4/1	428	779	535	835
4/2 (with short)	595(In) 460(Out)	989(In) 851(Out)	747(In) 580(Out)	1060(In) 913(Out)
4/3 (short)	135	138	167	147
5/1 (short)	101	123	128	133
5/2 (with short)	184(In) 83(Out)	455(In) 332(Out)	231(In) 103(Out)	487(In) 354(Out)
6/1	499	985	617	1040
6/2	562	1115	694	1176
6/3	135	138	167	147
7/1	542	347	664	357
7/2	526	397	564	413
7/3	143	151	169	160
8/1	817	660	972	706
8/2	857	670	1017	708
8/3	360	468	387	468
9/1	59	78	65	78
9/2	195	467	216	465
9/3	545	940	594	939
10/1	499	985	617	1040
10/2	318	968	387	1016
11/1	542	347	664	357
11/2	432	340	451	352
12/1	828	663	991	710
12/2	869	655	1027	695
13/1	1697	1318	2018	1405

14/1	160	201	193	211
14/2	235	615	269	622
14/3	415	654	448	668
15/1	398	451	430	451
16/1	469	515	508	515
16/2	761	546	845	559
17/1	1215	2404	1434	2507
18/1	0	0	0	0
19/1	0	0	0	0
20/1	0	0	0	0
21/1	0	0	0	0
22/1	0	0	0	0
23/1	0	0	0	0
24/1	0	0	0	0
25/1	0	0	0	0
26/1	854	358	927	360
27/1	2651	1948	3021	2021
28/1	1828	1045	2042	1069

Scenario 1: 'C/t optimised 2029 DN AM' (FG3: '2029 DN AM', Plan 1: 'Peak Hour')

Stage Sequence Diagram



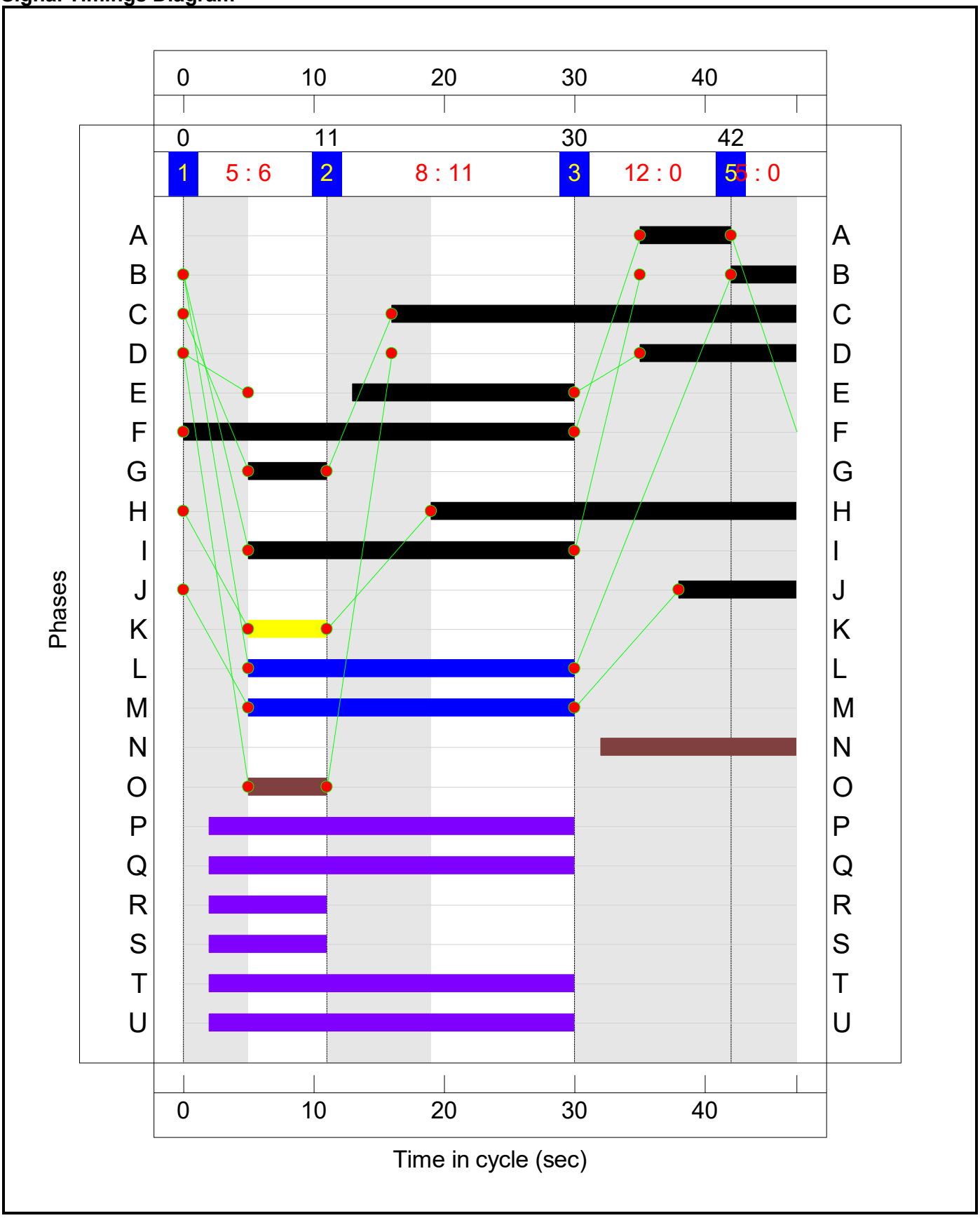
Stage Timings

Stage	1	2	3	5
Duration	6	11	0	0
Change Point	0	11	30	42

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Junction 2 WB Ahead	Traffic	7	35	42
B	Dublin Airport Ahead	Traffic	5	42	0
C	Westbound Internal Right Ahead	Traffic	31	16	0
D	Eastbound Internal Right Ahead	Traffic	12	35	0
E	R132 Swords Road Southbound Ahead	Traffic	17	13	30
F	Southbound Internal Right Ahead	Traffic	30	0	30
G	R132 Swords Rd NB Ahead Left	Traffic	6	5	11
H	T1 - T2 Access Ahead	Traffic	28	19	0
I	Northbound Internal Right Ahead	Traffic	25	5	30
J	Dublin Airport Northbound Left	Traffic	9	38	0
K	Pedestrians across P1	Pedestrian	6	5	11
L	Pedestrians across P2	Pedestrian	25	5	30
M	Pedestrians across	Pedestrian	25	5	30
N	Dublin Airport Northbound Left Buses	Bus	15	32	0
O	R132 Swords Road Southbound Ahead Buses	Bus	6	5	11
P	Ahead Cycles	Cycle	28	2	30
Q	Right Cycles	Cycle	28	2	30
R	Left Cycles	Cycle	9	2	11
S	Right Cycles	Cycle	9	2	11
T	Left Cycles	Cycle	28	2	30
U	Ahead Cycles	Cycle	28	2	30

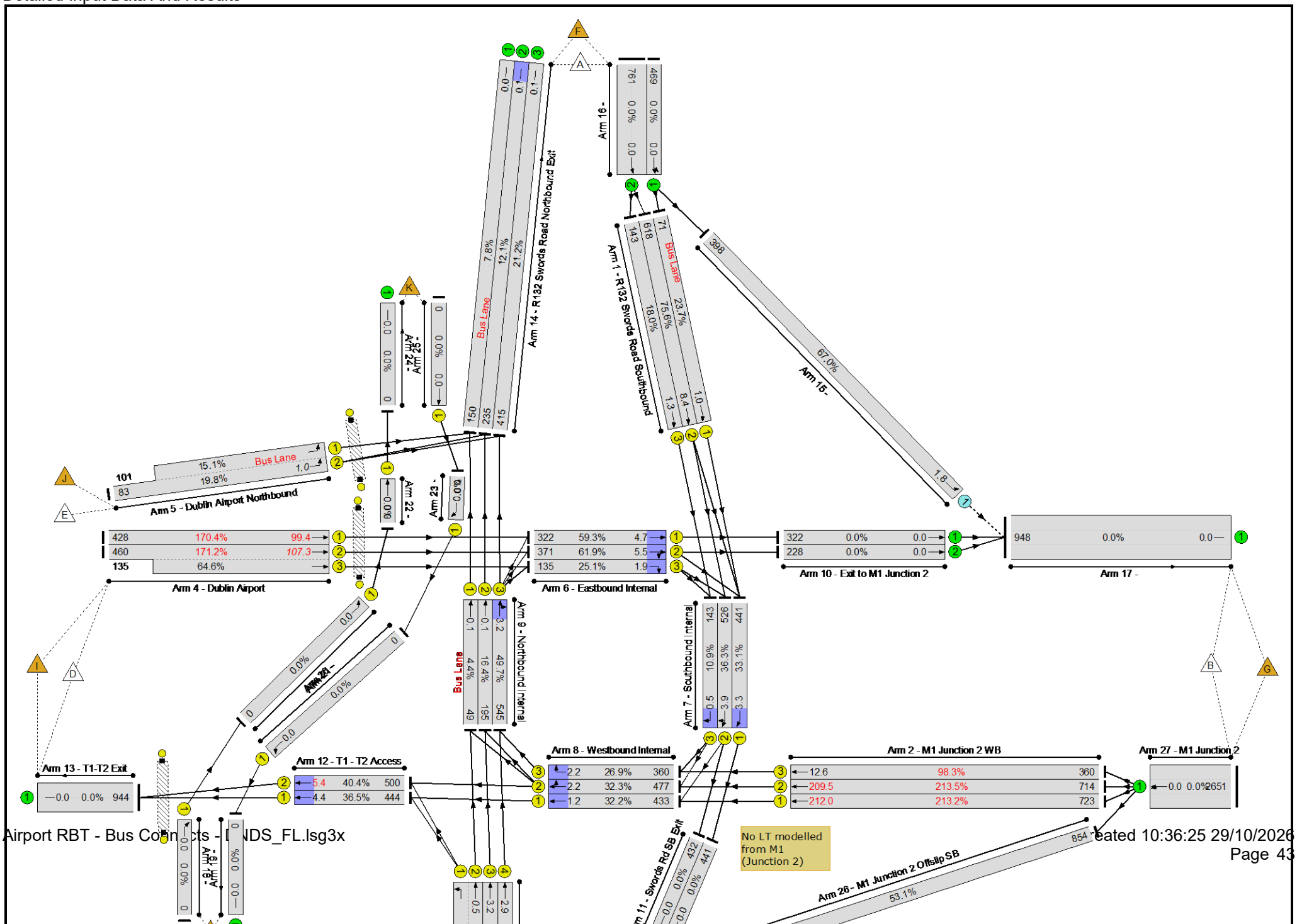
Signal Timings Diagram



Lane Green Times

Junction: R132 Swords Road - Dublin Airport Rbt					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	R132 Swords Road Southbound Ahead	U	O	5	11
1/2	R132 Swords Road Southbound Ahead	U	E	13	30
1/3	R132 Swords Road Southbound Ahead	U	E	13	30
2/1	M1 Junction 2 WB Ahead	U	A	35	42
2/2	M1 Junction 2 WB Ahead	U	A	35	42
2/3	M1 Junction 2 WB Ahead	U	A	35	42
3/1	R132 Swords Rd NB Left	U	G	5	11
3/2	R132 Swords Rd NB Ahead	U	G	5	11
3/3	R132 Swords Rd NB Ahead	U	G	5	11
3/4	R132 Swords Rd NB Ahead	U	G	5	11
4/1	Dublin Airport Ahead	U	B	42	0
4/2	Dublin Airport Ahead	U	B	42	0
4/3	Dublin Airport Ahead	U	B	42	0
5/1	Dublin Airport Northbound Left	U	N	32	0
5/2	Dublin Airport Northbound Left	U	J	38	0
6/1	Eastbound Internal Ahead	U	D	35	0
6/2	Eastbound Internal Right Ahead	U	D	35	0
6/3	Eastbound Internal Right	U	D	35	0
7/1	Southbound Internal Ahead	U	F	0	30
7/2	Southbound Internal Right Ahead	U	F	0	30
7/3	Southbound Internal Right	U	F	0	30
8/1	Westbound Internal Ahead	U	C	16	0
8/2	Westbound Internal Right Ahead	U	C	16	0
8/3	Westbound Internal Right	U	C	16	0
9/1	Northbound Internal Ahead	U	I	5	30
9/2	Northbound Internal Ahead	U	I	5	30
9/3	Northbound Internal Right Ahead	U	I	5	30
12/1	T1 - T2 Access Ahead	U	H	19	0
12/2	T1 - T2 Access Ahead	U	H	19	0
18/1	Right	U	S	2	11
20/1	Left	U	R	2	11
21/1	Left	U	T	2	30
22/1	Ahead	U	U	2	30
23/1	Right	U	Q	2	30
25/1	Ahead	U	P	2	30

Network Layout Diagram


Arm 14 - R132 Swords Road Northbound Exit
Arm 1 - R132 Swords Road Southbound
Arm 16 -
Arm 15 -
Arm 5 - Dublin Airport Northbound
Arm 4 - Dublin Airport
Arm 6 - Eastbound Internal
Arm 10 - Exit to M1 Junction 2
Arm 17 -
Arm 9 - Northbound Internal
Arm 7 - Southbound Internal
Arm 13 - T1-T2 Exit
Arm 12 - T1 - T2 Access
Arm 8 - Westbound Internal
Arm 2 - M1 Junction 2 WB
Arm 27 - M1 Junction 2
Arm 11 - Swords Rd SB Exit
Arm 26 - M1 Junction 2 Offslip SB
Bus Lane
No LT modelled from M1 (Junction 2)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Route 2 Swords to City Centre	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**213.5%**
R132 Swords Road - Dublin Airport Rbt	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**213.5%**
1/1	R132 Swords Road Southbound Ahead	U	N/A	N/A	O		1	6	-	-	71	2015	300	23.7%
1/2	R132 Swords Road Southbound Ahead	U	N/A	N/A	E		1	17	-	-	618	2135	818	75.6%
1/3	R132 Swords Road Southbound Ahead	U	N/A	N/A	E		1	17	-	-	143	2080	797	18.0%
2/1	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	723	1992	339	213.2%
2/2	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	714	1965	334	213.5%
2/3	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	360	2152	366	98.3%
3/2+3/1	R132 Swords Rd NB Ahead Left	U	N/A	N/A	G		1	6	-	-	82	2074:1973	309+294	12.9 : 14.3%
3/3	R132 Swords Rd NB Ahead	U	N/A	N/A	G		1	6	-	-	195	2105	314	62.2%
3/4	R132 Swords Rd NB Ahead	U	N/A	N/A	G		1	6	-	-	185	2135	318	58.2%
4/1	Dublin Airport Ahead	U	N/A	N/A	B		1	5	-	-	428	1968	251	170.4%

4/2+4/3	Dublin Airport Ahead	U	N/A	N/A	B		1	5	-	-	595	2105:2115	269+209	171.2 : 64.6%
5/2+5/1	Dublin Airport Northbound Left	U	N/A	N/A	J N		1	9:15	-	-	184	1969:1968	419+670	19.8 : 15.1%
6/1	Eastbound Internal Ahead	U	N/A	N/A	D		1	12	-	-	499	1965	544	59.3%
6/2	Eastbound Internal Right Ahead	U	N/A	N/A	D		1	12	-	-	562	2165	599	61.9%
6/3	Eastbound Internal Right	U	N/A	N/A	D		1	12	-	-	135	1947	539	25.1%
7/1	Southbound Internal Ahead	U	N/A	N/A	F		1	30	-	-	542	2015	1329	33.1%
7/2	Southbound Internal Right Ahead	U	N/A	N/A	F		1	30	-	-	526	2195	1448	36.3%
7/3	Southbound Internal Right	U	N/A	N/A	F		1	30	-	-	143	1998	1318	10.9%
8/1	Westbound Internal Ahead	U	N/A	N/A	C		1	31	-	-	817	1974	1344	32.2%
8/2	Westbound Internal Right Ahead	U	N/A	N/A	C		1	31	-	-	857	2173	1479	32.3%
8/3	Westbound Internal Right	U	N/A	N/A	C		1	31	-	-	360	1964	1337	26.9%
9/1	Northbound Internal Ahead	U	N/A	N/A	I		1	25	-	-	59	1997	1105	4.4%
9/2	Northbound Internal Ahead	U	N/A	N/A	I		1	25	-	-	195	2155	1192	16.4%
9/3	Northbound Internal Right Ahead	U	N/A	N/A	I		1	25	-	-	545	1981	1096	49.7%
10/1	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	499	Inf	Inf	0.0%
10/2	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	318	Inf	Inf	0.0%

11/1	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	542	Inf	Inf	0.0%
11/2	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	432	Inf	Inf	0.0%
12/1	T1 - T2 Access Ahead	U	N/A	N/A	H		1	28	-	-	828	1973	1217	36.5%
12/2	T1 - T2 Access Ahead	U	N/A	N/A	H		1	28	-	-	869	2004	1237	40.4%
13/1	T1-T2 Exit	U	N/A	N/A	-		-	-	-	-	1697	Inf	Inf	0.0%
14/1	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	160	1929	1929	7.8%
14/2	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	235	1948	1948	12.1%
14/3	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	415	1953	1953	21.2%
15/1	Left	O	N/A	N/A	-		-	-	-	-	398	Inf	594	67.0%
16/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	469	Inf	Inf	0.0%
16/2	Ahead	U	N/A	N/A	-		-	-	-	-	761	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	-	1215	Inf	Inf	0.0%
18/1	Right	U	N/A	N/A	S		1	9	-	-	0	1815	386	0.0%
19/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
20/1	Left	U	N/A	N/A	R		1	9	-	-	0	1815	386	0.0%
21/1	Left	U	N/A	N/A	T		1	28	-	-	0	1815	1120	0.0%
22/1	Ahead	U	N/A	N/A	U		1	28	-	-	0	1815	1120	0.0%
23/1	Right	U	N/A	N/A	Q		1	28	-	-	0	1815	1120	0.0%
24/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
25/1	Ahead	U	N/A	N/A	P		1	28	-	-	0	1815	1120	0.0%

26/1	M1 Junction 2 Offslip SB Left	O	N/A	N/A	-		-	-	-	-	854	1965	1608	53.1%
27/1	M1 Junction 2 Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	2651	Inf	Inf	0.0%
28/1		U	N/A	N/A	-		-	-	-	-	1828	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	25	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	25	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	6	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Route 2 Swords to City Centre	**-**	**-**	**1252**	**0**	**0**	**62.7**	**588.8**	**0.0**	**651.5**	**-**	**-**	**-**	**-**	
R132 Swords Road - Dublin Airport Rbt	**-**	**-**	**1252**	**0**	**0**	**62.7**	**588.8**	**0.0**	**651.5**	**-**	**-**	**-**	**-**	
1/1	71	71	-	-	-	0.3	0.2	-	0.5	25.6	0.8	0.2	1.0	
1/2	618	618	-	-	-	2.2	1.5	-	3.7	21.5	6.9	1.5	8.4	
1/3	143	143	-	-	-	0.4	0.1	-	0.5	12.4	1.2	0.1	1.3	
2/1	723	339	-	-	-	14.2	192.9	-	207.1	1031.4	19.1	192.9	212.0	
2/2	714	334	-	-	-	14.1	190.7	-	204.8	1032.4	18.8	190.7	209.5	
2/3	360	360	-	-	-	1.9	8.0	-	10.0	99.9	4.6	8.0	12.6	
3/2+3/1	82	82	-	-	-	0.4	0.1	-	0.5 (0.2+0.2)	20.9 (20.9:20.9)	0.5	0.1	0.5	
3/3	195	195	-	-	-	1.0	0.8	-	1.8	33.8	2.4	0.8	3.2	
3/4	185	185	-	-	-	1.0	0.7	-	1.6	32.1	2.2	0.7	2.9	
4/1	428	251	-	-	-	7.1	89.6	-	96.7	813.0	9.8	89.6	99.4	
4/2+4/3	595	404	-	-	-	7.0	98.1	-	105.0 (103.8+1.3)	635.5 (812.0:33.9)	9.2	98.1	107.3	
5/2+5/1	184	184	-	-	-	0.7	0.1	-	0.8 (0.4+0.4)	14.8 (17.3:12.8)	0.9	0.1	1.0	
6/1	322	322	-	-	-	2.6	0.7	-	3.3	37.2	4.0	0.7	4.7	
6/2	371	371	-	-	-	2.9	0.8	-	3.7	36.4	4.7	0.8	5.5	
6/3	135	135	-	-	-	1.2	0.2	-	1.4	36.5	1.8	0.2	1.9	
7/1	441	441	-	-	-	0.7	0.2	-	0.9	7.5	3.0	0.2	3.3	
7/2	526	526	-	-	-	0.9	0.3	-	1.2	8.0	3.6	0.3	3.9	
7/3	143	143	-	-	-	0.1	0.1	-	0.2	4.0	0.4	0.1	0.5	

8/1	433	433	-	-	-	0.3	0.2	-	0.5	4.4	1.0	0.2	1.2	
8/2	477	477	-	-	-	0.6	0.2	-	0.9	6.5	2.0	0.2	2.2	
8/3	360	360	-	-	-	0.7	0.2	-	0.9	8.5	2.0	0.2	2.2	
9/1	49	49	-	-	-	0.0	0.0	-	0.0	2.4	0.1	0.0	0.1	
9/2	195	195	-	-	-	0.0	0.1	-	0.1	1.8	0.0	0.1	0.1	
9/3	545	545	-	-	-	0.1	0.5	-	0.6	4.1	2.7	0.5	3.2	
10/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	444	444	-	-	-	1.2	0.3	-	1.5	12.3	4.1	0.3	4.4	
12/2	500	500	-	-	-	1.2	0.3	-	1.5	11.0	5.1	0.3	5.4	
13/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	150	150	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0	
14/2	235	235	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
14/3	415	415	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
15/1	398	398	398	0	0	0.0	1.0	-	1.0	9.1	0.8	1.0	1.8	
16/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
17/1	948	948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
19/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
22/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
23/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
24/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
25/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

26/1	854	854	854	0	0	0.0	0.6	-	0.6	2.4	0.0	0.6	0.6
27/1	2651	2651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
28/1	1727	1727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Swords-Airport-Corballis

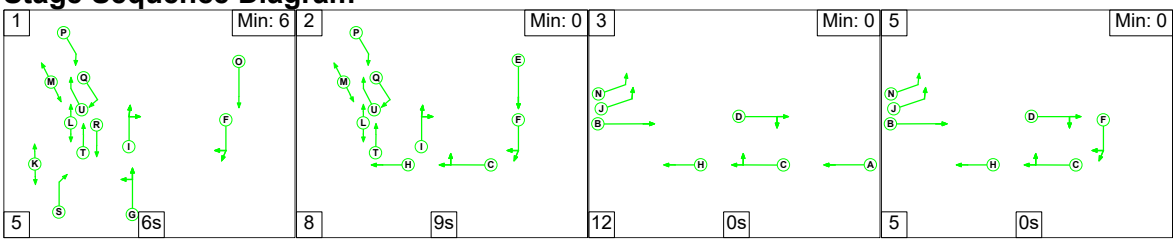
PRC for Signalled Lanes (%): -137.2
PRC Over All Lanes (%): -137.2

Total Delay for Signalled Lanes (pcuHr): 649.70
Total Delay Over All Lanes(pcuHr): 651.52

Cycle Time (s): 47

Scenario 2: 'C/t optimised 2029 DN PM' (FG4: '2029 DN PM', Plan 1: 'Peak Hour')

Stage Sequence Diagram



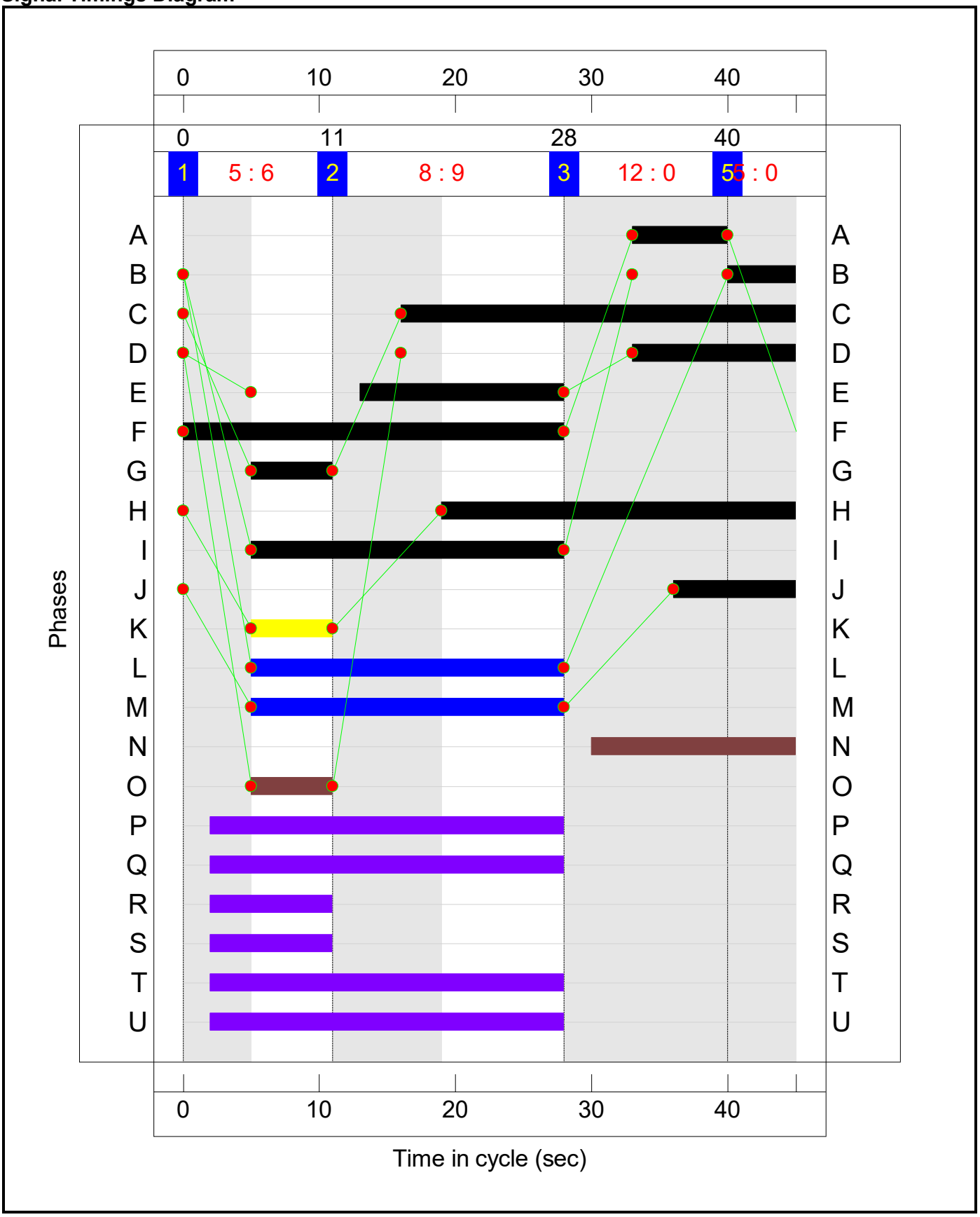
Stage Timings

Stage	1	2	3	5
Duration	6	9	0	0
Change Point	0	11	28	40

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Junction 2 WB Ahead	Traffic	7	33	40
B	Dublin Airport Ahead	Traffic	5	40	0
C	Westbound Internal Right Ahead	Traffic	29	16	0
D	Eastbound Internal Right Ahead	Traffic	12	33	0
E	R132 Swords Road Southbound Ahead	Traffic	15	13	28
F	Southbound Internal Right Ahead	Traffic	28	0	28
G	R132 Swords Rd NB Ahead Left	Traffic	6	5	11
H	T1 - T2 Access Ahead	Traffic	26	19	0
I	Northbound Internal Right Ahead	Traffic	23	5	28
J	Dublin Airport Northbound Left	Traffic	9	36	0
K	Pedestrians across P1	Pedestrian	6	5	11
L	Pedestrians across P2	Pedestrian	23	5	28
M	Pedestrians across	Pedestrian	23	5	28
N	Dublin Airport Northbound Left Buses	Bus	15	30	0
O	R132 Swords Road Southbound Ahead Buses	Bus	6	5	11
P	Ahead Cycles	Cycle	26	2	28
Q	Right Cycles	Cycle	26	2	28
R	Left Cycles	Cycle	9	2	11
S	Right Cycles	Cycle	9	2	11
T	Left Cycles	Cycle	26	2	28
U	Ahead Cycles	Cycle	26	2	28

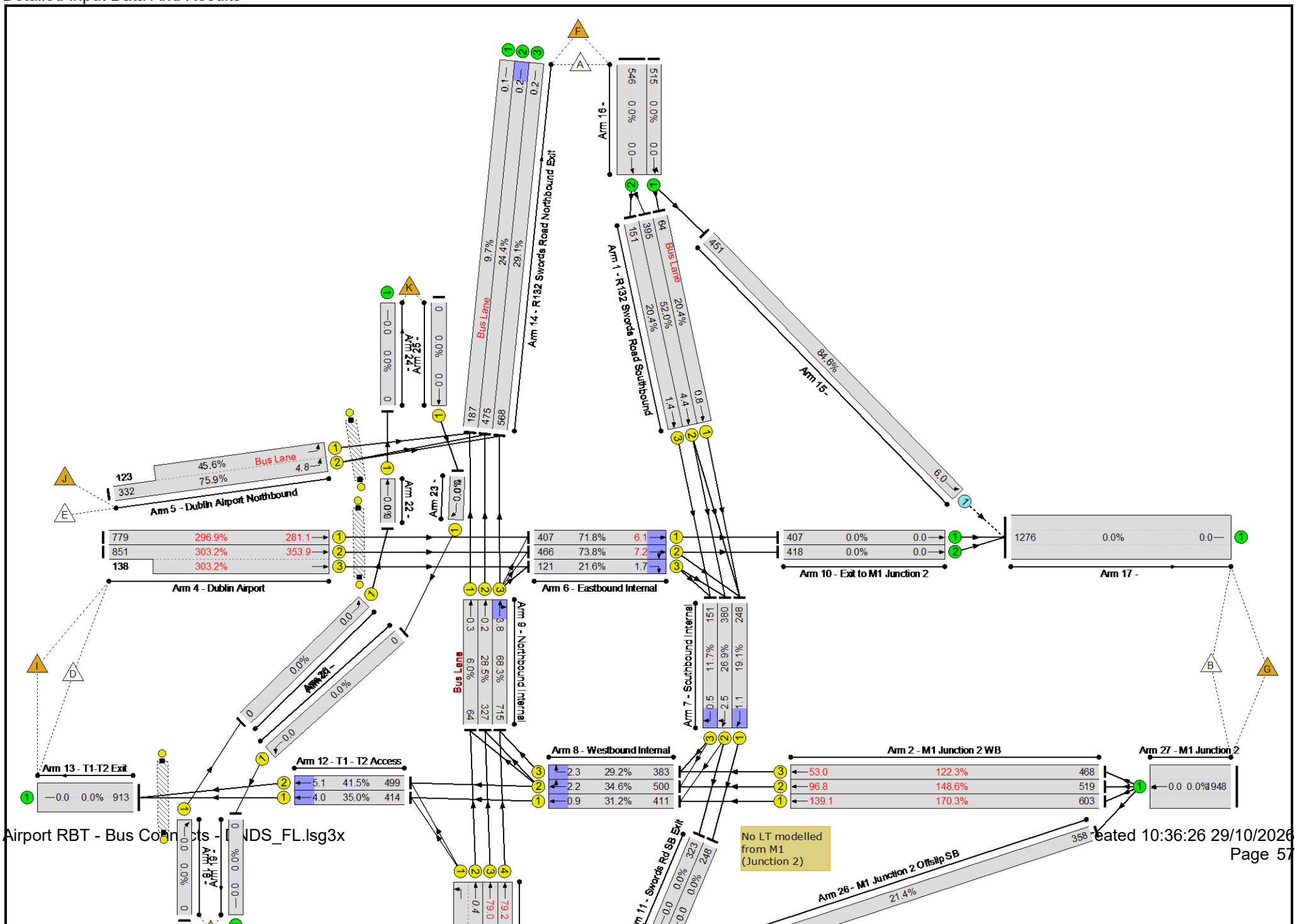
Signal Timings Diagram



Lane Green Times

Junction: R132 Swords Road - Dublin Airport Rbt					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	R132 Swords Road Southbound Ahead	U	O	5	11
1/2	R132 Swords Road Southbound Ahead	U	E	13	28
1/3	R132 Swords Road Southbound Ahead	U	E	13	28
2/1	M1 Junction 2 WB Ahead	U	A	33	40
2/2	M1 Junction 2 WB Ahead	U	A	33	40
2/3	M1 Junction 2 WB Ahead	U	A	33	40
3/1	R132 Swords Rd NB Left	U	G	5	11
3/2	R132 Swords Rd NB Ahead	U	G	5	11
3/3	R132 Swords Rd NB Ahead	U	G	5	11
3/4	R132 Swords Rd NB Ahead	U	G	5	11
4/1	Dublin Airport Ahead	U	B	40	0
4/2	Dublin Airport Ahead	U	B	40	0
4/3	Dublin Airport Ahead	U	B	40	0
5/1	Dublin Airport Northbound Left	U	N	30	0
5/2	Dublin Airport Northbound Left	U	J	36	0
6/1	Eastbound Internal Ahead	U	D	33	0
6/2	Eastbound Internal Right Ahead	U	D	33	0
6/3	Eastbound Internal Right	U	D	33	0
7/1	Southbound Internal Ahead	U	F	0	28
7/2	Southbound Internal Right Ahead	U	F	0	28
7/3	Southbound Internal Right	U	F	0	28
8/1	Westbound Internal Ahead	U	C	16	0
8/2	Westbound Internal Right Ahead	U	C	16	0
8/3	Westbound Internal Right	U	C	16	0
9/1	Northbound Internal Ahead	U	I	5	28
9/2	Northbound Internal Ahead	U	I	5	28
9/3	Northbound Internal Right Ahead	U	I	5	28
12/1	T1 - T2 Access Ahead	U	H	19	0
12/2	T1 - T2 Access Ahead	U	H	19	0
18/1	Right	U	S	2	11
20/1	Left	U	R	2	11
21/1	Left	U	T	2	28
22/1	Ahead	U	U	2	28
23/1	Right	U	Q	2	28
25/1	Ahead	U	P	2	28

Network Layout Diagram


Arm 14 - R132 Swords Road Northbound Exit
Arm 1 - R132 Swords Road Southbound
Arm 18 -
Arm 15 -
Arm 5 - Dublin Airport Northbound
Arm 4 - Dublin Airport
Arm 6 - Eastbound Internal
Arm 10 - Exit to M1 Junction 2
Arm 17 -
Arm 9 - Northbound Internal
Arm 7 - Southbound Internal
Arm 8 - Westbound Internal
Arm 2 - M1 Junction 2 WB
Arm 27 - M1 Junction 2
Arm 13 - T1-T2 Exit
Arm 12 - T1 - T2 Access
Arm 11 - Swords Rd SB Exit
Arm 26 - M1 Junction 2 Offslip SB
Arm 24 -
Arm 22 -
Arm 23 -
Arm 21 -
Arm 19 -
Bus Lane
No LT modelled from M1 (Junction 2)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Route 2 Swords to City Centre	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**303.2%**
R132 Swords Road - Dublin Airport Rbt	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**303.2%**
1/1	R132 Swords Road Southbound Ahead	U	N/A	N/A	O		1	6	-	-	64	2015	313	20.4%
1/2	R132 Swords Road Southbound Ahead	U	N/A	N/A	E		1	15	-	-	395	2135	759	52.0%
1/3	R132 Swords Road Southbound Ahead	U	N/A	N/A	E		1	15	-	-	151	2080	740	20.4%
2/1	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	603	1992	354	170.3%
2/2	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	519	1965	349	148.6%
2/3	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	468	2152	383	122.3%
3/2+3/1	R132 Swords Rd NB Ahead Left	U	N/A	N/A	G		1	6	-	-	66	2074:1973	323+295	11.2 : 10.2%
3/3	R132 Swords Rd NB Ahead	U	N/A	N/A	G		1	6	-	-	467	2105	327	142.6%
3/4	R132 Swords Rd NB Ahead	U	N/A	N/A	G		1	6	-	-	472	2135	332	142.1%
4/1	Dublin Airport Ahead	U	N/A	N/A	B		1	5	-	-	779	1968	262	296.9%

4/2+4/3	Dublin Airport Ahead	U	N/A	N/A	B		1	5	-	-	989	2105:2115	281+46	303.2 : 303.2%
5/2+5/1	Dublin Airport Northbound Left	U	N/A	N/A	J N		1	9:15	-	-	455	1969:1968	438+270	75.9 : 45.6%
6/1	Eastbound Internal Ahead	U	N/A	N/A	D		1	12	-	-	985	1965	568	71.8%
6/2	Eastbound Internal Right Ahead	U	N/A	N/A	D		1	12	-	-	1115	2187	632	73.8%
6/3	Eastbound Internal Right	U	N/A	N/A	D		1	12	-	-	138	1947	562	21.6%
7/1	Southbound Internal Ahead	U	N/A	N/A	F		1	28	-	-	347	2015	1299	19.1%
7/2	Southbound Internal Right Ahead	U	N/A	N/A	F		1	28	-	-	397	2196	1415	26.9%
7/3	Southbound Internal Right	U	N/A	N/A	F		1	28	-	-	151	1998	1288	11.7%
8/1	Westbound Internal Ahead	U	N/A	N/A	C		1	29	-	-	660	1974	1316	31.2%
8/2	Westbound Internal Right Ahead	U	N/A	N/A	C		1	29	-	-	670	2170	1447	34.6%
8/3	Westbound Internal Right	U	N/A	N/A	C		1	29	-	-	468	1964	1309	29.2%
9/1	Northbound Internal Ahead	U	N/A	N/A	I		1	23	-	-	78	1997	1065	6.0%
9/2	Northbound Internal Ahead	U	N/A	N/A	I		1	23	-	-	467	2155	1149	28.5%
9/3	Northbound Internal Right Ahead	U	N/A	N/A	I		1	23	-	-	940	1962	1046	68.3%
10/1	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	985	Inf	Inf	0.0%
10/2	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	968	Inf	Inf	0.0%

11/1	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	347	Inf	Inf	0.0%
11/2	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	340	Inf	Inf	0.0%
12/1	T1 - T2 Access Ahead	U	N/A	N/A	H		1	26	-	-	663	1973	1184	35.0%
12/2	T1 - T2 Access Ahead	U	N/A	N/A	H		1	26	-	-	655	2004	1202	41.5%
13/1	T1-T2 Exit	U	N/A	N/A	-		-	-	-	-	1318	Inf	Inf	0.0%
14/1	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	201	1929	1929	9.7%
14/2	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	615	1948	1948	24.4%
14/3	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	654	1953	1953	29.1%
15/1	Left	O	N/A	N/A	-		-	-	-	-	451	Inf	533	84.6%
16/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	515	Inf	Inf	0.0%
16/2	Ahead	U	N/A	N/A	-		-	-	-	-	546	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	-	2404	Inf	Inf	0.0%
18/1	Right	U	N/A	N/A	S		1	9	-	-	0	1815	403	0.0%
19/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
20/1	Left	U	N/A	N/A	R		1	9	-	-	0	1815	403	0.0%
21/1	Left	U	N/A	N/A	T		1	26	-	-	0	1815	1089	0.0%
22/1	Ahead	U	N/A	N/A	U		1	26	-	-	0	1815	1089	0.0%
23/1	Right	U	N/A	N/A	Q		1	26	-	-	0	1815	1089	0.0%
24/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
25/1	Ahead	U	N/A	N/A	P		1	26	-	-	0	1815	1089	0.0%

26/1	M1 Junction 2 Offslip SB Left	O	N/A	N/A	-		-	-	-	-	358	1965	1674	21.4%
27/1	M1 Junction 2 Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	1948	Inf	Inf	0.0%
28/1		U	N/A	N/A	-		-	-	-	-	1045	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	23	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	23	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	6	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Route 2 Swords to City Centre	**-**	**-**	**809**	**0**	**0**	**82.7**	**1002.1**	**0.0**	**1084.9**	**-**	**-**	**-**	**-**	
R132 Swords Road - Dublin Airport Rbt	**-**	**-**	**809**	**0**	**0**	**82.7**	**1002.1**	**0.0**	**1084.9**	**-**	**-**	**-**	**-**	
1/1	64	64	-	-	-	0.3	0.1	-	0.4	23.8	0.7	0.1	0.8	
1/2	395	395	-	-	-	1.3	0.5	-	1.8	16.4	3.8	0.5	4.4	
1/3	151	151	-	-	-	0.4	0.1	-	0.6	13.2	1.3	0.1	1.4	
2/1	603	354	-	-	-	9.4	125.6	-	135.1	806.4	13.4	125.6	139.1	
2/2	519	349	-	-	-	6.9	86.3	-	93.3	646.9	10.4	86.3	96.8	
2/3	468	383	-	-	-	4.4	45.3	-	49.7	382.5	7.7	45.3	53.0	
3/2+3/1	66	66	-	-	-	0.3	0.1	-	0.4 (0.2+0.2)	19.7 (19.7:19.7)	0.4	0.1	0.4	
3/3	467	327	-	-	-	5.6	71.4	-	77.0	593.4	7.6	71.4	79.0	
3/4	472	332	-	-	-	5.6	71.6	-	77.2	588.8	7.6	71.6	79.2	
4/1	779	262	-	-	-	17.2	259.1	-	276.3	1276.7	22.0	259.1	281.1	
4/2+4/3	989	402	-	-	-	17.0	332.2	-	349.2 (302.2+47.0)	1271.1 (1278.2:1227.3)	21.8	332.2	353.9	
5/2+5/1	455	455	-	-	-	1.9	0.9	-	2.7 (2.2+0.6)	21.7 (23.5:17.1)	3.9	0.9	4.8	
6/1	407	407	-	-	-	2.9	1.3	-	4.2	37.1	4.9	1.3	6.1	
6/2	466	466	-	-	-	3.3	1.4	-	4.7	36.1	5.8	1.4	7.2	
6/3	121	121	-	-	-	1.0	0.1	-	1.1	34.0	1.5	0.1	1.7	
7/1	248	248	-	-	-	0.2	0.1	-	0.3	4.8	1.0	0.1	1.1	
7/2	380	380	-	-	-	0.5	0.2	-	0.7	6.2	2.3	0.2	2.5	
7/3	151	151	-	-	-	0.1	0.1	-	0.2	4.2	0.4	0.1	0.5	
8/1	411	411	-	-	-	0.2	0.2	-	0.4	3.9	0.7	0.2	0.9	

8/2	500	500	-	-	-	0.6	0.3	-	0.9	6.5	2.0	0.3	2.2
8/3	383	383	-	-	-	0.7	0.2	-	0.9	8.8	2.1	0.2	2.3
9/1	64	64	-	-	-	0.0	0.0	-	0.1	3.5	0.3	0.0	0.3
9/2	327	327	-	-	-	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
9/3	715	715	-	-	-	0.2	1.1	-	1.2	6.1	2.7	1.1	3.8
10/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	414	414	-	-	-	1.3	0.3	-	1.5	13.2	3.8	0.3	4.0
12/2	499	499	-	-	-	1.1	0.4	-	1.5	10.7	4.8	0.4	5.1
13/1	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	187	187	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/2	475	475	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/3	568	568	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
15/1	451	451	451	0	0	0.2	2.6	-	2.8	22.2	3.4	2.6	6.0
16/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	1276	1276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
23/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
24/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
25/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
26/1	358	358	358	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1

27/1	1948	1948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
28/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Swords-Airport-Corballis

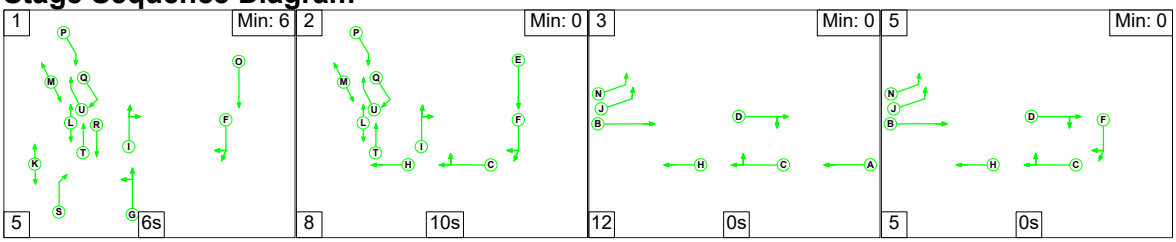
PRC for Signalled Lanes (%): -236.9
PRC Over All Lanes (%): -236.9

Total Delay for Signalled Lanes (pcuHr): 1081.52
Total Delay Over All Lanes(pcuHr): 1084.86

Cycle Time (s): 45

Scenario 3: 'C/t optimised 2029 DS AM' (FG5: '2029 DS AM', Plan 1: 'Peak Hour')

Stage Sequence Diagram



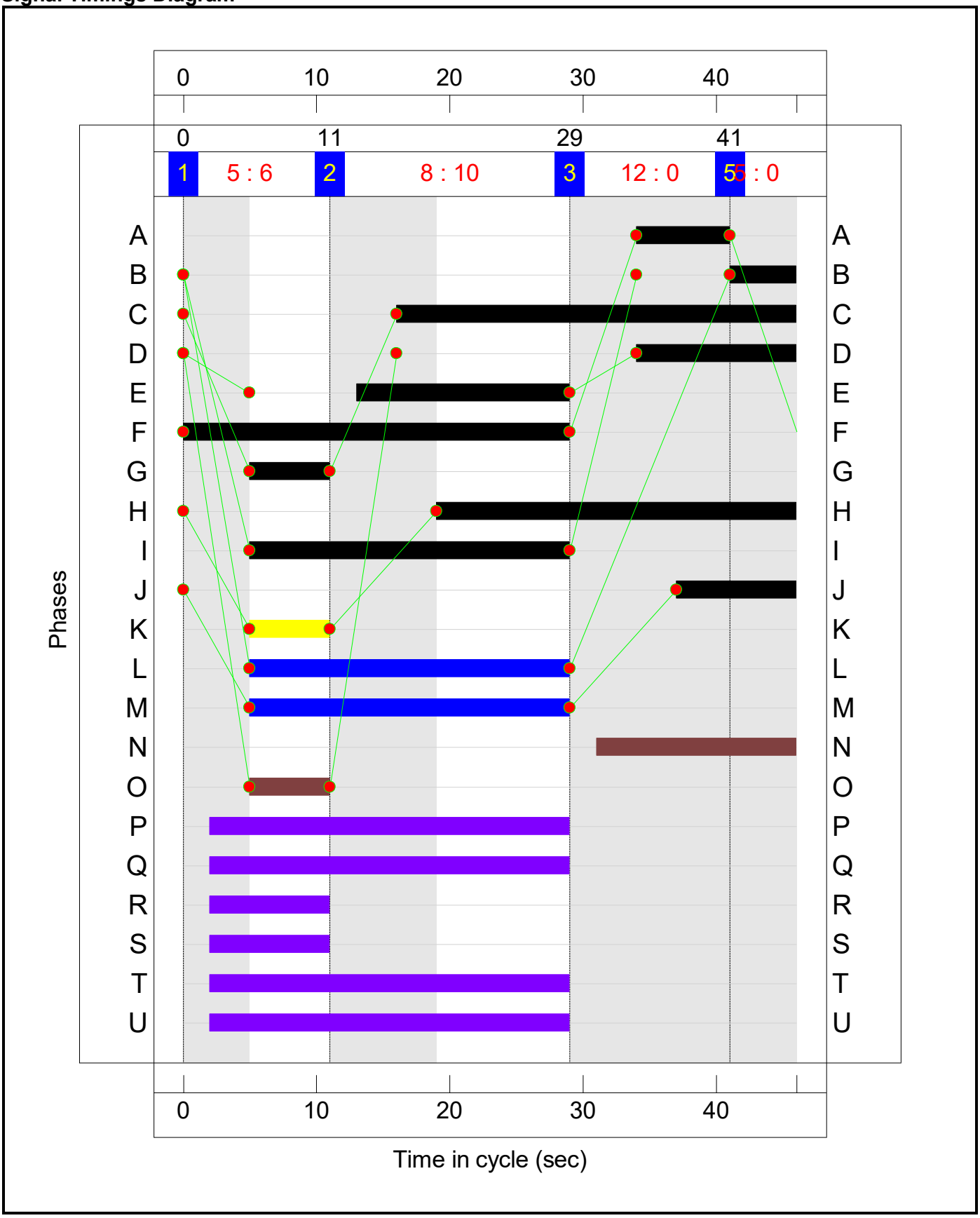
Stage Timings

Stage	1	2	3	5
Duration	6	10	0	0
Change Point	0	11	29	41

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Junction 2 WB Ahead	Traffic	7	34	41
B	Dublin Airport Ahead	Traffic	5	41	0
C	Westbound Internal Right Ahead	Traffic	30	16	0
D	Eastbound Internal Right Ahead	Traffic	12	34	0
E	R132 Swords Road Southbound Ahead	Traffic	16	13	29
F	Southbound Internal Right Ahead	Traffic	29	0	29
G	R132 Swords Rd NB Ahead Left	Traffic	6	5	11
H	T1 - T2 Access Ahead	Traffic	27	19	0
I	Northbound Internal Right Ahead	Traffic	24	5	29
J	Dublin Airport Northbound Left	Traffic	9	37	0
K	Pedestrians across P1	Pedestrian	6	5	11
L	Pedestrians across P2	Pedestrian	24	5	29
M	Pedestrians across	Pedestrian	24	5	29
N	Dublin Airport Northbound Left Buses	Bus	15	31	0
O	R132 Swords Road Southbound Ahead Buses	Bus	6	5	11
P	Ahead Cycles	Cycle	27	2	29
Q	Right Cycles	Cycle	27	2	29
R	Left Cycles	Cycle	9	2	11
S	Right Cycles	Cycle	9	2	11
T	Left Cycles	Cycle	27	2	29
U	Ahead Cycles	Cycle	27	2	29

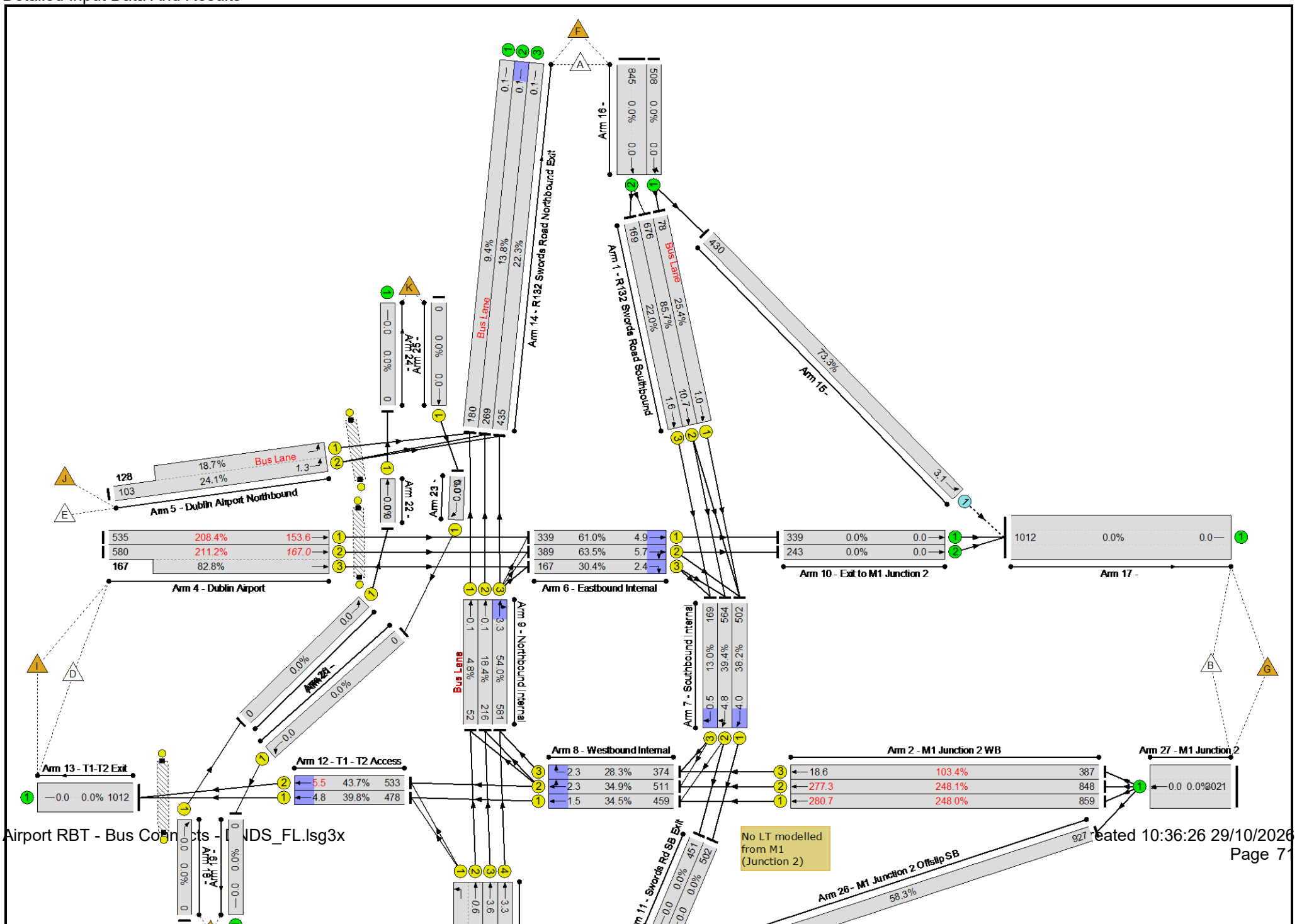
Signal Timings Diagram



Lane Green Times

Junction: R132 Swords Road - Dublin Airport Rbt					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	R132 Swords Road Southbound Ahead	U	O	5	11
1/2	R132 Swords Road Southbound Ahead	U	E	13	29
1/3	R132 Swords Road Southbound Ahead	U	E	13	29
2/1	M1 Junction 2 WB Ahead	U	A	34	41
2/2	M1 Junction 2 WB Ahead	U	A	34	41
2/3	M1 Junction 2 WB Ahead	U	A	34	41
3/1	R132 Swords Rd NB Left	U	G	5	11
3/2	R132 Swords Rd NB Ahead	U	G	5	11
3/3	R132 Swords Rd NB Ahead	U	G	5	11
3/4	R132 Swords Rd NB Ahead	U	G	5	11
4/1	Dublin Airport Ahead	U	B	41	0
4/2	Dublin Airport Ahead	U	B	41	0
4/3	Dublin Airport Ahead	U	B	41	0
5/1	Dublin Airport Northbound Left	U	N	31	0
5/2	Dublin Airport Northbound Left	U	J	37	0
6/1	Eastbound Internal Ahead	U	D	34	0
6/2	Eastbound Internal Right Ahead	U	D	34	0
6/3	Eastbound Internal Right	U	D	34	0
7/1	Southbound Internal Ahead	U	F	0	29
7/2	Southbound Internal Right Ahead	U	F	0	29
7/3	Southbound Internal Right	U	F	0	29
8/1	Westbound Internal Ahead	U	C	16	0
8/2	Westbound Internal Right Ahead	U	C	16	0
8/3	Westbound Internal Right	U	C	16	0
9/1	Northbound Internal Ahead	U	I	5	29
9/2	Northbound Internal Ahead	U	I	5	29
9/3	Northbound Internal Right Ahead	U	I	5	29
12/1	T1 - T2 Access Ahead	U	H	19	0
12/2	T1 - T2 Access Ahead	U	H	19	0
18/1	Right	U	S	2	11
20/1	Left	U	R	2	11
21/1	Left	U	T	2	29
22/1	Ahead	U	U	2	29
23/1	Right	U	Q	2	29
25/1	Ahead	U	P	2	29

Network Layout Diagram


Arm 14 - R132 Swords Road Northbound Exit
Arm 18 -
Arm 1 - R132 Swords Road Southbound
Arm 15 -
Arm 5 - Dublin Airport Northbound
Arm 4 - Dublin Airport
Arm 6 - Eastbound Internal
Arm 10 - Exit to M1 Junction 2
Arm 17 -
Arm 9 - Northbound Internal
Arm 7 - Southbound Internal
Arm 13 - T1-T2 Exit
Arm 12 - T1 - T2 Access
Arm 8 - Westbound Internal
Arm 2 - M1 Junction 2 WB
Arm 27 - M1 Junction 2
Arm 11 - Swords Rd SB Exit
Arm 26 - M1 Junction 2 Offslip SB
Bus Lane
No LT modelled from M1 (Junction 2)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Route 2 Swords to City Centre	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**248.1%**
R132 Swords Road - Dublin Airport Rbt	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**248.1%**
1/1	R132 Swords Road Southbound Ahead	U	N/A	N/A	O		1	6	-	-	78	2015	307	25.4%
1/2	R132 Swords Road Southbound Ahead	U	N/A	N/A	E		1	16	-	-	676	2135	789	85.7%
1/3	R132 Swords Road Southbound Ahead	U	N/A	N/A	E		1	16	-	-	169	2080	769	22.0%
2/1	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	859	1992	346	248.0%
2/2	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	848	1965	342	248.1%
2/3	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	387	2152	374	103.4%
3/2+3/1	R132 Swords Rd NB Ahead Left	U	N/A	N/A	G		1	6	-	-	94	2074:1973	293+300	15.0 : 16.7%
3/3	R132 Swords Rd NB Ahead	U	N/A	N/A	G		1	6	-	-	216	2105	320	67.4%
3/4	R132 Swords Rd NB Ahead	U	N/A	N/A	G		1	6	-	-	207	2135	325	63.7%
4/1	Dublin Airport Ahead	U	N/A	N/A	B		1	5	-	-	535	1968	257	208.4%

4/2+4/3	Dublin Airport Ahead	U	N/A	N/A	B		1	5	-	-	747	2105:2115	275+202	211.2 : 82.8%
5/2+5/1	Dublin Airport Northbound Left	U	N/A	N/A	J N		1	9:15	-	-	231	1969:1968	428+685	24.1 : 18.7%
6/1	Eastbound Internal Ahead	U	N/A	N/A	D		1	12	-	-	617	1965	555	61.0%
6/2	Eastbound Internal Right Ahead	U	N/A	N/A	D		1	12	-	-	694	2165	612	63.5%
6/3	Eastbound Internal Right	U	N/A	N/A	D		1	12	-	-	167	1947	550	30.4%
7/1	Southbound Internal Ahead	U	N/A	N/A	F		1	29	-	-	664	2015	1314	38.2%
7/2	Southbound Internal Right Ahead	U	N/A	N/A	F		1	29	-	-	564	2194	1431	39.4%
7/3	Southbound Internal Right	U	N/A	N/A	F		1	29	-	-	169	1998	1303	13.0%
8/1	Westbound Internal Ahead	U	N/A	N/A	C		1	30	-	-	972	1974	1330	34.5%
8/2	Westbound Internal Right Ahead	U	N/A	N/A	C		1	30	-	-	1017	2173	1464	34.9%
8/3	Westbound Internal Right	U	N/A	N/A	C		1	30	-	-	387	1964	1324	28.3%
9/1	Northbound Internal Ahead	U	N/A	N/A	I		1	24	-	-	65	1997	1085	4.8%
9/2	Northbound Internal Ahead	U	N/A	N/A	I		1	24	-	-	216	2155	1171	18.4%
9/3	Northbound Internal Right Ahead	U	N/A	N/A	I		1	24	-	-	594	1979	1076	54.0%
10/1	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
10/2	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	387	Inf	Inf	0.0%

11/1	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	664	Inf	Inf	0.0%
11/2	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	451	Inf	Inf	0.0%
12/1	T1 - T2 Access Ahead	U	N/A	N/A	H		1	27	-	-	991	1973	1201	39.8%
12/2	T1 - T2 Access Ahead	U	N/A	N/A	H		1	27	-	-	1027	2004	1220	43.7%
13/1	T1-T2 Exit	U	N/A	N/A	-		-	-	-	-	2018	Inf	Inf	0.0%
14/1	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	193	1929	1929	9.4%
14/2	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	269	1948	1948	13.8%
14/3	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	448	1953	1953	22.3%
15/1	Left	O	N/A	N/A	-		-	-	-	-	430	Inf	587	73.3%
16/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	508	Inf	Inf	0.0%
16/2	Ahead	U	N/A	N/A	-		-	-	-	-	845	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	-	1434	Inf	Inf	0.0%
18/1	Right	U	N/A	N/A	S		1	9	-	-	0	1815	395	0.0%
19/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
20/1	Left	U	N/A	N/A	R		1	9	-	-	0	1815	395	0.0%
21/1	Left	U	N/A	N/A	T		1	27	-	-	0	1815	1105	0.0%
22/1	Ahead	U	N/A	N/A	U		1	27	-	-	0	1815	1105	0.0%
23/1	Right	U	N/A	N/A	Q		1	27	-	-	0	1815	1105	0.0%
24/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
25/1	Ahead	U	N/A	N/A	P		1	27	-	-	0	1815	1105	0.0%

26/1	M1 Junction 2 Offslip SB Left	O	N/A	N/A	-		-	-	-	-	927	1965	1590	58.3%
27/1	M1 Junction 2 Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	3021	Inf	Inf	0.0%
28/1		U	N/A	N/A	-		-	-	-	-	2042	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	24	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	24	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	6	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Route 2 Swords to City Centre	**-**	**-**	**1357**	**0**	**0**	**78.9**	**831.1**	**0.0**	**910.0**	**-**	**-**	**-**	**-**	
R132 Swords Road - Dublin Airport Rbt	**-**	**-**	**1357**	**0**	**0**	**78.9**	**831.1**	**0.0**	**910.0**	**-**	**-**	**-**	**-**	
1/1	78	78	-	-	-	0.4	0.2	-	0.5	25.1	0.9	0.2	1.0	
1/2	676	676	-	-	-	2.5	2.8	-	5.4	28.5	7.9	2.8	10.7	
1/3	169	169	-	-	-	0.5	0.1	-	0.6	13.0	1.5	0.1	1.6	
2/1	859	346	-	-	-	18.1	257.1	-	275.2	1153.3	23.6	257.1	280.7	
2/2	848	342	-	-	-	17.9	254.0	-	271.8	1154.0	23.3	254.0	277.3	
2/3	387	374	-	-	-	2.2	13.5	-	15.8	146.5	5.1	13.5	18.6	
3/2+3/1	94	94	-	-	-	0.4	0.1	-	0.5 (0.3+0.3)	20.6 (20.6:20.6)	0.6	0.1	0.6	
3/3	216	216	-	-	-	1.1	1.0	-	2.1	35.4	2.6	1.0	3.6	
3/4	207	207	-	-	-	1.1	0.9	-	1.9	33.4	2.5	0.9	3.3	
4/1	535	257	-	-	-	10.1	140.1	-	150.2	1010.9	13.5	140.1	153.6	
4/2+4/3	747	442	-	-	-	10.2	154.1	-	164.3 (163.1+1.2)	791.6 (1012.2:25.5)	13.0	154.1	167.0	
5/2+5/1	231	231	-	-	-	0.8	0.1	-	0.9 (0.5+0.4)	14.5 (16.9:12.5)	1.1	0.1	1.3	
6/1	339	339	-	-	-	2.6	0.8	-	3.4	36.3	4.1	0.8	4.9	
6/2	389	389	-	-	-	3.0	0.9	-	3.8	35.3	4.8	0.9	5.7	
6/3	167	167	-	-	-	1.4	0.2	-	1.7	35.8	2.1	0.2	2.4	
7/1	502	502	-	-	-	0.9	0.3	-	1.2	8.8	3.7	0.3	4.0	
7/2	564	564	-	-	-	1.2	0.3	-	1.5	9.6	4.5	0.3	4.8	
7/3	169	169	-	-	-	0.1	0.1	-	0.2	4.1	0.5	0.1	0.5	

8/1	459	459	-	-	-	0.4	0.3	-	0.6	4.9	1.2	0.3	1.5	
8/2	511	511	-	-	-	0.7	0.3	-	0.9	6.5	2.1	0.3	2.3	
8/3	374	374	-	-	-	0.7	0.2	-	0.9	8.7	2.1	0.2	2.3	
9/1	52	52	-	-	-	0.0	0.0	-	0.0	2.4	0.1	0.0	0.1	
9/2	216	216	-	-	-	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1	
9/3	581	581	-	-	-	0.1	0.6	-	0.7	4.4	2.7	0.6	3.3	
10/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	478	478	-	-	-	1.3	0.3	-	1.6	12.3	4.5	0.3	4.8	
12/2	533	533	-	-	-	1.2	0.4	-	1.6	10.8	5.1	0.4	5.5	
13/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	180	180	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
14/2	269	269	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
14/3	435	435	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
15/1	430	430	430	0	0	0.0	1.3	-	1.4	11.5	1.8	1.3	3.1	
16/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
17/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
19/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
22/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
23/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
24/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
25/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

26/1	927	927	927	0	0	0.0	0.7	-	0.7	2.7	0.0	0.7	0.7	
27/1	3021	3021	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
28/1	1880	1880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 - Swords-Airport-Corballis

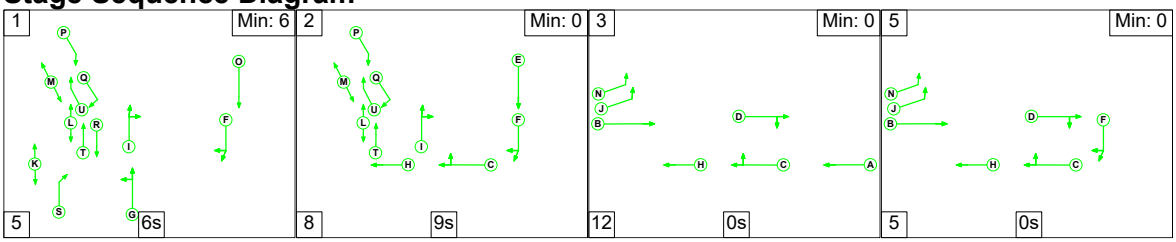
PRC for Signalled Lanes (%): -175.7
PRC Over All Lanes (%): -175.7

Total Delay for Signalled Lanes (pcuHr): 907.65
Total Delay Over All Lanes(pcuHr): 910.00

Cycle Time (s): 46

Scenario 4: 'C/t optimised 2029 DS PM' (FG6: '2029 DS PM', Plan 1: 'Peak Hour')

Stage Sequence Diagram



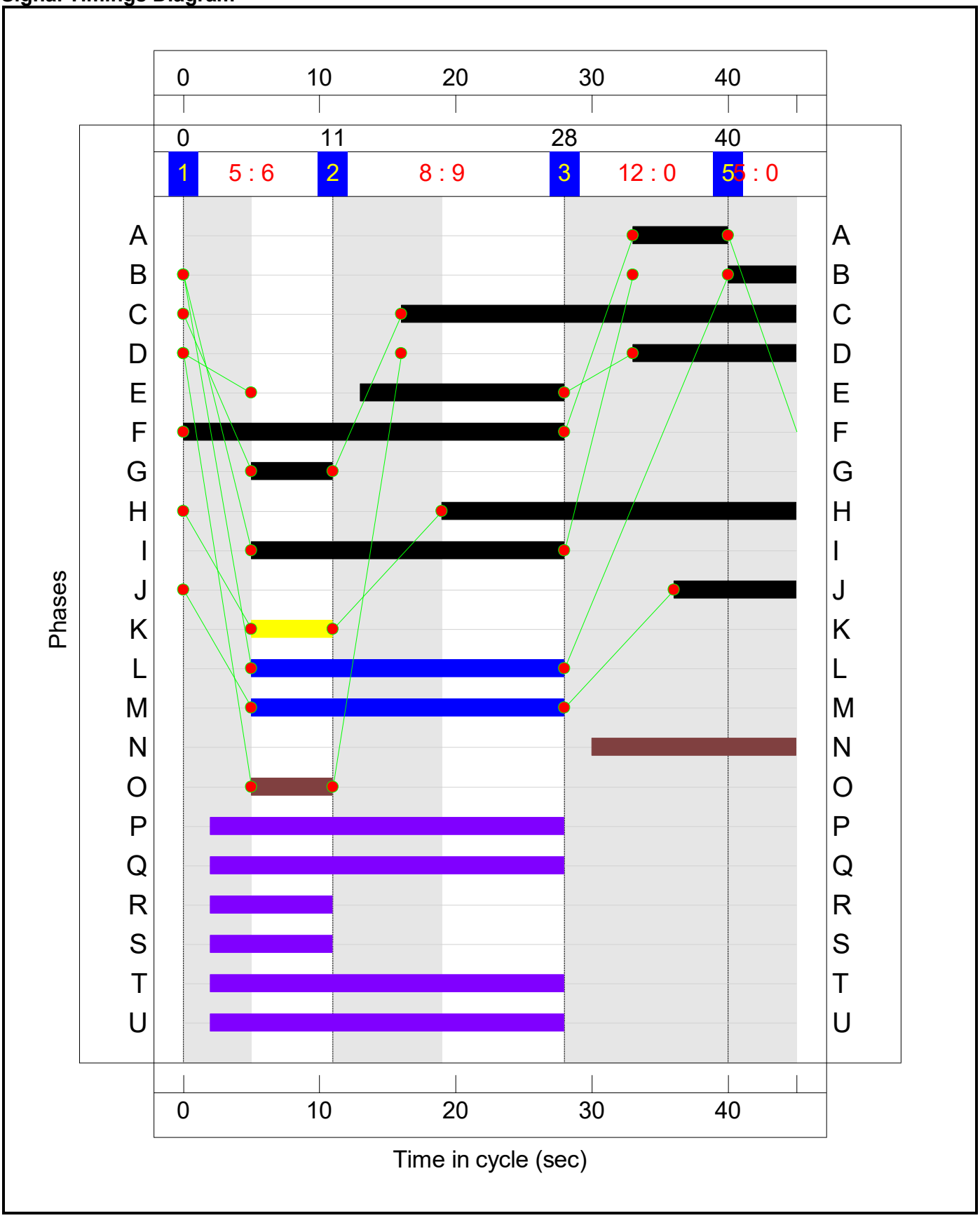
Stage Timings

Stage	1	2	3	5
Duration	6	9	0	0
Change Point	0	11	28	40

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Junction 2 WB Ahead	Traffic	7	33	40
B	Dublin Airport Ahead	Traffic	5	40	0
C	Westbound Internal Right Ahead	Traffic	29	16	0
D	Eastbound Internal Right Ahead	Traffic	12	33	0
E	R132 Swords Road Southbound Ahead	Traffic	15	13	28
F	Southbound Internal Right Ahead	Traffic	28	0	28
G	R132 Swords Rd NB Ahead Left	Traffic	6	5	11
H	T1 - T2 Access Ahead	Traffic	26	19	0
I	Northbound Internal Right Ahead	Traffic	23	5	28
J	Dublin Airport Northbound Left	Traffic	9	36	0
K	Pedestrians across P1	Pedestrian	6	5	11
L	Pedestrians across P2	Pedestrian	23	5	28
M	Pedestrians across	Pedestrian	23	5	28
N	Dublin Airport Northbound Left Buses	Bus	15	30	0
O	R132 Swords Road Southbound Ahead Buses	Bus	6	5	11
P	Ahead Cycles	Cycle	26	2	28
Q	Right Cycles	Cycle	26	2	28
R	Left Cycles	Cycle	9	2	11
S	Right Cycles	Cycle	9	2	11
T	Left Cycles	Cycle	26	2	28
U	Ahead Cycles	Cycle	26	2	28

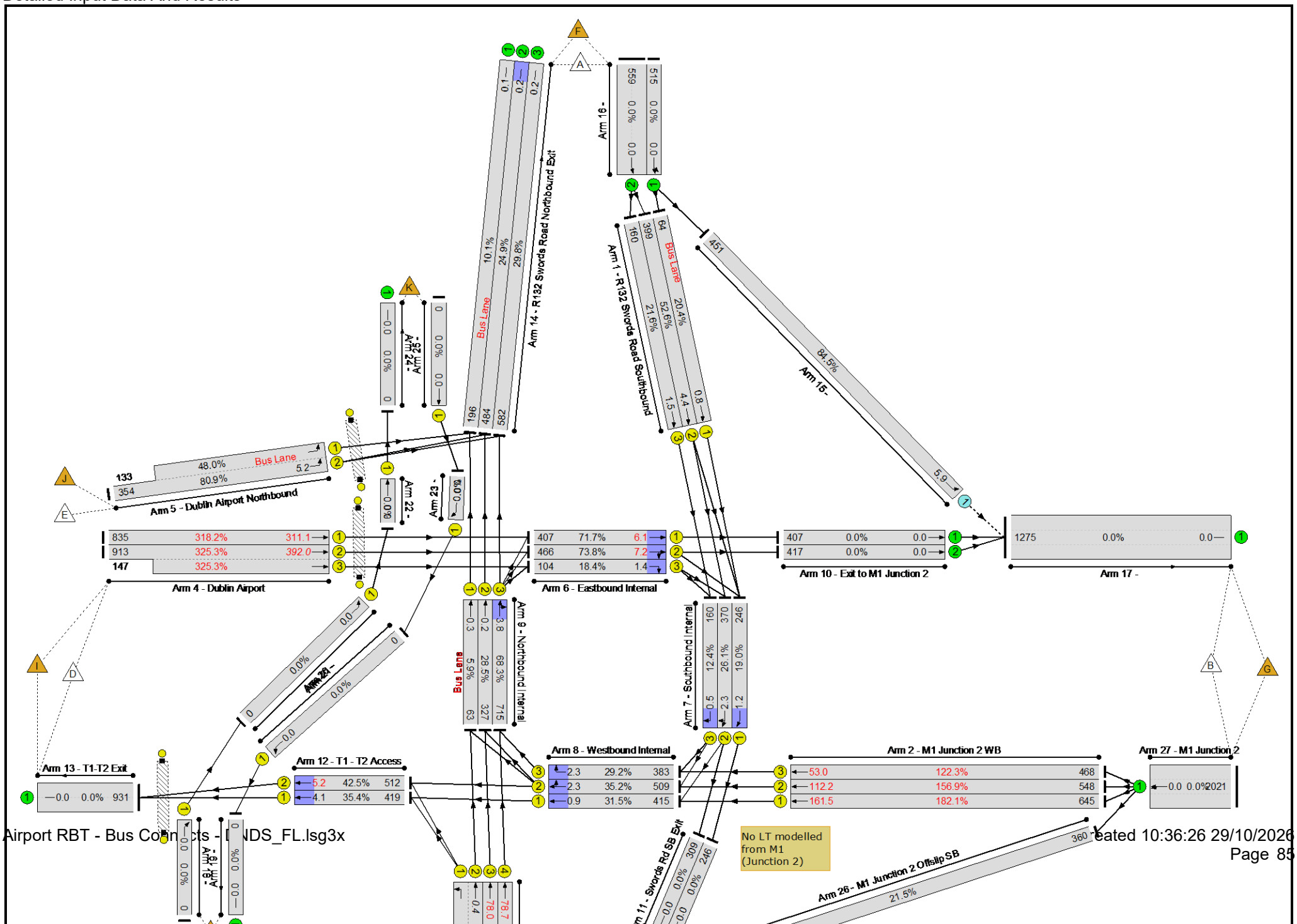
Signal Timings Diagram



Lane Green Times

Junction: R132 Swords Road - Dublin Airport Rbt					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	R132 Swords Road Southbound Ahead	U	O	5	11
1/2	R132 Swords Road Southbound Ahead	U	E	13	28
1/3	R132 Swords Road Southbound Ahead	U	E	13	28
2/1	M1 Junction 2 WB Ahead	U	A	33	40
2/2	M1 Junction 2 WB Ahead	U	A	33	40
2/3	M1 Junction 2 WB Ahead	U	A	33	40
3/1	R132 Swords Rd NB Left	U	G	5	11
3/2	R132 Swords Rd NB Ahead	U	G	5	11
3/3	R132 Swords Rd NB Ahead	U	G	5	11
3/4	R132 Swords Rd NB Ahead	U	G	5	11
4/1	Dublin Airport Ahead	U	B	40	0
4/2	Dublin Airport Ahead	U	B	40	0
4/3	Dublin Airport Ahead	U	B	40	0
5/1	Dublin Airport Northbound Left	U	N	30	0
5/2	Dublin Airport Northbound Left	U	J	36	0
6/1	Eastbound Internal Ahead	U	D	33	0
6/2	Eastbound Internal Right Ahead	U	D	33	0
6/3	Eastbound Internal Right	U	D	33	0
7/1	Southbound Internal Ahead	U	F	0	28
7/2	Southbound Internal Right Ahead	U	F	0	28
7/3	Southbound Internal Right	U	F	0	28
8/1	Westbound Internal Ahead	U	C	16	0
8/2	Westbound Internal Right Ahead	U	C	16	0
8/3	Westbound Internal Right	U	C	16	0
9/1	Northbound Internal Ahead	U	I	5	28
9/2	Northbound Internal Ahead	U	I	5	28
9/3	Northbound Internal Right Ahead	U	I	5	28
12/1	T1 - T2 Access Ahead	U	H	19	0
12/2	T1 - T2 Access Ahead	U	H	19	0
18/1	Right	U	S	2	11
20/1	Left	U	R	2	11
21/1	Left	U	T	2	28
22/1	Ahead	U	U	2	28
23/1	Right	U	Q	2	28
25/1	Ahead	U	P	2	28

Network Layout Diagram


Arm 14 - R132 Swords Road Northbound Exit
Arm 18 -
Arm 1 - R132 Swords Road Southbound
Arm 15 -
Arm 5 - Dublin Airport Northbound
Arm 4 - Dublin Airport
Arm 6 - Eastbound Internal
Arm 10 - Exit to M1 Junction 2
Arm 17 -
Arm 9 - Northbound Internal
Arm 7 - Southbound Internal
Arm 13 - T1-T2 Exit
Arm 12 - T1 - T2 Access
Arm 8 - Westbound Internal
Arm 2 - M1 Junction 2 WB
Arm 27 - M1 Junction 2
Arm 11 - Swords Rd SB Exit
Arm 26 - M1 Junction 2 Offslip SB
Bus Lane
No LT modelled from M1 (Junction 2)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Route 2 Swords to City Centre	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**325.3%**
R132 Swords Road - Dublin Airport Rbt	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**325.3%**
1/1	R132 Swords Road Southbound Ahead	U	N/A	N/A	O		1	6	-	-	64	2015	313	20.4%
1/2	R132 Swords Road Southbound Ahead	U	N/A	N/A	E		1	15	-	-	399	2135	759	52.6%
1/3	R132 Swords Road Southbound Ahead	U	N/A	N/A	E		1	15	-	-	160	2080	740	21.6%
2/1	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	645	1992	354	182.1%
2/2	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	548	1965	349	156.9%
2/3	M1 Junction 2 WB Ahead	U	N/A	N/A	A		1	7	-	-	468	2152	383	122.3%
3/2+3/1	R132 Swords Rd NB Ahead Left	U	N/A	N/A	G		1	6	-	-	69	2074:1973	323+307	11.2 : 10.8%
3/3	R132 Swords Rd NB Ahead	U	N/A	N/A	G		1	6	-	-	465	2105	327	142.0%
3/4	R132 Swords Rd NB Ahead	U	N/A	N/A	G		1	6	-	-	471	2135	332	141.8%
4/1	Dublin Airport Ahead	U	N/A	N/A	B		1	5	-	-	835	1968	262	318.2%

4/2+4/3	Dublin Airport Ahead	U	N/A	N/A	B		1	5	-	-	1060	2105:2115	281+45	325.3 : 325.3%
5/2+5/1	Dublin Airport Northbound Left	U	N/A	N/A	J N		1	9:15	-	-	487	1969:1968	438+277	80.9 : 48.0%
6/1	Eastbound Internal Ahead	U	N/A	N/A	D		1	12	-	-	1040	1965	568	71.7%
6/2	Eastbound Internal Right Ahead	U	N/A	N/A	D		1	12	-	-	1176	2186	632	73.8%
6/3	Eastbound Internal Right	U	N/A	N/A	D		1	12	-	-	147	1947	562	18.4%
7/1	Southbound Internal Ahead	U	N/A	N/A	F		1	28	-	-	357	2015	1299	19.0%
7/2	Southbound Internal Right Ahead	U	N/A	N/A	F		1	28	-	-	413	2196	1415	26.1%
7/3	Southbound Internal Right	U	N/A	N/A	F		1	28	-	-	160	1998	1288	12.4%
8/1	Westbound Internal Ahead	U	N/A	N/A	C		1	29	-	-	706	1974	1316	31.5%
8/2	Westbound Internal Right Ahead	U	N/A	N/A	C		1	29	-	-	708	2170	1447	35.2%
8/3	Westbound Internal Right	U	N/A	N/A	C		1	29	-	-	468	1964	1309	29.2%
9/1	Northbound Internal Ahead	U	N/A	N/A	I		1	23	-	-	78	1997	1065	5.9%
9/2	Northbound Internal Ahead	U	N/A	N/A	I		1	23	-	-	465	2155	1149	28.5%
9/3	Northbound Internal Right Ahead	U	N/A	N/A	I		1	23	-	-	939	1962	1046	68.3%
10/1	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	1040	Inf	Inf	0.0%
10/2	Exit to M1 Junction 2 Ahead	U	N/A	N/A	-		-	-	-	-	1016	Inf	Inf	0.0%

11/1	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	357	Inf	Inf	0.0%
11/2	Swords Rd SB Exit Ahead	U	N/A	N/A	-		-	-	-	-	352	Inf	Inf	0.0%
12/1	T1 - T2 Access Ahead	U	N/A	N/A	H		1	26	-	-	710	1973	1184	35.4%
12/2	T1 - T2 Access Ahead	U	N/A	N/A	H		1	26	-	-	695	2004	1202	42.5%
13/1	T1-T2 Exit	U	N/A	N/A	-		-	-	-	-	1405	Inf	Inf	0.0%
14/1	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	211	1929	1929	10.1%
14/2	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	622	1948	1948	24.9%
14/3	R132 Swords Road Northbound Exit	U	N/A	N/A	-		-	-	-	-	668	1953	1953	29.8%
15/1	Left	O	N/A	N/A	-		-	-	-	-	451	Inf	534	84.5%
16/1	Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	515	Inf	Inf	0.0%
16/2	Ahead	U	N/A	N/A	-		-	-	-	-	559	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	-	2507	Inf	Inf	0.0%
18/1	Right	U	N/A	N/A	S		1	9	-	-	0	1815	403	0.0%
19/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
20/1	Left	U	N/A	N/A	R		1	9	-	-	0	1815	403	0.0%
21/1	Left	U	N/A	N/A	T		1	26	-	-	0	1815	1089	0.0%
22/1	Ahead	U	N/A	N/A	U		1	26	-	-	0	1815	1089	0.0%
23/1	Right	U	N/A	N/A	Q		1	26	-	-	0	1815	1089	0.0%
24/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
25/1	Ahead	U	N/A	N/A	P		1	26	-	-	0	1815	1089	0.0%

26/1	M1 Junction 2 Offslip SB Left	O	N/A	N/A	-		-	-	-	-	360	1965	1678	21.5%
27/1	M1 Junction 2 Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	2021	Inf	Inf	0.0%
28/1		U	N/A	N/A	-		-	-	-	-	1069	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	23	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	23	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	6	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Route 2 Swords to City Centre	**-**	**-**	**811**	**0**	**0**	**88.4**	**1099.7**	**0.0**	**1188.1**	**-**	**-**	**-**	**-**	
R132 Swords Road - Dublin Airport Rbt	**-**	**-**	**811**	**0**	**0**	**88.4**	**1099.7**	**0.0**	**1188.1**	**-**	**-**	**-**	**-**	
1/1	64	64	-	-	-	0.3	0.1	-	0.4	23.8	0.7	0.1	0.8	
1/2	399	399	-	-	-	1.3	0.6	-	1.8	16.5	3.9	0.6	4.4	
1/3	160	160	-	-	-	0.5	0.1	-	0.6	13.3	1.4	0.1	1.5	
2/1	645	354	-	-	-	10.8	146.5	-	157.3	877.9	15.0	146.5	161.5	
2/2	548	349	-	-	-	7.8	100.7	-	108.5	713.0	11.5	100.7	112.2	
2/3	468	383	-	-	-	4.4	45.3	-	49.7	382.5	7.7	45.3	53.0	
3/2+3/1	69	69	-	-	-	0.3	0.1	-	0.4 (0.2+0.2)	19.7 (19.7:19.7)	0.4	0.1	0.4	
3/3	465	327	-	-	-	5.5	70.4	-	75.9	587.9	7.5	70.4	78.0	
3/4	471	332	-	-	-	5.6	71.1	-	76.7	586.0	7.6	71.1	78.7	
4/1	835	262	-	-	-	18.9	287.0	-	305.9	1319.0	24.1	287.0	311.1	
4/2+4/3	1060	384	-	-	-	18.8	367.8	-	386.6 (334.8+51.8)	1313.0 (1320.3:1267.6)	24.2	367.8	392.0	
5/2+5/1	487	487	-	-	-	2.0	1.1	-	3.1 (2.4+0.7)	22.7 (24.4:17.9)	4.1	1.1	5.2	
6/1	407	407	-	-	-	2.9	1.2	-	4.2	37.0	4.9	1.2	6.1	
6/2	466	466	-	-	-	3.3	1.4	-	4.7	36.1	5.8	1.4	7.2	
6/3	104	104	-	-	-	0.9	0.1	-	1.0	33.8	1.3	0.1	1.4	
7/1	246	246	-	-	-	0.2	0.1	-	0.3	4.9	1.0	0.1	1.2	
7/2	370	370	-	-	-	0.5	0.2	-	0.6	6.2	2.2	0.2	2.3	
7/3	160	160	-	-	-	0.1	0.1	-	0.2	4.2	0.4	0.1	0.5	
8/1	415	415	-	-	-	0.2	0.2	-	0.5	3.9	0.7	0.2	0.9	

8/2	509	509	-	-	-	0.6	0.3	-	0.9	6.5	2.0	0.3	2.3
8/3	383	383	-	-	-	0.7	0.2	-	0.9	8.8	2.1	0.2	2.3
9/1	63	63	-	-	-	0.0	0.0	-	0.1	3.5	0.3	0.0	0.3
9/2	327	327	-	-	-	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
9/3	715	715	-	-	-	0.2	1.1	-	1.2	6.1	2.7	1.1	3.8
10/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	419	419	-	-	-	1.3	0.3	-	1.5	13.1	3.8	0.3	4.1
12/2	512	512	-	-	-	1.1	0.4	-	1.5	10.7	4.8	0.4	5.2
13/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	196	196	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/2	484	484	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/3	582	582	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
15/1	451	451	451	0	0	0.2	2.6	-	2.8	22.1	3.4	2.6	5.9
16/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	1275	1275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
23/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
24/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
25/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
26/1	360	360	360	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1

27/1	2021	2021	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
28/1	915	915	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Swords-Airport-Corballis

PRC for Signalled Lanes (%): -261.4
PRC Over All Lanes (%): -261.4

Total Delay for Signalled Lanes (pcuHr): 1184.80
Total Delay Over All Lanes(pcuHr): 1188.14

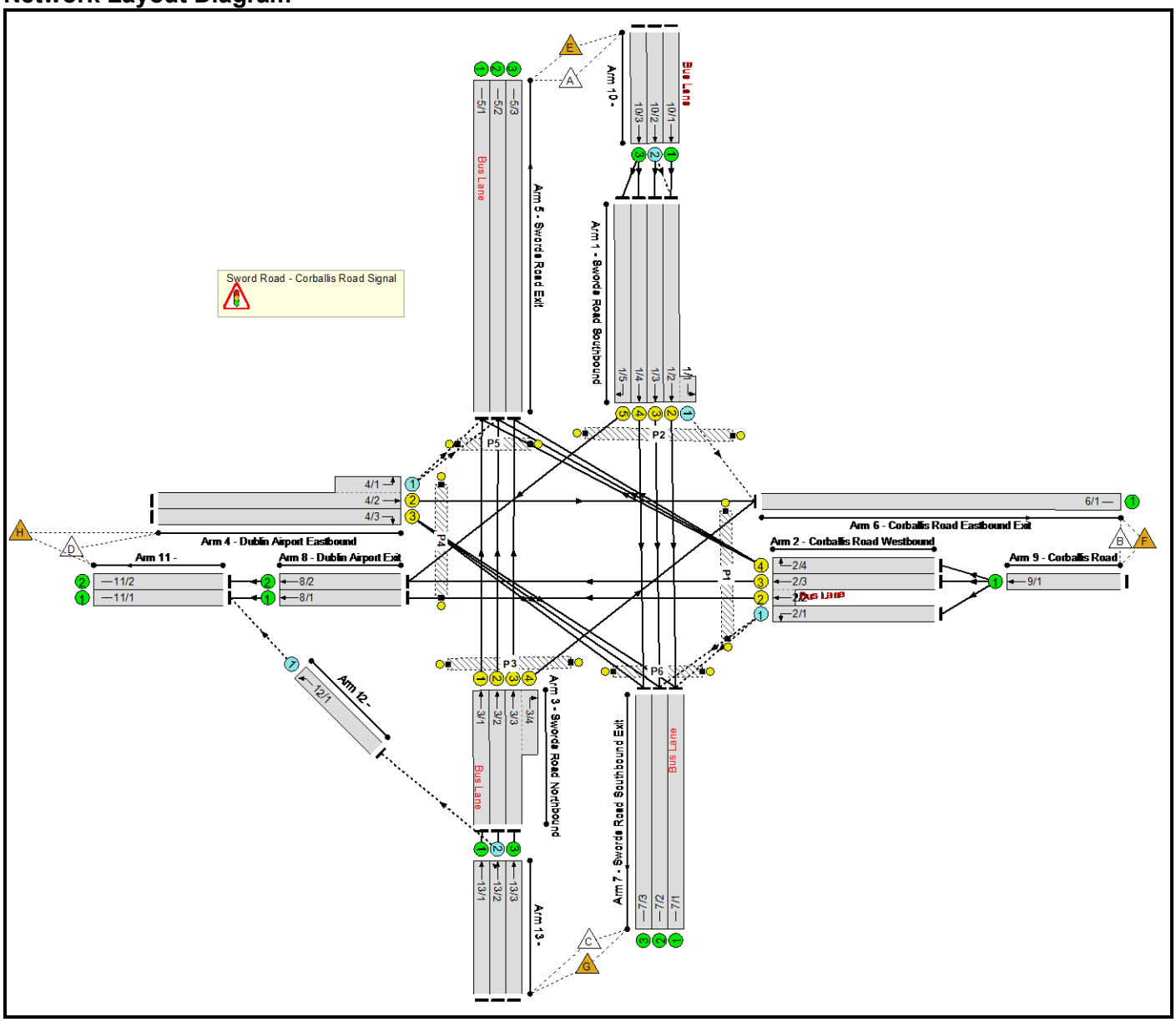
Cycle Time (s): 45

Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	4. R132_Corballis Rd S_Base.lsg3x
Author:	
Company:	AECOM
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



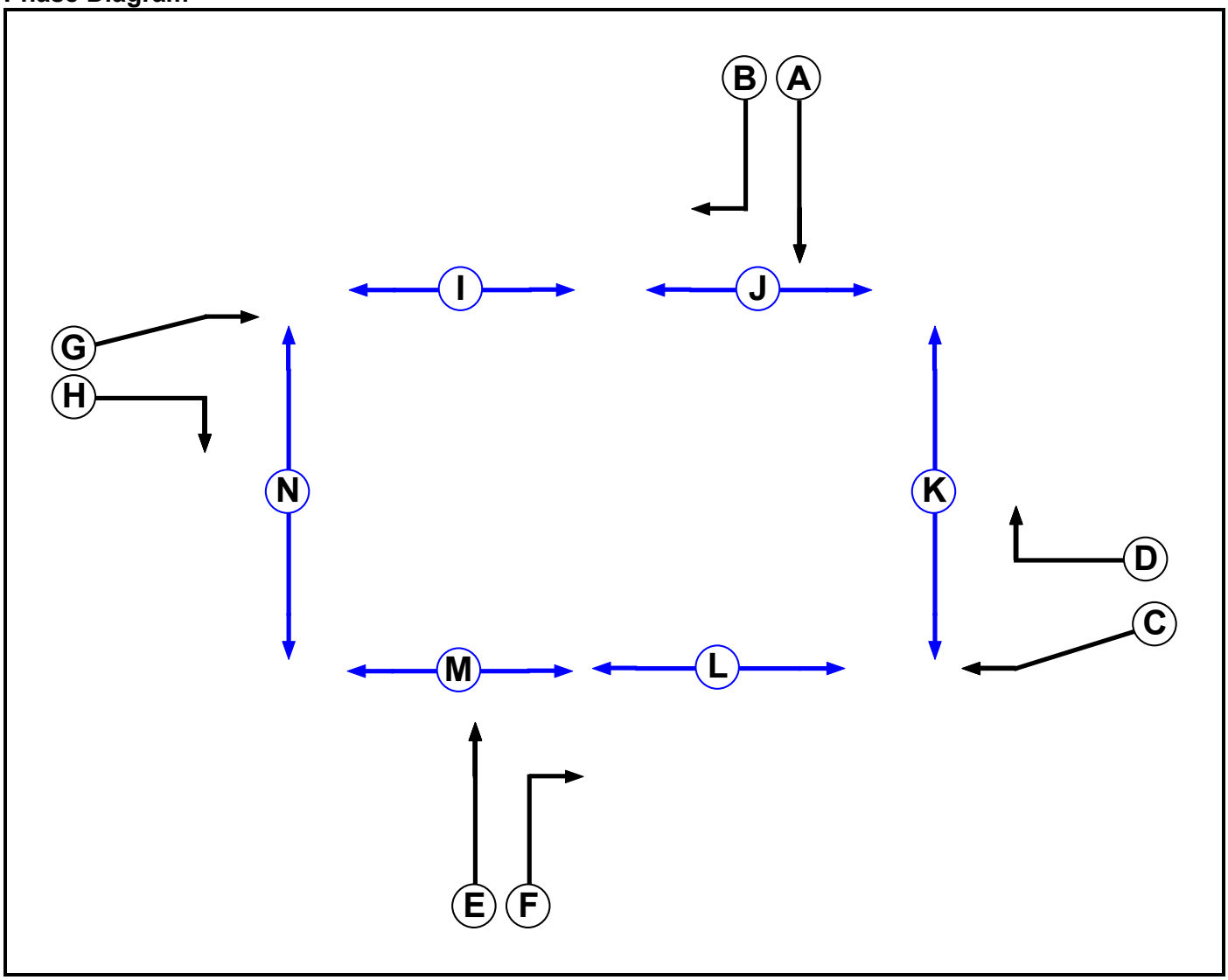
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2023 AM	2023 AM	Network Control Plan 1	08:00 - 09:00	90	-3.5	41.61
2	2023 PM	2023 PM	Network Control Plan 1	17:00 - 18:00	90	-39.9	201.49
3	2025 Base AM	2025 Base AM	Network Control Plan 1	08:00 - 09:00	90	-9.6	49.61
4	2025 Base PM	2025 Base PM	Network Control Plan 1	17:00 - 18:00	90	-4.5	35.54

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - Swords Road - Corballis Road Junction	Gen		Stage Stream 1	14	4	Sword Road - Corballis Road Signal	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Pedestrian		6	6
M	Pedestrian		6	6
N	Pedestrian		6	6

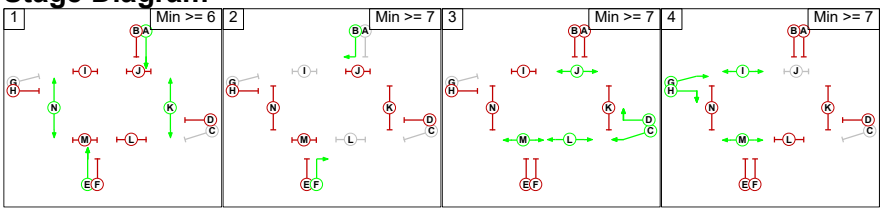
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A		-	-	5	-	-	-	6	-	5	-	9	-	-
B	-		-	5	6	-	-	5	-	5	-	-	-	9
C	-	-		-	-	-	-	-	-	-	-	-	-	-
D	5	5	-		5	5	-	5	9	-	5	-	-	9
E	-	6	-	5		-	-	7	10	-	-	-	5	-
F	-	-	-	5	-		-	5	-	-	10	-	5	-
G	-	-	-	-	-	-		-	-	-	-	-	-	-
H	6	5	-	9	6	5	-		-	-	9	10	-	5
I	-	-	-	13	13	-	-	-		-	-	-	-	-
J	16	16	-	-	-	-	-	-	-		-	-	-	-
K	-	-	-	17	-	17	-	17	-	-		-	-	-
L	13	-	-	-	-	-	-	13	-	-	-		-	-
M	-	-	-	-	16	16	-	-	-	-	-	-		-
N	-	20	-	20	-	-	-	20	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E K N
2	B F
3	C D J L M
4	G H I M

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		20	20	20
	2	10		5	5
	3	16	16		13
	4	16	16	13	

Lane Input Data

Junction: Sword Road - Corballis Road Signal

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Swords Road Southbound)	O		2	3	2.4	Geom	-	3.70	0.00	Y	Arm 6 Left	Inf
1/2 (Swords Road Southbound)	U	A	2	3	13.6	Geom	-	3.20	0.00	Y	Arm 7 Ahead	Inf
1/3 (Swords Road Southbound)	U	A	2	3	13.6	Geom	-	3.50	0.00	N	Arm 7 Ahead	Inf
1/4 (Swords Road Southbound)	U	A	2	3	13.6	Geom	-	3.45	0.00	N	Arm 7 Ahead	Inf
1/5 (Swords Road Southbound)	U	B	2	3	12.5	Geom	-	3.45	0.00	N	Arm 8 Right	Inf
2/1 (Corballis Road Westbound)	O		2	3	12.2	Geom	-	4.00	0.00	Y	Arm 7 Left	Inf
2/2 (Corballis Road Westbound)	U	C	2	3	2.1	Geom	-	3.60	0.00	Y	Arm 8 Ahead	Inf
2/3 (Corballis Road Westbound)	U	C	2	3	12.2	Geom	-	3.50	0.00	N	Arm 8 Ahead	Inf
2/4 (Corballis Road Westbound)	U	D	2	3	12.2	Geom	-	3.50	0.00	Y	Arm 5 Right	24.00
3/1 (Swords Road Northbound)	U	E	2	3	21.7	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
3/2 (Swords Road Northbound)	U	E	2	3	21.7	Geom	-	3.50	0.00	N	Arm 5 Ahead	Inf
3/3 (Swords Road Northbound)	U	E	2	3	21.7	Geom	-	3.50	0.00	N	Arm 5 Ahead	Inf
3/4 (Swords Road Northbound)	U	F	2	3	6.0	Geom	-	3.50	0.00	Y	Arm 6 Right	20.00
4/1 (Dublin Airport Eastbound)	O		2	3	6.1	Geom	-	5.00	0.00	Y	Arm 5 Left	33.00
4/2 (Dublin Airport Eastbound)	U	G	2	3	60.0	Geom	-	3.70	0.00	N	Arm 6 Ahead	Inf

4/3 (Dublin Airport Eastbound)	U	H	2	3	60.0	Geom	-	3.40	0.00	N	Arm 7 Right	22.00
5/1 (Swords Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Swords Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/3 (Swords Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Corballis Road Eastbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Swords Road Southbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (Swords Road Southbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/3 (Swords Road Southbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Dublin Airport Exit)	U		2	3	4.5	Inf	-	-	-	-	-	-
8/2 (Dublin Airport Exit)	U		2	3	4.5	Inf	-	-	-	-	-	-
9/1 (Corballis Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	17.7	Geom	-	4.00	0.00	Y	Arm 1 Ahead	Inf
10/2	O		2	3	17.7	Geom	-	3.50	0.00	N	Arm 1 Ahead	Inf
10/3	U		2	3	17.7	Geom	-	3.50	0.00	N	Arm 1 Ahead	Inf
11/1	U		2	3	55.5	Inf	-	-	-	-	-	-
11/2	U		2	3	55.5	Inf	-	-	-	-	-	-
12/1	O		2	3	23.8	Geom	-	5.00	0.00	Y	Arm 11 Ahead	Inf
13/1	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Ahead	Inf
13/2	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm 3 Ahead	Inf
											Arm 12 Ahead	Inf

13/3	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Ahead	Inf

Give-Way Lane Input Data

Junction: Sword Road - Corballis Road Signal											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Swords Road Southbound)	6/1 (Left)	715	0	4/2	1.09	To 6/1 (Ahead)	-	-	-	-	-
				3/4	1.09	All					
2/1 (Corballis Road Westbound)	7/1 (Left)	1439	0	4/3	1.09	All	-	-	-	-	-
				1/2	1.09	All					
				1/3	1.09	All					
	7/2 (Left)	1439	0	1/2	1.09	All					
				1/3	1.09	All					
				4/3	1.09	All					
4/1 (Dublin Airport Eastbound)	5/1 (Left)	715	0	2/4	0.22	All	-	-	-	-	-
				3/2	0.22	All					
				3/3	0.22	All					
	5/2 (Left)	715	0	3/2	0.22	All					
				3/3	0.22	All					
				2/4	0.22	All					
10/2	1/2 (Ahead)	1439	0	10/1	1.09	All	-	-	-	-	-
12/1	11/1 (Ahead)	715	0	8/1	1.09	All	-	-	-	-	-
13/2	12/1 (Ahead)	1439	0	13/1	1.09	All	-	-	-	-	-

Lane Connector Input Data

Junction: Sword Road - Corballis Road Signal				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	6/1	Internal	35	35
1/2	7/1	Internal	5	35
1/3	7/2	Internal	31	35
1/4	7/3	Internal	31	35
1/5	8/2	Internal	2	35
2/1	7/1	Internal	5	35
2/1	7/2	Internal	5	35
2/2	8/1	Internal	2	35
2/3	8/2	Internal	2	35
2/4	5/1	Internal	5	35
2/4	5/2	Internal	5	35
2/4	5/3	Internal	5	35
3/1	5/1	Internal	35	35
3/2	5/2	Internal	31	35
3/3	5/3	Internal	31	35
3/4	6/1	Internal	25	35
4/1	5/1	Internal	35	35
4/1	5/2	Internal	5	35
4/2	6/1	Internal	31	35
4/3	7/1	Internal	21	35
4/3	7/2	Internal	21	35
4/3	7/3	Internal	21	35
8/1	11/1	Internal	29	35
8/2	11/2	Internal	29	35
9/1	2/1	Internal	5	35
9/1	2/3	Internal	5	35
9/1	2/4	Internal	5	35
10/1	1/2	Internal	7	35
10/2	1/2	Internal	8	35
10/2	1/3	Internal	7	35
10/3	1/4	Internal	7	35
10/3	1/5	Internal	6	35
12/1	11/1	Internal	33	35
13/1	3/1	Internal	11	35
13/2	3/2	Internal	11	35
13/2	12/1	Internal	14	35
13/3	3/3	Internal	11	35

Scenario 1: '2023 AM' (FG13: '2023 AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Sword Road - Corballis Road Signal

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Swords Road Southbound)	3.70	0.00	Y	Arm 6 Left	Inf	100.0 %	1985	1985
1/2 (Swords Road Southbound)	3.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1935	1935
1/3 (Swords Road Southbound)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/4 (Swords Road Southbound)	3.45	0.00	N	Arm 7 Ahead	Inf	100.0 %	2100	2100
1/5 (Swords Road Southbound)	3.45	0.00	N	Arm 8 Right	Inf	100.0 %	2100	2100
2/1 (Corballis Road Westbound)	4.00	0.00	Y	Arm 7 Left	Inf	100.0 %	2015	2015
2/2 (Corballis Road Westbound)	3.60	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1975	1975
2/3 (Corballis Road Westbound)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Corballis Road Westbound)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/1 (Swords Road Northbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/2 (Swords Road Northbound)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/3 (Swords Road Northbound)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/4 (Swords Road Northbound)	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
4/1 (Dublin Airport Eastbound)	5.00	0.00	Y	Arm 5 Left	33.00	100.0 %	2023	2023
4/2 (Dublin Airport Eastbound)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Dublin Airport Eastbound)	3.40	0.00	N	Arm 7 Right	22.00	100.0 %	1961	1961
5/1 (Swords Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Swords Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/3 (Swords Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
6/1 (Corballis Road Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Swords Road Southbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

7/2 (Swords Road Southbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Swords Road Southbound Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Airport Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Dublin Airport Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Corballis Road Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
10/2	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
10/3	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1	5.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2115	2115
13/1	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
13/2	3.50	0.00	N	Arm 3 Ahead	Inf	19.9 %	2105	2105
				Arm 12 Ahead	Inf	80.1 %		
13/3	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2023 PM' (FG14: '2023 PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Sword Road - Corballis Road Signal

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Swords Road Southbound)	3.70	0.00	Y	Arm 6 Left	Inf	100.0 %	1985	1985
1/2 (Swords Road Southbound)	3.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1935	1935
1/3 (Swords Road Southbound)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/4 (Swords Road Southbound)	3.45	0.00	N	Arm 7 Ahead	Inf	100.0 %	2100	2100
1/5 (Swords Road Southbound)	3.45	0.00	N	Arm 8 Right	Inf	100.0 %	2100	2100
2/1 (Corballis Road Westbound)	4.00	0.00	Y	Arm 7 Left	Inf	100.0 %	2015	2015
2/2 (Corballis Road Westbound)	3.60	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1975	1975
2/3 (Corballis Road Westbound)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Corballis Road Westbound)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/1 (Swords Road Northbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/2 (Swords Road Northbound)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/3 (Swords Road Northbound)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/4 (Swords Road Northbound)	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
4/1 (Dublin Airport Eastbound)	5.00	0.00	Y	Arm 5 Left	33.00	100.0 %	2023	2023
4/2 (Dublin Airport Eastbound)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Dublin Airport Eastbound)	3.40	0.00	N	Arm 7 Right	22.00	100.0 %	1961	1961
5/1 (Swords Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Swords Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/3 (Swords Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
6/1 (Corballis Road Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

7/1 (Swords Road Southbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Swords Road Southbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Swords Road Southbound Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Airport Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Dublin Airport Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Corballis Road Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
10/2	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
10/3	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1	5.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2115	2115
13/1	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
13/2	3.50	0.00	N	Arm 3 Ahead Arm 12 Ahead	Inf Inf	22.2 % 77.8 %	2105	2105
13/3	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Sword Road - Corballis Road Signal

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Swords Road Southbound)	3.70	0.00	Y	Arm 6 Left	Inf	100.0 %	1985	1985
1/2 (Swords Road Southbound)	3.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1935	1935
1/3 (Swords Road Southbound)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/4 (Swords Road Southbound)	3.45	0.00	N	Arm 7 Ahead	Inf	100.0 %	2100	2100
1/5 (Swords Road Southbound)	3.45	0.00	N	Arm 8 Right	Inf	100.0 %	2100	2100
2/1 (Corballis Road Westbound)	4.00	0.00	Y	Arm 7 Left	Inf	100.0 %	2015	2015
2/2 (Corballis Road Westbound)	3.60	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1975	1975
2/3 (Corballis Road Westbound)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Corballis Road Westbound)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/1 (Swords Road Northbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/2 (Swords Road Northbound)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/3 (Swords Road Northbound)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/4 (Swords Road Northbound)	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
4/1 (Dublin Airport Eastbound)	5.00	0.00	Y	Arm 5 Left	33.00	100.0 %	2023	2023
4/2 (Dublin Airport Eastbound)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Dublin Airport Eastbound)	3.40	0.00	N	Arm 7 Right	22.00	100.0 %	1961	1961
5/1 (Swords Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Swords Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/3 (Swords Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
6/1 (Corballis Road Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

7/1 (Swords Road Southbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Swords Road Southbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Swords Road Southbound Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Airport Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Dublin Airport Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Corballis Road Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
10/2	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
10/3	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1	5.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2115	2115
13/1	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
13/2	3.50	0.00	N	Arm 3 Ahead Arm 12 Ahead	Inf Inf	19.3 % 80.7 %	2105	2105
13/3	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Sword Road - Corballis Road Signal								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Swords Road Southbound)	3.70	0.00	Y	Arm 6 Left	Inf	100.0 %	1985	1985
1/2 (Swords Road Southbound)	3.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1935	1935
1/3 (Swords Road Southbound)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/4 (Swords Road Southbound)	3.45	0.00	N	Arm 7 Ahead	Inf	100.0 %	2100	2100
1/5 (Swords Road Southbound)	3.45	0.00	N	Arm 8 Right	Inf	100.0 %	2100	2100
2/1 (Corballis Road Westbound)	4.00	0.00	Y	Arm 7 Left	Inf	100.0 %	2015	2015
2/2 (Corballis Road Westbound)	3.60	0.00	Y	Arm 8 Ahead	Inf	0.0 %	1975	1975
2/3 (Corballis Road Westbound)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Corballis Road Westbound)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/1 (Swords Road Northbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/2 (Swords Road Northbound)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/3 (Swords Road Northbound)	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/4 (Swords Road Northbound)	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
4/1 (Dublin Airport Eastbound)	5.00	0.00	Y	Arm 5 Left	33.00	100.0 %	2023	2023
4/2 (Dublin Airport Eastbound)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Dublin Airport Eastbound)	3.40	0.00	N	Arm 7 Right	22.00	100.0 %	1961	1961
5/1 (Swords Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Swords Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/3 (Swords Road Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
6/1 (Corballis Road Eastbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

7/1 (Swords Road Southbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Swords Road Southbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (Swords Road Southbound Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Dublin Airport Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Dublin Airport Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Corballis Road Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
10/2	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
10/3	3.50	0.00	N	Arm 1 Ahead	Inf	100.0 %	2105	2105
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1	5.00	0.00	Y	Arm 11 Ahead	Inf	100.0 %	2115	2115
13/1	3.25	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1940	1940
13/2	3.50	0.00	N	Arm 3 Ahead Arm 12 Ahead	Inf Inf	27.4 % 72.6 %	2105	2105
13/3	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2029 DN AM'	08:00	09:00	01:00	
4: '2029 DN PM'	17:00	18:00	01:00	
5: '2029 DS AM'	08:00	09:00	01:00	
6: '2029 DS PM'	17:00	18:00	01:00	
7: '2025 Base Busy Day AM'	08:00	09:00	01:00	
8: '2025 Base Busy Day PM'	17:00	18:00	01:00	
9: '2029 DN Busy Day AM'	08:00	09:00	01:00	
10: '2029 DN Busy Day PM'	17:00	18:00	01:00	
11: '2029 DS Busy Day AM'	08:00	09:00	01:00	
12: '2029 DS Busy Day PM'	17:00	18:00	01:00	
13: '2023 AM'	08:00	09:00	01:00	
14: '2023 PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 Base AM'

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	245	1069	132	0	0	0	0	1446
	B	66	0	29	64	0	0	0	0	159
	C	284	50	0	323	0	0	0	0	657
	D	41	55	119	0	0	0	0	0	215
	E	0	0	0	0	0	35	162	40	237
	F	0	0	0	0	3	0	1	83	87
	G	0	0	0	0	36	2	0	190	228
	H	0	0	0	0	6	64	96	0	166
	Tot.	391	350	1217	519	45	101	259	313	3195

FG2: '2025 Base PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	167	446	39	0	0	0	0	652
	B	59	0	100	95	0	0	0	0	254
	C	425	67	0	419	0	0	0	0	911
	D	135	53	272	0	0	0	0	0	460
	E	0	0	0	0	0	7	36	0	43
	F	0	0	0	0	2	0	3	0	5
	G	0	0	0	0	24	0	0	131	155
	H	0	0	0	0	6	2	15	0	23
	Tot.	619	287	818	553	32	9	54	131	2503

FG3: '2029 DN AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	153	1145	125	0	0	0	0	1423
	B	78	0	33	60	0	0	0	0	171
	C	307	32	0	307	0	0	0	0	646
	D	35	47	102	0	0	0	0	0	184
	E	0	0	0	0	0	28	176	43	247
	F	0	0	0	0	5	0	1	79	85
	G	0	0	0	0	40	1	0	180	221
	H	0	0	0	0	5	75	99	0	179
	Tot.	420	232	1280	492	50	104	276	302	3156

FG4: '2029 DN PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	232	554	65	0	0	0	0	851
	B	84	0	132	129	0	0	0	0	345
	C	490	98	0	516	0	0	0	0	1104
	D	202	75	350	0	0	0	0	0	627
	E	0	0	0	0	0	26	86	28	140
	F	0	0	0	0	4	0	14	80	98
	G	0	0	0	0	51	3	0	255	309
	H	0	0	0	0	10	65	89	0	164
	Tot.	776	405	1036	710	65	94	189	363	3638

FG5: '2029 DS AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	168	1145	147	0	0	0	0	1460
	B	96	0	41	71	0	0	0	0	208
	C	307	36	0	362	0	0	0	0	705
	D	44	59	128	0	0	0	0	0	231
	E	0	0	0	0	0	31	176	49	256
	F	0	0	0	0	7	0	1	105	113
	G	0	0	0	0	40	1	0	226	267
	H	0	0	0	0	6	80	113	0	199
	Tot.	447	263	1314	580	53	112	290	380	3439

FG6: '2029 DS PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	234	554	69	0	0	0	0	857
	B	81	0	128	137	0	0	0	0	346
	C	490	99	0	548	0	0	0	0	1137
	D	216	80	374	0	0	0	0	0	670
	E	0	0	0	0	0	26	86	31	143
	F	0	0	0	0	4	0	14	88	106
	G	0	0	0	0	51	3	0	276	330
	H	0	0	0	0	11	72	98	0	181
	Tot.	787	413	1056	754	66	101	198	395	3770

FG7: '2025 Base Busy Day AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	252	733	162	0	0	0	0	1147
	B	87	0	73	92	0	0	0	0	252
	C	270	71	0	384	0	0	0	0	725
	D	55	45	116	0	0	0	0	0	216
	E	0	0	0	0	0	22	155	83	260
	F	0	0	0	0	1	0	3	71	75
	G	0	0	0	0	36	6	0	180	222
	H	0	0	0	0	9	48	97	0	154
	Tot.	412	368	922	638	46	76	255	334	3051

FG8: '2025 Base Busy Day PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	177	449	42	0	0	0	0	668
	B	108	0	134	117	0	0	0	0	359
	C	483	82	0	303	0	0	0	0	868
	D	136	77	212	0	0	0	0	0	425
	E	0	0	0	0	0	9	94	2	105
	F	0	0	0	0	10	0	5	5	20
	G	0	0	0	0	15	4	0	129	148
	H	0	0	0	0	4	4	31	0	39
	Tot.	727	336	795	462	29	17	130	136	2632

FG9: '2029 DN Busy Day AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	158	785	154	0	0	0	0	1097
	B	96	0	82	87	0	0	0	0	265
	C	291	46	0	365	0	0	0	0	702
	D	47	38	99	0	0	0	0	0	184
	E	0	0	0	0	0	15	168	88	271
	F	0	0	0	0	1	0	2	67	70
	G	0	0	0	0	40	4	0	171	215
	H	0	0	0	0	8	57	102	0	167
	Tot.	434	242	966	606	49	76	272	326	2971

FG10: '2029 DN Busy Day PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	243	560	74	0	0	0	0	877
	B	148	0	159	140	0	0	0	0	447
	C	535	112	0	383	0	0	0	0	1030
	D	201	95	279	0	0	0	0	0	575
	E	0	0	0	0	0	46	159	33	238
	F	0	0	0	0	12	0	13	72	97
	G	0	0	0	0	38	7	0	245	290
	H	0	0	0	0	5	40	102	0	147
	Tot.	884	450	998	597	55	93	274	350	3701

FG11: '2029 DS Busy Day AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	177	785	181	0	0	0	0	1143
	B	118	0	101	103	0	0	0	0	322
	C	291	52	0	430	0	0	0	0	773
	D	59	48	125	0	0	0	0	0	232
	E	0	0	0	0	0	16	168	100	284
	F	0	0	0	0	1	0	2	88	91
	G	0	0	0	0	40	5	0	213	258
	H	0	0	0	0	10	60	115	0	185
	Tot.	468	277	1011	714	51	81	285	401	3288

FG12: '2029 DS Busy Day PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	244	560	79	0	0	0	0	883
	B	145	0	155	149	0	0	0	0	449
	C	535	113	0	406	0	0	0	0	1054
	D	214	101	298	0	0	0	0	0	613
	E	0	0	0	0	0	46	159	36	241
	F	0	0	0	0	12	0	13	79	104
	G	0	0	0	0	38	7	0	264	309
	H	0	0	0	0	5	44	112	0	161
	Tot.	894	458	1013	634	55	97	284	379	3814

FG13: '2023 AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	153	1034	125	0	0	0	0	1312
	B	78	0	33	60	0	0	0	0	171
	C	275	32	0	307	0	0	0	0	614
	D	35	47	102	0	0	0	0	0	184
	E	0	0	0	0	0	28	157	43	228
	F	0	0	0	0	5	0	1	79	85
	G	0	0	0	0	35	1	0	180	216
	H	0	0	0	0	5	75	99	0	179
	Tot.	388	232	1169	492	45	104	257	302	2989

FG14: '2023 PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	232	499	65	0	0	0	0	796
	B	84	0	132	129	0	0	0	0	345
	C	443	98	0	516	0	0	0	0	1057
	D	202	75	350	0	0	0	0	0	627
	E	0	0	0	0	0	26	76	28	130
	F	0	0	0	0	4	0	14	80	98
	G	0	0	0	0	45	3	0	255	303
	H	0	0	0	0	10	65	89	0	164
	Tot.	729	405	981	710	59	94	179	363	3520

Scenario 1: '2023 AM' (FG13: '2023 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	153	1034	125	0	0	0	0	1312
	B	78	0	33	60	0	0	0	0	171
	C	275	32	0	307	0	0	0	0	614
	D	35	47	102	0	0	0	0	0	184
	E	0	0	0	0	0	28	157	43	228
	F	0	0	0	0	5	0	1	79	85
	G	0	0	0	0	35	1	0	180	216
	H	0	0	0	0	5	75	99	0	179
	Tot.	388	232	1169	492	45	104	257	302	2989

Traffic Flows, Difference

Difference :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0

Scenario 2: '2023 PM' (FG14: '2023 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	232	499	65	0	0	0	0	796
	B	84	0	132	129	0	0	0	0	345
	C	443	98	0	516	0	0	0	0	1057
	D	202	75	350	0	0	0	0	0	627
	E	0	0	0	0	0	26	76	28	130
	F	0	0	0	0	4	0	14	80	98
	G	0	0	0	0	45	3	0	255	303
	H	0	0	0	0	10	65	89	0	164
	Tot.	729	405	981	710	59	94	179	363	3520

Traffic Flows, Difference

Difference :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0

Scenario 3: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	245	1069	132	0	0	0	0	1446
	B	66	0	29	64	0	0	0	0	159
	C	284	50	0	323	0	0	0	0	657
	D	41	55	119	0	0	0	0	0	215
	E	0	0	0	0	0	35	162	40	237
	F	0	0	0	0	3	0	1	83	87
	G	0	0	0	0	36	2	0	190	228
	H	0	0	0	0	6	64	96	0	166
	Tot.	391	350	1217	519	45	101	259	313	3195

Traffic Flows, Difference

Difference :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0

Scenario 4: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	167	446	39	0	0	0	0	652
	B	59	0	100	95	0	0	0	0	254
	C	425	67	0	419	0	0	0	0	911
	D	135	53	272	0	0	0	0	0	460
	E	0	0	0	0	0	7	36	0	43
	F	0	0	0	0	2	0	3	0	5
	G	0	0	0	0	24	0	0	131	155
	H	0	0	0	0	6	2	15	0	23
	Tot.	619	287	818	553	32	9	54	131	2503

Traffic Flows, Difference

Difference :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0

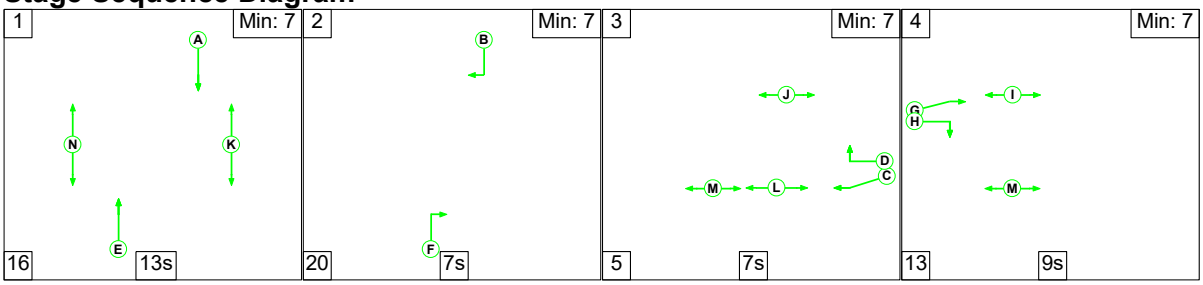
Traffic Lane Flows

Lane	Scenario 1: 2023 AM	Scenario 2: 2023 PM	Scenario 3: 2025 Base AM	Scenario 4: 2025 Base PM
Junction: Sword Road - Corballis Road Signal				
1/1 (short)	181	258	280	174
1/2 (with short)	533(In) 352(Out)	465(In) 207(Out)	585(In) 305(Out)	437(In) 263(Out)
1/3	415	176	460	95
1/4	424	192	466	124
1/5	168	93	172	39
2/1	34	146	30	103
2/2 (short)	79	80	83	0
2/3 (with short)	139(In) 60(Out)	209(In) 129(Out)	147(In) 64(Out)	95(In) 95(Out)
2/4	83	88	69	61
3/1	35	45	36	24
3/2	121	220	123	208
3/3 (with short)	187(In) 154(Out)	324(In) 223(Out)	213(In) 161(Out)	284(In) 217(Out)
3/4 (short)	33	101	52	67
4/1 (short)	40	212	47	141
4/2 (with short)	162(In) 122(Out)	352(In) 140(Out)	166(In) 119(Out)	196(In) 55(Out)
4/3	201	439	215	287
5/1	45	59	45	32
5/2	195	464	197	373
5/3	193	265	194	246
6/1	336	499	451	296
7/1	452	310	402	281
7/2	499	483	548	331
7/3	475	367	526	260
8/1	79	80	83	0
8/2	228	222	236	134
9/1	256	443	246	259
10/1	185	102	197	43
10/2	763	539	848	489
10/3	592	285	638	163
11/1	566	851	596	550
11/2	228	222	236	134
12/1	487	771	513	550
13/1	35	45	36	24
13/2	608	991	636	758

13/3	187	324	213	284

Scenario 1: '2023 AM' (FG13: '2023 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



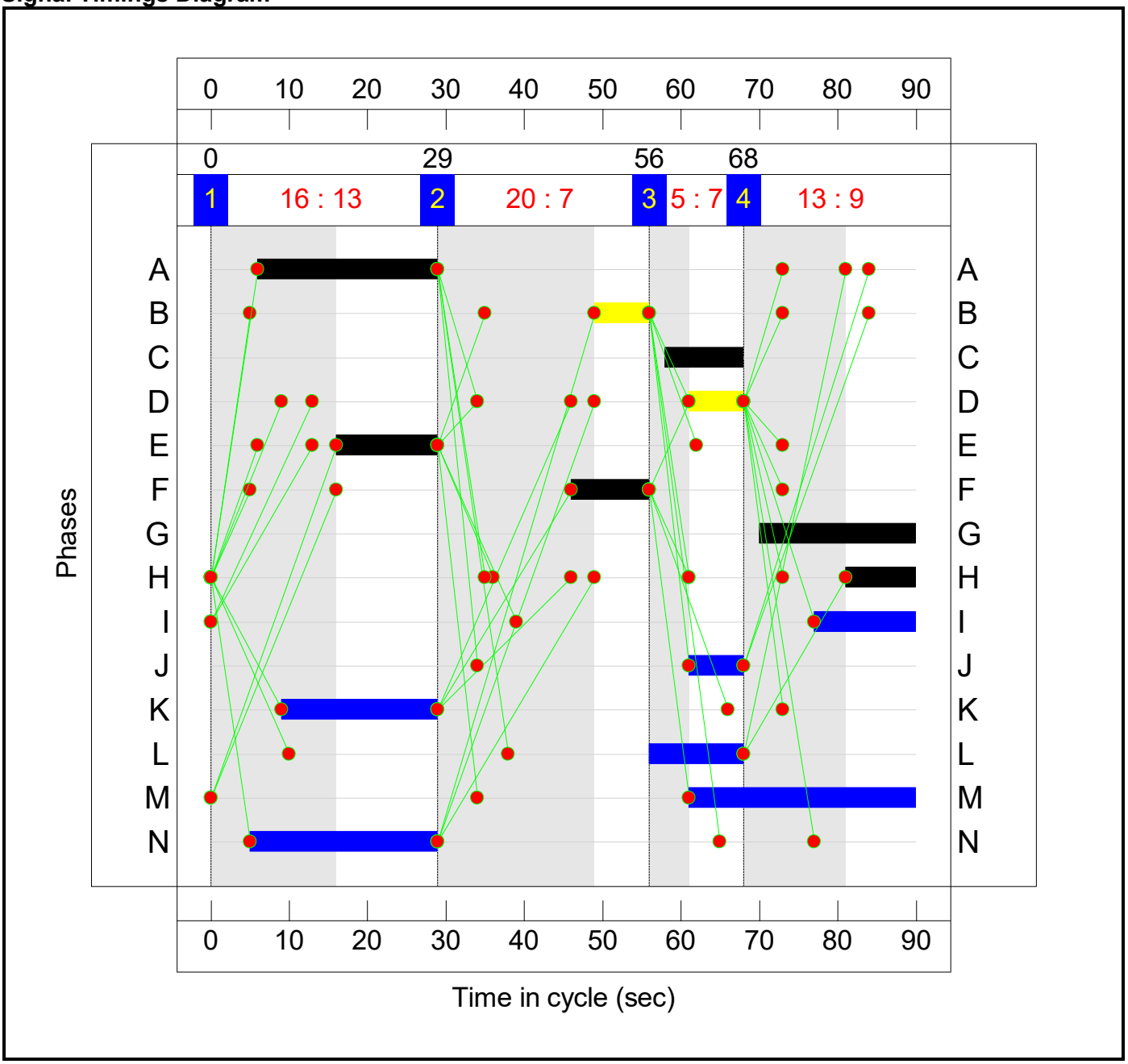
Stage Timings

Stage	1	2	3	4
Duration	13	7	7	9
Change Point	0	29	56	68

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Swords Road Southbound Ahead Swords Road Southbound	Traffic	23	6	29
B	Swords Road Southbound Right Southbound R/T	Traffic	7	49	56
C	Corballis Road Westbound Ahead Westbound L/T	Traffic	10	58	68
D	Corballis Road Westbound Right Westbound	Traffic	7	61	68
E	Swords Road Northbound Ahead Swords Road Northbound	Traffic	13	16	29
F	Swords Road Northbound Right Northbound R/T	Traffic	10	46	56
G	Dublin Airport Eastbound Ahead Dublin Airport L/T	Traffic	20	70	0
H	Dublin Airport Eastbound Right Dublin Airport Eastbound	Traffic	9	81	0
I	Pedestrians across	Pedestrian	13	77	0
J	Pedestrians across P2 Southbound Peds Crossing	Pedestrian	7	61	68
K	Pedestrians across P1 Westbound Peds Crossing	Pedestrian	20	9	29
L	Pedestrians across	Pedestrian	12	56	68
M	Pedestrians across P3 Northbound Peds Crossing	Pedestrian	29	61	0
N	Pedestrians across	Pedestrian	24	5	29

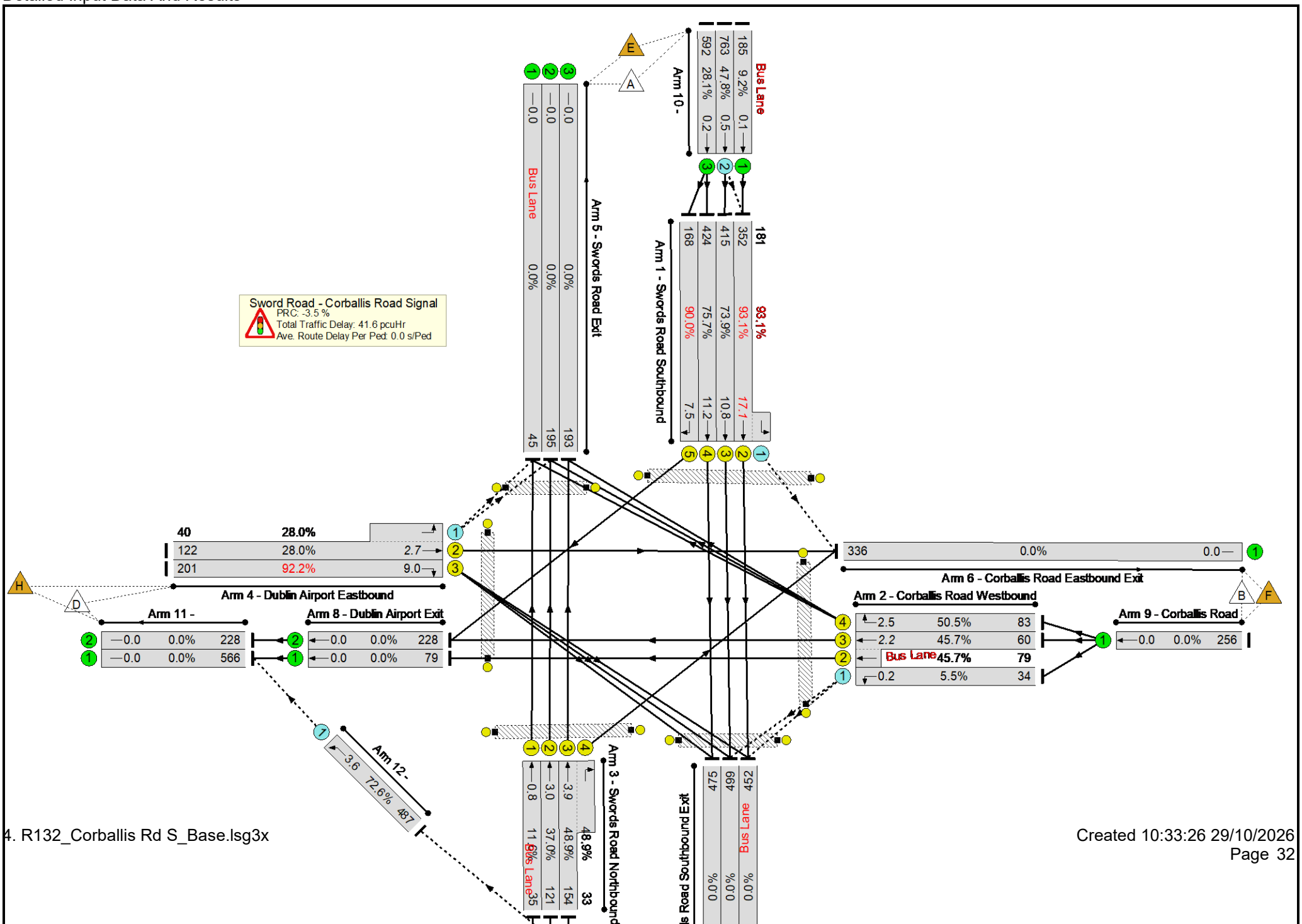
Signal Timings Diagram



Lane Green Times

Junction: Sword Road - Corballis Road Signal					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/2	Swords Road Southbound Ahead	U	A	6	29
1/3	Swords Road Southbound Ahead	U	A	6	29
1/4	Swords Road Southbound Ahead	U	A	6	29
1/5	Swords Road Southbound Right	U	B	49	56
2/2	Corballis Road Westbound Ahead	U	C	58	68
2/3	Corballis Road Westbound Ahead	U	C	58	68
2/4	Corballis Road Westbound Right	U	D	61	68
3/1	Swords Road Northbound Ahead	U	E	16	29
3/2	Swords Road Northbound Ahead	U	E	16	29
3/3	Swords Road Northbound Ahead	U	E	16	29
3/4	Swords Road Northbound Right	U	F	46	56
4/2	Dublin Airport Eastbound Ahead	U	G	70	0
4/3	Dublin Airport Eastbound Right	U	H	81	0

Network Layout Diagram


Sword Road - Corballis Road Signal
PRC: -3.5 %
Total Traffic Delay: 41.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 10 -
Bus Lane
Arm 5 - Swords Road Exit
Arm 1 - Swords Road Southbound
181
93.1%
Arm 4 - Dublin Airport Eastbound
Arm 6 - Corballis Road Eastbound Exit
Arm 2 - Corballis Road Westbound
Arm 9 - Corballis Road
Arm 11 -
Arm 8 - Dublin Airport Exit
Arm 12 -
Arm 3 - Swords Road Northbound
Swords Road Southbound Exit
Bus Lane

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.1%**
Sword Road - Corballis Road Signal	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.1%**
1/2+1/1	Swords Road Southbound Left Ahead	U+O	N/A	N/A	A -		1	23	-	-	533	1935:1985	378+194	93.1 : 93.1%
1/3	Swords Road Southbound Ahead	U	N/A	N/A	A		1	23	-	-	415	2105	561	73.9%
1/4	Swords Road Southbound Ahead	U	N/A	N/A	A		1	23	-	-	424	2100	560	75.7%
1/5	Swords Road Southbound Right	U	N/A	N/A	B		1	7	-	-	168	2100	187	90.0%
2/1	Corballis Road Westbound Left	O	N/A	N/A	-		-	-	-	-	34	2015	622	5.5%
2/3+2/2	Corballis Road Westbound Ahead	U	N/A	N/A	C		1	10	-	-	139	2105:1975	131+173	45.7 : 45.7%
2/4	Corballis Road Westbound Right	U	N/A	N/A	D		1	7	-	-	83	1849	164	50.5%
3/1	Swords Road Northbound Ahead	U	N/A	N/A	E		1	13	-	-	35	1940	302	11.6%
3/2	Swords Road Northbound Ahead	U	N/A	N/A	E		1	13	-	-	121	2105	327	37.0%
3/3+3/4	Swords Road Northbound Ahead Right	U	N/A	N/A	E F		1	13:10	-	-	187	2105:1828	315+68	48.9 : 48.9%

4/2+4/1	Dublin Airport Eastbound Left Ahead	U+O	N/A	N/A	G -		1	20	-	-	162	2125:2023	436+143	28.0 : 28.0%
4/3	Dublin Airport Eastbound Right	U	N/A	N/A	H		1	9	-	-	201	1961	218	92.2%
5/1	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	45	Inf	Inf	0.0%
5/2	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	195	Inf	Inf	0.0%
5/3	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	193	Inf	Inf	0.0%
6/1	Corballis Road Eastbound Exit	U	N/A	N/A	-		-	-	-	-	336	Inf	Inf	0.0%
7/1	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	452	Inf	Inf	0.0%
7/2	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	499	Inf	Inf	0.0%
7/3	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	475	Inf	Inf	0.0%
8/1	Dublin Airport Exit Ahead	U	N/A	N/A	-		-	-	-	-	79	Inf	Inf	0.0%
8/2	Dublin Airport Exit Ahead	U	N/A	N/A	-		-	-	-	-	228	Inf	Inf	0.0%
9/1	Corballis Road Ahead	U	N/A	N/A	-		-	-	-	-	256	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	-	185	2015	2015	9.2%
10/2	Ahead	O	N/A	N/A	-		-	-	-	-	763	2105	1595	47.8%
10/3	Ahead	U	N/A	N/A	-		-	-	-	-	592	2105	2105	28.1%
11/1		U	N/A	N/A	-		-	-	-	-	566	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	228	Inf	Inf	0.0%
12/1	Ahead	O	N/A	N/A	-		-	-	-	-	487	2115	671	72.6%
13/1	Ahead	U	N/A	N/A	-		-	-	-	-	35	1940	1940	1.8%
13/2	Ahead Ahead2	O	N/A	N/A	-		-	-	-	-	608	2105	1501	40.5%
13/3	Ahead	U	N/A	N/A	-		-	-	-	-	187	1965	1965	9.5%

Ped Link: P1	P1	-	N/A	-	K		1	20	-	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	M		1	29	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	N		1	24	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	13	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	L		1	12	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1358**	**219**	**0**	**21.6**	**20.0**	**0.0**	**41.6**	**-**	**-**	**-**	**-**
Sword Road - Corballis Road Signal	**-**	**-**	**1358**	**219**	**0**	**21.6**	**20.0**	**0.0**	**41.6**	**-**	**-**	**-**	**-**
1/2+1/1	533	533	13	168	0	3.9	5.3	-	9.2	62.1	11.7	5.3	17.1
1/3	415	415	-	-	-	3.5	1.4	-	4.9	42.2	9.5	1.4	10.8
1/4	424	424	-	-	-	3.6	1.5	-	5.1	43.3	9.7	1.5	11.2
1/5	168	168	-	-	-	1.9	3.3	-	5.2	111.7	4.2	3.3	7.5
2/1	34	34	13	21	0	0.0	0.0	-	0.1	6.4	0.2	0.0	0.2
2/3+2/2	139	139	-	-	-	1.4	0.4	-	1.8	46.8	1.8	0.4	2.2
2/4	83	83	-	-	-	0.9	0.5	-	1.4	61.0	2.0	0.5	2.5
3/1	35	35	-	-	-	0.3	0.1	-	0.4	39.5	0.7	0.1	0.8
3/2	121	121	-	-	-	1.1	0.3	-	1.4	42.8	2.7	0.3	3.0
3/3+3/4	187	187	-	-	-	1.8	0.5	-	2.3	43.9	3.5	0.5	3.9
4/2+4/1	162	162	10	30	0	1.0	0.2	-	1.1	25.5	2.5	0.2	2.7
4/3	201	201	-	-	-	2.2	4.0	-	6.2	111.8	5.0	4.0	9.0
5/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	185	185	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
10/2	763	763	348	0	0	0.0	0.5	-	0.5	2.2	0.0	0.5	0.5	
10/3	592	592	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
11/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	487	487	487	0	0	0.1	1.3	-	1.4	10.1	2.3	1.3	3.6	
13/1	35	35	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
13/2	608	608	487	0	0	0.0	0.3	-	0.3	2.0	0.0	0.3	0.3	
13/3	187	187	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 - Swords Road - Corballis Road Junction

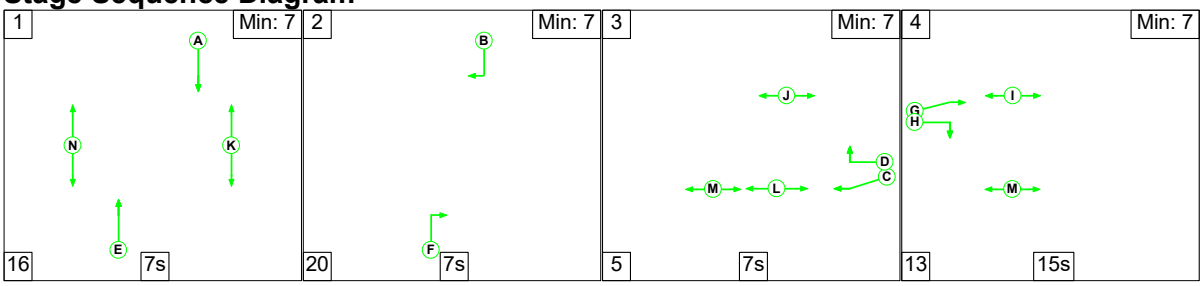
PRC for Signalled Lanes (%): -3.5
PRC Over All Lanes (%): -3.5

Total Delay for Signalled Lanes (pcuHr): 39.07
Total Delay Over All Lanes(pcuHr): 41.61

Cycle Time (s): 90

Scenario 2: '2023 PM' (FG14: '2023 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



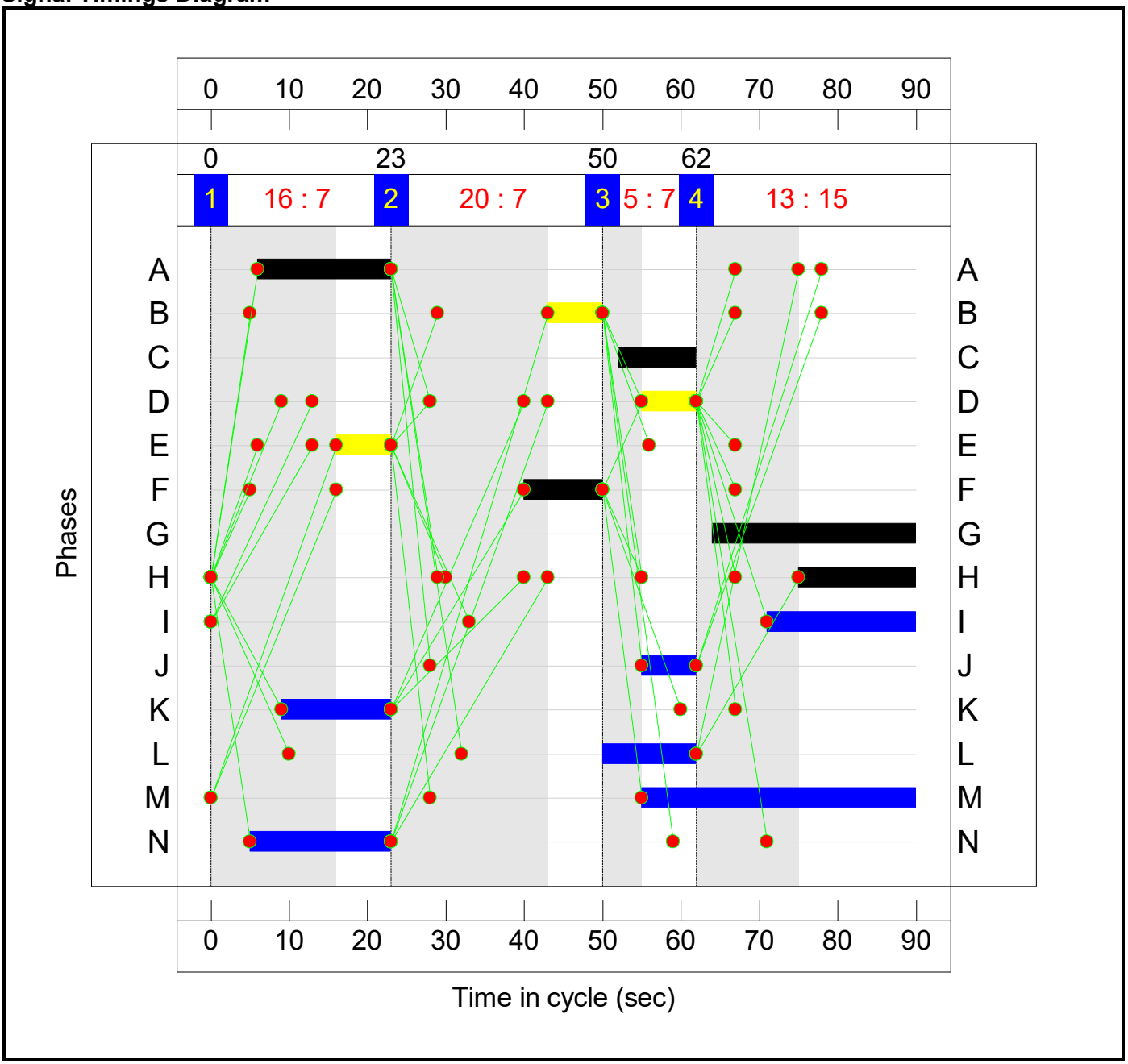
Stage Timings

Stage	1	2	3	4
Duration	7	7	7	15
Change Point	0	23	50	62

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Swords Road Southbound Ahead Swords Road Southbound	Traffic	17	6	23
B	Swords Road Southbound Right Southbound R/T	Traffic	7	43	50
C	Corballis Road Westbound Ahead Westbound L/T	Traffic	10	52	62
D	Corballis Road Westbound Right Westbound	Traffic	7	55	62
E	Swords Road Northbound Ahead Swords Road Northbound	Traffic	7	16	23
F	Swords Road Northbound Right Northbound R/T	Traffic	10	40	50
G	Dublin Airport Eastbound Ahead Dublin Airport L/T	Traffic	26	64	0
H	Dublin Airport Eastbound Right Dublin Airport Eastbound	Traffic	15	75	0
I	Pedestrians across	Pedestrian	19	71	0
J	Pedestrians across P2 Southbound Peds Crossing	Pedestrian	7	55	62
K	Pedestrians across P1 Westbound Peds Crossing	Pedestrian	14	9	23
L	Pedestrians across	Pedestrian	12	50	62
M	Pedestrians across P3 Northbound Peds Crossing	Pedestrian	35	55	0
N	Pedestrians across	Pedestrian	18	5	23

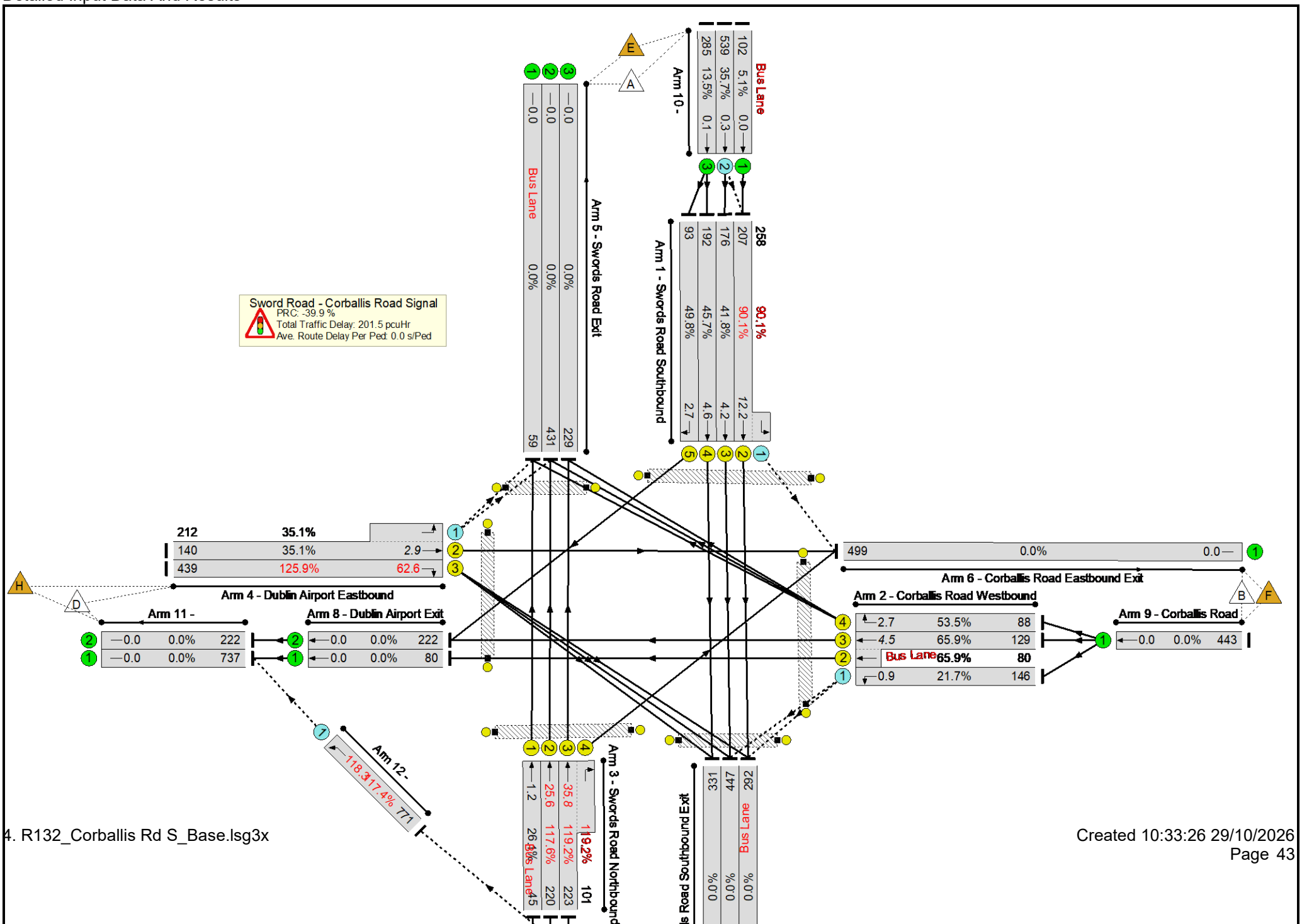
Signal Timings Diagram



Lane Green Times

Junction: Sword Road - Corballis Road Signal					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/2	Swords Road Southbound Ahead	U	A	6	23
1/3	Swords Road Southbound Ahead	U	A	6	23
1/4	Swords Road Southbound Ahead	U	A	6	23
1/5	Swords Road Southbound Right	U	B	43	50
2/2	Corballis Road Westbound Ahead	U	C	52	62
2/3	Corballis Road Westbound Ahead	U	C	52	62
2/4	Corballis Road Westbound Right	U	D	55	62
3/1	Swords Road Northbound Ahead	U	E	16	23
3/2	Swords Road Northbound Ahead	U	E	16	23
3/3	Swords Road Northbound Ahead	U	E	16	23
3/4	Swords Road Northbound Right	U	F	40	50
4/2	Dublin Airport Eastbound Ahead	U	G	64	0
4/3	Dublin Airport Eastbound Right	U	H	75	0

Network Layout Diagram


Sword Road - Corballis Road Signal
PRC: -39.9 %
Total Traffic Delay: 201.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 10 -
Bus Lane
Arm 5 - Swords Road Exit
Arm 1 - Swords Road Southbound
258
90.1%
212
35.1%
Arm 4 - Dublin Airport Eastbound
Arm 11 -
Arm 8 - Dublin Airport Exit
Arm 6 - Corballis Road Eastbound Exit
Arm 2 - Corballis Road Westbound
Arm 9 - Corballis Road
Arm 12 -
Arm 3 - Swords Road Northbound
Swords Road Southbound Exit

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**125.9%**
Sword Road - Corballis Road Signal	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**125.9%**
1/2+1/1	Swords Road Southbound Left Ahead	U+O	N/A	N/A	A -		1	17	-	-	465	1935:1985	230+286	90.1 : 90.1%
1/3	Swords Road Southbound Ahead	U	N/A	N/A	A		1	17	-	-	176	2105	421	41.8%
1/4	Swords Road Southbound Ahead	U	N/A	N/A	A		1	17	-	-	192	2100	420	45.7%
1/5	Swords Road Southbound Right	U	N/A	N/A	B		1	7	-	-	93	2100	187	49.8%
2/1	Corballis Road Westbound Left	O	N/A	N/A	-		-	-	-	-	146	2015	672	21.7%
2/3+2/2	Corballis Road Westbound Ahead	U	N/A	N/A	C		1	10	-	-	209	2105:1975	196+121	65.9 : 65.9%
2/4	Corballis Road Westbound Right	U	N/A	N/A	D		1	7	-	-	88	1849	164	53.5%
3/1	Swords Road Northbound Ahead	U	N/A	N/A	E		1	7	-	-	45	1940	172	26.1%
3/2	Swords Road Northbound Ahead	U	N/A	N/A	E		1	7	-	-	220	2105	187	117.6%
3/3+3/4	Swords Road Northbound Ahead Right	U	N/A	N/A	E F		1	7:10	-	-	324	2105:1828	187+85	119.2 : 119.2%
4/2+4/1	Dublin Airport Eastbound Left Ahead	U+O	N/A	N/A	G -		1	26	-	-	352	2125:2023	399+604	35.1 : 35.1%

4/3	Dublin Airport Eastbound Right	U	N/A	N/A	H		1	15	-	-	439	1961	349	125.9%
5/1	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	59	Inf	Inf	0.0%
5/2	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	464	Inf	Inf	0.0%
5/3	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	265	Inf	Inf	0.0%
6/1	Corballis Road Eastbound Exit	U	N/A	N/A	-		-	-	-	-	499	Inf	Inf	0.0%
7/1	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	310	Inf	Inf	0.0%
7/2	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	483	Inf	Inf	0.0%
7/3	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	367	Inf	Inf	0.0%
8/1	Dublin Airport Exit Ahead	U	N/A	N/A	-		-	-	-	-	80	Inf	Inf	0.0%
8/2	Dublin Airport Exit Ahead	U	N/A	N/A	-		-	-	-	-	222	Inf	Inf	0.0%
9/1	Corballis Road Ahead	U	N/A	N/A	-		-	-	-	-	443	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	-	102	2015	2015	5.1%
10/2	Ahead	O	N/A	N/A	-		-	-	-	-	539	2105	1510	35.7%
10/3	Ahead	U	N/A	N/A	-		-	-	-	-	285	2105	2105	13.5%
11/1		U	N/A	N/A	-		-	-	-	-	851	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	222	Inf	Inf	0.0%
12/1	Ahead	O	N/A	N/A	-		-	-	-	-	771	2115	657	117.4%
13/1	Ahead	U	N/A	N/A	-		-	-	-	-	45	1940	1940	2.3%
13/2	Ahead Ahead2	O	N/A	N/A	-		-	-	-	-	991	2105	1503	65.9%
13/3	Ahead	U	N/A	N/A	-		-	-	-	-	324	1965	1965	16.5%

Ped Link: P1	P1	-	N/A	-	K		1	14	-	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	M		1	35	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	N		1	18	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	19	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	L		1	12	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**1870**	**536**	**0**	**36.6**	**164.9**	**0.0**	**201.5**	**-**	**-**	**-**	**-**	
Sword Road - Corballis Road Signal	**-**	**-**	**1870**	**536**	**0**	**36.6**	**164.9**	**0.0**	**201.5**	**-**	**-**	**-**	**-**	
1/2+1/1	465	465	32	226	0	2.6	4.0	-	6.5	50.6	8.2	4.0	12.2	
1/3	176	176	-	-	-	1.5	0.4	-	1.9	38.8	3.8	0.4	4.2	
1/4	192	192	-	-	-	1.7	0.4	-	2.1	39.6	4.2	0.4	4.6	
1/5	93	93	-	-	-	1.0	0.5	-	1.5	58.1	2.2	0.5	2.7	
2/1	146	146	29	117	0	0.1	0.1	-	0.2	5.6	0.7	0.1	0.9	
2/3+2/2	209	209	-	-	-	2.1	0.9	-	3.1	53.3	3.6	0.9	4.5	
2/4	88	88	-	-	-	1.0	0.6	-	1.5	62.5	2.1	0.6	2.7	
3/1	45	45	-	-	-	0.5	0.2	-	0.7	52.3	1.0	0.2	1.2	
3/2	220	187	-	-	-	4.0	19.3	-	23.2	380.4	6.3	19.3	25.6	
3/3+3/4	324	288	-	-	-	5.2	28.9	-	34.0	378.1	7.0	28.9	35.8	
4/2+4/1	352	352	19	193	0	0.9	0.3	-	1.2	12.4	2.6	0.3	2.9	
4/3	439	349	-	-	-	9.2	47.5	-	56.7	464.7	15.1	47.5	62.6	
5/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/3	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/3	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

10/1	102	102	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
10/2	539	539	363	0	0	0.0	0.3	-	0.3	1.9	0.0	0.3	0.3	
10/3	285	285	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
11/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	771	657	657	0	0	6.9	60.4	-	67.3	314.3	57.8	60.4	118.3	
13/1	45	45	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
13/2	991	991	771	0	0	0.0	1.0	-	1.0	3.5	0.0	1.0	1.0	
13/3	324	324	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 - Swords Road - Corballis Road Junction

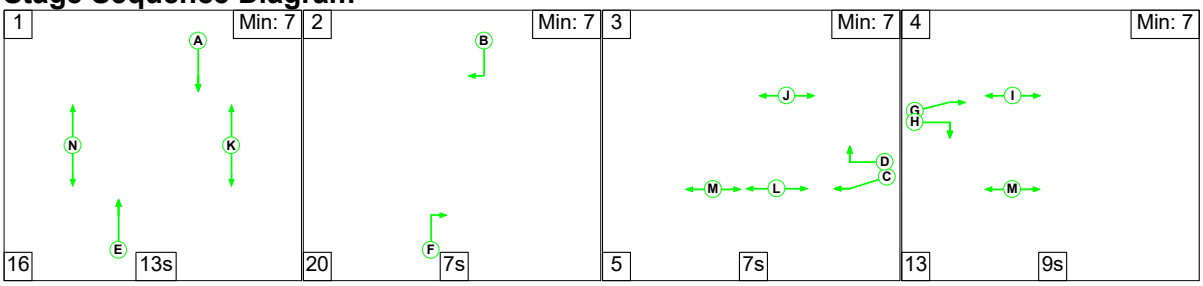
PRC for Signalled Lanes (%): -39.9
PRC Over All Lanes (%): -39.9

Total Delay for Signalled Lanes (pcuHr): 132.48
Total Delay Over All Lanes(pcuHr): 201.49

Cycle Time (s): 90

Scenario 3: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



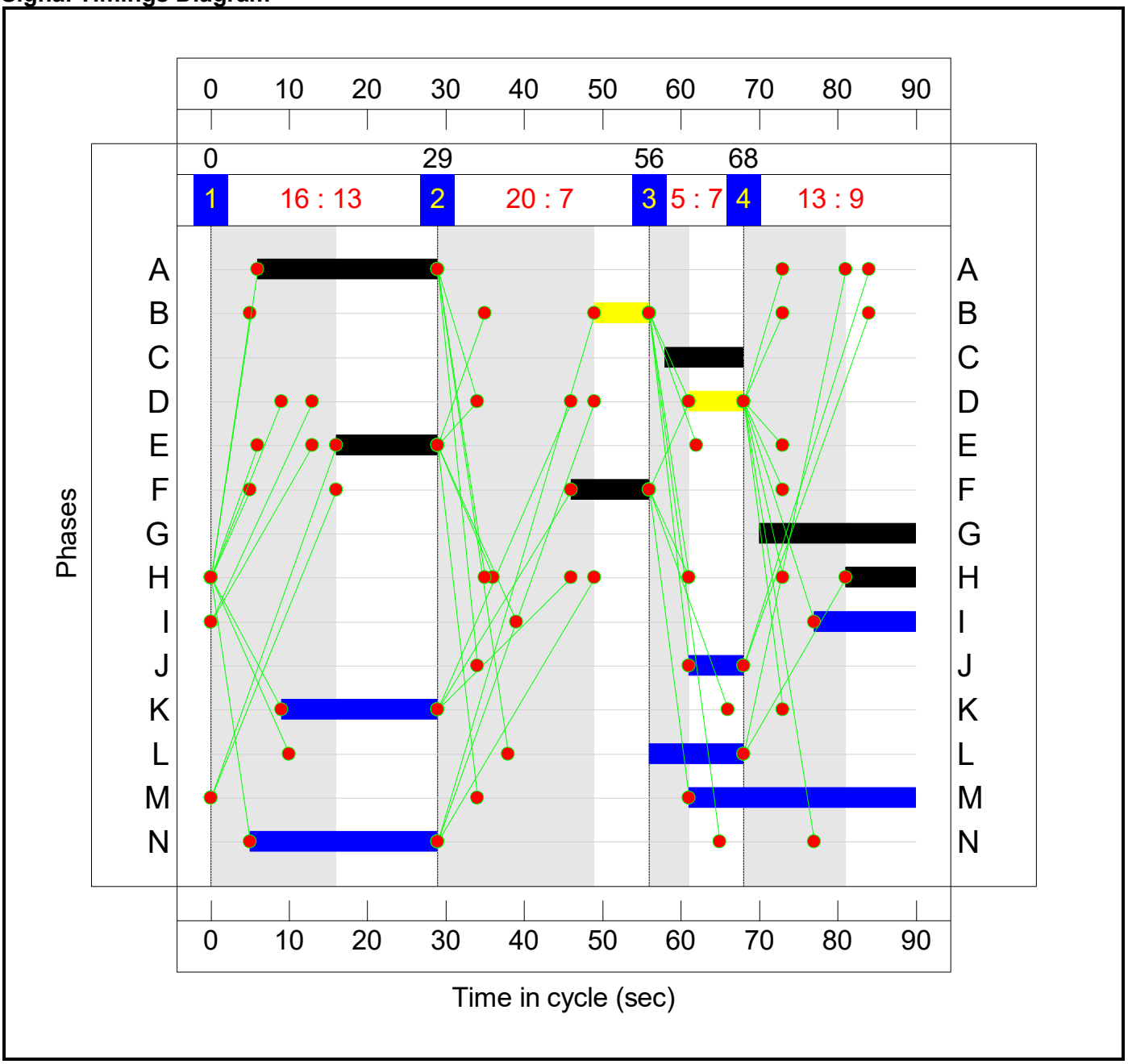
Stage Timings

Stage	1	2	3	4
Duration	13	7	7	9
Change Point	0	29	56	68

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Swords Road Southbound Ahead Swords Road Southbound	Traffic	23	6	29
B	Swords Road Southbound Right Southbound R/T	Traffic	7	49	56
C	Corballis Road Westbound Ahead Westbound L/T	Traffic	10	58	68
D	Corballis Road Westbound Right Westbound	Traffic	7	61	68
E	Swords Road Northbound Ahead Swords Road Northbound	Traffic	13	16	29
F	Swords Road Northbound Right Northbound R/T	Traffic	10	46	56
G	Dublin Airport Eastbound Ahead Dublin Airport L/T	Traffic	20	70	0
H	Dublin Airport Eastbound Right Dublin Airport Eastbound	Traffic	9	81	0
I	Pedestrians across	Pedestrian	13	77	0
J	Pedestrians across P2 Southbound Peds Crossing	Pedestrian	7	61	68
K	Pedestrians across P1 Westbound Peds Crossing	Pedestrian	20	9	29
L	Pedestrians across	Pedestrian	12	56	68
M	Pedestrians across P3 Northbound Peds Crossing	Pedestrian	29	61	0
N	Pedestrians across	Pedestrian	24	5	29

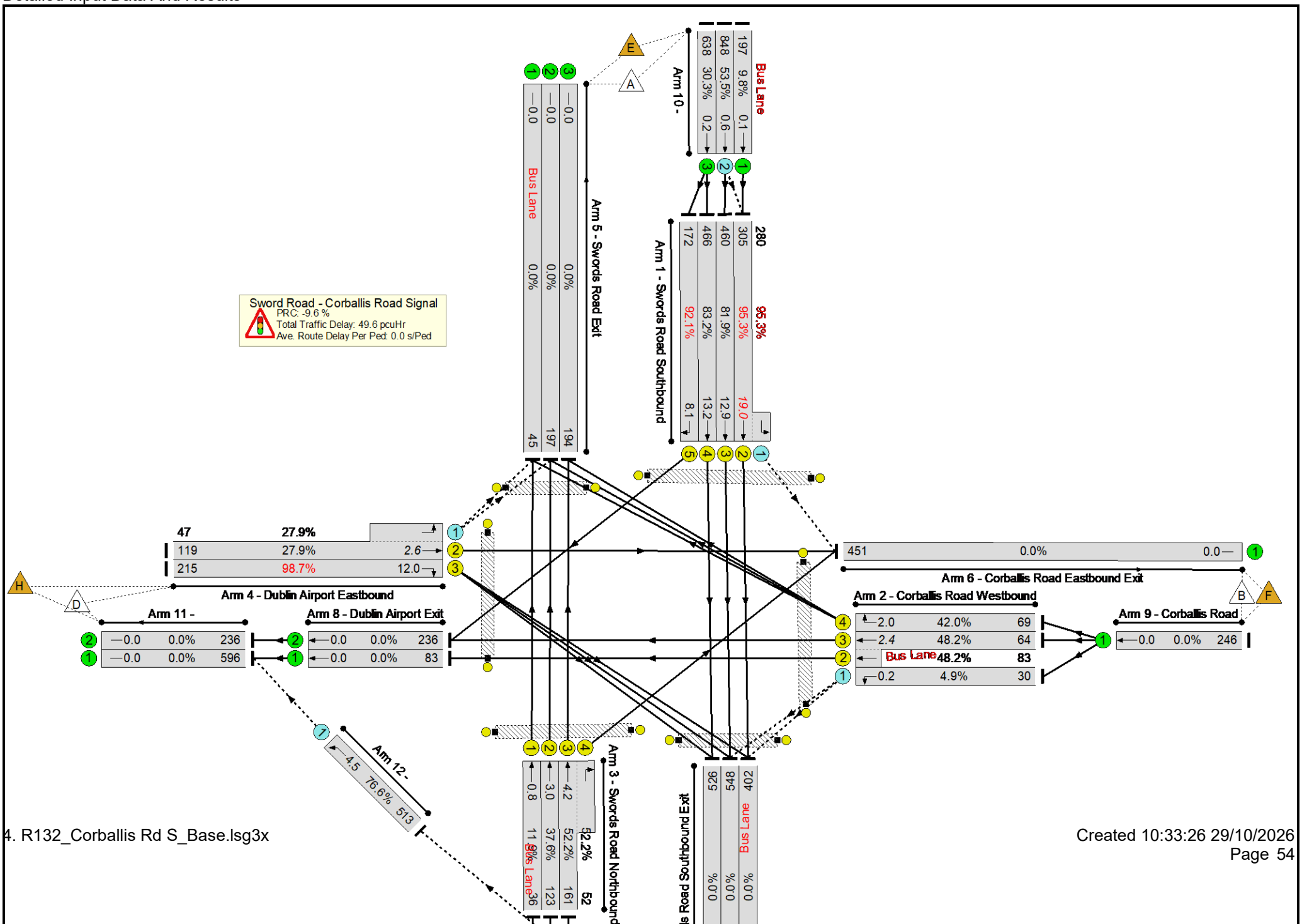
Signal Timings Diagram



Lane Green Times

Junction: Sword Road - Corballis Road Signal					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/2	Swords Road Southbound Ahead	U	A	6	29
1/3	Swords Road Southbound Ahead	U	A	6	29
1/4	Swords Road Southbound Ahead	U	A	6	29
1/5	Swords Road Southbound Right	U	B	49	56
2/2	Corballis Road Westbound Ahead	U	C	58	68
2/3	Corballis Road Westbound Ahead	U	C	58	68
2/4	Corballis Road Westbound Right	U	D	61	68
3/1	Swords Road Northbound Ahead	U	E	16	29
3/2	Swords Road Northbound Ahead	U	E	16	29
3/3	Swords Road Northbound Ahead	U	E	16	29
3/4	Swords Road Northbound Right	U	F	46	56
4/2	Dublin Airport Eastbound Ahead	U	G	70	0
4/3	Dublin Airport Eastbound Right	U	H	81	0

Network Layout Diagram


Sword Road - Corballis Road Signal
PRC: -9.6 %
Total Traffic Delay: 49.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 10 -
Bus Lane
Arm 5 - Swords Road Exit
Arm 1 - Swords Road Southbound
280
95.3%
Arm 4 - Dublin Airport Eastbound
Arm 6 - Corballis Road Eastbound Exit
Arm 2 - Corballis Road Westbound
Arm 9 - Corballis Road
Arm 11 -
Arm 8 - Dublin Airport Exit
Arm 12 -
Arm 3 - Swords Road Northbound
Swords Road Southbound Exit
Bus Lane
52.2%

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
Sword Road - Corballis Road Signal	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
1/2+1/1	Swords Road Southbound Left Ahead	U+O	N/A	N/A	A -		1	23	-	-	585	1935:1985	320+294	95.3 : 95.3%
1/3	Swords Road Southbound Ahead	U	N/A	N/A	A		1	23	-	-	460	2105	561	81.9%
1/4	Swords Road Southbound Ahead	U	N/A	N/A	A		1	23	-	-	466	2100	560	83.2%
1/5	Swords Road Southbound Right	U	N/A	N/A	B		1	7	-	-	172	2100	187	92.1%
2/1	Corballis Road Westbound Left	O	N/A	N/A	-		-	-	-	-	30	2015	610	4.9%
2/3+2/2	Corballis Road Westbound Ahead	U	N/A	N/A	C		1	10	-	-	147	2105:1975	133+172	48.2 : 48.2%
2/4	Corballis Road Westbound Right	U	N/A	N/A	D		1	7	-	-	69	1849	164	42.0%
3/1	Swords Road Northbound Ahead	U	N/A	N/A	E		1	13	-	-	36	1940	302	11.9%
3/2	Swords Road Northbound Ahead	U	N/A	N/A	E		1	13	-	-	123	2105	327	37.6%
3/3+3/4	Swords Road Northbound Ahead Right	U	N/A	N/A	E F		1	13:10	-	-	213	2105:1828	308+100	52.2 : 52.2%

4/2+4/1	Dublin Airport Eastbound Left Ahead	U+O	N/A	N/A	G -		1	20	-	-	166	2125:2023	426+168	27.9 : 27.9%
4/3	Dublin Airport Eastbound Right	U	N/A	N/A	H		1	9	-	-	215	1961	218	98.7%
5/1	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	45	Inf	Inf	0.0%
5/2	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	197	Inf	Inf	0.0%
5/3	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	194	Inf	Inf	0.0%
6/1	Corballis Road Eastbound Exit	U	N/A	N/A	-		-	-	-	-	451	Inf	Inf	0.0%
7/1	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	402	Inf	Inf	0.0%
7/2	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	548	Inf	Inf	0.0%
7/3	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	526	Inf	Inf	0.0%
8/1	Dublin Airport Exit Ahead	U	N/A	N/A	-		-	-	-	-	83	Inf	Inf	0.0%
8/2	Dublin Airport Exit Ahead	U	N/A	N/A	-		-	-	-	-	236	Inf	Inf	0.0%
9/1	Corballis Road Ahead	U	N/A	N/A	-		-	-	-	-	246	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	-	197	2015	2015	9.8%
10/2	Ahead	O	N/A	N/A	-		-	-	-	-	848	2105	1584	53.5%
10/3	Ahead	U	N/A	N/A	-		-	-	-	-	638	2105	2105	30.3%
11/1		U	N/A	N/A	-		-	-	-	-	596	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	236	Inf	Inf	0.0%
12/1	Ahead	O	N/A	N/A	-		-	-	-	-	513	2115	669	76.6%
13/1	Ahead	U	N/A	N/A	-		-	-	-	-	36	1940	1940	1.9%
13/2	Ahead Ahead2	O	N/A	N/A	-		-	-	-	-	636	2105	1497	42.5%
13/3	Ahead	U	N/A	N/A	-		-	-	-	-	213	1965	1965	10.8%

Ped Link: P1	P1	-	N/A	-	K		1	20	-	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	M		1	29	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	N		1	24	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	13	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	L		1	12	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1466**	**305**	**0**	**22.8**	**26.8**	**0.0**	**49.6**	**-**	**-**	**-**	**-**
Sword Road - Corballis Road Signal	**-**	**-**	**1466**	**305**	**0**	**22.8**	**26.8**	**0.0**	**49.6**	**-**	**-**	**-**	**-**
1/2+1/1	585	585	32	248	0	3.7	6.9	-	10.6	65.2	12.2	6.9	19.0
1/3	460	460	-	-	-	4.0	2.2	-	6.1	48.0	10.7	2.2	12.9
1/4	466	466	-	-	-	4.0	2.4	-	6.4	49.3	10.9	2.4	13.2
1/5	172	172	-	-	-	1.9	3.8	-	5.8	121.2	4.3	3.8	8.1
2/1	30	30	8	22	0	0.0	0.0	-	0.1	6.6	0.2	0.0	0.2
2/3+2/2	147	147	-	-	-	1.5	0.5	-	1.9	47.3	1.9	0.5	2.4
2/4	69	69	-	-	-	0.7	0.4	-	1.1	57.6	1.6	0.4	2.0
3/1	36	36	-	-	-	0.3	0.1	-	0.4	39.5	0.8	0.1	0.8
3/2	123	123	-	-	-	1.2	0.3	-	1.5	42.9	2.7	0.3	3.0
3/3+3/4	213	213	-	-	-	2.1	0.5	-	2.6	44.2	3.7	0.5	4.2
4/2+4/1	166	166	11	36	0	0.9	0.2	-	1.1	24.3	2.4	0.2	2.6
4/3	215	215	-	-	-	2.4	6.6	-	9.0	151.2	5.3	6.6	12.0
5/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

10/1	197	197	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
10/2	848	848	388	0	0	0.0	0.6	-	0.6	2.4	0.0	0.6	0.6	
10/3	638	638	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
11/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	513	513	513	0	0	0.1	1.6	-	1.7	11.9	2.9	1.6	4.5	
13/1	36	36	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
13/2	636	636	513	0	0	0.0	0.4	-	0.4	2.1	0.0	0.4	0.4	
13/3	213	213	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 - Swords Road - Corballis Road Junction

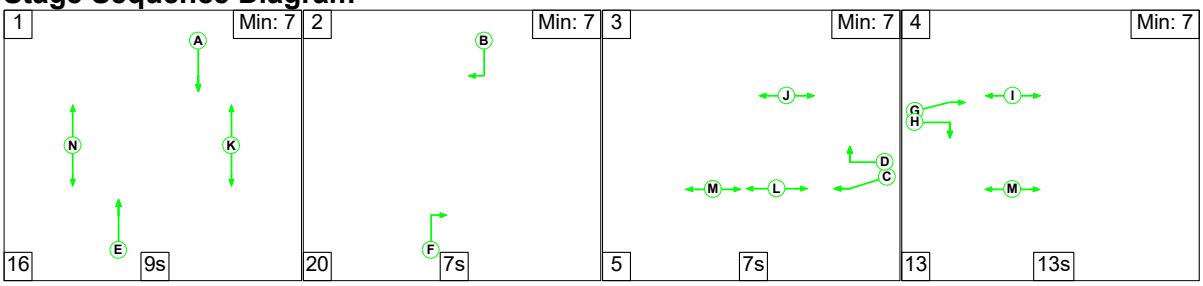
PRC for Signalled Lanes (%): -9.6
PRC Over All Lanes (%): -9.6

Total Delay for Signalled Lanes (pcuHr): 46.57
Total Delay Over All Lanes(pcuHr): 49.61

Cycle Time (s): 90

Scenario 4: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



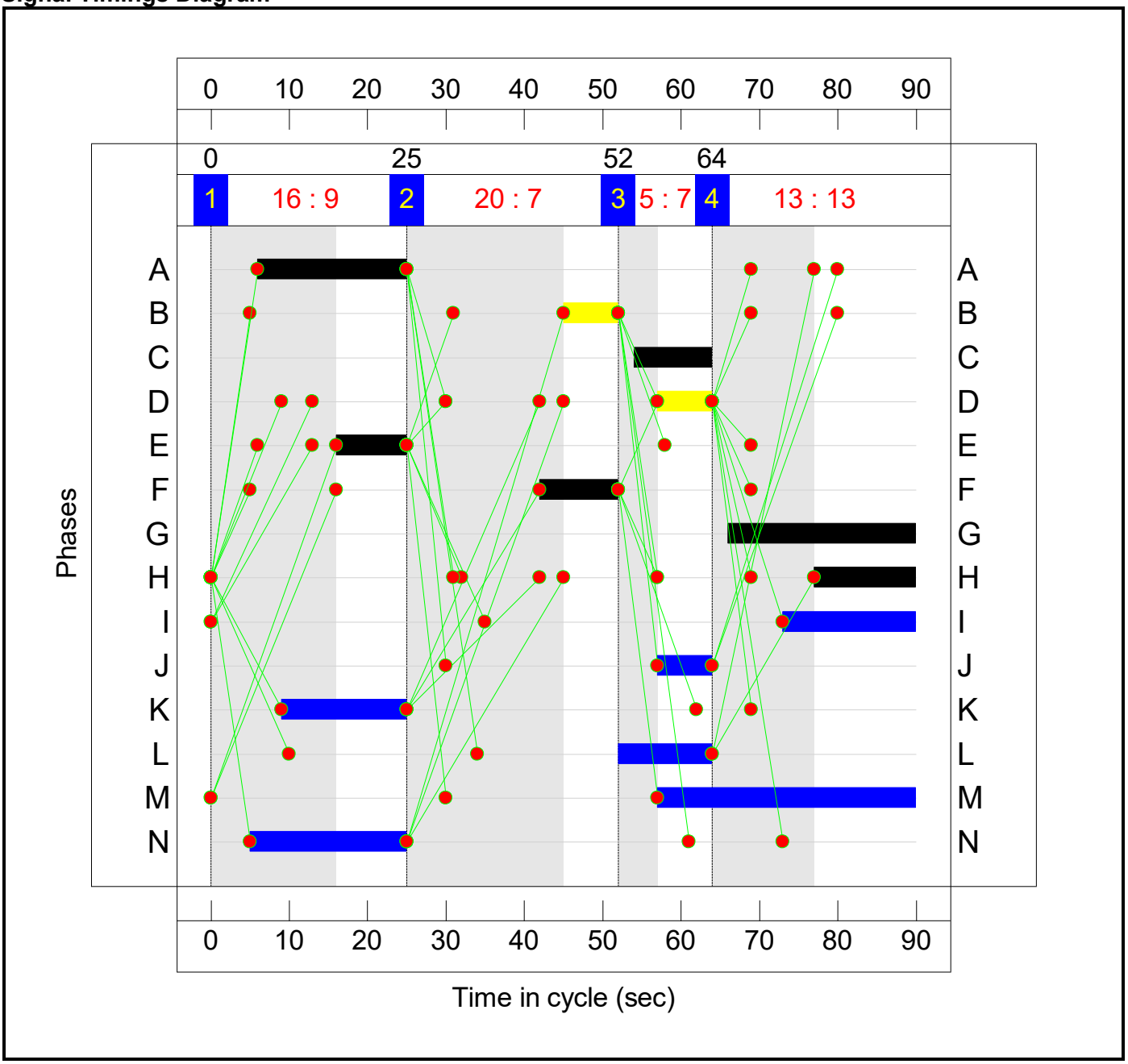
Stage Timings

Stage	1	2	3	4
Duration	9	7	7	13
Change Point	0	25	52	64

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Swords Road Southbound Ahead Swords Road Southbound	Traffic	19	6	25
B	Swords Road Southbound Right Southbound R/T	Traffic	7	45	52
C	Corballis Road Westbound Ahead Westbound L/T	Traffic	10	54	64
D	Corballis Road Westbound Right Westbound	Traffic	7	57	64
E	Swords Road Northbound Ahead Swords Road Northbound	Traffic	9	16	25
F	Swords Road Northbound Right Northbound R/T	Traffic	10	42	52
G	Dublin Airport Eastbound Ahead Dublin Airport L/T	Traffic	24	66	0
H	Dublin Airport Eastbound Right Dublin Airport Eastbound	Traffic	13	77	0
I	Pedestrians across	Pedestrian	17	73	0
J	Pedestrians across P2 Southbound Peds Crossing	Pedestrian	7	57	64
K	Pedestrians across P1 Westbound Peds Crossing	Pedestrian	16	9	25
L	Pedestrians across	Pedestrian	12	52	64
M	Pedestrians across P3 Northbound Peds Crossing	Pedestrian	33	57	0
N	Pedestrians across	Pedestrian	20	5	25

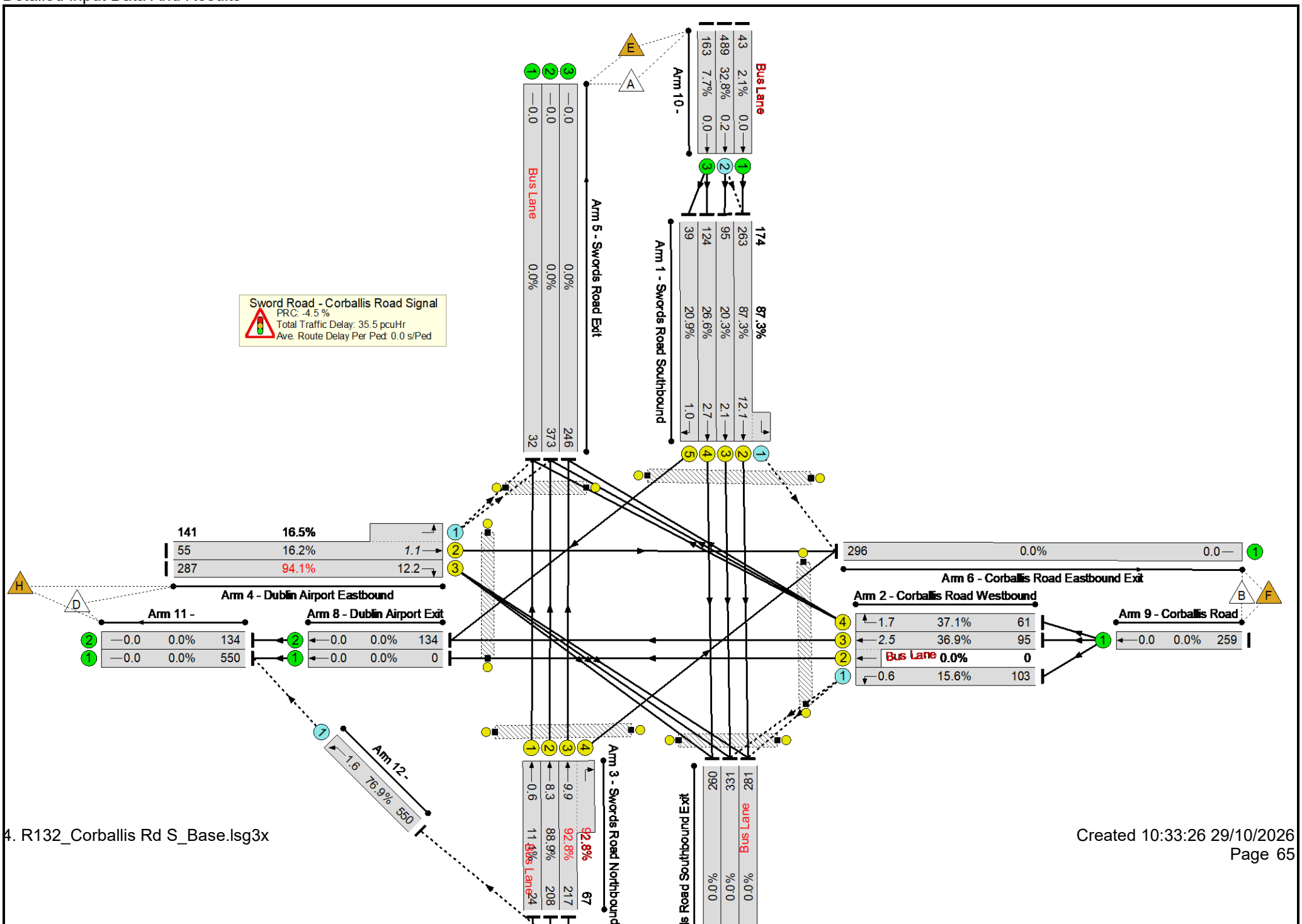
Signal Timings Diagram



Lane Green Times

Junction: Sword Road - Corballis Road Signal					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/2	Swords Road Southbound Ahead	U	A	6	25
1/3	Swords Road Southbound Ahead	U	A	6	25
1/4	Swords Road Southbound Ahead	U	A	6	25
1/5	Swords Road Southbound Right	U	B	45	52
2/2	Corballis Road Westbound Ahead	U	C	54	64
2/3	Corballis Road Westbound Ahead	U	C	54	64
2/4	Corballis Road Westbound Right	U	D	57	64
3/1	Swords Road Northbound Ahead	U	E	16	25
3/2	Swords Road Northbound Ahead	U	E	16	25
3/3	Swords Road Northbound Ahead	U	E	16	25
3/4	Swords Road Northbound Right	U	F	42	52
4/2	Dublin Airport Eastbound Ahead	U	G	66	0
4/3	Dublin Airport Eastbound Right	U	H	77	0

Network Layout Diagram


Sword Road - Corballis Road Signal
PRC: -4.5 %
Total Traffic Delay: 35.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 10 -
Bus Lane
Arm 5 - Swords Road Exit
Arm 1 - Swords Road Southbound
174
87.3%
Arm 4 - Dublin Airport Eastbound
Arm 6 - Corballis Road Eastbound Exit
Arm 2 - Corballis Road Westbound
Arm 9 - Corballis Road
Arm 11 -
Arm 8 - Dublin Airport Exit
Arm 12 -
Arm 3 - Swords Road Northbound
Swords Road Southbound Exit
Bus Lane
92.8%

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.1%**
Sword Road - Corballis Road Signal	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.1%**
1/2+1/1	Swords Road Southbound Left Ahead	U+O	N/A	N/A	A -		1	19	-	-	437	1935:1985	301+199	87.3 : 87.3%
1/3	Swords Road Southbound Ahead	U	N/A	N/A	A		1	19	-	-	95	2105	468	20.3%
1/4	Swords Road Southbound Ahead	U	N/A	N/A	A		1	19	-	-	124	2100	467	26.6%
1/5	Swords Road Southbound Right	U	N/A	N/A	B		1	7	-	-	39	2100	187	20.9%
2/1	Corballis Road Westbound Left	O	N/A	N/A	-		-	-	-	-	103	2015	660	15.6%
2/3+2/2	Corballis Road Westbound Ahead	U	N/A	N/A	C		1	10	-	-	95	2105:1975	257+0	36.9 : 0.0%
2/4	Corballis Road Westbound Right	U	N/A	N/A	D		1	7	-	-	61	1849	164	37.1%
3/1	Swords Road Northbound Ahead	U	N/A	N/A	E		1	9	-	-	24	1940	216	11.1%
3/2	Swords Road Northbound Ahead	U	N/A	N/A	E		1	9	-	-	208	2105	234	88.9%
3/3+3/4	Swords Road Northbound Ahead Right	U	N/A	N/A	E F		1	9:10	-	-	284	2105:1828	234+72	92.8 : 92.8%

4/2+4/1	Dublin Airport Eastbound Left Ahead	U+O	N/A	N/A	G -		1	24	-	-	196	2125:2023	340+856	16.2 : 16.5%
4/3	Dublin Airport Eastbound Right	U	N/A	N/A	H		1	13	-	-	287	1961	305	94.1%
5/1	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	32	Inf	Inf	0.0%
5/2	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	373	Inf	Inf	0.0%
5/3	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	246	Inf	Inf	0.0%
6/1	Corballis Road Eastbound Exit	U	N/A	N/A	-		-	-	-	-	296	Inf	Inf	0.0%
7/1	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	281	Inf	Inf	0.0%
7/2	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	331	Inf	Inf	0.0%
7/3	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	260	Inf	Inf	0.0%
8/1	Dublin Airport Exit Ahead	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/2	Dublin Airport Exit Ahead	U	N/A	N/A	-		-	-	-	-	134	Inf	Inf	0.0%
9/1	Corballis Road Ahead	U	N/A	N/A	-		-	-	-	-	259	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	-	43	2015	2015	2.1%
10/2	Ahead	O	N/A	N/A	-		-	-	-	-	489	2105	1490	32.8%
10/3	Ahead	U	N/A	N/A	-		-	-	-	-	163	2105	2105	7.7%
11/1		U	N/A	N/A	-		-	-	-	-	550	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	134	Inf	Inf	0.0%
12/1	Ahead	O	N/A	N/A	-		-	-	-	-	550	2115	715	76.9%
13/1	Ahead	U	N/A	N/A	-		-	-	-	-	24	1940	1940	1.2%
13/2	Ahead Ahead2	O	N/A	N/A	-		-	-	-	-	758	2105	1553	48.8%
13/3	Ahead	U	N/A	N/A	-		-	-	-	-	284	1965	1965	14.5%

Ped Link: P1	P1	-	N/A	-	K		1	16	-	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	J		1	7	-	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	M		1	33	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	N		1	20	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	17	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	L		1	12	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**1569**	**343**	**0**	**15.8**	**19.8**	**0.0**	**35.5**	**-**	**-**	**-**	**-**	
Sword Road - Corballis Road Signal	**-**	**-**	**1569**	**343**	**0**	**15.8**	**19.8**	**0.0**	**35.5**	**-**	**-**	**-**	**-**	
1/2+1/1	437	437	21	153	0	3.0	3.1	-	6.1	50.3	9.0	3.1	12.1	
1/3	95	95	-	-	-	0.8	0.1	-	0.9	33.4	1.9	0.1	2.1	
1/4	124	124	-	-	-	1.0	0.2	-	1.2	34.2	2.5	0.2	2.7	
1/5	39	39	-	-	-	0.4	0.1	-	0.5	50.3	0.9	0.1	1.0	
2/1	103	103	35	68	0	0.1	0.1	-	0.2	5.5	0.5	0.1	0.6	
2/3+2/2	95	95	-	-	-	1.0	0.3	-	1.3	47.4	2.2	0.3	2.5	
2/4	61	61	-	-	-	0.7	0.3	-	0.9	56.0	1.4	0.3	1.7	
3/1	24	24	-	-	-	0.2	0.1	-	0.3	45.4	0.5	0.1	0.6	
3/2	208	208	-	-	-	2.3	3.2	-	5.5	95.1	5.1	3.2	8.3	
3/3+3/4	284	284	-	-	-	3.1	4.6	-	7.6	96.5	5.4	4.6	9.9	
4/2+4/1	196	196	19	122	0	0.4	0.1	-	0.5	9.0	1.0	0.1	1.1	
4/3	287	287	-	-	-	3.0	5.1	-	8.1	101.4	7.1	5.1	12.2	
5/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/3	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/3	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

10/1	43	43	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
10/2	489	489	394	0	0	0.0	0.2	-	0.2	1.8	0.0	0.2	0.2
10/3	163	163	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	550	550	550	0	0	0.0	1.6	-	1.6	10.7	0.0	1.6	1.6
13/1	24	24	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
13/2	758	758	550	0	0	0.0	0.5	-	0.5	2.3	0.0	0.5	0.5
13/3	284	284	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Swords Road - Corballis Road Junction

PRC for Signalled Lanes (%): -4.5
PRC Over All Lanes (%): -4.5

Total Delay for Signalled Lanes (pcuHr): 32.89
Total Delay Over All Lanes(pcuHr): 35.54

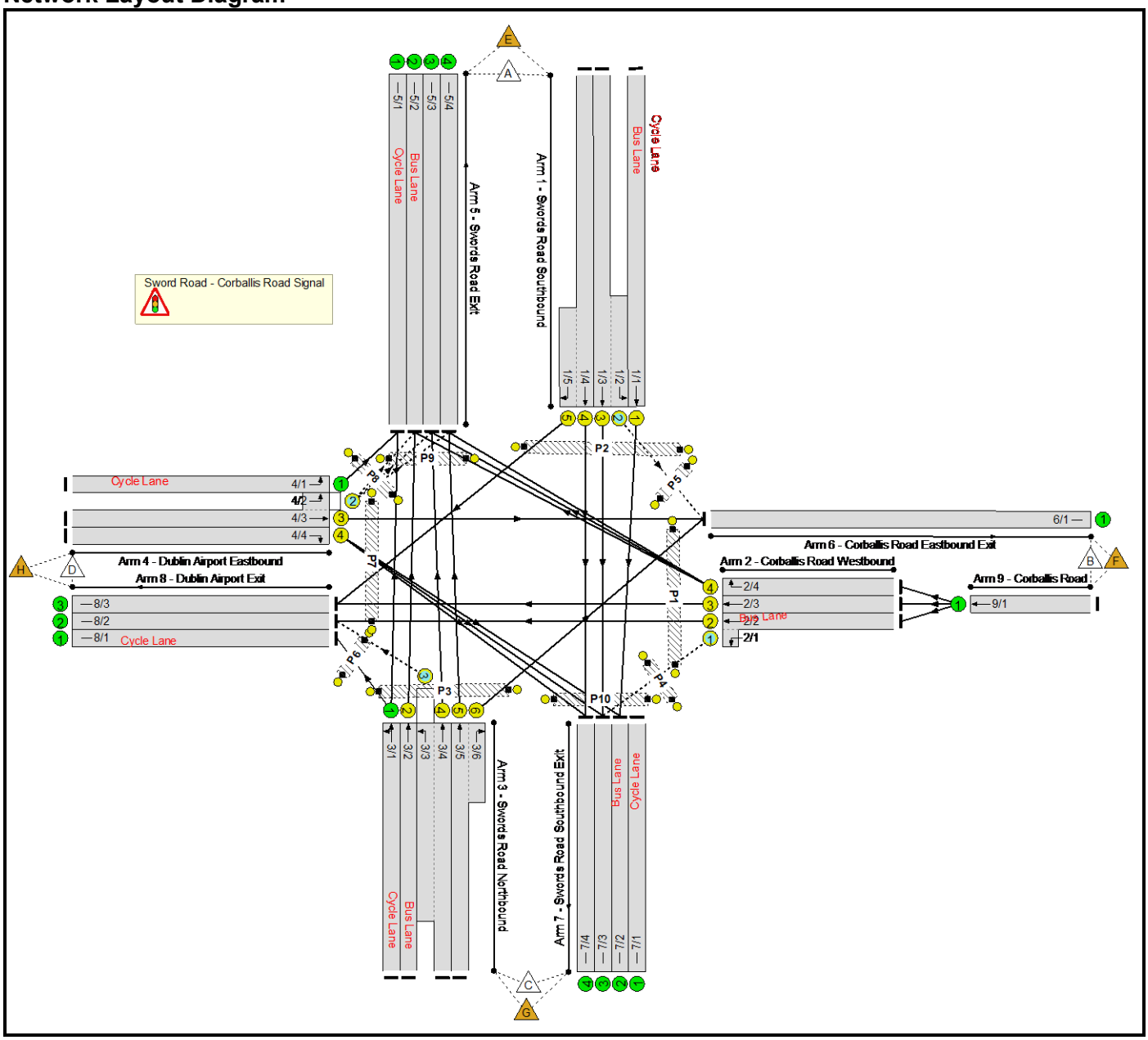
Cycle Time (s): 90

Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	4. R132_Corballis Rd S Junction_DM LAYOUT.lsg3x
Author:	
Company:	AECOM
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



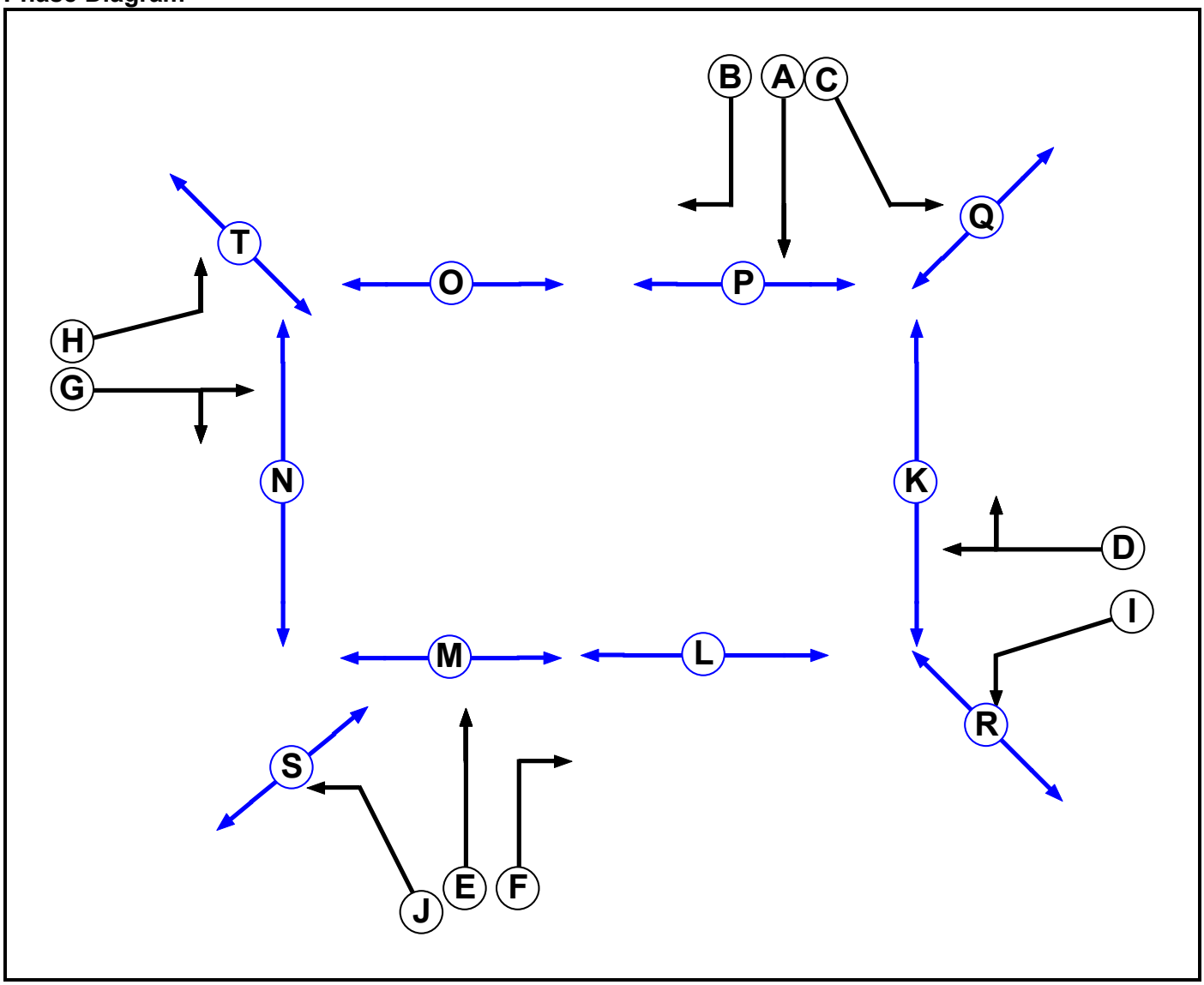
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2029 DN AM	2029 DN AM	Network Control Plan 1	08:00 - 09:00	120	-14.0	81.01
2	2029 DN PM	2029 DN PM	Network Control Plan 1	17:00 - 18:00	120	-2.8	54.51
3	2029 DS AM	2029 DS AM	Network Control Plan 1	08:00 - 09:00	120	-22.8	134.87
4	2029 DS PM	2029 DS PM	Network Control Plan 1	17:00 - 18:00	120	-4.0	62.24

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - Swords Road - Corballis Road Junction	Gen		Stage Stream 1	20	7	Sword Road - Corballis Road Signal	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Traffic		7	7
J	Traffic		7	7
K	Pedestrian		6	6
L	Pedestrian		6	6
M	Pedestrian		6	6
N	Pedestrian		6	6
O	Pedestrian		6	6
P	Pedestrian		6	6
Q	Pedestrian		6	6
R	Pedestrian		6	6
S	Pedestrian		6	6
T	Pedestrian		6	6

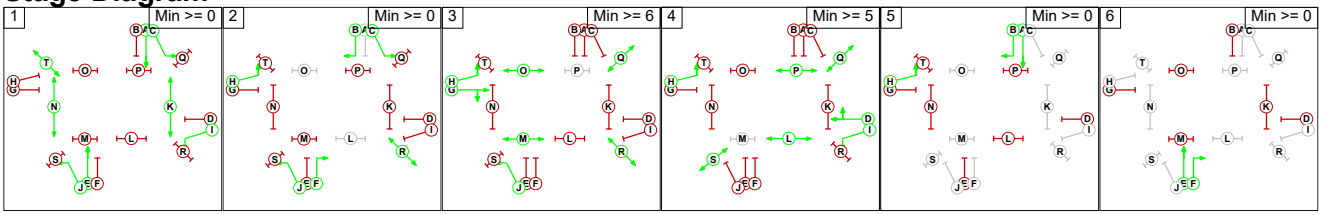
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
A		-	-	5	-	-	6	-	-	-	-	9	-	-	-	5	-	-	-	-
B	-		-	5	6	-	5	-	-	-	-	-	-	9	-	5	-	-	-	-
C	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-
D	5	5	-		5	5	5	-	-	-	5	-	-	9	9	-	-	-	-	-
E	-	6	-	5		-	7	-	-	-	-	-	5	-	10	-	-	-	-	-
F	-	-	-	5	-		5	-	-	-	10	-	5	-	-	-	-	-	-	-
G	6	5	-	9	6	5		-	-	-	9	10	-	5	-	-	-	-	-	-
H	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	5
I	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	5	-	-
J	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	5	-
K	-	-	-	17	-	17	17	-	-	-		-	-	-	-	-	-	-	-	-
L	13	-	-	-	-	-	13	-	-	-	-		-	-	-	-	-	-	-	-
M	-	-	-	-	16	16	-	-	-	-	-	-		-	-	-	-	-	-	-
N	-	20	-	20	-	-	20	-	-	-	-	-	-		-	-	-	-	-	-
O	-	-	-	13	13	-	-	-	-	-	-	-	-	-		-	-	-	-	-
P	16	16	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
Q	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-
R	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-		-	-
S	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-		-
T	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	

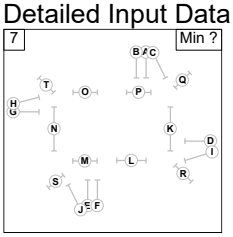
Phases in Stage

Stage No.	Phases in Stage
1	A C E I J K N T
2	B C F H J R
3	G H J M O Q R
4	D H I L P Q S
5	A B H
6	E F
7	

Stage Diagram



Detailed Input Data And Results



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6	7
1		20	20	20	20	17	X
2	10		5	7	2	6	X
3	16	16		13	6	16	X
4	16	16	13		16	5	X
5	9	2	6	9		6	X
6	10	6	10	5	6		X
7	X	X	X	X	X	X	

Lane Input Data

Junction: Sword Road - Corballis Road Signal

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Swords Road Southbound)	U	A	2	3	31.3	Geom	-	3.20	0.00	Y	Arm 7 Ahead	Inf
1/2 (Swords Road Southbound)	O	C	2	3	9.7	Geom	-	3.90	0.00	Y	Arm 6 Left	110.00
1/3 (Swords Road Southbound)	U	A	2	3	31.3	Geom	-	3.50	0.00	N	Arm 7 Ahead	Inf
1/4 (Swords Road Southbound)	U	A	2	3	31.3	Geom	-	3.20	0.00	N	Arm 7 Ahead	Inf
1/5 (Swords Road Southbound)	U	B	2	3	8.7	Geom	-	2.77	0.00	Y	Arm 8 Right	22.50
2/1 (Corballis Road Westbound)	O	I	2	3	1.4	Geom	-	3.88	0.00	Y	Arm 7 Left	28.00
2/2 (Corballis Road Westbound)	U	D	2	3	12.2	Geom	-	3.70	0.00	Y	Arm 8 Ahead	Inf
2/3 (Corballis Road Westbound)	U	D	2	3	12.2	Geom	-	3.40	0.00	N	Arm 8 Ahead	Inf
2/4 (Corballis Road Westbound)	U	D	2	3	12.2	Geom	-	3.50	0.00	Y	Arm 5 Right	24.00
3/1 (Swords Road Northbound)	U		2	3	60.0	Geom	-	2.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	Inf
3/2 (Swords Road Northbound)	U	E	2	3	60.0	Geom	-	3.48	0.00	Y	Arm 5 Ahead	Inf
3/3 (Swords Road Northbound)	O	J	2	3	19.1	Geom	-	5.00	0.00	Y	Arm 8 Left	38.00
3/4 (Swords Road Northbound)	U	E	2	3	60.0	Geom	-	3.40	0.00	N	Arm 5 Ahead	Inf
3/5 (Swords Road Northbound)	U	E	2	3	60.0	Geom	-	3.60	0.00	N	Arm 5 Ahead	Inf
3/6 (Swords Road Northbound)	U	F	2	3	7.0	Geom	-	2.27	0.00	Y	Arm 6 Right	20.00
4/1 (Dublin Airport Eastbound)	U		2	3	60.0	Geom	-	2.00	0.00	Y	Arm 5 Left	Inf

4/2 (Dublin Airport Eastbound)	O	H	2	3	2.3	Geom	-	5.00	0.00	Y	Arm 5 Left	33.00
4/3 (Dublin Airport Eastbound)	U	G	2	3	60.0	Geom	-	3.68	0.00	Y	Arm 6 Ahead	Inf
4/4 (Dublin Airport Eastbound)	U	G	2	3	60.0	Geom	-	3.46	0.00	Y	Arm 7 Right	22.00
5/1 (Swords Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Swords Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/3 (Swords Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/4 (Swords Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Corballis Road Eastbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Swords Road Southbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (Swords Road Southbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/3 (Swords Road Southbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/4 (Swords Road Southbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Dublin Airport Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Dublin Airport Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/3 (Dublin Airport Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Corballis Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Sword Road - Corballis Road Signal											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Swords Road Southbound)	6/1 (Left)	715	0	3/6	0.22	All	-	-	-	-	-
				4/3	0.22	All					
2/1 (Corballis Road Westbound)	7/3 (Left)	715	0	1/3	0.22	All	-	-	-	-	-
				1/4	0.22	All					
				4/4	0.22	All					
3/3 (Swords Road Northbound)	8/2 (Left)	715	0	1/5	0.22	All	3.00	-	0.50	3	1.00
				2/3	0.22	All					
				2/2	0.22	All					
4/2 (Dublin Airport Eastbound)	5/2 (Left)	715	0	2/4	0.22	All	1.00	-	0.50	1	1.00
				3/4	0.22	All					
				3/5	0.22	All					
	5/3 (Left)	715	0	3/4	0.22	All					
				3/5	0.22	All					
				2/4	0.22	All					
	5/4 (Left)	715	0	2/4	0.22	All					
				3/4	0.22	All					
				3/5	0.22	All					

Lane Connector Input Data

Junction: Sword Road - Corballis Road Signal				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	7/2	Internal	5	35
1/2	6/1	Internal	5	35
1/3	7/3	Internal	21	35
1/4	7/4	Internal	21	35
1/5	8/3	Internal	25	35
2/1	7/3	Internal	5	35
2/2	8/2	Internal	5	35
2/3	8/3	Internal	5	35
2/4	5/2	Internal	5	35
2/4	5/3	Internal	5	35
2/4	5/4	Internal	5	35
3/1	5/1	Internal	35	35
3/1	8/1	Internal	5	35
3/2	5/2	Internal	35	35
3/3	8/2	Internal	25	35
3/4	5/3	Internal	21	35
3/5	5/4	Internal	21	35
3/6	6/1	Internal	25	35
4/1	5/1	Internal	5	35
4/2	5/2	Internal	35	35
4/2	5/3	Internal	5	35
4/2	5/4	Internal	5	35
4/3	6/1	Internal	25	35
4/4	7/2	Internal	21	35
4/4	7/3	Internal	21	35
4/4	7/4	Internal	21	35
9/1	2/2	Internal	5	35
9/1	2/3	Internal	5	35
9/1	2/4	Internal	5	35

Scenario 1: '2029 DN AM' (FG3: '2029 DN AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Sword Road - Corballis Road Signal

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Swords Road Southbound)	3.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1935	1935
1/2 (Swords Road Southbound)	3.90	0.00	Y	Arm 6 Left	110.00	100.0 %	1978	1978
1/3 (Swords Road Southbound)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/4 (Swords Road Southbound)	3.20	0.00	N	Arm 7 Ahead	Inf	100.0 %	2075	2075
1/5 (Swords Road Southbound)	2.77	0.00	Y	Arm 8 Right	22.50	100.0 %	1774	1774
2/1 (Corballis Road Westbound)	3.88	0.00	Y	Arm 7 Left	28.00	100.0 %	1901	1901
2/2 (Corballis Road Westbound)	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
2/3 (Corballis Road Westbound)	3.40	0.00	N	Arm 8 Ahead	Inf	100.0 %	2095	2095
2/4 (Corballis Road Westbound)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/1 (Swords Road Northbound)	2.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1815	1815
				Arm 8 Left	Inf	0.0 %		
3/2 (Swords Road Northbound)	3.48	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1963	1963
3/3 (Swords Road Northbound)	5.00	0.00	Y	Arm 8 Left	38.00	100.0 %	2035	2035
3/4 (Swords Road Northbound)	3.40	0.00	N	Arm 5 Ahead	Inf	100.0 %	2095	2095
3/5 (Swords Road Northbound)	3.60	0.00	N	Arm 5 Ahead	Inf	100.0 %	2115	2115
3/6 (Swords Road Northbound)	2.27	0.00	Y	Arm 6 Right	20.00	100.0 %	1713	1713
4/1 (Dublin Airport Eastbound)	2.00	0.00	Y	Arm 5 Left	Inf	0.0 %	1815	1815
4/2 (Dublin Airport Eastbound)	5.00	0.00	Y	Arm 5 Left	33.00	100.0 %	2023	2023
4/3 (Dublin Airport Eastbound)	3.68	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1983	1983
4/4 (Dublin Airport Eastbound)	3.46	0.00	Y	Arm 7 Right	22.00	100.0 %	1836	1836
5/1 (Swords Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Swords Road Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

5/3 (Swords Road Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
5/4 (Swords Road Exit Lane 4)	Infinite Saturation Flow	Inf	Inf
6/1 (Corballis Road Eastbound Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
7/1 (Swords Road Southbound Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
7/2 (Swords Road Southbound Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
7/3 (Swords Road Southbound Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
7/4 (Swords Road Southbound Exit Lane 4)	Infinite Saturation Flow	Inf	Inf
8/1 (Dublin Airport Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
8/2 (Dublin Airport Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
8/3 (Dublin Airport Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
9/1 (Corballis Road Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2029 DN PM' (FG4: '2029 DN PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Sword Road - Corballis Road Signal								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Swords Road Southbound)	3.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1935	1935
1/2 (Swords Road Southbound)	3.90	0.00	Y	Arm 6 Left	110.00	100.0 %	1978	1978
1/3 (Swords Road Southbound)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/4 (Swords Road Southbound)	3.20	0.00	N	Arm 7 Ahead	Inf	100.0 %	2075	2075
1/5 (Swords Road Southbound)	2.77	0.00	Y	Arm 8 Right	22.50	100.0 %	1774	1774
2/1 (Corballis Road Westbound)	3.88	0.00	Y	Arm 7 Left	28.00	100.0 %	1901	1901
2/2 (Corballis Road Westbound)	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
2/3 (Corballis Road Westbound)	3.40	0.00	N	Arm 8 Ahead	Inf	100.0 %	2095	2095
2/4 (Corballis Road Westbound)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/1 (Swords Road Northbound)	2.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1815	1815
				Arm 8 Left	Inf	0.0 %		
3/2 (Swords Road Northbound)	3.48	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1963	1963
3/3 (Swords Road Northbound)	5.00	0.00	Y	Arm 8 Left	38.00	100.0 %	2035	2035
3/4 (Swords Road Northbound)	3.40	0.00	N	Arm 5 Ahead	Inf	100.0 %	2095	2095
3/5 (Swords Road Northbound)	3.60	0.00	N	Arm 5 Ahead	Inf	100.0 %	2115	2115
3/6 (Swords Road Northbound)	2.27	0.00	Y	Arm 6 Right	20.00	100.0 %	1713	1713
4/1 (Dublin Airport Eastbound)	2.00	0.00	Y	Arm 5 Left	Inf	0.0 %	1815	1815
4/2 (Dublin Airport Eastbound)	5.00	0.00	Y	Arm 5 Left	33.00	100.0 %	2023	2023
4/3 (Dublin Airport Eastbound)	3.68	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1983	1983
4/4 (Dublin Airport Eastbound)	3.46	0.00	Y	Arm 7 Right	22.00	100.0 %	1836	1836
5/1 (Swords Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

5/2 (Swords Road Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
5/3 (Swords Road Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
5/4 (Swords Road Exit Lane 4)	Infinite Saturation Flow	Inf	Inf
6/1 (Corballis Road Eastbound Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
7/1 (Swords Road Southbound Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
7/2 (Swords Road Southbound Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
7/3 (Swords Road Southbound Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
7/4 (Swords Road Southbound Exit Lane 4)	Infinite Saturation Flow	Inf	Inf
8/1 (Dublin Airport Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
8/2 (Dublin Airport Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
8/3 (Dublin Airport Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
9/1 (Corballis Road Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2029 DS AM' (FG5: '2029 DS AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Sword Road - Corballis Road Signal								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Swords Road Southbound)	3.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1935	1935
1/2 (Swords Road Southbound)	3.90	0.00	Y	Arm 6 Left	110.00	100.0 %	1978	1978
1/3 (Swords Road Southbound)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/4 (Swords Road Southbound)	3.20	0.00	N	Arm 7 Ahead	Inf	100.0 %	2075	2075
1/5 (Swords Road Southbound)	2.77	0.00	Y	Arm 8 Right	22.50	100.0 %	1774	1774
2/1 (Corballis Road Westbound)	3.88	0.00	Y	Arm 7 Left	28.00	100.0 %	1901	1901
2/2 (Corballis Road Westbound)	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
2/3 (Corballis Road Westbound)	3.40	0.00	N	Arm 8 Ahead	Inf	100.0 %	2095	2095
2/4 (Corballis Road Westbound)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/1 (Swords Road Northbound)	2.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1815	1815
				Arm 8 Left	Inf	0.0 %		
3/2 (Swords Road Northbound)	3.48	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1963	1963
3/3 (Swords Road Northbound)	5.00	0.00	Y	Arm 8 Left	38.00	100.0 %	2035	2035
3/4 (Swords Road Northbound)	3.40	0.00	N	Arm 5 Ahead	Inf	100.0 %	2095	2095
3/5 (Swords Road Northbound)	3.60	0.00	N	Arm 5 Ahead	Inf	100.0 %	2115	2115
3/6 (Swords Road Northbound)	2.27	0.00	Y	Arm 6 Right	20.00	100.0 %	1713	1713
4/1 (Dublin Airport Eastbound)	2.00	0.00	Y	Arm 5 Left	Inf	0.0 %	1815	1815
4/2 (Dublin Airport Eastbound)	5.00	0.00	Y	Arm 5 Left	33.00	100.0 %	2023	2023
4/3 (Dublin Airport Eastbound)	3.68	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1983	1983
4/4 (Dublin Airport Eastbound)	3.46	0.00	Y	Arm 7 Right	22.00	100.0 %	1836	1836
5/1 (Swords Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

5/2 (Swords Road Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
5/3 (Swords Road Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
5/4 (Swords Road Exit Lane 4)	Infinite Saturation Flow	Inf	Inf
6/1 (Corballis Road Eastbound Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
7/1 (Swords Road Southbound Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
7/2 (Swords Road Southbound Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
7/3 (Swords Road Southbound Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
7/4 (Swords Road Southbound Exit Lane 4)	Infinite Saturation Flow	Inf	Inf
8/1 (Dublin Airport Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
8/2 (Dublin Airport Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
8/3 (Dublin Airport Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
9/1 (Corballis Road Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2029 DS PM' (FG6: '2029 DS PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Sword Road - Corballis Road Signal								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Swords Road Southbound)	3.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1935	1935
1/2 (Swords Road Southbound)	3.90	0.00	Y	Arm 6 Left	110.00	100.0 %	1978	1978
1/3 (Swords Road Southbound)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105
1/4 (Swords Road Southbound)	3.20	0.00	N	Arm 7 Ahead	Inf	100.0 %	2075	2075
1/5 (Swords Road Southbound)	2.77	0.00	Y	Arm 8 Right	22.50	100.0 %	1774	1774
2/1 (Corballis Road Westbound)	3.88	0.00	Y	Arm 7 Left	28.00	100.0 %	1901	1901
2/2 (Corballis Road Westbound)	3.70	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1985	1985
2/3 (Corballis Road Westbound)	3.40	0.00	N	Arm 8 Ahead	Inf	100.0 %	2095	2095
2/4 (Corballis Road Westbound)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/1 (Swords Road Northbound)	2.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1815	1815
				Arm 8 Left	Inf	0.0 %		
3/2 (Swords Road Northbound)	3.48	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1963	1963
3/3 (Swords Road Northbound)	5.00	0.00	Y	Arm 8 Left	38.00	100.0 %	2035	2035
3/4 (Swords Road Northbound)	3.40	0.00	N	Arm 5 Ahead	Inf	100.0 %	2095	2095
3/5 (Swords Road Northbound)	3.60	0.00	N	Arm 5 Ahead	Inf	100.0 %	2115	2115
3/6 (Swords Road Northbound)	2.27	0.00	Y	Arm 6 Right	20.00	100.0 %	1713	1713
4/1 (Dublin Airport Eastbound)	2.00	0.00	Y	Arm 5 Left	Inf	0.0 %	1815	1815
4/2 (Dublin Airport Eastbound)	5.00	0.00	Y	Arm 5 Left	33.00	100.0 %	2023	2023
4/3 (Dublin Airport Eastbound)	3.68	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1983	1983
4/4 (Dublin Airport Eastbound)	3.46	0.00	Y	Arm 7 Right	22.00	100.0 %	1836	1836
5/1 (Swords Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

5/2 (Swords Road Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
5/3 (Swords Road Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
5/4 (Swords Road Exit Lane 4)	Infinite Saturation Flow	Inf	Inf
6/1 (Corballis Road Eastbound Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
7/1 (Swords Road Southbound Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
7/2 (Swords Road Southbound Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
7/3 (Swords Road Southbound Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
7/4 (Swords Road Southbound Exit Lane 4)	Infinite Saturation Flow	Inf	Inf
8/1 (Dublin Airport Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
8/2 (Dublin Airport Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
8/3 (Dublin Airport Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
9/1 (Corballis Road Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2029 DN AM'	08:00	09:00	01:00	
4: '2029 DN PM'	17:00	18:00	01:00	
5: '2029 DS AM'	08:00	09:00	01:00	
6: '2029 DS PM'	17:00	18:00	01:00	
7: '2025 Base Busy Day AM'	08:00	09:00	01:00	
8: '2025 Base Busy Day PM'	17:00	18:00	01:00	
9: '2029 DN Busy Day AM'	08:00	09:00	01:00	
10: '2029 DN Busy Day PM'	17:00	18:00	01:00	
11: '2029 DS Busy Day AM'	08:00	09:00	01:00	
12: '2029 DS Busy Day PM'	17:00	18:00	01:00	
13: '2023 AM'	08:00	09:00	01:00	
14: '2023 PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2025 Base AM'

Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	245	1069	132	0	0	0	0	1446
	B	66	0	29	64	0	0	0	0	159
	C	284	50	0	323	0	0	0	0	657
	D	41	55	119	0	0	0	0	0	215
	E	0	0	0	0	0	35	162	40	237
	F	0	0	0	0	3	0	1	83	87
	G	0	0	0	0	36	2	0	190	228
	H	0	0	0	0	6	64	96	0	166
	Tot.	391	350	1217	519	45	101	259	313	3195

FG2: '2025 Base PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	167	446	39	0	0	0	0	652
	B	59	0	100	95	0	0	0	0	254
	C	425	67	0	419	0	0	0	0	911
	D	135	53	272	0	0	0	0	0	460
	E	0	0	0	0	0	7	36	0	43
	F	0	0	0	0	2	0	3	0	5
	G	0	0	0	0	24	0	0	131	155
	H	0	0	0	0	6	2	15	0	23
	Tot.	619	287	818	553	32	9	54	131	2503

FG3: '2029 DN AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	153	1145	125	0	0	0	0	1423
	B	78	0	33	60	0	0	0	0	171
	C	307	32	0	307	0	0	0	0	646
	D	35	47	102	0	0	0	0	0	184
	E	0	0	0	0	0	28	176	43	247
	F	0	0	0	0	5	0	1	79	85
	G	0	0	0	0	40	1	0	180	221
	H	0	0	0	0	5	75	99	0	179
	Tot.	420	232	1280	492	50	104	276	302	3156

FG4: '2029 DN PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	232	554	65	0	0	0	0	851
	B	84	0	132	129	0	0	0	0	345
	C	490	98	0	516	0	0	0	0	1104
	D	202	75	350	0	0	0	0	0	627
	E	0	0	0	0	0	26	86	28	140
	F	0	0	0	0	4	0	14	80	98
	G	0	0	0	0	51	3	0	255	309
	H	0	0	0	0	10	65	89	0	164
	Tot.	776	405	1036	710	65	94	189	363	3638

FG5: '2029 DS AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	168	1145	147	0	0	0	0	1460
	B	96	0	41	71	0	0	0	0	208
	C	307	36	0	362	0	0	0	0	705
	D	44	59	128	0	0	0	0	0	231
	E	0	0	0	0	0	31	176	49	256
	F	0	0	0	0	7	0	1	105	113
	G	0	0	0	0	40	1	0	226	267
	H	0	0	0	0	6	80	113	0	199
	Tot.	447	263	1314	580	53	112	290	380	3439

FG6: '2029 DS PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	234	554	69	0	0	0	0	857
	B	81	0	128	137	0	0	0	0	346
	C	490	99	0	548	0	0	0	0	1137
	D	216	80	374	0	0	0	0	0	670
	E	0	0	0	0	0	26	86	31	143
	F	0	0	0	0	4	0	14	88	106
	G	0	0	0	0	51	3	0	276	330
	H	0	0	0	0	11	72	98	0	181
	Tot.	787	413	1056	754	66	101	198	395	3770

FG7: '2025 Base Busy Day AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	252	733	162	0	0	0	0	1147
	B	87	0	73	92	0	0	0	0	252
	C	270	71	0	384	0	0	0	0	725
	D	55	45	116	0	0	0	0	0	216
	E	0	0	0	0	0	22	155	83	260
	F	0	0	0	0	1	0	3	71	75
	G	0	0	0	0	36	6	0	180	222
	H	0	0	0	0	9	48	97	0	154
	Tot.	412	368	922	638	46	76	255	334	3051

FG8: '2025 Base Busy Day PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	177	449	42	0	0	0	0	668
	B	108	0	134	117	0	0	0	0	359
	C	483	82	0	303	0	0	0	0	868
	D	136	77	212	0	0	0	0	0	425
	E	0	0	0	0	0	9	94	2	105
	F	0	0	0	0	10	0	5	5	20
	G	0	0	0	0	15	4	0	129	148
	H	0	0	0	0	4	4	31	0	39
	Tot.	727	336	795	462	29	17	130	136	2632

FG9: '2029 DN Busy Day AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	158	785	154	0	0	0	0	1097
	B	96	0	82	87	0	0	0	0	265
	C	291	46	0	365	0	0	0	0	702
	D	47	38	99	0	0	0	0	0	184
	E	0	0	0	0	0	15	168	88	271
	F	0	0	0	0	1	0	2	67	70
	G	0	0	0	0	40	4	0	171	215
	H	0	0	0	0	8	57	102	0	167
	Tot.	434	242	966	606	49	76	272	326	2971

FG10: '2029 DN Busy Day PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	243	560	74	0	0	0	0	877
	B	148	0	159	140	0	0	0	0	447
	C	535	112	0	383	0	0	0	0	1030
	D	201	95	279	0	0	0	0	0	575
	E	0	0	0	0	0	46	159	33	238
	F	0	0	0	0	12	0	13	72	97
	G	0	0	0	0	38	7	0	245	290
	H	0	0	0	0	5	40	102	0	147
	Tot.	884	450	998	597	55	93	274	350	3701

FG11: '2029 DS Busy Day AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	177	785	181	0	0	0	0	1143
	B	118	0	101	103	0	0	0	0	322
	C	291	52	0	430	0	0	0	0	773
	D	59	48	125	0	0	0	0	0	232
	E	0	0	0	0	0	16	168	100	284
	F	0	0	0	0	1	0	2	88	91
	G	0	0	0	0	40	5	0	213	258
	H	0	0	0	0	10	60	115	0	185
	Tot.	468	277	1011	714	51	81	285	401	3288

FG12: '2029 DS Busy Day PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	244	560	79	0	0	0	0	883
	B	145	0	155	149	0	0	0	0	449
	C	535	113	0	406	0	0	0	0	1054
	D	214	101	298	0	0	0	0	0	613
	E	0	0	0	0	0	46	159	36	241
	F	0	0	0	0	12	0	13	79	104
	G	0	0	0	0	38	7	0	264	309
	H	0	0	0	0	5	44	112	0	161
	Tot.	894	458	1013	634	55	97	284	379	3814

FG13: '2023 AM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	2	153	1034	125	0	0	0	0	1314
	B	78	0	33	60	0	0	0	0	171
	C	275	32	0	307	0	0	0	0	614
	D	35	47	102	0	0	0	0	0	184
	E	0	0	0	0	0	28	157	43	228
	F	0	0	0	0	5	0	1	79	85
	G	0	0	0	0	35	1	0	180	216
	H	0	0	0	0	5	75	99	0	179
	Tot.	390	232	1169	492	45	104	257	302	2991

FG14: '2023 PM'
Desired Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	232	499	65	0	0	0	0	796
	B	84	0	132	129	0	0	0	0	345
	C	443	98	0	516	0	0	0	0	1057
	D	202	75	350	0	0	0	0	0	627
	E	0	0	0	0	0	26	76	28	130
	F	0	0	0	0	4	0	14	80	98
	G	0	0	0	0	45	3	0	255	303
	H	0	0	0	0	10	65	89	0	164
	Tot.	729	405	981	710	59	94	179	363	3520

Scenario 1: '2029 DN AM' (FG3: '2029 DN AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	153	1145	125	0	0	0	0	1423
	B	78	0	33	60	0	0	0	0	171
	C	307	32	0	307	0	0	0	0	646
	D	35	47	102	0	0	0	0	0	184
	E	0	0	0	0	0	28	176	43	247
	F	0	0	0	0	5	0	1	79	85
	G	0	0	0	0	40	1	0	180	221
	H	0	0	0	0	5	75	99	0	179
	Tot.	420	232	1280	492	50	104	276	302	3156

Traffic Flows, Difference

Difference :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0

Scenario 2: '2029 DN PM' (FG4: '2029 DN PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	232	554	65	0	0	0	0	851
	B	84	0	132	129	0	0	0	0	345
	C	490	98	0	516	0	0	0	0	1104
	D	202	75	350	0	0	0	0	0	627
	E	0	0	0	0	0	26	86	28	140
	F	0	0	0	0	4	0	14	80	98
	G	0	0	0	0	51	3	0	255	309
	H	0	0	0	0	10	65	89	0	164
	Tot.	776	405	1036	710	65	94	189	363	3638

Traffic Flows, Difference

Difference :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0

Scenario 3: '2029 DS AM' (FG5: '2029 DS AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	168	1145	147	0	0	0	0	1460
	B	96	0	41	71	0	0	0	0	208
	C	307	36	0	362	0	0	0	0	705
	D	44	59	128	0	0	0	0	0	231
	E	0	0	0	0	0	31	176	49	256
	F	0	0	0	0	7	0	1	105	113
	G	0	0	0	0	40	1	0	226	267
	H	0	0	0	0	6	80	113	0	199
	Tot.	447	263	1314	580	53	112	290	380	3439

Traffic Flows, Difference

Difference :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0

Scenario 4: '2029 DS PM' (FG6: '2029 DS PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	234	554	69	0	0	0	0	857
	B	81	0	128	137	0	0	0	0	346
	C	490	99	0	548	0	0	0	0	1137
	D	216	80	374	0	0	0	0	0	670
	E	0	0	0	0	0	26	86	31	143
	F	0	0	0	0	4	0	14	88	106
	G	0	0	0	0	51	3	0	276	330
	H	0	0	0	0	11	72	98	0	181
	Tot.	787	413	1056	754	66	101	198	395	3770

Traffic Flows, Difference

Difference :

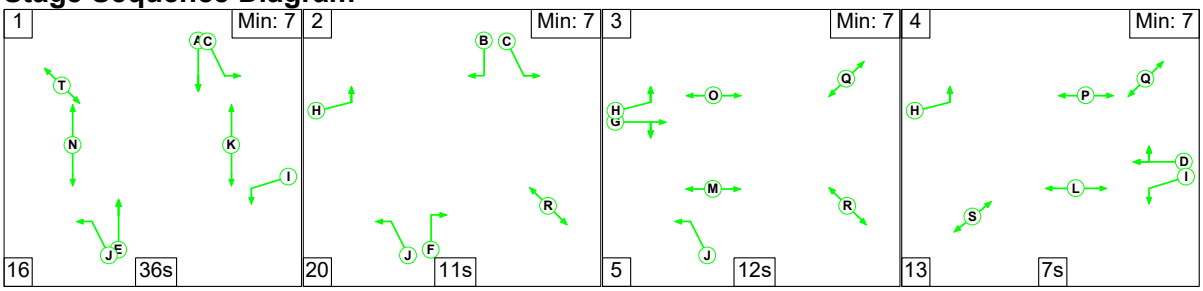
		Destination								
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2029 DN AM	Scenario 2: 2029 DN PM	Scenario 3: 2029 DS AM	Scenario 4: 2029 DS PM
Junction: Sword Road - Corballis Road Signal				
1/1	176	86	176	86
1/2 (short)	181	258	199	260
1/3 (with short)	769(In) 588(Out)	544(In) 286(Out)	788(In) 589(Out)	546(In) 286(Out)
1/4 (with short)	725(In) 557(Out)	361(In) 268(Out)	752(In) 556(Out)	368(In) 268(Out)
1/5 (short)	168	93	196	100
2/1 (short)	34	146	42	142
2/2 (with short)	113(In) 79(Out)	226(In) 80(Out)	147(In) 105(Out)	230(In) 88(Out)
2/3	60	129	71	137
2/4	83	88	103	85
3/1	0	0	0	0
3/2	40	51	40	51
3/3 (short)	487	771	588	824
3/4 (with short)	694(In) 207(Out)	1260(In) 489(Out)	769(In) 181(Out)	1298(In) 474(Out)
3/5 (with short)	133(In) 100(Out)	102(In) 1(Out)	163(In) 126(Out)	118(In) 16(Out)
3/6 (short)	33	101	37	102
4/1	0	0	0	0
4/2 (short)	40	212	50	227
4/3 (with short)	162(In) 122(Out)	352(In) 140(Out)	189(In) 139(Out)	379(In) 152(Out)
4/4	201	439	241	472
5/1	0	0	0	0
5/2	50	65	53	66
5/3	264	632	251	623
5/4	156	144	196	164
6/1	336	499	375	514
7/1	0	0	0	0
7/2	275	175	289	184
7/3	673	607	695	615
7/4	608	443	620	455
8/1	0	0	0	0
8/2	566	851	693	912
8/3	228	222	267	237
9/1	256	443	321	452

Scenario 1: '2029 DN AM' (FG3: '2029 DN AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



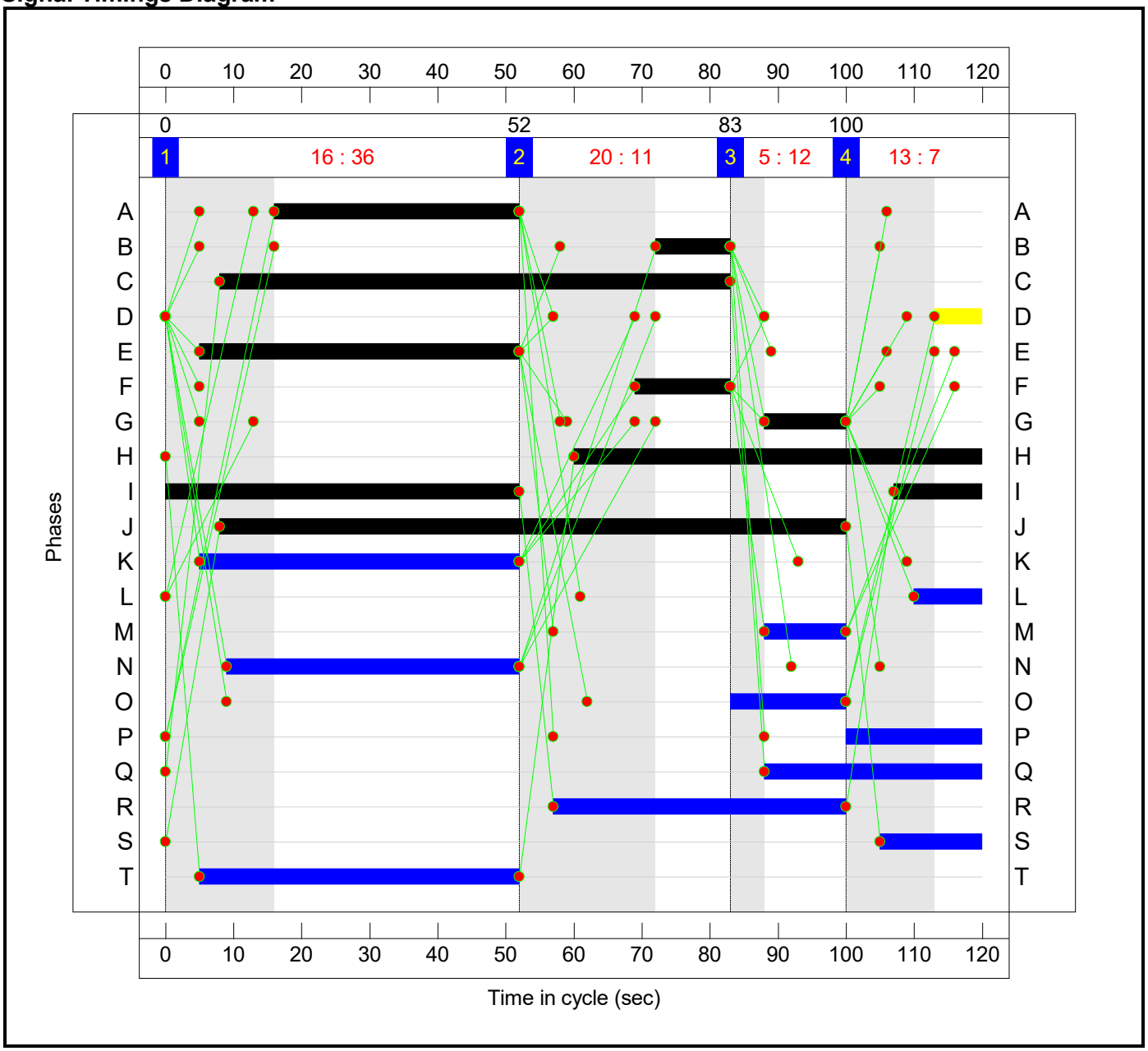
Stage Timings

Stage	1	2	3	4
Duration	36	11	12	7
Change Point	0	52	83	100

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Swords Road Southbound Ahead Swords Road Southbound	Traffic	36	16	52
B	Swords Road Southbound Right Southbound R/T	Traffic	11	72	83
C	Swords Road Southbound Left Southbound L/T	Traffic	75	8	83
D	Corballis Road Westbound Right Ahead Westbound	Traffic	7	113	0
E	Swords Road Northbound Ahead Swords Road Northbound	Traffic	47	5	52
F	Swords Road Northbound Right Northbound R/T	Traffic	14	69	83
G	Dublin Airport Eastbound Ahead Right Dublin Airport Eastbound	Traffic	12	88	100
H	Dublin Airport Eastbound Left Dublin Airport L/T	Traffic	60	60	0
I	Corballis Road Westbound Left Westbound L/T	Traffic	65	107	52
J	Swords Road Northbound Left Northbound L/T	Traffic	92	8	100
K	Pedestrians across P1 Westbound Peds Crossing	Pedestrian	47	5	52
L	Pedestrians across	Pedestrian	10	110	0
M	Pedestrians across P3 Northbound Peds Crossing	Pedestrian	12	88	100
N	Pedestrians across	Pedestrian	43	9	52
O	Pedestrians across	Pedestrian	17	83	100
P	Pedestrians across P2 Southbound Peds Crossing	Pedestrian	20	100	0
Q	Pedestrians across P5	Pedestrian	32	88	0
R	Pedestrians across P4	Pedestrian	43	57	100
S	Pedestrians across P6	Pedestrian	15	105	0
T	Pedestrians across	Pedestrian	47	5	52

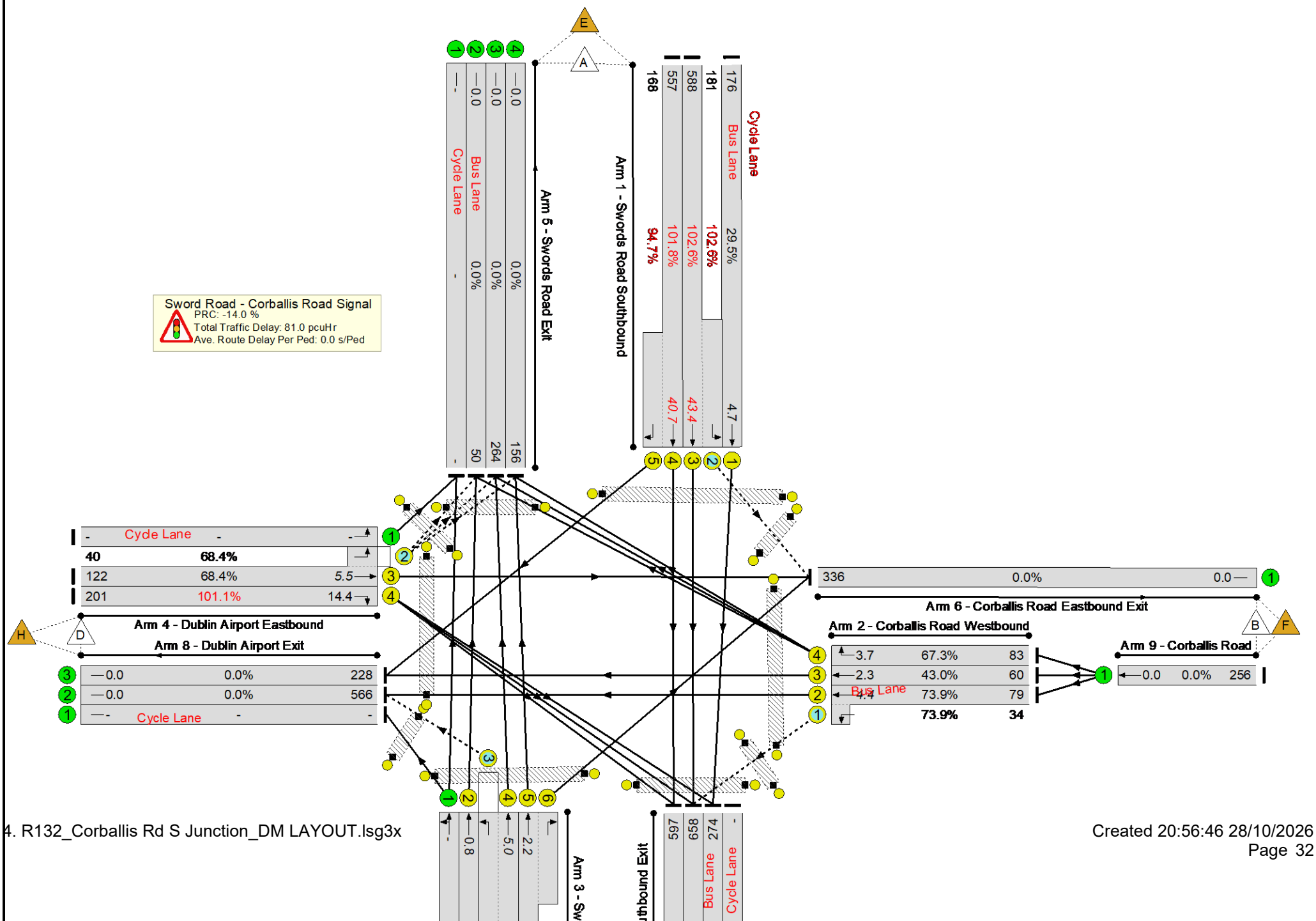
Signal Timings Diagram



Lane Green Times

Junction: Sword Road - Corballis Road Signal					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Swords Road Southbound Ahead	U	A	16	52
1/2	Swords Road Southbound Left	O	C	8	83
1/3	Swords Road Southbound Ahead	U	A	16	52
1/4	Swords Road Southbound Ahead	U	A	16	52
1/5	Swords Road Southbound Right	U	B	72	83
2/1	Corballis Road Westbound Left	O	I	107	52
2/2	Corballis Road Westbound Ahead	U	D	113	0
2/3	Corballis Road Westbound Ahead	U	D	113	0
2/4	Corballis Road Westbound Right	U	D	113	0
3/2	Swords Road Northbound Ahead	U	E	5	52
3/3	Swords Road Northbound Left	O	J	8	100
3/4	Swords Road Northbound Ahead	U	E	5	52
3/5	Swords Road Northbound Ahead	U	E	5	52
3/6	Swords Road Northbound Right	U	F	69	83
4/2	Dublin Airport Eastbound Left	O	H	60	0
4/3	Dublin Airport Eastbound Ahead	U	G	88	100
4/4	Dublin Airport Eastbound Right	U	G	88	100

Network Layout Diagram


Sword Road - Corballis Road Signal
PRC: -14.0 %
Total Traffic Delay: 81.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 5 - Swords Road Exit
Arm 1 - Swords Road Southbound
Cycle Lane
Bus Lane
Cycle Lane
Arm 4 - Dublin Airport Eastbound
Arm 8 - Dublin Airport Exit
Arm 6 - Corballis Road Eastbound Exit
Arm 2 - Corballis Road Westbound
Arm 9 - Corballis Road
Bus Lane
Cycle Lane
Arm 3 - Sw
bound Exit
Bus Lane
Cycle Lane

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.6%**
Sword Road - Corballis Road Signal	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.6%**
1/1	Swords Road Southbound Ahead	U	N/A	N/A	A		1	36	-	-	176	1935	597	29.5%
1/3+1/2	Swords Road Southbound Left Ahead	U+O	N/A	N/A	A C		1	36:75	-	-	769	2105:1978	573+176	102.6 : 102.6%
1/4+1/5	Swords Road Southbound Ahead Right	U	N/A	N/A	A B		1	36:11	-	-	725	2075:1774	547+177	101.8 : 94.7%
2/2+2/1	Corballis Road Westbound Left Ahead	U+O	N/A	N/A	D I		1	7:65	-	-	113	1985:1901	107+46	73.9 : 73.9%
2/3	Corballis Road Westbound Ahead	U	N/A	N/A	D		1	7	-	-	60	2095	140	43.0%
2/4	Corballis Road Westbound Right	U	N/A	N/A	D		1	7	-	-	83	1849	123	67.3%
3/1	Swords Road Northbound Ahead Left	U	N/A	N/A	-		-	-	-	-	0	1815	-	-
3/2	Swords Road Northbound Ahead	U	N/A	N/A	E		1	47	-	-	40	1963	785	5.1%
3/4+3/3	Swords Road Northbound Ahead Left	U+O	N/A	N/A	E J		1	47:92	-	-	694	2095:2035	542+1275	38.2 : 38.2%
3/5+3/6	Swords Road Northbound Ahead Right	U	N/A	N/A	E F		1	47:14	-	-	133	2115:1713	638+210	15.7 : 15.7%
4/1	Dublin Airport Eastbound Left	U	N/A	N/A	-		-	-	-	-	0	1815	-	-

4/3+4/2	Dublin Airport Eastbound Left Ahead	U+O	N/A	N/A	G H		1	12:60	-	-	162	1983:2023	178+59	68.4 : 68.4%
4/4	Dublin Airport Eastbound Right	U	N/A	N/A	G		1	12	-	-	201	1836	199	101.1%
5/1	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
5/2	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	50	Inf	Inf	0.0%
5/3	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	264	Inf	Inf	0.0%
5/4	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	156	Inf	Inf	0.0%
6/1	Corballis Road Eastbound Exit	U	N/A	N/A	-		-	-	-	-	336	Inf	Inf	0.0%
7/1	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/2	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	275	Inf	Inf	0.0%
7/3	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	673	Inf	Inf	0.0%
7/4	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	608	Inf	Inf	0.0%
8/1	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
8/2	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	566	Inf	Inf	0.0%
8/3	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	228	Inf	Inf	0.0%
9/1	Corballis Road Ahead	U	N/A	N/A	-		-	-	-	-	256	Inf	Inf	0.0%
Ped Link: P1	P1	-	N/A	-	K		1	47	-	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	P		1	20	-	-	0	-	0	0.0%

Ped Link: P3	P3	-	N/A	-	M		1	12	-	-	0	-	0	0.0%
Ped Link: P4	P5	-	N/A	-	R		1	43	-	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	Q		1	32	-	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	S		1	15	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	43	-	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	T		1	47	-	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	O		1	17	-	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	L		1	10	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**61**	**669**	**12**	**31.1**	**49.8**	**0.1**	**81.0**	**-**	**-**	**-**	**-**	
Sword Road - Corballis Road Signal	**-**	**-**	**61**	**669**	**12**	**31.1**	**49.8**	**0.1**	**81.0**	**-**	**-**	**-**	**-**	
1/1	176	176	-	-	-	1.5	0.2	-	1.8	35.9	4.4	0.2	4.7	
1/3+1/2	769	754	20	161	0	8.4	19.5	-	27.9	130.4	23.9	19.5	43.4	
1/4+1/5	725	715	-	-	-	9.3	18.3	-	27.6	137.2	22.4	18.3	40.7	
2/2+2/1	113	113	4	30	0	1.5	1.3	-	2.8	89.7	3.1	1.3	4.4	
2/3	60	60	-	-	-	0.9	0.4	-	1.3	76.2	1.9	0.4	2.3	
2/4	83	83	-	-	-	1.3	1.0	-	2.2	97.4	2.7	1.0	3.7	
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
3/2	40	40	-	-	-	0.2	0.0	-	0.3	24.5	0.8	0.0	0.8	
3/4+3/3	694	694	35	440	12	1.9	0.3	0.1	2.3	11.9	4.7	0.3	5.0	
3/5+3/6	133	133	-	-	-	1.1	0.1	-	1.2	31.2	2.1	0.1	2.2	
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
4/3+4/2	162	162	3	37	0	2.0	1.1	0.0	3.0	67.4	4.4	1.1	5.5	
4/4	201	199	-	-	-	3.1	7.6	-	10.7	191.7	6.8	7.6	14.4	
5/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
5/2	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/3	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/4	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/2	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/3	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/4	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

8/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
8/2	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/3	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 - Swords Road - Corballis Road Junction

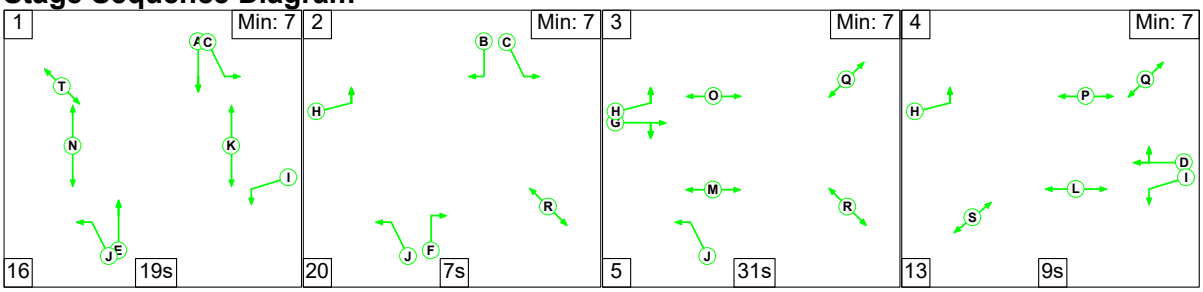
PRC for Signalled Lanes (%): -14.0
PRC Over All Lanes (%): -14.0

Total Delay for Signalled Lanes (pcuHr): 81.01
Total Delay Over All Lanes(pcuHr): 81.01

Cycle Time (s): 120

Scenario 2: '2029 DN PM' (FG4: '2029 DN PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



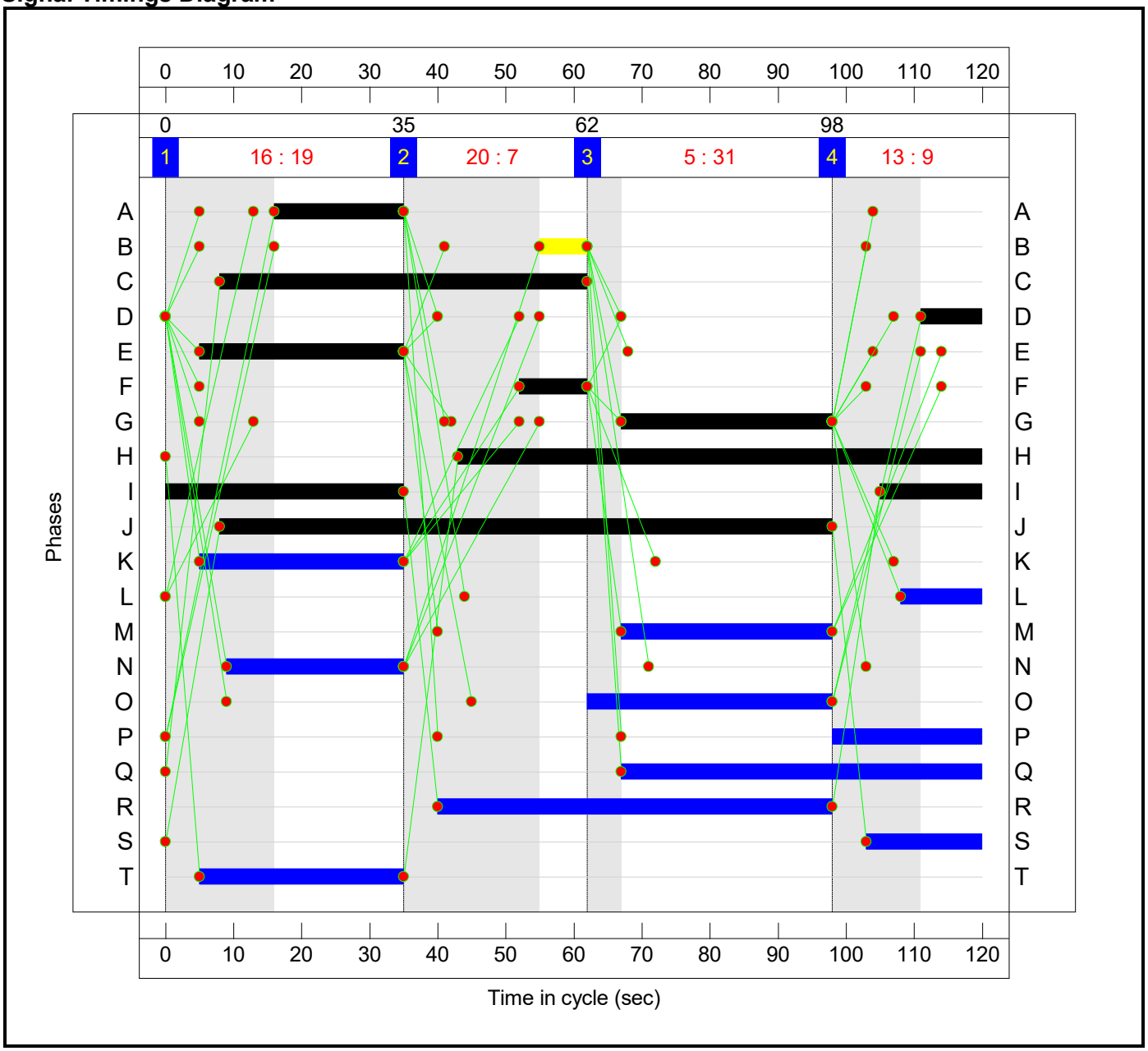
Stage Timings

Stage	1	2	3	4
Duration	19	7	31	9
Change Point	0	35	62	98

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Swords Road Southbound Ahead Swords Road Southbound	Traffic	19	16	35
B	Swords Road Southbound Right Southbound R/T	Traffic	7	55	62
C	Swords Road Southbound Left Southbound L/T	Traffic	54	8	62
D	Corballis Road Westbound Right Ahead Westbound	Traffic	9	111	0
E	Swords Road Northbound Ahead Swords Road Northbound	Traffic	30	5	35
F	Swords Road Northbound Right Northbound R/T	Traffic	10	52	62
G	Dublin Airport Eastbound Ahead Right Dublin Airport Eastbound	Traffic	31	67	98
H	Dublin Airport Eastbound Left Dublin Airport L/T	Traffic	77	43	0
I	Corballis Road Westbound Left Westbound L/T	Traffic	50	105	35
J	Swords Road Northbound Left Northbound L/T	Traffic	90	8	98
K	Pedestrians across P1 Westbound Peds Crossing	Pedestrian	30	5	35
L	Pedestrians across	Pedestrian	12	108	0
M	Pedestrians across P3 Northbound Peds Crossing	Pedestrian	31	67	98
N	Pedestrians across	Pedestrian	26	9	35
O	Pedestrians across	Pedestrian	36	62	98
P	Pedestrians across P2 Southbound Peds Crossing	Pedestrian	22	98	0
Q	Pedestrians across P5	Pedestrian	53	67	0
R	Pedestrians across P4	Pedestrian	58	40	98
S	Pedestrians across P6	Pedestrian	17	103	0
T	Pedestrians across	Pedestrian	30	5	35

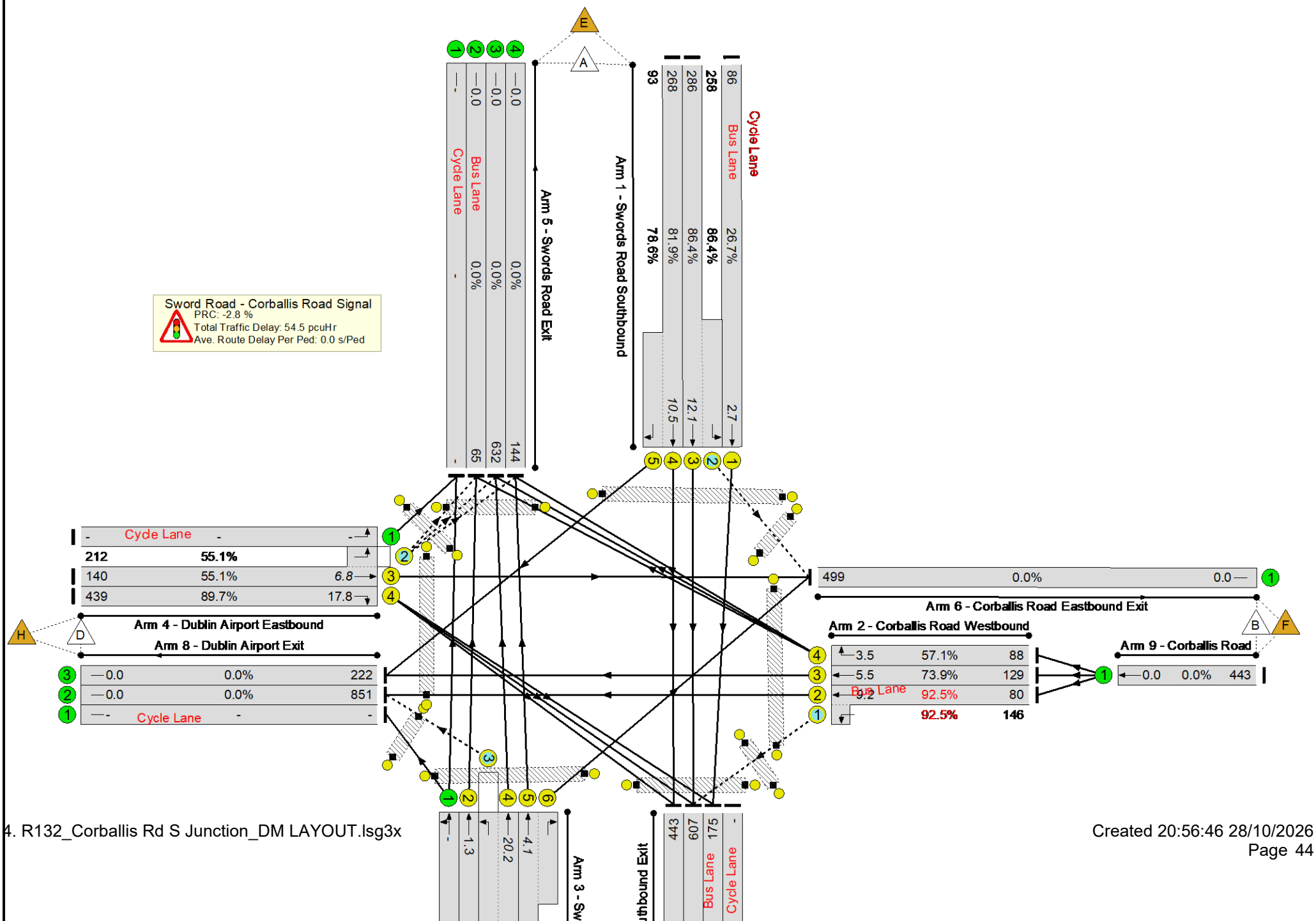
Signal Timings Diagram



Lane Green Times

Junction: Sword Road - Corballis Road Signal					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Swords Road Southbound Ahead	U	A	16	35
1/2	Swords Road Southbound Left	O	C	8	62
1/3	Swords Road Southbound Ahead	U	A	16	35
1/4	Swords Road Southbound Ahead	U	A	16	35
1/5	Swords Road Southbound Right	U	B	55	62
2/1	Corballis Road Westbound Left	O	I	105	35
2/2	Corballis Road Westbound Ahead	U	D	111	0
2/3	Corballis Road Westbound Ahead	U	D	111	0
2/4	Corballis Road Westbound Right	U	D	111	0
3/2	Swords Road Northbound Ahead	U	E	5	35
3/3	Swords Road Northbound Left	O	J	8	98
3/4	Swords Road Northbound Ahead	U	E	5	35
3/5	Swords Road Northbound Ahead	U	E	5	35
3/6	Swords Road Northbound Right	U	F	52	62
4/2	Dublin Airport Eastbound Left	O	H	43	0
4/3	Dublin Airport Eastbound Ahead	U	G	67	98
4/4	Dublin Airport Eastbound Right	U	G	67	98

Network Layout Diagram


Sword Road - Corballis Road Signal
PRC: -2.8 %
Total Traffic Delay: 54.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 5 - Swords Road Exit
Arm 1 - Swords Road Southbound
Cycle Lane
Bus Lane
Cycle Lane
Arm 4 - Dublin Airport Eastbound
Arm 8 - Dublin Airport Exit
Arm 6 - Corballis Road Eastbound Exit
Arm 2 - Corballis Road Westbound
Arm 9 - Corballis Road
Bus Lane
Cycle Lane
Arm 3 - Sw
Exit
Bus Lane
Cycle Lane

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.5%**
Sword Road - Corballis Road Signal	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.5%**
1/1	Swords Road Southbound Ahead	U	N/A	N/A	A		1	19	-	-	86	1935	322	26.7%
1/3+1/2	Swords Road Southbound Left Ahead	U+O	N/A	N/A	A C		1	19:54	-	-	544	2105:1978	331+298	86.4 : 86.4%
1/4+1/5	Swords Road Southbound Ahead Right	U	N/A	N/A	A B		1	19:7	-	-	361	2075:1774	327+118	81.9 : 78.6%
2/2+2/1	Corballis Road Westbound Left Ahead	U+O	N/A	N/A	D I		1	9:50	-	-	226	1985:1901	86+158	92.5 : 92.5%
2/3	Corballis Road Westbound Ahead	U	N/A	N/A	D		1	9	-	-	129	2095	175	73.9%
2/4	Corballis Road Westbound Right	U	N/A	N/A	D		1	9	-	-	88	1849	154	57.1%
3/1	Swords Road Northbound Ahead Left	U	N/A	N/A	-		-	-	-	-	0	1815	-	-
3/2	Swords Road Northbound Ahead	U	N/A	N/A	E		1	30	-	-	51	1963	507	10.1%
3/4+3/3	Swords Road Northbound Ahead Left	U+O	N/A	N/A	E J		1	30:90	-	-	1260	2095:2035	541+853	90.4 : 90.4%
3/5+3/6	Swords Road Northbound Ahead Right	U	N/A	N/A	E F		1	30:10	-	-	102	2115:1713	2+157	64.3 : 64.3%

4/1	Dublin Airport Eastbound Left	U	N/A	N/A	-		-	-	-	-	0	1815	-	-
4/3+4/2	Dublin Airport Eastbound Left Ahead	U+O	N/A	N/A	G H		1	31:77	-	-	352	1983:2023	254+385	55.1 : 55.1%
4/4	Dublin Airport Eastbound Right	U	N/A	N/A	G		1	31	-	-	439	1836	490	89.7%
5/1	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
5/2	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	65	Inf	Inf	0.0%
5/3	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
5/4	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	144	Inf	Inf	0.0%
6/1	Corballis Road Eastbound Exit	U	N/A	N/A	-		-	-	-	-	499	Inf	Inf	0.0%
7/1	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/2	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	175	Inf	Inf	0.0%
7/3	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	607	Inf	Inf	0.0%
7/4	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	443	Inf	Inf	0.0%
8/1	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
8/2	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	851	Inf	Inf	0.0%
8/3	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	222	Inf	Inf	0.0%
9/1	Corballis Road Ahead	U	N/A	N/A	-		-	-	-	-	443	Inf	Inf	0.0%
Ped Link: P1	P1	-	N/A	-	K		1	30	-	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	P		1	22	-	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	M		1	31	-	-	0	-	0	0.0%

Ped Link: P4	P5	-	N/A	-	R		1	58	-	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	Q		1	53	-	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	S		1	17	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	26	-	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	T		1	30	-	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	O		1	36	-	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	L		1	12	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**78**	**1289**	**19**	**33.3**	**21.1**	**0.1**	**54.5**	**-**	**-**	**-**	**-**	
Sword Road - Corballis Road Signal	**-**	**-**	**78**	**1289**	**19**	**33.3**	**21.1**	**0.1**	**54.5**	**-**	**-**	**-**	**-**	
1/1	86	86	-	-	-	1.0	0.2	-	1.2	51.2	2.5	0.2	2.7	
1/3+1/2	544	544	19	239	0	5.3	3.0	-	8.3	54.7	9.1	3.0	12.1	
1/4+1/5	361	361	-	-	-	5.0	2.0	-	7.0	70.1	8.5	2.0	10.5	
2/2+2/1	226	226	12	134	0	2.4	4.2	-	6.6	105.8	4.9	4.2	9.2	
2/3	129	129	-	-	-	1.9	1.3	-	3.3	91.0	4.2	1.3	5.5	
2/4	88	88	-	-	-	1.3	0.7	-	1.9	79.7	2.8	0.7	3.5	
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
3/2	51	51	-	-	-	0.5	0.1	-	0.5	37.9	1.3	0.1	1.3	
3/4+3/3	1260	1260	27	725	19	7.1	4.4	0.1	11.5	33.0	15.8	4.4	20.2	
3/5+3/6	102	102	-	-	-	1.5	0.9	-	2.4	83.3	3.2	0.9	4.1	
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
4/3+4/2	352	352	19	193	0	2.2	0.6	0.0	2.8	28.4	6.2	0.6	6.8	
4/4	439	439	-	-	-	5.2	3.8	-	8.9	73.4	14.0	3.8	17.8	
5/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
5/2	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/3	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/4	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/2	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/3	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/4	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

8/1	-	-	-	-	-	-	-	-	-	-	-	-	-
8/2	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Swords Road - Corballis Road Junction

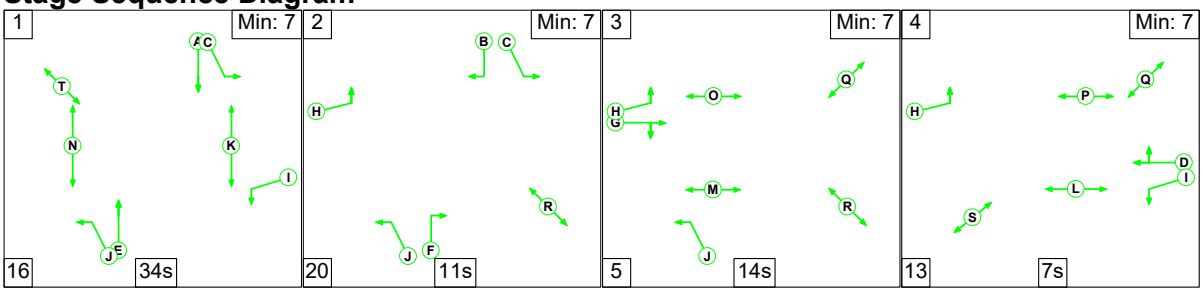
PRC for Signalled Lanes (%): -2.8
PRC Over All Lanes (%): -2.8

Total Delay for Signalled Lanes (pcuHr): 54.51
Total Delay Over All Lanes(pcuHr): 54.51

Cycle Time (s): 120

Scenario 3: '2029 DS AM' (FG5: '2029 DS AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



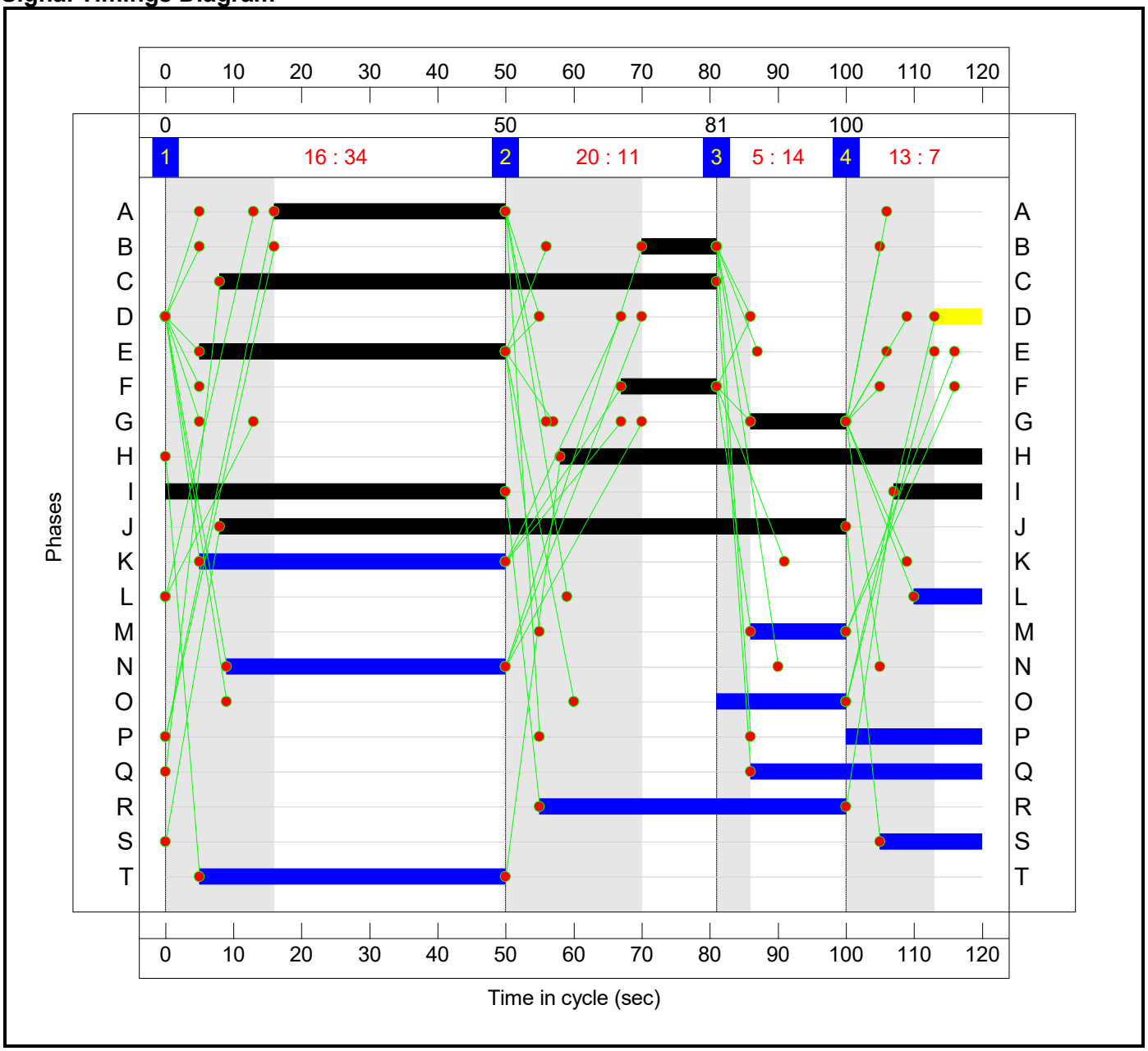
Stage Timings

Stage	1	2	3	4
Duration	34	11	14	7
Change Point	0	50	81	100

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Swords Road Southbound Ahead Swords Road Southbound	Traffic	34	16	50
B	Swords Road Southbound Right Southbound R/T	Traffic	11	70	81
C	Swords Road Southbound Left Southbound L/T	Traffic	73	8	81
D	Corballis Road Westbound Right Ahead Westbound	Traffic	7	113	0
E	Swords Road Northbound Ahead Swords Road Northbound	Traffic	45	5	50
F	Swords Road Northbound Right Northbound R/T	Traffic	14	67	81
G	Dublin Airport Eastbound Ahead Right Dublin Airport Eastbound	Traffic	14	86	100
H	Dublin Airport Eastbound Left Dublin Airport L/T	Traffic	62	58	0
I	Corballis Road Westbound Left Westbound L/T	Traffic	63	107	50
J	Swords Road Northbound Left Northbound L/T	Traffic	92	8	100
K	Pedestrians across P1 Westbound Peds Crossing	Pedestrian	45	5	50
L	Pedestrians across	Pedestrian	10	110	0
M	Pedestrians across P3 Northbound Peds Crossing	Pedestrian	14	86	100
N	Pedestrians across	Pedestrian	41	9	50
O	Pedestrians across	Pedestrian	19	81	100
P	Pedestrians across P2 Southbound Peds Crossing	Pedestrian	20	100	0
Q	Pedestrians across P5	Pedestrian	34	86	0
R	Pedestrians across P4	Pedestrian	45	55	100
S	Pedestrians across P6	Pedestrian	15	105	0
T	Pedestrians across	Pedestrian	45	5	50

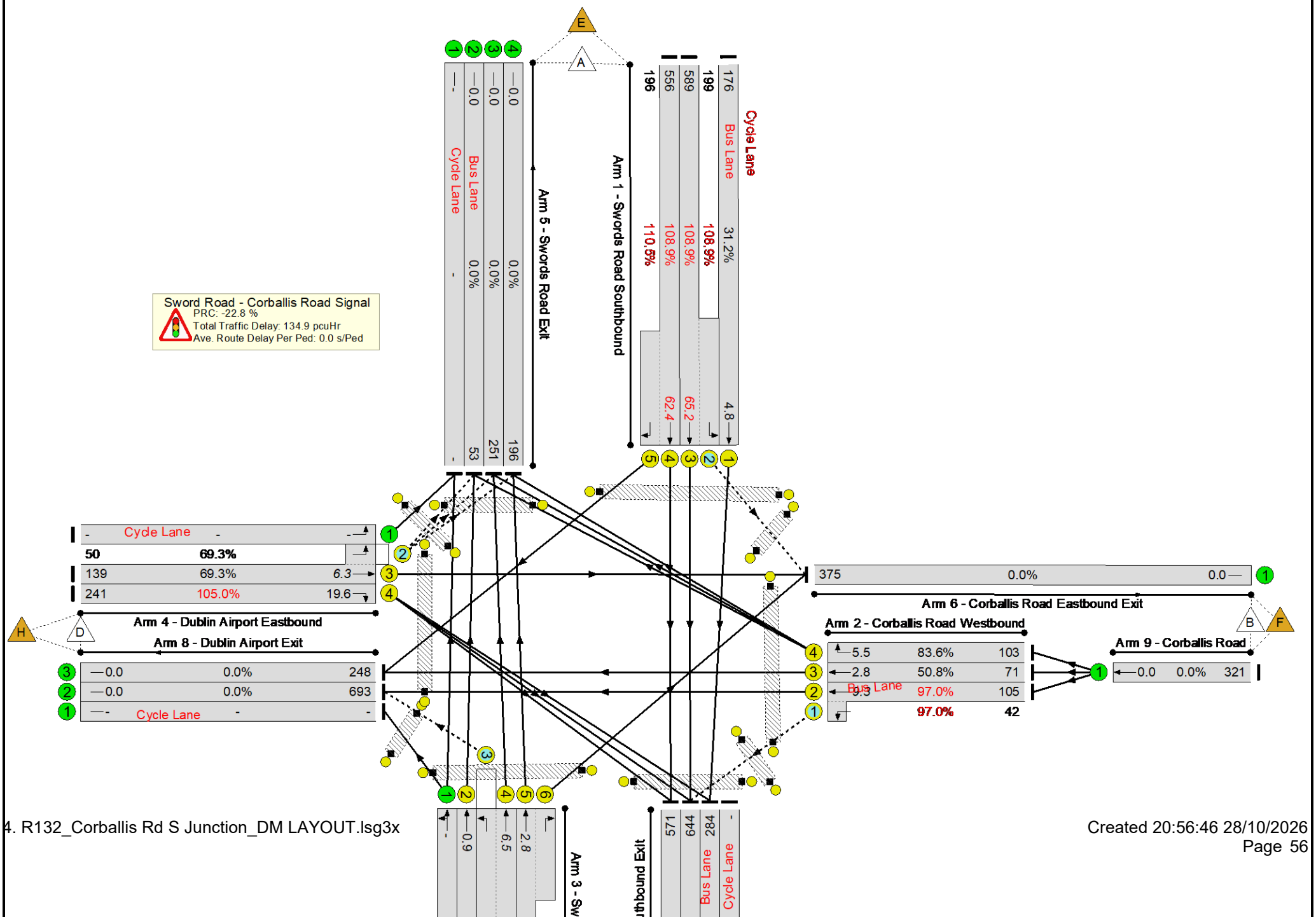
Signal Timings Diagram



Lane Green Times

Junction: Sword Road - Corballis Road Signal					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Swords Road Southbound Ahead	U	A	16	50
1/2	Swords Road Southbound Left	O	C	8	81
1/3	Swords Road Southbound Ahead	U	A	16	50
1/4	Swords Road Southbound Ahead	U	A	16	50
1/5	Swords Road Southbound Right	U	B	70	81
2/1	Corballis Road Westbound Left	O	I	107	50
2/2	Corballis Road Westbound Ahead	U	D	113	0
2/3	Corballis Road Westbound Ahead	U	D	113	0
2/4	Corballis Road Westbound Right	U	D	113	0
3/2	Swords Road Northbound Ahead	U	E	5	50
3/3	Swords Road Northbound Left	O	J	8	100
3/4	Swords Road Northbound Ahead	U	E	5	50
3/5	Swords Road Northbound Ahead	U	E	5	50
3/6	Swords Road Northbound Right	U	F	67	81
4/2	Dublin Airport Eastbound Left	O	H	58	0
4/3	Dublin Airport Eastbound Ahead	U	G	86	100
4/4	Dublin Airport Eastbound Right	U	G	86	100

Network Layout Diagram


Sword Road - Corballis Road Signal
PRC: -22.8 %
Total Traffic Delay: 134.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 5 - Swords Road Exit
Arm 1 - Swords Road Southbound
Cycle Lane
Bus Lane
Cycle Lane
Arm 4 - Dublin Airport Eastbound
Arm 8 - Dublin Airport Exit
Arm 6 - Corballis Road Eastbound Exit
Arm 2 - Corballis Road Westbound
Arm 9 - Corballis Road
Bus Lane
Cycle Lane
Arm 3 - Sw
Exit
Bus Lane
Cycle Lane

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**110.5%**
Sword Road - Corballis Road Signal	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**110.5%**
1/1	Swords Road Southbound Ahead	U	N/A	N/A	A		1	34	-	-	176	1935	564	31.2%
1/3+1/2	Swords Road Southbound Left Ahead	U+O	N/A	N/A	A C		1	34:73	-	-	788	2105:1978	541+183	108.9 : 108.9%
1/4+1/5	Swords Road Southbound Ahead Right	U	N/A	N/A	A B		1	34:11	-	-	752	2075:1774	510+177	108.9 : 110.5%
2/2+2/1	Corballis Road Westbound Left Ahead	U+O	N/A	N/A	D I		1	7:63	-	-	147	1985:1901	108+43	97.0 : 97.0%
2/3	Corballis Road Westbound Ahead	U	N/A	N/A	D		1	7	-	-	71	2095	140	50.8%
2/4	Corballis Road Westbound Right	U	N/A	N/A	D		1	7	-	-	103	1849	123	83.6%
3/1	Swords Road Northbound Ahead Left	U	N/A	N/A	-		-	-	-	-	0	1815	-	-
3/2	Swords Road Northbound Ahead	U	N/A	N/A	E		1	45	-	-	40	1963	752	5.3%
3/4+3/3	Swords Road Northbound Ahead Left	U+O	N/A	N/A	E J		1	45:92	-	-	769	2095:2035	403+1309	44.9 : 44.9%
3/5+3/6	Swords Road Northbound Ahead Right	U	N/A	N/A	E F		1	45:14	-	-	163	2115:1713	650+206	19.4 : 18.0%
4/1	Dublin Airport Eastbound Left	U	N/A	N/A	-		-	-	-	-	0	1815	-	-

4/3+4/2	Dublin Airport Eastbound Left Ahead	U+O	N/A	N/A	G H		1	14:62	-	-	189	1983:2023	200+72	69.3 : 69.3%
4/4	Dublin Airport Eastbound Right	U	N/A	N/A	G		1	14	-	-	241	1836	230	105.0%
5/1	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
5/2	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	53	Inf	Inf	0.0%
5/3	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	251	Inf	Inf	0.0%
5/4	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	196	Inf	Inf	0.0%
6/1	Corballis Road Eastbound Exit	U	N/A	N/A	-		-	-	-	-	375	Inf	Inf	0.0%
7/1	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/2	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	289	Inf	Inf	0.0%
7/3	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	695	Inf	Inf	0.0%
7/4	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	620	Inf	Inf	0.0%
8/1	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
8/2	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	693	Inf	Inf	0.0%
8/3	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	267	Inf	Inf	0.0%
9/1	Corballis Road Ahead	U	N/A	N/A	-		-	-	-	-	321	Inf	Inf	0.0%
Ped Link: P1	P1	-	N/A	-	K		1	45	-	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	P		1	20	-	-	0	-	0	0.0%

Ped Link: P3	P3	-	N/A	-	M		1	14	-	-	0	-	0	0.0%
Ped Link: P4	P5	-	N/A	-	R		1	45	-	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	Q		1	34	-	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	S		1	15	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	41	-	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	T		1	45	-	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	O		1	19	-	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	L		1	10	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**63**	**801**	**15**	**39.5**	**95.2**	**0.1**	**134.9**	**-**	**-**	**-**	**-**	
Sword Road - Corballis Road Signal	**-**	**-**	**63**	**801**	**15**	**39.5**	**95.2**	**0.1**	**134.9**	**-**	**-**	**-**	**-**	
1/1	176	176	-	-	-	1.6	0.2	-	1.8	37.8	4.5	0.2	4.8	
1/3+1/2	788	740	22	177	0	10.8	37.4	-	48.2	220.4	27.8	37.4	65.2	
1/4+1/5	752	688	-	-	-	12.7	37.1	-	49.8	238.6	25.3	37.1	62.4	
2/2+2/1	147	147	6	36	0	2.0	5.0	-	7.0	171.3	4.3	5.0	9.3	
2/3	71	71	-	-	-	1.1	0.5	-	1.6	79.9	2.3	0.5	2.8	
2/4	103	103	-	-	-	1.6	2.1	-	3.7	128.9	3.4	2.1	5.5	
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
3/2	40	40	-	-	-	0.3	0.0	-	0.3	25.9	0.8	0.0	0.9	
3/4+3/3	769	769	32	541	15	2.0	0.4	0.1	2.5	11.5	6.0	0.4	6.5	
3/5+3/6	163	163	-	-	-	1.3	0.1	-	1.5	32.0	2.7	0.1	2.8	
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
4/3+4/2	189	189	4	46	0	2.3	1.1	0.0	3.4	63.9	5.2	1.1	6.3	
4/4	241	230	-	-	-	4.0	11.2	-	15.1	226.0	8.4	11.2	19.6	
5/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
5/2	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/3	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/4	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/2	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/3	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/4	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

8/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
8/2	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/3	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 - Swords Road - Corballis Road Junction

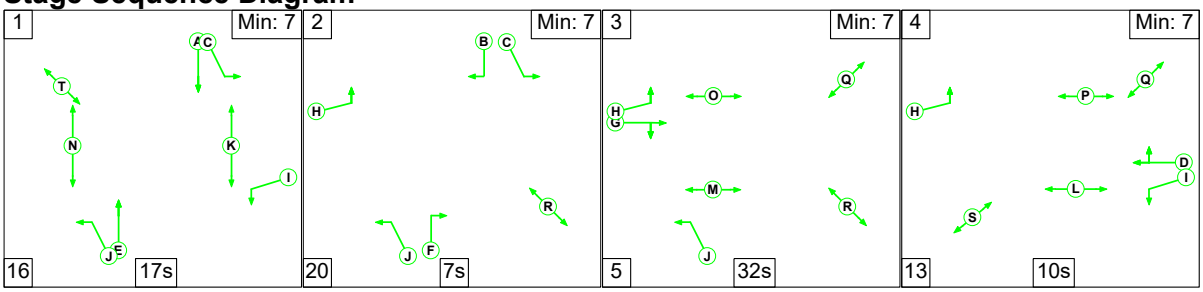
PRC for Signalled Lanes (%): -22.8
PRC Over All Lanes (%): -22.8

Total Delay for Signalled Lanes (pcuHr): 134.87
Total Delay Over All Lanes(pcuHr): 134.87

Cycle Time (s): 120

Scenario 4: '2029 DS PM' (FG6: '2029 DS PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



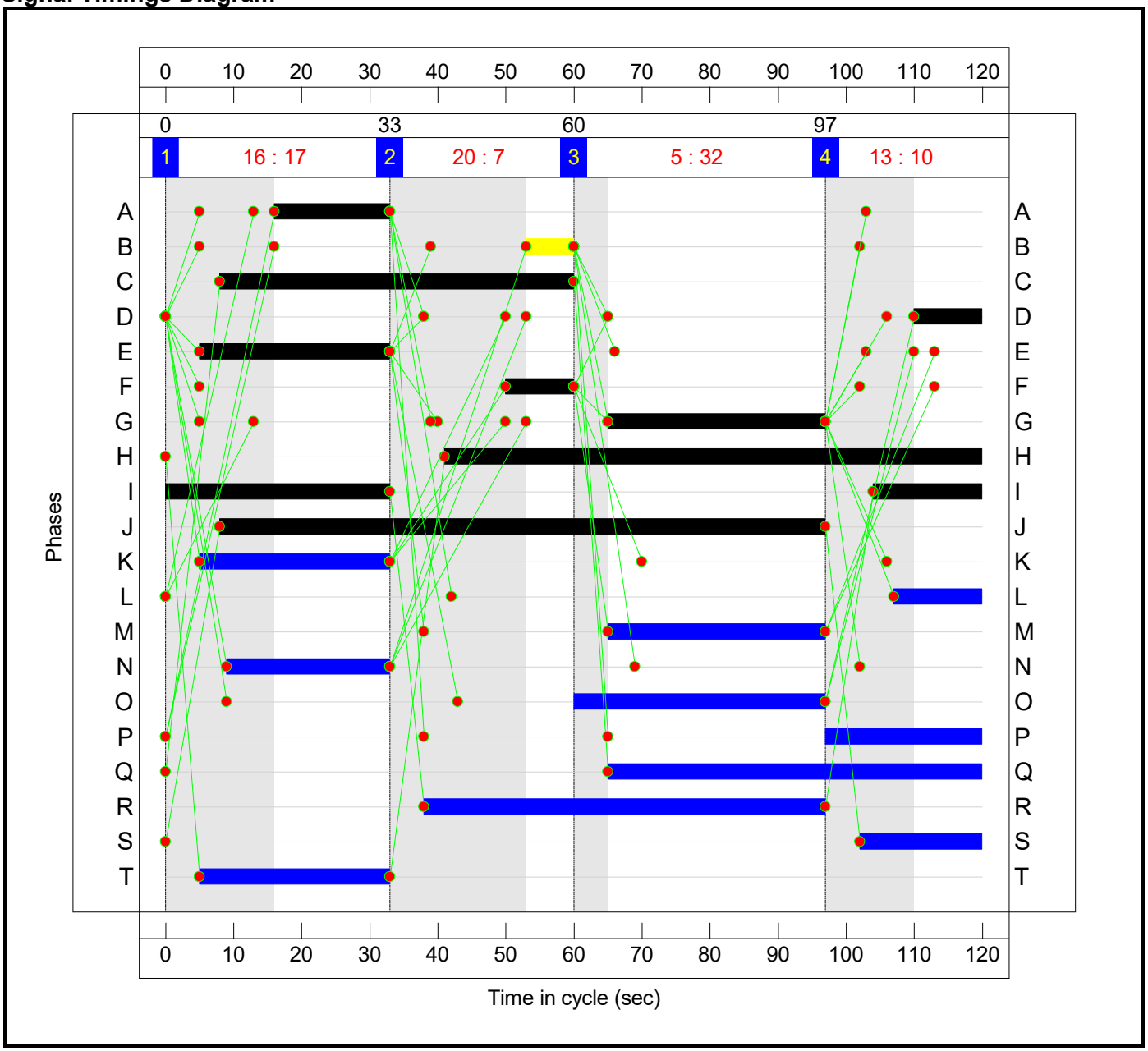
Stage Timings

Stage	1	2	3	4
Duration	17	7	32	10
Change Point	0	33	60	97

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Swords Road Southbound Ahead Swords Road Southbound	Traffic	17	16	33
B	Swords Road Southbound Right Southbound R/T	Traffic	7	53	60
C	Swords Road Southbound Left Southbound L/T	Traffic	52	8	60
D	Corballis Road Westbound Right Ahead Westbound	Traffic	10	110	0
E	Swords Road Northbound Ahead Swords Road Northbound	Traffic	28	5	33
F	Swords Road Northbound Right Northbound R/T	Traffic	10	50	60
G	Dublin Airport Eastbound Ahead Right Dublin Airport Eastbound	Traffic	32	65	97
H	Dublin Airport Eastbound Left Dublin Airport L/T	Traffic	79	41	0
I	Corballis Road Westbound Left Westbound L/T	Traffic	49	104	33
J	Swords Road Northbound Left Northbound L/T	Traffic	89	8	97
K	Pedestrians across P1 Westbound Peds Crossing	Pedestrian	28	5	33
L	Pedestrians across	Pedestrian	13	107	0
M	Pedestrians across P3 Northbound Peds Crossing	Pedestrian	32	65	97
N	Pedestrians across	Pedestrian	24	9	33
O	Pedestrians across	Pedestrian	37	60	97
P	Pedestrians across P2 Southbound Peds Crossing	Pedestrian	23	97	0
Q	Pedestrians across P5	Pedestrian	55	65	0
R	Pedestrians across P4	Pedestrian	59	38	97
S	Pedestrians across P6	Pedestrian	18	102	0
T	Pedestrians across	Pedestrian	28	5	33

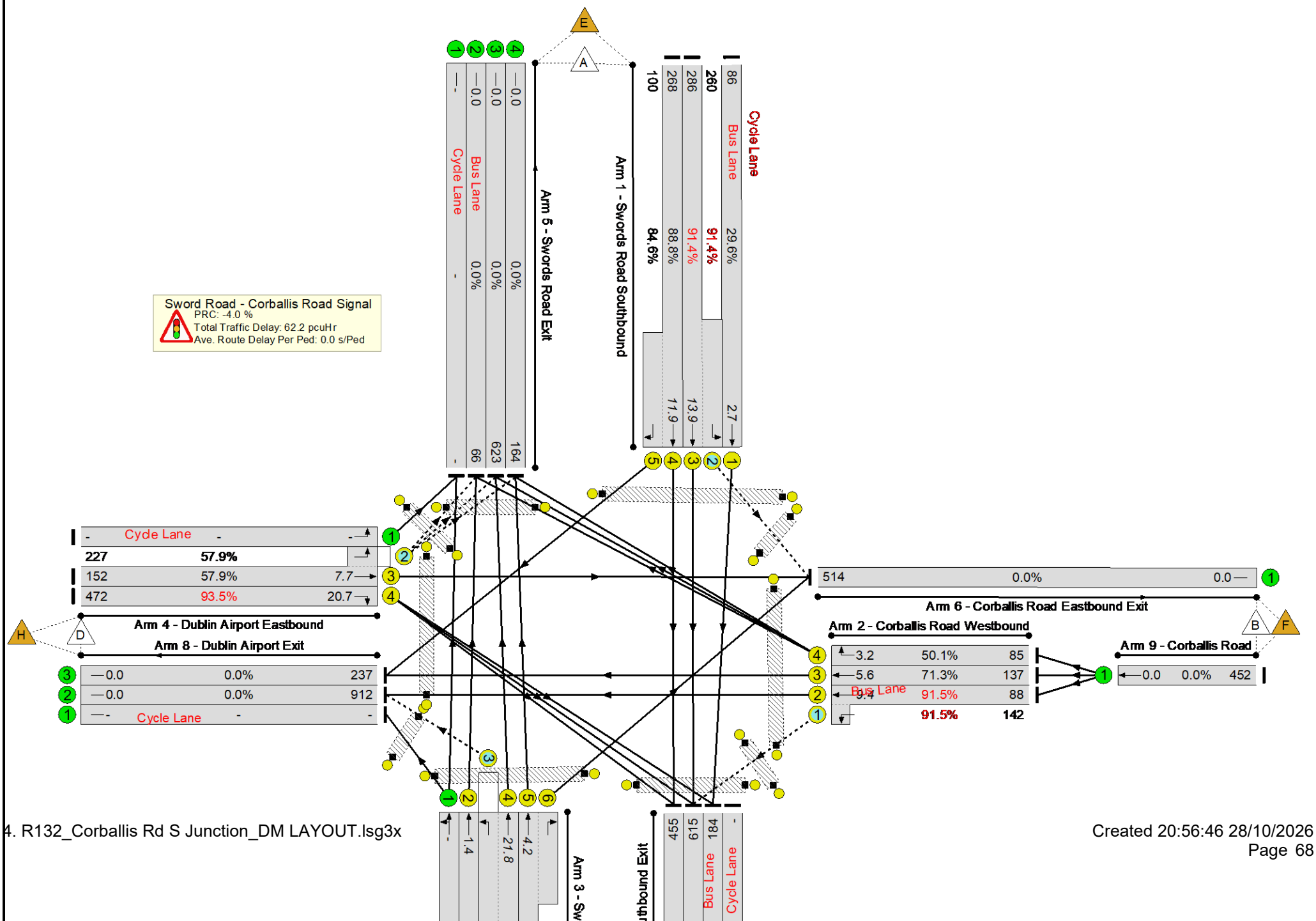
Signal Timings Diagram



Lane Green Times

Junction: Sword Road - Corballis Road Signal					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Swords Road Southbound Ahead	U	A	16	33
1/2	Swords Road Southbound Left	O	C	8	60
1/3	Swords Road Southbound Ahead	U	A	16	33
1/4	Swords Road Southbound Ahead	U	A	16	33
1/5	Swords Road Southbound Right	U	B	53	60
2/1	Corballis Road Westbound Left	O	I	104	33
2/2	Corballis Road Westbound Ahead	U	D	110	0
2/3	Corballis Road Westbound Ahead	U	D	110	0
2/4	Corballis Road Westbound Right	U	D	110	0
3/2	Swords Road Northbound Ahead	U	E	5	33
3/3	Swords Road Northbound Left	O	J	8	97
3/4	Swords Road Northbound Ahead	U	E	5	33
3/5	Swords Road Northbound Ahead	U	E	5	33
3/6	Swords Road Northbound Right	U	F	50	60
4/2	Dublin Airport Eastbound Left	O	H	41	0
4/3	Dublin Airport Eastbound Ahead	U	G	65	97
4/4	Dublin Airport Eastbound Right	U	G	65	97

Network Layout Diagram


Sword Road - Corballis Road Signal
PRC: -4.0 %
Total Traffic Delay: 62.2 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 5 - Swords Road Exit
Arm 1 - Swords Road Southbound
Cycle Lane
Bus Lane
Cycle Lane
Arm 4 - Dublin Airport Eastbound
Arm 8 - Dublin Airport Exit
Arm 6 - Corballis Road Eastbound Exit
Arm 2 - Corballis Road Westbound
Arm 9 - Corballis Road
Bus Lane
Cycle Lane
Arm 3 - Sw
Exit
Bus Lane
Cycle Lane

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.6%**
Sword Road - Corballis Road Signal	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.6%**
1/1	Swords Road Southbound Ahead	U	N/A	N/A	A		1	17	-	-	86	1935	290	29.6%
1/3+1/2	Swords Road Southbound Left Ahead	U+O	N/A	N/A	A C		1	17:52	-	-	546	2105:1978	313+284	91.4 : 91.4%
1/4+1/5	Swords Road Southbound Ahead Right	U	N/A	N/A	A B		1	17:7	-	-	368	2075:1774	302+118	88.8 : 84.6%
2/2+2/1	Corballis Road Westbound Left Ahead	U+O	N/A	N/A	D I		1	10:49	-	-	230	1985:1901	96+155	91.5 : 91.5%
2/3	Corballis Road Westbound Ahead	U	N/A	N/A	D		1	10	-	-	137	2095	192	71.3%
2/4	Corballis Road Westbound Right	U	N/A	N/A	D		1	10	-	-	85	1849	169	50.1%
3/1	Swords Road Northbound Ahead Left	U	N/A	N/A	-		-	-	-	-	0	1815	-	-
3/2	Swords Road Northbound Ahead	U	N/A	N/A	E		1	28	-	-	51	1963	474	10.8%
3/4+3/3	Swords Road Northbound Ahead Left	U+O	N/A	N/A	E J		1	28:89	-	-	1298	2095:2035	506+880	93.6 : 93.6%
3/5+3/6	Swords Road Northbound Ahead Right	U	N/A	N/A	E F		1	28:10	-	-	118	2115:1713	25+157	65.0 : 65.0%

4/1	Dublin Airport Eastbound Left	U	N/A	N/A	-		-	-	-	-	0	1815	-	-
4/3+4/2	Dublin Airport Eastbound Left Ahead	U+O	N/A	N/A	G H		1	32:79	-	-	379	1983:2023	263+392	57.9 : 57.9%
4/4	Dublin Airport Eastbound Right	U	N/A	N/A	G		1	32	-	-	472	1836	505	93.5%
5/1	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
5/2	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	66	Inf	Inf	0.0%
5/3	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	623	Inf	Inf	0.0%
5/4	Swords Road Exit	U	N/A	N/A	-		-	-	-	-	164	Inf	Inf	0.0%
6/1	Corballis Road Eastbound Exit	U	N/A	N/A	-		-	-	-	-	514	Inf	Inf	0.0%
7/1	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
7/2	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	184	Inf	Inf	0.0%
7/3	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	615	Inf	Inf	0.0%
7/4	Swords Road Southbound Exit	U	N/A	N/A	-		-	-	-	-	455	Inf	Inf	0.0%
8/1	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	-
8/2	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	912	Inf	Inf	0.0%
8/3	Dublin Airport Exit	U	N/A	N/A	-		-	-	-	-	237	Inf	Inf	0.0%
9/1	Corballis Road Ahead	U	N/A	N/A	-		-	-	-	-	452	Inf	Inf	0.0%
Ped Link: P1	P1	-	N/A	-	K		1	28	-	-	0	-	0	0.0%
Ped Link: P2	P2	-	N/A	-	P		1	23	-	-	0	-	0	0.0%
Ped Link: P3	P3	-	N/A	-	M		1	32	-	-	0	-	0	0.0%

Ped Link: P4	P5	-	N/A	-	R		1	59	-	-	0	-	0	0.0%
Ped Link: P5	P5	-	N/A	-	Q		1	55	-	-	0	-	0	0.0%
Ped Link: P6	P6	-	N/A	-	S		1	18	-	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	N		1	24	-	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	T		1	28	-	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	O		1	37	-	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	L		1	13	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	**-**	**-**	**69**	**1363**	**21**	**35.2**	**27.0**	**0.1**	**62.2**	**-**	**-**	**-**	**-**	
Sword Road - Corballis Road Signal	**-**	**-**	**69**	**1363**	**21**	**35.2**	**27.0**	**0.1**	**62.2**	**-**	**-**	**-**	**-**	
1/1	86	86	-	-	-	1.1	0.2	-	1.3	54.2	2.5	0.2	2.7	
1/3+1/2	546	546	19	240	0	5.5	4.5	-	10.1	66.3	9.4	4.5	13.9	
1/4+1/5	368	368	-	-	-	5.2	3.2	-	8.4	82.2	8.7	3.2	11.9	
2/2+2/1	230	230	1	141	0	2.7	3.9	-	6.6	103.6	5.5	3.9	9.4	
2/3	137	137	-	-	-	2.0	1.2	-	3.2	84.3	4.4	1.2	5.6	
2/4	85	85	-	-	-	1.2	0.5	-	1.7	73.0	2.7	0.5	3.2	
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
3/2	51	51	-	-	-	0.5	0.1	-	0.6	39.7	1.3	0.1	1.4	
3/4+3/3	1298	1298	26	778	21	7.3	6.4	0.1	13.8	38.3	15.4	6.4	21.8	
3/5+3/6	118	118	-	-	-	1.6	0.9	-	2.5	77.7	3.3	0.9	4.2	
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
4/3+4/2	379	379	23	204	0	2.3	0.7	0.0	3.0	28.8	7.0	0.7	7.7	
4/4	472	472	-	-	-	5.6	5.4	-	11.0	83.6	15.3	5.4	20.7	
5/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
5/2	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/3	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/4	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-	
7/2	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/3	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/4	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

8/1	-	-	-	-	-	-	-	-	-	-	-	-	-
8/2	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Swords Road - Corballis Road Junction

PRC for Signalled Lanes (%): -4.0
PRC Over All Lanes (%): -4.0

Total Delay for Signalled Lanes (pcuHr): 62.24
Total Delay Over All Lanes(pcuHr): 62.24

Cycle Time (s): 120