REV.	DATE	AMENDMENT	DRN	APPD
A	12/08/19	REVISED FOR FINAL SUBMISSION	PJD	MD

STATUS **FOR INFORMATION**

Waterman Moylan
Engineering Consultants
BLOCK S, EASTPOINT BUSINESS PARK, ALFIE BYRNE ROAD, DUBLIN D03 H3F4 IRELAND.
Tel: (01) 664 8900 Fax: (01) 661 3618
Email: info@waterman-moylan.ie www.waterman-moylan.ie

CLIENT GERARD GANNON PROPERTIES

ARCHITECT CONROY CROWE KELLY

PROJECT CLONGRIFFIN

TITLE PARKING SPACES LAYOUT

DRAWN	DESIGNED	APPROVED	DATE
PJD	PJD	MD	NOV '18'
SCALE 1:1000 @ A1	JOB NO. 18-059	DRG. NO. FIG.4	REVISION A

1:1000 0 20.0 40.0 60.0 80.0 100.0m

1:1 0 10 20 30 40 50 60 70 80 90 100

NOTES:

1. DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.

LEGEND

- PROPOSED ON STREET PARKING BAY RETAIL/RESTAURANT/CAFES /VISITOR
- PROPOSED OFF STREET/UNDERGROUND PARKING BAY – RESIDENTIAL
- BUILDING OUTLINE INDICATES PROPOSED
- BASEMENT OUTLINE

Overall Car Parking Schedule

Application	Block	On Street Parking	On Curtilage / Basement	Total
Strategic Housing Development: Application No.1	Block 6	65	119	184
	Block 8	31	72	103
	Block 11	25	36	61
	Block 17	4	71	75
	Block 25	6	33	39
	Block 26	17	35	52
	Block 27	9	18	27
	Block 28	6	106	112
	Block 29	11	9	20
Strategic Housing Development: Application No.2	Block 4	5	45	50
	Block 5	42	54	96
	Block 14	49	162	211
Dublin City Council Planning Application	Block 3	43	80	123
	Block 13	26	97	123
	Block 15	32	50	82
Total	Total	371	987	1,368

LEGEND:

- INDICATES OUTLINE OF SHD 1 PLANNING APPLICATION
- INDICATES OUTLINE OF SHD 2 PLANNING APPLICATION
- INDICATES OUTLINE OF DCC PLANNING APPLICATION
- OVERALL CLONGRIFFIN BOUNDARY LINE

REV.	DATE		DRN	APPD
A	12/08/19	REVISED FOR FINAL SUBMISSION	PJD	MD

STATUS **FOR PLANNING**

Waterman Moylan
Engineering Consultants
BLOCK S, EASTPOINT BUSINESS PARK, ALFIE BYRNE ROAD, DUBLIN D03 H3F4 IRELAND. Tel: (01) 664 8900
Email: info@waterman-moylan.ie www.waterman-moylan.ie

CLIENT GERARD GANNON PROPERTIES

ARCHITECT CONROY CROWE KELLY

PROJECT CLONGRIFFIN

TITLE STATION SQUARE PARKING LAYOUT

DRAWN	DESIGNED	APPROVED	DATE
PJD	PJD	MD	FEB 19'
SCALE	JOB NO.	DRG. NO.	REVISION
1:500 @ A1	18-059	FIG 11	A

1:500 0 10.0 20.0 30.0 40.0 50.0m

1:1 0 10 20 30 40 50 60 70 80 90 100

NOTES:
1. DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.

LEGEND:
- INDICATES ON-STREET PARKING (WITH POTENTIAL TO CONVERT TO E-CHAIRS)
- GO CAR/ CAR SHARE PARKING
- TAXI RANK
- BUS SET-DOWN
- CYCLE PARKING
- LOADING BAYS

Block 13
Block 14
Block 15
Block 16
Block 17
Block 28
BLOCK 12
BLOCK 19
BLOCK 20
BLOCK 21
Station Square
STATION SQUARE
RUS027 STOP
PEDESTRIAN PRIORITY ZONE
GREEN ROUTE
LOADING BAY
FFL +8.100
FFL +8.300
FFL +8.250
CAR SHARE GO CAR
PARK N' RIDE (UNDERGROUND)
TAXI RANK
EXISTING CYCLE PARKING
PROPOSED CYCLE PARKING
BUS TERMINUS
TRAIN STATION
Clongriffin Station
DUBLIN-BELFAST RAILWAY LINE
Platform
Ramp
ESB
N

REV.	DATE	AMENDMENT	DRN	APPD

STATUS **FOR PLANNING**

Waterman Moylan
Engineering Consultants
BLOCK S, EASTPOINT BUSINESS PARK, ALFIE BYRNE ROAD, DUBLIN D03 H3F4 IRELAND.
Tel: (01) 664 8900 Fax: (01) 661 3618
Email: info@waterman-moylan.ie www.waterman-moylan.ie

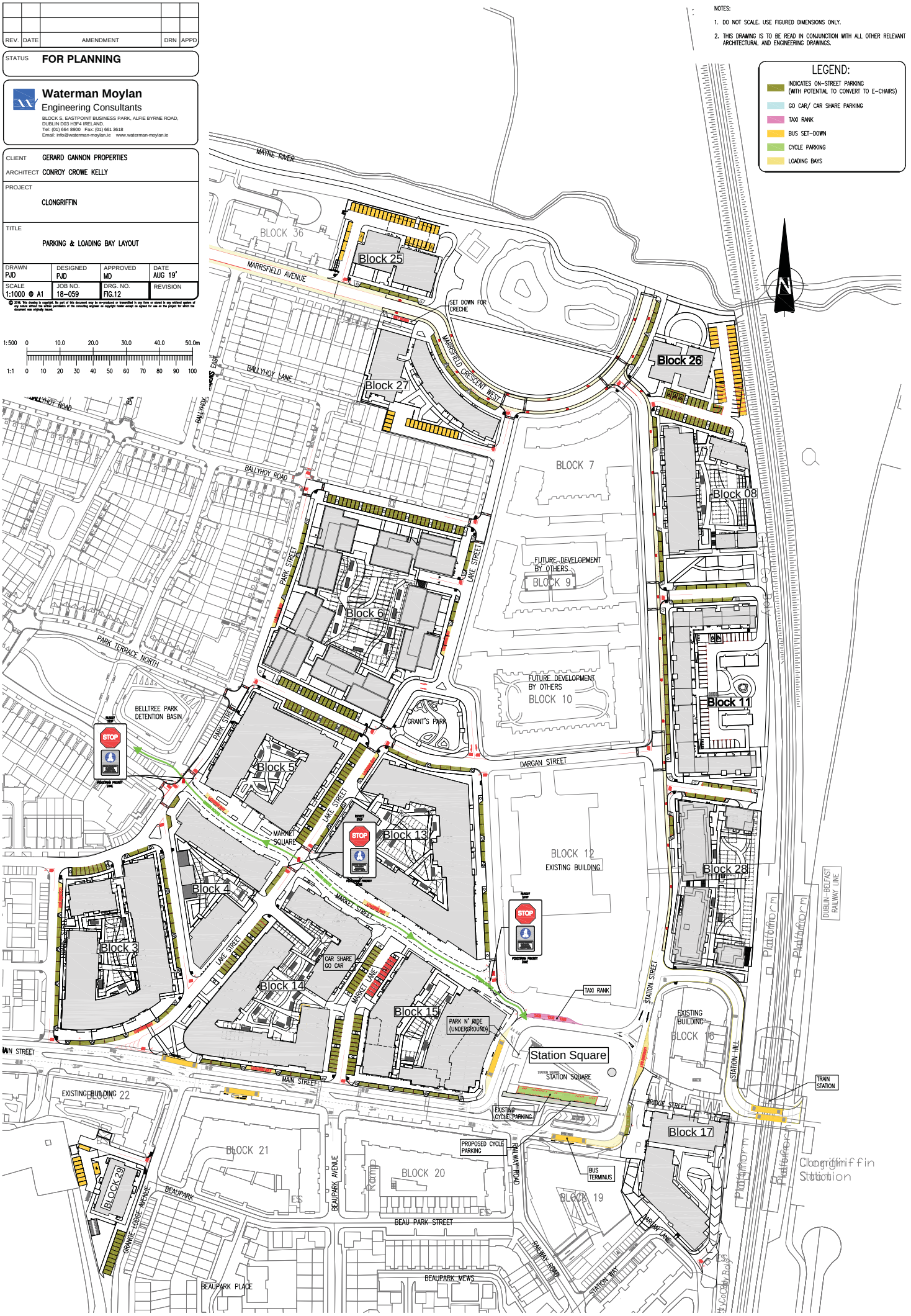
CLIENT	GERARD GANNON PROPERTIES
ARCHITECT	CONROY CROWE KELLY
PROJECT	CLONGRIFFIN
TITLE	PARKING & LOADING BAY LAYOUT

DRAWN	DESIGNED	APPROVED	DATE
PJD	PJD	MD	AUG '19'
SCALE	JOB NO.	DRG. NO.	REVISION
1:1000 @ A1	18-059	FIG.12	

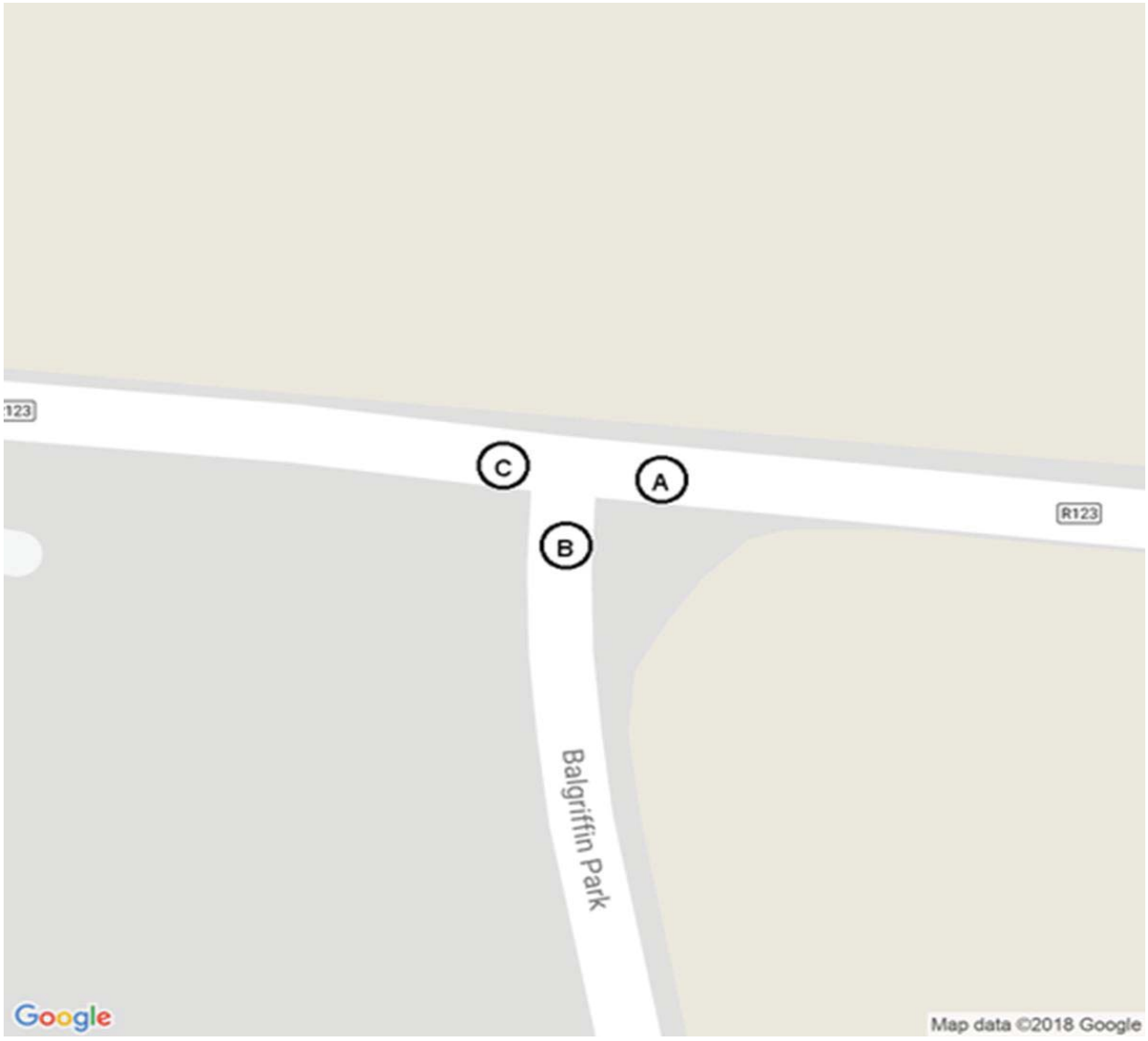
1:500 0 10.0 20.0 30.0 40.0 50.0m
1:1 0 10 20 30 40 50 60 70 80 90 100

NOTES:
1. DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.

LEGEND:
- INDICATES ON-STREET PARKING (WITH POTENTIAL TO CONVERT TO E-CHAIRS)
- GO CAR/ CAR SHARE PARKING
- TAXI RANK
- BUS SET-DOWN
- CYCLE PARKING
- LOADING BAYS



SITE 1



Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

Origin Arm A R123(E)

	Destination : Arm A R123(E)								**Destination :** Arm B Balgriffin Park								**Destination :** Arm C R123(W)								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
00:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9	14
00:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4	7
00:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	1	3	7
00:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10	12
1 Hr	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	24	1	0	0	0	0	1	26	40
01:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	5
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	4
1 Hr	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	12	16
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7	8
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	4
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	7
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	21	1	0	0	0	0	0	22	23
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	1	0	0	0	0	4	5
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	4
04:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3	6
1 Hr	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	8	2	1	0	0	0	0	11	17
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	7
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	9	1	0	0	0	0	0	10	11
05:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	15	1	0	0	0	0	1	17	18
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	35	2	0	0	0	0	1	38	40
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	12	4	0	0	1	1	1	19	20
06:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	39	2	0	0	0	1	3	45	53
06:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	69	3	0	0	0	0	1	73	76
06:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	63	8	0	0	0	0	1	72	80
1 Hr	0	0	0	0	0	0	0	0	17	2	0	0	0	0	1	20	183	17	0	0	1	2	6	209	229
07:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	78	6	1	0	2	1	2	90	101
07:15	0	0	0	0	0	0	0	0	21	2	0	0	1	0	1	25	100	10	0	0	2	1	1	114	139
07:30	0	0	0	0	0	0	0	0	30	3	0	0	0	0	1	34	108	6	3	1	0	0	4	122	156
07:45	0	0	0	0	0	0	0	0	43	5	0	0	1	0	1	50	98	6	1	0	0	0	4	109	159
1 Hr	0	0	0	0	0	0	0	0	105	10	0	0	2	0	3	120	384	28	5	1	4	2	11	435	555
08:00	0	0	0	0	0	0	0	0	48	0	0	1	0	0	0	49	91	4	1	0	1	1	3	101	150
08:15	0	0	0	0	0	0	0	0	65	1	0	0	0	0	1	67	83	4	0	1	0	0	2	90	157
08:30	0	0	0	0	0	0	0	0	52	3	0	0	0	0	0	55	124	2	1	0	0	3	3	133	188

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

08:45	0	0	0	0	0	0	0	0		49	1	1	0	0	0	0	51		111	8	2	0	0	1	3	125		176
1 Hr	0	0	0	0	0	0	0	0		214	5	1	1	0	0	1	222		409	18	4	1	1	5	11	449		671
09:00	0	0	0	0	0	0	0	0		44	3	1	0	0	0	0	48		103	9	2	2	0	0	1	117		165
09:15	0	0	0	0	0	0	0	0		34	5	0	0	0	0	0	39		96	9	2	2	0	1	0	110		149
09:30	0	0	0	0	0	0	0	0		21	5	0	0	0	0	0	26		80	10	0	0	0	0	0	90		116
09:45	0	0	0	0	0	0	0	0		17	3	0	0	0	0	1	21		67	7	0	2	0	0	0	76		97
1 Hr	0	0	0	0	0	0	0	0		116	16	1	0	0	0	1	134		346	35	4	6	0	1	1	393		527
10:00	0	0	0	0	0	0	0	0		15	4	1	0	0	0	0	20		58	3	2	1	0	1	0	65		85
10:15	0	0	0	0	0	0	0	0		28	4	0	0	0	0	0	32		68	4	3	1	1	2	0	79		111
10:30	0	0	0	0	0	0	0	0		20	3	0	0	0	0	1	24		62	10	2	1	0	0	0	75		99
10:45	0	0	0	0	0	0	0	0		27	5	0	0	0	0	0	32		64	6	2	1	0	0	1	74		106
1 Hr	0	0	0	0	0	0	0	0		90	16	1	0	0	0	1	108		252	23	9	4	1	3	1	293		401
11:00	0	0	0	0	0	0	0	0		16	3	0	0	0	0	2	21		45	4	2	0	0	0	0	51		72
11:15	0	0	0	0	0	0	0	0		18	0	0	0	0	0	0	18		63	3	3	2	0	0	1	72		90
11:30	0	0	0	0	0	0	0	0		15	2	1	0	0	0	0	18		59	9	1	1	0	1	1	72		90
11:45	0	0	0	0	0	0	0	0		24	2	0	0	0	0	1	27		51	17	1	0	0	0	0	69		96
1 Hr	0	0	0	0	0	0	0	0		73	7	1	0	0	0	3	84		218	33	7	3	0	1	2	264		348
12:00	0	0	0	0	0	0	0	0		25	3	0	0	0	0	0	28		51	7	1	0	0	1	0	60		88
12:15	0	0	0	0	0	0	0	0		17	1	1	0	0	0	0	19		40	4	2	0	1	0	0	47		66
12:30	0	0	0	0	0	0	0	0		21	2	0	0	0	0	0	23		58	5	0	1	0	1	1	66		89
12:45	0	0	0	0	0	0	0	0		31	2	0	0	0	0	1	34		47	12	1	0	0	0	0	60		94
1 Hr	0	0	0	0	0	0	0	0		94	8	1	0	0	0	1	104		196	28	4	1	1	2	1	233		337
13:00	0	0	0	0	0	0	0	0		25	2	0	0	0	0	0	27		45	13	2	1	0	0	0	61		88
13:15	0	0	0	0	0	0	0	0		37	2	0	0	0	0	0	39		73	6	1	0	1	0	0	81		120
13:30	0	0	0	0	0	0	0	0		16	5	0	0	0	0	0	21		68	8	3	1	0	0	1	81		102
13:45	0	0	0	0	0	0	0	0		29	3	0	0	0	0	0	32		69	7	3	0	0	0	1	80		112
1 Hr	0	0	0	0	0	0	0	0		107	12	0	0	0	0	0	119		255	34	9	2	1	0	2	303		422
14:00	0	0	0	0	0	0	0	0		34	1	0	0	0	0	0	35		64	4	3	0	0	0	0	71		106
14:15	0	0	0	0	0	0	0	0		36	2	0	0	0	0	0	38		48	9	2	2	0	0	0	61		99
14:30	0	0	0	0	0	0	0	0		32	2	0	0	0	0	0	34		80	7	2	1	1	0	0	91		125
14:45	0	0	0	0	0	0	0	0		44	3	0	1	0	0	0	48		80	8	0	0	1	1	0	90		138
1 Hr	0	0	0	0	0	0	0	0		146	8	0	1	0	0	0	155		272	28	7	3	2	1	0	313		468
15:00	0	0	0	0	0	0	0	0		36	6	0	0	1	0	1	44		65	13	3	0	0	1	1	83		127
15:15	0	0	0	0	0	0	0	0		29	2	0	0	0	0	1	32		51	9	2	2	0	0	0	64		96
15:30	0	0	0	0	0	0	0	0		38	2	0	0	0	1	0	41		74	11	3	0	0	0	0	88		129
15:45	0	0	0	0	0	0	0	0		32	5	0	0	0	0	0	37		86	16	3	0	0	0	0	105		142
1 Hr	0	0	0	0	0	0	0	0		135	15	0	0	1	1	2	154		276	49	11	2	0	1	1	340		494
16:00	0	0	0	0	0	0	0	0		43	5	1	0	0	0	0	49		98	20	1	1	1	0	0	121		170
16:15	0	0	0	0	0	0	0	0		54	5	1	0	1	0	3	64		84	18	1	1	0	0	1	105		169
16:30	0	0	0	0	0	0	0	0		40	6	1	0	0	0	1	48		70	16	1	1	0	2	1	91		139
16:45	0	0	0	0	0	0	0	0		35	4	0	0	0	0	1	40		61	13	0	0	0	0	0	74		114
1 Hr	0	0	0	0	0	0	0	0		172	20	3	0	1	0	5	201		313	67	3	3	1	2	2	391		592
17:00	0	0	0	0	0	0	0	0		31	4	1	0	0	0	2	38		62	20	1	1	0	2	1	87		125
17:15	0	0	0	0	0	0	0	0		31	4	0	0	0	0	1	36		61	9	2	0	0	0	1	73		109
17:30	0	0	0	0	0	0	0	0		32	5	0	0	0	0	1	38		59	5	1	0	0	0	1	66		104
17:45	0	0	0	0	0	0	0	0		26	1	0	0	0	0	1	28		50	5	0	1	0	0	0	56		84
1 Hr	0	0	0	0	0	0	0	0		120	14	1	0	0	0	5	140		232	39	4	2	0	2	3	282		422

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

18:00	0	0	0	0	0	0	0	0		42	1	0	0	0	0	1	44		76	4	0	0	0	0	0	80		124
18:15	0	0	0	0	0	0	0	0		48	5	0	0	0	0	0	53		61	9	1	0	0	0	0	71		124
18:30	0	0	0	0	0	0	0	0		37	2	0	0	0	0	2	41		56	5	0	0	0	0	0	61		102
18:45	0	0	0	0	0	0	0	0		41	3	0	0	0	0	1	45		62	7	1	0	1	0	1	72		117
1 Hr	0	0	0	0	0	0	0	0		168	11	0	0	0	0	4	183		255	25	2	0	1	0	1	284		467
19:00	0	0	0	0	0	0	0	0		31	4	0	0	0	0	0	35		49	5	0	0	0	0	1	55		90
19:15	0	0	0	0	0	0	0	0		49	3	0	0	0	0	0	52		47	3	0	0	1	1	2	54		106
19:30	0	0	0	0	0	0	0	0		52	4	0	0	0	0	0	56		53	6	1	0	0	1	0	61		117
19:45	0	0	0	0	0	0	0	0		43	2	0	0	0	0	0	45		58	2	0	0	0	1	2	63		108
1 Hr	0	0	0	0	0	0	0	0		175	13	0	0	0	0	0	188		207	16	1	0	1	3	5	233		421
20:00	0	0	0	0	0	0	0	0		31	0	1	0	0	0	1	33		41	0	0	0	0	0	0	41		74
20:15	0	0	0	0	0	0	0	0		23	1	0	0	0	0	0	24		27	4	0	0	0	2	1	34		58
20:30	1	0	0	0	0	0	0	1		34	4	0	0	0	0	0	38		48	2	2	1	0	0	0	53		92
20:45	0	0	0	0	0	0	0	0		31	4	0	0	0	0	1	36		47	1	0	0	0	0	0	48		84
1 Hr	1	0	0	0	0	0	0	1		119	9	1	0	0	0	2	131		163	7	2	1	0	2	1	176		308
21:00	0	0	0	0	0	0	0	0		29	1	0	0	0	0	1	31		50	2	0	0	1	1	0	54		85
21:15	0	0	0	0	0	0	0	0		25	1	0	0	0	0	0	26		44	4	0	0	0	0	1	49		75
21:30	0	0	0	0	0	0	0	0		20	1	0	0	0	0	2	23		40	1	0	0	0	0	1	42		65
21:45	0	0	0	0	0	0	0	0		10	0	0	0	0	0	0	10		44	1	0	0	0	0	0	45		55
1 Hr	0	0	0	0	0	0	0	0		84	3	0	0	0	0	3	90		178	8	0	0	1	1	2	190		280
22:00	0	0	0	0	0	0	0	0		11	0	0	0	0	0	0	11		28	2	0	0	0	0	0	30		41
22:15	0	0	0	0	0	0	0	0		10	0	0	0	0	0	1	11		21	0	0	0	0	1	0	22		33
22:30	0	0	0	0	0	0	0	0		6	0	0	0	0	0	0	6		19	2	0	0	0	0	0	21		27
22:45	0	0	0	0	0	0	0	0		13	0	0	0	0	0	0	13		8	1	0	0	0	0	0	9		22
1 Hr	0	0	0	0	0	0	0	0		40	0	0	0	0	0	1	41		76	5	0	0	0	1	0	82		123
23:00	0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		19	1	0	0	0	0	0	20		23
23:15	0	0	0	0	0	0	0	0		8	0	0	0	0	0	1	9		8	0	0	0	0	0	0	8		17
23:30	0	0	0	0	0	0	0	0		6	0	0	0	0	0	0	6		12	0	0	0	0	0	0	12		18
23:45	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		7	0	0	0	0	0	0	7		9
1 Hr	0	0	0	0	0	0	0	0		19	0	0	0	0	0	1	20		46	1	0	0	0	0	0	47		67
Total	1	0	0	0	0	0	0	1		2021	170	10	2	4	1	34	2242		4367	468	73	29	15	29	52	5033		7276

Origin Arm B Balgriffin Park

	Destination : Arm A R123(E)							Total	**Destination :** Arm B Balgriffin Park							Total	**Destination :** Arm C R123(W)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
00:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4
00:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	6
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
1 Hr	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	17
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
04:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1 Hr	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	6
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
05:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	4
05:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4	0	0	0	0	0	0	7
1 Hr	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7	1	0	0	0	1	0	9	0	0	0	0	0	0	16
06:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	5
06:15	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	11
06:30	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8	0	0	0	0	0	0	14
06:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	0	0	0	0	0	0	14
1 Hr	16	4	1	0	0	0	0	21	0	0	0	0	0	0	0	0	18	5	0	0	0	0	0	23	0	0	0	0	0	0	44
07:00	8	2	0	0	0	0	1	11	0	0	0	0	0	0	0	0	11	2	0	0	0	0	1	14	0	0	0	0	0	0	25
07:15	11	5	1	0	0	0	0	17	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	0	0	0	0	0	0	27
07:30	9	4	1	0	0	0	1	15	0	0	0	0	0	0	0	0	32	1	0	0	1	0	1	35	0	0	0	0	0	0	50
07:45	32	3	3	0	0	0	1	39	0	0	0	0	0	0	0	0	15	2	1	0	0	1	0	19	0	0	0	0	0	0	58
1 Hr	60	14	5	0	0	0	3	82	0	0	0	0	0	0	0	0	67	6	1	0	1	1	2	78	0	0	0	0	0	0	160
08:00	26	4	1	0	0	1	1	33	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	0	0	0	0	0	0	47
08:15	45	5	0	0	1	0	1	52	0	0	0	0	0	0	0	0	16	4	2	0	0	1	1	24	0	0	0	0	0	0	76
08:30	35	2	1	0	0	1	0	39	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	0	0	0	0	0	0	57
08:45	38	4	0	0	2	0	0	44	0	0	0	0	0	0	0	0	21	2	0	1	0	0	0	24	0	0	0	0	0	0	68
1 Hr	144	15	2	0	3	2	2	168	0	0	0	0	0	0	0	0	66	9	2	1	0	1	1	80	0	0	0	0	0	0	248
09:00	20	6	0	1	0	0	1	28	0	0	0	0	0	0	0	0	26	3	0	0	0	0	0	29	0	0	0	0	0	0	57
09:15	25	2	0	0	0	0	0	27	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	0	0	0	0	0	0	49
09:30	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0	18	1	1	0	0	0	0	20	0	0	0	0	0	0	36
09:45	14	5	1	0	0	0	1	21	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26	0	0	0	0	0	0	47
1 Hr	73	15	1	1	0	0	2	92	0	0	0	0	0	0	0	0	90	6	1	0	0	0	0	97	0	0	0	0	0	0	189
10:00	13	6	0	0	0	0	1	20	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26	0	0	0	0	0	0	46
10:15	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22	0	0	0	0	0	0	45
10:30	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	0	0	0	0	0	0	34
10:45	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	21	2	1	0	0	0	0	24	0	0	0	0	0	0	38
1 Hr	62	10	0	0	0	0	1	73	0	0	0	0	0	0	0	0	82	7	1	0	0	0	0	90	0	0	0	0	0	0	163
11:00	27	5	0	0	0	0	0	32	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	15	0	0	0	0	0	0	47
11:15	31	0	0	0	0	0	1	32	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	0	0	0	0	0	0	46

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

11:30	20	3	0	0	0	0	0	23		0	0	0	0	0	0	0	0		22	0	0	0	0	0	0	22		45
11:45	20	1	0	0	0	0	0	21		0	0	0	0	0	0	0	0		17	2	0	0	0	0	0	19		40
1 Hr	98	9	0	0	0	0	1	108		0	0	0	0	0	0	0	0		65	4	1	0	0	0	0	70		178
12:00	29	2	2	0	0	0	0	33		0	0	0	0	0	0	0	0		23	4	0	0	0	0	0	27		60
12:15	26	4	1	0	0	0	0	31		0	0	0	0	0	0	0	0		18	1	0	1	0	0	1	21		52
12:30	15	3	0	0	0	0	0	18		0	0	0	0	0	0	0	0		21	0	1	0	0	0	1	23		41
12:45	26	2	1	0	0	0	0	29		0	0	0	0	0	0	0	0		21	2	1	0	0	0	0	24		53
1 Hr	96	11	4	0	0	0	0	111		0	0	0	0	0	0	0	0		83	7	2	1	0	0	2	95		206
13:00	33	5	0	0	0	0	0	38		0	0	0	0	0	0	0	0		12	1	0	0	0	0	0	13		51
13:15	19	1	2	0	0	0	0	22		0	0	0	0	0	0	0	0		22	2	0	0	0	0	0	24		46
13:30	22	3	0	0	0	0	0	25		0	0	0	0	0	0	0	0		24	4	0	0	0	1	0	29		54
13:45	24	5	0	0	0	0	0	29		0	0	0	0	0	0	0	0		17	4	1	0	0	0	0	22		51
1 Hr	98	14	2	0	0	0	0	114		0	0	0	0	0	0	0	0		75	11	1	0	0	1	0	88		202
14:00	36	2	0	0	0	0	0	38		0	0	0	0	0	0	0	0		22	2	1	0	0	0	1	26		64
14:15	40	2	1	0	0	0	0	43		0	0	0	0	0	0	0	0		29	3	0	0	0	0	0	32		75
14:30	36	7	0	0	0	0	0	43		0	0	0	0	0	0	0	0		21	3	0	1	0	0	1	26		69
14:45	44	2	2	0	0	0	0	48		0	0	0	0	0	0	0	0		22	2	0	0	0	0	0	24		72
1 Hr	156	13	3	0	0	0	0	172		0	0	0	0	0	0	0	0		94	10	1	1	0	0	2	108		280
15:00	20	4	0	0	1	0	0	25		1	0	0	0	0	0	0	1		13	5	1	0	0	0	0	19		45
15:15	44	7	0	0	0	0	0	51		0	0	0	0	0	0	0	0		17	2	3	0	0	0	0	22		73
15:30	32	4	0	0	0	1	0	37		0	0	0	0	0	0	0	0		27	2	0	1	1	0	1	32		69
15:45	41	2	1	0	0	0	0	44		0	0	0	0	0	0	0	0		29	4	0	1	0	0	1	35		79
1 Hr	137	17	1	0	1	1	0	157		1	0	0	0	0	0	0	1		86	13	4	2	1	0	2	108		266
16:00	29	4	0	0	1	0	0	34		0	0	0	0	0	0	0	0		31	3	0	0	0	0	1	35		69
16:15	36	4	2	0	0	0	0	42		0	0	0	0	0	0	0	0		27	2	1	1	0	1	0	32		74
16:30	34	2	1	0	0	0	0	37		0	0	0	0	0	0	0	0		34	9	0	0	0	0	0	43		80
16:45	38	8	0	0	0	1	0	47		0	0	0	0	0	0	0	0		22	2	0	1	0	0	0	25		72
1 Hr	137	18	3	0	1	1	0	160		0	0	0	0	0	0	0	0		114	16	1	2	0	1	1	135		295
17:00	38	2	0	0	0	0	1	41		0	0	0	0	0	0	0	0		28	2	0	0	0	0	1	31		72
17:15	34	5	0	0	0	0	0	39		0	0	0	0	0	0	0	0		30	2	0	0	0	0	0	32		71
17:30	41	5	0	0	1	1	0	48		0	0	0	0	0	0	0	0		45	3	0	0	0	0	1	49		97
17:45	55	4	0	0	0	0	1	60		0	0	0	0	0	0	0	0		35	0	0	0	0	0	1	36		96
1 Hr	168	16	0	0	1	1	2	188		0	0	0	0	0	0	0	0		138	7	0	0	0	0	3	148		336
18:00	50	7	0	0	0	0	0	57		0	0	0	0	0	0	0	0		24	1	0	0	0	0	0	25		82
18:15	55	1	0	0	0	0	0	56		0	0	0	0	0	0	0	0		33	0	0	0	0	0	3	36		92
18:30	37	3	0	0	0	1	2	43		0	0	0	0	0	0	0	0		28	2	0	0	0	0	1	31		74
18:45	42	0	0	0	0	0	0	42		0	0	0	0	0	0	0	0		31	2	0	0	0	0	0	33		75
1 Hr	184	11	0	0	0	1	2	198		0	0	0	0	0	0	0	0		116	5	0	0	0	0	4	125		323
19:00	49	2	0	0	0	0	0	51		0	0	0	0	0	0	0	0		35	4	0	0	0	0	0	39		90
19:15	41	6	0	0	0	0	0	47		0	0	0	0	0	0	0	0		12	1	0	0	0	1	0	14		61
19:30	25	1	0	0	0	1	2	29		0	0	0	0	0	0	0	0		31	0	0	0	0	0	1	32		61
19:45	26	3	0	0	0	0	0	29		0	0	0	0	0	0	0	0		11	4	0	0	0	0	0	15		44
1 Hr	141	12	0	0	0	1	2	156		0	0	0	0	0	0	0	0		89	9	0	0	0	1	1	100		256
20:00	23	2	0	0	0	0	0	25		0	0	0	0	0	0	0	0		12	0	0	0	0	1	0	13		38
20:15	24	2	0	0	0	0	0	26		0	0	0	0	0	0	0	0		11	1	0	0	0	0	0	12		38
20:30	36	0	0	0	0	0	0	36		0	0	0	0	0	0	0	0		15	0	1	0	0	0	0	16		52
20:45	19	1	0	0	0	0	0	20		0	0	0	0	0	0	0	0		19	0	0	0	0	0	0	19		39

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

1 Hr	102	5	0	0	0	0	0	107	0	0	0	0	0	0	0	0	57	1	1	0	0	1	0	60	167
21:00	16	0	0	0	0	0	1	17	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13	31
21:15	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	32
21:30	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	21
21:45	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	30
1 Hr	70	0	0	0	0	0	1	71	1	0	0	0	0	0	0	1	39	3	0	0	0	0	0	42	114
22:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	17
22:15	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	15
22:30	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	16
22:45	4	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	11
1 Hr	33	0	0	0	1	0	0	34	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	59
23:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	10
23:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	9
23:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
23:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	5
1 Hr	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	28
Total	1816	187	22	1	7	7	16	2056	2	0	0	0	0	0	0	2	1334	121	16	7	2	7	18	1505	3563

Origin Arm C R123(W)

	Destination : Arm A R123(E)							Total	**Destination :** Arm B Balgriffin Park							Total	**Destination :** Arm C R123(W)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	8	0	0	0	0	0	0	8	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9
00:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1 Hr	25	1	0	0	0	0	0	26	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	27
01:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
01:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
01:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1 Hr	12	0	0	0	0	0	0	12	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	14
02:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
02:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
02:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
1 Hr	15	0	0	0	0	0	0	15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	18
03:00	2	0	1	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
03:15	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8
03:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
03:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1 Hr	17	0	1	0	0	0	0	18	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	21
04:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	3	1	0	0	0	0	1	5	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6

Tracsis plc Traffic and Data Services

Return To Dashboard

Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

1 Hr	9	1	0	0	0	0	2	12	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13
05:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:15	3	0	0	0	1	0	1	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
05:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	9	3	1	0	0	0	0	13	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14
1 Hr	14	3	1	0	1	0	1	20	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	23
06:00	9	3	0	0	0	0	0	12	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	14
06:15	12	4	0	0	0	0	0	16	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	23
06:30	16	6	0	0	0	0	0	22	5	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	28
06:45	23	9	1	0	0	0	0	33	13	1	0	0	0	0	1	15	0	0	0	0	0	0	0	0	48
1 Hr	60	22	1	0	0	0	0	83	27	1	0	0	0	1	1	30	0	0	0	0	0	0	0	0	113
07:00	27	11	2	0	0	1	0	41	12	6	0	0	0	0	0	18	0	0	0	0	0	0	0	0	59
07:15	34	11	0	2	0	0	1	48	19	7	0	0	0	0	0	26	0	0	0	0	0	0	0	0	74
07:30	39	17	0	0	1	0	1	58	25	4	0	0	1	0	0	30	0	0	0	0	0	0	0	0	88
07:45	47	14	1	1	0	0	0	63	45	5	0	1	2	0	0	53	0	0	0	0	0	0	0	0	116
1 Hr	147	53	3	3	1	1	2	210	101	22	0	1	3	0	0	127	0	0	0	0	0	0	0	0	337
08:00	67	7	3	0	0	0	0	77	39	5	2	0	0	0	0	46	0	0	0	0	0	0	0	0	123
08:15	75	7	2	2	0	1	0	87	36	3	0	0	0	0	0	39	0	0	0	0	0	0	0	0	126
08:30	91	8	0	0	1	0	0	100	28	2	0	1	0	0	0	31	0	0	0	0	0	0	0	0	131
08:45	67	7	3	1	0	0	0	78	23	5	0	0	0	0	0	28	0	0	0	0	0	0	0	0	106
1 Hr	300	29	8	3	1	1	0	342	126	15	2	1	0	0	0	144	0	0	0	0	0	0	0	0	486
09:00	46	6	1	3	0	0	3	59	29	4	2	0	0	0	0	35	0	0	0	0	0	0	0	0	94
09:15	44	10	2	2	0	0	1	59	20	1	1	0	0	0	0	22	0	0	0	0	0	0	0	0	81
09:30	49	13	2	0	0	0	1	65	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	76
09:45	40	10	4	0	1	0	0	55	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	68
1 Hr	179	39	9	5	1	0	5	238	70	8	3	0	0	0	0	81	0	0	0	0	0	0	0	0	319
10:00	47	8	1	0	0	0	0	56	15	0	1	0	0	0	0	16	0	0	0	0	0	0	0	0	72
10:15	34	7	4	1	0	0	0	46	12	0	1	0	0	0	0	13	0	0	0	0	0	0	0	0	59
10:30	38	12	1	2	0	0	1	54	13	3	0	0	0	0	0	16	0	0	0	0	0	0	0	0	70
10:45	47	11	2	0	0	0	0	60	13	4	1	0	0	0	0	18	0	0	0	0	0	0	0	0	78
1 Hr	166	38	8	3	0	0	1	216	53	7	3	0	0	0	0	63	0	0	0	0	0	0	0	0	279
11:00	48	11	0	0	0	0	0	59	19	2	0	1	0	0	0	22	0	0	0	0	0	0	0	0	81
11:15	40	7	2	0	0	0	0	49	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0	63
11:30	42	6	3	0	1	0	0	52	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	72
11:45	57	6	2	0	0	0	0	65	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	78
1 Hr	187	30	7	0	1	0	0	225	60	8	0	1	0	0	0	69	0	0	0	0	0	0	0	0	294
12:00	49	7	2	1	0	0	0	59	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0	83
12:15	54	4	2	0	0	1	0	61	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0	84
12:30	52	12	0	0	1	0	0	65	16	2	0	0	0	1	1	20	0	0	0	0	0	0	0	0	85
12:45	63	3	0	0	0	0	0	66	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	86
1 Hr	218	26	4	1	1	1	0	251	77	8	0	0	0	1	1	87	0	0	0	0	0	0	0	0	338
13:00	62	7	1	0	0	0	1	71	14	1	0	0	0	1	0	16	0	0	0	0	0	0	0	0	87
13:15	53	5	1	2	0	0	0	61	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0	85
13:30	67	7	2	1	1	0	1	79	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0	108
13:45	58	6	1	1	0	0	0	66	19	4	1	0	0	0	0	24	0	0	0	0	0	0	0	0	90
1 Hr	240	25	5	4	1	0	2	277	83	8	1	0	0	1	0	93	0	0	0	0	0	0	0	0	370
14:00	71	4	1	1	0	0	0	77	34	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0	112

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

14:15	67	8	0	0	0	0	0	75		20	1	0	0	0	0	0	21		0	0	0	0	0	0	0	0		96
14:30	61	9	1	1	0	0	1	73		20	2	0	0	0	0	0	22		0	0	0	0	0	0	0	0		95
14:45	55	7	4	1	0	0	0	67		15	1	0	0	0	0	0	16		0	0	0	0	0	0	0	0		83
1 Hr	254	28	6	3	0	0	1	292		89	5	0	0	0	0	0	94		0	0	0	0	0	0	0	0		386
15:00	66	6	2	0	1	0	0	75		22	1	0	1	0	0	0	24		0	0	0	0	0	0	0	0		99
15:15	66	5	2	0	0	1	0	74		23	2	0	1	0	0	0	26		0	0	0	0	0	0	0	0		100
15:30	76	2	2	2	1	0	0	83		24	2	0	1	0	0	0	27		0	0	0	0	0	0	0	0		110
15:45	91	11	2	1	1	1	1	108		24	1	1	0	0	0	0	26		0	0	0	0	0	0	0	0		134
1 Hr	299	24	8	3	3	2	1	340		93	6	1	3	0	0	0	103		0	0	0	0	0	0	0	0		443
16:00	98	5	1	0	0	1	1	106		26	1	0	0	0	0	0	27		0	0	0	0	0	0	0	0		133
16:15	85	11	1	0	0	0	1	98		25	1	0	1	0	0	0	27		0	0	0	0	0	0	0	0		125
16:30	96	10	0	0	1	0	1	108		25	3	0	0	0	0	0	28		0	0	0	0	0	0	0	0		136
16:45	85	4	3	0	0	1	3	96		26	2	0	0	0	0	0	28		0	0	0	0	0	0	0	0		124
1 Hr	364	30	5	0	1	2	6	408		102	7	0	1	0	0	0	110		0	0	0	0	0	0	0	0		518
17:00	89	10	0	0	0	1	1	101		22	4	1	0	0	0	0	27		0	0	0	0	0	0	0	0		128
17:15	96	11	1	0	0	1	2	111		37	2	0	0	0	0	0	39		0	0	0	0	0	0	0	0		150
17:30	106	8	1	0	1	0	2	118		32	2	0	0	0	1	0	35		0	0	0	0	0	0	0	0		153
17:45	116	7	0	0	1	2	4	130		36	2	0	0	0	0	0	38		0	0	0	0	0	0	0	0		168
1 Hr	407	36	2	0	2	4	9	460		127	10	1	0	0	1	0	139		0	0	0	0	0	0	0	0		599
18:00	122	11	1	0	0	1	4	139		31	2	0	0	0	0	1	34		0	0	0	0	0	0	0	0		173
18:15	127	7	2	0	1	0	4	141		23	1	0	0	0	1	0	25		0	0	0	0	0	0	0	0		166
18:30	94	4	0	0	0	1	8	107		36	1	0	0	0	0	1	38		0	0	0	0	0	0	0	0		145
18:45	95	8	0	0	0	1	1	105		29	4	0	0	0	0	0	33		0	0	0	0	0	0	0	0		138
1 Hr	438	30	3	0	1	3	17	492		119	8	0	0	0	1	2	130		0	0	0	0	0	0	0	0		622
19:00	94	2	0	0	0	0	0	96		16	1	0	0	0	0	0	17		0	0	0	0	0	0	0	0		113
19:15	88	4	0	0	0	0	1	93		22	0	0	0	0	0	0	22		0	0	0	0	0	0	0	0		115
19:30	97	4	1	0	0	1	0	103		14	1	0	0	0	0	0	15		0	0	0	0	0	0	0	0		118
19:45	69	4	0	0	0	0	0	73		14	2	0	0	0	0	0	16		0	0	0	0	0	0	0	0		89
1 Hr	348	14	1	0	0	1	1	365		66	4	0	0	0	0	0	70		0	0	0	0	0	0	0	0		435
20:00	59	2	1	0	0	0	0	62		19	2	0	0	0	0	0	21		0	0	0	0	0	0	0	0		83
20:15	56	5	1	0	0	0	1	63		17	0	0	0	0	1	0	18		0	0	0	0	0	0	0	0		81
20:30	42	2	0	0	0	0	0	44		17	2	0	0	0	0	0	19		0	0	0	0	0	0	0	0		63
20:45	51	3	0	0	0	0	0	54		10	1	0	0	0	0	0	11		0	0	0	0	0	0	0	0		65
1 Hr	208	12	2	0	0	0	1	223		63	5	0	0	0	1	0	69		0	0	0	0	0	0	0	0		292
21:00	55	5	0	0	0	1	0	61		12	0	0	0	0	0	1	13		0	0	0	0	0	0	0	0		74
21:15	47	1	0	0	0	0	0	48		6	1	0	0	0	0	0	7		0	0	0	0	0	0	0	0		55
21:30	28	2	0	0	1	0	0	31		8	2	0	0	0	0	0	10		0	0	0	0	0	0	0	0		41
21:45	27	1	0	0	0	0	0	28		6	1	0	0	0	0	0	7		0	0	0	0	0	0	0	0		35
1 Hr	157	9	0	0	1	1	0	168		32	4	0	0	0	0	1	37		0	0	0	0	0	0	0	0		205
22:00	39	0	0	0	0	0	0	39		5	1	0	0	0	0	0	6		0	0	0	0	0	0	0	0		45
22:15	30	1	0	0	0	0	0	31		5	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0		36
22:30	25	0	0	0	0	0	1	26		9	0	0	0	0	0	0	9		0	0	0	0	0	0	0	0		35
22:45	29	0	0	0	0	0	0	29		6	0	0	0	0	0	0	6		0	0	0	0	0	0	0	0		35
1 Hr	123	1	0	0	0	0	1	125		25	1	0	0	0	0	0	26		0	0	0	0	0	0	0	0		151
23:00	24	0	0	0	0	0	0	24		4	1	0	0	0	0	0	5		0	0	0	0	0	0	0	0		29
23:15	9	0	0	0	0	0	0	9		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		9
23:30	11	0	0	0	0	0	0	11		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		11

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

23:45	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	13
1 Hr	54	0	0	0	0	0	0	54	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	62
Total	4241	451	74	25	15	16	50	4872	1329	132	11	7	3	6	5	1493	0	0	0	0	0	0	0	0	6365

ORIGIN SUMMARY

	Origin : Arm A R123(E)							Total	**Origin :** Arm B Balgriffin Park							Total	**Origin :** Arm C R123(W)							Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	14	0	0	0	0	0	0	14	6	0	0	0	0	0	0	6	8	1	0	0	0	0	0	9	29
00:15	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	15
00:30	6	0	0	0	0	0	1	7	5	1	0	0	0	0	0	6	9	0	0	0	0	0	0	9	22
00:45	12	0	0	0	0	0	0	12	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5	18
1 Hr	38	1	0	0	0	0	1	40	16	1	0	0	0	0	0	17	25	2	0	0	0	0	0	27	84
01:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	7
01:15	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	8
01:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	11
01:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	8
1 Hr	16	0	0	0	0	0	0	16	4	0	0	0	0	0	0	4	14	0	0	0	0	0	0	14	34
02:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	7
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	4
02:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	10
02:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	7
1 Hr	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	2	18	0	0	0	0	0	0	18	28
03:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	8
03:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8	14
03:30	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	15
03:45	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	11
1 Hr	22	1	0	0	0	0	0	23	4	0	0	0	0	0	0	4	20	0	1	0	0	0	0	21	48
04:00	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7
04:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	6
04:30	3	1	0	0	0	0	0	4	2	1	0	0	0	0	0	3	2	0	0	0	0	0	1	3	10
04:45	4	2	0	0	0	0	0	6	1	0	0	0	0	0	0	1	3	2	0	0	0	0	1	6	13
1 Hr	13	3	1	0	0	0	0	17	5	1	0	0	0	0	0	6	9	2	0	0	0	0	2	13	36
05:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	6
05:15	7	0	0	0	0	0	0	7	3	1	0	0	0	0	0	4	4	0	0	0	1	0	1	6	17
05:30	10	1	0	0	0	0	0	11	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2	17
05:45	16	1	0	0	0	0	1	18	6	0	0	0	0	1	0	7	9	4	1	0	0	0	0	14	39
1 Hr	37	2	0	0	0	0	1	40	13	2	0	0	0	1	0	16	15	5	1	0	1	0	1	23	79
06:00	13	4	0	0	1	1	1	20	4	1	0	0	0	0	0	5	11	3	0	0	0	0	0	14	39
06:15	46	3	0	0	0	1	3	53	8	3	0	0	0	0	0	11	19	4	0	0	0	0	0	23	87
06:30	71	4	0	0	0	0	1	76	10	3	1	0	0	0	0	14	21	6	0	0	0	1	0	28	118
06:45	70	8	0	0	0	0	2	80	12	2	0	0	0	0	0	14	36	10	1	0	0	0	1	48	142
1 Hr	200	19	0	0	1	2	7	229	34	9	1	0	0	0	0	44	87	23	1	0	0	1	1	113	386
07:00	89	6	1	0	2	1	2	101	19	4	0	0	0	0	2	25	39	17	2	0	0	1	0	59	185
07:15	121	12	0	0	3	1	2	139	20	6	1	0	0	0	0	27	53	18	0	2	0	0	1	74	240
07:30	138	9	3	1	0	0	5	156	41	5	1	0	1	0	2	50	64	21	0	0	2	0	1	88	294

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

07:45	141	11	1	0	1	0	5	159		47	5	4	0	0	1	1	58		92	19	1	2	2	0	0	116		333
1 Hr	489	38	5	1	6	2	14	555		127	20	6	0	1	1	5	160		248	75	3	4	4	1	2	337		1052
08:00	139	4	1	1	1	1	3	150		39	5	1	0	0	1	1	47		106	12	5	0	0	0	0	123		320
08:15	148	5	0	1	0	0	3	157		61	9	2	0	1	1	2	76		111	10	2	2	0	1	0	126		359
08:30	176	5	1	0	0	3	3	188		51	4	1	0	0	1	0	57		119	10	0	1	1	0	0	131		376
08:45	160	9	3	0	0	1	3	176		59	6	0	1	2	0	0	68		90	12	3	1	0	0	0	106		350
1 Hr	623	23	5	2	1	5	12	671		210	24	4	1	3	3	3	248		426	44	10	4	1	1	0	486		1405
09:00	147	12	3	2	0	0	1	165		46	9	0	1	0	0	1	57		75	10	3	3	0	0	3	94		316
09:15	130	14	2	2	0	1	0	149		47	2	0	0	0	0	0	49		64	11	3	2	0	0	1	81		279
09:30	101	15	0	0	0	0	0	116		32	3	1	0	0	0	0	36		59	14	2	0	0	0	1	76		228
09:45	84	10	0	2	0	0	1	97		38	7	1	0	0	0	1	47		51	12	4	0	1	0	0	68		212
1 Hr	462	51	5	6	0	1	2	527		163	21	2	1	0	0	2	189		249	47	12	5	1	0	5	319		1035
10:00	73	7	3	1	0	1	0	85		38	7	0	0	0	0	1	46		62	8	2	0	0	0	0	72		203
10:15	96	8	3	1	1	2	0	111		39	6	0	0	0	0	0	45		46	7	5	1	0	0	0	59		215
10:30	82	13	2	1	0	0	1	99		33	1	0	0	0	0	0	34		51	15	1	2	0	0	1	70		203
10:45	91	11	2	1	0	0	1	106		34	3	1	0	0	0	0	38		60	15	3	0	0	0	0	78		222
1 Hr	342	39	10	4	1	3	2	401		144	17	1	0	0	0	1	163		219	45	11	3	0	0	1	279		843
11:00	61	7	2	0	0	0	2	72		40	6	1	0	0	0	0	47		67	13	0	1	0	0	0	81		200
11:15	81	3	3	2	0	0	1	90		44	1	0	0	0	0	1	46		51	10	2	0	0	0	0	63		199
11:30	74	11	2	1	0	1	1	90		42	3	0	0	0	0	0	45		59	9	3	0	1	0	0	72		207
11:45	75	19	1	0	0	0	1	96		37	3	0	0	0	0	0	40		70	6	2	0	0	0	0	78		214
1 Hr	291	40	8	3	0	1	5	348		163	13	1	0	0	0	1	178		247	38	7	1	1	0	0	294		820
12:00	76	10	1	0	0	1	0	88		52	6	2	0	0	0	0	60		71	9	2	1	0	0	0	83		231
12:15	57	5	3	0	1	0	0	66		44	5	1	1	0	0	1	52		74	7	2	0	0	1	0	84		202
12:30	79	7	0	1	0	1	1	89		36	3	1	0	0	0	1	41		68	14	0	0	1	1	1	85		215
12:45	78	14	1	0	0	0	1	94		47	4	2	0	0	0	0	53		82	4	0	0	0	0	0	86		233
1 Hr	290	36	5	1	1	2	2	337		179	18	6	1	0	0	2	206		295	34	4	1	1	2	1	338		881
13:00	70	15	2	1	0	0	0	88		45	6	0	0	0	0	0	51		76	8	1	0	0	1	1	87		226
13:15	110	8	1	0	1	0	0	120		41	3	2	0	0	0	0	46		76	6	1	2	0	0	0	85		251
13:30	84	13	3	1	0	0	1	102		46	7	0	0	0	1	0	54		94	9	2	1	1	0	1	108		264
13:45	98	10	3	0	0	0	1	112		41	9	1	0	0	0	0	51		77	10	2	1	0	0	0	90		253
1 Hr	362	46	9	2	1	0	2	422		173	25	3	0	0	1	0	202		323	33	6	4	1	1	2	370		994
14:00	98	5	3	0	0	0	0	106		58	4	1	0	0	0	1	64		105	5	1	1	0	0	0	112		282
14:15	84	11	2	2	0	0	0	99		69	5	1	0	0	0	0	75		87	9	0	0	0	0	0	96		270
14:30	112	9	2	1	1	0	0	125		57	10	0	1	0	0	1	69		81	11	1	1	0	0	1	95		289
14:45	124	11	0	1	1	1	0	138		66	4	2	0	0	0	0	72		70	8	4	1	0	0	0	83		293
1 Hr	418	36	7	4	2	1	0	468		250	23	4	1	0	0	2	280		343	33	6	3	0	0	1	386		1134
15:00	101	19	3	0	1	1	2	127		34	9	1	0	1	0	0	45		88	7	2	1	1	0	0	99		271
15:15	80	11	2	2	0	0	1	96		61	9	3	0	0	0	0	73		89	7	2	1	0	1	0	100		269
15:30	112	13	3	0	0	1	0	129		59	6	0	1	1	1	1	69		100	4	2	3	1	0	0	110		308
15:45	118	21	3	0	0	0	0	142		70	6	1	1	0	0	1	79		115	12	3	1	1	1	1	134		355
1 Hr	411	64	11	2	1	2	3	494		224	30	5	2	2	1	2	266		392	30	9	6	3	2	1	443		1203
16:00	141	25	2	1	1	0	0	170		60	7	0	0	1	0	1	69		124	6	1	0	0	1	1	133		372
16:15	138	23	2	1	1	0	4	169		63	6	3	1	0	1	0	74		110	12	1	1	0	0	1	125		368
16:30	110	22	2	1	0	2	2	139		68	11	1	0	0	0	0	80		121	13	0	0	1	0	1	136		355
16:45	96	17	0	0	0	0	1	114		60	10	0	1	0	1	0	72		111	6	3	0	0	1	3	124		310
1 Hr	485	87	6	3	2	2	7	592		251	34	4	2	1	2	1	295		466	37	5	1	1	2	6	518		1405

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

17:00	93	24	2	1	0	2	3	125	66	4	0	0	0	0	2	72	111	14	1	0	0	1	1	128	325
17:15	92	13	2	0	0	0	2	109	64	7	0	0	0	0	0	71	133	13	1	0	0	1	2	150	330
17:30	91	10	1	0	0	0	2	104	86	8	0	0	1	1	1	97	138	10	1	0	1	1	2	153	354
17:45	76	6	0	1	0	0	1	84	90	4	0	0	0	0	2	96	152	9	0	0	1	2	4	168	348
1 Hr	352	53	5	2	0	2	8	422	306	23	0	0	1	1	5	336	534	46	3	0	2	5	9	599	1357
18:00	118	5	0	0	0	0	1	124	74	8	0	0	0	0	0	82	153	13	1	0	0	1	5	173	379
18:15	109	14	1	0	0	0	0	124	88	1	0	0	0	0	3	92	150	8	2	0	1	1	4	166	382
18:30	93	7	0	0	0	0	2	102	65	5	0	0	0	1	3	74	130	5	0	0	0	1	9	145	321
18:45	103	10	1	0	1	0	2	117	73	2	0	0	0	0	0	75	124	12	0	0	0	1	1	138	330
1 Hr	423	36	2	0	1	0	5	467	300	16	0	0	0	1	6	323	557	38	3	0	1	4	19	622	1412
19:00	80	9	0	0	0	0	1	90	84	6	0	0	0	0	0	90	110	3	0	0	0	0	0	113	293
19:15	96	6	0	0	1	1	2	106	53	7	0	0	0	1	0	61	110	4	0	0	0	0	1	115	282
19:30	105	10	1	0	0	1	0	117	56	1	0	0	0	1	3	61	111	5	1	0	0	1	0	118	296
19:45	101	4	0	0	0	1	2	108	37	7	0	0	0	0	0	44	83	6	0	0	0	0	0	89	241
1 Hr	382	29	1	0	1	3	5	421	230	21	0	0	0	2	3	256	414	18	1	0	0	1	1	435	1112
20:00	72	0	1	0	0	0	1	74	35	2	0	0	0	1	0	38	78	4	1	0	0	0	0	83	195
20:15	50	5	0	0	0	2	1	58	35	3	0	0	0	0	0	38	73	5	1	0	0	1	1	81	177
20:30	83	6	2	1	0	0	0	92	51	0	1	0	0	0	0	52	59	4	0	0	0	0	0	63	207
20:45	78	5	0	0	0	0	1	84	38	1	0	0	0	0	0	39	61	4	0	0	0	0	0	65	188
1 Hr	283	16	3	1	0	2	3	308	159	6	1	0	0	1	0	167	271	17	2	0	0	1	1	292	767
21:00	79	3	0	0	1	1	1	85	29	1	0	0	0	0	1	31	67	5	0	0	0	1	1	74	190
21:15	69	5	0	0	0	0	1	75	31	1	0	0	0	0	0	32	53	2	0	0	0	0	0	55	162
21:30	60	2	0	0	0	0	3	65	20	1	0	0	0	0	0	21	36	4	0	0	1	0	0	41	127
21:45	54	1	0	0	0	0	0	55	30	0	0	0	0	0	0	30	33	2	0	0	0	0	0	35	120
1 Hr	262	11	0	0	1	1	5	280	110	3	0	0	0	0	1	114	189	13	0	0	1	1	1	205	599
22:00	39	2	0	0	0	0	0	41	17	0	0	0	0	0	0	17	44	1	0	0	0	0	0	45	103
22:15	31	0	0	0	0	1	1	33	15	0	0	0	0	0	0	15	35	1	0	0	0	0	0	36	84
22:30	25	2	0	0	0	0	0	27	16	0	0	0	0	0	0	16	34	0	0	0	0	0	1	35	78
22:45	21	1	0	0	0	0	0	22	10	0	0	0	1	0	0	11	35	0	0	0	0	0	0	35	68
1 Hr	116	5	0	0	0	1	1	123	58	0	0	0	1	0	0	59	148	2	0	0	0	0	1	151	333
23:00	22	1	0	0	0	0	0	23	9	1	0	0	0	0	0	10	28	1	0	0	0	0	0	29	62
23:15	16	0	0	0	0	0	1	17	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9	35
23:30	18	0	0	0	0	0	0	18	4	0	0	0	0	0	0	4	11	0	0	0	0	0	0	11	33
23:45	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5	13	0	0	0	0	0	0	13	27
1 Hr	65	1	0	0	0	0	1	67	27	1	0	0	0	0	0	28	61	1	0	0	0	0	0	62	157
Total	6389	638	83	31	19	30	86	7276	3152	308	38	8	9	14	34	3563	5570	583	85	32	18	22	55	6365	17204

DESTINATION SUMMARY

	Destination : Arm A R123(E)							Total	**Destination :** Arm B Balgriffin Park							Total	**Destination :** Arm C R123(W)							Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	13	0	0	0	0	0	0	13	5	1	0	0	0	0	0	6	10	0	0	0	0	0	0	10	29
00:15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	5	1	0	0	0	0	0	6	15
00:30	11	0	0	0	0	0	0	11	4	0	0	0	0	0	0	4	5	1	0	0	0	0	1	7	22
00:45	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2	11	0	0	0	0	0	0	11	18
1 Hr	34	1	0	0	0	0	0	35	14	1	0	0	0	0	0	15	31	2	0	0	0	0	1	34	84

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

01:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	7
01:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	8
01:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	11
01:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	8
1 Hr	15	0	0	0	0	0	0	15	6	0	0	0	0	0	0	6	13	0	0	0	0	0	0	13	34
02:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	7
02:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3	10
02:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	7
1 Hr	17	0	0	0	0	0	0	17	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7	28
03:00	2	0	1	0	0	0	0	3	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	8
03:15	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	14
03:30	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8	15
03:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	11
1 Hr	20	0	1	0	0	0	0	21	4	0	0	0	0	0	0	4	22	1	0	0	0	0	0	23	48
04:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3	0	1	0	0	0	0	4	7
04:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	6
04:30	4	1	0	0	0	0	1	6	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	10
04:45	3	1	0	0	0	0	1	5	2	2	0	0	0	0	0	4	3	1	0	0	0	0	0	4	13
1 Hr	12	2	0	0	0	0	2	16	5	2	0	0	0	0	0	7	10	2	1	0	0	0	0	13	36
05:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4	6
05:15	4	1	0	0	1	0	1	7	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9	17
05:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	11	2	0	0	0	0	0	13	17
05:45	12	3	1	0	0	0	0	16	1	1	0	0	0	0	0	2	18	1	0	0	0	1	1	21	39
1 Hr	20	4	1	0	1	0	1	27	3	2	0	0	0	0	0	5	42	3	0	0	0	1	1	47	79
06:00	10	4	0	0	0	0	0	14	3	0	0	0	0	0	0	3	15	4	0	0	1	1	1	22	39
06:15	17	6	0	0	0	0	0	23	14	1	0	0	0	0	0	15	42	3	0	0	0	1	3	49	87
06:30	21	6	1	0	0	0	0	28	7	1	0	0	0	1	0	9	74	6	0	0	0	0	1	81	118
06:45	28	10	1	0	0	0	0	39	20	1	0	0	0	0	2	23	70	9	0	0	0	0	1	80	142
1 Hr	76	26	2	0	0	0	0	104	44	3	0	0	0	1	2	50	201	22	0	0	1	2	6	232	386
07:00	35	13	2	0	0	1	1	52	23	6	0	0	0	0	0	29	89	8	1	0	2	1	3	104	185
07:15	45	16	1	2	0	0	1	65	40	9	0	0	1	0	1	51	109	11	0	0	2	1	1	124	240
07:30	48	21	1	0	1	0	2	73	55	7	0	0	1	0	1	64	140	7	3	1	1	0	5	157	294
07:45	79	17	4	1	0	0	1	102	88	10	0	1	3	0	1	103	113	8	2	0	0	1	4	128	333
1 Hr	207	67	8	3	1	1	5	292	206	32	0	1	5	0	3	247	451	34	6	1	5	3	13	513	1052
08:00	93	11	4	0	0	1	1	110	87	5	2	1	0	0	0	95	104	5	1	0	1	1	3	115	320
08:15	120	12	2	2	1	1	1	139	101	4	0	0	0	0	1	106	99	8	2	1	0	1	3	114	359
08:30	126	10	1	0	1	1	0	139	80	5	0	1	0	0	0	86	140	4	1	0	0	3	3	151	376
08:45	105	11	3	1	2	0	0	122	72	6	1	0	0	0	0	79	132	10	2	1	0	1	3	149	350
1 Hr	444	44	10	3	4	3	2	510	340	20	3	2	0	0	1	366	475	27	6	2	1	6	12	529	1405
09:00	66	12	1	4	0	0	4	87	73	7	3	0	0	0	0	83	129	12	2	2	0	0	1	146	316
09:15	69	12	2	2	0	0	1	86	54	6	1	0	0	0	0	61	118	9	2	2	0	1	0	132	279
09:30	63	15	2	0	0	0	1	81	31	6	0	0	0	0	0	37	98	11	1	0	0	0	0	110	228
09:45	54	15	5	0	1	0	1	76	28	5	0	0	0	0	1	34	91	9	0	2	0	0	0	102	212
1 Hr	252	54	10	6	1	0	7	330	186	24	4	0	0	0	1	215	436	41	5	6	0	1	1	490	1035
10:00	60	14	1	0	0	0	1	76	30	4	2	0	0	0	0	36	83	4	2	1	0	1	0	91	203
10:15	55	9	4	1	0	0	0	69	40	4	1	0	0	0	0	45	86	8	3	1	1	2	0	101	215

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

10:30	53	13	1	2	0	0	1	70		33	6	0	0	0	0	1	40		80	10	2	1	0	0	0	93		203
10:45	60	12	2	0	0	0	0	74		40	9	1	0	0	0	0	50		85	8	3	1	0	0	1	98		222
1 Hr	228	48	8	3	0	0	2	289		143	23	4	0	0	0	1	171		334	30	10	4	1	3	1	383		843
11:00	75	16	0	0	0	0	0	91		35	5	0	1	0	0	2	43		58	5	3	0	0	0	0	66		200
11:15	71	7	2	0	0	0	1	81		29	3	0	0	0	0	0	32		76	4	3	2	0	0	1	86		199
11:30	62	9	3	0	1	0	0	75		32	5	1	0	0	0	0	38		81	9	1	1	0	1	1	94		207
11:45	77	7	2	0	0	0	0	86		37	2	0	0	0	0	1	40		68	19	1	0	0	0	0	88		214
1 Hr	285	39	7	0	1	0	1	333		133	15	1	1	0	0	3	153		283	37	8	3	0	1	2	334		820
12:00	78	9	4	1	0	0	0	92		47	5	0	0	0	0	0	52		74	11	1	0	0	1	0	87		231
12:15	80	8	3	0	0	1	0	92		37	4	1	0	0	0	0	42		58	5	2	1	1	0	1	68		202
12:30	67	15	0	0	1	0	0	83		37	4	0	0	0	1	1	43		79	5	1	1	0	1	2	89		215
12:45	89	5	1	0	0	0	0	95		50	3	0	0	0	0	1	54		68	14	2	0	0	0	0	84		233
1 Hr	314	37	8	1	1	1	0	362		171	16	1	0	0	1	2	191		279	35	6	2	1	2	3	328		881
13:00	95	12	1	0	0	0	1	109		39	3	0	0	0	1	0	43		57	14	2	1	0	0	0	74		226
13:15	72	6	3	2	0	0	0	83		60	3	0	0	0	0	0	63		95	8	1	0	1	0	0	105		251
13:30	89	10	2	1	1	0	1	104		43	7	0	0	0	0	0	50		92	12	3	1	0	1	1	110		264
13:45	82	11	1	1	0	0	0	95		48	7	1	0	0	0	0	56		86	11	4	0	0	0	1	102		253
1 Hr	338	39	7	4	1	0	2	391		190	20	1	0	0	1	0	212		330	45	10	2	1	1	2	391		994
14:00	107	6	1	1	0	0	0	115		68	2	0	0	0	0	0	70		86	6	4	0	0	0	1	97		282
14:15	107	10	1	0	0	0	0	118		56	3	0	0	0	0	0	59		77	12	2	2	0	0	0	93		270
14:30	97	16	1	1	0	0	1	116		52	4	0	0	0	0	0	56		101	10	2	2	1	0	1	117		289
14:45	99	9	6	1	0	0	0	115		59	4	0	1	0	0	0	64		102	10	0	0	1	1	0	114		293
1 Hr	410	41	9	3	0	0	1	464		235	13	0	1	0	0	0	249		366	38	8	4	2	1	2	421		1134
15:00	86	10	2	0	2	0	0	100		59	7	0	1	1	0	1	69		78	18	4	0	0	1	1	102		271
15:15	110	12	2	0	0	1	0	125		52	4	0	1	0	0	1	58		68	11	5	2	0	0	0	86		269
15:30	108	6	2	2	1	1	0	120		62	4	0	1	0	1	0	68		101	13	3	1	1	0	1	120		308
15:45	132	13	3	1	1	1	1	152		56	6	1	0	0	0	0	63		115	20	3	1	0	0	1	140		355
1 Hr	436	41	9	3	4	3	1	497		229	21	1	3	1	1	2	258		362	62	15	4	1	1	3	448		1203
16:00	127	9	1	0	1	1	1	140		69	6	1	0	0	0	0	76		129	23	1	1	1	0	1	156		372
16:15	121	15	3	0	0	0	1	140		79	6	1	1	1	0	3	91		111	20	2	2	0	1	1	137		368
16:30	130	12	1	0	1	0	1	145		65	9	1	0	0	0	1	76		104	25	1	1	0	2	1	134		355
16:45	123	12	3	0	0	2	3	143		61	6	0	0	0	0	1	68		83	15	0	1	0	0	0	99		310
1 Hr	501	48	8	0	2	3	6	568		274	27	3	1	1	0	5	311		427	83	4	5	1	3	3	526		1405
17:00	127	12	0	0	0	1	2	142		53	8	2	0	0	0	2	65		90	22	1	1	0	2	2	118		325
17:15	130	16	1	0	0	1	2	150		68	6	0	0	0	0	1	75		91	11	2	0	0	0	1	105		330
17:30	147	13	1	0	2	1	2	166		64	7	0	0	0	1	1	73		104	8	1	0	0	0	2	115		354
17:45	171	11	0	0	1	2	5	190		62	3	0	0	0	0	1	66		85	5	0	1	0	0	1	92		348
1 Hr	575	52	2	0	3	5	11	648		247	24	2	0	0	1	5	279		370	46	4	2	0	2	6	430		1357
18:00	172	18	1	0	0	1	4	196		73	3	0	0	0	0	2	78		100	5	0	0	0	0	0	105		379
18:15	182	8	2	0	1	0	4	197		71	6	0	0	0	0	1	78		94	9	1	0	0	0	3	107		382
18:30	131	7	0	0	0	2	10	150		73	3	0	0	0	0	3	79		84	7	0	0	0	0	1	92		321
18:45	137	8	0	0	0	1	1	147		70	7	0	0	0	0	1	78		93	9	1	0	1	0	1	105		330
1 Hr	622	41	3	0	1	4	19	690		287	19	0	0	0	1	6	313		371	30	2	0	1	0	5	409		1412
19:00	143	4	0	0	0	0	0	147		47	5	0	0	0	0	0	52		84	9	0	0	0	0	1	94		293
19:15	129	10	0	0	0	0	1	140		71	3	0	0	0	0	0	74		59	4	0	0	1	2	2	68		282
19:30	122	5	1	0	0	2	2	132		66	5	0	0	0	0	0	71		84	6	1	0	0	1	1	93		296
19:45	95	7	0	0	0	0	0	102		57	4	0	0	0	0	0	61		69	6	0	0	0	1	2	78		241

Tracsis plc
Traffic and Data Services

Return To Dashboard

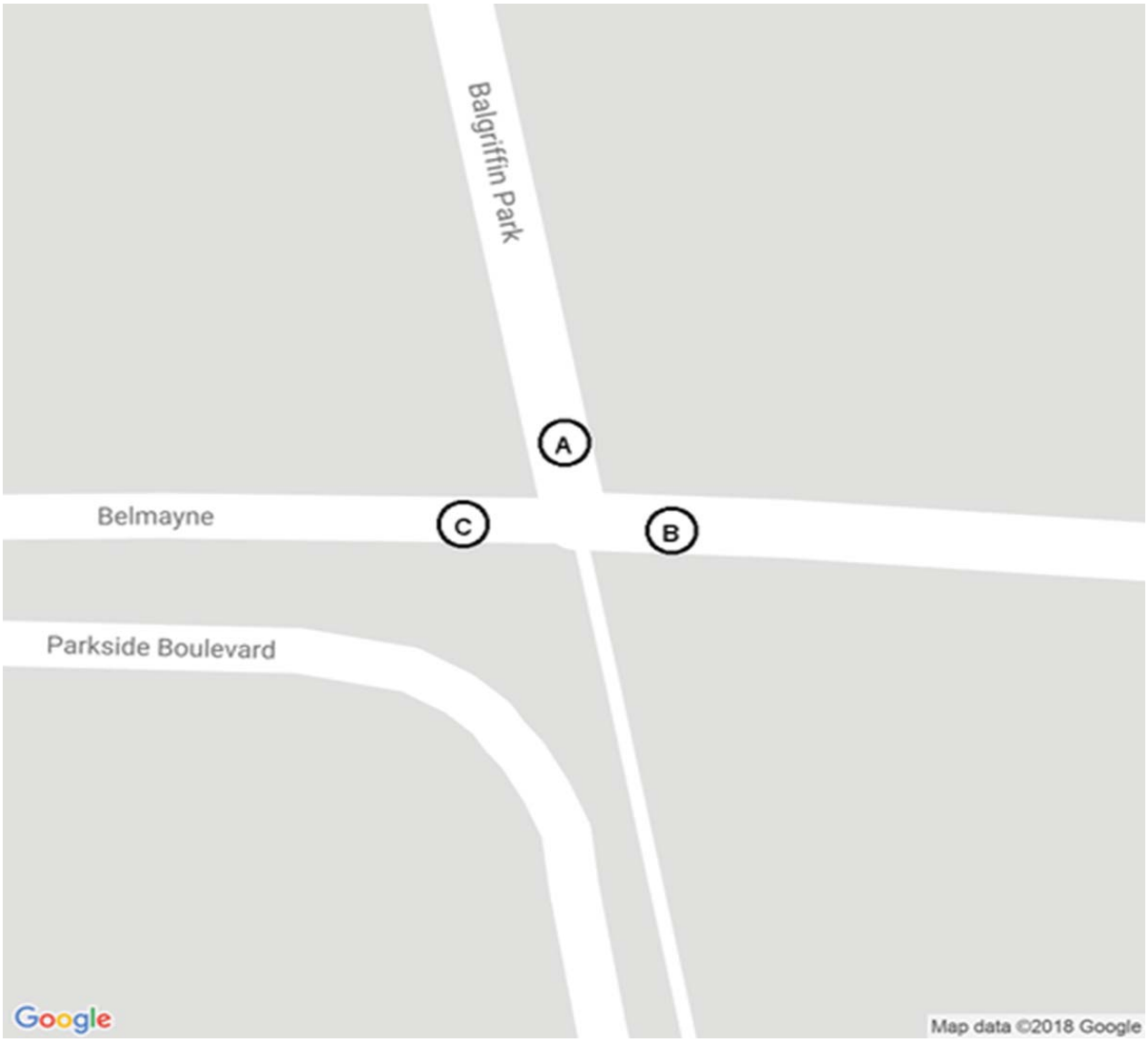
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 1 - R123(E) / Balgriffin Park / R123(W)

1 Hr	489	26	1	0	0	2	3	521	241	17	0	0	0	0	0	258	296	25	1	0	1	4	6	333	1112							
20:00	82	4	1	0	0	0	0	87	50	2	1	0	0	0	1	54	53	0	0	0	0	1	0	54	195							
20:15	80	7	1	0	0	0	1	89	40	1	0	0	0	1	0	42	38	5	0	0	0	2	1	46	177							
20:30	79	2	0	0	0	0	0	81	51	6	0	0	0	0	0	57	63	2	3	1	0	0	0	69	207							
20:45	70	4	0	0	0	0	0	74	41	5	0	0	0	0	1	47	66	1	0	0	0	0	0	67	188							
1 Hr	311	17	2	0	0	0	1	331	182	14	1	0	0	1	2	200	220	8	3	1	0	3	1	236	767							
21:00	71	5	0	0	0	1	1	78	42	1	0	0	0	0	2	45	62	3	0	0	1	1	0	67	190							
21:15	66	1	0	0	0	0	0	67	31	2	0	0	0	0	0	33	56	5	0	0	0	0	1	62	162							
21:30	40	2	0	0	1	0	0	43	28	3	0	0	0	0	2	33	48	2	0	0	0	0	1	51	127							
21:45	50	1	0	0	0	0	0	51	16	1	0	0	0	0	0	17	51	1	0	0	0	0	0	52	120							
1 Hr	227	9	0	0	1	1	1	239	117	7	0	0	0	0	4	128	217	11	0	0	1	1	2	232	599							
22:00	47	0	0	0	0	0	0	47	16	1	0	0	0	0	0	17	37	2	0	0	0	0	0	39	103							
22:15	38	1	0	0	0	0	0	39	15	0	0	0	0	0	1	16	28	0	0	0	0	1	0	29	84							
22:30	38	0	0	0	0	0	1	39	15	0	0	0	0	0	0	15	22	2	0	0	0	0	0	24	78							
22:45	33	0	0	0	1	0	0	34	19	0	0	0	0	0	0	19	14	1	0	0	0	0	0	15	68							
1 Hr	156	1	0	0	1	0	1	159	65	1	0	0	0	0	1	67	101	5	0	0	0	1	0	107	333							
23:00	29	1	0	0	0	0	0	30	7	1	0	0	0	0	0	8	23	1	0	0	0	0	0	24	62							
23:15	15	0	0	0	0	0	0	15	8	0	0	0	0	0	1	9	11	0	0	0	0	0	0	11	35							
23:30	12	0	0	0	0	0	0	12	6	0	0	0	0	0	0	6	15	0	0	0	0	0	0	15	33							
23:45	13	0	0	0	0	0	0	13	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9	27							
1 Hr	69	1	0	0	0	0	0	70	26	1	0	0	0	0	1	28	58	1	0	0	0	0	0	59	157							
Total	6058	638	96	26	22	23	66	6929	3352	302	21	9	7	7	39	3737	5701	589	89	36	17	36	70	6538	17204							

SITE 2


Balgriffin Park
A
Belmayne
C
B
Parkside Boulevard
Google
Map data ©2018 Google

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

Origin Arm A Balgriffin Park

	Destination : Arm A Balgriffin Park								**Destination :** Arm B Belmayne(E)								**Destination :** Arm C Belmayne								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
00:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
00:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
00:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	4
00:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3
1 Hr	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	2	0	0	0	0	0	0	2	16
01:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
01:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	13
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1	4
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	4	0	0	0	0	0	0	0	0	4
1 Hr	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	6	1	0	0	0	0	0	0	1	7
06:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
06:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11
06:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
06:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	1	1	0	0	0	0	0	2	17
1 Hr	0	0	0	0	0	0	0	0	36	1	0	0	0	0	0	37	1	1	0	0	0	0	0	2	39
07:00	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22	0	0	0	0	0	0	0	0	22
07:15	0	0	0	0	0	0	0	0	40	8	0	0	1	0	1	50	2	0	0	0	0	0	0	2	52
07:30	0	0	0	0	0	0	0	0	49	3	0	0	0	0	0	52	11	1	0	0	0	0	0	12	64
07:45	0	0	0	0	0	0	0	0	60	7	0	1	3	0	1	72	26	1	0	1	0	0	0	28	100
1 Hr	0	0	0	0	0	0	0	0	167	22	0	1	4	0	2	196	39	2	0	1	0	0	0	42	238
08:00	0	0	0	0	0	0	0	0	60	5	2	0	0	0	1	68	35	2	0	0	0	0	0	37	105
08:15	0	0	0	0	0	0	0	0	59	2	0	0	0	0	0	61	49	0	0	0	0	0	1	50	111
08:30	0	0	0	0	0	0	0	0	36	2	1	1	0	0	0	40	30	1	1	0	0	0	0	32	72

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

08:45	0	0	0	0	0	0	0	0		50	4	0	1	0	0	0	55		19	1	0	0	0	0	1	21		76
1 Hr	0	0	0	0	0	0	0	0		205	13	3	2	0	0	1	224		133	4	1	0	0	0	2	140		364
09:00	0	0	0	0	0	0	0	0		42	8	0	1	0	0	0	51		21	3	1	0	0	0	0	25		76
09:15	0	0	0	0	0	0	0	0		60	5	0	0	0	0	0	65		8	0	0	0	0	0	0	8		73
09:30	1	0	0	0	0	0	0	1		23	7	0	1	0	0	0	31		7	0	0	0	0	0	0	7		39
09:45	0	0	0	0	0	0	0	0		35	4	0	1	0	0	0	40		0	1	1	0	0	0	0	2		42
1 Hr	1	0	0	0	0	0	0	1		160	24	0	3	0	0	0	187		36	4	2	0	0	0	0	42		230
10:00	0	0	0	0	0	0	0	0		37	4	3	0	0	0	0	44		6	3	0	0	0	0	0	9		53
10:15	0	0	0	0	0	0	0	0		34	6	1	0	0	0	0	41		5	0	2	0	0	0	0	7		48
10:30	0	0	0	0	0	0	0	0		30	2	0	0	0	0	0	32		4	0	0	0	0	0	0	4		36
10:45	0	0	0	0	0	0	0	0		29	3	1	1	0	1	0	35		7	0	0	0	0	0	0	7		42
1 Hr	0	0	0	0	0	0	0	0		130	15	5	1	0	1	0	152		22	3	2	0	0	0	0	27		179
11:00	0	0	0	0	0	0	0	0		32	2	0	0	0	0	1	35		3	1	0	0	0	0	0	4		39
11:15	0	0	0	0	0	0	0	0		27	2	0	0	0	0	0	29		5	1	0	0	0	0	0	6		35
11:30	0	0	0	0	0	0	0	0		35	4	0	0	0	0	0	39		3	1	0	0	0	0	0	4		43
11:45	0	0	0	0	0	0	0	0		35	3	1	0	0	0	0	39		7	0	0	0	0	0	0	7		46
1 Hr	0	0	0	0	0	0	0	0		129	11	1	0	0	0	1	142		18	3	0	0	0	0	0	21		163
12:00	0	0	0	0	0	0	0	0		45	2	0	0	0	0	0	47		6	1	0	0	0	0	0	7		54
12:15	0	0	0	0	0	0	0	0		33	4	0	0	0	0	0	37		3	1	0	0	0	0	0	4		41
12:30	0	0	0	0	0	0	0	0		37	8	1	0	0	0	0	46		4	0	0	0	0	0	0	4		50
12:45	0	0	0	0	0	0	0	0		42	4	0	0	0	0	0	46		4	0	0	0	0	0	0	4		50
1 Hr	0	0	0	0	0	0	0	0		157	18	1	0	0	0	0	176		17	2	0	0	0	0	0	19		195
13:00	0	0	0	0	0	0	0	0		38	6	0	0	1	0	0	45		7	1	0	0	0	0	0	8		53
13:15	0	0	0	0	0	0	0	0		57	7	1	0	0	1	0	66		8	2	0	0	0	0	0	10		76
13:30	0	0	0	0	0	0	0	0		48	3	0	0	0	0	0	51		4	1	1	0	0	0	0	6		57
13:45	0	0	0	0	0	0	0	0		44	6	0	0	0	0	0	50		9	1	0	0	0	0	0	10		60
1 Hr	0	0	0	0	0	0	0	0		187	22	1	0	1	1	0	212		28	5	1	0	0	0	0	34		246
14:00	0	0	0	0	0	0	0	0		39	3	0	0	0	0	1	43		10	0	0	0	0	0	0	10		53
14:15	0	0	0	0	0	0	0	0		43	4	0	0	2	0	0	49		12	1	0	0	0	0	0	13		62
14:30	0	0	0	0	0	0	0	0		44	5	0	0	0	0	0	49		5	0	0	0	0	0	0	5		54
14:45	0	0	0	0	0	0	0	0		70	1	0	0	1	0	0	72		16	0	0	0	0	0	0	16		88
1 Hr	0	0	0	0	0	0	0	0		196	13	0	0	3	0	1	213		43	1	0	0	0	0	0	44		257
15:00	0	0	0	0	0	0	0	0		51	4	0	0	0	0	2	57		9	0	0	0	0	0	0	9		66
15:15	0	0	0	0	0	0	0	0		51	7	0	0	0	0	1	59		8	0	0	0	0	1	0	9		68
15:30	0	0	0	0	0	0	0	0		42	4	0	0	0	0	0	46		4	1	0	0	0	0	0	5		51
15:45	0	0	0	0	0	0	0	0		53	4	0	0	0	0	1	58		8	1	0	0	0	0	0	9		67
1 Hr	0	0	0	0	0	0	0	0		197	19	0	0	0	0	4	220		29	2	0	0	0	1	0	32		252
16:00	0	0	0	0	0	0	0	0		44	3	1	0	0	0	0	48		9	1	0	0	0	0	0	10		58
16:15	0	0	0	0	0	0	0	0		57	6	1	0	0	0	0	64		7	1	0	0	0	0	0	8		72
16:30	0	0	0	0	0	0	0	0		51	6	1	0	0	0	2	60		8	1	0	0	0	0	1	10		70
16:45	0	0	0	0	0	0	0	0		53	4	1	0	0	1	0	59		11	3	0	0	0	0	0	14		73
1 Hr	0	0	0	0	0	0	0	0		205	19	4	0	0	1	2	231		35	6	0	0	0	0	1	42		273
17:00	0	0	0	0	0	0	0	0		56	7	0	0	0	0	1	64		12	0	0	0	0	0	0	12		76
17:15	0	0	0	0	0	0	0	0		56	4	1	0	0	0	0	61		10	1	0	0	0	0	1	12		73
17:30	0	0	0	0	0	0	0	0		55	2	1	0	0	2	0	60		10	0	0	0	0	0	0	10		70
17:45	0	0	0	0	0	0	0	0		54	2	0	0	0	2	2	60		6	2	0	0	0	0	1	9		69
1 Hr	0	0	0	0	0	0	0	0		221	15	2	0	0	4	3	245		38	3	0	0	0	0	2	43		288

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Tracsis plc — Traffic and Data Services

Return To Dashboard

Convert to PCU

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

18:00	0	0	0	0	0	0	0	0	66	5	0	0	0	0	1	72	10	0	0	0	0	0	0	10	82
18:15	0	0	0	0	0	0	0	0	62	1	0	0	0	1	0	64	9	1	0	0	0	0	0	10	74
18:30	0	0	0	0	0	0	0	0	43	3	1	0	0	1	0	48	6	0	0	0	0	0	0	6	54
18:45	0	0	0	0	0	0	0	0	59	7	0	0	1	0	0	67	13	1	0	0	0	0	0	14	81
1 Hr	0	0	0	0	0	0	0	0	230	16	1	0	1	2	1	251	38	2	0	0	0	0	0	40	291
19:00	0	0	0	0	0	0	0	0	32	2	0	0	0	0	0	34	7	1	0	0	0	0	0	8	42
19:15	0	0	0	0	0	0	0	0	47	1	0	1	0	0	0	49	16	1	0	0	0	0	0	17	66
19:30	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	38	9	0	0	0	0	0	0	9	47
19:45	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	38	6	0	0	0	0	0	3	9	47
1 Hr	0	0	0	0	0	0	0	0	149	9	0	1	0	0	0	159	38	2	0	0	0	0	3	43	202
20:00	0	0	0	0	0	0	0	0	40	1	0	0	0	0	0	41	5	1	1	0	0	0	0	7	48
20:15	0	0	0	0	0	0	0	0	30	3	0	0	0	0	0	33	3	1	0	0	0	0	0	4	37
20:30	0	0	0	0	0	0	0	0	28	2	0	0	0	0	1	31	4	0	0	0	0	0	0	4	35
20:45	0	0	0	0	0	0	0	0	37	3	0	0	0	0	1	41	3	1	0	0	0	0	1	5	46
1 Hr	0	0	0	0	0	0	0	0	135	9	0	0	0	0	2	146	15	3	1	0	0	0	1	20	166
21:00	0	0	0	0	0	0	0	0	45	1	0	0	0	0	0	46	8	0	0	0	0	0	0	8	54
21:15	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32	7	0	0	0	0	0	0	7	39
21:30	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26	4	0	0	0	0	0	0	4	30
21:45	0	0	0	0	0	0	0	0	20	1	0	0	0	1	0	22	6	0	0	0	0	0	0	6	28
1 Hr	0	0	0	0	0	0	0	0	120	5	0	0	0	1	0	126	25	0	0	0	0	0	0	25	151
22:00	0	0	0	0	0	0	0	0	16	1	0	0	0	0	1	18	4	0	0	0	0	0	0	4	22
22:15	0	0	0	0	0	0	0	0	28	0	0	0	0	0	1	29	4	0	0	0	0	0	0	4	33
22:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	1	0	0	0	0	0	0	1	13
22:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	4	0	0	0	0	0	0	4	17
1 Hr	0	0	0	0	0	0	0	0	69	1	0	0	0	0	2	72	13	0	0	0	0	0	0	13	85
23:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1	9
23:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	2	1	0	0	0	0	0	3	15
23:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
23:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
1 Hr	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	29	3	1	0	0	0	0	0	4	33
Total	1	0	0	0	0	0	0	1	2753	239	18	8	9	10	20	3057	577	44	7	1	0	1	9	639	3697

Origin Arm B Belmayne(E)

	Destination : Arm A Balgriffin Park								**Destination :** Arm B Belmayne(E)								**Destination :** Arm C Belmayne(W)								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
00:00	5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	8
00:15	5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
1 Hr	14	0	0	0	0	0	2	16	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	19
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
01:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
01:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	7

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
03:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0
04:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0
04:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
1 Hr	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
05:15	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
05:30	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	0
05:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	0
1 Hr	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	24	0	0	0	0	0	0	0
06:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	0
06:15	4	2	1	0	0	0	0	7	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	15	0	0	0	0	0	0	0
06:30	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	17	0	0	0	0	0	0	0
06:45	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	21	0	0	0	0	0	0	0
1 Hr	32	5	2	0	0	0	0	39	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	25	64	0	0	0	0	0	0	0
07:00	20	2	0	0	1	1	0	24	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	38	0	0	0	0	0	0	0
07:15	20	5	0	0	1	1	0	27	0	0	0	0	0	0	0	0	14	1	0	1	0	0	0	16	43	0	0	0	0	0	0	0
07:30	44	4	2	0	0	0	0	50	0	0	0	0	0	0	0	0	33	3	1	1	0	0	0	38	88	0	0	0	0	0	0	0
07:45	44	4	1	1	0	0	1	51	0	0	0	0	0	0	0	0	34	1	0	0	0	0	1	36	87	0	0	0	0	0	0	0
1 Hr	128	15	3	1	2	2	1	152	0	0	0	0	0	0	0	0	95	5	1	2	0	0	1	104	256	0	0	0	0	0	0	0
08:00	48	4	0	1	0	1	1	55	0	0	0	0	0	0	0	0	40	5	0	1	0	0	1	47	102	0	0	0	0	0	0	0
08:15	48	5	0	0	0	1	0	54	0	0	0	0	0	0	0	0	65	4	0	1	0	1	0	71	125	0	0	0	0	0	0	0
08:30	39	8	0	0	0	0	1	48	0	0	0	0	0	0	0	0	58	2	0	0	0	0	0	60	108	0	0	0	0	0	0	0
08:45	42	4	2	0	1	0	1	50	1	0	0	0	0	0	0	1	45	0	2	1	0	0	0	48	99	0	0	0	0	0	0	0
1 Hr	177	21	2	1	1	2	3	207	1	0	0	0	0	0	0	1	208	11	2	3	0	1	1	226	434	0	0	0	0	0	0	0
09:00	35	2	1	2	0	0	0	40	2	0	0	0	0	0	0	2	15	1	0	1	0	0	0	17	59	0	0	0	0	0	0	0
09:15	45	5	1	0	0	0	0	51	1	0	0	0	0	0	0	1	5	2	1	0	0	0	0	8	60	0	0	0	0	0	0	0
09:30	37	4	1	0	0	0	0	42	0	0	0	0	0	0	0	0	9	0	1	2	0	0	0	12	54	0	0	0	0	0	0	0
09:45	28	6	0	0	0	0	0	34	0	0	1	0	0	0	0	1	8	2	0	0	0	0	0	10	45	0	0	0	0	0	0	0
1 Hr	145	17	3	2	0	0	0	167	3	0	1	0	0	0	0	4	37	5	2	3	0	0	0	47	218	0	0	0	0	0	0	0
10:00	38	4	2	0	0	0	0	44	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	9	53	0	0	0	0	0	0	0
10:15	33	7	2	0	0	0	1	43	0	0	0	0	0	0	0	0	7	2	0	1	0	0	0	10	53	0	0	0	0	0	0	0
10:30	34	2	1	0	0	0	1	38	0	0	0	0	0	0	0	0	10	2	1	0	0	0	0	13	51	0	0	0	0	0	0	0
10:45	39	5	4	1	0	1	0	50	0	0	0	0	0	0	0	0	5	6	0	1	0	0	0	12	62	0	0	0	0	0	0	0
1 Hr	144	18	9	1	0	1	2	175	0	0	0	0	0	0	0	0	30	10	2	2	0	0	0	44	219	0	0	0	0	0	0	0
11:00	25	4	1	0	0	0	0	30	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	6	36	0	0	0	0	0	0	0
11:15	44	6	1	1	0	1	0	53	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	59	0	0	0	0	0	0	0

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

11:30	36	4	1	0	0	0	1	42	1	0	0	0	0	0	0	1	7	6	0	1	0	0	0	14	57
11:45	39	5	0	0	0	1	1	46	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	61
1 Hr	144	19	3	1	0	2	2	171	1	0	0	0	0	0	0	1	30	9	0	1	0	1	0	41	213
12:00	27	3	3	0	0	1	0	34	0	0	0	0	0	0	0	0	10	1	2	0	0	0	0	13	47
12:15	38	4	0	0	0	0	0	42	0	0	0	0	0	0	0	0	7	0	1	1	0	0	0	9	51
12:30	43	4	0	0	0	0	0	47	0	0	0	0	0	0	0	0	8	3	1	0	0	0	0	12	59
12:45	53	5	3	0	0	0	0	61	0	0	0	0	0	0	0	0	14	1	1	1	0	0	1	18	79
1 Hr	161	16	6	0	0	1	0	184	0	0	0	0	0	0	0	0	39	5	5	2	0	0	1	52	236
13:00	48	5	0	0	0	0	0	53	0	0	0	0	0	0	0	0	13	1	0	1	0	0	1	16	69
13:15	40	2	1	0	0	0	0	43	0	0	0	0	0	0	0	0	22	2	0	1	0	0	1	26	69
13:30	40	9	1	0	0	0	0	50	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17	67
13:45	52	2	0	0	0	0	2	56	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	71
1 Hr	180	18	2	0	0	0	2	202	0	0	0	0	0	0	0	0	62	8	0	2	0	0	2	74	276
14:00	47	5	1	0	0	0	0	53	0	0	0	0	0	0	0	0	24	0	0	1	0	0	0	25	78
14:15	56	4	2	0	1	0	1	64	0	0	0	0	0	0	0	0	35	2	0	0	0	0	1	38	102
14:30	33	6	0	1	1	0	1	42	3	0	0	0	0	0	0	3	12	2	1	1	0	0	0	16	61
14:45	40	6	2	0	0	1	2	51	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	60
1 Hr	176	21	5	1	2	1	4	210	3	0	0	0	0	0	0	3	79	5	1	2	0	0	1	88	301
15:00	37	5	0	0	1	0	0	43	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	54
15:15	40	0	0	0	1	0	0	41	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	64
15:30	47	6	1	0	1	0	0	55	0	0	0	0	0	0	0	0	7	3	1	0	0	0	0	11	66
15:45	49	5	1	0	0	1	0	56	0	0	0	0	0	0	0	0	17	4	1	0	0	0	1	23	79
1 Hr	173	16	2	0	3	1	0	195	0	0	0	0	0	0	0	0	55	10	2	0	0	0	1	68	263
16:00	51	2	1	0	1	1	0	56	0	0	0	0	0	0	0	0	32	9	1	0	0	0	0	42	98
16:15	67	5	1	0	0	0	0	73	0	0	0	0	0	0	0	0	25	2	1	0	0	0	0	28	101
16:30	57	6	1	0	0	0	0	64	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	86
16:45	49	8	1	0	0	1	3	62	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28	90
1 Hr	224	21	4	0	1	2	3	255	0	0	0	0	0	0	0	0	103	15	2	0	0	0	0	120	375
17:00	81	7	1	0	0	0	2	91	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	23	114
17:15	60	4	0	0	0	0	0	64	0	0	0	0	0	0	0	0	21	3	0	1	0	0	1	26	90
17:30	57	7	1	0	0	2	0	67	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	91
17:45	77	6	0	1	0	1	0	85	0	0	0	0	0	0	0	0	36	3	0	0	0	1	0	40	125
1 Hr	275	24	2	1	0	3	2	307	0	0	0	0	0	0	0	0	99	11	0	1	0	1	1	113	420
18:00	65	8	0	0	0	0	0	73	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	91
18:15	84	7	0	0	0	0	1	92	0	0	0	0	0	0	0	0	35	2	0	0	0	0	1	38	130
18:30	51	4	0	0	0	0	0	55	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27	82
18:45	51	7	1	0	0	0	0	59	0	0	0	0	0	0	0	0	14	2	0	0	0	0	2	18	77
1 Hr	251	26	1	0	0	0	1	279	0	0	0	0	0	0	0	0	94	4	0	0	0	0	3	101	380
19:00	63	1	0	0	0	0	0	64	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	90
19:15	43	2	0	0	0	0	0	45	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	62
19:30	29	5	0	0	0	0	0	34	0	0	0	0	0	0	0	0	19	1	0	0	0	0	1	21	55
19:45	59	2	0	0	0	0	0	61	1	0	0	0	0	0	0	1	18	1	0	0	0	0	0	19	81
1 Hr	194	10	0	0	0	0	0	204	1	0	0	0	0	0	0	1	78	4	0	0	0	0	1	83	288
20:00	35	3	0	0	0	0	0	38	0	0	0	0	0	0	0	0	13	0	0	0	0	0	2	15	53
20:15	38	1	1	0	0	0	0	40	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	53
20:30	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	46
20:45	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	34

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

1 Hr	126	5	1	0	0	0	0	132	0	0	0	0	0	0	0	0	48	4	0	0	0	0	2	54	186
21:00	27	1	1	0	0	0	0	29	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	32
21:15	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	27
21:30	28	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	35
21:45	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	24
1 Hr	92	4	1	0	0	0	0	97	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	118
22:00	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	25
22:15	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
22:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	15
22:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	8
1 Hr	47	1	0	0	0	0	0	48	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	66
23:00	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	10
23:15	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	11
23:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	10
23:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	9
1 Hr	28	1	0	0	0	0	0	29	1	0	0	0	0	0	0	1	9	0	0	0	0	0	1	10	40
Total	2741	262	46	8	9	15	22	3103	10	0	1	0	0	0	0	11	1142	111	17	18	0	3	15	1306	4420

Origin Arm C Belmayne(W)

	Destination : Arm A Balgriffin Park							Total	**Destination :** Arm B Belmayne(E)							Total	**Destination :** Arm C Belmayne(W)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
06:30	1	0	0	0	0	0	0	1	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	9
06:45	0	0	0	0	0	0	0	0	13	8	1	1	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
1 Hr	4	0	0	0	0	0	0	4	25	12	1	1	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	43
07:00	2	0	0	0	0	0	0	2	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	12
07:15	3	0	0	0	0	0	0	3	18	7	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	28
07:30	3	0	0	0	0	0	0	3	25	4	2	2	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	36
07:45	7	0	0	0	0	0	0	7	22	2	0	0	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	32
1 Hr	15	0	0	0	0	0	0	15	73	15	2	2	1	0	0	93	0	0	0	0	0	0	0	0	0	0	0	0	0	108
08:00	9	3	0	0	0	0	0	12	27	2	0	1	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	42
08:15	11	1	0	0	1	0	0	13	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	35
08:30	18	2	0	0	0	0	0	20	24	4	0	1	0	0	1	30	0	0	0	0	0	0	0	0	0	0	0	0	0	50
08:45	7	2	0	0	0	0	0	9	28	1	1	1	0	0	1	32	4	0	0	0	0	0	0	4	0	0	0	0	0	45
1 Hr	45	8	0	0	1	0	0	54	99	9	1	3	0	0	2	114	4	0	0	0	0	0	0	4	0	0	0	0	0	172
09:00	9	0	0	0	0	0	0	9	22	2	1	0	1	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	35
09:15	4	1	0	0	0	0	0	5	13	2	0	1	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	21
09:30	2	0	0	0	0	0	0	2	3	2	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9
09:45	4	0	0	0	0	0	0	4	8	2	0	1	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	16
1 Hr	19	1	0	0	0	0	0	20	46	8	3	2	1	0	1	61	0	0	0	0	0	0	0	0	0	0	0	0	0	81
10:00	2	0	0	0	0	1	0	3	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11
10:15	6	1	0	0	0	0	0	7	9	2	0	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	19
10:30	6	0	0	0	0	0	0	6	9	3	0	1	0	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	20
10:45	1	0	0	0	0	0	0	1	5	3	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1 Hr	15	1	0	0	0	1	0	17	30	9	1	2	0	1	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	60
11:00	1	0	0	0	0	0	0	1	6	0	0	1	0	0	0	7	0	1	0	0	0	0	0	1	0	0	0	0	0	9
11:15	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	14
11:30	5	2	0	0	0	0	0	7	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	23
11:45	4	2	1	0	0	0	0	7	12	1	1	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	21
1 Hr	15	4	1	0	0	0	0	20	41	3	1	1	0	0	0	46	0	1	0	0	0	0	0	1	0	0	0	0	0	67
12:00	11	4	0	0	0	0	0	15	13	3	1	1	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	33
12:15	8	0	0	0	0	0	0	8	12	1	1	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	23
12:30	3	1	0	0	0	0	0	4	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	19
12:45	3	0	0	0	0	0	0	3	18	1	0	1	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	23
1 Hr	25	5	0	0	0	0	0	30	57	6	2	3	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	98
13:00	3	0	0	0	0	0	0	3	14	2	0	2	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	21
13:15	11	2	0	0	0	0	0	13	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	37
13:30	7	2	0	0	0	0	0	9	29	3	0	1	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	42
13:45	3	0	0	0	0	0	0	3	16	1	1	0	0	0	0	18	1	0	0	0	0	0	0	1	0	0	0	0	0	22
1 Hr	24	4	0	0	0	0	0	28	81	8	1	3	0	0	0	93	1	0	0	0	0	0	0	1	0	0	0	0	0	122
14:00	6	0	0	0	0	0	0	6	10	1	0	0	0	0	1	12	1	0	0	0	0	0	0	1	0	0	0	0	0	19

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

14:15	10	1	0	0	0	0	0	11		21	2	0	0	0	0	0	23		0	0	0	0	0	0	0	0		34
14:30	12	1	0	0	0	0	0	13		43	2	0	0	0	0	1	46		1	0	0	0	0	0	0	1		60
14:45	10	0	0	0	0	0	0	10		22	1	0	0	0	0	0	23		0	0	0	0	0	0	0	0		33
1 Hr	38	2	0	0	0	0	0	40		96	6	0	0	0	0	2	104		2	0	0	0	0	0	0	2		146
15:00	6	0	0	0	0	0	0	6		10	3	1	0	0	0	0	14		0	0	0	0	0	0	0	0		20
15:15	9	1	1	0	0	0	0	11		22	3	0	0	0	0	0	25		0	0	0	0	0	0	0	0		36
15:30	5	1	0	0	0	1	0	7		21	5	0	0	0	0	0	26		0	0	0	0	0	0	0	0		33
15:45	4	0	0	0	0	0	0	4		10	3	1	0	0	0	0	14		0	0	0	0	0	0	0	0		18
1 Hr	24	2	1	0	0	1	0	28		63	14	2	0	0	0	0	79		0	0	0	0	0	0	0	0		107
16:00	6	1	0	0	0	0	0	7		17	3	0	0	1	0	0	21		0	0	0	0	0	0	0	0		28
16:15	4	0	0	0	0	0	0	4		32	3	0	0	0	0	2	37		0	0	0	0	0	0	0	0		41
16:30	8	2	0	0	0	0	0	10		28	5	0	0	0	1	0	34		0	0	0	0	0	0	0	0		44
16:45	11	1	0	0	0	0	0	12		28	5	0	0	0	0	0	33		0	0	0	0	0	0	0	0		45
1 Hr	29	4	0	0	0	0	0	33		105	16	0	0	1	1	2	125		0	0	0	0	0	0	0	0		158
17:00	11	1	1	0	0	0	0	13		20	3	0	0	0	0	0	23		0	0	0	0	0	0	0	0		36
17:15	9	0	0	0	0	0	0	9		32	2	0	0	0	1	0	35		0	0	0	0	0	0	0	0		44
17:30	12	1	0	0	0	0	0	13		28	1	0	0	0	0	1	30		0	0	0	0	0	0	0	0		43
17:45	7	0	0	0	0	0	0	7		34	3	0	0	0	1	0	38		0	0	0	0	0	0	0	0		45
1 Hr	39	2	1	0	0	0	0	42		114	9	0	0	0	2	1	126		0	0	0	0	0	0	0	0		168
18:00	11	0	0	0	0	0	0	11		34	1	0	0	0	0	0	35		1	0	0	0	0	0	0	1		47
18:15	9	1	0	0	0	0	0	10		34	2	0	0	0	0	2	38		0	0	0	0	0	0	0	0		48
18:30	9	0	0	0	0	0	0	9		33	1	0	0	0	0	1	35		0	0	0	0	0	0	0	0		44
18:45	6	1	0	0	0	0	1	8		21	1	0	0	0	0	0	22		0	0	0	0	0	0	0	0		30
1 Hr	35	2	0	0	0	0	1	38		122	5	0	0	0	0	3	130		1	0	0	0	0	0	0	1		169
19:00	2	0	0	0	0	0	0	2		17	1	0	0	0	0	0	18		0	0	0	0	0	0	0	0		20
19:15	9	1	0	0	0	0	0	10		18	0	0	0	0	0	0	18		0	0	0	0	0	0	0	0		28
19:30	5	0	0	0	0	0	0	5		14	2	0	0	0	0	2	18		0	0	0	0	0	0	0	0		23
19:45	5	0	0	0	0	0	0	5		17	0	0	0	0	0	0	17		0	0	0	0	0	0	0	0		22
1 Hr	21	1	0	0	0	0	0	22		66	3	0	0	0	0	2	71		0	0	0	0	0	0	0	0		93
20:00	6	0	0	0	0	0	0	6		12	1	0	0	0	0	0	13		0	0	0	0	0	0	0	0		19
20:15	3	1	0	0	0	0	0	4		12	1	0	0	0	0	0	13		0	0	0	0	0	0	0	0		17
20:30	4	0	0	0	0	0	0	4		12	2	0	0	0	0	0	14		0	0	0	0	0	0	0	0		18
20:45	5	0	0	0	0	0	0	5		6	2	0	0	0	0	0	8		0	0	0	0	0	0	0	0		13
1 Hr	18	1	0	0	0	0	0	19		42	6	0	0	0	0	0	48		0	0	0	0	0	0	0	0		67
21:00	6	0	0	0	0	0	0	6		3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		9
21:15	4	0	0	0	0	0	0	4		12	0	0	0	0	0	2	14		0	0	0	0	0	0	0	0		18
21:30	1	0	0	0	0	0	0	1		3	1	0	0	0	0	0	4		0	0	0	0	0	0	0	0		5
21:45	2	0	0	0	0	0	0	2		5	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0		7
1 Hr	13	0	0	0	0	0	0	13		23	1	0	0	0	0	2	26		0	0	0	0	0	0	0	0		39
22:00	5	0	0	0	0	0	0	5		5	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0		10
22:15	1	0	0	0	0	0	0	1		10	2	0	0	0	0	0	12		0	0	0	0	0	0	0	0		13
22:30	2	0	0	0	0	0	0	2		8	0	0	0	0	0	0	8		0	0	0	0	0	0	0	0		10
22:45	1	0	0	0	0	0	0	1		4	1	0	0	0	0	0	5		0	0	0	0	0	0	0	0		6
1 Hr	9	0	0	0	0	0	0	9		27	3	0	0	0	0	0	30		0	0	0	0	0	0	0	0		39
23:00	0	0	0	0	0	0	0	0		5	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0		5
23:15	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		1
23:30	1	0	0	0	0	0	0	1		4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		5

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

23:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
1 Hr	2	0	0	0	0	0	0	2	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	14
Total	393	38	3	0	1	2	1	438	1130	133	14	17	3	4	15	1316	8	1	0	0	0	0	0	9	1763

ORIGIN SUMMARY

	Origin : Arm A Balgriffin Park							Total	**Origin :** Arm B Belmayne(E)							Total	**Origin :** Arm C Belmayne(W)							Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	4	0	0	0	0	0	0	4	6	1	0	0	0	0	1	8	1	1	0	0	0	0	0	2	14
00:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	11
00:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	8
00:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
1 Hr	15	1	0	0	0	0	0	16	16	1	0	0	0	0	2	19	2	1	0	0	0	0	0	3	38
01:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
01:15	3	2	0	0	0	0	0	5	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	9
01:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	11	2	0	0	0	0	0	13	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	21
02:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4
02:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
1 Hr	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	10
03:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	5
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	8
04:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3
04:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
04:45	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
1 Hr	2	2	0	0	0	0	0	4	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2	15
05:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3
05:15	2	1	0	0	0	0	0	3	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8
05:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	9
05:45	2	1	0	0	0	0	1	4	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	12
1 Hr	4	2	0	0	0	0	1	7	20	4	0	0	0	0	0	24	1	0	0	0	0	0	0	1	32
06:00	4	1	0	0	0	0	0	5	10	1	0	0	0	0	0	11	4	0	0	0	0	0	0	4	20
06:15	11	0	0	0	0	0	0	11	10	4	1	0	0	0	0	15	5	2	0	0	0	0	0	7	33
06:30	6	0	0	0	0	0	0	6	13	3	1	0	0	0	0	17	7	2	0	0	0	0	0	9	32
06:45	16	1	0	0	0	0	0	17	20	1	0	0	0	0	0	21	13	8	1	1	0	0	0	23	61
1 Hr	37	2	0	0	0	0	0	39	53	9	2	0	0	0	0	64	29	12	1	1	0	0	0	43	146
07:00	18	4	0	0	0	0	0	22	34	2	0	0	1	1	0	38	10	2	0	0	0	0	0	12	72
07:15	42	8	0	0	1	0	1	52	34	6	0	1	1	1	0	43	21	7	0	0	0	0	0	28	123
07:30	60	4	0	0	0	0	0	64	77	7	3	1	0	0	0	88	28	4	2	2	0	0	0	36	188

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

07:45	86	8	0	2	3	0	1	100	78	5	1	1	0	0	2	87	29	2	0	0	1	0	0	32	219
1 Hr	206	24	0	2	4	0	2	238	223	20	4	3	2	2	2	256	88	15	2	2	1	0	0	108	602
08:00	95	7	2	0	0	0	1	105	88	9	0	2	0	1	2	102	36	5	0	1	0	0	0	42	249
08:15	108	2	0	0	0	0	1	111	113	9	0	1	0	2	0	125	31	3	0	0	1	0	0	35	271
08:30	66	3	2	1	0	0	0	72	97	10	0	0	0	0	1	108	42	6	0	1	0	0	1	50	230
08:45	69	5	0	1	0	0	1	76	88	4	4	1	1	0	1	99	39	3	1	1	0	0	1	45	220
1 Hr	338	17	4	2	0	0	3	364	386	32	4	4	1	3	4	434	148	17	1	3	1	0	2	172	970
09:00	63	11	1	1	0	0	0	76	52	3	1	3	0	0	0	59	31	2	1	0	1	0	0	35	170
09:15	68	5	0	0	0	0	0	73	51	7	2	0	0	0	0	60	17	3	0	1	0	0	0	21	154
09:30	31	7	0	1	0	0	0	39	46	4	2	2	0	0	0	54	5	2	2	0	0	0	0	9	102
09:45	35	5	1	1	0	0	0	42	36	8	1	0	0	0	0	45	12	2	0	1	0	0	1	16	103
1 Hr	197	28	2	3	0	0	0	230	185	22	6	5	0	0	0	218	65	9	3	2	1	0	1	81	529
10:00	43	7	3	0	0	0	0	53	46	4	3	0	0	0	0	53	9	1	0	0	0	1	0	11	117
10:15	39	6	3	0	0	0	0	48	40	9	2	1	0	0	1	53	15	3	0	1	0	0	0	19	120
10:30	34	2	0	0	0	0	0	36	44	4	2	0	0	0	1	51	15	3	0	1	0	1	0	20	107
10:45	36	3	1	1	0	1	0	42	44	11	4	2	0	1	0	62	6	3	1	0	0	0	0	10	114
1 Hr	152	18	7	1	0	1	0	179	174	28	11	3	0	1	2	219	45	10	1	2	0	2	0	60	458
11:00	35	3	0	0	0	0	1	39	30	4	1	0	0	1	0	36	7	1	0	1	0	0	0	9	84
11:15	32	3	0	0	0	0	0	35	48	8	1	1	0	1	0	59	13	1	0	0	0	0	0	14	108
11:30	38	5	0	0	0	0	0	43	44	10	1	1	0	0	1	57	20	3	0	0	0	0	0	23	123
11:45	42	3	1	0	0	0	0	46	53	6	0	0	0	1	1	61	16	3	2	0	0	0	0	21	128
1 Hr	147	14	1	0	0	0	1	163	175	28	3	2	0	3	2	213	56	8	2	1	0	0	0	67	443
12:00	51	3	0	0	0	0	0	54	37	4	5	0	0	1	0	47	24	7	1	1	0	0	0	33	134
12:15	36	5	0	0	0	0	0	41	45	4	1	1	0	0	0	51	20	1	1	1	0	0	0	23	115
12:30	41	8	1	0	0	0	0	50	51	7	1	0	0	0	0	59	17	2	0	0	0	0	0	19	128
12:45	46	4	0	0	0	0	0	50	67	6	4	1	0	0	1	79	21	1	0	1	0	0	0	23	152
1 Hr	174	20	1	0	0	0	0	195	200	21	11	2	0	1	1	236	82	11	2	3	0	0	0	98	529
13:00	45	7	0	0	1	0	0	53	61	6	0	1	0	0	1	69	17	2	0	2	0	0	0	21	143
13:15	65	9	1	0	0	1	0	76	62	4	1	1	0	0	1	69	33	4	0	0	0	0	0	37	182
13:30	52	4	1	0	0	0	0	57	54	12	1	0	0	0	0	67	36	5	0	1	0	0	0	42	166
13:45	53	7	0	0	0	0	0	60	65	4	0	0	0	0	2	71	20	1	1	0	0	0	0	22	153
1 Hr	215	27	2	0	1	1	0	246	242	26	2	2	0	0	4	276	106	12	1	3	0	0	0	122	644
14:00	49	3	0	0	0	0	1	53	71	5	1	1	0	0	0	78	17	1	0	0	0	0	1	19	150
14:15	55	5	0	0	2	0	0	62	91	6	2	0	1	0	2	102	31	3	0	0	0	0	0	34	198
14:30	49	5	0	0	0	0	0	54	48	8	1	2	1	0	1	61	56	3	0	0	0	0	1	60	175
14:45	86	1	0	0	1	0	0	88	48	7	2	0	0	1	2	60	32	1	0	0	0	0	0	33	181
1 Hr	239	14	0	0	3	0	1	257	258	26	6	3	2	1	5	301	136	8	0	0	0	0	2	146	704
15:00	60	4	0	0	0	0	2	66	47	6	0	0	1	0	0	54	16	3	1	0	0	0	0	20	140
15:15	59	7	0	0	0	1	1	68	61	2	0	0	1	0	0	64	31	4	1	0	0	0	0	36	168
15:30	46	5	0	0	0	0	0	51	54	9	2	0	1	0	0	66	26	6	0	0	0	1	0	33	150
15:45	61	5	0	0	0	0	1	67	66	9	2	0	0	1	1	79	14	3	1	0	0	0	0	18	164
1 Hr	226	21	0	0	0	1	4	252	228	26	4	0	3	1	1	263	87	16	3	0	0	1	0	107	622
16:00	53	4	1	0	0	0	0	58	83	11	2	0	1	1	0	98	23	4	0	0	1	0	0	28	184
16:15	64	7	1	0	0	0	0	72	92	7	2	0	0	0	0	101	36	3	0	0	0	0	2	41	214
16:30	59	7	1	0	0	0	3	70	77	8	1	0	0	0	0	86	36	7	0	0	0	1	0	44	200
16:45	64	7	1	0	0	1	0	73	75	10	1	0	0	1	3	90	39	6	0	0	0	0	0	45	208
1 Hr	240	25	4	0	0	1	3	273	327	36	6	0	1	2	3	375	134	20	0	0	1	1	2	158	806

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

17:00	68	7	0	0	0	0	1	76	100	11	1	0	0	0	2	114	31	4	1	0	0	0	0	36	226
17:15	66	5	1	0	0	0	1	73	81	7	0	1	0	0	1	90	41	2	0	0	0	1	0	44	207
17:30	65	2	1	0	0	2	0	70	80	8	1	0	0	2	0	91	40	2	0	0	0	0	1	43	204
17:45	60	4	0	0	0	2	3	69	113	9	0	1	0	2	0	125	41	3	0	0	0	1	0	45	239
1 Hr	259	18	2	0	0	4	5	288	374	35	2	2	0	4	3	420	153	11	1	0	0	2	1	168	876
18:00	76	5	0	0	0	0	1	82	83	8	0	0	0	0	0	91	46	1	0	0	0	0	0	47	220
18:15	71	2	0	0	0	1	0	74	119	9	0	0	0	0	2	130	43	3	0	0	0	0	2	48	252
18:30	49	3	1	0	0	1	0	54	78	4	0	0	0	0	0	82	42	1	0	0	0	0	1	44	180
18:45	72	8	0	0	1	0	0	81	65	9	1	0	0	0	2	77	27	2	0	0	0	0	1	30	188
1 Hr	268	18	1	0	1	2	1	291	345	30	1	0	0	0	4	380	158	7	0	0	0	0	4	169	840
19:00	39	3	0	0	0	0	0	42	89	1	0	0	0	0	0	90	19	1	0	0	0	0	0	20	152
19:15	63	2	0	1	0	0	0	66	58	4	0	0	0	0	0	62	27	1	0	0	0	0	0	28	156
19:30	45	2	0	0	0	0	0	47	48	6	0	0	0	0	1	55	19	2	0	0	0	0	2	23	125
19:45	40	4	0	0	0	0	3	47	78	3	0	0	0	0	0	81	22	0	0	0	0	0	0	22	150
1 Hr	187	11	0	1	0	0	3	202	273	14	0	0	0	0	1	288	87	4	0	0	0	0	2	93	583
20:00	45	2	1	0	0	0	0	48	48	3	0	0	0	0	2	53	18	1	0	0	0	0	0	19	120
20:15	33	4	0	0	0	0	0	37	50	2	1	0	0	0	0	53	15	2	0	0	0	0	0	17	107
20:30	32	2	0	0	0	0	1	35	44	2	0	0	0	0	0	46	16	2	0	0	0	0	0	18	99
20:45	40	4	0	0	0	0	2	46	32	2	0	0	0	0	0	34	11	2	0	0	0	0	0	13	93
1 Hr	150	12	1	0	0	0	3	166	174	9	1	0	0	0	2	186	60	7	0	0	0	0	0	67	419
21:00	53	1	0	0	0	0	0	54	30	1	1	0	0	0	0	32	9	0	0	0	0	0	0	9	95
21:15	38	1	0	0	0	0	0	39	27	0	0	0	0	0	0	27	16	0	0	0	0	0	2	18	84
21:30	28	2	0	0	0	0	0	30	35	0	0	0	0	0	0	35	4	1	0	0	0	0	0	5	70
21:45	26	1	0	0	0	1	0	28	21	3	0	0	0	0	0	24	7	0	0	0	0	0	0	7	59
1 Hr	145	5	0	0	0	1	0	151	113	4	1	0	0	0	0	118	36	1	0	0	0	0	2	39	308
22:00	20	1	0	0	0	0	1	22	25	0	0	0	0	0	0	25	10	0	0	0	0	0	0	10	57
22:15	32	0	0	0	0	0	1	33	17	1	0	0	0	0	0	18	11	2	0	0	0	0	0	13	64
22:30	13	0	0	0	0	0	0	13	15	0	0	0	0	0	0	15	10	0	0	0	0	0	0	10	38
22:45	17	0	0	0	0	0	0	17	8	0	0	0	0	0	0	8	5	1	0	0	0	0	0	6	31
1 Hr	82	1	0	0	0	0	2	85	65	1	0	0	0	0	0	66	36	3	0	0	0	0	0	39	190
23:00	9	0	0	0	0	0	0	9	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5	24
23:15	14	1	0	0	0	0	0	15	11	0	0	0	0	0	0	11	1	0	0	0	0	0	0	1	27
23:30	5	0	0	0	0	0	0	5	9	0	0	0	0	0	1	10	5	0	0	0	0	0	0	5	20
23:45	4	0	0	0	0	0	0	4	9	0	0	0	0	0	0	9	3	0	0	0	0	0	0	3	16
1 Hr	32	1	0	0	0	0	0	33	38	1	0	0	0	0	1	40	14	0	0	0	0	0	0	14	87
Total	3331	283	25	9	9	11	29	3697	3893	373	64	26	9	18	37	4420	1531	172	17	17	4	6	16	1763	9880

DESTINATION SUMMARY

	Destination : Arm A Balgriffin Park							Total	**Destination :** Arm B Belmayne(E)							Total	**Destination :** Arm C Belmayne(W)							Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	5	1	0	0	0	0	1	7	5	0	0	0	0	0	0	5	1	1	0	0	0	0	0	2	14
00:15	5	0	0	0	0	0	1	6	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	11
00:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	8
00:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	5
1 Hr	14	1	0	0	0	0	2	17	15	1	0	0	0	0	0	16	4	1	0	0	0	0	0	5	38

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

01:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	6
01:15	2	0	0	0	0	0	0	2	4	2	0	0	0	0	0	6	1	0	0	0	0	0	0	1	9
01:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	4	0	0	0	0	0	0	4	12	2	0	0	0	0	0	14	3	0	0	0	0	0	0	3	21
02:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4
02:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2	10
03:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	5
03:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	8
04:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4
04:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4
04:45	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
1 Hr	9	0	0	0	0	0	0	9	1	2	0	0	0	0	0	3	3	0	0	0	0	0	0	3	15
05:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3
05:15	3	2	0	0	0	0	0	5	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	8
05:30	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9
05:45	5	0	0	0	0	0	0	5	2	1	0	0	0	0	1	4	3	0	0	0	0	0	0	3	12
1 Hr	14	4	0	0	0	0	0	18	4	2	0	0	0	0	1	7	7	0	0	0	0	0	0	7	32
06:00	9	1	0	0	0	0	0	10	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3	20
06:15	5	2	1	0	0	0	0	8	15	2	0	0	0	0	0	17	6	2	0	0	0	0	0	8	33
06:30	9	1	1	0	0	0	0	11	12	2	0	0	0	0	0	14	5	2	0	0	0	0	0	7	32
06:45	13	1	0	0	0	0	0	14	28	8	1	1	0	0	0	38	8	1	0	0	0	0	0	9	61
1 Hr	36	5	2	0	0	0	0	43	61	13	1	1	0	0	0	76	22	5	0	0	0	0	0	27	146
07:00	22	2	0	0	1	1	0	26	26	6	0	0	0	0	0	32	14	0	0	0	0	0	0	14	72
07:15	23	5	0	0	1	1	0	30	58	15	0	0	1	0	1	75	16	1	0	1	0	0	0	18	123
07:30	47	4	2	0	0	0	0	53	74	7	2	2	0	0	0	85	44	4	1	1	0	0	0	50	188
07:45	51	4	1	1	0	0	1	58	82	9	0	1	4	0	1	97	60	2	0	1	0	0	1	64	219
1 Hr	143	15	3	1	2	2	1	167	240	37	2	3	5	0	2	289	134	7	1	3	0	0	1	146	602
08:00	57	7	0	1	0	1	1	67	87	7	2	1	0	0	1	98	75	7	0	1	0	0	1	84	249
08:15	59	6	0	0	1	1	0	67	79	4	0	0	0	0	0	83	114	4	0	1	0	1	1	121	271
08:30	57	10	0	0	0	0	1	68	60	6	1	2	0	0	1	70	88	3	1	0	0	0	0	92	230
08:45	49	6	2	0	1	0	1	59	79	5	1	2	0	0	1	88	68	1	2	1	0	0	1	73	220
1 Hr	222	29	2	1	2	2	3	261	305	22	4	5	0	0	3	339	345	15	3	3	0	1	3	370	970
09:00	44	2	1	2	0	0	0	49	66	10	1	1	1	0	0	79	36	4	1	1	0	0	0	42	170
09:15	49	6	1	0	0	0	0	56	74	7	0	1	0	0	0	82	13	2	1	0	0	0	0	16	154
09:30	40	4	1	0	0	0	0	45	26	9	2	1	0	0	0	38	16	0	1	2	0	0	0	19	102
09:45	32	6	0	0	0	0	0	38	43	6	1	2	0	0	1	53	8	3	1	0	0	0	0	12	103
1 Hr	165	18	3	2	0	0	0	188	209	32	4	5	1	0	1	252	73	9	4	3	0	0	0	89	529
10:00	40	4	2	0	0	1	0	47	44	5	3	0	0	0	0	52	14	3	1	0	0	0	0	18	117
10:15	39	8	2	0	0	0	1	50	43	8	1	1	0	0	0	53	12	2	2	1	0	0	0	17	120

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

10:30	40	2	1	0	0	0	1	44	39	5	0	1	0	1	0	46	14	2	1	0	0	0	0	17	107
10:45	40	5	4	1	0	1	0	51	34	6	2	1	0	1	0	44	12	6	0	1	0	0	0	19	114
1 Hr	159	19	9	1	0	2	2	192	160	24	6	3	0	2	0	195	52	13	4	2	0	0	0	71	458
11:00	26	4	1	0	0	0	0	31	38	2	0	1	0	0	1	42	8	2	0	0	0	1	0	11	84
11:15	49	6	1	1	0	1	0	58	35	3	0	0	0	0	0	38	9	3	0	0	0	0	0	12	108
11:30	41	6	1	0	0	0	1	49	51	5	0	0	0	0	0	56	10	7	0	1	0	0	0	18	123
11:45	43	7	1	0	0	1	1	53	47	4	2	0	0	0	0	53	21	1	0	0	0	0	0	22	128
1 Hr	159	23	4	1	0	2	2	191	171	14	2	1	0	0	1	189	48	13	0	1	0	1	0	63	443
12:00	38	7	3	0	0	1	0	49	58	5	1	1	0	0	0	65	16	2	2	0	0	0	0	20	134
12:15	46	4	0	0	0	0	0	50	45	5	1	1	0	0	0	52	10	1	1	1	0	0	0	13	115
12:30	46	5	0	0	0	0	0	51	51	9	1	0	0	0	0	61	12	3	1	0	0	0	0	16	128
12:45	56	5	3	0	0	0	0	64	60	5	0	1	0	0	0	66	18	1	1	1	0	0	1	22	152
1 Hr	186	21	6	0	0	1	0	214	214	24	3	3	0	0	0	244	56	7	5	2	0	0	1	71	529
13:00	51	5	0	0	0	0	0	56	52	8	0	2	1	0	0	63	20	2	0	1	0	0	1	24	143
13:15	51	4	1	0	0	0	0	56	79	9	1	0	0	1	0	90	30	4	0	1	0	0	1	36	182
13:30	47	11	1	0	0	0	0	59	77	6	0	1	0	0	0	84	18	4	1	0	0	0	0	23	166
13:45	55	2	0	0	0	0	2	59	60	7	1	0	0	0	0	68	23	3	0	0	0	0	0	26	153
1 Hr	204	22	2	0	0	0	2	230	268	30	2	3	1	1	0	305	91	13	1	2	0	0	2	109	644
14:00	53	5	1	0	0	0	0	59	49	4	0	0	0	0	2	55	35	0	0	1	0	0	0	36	150
14:15	66	5	2	0	1	0	1	75	64	6	0	0	2	0	0	72	47	3	0	0	0	0	1	51	198
14:30	45	7	0	1	1	0	1	55	90	7	0	0	0	0	1	98	18	2	1	1	0	0	0	22	175
14:45	50	6	2	0	0	1	2	61	92	2	0	0	1	0	0	95	24	1	0	0	0	0	0	25	181
1 Hr	214	23	5	1	2	1	4	250	295	19	0	0	3	0	3	320	124	6	1	2	0	0	1	134	704
15:00	43	5	0	0	1	0	0	49	61	7	1	0	0	0	2	71	19	1	0	0	0	0	0	20	140
15:15	49	1	1	0	1	0	0	52	73	10	0	0	0	0	1	84	29	2	0	0	0	1	0	32	168
15:30	52	7	1	0	1	1	0	62	63	9	0	0	0	0	0	72	11	4	1	0	0	0	0	16	150
15:45	53	5	1	0	0	1	0	60	63	7	1	0	0	0	1	72	25	5	1	0	0	0	1	32	164
1 Hr	197	18	3	0	3	2	0	223	260	33	2	0	0	0	4	299	84	12	2	0	0	1	1	100	622
16:00	57	3	1	0	1	1	0	63	61	6	1	0	1	0	0	69	41	10	1	0	0	0	0	52	184
16:15	71	5	1	0	0	0	0	77	89	9	1	0	0	0	2	101	32	3	1	0	0	0	0	36	214
16:30	65	8	1	0	0	0	0	74	79	11	1	0	0	1	2	94	28	3	0	0	0	0	1	32	200
16:45	60	9	1	0	0	1	3	74	81	9	1	0	0	1	0	92	37	5	0	0	0	0	0	42	208
1 Hr	253	25	4	0	1	2	3	288	310	35	4	0	1	2	4	356	138	21	2	0	0	0	1	162	806
17:00	92	8	2	0	0	0	2	104	76	10	0	0	0	0	1	87	31	4	0	0	0	0	0	35	226
17:15	69	4	0	0	0	0	0	73	88	6	1	0	0	1	0	96	31	4	0	1	0	0	2	38	207
17:30	69	8	1	0	0	2	0	80	83	3	1	0	0	2	1	90	33	1	0	0	0	0	0	34	204
17:45	84	6	0	1	0	1	0	92	88	5	0	0	0	3	2	98	42	5	0	0	0	1	1	49	239
1 Hr	314	26	3	1	0	3	2	349	335	24	2	0	0	6	4	371	137	14	0	1	0	1	3	156	876
18:00	76	8	0	0	0	0	0	84	100	6	0	0	0	0	1	107	29	0	0	0	0	0	0	29	220
18:15	93	8	0	0	0	0	1	102	96	3	0	0	0	1	2	102	44	3	0	0	0	0	1	48	252
18:30	60	4	0	0	0	0	0	64	76	4	1	0	0	1	1	83	33	0	0	0	0	0	0	33	180
18:45	57	8	1	0	0	0	1	67	80	8	0	0	1	0	0	89	27	3	0	0	0	0	2	32	188
1 Hr	286	28	1	0	0	0	2	317	352	21	1	0	1	2	4	381	133	6	0	0	0	0	3	142	840
19:00	65	1	0	0	0	0	0	66	49	3	0	0	0	0	0	52	33	1	0	0	0	0	0	34	152
19:15	52	3	0	0	0	0	0	55	65	1	0	1	0	0	0	67	31	3	0	0	0	0	0	34	156
19:30	34	5	0	0	0	0	0	39	50	4	0	0	0	0	2	56	28	1	0	0	0	0	1	30	125
19:45	64	2	0	0	0	0	0	66	52	4	0	0	0	0	0	56	24	1	0	0	0	0	3	28	150

Tracsis plc
Traffic and Data Services

Return To Dashboard

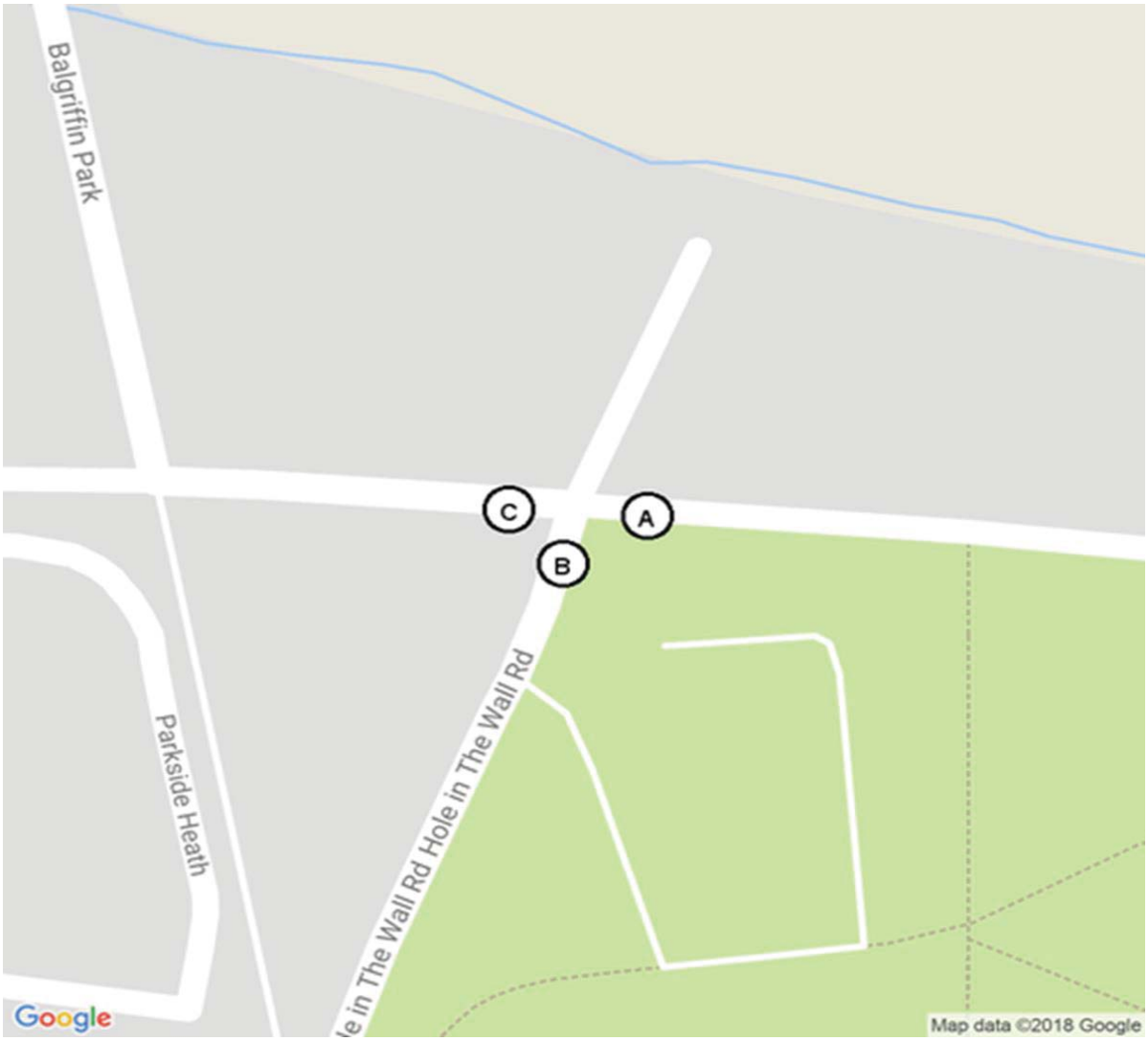
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 2 - Balgriffin Park / Belmayne(E) / Belmayne

1 Hr	215	11	0	0	0	0	0	226	216	12	0	1	0	0	2	231	116	6	0	0	0	0	4	126	583
20:00	41	3	0	0	0	0	0	44	52	2	0	0	0	0	0	54	18	1	1	0	0	0	2	22	120
20:15	41	2	1	0	0	0	0	44	42	4	0	0	0	0	0	46	15	2	0	0	0	0	0	17	107
20:30	34	1	0	0	0	0	0	35	40	4	0	0	0	0	1	45	18	1	0	0	0	0	0	19	99
20:45	28	0	0	0	0	0	0	28	43	5	0	0	0	0	1	49	12	3	0	0	0	0	1	16	93
1 Hr	144	6	1	0	0	0	0	151	177	15	0	0	0	0	2	194	63	7	1	0	0	0	3	74	419
21:00	33	1	1	0	0	0	0	35	48	1	0	0	0	0	0	49	11	0	0	0	0	0	0	11	95
21:15	24	0	0	0	0	0	0	24	43	1	0	0	0	0	2	46	14	0	0	0	0	0	0	14	84
21:30	29	0	0	0	0	0	0	29	27	3	0	0	0	0	0	30	11	0	0	0	0	0	0	11	70
21:45	19	3	0	0	0	0	0	22	25	1	0	0	0	1	0	27	10	0	0	0	0	0	0	10	59
1 Hr	105	4	1	0	0	0	0	110	143	6	0	0	0	1	2	152	46	0	0	0	0	0	0	46	308
22:00	20	0	0	0	0	0	0	20	21	1	0	0	0	0	1	23	14	0	0	0	0	0	0	14	57
22:15	18	1	0	0	0	0	0	19	38	2	0	0	0	0	1	41	4	0	0	0	0	0	0	4	64
22:30	13	0	0	0	0	0	0	13	20	0	0	0	0	0	0	20	5	0	0	0	0	0	0	5	38
22:45	5	0	0	0	0	0	0	5	17	1	0	0	0	0	0	18	8	0	0	0	0	0	0	8	31
1 Hr	56	1	0	0	0	0	0	57	96	4	0	0	0	0	2	102	31	0	0	0	0	0	0	31	190
23:00	8	1	0	0	0	0	0	9	13	0	0	0	0	0	0	13	2	0	0	0	0	0	0	2	24
23:15	6	0	0	0	0	0	0	6	14	0	0	0	0	0	0	14	6	1	0	0	0	0	0	7	27
23:30	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9	1	0	0	0	0	0	1	2	20
23:45	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	16
1 Hr	30	1	0	0	0	0	0	31	42	0	0	0	0	0	0	42	12	1	0	0	0	0	1	14	87
Total	3135	300	49	8	10	17	23	3542	3893	372	33	25	12	14	35	4384	1727	156	24	19	0	4	24	1954	9880

SITE 3


Balgriffin Park
Parkside Heath
Hole in The Wall Rd
C
A
B
Google
Map data ©2018 Google

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

Origin Arm A Belmayne(E)

	Destination : Arm A Belmayne(E)								**Destination :** Arm B Hole in The Wall Road								**Destination :** Arm C Belmayne(W)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Totals
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	4
05:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3
1 Hr	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5	9
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	5
06:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	5	4	0	0	0	0	0	9	11
06:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	1	0	0	0	0	0	6	9
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	7	7
1 Hr	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	20	5	0	0	0	0	1	26	32
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	11	0	0	0	0	0	0	11	12
07:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	6	2	0	1	0	0	0	9	12
07:30	0	1	0	0	0	0	0	1	3	2	0	0	0	0	0	5	23	0	1	0	0	0	0	24	30
07:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	15	0	0	0	0	0	2	17	20
1 Hr	0	1	0	0	0	0	0	1	8	4	0	0	0	0	0	12	55	2	1	1	0	0	2	61	74
08:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	21	2	0	2	0	0	1	26	29
08:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	34	3	0	1	0	1	0	39	40
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5	33	5	0	0	0	0	0	38	43

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

08:45	0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		27	0	1	0	0	0	1	29		32
1 Hr	0	0	0	0	0	0	0	0		10	1	0	0	0	1	0	12		115	10	1	3	0	1	2	132		144
09:00	0	0	0	0	0	0	0	0		4	0	0	0	0	0	0	4		11	0	0	3	0	0	0	14		18
09:15	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		3	3	0	0	0	0	0	6		8
09:30	0	0	0	0	0	0	0	0		7	1	0	0	0	0	0	8		8	1	0	2	0	0	0	11		19
09:45	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		7	2	0	0	0	0	0	9		10
1 Hr	0	0	0	0	0	0	0	0		14	1	0	0	0	0	0	15		29	6	0	5	0	0	0	40		55
10:00	0	0	0	0	0	0	0	0		1	1	0	0	0	0	0	2		8	0	1	0	0	0	0	9		11
10:15	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		3	1	0	1	0	0	0	5		6
10:30	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		7	3	0	0	0	0	0	10		12
10:45	0	0	0	0	0	0	0	0		5	0	1	0	0	0	0	6		4	2	0	2	0	1	0	9		15
1 Hr	0	0	0	0	0	0	0	0		9	1	1	0	0	0	0	11		22	6	1	3	0	1	0	33		44
11:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		5	1	0	0	0	1	0	7		7
11:15	0	0	0	0	0	0	0	0		1	0	1	0	0	0	0	2		6	1	0	1	0	0	0	8		10
11:30	0	0	0	0	0	0	0	0		0	1	0	0	0	0	0	1		4	2	0	1	0	0	1	8		9
11:45	0	0	0	0	0	0	0	0		4	0	0	0	0	0	0	4		9	0	0	0	0	0	0	9		13
1 Hr	0	0	0	0	0	0	0	0		5	1	1	0	0	0	0	7		24	4	0	2	0	1	1	32		39
12:00	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		7	0	3	0	0	0	0	10		12
12:15	0	0	0	0	0	0	0	0		4	0	0	0	0	0	0	4		2	0	1	1	0	0	0	4		8
12:30	0	0	0	0	0	0	0	0		4	1	0	0	0	0	0	5		7	1	1	0	0	0	0	9		14
12:45	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		10	1	1	1	0	0	0	13		15
1 Hr	0	0	0	0	0	0	0	0		12	1	0	0	0	0	0	13		26	2	6	2	0	0	0	36		49
13:00	0	0	0	0	0	0	0	0		3	0	1	0	0	0	0	4		7	1	0	1	0	0	0	9		13
13:15	0	0	0	0	0	0	0	0		2	0	0	2	0	0	0	4		11	3	1	1	0	0	1	17		21
13:30	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		10	4	0	0	0	0	0	14		16
13:45	0	0	0	0	0	0	0	0		6	0	0	0	0	0	0	6		6	1	0	0	0	0	0	7		13
1 Hr	0	0	0	0	0	0	0	0		13	0	1	2	0	0	0	16		34	9	1	2	0	0	1	47		63
14:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		13	0	0	1	0	0	0	14		14
14:15	0	0	0	0	0	0	0	0		5	1	0	0	0	0	0	6		23	1	0	0	0	0	1	25		31
14:30	0	0	0	0	0	0	0	0		4	0	0	0	0	0	0	4		11	1	0	2	0	0	0	14		18
14:45	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		6	0	0	0	0	1	0	7		9
1 Hr	0	0	0	0	0	0	0	0		11	1	0	0	0	0	0	12		53	2	0	3	0	1	1	60		72
15:00	0	0	1	0	0	0	0	1		2	0	0	0	0	0	0	2		5	1	0	0	0	0	0	6		9
15:15	0	0	0	0	0	0	0	0		2	2	0	0	0	0	0	4		12	2	0	0	0	0	0	14		18
15:30	0	0	0	0	0	0	0	0		4	1	0	0	0	0	0	5		4	1	0	0	0	0	0	5		10
15:45	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		11	3	1	0	0	0	1	16		18
1 Hr	0	0	1	0	0	0	0	1		10	3	0	0	0	0	0	13		32	7	1	0	0	0	1	41		55
16:00	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		22	6	1	0	1	0	0	30		32
16:15	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		14	3	1	0	0	0	0	18		19
16:30	0	0	0	0	0	0	0	0		1	1	0	0	0	0	0	2		7	5	1	0	0	0	0	13		15
16:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		16	2	0	0	0	0	0	18		18
1 Hr	0	0	0	0	0	0	0	0		4	1	0	0	0	0	0	5		59	16	3	0	1	0	0	79		84
17:00	0	0	0	0	0	0	0	0		4	1	0	0	0	0	0	5		16	3	0	0	0	0	1	20		25
17:15	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		11	0	0	0	0	0	0	11		13
17:30	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		16	1	0	0	0	0	0	17		19
17:45	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		15	4	0	0	0	0	0	19		21
1 Hr	0	0	0	0	0	0	0	0		10	1	0	0	0	0	0	11		58	8	0	0	0	0	1	67		78

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	15
18:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	16	1	0	0	0	0	0	17	21
18:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	13	1	0	0	0	0	0	14	21
18:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	13	3	0	0	0	0	2	18	21
1 Hr	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	55	7	0	0	0	0	2	64	78
19:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	15	0	0	0	0	0	0	15	19
19:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9	14
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	1	10	10
19:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	15	0	0	0	0	0	0	15	22
1 Hr	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	45	3	0	0	0	0	1	49	65
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	7
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	9
20:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	7
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	13
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	32	3	0	0	0	0	0	35	36
21:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3	6
21:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	6
21:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	9
21:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	4
1 Hr	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	13	1	0	0	0	0	0	14	25
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
22:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	5
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8	10
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3
23:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	7
Total	0	1	1	0	0	0	0	2	163	19	3	2	0	1	0	188	693	94	14	21	1	4	13	840	1030

Origin Arm B Hole in The Wall Road

	Destination : Arm A Belmayne(E)							Total	**Destination :** Arm B Hole in The Wall Road							Total	**Destination :** Arm C Belmayne(W)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	7	7
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	6
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	16	0	0	0	0	0	2	18	19
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	6

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
1 Hr	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	6	6	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	18	18	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	0	0	11	11	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	15	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	5	1	0	0	0	0	39	39	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	1	1	1	29	29	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	27	5	0	0	1	1	0	34	35	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	6	2	1	0	0	0	63	63	0	0	0	0	0	0	0
07:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	63	5	1	0	0	0	0	69	71	0	0	0	0	0	0	0
1 Hr	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	168	18	3	1	2	2	1	195	198	0	0	0	0	0	0	0
08:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	69	6	0	0	0	1	2	78	80	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	4	0	0	0	1	0	94	94	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	61	6	0	0	0	0	1	68	70	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	57	4	2	2	1	0	0	66	68	0	0	0	0	0	0	0
1 Hr	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1	276	20	2	2	1	2	3	306	312	0	0	0	0	0	0	0
09:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	39	3	1	0	0	0	0	43	46	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	4	2	0	0	0	0	54	54	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37	3	1	0	0	0	0	41	42	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	31	5	1	0	0	0	0	37	39	0	0	0	0	0	0	0
1 Hr	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	155	15	5	0	0	0	0	175	181	0	0	0	0	0	0	0
10:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	39	4	3	0	0	0	0	46	48	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	7	1	0	0	0	1	46	46	0	0	0	0	0	0	0
10:30	3	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	36	4	0	0	0	0	1	41	46	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	8	4	0	0	0	0	53	53	0	0	0	0	0	0	0
1 Hr	5	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0	153	23	8	0	0	0	2	186	193	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	3	1	0	0	0	0	29	29	0	0	0	0	0	0	0
11:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	44	6	1	0	0	1	0	52	55	0	0	0	0	0	0	0

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

11:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		41	7	1	0	0	0	0	49		50
11:45	0	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0		43	6	0	0	0	1	1	51		52
1 Hr	4	1	0	0	0	0	0	5		0	0	0	0	0	0	0	0		153	22	3	0	0	2	1	181		186
12:00	3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		30	4	2	0	0	1	0	37		40
12:15	1	1	0	0	0	0	0	2		0	0	0	0	0	0	0	0		43	4	0	0	0	0	0	47		49
12:30	0	0	0	1	0	0	0	1		0	0	0	0	0	0	0	0		45	5	0	0	0	0	0	50		51
12:45	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		58	5	3	0	0	0	1	67		69
1 Hr	6	1	0	1	0	0	0	8		0	0	0	0	0	0	0	0		176	18	5	0	0	1	1	201		209
13:00	3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		51	6	0	0	0	0	1	58		61
13:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		51	2	0	0	0	0	0	53		53
13:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		43	8	1	0	0	0	0	52		53
13:45	2	1	0	0	0	0	0	3		0	0	0	0	0	0	0	0		57	4	0	0	0	0	3	64		67
1 Hr	6	1	0	0	0	0	0	7		0	0	0	0	0	0	0	0		202	20	1	0	0	0	4	227		234
14:00	4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		58	6	1	0	0	0	0	65		69
14:15	6	0	0	0	0	0	0	6		0	0	0	0	0	0	0	0		73	5	2	0	1	0	1	82		88
14:30	2	0	0	1	0	0	0	3		0	0	0	0	0	0	0	0		29	9	1	0	1	0	0	40		43
14:45	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		43	7	1	0	0	0	2	53		55
1 Hr	14	0	0	1	0	0	0	15		0	0	0	0	0	0	0	0		203	27	5	0	2	0	3	240		255
15:00	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		40	5	0	0	1	0	0	46		47
15:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		46	3	0	0	1	0	0	50		50
15:30	3	0	0	0	0	0	0	3		0	1	0	0	0	0	0	1		50	8	2	0	1	0	0	61		65
15:45	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		58	5	1	0	0	1	0	65		67
1 Hr	6	0	0	0	0	0	0	6		0	1	0	0	0	0	0	1		194	21	3	0	3	1	0	222		229
16:00	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		54	8	1	0	0	1	0	64		66
16:15	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		78	5	1	0	0	0	0	84		85
16:30	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		69	4	0	0	0	0	0	73		75
16:45	6	0	0	0	0	0	0	6		0	0	0	0	0	0	0	0		59	8	1	0	0	1	3	72		78
1 Hr	11	0	0	0	0	0	0	11		0	0	0	0	0	0	0	0		260	25	3	0	0	2	3	293		304
17:00	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		89	5	1	0	0	0	1	96		97
17:15	6	0	0	0	0	0	0	6		0	0	0	0	0	0	0	0		71	8	0	1	0	0	1	81		87
17:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		62	7	1	0	0	2	0	72		72
17:45	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		96	6	0	1	0	2	0	105		107
1 Hr	9	0	0	0	0	0	0	9		0	0	0	0	0	0	0	0		318	26	2	2	0	4	2	354		363
18:00	5	0	0	0	0	0	0	5		1	0	0	0	0	0	0	1		73	7	0	0	0	0	0	80		86
18:15	5	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0		100	7	0	0	0	0	3	110		115
18:30	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		68	3	0	0	0	0	0	71		73
18:45	2	0	0	0	0	1	0	3		1	0	0	0	0	0	0	1		53	6	1	0	0	0	0	60		64
1 Hr	14	0	0	0	0	1	0	15		2	0	0	0	0	0	0	2		294	23	1	0	0	0	3	321		338
19:00	3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		74	1	0	0	0	0	0	75		78
19:15	2	1	0	0	0	0	0	3		0	0	0	0	0	0	0	0		50	3	0	0	0	0	0	53		56
19:30	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		41	5	0	0	0	0	0	46		48
19:45	3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		61	2	0	0	0	0	0	63		66
1 Hr	10	1	0	0	0	0	0	11		0	0	0	0	0	0	0	0		226	11	0	0	0	0	0	237		248
20:00	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		41	3	0	0	0	0	2	46		47
20:15	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		41	2	1	0	0	0	1	45		47
20:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		38	1	0	0	0	0	1	40		41
20:45	1	1	0	0	0	0	0	2		0	0	0	0	0	0	0	0		23	0	0	0	0	0	0	23		25

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

1 Hr	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	143	6	1	0	0	0	4	154	160
21:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	25	1	1	0	0	0	1	28	31
21:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	26
21:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28	30
21:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	24
1 Hr	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	97	4	1	0	0	0	1	103	111
22:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	25
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	16
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	14
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
1 Hr	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	55	2	0	0	0	0	0	57	60
23:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	11
23:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	10
23:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	1	0	0	0	1	11	12
23:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	10
1 Hr	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	35	1	1	0	0	0	1	38	43
Total	119	8	3	2	0	1	0	133	4	1	0	0	0	0	0	5	3187	291	45	5	8	15	31	3582	3720

Origin Arm C Belmayne(W)

	Destination : Arm A Belmayne(E)							Total	**Destination :** Arm B Hole in The Wall Road							Total	**Destination :** Arm C Belmayne(W)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6
00:15	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5
00:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
00:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1 Hr	4	1	0	0	0	0	0	5	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	17
01:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
01:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	14
02:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
02:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

1 Hr	0	0	0	0	0	0	0	0		1	2	0	0	0	0	0	3		0	0	0	0	0	0	0	0		3
05:00	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		1
05:15	0	0	0	0	0	0	0	0		1	1	0	0	0	0	0	2		0	0	0	0	0	0	0	0		2
05:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
05:45	1	0	0	0	0	0	0	1		1	1	0	0	0	0	1	3		0	0	0	0	0	0	0	0		4
1 Hr	1	0	0	0	0	0	0	1		3	2	0	0	0	0	1	6		0	0	0	0	0	0	0	0		7
06:00	0	0	0	0	0	0	0	0		6	1	0	0	0	0	0	7		0	0	0	0	0	0	0	0		7
06:15	4	0	0	0	0	0	1	5		11	2	0	0	0	0	0	13		0	0	0	0	0	0	0	0		18
06:30	1	3	0	0	0	0	0	4		10	0	0	0	0	0	0	10		0	0	0	0	0	0	0	0		14
06:45	9	8	0	1	0	0	0	18		18	1	1	0	0	0	0	20		0	0	0	0	0	0	0	0		38
1 Hr	14	11	0	1	0	0	1	27		45	4	1	0	0	0	0	50		0	0	0	0	0	0	0	0		77
07:00	7	2	0	0	0	0	0	9		20	3	0	0	0	0	0	23		0	0	0	0	0	0	0	0		32
07:15	11	3	0	0	0	0	0	14		48	10	0	0	1	0	1	60		0	0	0	0	0	0	0	0		74
07:30	16	3	1	1	0	0	1	22		59	3	0	0	0	0	0	62		0	0	1	1	0	0	0	2		86
07:45	9	5	0	1	0	0	0	15		71	5	0	0	4	0	1	81		0	0	0	0	0	0	0	0		96
1 Hr	43	13	1	2	0	0	1	60		198	21	0	0	5	0	2	226		0	0	1	1	0	0	0	2		288
08:00	9	1	0	1	0	0	0	11		76	6	2	0	0	0	1	85		0	0	0	0	0	0	0	0		96
08:15	17	1	0	0	0	0	1	19		58	3	0	0	0	0	0	61		0	0	0	0	0	0	0	0		80
08:30	18	2	1	2	0	0	0	23		46	4	0	0	0	0	1	51		0	0	0	0	0	0	0	0		74
08:45	16	1	0	2	0	0	0	19		60	5	1	0	0	0	0	66		0	0	0	0	0	0	0	0		85
1 Hr	60	5	1	5	0	0	1	72		240	18	3	0	0	0	2	263		0	0	0	0	0	0	0	0		335
09:00	9	2	0	1	0	0	0	12		61	9	1	0	0	0	0	71		0	0	0	0	0	0	0	0		83
09:15	10	1	0	1	0	0	0	12		64	6	0	0	0	0	0	70		0	0	0	0	0	0	0	0		82
09:30	3	4	0	1	0	0	0	8		23	5	2	0	0	0	0	30		1	0	0	0	0	0	0	1		39
09:45	7	2	0	1	0	0	0	10		36	4	1	1	0	0	1	43		0	0	0	0	0	0	0	0		53
1 Hr	29	9	0	4	0	0	0	42		184	24	4	1	0	0	1	214		1	0	0	0	0	0	0	1		257
10:00	8	4	0	0	0	0	0	12		37	3	2	0	0	0	0	42		0	0	0	0	0	0	0	0		54
10:15	7	2	0	1	0	0	0	10		34	8	1	0	0	0	0	43		0	0	0	0	0	0	0	0		53
10:30	4	3	0	1	0	1	0	9		33	3	0	0	0	0	1	37		0	0	0	0	0	0	0	0		46
10:45	5	2	1	1	0	1	1	11		31	7	1	0	0	0	0	39		0	0	0	0	0	0	0	0		50
1 Hr	24	11	1	3	0	2	1	42		135	21	4	0	0	0	1	161		0	0	0	0	0	0	0	0		203
11:00	6	0	0	0	0	0	0	6		31	2	0	1	0	0	1	35		0	0	0	0	0	0	0	0		41
11:15	4	0	0	0	0	0	0	4		33	3	0	0	0	0	0	36		0	0	0	0	0	0	0	0		40
11:30	9	1	0	0	0	0	0	10		41	4	0	0	0	0	0	45		0	0	0	0	0	0	0	0		55
11:45	7	0	2	0	0	0	0	9		42	4	0	0	0	0	0	46		0	0	0	0	0	0	0	0		55
1 Hr	26	1	2	0	0	0	0	29		147	13	0	1	0	0	1	162		0	0	0	0	0	0	0	0		191
12:00	8	1	1	1	0	0	0	11		48	4	0	0	0	0	0	52		0	0	0	0	0	0	0	0		63
12:15	6	4	0	1	0	0	0	11		38	3	0	0	0	0	0	41		0	0	0	0	0	0	0	0		52
12:30	9	2	1	0	0	0	0	12		42	7	0	0	0	0	0	49		0	0	0	0	0	0	0	0		61
12:45	10	2	1	1	0	0	0	14		49	5	0	0	0	0	0	54		0	0	0	0	0	0	0	0		68
1 Hr	33	9	3	3	0	0	0	48		177	19	0	0	0	0	0	196		0	0	0	0	0	0	0	0		244
13:00	9	2	0	2	0	0	0	13		40	7	0	0	1	0	0	48		1	0	0	0	0	0	0	1		62
13:15	16	2	0	0	0	0	0	18		60	7	1	0	0	0	1	69		2	0	0	0	0	0	0	2		89
13:30	12	0	0	1	0	0	0	13		65	6	0	0	0	0	0	71		0	0	0	0	0	0	0	0		84
13:45	5	3	0	0	0	0	0	8		55	4	1	0	0	0	0	60		0	0	0	0	0	0	0	0		68
1 Hr	42	7	0	3	0	0	0	52		220	24	2	0	1	0	1	248		3	0	0	0	0	0	0	3		303
14:00	6	1	0	0	0	0	0	7		43	3	0	0	0	0	0	46		0	0	0	0	0	0	0	0		53

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

14:15	14	0	0	0	0	0	0	14		45	5	0	0	2	0	0	52		0	0	0	0	0	0	0	0		66
14:30	23	1	0	0	0	0	0	24		70	8	0	0	0	0	1	79		0	0	0	0	0	0	0	0		103
14:45	18	1	0	0	0	0	0	19		74	3	0	0	1	0	0	78		0	0	0	0	0	0	0	0		97
1 Hr	61	3	0	0	0	0	0	64		232	19	0	0	3	0	1	255		0	0	0	0	0	0	0	0		319
15:00	6	1	1	0	0	0	0	8		57	6	0	0	0	0	2	65		0	0	0	0	0	0	0	0		73
15:15	16	3	0	0	0	0	1	20		55	8	0	0	0	0	0	63		0	0	0	0	0	0	0	0		83
15:30	6	1	0	0	0	0	0	7		57	9	0	0	0	0	0	66		0	0	0	0	0	0	0	0		73
15:45	9	1	1	0	0	0	1	12		56	7	0	0	0	0	1	64		0	0	0	0	0	0	0	0		76
1 Hr	37	6	2	0	0	0	2	47		225	30	0	0	0	0	3	258		0	0	0	0	0	0	0	0		305
16:00	15	2	0	0	1	0	0	18		43	6	1	0	0	0	0	50		1	0	0	0	0	0	0	1		69
16:15	14	1	0	0	0	0	2	17		75	8	1	0	0	0	2	86		0	0	0	0	0	0	0	0		103
16:30	13	3	0	0	0	0	1	17		65	9	1	0	0	0	2	77		0	0	0	0	0	0	0	0		94
16:45	17	4	0	0	0	0	0	21		64	6	1	0	0	1	0	72		0	0	0	0	0	0	0	0		93
1 Hr	59	10	0	0	1	0	3	73		247	29	4	0	0	1	4	285		1	0	0	0	0	0	0	1		359
17:00	13	2	0	0	0	0	0	15		63	8	0	0	0	0	1	72		0	0	0	0	0	0	0	0		87
17:15	21	1	0	0	0	0	0	22		67	6	1	0	0	1	0	75		0	0	0	0	0	0	0	0		97
17:30	20	0	0	0	0	0	1	21		63	3	1	0	0	2	0	69		0	0	0	0	0	0	0	0		90
17:45	17	4	0	0	0	0	1	22		70	2	0	0	0	3	1	76		0	0	0	0	0	0	0	0		98
1 Hr	71	7	0	0	0	0	2	80		263	19	2	0	0	6	2	292		0	0	0	0	0	0	0	0		372
18:00	22	4	0	0	0	0	0	26		75	3	0	0	0	0	1	79		0	0	0	0	0	0	0	0		105
18:15	19	1	0	0	0	0	1	21		79	2	0	0	0	1	1	83		0	0	0	0	0	0	0	0		104
18:30	26	1	0	0	0	0	0	27		48	4	1	0	0	1	0	54		0	0	0	0	0	0	0	0		81
18:45	15	1	0	0	0	0	0	16		69	7	0	0	1	0	0	77		0	0	0	0	0	0	0	0		93
1 Hr	82	7	0	0	0	0	1	90		271	16	1	0	1	2	2	293		0	0	0	0	0	0	0	0		383
19:00	11	1	0	0	0	0	0	12		34	3	0	0	0	0	0	37		0	0	0	0	0	0	0	0		49
19:15	8	0	0	0	0	0	0	8		51	3	0	1	0	0	0	55		1	0	0	0	0	0	0	1		64
19:30	10	1	0	0	0	0	1	12		40	3	0	0	0	0	2	45		0	0	0	0	0	0	0	0		57
19:45	12	0	0	0	0	0	1	13		36	4	0	0	0	0	2	42		1	0	0	0	0	0	0	1		56
1 Hr	41	2	0	0	0	0	2	45		161	13	0	1	0	0	4	179		2	0	0	0	0	0	0	2		226
20:00	8	1	0	0	0	0	0	9		41	2	0	0	0	0	0	43		0	0	0	0	0	0	0	0		52
20:15	7	0	0	0	0	0	0	7		37	4	0	0	0	0	1	42		0	0	0	0	0	0	0	0		49
20:30	8	2	0	0	0	0	0	10		31	3	0	0	0	0	1	35		0	0	0	0	0	0	0	0		45
20:45	8	1	0	0	0	0	0	9		35	4	0	0	0	0	0	39		0	0	0	0	0	0	0	0		48
1 Hr	31	4	0	0	0	0	0	35		144	13	0	0	0	0	2	159		0	0	0	0	0	0	0	0		194
21:00	6	0	0	0	0	0	1	7		40	2	0	0	0	0	0	42		0	0	0	0	0	0	0	0		49
21:15	12	0	0	0	0	0	2	14		32	1	0	0	0	0	0	33		0	0	0	0	0	0	0	0		47
21:30	4	1	0	0	0	0	0	5		21	2	0	0	0	0	0	23		0	0	0	0	0	0	0	0		28
21:45	6	0	0	0	0	0	0	6		17	3	0	0	0	0	1	21		0	0	0	0	0	0	0	0		27
1 Hr	28	1	0	0	0	0	3	32		110	8	0	0	0	0	1	119		0	0	0	0	0	0	0	0		151
22:00	5	0	0	0	0	0	0	5		16	2	0	0	0	0	1	19		0	0	0	0	0	0	0	0		24
22:15	13	2	0	0	0	0	0	15		23	2	0	0	0	0	1	26		0	0	0	0	0	0	0	0		41
22:30	5	0	0	0	0	0	0	5		14	1	0	0	0	0	0	15		0	0	0	0	0	0	0	0		20
22:45	3	1	0	0	0	0	0	4		12	1	0	0	0	0	0	13		1	0	0	0	0	0	0	1		18
1 Hr	26	3	0	0	0	0	0	29		65	6	0	0	0	0	2	73		1	0	0	0	0	0	0	1		103
23:00	2	1	0	0	0	0	0	3		9	1	0	0	0	0	0	10		0	0	0	0	0	0	0	0		13
23:15	3	0	0	0	0	0	0	3		11	0	0	0	0	0	0	11		0	0	0	0	0	0	0	0		14
23:30	4	0	0	0	0	0	0	4		5	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0		9

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

23:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6
1 Hr	13	1	0	0	0	0	0	14	27	1	0	0	0	0	0	28	0	0	0	0	0	0	0	0	42
Total	729	111	10	21	1	2	17	891	3121	304	21	3	10	9	30	3498	8	0	1	1	0	0	0	10	4399

ORIGIN SUMMARY

	Origin : Arm A Belmayne(E)							Total	Origin : Arm B Hole in The Wall Road							Total	Origin : Arm C Belmayne(W)							Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	0	1	0	0	0	0	0	1	6	0	0	0	0	0	1	7	6	0	0	0	0	0	0	6	14
00:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	4	1	0	0	0	0	0	5	11
00:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	7
00:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	5
1 Hr	0	1	0	0	0	0	0	1	17	0	0	0	0	0	2	19	16	1	0	0	0	0	0	17	37
01:00	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	7
01:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4	2	0	0	0	0	0	6	9
01:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	6
01:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
1 Hr	2	2	0	0	0	0	0	4	6	0	0	0	0	0	0	6	12	2	0	0	0	0	0	14	24
02:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
1 Hr	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5	9
03:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	4
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1	8
04:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	4
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	2	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	4
1 Hr	3	0	0	0	0	0	0	3	5	0	0	0	0	1	0	6	1	2	0	0	0	0	0	3	12
05:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4
05:15	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4	1	1	0	0	0	0	0	2	7
05:30	4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	10
05:45	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6	2	1	0	0	0	0	1	4	13
1 Hr	9	0	0	0	0	0	0	9	14	4	0	0	0	0	0	18	4	2	0	0	0	0	1	7	34
06:00	5	0	0	0	0	0	0	5	7	1	0	0	0	0	0	8	6	1	0	0	0	0	0	7	20
06:15	6	5	0	0	0	0	0	11	4	1	0	0	0	0	0	5	15	2	0	0	0	0	1	18	34
06:30	8	1	0	0	0	0	0	9	8	2	1	0	0	0	0	11	11	3	0	0	0	0	0	14	34
06:45	6	0	0	0	0	0	1	7	14	1	0	0	0	0	0	15	27	9	1	1	0	0	0	38	60
1 Hr	25	6	0	0	0	0	1	32	33	5	1	0	0	0	0	39	59	15	1	1	0	0	1	77	148
07:00	11	1	0	0	0	0	0	12	24	2	0	0	1	1	1	29	27	5	0	0	0	0	0	32	73
07:15	9	2	0	1	0	0	0	12	27	5	1	0	1	1	0	35	59	13	0	0	1	0	1	74	121
07:30	26	3	1	0	0	0	0	30	54	6	2	1	0	0	0	63	75	6	2	2	0	0	1	86	179

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

07:45	17	1	0	0	0	0	2	20		64	6	1	0	0	0	0	71		80	10	0	1	4	0	1	96		187
1 Hr	63	7	1	1	0	0	2	74		169	19	4	1	2	2	1	198		241	34	2	3	5	0	3	288		560
08:00	24	2	0	2	0	0	1	29		70	7	0	0	0	1	2	80		85	7	2	1	0	0	1	96		205
08:15	34	4	0	1	0	1	0	40		89	4	0	0	0	1	0	94		75	4	0	0	0	0	1	80		214
08:30	37	5	0	0	0	1	0	43		63	6	0	0	0	0	1	70		64	6	1	2	0	0	1	74		187
08:45	30	0	1	0	0	0	1	32		59	4	2	2	1	0	0	68		76	6	1	2	0	0	0	85		185
1 Hr	125	11	1	3	0	2	2	144		281	21	2	2	1	2	3	312		300	23	4	5	0	0	3	335		791
09:00	15	0	0	3	0	0	0	18		42	3	1	0	0	0	0	46		70	11	1	1	0	0	0	83		147
09:15	5	3	0	0	0	0	0	8		48	4	2	0	0	0	0	54		74	7	0	1	0	0	0	82		144
09:30	15	2	0	2	0	0	0	19		38	3	1	0	0	0	0	42		27	9	2	1	0	0	0	39		100
09:45	8	2	0	0	0	0	0	10		33	5	1	0	0	0	0	39		43	6	1	2	0	0	1	53		102
1 Hr	43	7	0	5	0	0	0	55		161	15	5	0	0	0	0	181		214	33	4	5	0	0	1	257		493
10:00	9	1	1	0	0	0	0	11		41	4	3	0	0	0	0	48		45	7	2	0	0	0	0	54		113
10:15	4	1	0	1	0	0	0	6		37	7	1	0	0	0	1	46		41	10	1	1	0	0	0	53		105
10:30	9	3	0	0	0	0	0	12		39	4	2	0	0	0	1	46		37	6	0	1	0	1	1	46		104
10:45	9	2	1	2	0	1	0	15		41	8	4	0	0	0	0	53		36	9	2	1	0	1	1	50		118
1 Hr	31	7	2	3	0	1	0	44		158	23	10	0	0	0	2	193		159	32	5	3	0	2	2	203		440
11:00	5	1	0	0	0	1	0	7		25	3	1	0	0	0	0	29		37	2	0	1	0	0	1	41		77
11:15	7	1	1	1	0	0	0	10		47	6	1	0	0	1	0	55		37	3	0	0	0	0	0	40		105
11:30	4	3	0	1	0	0	1	9		42	7	1	0	0	0	0	50		50	5	0	0	0	0	0	55		114
11:45	13	0	0	0	0	0	0	13		43	7	0	0	0	1	1	52		49	4	2	0	0	0	0	55		120
1 Hr	29	5	1	2	0	1	1	39		157	23	3	0	0	2	1	186		173	14	2	1	0	0	1	191		416
12:00	9	0	3	0	0	0	0	12		33	4	2	0	0	1	0	40		56	5	1	1	0	0	0	63		115
12:15	6	0	1	1	0	0	0	8		44	5	0	0	0	0	0	49		44	7	0	1	0	0	0	52		109
12:30	11	2	1	0	0	0	0	14		45	5	0	1	0	0	0	51		51	9	1	0	0	0	0	61		126
12:45	12	1	1	1	0	0	0	15		60	5	3	0	0	0	1	69		59	7	1	1	0	0	0	68		152
1 Hr	38	3	6	2	0	0	0	49		182	19	5	1	0	1	1	209		210	28	3	3	0	0	0	244		502
13:00	10	1	1	1	0	0	0	13		54	6	0	0	0	0	1	61		50	9	0	2	1	0	0	62		136
13:15	13	3	1	3	0	0	1	21		51	2	0	0	0	0	0	53		78	9	1	0	0	0	1	89		163
13:30	12	4	0	0	0	0	0	16		44	8	1	0	0	0	0	53		77	6	0	1	0	0	0	84		153
13:45	12	1	0	0	0	0	0	13		59	5	0	0	0	0	3	67		60	7	1	0	0	0	0	68		148
1 Hr	47	9	2	4	0	0	1	63		208	21	1	0	0	0	4	234		265	31	2	3	1	0	1	303		600
14:00	13	0	0	1	0	0	0	14		62	6	1	0	0	0	0	69		49	4	0	0	0	0	0	53		136
14:15	28	2	0	0	0	0	1	31		79	5	2	0	1	0	1	88		59	5	0	0	2	0	0	66		185
14:30	15	1	0	2	0	0	0	18		31	9	1	1	1	0	0	43		93	9	0	0	0	0	1	103		164
14:45	8	0	0	0	0	1	0	9		45	7	1	0	0	0	2	55		92	4	0	0	1	0	0	97		161
1 Hr	64	3	0	3	0	1	1	72		217	27	5	1	2	0	3	255		293	22	0	0	3	0	1	319		646
15:00	7	1	1	0	0	0	0	9		41	5	0	0	1	0	0	47		63	7	1	0	0	0	2	73		129
15:15	14	4	0	0	0	0	0	18		46	3	0	0	1	0	0	50		71	11	0	0	0	0	1	83		151
15:30	8	2	0	0	0	0	0	10		53	9	2	0	1	0	0	65		63	10	0	0	0	0	0	73		148
15:45	13	3	1	0	0	0	1	18		60	5	1	0	0	1	0	67		65	8	1	0	0	0	2	76		161
1 Hr	42	10	2	0	0	0	1	55		200	22	3	0	3	1	0	229		262	36	2	0	0	0	5	305		589
16:00	24	6	1	0	1	0	0	32		56	8	1	0	0	1	0	66		59	8	1	0	1	0	0	69		167
16:15	15	3	1	0	0	0	0	19		79	5	1	0	0	0	0	85		89	9	1	0	0	0	4	103		207
16:30	8	6	1	0	0	0	0	15		71	4	0	0	0	0	0	75		78	12	1	0	0	0	3	94		184
16:45	16	2	0	0	0	0	0	18		65	8	1	0	0	1	3	78		81	10	1	0	0	1	0	93		189
1 Hr	63	17	3	0	1	0	0	84		271	25	3	0	0	2	3	304		307	39	4	0	1	1	7	359		747

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

17:00	20	4	0	0	0	0	1	25	90	5	1	0	0	0	1	97	76	10	0	0	0	0	1	87	209
17:15	13	0	0	0	0	0	0	13	77	8	0	1	0	0	1	87	88	7	1	0	0	1	0	97	197
17:30	18	1	0	0	0	0	0	19	62	7	1	0	0	2	0	72	83	3	1	0	0	2	1	90	181
17:45	17	4	0	0	0	0	0	21	98	6	0	1	0	2	0	107	87	6	0	0	0	3	2	98	226
1 Hr	68	9	0	0	0	0	1	78	327	26	2	2	0	4	2	363	334	26	2	0	0	6	4	372	813
18:00	13	2	0	0	0	0	0	15	79	7	0	0	0	0	0	86	97	7	0	0	0	0	1	105	206
18:15	19	2	0	0	0	0	0	21	105	7	0	0	0	0	3	115	98	3	0	0	0	1	2	104	240
18:30	20	1	0	0	0	0	0	21	70	3	0	0	0	0	0	73	74	5	1	0	0	1	0	81	175
18:45	16	3	0	0	0	0	2	21	56	6	1	0	0	1	0	64	84	8	0	0	1	0	0	93	178
1 Hr	68	8	0	0	0	0	2	78	310	23	1	0	0	1	3	338	353	23	1	0	1	2	3	383	799
19:00	19	0	0	0	0	0	0	19	77	1	0	0	0	0	0	78	45	4	0	0	0	0	0	49	146
19:15	13	1	0	0	0	0	0	14	52	4	0	0	0	0	0	56	60	3	0	1	0	0	0	64	134
19:30	7	2	0	0	0	0	1	10	43	5	0	0	0	0	0	48	50	4	0	0	0	0	3	57	115
19:45	22	0	0	0	0	0	0	22	64	2	0	0	0	0	0	66	49	4	0	0	0	0	3	56	144
1 Hr	61	3	0	0	0	0	1	65	236	12	0	0	0	0	0	248	204	15	0	1	0	0	6	226	539
20:00	7	0	0	0	0	0	0	7	42	3	0	0	0	0	2	47	49	3	0	0	0	0	0	52	106
20:15	8	1	0	0	0	0	0	9	43	2	1	0	0	0	1	47	44	4	0	0	0	0	1	49	105
20:30	7	0	0	0	0	0	0	7	39	1	0	0	0	0	1	41	39	5	0	0	0	0	1	45	93
20:45	11	2	0	0	0	0	0	13	24	1	0	0	0	0	0	25	43	5	0	0	0	0	0	48	86
1 Hr	33	3	0	0	0	0	0	36	148	7	1	0	0	0	4	160	175	17	0	0	0	0	2	194	390
21:00	5	1	0	0	0	0	0	6	28	1	1	0	0	0	1	31	46	2	0	0	0	0	1	49	86
21:15	6	0	0	0	0	0	0	6	26	0	0	0	0	0	0	26	44	1	0	0	0	0	2	47	79
21:30	9	0	0	0	0	0	0	9	30	0	0	0	0	0	0	30	25	3	0	0	0	0	0	28	67
21:45	4	0	0	0	0	0	0	4	21	3	0	0	0	0	0	24	23	3	0	0	0	0	1	27	55
1 Hr	24	1	0	0	0	0	0	25	105	4	1	0	0	0	1	111	138	9	0	0	0	0	4	151	287
22:00	2	1	0	0	0	0	0	3	25	0	0	0	0	0	0	25	21	2	0	0	0	0	1	24	52
22:15	5	0	0	0	0	0	0	5	15	1	0	0	0	0	0	16	36	4	0	0	0	0	1	41	62
22:30	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	19	1	0	0	0	0	0	20	34
22:45	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5	16	2	0	0	0	0	0	18	25
1 Hr	9	1	0	0	0	0	0	10	58	2	0	0	0	0	0	60	92	9	0	0	0	0	2	103	173
23:00	1	0	0	0	0	0	0	1	10	1	0	0	0	0	0	11	11	2	0	0	0	0	0	13	25
23:15	3	0	0	0	0	0	0	3	10	0	0	0	0	0	0	10	14	0	0	0	0	0	0	14	27
23:30	2	0	0	0	0	0	0	2	10	0	1	0	0	0	1	12	9	0	0	0	0	0	0	9	23
23:45	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10	6	0	0	0	0	0	0	6	17
1 Hr	7	0	0	0	0	0	0	7	40	1	1	0	0	0	1	43	40	2	0	0	0	0	0	42	92
Total	856	114	18	23	1	5	13	1030	3310	300	48	7	8	16	31	3720	3858	415	32	25	11	11	47	4399	9149

DESTINATION SUMMARY

	Destination : Arm A Belmayne(E)							Total	**Destination :** Arm B Hole in The Wall Road							Total	**Destination :** Arm C Belmayne(W)							Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	6	1	0	0	0	0	1	8	14
00:15	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3	5	0	0	0	0	0	1	6	11
00:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	7
00:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	5
1 Hr	4	1	0	0	0	0	0	5	13	0	0	0	0	0	0	13	16	1	0	0	0	0	2	19	37

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

01:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3	7
01:15	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	3	0	0	0	0	0	0	3	9
01:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	6
01:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1 Hr	2	0	0	0	0	0	0	2	12	3	0	0	0	0	0	15	6	1	0	0	0	0	0	7	24
02:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4
02:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
1 Hr	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3	9
03:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
1 Hr	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	8
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	4
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	3
04:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2	4
1 Hr	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	8	0	0	0	0	1	0	9	12
05:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2	4
05:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	2	2	0	0	0	0	0	4	7
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9	10
05:45	1	0	0	0	0	0	0	1	2	1	0	0	0	0	1	4	8	0	0	0	0	0	0	8	13
1 Hr	1	0	0	0	0	0	0	1	7	2	0	0	0	0	1	10	19	4	0	0	0	0	0	23	34
06:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	11	1	0	0	0	0	0	12	20
06:15	4	0	0	0	0	0	1	5	12	3	0	0	0	0	0	15	9	5	0	0	0	0	0	14	34
06:30	1	3	0	0	0	0	0	4	13	0	0	0	0	0	0	13	13	3	1	0	0	0	0	17	34
06:45	9	8	0	1	0	0	0	18	18	1	1	0	0	0	0	20	20	1	0	0	0	0	1	22	60
1 Hr	14	11	0	1	0	0	1	27	50	5	1	0	0	0	0	56	53	10	1	0	0	0	1	65	148
07:00	7	2	0	0	0	0	0	9	20	4	0	0	0	0	0	24	35	2	0	0	1	1	1	40	73
07:15	11	3	1	0	0	0	0	15	51	10	0	0	1	0	1	63	33	7	0	1	1	1	0	43	121
07:30	16	4	1	1	0	0	1	23	62	5	0	0	0	0	0	67	77	6	4	2	0	0	0	89	179
07:45	10	6	0	1	0	0	0	17	73	6	0	0	4	0	1	84	78	5	1	0	0	0	2	86	187
1 Hr	44	15	2	2	0	0	1	64	206	25	0	0	5	0	2	238	223	20	5	3	2	2	3	258	560
08:00	10	2	0	1	0	0	0	13	79	6	2	0	0	0	1	88	90	8	0	2	0	1	3	104	205
08:15	17	1	0	0	0	0	1	19	58	4	0	0	0	0	0	62	123	7	0	1	0	2	0	133	214
08:30	19	2	1	2	0	0	0	24	51	4	0	0	0	1	1	57	94	11	0	0	0	0	1	106	187
08:45	18	1	0	2	0	0	0	21	63	5	1	0	0	0	0	69	84	4	3	2	1	0	1	95	185
1 Hr	64	6	1	5	0	0	1	77	251	19	3	0	0	1	2	276	391	30	3	5	1	3	5	438	791
09:00	12	2	0	1	0	0	0	15	65	9	1	0	0	0	0	75	50	3	1	3	0	0	0	57	147
09:15	10	1	0	1	0	0	0	12	66	6	0	0	0	0	0	72	51	7	2	0	0	0	0	60	144
09:30	4	4	0	1	0	0	0	9	30	6	2	0	0	0	0	38	46	4	1	2	0	0	0	53	100
09:45	9	2	0	1	0	0	0	12	37	4	1	1	0	0	1	44	38	7	1	0	0	0	0	46	102
1 Hr	35	9	0	4	0	0	0	48	198	25	4	1	0	0	1	229	185	21	5	5	0	0	0	216	493
10:00	10	4	0	0	0	0	0	14	38	4	2	0	0	0	0	44	47	4	4	0	0	0	0	55	113
10:15	7	2	0	1	0	0	0	10	35	8	1	0	0	0	0	44	40	8	1	1	0	0	1	51	105

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

10:30	7	3	2	1	0	1	0	14		35	3	0	0	0	0	1	39		43	7	0	0	0	0	1	51		104
10:45	5	2	1	1	0	1	1	11		36	7	2	0	0	0	0	45		45	10	4	2	0	1	0	62		118
1 Hr	29	11	3	3	0	2	1	49		144	22	5	0	0	0	1	172		175	29	9	3	0	1	2	219		440
11:00	6	0	0	0	0	0	0	6		31	2	0	1	0	0	1	35		30	4	1	0	0	1	0	36		77
11:15	7	0	0	0	0	0	0	7		34	3	1	0	0	0	0	38		50	7	1	1	0	1	0	60		105
11:30	10	1	0	0	0	0	0	11		41	5	0	0	0	0	0	46		45	9	1	1	0	0	1	57		114
11:45	7	1	2	0	0	0	0	10		46	4	0	0	0	0	0	50		52	6	0	0	0	1	1	60		120
1 Hr	30	2	2	0	0	0	0	34		152	14	1	1	0	0	1	169		177	26	3	2	0	3	2	213		416
12:00	11	1	1	1	0	0	0	14		50	4	0	0	0	0	0	54		37	4	5	0	0	1	0	47		115
12:15	7	5	0	1	0	0	0	13		42	3	0	0	0	0	0	45		45	4	1	1	0	0	0	51		109
12:30	9	2	1	1	0	0	0	13		46	8	0	0	0	0	0	54		52	6	1	0	0	0	0	59		126
12:45	12	2	1	1	0	0	0	16		51	5	0	0	0	0	0	56		68	6	4	1	0	0	1	80		152
1 Hr	39	10	3	4	0	0	0	56		189	20	0	0	0	0	0	209		202	20	11	2	0	1	1	237		502
13:00	12	2	0	2	0	0	0	16		43	7	1	0	1	0	0	52		59	7	0	1	0	0	1	68		136
13:15	16	2	0	0	0	0	0	18		62	7	1	2	0	0	1	73		64	5	1	1	0	0	1	72		163
13:30	13	0	0	1	0	0	0	14		67	6	0	0	0	0	0	73		53	12	1	0	0	0	0	66		153
13:45	7	4	0	0	0	0	0	11		61	4	1	0	0	0	0	66		63	5	0	0	0	0	3	71		148
1 Hr	48	8	0	3	0	0	0	59		233	24	3	2	1	0	1	264		239	29	2	2	0	0	5	277		600
14:00	10	1	0	0	0	0	0	11		43	3	0	0	0	0	0	46		71	6	1	1	0	0	0	79		136
14:15	20	0	0	0	0	0	0	20		50	6	0	0	2	0	0	58		96	6	2	0	1	0	2	107		185
14:30	25	1	0	1	0	0	0	27		74	8	0	0	0	0	1	83		40	10	1	2	1	0	0	54		164
14:45	20	1	0	0	0	0	0	21		76	3	0	0	1	0	0	80		49	7	1	0	0	1	2	60		161
1 Hr	75	3	0	1	0	0	0	79		243	20	0	0	3	0	1	267		256	29	5	3	2	1	4	300		646
15:00	7	1	2	0	0	0	0	10		59	6	0	0	0	0	2	67		45	6	0	0	1	0	0	52		129
15:15	16	3	0	0	0	0	1	20		57	10	0	0	0	0	0	67		58	5	0	0	1	0	0	64		151
15:30	9	1	0	0	0	0	0	10		61	11	0	0	0	0	0	72		54	9	2	0	1	0	0	66		148
15:45	11	1	1	0	0	0	1	14		58	7	0	0	0	0	1	66		69	8	2	0	0	1	1	81		161
1 Hr	43	6	3	0	0	0	2	54		235	34	0	0	0	0	3	272		226	28	4	0	3	1	1	263		589
16:00	17	2	0	0	1	0	0	20		45	6	1	0	0	0	0	52		77	14	2	0	1	1	0	95		167
16:15	15	1	0	0	0	0	2	18		76	8	1	0	0	0	2	87		92	8	2	0	0	0	0	102		207
16:30	15	3	0	0	0	0	1	19		66	10	1	0	0	0	2	79		76	9	1	0	0	0	0	86		184
16:45	23	4	0	0	0	0	0	27		64	6	1	0	0	1	0	72		75	10	1	0	0	1	3	90		189
1 Hr	70	10	0	0	1	0	3	84		251	30	4	0	0	1	4	290		320	41	6	0	1	2	3	373		747
17:00	14	2	0	0	0	0	0	16		67	9	0	0	0	0	1	77		105	8	1	0	0	0	2	116		209
17:15	27	1	0	0	0	0	0	28		69	6	1	0	0	1	0	77		82	8	0	1	0	0	1	92		197
17:30	20	0	0	0	0	0	1	21		65	3	1	0	0	2	0	71		78	8	1	0	0	2	0	89		181
17:45	19	4	0	0	0	0	1	24		72	2	0	0	0	3	1	78		111	10	0	1	0	2	0	124		226
1 Hr	80	7	0	0	0	0	2	89		273	20	2	0	0	6	2	303		376	34	2	2	0	4	3	421		813
18:00	27	4	0	0	0	0	0	31		76	3	0	0	0	0	1	80		86	9	0	0	0	0	0	95		206
18:15	24	1	0	0	0	0	1	26		82	3	0	0	0	1	1	87		116	8	0	0	0	0	3	127		240
18:30	28	1	0	0	0	0	0	29		55	4	1	0	0	1	0	61		81	4	0	0	0	0	0	85		175
18:45	17	1	0	0	0	1	0	19		73	7	0	0	1	0	0	81		66	9	1	0	0	0	2	78		178
1 Hr	96	7	0	0	0	1	1	105		286	17	1	0	1	2	2	309		349	30	1	0	0	0	5	385		799
19:00	14	1	0	0	0	0	0	15		38	3	0	0	0	0	0	41		89	1	0	0	0	0	0	90		146
19:15	10	1	0	0	0	0	0	11		56	3	0	1	0	0	0	60		59	4	0	0	0	0	0	63		134
19:30	12	1	0	0	0	0	1	14		40	3	0	0	0	0	2	45		48	7	0	0	0	0	1	56		115
19:45	15	0	0	0	0	0	1	16		43	4	0	0	0	0	2	49		77	2	0	0	0	0	0	79		144

Tracsis plc
Traffic and Data Services

Return To Dashboard

Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 3 - Belmayne(E) / Hole in The Wall Road / Belmayne(W)

1 Hr	51	3	0	0	0	0	2	56	177	13	0	1	0	0	4	195	273	14	0	0	0	0	1	288	539
20:00	9	1	0	0	0	0	0	10	41	2	0	0	0	0	0	43	48	3	0	0	0	0	2	53	106
20:15	9	0	0	0	0	0	0	9	37	4	0	0	0	0	1	42	49	3	1	0	0	0	1	54	105
20:30	9	2	0	0	0	0	0	11	32	3	0	0	0	0	1	36	44	1	0	0	0	0	1	46	93
20:45	9	2	0	0	0	0	0	11	35	4	0	0	0	0	0	39	34	2	0	0	0	0	0	36	86
1 Hr	36	5	0	0	0	0	0	41	145	13	0	0	0	0	2	160	175	9	1	0	0	0	4	189	390
21:00	9	0	0	0	0	0	1	10	43	2	0	0	0	0	0	45	27	2	1	0	0	0	1	31	86
21:15	13	0	0	0	0	0	2	15	36	1	0	0	0	0	0	37	27	0	0	0	0	0	0	27	79
21:30	6	1	0	0	0	0	0	7	23	2	0	0	0	0	0	25	35	0	0	0	0	0	0	35	67
21:45	8	0	0	0	0	0	0	8	19	3	0	0	0	0	1	23	21	3	0	0	0	0	0	24	55
1 Hr	36	1	0	0	0	0	3	40	121	8	0	0	0	0	1	130	110	5	1	0	0	0	1	117	287
22:00	8	0	0	0	0	0	0	8	16	2	0	0	0	0	1	19	24	1	0	0	0	0	0	25	52
22:15	13	2	0	0	0	0	0	15	25	2	0	0	0	0	1	28	18	1	0	0	0	0	0	19	62
22:30	5	0	0	0	0	0	0	5	14	1	0	0	0	0	0	15	13	1	0	0	0	0	0	14	34
22:45	3	1	0	0	0	0	0	4	12	1	0	0	0	0	0	13	8	0	0	0	0	0	0	8	25
1 Hr	29	3	0	0	0	0	0	32	67	6	0	0	0	0	2	75	63	3	0	0	0	0	0	66	173
23:00	3	1	0	0	0	0	0	4	10	1	0	0	0	0	0	11	9	1	0	0	0	0	0	10	25
23:15	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	12	11	0	0	0	0	0	0	11	27
23:30	5	0	0	0	0	0	0	5	7	0	0	0	0	0	0	7	9	0	1	0	0	0	1	11	23
23:45	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9	17
1 Hr	18	1	0	0	0	0	0	19	31	1	0	0	0	0	0	32	38	1	1	0	0	0	1	41	92
Total	848	120	14	23	1	3	17	1026	3288	324	24	5	10	10	30	3691	3888	385	60	27	9	19	44	4432	9149

SITE 4

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

Origin Arm A Marrsfield Avenue(ESE)

	Destination : Arm A Marrsfield Avenue(ESE)							Total	**Destination :** Arm B Park Avenue							Total	**Destination :** Arm C Marrsfield Avenue(WNW)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	1	7	7
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	5
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	2	6	6
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	19	3	0	0	0	0	3	25	26
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	9
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	1	0	0	0	14	14
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	11	1	0	0	0	0	0	12	13
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	1	0	0	0	14	14
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	4	0	2	0	0	0	49	50
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	12	3	0	0	0	0	3	18	19
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	0	1	0	0	0	0	8	9
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	10	1	0	1	0	0	0	12	13

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

08:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		10	0	0	2	0	1	0	13		13
1 Hr	0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		39	4	1	3	0	1	3	51		54
09:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		6	0	1	0	0	0	0	7		7
09:15	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		4	0	0	1	0	0	0	5		6
09:30	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		4	1	1	1	0	0	0	7		8
09:45	0	0	0	0	0	0	0	0		4	0	0	0	0	0	0	4		6	1	0	1	0	0	1	9		13
1 Hr	0	0	0	0	0	0	0	0		6	0	0	0	0	0	0	6		20	2	2	3	0	0	1	28		34
10:00	0	0	0	0	0	0	0	0		0	1	0	0	0	0	0	1		3	3	0	0	0	0	0	6		7
10:15	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		3	0	1	0	0	0	0	4		5
10:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		2	1	0	1	0	0	0	4		4
10:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		3	2	2	0	0	0	0	7		7
1 Hr	0	0	0	0	0	0	0	0		1	1	0	0	0	0	0	2		11	6	3	1	0	0	0	21		23
11:00	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		2	0	0	2	0	0	0	4		5
11:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		6	1	1	0	0	0	0	8		8
11:30	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		4	2	2	0	0	0	0	8		9
11:45	0	0	0	0	0	0	0	0		0	1	0	0	0	0	0	1		5	2	1	1	0	0	0	9		10
1 Hr	0	0	0	0	0	0	0	0		2	1	0	0	0	0	0	3		17	5	4	3	0	0	0	29		32
12:00	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		7	0	0	0	0	0	0	7		8
12:15	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		6	1	1	1	0	0	1	10		11
12:30	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		8	0	1	0	0	0	0	9		10
12:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		3	1	0	0	0	0	0	4		4
1 Hr	0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		24	2	2	1	0	0	1	30		33
13:00	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		5	1	0	0	0	0	0	6		8
13:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		5	1	0	0	0	0	0	6		6
13:30	0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		2	1	0	0	0	0	0	3		6
13:45	0	0	0	0	0	0	0	0		2	0	0	0	0	0	2	4		10	1	0	0	0	0	0	11		15
1 Hr	0	0	0	0	0	0	0	0		7	0	0	0	0	0	2	9		22	4	0	0	0	0	0	26		35
14:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		2	0	0	1	0	0	0	3		3
14:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		8	0	1	0	0	0	0	9		9
14:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		8	3	0	1	0	0	0	12		12
14:45	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		2	1	1	1	0	0	0	5		6
1 Hr	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		20	4	2	3	0	0	0	29		30
15:00	0	0	0	0	0	0	0	0		3	1	0	0	0	0	0	4		2	1	2	0	0	0	0	5		9
15:15	0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		4	1	1	0	0	0	0	6		9
15:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		8	1	0	0	0	0	0	9		9
15:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		16	1	0	1	0	0	0	18		18
1 Hr	0	0	0	0	0	0	0	0		6	1	0	0	0	0	0	7		30	4	3	1	0	0	0	38		45
16:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		16	4	0	0	0	0	0	20		20
16:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		6	7	0	1	0	0	1	15		15
16:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		12	7	0	0	0	0	0	19		19
16:45	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		7	3	0	0	0	0	0	10		11
1 Hr	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		41	21	0	1	0	0	1	64		65
17:00	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		14	1	0	0	0	0	0	15		16
17:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		9	0	0	0	0	0	0	9		9
17:30	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		8	1	0	0	0	0	0	9		11
17:45	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		12	2	0	0	0	0	0	14		15
1 Hr	0	0	0	0	0	0	0	0		4	0	0	0	0	0	0	4		43	4	0	0	0	0	0	47		51

Tracsis plc
Traffic and Data Services

Return To Dashboard

Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	6	2	0	0	0	0	0	8	11
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	2	0	0	0	0	1	5	7
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7	8
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9	10
1 Hr	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	7	23	5	0	0	0	0	1	29	36
19:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9	10
19:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5	6	0	0	0	0	0	0	6	11
19:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8	10
19:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10	12
1 Hr	0	0	0	0	0	0	0	0	9	0	0	0	0	0	1	10	31	2	0	0	0	0	0	33	43
20:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	5
20:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	6
20:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	4
20:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	5
1 Hr	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	15	0	0	0	0	0	0	15	20
21:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	5
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
21:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6	7
21:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1	3
1 Hr	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4	12	1	0	0	0	0	0	13	17
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
22:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6	7
22:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	1	0	0	0	0	0	10	12
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	6
Total	0	0	0	0	0	0	0	0	60	3	0	0	0	0	7	70	430	72	17	18	0	1	10	548	618

Origin Arm B Park Avenue

	Destination : Arm A Marrsfield Avenue(E)								Destination : Arm B Park Avenue								Destination : Arm C Marrsfield Avenue(WNW)								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	4
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	3
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	0	5
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	4
07:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	0	6
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	0	11
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	0	7
1 Hr	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27	0	28
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	1	1	14	0	14
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	0	19
08:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28	0	30
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	0	12
1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	70	1	0	0	0	1	1	73	0	75
09:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	6
09:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	13
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	5
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
1 Hr	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	0	25
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	0	6
10:15	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	5
10:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	7
1 Hr	4	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	0	21
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	0	5
11:15	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	7

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

11:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		4	0	1	0	0	0	0	5		5
11:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		4	0	0	0	0	0	0	4		4
1 Hr	4	3	0	0	0	0	0	7		0	0	0	0	0	0	0	0		12	1	1	0	0	0	0	14		21
12:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		8	2	0	0	0	0	0	10		10
12:15	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		1
12:30	0	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0		4	0	0	0	0	0	0	4		5
12:45	4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		6	1	0	0	0	0	0	7		11
1 Hr	5	1	0	0	0	0	0	6		0	0	0	0	0	0	0	0		18	3	0	0	0	0	0	21		27
13:00	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		3
13:15	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		5	0	0	0	0	0	0	5		7
13:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		1	1	0	0	0	0	0	2		3
13:45	1	1	0	0	0	0	0	2		0	0	0	0	0	0	0	0		3	0	1	0	0	0	0	4		6
1 Hr	5	1	0	0	0	0	0	6		0	0	0	0	0	0	0	0		11	1	1	0	0	0	0	13		19
14:00	2	2	0	0	0	0	0	4		0	0	0	0	0	0	0	0		9	0	0	0	0	0	0	9		13
14:15	5	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0		12	0	1	0	0	0	0	13		18
14:30	3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		5
14:45	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		4	0	0	0	0	0	0	4		5
1 Hr	11	2	0	0	0	0	0	13		0	0	0	0	0	0	0	0		27	0	1	0	0	0	0	28		41
15:00	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		4	1	0	0	0	0	0	5		7
15:15	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		10	0	1	0	0	0	0	11		12
15:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		2	0	0	0	0	0	1	3		4
15:45	0	0	0	0	0	0	2	2		0	0	0	0	0	0	0	0		7	2	0	0	0	0	1	10		12
1 Hr	4	0	0	0	0	0	2	6		0	0	0	0	0	0	0	0		23	3	1	0	0	0	2	29		35
16:00	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		7	0	0	0	0	0	0	7		9
16:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		4	1	1	0	0	0	0	6		6
16:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		2
16:45	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		5	1	0	0	0	0	0	6		7
1 Hr	4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		17	2	1	0	0	0	0	20		24
17:00	5	1	0	0	0	0	1	7		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		8
17:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		3	1	0	0	0	0	0	4		4
17:30	3	1	0	0	0	0	0	4		0	0	0	0	0	0	0	0		7	0	0	0	0	0	0	7		11
17:45	0	0	0	0	0	0	1	1		0	0	0	0	0	0	0	0		17	3	0	0	0	0	0	20		21
1 Hr	8	2	0	0	0	0	2	12		0	0	0	0	0	0	0	0		28	4	0	0	0	0	0	32		44
18:00	4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		7	0	0	0	0	0	0	7		11
18:15	3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		10	0	0	0	0	0	0	10		13
18:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		4
18:45	4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		10	0	0	0	0	0	1	11		15
1 Hr	12	0	0	0	0	0	0	12		0	0	0	0	0	0	0	0		30	0	0	0	0	0	1	31		43
19:00	5	0	0	0	0	0	1	6		0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		8
19:15	5	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		8
19:30	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		5
19:45	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		6	0	0	0	0	0	0	6		8
1 Hr	14	0	0	0	0	0	1	15		0	0	0	0	0	0	0	0		14	0	0	0	0	0	0	14		29
20:00	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		7	0	0	0	0	0	0	7		9
20:15	3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		4	0	0	0	0	0	0	4		7
20:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		2
20:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		4	1	0	0	0	0	0	5		5

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

1 Hr	4	0	0	0	0	0	0	6		0	0	0	0	0	0	0	0		16	1	0	0	0	0	0	17		23
21:00	4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		5	0	0	0	0	0	1	6		10
21:15	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		3
21:30	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		3
21:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
1 Hr	7	0	0	0	0	0	0	7		0	0	0	0	0	0	0	0		8	0	0	0	0	0	1	9		16
22:00	3	1	0	0	0	1	0	5		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		5
22:15	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		2
22:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
22:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
1 Hr	4	1	0	0	0	1	0	6		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		7
23:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
23:15	4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		4
23:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		3
23:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
1 Hr	5	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		7
Total	101	12	0	0	0	1	6	122		0	0	0	0	0	0	0	0		343	22	5	0	0	1	5	376		498

Origin Arm C Marrsfield Avenue(WNW)

	Destination : Arm A Marrsfield Avenue(E)							Total		**Destination :** Arm B Park Avenue							Total		**Destination :** Arm C Marrsfield Avenue(WNW)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC			Car	LGV	OGV1	OGV2	PSV	MC	PC			Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	1	0	0	0	0	0	1	2		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	1	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	2	4		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	2
01:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	3
02:00	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1
02:15	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	1
03:15	1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	4	5	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
06:45	6	4	0	0	0	0	0	10	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	12
1 Hr	11	9	0	0	0	0	0	20	2	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	23
07:00	2	4	0	1	0	0	0	7	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	10
07:15	13	5	0	0	0	0	0	18	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
07:30	8	1	0	1	0	0	0	10	6	0	0	0	0	0	1	7	7	0	0	0	0	0	0	0	0	0	0	0	0	17
07:45	7	2	2	0	0	0	0	11	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	14
1 Hr	30	12	2	2	0	0	0	46	12	1	0	0	0	0	1	14	14	0	0	0	0	0	0	0	0	0	0	0	0	60
08:00	8	2	0	1	0	0	0	11	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	18
08:15	4	1	0	1	0	0	0	6	8	0	0	0	0	0	2	10	10	0	0	0	0	0	0	0	0	0	0	0	0	16
08:30	5	1	0	1	0	0	0	7	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	14
08:45	4	0	1	0	0	0	0	5	12	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	17
1 Hr	21	4	1	3	0	0	0	29	33	1	0	0	0	0	2	36	36	0	0	0	0	0	0	0	0	0	0	0	0	65
09:00	5	0	0	1	0	0	0	6	10	1	1	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	18
09:15	2	1	0	1	0	0	0	4	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	9
09:30	3	1	0	1	0	0	0	5	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7
09:45	3	1	0	0	0	0	0	4	4	2	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	10
1 Hr	13	3	0	1	0	0	0	19	21	3	1	0	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	44
10:00	2	1	1	1	0	0	0	5	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
10:15	3	2	1	0	0	0	0	6	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	11
10:30	0	2	0	1	0	0	0	3	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
10:45	3	0	1	1	0	0	0	5	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	9
1 Hr	8	5	3	3	0	0	0	19	11	1	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	31
11:00	4	1	0	1	0	0	1	7	2	3	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	12
11:15	4	3	2	0	0	0	0	9	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	13
11:30	4	0	1	1	0	0	0	6	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	9
11:45	2	1	0	0	0	0	1	4	3	2	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	9
1 Hr	14	5	3	2	0	0	2	26	12	5	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	43
12:00	6	0	0	1	0	0	0	7	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	11
12:15	3	3	1	0	0	0	0	7	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	13
12:30	3	0	0	0	0	0	0	3	0	2	0	0	0	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
12:45	4	3	0	0	0	0	0	7	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	10
1 Hr	16	6	1	1	0	0	0	24	12	3	0	0	0	1	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	40
13:00	1	1	1	0	0	0	0	3	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	9
13:15	7	2	0	0	0	0	0	9	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	16
13:30	8	0	0	1	0	0	1	10	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	14
13:45	6	1	0	0	0	0	0	7	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	12
1 Hr	22	4	1	1	0	0	1	29	20	2	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	51
14:00	8	0	0	1	0	0	0	9	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	11

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

14:15	3	1	1	1	0	0	0	6		3	3	0	0	0	0	0	6		0	0	0	0	0	0	0	0		12
14:30	14	1	0	0	0	0	0	15		18	3	0	0	0	0	0	21		0	0	0	0	0	0	0	0		36
14:45	8	0	1	1	0	0	0	10		4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		14
1 Hr	33	2	2	3	0	0	0	40		27	6	0	0	0	0	0	33		0	0	0	0	0	0	0	0		73
15:00	5	0	0	1	0	0	0	6		4	0	1	0	0	0	0	5		0	0	0	0	0	0	0	0		11
15:15	3	1	0	0	0	0	0	4		7	0	0	0	0	0	1	8		0	0	0	0	0	0	0	0		12
15:30	6	0	0	1	0	0	0	7		6	1	0	0	0	0	0	7		0	0	0	0	0	0	0	0		14
15:45	7	1	0	0	0	0	0	8		6	1	0	0	0	0	0	7		0	0	0	0	0	0	0	0		15
1 Hr	21	2	0	2	0	0	0	25		23	2	1	0	0	0	1	27		0	0	0	0	0	0	0	0		52
16:00	11	0	1	0	0	0	0	12		14	0	1	0	0	0	0	15		0	0	0	0	0	0	0	0		27
16:15	7	1	0	0	0	0	0	8		5	0	0	0	0	0	0	5		1	0	0	0	0	0	0	1		14
16:30	8	2	0	0	0	0	0	10		5	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0		15
16:45	11	3	0	0	0	0	0	14		5	2	0	0	0	0	0	7		0	0	0	0	0	0	0	0		21
1 Hr	37	6	1	0	0	0	0	44		29	2	1	0	0	0	0	32		1	0	0	0	0	0	0	1		77
17:00	5	1	0	0	0	0	0	6		5	1	0	0	0	0	0	6		0	0	0	0	0	0	0	0		12
17:15	12	0	0	0	0	0	1	13		9	2	1	0	0	0	0	12		0	0	0	0	0	0	0	0		25
17:30	6	1	0	0	0	0	0	7		12	1	0	0	0	0	0	13		0	0	0	0	0	0	0	0		20
17:45	11	0	0	0	0	0	2	13		13	2	0	0	0	0	1	16		0	0	0	0	0	0	0	0		29
1 Hr	34	2	0	0	0	0	3	39		39	6	1	0	0	0	1	47		0	0	0	0	0	0	0	0		86
18:00	5	1	0	0	0	0	0	6		14	1	0	0	0	0	2	17		0	0	0	0	0	0	0	0		23
18:15	12	0	0	0	0	0	0	12		16	1	0	0	0	0	0	17		0	0	0	0	0	0	0	0		29
18:30	7	2	0	0	0	0	0	9		3	1	0	0	0	0	0	4		0	0	0	0	0	0	0	0		13
18:45	6	0	0	0	0	0	0	6		10	1	0	0	0	0	0	11		0	0	0	0	0	0	0	0		17
1 Hr	30	3	0	0	0	0	0	33		43	4	0	0	0	0	2	49		0	0	0	0	0	0	0	0		82
19:00	6	0	0	0	0	0	0	6		5	3	0	0	0	0	0	8		0	0	0	0	0	0	0	0		14
19:15	9	0	0	0	0	0	0	9		11	0	0	0	0	0	0	11		0	0	0	0	0	0	0	0		20
19:30	8	0	0	0	0	0	0	8		8	1	0	0	0	0	0	9		0	0	0	0	0	0	0	0		17
19:45	4	0	0	0	0	0	0	4		4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		8
1 Hr	27	0	0	0	0	0	0	27		28	4	0	0	0	0	0	32		0	0	0	0	0	0	0	0		59
20:00	7	1	0	0	0	0	0	8		7	0	0	0	0	0	0	7		0	0	0	0	0	0	0	0		15
20:15	9	0	0	0	0	0	1	10		7	1	0	0	0	0	0	8		0	0	0	0	0	0	0	0		18
20:30	8	0	0	0	0	0	2	10		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		12
20:45	4	0	0	0	0	0	1	5		8	0	0	0	0	0	0	8		0	0	0	0	0	0	0	0		13
1 Hr	28	1	0	0	0	0	4	33		24	1	0	0	0	0	0	25		0	0	0	0	0	0	0	0		58
21:00	4	0	0	0	0	0	0	4		5	2	0	0	0	0	1	8		0	0	0	0	0	0	0	0		12
21:15	6	1	0	0	0	0	0	7		4	1	0	0	0	0	0	5		0	0	0	0	0	0	0	0		12
21:30	9	0	0	0	0	0	0	9		6	0	0	0	0	0	0	6		0	0	0	0	0	0	0	0		15
21:45	11	0	0	0	0	0	0	11		1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1		13
1 Hr	30	1	0	0	0	0	0	31		16	3	0	0	0	0	1	20		1	0	0	0	0	0	0	1		52
22:00	7	0	0	0	0	0	0	7		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		9
22:15	3	1	0	0	0	0	0	4		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		6
22:30	3	0	0	0	0	0	2	5		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		5
22:45	4	0	0	0	0	0	0	4		1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1		6
1 Hr	17	1	0	0	0	0	2	20		5	0	0	0	0	0	0	5		1	0	0	0	0	0	0	1		26
23:00	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		1
23:15	6	1	0	0	0	0	0	7		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		9
23:30	3	0	0	0	0	0	0	3		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		4

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

23:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
1 Hr	14	1	0	0	0	0	0	15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	19
Total	414	67	14	18	0	0	14	529	365	44	4	0	0	1	9	423	3	0	0	0	0	0	0	3	955

ORIGIN SUMMARY

	Origin :	Arm A	Marrsfield Avenue(E)					Total	**Origin :**	Arm B	Park Avenue					Total	**Origin :**	Arm C	Marrsfield Avenue(WNW)					Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	1	3	4
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	2	5	6
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	5
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
05:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	6
1 Hr	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	10
06:00	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	10
06:15	4	2	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
06:30	4	0	0	0	0	0	1	5	1	0	0	0	0	0	0	1	4	5	0	0	0	0	0	9	15
06:45	3	1	0	0	0	0	2	6	2	1	0	0	0	0	0	3	8	4	0	0	0	0	0	12	21
1 Hr	19	3	0	0	0	0	4	26	4	1	0	0	0	0	0	5	13	9	0	0	0	0	1	23	54
07:00	9	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4	4	5	0	1	0	0	0	10	23
07:15	11	2	0	1	0	0	0	14	4	2	0	0	0	0	0	6	14	5	0	0	0	0	0	19	39
07:30	12	1	0	0	0	0	0	13	11	0	0	0	0	0	0	11	14	1	0	1	0	0	1	17	41

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

07:45	12	1	0	1	0	0	0	14		5	2	0	0	0	0	0	7		10	2	2	0	0	0	0	14		35
1 Hr	44	4	0	2	0	0	0	50		24	4	0	0	0	0	0	28		42	13	2	2	0	0	1	60		138
08:00	13	3	0	0	0	0	3	19		11	1	0	0	0	1	1	14		14	3	0	1	0	0	0	18		51
08:15	8	0	1	0	0	0	0	9		19	0	0	0	0	0	0	19		12	1	0	1	0	0	2	16		44
08:30	11	1	0	1	0	0	0	13		30	0	0	0	0	0	0	30		12	1	0	1	0	0	0	14		57
08:45	10	0	0	2	0	1	0	13		12	0	0	0	0	0	0	12		16	0	1	0	0	0	0	17		42
1 Hr	42	4	1	3	0	1	3	54		72	1	0	0	0	1	1	75		54	5	1	3	0	0	2	65		194
09:00	6	0	1	0	0	0	0	7		5	1	0	0	0	0	0	6		15	1	1	1	0	0	0	18		31
09:15	5	0	0	1	0	0	0	6		13	0	0	0	0	0	0	13		7	1	0	1	0	0	0	9		28
09:30	5	1	1	1	0	0	0	8		5	0	0	0	0	0	0	5		5	1	0	1	0	0	0	7		20
09:45	10	1	0	1	0	0	1	13		1	0	0	0	0	0	0	1		7	3	0	0	0	0	0	10		24
1 Hr	26	2	2	3	0	0	1	34		24	1	0	0	0	0	0	25		34	6	1	3	0	0	0	44		103
10:00	3	4	0	0	0	0	0	7		4	2	0	0	0	0	0	6		3	1	1	1	0	0	0	6		19
10:15	4	0	1	0	0	0	0	5		2	0	0	0	0	0	1	3		7	3	1	0	0	0	0	11		19
10:30	2	1	0	1	0	0	0	4		5	0	0	0	0	0	0	5		2	2	0	1	0	0	0	5		14
10:45	3	2	2	0	0	0	0	7		7	0	0	0	0	0	0	7		7	0	1	1	0	0	0	9		23
1 Hr	12	7	3	1	0	0	0	23		18	2	0	0	0	0	1	21		19	6	3	3	0	0	0	31		75
11:00	3	0	0	2	0	0	0	5		4	1	0	0	0	0	0	5		6	4	0	1	0	0	1	12		22
11:15	6	1	1	0	0	0	0	8		4	3	0	0	0	0	0	7		8	3	2	0	0	0	0	13		28
11:30	5	2	2	0	0	0	0	9		4	0	1	0	0	0	0	5		7	0	1	1	0	0	0	9		23
11:45	5	3	1	1	0	0	0	10		4	0	0	0	0	0	0	4		5	3	0	0	0	0	1	9		23
1 Hr	19	6	4	3	0	0	0	32		16	4	1	0	0	0	0	21		26	10	3	2	0	0	2	43		96
12:00	8	0	0	0	0	0	0	8		8	2	0	0	0	0	0	10		10	0	0	1	0	0	0	11		29
12:15	7	1	1	1	0	0	1	11		1	0	0	0	0	0	0	1		8	4	1	0	0	0	0	13		25
12:30	9	0	1	0	0	0	0	10		4	1	0	0	0	0	0	5		3	2	0	0	0	1	0	6		21
12:45	3	1	0	0	0	0	0	4		10	1	0	0	0	0	0	11		7	3	0	0	0	0	0	10		25
1 Hr	27	2	2	1	0	0	1	33		23	4	0	0	0	0	0	27		28	9	1	1	0	1	0	40		100
13:00	7	1	0	0	0	0	0	8		3	0	0	0	0	0	0	3		7	1	1	0	0	0	0	9		20
13:15	5	1	0	0	0	0	0	6		7	0	0	0	0	0	0	7		13	3	0	0	0	0	0	16		29
13:30	5	1	0	0	0	0	0	6		2	1	0	0	0	0	0	3		12	0	0	1	0	0	1	14		23
13:45	12	1	0	0	0	0	2	15		4	1	1	0	0	0	0	6		10	2	0	0	0	0	0	12		33
1 Hr	29	4	0	0	0	0	2	35		16	2	1	0	0	0	0	19		42	6	1	1	0	0	1	51		105
14:00	2	0	0	1	0	0	0	3		11	2	0	0	0	0	0	13		10	0	0	1	0	0	0	11		27
14:15	8	0	1	0	0	0	0	9		17	0	1	0	0	0	0	18		6	4	1	1	0	0	0	12		39
14:30	8	3	0	1	0	0	0	12		5	0	0	0	0	0	0	5		32	4	0	0	0	0	0	36		53
14:45	3	1	1	1	0	0	0	6		5	0	0	0	0	0	0	5		12	0	1	1	0	0	0	14		25
1 Hr	21	4	2	3	0	0	0	30		38	2	1	0	0	0	0	41		60	8	2	3	0	0	0	73		144
15:00	5	2	2	0	0	0	0	9		6	1	0	0	0	0	0	7		9	0	1	1	0	0	0	11		27
15:15	7	1	1	0	0	0	0	9		11	0	1	0	0	0	0	12		10	1	0	0	0	0	1	12		33
15:30	8	1	0	0	0	0	0	9		3	0	0	0	0	0	1	4		12	1	0	1	0	0	0	14		27
15:45	16	1	0	1	0	0	0	18		7	2	0	0	0	0	3	12		13	2	0	0	0	0	0	15		45
1 Hr	36	5	3	1	0	0	0	45		27	3	1	0	0	0	4	35		44	4	1	2	0	0	1	52		132
16:00	16	4	0	0	0	0	0	20		9	0	0	0	0	0	0	9		25	0	2	0	0	0	0	27		56
16:15	6	7	0	1	0	0	1	15		4	1	1	0	0	0	0	6		13	1	0	0	0	0	0	14		35
16:30	12	7	0	0	0	0	0	19		2	0	0	0	0	0	0	2		13	2	0	0	0	0	0	15		36
16:45	8	3	0	0	0	0	0	11		6	1	0	0	0	0	0	7		16	5	0	0	0	0	0	21		39
1 Hr	42	21	0	1	0	0	1	65		21	2	1	0	0	0	0	24		67	8	2	0	0	0	0	77		166

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

17:00	15	1	0	0	0	0	0	16	6	1	0	0	0	0	1	8	10	2	0	0	0	0	0	12	36
17:15	9	0	0	0	0	0	0	9	3	1	0	0	0	0	0	4	21	2	1	0	0	0	1	25	38
17:30	10	1	0	0	0	0	0	11	10	1	0	0	0	0	0	11	18	2	0	0	0	0	0	20	42
17:45	13	2	0	0	0	0	0	15	17	3	0	0	0	0	1	21	24	2	0	0	0	0	3	29	65
1 Hr	47	4	0	0	0	0	0	51	36	6	0	0	0	0	2	44	73	8	1	0	0	0	4	86	181
18:00	7	2	0	0	0	0	2	11	11	0	0	0	0	0	0	11	19	2	0	0	0	0	2	23	45
18:15	4	2	0	0	0	0	1	7	13	0	0	0	0	0	0	13	28	1	0	0	0	0	0	29	49
18:30	7	1	0	0	0	0	0	8	4	0	0	0	0	0	0	4	10	3	0	0	0	0	0	13	25
18:45	10	0	0	0	0	0	0	10	14	0	0	0	0	0	1	15	16	1	0	0	0	0	0	17	42
1 Hr	28	5	0	0	0	0	3	36	42	0	0	0	0	0	1	43	73	7	0	0	0	0	2	82	161
19:00	9	1	0	0	0	0	0	10	7	0	0	0	0	0	1	8	11	3	0	0	0	0	0	14	32
19:15	10	0	0	0	0	0	1	11	8	0	0	0	0	0	0	8	20	0	0	0	0	0	0	20	39
19:30	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5	16	1	0	0	0	0	0	17	32
19:45	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	28
1 Hr	40	2	0	0	0	0	1	43	28	0	0	0	0	0	1	29	55	4	0	0	0	0	0	59	131
20:00	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9	14	1	0	0	0	0	0	15	29
20:15	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7	16	1	0	0	0	0	1	18	31
20:30	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	10	0	0	0	0	0	2	12	18
20:45	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5	12	0	0	0	0	0	1	13	23
1 Hr	20	0	0	0	0	0	0	20	22	1	0	0	0	0	0	23	52	2	0	0	0	0	4	58	101
21:00	5	0	0	0	0	0	0	5	9	0	0	0	0	0	1	10	9	2	0	0	0	0	1	12	27
21:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	10	2	0	0	0	0	0	12	17
21:30	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3	15	0	0	0	0	0	0	15	25
21:45	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	16
1 Hr	15	1	0	0	0	0	1	17	15	0	0	0	0	0	1	16	47	4	0	0	0	0	1	52	85
22:00	2	0	0	0	0	0	0	2	3	1	0	0	0	1	0	5	9	0	0	0	0	0	0	9	16
22:15	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6	15
22:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	5	8
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6
1 Hr	11	1	0	0	0	0	0	12	5	1	0	0	0	1	0	7	23	1	0	0	0	0	2	26	45
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
23:15	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	8	1	0	0	0	0	0	9	14
23:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	11
23:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	6
1 Hr	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7	18	1	0	0	0	0	0	19	32
Total	490	75	17	18	0	1	17	618	446	34	5	0	0	2	11	498	782	111	18	20	0	1	23	955	2071

DESTINATION SUMMARY

	Destination : Arm A Marrsfield Avenue(ESE)							Total	**Destination :** Arm B Park Avenue							Total	**Destination :** Arm C Marrsfield Avenue(WNW)							Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	2	4	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	6

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
03:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	10	0	0	0	0	0	0	0
06:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	10	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	2	0	0	0	0	1	7	8	0	0	0	0	0	0	0
06:30	4	5	0	0	0	0	0	9	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	5	15	0	0	0	0	0	0	0
06:45	6	4	0	0	0	0	0	10	2	0	0	0	0	0	0	2	5	2	0	0	0	0	2	9	21	0	0	0	0	0	0	0
1 Hr	11	9	0	0	0	0	0	20	2	0	0	0	0	0	2	4	23	4	0	0	0	0	3	30	54	0	0	0	0	0	0	0
07:00	2	4	0	1	0	0	0	7	2	1	0	0	0	0	0	3	13	0	0	0	0	0	0	13	23	0	0	0	0	0	0	0
07:15	13	6	0	0	0	0	0	19	1	0	0	0	0	0	0	1	15	3	0	1	0	0	0	19	39	0	0	0	0	0	0	0
07:30	8	1	0	1	0	0	0	10	7	0	0	0	0	0	1	8	22	1	0	0	0	0	0	23	41	0	0	0	0	0	0	0
07:45	7	2	2	0	0	0	0	11	3	0	0	0	0	0	0	3	17	3	0	1	0	0	0	21	35	0	0	0	0	0	0	0
1 Hr	30	13	2	2	0	0	0	47	13	1	0	0	0	0	1	15	67	7	0	2	0	0	0	76	138	0	0	0	0	0	0	0
08:00	8	2	0	1	0	0	0	11	7	1	0	0	0	0	0	8	23	4	0	0	0	1	4	32	51	0	0	0	0	0	0	0
08:15	4	1	0	1	0	0	0	6	9	0	0	0	0	0	2	11	26	0	1	0	0	0	0	27	44	0	0	0	0	0	0	0
08:30	7	1	0	1	0	0	0	9	8	0	0	0	0	0	0	8	38	1	0	1	0	0	0	40	57	0	0	0	0	0	0	0
08:45	4	0	1	0	0	0	0	5	12	0	0	0	0	0	0	12	22	0	0	2	0	1	0	25	42	0	0	0	0	0	0	0
1 Hr	23	4	1	3	0	0	0	31	36	1	0	0	0	0	2	39	109	5	1	3	0	2	4	124	194	0	0	0	0	0	0	0
09:00	5	1	0	1	0	0	0	7	10	1	1	0	0	0	0	12	11	0	1	0	0	0	0	12	31	0	0	0	0	0	0	0
09:15	7	1	0	1	0	0	0	9	6	0	0	0	0	0	0	6	12	0	0	1	0	0	0	13	28	0	0	0	0	0	0	0
09:30	4	1	0	1	0	0	0	6	3	0	0	0	0	0	0	3	8	1	1	1	0	0	0	11	20	0	0	0	0	0	0	0
09:45	3	1	0	0	0	0	0	4	8	2	0	0	0	0	0	10	7	1	0	1	0	0	1	10	24	0	0	0	0	0	0	0
1 Hr	19	4	0	3	0	0	0	26	27	3	1	0	0	0	0	31	38	2	2	3	0	0	1	46	103	0	0	0	0	0	0	0
10:00	3	1	1	1	0	0	0	6	1	1	0	0	0	0	0	2	6	5	0	0	0	0	0	11	19	0	0	0	0	0	0	0
10:15	4	2	1	0	0	0	1	8	5	1	0	0	0	0	0	6	4	0	1	0	0	0	0	5	19	0	0	0	0	0	0	0

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

10:30	0	2	0	1	0	0	0	3		2	0	0	0	0	0	0	2		7	1	0	1	0	0	0	9		14
10:45	5	0	1	1	0	0	0	7		4	0	0	0	0	0	0	4		8	2	2	0	0	0	0	12		23
1 Hr	12	5	3	3	0	0	1	24		12	2	0	0	0	0	0	14		25	8	3	1	0	0	0	37		75
11:00	5	1	0	1	0	0	1	8		3	3	0	0	0	0	0	6		5	1	0	2	0	0	0	8		22
11:15	7	6	2	0	0	0	0	15		4	0	0	0	0	0	0	4		7	1	1	0	0	0	0	9		28
11:30	4	0	1	1	0	0	0	6		4	0	0	0	0	0	0	4		8	2	3	0	0	0	0	13		23
11:45	2	1	0	0	0	0	1	4		3	3	0	0	0	0	0	6		9	2	1	1	0	0	0	13		23
1 Hr	18	8	3	2	0	0	2	33		14	6	0	0	0	0	0	20		29	6	5	3	0	0	0	43		96
12:00	6	0	0	1	0	0	0	7		5	0	0	0	0	0	0	5		15	2	0	0	0	0	0	17		29
12:15	4	3	1	0	0	0	0	8		6	1	0	0	0	0	0	7		6	1	1	1	0	0	1	10		25
12:30	3	1	0	0	0	0	0	4		1	2	0	0	0	1	0	4		12	0	1	0	0	0	0	13		21
12:45	8	3	0	0	0	0	0	11		3	0	0	0	0	0	0	3		9	2	0	0	0	0	0	11		25
1 Hr	21	7	1	1	0	0	0	30		15	3	0	0	0	1	0	19		42	5	2	1	0	0	1	51		100
13:00	2	1	1	0	0	0	0	4		8	0	0	0	0	0	0	8		7	1	0	0	0	0	0	8		20
13:15	9	2	0	0	0	0	0	11		6	1	0	0	0	0	0	7		10	1	0	0	0	0	0	11		29
13:30	9	0	0	1	0	0	1	11		7	0	0	0	0	0	0	7		3	2	0	0	0	0	0	5		23
13:45	7	2	0	0	0	0	0	9		6	1	0	0	0	0	2	9		13	1	1	0	0	0	0	15		33
1 Hr	27	5	1	1	0	0	1	35		27	2	0	0	0	0	2	31		33	5	1	0	0	0	0	39		105
14:00	10	2	0	1	0	0	0	13		2	0	0	0	0	0	0	2		11	0	0	1	0	0	0	12		27
14:15	8	1	1	1	0	0	0	11		3	3	0	0	0	0	0	6		20	0	2	0	0	0	0	22		39
14:30	17	1	0	0	0	0	0	18		18	3	0	0	0	0	0	21		10	3	0	1	0	0	0	14		53
14:45	9	0	1	1	0	0	0	11		5	0	0	0	0	0	0	5		6	1	1	1	0	0	0	9		25
1 Hr	44	4	2	3	0	0	0	53		28	6	0	0	0	0	0	34		47	4	3	3	0	0	0	57		144
15:00	7	0	0	1	0	0	0	8		7	1	1	0	0	0	0	9		6	2	2	0	0	0	0	10		27
15:15	4	1	0	0	0	0	0	5		10	0	0	0	0	0	1	11		14	1	2	0	0	0	0	17		33
15:30	7	0	0	1	0	0	0	8		6	1	0	0	0	0	0	7		10	1	0	0	0	0	1	12		27
15:45	7	1	0	0	0	0	2	10		6	1	0	0	0	0	0	7		23	3	0	1	0	0	1	28		45
1 Hr	25	2	0	2	0	0	2	31		29	3	1	0	0	0	1	34		53	7	4	1	0	0	2	67		132
16:00	13	0	1	0	0	0	0	14		14	0	1	0	0	0	0	15		23	4	0	0	0	0	0	27		56
16:15	7	1	0	0	0	0	0	8		5	0	0	0	0	0	0	5		11	8	1	1	0	0	1	22		35
16:30	9	2	0	0	0	0	0	11		5	0	0	0	0	0	0	5		13	7	0	0	0	0	0	20		36
16:45	12	3	0	0	0	0	0	15		6	2	0	0	0	0	0	8		12	4	0	0	0	0	0	16		39
1 Hr	41	6	1	0	0	0	0	48		30	2	1	0	0	0	0	33		59	23	1	1	0	0	1	85		166
17:00	10	2	0	0	0	0	1	13		6	1	0	0	0	0	0	7		15	1	0	0	0	0	0	16		36
17:15	12	0	0	0	0	0	1	13		9	2	1	0	0	0	0	12		12	1	0	0	0	0	0	13		38
17:30	9	2	0	0	0	0	0	11		14	1	0	0	0	0	0	15		15	1	0	0	0	0	0	16		42
17:45	11	0	0	0	0	0	3	14		14	2	0	0	0	0	1	17		29	5	0	0	0	0	0	34		65
1 Hr	42	4	0	0	0	0	5	51		43	6	1	0	0	0	1	51		71	8	0	0	0	0	0	79		181
18:00	9	1	0	0	0	0	0	10		15	1	0	0	0	0	4	20		13	2	0	0	0	0	0	15		45
18:15	15	0	0	0	0	0	0	15		18	1	0	0	0	0	0	19		12	2	0	0	0	0	1	15		49
18:30	8	2	0	0	0	0	0	10		4	1	0	0	0	0	0	5		9	1	0	0	0	0	0	10		25
18:45	10	0	0	0	0	0	0	10		11	1	0	0	0	0	0	12		19	0	0	0	0	0	1	20		42
1 Hr	42	3	0	0	0	0	0	45		48	4	0	0	0	0	4	56		53	5	0	0	0	0	2	60		161
19:00	11	0	0	0	0	0	1	12		6	3	0	0	0	0	0	9		10	1	0	0	0	0	0	11		32
19:15	14	0	0	0	0	0	0	14		15	0	0	0	0	0	1	16		9	0	0	0	0	0	0	9		39
19:30	10	0	0	0	0	0	0	10		10	1	0	0	0	0	0	11		10	1	0	0	0	0	0	11		32
19:45	6	0	0	0	0	0	0	6		6	0	0	0	0	0	0	6		16	0	0	0	0	0	0	16		28

Tracsis plc
Traffic and Data Services

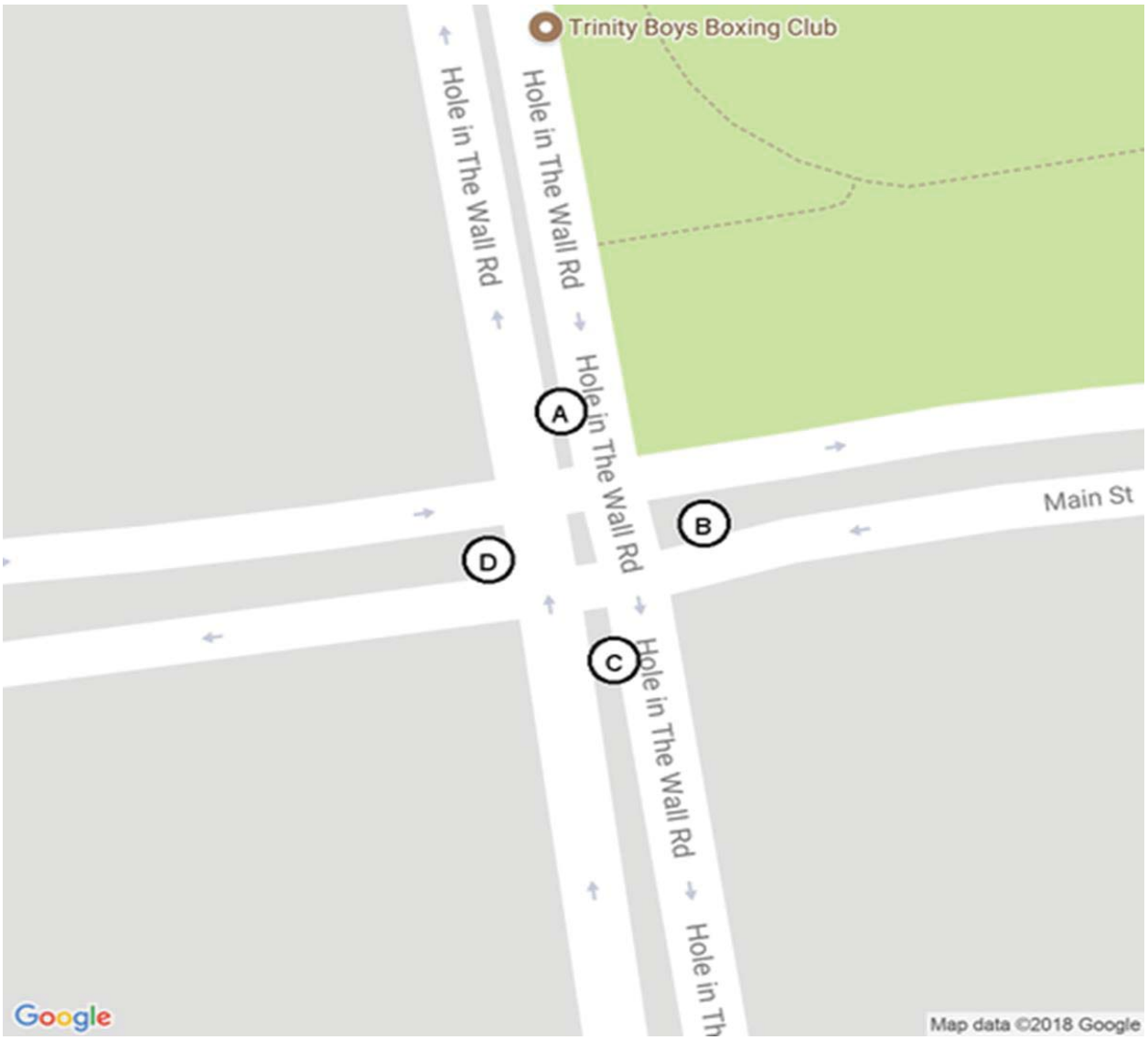
Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
22/05/2018

Site 4 - Marrsfield Avenue(ESE) / Park Avenue / Marrsfield Avenue(WNW)

1 Hr	41	0	0	0	0	0	1	42	37	4	0	0	0	0	1	42	45	2	0	0	0	0	0	47	131							
20:00	9	1	0	0	0	0	0	10	8	0	0	0	0	0	0	8	11	0	0	0	0	0	0	11	29							
20:15	12	0	0	0	0	0	1	13	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	9	31							
20:30	9	0	0	0	0	0	2	11	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	18							
20:45	4	0	0	0	0	0	1	5	9	0	0	0	0	0	0	9	8	1	0	0	0	0	0	9	23							
1 Hr	34	1	0	0	0	0	4	39	29	1	0	0	0	0	0	30	31	1	0	0	0	0	0	32	101							
21:00	8	0	0	0	0	0	0	8	6	2	0	0	0	0	1	9	9	0	0	0	0	0	1	10	27							
21:15	7	1	0	0	0	0	0	8	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4	17							
21:30	11	0	0	0	0	0	0	11	7	0	0	0	0	0	0	7	6	1	0	0	0	0	0	7	25							
21:45	11	0	0	0	0	0	0	11	2	0	0	0	0	0	1	3	2	0	0	0	0	0	0	2	16							
1 Hr	37	1	0	0	0	0	0	38	19	3	0	0	0	0	2	24	21	1	0	0	0	0	1	23	85							
22:00	10	1	0	0	0	1	0	12	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	16							
22:15	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7	15							
22:30	3	0	0	0	0	0	2	5	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	8							
22:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	6							
1 Hr	21	2	0	0	0	1	2	26	7	0	0	0	0	0	0	7	11	1	0	0	0	0	0	12	45							
23:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
23:15	10	1	0	0	0	0	0	11	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	14							
23:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	11							
23:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	6							
1 Hr	19	1	0	0	0	0	0	20	5	0	0	0	0	0	0	5	7	0	0	0	0	0	0	7	32							
Total	517	79	14	20	0	1	20	651	425	47	4	0	0	1	16	493	776	94	22	18	0	2	15	927	2071							

SITE 5


Trinity Boys Boxing Club
Hole in The Wall Rd
Hole in The Wall Rd
Hole in The Wall Rd
Hole in The Wall Rd
Main St
A
B
C
D
Google
Map data ©2018 Google

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

Origin Arm A Hole in The Wall Road(NNW)

	Destination : Arm A Hole in The Wall Road(NNW)								**Destination :** Arm B Main Street(E)								**Destination :** Arm C Hole in The Wall Road(S)								**Destination :** Arm D Main Street(W)								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
1 Hr	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	14
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
01:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
1 Hr	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	15
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
05:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
1 Hr	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	9
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
06:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	16
06:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	14
06:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	16
1 Hr	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	34	2	0	0	0	0	0	36	0	0	0	0	0	0	0	0	53
07:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	19	2	2	0	0	0	0	23	0	0	0	0	0	0	0	0	30
07:15	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	36	5	0	0	1	0	1	43	1	0	0	0	0	0	0	1	59
07:30	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29	40	5	0	0	0	0	1	46	1	0	0	0	0	0	0	1	76
07:45	0	0	0	0	0	0	0	0	17	0	0	0	0	0	1	18	56	7	2	0	4	0	3	72	0	0	0	0	0	0	0	0	90
1 Hr	0	0	0	0	0	0	0	0	64	4	0	0	0	0	1	69	151	19	4	0	5	0	5	184	2	0	0	0	0	0	0	2	255
08:00	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	31	50	7	1	0	0	0	1	59	0	0	0	0	0	0	0	0	90
08:15	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	66
08:30	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10	40	3	0	0	0	1	0	44	0	0	0	0	0	0	0	0	54
08:45	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	44	1	1	0	0	0	1	47	0	0	0	0	0	0	0	0	70
1 Hr	0	0	0	0	0	0	0	0	80	6	0	0	0	0	0	86	178	11	2	0	0	1	2	194	0	0	0	0	0	0	0	0	280
09:00	0	0	0	0	0	0	0	0	23	3	1	0	0	0	0	27	45	8	0	0	0	0	0	53	0	0	0	0	0	0	0	0	80
09:15	1	0	0	0	0	0	0	1	21	0	0	0	0	0	0	21	50	6	0	0	0	0	0	56	0	0	0	0	0	0	0	0	78
09:30	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4	29	3	0	0	0	0	0	32	1	0	0	0	0	0	0	1	38
09:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	34	6	1	1	0	0	0	42	0	0	0	0	0	0	0	0	51
1 Hr	2	0	0	0	0	0	0	2	54	6	1	0	0	0	0	61	158	23	1	1	0	0	0	183	1	0	0	0	0	0	0	1	247
10:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	30	1	3	0	0	0	0	34	0	0	0	0	0	0	0	0	38
10:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	33	9	0	0	0	0	0	42	0	0	0	0	0	0	0	0	47
10:30	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	26	3	1	0	0	0	0	30	1	0	0	0	0	0	0	1	40
10:45	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6	39	3	3	0	0	0	1	46	1	0	0	0	0	0	0	1	53
1 Hr	0	0	0	0	0	0	0	0	20	3	1	0	0	0	0	24	128	16	7	0	0	0	1	152	2	0	0	0	0	0	0	2	178
11:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	25	2	2	0	0	0	1	30	0	0	0	0	0	0	0	0	34
11:15	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5	30	2	0	0	0	0	0	32	1	0	0	0	0	0	0	1	38
11:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	42	3	1	0	0	0	0	46	1	0	0	0	0	0	0	1	51
11:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	43	4	1	0	0	0	0	48	0	0	0	0	0	0	0	0	53
1 Hr	0	0	0	0	0	0	0	0	15	2	1	0	0	0	0	18	140	11	4	0	0	0	1	156	2	0	0	0	0	0	0	2	176

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Tracsis plc
Traffic and Data Services

Return To Dashboard

Convert to PCU

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

12:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	46	1	2	0	0	0	0	49	0	1	0	0	0	0	0	1	54
12:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	44	3	1	0	0	0	0	48	0	0	0	0	0	0	0	0	51
12:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	46	8	3	0	0	0	0	57	0	0	0	0	0	0	0	0	60
12:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	44	5	2	0	0	0	0	51	0	0	0	0	0	0	0	0	60
1 Hr	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	180	17	8	0	0	0	0	205	0	1	0	0	0	0	0	1	225
13:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	40	5	1	0	0	0	0	46	0	0	0	0	0	0	0	0	51
13:15	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0	5	58	4	0	2	0	1	0	65	1	0	0	0	0	0	0	1	71
13:30	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	59	7	0	0	0	0	0	66	0	0	0	0	0	0	0	0	82
13:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	51	5	1	0	0	0	0	57	0	0	1	0	0	0	0	1	65
1 Hr	0	0	0	0	0	0	0	0	28	4	0	0	1	0	0	33	208	21	2	2	0	1	0	234	1	0	1	0	0	0	0	2	269
14:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	39	3	0	0	0	0	0	42	0	0	0	0	0	0	0	0	49
14:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46	3	1	0	2	0	0	52	0	0	0	0	0	0	0	0	54
14:30	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	58	5	0	0	0	0	0	63	0	0	0	0	0	0	0	0	80
14:45	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	61	5	0	0	0	0	0	66	1	0	0	0	0	0	0	1	85
1 Hr	0	0	0	0	0	0	0	0	40	4	0	0	0	0	0	44	204	16	1	0	2	0	0	223	1	0	0	0	0	0	0	1	268
15:00	0	0	0	0	0	0	0	0	15	2	0	0	0	0	1	18	50	4	1	0	0	0	1	56	0	0	0	0	0	0	0	0	74
15:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	47	6	0	0	0	0	0	53	0	0	0	0	0	0	0	0	61
15:30	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	54	8	2	0	0	0	1	65	2	0	0	0	0	0	0	2	86
15:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	46	8	1	0	0	0	1	56	0	0	0	0	0	0	0	0	69
1 Hr	0	0	0	0	0	0	0	0	52	5	0	0	0	0	1	58	197	26	4	0	0	0	3	230	2	0	0	0	0	0	0	2	290
16:00	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	28	3	3	0	0	0	0	34	0	0	0	0	0	0	0	0	53
16:15	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11	64	6	3	0	0	0	1	74	2	0	0	0	0	0	0	2	88
16:30	1	0	0	0	0	0	0	1	15	1	0	0	0	0	0	16	42	10	2	0	0	0	3	57	3	0	0	0	0	0	0	3	77
16:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	65	3	1	0	0	1	0	70	0	0	0	0	0	0	0	0	82
1 Hr	2	0	0	0	0	0	0	2	54	4	0	0	0	0	0	58	199	22	9	0	0	1	4	235	5	0	0	0	0	0	0	5	300
17:00	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	60	6	0	1	0	0	0	67	0	0	0	0	0	0	0	0	84
17:15	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	48	5	1	0	0	1	1	56	0	0	0	0	0	0	0	0	75
17:30	0	0	0	0	0	0	0	0	17	1	0	0	0	1	0	19	52	2	1	0	0	1	0	56	0	0	0	0	0	0	0	0	75
17:45	0	0	0	0	0	0	0	0	23	0	1	0	0	1	0	25	50	0	0	0	2	0	1	53	1	0	0	0	0	0	0	1	79
1 Hr	0	0	0	0	0	0	0	0	73	4	1	0	0	2	0	80	210	13	2	1	2	2	2	232	1	0	0	0	0	0	0	1	313
18:00	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	16	65	5	0	0	0	0	2	72	0	0	0	0	0	0	0	0	88
18:15	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	58	4	0	0	1	0	1	64	1	0	0	0	0	0	0	1	88
18:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	1	21	44	3	1	0	0	1	1	50	0	0	0	0	0	0	0	0	71
18:45	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	54	4	0	0	1	0	1	60	2	0	0	0	0	0	0	2	83
1 Hr	0	0	0	0	0	0	0	0	71	9	0	0	0	0	1	81	221	16	1	0	2	1	5	246	3	0	0	0	0	0	0	3	330
19:00	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	41	3	0	0	0	0	0	44	1	0	0	0	0	0	0	1	58
19:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	48	4	0	0	0	0	0	52	1	0	0	0	0	0	0	1	63
19:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	28	2	0	1	0	0	2	33	1	0	0	0	0	0	0	1	47
19:45	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	40	2	0	0	0	0	0	42	0	0	0	0	0	0	0	0	52
1 Hr	0	0	0	0	0	0	0	0	45	1	0	0	0	0	0	46	157	11	0	1	0	0	2	171	3	0	0	0	0	0	0	3	220
20:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	42	2	0	0	0	0	1	45	1	0	0	0	0	0	0	1	58
20:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	27	4	1	0	0	0	0	32	0	0	0	0	0	0	0	0	41
20:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	28	1	0	0	0	0	1	30	0	0	0	0	0	0	0	0	41
20:45	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	36	2	0	0	0	0	0	38	0	0	0	0	0	0	0	0	44
1 Hr	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	38	133	9	1	0	0	0	2	145	1	0	0	0	0	0	0	1	184
21:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	39	2	0	0	0	0	0	41	0	0	0	0	0	0	0	0	46
21:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0	35
21:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0	28
21:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	17	1	0	0	0	1	0	19	0	0	0	0	0	0	0	0	27
1 Hr	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	103	5	0	0	0	1	0	109	0	0	0	0	0	0	0	0	136
22:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	14	2	0	0	0	0	1	17	0	0	0	0	0	0	0	0	19
22:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	22	0	0	0	0	0	1	23	0	0	0	0	0	0	0	0	27
22:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	11	0	0	0	0	0	0	11	1	0	0	0	0	0	0	1	16
22:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	17
1 Hr	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	60	2	0	0	0	0	2	64	1	0	0	0	0	0	0	1	79
23:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	12
23:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	10
23:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	8
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
1 Hr	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	24	0	1	0	0	0	0	25	0	0	0	0	0	0	0	0	33
Total	4	0	0	0	0	0	0	4	716	63	4	0	1	2	3	789	2717	245	47	5	11	7	29	3061	25	1	1	0	0	0	0	27	3881

Origin Arm B Main Street(E)

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

	Destination : Arm A Hole in The Wall Road(NNW)								Destination : Arm B Main Street(E)								Destination : Arm C Hole in The Wall Road(S)								Destination : Arm D Main Street(W)								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
00:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	15
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	7
00:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	9
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
1 Hr	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32	0	0	0	0	0	0	0	0	35
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	12
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	9
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	1	0	6	0	0	0	0	0	0	0	0	6
04:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	8
04:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	9
1 Hr	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	21	1	0	0	0	1	0	23	0	0	0	0	0	0	0	0	26
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
05:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	15
05:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	12
05:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	21
1 Hr	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	39	5	0	0	0	0	0	44	0	0	0	0	0	0	0	0	51
06:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	18	2	0	0	2	0	0	22	0	0	0	0	0	0	0	0	25
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	1	1	0	20	0	0	0	0	0	0	0	0	20
06:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	30	8	0	0	2	0	1	41	0	0	0	0	0	0	0	0	44
06:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	35	8	0	0	1	0	0	44	0	0	0	0	0	0	0	0	50
1 Hr	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	97	22	0	0	6	1	1	127	0	0	0	0	0	0	0	0	139
07:00	7	1	0	0	0	0	1	9	0	0	0	0	0	0	0	0	45	4	0	0	2	2	0	53	0	0	0	0	0	0	0	0	62
07:15	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	58	7	0	0	1	0	0	66	0	0	0	0	0	0	0	0	76
07:30	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0	42	4	0	0	5	0	0	51	0	0	0	0	0	0	0	0	67
07:45	18	2	0	0	0	1	0	21	0	0	0	0	0	0	0	0	66	4	1	0	1	0	0	72	1	0	0	0	0	0	0	1	94
1 Hr	48	6	0	0	0	1	1	56	0	0	0	0	0	0	0	0	211	19	1	0	9	2	0	242	1	0	0	0	0	0	0	1	299
08:00	27	3	0	0	0	0	1	31	0	0	0	0	0	0	0	0	48	4	1	0	3	0	0	56	0	0	0	0	0	0	0	0	87
08:15	24	3	0	0	0	0	0	27	0	0	0	0	0	0	0	0	48	3	0	0	2	0	0	53	0	0	0	0	0	0	0	0	80
08:30	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0	66	4	0	0	1	1	0	72	1	0	0	0	0	0	0	1	94
08:45	11	1	0	1	0	0	0	13	0	0	0	0	0	0	0	0	37	5	0	0	2	0	0	44	1	0	0	0	0	0	0	1	58
1 Hr	82	8	0	1	0	0	1	92	0	0	0	0	0	0	0	0	199	16	1	0	8	1	0	225	2	0	0	0	0	0	0	2	319
09:00	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	34	3	0	0	1	0	0	38	0	0	0	0	0	0	0	0	46
09:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	29	2	0	1	1	0	0	33	0	0	0	0	0	0	0	0	40
09:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	37	0	0	1	3	1	1	43	0	0	0	0	0	0	0	0	49
09:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	35	6	0	0	1	0	1	43	0	0	0	0	0	0	0	0	49
1 Hr	23	4	0	0	0	0	0	27	0	0	0	0	0	0	0	0	135	11	0	2	6	1	2	157	0	0	0	0	0	0	0	0	184
10:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	40	5	1	0	1	0	0	47	0	0	0	0	0	0	0	0	50
10:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	31	4	0	0	1	1	0	37	0	0	0	0	0	0	0	0	46
10:30	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	40	6	0	0	2	0	0	48	0	0	0	0	0	0	0	0	55
10:45	4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0	35	3	1	0	1	0	0	40	0	0	0	0	0	0	0	0	46
1 Hr	22	2	1	0	0	0	0	25	0	0	0	0	0	0	0	0	146	18	2	0	5	1	0	172	0	0	0	0	0	0	0	0	197
11:00	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	24	1	3	1	2	0	0	31	0	0	0	0	0	0	0	0	34
11:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	29	5	0	0	1	0	0	35	0	0	0	0	0	0	0	0	41
11:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	37	3	0	0	1	0	0	41	0	0	0	0	0	0	0	0	48
11:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	26	5	1	0	1	0	0	33	0	0	0	0	0	0	0	0	38
1 Hr	18	2	1	0	0	0	0	21	0	0	0	0	0	0	0	0	116	14	4	1	5	0	0	140	0	0	0	0	0	0	0	0	161
12:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	29	4	0	0	1	0	0	34	0	0	0	0	0	0	0	0	38

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

12:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	41	1	0	0	1	0	1	44	0	0	0	0	0	0	0	0	53
12:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	27	4	0	0	3	0	0	34	0	0	0	0	0	0	0	0	39
12:45	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	29	7	0	0	1	0	0	37	0	0	0	0	0	0	0	0	44
1 Hr	21	4	0	0	0	0	0	25	0	0	0	0	0	0	0	0	126	16	0	0	6	0	1	149	0	0	0	0	0	0	0	0	174
13:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	45	0	0	0	2	0	0	47	0	0	0	0	0	0	0	0	52
13:15	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	36	7	1	0	2	0	0	46	0	0	0	0	0	0	0	0	55
13:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	35	4	0	0	2	0	0	41	0	0	0	0	0	0	0	0	43
13:45	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	33	1	0	0	1	0	0	35	0	0	0	0	0	0	0	0	45
1 Hr	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0	149	12	1	0	7	0	0	169	0	0	0	0	0	0	0	0	195
14:00	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	39	3	0	0	0	0	0	42	1	0	0	0	0	0	0	1	50
14:15	13	1	0	1	0	0	0	15	0	0	0	0	0	0	0	0	46	3	2	0	1	0	0	52	0	0	0	0	0	0	0	0	67
14:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	28	8	0	0	2	0	0	38	0	0	0	0	0	0	0	0	41
14:45	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	33	2	0	0	2	0	0	37	0	0	0	0	0	0	0	0	47
1 Hr	30	4	0	1	0	0	0	35	0	0	0	0	0	0	0	0	146	16	2	0	5	0	0	169	1	0	0	0	0	0	0	1	205
15:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	37	3	1	0	1	1	0	43	0	0	0	0	0	0	0	0	48
15:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	28	2	0	1	1	0	0	32	0	0	0	0	0	0	0	0	35
15:30	5	1	1	0	0	0	0	7	0	0	0	0	0	0	0	0	37	2	0	0	2	0	0	41	0	0	0	0	0	0	0	0	48
15:45	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	41	4	0	0	1	0	0	46	0	0	0	0	0	0	0	0	60
1 Hr	26	2	1	0	0	0	0	29	0	0	0	0	0	0	0	0	143	11	1	1	5	1	0	162	0	0	0	0	0	0	0	0	191
16:00	14	2	0	0	0	1	0	17	0	0	0	0	0	0	0	0	69	4	0	0	1	0	0	74	0	0	0	0	0	0	0	0	91
16:15	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	47	2	0	0	2	0	0	51	0	0	0	0	0	0	0	0	68
16:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	54	4	0	0	2	0	0	60	0	0	0	0	0	0	0	0	72
16:45	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	55	2	0	0	1	1	0	59	0	0	0	0	0	0	0	0	76
1 Hr	56	6	0	0	0	1	0	63	0	0	0	0	0	0	0	0	225	12	0	0	6	1	0	244	0	0	0	0	0	0	0	0	307
17:00	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0	59	3	0	0	2	0	0	64	0	0	0	0	0	0	0	0	87
17:15	20	2	0	1	0	0	0	23	0	0	0	0	0	0	0	0	45	5	0	0	1	0	0	51	1	0	0	0	0	0	0	1	75
17:30	13	0	1	0	0	0	0	14	0	0	0	0	0	0	0	0	49	2	0	0	2	0	0	53	0	0	0	0	0	0	0	0	67
17:45	40	4	0	0	0	1	0	45	0	0	0	0	0	0	0	0	73	5	0	0	1	0	0	79	1	0	0	0	0	0	0	1	125
1 Hr	94	8	1	1	0	1	0	105	0	0	0	0	0	0	0	0	226	15	0	0	6	0	0	247	2	0	0	0	0	0	0	2	354
18:00	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	63	5	0	0	3	0	1	72	0	0	0	0	0	0	0	0	92
18:15	46	2	0	0	0	0	1	49	0	0	0	0	0	0	0	0	63	5	0	0	1	2	0	71	2	0	0	0	0	0	0	2	122
18:30	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	55	0	0	0	2	0	0	57	0	0	0	0	0	0	0	0	73
18:45	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	55	1	0	0	2	0	0	58	0	0	0	0	0	0	0	0	71
1 Hr	94	3	0	0	0	0	1	98	0	0	0	0	0	0	0	0	236	11	0	0	8	2	1	258	2	0	0	0	0	0	0	2	358
19:00	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0	72	2	0	0	2	0	0	76	1	0	0	0	0	0	0	1	101
19:15	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	61	1	0	0	2	0	0	64	0	0	0	0	0	0	0	0	75
19:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	44	3	1	0	0	0	0	48	0	0	0	0	0	0	0	0	58
19:45	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	71	2	0	0	1	0	0	74	1	0	0	0	0	0	0	1	86
1 Hr	53	3	0	0	0	0	0	56	0	0	0	0	0	0	0	0	248	8	1	0	5	0	0	262	2	0	0	0	0	0	0	2	320
20:00	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	60	4	0	2	0	0	0	66	1	0	0	0	0	0	0	1	82
20:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	50	3	1	1	0	0	2	57	0	0	0	0	0	0	0	0	60
20:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	52	1	0	1	1	0	0	55	0	0	0	0	0	0	0	0	62
20:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	28	2	0	2	0	0	0	32	2	0	0	0	0	0	0	2	39
1 Hr	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0	190	10	1	6	1	0	2	210	3	0	0	0	0	0	0	3	243
21:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	43	4	1	0	1	0	0	49	1	0	0	0	0	0	0	1	54
21:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	43	2	0	0	1	0	0	46	0	0	0	0	0	0	0	0	53
21:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	18	1	0	0	1	0	0	20	0	0	0	0	0	0	0	0	23
21:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30	0	0	0	0	0	0	0	0	34
1 Hr	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	133	8	1	0	3	0	0	145	1	0	0	0	0	0	0	1	164
22:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	26	0	0	0	1	0	0	27	0	0	0	0	0	0	0	0	29
22:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	20	1	0	0	2	0	0	23	0	0	0	0	0	0	0	0	27
22:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	14	0	0	0	1	0	0	15	0	0	0	0	0	0	0	0	21
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10
1 Hr	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	70	1	0	0	4	0	0	75	0	0	0	0	0	0	0	0	87
23:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	2	0	0	13	1	0	0	0	0	0	0	1	16
23:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	0	0	0	2	0	0	16	0	0	0	0	0	0	0	0	17
23:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	16
23:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	12
1 Hr	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	47	1	0	0	4	0	0	52	1	0	0	0	0	0	0	1	61
Total	677	60	4	3	0	4	3	751	0	0	0	0	0	0	0	0	2958	231	15	10	99	11	7	3331	15	0	0	0	0	0	0	15	4097

Origin Arm C Hole in The Wall Road(S)

Destination :	Arm A	Hole in The Wall Road(NNW)	Total
Destination :	Arm B	Main Street(E)	Total
Destination :	Arm C	Hole in The Wall Road(S)	Total
Destination :	Arm D	Main Street(W)	Total
			Arm

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	3	0	0	0	0	0	0	3	11	1	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
00:15	5	0	0	0	0	0	0	5	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	18
00:30	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	3	0	0	0	0	0	0	3	10	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
1 Hr	12	0	0	0	0	0	0	12	41	1	0	0	0	0	2	44	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	57
01:00	1	1	0	0	0	0	0	2	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:15	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1 Hr	5	1	0	0	0	0	0	6	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
02:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
03:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
03:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11
04:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7
04:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1 Hr	3	0	0	0	0	0	0	3	15	1	0	0	0	0	0	16	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	20
05:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45	4	0	0	0	0	0	0	4	6	0	0	0	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1 Hr	10	1	0	0	0	0	0	11	11	1	0	0	2	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
06:00	4	1	0	0	0	0	0	5	6	0	0	0	1	0	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	13
06:15	4	1	1	0	0	0	0	6	20	3	0	0	3	0	2	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
06:30	6	0	1	0	0	0	0	7	13	2	0	0	2	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
06:45	11	1	0	0	1	0	1	14	26	5	0	0	1	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
1 Hr	25	3	2	0	1	0	1	32	65	10	0	0	7	1	2	85	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	118
07:00	16	1	0	0	0	1	0	18	14	6	0	0	3	0	0	23	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	42
07:15	20	4	2	0	1	1	1	29	22	2	0	0	3	0	0	27	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	58
07:30	42	2	3	1	0	0	0	48	27	2	2	0	2	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81
07:45	41	4	1	0	0	0	1	47	17	3	0	0	3	0	0	23	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	71
1 Hr	119	11	6	1	1	2	2	142	80	13	2	0	11	0	0	106	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	252
08:00	43	4	0	0	0	0	2	49	21	3	0	0	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
08:15	75	3	0	0	0	1	0	79	17	1	0	0	2	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99
08:30	41	5	0	0	0	0	1	47	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
08:45	41	3	1	1	1	0	0	47	33	5	0	2	2	0	0	42	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	90
1 Hr	200	15	1	1	1	1	3	222	92	11	0	2	5	0	0	110	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	333
09:00	40	1	2	0	0	0	0	43	50	0	0	0	1	0	0	51	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	95
09:15	42	5	1	0	0	0	1	49	49	8	0	0	2	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108
09:30	37	5	2	0	0	0	0	44	29	1	0	0	2	1	0	33	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	80
09:45	26	2	0	0	0	0	0	28	26	5	0	0	2	0	1	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
1 Hr	145	13	5	0	0	0	1	164	154	14	0	0	7	1	1	177	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	345
10:00	38	6	2	0	0	0	0	46	20	8	1	0	2	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
10:15	30	8	2	0	0	0	1	41	20	4	0	0	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
10:30	34	4	3	0	0	0	1	42	20	1	1	1	2	0	0	25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	68
10:45	40	7	3	0	0	0	0	50	23	1	1	0	1	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
1 Hr	142	25	10	0	0	0	2	179	83	14	3	1	6	0	0	107	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	287
11:00	22	3	0	0	0	0	0	25	22	5	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	53
11:15	44	6	1	0	0	1	0	52	23	2	1	0	1	0	0	27	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	80
11:30	36	8	1	0	0	0	0	45	25	1	0	0	1	0	0	27	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	73
11:45	39	4	1	0	0	1	1	46	26	5	1	0	2	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
1 Hr	141	21	3	0	0	2	1	168	96	13	2	0	4	0	0	115	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	286
12:00	34	4	3	0	0	1	0	42	29	3	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	75
12:15	37	4	0	0	0	0	1	42	34	9	1	0	1	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

	Origin: Arm D Main Street(W)								Origin: Arm A Hole in The Wall Road(NNW)								Origin: Arm B Main Street(E)								Origin: Arm C Hole in The Wall Road(S)							
	Destination: Arm A Hole in The Wall Road(NNW)							Total	Destination: Arm B Main Street(E)							Total	Destination: Arm C Hole in The Wall Road(S)							Total	Destination: Arm D Main Street(W)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
12:30	45	5	0	1	0	0	0	51	24	7	1	0	2	0	0	34	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	86
12:45	49	3	3	0	0	0	1	56	27	2	0	0	3	0	0	32	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	89
1 Hr	165	16	6	1	0	1	2	191	114	21	2	0	6	0	0	143	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	337
13:00	54	5	0	0	0	0	1	60	36	3	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	100
13:15	44	1	0	0	0	0	0	45	36	3	0	0	3	1	0	43	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	90
13:30	39	8	2	0	0	0	0	49	42	1	0	0	0	0	0	43	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	94
13:45	56	3	1	0	0	0	2	62	38	0	1	1	3	0	0	43	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	106
1 Hr	193	17	3	0	0	0	3	216	152	7	1	1	6	1	0	168	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	390
14:00	61	5	0	0	0	0	0	66	26	4	0	0	3	0	0	33	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100
14:15	66	3	2	0	1	0	0	72	25	4	0	0	0	0	0	29	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	102
14:30	35	6	1	0	1	0	0	43	52	7	1	0	1	1	0	62	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	106
14:45	41	5	2	0	0	0	2	50	55	1	0	1	0	1	0	58	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	109
1 Hr	203	19	5	0	2	0	2	231	158	16	1	1	4	2	0	182	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	417
15:00	41	5	1	0	1	0	0	48	55	3	0	0	3	0	1	62	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	112
15:15	45	3	0	0	1	0	0	49	41	2	0	0	2	0	0	45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	95
15:30	49	9	1	0	1	0	0	60	50	5	0	0	1	1	0	57	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	118
15:45	55	4	2	0	0	1	0	62	58	3	1	0	1	2	0	65	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	129
1 Hr	190	21	4	0	3	1	0	219	204	13	1	0	7	3	1	229	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	454
16:00	40	5	1	0	0	0	0	46	54	2	0	0	0	0	1	57	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	105
16:15	65	3	0	0	0	0	0	68	68	4	0	0	5	0	0	77	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	146
16:30	59	4	1	0	0	0	2	66	59	5	0	0	1	0	2	67	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	136
16:45	55	7	1	2	0	1	2	68	56	6	0	0	0	0	0	62	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	133
1 Hr	219	19	3	2	0	1	4	248	237	17	0	0	6	0	3	263	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	520
17:00	71	5	1	0	0	0	1	78	68	10	0	1	1	1	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
17:15	57	6	0	0	0	0	1	64	62	5	0	0	3	1	0	71	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	137
17:30	53	9	0	0	0	2	0	64	70	7	0	0	2	1	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144
17:45	67	4	0	1	0	1	0	73	69	9	0	0	1	0	1	80	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	155
1 Hr	248	24	1	1	0	3	2	279	269	31	0	1	7	3	1	312	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	595
18:00	67	7	0	0	0	0	1	75	92	0	0	0	2	1	2	97	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	175
18:15	65	6	0	0	0	0	0	71	68	3	0	0	1	0	0	72	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	144
18:30	47	3	0	0	0	0	2	52	68	8	0	0	2	0	3	81	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4	137
18:45	49	6	1	0	0	0	1	57	83	4	0	0	1	0	1	89	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	148
1 Hr	228	22	1	0	0	0	4	255	311	15	0	0	6	1	6	339	0	0	0	0	0	0	0	0	8	0	0	0	0	0	2	10	604
19:00	57	3	0	0	0	0	0	60	69	3	0	0	3	0	2	77	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	141
19:15	39	5	0	0	0	0	0	44	60	5	0	0	0	0	1	66	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	114
19:30	34	7	0	0	0	0	0	41	74	1	0	0	2	1	2	80	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	123
19:45	58	2	0	0	0	0	0	60	64	3	0	0	1	0	0	68	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	129
1 Hr	188	17	0	0	0	0	0	205	267	12	0	0	6	1	5	291	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	507
20:00	34	1	1	0	0	0	0	36	45	2	1	0	2	2	0	52	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	90
20:15	42	2	1	0	0	0	1	46	55	10	1	0	1	0	1	68	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	115
20:30	35	2	0	0	0	0	0	37	48	3	0	0	1	0	0	52	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	93
20:45	19	0	0	0	0	0	1	20	42	3	0	0	2	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	69
1 Hr	130	5	2	0	0	0	2	139	190	18	2	0	6	2	1	219	0	0	0	0	0	0	0	0	6	0	0	0	0	0	3	9	367
21:00	27	1	1	0	0	0	0	29	53	2	0	0	1	0	0	56	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	86
21:15	23	1	0	0	0	0	0	24	34	7	0	0	1	0	1	43	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	68
21:30	22	0	0	0	0	0	0	22	45	3	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
21:45	20	1	0	0	0	0	0	21	36	8	0	0	0	0	0	44	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	67
1 Hr	92	3	1	0	0	0	0	96	168	20	0	0	2	0	1	191	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	291
22:00	23	0	0	0	0	0	0	23	33	0	0	0	1	0	1	35	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	59
22:15	14	1	0	0	0	0	0	15	26	2	0	0	2	0	0	30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	48
22:30	6	0	0	0	0	0	0	6	24	0	0	0	1	0	1	26	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	33
22:45	6	0	0	0	0	0	1	7	22	3	0	0	1	0	1	27	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	35
1 Hr	49	1	0	0	0	0	1	51	105	5	0	0	5	0	3	118	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	175
23:00	6	1	0	0	0	0	0	7	25	0	0	0	2	0	0	27	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	35
23:15	10	0	0	0	0	0	0	10	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	29
23:30	11	0	1	0	0	0	1	13	9	1	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
23:45	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	15
1 Hr	32	1	1	0	0	0	1	35	58	4	0	0	2	0	1	65	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	103
Total	2746	255	54	6	8	11	31	3111	2901	258	14	6	105	15	27	3326	4	0	0	0	0	0	0	4	79	3	0	0	0	0	6	88	6529

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Return To Dashboard

Convert to PCU

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
06:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	6
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	5
07:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	6
1 Hr	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	11	0	0	0	0	0	1	12	1	0	0	0	0	0	0	1	19
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	10
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	7
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
11:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	2	1	0	0	0	0	1	4	0	0	0	0	0	0	0	0	8
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

	Arm A Hole in The Wall Road(NNW)								Arm B Main Street(E)								Arm C Hole in The Wall Road(S)								Arm D Main Street(W)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	8
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
14:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
1 Hr	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
16:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	10
19:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
1 Hr	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	7	0	0	0	0	0	2	9	0	0	0	0	0	0	0	0	13
20:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
20:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	7
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
22:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
Total	20	0	0	0	0	0	0	20	20	1	1	0	0	0	0	22	79	4	0	0	0	0	5	88	1	0	0	0	0	0	0	1	131

ORIGIN SUMMARY

Origin :	Arm A Hole in The Wall Road(NNW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	

Origin :	Arm B Main Street(E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	

Origin :	Arm C Hole in The Wall Road(S)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	

Origin :	Arm D Main Street(W)							Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		

Tracsis plc
Traffic and Data Services

Return To Dashboard

Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

00:00	4	0	0	0	0	0	0	4	14	1	0	0	0	0	0	15	14	1	0	0	0	0	1	16	0	0	0	0	0	0	0	0	35
00:15	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7	18	0	0	0	0	0	0	18	1	0	0	0	0	0	0	1	30
00:30	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	21
00:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	13	0	0	0	0	0	1	14	0	0	0	0	0	0	0	0	21
1 Hr	14	0	0	0	0	0	0	14	34	1	0	0	0	0	0	35	54	1	0	0	0	0	2	57	1	0	0	0	0	0	0	1	107
01:00	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	16
01:15	3	2	0	0	0	0	0	5	2	1	0	0	0	0	0	3	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	16
01:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	11
01:45	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	9
1 Hr	12	3	0	0	0	0	0	15	10	2	0	0	0	0	0	12	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0	52
02:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
02:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
02:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
1 Hr	2	1	0	0	0	0	0	3	6	0	0	0	0	0	0	6	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	19
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5
03:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7
03:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
1 Hr	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	21
04:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	9
04:15	0	0	0	0	0	0	0	0	4	1	0	0	0	1	0	6	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	13
04:30	0	0	0	0	0	0	0	0	7	0	0	0	0	1	0	8	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	12
04:45	0	2	0	0	0	0	0	2	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	16
1 Hr	1	2	0	0	0	0	0	3	23	1	0	0	0	2	0	26	19	1	0	0	0	0	0	20	1	0	0	0	0	0	0	1	50
05:00	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
05:15	1	1	0	0	0	0	0	2	12	3	0	0	0	0	0	15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	22
05:30	3	0	0	0	0	0	0	3	10	2	0	0	0	0	0	12	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	22
05:45	3	0	0	0	0	0	0	3	20	1	0	0	0	0	0	21	10	0	0	0	2	0	0	12	0	0	0	0	0	0	0	0	36
1 Hr	8	1	0	0	0	0	0	9	44	7	0	0	0	0	0	51	21	2	0	0	2	0	0	25	0	0	0	0	0	0	0	0	85
06:00	6	1	0	0	0	0	0	7	21	2	0	0	2	0	0	25	11	1	0	0	1	0	0	13	0	0	0	0	0	0	0	0	45
06:15	15	1	0	0	0	0	0	16	14	4	0	0	1	1	0	20	24	4	1	0	3	0	2	34	2	0	0	0	0	0	0	2	72
06:30	14	0	0	0	0	0	0	14	32	9	0	0	2	0	1	44	19	2	1	0	2	1	0	25	2	0	0	0	0	0	0	2	85
06:45	15	1	0	0	0	0	0	16	41	8	0	0	1	0	0	50	37	6	0	0	2	0	1	46	1	0	0	0	0	0	1	2	114
1 Hr	50	3	0	0	0	0	0	53	108	23	0	0	6	1	1	139	91	13	2	0	8	1	3	118	5	0	0	0	0	0	1	6	316
07:00	25	3	2	0	0	0	0	30	52	5	0	0	2	2	1	62	31	7	0	0	3	1	0	42	5	0	0	0	0	0	0	5	139
07:15	50	7	0	0	1	0	1	59	67	8	0	0	1	0	0	76	44	6	2	0	4	1	1	58	3	0	0	0	0	0	0	3	196
07:30	69	6	0	0	0	0	1	76	56	6	0	0	5	0	0	67	69	4	5	1	2	0	0	81	5	0	0	0	0	0	0	5	229
07:45	73	7	2	0	4	0	4	90	85	6	1	0	1	1	0	94	59	7	1	0	3	0	1	71	5	0	0	0	0	0	1	6	261
1 Hr	217	23	4	0	5	0	6	255	260	25	1	0	9	3	1	299	203	24	8	1	12	2	2	252	18	0	0	0	0	0	1	19	825
08:00	81	7	1	0	0	0	1	90	75	7	1	0	3	0	1	87	64	7	0	0	1	0	2	74	1	0	0	0	0	0	0	1	252
08:15	65	1	0	0	0	0	0	66	72	6	0	0	2	0	0	80	92	4	0	0	2	1	0	99	4	0	0	0	0	0	0	4	249
08:30	47	6	0	0	0	1	0	54	87	5	0	0	1	1	0	94	62	7	0	0	0	0	1	70	4	0	0	0	0	0	0	4	222
08:45	65	3	1	0	0	0	1	70	49	6	0	1	2	0	0	58	75	8	1	3	3	0	0	90	1	0	0	0	0	0	0	1	219
1 Hr	258	17	2	0	0	1	2	280	283	24	1	1	8	1	1	319	293	26	1	3	6	1	3	333	10	0	0	0	0	0	0	10	942
09:00	68	11	1	0	0	0	0	80	40	5	0	0	1	0	0	46	91	1	2	0	1	0	0	95	2	0	0	0	0	0	0	2	223
09:15	72	6	0	0	0	0	0	78	36	2	0	1	1	0	0	40	91	13	1	0	2	0	1	108	3	0	0	0	0	0	0	3	229
09:30	33	5	0	0	0	0	0	38	42	1	0	1	3	1	1	49	69	6	2	0	2	1	0	80	0	0	0	0	0	0	0	0	167
09:45	42	7	1	1	0	0	0	51	40	7	0	0	1	0	1	49	52	7	0	0	2	0	1	62	2	0	0	0	0	0	0	2	164
1 Hr	215	29	2	1	0	0	0	247	158	15	0	2	6	1	2	184	303	27	5	0	7	1	2	345	7	0	0	0	0	0	0	7	783
10:00	34	1	3	0	0	0	0	38	43	5	1	0	1	0	0	50	58	14	3	0	2	0	0	77	2	0	0	0	0	0	0	2	167
10:15	37	10	0	0	0	0	0	47	40	4	0	0	1	1	0	46	50	12	2	0	1	0	1	66	0	0	0	0	0	0	0	0	159
10:30	34	5	1	0	0	0	0	40	46	7	0	0	2	0	0	55	55	5	4	1	2	0	1	68	1	0	0	0	0	0	0	1	164
10:45	45	3	4	0	0	0	1	53	39	4	2	0	1	0	0	46	63	8	4	0	1	0	0	76	0	0	0	0	0	0	0	0	175
1 Hr	150	19	8	0	0	0	1	178	168	20	3	0	5	1	0	197	226	39	13	1	6	0	2	287	3	0	0	0	0	0	0	3	665
11:00	28	3	2	0	0	0	1	34	25	2	4	1	2	0	0	34	44	9	0	0	0	0	0	53	1	1	0	0	0	0	1	3	124
11:15	34	3	1	0	0	0	0	38	35	5	0	0	1	0	0	41	68	8	2	0	1	1	0	80	1	1	0	0	0	0	0	2	161
11:30	47	3	1	0	0	0	0	51	44	3	0	0	1	0	0	48	62	9	1	0	1	0	0	73	2	0	0	0	0	0	0	2	174
11:45	48	4	1	0	0	0	0	53	30	6	1	0	1	0	0	38	65	9	2	0	2	1	1	80	1	0	0	0	0	0	0	1	172
1 Hr	157	13	5	0	0	0	1	176	134	16	5	1	5	0	0	161	239	35	5	0	4	2	1	286	5	2	0	0	0	0	1	8	631
12:00	49	3	2	0	0	0	0	54	32	5	0	0	1	0	0	38	63	8	3	0	0	1	0	75	1	0	0	0	0	0	0	1	168
12:15	46	4	1	0	0	0	0	51	50	1	0	0	1	0	1	53	71	13	1	0	1	0	1	87	2	2	0	0	0	0	0	4	195
12:30	49	8	3	0	0	0	0	60	31	5	0	0	3	0	0	39	70	12	1	1	2	0	0	86	1	0	0	0	0	0	0	1	186
12:45	52	6	2	0	0	0	0	60	34	9	0	0	1	0	0	44	77	5	3	0	3	0	1	89	2	0	0	0	0	0	0	2	195

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

	Arm A Hole in The Wall Road(NNW)								Arm B Main Street(E)								Arm C Hole in The Wall Road(S)								Arm D Main Street(W)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC	
1 Hr	196	21	8	0	0	0	0	225	147	20	0	0	6	0	1	174	281	38	8	1	6	1	2	337	6	2	0	0	0	0	0	8	744
13:00	44	6	1	0	0	0	0	51	50	0	0	0	2	0	0	52	90	8	0	0	0	0	2	100	2	0	0	0	0	0	0	2	205
13:15	62	5	0	2	1	1	0	71	44	8	1	0	2	0	0	55	82	4	0	0	3	1	0	90	0	0	0	0	0	0	0	0	216
13:30	74	8	0	0	0	0	0	82	37	4	0	0	2	0	0	43	83	9	2	0	0	0	0	94	1	0	0	0	0	0	0	1	220
13:45	57	6	2	0	0	0	0	65	42	2	0	0	1	0	0	45	95	3	2	1	3	0	2	106	2	0	0	0	0	0	0	2	218
1 Hr	237	25	3	2	1	1	0	269	173	14	1	0	7	0	0	195	350	24	4	1	6	1	4	390	5	0	0	0	0	0	0	5	859
14:00	45	4	0	0	0	0	0	49	45	5	0	0	0	0	0	50	88	9	0	0	3	0	0	100	0	0	1	0	0	0	0	1	200
14:15	47	4	1	0	2	0	0	54	59	4	2	1	1	0	0	67	92	7	2	0	1	0	0	102	1	0	0	0	0	0	0	1	224
14:30	74	6	0	0	0	0	0	80	31	8	0	0	2	0	0	41	88	13	2	0	2	1	0	106	1	0	0	0	0	0	0	1	228
14:45	79	6	0	0	0	0	0	85	42	3	0	0	2	0	0	47	97	6	2	1	0	1	2	109	1	0	0	0	0	0	0	1	242
1 Hr	245	20	1	0	2	0	0	268	177	20	2	1	5	0	0	205	365	35	6	1	6	2	2	417	3	0	1	0	0	0	0	4	894
15:00	65	6	1	0	0	0	2	74	42	3	1	0	1	1	0	48	98	8	1	0	4	0	1	112	1	0	0	0	0	0	0	1	235
15:15	54	7	0	0	0	0	0	61	31	2	0	1	1	0	0	35	87	5	0	0	3	0	0	95	0	0	0	0	0	0	0	0	191
15:30	74	9	2	0	0	0	1	86	42	3	1	0	2	0	0	48	100	14	1	0	2	1	0	118	2	0	0	0	0	0	0	2	254
15:45	58	9	1	0	0	0	1	69	54	5	0	0	1	0	0	60	115	7	3	0	1	3	0	129	4	0	0	0	0	0	0	4	262
1 Hr	251	31	4	0	0	0	4	290	169	13	2	1	5	1	0	191	400	34	5	0	10	4	1	454	7	0	0	0	0	0	0	7	942
16:00	45	5	3	0	0	0	0	53	83	6	0	0	1	1	0	91	96	7	1	0	0	0	1	105	0	0	0	0	0	0	0	0	249
16:15	78	6	3	0	0	0	1	88	62	4	0	0	2	0	0	68	134	7	0	0	5	0	0	146	3	0	0	0	0	0	0	3	305
16:30	61	11	2	0	0	0	3	77	65	5	0	0	2	0	0	72	120	10	1	0	1	0	4	136	3	1	0	0	0	0	0	4	289
16:45	76	4	1	0	0	1	0	82	71	3	0	0	1	1	0	76	114	13	1	2	0	1	2	133	1	0	0	0	0	0	0	1	292
1 Hr	260	26	9	0	0	1	4	300	281	18	0	0	6	2	0	307	464	37	3	2	6	1	7	520	7	1	0	0	0	0	0	8	1135
17:00	75	8	0	1	0	0	0	84	80	5	0	0	2	0	0	87	139	15	1	1	1	1	1	159	0	0	0	0	0	0	0	0	330
17:15	66	6	1	0	0	1	1	75	66	7	0	1	1	0	0	75	121	11	0	0	3	1	1	137	1	0	0	0	0	0	0	1	288
17:30	69	3	1	0	0	2	0	75	62	2	1	0	2	0	0	67	123	16	0	0	2	3	0	144	0	0	0	0	0	0	0	0	286
17:45	74	0	1	0	2	1	1	79	114	9	0	0	1	1	0	125	138	13	0	1	1	1	1	155	1	0	0	0	0	0	0	1	360
1 Hr	284	17	3	1	2	4	2	313	322	23	1	1	6	1	0	354	521	55	1	2	7	6	3	595	2	0	0	0	0	0	0	2	1264
18:00	77	9	0	0	0	0	2	88	83	5	0	0	3	0	1	92	161	7	0	0	2	1	4	175	5	0	0	0	0	0	0	5	360
18:15	80	6	0	0	1	0	1	88	111	7	0	0	1	2	1	122	134	9	0	0	1	0	0	144	2	0	0	0	0	0	0	2	356
18:30	63	4	1	0	0	1	2	71	70	1	0	0	2	0	0	73	118	11	0	0	2	0	6	137	2	0	0	0	0	0	0	2	283
18:45	75	6	0	0	1	0	1	83	68	1	0	0	2	0	0	71	134	10	1	0	1	0	2	148	1	0	0	0	0	0	0	1	303
1 Hr	295	25	1	0	2	1	6	330	332	14	0	0	8	2	2	358	547	37	1	0	6	1	12	604	10	0	0	0	0	0	0	10	1302
19:00	55	3	0	0	0	0	0	58	96	3	0	0	2	0	0	101	130	6	0	0	3	0	2	141	5	0	0	0	0	0	0	5	305
19:15	59	4	0	0	0	0	0	63	72	1	0	0	2	0	0	75	103	10	0	0	0	0	1	114	0	0	0	0	0	0	2	2	254
19:30	42	2	0	1	0	0	2	47	53	4	1	0	0	0	0	58	110	8	0	0	2	1	2	123	2	0	0	0	0	0	0	2	230
19:45	49	3	0	0	0	0	0	52	82	3	0	0	1	0	0	86	123	5	0	0	1	0	0	129	4	0	0	0	0	0	0	4	271
1 Hr	205	12	0	1	0	0	2	220	303	11	1	0	5	0	0	320	466	29	0	0	6	1	5	507	11	0	0	0	0	0	2	13	1060
20:00	54	3	0	0	0	0	1	58	75	5	0	2	0	0	0	82	80	3	2	0	2	2	1	90	3	0	0	0	0	0	0	3	233
20:15	36	4	1	0	0	0	0	41	53	3	1	1	0	0	2	60	98	12	2	0	1	0	2	115	2	0	0	0	0	0	0	2	218
20:30	38	2	0	0	0	0	1	41	59	1	0	1	1	0	0	62	87	5	0	0	1	0	0	93	1	0	0	0	0	0	0	1	197
20:45	40	4	0	0	0	0	0	44	34	3	0	2	0	0	0	39	61	3	0	0	2	0	3	69	1	0	0	0	0	0	0	1	153
1 Hr	168	13	1	0	0	0	2	184	221	12	1	6	1	0	2	243	326	23	4	0	6	2	6	367	7	0	0	0	0	0	0	7	801
21:00	44	2	0	0	0	0	0	46	48	4	1	0	1	0	0	54	81	3	1	0	1	0	0	86	1	0	0	0	0	0	0	1	187
21:15	34	1	0	0	0	0	0	35	50	2	0	0	1	0	0	53	58	8	0	0	1	0	1	68	1	0	0	0	0	0	0	1	157
21:30	26	2	0	0	0	0	0	28	21	1	0	0	1	0	0	23	67	3	0	0	0	0	0	70	0	0	0	0	0	0	0	0	121
21:45	25	1	0	0	0	1	0	27	32	2	0	0	0	0	0	34	58	9	0	0	0	0	0	67	2	0	0	0	0	0	0	2	130
1 Hr	129	6	0	0	0	1	0	136	151	9	1	0	3	0	0	164	264	23	1	0	2	0	1	291	4	0	0	0	0	0	0	4	595
22:00	16	2	0	0	0	0	1	19	28	0	0	0	1	0	0	29	57	0	0	0	1	0	1	59	0	0	0	0	0	0	0	0	107
22:15	26	0	0	0	0	0	1	27	24	1	0	0	2	0	0	27	43	3	0	0	2	0	0	48	2	0	0	0	0	0	0	2	104
22:30	16	0	0	0	0	0	0	16	20	0	0	0	1	0	0	21	31	0	0	0	1	0	1	33	3	0	0	0	0	0	0	3	73
22:45	17	0	0	0	0	0	0	17	10	0	0	0	0	0	0	10	29	3	0	0	1	0	2	35	0	0	0	0	0	0	0	0	62
1 Hr	75	2	0	0	0	0	2	79	82	1	0	0	4	0	0	87	160	6	0	0	5	0	4	175	5	0	0	0	0	0	0	5	346
23:00	11	0	1	0	0	0	0	12	14	0	0	0	2	0	0	16	32	1	0	0	2	0	0	35	1	0	0	0	0	0	0	1	64
23:15	10	0	0	0	0	0	0	10	15	0	0	0	2	0	0	17	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0	56
23:30	8	0	0	0	0	0	0	8	15	1	0	0	0	0	0	16	20	1	1	0	0	0	2	24	0	0	0	0	0	0	0	0	48
23:45	3	0	0	0	0	0	0	3	12	0	0	0	0	0	0	12	14	1	0	0	0	0	0	15	2	0	0	0	0	0	0	2	32
1 Hr	32	0	1	0	0	0	0	33	56	1	0	0	4	0	0	61	93	5	1	0	2	0	2	103	3	0	0	0	0	0	0	3	200
Total	3462	309	52	5	12	9	32	3881	3650	291	19	13	99	15	10	4097	5730	516	68	12	113	26	64	6529	120	5	1	0	0	0	5	131	14638

DESTINATION SUMMARY

	Destination : Arm A Hole in The Wall Road(NNW)							Total	Destination : Arm B Main Street(E)							Total	Destination : Arm C Hole in The Wall Road(S)							Total	Destination : Arm D Main Street(W)							Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	4	0	0	0	0	0	0	4	12	1	0	0	0	0	1	14	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	35

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

00:15	6	0	0	0	0	0	0	6	13	0	0	0	0	0	0	13	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1	30
00:30	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	21
00:45	3	0	0	0	0	0	0	3	11	0	0	0	0	0	1	12	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	21
1 Hr	15	0	0	0	0	0	0	15	44	1	0	0	0	0	2	47	43	1	0	0	0	0	0	44	1	0	0	0	0	0	0	1	107
01:00	1	1	0	0	0	0	0	2	6	0	0	0	0	0	0	6	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	16
01:15	3	0	0	0	0	0	0	3	5	1	0	0	0	0	0	6	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	16
01:30	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	11
01:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9
1 Hr	5	1	0	0	0	0	0	6	21	1	0	0	0	0	0	22	20	4	0	0	0	0	0	24	0	0	0	0	0	0	0	0	52
02:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
02:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
1 Hr	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	19
03:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
03:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
03:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	7
03:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5
1 Hr	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	21
04:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	9
04:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	5	1	0	0	0	1	0	7	0	0	0	0	0	0	0	0	13
04:30	0	0	0	0	0	1	0	1	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	12
04:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	16
1 Hr	5	0	0	0	0	1	0	6	15	1	0	0	0	0	0	16	24	3	0	0	0	1	0	28	0	0	0	0	0	0	0	0	50
05:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
05:15	3	1	0	0	0	0	0	4	2	2	0	0	0	0	0	4	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	22
05:30	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	22
05:45	6	0	0	0	0	0	0	6	7	0	0	0	2	0	0	9	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0	36
1 Hr	15	3	0	0	0	0	0	18	12	2	0	0	2	0	0	16	46	5	0	0	0	0	0	51	0	0	0	0	0	0	0	0	85
06:00	7	1	0	0	0	0	0	8	6	0	0	0	1	0	0	7	24	3	0	0	2	0	0	29	1	0	0	0	0	0	0	1	45
06:15	5	1	1	0	0	0	0	7	27	3	0	0	3	0	2	35	23	5	0	0	1	1	0	30	0	0	0	0	0	0	0	0	72
06:30	9	1	1	0	0	0	0	11	16	2	0	0	2	1	0	21	42	8	0	0	2	0	1	53	0	0	0	0	0	0	0	0	85
06:45	17	1	0	0	1	0	1	20	32	6	0	0	1	0	0	39	45	8	0	0	1	0	1	55	0	0	0	0	0	0	0	0	114
1 Hr	38	4	2	0	1	0	1	46	81	11	0	0	7	1	2	102	134	24	0	0	6	1	2	167	1	0	0	0	0	0	0	1	316
07:00	24	2	0	0	0	1	1	28	20	7	0	0	3	0	0	30	68	6	2	0	2	2	0	80	1	0	0	0	0	0	0	1	139
07:15	29	5	2	0	1	1	1	39	35	4	0	0	3	0	0	42	97	12	0	0	2	0	1	112	3	0	0	0	0	0	0	3	196
07:30	58	4	3	1	0	0	0	66	55	3	2	0	2	0	0	62	84	9	0	0	5	0	1	99	2	0	0	0	0	0	0	2	229
07:45	60	6	1	0	0	1	1	69	36	3	0	0	3	0	1	43	124	11	3	0	5	0	4	147	2	0	0	0	0	0	0	2	261
1 Hr	171	17	6	1	1	3	3	202	146	17	2	0	11	0	1	177	373	38	5	0	14	2	6	438	8	0	0	0	0	0	0	8	825
08:00	70	7	0	0	0	0	3	80	52	3	0	0	1	0	0	56	99	11	2	0	3	0	1	116	0	0	0	0	0	0	0	0	252
08:15	100	6	0	0	0	1	0	107	39	2	0	0	2	0	0	43	94	3	0	0	2	0	0	99	0	0	0	0	0	0	0	0	249
08:30	61	6	0	0	0	0	1	68	28	5	0	0	0	0	0	33	110	7	0	0	1	2	0	120	1	0	0	0	0	0	0	1	222
08:45	52	4	1	2	1	0	0	60	55	7	0	2	2	0	0	66	81	6	1	0	2	0	1	91	2	0	0	0	0	0	0	2	219
1 Hr	283	23	1	2	1	1	4	315	174	17	0	2	5	0	0	198	384	27	3	0	8	2	2	426	3	0	0	0	0	0	0	3	942
09:00	47	3	2	0	0	0	0	52	73	3	1	0	1	0	0	78	80	11	0	0	1	0	0	92	1	0	0	0	0	0	0	1	223
09:15	50	5	1	0	0	0	1	57	70	8	0	0	2	0	0	80	82	8	0	1	1	0	0	92	0	0	0	0	0	0	0	0	229
09:30	43	6	2	0	0	0	0	51	31	3	0	0	2	1	0	37	66	3	0	1	3	1	1	75	4	0	0	0	0	0	0	4	167
09:45	31	3	0	0	0	0	0	34	34	6	0	0	2	0	1	43	71	12	1	1	1	0	1	87	0	0	0	0	0	0	0	0	164
1 Hr	171	17	5	0	0	0	1	194	208	20	1	0	7	1	1	238	299	34	1	3	6	1	2	346	5	0	0	0	0	0	0	5	783
10:00	41	6	2	0	0	0	0	49	24	8	1	0	2	0	0	35	72	6	4	0	1	0	0	83	0	0	0	0	0	0	0	0	167
10:15	39	8	2	0	0	0	1	50	24	5	0	0	1	0	0	30	64	13	0	0	1	1	0	79	0	0	0	0	0	0	0	0	159
10:30	40	5	3	0	0	0	1	49	27	3	1	1	2	0	0	34	67	9	1	0	2	0	0	79	2	0	0	0	0	0	0	2	164
10:45	44	8	4	0	0	0	0	56	28	1	2	0	1	0	0	32	74	6	4	0	1	0	1	86	1	0	0	0	0	0	0	1	175
1 Hr	164	27	11	0	0	0	2	204	103	17	4	1	6	0	0	131	277	34	9	0	5	1	1	327	3	0	0	0	0	0	0	3	665
11:00	23	4	1	0	0	0	0	28	26	6	0	0	0	0	0	32	49	4	5	1	2	0	2	63	0	1	0	0	0	0	0	1	124
11:15	50	6	1	0	0	1	0	58	27	4	2	0	1	0	0	34	59	7	0	0	1	0	0	67	2	0	0	0	0	0	0	2	161
11:30	44	8	1	0	0	0	0	53	29	1	0	0	1	0	0	31	81	6	1	0	1	0	0	89	1	0	0	0	0	0	0	1	174
11:45	43	5	1	0	0	1	1	51	31	5	1	0	2	0	0	39	70	9	2	0	1	0	0	82	0	0	0	0	0	0	0	0	172
1 Hr	160	23	4	0	0	2	1	190	113	16	3	0	4	0	0	136	259	26	8	1	5	0	2	301	3	1	0	0	0	0	0	4	631
12:00	37	5	3	0	0	1	0	46	32	4	0	0	0	0	0	36	76	5	2	0	1	0	0	84	0	2	0	0	0	0	0	2	168
12:15	46	4	0	0	0	0	1	51	37	10	1	0	1	0	0	49	86	6	1	0	1	0	1	95	0	0	0	0	0	0	0	0	195
12:30	49	6	0	1	0	0	0	56	27	7	1	0	2	0	0	37	74	12	3	0	3	0	0	92	1	0	0	0	0	0	0	1	186
12:45	54	5	3	0	0	0	1	63	35	3	0	0	3	0	0	41	75	12	2	0	1	0	0	90	1	0	0	0	0	0	0	1	195
1 Hr	186	20	6	1	0	1	2	216	131	24	2	0	6	0	0	163	311	35	8	0	6	0	1	361	2	2	0	0	0	0	0	4	744

Tracsis plc
Traffic and Data Services

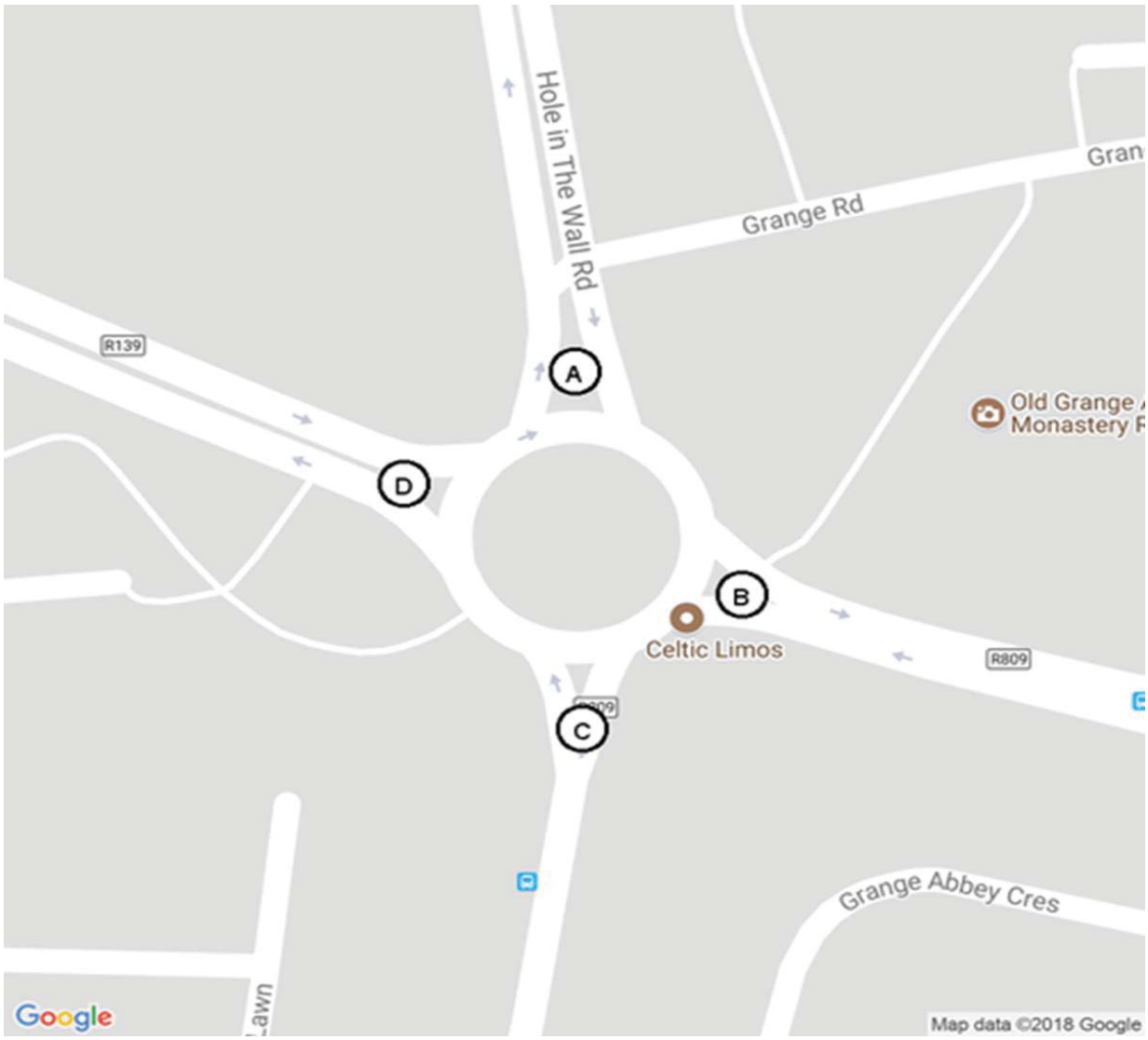
Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 5 - Hole in The Wall Road(NNW) / Main Street(E) / Hole in The Wall Road(S) / Main Street(W)

13:00	59	5	0	0	0	0	1	65	40	4	0	0	0	0	0	44	87	5	1	0	2	0	0	95	0	0	0	0	0	0	1	1	205
13:15	52	2	0	0	0	0	0	54	39	4	0	0	4	1	0	48	94	11	1	2	2	1	0	111	3	0	0	0	0	0	0	3	216
13:30	42	8	2	0	0	0	0	52	57	2	0	0	0	0	0	59	94	11	0	0	2	0	0	107	2	0	0	0	0	0	0	2	220
13:45	65	4	1	0	0	0	2	72	44	1	1	1	3	0	0	50	86	6	1	0	1	0	0	94	1	0	1	0	0	0	0	2	218
1 Hr	218	19	3	0	0	0	3	243	180	11	1	1	7	1	0	201	361	33	3	2	7	1	0	407	6	0	1	0	0	0	1	8	859
14:00	66	7	0	0	0	0	0	73	32	5	1	0	3	0	0	41	78	6	0	0	0	0	0	84	2	0	0	0	0	0	0	2	200
14:15	79	4	2	1	1	0	0	87	26	5	0	0	0	0	0	31	93	6	3	0	3	0	0	105	1	0	0	0	0	0	0	1	224
14:30	38	6	1	0	1	0	0	46	68	8	1	0	1	1	0	79	87	13	0	0	2	0	0	102	1	0	0	0	0	0	0	1	228
14:45	50	6	2	0	0	0	2	60	72	2	0	1	0	1	0	76	95	7	0	0	2	0	0	104	2	0	0	0	0	0	0	2	242
1 Hr	233	23	5	1	2	0	2	266	198	20	2	1	4	2	0	227	353	32	3	0	7	0	0	395	6	0	0	0	0	0	0	6	894
15:00	46	5	1	0	1	0	0	53	71	5	0	0	3	0	2	81	87	7	2	0	1	1	1	99	2	0	0	0	0	0	0	2	235
15:15	48	3	0	0	1	0	0	52	48	3	0	0	2	0	0	53	75	8	0	1	1	0	0	85	1	0	0	0	0	0	0	1	191
15:30	56	10	2	0	1	0	0	69	68	6	0	0	1	1	0	76	91	10	2	0	2	0	1	106	3	0	0	0	0	0	0	3	254
15:45	69	5	2	0	0	1	0	77	70	4	1	0	1	2	0	78	90	12	1	0	1	0	1	105	2	0	0	0	0	0	0	2	262
1 Hr	219	23	5	0	3	1	0	251	257	18	1	0	7	3	2	288	343	37	5	1	5	1	3	395	8	0	0	0	0	0	0	8	942
16:00	54	7	1	0	0	1	0	63	71	4	0	0	0	0	1	76	97	7	3	0	1	0	0	108	2	0	0	0	0	0	0	2	249
16:15	81	5	0	0	0	0	0	86	79	4	0	0	5	0	0	88	114	8	3	0	2	0	1	128	3	0	0	0	0	0	0	3	305
16:30	72	5	1	0	0	0	2	80	75	6	0	0	1	0	2	84	97	15	2	0	2	0	3	119	5	1	0	0	0	0	0	6	289
16:45	71	8	1	2	0	1	2	85	68	7	0	0	0	0	0	75	120	5	1	0	1	2	0	129	3	0	0	0	0	0	0	3	292
1 Hr	278	25	3	2	0	2	4	314	293	21	0	0	6	0	3	323	428	35	9	0	6	2	4	484	13	1	0	0	0	0	0	14	1135
17:00	92	7	1	0	0	0	1	101	83	12	0	1	1	1	0	98	119	9	0	1	2	0	0	131	0	0	0	0	0	0	0	0	330
17:15	78	8	0	1	0	0	1	88	80	6	0	0	3	1	0	90	93	10	1	0	1	1	1	107	3	0	0	0	0	0	0	3	288
17:30	66	9	1	0	0	2	0	78	87	8	0	0	2	2	0	99	101	4	1	0	2	1	0	109	0	0	0	0	0	0	0	0	286
17:45	107	8	0	1	0	2	0	118	92	9	1	0	1	1	1	105	124	5	0	0	3	0	1	133	4	0	0	0	0	0	0	4	360
1 Hr	343	32	2	2	0	4	2	385	342	35	1	1	7	5	1	392	437	28	2	1	8	2	2	480	7	0	0	0	0	0	0	7	1264
18:00	88	7	0	0	0	0	1	96	106	4	0	0	2	1	2	115	130	10	0	0	3	0	3	146	2	0	0	0	0	0	1	3	360
18:15	111	8	0	0	0	0	1	120	89	5	0	0	1	0	0	95	123	9	0	0	2	2	1	137	4	0	0	0	0	0	0	4	356
18:30	62	4	0	0	0	0	2	68	88	9	0	0	2	0	4	103	100	3	1	0	2	1	1	108	3	0	0	0	0	0	1	4	283
18:45	62	6	1	0	0	0	1	70	102	6	0	0	1	0	1	110	110	5	0	0	3	0	1	119	4	0	0	0	0	0	0	4	303
1 Hr	323	25	1	0	0	0	5	354	385	24	0	0	6	1	7	423	463	27	1	0	10	3	6	510	13	0	0	0	0	0	2	15	1302
19:00	81	4	0	0	0	0	0	85	82	3	0	0	3	0	2	90	117	5	0	0	2	0	0	124	6	0	0	0	0	0	0	6	305
19:15	50	5	0	0	0	0	0	55	70	5	0	0	0	0	1	76	109	5	0	0	2	0	2	118	5	0	0	0	0	0	0	5	254
19:30	43	8	0	0	0	0	0	51	87	1	0	0	2	1	2	93	74	5	1	1	0	0	2	83	3	0	0	0	0	0	0	3	230
19:45	68	3	0	0	0	0	0	71	76	4	0	0	1	0	0	81	112	4	0	0	1	0	0	117	2	0	0	0	0	0	0	2	271
1 Hr	242	20	0	0	0	0	0	262	315	13	0	0	6	1	5	340	412	19	1	1	5	0	4	442	16	0	0	0	0	0	0	16	1060
20:00	49	2	1	0	0	0	0	52	57	3	1	0	2	2	0	65	103	6	0	2	0	0	1	112	3	0	0	0	0	0	1	4	233
20:15	46	2	1	0	0	0	1	50	64	10	1	0	1	0	1	77	78	7	2	1	0	0	2	90	1	0	0	0	0	0	0	1	218
20:30	42	2	0	0	0	0	0	44	58	4	0	0	1	0	0	63	81	2	0	1	1	0	1	86	4	0	0	0	0	0	0	4	197
20:45	23	1	0	0	0	0	1	25	46	5	0	0	2	0	0	53	65	4	0	2	0	0	0	71	2	0	0	0	0	0	2	4	153
1 Hr	160	7	2	0	0	0	2	171	225	22	2	0	6	2	1	258	327	19	2	6	1	0	4	359	10	0	0	0	0	0	3	13	801
21:00	31	1	1	0	0	0	0	33	58	2	0	0	1	0	0	61	83	6	1	0	1	0	0	91	2	0	0	0	0	0	0	2	187
21:15	30	1	0	0	0	0	0	31	44	7	0	0	1	0	1	53	68	3	0	0	1	0	0	72	1	0	0	0	0	0	0	1	157
21:30	25	0	0	0	0	0	0	25	48	4	0	0	0	0	0	52	41	2	0	0	1	0	0	44	0	0	0	0	0	0	0	0	121
21:45	23	2	0	0	0	0	0	25	45	8	0	0	0	0	0	53	47	2	0	0	0	1	0	50	2	0	0	0	0	0	0	2	130
1 Hr	109	4	1	0	0	0	0	114	195	21	0	0	2	0	1	219	239	13	1	0	3	1	0	257	5	0	0	0	0	0	0	5	595
22:00	25	0	0	0	0	0	0	25	35	0	0	0	1	0	1	37	40	2	0	0	1	0	1	44	1	0	0	0	0	0	0	1	107
22:15	18	1	0	0	0	0	0	19	30	2	0	0	2	0	0	34	45	1	0	0	2	0	1	49	2	0	0	0	0	0	0	2	104
22:30	13	0	0	0	0	0	0	13	28	0	0	0	1	0	1	30	27	0	0	0	1	0	0	28	2	0	0	0	0	0	0	2	73
22:45	6	0	0	0	0	0	1	7	26	3	0	0	1	0	1	31	23	0	0	0	0	0	0	23	1	0	0	0	0	0	0	1	62
1 Hr	62	1	0	0	0	0	1	64	119	5	0	0	5	0	3	132	135	3	0	0	4	0	2	144	6	0	0	0	0	0	0	6	346
23:00	8	1	0	0	0	0	0	9	30	0	0	0	2	0	0	32	18	0	1	0	2	0	0	21	2	0	0	0	0	0	0	2	64
23:15	11	0	0	0	0	0	0	11	18	2	0	0	0	0	0	20	22	0	0	0	2	0	0	24	1	0	0	0	0	0	0	1	56
23:30	14	0	1	0	0	0	1	16	11	1	0	0	0	0	1	13	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	48
23:45	7	0	0	0	0	0	0	7	9	1	0	0	0	0	0	10	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1	32
1 Hr	40	1	1	0	0	0	1	43	68	4	0	0	2	0	1	75	72	1	1	0	4	0	0	78	4	0	0	0	0	0	0	4	200
Total	3447	315	58	9	8	15	34	3886	3637	322	19	6	106	17	30	4137	5758	480	62	15	110	18	41	6484	120	4	1	0	0	0	6	131	14638

SITE 6


Hole in The Wall Rd
Grange Rd
R139
A
D
B
C
Celtic Limos
R809
Grange Abbey Cres
Google
Map data ©2018 Google

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

Origin Arm A Hole in The Wall Road

	Destination : Arm A Hole in The Wall Road								**Destination :** Arm B R809(ESE)								**Destination :** Arm C R809(S)								**Destination :** Arm D R139								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	10	2	0	0	0	0	0	12	6	0	0	0	1	0	0	7	21
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5	11
00:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5	17
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	8
1 Hr	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	29	3	0	0	0	0	0	32	19	0	0	0	1	0	0	20	57
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	2	1	0	0	0	0	0	3	9
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	3	0	0	0	0	0	0	3	9
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	6
01:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1	7
1 Hr	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	16	2	0	0	0	0	0	18	6	2	0	0	0	0	0	8	31
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	4
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3
02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	5
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4	8	0	1	0	0	0	0	9	14
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	6
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
1 Hr	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10	14
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
04:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	10
04:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7	10
04:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5	12
1 Hr	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	9	0	0	0	0	0	0	9	20	0	0	0	0	0	0	20	34
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	4	2	0	0	0	0	1	7	11
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	14	0	0	0	0	0	0	14	17
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6	7	0	0	0	0	0	1	8	15
05:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8	2	0	0	0	0	0	10	22	0	0	0	0	0	0	22	35
1 Hr	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	16	5	0	0	0	0	0	21	47	2	0	0	0	0	2	51	78
06:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	17	1	0	0	0	0	0	18	11	1	0	0	2	0	0	14	36
06:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	13	2	0	0	1	0	0	16	20	3	0	0	0	1	3	27	48
06:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	31	2	0	0	1	0	0	34	17	13	0	0	1	0	2	33	78
06:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	33	6	0	0	1	0	2	42	20	6	0	0	0	0	0	26	77
1 Hr	0	0	0	0	0	0	0	0	26	3	0	0	0	0	0	29	94	11	0	0	3	0	2	110	68	23	0	0	3	1	5	100	239
07:00	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	7	47	3	0	0	2	0	1	53	37	4	0	0	0	3	2	46	106
07:15	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	68	9	0	0	2	0	2	81	42	5	2	0	0	0	2	51	154
07:30	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	58	9	0	0	2	0	3	72	34	5	1	0	3	0	0	43	135
07:45	0	0	0	0	0	0	0	0	24	4	1	0	1	0	0	30	91	8	2	0	3	0	2	106	57	5	0	0	0	0	1	63	199
1 Hr	0	0	0	0	0	0	0	0	65	10	3	0	1	0	0	79	264	29	2	0	9	0	8	312	170	19	3	0	3	3	5	203	594
08:00	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28	82	5	3	0	0	0	1	91	48	1	1	0	3	2	0	55	174
08:15	0	0	0	0	0	0	0	0	25	6	0	0	0	0	0	31	78	5	0	0	2	0	2	87	45	2	0	0	1	0	1	49	167
08:30	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	70	4	0	0	1	0	1	76	44	2	0	0	0	2	0	48	142
08:45	0	0	0	0	0	0	0	0	33	7	1	0	0	0	0	41	75	2	0	0	1	1	0	79	36	3	0	0	1	0	2	42	162
1 Hr	0	0	0	0	0	0	0	0	102	15	1	0	0	0	0	118	305	16	3	0	4	1	4	333	173	8	1	0	5	4	3	194	645
09:00	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23	61	8	1	0	1	0	1	72	35	4	0	0	0	0	0	39	134
09:15	0	0	0	0	0	0	0	0	19	5	0	0	0	0	0	24	60	8	1	0	1	1	1	72	35	1	0	0	0	1	0	37	133
09:30	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15	44	6	0	0	1	0	1	52	27	1	0	1	2	1	1	33	100
09:45	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	55	7	0	0	1	0	3	66	29	3	0	1	0	0	0	33	121
1 Hr	0	0	0	0	0	0	0	0	71	13	0	0	0	0	0	84	220	29	2	0	4	1	6	262	126	9	0	2	2	2	1	142	488
10:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	53	5	0	0	0	0	1	59	36	4	4	0	1	0	0	45	117
10:15	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	16	40	9	0	0	1	0	0	50	24	1	0	0	0	1	0	26	92
10:30	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11	46	6	0	0	1	0	0	53	32	1	2	0	1	0	0	36	100
10:45	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	16	46	4	1	0	1	0	0	52	28	1	1	0	0	0	0	30	98
1 Hr	0	0	0	0	0	0	0	0	44	11	1	0	0	0	0	56	185	24	1	0	3	0	1	214	120	7	7	0	2	1	0	137	407
11:00	0	0	0	0	0	0	0	0	6	4	1	0	0	0	0	11	44	2	1	0	1	0	0	48	31	6	1	1	1	0	2	42	101
11:15	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	21	37	2	0	0	1	0	0	40	17	3	0	0	0	0	2	22	83
11:30	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18	49	1	0	0	0	0	0	50	28	3	2	0	1	0	0	34	102
11:45	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	19	50	3	0	0	1	0	0	54	30	6	1	0	0	0	0	37	110
1 Hr	0	0	0	0	0	0	0	0	53	15	1	0	0	0	0	69	180	8	1	0	3	0	0	192	106	18	4	1	2	0	4	135	396

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

12:00	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	20	49	2	0	0	1	0	0	52	27	2	2	0	0	0	0	31	103
12:15	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	53	5	0	0	0	0	0	58	31	3	1	0	1	0	0	36	111
12:30	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15	45	10	0	0	1	0	0	56	27	5	1	0	2	0	1	36	107
12:45	0	0	0	0	0	0	0	0	17	2	2	0	0	1	0	22	60	7	0	0	1	0	0	68	37	4	2	0	0	1	0	44	134
1 Hr	0	0	0	0	0	0	0	0	61	10	2	0	0	1	0	74	207	24	0	0	3	0	0	234	122	14	6	0	3	1	1	147	455
13:00	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	55	2	0	0	1	0	0	58	32	2	1	0	1	0	1	37	114
13:15	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27	62	5	0	0	0	1	0	68	31	4	1	1	2	0	0	39	134
13:30	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	18	55	3	0	0	1	0	0	59	34	7	0	1	0	0	0	42	119
13:45	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	52	2	1	0	1	0	0	56	28	1	0	0	1	0	1	31	109
1 Hr	0	0	0	0	0	0	0	0	74	12	0	0	0	0	0	86	224	12	1	0	3	1	0	241	125	14	2	2	4	0	2	149	476
14:00	0	0	0	0	0	0	0	0	19	3	1	0	0	0	0	23	53	2	0	0	2	0	0	57	28	3	0	0	0	0	0	31	111
14:15	0	0	0	0	0	0	0	0	26	0	1	0	0	0	1	28	64	3	1	0	2	0	0	70	31	8	1	0	1	0	0	41	139
14:30	0	0	0	0	0	0	0	0	18	6	0	0	0	0	0	24	53	2	1	0	1	0	0	57	29	7	0	0	1	0	0	37	118
14:45	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25	64	5	0	0	2	0	0	71	34	4	0	0	0	0	0	38	134
1 Hr	0	0	0	0	0	0	0	0	86	11	2	0	0	0	1	100	234	12	2	0	7	0	0	255	122	22	1	0	2	0	0	147	502
15:00	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	67	4	0	0	0	1	0	72	41	2	3	0	0	0	0	46	137
15:15	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18	50	6	0	0	0	0	0	56	29	1	1	1	2	0	1	35	109
15:30	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	93	8	2	0	0	0	0	103	62	4	0	0	3	0	1	70	194
15:45	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	66	7	1	0	1	1	0	76	42	4	0	0	1	0	0	47	141
1 Hr	0	0	0	0	0	0	0	0	70	6	0	0	0	0	0	76	276	25	3	0	1	2	0	307	174	11	4	1	6	0	2	198	581
16:00	0	0	0	0	0	0	0	0	20	2	2	0	0	0	0	24	63	8	1	0	1	0	0	73	37	5	0	0	0	1	1	44	141
16:15	0	0	0	0	0	0	0	0	26	0	2	0	0	0	0	28	69	6	2	0	0	1	0	78	36	4	0	0	2	0	0	42	148
16:30	0	0	0	0	0	0	0	0	19	4	1	0	0	0	0	24	68	9	1	0	0	0	0	78	42	4	0	0	2	0	1	49	151
16:45	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27	69	4	1	0	1	1	0	76	35	2	0	0	0	1	0	38	141
1 Hr	0	0	0	0	0	0	0	0	92	6	5	0	0	0	0	103	269	27	5	0	2	2	0	305	150	15	0	0	4	2	2	173	581
17:00	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21	71	5	0	0	2	0	0	78	44	1	0	1	0	0	2	48	147
17:15	0	0	0	0	0	0	0	0	21	2	1	0	0	0	0	24	60	7	0	0	0	0	0	67	32	4	0	0	1	0	0	37	128
17:30	0	0	0	0	0	0	0	0	17	0	0	0	0	1	0	18	64	5	0	0	1	1	0	71	40	3	0	0	1	0	0	44	133
17:45	0	0	0	0	0	0	0	0	31	3	1	0	0	0	0	35	84	5	0	0	1	2	1	93	45	1	0	0	0	0	0	46	174
1 Hr	0	0	0	0	0	0	0	0	87	8	2	0	0	1	0	98	279	22	0	0	4	3	1	309	161	9	0	1	2	0	2	175	582
18:00	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23	73	6	0	0	1	0	1	81	44	1	0	0	2	0	0	47	151
18:15	0	0	0	0	0	0	0	0	30	3	0	0	0	0	1	34	78	5	0	0	1	0	0	84	40	0	0	0	1	2	0	43	161
18:30	0	0	0	0	0	0	0	0	25	0	0	0	0	1	0	26	64	3	0	0	1	0	0	68	33	1	0	0	1	0	0	35	129
18:45	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32	72	5	1	0	2	0	0	80	34	3	0	0	1	0	0	38	150
1 Hr	0	0	0	0	0	0	0	0	106	7	0	0	0	1	1	115	287	19	1	0	5	0	1	313	151	5	0	0	5	2	0	163	591
19:00	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	77	5	0	0	2	0	0	84	48	2	0	0	0	0	0	50	156
19:15	0	0	0	0	0	0	0	0	28	0	0	0	0	0	2	30	73	4	0	0	1	0	0	78	37	2	0	0	1	0	0	40	148
19:30	0	0	0	0	0	0	0	0	22	1	0	0	0	0	2	25	57	5	0	0	0	0	0	62	29	3	1	1	0	0	0	34	121
19:45	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32	78	3	0	0	1	0	0	82	41	0	0	0	0	0	0	41	155
1 Hr	0	0	0	0	0	0	0	0	99	6	0	0	0	0	4	109	285	17	0	0	4	0	0	306	155	7	1	1	1	0	0	165	580
20:00	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27	65	4	0	0	0	0	0	69	34	0	0	0	2	0	1	37	133
20:15	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	51	5	1	0	1	0	2	60	27	2	1	0	0	0	0	30	111
20:30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	50	2	0	0	1	0	2	55	30	0	0	0	0	1	0	31	100
20:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	43	2	0	0	0	0	0	45	26	0	0	0	2	0	0	28	84
1 Hr	0	0	0	0	0	0	0	0	68	5	0	0	0	0	0	73	209	13	1	0	2	0	4	229	117	2	1	0	4	1	1	126	428
21:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	52	3	0	0	0	0	0	55	33	2	1	0	1	0	0	37	104
21:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	40	3	0	0	1	0	0	44	24	1	0	0	0	0	0	25	80
21:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	33	2	0	0	1	0	0	36	20	0	0	0	0	0	2	22	67
21:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	33	2	0	0	0	0	0	35	23	0	0	0	0	1	0	24	65
1 Hr	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	38	158	10	0	0	2	0	0	170	100	3	1	0	1	1	2	108	316
22:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	21	2	0	0	0	0	0	23	11	1	0	0	1	0	0	13	43
22:15	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	27	0	0	0	1	0	1	29	16	0	0	0	1	0	0	17	56
22:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	16	0	0	0	0	0	0	16	9	0	0	0	1	0	0	10	30
22:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	17	0	0	0	0	0	0	17	9	0	0	0	0	0	0	9	32
1 Hr	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	81	2	0	0	1	0	1	85	45	1	0	0	3	0	0	49	161
23:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	12	1	0	0	0	0	0	13	11	0	1	0	2	0	0	14	29
23:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	19	1	0	0	1	0	0	21	9	0	0	0	1	0	0	10	38
23:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	11	2	0	0	0	0	0	13	6	0	0	0	0	0	0	6	21
23:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	14	1	0	0	0	0	1	16	11	0	0	0	0	0	0	11	28
1 Hr	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	56	5	0	0	1	0	1	63	37	0	1	0	3	0	0	41	116
Total	0	0	0	0	0	0	0	0	1198	145	17	0	1	3	6	1370	3889	315	22	0	61	10	29	4326	2332	191	33	8	56	18	32	2670	8366

Origin Arm B R809(ESE)

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

	Destination : Arm A Hole in the Wall Road								**Destination :** Arm B R809(ESE)								**Destination :** Arm C R809(S)								**Destination :** Arm D R139								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
00:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	1	0	38	41
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	22	0	0	0	1	0	0	23	25
00:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	11	14
00:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	9
1 Hr	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	74	1	1	0	1	1	0	78	89
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	1	1	0	0	0	0	7	8
01:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	8	1	0	0	0	0	0	9	13
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	24	2	1	0	0	0	0	27	32
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8	8
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
03:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7	9
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	5
1 Hr	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	14	3	0	0	0	0	0	17	21
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	6	7
04:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	8	1	1	0	0	0	1	11	15
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9	9
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	0	0	13	13
1 Hr	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	30	4	3	1	0	0	1	39	44
05:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	1	0	0	9	10
05:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3	9	1	0	0	0	0	0	10	14
05:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	16	1	0	0	0	1	1	19	22
05:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	22	6	0	0	0	0	0	28	33
1 Hr	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	4	1	1	0	1	1	0	8	52	10	1	0	1	1	1	66	79
06:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	29	1	1	0	0	0	2	33	38
06:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	26	4	1	1	1	0	1	34	41
06:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	73	12	0	0	1	0	0	86	89
06:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	82	17	4	0	1	0	1	105	117
1 Hr	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	15	1	1	0	0	0	0	17	210	34	6	1	3	0	4	258	285
07:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	13	0	0	1	0	1	0	15	100	10	3	1	2	0	0	116	136
07:15	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	70	12	2	2	1	1	2	90	125
07:30	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0	19	0	0	0	0	1	0	20	94	17	1	1	1	2	3	119	155
07:45	6	4	0	0	0	0	0	10	0	0	0	0	0	0	0	0	32	0	0	1	0	0	0	33	71	16	2	2	2	0	1	94	137
1 Hr	33	9	0	0	0	0	0	42	0	0	0	0	0	0	0	0	87	1	0	2	0	2	0	92	335	55	8	6	6	3	6	419	553
08:00	13	0	1	0	0	0	0	14	0	0	0	0	0	0	0	0	32	6	0	0	0	0	2	40	86	13	2	0	1	3	1	106	160
08:15	21	1	0	1	0	0	0	23	0	0	0	0	0	0	0	0	56	2	1	0	0	0	1	60	58	20	2	0	2	2	0	84	167
08:30	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	65	3	1	0	0	0	0	69	53	11	2	0	1	0	0	67	153
08:45	21	2	0	1	0	0	0	24	0	0	0	0	0	0	0	0	61	0	1	0	0	0	0	62	62	18	4	2	4	2	0	92	178
1 Hr	70	5	1	2	0	0	0	78	0	0	0	0	0	0	0	0	214	11	3	0	0	0	3	231	259	62	10	2	8	7	1	349	658
09:00	27	1	1	0	0	0	0	29	0	0	0	0	0	0	0	0	53	3	0	0	0	0	0	56	88	14	5	1	4	1	0	113	198
09:15	14	5	1	0	0	0	0	20	0	0	0	0	0	0	0	0	32	4	1	0	0	0	0	37	103	14	4	4	3	1	0	129	186
09:30	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	26	3	0	0	0	0	0	29	65	16	8	1	3	1	0	94	143
09:45	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0	47	6	0	0	0	0	0	53	69	19	5	5	2	3	0	103	168
1 Hr	67	12	2	0	0	0	0	81	0	0	0	0	0	0	0	0	158	16	1	0	0	0	0	175	325	63	22	11	12	6	0	439	695
10:00	7	6	0	0	0	0	0	13	0	0	0	0	0	0	0	0	43	0	3	0	0	0	0	46	59	16	5	1	1	0	0	82	141
10:15	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	39	1	0	0	0	0	0	40	78	13	6	1	1	0	0	99	152
10:30	14	2	1	0	0	0	0	17	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	50	64	24	1	3	2	2	0	96	163
10:45	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30	73	19	5	1	1	0	1	100	141
1 Hr	44	9	1	0	0	0	0	54	0	0	0	0	0	0	0	0	161	2	3	0	0	0	0	166	274	72	17	6	5	2	1	377	597
11:00	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0	55	1	0	0	0	1	0	57	65	17	1	3	1	0	1	88	163
11:15	16	3	1	0	0	1	0	21	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	33	82	12	4	6	1	0	0	105	159
11:30	13	5	1	0	0	0	0	19	0	0	0	0	0	0	0	0	49	2	0	0	0	1	0	52	64	24	1	1	3	0	0	93	164
11:45	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0	46	1	0	0	0	1	0	48	65	23	9	4	2	1	0	104	165
1 Hr	53	15	2	0	0	1	0	71	0	0	0	0	0	0	0	0	183	4	0	0	0	3	0	190	276	76	15	14	7	1	1	390	651
12:00	21	9	0	0	0	0	0	30	0	0	0	0	0	0	0	0	40	2	0	0	0	0	2	44	76	17	3	2	1	1	0	100	174

![Tracsis plc — Traffic and Data Services]

Return To Dashboard | Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

Origin Arm C R809(S)

Destination : Arm A Hole in the Wall Road

								Total
12:15	12	4	0	0	0	0	0	16
12:30	14	3	0	0	0	0	0	17
12:45	27	1	3	0	0	0	0	31
1 Hr	74	17	3	0	0	0	0	94
13:00	23	5	0	0	0	0	0	28
13:15	23	2	0	0	0	0	0	25
13:30	16	2	1	0	0	0	0	19
13:45	18	1	0	0	0	0	0	19
1 Hr	80	10	1	0	0	0	0	91
14:00	16	4	0	0	0	0	0	20
14:15	26	5	0	0	0	0	0	31
14:30	22	5	0	0	0	0	0	27
14:45	17	3	1	0	0	0	0	21
1 Hr	81	17	1	0	0	0	0	99
15:00	32	2	0	0	0	0	0	34
15:15	18	2	0	0	1	0	0	21
15:30	30	7	0	0	1	0	0	38
15:45	20	1	0	0	0	0	0	21
1 Hr	100	12	0	0	2	0	0	114
16:00	24	0	1	0	0	0	0	25
16:15	22	4	0	0	0	0	0	26
16:30	18	1	0	0	0	0	2	21
16:45	20	0	0	0	0	0	0	20
1 Hr	84	5	1	0	0	0	2	92
17:00	35	5	0	0	0	0	0	40
17:15	22	1	0	0	0	0	0	23
17:30	22	7	0	0	0	1	0	30
17:45	30	3	0	0	0	0	0	33
1 Hr	109	16	0	0	0	1	0	126
18:00	34	0	0	0	0	0	0	34
18:15	24	4	0	0	0	0	0	28
18:30	24	1	0	0	0	0	0	25
18:45	23	2	0	0	0	0	0	25
1 Hr	105	7	0	0	0	0	0	112
19:00	23	0	0	0	0	0	0	23
19:15	15	2	0	0	0	0	0	17
19:30	23	0	0	0	0	0	0	23
19:45	28	0	0	0	0	0	0	28
1 Hr	89	2	0	0	0	0	0	91
20:00	16	0	0	0	0	0	0	16
20:15	24	1	0	0	0	0	0	25
20:30	15	0	0	0	0	0	0	15
20:45	19	0	0	0	0	0	3	22
1 Hr	74	1	0	0	0	0	3	78
21:00	18	0	0	0	0	0	0	18
21:15	21	1	0	0	0	0	0	22
21:30	10	0	0	0	0	0	0	10
21:45	19	2	0	0	0	0	0	21
1 Hr	68	3	0	0	0	0	0	71
22:00	12	0	0	0	0	0	0	12
22:15	11	0	0	0	0	0	0	11
22:30	3	0	0	0	0	0	0	3
22:45	1	0	0	0	0	0	0	1
1 Hr	27	0	0	0	0	0	0	27
23:00	9	0	0	0	0	0	0	9
23:15	5	0	0	0	0	0	0	5
23:30	2	0	0	0	0	0	0	2
23:45	4	0	0	0	0	0	0	4
1 Hr	20	0	0	0	0	0	0	20
Total	1206	144	12	2	2	2	5	1373

Destination : Arm B R809(ESE)

								Total
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Destination : Arm C R809(S)

								Total
12:15	55	6	0	0	0	0	0	61
12:30	47	4	0	0	0	0	0	51
12:45	56	8	0	0	0	0	0	64
1 Hr	198	20	0	0	0	0	2	220
13:00	59	7	0	0	0	0	0	66
13:15	61	5	0	0	0	0	0	66
13:30	60	1	0	0	0	0	0	61
13:45	61	2	1	0	0	0	0	64
1 Hr	241	15	1	0	0	0	0	257
14:00	72	2	0	0	0	0	0	74
14:15	44	1	0	0	0	0	0	45
14:30	35	3	0	0	0	0	0	38
14:45	45	2	0	0	0	0	0	47
1 Hr	196	8	0	0	0	0	0	204
15:00	30	4	0	0	0	0	0	34
15:15	25	7	0	0	0	0	0	32
15:30	12	1	0	0	0	0	0	13
15:45	51	6	0	0	0	0	0	57
1 Hr	118	18	0	0	0	0	0	136
16:00	20	5	0	0	0	0	0	25
16:15	26	4	0	0	0	0	0	30
16:30	41	3	0	0	0	1	0	45
16:45	32	6	0	0	0	0	0	38
1 Hr	119	18	0	0	0	1	0	138
17:00	69	3	1	0	0	1	0	74
17:15	58	2	0	0	0	0	0	60
17:30	50	2	0	0	0	0	0	52
17:45	30	4	0	0	0	2	2	38
1 Hr	207	11	1	0	0	3	2	224
18:00	44	3	1	0	0	0	0	48
18:15	36	8	0	0	0	0	0	44
18:30	30	9	0	0	0	0	0	39
18:45	28	6	0	0	0	0	1	35
1 Hr	138	26	1	0	0	0	1	166
19:00	39	11	0	1	0	0	0	51
19:15	25	3	0	0	0	1	0	29
19:30	21	3	0	0	0	0	0	24
19:45	24	3	0	0	0	0	0	27
1 Hr	109	20	0	1	0	1	0	131
20:00	42	4	0	0	0	0	0	46
20:15	23	2	0	0	0	0	0	25
20:30	11	4	0	0	0	0	0	15
20:45	33	1	0	0	0	0	2	36
1 Hr	109	11	0	0	0	0	2	122
21:00	26	3	0	0	0	0	0	29
21:15	20	4	0	0	0	1	0	25
21:30	21	2	0	0	0	0	0	23
21:45	31	3	1	0	1	0	0	36
1 Hr	98	12	1	0	1	1	0	113
22:00	26	1	0	0	0	0	0	27
22:15	28	2	0	0	0	0	0	30
22:30	14	4	0	0	0	0	0	18
22:45	4	1	0	0	0	0	0	5
1 Hr	72	8	0	0	0	0	0	80
23:00	1	0	0	0	0	0	0	1
23:15	1	0	0	0	0	0	0	1
23:30	6	0	0	0	0	0	0	6
23:45	4	0	0	0	0	0	0	4
1 Hr	12	0	0	0	0	0	0	12
Total	2445	205	13	3	2	12	10	2690

Destination : Arm D R139

								Total	Arm
12:15	56	11	4	1	0	1	1	74	151
12:30	61	10	8	1	1	1	0	82	150
12:45	50	13	4	2	1	1	1	72	167
1 Hr	243	51	19	6	3	4	2	328	642
13:00	75	23	1	5	1	1	0	106	200
13:15	75	13	2	1	1	0	2	94	185
13:30	96	15	3	1	1	0	0	116	196
13:45	86	13	5	3	2	1	0	110	193
1 Hr	332	64	11	10	5	2	2	426	774
14:00	70	13	3	2	1	0	0	89	183
14:15	77	15	6	2	0	2	0	102	178
14:30	91	16	5	1	1	0	0	114	179
14:45	93	16	7	2	3	1	0	122	190
1 Hr	331	60	21	7	5	3	0	427	730
15:00	98	32	2	1	1	2	0	136	204
15:15	100	19	7	2	1	2	0	131	184
15:30	94	15	7	2	1	1	0	120	171
15:45	99	20	1	2	3	1	0	126	204
1 Hr	391	86	17	7	6	6	0	513	763
16:00	113	25	5	0	1	0	1	145	195
16:15	116	19	0	2	1	0	0	138	194
16:30	95	29	2	2	0	4	0	132	198
16:45	105	27	3	0	1	1	1	138	196
1 Hr	429	100	10	4	3	5	2	553	783
17:00	95	19	4	0	2	2	0	122	236
17:15	73	17	2	0	0	0	1	93	176
17:30	79	11	3	0	1	0	1	95	177
17:45	85	9	0	0	2	0	0	96	167
1 Hr	332	56	9	0	5	2	2	406	756
18:00	68	16	1	0	1	0	1	87	169
18:15	80	12	0	0	0	0	2	94	166
18:30	78	7	0	0	1	1	0	87	151
18:45	97	7	0	0	1	1	0	106	166
1 Hr	323	42	1	0	3	2	3	374	652
19:00	83	4	0	0	3	0	0	90	164
19:15	68	6	0	0	1	0	1	76	122
19:30	63	10	0	0	0	0	0	73	120
19:45	76	9	0	0	1	0	0	86	141
1 Hr	290	29	0	0	5	0	1	325	547
20:00	65	9	0	0	1	0	0	75	137
20:15	61	4	1	0	1	0	0	67	117
20:30	60	2	0	0	1	1	1	65	95
20:45	42	3	0	0	1	4	0	50	108
1 Hr	228	18	1	0	4	5	1	257	457
21:00	43	6	0	0	1	0	0	50	97
21:15	64	2	0	0	1	1	0	68	115
21:30	44	1	0	0	1	1	0	47	80
21:45	50	4	0	0	1	2	0	57	114
1 Hr	201	13	0	0	4	4	0	222	406
22:00	56	0	1	0	0	0	0	57	96
22:15	51	4	0	0	1	0	0	56	97
22:30	51	0	0	0	0	0	0	51	72
22:45	41	3	0	0	1	0	0	45	51
1 Hr	199	7	1	0	2	0	0	209	316
23:00	40	1	0	0	0	0	0	41	51
23:15	23	1	0	0	1	0	0	25	31
23:30	28	1	0	0	0	0	0	29	37
23:45	16	2	0	0	0	0	0	18	26
1 Hr	107	5	0	0	1	0	0	113	145
Total	5284	915	175	75	89	54	28	6620	10683

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	27
00:15	8	0	0	0	0	0	0	8	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	22
00:30	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	22
00:45	8	0	0	0	0	0	0	8	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	15
1 Hr	27	0	0	0	0	0	0	27	14	1	0	0	0	0	1	16	0	0	0	0	0	0	0	0	39	4	0	0	0	0	0	43	86
01:00	5	0	0	0	0	0	0	5	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	19
01:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8
01:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	6
01:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	6
1 Hr	15	0	0	0	0	0	0	15	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	39
02:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6
02:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	4
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	7
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	6
1 Hr	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	14	2	1	0	0	0	0	17	23
03:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	7
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	5
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
1 Hr	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	15
04:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	2	3	0	0	0	0	12	16
04:15	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	12
04:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	14
04:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	2	2	0	0	0	0	12	17
1 Hr	8	0	0	0	0	0	0	8	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	33	5	5	0	0	0	0	43	59
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	2	0	0	8	8
05:15	2	1	0	0	0	0	0	3	4	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	10	2	0	0	0	0	1	13	21
05:30	3	0	0	0	0	0	0	3	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21	34
05:45	9	0	0	0	0	0	0	9	2	2	0	0	0	1	0	5	0	0	0	0	0	0	0	0	27	2	0	0	1	0	0	30	44
1 Hr	14	1	0	0	0	0	0	15	15	3	0	0	0	1	1	20	0	0	0	0	0	0	0	0	60	7	1	0	3	0	1	72	107
06:00	6	1	0	0	0	0	0	7	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	24	2	0	1	3	1	0	31	47
06:15	10	1	1	0	0	0	0	12	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	40	7	0	1	1	0	0	49	76
06:30	6	1	1	0	0	0	0	8	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	49	9	2	1	4	0	0	65	83
06:45	14	3	0	0	2	0	0	19	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	50	17	1	2	1	2	1	74	110
1 Hr	36	6	2	0	2	0	0	46	45	6	0	0	0	0	0	51	0	0	0	0	0	0	0	0	163	35	3	5	9	3	1	219	316
07:00	15	3	0	0	0	0	0	18	8	1	0	0	1	0	0	10	0	0	0	0	0	0	0	0	76	9	5	0	1	1	0	92	120
07:15	21	3	1	0	1	0	0	26	16	5	0	0	0	1	0	22	0	0	0	0	0	0	0	0	63	14	0	0	4	1	1	83	131
07:30	29	1	3	0	1	0	0	34	19	5	0	0	0	1	0	25	0	0	0	0	0	0	0	0	74	7	0	1	1	0	0	83	142
07:45	37	2	1	0	1	0	0	41	31	4	3	0	0	0	1	39	0	0	0	0	0	0	0	0	68	11	0	1	4	1	0	85	165
1 Hr	102	9	5	0	3	0	0	119	74	15	3	0	1	2	1	96	0	0	0	0	0	0	0	0	281	41	5	2	10	3	1	343	558
08:00	54	3	0	0	0	0	0	57	34	7	0	0	1	0	1	43	0	0	0	0	0	0	0	0	74	13	1	0	1	1	0	90	190
08:15	59	1	0	0	0	1	0	61	51	9	1	0	1	0	2	64	0	0	0	0	0	0	0	0	76	6	1	0	2	0	0	85	210
08:30	37	3	0	0	0	0	0	40	47	8	0	0	1	0	1	57	0	0	0	0	0	0	0	0	81	8	1	0	0	0	0	90	187
08:45	53	2	0	0	1	0	0	56	49	5	1	0	1	1	1	58	0	0	0	0	0	0	0	0	101	3	6	0	0	0	0	110	224
1 Hr	203	9	0	0	1	1	0	214	181	29	2	0	4	1	5	222	0	0	0	0	0	0	0	0	332	30	9	0	3	1	0	375	811
09:00	50	2	0	0	0	0	0	52	59	5	2	0	0	0	0	66	0	0	0	0	0	0	0	0	99	7	3	0	0	0	0	109	227
09:15	59	4	0	0	0	0	0	63	53	4	1	0	1	0	1	60	0	0	0	0	0	0	0	0	88	10	3	0	0	0	0	101	224
09:30	41	1	1	0	0	0	0	43	34	5	3	0	1	0	0	43	0	0	0	0	0	0	0	0	56	7	4	0	0	1	0	68	154
09:45	30	4	0	0	0	0	0	34	39	9	2	1	1	1	1	54	0	0	0	0	0	0	0	0	67	10	3	0	0	0	0	80	168
1 Hr	180	11	1	0	0	0	0	192	185	23	8	1	3	1	2	223	0	0	0	0	0	0	0	0	310	34	13	0	0	1	0	358	773
10:00	36	3	0	0	0	0	0	39	40	4	1	0	1	0	0	46	0	0	0	0	0	0	0	0	54	10	1	1	2	0	0	68	153
10:15	39	6	2	0	0	0	0	47	37	4	0	1	1	0	1	44	0	0	0	0	0	0	0	0	55	9	0	0	0	0	0	64	155
10:30	33	0	1	0	0	0	0	34	38	2	1	0	0	0	0	41	0	0	0	0	0	0	0	0	62	6	4	0	1	0	0	73	148
10:45	49	1	2	0	0	0	0	52	15	2	1	0	1	0	0	19	0	0	0	0	0	0	0	0	64	10	5	1	0	1	0	81	152
1 Hr	157	10	5	0	0	0	0	172	130	12	3	1	3	0	1	150	0	0	0	0	0	0	0	0	235	35	10	2	3	1	0	286	608
11:00	30	3	0	0	0	0	0	33	38	9	1	0	0	0	0	48	0	0	0	0	0	0	0	0	57	10	5	0	1	0	0	73	154
11:15	50	3	0	0	0	0	0	53	38	5	3	0	2	1	0	49	0	0	0	0	0	0	0	0	70	7	1	0	1	1	0	80	182
11:30	53	5	0	0	0	1	0	59	29	3	1	0	0	0	0	33	0	0	0	0	0	0	0	0	62	10	2	2	0	0	0	76	168
11:45	47	3	1	0	0	1	0	52	52	4	0	0	1	0	0	57	0	0	0	0	0	0	0	0	61	5	3	2	1	0	1	73	182
1 Hr	180	14	1	0	0	2	0	197	157	21	5	0	3	1	0	187	0	0	0	0	0	0	0	0	250	32	11	4	3	1	1	302	686
12:00	47	3	1	0	0	1	0	52	55	6	2	0	1	0	0	64	0	0	0	0	0	0	0	0	77	9	5	0	0	0	0	91	207
12:15	45	6	0	0	0	0	0	51	57	5	1	0	0	0	0	63	0	0	0	0	0	0	0	0	68	7	1	0	0	0	0	76	190

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

12:30	54	7	0	0	0	0	1	62	39	12	0	1	1	0	0	53	0	0	0	0	0	0	0	0	64	6	1	0	1	1	1	74	189
12:45	59	2	0	0	0	0	1	62	44	6	2	0	0	0	0	52	0	0	0	0	0	0	0	0	52	7	0	0	0	1	0	60	174
1 Hr	205	18	1	0	0	1	2	227	195	29	5	1	2	0	0	232	0	0	0	0	0	0	0	0	261	29	7	0	1	2	1	301	760
13:00	59	1	1	0	0	0	1	62	53	3	0	0	1	0	0	57	0	0	0	0	0	0	0	0	88	14	2	0	0	0	0	104	223
13:15	54	2	0	0	0	0	0	56	52	6	1	0	1	0	0	60	0	0	0	0	0	0	0	0	69	7	2	1	1	1	0	81	197
13:30	62	5	1	0	0	0	0	68	50	9	0	0	1	0	1	61	0	0	0	0	0	0	0	0	87	7	2	0	0	0	0	96	225
13:45	80	3	0	1	0	0	0	84	57	18	2	0	1	0	0	78	0	0	0	0	0	0	0	0	75	7	3	0	2	1	0	88	250
1 Hr	255	11	2	1	0	0	1	270	212	36	3	0	4	0	1	256	0	0	0	0	0	0	0	0	319	35	9	1	3	2	0	369	895
14:00	54	5	1	0	0	0	0	60	49	6	0	0	1	0	0	56	0	0	0	0	0	0	0	0	67	11	0	0	0	0	0	78	194
14:15	61	3	2	0	1	0	1	68	52	8	1	0	1	0	0	62	0	0	0	0	0	0	0	0	83	7	2	0	0	0	0	92	222
14:30	65	2	1	0	1	0	0	69	49	4	1	1	1	1	0	57	0	0	0	0	0	0	0	0	76	10	1	0	1	0	0	88	214
14:45	66	3	0	0	0	1	0	70	38	5	0	0	0	0	1	44	0	0	0	0	0	0	0	0	91	6	5	2	2	0	0	106	220
1 Hr	246	13	4	0	2	1	1	267	188	23	2	1	3	1	1	219	0	0	0	0	0	0	0	0	317	34	8	2	3	0	0	364	850
15:00	78	3	0	0	2	0	0	83	28	8	2	0	1	0	0	39	0	0	0	0	0	0	0	0	85	6	1	1	3	0	0	96	218
15:15	79	5	1	0	0	0	0	85	49	4	0	0	2	0	1	56	0	0	0	0	0	0	0	0	76	8	1	1	1	0	0	87	228
15:30	64	4	0	0	0	1	0	69	48	3	0	0	1	0	1	53	0	0	0	0	0	0	0	0	81	8	1	0	1	0	1	92	214
15:45	76	3	0	0	0	0	0	79	41	5	2	0	1	1	0	50	0	0	0	0	0	0	0	0	66	3	1	0	3	0	0	73	202
1 Hr	297	15	1	0	2	1	0	316	166	20	4	0	5	1	2	198	0	0	0	0	0	0	0	0	308	25	4	2	8	0	1	348	862
16:00	63	9	0	0	0	0	0	72	35	0	2	0	0	0	0	37	0	0	0	0	0	0	0	0	78	11	1	1	0	0	0	91	200
16:15	83	4	0	0	0	0	0	87	45	0	2	0	1	0	0	48	0	0	0	0	0	0	0	0	63	14	1	1	0	0	0	79	214
16:30	89	8	0	0	0	0	1	98	45	4	1	0	1	1	1	53	0	0	0	0	0	0	0	0	73	11	2	0	0	0	0	86	237
16:45	84	7	0	0	0	1	4	96	38	4	0	0	0	0	1	43	0	0	0	0	0	0	0	0	77	10	1	1	1	1	1	92	231
1 Hr	319	28	0	0	0	1	5	353	163	8	5	0	2	1	2	181	0	0	0	0	0	0	0	0	291	46	5	3	1	1	1	348	882
17:00	102	8	1	0	0	0	2	113	32	4	0	0	1	0	1	38	0	0	0	0	0	0	0	0	62	9	0	1	0	1	0	73	224
17:15	86	6	0	0	0	1	1	94	50	7	2	0	1	1	0	61	0	0	0	0	0	0	0	0	75	5	2	0	2	0	0	84	239
17:30	99	4	0	0	0	2	2	107	43	3	0	0	1	0	0	47	0	0	0	0	0	0	0	0	90	9	0	0	0	0	0	99	253
17:45	98	6	0	0	0	0	0	104	70	7	0	0	0	0	1	79	0	0	0	0	0	0	0	0	74	7	0	0	1	0	0	82	265
1 Hr	385	24	1	0	0	3	5	418	195	21	2	0	3	2	2	225	0	0	0	0	0	0	0	0	301	30	2	1	3	1	0	338	981
18:00	90	7	0	0	0	0	2	99	53	6	0	0	2	0	1	62	0	0	0	0	0	0	0	0	68	9	1	0	0	0	0	78	239
18:15	92	4	0	0	0	0	2	98	67	2	0	0	0	1	0	70	0	0	0	0	0	0	0	0	87	11	0	0	0	0	0	98	266
18:30	77	4	0	0	0	0	3	84	75	5	0	0	2	4	1	87	0	0	0	0	0	0	0	0	96	6	0	0	0	1	0	103	274
18:45	98	3	1	0	0	2	0	104	37	6	0	0	2	1	0	46	0	0	0	0	0	0	0	0	90	7	0	0	0	0	0	97	247
1 Hr	357	18	1	0	0	2	7	385	232	19	0	0	6	6	2	265	0	0	0	0	0	0	0	0	341	33	1	0	0	1	0	376	1026
19:00	100	5	0	0	0	0	0	105	42	1	0	0	1	0	4	48	0	0	0	0	0	0	0	0	87	7	0	0	2	0	0	96	249
19:15	77	5	0	0	0	0	0	82	33	2	1	0	1	0	3	40	0	0	0	0	0	0	0	0	79	8	0	0	1	0	0	88	210
19:30	75	6	0	0	0	0	0	81	42	2	0	0	2	1	0	47	0	0	0	0	0	0	0	0	62	5	0	0	1	0	0	68	196
19:45	74	2	0	0	0	0	0	76	52	3	0	0	1	0	2	58	0	0	0	0	0	0	0	0	75	1	0	1	0	1	0	78	212
1 Hr	326	18	0	0	0	0	0	344	169	8	1	0	5	1	9	193	0	0	0	0	0	0	0	0	303	21	0	1	4	1	0	330	867
20:00	62	2	0	0	0	0	1	65	47	3	0	0	1	0	0	51	0	0	0	0	0	0	0	0	69	4	0	0	0	0	0	73	189
20:15	69	4	1	0	0	0	1	75	29	5	0	0	1	0	0	35	0	0	0	0	0	0	0	0	53	5	0	0	0	0	0	58	168
20:30	56	1	0	0	0	0	1	58	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	64	4	0	0	1	4	0	73	157
20:45	42	2	0	0	0	0	1	45	19	0	0	0	1	0	0	20	0	0	0	0	0	0	0	0	60	7	0	0	0	0	0	67	132
1 Hr	229	9	1	0	0	0	4	243	121	8	0	0	3	0	0	132	0	0	0	0	0	0	0	0	246	20	0	0	1	4	0	271	646
21:00	47	1	0	0	0	0	1	49	27	0	1	0	0	2	0	30	0	0	0	0	0	0	0	0	79	3	0	1	0	1	0	84	163
21:15	37	4	0	0	0	0	0	41	18	2	0	0	1	0	0	21	0	0	0	0	0	0	0	0	44	5	0	0	1	0	0	50	112
21:30	33	0	0	0	1	0	0	34	21	4	0	0	1	0	0	26	0	0	0	0	0	0	0	0	55	2	0	0	1	1	1	60	120
21:45	41	3	0	0	0	1	0	45	25	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	24	5	0	0	0	0	0	29	99
1 Hr	158	8	0	0	1	1	1	169	91	6	1	0	2	2	0	102	0	0	0	0	0	0	0	0	202	15	0	1	2	2	1	223	494
22:00	46	0	0	0	0	0	1	47	20	0	0	0	1	0	0	21	0	0	0	0	0	0	0	0	43	2	0	1	0	0	0	46	114
22:15	25	2	0	0	0	0	1	28	23	2	0	0	1	1	1	28	0	0	0	0	0	0	0	0	37	2	0	0	0	0	0	39	95
22:30	16	0	0	0	0	0	0	16	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	33	2	0	0	0	0	0	35	62
22:45	16	0	0	0	0	0	1	17	12	0	0	0	1	0	0	13	0	0	0	0	0	0	0	0	28	2	0	1	0	0	0	31	61
1 Hr	103	2	0	0	0	0	3	108	64	4	0	0	3	1	1	73	0	0	0	0	0	0	0	0	141	8	0	2	0	0	0	151	332
23:00	15	2	0	0	0	0	0	17	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26	58
23:15	11	3	0	0	0	0	0	14	6	0	0	0	1	0	0	7	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	39
23:30	17	1	0	0	0	0	0	18	7	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	13	1	0	1	1	1	0	17	43
23:45	11	0	0	0	0	0	0	11	5	0	0	0	1	0	0	6	0	0	0	0	0	0	0	0	16	0	1	0	0	0	0	17	34
1 Hr	54	6	0	0	0	0	0	60	33	0	0	0	2	0	1	36	0	0	0	0	0	0	0	0	70	4	1	1	1	1	0	78	174
Total	3862	230	25	1	11	13	29	4171	2644	295	44	4	54	21	32	3094	0	0	0	0	0	0	0	0	4842	530	95	27	58	25	8	5585	12850

Origin Arm D R139

Destination : Arm A Hole in the Wall Road								Total
Car	LGV	OGV1	OGV2	PSV	MC	PC		

Destination : Arm B R809(ESE)								Total
Car	LGV	OGV1	OGV2	PSV	MC	PC		

Destination : Arm C R809(S)								Total
Car	LGV	OGV1	OGV2	PSV	MC	PC		

Destination : Arm D R139								Total	Arm Totals
Car	LGV	OGV1	OGV2	PSV	MC	PC			

Tracsis plc
Traffic and Data Services

Return To Dashboard

Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

00:00	10	0	0	0	0	0	0	10	9	0	1	0	2	1	0	13	15	2	0	0	1	0	0	18	0	0	0	0	0	0	0	0	41
00:15	14	1	0	0	0	0	0	15	10	0	0	0	0	0	1	11	4	2	0	0	1	0	0	7	0	0	0	0	0	0	0	0	33
00:30	5	0	0	0	0	0	0	5	9	2	0	0	0	0	0	11	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	24
00:45	10	0	0	0	0	0	0	10	8	0	1	0	0	0	0	9	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	30
1 Hr	39	1	0	0	0	0	0	40	36	2	2	0	2	1	1	44	37	4	1	0	2	0	0	44	0	0	0	0	0	0	0	0	128
01:00	4	1	1	0	0	0	0	6	8	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	17
01:15	6	0	0	0	0	0	0	6	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	20
01:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	10
01:45	5	0	0	0	0	0	0	5	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	12
1 Hr	18	1	1	0	0	0	0	20	18	2	0	0	0	0	0	20	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	59
02:00	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	14
02:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7
02:30	2	0	0	0	0	0	0	2	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
1 Hr	11	0	0	0	0	0	0	11	8	2	1	0	0	0	0	11	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	32
03:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
03:15	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
03:30	2	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
03:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	8
1 Hr	7	0	0	0	0	0	0	7	7	2	1	0	0	0	0	10	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	23
04:00	2	0	0	0	0	0	0	2	4	1	1	0	0	0	0	6	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10
04:15	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	14
04:30	3	0	0	0	0	0	0	3	4	2	1	0	0	0	0	7	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	18
04:45	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	12
1 Hr	15	0	0	0	0	0	0	15	16	4	2	0	0	0	0	22	15	1	1	0	0	0	0	17	0	0	0	0	0	0	0	0	54
05:00	1	0	0	0	0	0	0	1	9	2	0	0	0	0	1	12	3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	17
05:15	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	16
05:30	3	0	0	0	0	0	0	3	12	2	0	2	0	0	1	17	7	1	2	0	0	0	0	10	0	0	0	0	0	0	0	0	30
05:45	0	0	0	0	2	0	0	2	28	5	2	1	0	0	0	36	14	0	3	1	0	0	0	18	0	0	0	0	0	0	0	0	56
1 Hr	7	0	0	0	2	0	0	9	50	10	2	3	0	0	2	67	35	1	5	2	0	0	0	43	0	0	0	0	0	0	0	0	119
06:00	7	0	0	0	1	0	0	8	27	1	1	0	1	1	1	32	9	1	3	0	1	0	0	14	0	0	0	0	0	0	0	0	54
06:15	13	2	0	0	3	0	1	19	42	2	1	0	1	1	2	49	13	2	0	1	0	0	0	16	0	0	0	0	0	0	0	0	84
06:30	11	2	0	0	2	1	0	16	95	9	2	2	1	2	1	112	20	3	0	0	1	0	1	25	0	0	0	0	0	0	0	0	153
06:45	25	4	0	0	0	0	0	29	91	7	0	1	0	0	0	99	29	4	1	0	1	0	0	35	0	0	0	0	0	0	0	0	163
1 Hr	56	8	0	0	6	1	1	72	255	19	4	3	3	4	4	292	71	10	4	1	3	0	1	90	0	0	0	0	0	0	0	0	454
07:00	18	3	0	0	3	0	0	24	41	23	1	1	0	0	0	66	24	8	2	0	2	0	0	36	0	0	0	0	0	0	0	0	126
07:15	18	0	1	0	3	0	0	22	86	29	1	1	2	0	2	121	38	11	1	1	1	0	0	52	0	0	0	0	0	0	0	0	195
07:30	33	0	2	1	1	0	0	37	103	28	1	1	2	3	2	140	55	14	3	0	0	0	0	72	0	0	0	0	0	0	0	0	249
07:45	25	2	1	0	2	0	0	30	107	29	4	1	0	0	0	141	69	10	0	0	3	2	0	84	0	0	0	0	0	0	0	0	255
1 Hr	94	5	4	1	9	0	0	113	337	109	7	4	4	3	4	468	186	43	6	1	6	2	0	244	0	0	0	0	0	0	0	0	825
08:00	39	6	0	0	2	0	0	47	104	24	2	2	1	2	2	137	117	4	2	0	1	0	0	124	0	0	0	0	0	0	0	0	308
08:15	28	2	0	0	2	0	0	32	111	15	3	1	1	1	2	134	106	6	5	0	2	1	0	120	0	0	0	0	0	0	0	0	286
08:30	28	4	0	0	0	0	0	32	102	12	3	1	1	0	1	120	146	7	6	0	0	0	0	159	0	0	0	0	0	0	0	0	311
08:45	20	3	0	1	2	0	0	26	96	15	1	1	0	1	1	115	82	8	3	0	0	0	0	93	0	0	0	0	0	0	0	0	234
1 Hr	115	15	0	1	6	0	0	137	413	66	9	5	3	4	6	506	451	25	16	0	3	1	0	496	0	0	0	0	0	0	0	0	1139
09:00	35	2	0	0	2	0	0	39	61	19	2	2	0	0	0	84	57	16	1	1	0	0	0	75	0	0	0	0	0	0	0	0	198
09:15	45	4	0	0	1	0	0	50	56	24	6	4	0	0	0	90	71	7	4	4	0	0	0	86	0	0	0	0	0	0	0	0	226
09:30	26	0	1	0	2	1	0	30	45	17	4	2	0	0	0	68	53	8	3	0	1	1	0	66	0	0	0	0	0	0	0	0	164
09:45	20	2	1	0	2	0	0	25	53	22	7	1	0	0	1	84	54	10	2	0	3	0	0	69	0	0	0	0	0	0	0	0	178
1 Hr	126	8	2	0	7	1	0	144	215	82	19	9	0	0	1	326	235	41	10	5	4	1	0	296	0	0	0	0	0	0	0	0	766
10:00	22	4	0	1	2	0	0	29	52	20	2	0	1	1	0	76	39	8	1	1	2	0	0	51	0	0	0	0	0	0	0	0	156
10:15	12	6	0	0	1	0	0	19	68	18	4	1	2	0	0	93	48	13	2	0	0	0	0	63	0	0	0	0	0	0	0	0	175
10:30	21	1	1	1	2	0	0	26	56	23	2	4	0	0	0	85	37	13	5	0	0	0	0	55	0	0	0	0	0	0	0	0	166
10:45	8	2	1	0	1	0	0	12	68	18	6	1	0	1	1	95	66	9	3	0	2	0	0	80	0	0	0	0	0	0	0	0	187
1 Hr	63	13	2	2	6	0	0	86	244	79	14	6	3	2	1	349	190	43	11	1	4	0	0	249	0	0	0	0	0	0	0	0	684
11:00	19	5	0	0	0	0	0	24	64	37	3	4	1	0	0	109	41	8	3	0	2	0	0	54	0	0	0	0	0	0	0	0	187
11:15	18	2	1	0	1	0	0	22	56	15	4	2	1	0	0	78	61	10	2	0	0	0	0	73	0	0	0	0	0	0	0	0	173
11:30	17	1	1	0	1	0	1	21	60	15	12	6	0	0	0	93	57	9	2	0	0	0	0	68	0	0	0	0	0	0	0	0	182
11:45	16	3	1	0	2	0	1	23	61	13	5	2	0	0	0	81	63	17	4	0	2	0	0	86	0	0	0	0	0	0	0	0	190
1 Hr	70	11	3	0	4	0	2	90	241	80	24	14	2	0	0	361	222	44	11	0	4	0	0	281	0	0	0	0	0	0	0	0	732
12:00	10	1	2	0	0	0	0	13	53	15	6	4	0	0	0	78	49	10	1	1	0	0	0	61	0	0	0	0	0	0	0	0	152
12:15	27	3	1	1	1	0	1	34	85	16	8	2	1	1	2	115	58	10	3	0	1	0	0	72	0	0	0	0	0	0	0	0	221
12:30	29	1	1	0	2	0	0	33	72	11	3	1	1	0	0	88	69	10	5	0	0	0	0	84	0	0	0	0	0	0	0	0	205

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Tracsis plc — Traffic and Data Services

Return To Dashboard | Convert to PCU

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

Time	A Car	A LGV	A OGV1	A OGV2	A PSV	A MC	A PC	A Total	B Car	B LGV	B OGV1	B OGV2	B PSV	B MC	B PC	B Total	C Car	C LGV	C OGV1	C OGV2	C PSV	C MC	C PC	C Total	D Car	D LGV	D OGV1	D OGV2	D PSV	D MC	D PC	D Total	Origin Totals
12:45	14	2	0	0	3	0	0	19	93	20	3	2	0	0	2	120	65	12	3	0	0	0	0	80	0	0	0	0	0	0	0	0	219
1 Hr	80	7	4	1	6	0	1	99	303	62	20	9	2	1	4	401	241	42	12	1	1	0	0	297	0	0	0	0	0	0	0	0	797
13:00	32	1	0	0	1	0	0	34	62	12	1	1	0	2	0	78	64	17	4	0	0	0	0	85	0	0	0	0	0	0	0	0	197
13:15	43	4	1	0	2	1	0	51	80	5	2	1	2	1	1	92	65	2	3	1	1	0	0	72	0	0	0	0	0	0	0	0	215
13:30	29	2	1	0	0	0	0	32	62	12	6	3	0	0	0	83	65	11	4	0	3	0	0	83	0	0	0	0	0	0	0	0	198
13:45	27	3	1	0	3	0	1	35	107	14	6	1	0	2	0	130	70	13	3	2	0	0	0	88	0	0	0	0	0	0	0	0	253
1 Hr	131	10	3	0	6	1	1	152	311	43	15	6	2	5	1	383	264	43	14	3	4	0	0	328	0	0	0	0	0	0	0	0	863
14:00	25	6	0	0	3	0	0	34	89	21	3	1	1	0	1	116	83	6	2	0	0	0	0	91	0	0	0	0	0	0	0	0	241
14:15	29	1	1	0	0	0	0	31	86	22	4	4	1	2	2	121	77	8	1	2	0	0	0	88	0	0	0	0	0	0	0	0	240
14:30	35	1	3	0	1	2	0	42	89	14	3	2	1	0	0	109	71	16	5	0	1	0	0	93	0	0	0	0	0	0	0	0	244
14:45	39	5	0	1	1	0	2	48	86	14	9	1	0	0	0	110	62	6	0	1	0	0	1	70	0	0	0	0	0	0	0	0	228
1 Hr	128	13	4	1	5	2	2	155	350	71	19	8	3	2	3	456	293	36	8	3	1	0	1	342	0	0	0	0	0	0	0	0	953
15:00	49	4	1	0	3	0	0	57	74	17	3	3	1	1	0	99	64	4	0	0	0	0	1	69	0	0	0	0	0	0	0	0	225
15:15	33	0	1	0	2	0	1	37	75	13	8	1	0	1	1	99	73	2	3	0	0	0	0	78	0	0	0	0	0	0	0	0	214
15:30	40	1	1	0	1	0	0	43	78	19	4	1	0	0	0	102	76	5	1	0	1	2	0	85	0	0	0	0	0	0	0	0	230
15:45	49	1	2	0	1	3	0	56	80	12	1	0	0	0	0	93	78	2	1	1	1	0	0	83	0	0	0	0	0	0	0	0	232
1 Hr	171	6	5	0	7	3	1	193	307	61	16	5	1	2	1	393	291	13	5	1	2	2	1	315	0	0	0	0	0	0	0	0	901
16:00	30	2	0	0	0	2	0	34	68	12	0	0	0	0	0	80	80	1	4	1	1	0	0	87	0	0	0	0	0	0	0	0	201
16:15	56	0	0	0	5	0	0	61	75	10	1	1	1	1	0	89	62	4	1	0	2	1	0	70	0	0	0	0	0	0	0	0	220
16:30	50	2	1	0	1	0	2	56	79	17	3	0	0	1	0	100	83	6	2	0	1	1	0	93	0	0	0	0	0	0	0	0	249
16:45	39	3	1	3	0	0	3	49	82	11	0	0	0	2	0	95	110	2	0	0	0	0	0	112	0	0	0	0	0	0	0	0	256
1 Hr	175	7	2	3	6	2	5	200	304	50	4	1	1	4	0	364	335	13	7	1	4	2	0	362	0	0	0	0	0	0	0	0	926
17:00	34	7	0	0	1	0	0	42	93	13	3	0	0	0	0	109	68	6	1	0	0	0	0	75	0	0	0	0	0	0	0	0	226
17:15	47	2	0	0	3	1	0	53	96	3	4	1	0	0	0	104	85	6	0	0	2	0	0	93	0	0	0	0	0	0	0	0	250
17:30	48	6	0	0	2	0	0	56	88	12	1	0	0	0	1	102	71	1	0	0	0	0	0	72	0	0	0	0	0	0	0	0	230
17:45	52	3	0	1	1	0	0	57	83	5	1	2	0	3	1	95	85	6	0	1	1	0	0	93	0	0	0	0	0	0	0	0	245
1 Hr	181	18	0	1	7	1	0	208	360	33	9	3	0	3	2	410	309	19	1	1	3	0	0	333	0	0	0	0	0	0	0	0	951
18:00	77	2	0	0	2	1	1	83	90	6	0	0	1	0	2	99	90	3	0	0	1	1	0	95	0	0	0	0	0	0	0	0	277
18:15	50	7	0	0	1	0	0	58	89	10	0	0	0	0	1	100	111	1	0	0	0	1	0	113	0	0	0	0	0	0	0	0	271
18:30	60	6	0	0	2	1	1	70	75	5	0	0	0	0	1	81	121	1	0	0	1	1	0	124	0	0	0	0	0	0	0	0	275
18:45	55	3	0	0	1	0	0	59	99	4	1	0	1	0	0	105	98	2	0	1	1	0	0	102	0	0	0	0	0	0	0	0	266
1 Hr	242	18	0	0	6	2	2	270	353	25	1	0	2	0	4	385	420	7	0	1	3	3	0	434	0	0	0	0	0	0	0	0	1089
19:00	54	0	0	0	3	1	0	58	99	4	2	0	0	2	0	107	89	2	1	0	1	0	0	93	0	0	0	0	0	0	0	0	258
19:15	49	2	0	0	1	0	0	52	83	11	0	0	0	0	0	94	75	3	0	0	1	0	0	79	0	0	0	0	0	0	0	0	225
19:30	45	5	0	0	1	0	0	51	105	1	0	0	0	2	0	108	72	1	0	0	1	1	0	75	0	0	0	0	0	0	0	0	234
19:45	49	3	0	0	1	0	0	53	72	6	0	0	0	0	0	78	70	3	0	1	0	1	0	75	0	0	0	0	0	0	0	0	206
1 Hr	197	10	0	0	6	1	0	214	359	22	2	0	0	4	0	387	306	9	1	1	3	2	0	322	0	0	0	0	0	0	0	0	923
20:00	42	5	0	0	2	1	0	50	93	4	0	0	1	0	1	99	65	1	0	0	0	0	0	66	0	0	0	0	0	0	0	0	215
20:15	40	8	0	0	1	0	0	49	46	1	0	0	0	2	0	49	87	2	0	0	0	1	0	90	0	0	0	0	0	0	0	0	188
20:30	34	3	0	0	1	0	0	38	57	1	0	0	0	3	0	61	77	2	0	1	0	1	0	81	0	0	0	0	0	0	0	0	180
20:45	34	1	0	0	2	0	0	37	66	1	0	0	0	1	0	68	70	10	0	0	0	0	0	80	0	0	0	0	0	0	0	0	185
1 Hr	150	17	0	0	6	1	0	174	262	7	0	0	1	6	1	277	299	15	0	1	0	2	0	317	0	0	0	0	0	0	0	0	768
21:00	38	2	0	0	1	1	0	42	63	6	0	0	0	0	0	69	43	3	0	0	0	2	0	48	0	0	0	0	0	0	0	0	159
21:15	29	1	0	0	1	0	1	32	57	5	0	0	0	0	1	63	60	1	0	0	1	0	0	62	0	0	0	0	0	0	0	0	157
21:30	35	5	0	0	0	1	0	41	30	3	0	0	0	0	1	34	45	2	0	1	0	0	0	48	0	0	0	0	0	0	0	0	123
21:45	23	6	0	0	0	0	1	30	41	7	0	0	0	0	0	48	47	2	0	0	2	1	0	52	0	0	0	0	0	0	0	0	130
1 Hr	125	14	0	0	2	2	2	145	191	21	0	0	0	0	2	214	195	8	0	1	3	3	0	210	0	0	0	0	0	0	0	0	569
22:00	28	1	0	0	1	0	1	31	51	1	0	0	0	0	1	53	35	1	0	0	0	0	0	36	0	0	0	0	0	0	0	0	120
22:15	23	3	0	0	2	0	0	28	41	2	0	0	0	0	1	44	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0	103
22:30	25	1	0	0	1	0	1	28	26	0	0	0	0	1	0	27	33	0	0	0	0	1	0	34	0	0	0	0	0	0	0	0	89
22:45	24	2	0	0	1	0	1	28	30	2	0	0	1	0	0	33	31	0	1	0	1	0	0	33	0	0	0	0	0	0	0	0	94
1 Hr	100	7	0	0	5	0	3	115	148	5	0	0	1	1	2	157	129	2	1	0	1	1	0	134	0	0	0	0	0	0	0	0	406
23:00	24	1	0	0	2	0	0	27	33	0	0	1	0	0	0	34	23	1	0	0	0	1	0	25	0	0	0	0	0	0	0	0	86
23:15	19	0	0	0	0	0	1	20	27	4	0	0	0	0	0	31	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	75
23:30	11	0	2	0	0	0	1	14	18	1	1	0	1	0	0	21	27	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	62
23:45	10	3	0	0	0	0	0	13	20	1	1	0	0	0	0	22	15	1	0	0	0	1	0	17	0	0	0	0	0	0	0	0	52
1 Hr	64	4	2	0	2	0	2	74	98	6	2	1	1	0	0	108	89	2	0	0	0	2	0	93	0	0	0	0	0	0	0	0	275
Total	2365	193	32	10	104	17	22	2743	5186	863	173	77	31	42	39	6411	4647	421	115	24	51	21	3	5282	0	0	0	0	0	0	0	0	14436

ORIGIN SUMMARY

Origin : Arm A Hole in The Wall Road	Origin : Arm B R809(ESE)	Origin : Arm C R809(S)	Origin : Arm D R139	Origin Totals
Car, LGV, OGV1, OGV2, PSV, MC, PC, Total	Car, LGV, OGV1, OGV2, PSV, MC, PC, Total	Car, LGV, OGV1, OGV2, PSV, MC, PC, Total	Car, LGV, OGV1, OGV2, PSV, MC, PC, Total	

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

00:00	18	2	0	0	1	0	0	21	40	0	0	0	0	1	0	41	26	1	0	0	0	0	0	27	34	2	1	0	3	1	0	41	130
00:15	11	0	0	0	0	0	0	11	24	0	0	0	1	0	0	25	20	2	0	0	0	0	0	22	28	3	0	0	1	0	1	33	91
00:30	16	1	0	0	0	0	0	17	13	0	1	0	0	0	0	14	20	2	0	0	0	0	0	22	21	2	1	0	0	0	0	24	77
00:45	8	0	0	0	0	0	0	8	8	1	0	0	0	0	0	9	14	0	0	0	0	0	1	15	29	0	1	0	0	0	0	30	62
1 Hr	53	3	0	0	1	0	0	57	85	1	1	0	1	1	0	89	80	5	0	0	0	0	1	86	112	7	3	0	4	1	1	128	360
01:00	8	1	0	0	0	0	0	9	6	1	1	0	0	0	0	8	17	2	0	0	0	0	0	19	15	1	1	0	0	0	0	17	53
01:15	7	2	0	0	0	0	0	9	11	2	0	0	0	0	0	13	8	0	0	0	0	0	0	8	19	1	0	0	0	0	0	20	50
01:30	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6	5	1	0	0	0	0	0	6	10	0	0	0	0	0	0	10	28
01:45	6	1	0	0	0	0	0	7	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	6	11	1	0	0	0	0	0	12	30
1 Hr	27	4	0	0	0	0	0	31	28	3	1	0	0	0	0	32	35	4	0	0	0	0	0	39	55	3	1	0	0	0	0	59	161
02:00	3	0	1	0	0	0	0	4	0	0	1	0	0	0	0	1	6	0	0	0	0	0	0	6	14	0	0	0	0	0	0	14	25
02:15	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2	3	0	1	0	0	0	0	4	7	0	0	0	0	0	0	7	15
02:30	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4	6	1	0	0	0	0	0	7	3	1	1	0	0	0	0	5	19
02:45	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6	5	1	0	0	0	0	0	6	18
1 Hr	12	1	1	0	0	0	0	14	5	2	1	0	0	0	0	8	20	2	1	0	0	0	0	23	29	2	1	0	0	0	0	32	77
03:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	6	1	0	0	0	0	0	7	4	1	0	0	0	0	0	5	15
03:15	2	1	0	0	0	0	0	3	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	17
03:30	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5	4	0	1	0	0	0	0	5	20
03:45	5	0	0	0	0	0	0	5	2	3	0	0	0	0	0	5	2	1	0	0	0	0	0	3	7	0	1	0	0	0	0	8	21
1 Hr	13	1	0	0	0	0	0	14	17	4	0	0	0	0	0	21	12	3	0	0	0	0	0	15	19	2	2	0	0	0	0	23	73
04:00	2	0	0	0	0	0	0	2	6	0	0	1	0	0	0	7	11	2	3	0	0	0	0	16	8	1	1	0	0	0	0	10	35
04:15	9	1	0	0	0	0	0	10	11	2	1	0	0	0	1	15	10	2	0	0	0	0	0	12	14	0	0	0	0	0	0	14	51
04:30	10	0	0	0	0	0	0	10	7	1	1	0	0	0	0	9	14	0	0	0	0	0	0	14	14	2	2	0	0	0	0	18	51
04:45	10	2	0	0	0	0	0	12	10	2	1	0	0	0	0	13	13	2	2	0	0	0	0	17	10	2	0	0	0	0	0	12	54
1 Hr	31	3	0	0	0	0	0	34	34	5	3	1	0	0	1	44	48	6	5	0	0	0	0	59	46	5	3	0	0	0	0	54	191
05:00	7	3	0	0	0	0	1	11	5	3	1	0	1	0	0	10	5	0	1	0	2	0	0	8	13	2	0	1	0	0	1	17	46
05:15	16	1	0	0	0	0	0	17	11	1	0	0	1	1	0	14	16	3	0	0	0	0	2	21	15	1	0	0	0	0	0	16	68
05:30	13	1	0	0	0	0	1	15	19	1	0	0	0	1	1	22	30	4	0	0	0	0	0	34	22	3	2	2	0	0	1	30	101
05:45	33	2	0	0	0	0	0	35	25	7	1	0	0	0	0	33	38	4	0	0	1	1	0	44	42	5	5	2	2	0	0	56	168
1 Hr	69	7	0	0	0	0	2	78	60	12	2	0	2	2	1	79	89	11	1	0	3	1	2	107	92	11	7	5	2	0	2	119	383
06:00	31	3	0	0	2	0	0	36	32	3	1	0	0	0	2	38	37	5	0	1	3	1	0	47	43	2	4	0	3	1	1	54	175
06:15	37	6	0	0	1	1	3	48	31	5	2	1	1	0	1	41	63	10	1	1	1	0	0	76	68	6	1	1	4	1	3	84	249
06:30	59	15	0	0	2	0	2	78	76	12	0	0	1	0	0	89	65	10	3	1	4	0	0	83	126	14	2	2	4	3	2	153	403
06:45	61	13	0	0	1	0	2	77	94	17	4	0	1	0	1	117	79	22	1	2	3	2	1	110	145	15	1	1	1	0	0	163	467
1 Hr	188	37	0	0	6	1	7	239	233	37	7	1	3	0	4	285	244	47	5	5	11	3	1	316	382	37	8	4	12	5	6	454	1294
07:00	88	8	2	0	2	3	3	106	117	11	3	2	2	1	0	136	99	13	5	0	2	1	0	120	83	34	3	1	5	0	0	126	488
07:15	129	17	2	0	2	0	4	154	102	15	2	2	1	1	2	125	100	22	1	0	5	2	1	131	142	40	3	2	6	0	2	195	605
07:30	110	16	1	0	5	0	3	135	127	19	1	1	1	3	3	155	122	13	3	1	2	1	0	142	191	42	6	2	3	3	2	249	681
07:45	172	17	3	0	4	0	3	199	109	20	2	3	2	0	1	137	136	17	4	1	5	1	1	165	201	41	5	1	5	2	0	255	756
1 Hr	499	58	8	0	13	3	13	594	455	65	8	8	6	5	6	553	457	65	13	2	14	5	2	558	617	157	17	6	19	5	4	825	2530
08:00	156	8	4	0	3	2	1	174	131	19	3	0	1	3	3	160	162	23	1	0	2	1	1	190	260	34	4	2	4	2	2	308	832
08:15	148	13	0	0	3	0	3	167	135	23	3	1	2	2	1	167	186	16	2	0	3	1	2	210	245	23	8	1	5	2	2	286	830
08:30	132	6	0	0	1	2	1	142	133	16	3	0	1	0	0	153	165	19	1	0	1	0	1	187	276	23	9	1	1	0	1	311	793
08:45	144	12	1	0	2	1	2	162	144	20	5	3	4	2	0	178	203	10	7	0	2	1	1	224	198	26	4	2	2	1	1	234	798
1 Hr	580	39	5	0	9	5	7	645	543	78	14	4	8	7	4	658	716	68	11	0	8	3	5	811	979	106	25	6	12	5	6	1139	3253
09:00	116	15	1	0	1	0	1	134	168	18	6	1	4	1	0	198	208	14	5	0	0	0	0	227	153	37	3	3	2	0	0	198	757
09:15	114	14	1	0	1	2	1	133	149	23	6	4	3	1	0	186	200	18	4	0	1	0	1	224	172	35	10	8	1	0	0	226	769
09:30	83	10	0	1	3	1	2	100	108	22	8	1	3	1	0	143	131	13	8	0	1	1	0	154	124	25	8	2	3	2	0	164	561
09:45	104	12	0	1	1	0	3	121	125	28	5	5	2	3	0	168	136	23	5	1	1	1	1	168	127	34	10	1	5	0	1	178	635
1 Hr	417	51	2	2	6	3	7	488	550	91	25	11	12	6	0	695	675	68	22	1	3	2	2	773	576	131	31	14	11	2	1	766	2722
10:00	100	11	4	0	1	0	1	117	109	22	8	1	1	0	0	141	130	17	2	1	3	0	0	153	113	32	3	2	5	1	0	156	567
10:15	76	14	0	0	1	1	0	92	129	15	6	1	1	0	0	152	131	19	2	1	1	0	1	155	128	37	6	1	3	0	0	175	574
10:30	86	10	2	0	2	0	0	100	128	26	2	3	2	2	0	163	133	8	6	0	1	0	0	148	114	37	8	5	2	0	0	166	577
10:45	87	7	3	0	1	0	0	98	113	20	5	1	1	0	1	141	128	13	8	1	1	1	0	152	142	29	10	1	3	1	1	187	578
1 Hr	349	42	9	0	5	1	1	407	479	83	21	6	5	2	1	597	522	57	18	3	6	1	1	608	497	135	27	9	13	2	1	684	2296
11:00	81	12	3	1	2	0	2	101	134	22	1	3	1	1	1	163	125	22	6	0	1	0	0	154	124	50	6	4	3	0	0	187	605
11:15	71	9	0	0	1	0	2	83	131	15	5	6	1	1	0	159	158	15	4	0	3	2	0	182	135	27	7	2	2	0	0	173	597
11:30	92	7	2	0	1	0	0	102	126	31	2	1	3	1	0	164	144	18	3	2	0	1	0	168	134	25	15	6	1	0	1	182	616
11:45	95	13	1	0	1	0	0	110	121	27	9	4	2	2	0	165	160	12	4	2	2	1	1	182	140	33	10	2	4	0	1	190	647
1 Hr	339	41	6	1	5	0	4	396	512	95	17	14	7	5	1	651	587	67	17	4	6	4	1	686	533	135	38	14	10	0	2	732	2465
12:00	92	8	2	0	1	0	0	103	137	28	3	2	1	1	2	174	179	18	8	0	1	1	0	207	112	26	9	5	0	0	0	152	636
12:15	100	9	1	0	1	0	0	111	123	21	4	1	0	1	1	151	170	18	2	0	0	0	0	190	170	29	12	3	3	1	3	221	673
12:30	84	18	1	0	3	0	1	107	122	17	8	1	1	1	0	150	157	25	1	1	2	1	2	189	170	22	9	1	3	0	0	205	651
12:45	114	13	4	0	1	2	0	134	133	22	7	2	1	1	1	167	155	15	2	0	0	1	1	174	172	34	6	2	3	0	2	219	694

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

	Arm A Hole in The Wall Road								Arm B R809(ESE)								Arm C R809(S)								Arm D R139								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Dest Totals
1 Hr	390	48	8	0	6	2	1	455	515	88	22	6	3	4	4	642	661	76	13	1	3	3	3	760	624	111	36	11	9	1	5	797	2654
13:00	104	6	1	0	2	0	1	114	157	35	1	5	1	1	0	200	200	18	3	0	1	0	1	223	158	30	5	1	1	2	0	197	734
13:15	117	12	1	1	2	1	0	134	159	20	2	1	1	0	2	185	175	15	3	1	2	1	0	197	188	11	6	2	5	2	1	215	731
13:30	103	14	0	1	1	0	0	119	172	18	4	1	1	0	0	196	199	21	3	0	1	0	1	225	156	25	11	3	3	0	0	198	738
13:45	99	6	1	0	2	0	1	109	165	16	6	3	2	1	0	193	212	28	5	1	3	1	0	250	204	30	10	3	3	2	1	253	805
1 Hr	423	38	3	2	7	1	2	476	653	89	13	10	5	2	2	774	786	82	14	2	7	2	2	895	706	96	32	9	12	6	2	863	3008
14:00	100	8	1	0	2	0	0	111	158	19	3	2	1	0	0	183	170	22	1	0	1	0	0	194	197	33	5	1	4	0	1	241	729
14:15	121	11	3	0	3	0	1	139	147	21	6	2	0	2	0	178	196	18	5	0	2	0	1	222	192	31	6	6	1	2	2	240	779
14:30	100	15	1	0	2	0	0	118	148	24	5	1	1	0	0	179	190	16	3	1	3	1	0	214	195	31	11	2	3	2	0	244	755
14:45	121	11	0	0	2	0	0	134	155	21	8	2	3	1	0	190	195	14	5	2	2	1	1	220	187	25	9	3	1	0	3	228	772
1 Hr	442	45	5	0	9	0	1	502	608	85	22	7	5	3	0	730	751	70	14	3	8	2	2	850	771	120	31	12	9	4	6	953	3035
15:00	127	6	3	0	0	1	0	137	160	38	2	1	1	2	0	204	191	17	3	1	6	0	0	218	187	25	4	3	4	1	1	225	784
15:15	94	10	1	1	2	0	1	109	143	28	7	2	2	2	0	184	204	17	2	1	3	0	1	228	181	15	12	1	2	1	2	214	735
15:30	174	14	2	0	3	0	1	194	136	23	7	2	2	1	0	171	193	15	1	0	2	1	2	214	194	25	6	1	2	2	0	230	809
15:45	125	12	1	0	2	1	0	141	170	27	1	2	3	1	0	204	183	11	3	0	4	1	0	202	207	15	4	1	2	3	0	232	779
1 Hr	520	42	7	1	7	2	2	581	609	116	17	7	8	6	0	763	771	60	9	2	15	2	3	862	769	80	26	6	10	7	3	901	3107
16:00	120	15	3	0	1	1	1	141	157	30	6	0	1	0	1	195	176	20	3	1	0	0	0	200	178	15	4	1	1	2	0	201	737
16:15	131	10	4	0	2	1	0	148	164	27	0	2	1	0	0	194	191	18	3	1	1	0	0	214	193	14	2	1	8	2	0	220	776
16:30	129	17	2	0	2	0	1	151	154	33	2	2	0	5	2	198	207	23	3	0	1	1	2	237	212	25	6	0	2	2	2	249	835
16:45	131	6	1	0	1	2	0	141	157	33	3	0	1	1	1	196	199	21	1	1	1	2	6	231	231	16	1	3	0	2	3	256	824
1 Hr	511	48	10	0	6	4	2	581	632	123	11	4	3	6	4	783	773	82	10	3	3	3	8	882	814	70	13	5	11	8	5	926	3172
17:00	133	9	0	1	2	0	2	147	199	27	5	0	2	3	0	236	196	21	1	1	1	1	3	224	195	26	4	0	1	0	0	226	833
17:15	113	13	1	0	1	0	0	128	153	20	2	0	0	0	1	176	211	18	4	0	3	2	1	239	228	11	4	1	5	1	0	250	793
17:30	121	8	0	0	2	2	0	133	151	20	3	0	1	1	1	177	232	16	0	0	1	2	2	253	207	19	1	0	2	0	1	230	793
17:45	160	9	1	0	1	2	1	174	145	16	0	0	2	2	2	167	242	20	0	0	1	1	1	265	220	14	1	4	2	3	1	245	851
1 Hr	527	39	2	1	6	4	3	582	648	83	10	0	5	6	4	756	881	75	5	1	6	6	7	981	850	70	10	5	10	4	2	951	3270
18:00	137	10	0	0	3	0	1	151	146	19	2	0	1	0	1	169	211	22	1	0	2	0	3	239	257	11	0	0	4	2	3	277	836
18:15	148	8	0	0	2	2	1	161	140	24	0	0	0	0	2	166	246	17	0	0	0	1	2	266	250	18	0	0	1	1	1	271	864
18:30	122	4	0	0	2	1	0	129	132	17	0	0	1	1	0	151	248	15	0	0	2	5	4	274	256	12	0	0	3	2	2	275	829
18:45	137	9	1	0	3	0	0	150	148	15	0	0	1	1	1	166	225	16	1	0	2	3	0	247	252	9	1	1	3	0	0	266	829
1 Hr	544	31	1	0	10	3	2	591	566	75	2	0	3	2	4	652	930	70	2	0	6	9	9	1026	1015	50	1	1	11	5	6	1089	3358
19:00	145	9	0	0	2	0	0	156	145	15	0	1	3	0	0	164	229	13	0	0	3	0	4	249	242	6	3	0	4	3	0	258	827
19:15	138	6	0	0	2	0	2	148	108	11	0	0	1	1	1	122	189	15	1	0	2	0	3	210	207	16	0	0	2	0	0	225	705
19:30	108	9	1	1	0	0	2	121	107	13	0	0	0	0	0	120	179	13	0	0	3	1	0	196	222	7	0	0	2	3	0	234	671
19:45	148	6	0	0	1	0	0	155	128	12	0	0	1	0	0	141	201	6	0	1	1	1	2	212	191	12	0	1	1	1	0	206	714
1 Hr	539	30	1	1	5	0	4	580	488	51	0	1	5	1	1	547	798	47	1	1	9	2	9	867	862	41	3	1	9	7	0	923	2917
20:00	123	7	0	0	2	0	1	133	123	13	0	0	1	0	0	137	178	9	0	0	1	0	1	189	200	10	0	0	3	1	1	215	674
20:15	97	9	2	0	1	0	2	111	108	7	1	0	1	0	0	117	151	14	1	0	1	0	1	168	173	11	0	0	1	3	0	188	584
20:30	94	2	0	0	1	1	2	100	86	6	0	0	1	1	1	95	146	5	0	0	1	4	1	157	168	6	0	1	1	4	0	180	532
20:45	80	2	0	0	2	0	0	84	94	4	0	0	1	4	5	108	121	9	0	0	1	0	1	132	170	12	0	0	2	1	0	185	509
1 Hr	394	20	2	0	6	1	5	428	411	30	1	0	4	5	6	457	596	37	1	0	4	4	4	646	711	39	0	1	7	9	1	768	2299
21:00	97	5	1	0	1	0	0	104	87	9	0	0	1	0	0	97	153	4	1	1	0	3	1	163	144	11	0	0	1	3	0	159	523
21:15	75	4	0	0	1	0	0	80	105	7	0	0	1	2	0	115	99	11	0	0	2	0	0	112	146	7	0	0	2	0	2	157	464
21:30	62	2	0	0	1	0	2	67	75	3	0	0	1	1	0	80	109	6	0	0	3	1	1	120	110	10	0	1	0	1	1	123	390
21:45	62	2	0	0	0	1	0	65	100	9	1	0	2	2	0	114	90	8	0	0	0	1	0	99	111	15	0	0	2	1	1	130	408
1 Hr	296	13	1	0	3	1	2	316	367	28	1	0	5	5	0	406	451	29	1	1	5	5	2	494	511	43	0	1	5	5	4	569	1785
22:00	39	3	0	0	1	0	0	43	94	1	1	0	0	0	0	96	109	2	0	1	1	0	1	114	114	3	0	0	1	0	2	120	373
22:15	51	2	0	0	2	0	1	56	90	6	0	0	1	0	0	97	85	6	0	0	1	1	2	95	94	6	0	0	2	0	1	103	351
22:30	29	0	0	0	1	0	0	30	68	4	0	0	0	0	0	72	58	4	0	0	0	0	0	62	84	1	0	0	1	2	1	89	253
22:45	32	0	0	0	0	0	0	32	46	4	0	0	1	0	0	51	56	2	0	1	1	0	1	61	85	4	1	0	3	0	1	94	238
1 Hr	151	5	0	0	4	0	1	161	298	15	1	0	2	0	0	316	308	14	0	2	3	1	4	332	377	14	1	0	7	2	5	406	1215
23:00	25	1	1	0	2	0	0	29	50	1	0	0	0	0	0	51	55	3	0	0	0	0	0	58	80	2	0	1	2	1	0	86	224
23:15	35	1	0	0	2	0	0	38	29	1	0	0	1	0	0	31	33	5	0	0	1	0	0	39	70	4	0	0	0	0	1	75	183
23:30	19	2	0	0	0	0	0	21	36	1	0	0	0	0	0	37	37	2	0	1	1	1	1	43	56	1	3	0	1	0	1	62	163
23:45	26	1	0	0	0	0	1	28	24	2	0	0	0	0	0	26	32	0	1	0	1	0	0	34	45	5	1	0	0	1	0	52	140
1 Hr	105	5	1	0	4	0	1	116	139	5	0	0	1	0	0	145	157	10	1	1	3	1	1	174	251	12	4	1	3	2	2	275	710
Total	7419	651	72	8	118	31	67	8366	8935	1264	200	80	93	68	43	10683	11348	1055	164	32	123	59	69	12850	12198	1477	320	111	186	80	64	14436	46335

DESTINATION SUMMARY

	Destination : Arm A Hole in The Wall Road								Destination : Arm B R809(ESE)								Destination : Arm C R809(S)								Destination : Arm D R139								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Dest Totals
00:00	20	0	0	0	0	0	0	20	15	0	1	0	2	1	0	19	25	4	0	0	1	0	0	30	58	1	0	0	1	1	0	61	130

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

00:15	23	1	0	0	0	0	0	24	13	1	0	0	0	0	1	15	11	2	0	0	1	0	0	14	36	1	0	0	1	0	0	38	91
00:30	12	0	0	0	0	0	0	12	17	2	0	0	0	0	0	19	16	1	1	0	0	0	0	18	25	2	1	0	0	0	0	28	77
00:45	21	0	0	0	0	0	0	21	10	0	1	0	0	0	1	12	15	0	0	0	0	0	0	15	13	1	0	0	0	0	0	14	62
1 Hr	76	1	0	0	0	0	0	77	55	3	2	0	2	1	2	65	67	7	1	0	2	0	0	77	132	5	1	0	2	1	0	141	360
01:00	9	1	1	0	0	0	0	11	12	2	0	0	0	0	0	14	9	0	0	0	0	0	0	9	16	2	1	0	0	0	0	19	53
01:15	11	0	0	0	0	0	0	11	7	1	0	0	0	0	0	8	13	3	0	0	0	0	0	16	14	1	0	0	0	0	0	15	50
01:30	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9	9	1	0	0	0	0	0	10	28
01:45	8	0	0	0	0	0	0	8	5	1	0	0	0	0	0	6	7	0	0	0	0	0	0	7	7	2	0	0	0	0	0	9	30
1 Hr	34	1	1	0	0	0	0	36	27	4	0	0	0	0	0	31	38	3	0	0	0	0	0	41	46	6	1	0	0	0	0	53	161
02:00	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4	7	0	2	0	0	0	0	9	25
02:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	3	1	1	0	0	0	0	5	15
02:30	3	0	0	0	0	0	0	3	1	1	1	0	0	0	0	3	2	0	0	0	0	0	0	2	9	2	0	0	0	0	0	11	19
02:45	3	0	0	0	0	0	0	3	0	2	0	0	0	0	0	2	4	0	0	0	0	0	0	4	8	1	0	0	0	0	0	9	18
1 Hr	15	0	0	0	0	0	0	15	10	3	1	0	0	0	0	14	14	0	0	0	0	0	0	14	27	4	3	0	0	0	0	34	77
03:00	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2	6	1	0	0	0	0	0	7	15
03:15	3	0	0	0	0	0	0	3	2	2	0	0	0	0	0	4	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7	17
03:30	4	0	0	0	0	0	0	4	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	2	11	1	0	0	0	0	0	12	20
03:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	1	0	1	0	0	0	0	2	9	4	0	0	0	0	0	13	21
1 Hr	11	1	0	0	0	0	0	12	9	3	1	0	0	0	0	13	8	0	1	0	0	0	0	9	33	6	0	0	0	0	0	39	73
04:00	6	0	0	0	0	0	0	6	5	1	1	0	0	0	0	7	3	0	0	0	0	0	0	3	13	2	3	1	0	0	0	19	35
04:15	10	0	0	0	0	0	0	10	5	2	0	0	0	0	0	7	7	1	0	0	0	0	0	8	22	2	1	0	0	0	1	26	51
04:30	3	0	0	0	0	0	0	3	9	2	1	0	0	0	0	12	8	0	1	0	0	0	0	9	25	1	1	0	0	0	0	27	51
04:45	7	0	0	0	0	0	0	7	6	3	0	0	0	0	0	9	7	1	0	0	0	0	0	8	23	4	3	0	0	0	0	30	54
1 Hr	26	0	0	0	0	0	0	26	25	8	2	0	0	0	0	35	25	2	1	0	0	0	0	28	83	9	8	1	0	0	1	102	191
05:00	1	1	0	0	0	0	0	2	10	2	0	0	0	0	1	13	5	1	0	1	0	0	0	7	14	4	2	0	3	0	1	24	46
05:15	6	1	0	0	0	0	0	7	6	1	0	0	0	0	1	8	13	1	0	0	1	1	0	16	33	3	0	0	0	0	1	37	68
05:30	8	0	0	0	0	0	0	8	22	3	0	2	0	0	1	28	13	2	2	0	0	0	0	17	41	4	0	0	0	1	2	48	101
05:45	10	0	0	0	2	0	0	12	33	7	2	1	0	1	0	44	24	3	4	1	0	0	0	32	71	8	0	0	1	0	0	80	168
1 Hr	25	2	0	0	2	0	0	29	71	13	2	3	0	1	3	93	55	7	6	2	1	1	0	72	159	19	2	0	4	1	4	189	383
06:00	13	2	0	0	1	0	0	16	37	4	1	0	1	1	1	45	29	3	3	0	1	0	0	36	64	4	1	1	5	1	2	78	175
06:15	27	4	1	0	3	0	1	36	59	5	1	0	1	1	2	69	27	4	1	1	1	0	0	34	86	14	1	2	2	1	4	110	249
06:30	19	3	1	0	2	1	0	26	116	9	2	2	1	2	1	133	52	5	0	0	2	0	1	60	139	34	2	1	6	0	2	184	403
06:45	41	7	0	0	2	0	0	50	114	10	0	1	0	0	0	125	72	10	1	0	2	0	2	87	152	40	5	2	2	2	2	205	467
1 Hr	100	16	2	0	8	1	1	128	326	28	4	3	3	4	4	372	180	22	5	1	6	0	3	217	441	92	9	6	15	4	10	577	1294
07:00	37	7	0	0	3	0	0	47	53	25	3	1	1	0	0	83	84	11	2	1	4	1	1	104	213	23	8	1	3	4	2	254	488
07:15	48	5	2	0	4	0	0	59	121	37	1	1	2	1	2	165	129	21	1	1	3	0	2	157	175	31	4	2	5	2	5	224	605
07:30	76	3	5	1	2	0	0	87	140	35	1	1	2	4	2	185	132	23	3	0	2	1	3	164	202	29	2	2	5	2	3	245	681
07:45	68	8	2	0	3	0	0	81	162	37	8	1	1	0	1	210	192	18	2	1	6	2	2	223	196	32	2	3	6	1	2	242	756
1 Hr	229	23	9	1	12	0	0	274	476	134	13	4	6	5	5	643	537	73	8	3	15	4	8	648	786	115	16	8	19	9	12	965	2530
08:00	106	9	1	0	2	0	0	118	164	33	2	2	2	2	3	208	231	15	5	0	1	0	3	255	208	27	4	0	5	6	1	251	832
08:15	108	4	0	1	2	1	0	116	187	30	4	1	2	1	4	229	240	13	6	0	4	1	3	267	179	28	3	0	5	2	1	218	830
08:30	80	9	0	0	0	0	0	89	167	20	3	1	2	0	2	195	281	14	7	0	1	0	1	304	178	21	3	0	1	2	0	205	793
08:45	94	7	0	2	3	0	0	106	178	27	3	1	1	2	2	214	218	10	4	0	1	1	0	234	199	24	10	2	5	2	2	244	798
1 Hr	388	29	1	3	7	1	0	429	696	110	12	5	7	5	11	846	970	52	22	0	7	2	7	1060	764	100	20	2	16	12	4	918	3253
09:00	112	5	1	0	2	0	0	120	140	27	4	2	0	0	0	173	171	27	2	1	1	0	1	203	222	25	8	1	4	1	0	261	757
09:15	118	13	1	0	1	0	0	133	128	33	7	4	1	0	1	174	163	19	6	4	1	1	1	195	226	25	7	4	3	2	0	267	769
09:30	84	4	2	0	2	1	0	93	91	25	7	2	1	0	0	126	123	17	3	0	2	1	1	147	148	24	12	2	5	3	1	195	561
09:45	59	9	1	0	2	0	0	71	112	33	9	2	1	1	2	160	156	23	2	0	4	0	3	188	165	32	8	6	2	3	0	216	635
1 Hr	373	31	5	0	7	1	0	417	471	118	27	10	3	1	3	633	613	86	13	5	8	2	6	733	761	106	35	13	14	9	1	939	2722
10:00	65	13	0	1	2	0	0	81	103	26	3	0	2	1	0	135	135	13	4	1	2	0	1	156	149	30	10	2	4	0	0	195	567
10:15	63	13	2	0	1	0	0	79	117	26	4	2	3	0	1	153	127	23	2	0	1	0	0	153	157	23	6	1	1	1	0	189	574
10:30	68	3	3	1	2	0	0	77	102	28	3	4	0	0	0	137	133	19	5	0	1	0	0	158	158	31	7	3	4	2	0	205	577
10:45	68	3	3	0	1	0	0	75	96	22	8	1	1	1	1	130	141	14	4	0	3	0	0	162	165	30	11	2	1	1	1	211	578
1 Hr	264	32	8	2	6	0	0	312	418	102	18	7	6	2	2	555	536	69	15	1	7	0	1	629	629	114	34	8	10	4	1	800	2296
11:00	63	12	0	0	0	0	0	75	108	50	5	4	1	0	0	168	140	11	4	0	3	1	0	159	153	33	7	4	3	0	3	203	605
11:15	84	8	2	0	1	1	0	96	111	24	7	2	3	1	0	148	131	12	2	0	1	0	0	146	169	22	5	6	2	1	2	207	597
11:30	83	11	2	0	1	1	1	99	104	21	13	6	0	0	0	144	155	12	2	0	0	1	0	170	154	37	5	3	4	0	0	203	616
11:45	73	9	2	0	2	1	1	88	128	21	5	2	1	0	0	157	159	21	4	0	3	1	0	188	156	34	13	6	3	1	1	214	647
1 Hr	303	40	6	0	4	3	2	358	451	116	30	14	5	1	0	617	585	56	12	0	7	3	0	663	632	126	30	19	12	2	6	827	2465
12:00	78	13	3	0	0	1	0	95	124	25	8	4	1	0	0	162	138	14	1	1	1	0	2	157	180	28	10	2	1	1	0	222	636
12:15	84	13	1	1	1	0	1	101	158	22	9	2	1	1	2	195	166	21	3	0	1	0	0	191	155	21	6	1	1	1	1	186	673
12:30	97	11	1	0	2	0	1	112	123	26	3	2	2	0	0	156	161	24	5	0	1	0	0	191	152	21	10	1	4	2	2	192	651
12:45	100	5	3	0	3	0	1	112	154	28	7	2	0	1	2	194	181	27	3	0	1	0	0	212	139	24	6	2	1	3	1	176	694
1 Hr	359	42	8	1	6	1	3	420	559	101	27	10	4	2	4	707	646	86	12	1	4	0	2	751	626	94	32	6	7	7	4	776	2654

Tracsis plc — Traffic and Data Services

Return To Dashboard

Convert to PCU

3326-IRE Belltree Clongriffin Traffic Survey
Junction Turning Count
16/05/2018

Site 6 - Hole in The Wall Road / R809(ESE) / R809(S) / R139

13:00	114	7	1	0	1	0	1	124	132	17	1	1	1	2	0	154	178	26	4	0	1	0	0	209	195	39	4	5	2	1	1	247	734
13:15	120	8	1	0	2	1	0	132	156	14	3	1	3	1	1	179	188	12	3	1	1	1	0	206	175	24	5	3	4	1	2	214	731
13:30	107	9	3	0	0	0	0	119	126	25	6	3	1	0	1	162	180	15	4	0	4	0	0	203	217	29	5	2	1	0	0	254	738
13:45	125	7	1	1	3	0	1	138	183	35	8	1	1	2	0	230	183	17	5	2	1	0	0	208	189	21	8	3	5	2	1	229	805
1 Hr	466	31	6	1	6	1	2	513	597	91	18	6	6	5	2	725	729	70	16	3	7	1	0	826	776	113	22	13	12	4	4	944	3008
14:00	95	15	1	0	3	0	0	114	157	30	4	1	2	0	1	195	208	10	2	0	2	0	0	222	165	27	3	2	1	0	0	198	729
14:15	116	9	3	0	1	0	1	130	164	30	6	4	2	2	3	211	185	12	2	2	2	0	0	203	191	30	9	2	1	2	0	235	779
14:30	122	8	4	0	2	2	0	138	156	24	4	3	2	1	0	190	159	21	6	0	2	0	0	188	196	33	6	1	3	0	0	239	755
14:45	122	11	1	1	1	1	2	139	147	21	9	1	0	0	1	179	171	13	0	1	2	0	1	188	218	26	12	4	5	1	0	266	772
1 Hr	455	43	9	1	7	3	3	521	624	105	23	9	6	3	5	775	723	56	10	3	8	0	1	801	770	116	30	9	10	3	0	938	3035
15:00	159	9	1	0	5	0	0	174	121	25	5	3	2	1	0	157	161	12	0	0	0	1	1	175	224	40	6	2	4	2	0	278	784
15:15	130	7	2	0	3	0	1	143	139	20	8	1	2	1	2	173	148	15	3	0	0	0	0	166	205	28	9	4	4	2	1	253	735
15:30	134	12	1	0	2	1	0	150	145	24	4	1	1	0	1	176	181	14	3	0	1	2	0	201	237	27	8	2	5	1	2	282	809
15:45	145	5	2	0	1	3	0	156	138	18	3	0	1	1	0	161	195	15	2	1	2	1	0	216	207	27	2	2	7	1	0	246	779
1 Hr	568	33	6	0	11	4	1	623	543	87	20	5	6	3	3	667	685	56	8	1	3	4	1	758	873	122	25	10	20	6	3	1059	3107
16:00	117	11	1	0	0	2	0	131	123	14	4	0	0	0	0	141	163	14	5	1	2	0	0	185	228	41	6	1	1	1	2	280	737
16:15	161	8	0	0	5	0	0	174	146	10	5	1	2	1	0	165	157	14	3	0	2	2	0	178	215	37	1	3	3	0	0	259	776
16:30	157	11	1	0	1	0	5	175	143	25	5	0	1	2	1	177	192	18	3	0	1	2	0	216	210	44	4	2	2	4	1	267	835
16:45	143	10	1	3	0	1	7	165	147	15	0	0	0	2	1	165	211	12	1	0	1	1	0	226	217	39	4	1	2	3	2	268	824
1 Hr	578	40	3	3	6	3	12	645	559	64	14	1	3	5	2	648	723	58	12	1	6	5	0	805	870	161	15	7	8	8	5	1074	3172
17:00	171	20	1	0	1	0	2	195	143	20	3	0	1	0	1	168	208	14	2	0	2	1	0	227	201	29	4	2	2	3	2	243	833
17:15	155	9	0	0	3	2	1	170	167	12	7	1	1	1	0	189	203	15	0	0	2	0	0	220	180	26	4	0	3	0	1	214	793
17:30	169	17	0	0	2	3	2	193	148	15	1	0	1	1	1	167	185	8	0	0	1	1	0	195	209	23	3	0	2	0	1	238	793
17:45	180	12	0	1	1	0	0	194	184	15	2	2	0	4	2	209	199	15	0	1	2	4	3	224	204	17	0	0	3	0	0	224	851
1 Hr	675	58	1	1	7	5	5	752	642	62	13	3	3	6	4	733	795	52	2	1	7	6	3	866	794	95	11	2	10	3	4	919	3270
18:00	201	9	0	0	2	1	3	216	163	15	0	0	3	0	3	184	207	12	1	0	2	1	1	224	180	26	2	0	3	0	1	212	836
18:15	166	15	0	0	1	0	2	184	186	15	0	0	0	1	2	204	225	14	0	0	1	1	0	241	207	23	0	0	1	2	2	235	864
18:30	161	11	0	0	2	1	4	179	175	10	0	0	2	5	2	194	215	13	0	0	2	1	0	231	207	14	0	0	2	2	0	225	829
18:45	176	8	1	0	1	2	0	188	167	11	1	0	3	1	0	183	198	13	1	1	3	0	1	217	221	17	0	0	2	1	0	241	829
1 Hr	704	43	1	0	6	4	9	767	691	51	1	0	8	7	7	765	845	52	2	1	8	3	2	913	815	80	2	0	8	5	3	913	3358
19:00	177	5	0	0	3	1	0	186	161	7	2	0	1	2	4	177	205	18	1	1	3	0	0	228	218	13	0	0	5	0	0	236	827
19:15	141	9	0	0	1	0	0	151	144	13	1	0	1	0	5	164	173	10	0	0	2	1	0	186	184	16	0	0	3	0	1	204	705
19:30	143	11	0	0	1	0	0	155	169	4	0	0	2	3	2	180	150	9	0	0	1	1	0	161	154	18	1	1	1	0	0	175	671
19:45	151	5	0	0	1	0	0	157	153	12	0	0	1	0	2	168	172	9	0	1	1	1	0	184	192	10	0	1	1	1	0	205	714
1 Hr	612	30	0	0	6	1	0	649	627	36	3	0	5	5	13	689	700	46	1	2	7	3	0	759	748	57	1	2	10	1	1	820	2917
20:00	120	7	0	0	2	1	1	131	164	10	0	0	2	0	1	177	172	9	0	0	0	0	0	181	168	13	0	0	3	0	1	185	674
20:15	133	13	1	0	1	0	1	149	94	8	0	0	1	2	0	105	161	9	1	0	1	1	2	175	141	11	2	0	1	0	0	155	584
20:30	105	4	0	0	1	0	1	111	97	1	0	0	0	3	0	101	138	8	0	1	1	1	2	151	154	6	0	0	2	6	1	169	532
20:45	95	3	0	0	2	0	4	104	96	1	0	0	1	1	0	99	146	13	0	0	0	0	2	161	128	10	0	0	3	4	0	145	509
1 Hr	453	27	1	0	6	1	7	495	451	20	0	0	4	6	1	482	617	39	1	1	2	2	6	668	591	40	2	0	9	10	2	654	2299
21:00	103	3	0	0	1	1	1	109	102	6	1	0	0	2	0	111	121	9	0	0	0	2	0	132	155	11	1	1	2	1	0	171	523
21:15	87	6	0	0	1	0	1	95	86	7	0	0	1	0	1	95	120	8	0	0	2	1	0	131	132	8	0	0	2	1	0	143	464
21:30	78	5	0	0	1	1	0	85	60	7	0	0	1	0	1	69	99	6	0	1	1	0	0	107	119	3	0	0	2	2	3	129	390
21:45	83	11	0	0	0	1	1	96	72	7	0	0	0	0	0	79	111	7	1	0	3	1	0	123	97	9	0	0	1	3	0	110	408
1 Hr	351	25	0	0	3	3	3	385	320	27	1	0	2	2	2	354	451	30	1	1	6	4	0	493	503	31	1	1	7	7	3	553	1785
22:00	86	1	0	0	1	0	2	90	78	1	0	0	1	0	1	81	82	4	0	0	0	0	0	86	110	3	1	1	1	0	0	116	373
22:15	59	5	0	0	2	0	1	67	72	6	0	0	1	1	2	82	85	3	0	0	1	0	1	90	104	6	0	0	2	0	0	112	351
22:30	44	1	0	0	1	0	1	47	39	2	0	0	0	1	0	42	63	4	0	0	0	1	0	68	93	2	0	0	1	0	0	96	253
22:45	41	2	0	0	1	0	2	46	48	2	0	0	2	0	0	52	52	1	1	0	1	0	0	55	78	5	0	1	1	0	0	85	238
1 Hr	230	9	0	0	5	0	6	250	237	11	0	0	4	2	3	257	282	12	1	0	2	1	1	299	385	16	1	2	5	0	0	409	1215
23:00	48	3	0	0	2	0	0	53	50	0	0	1	0	0	0	51	36	2	0	0	0	1	0	39	76	2	1	0	2	0	0	81	224
23:15	35	3	0	0	0	0	1	39	40	4	0	0	1	0	0	45	44	1	0	0	1	0	0	46	48	3	0	0	2	0	0	53	183
23:30	30	1	2	0	0	0	1	34	27	1	1	0	1	0	1	31	44	2	0	0	0	0	0	46	47	2	0	1	1	1	0	52	163
23:45	25	3	0	0	0	0	0	28	26	1	1	0	1	0	0	29	33	2	0	0	0	1	1	37	43	2	1	0	0	0	0	46	140
1 Hr	138	10	2	0	2	0	2	154	143	6	2	1	3	0	1	156	157	7	0	0	1	2	1	168	214	9	2	1	5	1	0	232	710
Total	7433	567	69	13	117	32	56	8287	9028	1303	234	81	86	66	77	10875	10981	941	150	27	114	43	42	12298	12458	1636	303	110	203	97	68	14875	46335

NTA

Údarás Náisiúnta Iompair
National Transport Authority

Statistical Bulletin: 04 / 2018
July 2018

National Heavy Rail Census Report 2017

July 2018

Table of Contents

Introduction

Iarnród Éireann were commissioned to carry out the annual National Census of Rail patronage on behalf of the National Transport Authority. Boardings and alightings of passengers at every train station in the country are recorded on one day of the year. The 2017 Census is the sixth national Census. Prior to 2012, the census was carried out in the Greater Dublin Area (GDA) comprising the counties of Dublin, Meath, Kildare and Wicklow only.

Operating Conditions on the Day of the Census

The annual National Rail Census captures the number of individuals boarding and alighting at each station in the country on one day of the year. It provides a snapshot of usage and patronage across the country at all stations and on all services on this one date. It is not intended to represent an accurate picture of overall demand for rail services, which instead is recorded in Iarnród Éireann's passenger journeys data. While over time the census can help to illustrate trends, each individual year the census data is subject to variation based on factors such as operating conditions, weather, travel delays etc.

The 2017 census took place on 16th November 2017. Operating conditions on the day were normal with no severe cancellations, delays or disruptions on the network.

Overall, on census day, there were 167,867 passenger journeys across the network an increase of 14% on 2016. Daily total passenger journey numbers are now up almost 35% in the period 2012 – 2017. Meanwhile Iarnród Eireann reported 45.5m total passenger journeys in the year 2017 up 6% on 2016 and 24% over the longer period 2012 – 2017. The annual passenger numbers in 2017 represents a return to 2007 peak passenger volumes.

This report provides an overview of the 2017 National Rail Census and discusses the annual change in rail journeys throughout the country. It also sets out the changes in rail usage in the GDA over the period 2016 to 2017.

The report structure is as follows:

- Section 1 provides a background and also sets out the methodology of the Rail Census. An overview of the rail network in Ireland is also provided;
- Section 2 analyses the trends in rail journeys in the GDA from 2003 to 2017 and also assesses how the findings of the Rail Census compare with other measurements of rail usage;
- Section 3 discusses in detail the findings from the 2017 Rail Census;
- Section 4 presents an analysis of journeys on individual lines; and
- Section 5 discusses patterns of passenger movement in and out of Dublin on a radial corridor basis.

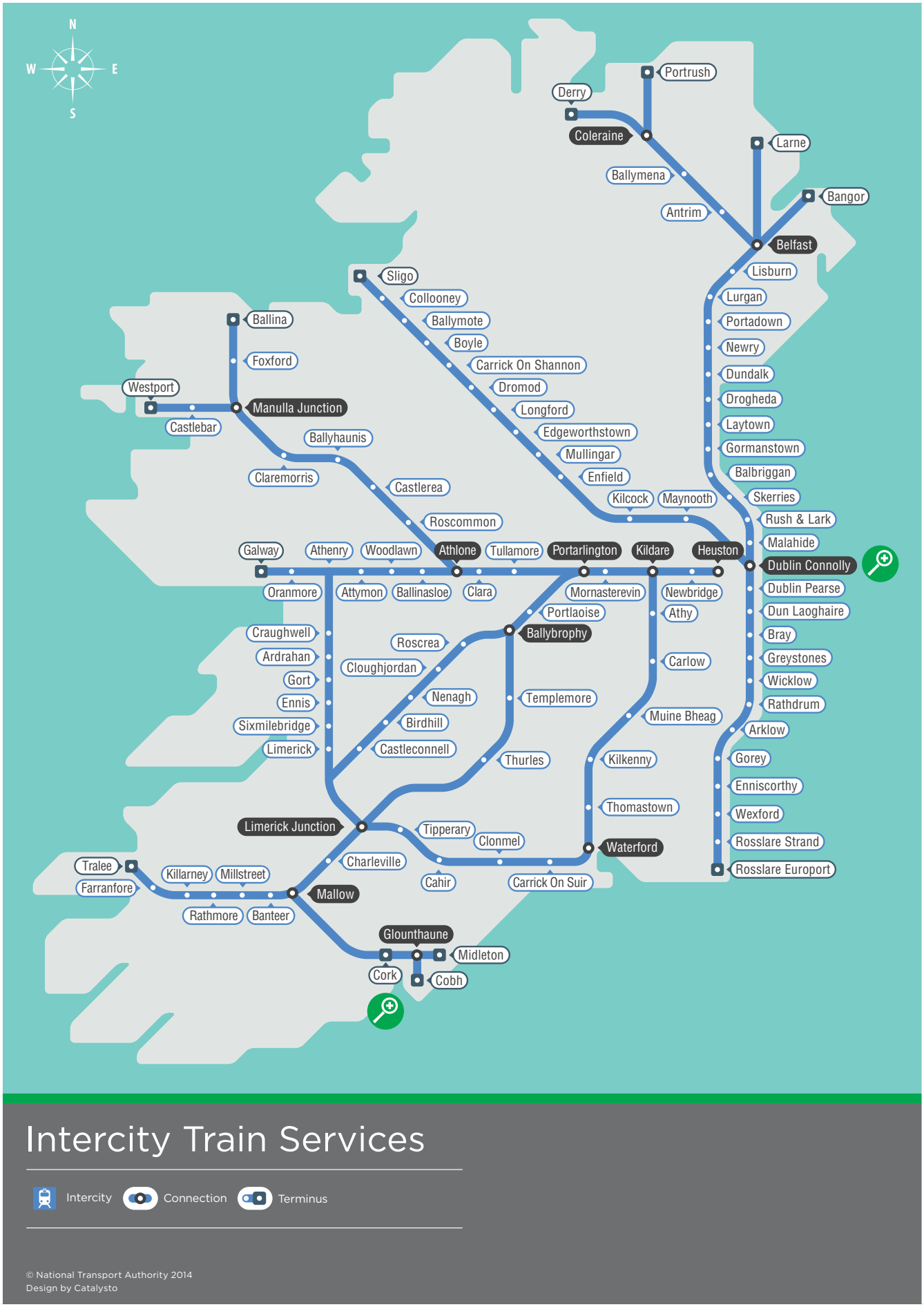
Overview of the Rail Network

The rail network in Ireland consists of approximately 2,400km of railway track and includes 147 open stations. Three distinct categories of service operate on the national rail network; Inter City, Commuter and DART. These service categories share lines at various locations along the network. Table 1 provides a description of the routes within each of the categories as defined by Iarnród Éireann and Figures 1 to 3 show maps of the network.

Table 1: Routes and Services in the Iarnród Éireann Network

Route	Services on Each Route
Inter City	Dublin – Belfast
	Dublin – Sligo
	Dublin – Westport / Ballina
	Dublin – Galway
	Dublin – Limerick
	Dublin – Cork / Limerick Junction / Tralee
	Dublin – Waterford
	Dublin – Kilkenny
	Dublin – Rosslare
	Limerick – Galway
	Limerick – Waterford
Commuter Routes	Dublin – Dundalk
	Dublin – Portlaoise
	Dublin – Longford
	Dublin – Dunboyne / M3 Parkway
	Dublin – Gorey
	Cork – Cobh - Middleton
DART	Malahide / Howth – Dublin – Bray / Greystones

Figure 1: Inter City Network



Intercity Train Services

Intercity Connection Terminus

Figure 2: Dublin Network

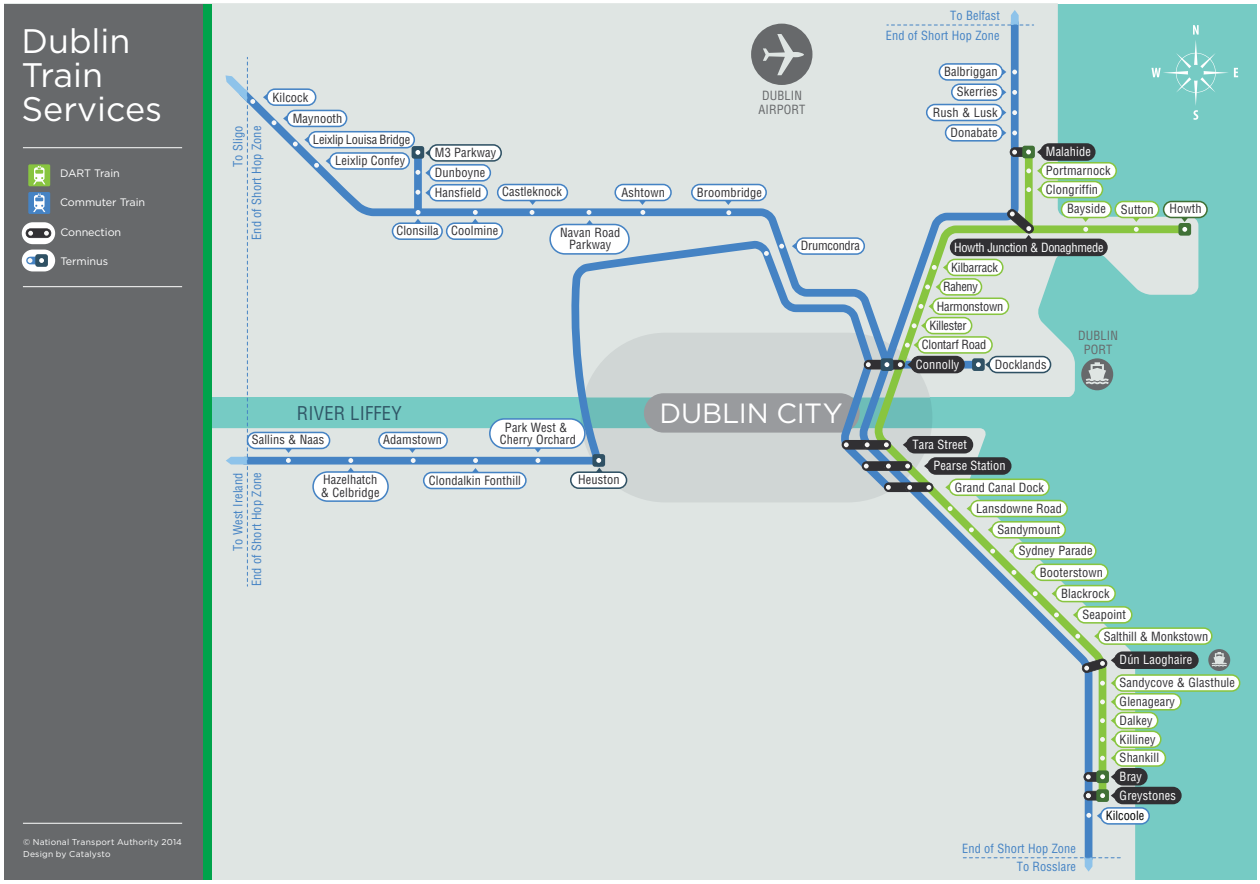
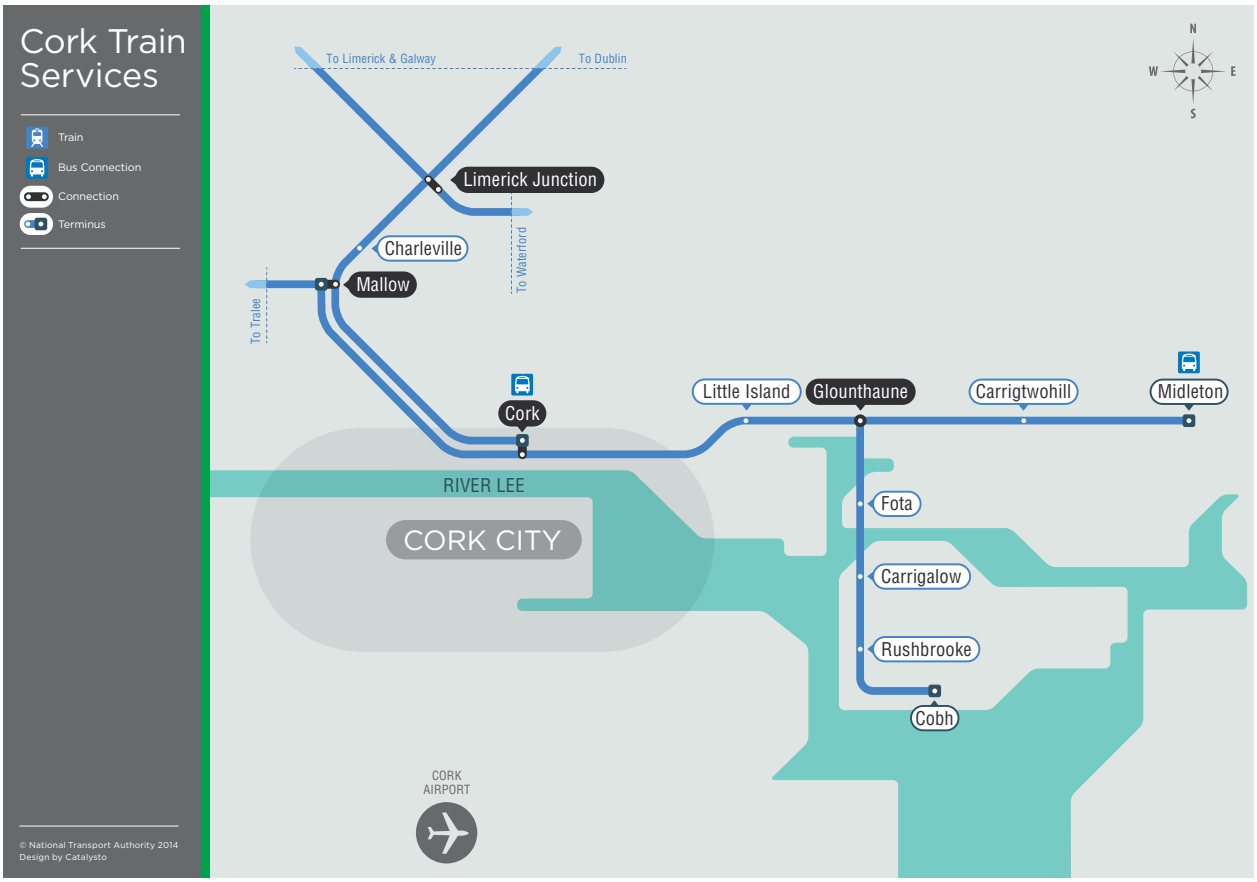


Figure 3: Cork Network



Tables 2 to 4 detail the service provision for a sample weekday for Inter City services and key Commuter and DART services. This includes the fastest journey time and the number of services available per weekday in 2017.

Table 2: Inter City Journey Times and Service Frequency 2017

Route	Fastest journey time 2017	Number of services per weekday[1]
Dublin – Cork	2:25	31
Dublin – Belfast	2:05	16
Dublin – Galway	2:18	19
Dublin – Westport	3:10	9
Dublin – Sligo	2:58	14
Dublin – Tralee	3:42	2
Dublin – Limerick	2:04	7
Dublin – Waterford	1:51	14
Dublin - Rosslare	2:46	8

Table 3: Key Commuter Journey Times and Service Frequency 2017

Route	Fastest journey time 2017	Number of services per weekday[1]
Dublin - Portlaoise	0:42	61
Dublin – Hazelhatch & Celbridge (Grand Canal Dock via Phoenix Park Tunnel)[2]	0:13 (0:39)	66 (24)
Dublin - Maynooth	0:27	80
Dublin - Drogheda	0:32	65
Dublin - Dundalk	0:55	31
Cork - Mallow	0:21	48
Cork - Midleton	0:23	44
Cork - Cobh	0:24	46

Table 4: DART Journey Times and Service Frequency 2017

Direction	Route	Fastest journey time 2017	Number of services per weekday
Southbound	Malahide/Howth – Bray/Greystones	1:20	80
Northbound	Greystones/Bray – Howth/Malahide	1:16	77

Changes to Rail Services in 2017

In 2016, the Authority approved the introduction of new rail services between stations on the Kildare corridor and Grand Canal Dock via the refurbished Phoenix Park Tunnel and calling at Connolly, Tara Street and Pearse Street stations. On 20 November 2016, the new morning and evening peak services were introduced; therefore the changes in rail patronage brought about by the new services were not counted in the 2016 rail census but are reflected here. This should be noted in relation to the comparison analysis between passenger numbers on the Kildare line as a whole in 2016 v 2017.

Iarnród Eireann carried out an additional census of services on the Pheonix Park Tunnel corridor in January 2017. To give a sense of the effect of this new service on patronage, a comparison of January 2017 to November 2017 census data is presented in this report.

As well as the reintroduction of passenger services through the Phoenix Park Tunnel, on December 1st 2017 the Authority extended the 'short hop zone' to include Sallins and Naas station. This had the effect of cutting many single and return fares in half from Sallins and Naas to Heuston. On June 1st 2017, Kilcock station was brought into the 'short hop zone' on the Maynooth/Sligo line.

[1] Total number of daily services in both directions (to/from Dublin & Cork)
[2] 9 Daily services between Newbridge and Grand Canal Dock via Hazelhatch & Celbridge

Trends in Daily Rail Patronage, 2003 – 2017

Key Events since 2003

Rail usage is a derived demand, dependent, amongst other factors, on levels of economic activity. Since 2003 trends in rail patronage have closely followed economic performance. At the start of the period, the demand for rail usage increased steadily. This increase in demand necessitated investment in the rail network and fleet and major rehabilitation works, in addition to service improvements. Between 2000 and 2010, for example, service levels on the Inter City, Commuter and DART networks were approximately doubled. Following an upgrade in 2006, capacity on the DART increased. Station improvements were carried out and platforms were lengthened in order to accommodate longer, higher capacity trains.

Investments over the past decade include the following:

- The re-opening of the Phoenix Park Tunnel to scheduled passenger services in November 2016. This consists of 7 morning peak services from Newbridge or Hazelhatch to Grand Canal Dock and 8 evening peak services from Grand Canal Dock to Newbridge/ Hazelhatch whilst maintaining the previous commuter service levels to and from Heuston.
- The Kildare Route Project – this involved the development of a four-track rail line between Cherry Orchard and Hazelhatch on the Heuston to Kildare line. This allowed for the separation of Inter City and Commuter services. The speed and capacity of all services on the line was improved as well as facilitating the running of more frequent services on Inter City and Commuter routes.
- The Dunboyne Rail Line – This involved the development of 7.5km of railway, branching off the Maynooth line at Clonsilla and terminating at the M3 interchange at Pace. Three new stations on the route were also developed: Hansfield, Dunboyne and Pace. The station at Pace (M3 Parkway) has a 1,200 space car park facility. A new station at Docklands was also built to accommodate some of the services on this line.
- Cork Commuter Rail – this involved the reopening of the Cork – Midleton line in 2009.
- Limerick to Galway Services – This included the reinstatement of the line from Ennis to Athenry and the construction of five new stations: Sixmilebridge, Gort, Ardrahan, Craughwell and Oranmore.

Historic Trends in the Greater Dublin Area (GDA)

Prior to 2012 the rail census was undertaken for the GDA only. As such, historical trends can be examined across the following sections of the network:

- DART Line;
- Longford – Dublin – Bray (Gorey) line;
- Dundalk – Bray and
- Dublin – Kildare line.

Table 5 shows daily rail journeys in the GDA since 2003, defined as the number of boardings. The number of rail journeys in the GDA increased year on year up to its peak of approximately 144,000 in 2007. This was followed by a period of decline in patronage from 2008 to 2010. Between 2011 and 2013 the number of daily journeys within the GDA remained relatively static. There has been a 3.6% increase in patronage in the GDA in the period 2015-2016. In the 2 year period 2014 to 2016 there was a 19% increase in patronage within the GDA. Although this trend continued in 2017, the rate of change has increased. There was a 14% growth in patronage within the GDA between 2016 and 2017. Overall GDA patronage is now at 98% of its peak level in 2007.

The increase in GDA patronage in the last year represents the fifth consecutive year of passenger growth. In the past year there have been increases in patronage on all service types in the GDA. There has been a 12% and 13% increase in patronage on the Longford – Dublin – Bray and the East Coast lines between 2016 and 2017 respectively.

There was an 11% increase in patronage on the DART line (7,542 extra boardings) between 2016 and 2017, however patronage on the line is still 89% that of the peak levels of 2007. Patronage on the DART has grown by a third since 2014, with an additional 19,662 boardings.

Patronage on the Kildare line has almost doubled since the Census began in 2003, and in the last year there has been a 31% increase in patronage on Kildare line services between Kildare and Dublin. This represents an increase of some 3,785 daily passenger boardings. It should be noted that this growth must be considered in the context of the significant change to services on the Kildare line with the commencement of services to Grand Canal Dock since the last rail census of 2016.

Table 5: Daily Passenger Journeys by Network Section 2003 – 2017

Year	DART	Dundalk - Gorey	Longford – Dublin – Bray	Dublin – Kildare	Total
2003	68,152	19,446	11,642	8,246	107,486
2004	64,435	20,419	13,614	9,219	107,687
2006*	81,560	23,305	21,966	11,349	138,180
2007	83,618	24,624	23,836	11,722	143,800
2008	75,753	22,191	22,678	11,145	131,767
2009	63,559	18,037	19,992	9,760	111,348
2010	55,929	17,446	18,770	9,042	101,187
2011	55,629	17,611	18,531	9,455	101,226
2012	56,835	17,895	17,915	8,490	101,135
2013	55,921	17,801	17,100	9,283	102,101
2014	55,003	18,780	19,097	11,371	104,251
2015	64,905	20,430	22,000	12,003	119,338
2016	67,123	21,782	22,432	12,278[3]	123,615
2017	74,665	24,424	25,434	16,063[4]	140,586

*2005 No Census Carried Out

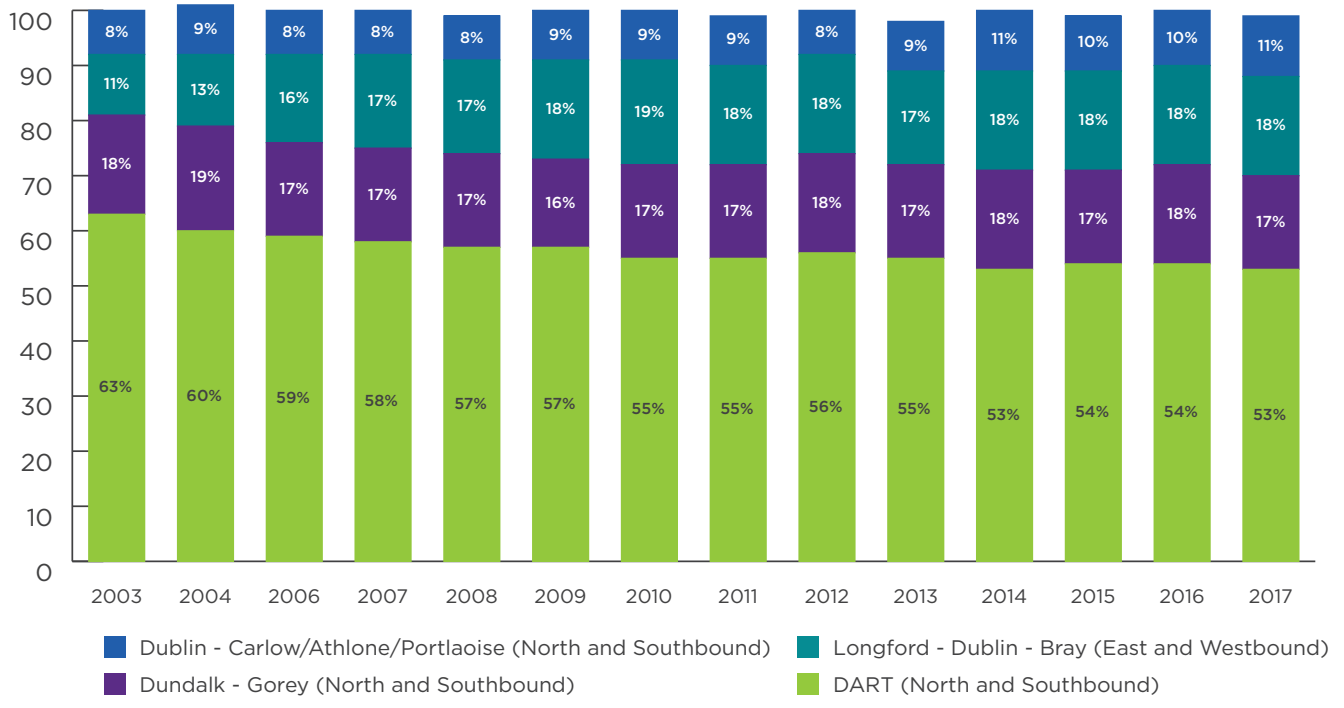
[3] Does not include Phoenix Park Tunnel Services

[4] Includes 1,410 daily boardings at Drumcondra, Connolly, Tara, Pearse, Grand Canal Dock

Charts 1 and 2 show the proportional contribution each section of the rail network makes to daily rail patronage within the GDA. There has been a change in the contribution of each line since 2003. DART journeys, despite growth since 2017, have declined by 10% from 63% in 2003 to 54% in 2016, with a further decline in the past year. However this represents an increase of almost 10% in patronage or just over 6,500 daily journeys over the same period. The Kildare line has increased in proportional terms significantly going from 8% in 2003 to 11% in 2017, in part due to year on year growth in patronage from 2012. The proportional contribution of the East Coast line has remained relatively stable over the full period. However the proportional contribution of the Maynooth line has increased from 11% to 18% over the longer term whilst remaining stable for the last 10 years.

Chart 1: Composition of Daily GDA Rail Patronage, 2003 – 2017

Chart 2: Percentage Composition of daily GDA rail patronage, 2003 – 2017

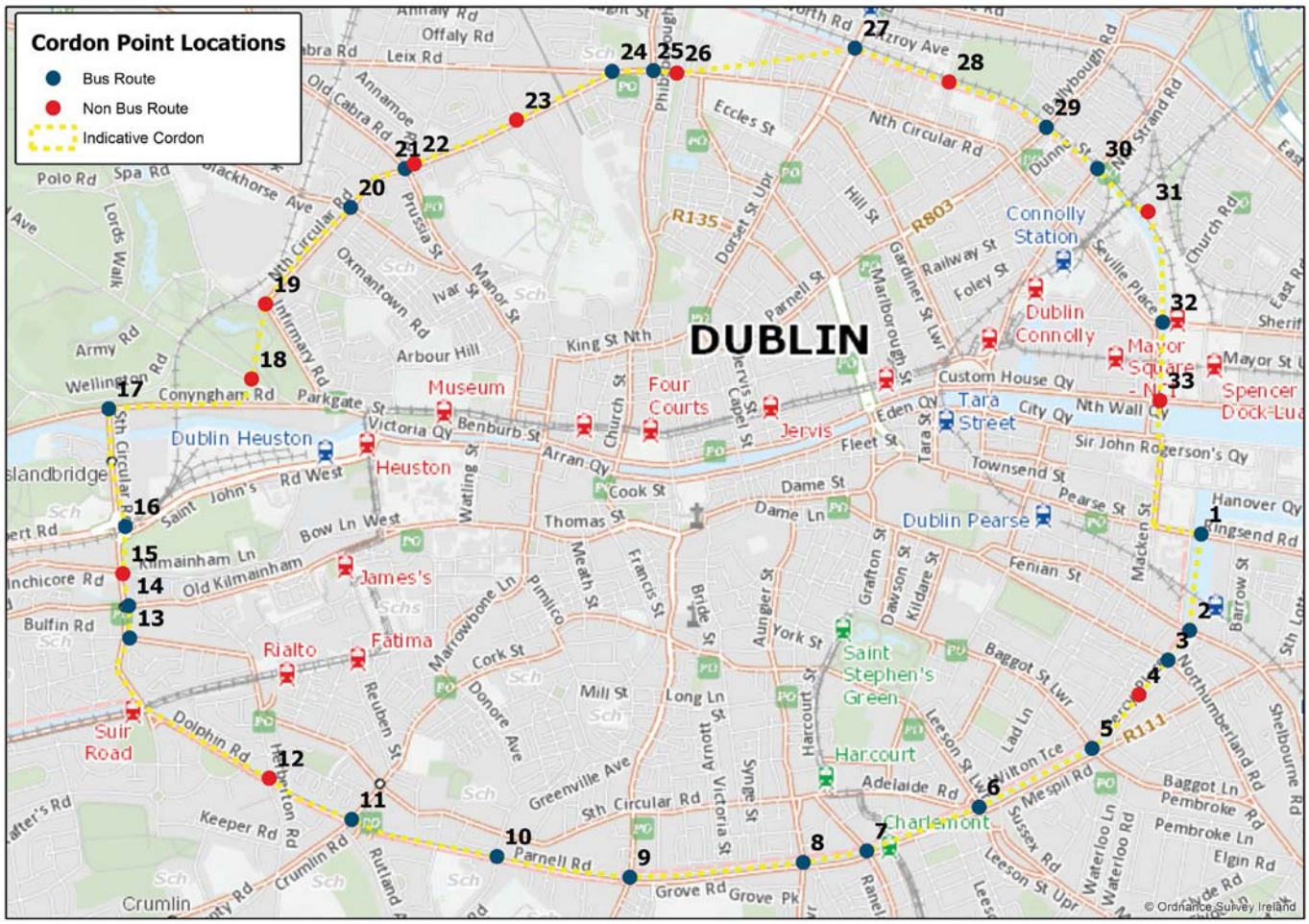


Analysis of Mode Share from the Canal Cordon Count

The 'Canal Cordon Count' is an annual count of people crossing the Canal Cordon (i.e. a perimeter around Dublin City Centre formed by the Royal and Grand Canals) in the morning peak between 7:00 and 10:00 averaged over two days in November each year. Figure 4 shows the location of the Canal Cordon and the 33 points on the Cordon where information on the movement of people is collated.

This count provides data on numbers of people entering Dublin city centre[5] by all modes of transport including rail, bus, taxi, cycling, walking, and car or goods vehicle and allows for an analysis of mode share and shift from 2006 to 2017. Table 6 details the number of people crossing the canal cordon by mode in 2016 and 2017, and Chart 3 shows the mode share of journeys into the city centre from 2006 to 2017.

Figure 4: Canal Cordon and 33 Count Locations

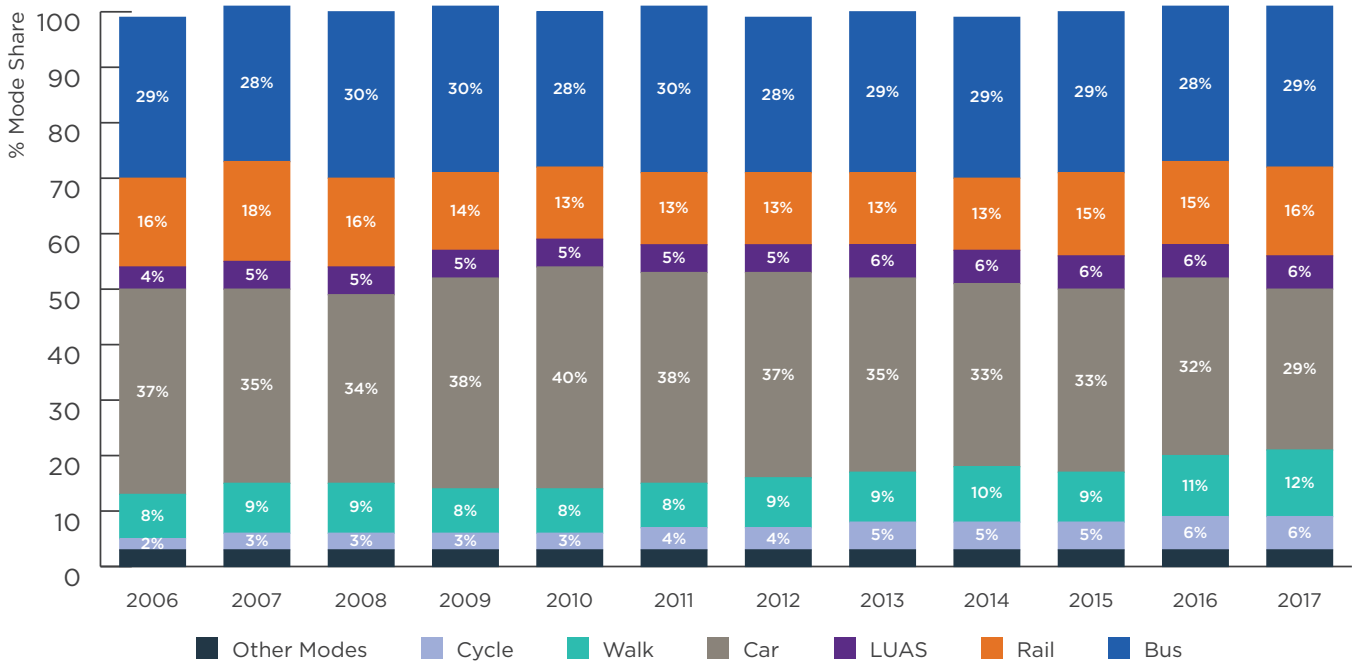


[5] The counts refer to movements of people in one direction only (i.e. inbound into the city centre) across the various cordon points.

Table 6: Number of People Crossing the Canal Cordon by Mode in 2016 and 2017

Mode	2016	2017	Annual % Change
Bus	56,572	60,798	7%
Rail	31,309	34,409	10%
LUAS	12,254	11,953	-2%
Car	64,885	61,694	-5%
Taxi	2,724	2,623	-4%
Walk	21,473	24,936	16%
Cycle	12,089	12,447	3%
Commercial Vehicle	1,093	1,024	-6%
Motor Bike	1,464	1,532	5%
Total	203,863	211,416	4%

Chart 3: Mode Share of Journeys into the City Centre, 2006 – 2017



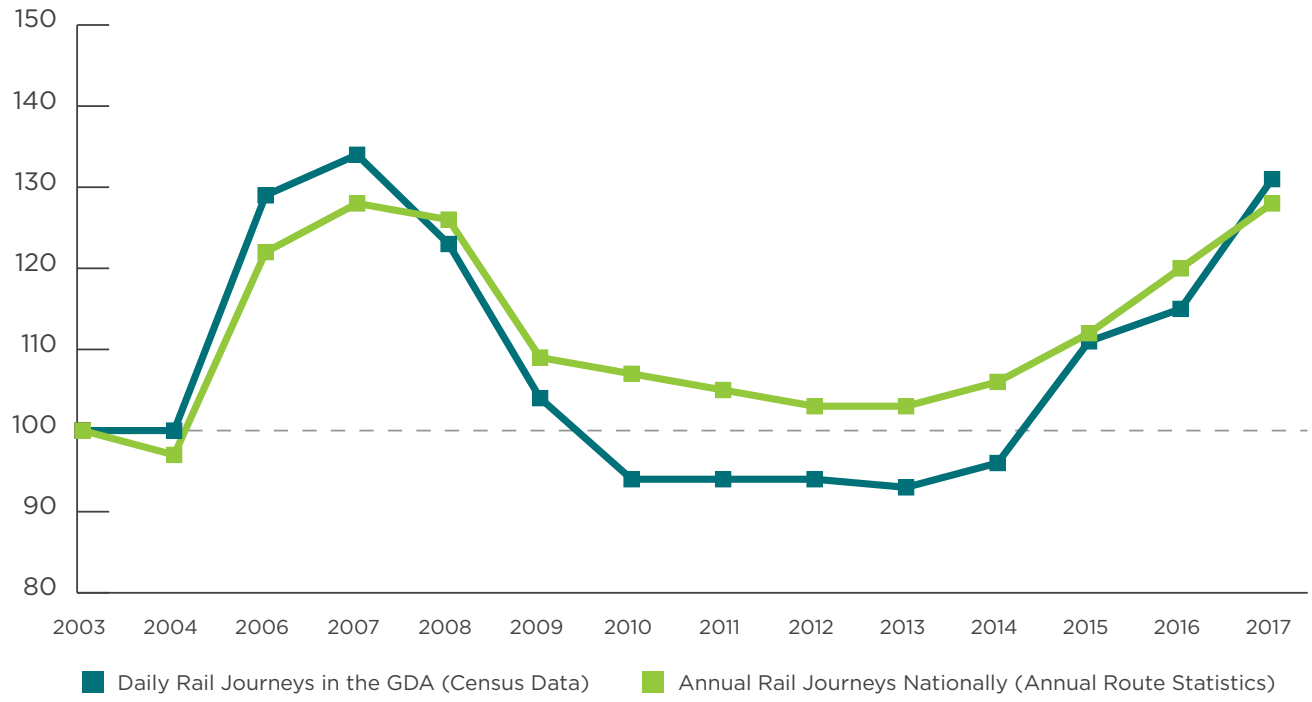
This shows a number of changes in mode share since 2006:

- The share of rail journeys into the city centre in the morning peak has fallen from a peak of over 18% in 2007 to just over 16% in 2017.
- From 2010 to 2014, the rail mode share stabilised at around 13%. 2015 saw the first significant increase in rail mode share since the period of decline and subsequent stability, this trend continued to 2016. However 2017 saw an increase of 1% in rail mode share, this is only the second increase since 2010.
- There has been an increase in the proportion of journeys travelling into the city centre by bicycle from 2% to 6%.
- The mode share for bus increased by 1 percentage point in the past year. Bus is still the dominant public transport mode making up 57% of total public transport mode share.
- The private car mode share continues to decline and is down over 10% from a peak of 40% in 2010.
- In 2017 more than half of all person trips to the City Centre were made on public transport. At 51%, the mode share for public transport is now almost 22% greater than that for private car. In 2010 the public transport mode share was only 6% greater than that for private car. In the same period 2010-2017 mode share for rail has increased by over 3%.
- The walk mode share increased slightly between 2016 and 2017, at just under 12% it is at its highest point for the period 2006-2017.
- The remaining modes – commercial vehicle, motor bike and taxi - remain largely unchanged since 2006.

Comparison of Census Data and Annual Rail Statistics

Iarnród Éireann produces statistics on the number of journeys taken nationally on the rail network on an annual basis. Chart 4 compares the daily rail journeys taken in the GDA (from the Rail Census) with the number of annual journeys nationally, using 2003 as a baseline.

Chart 4: Daily Rail Journeys in the GDA compared to Annual Rail Journeys 2003 - 2017 (Index: 2003 = 100)



The trends in both annual and daily rail journeys have followed similar trajectories over the past 13 years. This suggests that the Rail Census could be considered representative of annual rail patronage and therefore could be considered a reasonable proxy for annual trends.

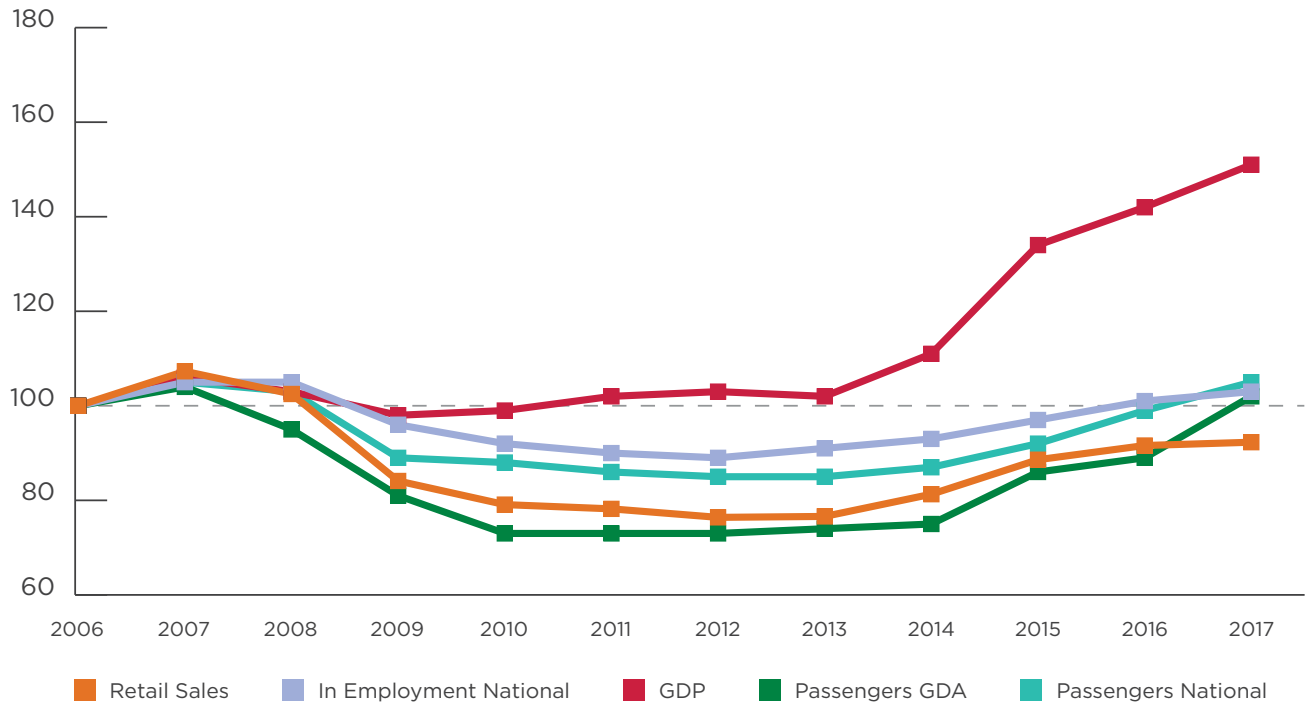
The sharper decline in GDA patronage since 2008 can be explained by differences in rail coverage in the GDA region relative to the rest of Ireland. Daily rail journeys in the GDA were also heavily influenced by the decline in DART patronage. The reverse of these effects can be seen in the period 2014 – 2017 where the increase in patronage within the GDA is noticeably sharper than nationally.

Between 2010 and 2013 patronage trends both in the GDA region and nationally remained relatively flat. In the period 2013-2014, both national and GDA patronage showed moderate growth. However the period 2014-2017 has shown significant growth both at national and at the GDA level, with 2.68 million additional rail journeys made in 2017 relative to 2016. National annual rail patronage in 2017 has returned to 2007 levels (the previous peak) with patronage in GDA fast approaching 2007 levels.

Rail Usage in the GDA and Economic Trends

Given that rail usage is a derived demand, it is useful to understand the relationship between rail patronage and other indicators of economic activity. In doing so, it may assist in anticipating future trends in rail demand, and aid service planning. Chart 5 compares the evolution of rail patronage in the GDA and nationally with key national economic indicators and the numbers in employment. A relationship is clearly evident, as increases and decreases in economic activity are reflected in rail passenger numbers.

Chart 5: Rail Journeys in the GDA and Key Economic Indicators Indexed to 2006



Rail Patronage

National and Greater Dublin Area

The total patronage on the rail network on Census day was almost 168,000. Total patronage has increased by 14% since 2016 and almost 35% since 2012 (the first national rail census). Table 7 shows the total rail patronage both within and outside the GDA, along with the relative change since 2016. The GDA comprises the counties of Dublin, Kildare, Meath and Wicklow.

As in 2016, of the total number of rail journeys undertaken in 2017, 84% were within the GDA. In each of the years 2012, 2013 and 2014, 83% of journeys were made within the GDA. This shift is explained by increases on the Heuston commuter and Inter City services and modest increases on regional rail services. There is a similar level of growth in patronage inside the GDA. However, this growth is spread more universally with significant percentage increases on both DART and commuter. Although there have been increases in patronage on all lines in the last year, the Cork commuter lines showed the lowest levels of growth at 5%.

Table 7: Rail Patronage – GDA and National

	GDA	% Change on Previous Year	Outside GDA	% Change on Previous Year
Patronage	140,586	13%	27,281	18%

Rail Usage According to Service Categories

Table 8 shows the total number of journeys taken on the National Irish Rail network on the day of the Census, according to service category.

Table 8: Journeys Taken by Service Category

	GDA	% Change on Previous Year
DART	74,665	11%
Commuter	67,850	17%
Inter City	17,718	19%
Waterford & Regional services	7,634	12%
Total	**167,867**	**14%**

Rail Usage on Individual Lines

Table 9 shows the number of journeys on each of the lines on Census day 2017.

Table 9: Journeys by direction and by line, 2017

Line	Route	Journeys	Annual % Change
DART Northbound	Greystones/Bray – Howth/Malahide	36,691	9%
DART Southbound	Malahide/Howth – Greystones/Bray	37,974	13%
Connolly Northbound	Rosslare – Dundalk	13,056	14%
Connolly Southbound	Dundalk – Rosslare	13,049	11%
Connolly Eastbound	Sligo – Longford – Bray	13,890	14%
Connolly Westbound	Bray – Longford – Sligo	12,493	11%
Heuston North & Eastbound[6]	Kildare/Newbridge/Athlone/Carlow/ Portlaoise/Cork/Limerick/Galway/ Westport/Waterford/Tralee – Heuston	16,476	28%
Heuston South & Westbound[7]	Heuston - Kildare/Newbridge/Athlone/ Carlow/Portlaoise/Cork/Limerick/ Galway/Westport/Waterford/Tralee	15,514	28%
Cork Commuter Inbound	Cobh/Midleton – Cork /Mallow – Cork	2,974	6%
Cork Commuter Outbound	Cork - Cobh/Midleton / Cork – Mallow	2,920	5%
Regional Northbound	Limerick – Galway/Ballybrophy/ Limerick Junction & Waterford – Limerick Junction	1,368	15%
Regional Southbound	Galway/Ballybrophy/Limerick Junction – Limerick & Limerick Junction to Waterford	1,462	13%

[6] Includes Ballina to Manulla Junction and Galway to Athlone services
[7] Includes Manulla Junction to Ballina and Athlone to Westport/Galway services

Busiest Stations

Table 10 below illustrates the Top 10 busiest stations in 2017 in terms of all day boardings and alightings. A comparison with the station ranking in 2016 is also provided.

Stations in Dublin dominate the list of busiest stations for boardings and alightings throughout the rail network. This is reflected in overall trends of rail usage. Outside of Dublin, Kent station in Cork City, Bray in Wicklow and Maynooth in Kildare also feature in the top ten busiest stations in terms of passenger traffic. As in 2016, there has been no change in the ranking of the top 4 stations in terms of all day boardings and alightings in the past year.

In 2017 the top ten stations for boarding represent 45% of total boardings in the country on census day, down 1 percentage point since 2016. The share of total alightings accounted for by the top ten stations in 2017 was 47%, also down 1% on 2016. As in previous years, significantly more people (25%) alight services in Grand Canal Dock than board services.

Daily throughput at Sallins & Naas, Hazelhatch & Celbridge, Adamstown, Clondalkin Fonthill and Parkwest & Cherry Orchard increased by 47%, 77%, 119%, 179% and 75% respectively since before the introduction of rail services through the Phoenix Park Tunnel in November 2016.

As in previous years on census day a third of station footfall over the entire network was recorded at Dublin Connolly, Pearse, Tara Street and Heuston Stations combined.

Table 10: Top 10 stations by number of boardings and alightings, 2017 (and rank in 2016)

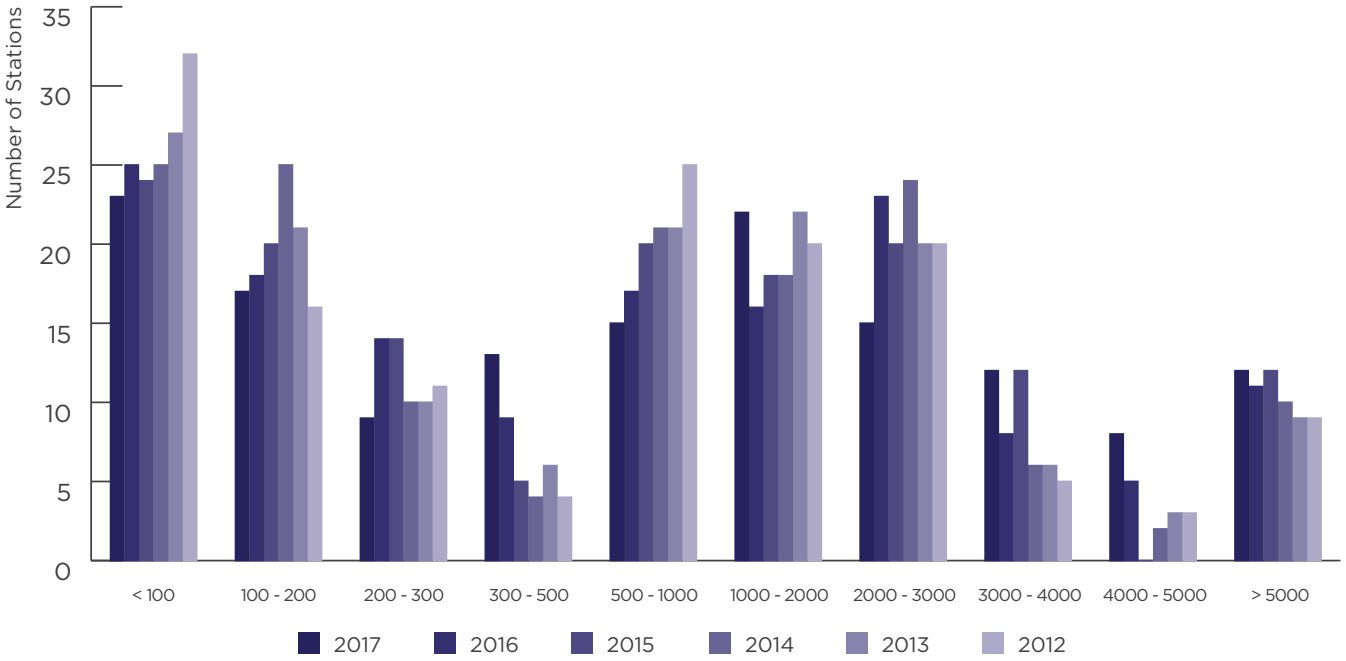
Rank	Boardings		Alightings	
1	Connolly (-)	18,062	Connolly (-)	18,927
2	Pearse (-)	15,465	Pearse (-)	15,636
3	Heuston (-)	10,700	Heuston (-)	11,596
4	Tara Street (-)	9,442	Tara Street (-)	9,801
5	Dún Laoghaire (6)	4,129	Grand Canal Dock (-)	4,637
6	Cork (5)	4,071	Dún Laoghaire (8)	4,096
7	Bray (8)	3,946	Cork (-)	4,022
8	Grand Canal Dock (10)	3,693	Bray (9)	3,758
9	Lansdowne Road (7)	3,429	Lansdowne Road (6)	3,657
10	Malahide (12)	3,329	Maynooth (11)	3,092

Variation in Station Usage

Chart 6 shows the number of daily journeys to and from each station from 2012 to 2017. The number of daily journeys has been derived by adding the number of boardings and alightings at each station.

The number of stations in the country experiencing less than 100 journeys per day has decreased slightly in 2017 relative to 2016 and is now down 39% on 2012. There has been a decrease in the number of stations with a daily throughput of 300 or less in the last year of 8, or 16%. Meanwhile the number of stations experiencing between 1,000 and 2,000 journeys per day has increased by 38% in the past year. At the opposite end of the scale 12 stations generated in excess of 5,000 journeys on a typical day. Although there has been some variation in the bands in 2017, 69 stations on the network experience more than 1,000 journeys per day compared to 63 in 2016. The number of stations generating in excess of 3,000 journeys increased by 33% since 2016 and there was a 66% increase in stations with a daily throughput between 4,000 – 5,000 passengers in the same period.

Chart 6: Variations in Station Usage



Patronage by Line

DART

Services Included:

Malahide / Howth – Bray / Greystones

The number of total daily journeys on the DART line in 2017 was just under 75,000 up over 7,500 journeys or 11% on 2016 levels. This growth in patronage accounts for 44% of the overall increase in patronage for the entire GDA between 2016 and 2017. Patronage on the DART has been growing steadily since 2014, 2017 patronage levels are now 89% of the peak patronage level of 2007. In 2017, 43% of all rail journeys nationally were on DART services and 53% of all boardings in the GDA were on DART services.

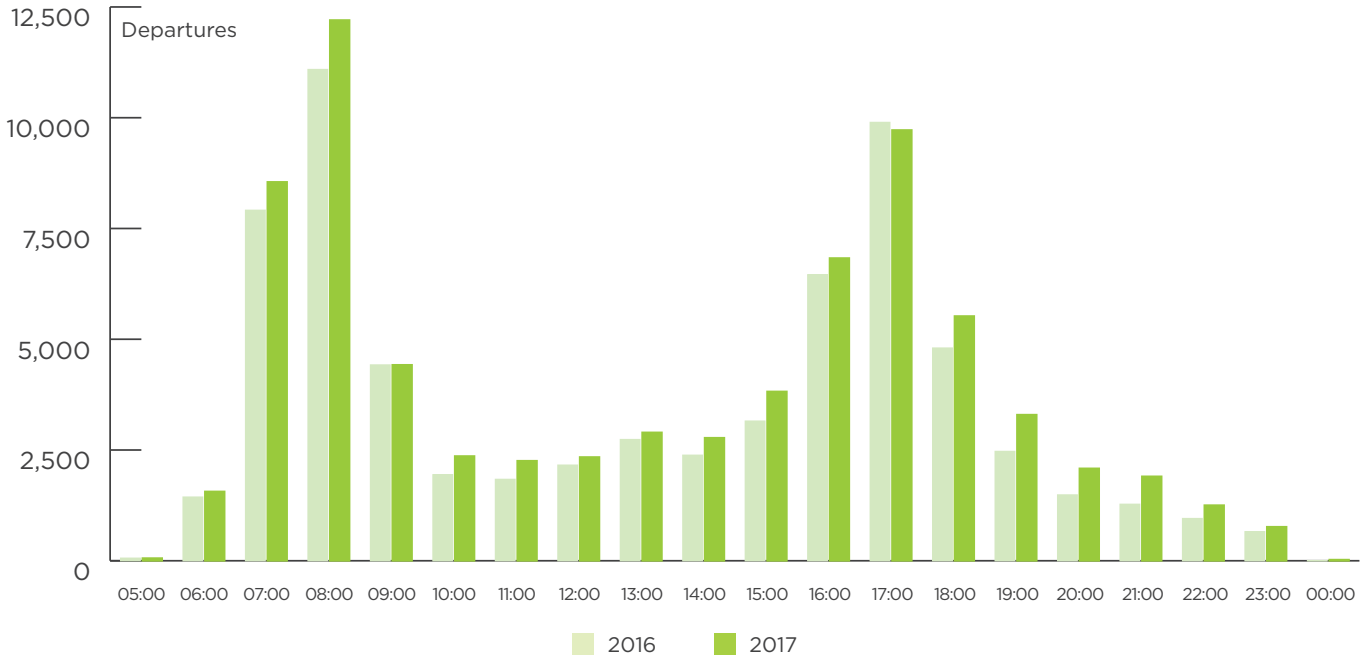
Table 11: Total daily patronage on DART lines, 2017

Line	2016	2017	Annual % Change
DART Northbound	33,595	36,691	9%
DART Southbound	33,528	37,974	13%
Total	67,123	74,665	11%

Hourly Profile of Demand

Chart 7 shows variations in demand throughout the day on the DART line in 2016 and 2017. This is based on passenger numbers boarding services.

Chart 7: Hourly profile of demand on DART 2016 and 2017



Profile of Demand by Station

Chart 8 shows the daily build-up of passengers along the route of the DART Northbound line from Greystones to Howth Junction, where the train then splits into the Howth and Malahide branches. The change in the cumulative number of passengers on board at each station is the net impact of the number of passengers alighting and boarding trains. Chart 9 shows the profile of demand in the southbound direction which, as would be expected, mirrored the northbound profile.

Chart 8: Profile of Demand by Station, DART Northbound, 2016 and 2017

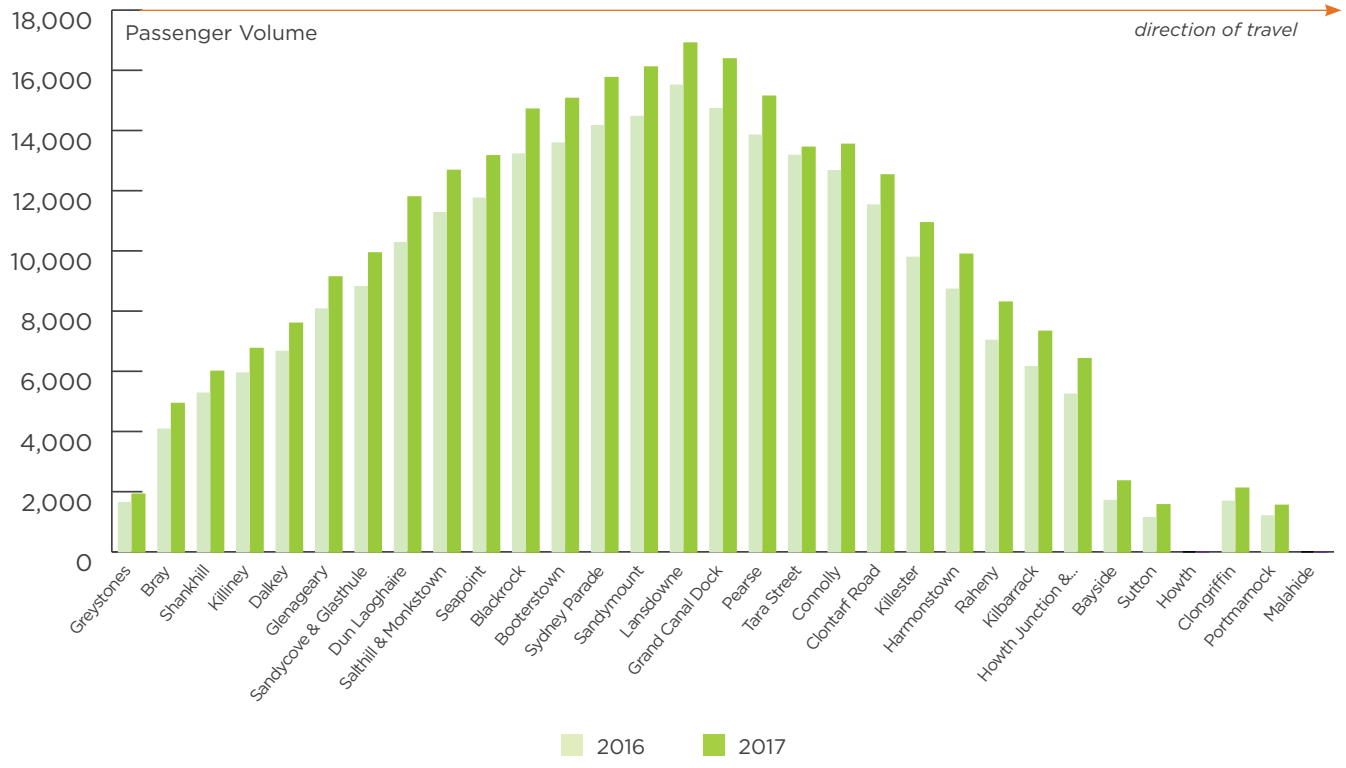
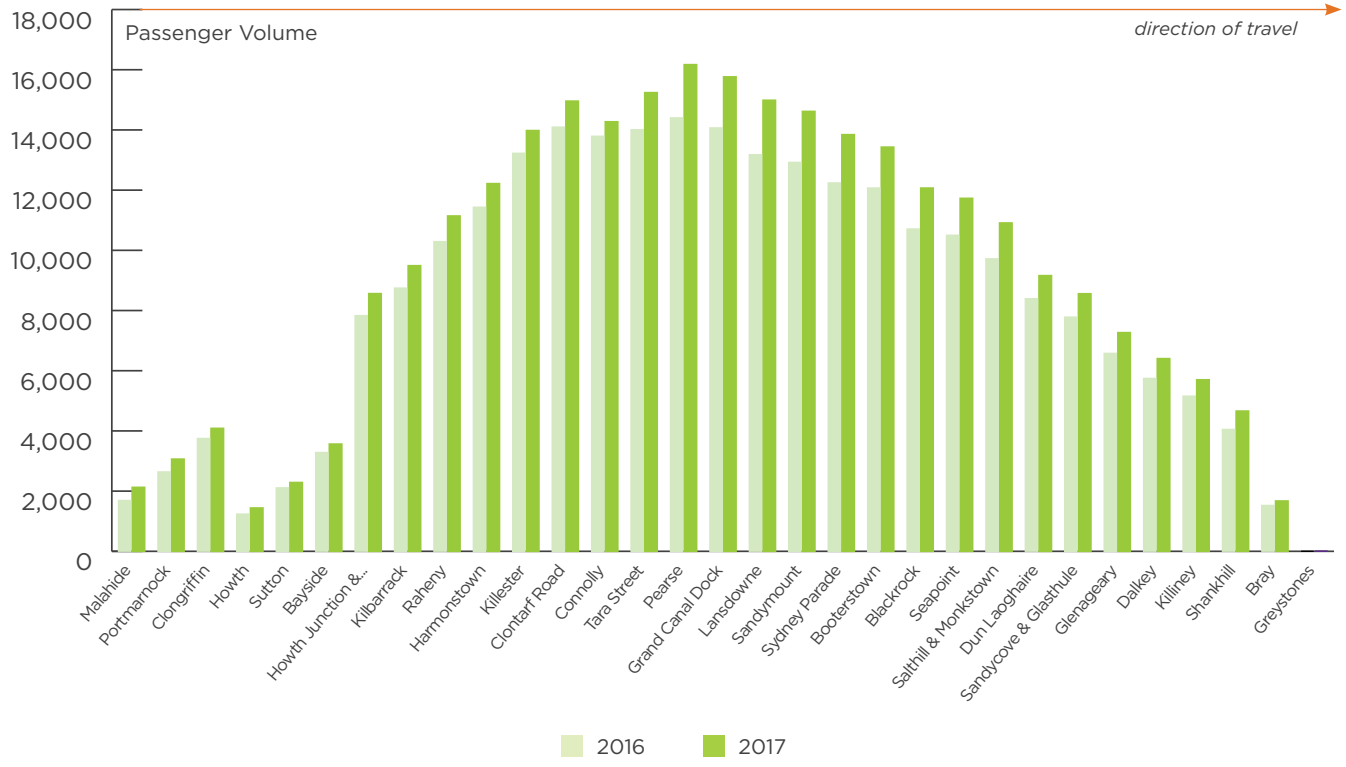


Chart 9: Profile of Demand by Station, DART Southbound, 2016 and 2017



Dundalk – Rosslare

Services Included:

Intercity: Dublin – Rosslare / Wexford Commuter: Dublin – Gorey

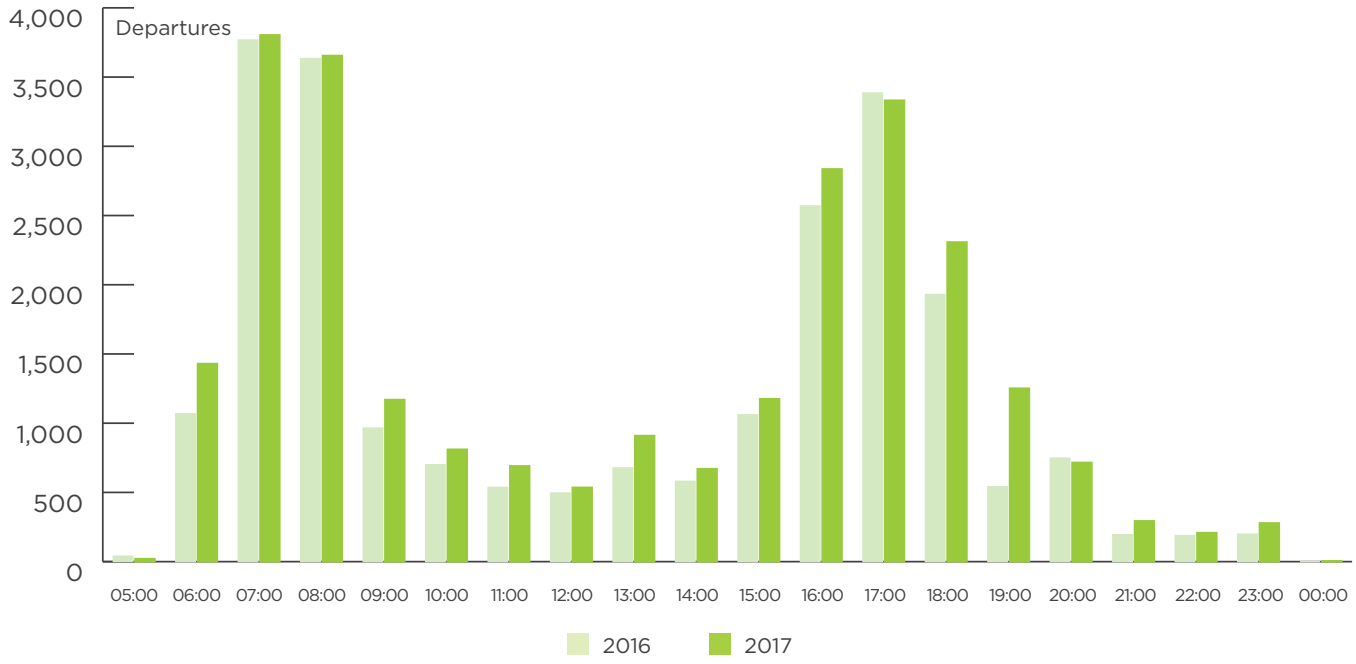
Commuter: Dublin – Dundalk / Drogheda Intercity: Dublin - Belfast

Table 12: Total daily patronage on Dundalk - Rosslare lines, 2017

Line	2016	2017	Annual % Change
Northbound	**11,480**	**13,056**	**14%**
Southbound	**11,808**	**13,049**	**11%**
Total	**23,288**	**26,105**	**12%**

Hourly Profile of Demand

Chart 10: Hourly profile of demand, Dundalk – Rosslare, 2016 and 2017



Profile of Demand by Station

Charts 11 and 12 show the demand profile of patronage on the Dundalk – Rosslare section of the network.

Chart 11: Profile of Demand by Station, Rosslare - Dundalk (Northbound), 2016 and 2017

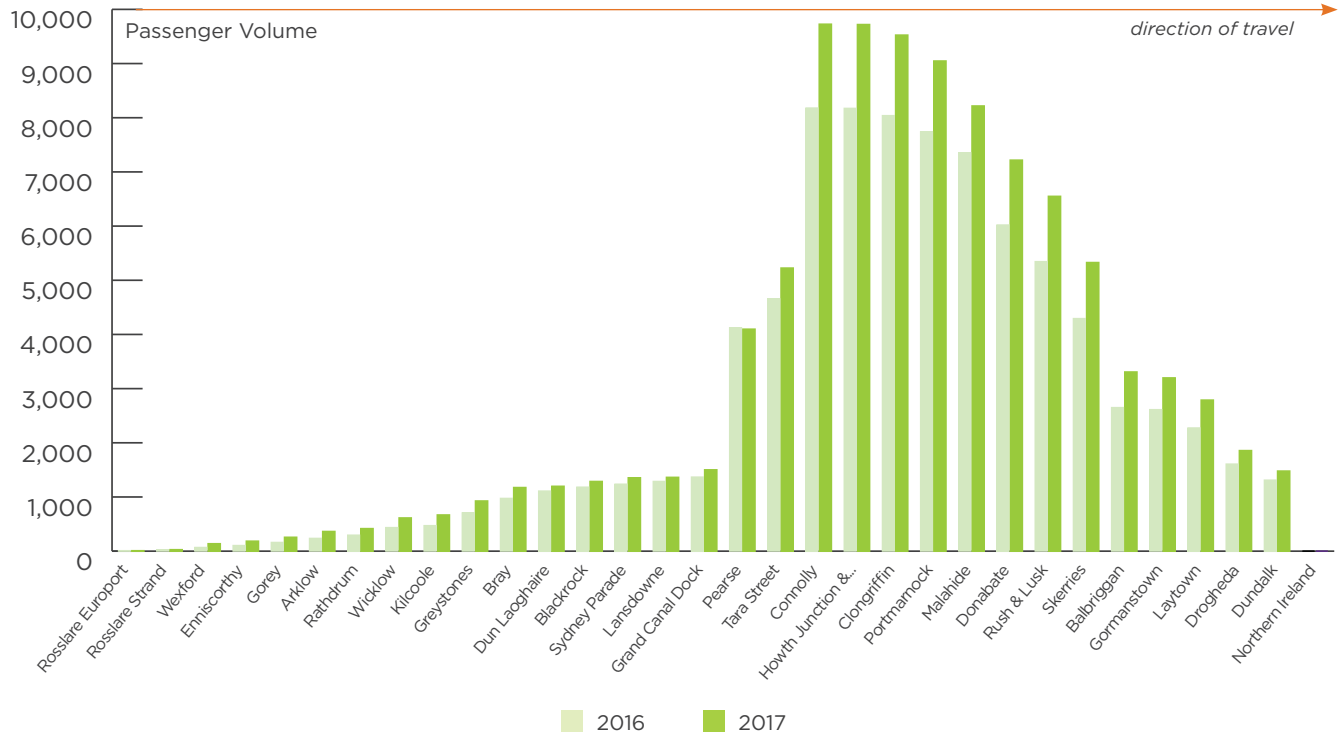
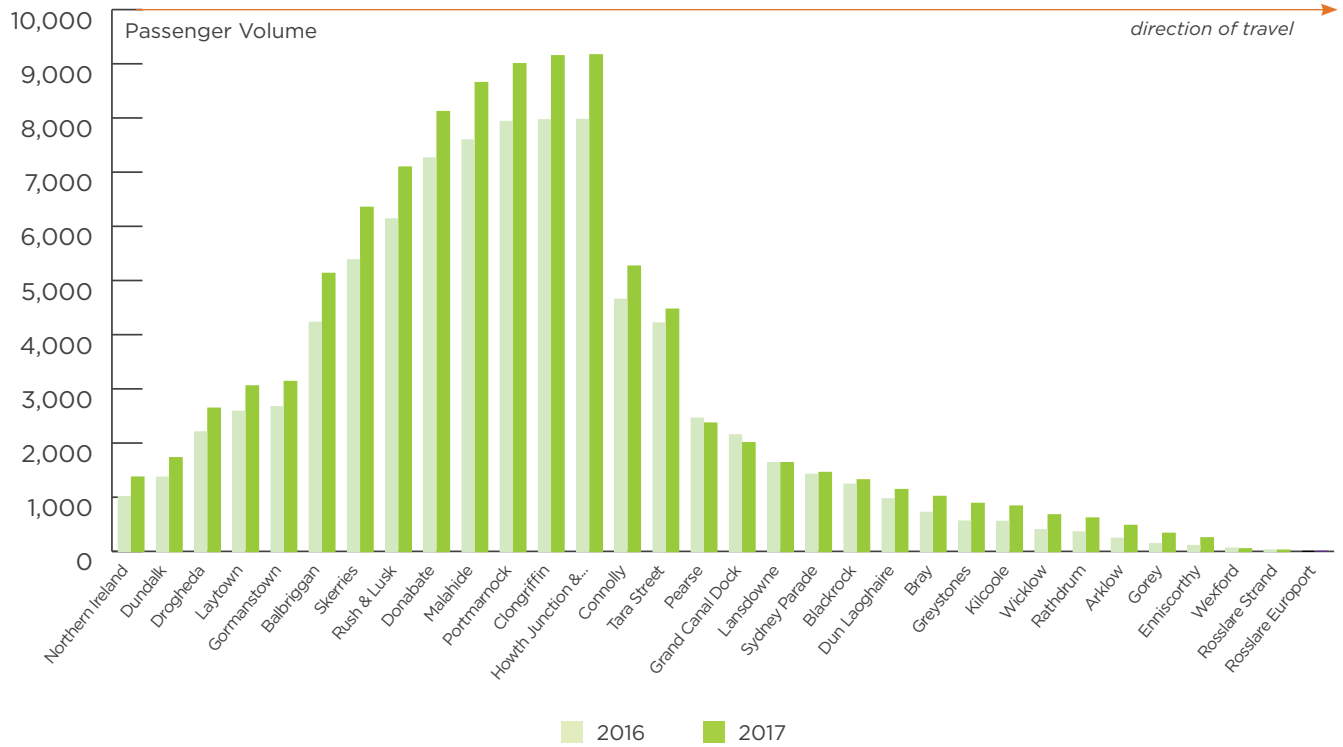


Chart 12: Profile of Demand by Station, Dundalk - Rosslare line (Southbound), 2016 and 2017



Dublin – Belfast (Enterprise)

Services Included:

Intercity: Dublin - Belfast

The Rail Census also captures the total number of passengers on 'Enterprise' services operating between Northern Ireland and the Republic of Ireland. There was an increase in Enterprise service patronage between 2016 and 2017 of approximately 18%, an increase of 566 daily journeys. There was an 11% increase in northbound patronage and a 27% increase in southbound patronage. Table 13 shows the total boardings on Enterprise services on Census day in 2016 and 2017.

Although the Enterprise service operates between Dublin and Belfast, on census day 2017 85% of Enterprise trips crossed the border into Northern Ireland (73% in 2016)[8]. The bulk of this increase has been in southbound trips from Northern Ireland which is up 35% in the year (341 additional daily journeys). Although more cross border trips were northbound in 2017, the rate of growth is smaller at 12% (164 additional daily journeys). Overall there was a 22% increase in cross border trips between 2016 and 2017. Table 14 shows the total cross border trips on Census day 2016 and 2017.

Table 13: Total Patronage on the Enterprise Service

Line	2016	2017	Annual % Change
Northbound	1,790	1,993	11%
Southbound	1,365	1,728	27%
Total	3,155	3,721	18%

Table 14: Total Cross Boarder Patronage on the Enterprise Service

Line	2016	2017	Annual % Change
Northbound	1,313	1,477	12%
Southbound	981	1,322	35%
Total	2,294	2,799	22%

[8] Cross boarder trips are defined as: Northbound – total alightings at Belfast; Southbound – total boardings at Belfast

Sligo – Longford – Bray

Services Included:

Intercity: Dublin – Sligo

Commuter: Dublin – Maynooth/Longford

Commuter: Dublin – M3 Parkway

Commuter: Bray – Dublin (excluding DART)

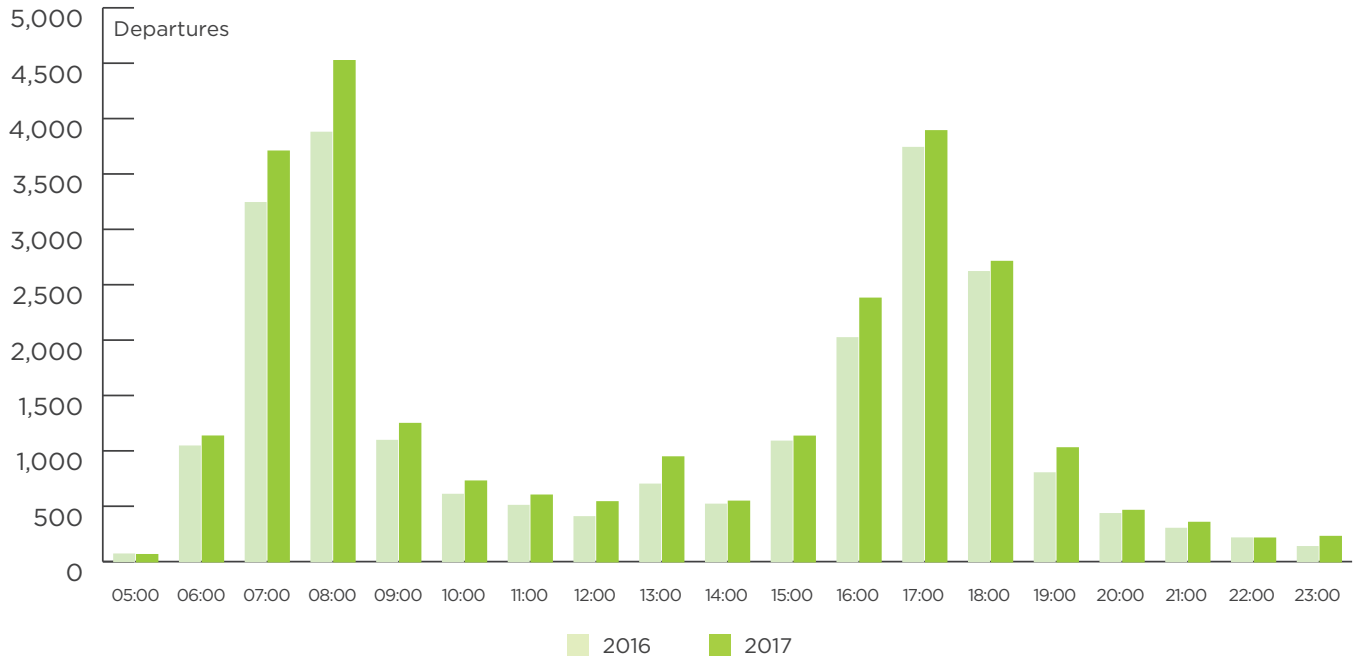
Commuter: Bray – Maynooth

Table 15: Total daily patronage on Sligo - Bray lines, 2017

Line	2016	2017	Annual % Change
Eastbound	**12,177**	**13,890**	**14%**
Westbound	**11,228**	**12,493**	**11%**
Total	**23,405**	**26,383**	**13%**

Hourly Profile of Demand

Chart 13: Hourly Profile of Demand, Sligo – Longford – Bray, 2016 and 2017



Profile of Demand by Station

Charts 14 and 15 show the daily patronage build-up on the Bray to Sligo line in 2016 and 2017.

Chart 14 Profile of Demand by Station, Sligo - Dublin - Bray (eastbound), 2016 and 2017[9]

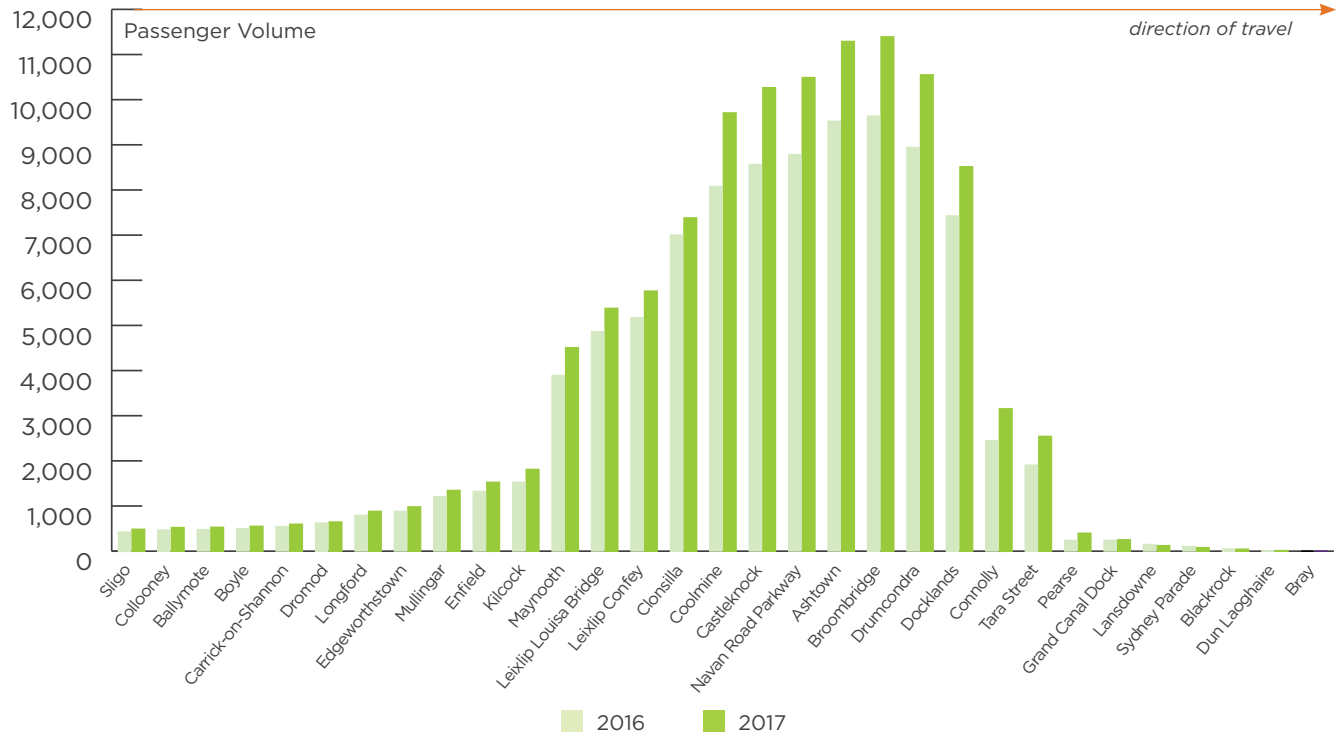
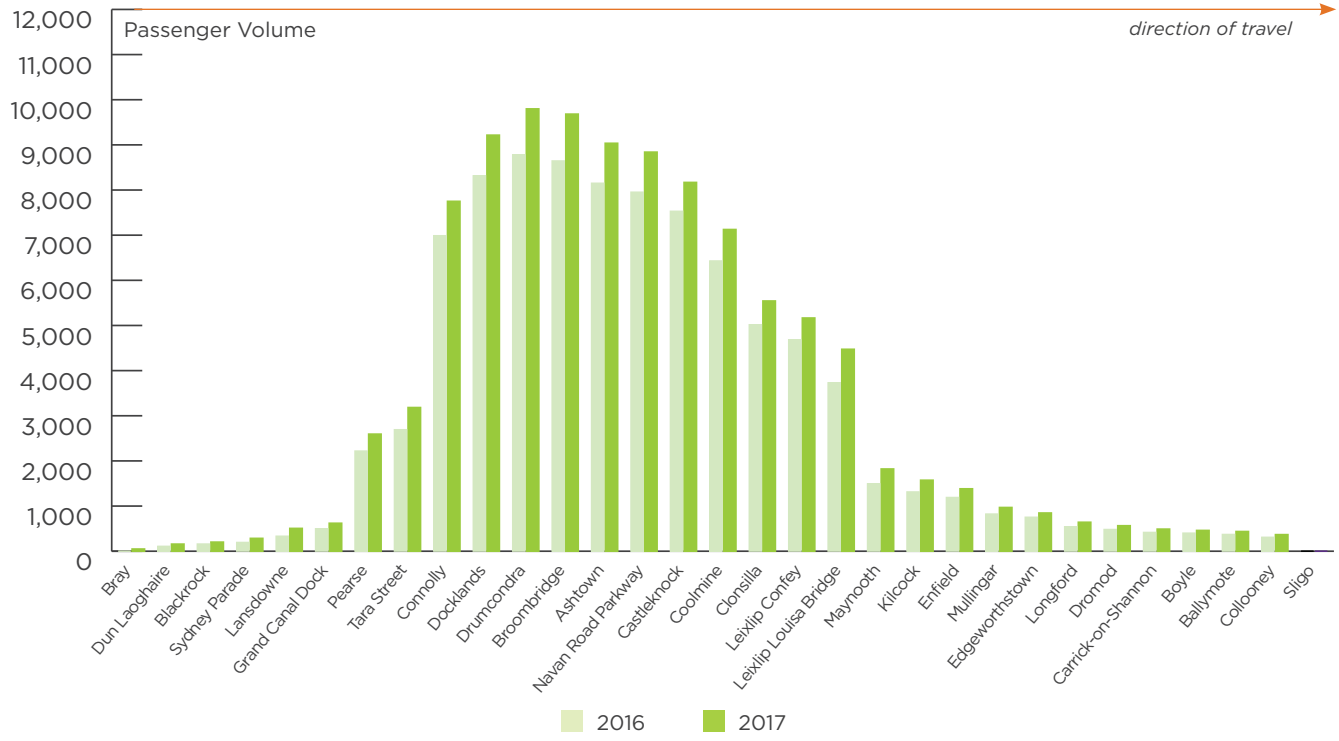


Chart 15 Profile of Demand by Station, Bray - Dublin - Sligo (westbound), 2016 and 2017



[9] 'Dunboyne spur' Patronage (M3 Parkway – Dunboyne – Hansfield) represented at Clonsilla

Heuston Commuter Services

Services Included:

Commuter: Dublin Grand Canal Dock/Heuston – Hazelhatch & Celbridge, Kildare, Newbridge, Portlaoise & Portarlington[10]

Table 16: Total daily patronage on Commuter Services to & from Heuston/Grand Canal Dock, 2016 and 2017

Line	2016 (ex. Grand Canal Dock)	2017 (incl. Grand Canal Dock)	Annual % Change
From Heuston/Grand Canal Dock	2,898	4,430	53%
To Heuston/Grand Canal Dock	3,130	5,038	61%
Total	6,028	9,468	57%

In January 2017[11] Iarnród Éireann carried out a census of patronage on services operating via the newly refurbished Phoenix Park Tunnel. Table 16a below presents a comparison of patronage on these services in January 2017 and census day 2017.

Appendix D provides a list of services introduced in November 2016 operating on the Kildare line to and from Grand Canal Dock via Phoenix Park Tunnel.

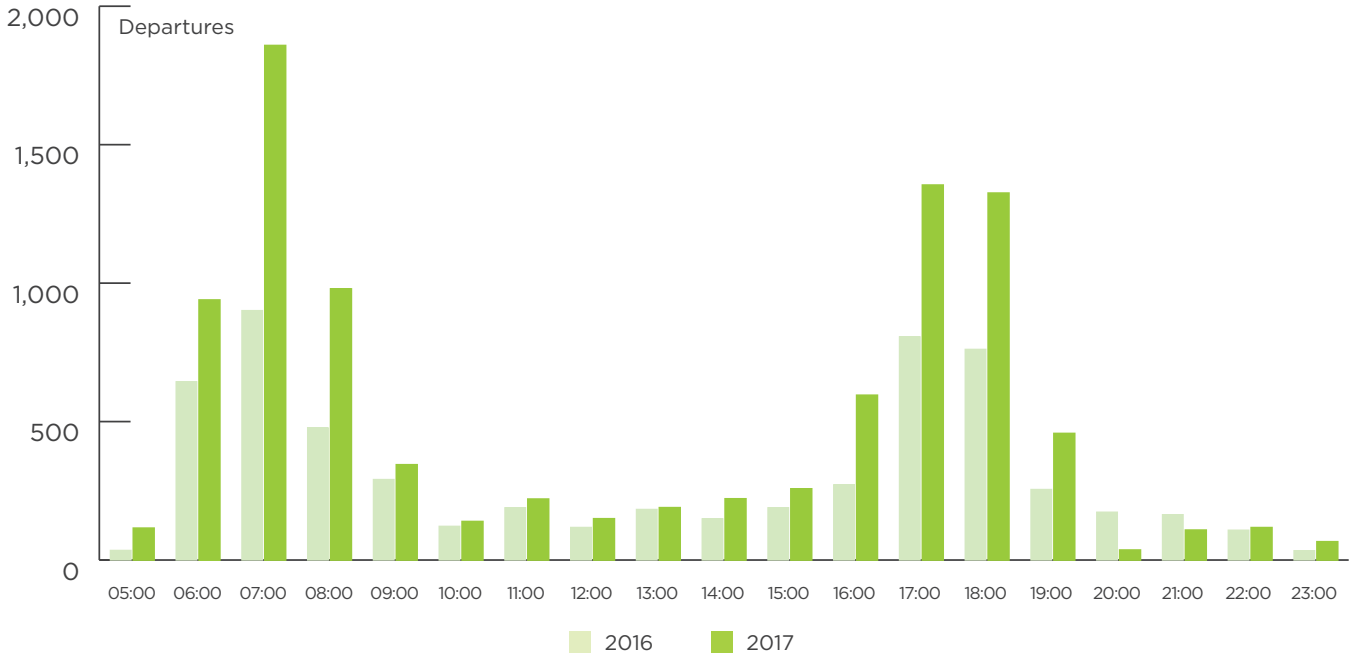
Table 16a: Total daily patronage on Commuter Services to & from Grand Canal Dock via Phoenix Park Tunnel in 2017

Line	Jan 2017	Nov 2017	Annual % Change
From Grand Canal Dock	1,010	1,540	52%
To Grand Canal Dock	1,147	1,621	41%
Total	2,157	3,161	47%

[10] Services from Newbridge/Hazelhatch & Celbridge – Grand Canal Dock (via Phoenix Park Tunnel) were not in operation at the time of the 2016 national rain census

[11] Passenger counts were carried out on 12th and 26th of January 2017. An average patronage in presented

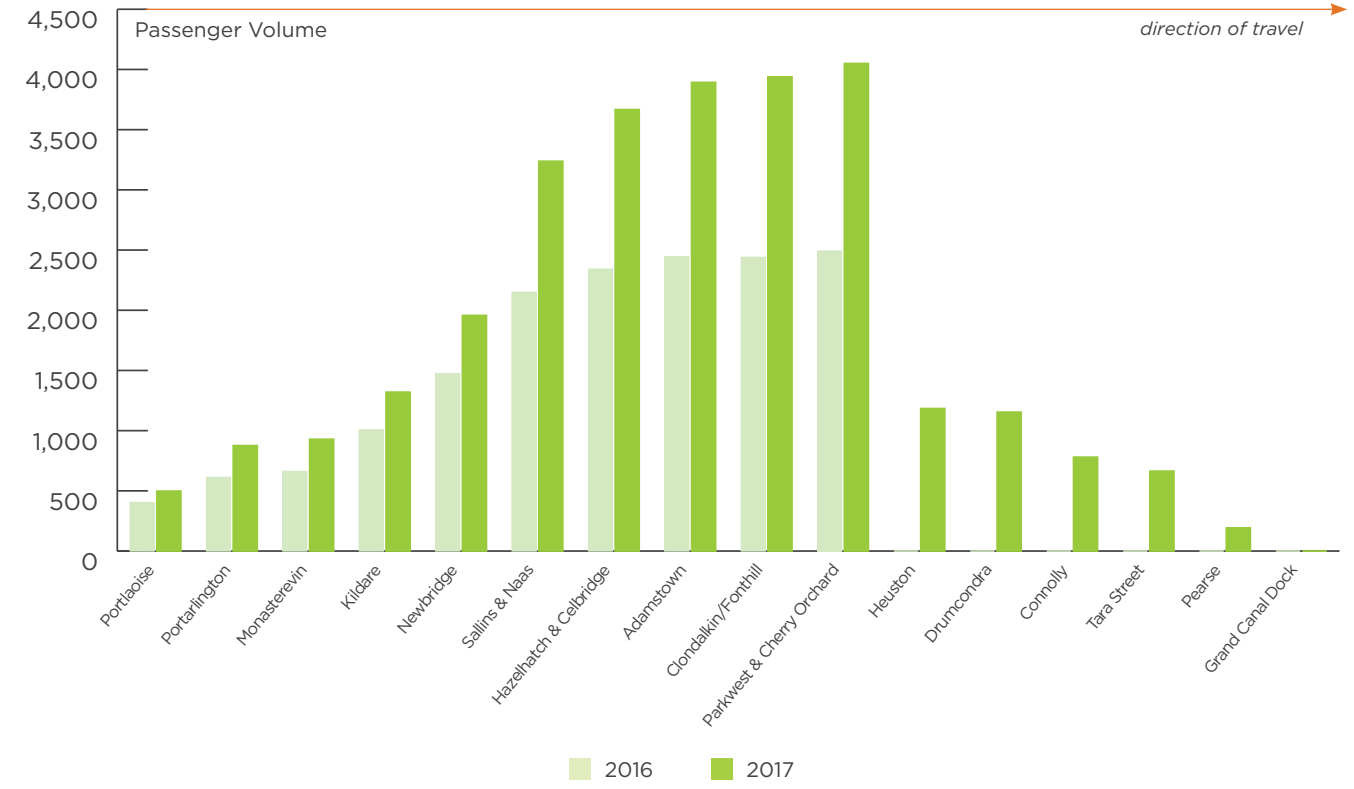
Chart 16: Hourly Profile of Demand, Heuston Commuter, 2016[12] and 2017



Profile of Demand by Station

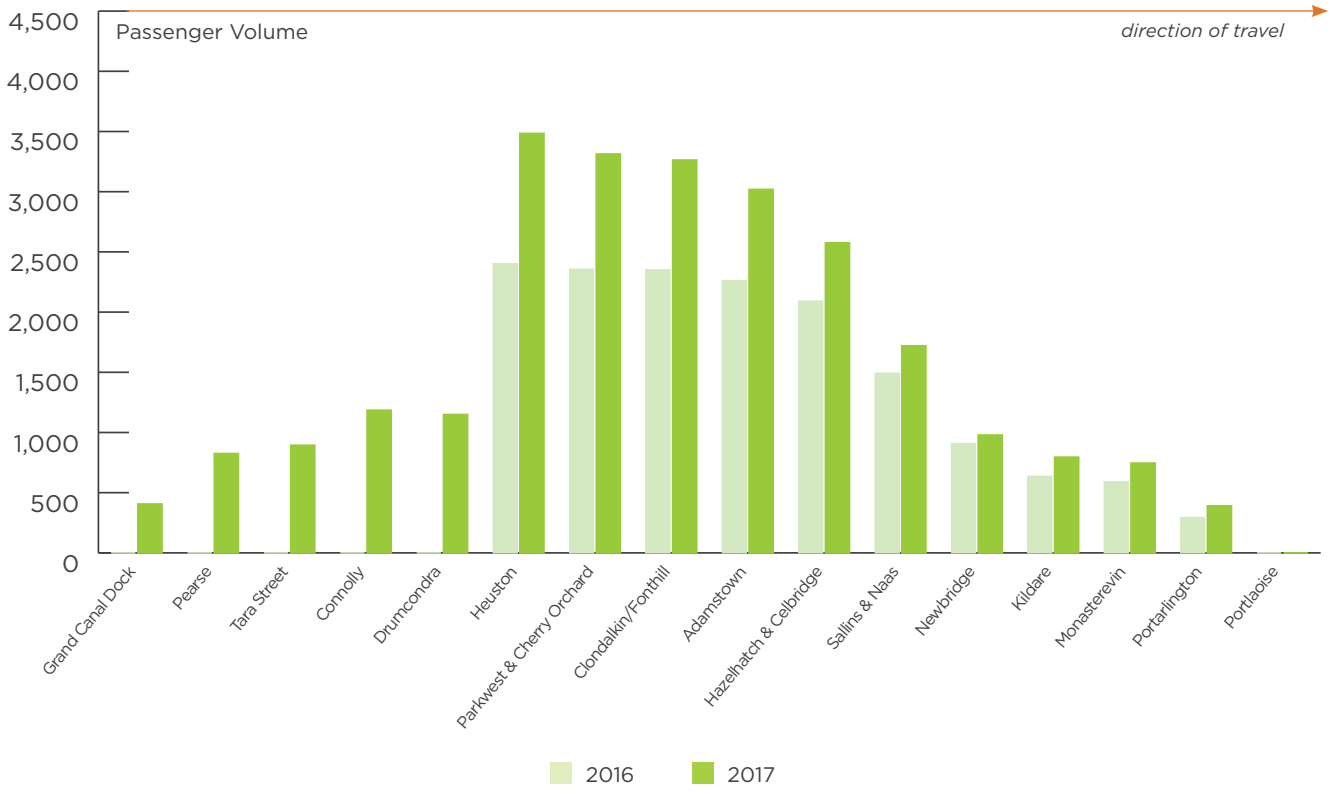
Charts 17 and 18 show the daily patronage build-up on the Heuston commuter line in 2016 and 2017.

Chart 17: Profile of Demand by Station, Kildare Line (eastbound), 2016 and 2017[13]



[12] 2016 data is before the commencement of services to and from Grand Canal Dock
[13] Patronage at Athlone, Clara and Tullamore represented at Portarlington, from Athy and Carlow at Kildare

Chart 18: Profile of Demand by Station, Kildare Line (westbound), 2016 and 2017



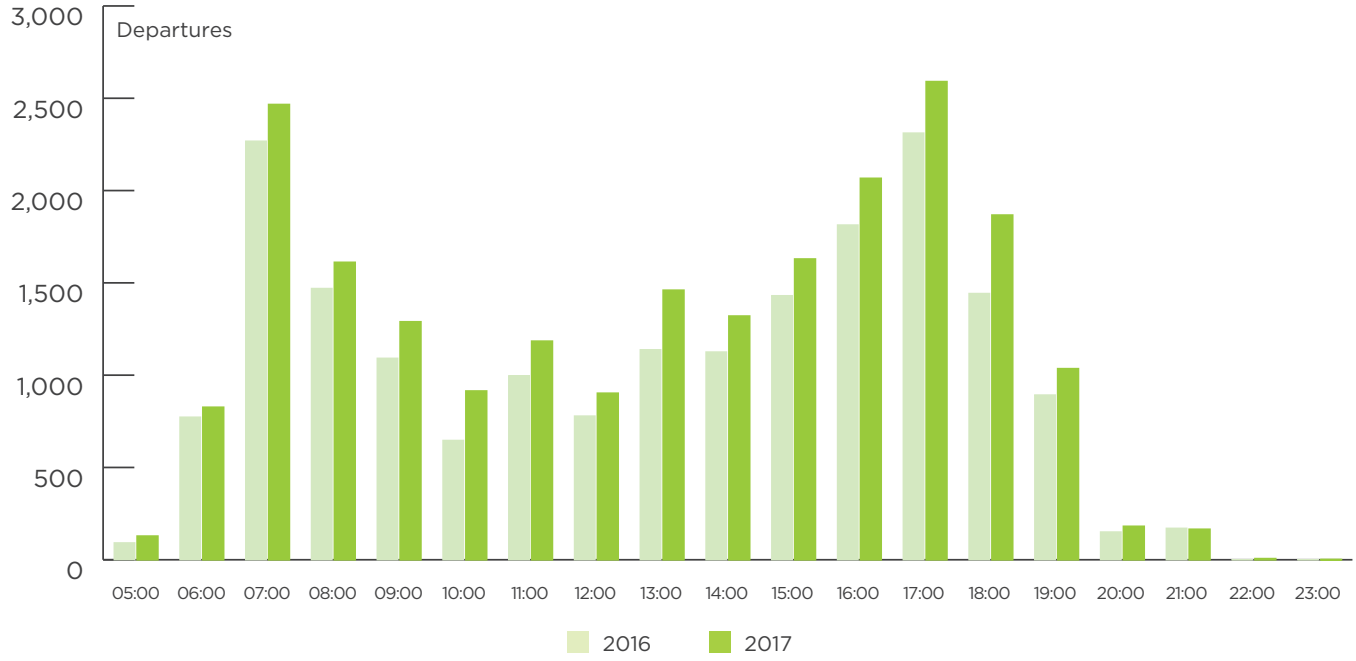
Heuston Inter City Services

A number of rail lines operate out of Heuston. This network of lines serves the majority of the country, with services to and from Kildare, Waterford, Newbridge, Athlone, Carlow, Portlaoise, Cork, Tralee, Limerick, Galway and Westport. Chart 19 shows the build-up of demand on all Inter City Heuston services over the course of the census day. The build-up captures the total boardings per hour based on time of arrival or departure from Heuston station.

Table 17: Total daily patronage on Inter City Services to & from Heuston, 2017

Line	2016	2017	Annual % Change
From Heuston	9,031	10,458	16%
To Heuston	9,568	11,158	17%
Total	18,599	21,616	16%

Chart 19: Profile of Demand by Station, Heuston Inter City services, 2016 and 2017



Cork Commuter and Regional Services Included:

Midleton/Cobh – Cork – Mallow – Tralee

Table 18: Total daily patronage on Cork Commuter Lines, 2017

Line	2016	2017	Annual % Change
To Cork (inbound)	2,840	2,974	5%
From Cork (outbound)	2,751	2,920	6%
Total	5,591	5,894	5%

Hourly Profile of Demand

Chart 20: Hourly Profile of Demand, Cork Commuter and Regional Lines, 2016 and 2017

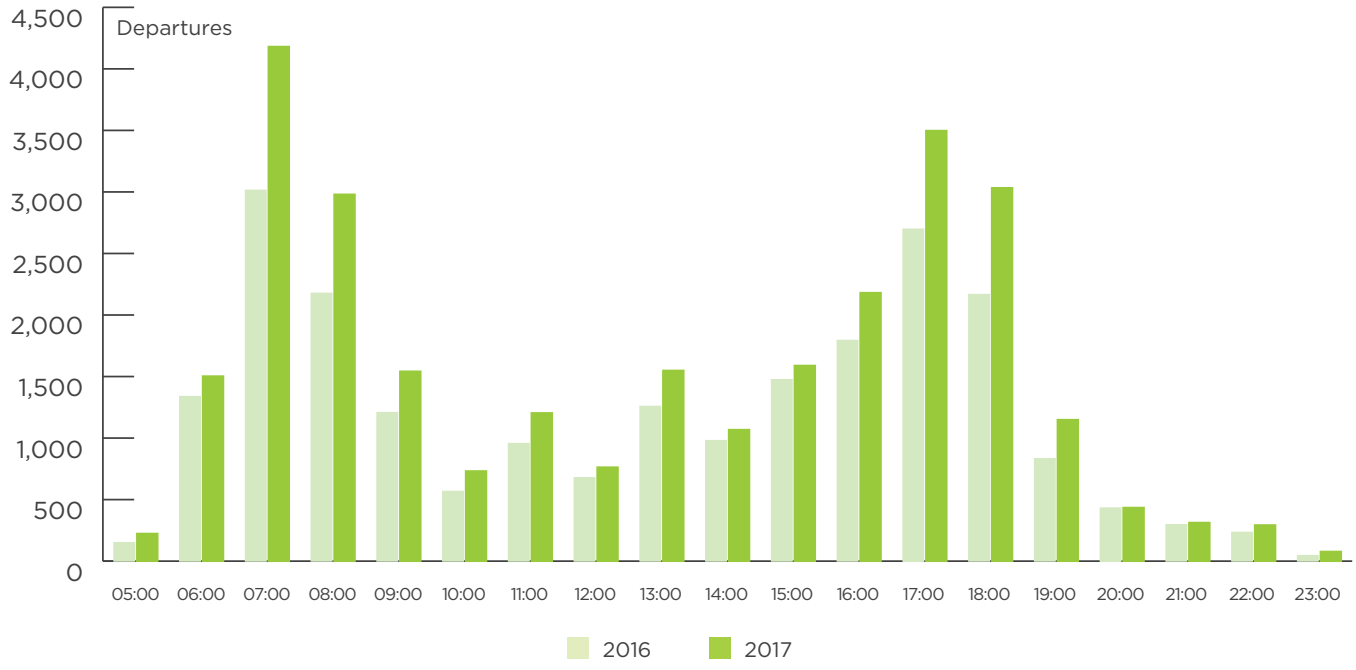


Chart 21a: Profile of Demand by Station, Commuter Services from Cork 2016 and 2017[14]

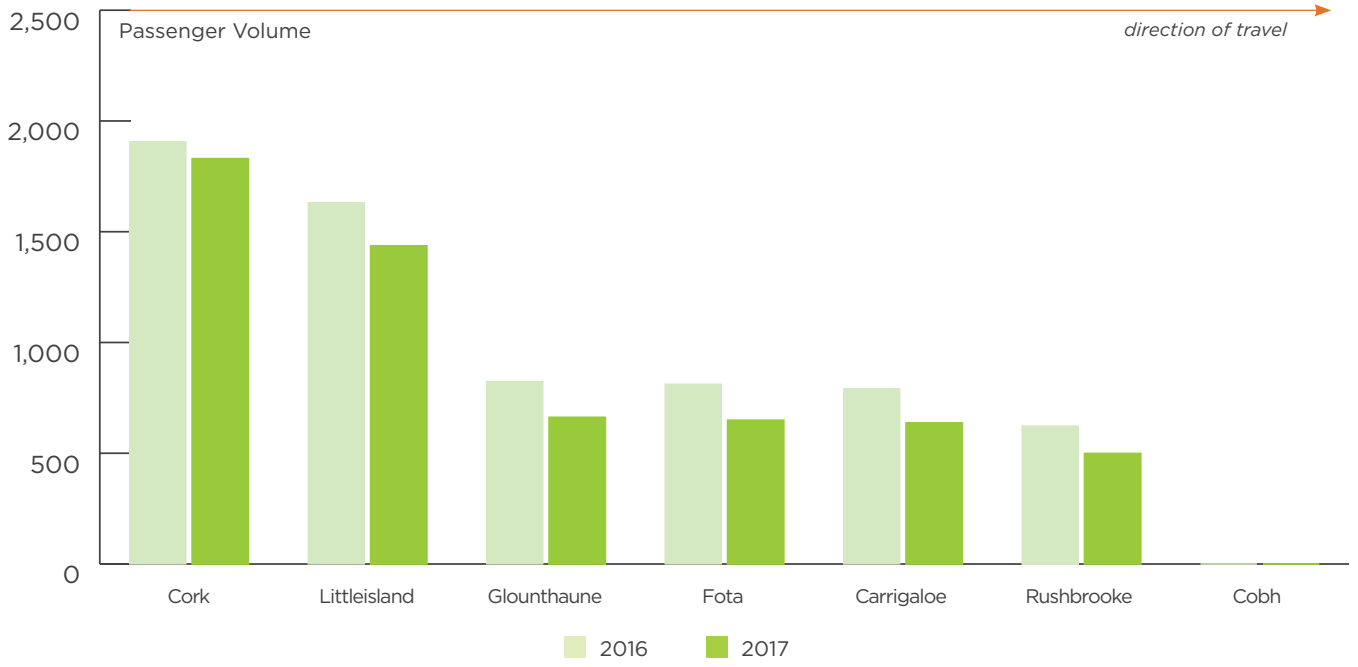
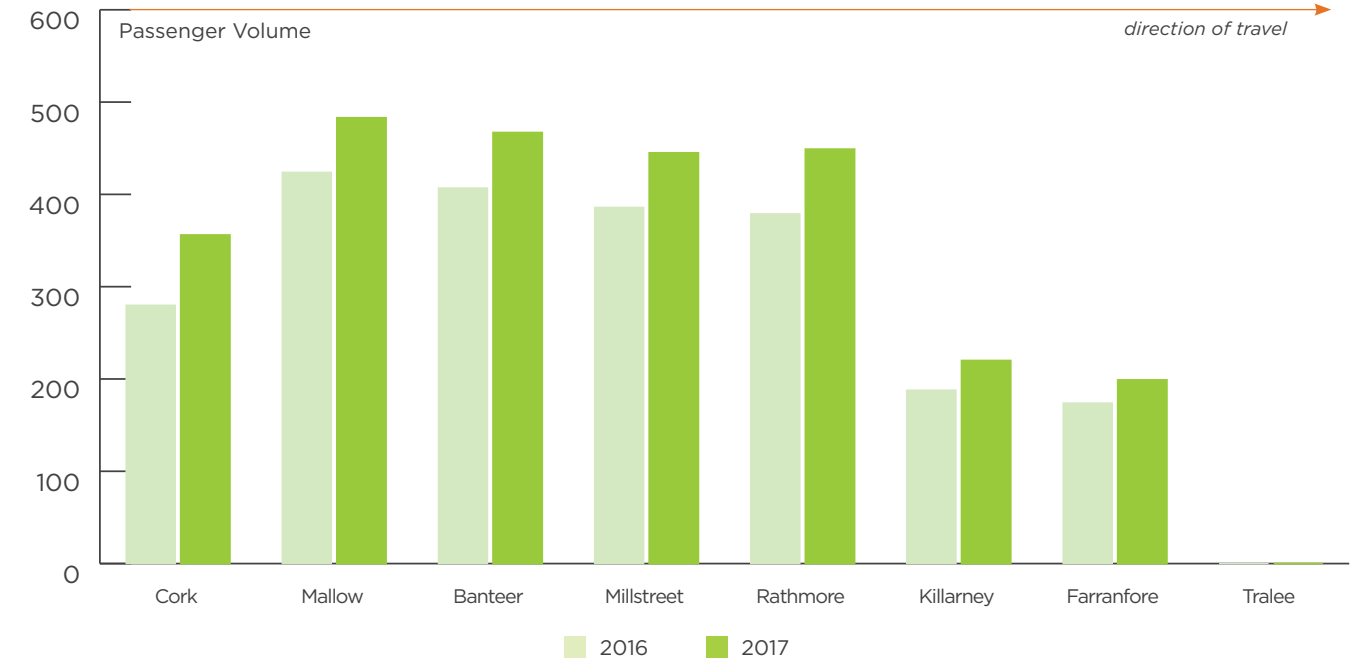


Chart 21b: Profile of Demand by Station, Services from Cork to Tralee 2016 and 2017



[14] Passengers to Midleton and Carrigtwohill counted at Glounthaune

Chart 22a: Profile of Demand by Station, Commuter Services to Cork 2016 and 2017[15]

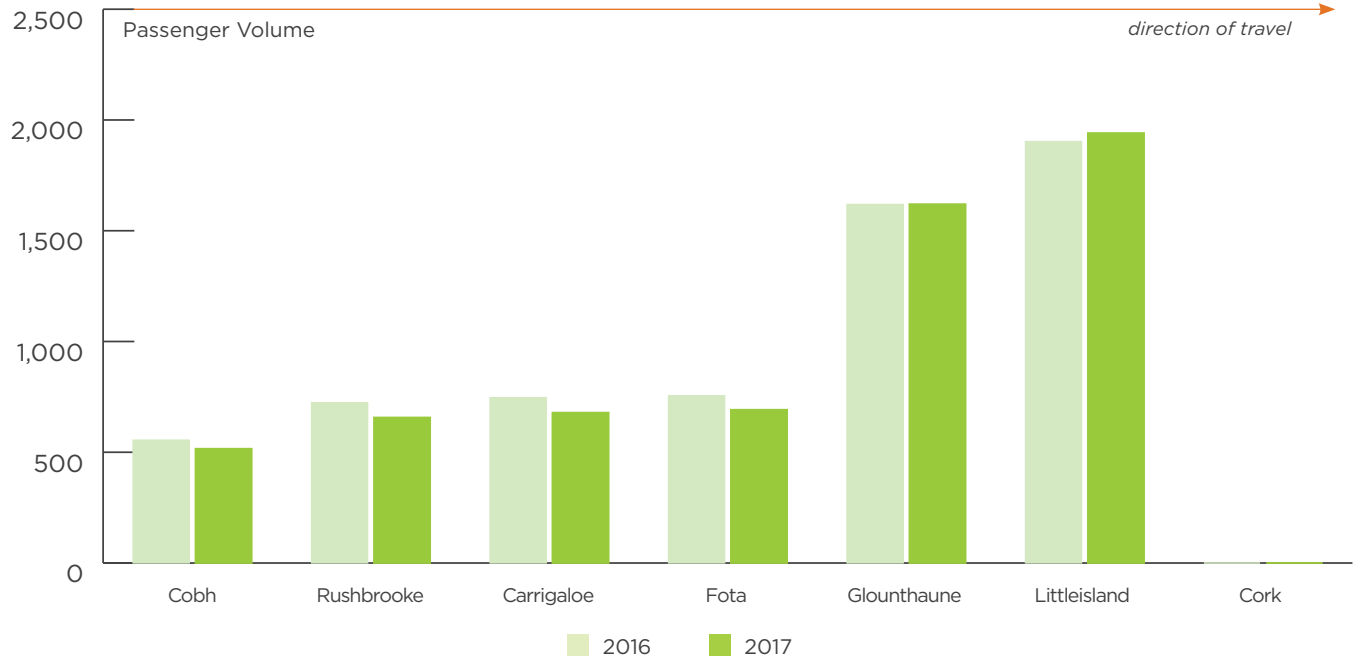
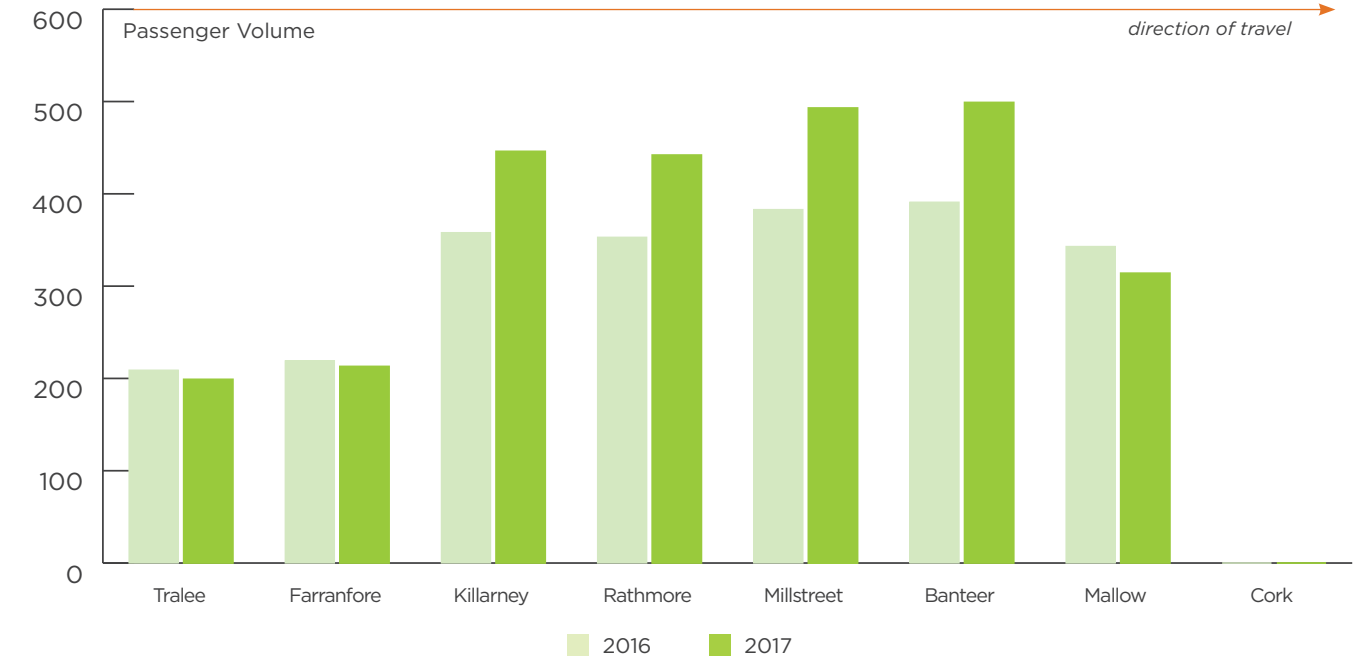


Chart 22b: Profile of Demand by Station, Services from Tralee to Cork 2016 and 2017



[15] Passengers from Midleton and Carrigtwohill counted at Glounthaune

Other Lines

Table 19: Daily Patronage on remaining Lines outside Cork and the GDA

Line	2016	2017	Annual % Change
Galway - Athenry/Athlone/Westport	716	906	27%
Galway - Ennis/Limerick/Limerick Junction	2,083	2,329	12%
Limerick - Nenagh/Thurles/Ballybrophy	163	209	28%
Waterford - Limerick Junction	109	119	9%
Total	3,071	3,563	16%

Radial Rail Usage in Dublin

Daily boardings by radial corridor

Table 20: Daily Boardings from Stations Inbound to the City Centre

			Boardings					
Radial Corridor	**Section**	**Service**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**
Northern Line	Malahide/ Howth -	DART	12,403	11,949	12,160	14,432	16,017	17,158
	Clontarf Road	Commuter	7,064	7,380	7,329	8,103	8,160	9,101
	Dundalk - Howth	InterCity	1,536	1,410	1,167	1,202	1,365	1,728
Total			**21,003**	**20,739**	**20,656**	**23,737**	**25,541**	**27,987**
South Eastern Line	Greystones - Grand Canal Dock	DART	19,667	19,468	18,630	22,081	22,465	24,401
	Bray - Grand Canal Dock	Commuter	817	495	558	521	538	811
	Rosslare - Grand Canal Dock	InterCity	1,180	876	1,521	1,482	1,644	1,885
Total			**21,664**	**20,839**	**20,709**	**24,084**	**24,647**	**27,097**
Heuston Lines	Portlaoise – Heuston/ Grand Canal Dock	Commuter	1,737	2,275	2,741	2,887	2,973	5,038
	National – Heuston	InterCity	8,251	8,927	8,576	9,526	9,918	11,182
Total			**9,988**	**11,202**	**11,317**	**12,413**	**12,891**	**16,220**
Sligo Lines	Longford - Drumcondra	Commuter	7,594	7,500	8,151	9,396	9,793	11,513
	Sligo - Drumcondra	InterCity	1,871	1,611	1,635	2,011	1,912	2,218
Total			**9,465**	**9,111**	**9,786**	**11,407**	**11,705**	**13,731**

Peak Hour Flows by Radial Corridor

Tables 21 & 22: Maximum Flows per Line in the Morning & Evening Peak Hours (8:00-9:00 & 17:00-18:00)

Radial Corridor	Service	Max. Hourly Passenger Flow	Location of Maximum Flow
Northern Lines	DART	5,034	Clontarf Road - Connolly
	Commuter	2,051	Howth Junction – Connolly
	InterCity	363	Drogheda - Connolly
Total		**7,448**	
South-Eastern Lines	DART	3,993	Booterstown – Sydney Parade
	Commuter	-	No Commuter services 08:00-09:00
	InterCity	434	Blackrock – Lansdowne Rd.
Total		**4,427**	
Heuston Lines	Commuter	863	Parkwest and Cherry Orchard – Heuston
	InterCity	1,557	Kildare - Heuston
Total		**2,420**	
Sligo Lines	Commuter	4,102	Ashtown - Broombridge
	InterCity	512	Maynooth – Leixlip Louisa Bridge
Total		**4,614**	

Line	Service	Max. Hourly Passenger Flow	Location of Maximum Flow
Northern Lines	DART	3,396	Connolly – Clontarf Road
	Commuter	1,862	Connolly – Howth Junction & Donaghmede
	InterCity	395	Connolly[16] – Dundalk
Total		**5,653**	
South-Eastern Lines	DART	2,634	Sydney Parade – Sandymount
	Commuter	389	Bray – Greystones
	InterCity	-	No Inter City services 08:00-09:00
Total		**3,023**	
Heuston Lines	Commuter	955	Parkwest & Cherry Orchard – Clondalkin/Fonthill
	InterCity	2,073	Heuston - Kildare
Total		**3,028**	
Sligo Lines	Commuter	2,153	Navan Road Parkway - Castleknock
	InterCity	539	Connolly - Leixlip Louisa Bridge
Total		**2,692**	

[16] 1650 Connolly – Belfast, Enterprise

Train Loadings by Radial Corridor

Table 23 & 24: Most Heavily Loaded Trains in the Morning Peak

Line	Service	Maximum Load Per	Service	Location
Northern Lines	DART	1,077	08:02 Howth - Greystones	Clontarf Road - Connolly
	Commuter	935	07:12 Drogheda - Bray	Howth Junction & Donaghmede - Connolly
	InterCity	441	06:45 Belfast - Connolly	Drogeda - Connolly
South-Eastern Lines	DART	1,046	08.00 Greystones- Malahide	Booterstown – Sydney Parade
	Commuter	434	05:35 Rosslare Europort - Dundalk	Blackrock - Lansdowne Road
	InterCity	-	No Inter City Services	
Heuston Lines	Commuter	367	07:20 Newbridge – Grand Canal Dock	Drumcondra - Connolly
	InterCity	424	06:05 Waterford - Heuston	Newbridge - Heuston
Sligo Lines	Commuter	1,027	07.55 Maynooth - Bray	Drumcondra - Connolly
	InterCity	512	05.45 Sligo - Connolly	Maynooth - Broombridge

Table 25: Most Heavily Loaded Trains in the Evening Peak

Line	Service	Maximum Load Per	Train	Location of Busiest Service
Northern Lines	DART	938	16.30 Greystones - Malahide	Connolly - Clontarf Road
	Commuter	746	16.50 Bray - Drogheda	Connolly - Clongriffin
	InterCity	395	16:50 Connolly - Belfast	Connolly - Dundalk
South-Eastern Lines	DART	939	17:00 Malahide – Greystones	Lansdowne Road - Sandymount
	Commuter	388	17:36 Connolly - Wexford	Pearse – Dun Laoghaire
	InterCity	-	No Inter City Services	
Heuston Lines	Commuter	340	17.10 Heuston - Athlone	Heuston - Newbridge
	InterCity	491	17:30 Heuston - Galway	Heuston - Sallins & Naas
Sligo Lines	Commuter	758	17.05 Bray - Maynooth	Drumcondra - Broombridge
	InterCity	539	17.05 Connolly - Sligo	Connolly - Drumcondra

Appendix A: Daily Boardings at each Station, by Service Type

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Rosslare Euro Port			7	0			7	11	21	13	20	20
Rosslare Strand			19	0			19	16	24	14	21	25
Wexford			124	23			147	76	115	78	68	81
Enniscorthy			50	15			65	54	57	38	43	61
Gorey			72	4			76	73	86	78	86	105
Arklow			109	12			121	85	88	91	109	119
Rathdrum			64	5			69	68	111	75	98	94
Wicklow			226	43			269	168	155	152	166	180
Kilcoole			83	16			99	39	24	33	31	23
Greystones	1909	340	274	45			2568	1927	1951	1561	1783	1858
Bray	3155	260	336	147	48	0	3946	3144	2974	2573	2909	3029
Shankill	1214	128					1342	1367	1456	1085	1149	1301
Killiney	879	110					989	853	792	731	882	859
Dalkey	1303	445					1748	1621	1634	1301	1531	1544
Glenageary	1689	150					1839	1666	1661	1388	1568	1494
Sandycove & Glasthule	1068	221					1289	1208	1157	1004	1022	995
Dun Laoghaire	2729	919	188	176	115	2	4129	3574	3315	2610	3168	3359
Salthill & Monkstown	1096	227					1323	1387	1379	1065	1168	1041
Seapoint	620	188					808	836	869	682	785	699
Blackrock	2324	610	146	19	54	2	3155	2974	2862	2699	2091	2399
Booterstown	1009	603					1612	1644	1320	1274	1334	1164
Sydney Prde	1404	622	68	12	83	4	2193	1883	1847	1552	1327	1308
Sandymount	727	353					1080	1044	1243	828	889	975

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Lansdowne	1833	1227	119	23	224	3	3429	3500	3459	2868	2529	2490
Grand Canal Dock	1442	1517	141	32	120	0	3252	2896	2671	2712	2579	2825
Pearse	3772	5566	3114	480	2057	21	15010	14827	13292	13560	12168	11312
Tara Street	2652	4034	1436	430	660	90	9302	7952	7730	6746	6344	6556
Connolly	3374	3296	5031	1099	4692	48	17540	14857	14679	12029	12512	13477
Clontarf Rd	484	1568					2052	1946	1694	1272	1377	1431
Killester	210	1987					2197	2225	1786	1595	1575	1592
Harmonstwn	118	1196					1314	1396	1071	998	1011	994
Raheny	197	1953					2150	2024	1883	1758	1641	1672
Kilbarrack	281	1235					1516	1373	1368	1106	1043	1138
Howth Junc Donaghmede	402	1271	282	208			2163	1818	1715	1613	1667	1730
Bayside	107	1395					1502	1400	1403	1222	1156	1024
Sutton	51	923					974	963	741	669	689	657
Howth	0	1439					1439	1240	1259	875	1073	1285
Clongriffin	62	1068	8	158			1296	1256	1013	830	767	674
Portmarnock	570	999	30	382			1981	1450	1191	1182	1186	1236
Malahide	10	2124	363	827			3324	2626	2604	2086	2177	2318
Donabate			187	1184			1371	1392	1386	1105	1149	1213
Rush & Lusk			110	837			947	972	905	808	920	800
Skerries			159	1426			1585	1424	1446	1314	1365	1279
Balbriggan			134	2104			2238	1782	1872	1757	1753	1778
Gormanston			3	81			84	101	72	87	113	92
Laytown			8	424			432	397	392	305	371	375
Drogheda			95	1024			1119	1086	1264	957	962	1094
Dundalk			70	446			516	579	465	394	492	567
Belfast			0	1322			1322	1011	853	1094	1047	1040
Docklands					1466	0	1466	1326	1064	874	850	811
Drumcondra					857	255	1112	1183	1258	1291	1065	1150

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Broombridge					203	301	504	418	370	221	249	229
Ashtown					149	961	1110	995	928	930	743	743
Navan Road Parkway					36	249	285	323	270	245	232	197
Castleknock					172	716	888	792	781	716	841	840
Coolmine					270	2646	2916	1502	1544	1332	1554	1550
Clonsilla					455	1144	1599	1767	1698	1480	1161	1262
Hansfield					4	207	211	210	143	87	58	-
Dunboyne					5	289	294	279	184	220	171	177
M3 Parkway					0	422	422	400	298	174	206	226
Leixlip Conf.					132	484	616	529	520	416	497	511
Leixlip Louisa Bridge					116	943	1059	1112	1067	1054	834	969
Maynooth					250	2886	3136	2695	2831	2006	2232	2202
Kilcock					32	310	342	237	258	225	233	247
Enfield					14	199	213	137	127	100	110	131
Mullingar					65	468	533	473	509	492	370	451
Edge'stown					12	121	133	116	130	104	122	167
Longford					62	310	372	254	322	266	181	221
Dromod					16	74	90	112	79	124	88	81
Carrick-on-Shannon					48	94	142	105	141	103	95	114
Boyle					28	61	89	67	77	58	54	76
Ballymote					36	51	87	91	131	74	93	69
Collooney					12	47	59	56	56	50	46	41
Sligo					0	482	482	426	401	307	379	436

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bound	Region North Bound	Region South Bound	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Grand Canal Dock	35	406					441					
Pearse	23	432					455					
Tara Street	49	91					140					
Connolly	96	426					522					
Drumcondra	170	123					293					
Heuston	0	10700					10700	9537	9997	9394	8497	8650
Parkwest & C'y Orchard	292	118					410	255	202	184	155	126
Clondalkin / Fonthill	106	58					164	54	40	54	56	37
Adamstown	249	21					270	134	108	87	71	85
Hazelhatch & Celbridge	464	33					497	299	271	270	260	323
Sallins Naas	1634	149					1783	1026	964	1123	814	916
Newbridge	1151	132					1283	1224	1067	1081	1058	989
Kildare	612	276					888	775	683	612	806	754
Athy	358	106					464	464	442	314	360	446
Carlow	575	193					768	745	593	575	657	565
M'asterevin	97	13					110	101	87	91	72	37
P'tarlington	544	184					728	565	705	806	677	504
Portlaoise	879	157					1036	825	804	727	721	488
Ballybrophy	115	3			35	0	153	161	121	99	146	84
Templemore	75	21					96	77	106	70	62	67
Thurles	379	206			16		601	563	557	559	483	504
Limerick Junc	925	185			690	36	1836	1501	1562	1409	1109	1334
Limerick	281	0			264	742	1287	1112	1157	1073	963	1221
Charleville	91	11					102	73	84	65	119	78
Mallow	506	157	302	465			1430	1454	1451	1368	1569	1246

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bound	Region North Bound	Region South Bound	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Cork	1885	0	0	2186			4071	3752	3462	2896	3188	3112
Muine Bheag	131	9					140	145	127	146	129	108
Kilkenny	399	74					473	400	355	350	362	328
T'mastown	51	2					53	52	39	39	53	36
Tullamore	522	132					654	470	618	475	452	371
Clara	96	36					132	137	109	83	61	55
Athlone	434	396					830	713	705	560	560	468
Ballinasloe	107	121					228	195	204	68	121	109
Woodlawn	19	49					68	35	38	22	24	10
Attymon	1	13					14	8	7	3	1	1
Athenry	136	160			145	25	466	376	393	266	141	363
Galway	1424	0			0	303	1727	1260	1402	1218	1053	1011
Roscommon	94	27					121	88	75	72	80	63
Castlerea	87	9					96	70	58	60	49	53
Ballyhaunis	90	16					106	80	67	64	45	45
Claremorris	76	12					88	113	86	87	66	54
Castlebar	156	7					163	145	120	114	82	93
Westport	106	0					106	153	135	104	85	90
Manulla Junc	112	111					223	146	119	78	101	138
Foxford	16	3					19	19	5	-	15	12
Ballina	96	0					96	62	50	-	51	65
Banteer	10	0	17	8			35	32	39	19	38	37
Millstreet	20	0	65	13			98	55	91	111	380	43
Rathmore	8	0	10	26			44	30	59	18	42	41
Killarney	57	8	263	28			356	213	224	228	357	240
Farranfore	8	0	16	1			25	21	21	14	32	29
Tralee	27	0	199	0			226	240	236	208	411	281

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bound	Region North Bound	Region South Bound	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Littleisland			418	77			495	432	347	218	316	250
Gl'thaune			232	55			287	229	186	139	203	162
C'twohill			134	23			157	148	95	98	91	83
Midleton			608	0			608	638	461	458	495	422
Fota			19	7			26	14	10	9	82	23
Carrigaloe			28	8			36	40	37	19	31	36
Cobh			516	1			517	555	481	369	517	504
Sixmilebrdg					17	36	53	57	53	55	46	60
Ennis					35	155	190	153	261	173	236	276
Gort					15	1	16	31	19	20	13	18
Ardrahan					2	1	3	5	3	7	8	14
Craughwell					27	6	33	18	13	13	10	27
Oranmore	18	128			96	20	262	70	63	19	23	
Roscrea					27	3	30	6	7	4	19	15
Cl'jordan					2	4	6	9	6	8	15	5
Nenagh					7	17	24	13	17	9	14	18
Birdhill					7	0	7	6	11	6	10	8
C'leconnell					11	2	13	12	15	10	15	9
Carrick-on-Suir					2	2	4	3	1	-	6	15
Clonmel					21	8	29	27	23	20	29	29
Cahir					4	5	9	10	9	5	11	9
Tipperary					1	2	3	13	11	7	9	31

Appendix B: Daily Alightings at each Station by Service Type

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Rosslare Euro Port			0	19			19	25	27	16	21	18
Rosslare Strand			0	25			25	35	42	24	25	30
Wexford			14	226			240	82	137	82	31	64
Enniscorthy			3	98			101	51	53	65	49	55
Gorey			0	150			150	116	85	77	89	107
Arklow			2	149			151	126	93	95	122	117
Rathdrum			11	63			74	52	106	93	88	92
Wicklow			29	205			234	181	187	162	160	145
Kilcoole			28	65			93	9	96	25	26	34
Greystones	0	2011	16	174			2201	1743	1711	1460	1551	1571
Bray	139	3247	88	274	0	10	3758	3220	2870	2997	2818	2867
Shankill	147	1168					1315	1278	1147	1049	1012	1088
Killiney	119	813					932	772	741	734	750	774
Dalkey	466	1310					1776	1742	1650	1258	1594	1586
Glenageary	150	1440					1590	1454	1468	1324	1311	1299
Sandycove & Glasthule	269	823					1092	1084	1067	968	957	999
Dun Laoghaire	869	2669	165	355	6	32	4096	3492	3430	2633	3178	3278
Salthill & Monkstown	215	1045					1260	1182	1084	949	981	990
Seapoint	134	529					663	554	629	514	551	550
Blackrock	776	1971	57	155	10	37	3006	2985	2866	2764	2265	2353
Booterstown	652	1017					1669	1445	1429	1098	1144	1131
Sydney Prde	713	1411	0	193	0	48	2365	2175	1898	1716	1542	1525
Sandymount	388	719					1107	981	1355	846	836	972

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Lansdowne	1026	1992	111	392	3	133	3657	3888	4089	2722	3328	2906
Grand Canal Dock	1966	1897	2	394	6	145	4410	3958	3759	3355	3051	2833
Pearse	5011	4768	518	2582	83	2166	15128	14221	14127	12021	11238	11271
Tara Street	4349	2960	308	1225	71	701	9614	8461	9645	7513	7473	7971
Connolly	3276	3982	530	4999	125	5410	18322	16109	15220	12931	13311	14128
Clontarf Rd	1501	590					2091	2206	1713	1405	1337	1346
Killester												
Harmonstwn	1163	121					1284	1312	990	897	823	916
Raheny	1788	301					2089	2161	1789	1698	1493	1489
Kilbarrack	1245	307					1552	1331	955	1112	1072	994
Howth Junc Donaghmede	1316	374	288	191			2169	2044	2179	1708	1836	1764
Bayside	1163	118					1281	1250	1113	1091	1048	958
Sutton	842	77					919	662	536	640	616	646
Howth	1560	0					1560	1138	1286	898	1255	1178
Clongriffin	959	46	203	11			1219	985	875	726	567	640
Portmarnock	1137	44	514	34			1729	974	899	940	978	1057
Malahide	1552	0	1187	291			3030	2158	2508	1992	2178	2302
Donabate			1187	160			1347	1598	1161	1057	1051	1029
Rush & Lusk			778	94			872	894	775	795	828	876
Skerries			1381	207			1588	1320	1466	1227	1308	1460
Balbriggan			2154	108			2262	1868	1422	1564	1711	1543
Gormanston			112	0			112	55	82	71	99	85
Laytown			418	12			430	354	367	349	345	367
Drogheda			1027	111			1138	917	1121	1041	979	1040
Dundalk			448	87			535	516	475	453	532	515
Belfast			1477	0			1477	1313	936	1126	1100	1074
Docklands					0	2035	2035	1515	1244	1141	966	1048
Drumcondra					275	1097	1372	1413	1249	1154	1135	1176

Route	DART North Bound	DART South Bound	Rosslare to Dundalk	Dundalk to Rosslare	Bray to Sligo	Sligo to Bray	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Broombridge					319	199	518	440	318	257	215	207
Ashtown					795	161	956	750	787	773	665	660
Navan Road Parkway					232	24	256	303	253	222	202	204
Castleknock					843	158	1001	727	784	694	817	793
Coolmine					1313	321	1634	1527	1682	1406	1317	1392
Clonsilla					1088	431	1519	1477	1470	1126	1202	1173
Hansfield					207	8	215	184	148	101	82	
Dunboyne					325	1	326	228	202	211	138	185
M3 Parkway					427	0	427	344	283	215	231	231
Leixlip Conf.					509	102	611	556	473	436	428	480
Leixlip Louisa Bridge					809	71	880	1097	933	1039	870	932
Maynooth					2901	191	3092	2567	2906	2276	2148	2242
Kilcock					281	24	305	213	258	236	232	225
Enfield					204	19	223	141	144	142	148	145
Mullingar					479	104	583	516	558	564	407	507
Edge'stown					134	22	156	101	149	122	145	169
Longford					267	74	341	292	374	269	212	194
Dromod					93	25	118	96	138	120	86	94
Carrick-on-Shannon					123	47	170	118	140	94	135	122
Boyle					57	40	97	68	70	57	69	100
Ballymote					60	45	105	110	126	64	108	90
Collooney					81	9	90	75	92	74	84	58
Sligo					367	0	367	311	443	304	292	467

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bound	Region North Bound	Region South Bound	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Grand Canal Dock	227	0					227					
Pearse	495	13					508					
Tara Street	165	22					187					
Connolly	470	135					605					
Drumcondra	200	159					359					
Heuston	11596	0					11596	10007	9753	9273	8686	8515
Parkwest & C'y Orchard	180	291					471	247	265	171	114	140
Clondalkin / Fonthill	62	103					165	64	48	51	48	46
Adamstown	23	268					291	122	114	97	98	107
Hazelhatch & Celbridge	35	512					547	290	276	260	258	325
Sallins Naas	99	1295					1394	1128	1018	1006	908	943
Newbridge	185	1193					1378	1169	1105	1034	999	973
Kildare	286	588					874	739	662	731	733	616
Athy	119	358					477	466	510	408	371	461
Carlow	150	538					688	735	637	582	617	524
M'asterevin	4	80					84	70	71	82	64	56
P'tarlington	103	583					686	615	705	754	587	528
Portlaoise	126	780					906	793	745	737	583	418
Ballybrophy	6	133			0	24	163	131	139	108	129	129
Templemore	26	61					87	84	80	90	89	81
Thurles	222	389			0		611	574	456	578	463	458
Limerick Junc	201	752			43	796	1792	1488	1552	1435	1263	1571
Limerick	0	259			661	172	1092	1203	1167	1000	849	1192
Charleville	17	66					83	67	82	91	185	79
Mallow	312	407	487	338			1544	1270	1251	1276	1460	1404

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bound	Region North Bound	Region South Bound	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Cork	0	1795	2227	0			4022	3811	3354	2764	3322	3239
Muine Bheag	21	134					155	166	162	153	174	121
Kilkenny	98	401					499	348	285	404	346	263
T'mastown	1	60					61	65	48	41	55	36
Waterford	0	435			0	25	460	373	421	472	414	437
Tullamore	127	419					546	446	678	447	327	412
Clara	32	93					125	119	117	82	75	41
Athlone	305	454					759	589	637	604	575	427
Ballinasloe	119	81					200	151	182	148	69	119
Woodlawn	39	21					60	38	43	25	18	26
Attymon	20	0					20	9	7	8	45	11
Athenry	171	177			35	140	523	368	422	297	133	241
Galway	0	1416			404	0	1820	1199	1162	778	1125	884
Roscommon	24	109					133	75	74	83	84	69
Castlerea	6	63					69	67	63	66	57	61
Ballyhaunis	13	55					68	59	70	48	45	52
Claremorris	7	87					94	95	89	63	128	82
Castlebar	5	173					178	150	79	103	110	128
Westport	0	137					137	101	133	123	124	118
Manulla Junc	115	99					214	151	123	69	15	90
Foxford	5	16					21	23	7	-	21	18
Ballina	0	93					93	62	59	-	72	80
Banteer	0	10	11	24			45	30	22	17	34	26
Millstreet	2	19	14	35			70	38	60	52	34	48
Rathmore	1	8	14	22			45	40	45	33	53	34
Killarney	4	58	30	257			349	308	238	254	328	266
Farranfore	0	12	2	22			36	29	36	24	33	25
Tralee	0	59	0	199			258	223	268	288	405	216

Route	Heuston North Bound	Heuston South Bound	Cork West Bound	Cork East Bound	Region North Bound	Region South Bound	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Littleisland			97	471			568	423	378	215	315	288
Gl'thaune			44	215			259	239	246	136	207	196
C'twohill			30	101			131	137	92	93	100	81
Midleton			0	536			536	583	465	488	495	456
Fota			6	20			26	18	9	11	81	30
Carrigaloe			6	20			26	37	13	24	32	41
Rushbrooke			6	160			166	194	180	124	146	204
Cobh			0	500			500	623	455	396	517	492
Sixmilebrdg					26	20	46	55	30	54	28	41
Ennis					184	56	240	211	151	273	199	229
Gort					4	13	17	25	12	17	9	11
Ardrahan					6	2	8	2	8	12	6	3
Craughwell					9	21	30	17	14	28	10	15
Oranmore	52	45			16	47	160	89	73	54	22	-
Roscrea					5	5	10	5	3	5	7	1
Cl'jordan					3	2	5	9	9	5	5	4
Nenagh					40	5	45	15	17	11	5	2
Birdhill					1	7	8	4	10	8	2	2
C'leconnell					2	5	7	5	5	3	2	6
Carrick-on-Suir					5	3	8	6	-	13	4	7
Clonmel					10	18	28	18	17	29	25	46
Cahir					3	5	8	11	2	11	11	10
Tipperary					5	2	7	11	10	17	7	13

Appendix C: Train Capacity by Type

Train Type		Capacity	
4-DART	(4 Car DART Set)	700	Seats + Standing Accommodation
6-DART	(6 Car DART Set)	1050	Seats + Standing Accommodation
8-DART	(8 Car DART Set)	1400	Seats + Standing Accommodation
2 x 2600	(2 Car Commuter Rail Car)	206	Seats + Standing Accommodation
2 x 2800	(2 Car Commuter Rail Car)	221	Seats + Standing Accommodation
4 x 29000	(4 Car Commuter Rail Car)	640	Seats + Standing Accommodation
8 x 29000	(8 Car Commuter Rail Car)	1280	Seats + Standing Accommodation
1 x 3ICR	(3 Car InterCity Rail Car)	190	Seats
1 x 6ICR	(6 Car Premier Class InterCity Rail Car)	376	Seats
1 x 6HCR	(6 Car High Capacity InterCity Rail Car)	406	Seats
7 x MkIV	(7 Car Mk IV Set)	348	Seats
7 x DD	(7 Car De Dietrich Set)	358	Seats

Appendix D: Phoenix Park Tunnel Services

Service
06:14 Newbridge - Grand Canal Dock
06:50 Hazelhatch - Grand Canal Dock
07:00 Newbridge - Grand Canal Dock
07:20 Newbridge - Grand Canal Dock
07:25 Grand Canal Dock - Hazelhatch
07:49 Grand Canal Dock - Hazelhatch
08:10 Grand Canal Dock - Newbridge
08:10 Hazelhatch - Grand Canal Dock
08:35 Hazelhatch - Grand Canal Dock
09:12 Newbridge - Grand Canal Dock
15:10 Newbridge - Grand Canal Dock
15:55 Hazelhatch - Grand Canal Dock
16:20 Grand Canal Dock - Hazelhatch
16:40 Grand Canal Dock - Newbridge
17:00 Grand Canal Dock - Hazelhatch
17:00 Hazelhatch - Grand Canal Dock
17:25 Hazelhatch - Grand Canal Dock
17:28 Grand Canal Dock - Newbridge
17:55 Hazelhatch - Grand Canal Dock
17:57 Newbridge - Grand Canal Dock
17:58 Grand Canal Dock - Hazelhatch
18:16 Grand Canal Dock - Newbridge
18:40 Grand Canal Dock - Hazelhatch
19:13 Grand Canal Dock - Hazelhatch

NTA
Údarás Náisiúnta Iompair
National Transport Authority

For Further Information:

Media enquiries:
Dermot O'Gara
T: +353 0 1 8798346
National Transport Authority
Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2
D02 WT20

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Junction 3 - 2018 - Existing Road with Existing Traffic -AM-PM.j9
Path: M:\Projects\18\18-059 - Clongriffin Planning Application\Design\Civil\Traffic Modelling\MODELLING - JULY 2019\Junction 3
Report generation date: 13/08/2019 09:22:12

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	JUNCTION 3 - 2018							
Stream B-C	1.1	12.59	0.52	B	1.1	12.76	0.53	B
Stream B-A	0.0	9.51	0.01	A	0.0	9.69	0.04	A
Stream C-AB	0.9	12.75	0.48	B	1.1	13.48	0.53	B

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/11/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Single time segment only
D1	2018	AM	FLAT	08:00	09:00	60	✓
D2	2018	PM	FLAT	18:00	19:00	60	✓

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	JUNCTION 3	100.000

JUNCTION 3 - 2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.60			90.0	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.00	3.00	90	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552	0.085	0.214	0.135	0.306
1	B-C	681	0.088	0.222	-	-
1	C-B	626	0.205	0.205	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Single time segment only
D1	2018	AM	FLAT	08:00	09:00	60	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	142	100.000
B		✓	308	100.000
C		✓	332	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	130
	B	5	0	303
	C	71	261	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.52	12.59	1.1	B
B-A	0.01	9.51	0.0	A
C-AB	0.48	12.75	0.9	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	303	587	0.516	302	1.1	12.590	B
B-A	5	384	0.013	5	0.0	9.508	A
C-AB	262	543	0.483	261	0.9	12.752	B
C-A	70			70			
A-B	12			12			
A-C	130			130			

JUNCTION 3 - 2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		10.34	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Single time segment only
D2	2018	PM	FLAT	18:00	19:00	60	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	76	100.000
B		✓	333	100.000
C		✓	380	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	14	62
	B	15	0	318
	C	89	291	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.53	12.76	1.1	B
B-A	0.04	9.69	0.0	A
C-AB	0.53	13.48	1.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

18:00 - 19:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	318	598	0.532	317	1.1	12.763	B
B-A	15	386	0.039	15	0.0	9.691	A
C-AB	294	558	0.526	292	1.1	13.481	B
C-A	86			86			
A-B	14			14			
A-C	62			62			

TRANSYT 15

Filename: Junction 3 - 2025 AM.t15
Path: M:\Projects\18\18-059 - Clongriffin Planning Application\Design\Civil\Traffic Modelling\MODELLING - JULY 2019\Junction 3
Report generation date: 13/08/2019 09:28:08

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber
			✓		✓	✓	✓	✓	✓	✓	✓		

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	Veh	Veh	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Network Diagrams

A1 - 2025 - Proposed Road Improvements + Generated Trips
D1 - AM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:27:44	13/08/2019 09:27:45	08:00	120	265.15	17.56	71.37	A/1	0	0	A/1	Dx/1	A/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2025 - Proposed Road Improvements + Generated Trips		D1	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
AM				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
120		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

Traffic node	Name	Description
1	(untitled)	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			255.00	✓	Directly entered	1800	✓		Normal	
Ax	1	(untitled)			255.00						Normal	
B	1	(untitled)			220.00	✓	Directly entered	3600	✓		Normal	
Bx	1	(untitled)			220.00						Normal	
C	1	(untitled)			74.00	✓	Directly entered	1800	✓		Normal	
Cx	1	(untitled)			74.00						Normal	
D	1	(untitled)			285.00	✓	Directly entered	1800	✓		Normal	
Dx	1	(untitled)			285.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description
(ALL)	1	(ALL)	(untitled)	

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	364	364
Ax	1	268	268
B	1	445	445
Bx	1	421	421
C	1	436	436
Cx	1	576	576
D	1	110	110
Dx	1	90	90

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	A	
B	1	1	B	
C	1	1	C	
D	1	1	D	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
A	1	30.60	30.00
B	1	26.40	30.00
C	1	8.88	30.00
D	1	34.20	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
Ax	1	1	C/1	Ax/1	30.60	30.00	✓	Straight	Straight Movement
Bx	1	1	C/1	Bx/1	26.40	30.00	✓	Offside	85.68
Cx	1	1	A/1	Cx/1	8.88	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	34.20	30.00	✓	Nearside	37.50
Ax	1	2	B/1	Ax/1	30.60	30.00	✓	Offside	78.75
Bx	1	2	A/1	Bx/1	26.40	30.00	✓	Nearside	39.32
Cx	1	2	B/1	Cx/1	8.88	30.00	✓	Nearside	46.25
Dx	1	2	A/1	Dx/1	34.20	30.00	✓	Offside	87.50
Ax	1	3	D/1	Ax/1	30.60	30.00	✓	Nearside	37.50
Bx	1	3	D/1	Bx/1	26.40	30.00	✓	Straight	Straight Movement
Cx	1	3	D/1	Cx/1	8.88	30.00	✓	Offside	87.50
Dx	1	3	B/1	Dx/1	34.20	30.00	✓	Straight	Straight Movement

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	120	316
	2	0	0	33	77
	3	257	79	0	28
	4	319	11	115	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	C/1	Cx/1	#0000FF
	2	(untitled)	D/1	Dx/1	#FF0000
	3	(untitled)	A/1	Ax/1	#00FF00
	4	(untitled)	B/1	Bx/1	#FFFF00

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (Veh/hr)
1	1		1	2	C/1, Dx/1	Normal	0
	2		1	3	C/1, Ax/1	Normal	120
	3		1	4	C/1, Bx/1	Normal	316
	4		2	3	D/1, Ax/1	Normal	33
	5		2	4	D/1, Bx/1	Normal	77
	6		2	1	D/1, Cx/1	Normal	0
	8		3	4	A/1, Bx/1	Normal	28
	10		4	2	B/1, Dx/1	Normal	11
	11		4	3	B/1, Ax/1	Normal	115
	12		4	1	B/1, Cx/1	Normal	319
	13		3	2	A/1, Dx/1	Normal	79
	14		3	1	A/1, Cx/1	Normal	257

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	120

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	7	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 3, 2, 4	20, 64, 90, 104
	2	(untitled)	Single	1, 2, 3, 4	0, 25, 50, 75
	3	(untitled)	Single	1, 3, 4, 2	0, 25, 50, 75
	4	(untitled)	Single	1, 2, 4, 3	0, 25, 50, 75
	5	(untitled)	Single	1, 4, 2, 3	0, 25, 50, 75
	6	(untitled)	Single	1, 4, 3, 2	0, 25, 50, 75

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		3	3	3
	B	3		3	3
	C	3	3		3
	D	3	3	3	

Banned Stage transitions for Controller Stream 1

		To			
		1	2	3	4
From	1				
	2				
	3				
	4				

Interstage Matrix for Controller Stream 1

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

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	107	20	33	1	7
	2	✓	3	C	23	64	41	1	7
	3	✓	2	B	67	90	23	1	7
	4	✓	4	D	93	104	11	1	7

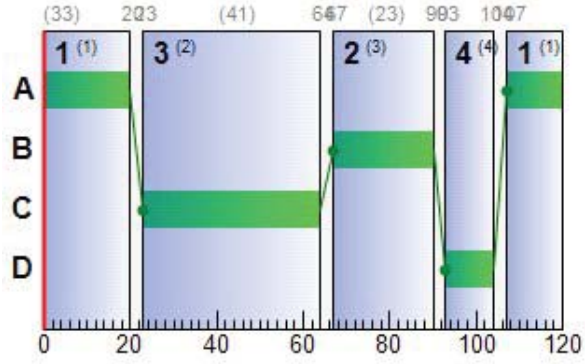
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	107	20	33
	B	1	✓	67	90	23
	C	1	✓	23	64	41
	D	1	✓	93	104	11

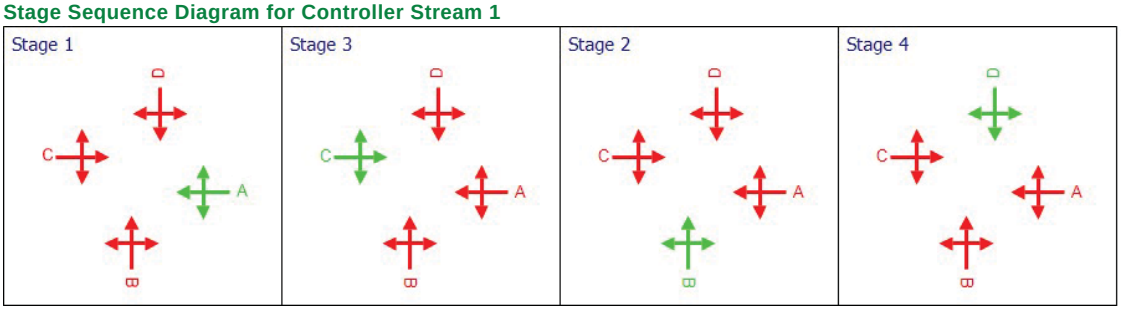
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	107	20	33
B	1	1	1	B	67	90	23
C	1	1	1	C	23	64	41
D	1	1	1	D	93	104	11

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
08:00-09:00	1	0.00	0.00	0.00	0.00

TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	TRANSYT Stage start (s)	TRANSYT Preceding interstage (s)	TRANSYT Stage minimum (s)
1	1	✓	1	A	104	3	10
	2	✓	3	C	20	3	10
	3	✓	2	B	64	3	10
	4	✓	4	D	90	3	10

Resultant Phase Green Periods

Controller Stream	Phase	Green period	TRANSYT Starting stage	TRANSYT Ending stage	TRANSYT Start lag (s)	TRANSYT End lag (s)
1	A	1	1	2	3	0
	B	1	3	4	3	0
	C	1	2	3	3	0
	D	1	4	1	3	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4
1	4	104	20	64	90

Results - Link

Results - Traffic Stream

Results - Traffic Stream: Vehicle summary

Time Segment	Arm	Traffic Stream	Name	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Calculated capacity (Veh/hr)	Degree of saturation (%)	Practical reserve capacity (%)	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	JourneyTime (s)
08:00-09:00	A	1	(untitled)	A	364	1800	33	510	71	26	47.24	11.69	26.36	77.84
	Ax	1	(untitled)		268	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	30.60
	B	1	(untitled)	B	445	3600	23	720	62	46	47.84	13.97	18.26	74.24
	Bx	1	(untitled)		421	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	26.40
	C	1	(untitled)	C	436	1800	41	630	69	30	39.78	13.12	101.94	48.66
	Cx	1	(untitled)		576	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	8.88
	D	1	(untitled)	D	110	1800	11	180	61	47	67.01	3.98	8.03	101.21
	Dx	1	(untitled)		90	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	34.20

Data Entry - Stage Start and End

Resultant Stage

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	107	20	33	1	7
	2	✓	3	C	23	64	41	1	7
	3	✓	2	B	67	90	23	1	7
	4	✓	4	D	93	104	11	1	7

Data Entry - Phase

Phase

Controller Stream	Phase	Phase	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	A	7	300	0	0	Unknown
	B	B	7	300	0	0	Unknown
	C	C	7	300	0	0	Unknown
	D	D	7	300	0	0	Unknown

Data Entry - Traffic Stream

Traffic Stream

Arm	Traffic Stream	Auto length	Length (m)	Traffic model	Max queue storage (PCU)	Traffic type	Has Saturation Flow	Is signal controlled	Is give way	Saturation flow source	Saturation flow (PCU/hr)	Delay weighting multiplier (%)	Stop weighting multiplier (%)
A	1		255.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	1800	100	100
Ax	1		255.00	NetworkDefault	0.00	Normal						100	100
B	1		220.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Bx	1		220.00	NetworkDefault	0.00	Normal						100	100
C	1		74.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	1800	100	100
Cx	1		74.00	NetworkDefault	0.00	Normal						100	100
D	1		285.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	1800	100	100
Dx	1		285.00	NetworkDefault	0.00	Normal						100	100

Data entry - Link

Results - Pedestrian

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	71	26	364	1800	33	47.24	11.69	26.36	67.83	4.34	72.17
	Ax	1	0	Unrestricted	268	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	62	46	445	3600	23	47.84	13.97	18.26	83.97	5.19	89.16
	Bx	1	0	Unrestricted	421	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	69	30	436	1800	41	39.78	13.12	101.94	68.41	4.87	73.28
	Cx	1	0	Unrestricted	576	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	61	47	110	1800	11	67.01	3.98	8.03	29.08	1.47	30.54
	Dx	1	0	Unrestricted	90	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
08:00-09:00	A	1	364	364	0		1800	510	71		26	0.00	33	34
	Ax	1	268	268	0		Unrestricted	Unrestricted	0		Unrestricted	0.60	120	12
	B	1	445	445	0		3600	720	62		46	0.00	23	24
	Bx	1	421	421	0		Unrestricted	Unrestricted	0		Unrestricted	0.76	120	12
	C	1	436	436	0		1800	630	69		30	0.00	41	42
	Cx	1	576	576	0		Unrestricted	Unrestricted	0		Unrestricted	1.07	120	12
	D	1	110	110	0		1800	180	61		47	0.00	11	12
	Dx	1	90	90	0		Unrestricted	Unrestricted	0		Unrestricted	0.96	120	12

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	A	1	30.60	47.24	3.91	0.87	67.83	67.83	95.07	320.39	25.66	4.34	4.34
	Ax	1	30.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	26.40	47.84	5.42	0.50	83.97	83.97	93.06	399.34	14.76	5.19	5.19
	Bx	1	26.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	8.88	39.78	4.05	0.77	68.41	68.41	89.02	365.45	22.68	4.87	4.87
	Cx	1	8.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	34.20	67.01	1.58	0.47	29.08	29.08	106.53	103.64	13.54	1.47	1.47
	Dx	1	34.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Max end of green queue (Veh)	Max end of red queue (Veh)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	A	1	0.00	11.69	44.35	26.36	0.00	0.00	0.00	0.87	9.57	0.00	0.00	0.00	
	Ax	1	0.00	0.00	44.35	0.00	0.00	0.00	0.00			27.00	0.00	27.00	
	B	1	0.00	13.97	76.52	18.26	0.00	0.00	0.00	0.50	12.36	0.00	0.00	0.00	
	Bx	1	0.00	0.00	76.52	0.00	0.00	0.00	0.00			17.00	0.00	17.00	
	C	1	0.00	13.12	12.87	101.94	0.00	0.00	0.00	0.77	10.21	0.00	0.00	0.00	
	Cx	1	0.00	0.00	12.87	0.00	0.00	0.00	0.00			53.00	0.00	53.00	
	D	1	0.00	3.98	49.57	8.03	0.00	0.00	0.00	0.47	3.77	0.00	0.00	0.00	
	Dx	1	0.00	0.00	49.57	0.00	0.00	0.00	0.00			75.00	0.00	75.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
08:00-09:00	A	1	92.82	7.87	11.79	77.84
	Ax	1	68.34	2.28	30.00	30.60
	B	1	97.90	9.18	10.67	74.24
	Bx	1	92.62	3.09	30.00	26.40
	C	1	32.26	5.89	5.47	48.66
	Cx	1	42.62	1.42	30.00	8.88
	D	1	31.35	3.09	10.14	101.21
	Dx	1	25.65	0.86	30.00	34.20

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	0.00	0.00	✓	11.70	0.88	9.58	1.00	0.00	72.17	72.17
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	B	1	0.00	0.00	✓	13.97	0.50	12.36	1.00	0.00	89.16	89.16
	Bx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	C	1	0.00	0.00	✓	13.13	0.77	10.22	1.00	0.00	73.28	73.28
	Cx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	D	1	0.00	0.00	✓	3.99	0.47	3.77	1.00	0.00	30.54	30.54
	Dx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:27:44	13/08/2019 09:27:45	08:00	120	265.15	17.56	71.37	A/1	0	0	A/1	Dx/1	A/

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	71	26	2710	588	23.32	249.29	15.87	265.15

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))	Effective green (s (per cycle))
08:00-09:00	2710	2710	0		71		26	588	592

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	21.41	23.32	14.96	2.60	249.29	249.29	46.70	1188.82	76.65	15.87	15.87

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
08:00-09:00	101.94	0.00	172.00	0.00	172.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
08:00-09:00	483.57	33.67	14.36

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0.00	0.00	✓	1.00	0.00	0.00	265.15	265.15

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

		To			
		1	2	3	4
From	1	0.0	0.0	79.3	75.1
	2	0.0	0.0	131.8	127.6
	3	86.7	112.0	0.0	104.2
	4	83.1	108.4	104.8	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Normal journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	0	0.00	0	0.00
2	1	3	120	79.26	120	79.26
3	1	4	316	75.06	316	75.06
4	2	3	33	131.81	33	131.81
5	2	4	77	127.61	77	127.61
6	2	1	0	0.00	0	0.00
8	3	4	28	104.24	28	104.24
10	4	2	11	108.44	11	108.44
11	4	3	115	104.84	115	104.84
12	4	1	319	83.12	319	83.12
13	3	2	79	112.04	79	112.04
14	3	1	257	86.72	257	86.72

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUE	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	M e of qu (V
A	1	(untitled)	1	1	A	364	1800	33	0.00	71	26	77.84	47.24	95.07	11.69	9.
Ax	1	(untitled)				268	Unrestricted	120	27.00	0	Unrestricted	30.60	0.00	0.00	0.00	
B	1	(untitled)	1	1	B	445	3600	23	0.00	62	46	74.24	47.84	93.06	13.97	12
Bx	1	(untitled)				421	Unrestricted	120	17.00	0	Unrestricted	26.40	0.00	0.00	0.00	
C	1	(untitled)	1	1	C	436 <	1800	41	0.00	69	30	48.66	39.78	89.02	13.12 +	10
Cx	1	(untitled)				576	Unrestricted	120	53.00	0	Unrestricted	8.88	0.00	0.00	0.00	
D	1	(untitled)	1	1	D	110	1800	11	0.00	61	47	101.21	67.01	106.53	3.98	3.
Dx	1	(untitled)				90	Unrestricted	120	75.00	0	Unrestricted	34.20	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	483.57	33.67	14.36	14.96	2.60	249.29	15.87	0.00	265.15
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians									
TOTAL	483.57	33.67	14.36	14.96	2.60	249.29	15.87	0.00	265.15

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 15

Filename: Junction 3 - 2025 PM.t15
Path: M:\Projects\18\18-059 - Clongriffin Planning Application\Design\Civil\Traffic Modelling\MODELLING - JULY 2019\Junction 3
Report generation date: 13/08/2019 09:29:34

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber
			✓		✓	✓	✓	✓	✓	✓	✓		

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	Veh	Veh	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Network Diagrams

A1 - 2025 - Proposed Road Improvements + Generated Trips
D1 - PM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:29:09	13/08/2019 09:29:09	18:00	120	299.93	19.87	76.86	A/1	0	0	A/1	Dx/1	A/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2025 - Proposed Road Improvements + Generated Trips		D1	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
PM				18:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
120		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

Traffic node	Name	Description
1	(untitled)	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			255.00	✓	Directly entered	1800	✓		Normal	
Ax	1	(untitled)			255.00						Normal	
B	1	(untitled)			220.00	✓	Directly entered	3600	✓		Normal	
Bx	1	(untitled)			220.00						Normal	
C	1	(untitled)			74.00	✓	Directly entered	1800	✓		Normal	
Cx	1	(untitled)			74.00						Normal	
D	1	(untitled)			285.00	✓	Directly entered	1800	✓		Normal	
Dx	1	(untitled)			285.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description
(ALL)	1	(ALL)	(untitled)	

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	392	392
Ax	1	325	325
B	1	483	483
Bx	1	481	481
C	1	518	518
Cx	1	487	487
D	1	84	84
Dx	1	184	184

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	A	
B	1	1	B	
C	1	1	C	
D	1	1	D	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
A	1	30.60	30.00
B	1	26.40	30.00
C	1	8.88	30.00
D	1	34.20	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
Ax	1	1	C/1	Ax/1	30.60	30.00	✓	Straight	Straight Movement
Bx	1	1	C/1	Bx/1	26.40	30.00	✓	Offside	85.68
Cx	1	1	A/1	Cx/1	8.88	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	34.20	30.00	✓	Nearside	37.50
Ax	1	2	B/1	Ax/1	30.60	30.00	✓	Offside	78.75
Bx	1	2	A/1	Bx/1	26.40	30.00	✓	Nearside	39.32
Cx	1	2	B/1	Cx/1	8.88	30.00	✓	Nearside	46.25
Dx	1	2	A/1	Dx/1	34.20	30.00	✓	Offside	87.50
Ax	1	3	D/1	Ax/1	30.60	30.00	✓	Nearside	37.50
Bx	1	3	D/1	Bx/1	26.40	30.00	✓	Straight	Straight Movement
Cx	1	3	D/1	Cx/1	8.88	30.00	✓	Offside	87.50
Dx	1	3	B/1	Dx/1	34.20	30.00	✓	Straight	Straight Movement

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	161	357
	2	0	0	24	60
	3	161	167	0	64
	4	326	17	140	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	C/1	Cx/1	#0000FF
	2	(untitled)	D/1	Dx/1	#FF0000
	3	(untitled)	A/1	Ax/1	#00FF00
	4	(untitled)	B/1	Bx/1	#FFFF00

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (Veh/hr)
1	1		1	2	C/1, Dx/1	Normal	0
	2		1	3	C/1, Ax/1	Normal	161
	3		1	4	C/1, Bx/1	Normal	357
	4		2	3	D/1, Ax/1	Normal	24
	5		2	4	D/1, Bx/1	Normal	60
	6		2	1	D/1, Cx/1	Normal	0
	8		3	4	A/1, Bx/1	Normal	64
	10		4	2	B/1, Dx/1	Normal	17
	11		4	3	B/1, Ax/1	Normal	140
	12		4	1	B/1, Cx/1	Normal	326
	13		3	2	A/1, Dx/1	Normal	167
	14		3	1	A/1, Cx/1	Normal	161

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	120

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	7	300	0	0	Unknown

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 3, 2, 4	17, 65, 90, 101
	2	(untitled)	Single	1, 2, 3, 4	0, 25, 50, 75
	3	(untitled)	Single	1, 3, 4, 2	0, 25, 50, 75
	4	(untitled)	Single	1, 2, 4, 3	0, 25, 50, 75
	5	(untitled)	Single	1, 4, 2, 3	0, 25, 50, 75
	6	(untitled)	Single	1, 4, 3, 2	0, 25, 50, 75

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		3	3	3
	B	3		3	3
	C	3	3		3
	D	3	3	3	

Banned Stage transitions for Controller Stream 1

		To			
		1	2	3	4
From	1				
	2				
	3				
	4				

Interstage Matrix for Controller Stream 1

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

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	104	17	33	1	7
	2	✓	3	C	20	65	45	1	7
	3	✓	2	B	68	90	22	1	7
	4	✓	4	D	93	101	8	1	7

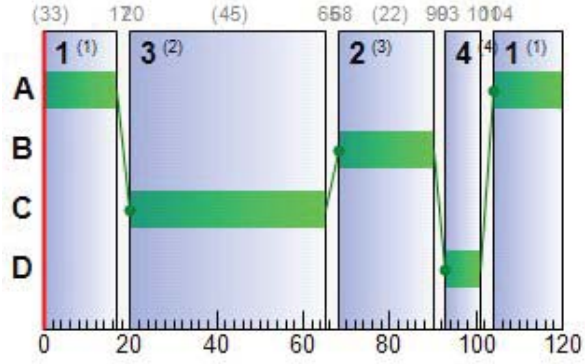
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	104	17	33
	B	1	✓	68	90	22
	C	1	✓	20	65	45
	D	1	✓	93	101	8

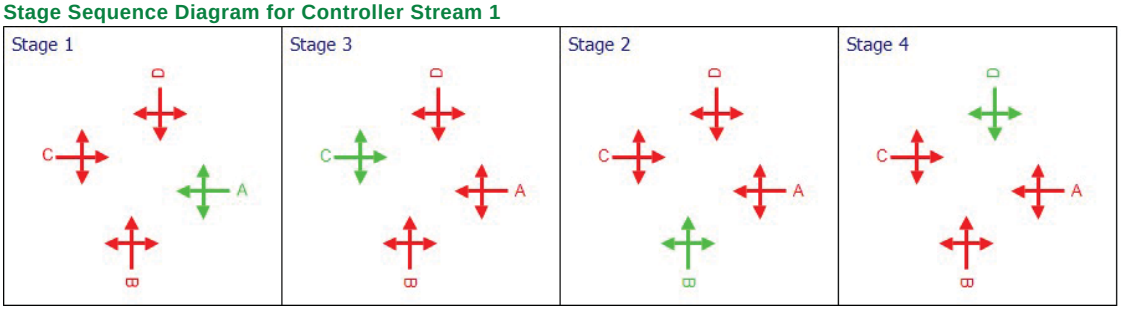
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	104	17	33
B	1	1	1	B	68	90	22
C	1	1	1	C	20	65	45
D	1	1	1	D	93	101	8

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
18:00-19:00	1	0.00	0.00	0.00	0.00

TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	TRANSYT Stage start (s)	TRANSYT Preceding interstage (s)	TRANSYT Stage minimum (s)
1	1	✓	1	A	101	3	10
	2	✓	3	C	17	3	10
	3	✓	2	B	65	3	10
	4	✓	4	D	90	3	10

Resultant Phase Green Periods

Controller Stream	Phase	Green period	TRANSYT Starting stage	TRANSYT Ending stage	TRANSYT Start lag (s)	TRANSYT End lag (s)
1	A	1	1	2	3	0
	B	1	3	4	3	0
	C	1	2	3	3	0
	D	1	4	1	3	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4
1	4	101	17	65	90

Results - Link

Results - Traffic Stream

Results - Traffic Stream: Vehicle summary

Time Segment	Arm	Traffic Stream	Name	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Calculated capacity (Veh/hr)	Degree of saturation (%)	Practical reserve capacity (%)	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	JourneyTime (s)
18:00-19:00	A	1	(untitled)	A	392	1800	33	510	77	17	50.74	13.10	29.55	81.34
	Ax	1	(untitled)		325	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	30.60
	B	1	(untitled)	B	483	3600	22	690	70	29	51.28	15.83	20.69	77.68
	Bx	1	(untitled)		481	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	26.40
	C	1	(untitled)	C	518	1800	45	690	75	20	39.73	15.93	123.76	48.61
	Cx	1	(untitled)		487	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	8.88
	D	1	(untitled)	D	84	1800	8	135	62	45	74.92	3.20	6.45	109.12
	Dx	1	(untitled)		184	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	34.20

Data Entry - Stage Start and End

Resultant Stage

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	104	17	33	1	7
	2	✓	3	C	20	65	45	1	7
	3	✓	2	B	68	90	22	1	7
	4	✓	4	D	93	101	8	1	7

Data Entry - Phase

Phase

Controller Stream	Phase	Phase	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	A	7	300	0	0	Unknown
	B	B	7	300	0	0	Unknown
	C	C	7	300	0	0	Unknown
	D	D	7	300	0	0	Unknown

Data Entry - Traffic Stream

Traffic Stream

Arm	Traffic Stream	Auto length	Length (m)	Traffic model	Max queue storage (PCU)	Traffic type	Has Saturation Flow	Is signal controlled	Is give way	Saturation flow source	Saturation flow (PCU/hr)	Delay weighting multiplier (%)	Stop weighting multiplier (%)
A	1		255.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	1800	100	100
Ax	1		255.00	NetworkDefault	0.00	Normal						100	100
B	1		220.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Bx	1		220.00	NetworkDefault	0.00	Normal						100	100
C	1		74.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	1800	100	100
Cx	1		74.00	NetworkDefault	0.00	Normal						100	100
D	1		285.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	1800	100	100
Dx	1		285.00	NetworkDefault	0.00	Normal						100	100

Data entry - Link

Results - Pedestrian

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	A	1	77	17	392	1800	33	50.74	13.10	29.55	78.45	4.86	83.31
	Ax	1	0	Unrestricted	325	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	70	29	483	3600	22	51.28	15.83	20.69	97.70	5.85	103.54
	Bx	1	0	Unrestricted	481	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	75	20	518	1800	45	39.73	15.93	123.76	81.17	5.90	87.07
	Cx	1	0	Unrestricted	487	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	62	45	84	1800	8	74.92	3.20	6.45	24.82	1.18	26.01
	Dx	1	0	Unrestricted	184	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
18:00-19:00	A	1	392	392	0		1800	510	77		17	0.00	33	34
	Ax	1	325	325	0		Unrestricted	Unrestricted	0		Unrestricted	0.60	120	12
	B	1	483	483	0		3600	690	70		29	0.00	22	23
	Bx	1	481	481	0		Unrestricted	Unrestricted	0		Unrestricted	0.65	120	12
	C	1	518	518	0		1800	690	75		20	0.00	45	46
	Cx	1	487	487	0		Unrestricted	Unrestricted	0		Unrestricted	1.08	120	12
	D	1	84	84	0		1800	135	62		45	0.00	8	9
	Dx	1	184	184	0		Unrestricted	Unrestricted	0		Unrestricted	1.00	120	12

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
18:00-19:00	A	1	30.60	50.74	4.29	1.23	78.45	78.45	98.93	351.62	36.18	4.86	4.86
	Ax	1	30.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	26.40	51.28	6.08	0.80	97.70	97.70	96.52	442.35	23.85	5.85	5.85
	Bx	1	26.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	8.88	39.73	4.61	1.11	81.17	81.17	90.85	437.93	32.67	5.90	5.90
	Cx	1	8.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	34.20	74.92	1.26	0.49	24.82	24.82	112.47	80.37	14.10	1.18	1.18
	Dx	1	34.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Max end of green queue (Veh)	Max end of red queue (Veh)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))	Estimated blocking
18:00-19:00	A	1	0.00	13.10	44.35	29.55	0.00	0.00	0.00	1.23	10.60	0.00	0.00	0.00	
	Ax	1	0.00	0.00	44.35	0.00	0.00	0.00	0.00			24.00	0.00	24.00	
	B	1	0.00	15.83	76.52	20.69	0.00	0.00	0.00	0.80	13.82	0.00	0.00	0.00	
	Bx	1	0.00	0.00	76.52	0.00	0.00	0.00	0.00			11.00	0.00	11.00	
	C	1	0.00	15.93	12.87	123.76	0.28	0.00	0.00	1.11	11.75	0.00	0.00	0.00	
	Cx	1	0.00	0.00	12.87	0.00	0.00	0.00	0.00			54.00	0.00	54.00	
	D	1	0.00	3.20	49.57	6.45	0.00	0.00	0.00	0.49	3.08	0.00	0.00	0.00	
	Dx	1	0.00	0.00	49.57	0.00	0.00	0.00	0.00			53.00	0.00	53.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
18:00-19:00	A	1	99.96	8.86	11.29	81.34
	Ax	1	82.88	2.76	30.00	30.60
	B	1	106.26	10.42	10.20	77.68
	Bx	1	105.82	3.53	30.00	26.40
	C	1	38.33	6.99	5.48	48.61
	Cx	1	36.04	1.20	30.00	8.88
	D	1	23.94	2.55	9.40	109.12
	Dx	1	52.44	1.75	30.00	34.20

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
18:00-19:00	A	1	0.00	0.00	✓	13.12	1.26	10.62	1.00	0.00	83.31	83.31
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	B	1	0.00	0.00	✓	15.84	0.81	13.82	1.00	0.00	103.54	103.54
	Bx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	C	1	0.00	0.00	✓	15.94	1.12	11.77	1.00	0.00	87.07	87.07
	Cx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	D	1	0.00	0.00	✓	3.21	0.50	3.09	1.00	0.00	26.01	26.01
	Dx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:29:09	13/08/2019 09:29:09	18:00	120	299.93	19.87	76.86	A/1	0	0	A/1	Dx/1	A/

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	77	17	2954	588	24.21	282.14	17.79	299.93

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))	Effective green (s (per cycle))
18:00-19:00	2954	2954	0		77		17	588	592

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
18:00-19:00	22.17	24.21	16.23	3.64	282.14	282.14	48.04	1312.26	106.81	17.79	17.79

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
18:00-19:00	123.76	0.00	142.00	0.00	142.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
18:00-19:00	545.67	38.06	14.34

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
18:00-19:00	0.00	0.00	✓	1.00	0.00	0.00	299.93	299.93

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

		To			
		1	2	3	4
From	1	0.0	0.0	79.2	75.0
	2	0.0	0.0	139.7	135.5
	3	90.2	115.5	0.0	107.7
	4	86.6	111.9	108.3	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Normal journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	0	0.00	0	0.00
2	1	3	161	79.21	161	79.21
3	1	4	357	75.01	357	75.01
4	2	3	24	139.72	24	139.72
5	2	4	60	135.52	60	135.52
6	2	1	0	0.00	0	0.00
8	3	4	64	107.74	64	107.74
10	4	2	17	111.88	17	111.88
11	4	3	140	108.28	140	108.28
12	4	1	326	86.56	326	86.56
13	3	2	167	115.54	167	115.54
14	3	1	161	90.22	161	90.22

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUE	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	M e of qu (V
A	1	(untitled)	1	1	A	392	1800	33	0.00	77	17	81.34	50.74	98.93	13.10	10
Ax	1	(untitled)				325	Unrestricted	120	24.00	0	Unrestricted	30.60	0.00	0.00	0.00	
B	1	(untitled)	1	1	B	483	3600	22	0.00	70	29	77.68	51.28	96.52	15.83	13
Bx	1	(untitled)				481	Unrestricted	120	11.00	0	Unrestricted	26.40	0.00	0.00	0.00	
C	1	(untitled)	1	1	C	518 <	1800	45	0.00	75	20	48.61	39.73	90.85	15.93 +	11
Cx	1	(untitled)				487	Unrestricted	120	54.00	0	Unrestricted	8.88	0.00	0.00	0.00	
D	1	(untitled)	1	1	D	84	1800	8	0.00	62	45	109.12	74.92	112.47	3.20	3.
Dx	1	(untitled)				184	Unrestricted	120	53.00	0	Unrestricted	34.20	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	545.67	38.06	14.34	16.23	3.64	282.14	17.79	0.00	299.93
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians									
TOTAL	545.67	38.06	14.34	16.23	3.64	282.14	17.79	0.00	299.93

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 15

Filename: Junction 5 - 2018 (Existing Road Network with Existing Traffic)-AM.t15
Path: M:\Projects\18\18-059 - Clongriffin Planning Application\Design\Civil\Traffic Modelling\MODELLING - JULY 2019\Junction 5
Report generation date: 13/08/2019 09:32:32

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber
			✓		✓	✓	✓	✓	✓	✓	✓		

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	Veh	Veh	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Network Diagrams

A1 - JUNCTION 5
D1 - 2018 - AM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:32:26	13/08/2019 09:32:26	08:00	120	132.76	8.72	34.32	D/1	0	0	D/1	Dx/1	D/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
JUNCTION 5		D1	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2018 - AM				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
120		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

Traffic node	Name	Description
1	(untitled)	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			267.00	✓	Directly entered	3600	✓		Normal	
Ax	1	(untitled)			267.00						Normal	
B	1	(untitled)			384.00	✓	Directly entered	3600	✓		Normal	
Bx	1	(untitled)			384.00						Normal	
C	1	(untitled)			190.00	✓	Directly entered	3600	✓		Normal	
Cx	1	(untitled)			190.00						Normal	
D	1	(untitled)			286.00	✓	Directly entered	3600	✓		Normal	
Dx	1	(untitled)			286.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description
(ALL)	1	(ALL)	(untitled)	

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	318	318
Ax	1	198	198
B	1	330	330
Bx	1	424	424
C	1	10	10
Cx	1	3	3
D	1	278	278
Dx	1	311	311

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	A	
B	1	1	B	
C	1	1	C	
D	1	1	D	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
A	1	32.04	30.00
B	1	46.08	30.00
C	1	22.80	30.00
D	1	34.32	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
Ax	1	1	C/1	Ax/1	32.04	30.00	✓	Straight	Straight Movement
Bx	1	1	C/1	Bx/1	46.08	30.00	✓	Offside	85.04
Cx	1	1	A/1	Cx/1	22.80	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	34.32	30.00	✓	Nearside	46.25
Ax	1	2	B/1	Ax/1	32.04	30.00	✓	Offside	78.75
Bx	1	2	A/1	Bx/1	46.08	30.00	✓	Nearside	40.75
Cx	1	2	B/1	Cx/1	22.80	30.00	✓	Nearside	47.82
Dx	1	2	A/1	Dx/1	34.32	30.00	✓	Offside	78.75
Ax	1	3	D/1	Ax/1	32.04	30.00	✓	Nearside	40.75
Bx	1	3	D/1	Bx/1	46.08	30.00	✓	Straight	Straight Movement
Cx	1	3	D/1	Cx/1	22.80	30.00	✓	Offside	81.89
Dx	1	3	B/1	Dx/1	34.32	30.00	✓	Straight	Straight Movement

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To			
		1	2	3	4
From	1	0	1	2	7
	2	0	0	86	192
	3	2	91	0	225
	4	1	219	110	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	C/1	Cx/1	#0000FF
	2	(untitled)	D/1	Dx/1	#FF0000
	3	(untitled)	A/1	Ax/1	#00FF00
	4	(untitled)	B/1	Bx/1	#FFFF00

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (Veh/hr)
1	1		1	2	C/1, Dx/1	Normal	1
	2		1	3	C/1, Ax/1	Normal	2
	3		1	4	C/1, Bx/1	Normal	7
	4		2	3	D/1, Ax/1	Normal	86
	5		2	4	D/1, Bx/1	Normal	192
	6		2	1	D/1, Cx/1	Normal	0
	7		3	2	A/1, Dx/1	Normal	91
	8		3	4	A/1, Bx/1	Normal	225
	9		3	1	A/1, Cx/1	Normal	2
	10		4	2	B/1, Dx/1	Normal	219
	11		4	3	B/1, Ax/1	Normal	110
	12		4	1	B/1, Cx/1	Normal	1

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	120

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	5	50	0	0	Traffic

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 3, 2, 4	50, 58, 97, 6
	2	(untitled)	Single	1, 2, 3, 4	0, 25, 50, 75
	3	(untitled)	Single	1, 3, 4, 2	0, 25, 50, 75
	4	(untitled)	Single	1, 2, 4, 3	0, 25, 50, 75
	5	(untitled)	Single	1, 4, 2, 3	0, 25, 50, 75
	6	(untitled)	Single	1, 4, 3, 2	0, 25, 50, 75

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		3	3	3
	B	3		3	3
	C	3	3		3
	D	3	3	3	

Banned Stage transitions for Controller Stream 1

		To			
		1	2	3	4
From	1				
	2				
	3				
	4				

Interstage Matrix for Controller Stream 1

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

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	50	41	1	5
	2	✓	3	C	53	58	5	1	5
	3	✓	2	B	61	97	36	1	5
	4	✓	4	D	100	6	26	1	5

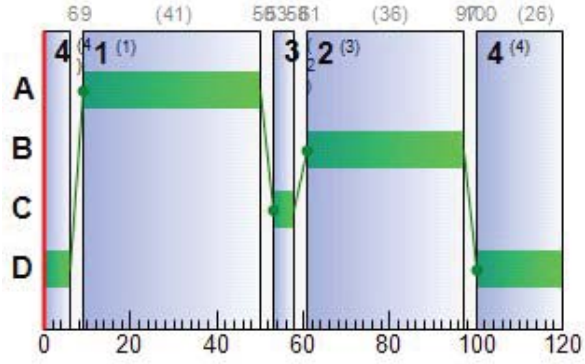
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	9	50	41
	B	1	✓	61	97	36
	C	1	✓	53	58	5
	D	1	✓	100	6	26

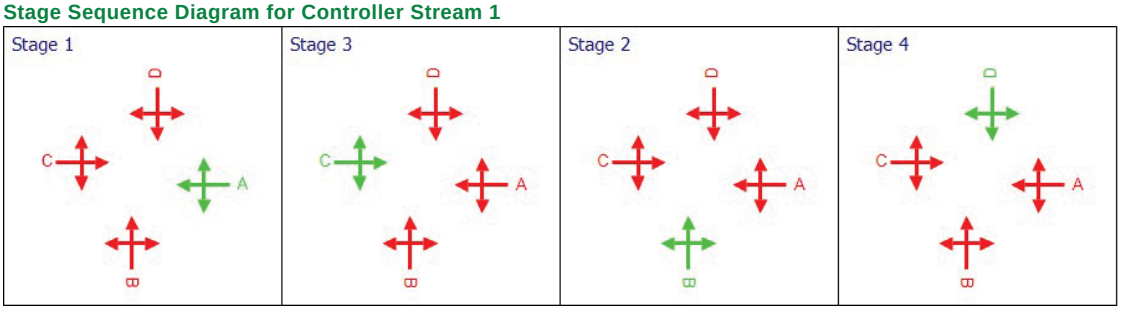
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	9	50	41
B	1	1	1	B	61	97	36
C	1	1	1	C	53	58	5
D	1	1	1	D	100	6	26

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
08:00-09:00	1	0.00	0.00	0.00	0.00

TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	TRANSYT Stage start (s)	TRANSYT Preceding interstage (s)	TRANSYT Stage minimum (s)
1	1	✓	1	A	6	3	8
	2	✓	3	C	50	3	8
	3	✓	2	B	58	3	8
	4	✓	4	D	97	3	8

Resultant Phase Green Periods

Controller Stream	Phase	Green period	TRANSYT Starting stage	TRANSYT Ending stage	TRANSYT Start lag (s)	TRANSYT End lag (s)
1	A	1	1	2	3	0
	B	1	3	4	3	0
	C	1	2	3	3	0
	D	1	4	1	3	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4
1	4	6	50	58	97

Results - Link

Results - Traffic Stream

Results - Traffic Stream: Vehicle summary

Time Segment	Arm	Traffic Stream	Name	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Calculated capacity (Veh/hr)	Degree of saturation (%)	Practical reserve capacity (%)	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	JourneyTime (s)
08:00-09:00	A	1	(untitled)	A	318	3600	41	1260	25	257	28.30	7.55	8.13	60.34
	Ax	1	(untitled)		198	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	32.04
	B	1	(untitled)	B	330	3600	36	1110	30	203	32.30	8.40	6.29	78.38
	Bx	1	(untitled)		424	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	46.08
	C	1	(untitled)	C	10	3600	5	180	6	1520	55.21	0.32	0.48	78.01
	Cx	1	(untitled)		3	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	22.80
	D	1	(untitled)	D	278	3600	26	810	34	162	40.22	7.81	7.85	74.54
	Dx	1	(untitled)		311	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	34.32

Data Entry - Stage Start and End

Resultant Stage

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	9	50	41	1	5
	2	✓	3	C	53	58	5	1	5
	3	✓	2	B	61	97	36	1	5
	4	✓	4	D	100	6	26	1	5

Data Entry - Phase

Phase

Controller Stream	Phase	Phase	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	A	5	50	0	0	Traffic
	B	B	5	50	0	0	Traffic
	C	C	5	50	0	0	Traffic
	D	D	5	50	0	0	Traffic

Data Entry - Traffic Stream

Traffic Stream

Arm	Traffic Stream	Auto length	Length (m)	Traffic model	Max queue storage (PCU)	Traffic type	Has Saturation Flow	Is signal controlled	Is give way	Saturation flow source	Saturation flow (PCU/hr)	Delay weighting multiplier (%)	Stop weighting multiplier (%)
A	1		267.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Ax	1		267.00	NetworkDefault	0.00	Normal						100	100
B	1		384.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Bx	1		384.00	NetworkDefault	0.00	Normal						100	100
C	1		190.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Cx	1		190.00	NetworkDefault	0.00	Normal						100	100
D	1		286.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Dx	1		286.00	NetworkDefault	0.00	Normal						100	100

Data entry - Link

Results - Pedestrian

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	25	257	318	3600	41	28.30	7.55	8.13	35.50	2.80	38.30
	Ax	1	0	Unrestricted	198	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	30	203	330	3600	36	32.30	8.40	6.29	42.04	3.12	45.15
	Bx	1	0	Unrestricted	424	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	6	1520	10	3600	5	55.21	0.32	0.48	2.18	0.12	2.30
	Cx	1	0	Unrestricted	3	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	34	162	278	3600	26	40.22	7.81	7.85	44.10	2.90	47.01
	Dx	1	0	Unrestricted	311	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
08:00-09:00	A	1	318	318	0		3600	1260	25		257	0.00	41	42
	Ax	1	198	198	0		Unrestricted	Unrestricted	0		Unrestricted	0.82	120	12
	B	1	330	330	0		3600	1110	30		203	0.00	36	37
	Bx	1	424	424	0		Unrestricted	Unrestricted	0		Unrestricted	0.68	120	12
	C	1	10	10	0		3600	180	6		1520	0.00	5	6
	Cx	1	3	3	0		Unrestricted	Unrestricted	0		Unrestricted	0.81	120	12
	D	1	278	278	0		3600	810	34		162	0.00	26	27
	Dx	1	311	311	0		Unrestricted	Unrestricted	0		Unrestricted	0.74	120	12

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	A	1	32.04	28.30	2.46	0.04	35.50	35.50	70.21	221.99	1.28	2.80	2.80
	Ax	1	32.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	46.08	32.30	2.90	0.06	42.04	42.04	75.30	246.62	1.88	3.12	3.12
	Bx	1	46.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	22.80	55.21	0.15	0.00	2.18	2.18	94.50	9.40	0.05	0.12	0.12
	Cx	1	22.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	34.32	40.22	3.02	0.09	44.10	44.10	83.31	228.93	2.68	2.90	2.90
	Dx	1	34.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Max end of green queue (Veh)	Max end of red queue (Veh)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	A	1	0.00	7.55	92.87	8.13	0.00	0.00	0.00	0.04	6.93	0.00	0.00	0.00	
	Ax	1	0.00	0.00	92.87	0.00	0.00	0.00	0.00			45.00	0.00	45.00	
	B	1	0.00	8.40	133.57	6.29	0.00	0.00	0.00	0.06	7.67	0.00	0.00	0.00	
	Bx	1	0.00	0.00	133.57	0.00	0.00	0.00	0.00			25.00	0.00	25.00	
	C	1	0.00	0.32	66.09	0.48	0.00	0.00	0.00	0.00	0.32	5.00	0.00	5.00	
	Cx	1	0.00	0.00	66.09	0.00	0.00	0.00	0.00			120.00	0.00	120.00	
	D	1	0.00	7.81	99.48	7.85	0.00	0.00	0.00	0.09	7.27	0.00	0.00	0.00	
	Dx	1	0.00	0.00	99.48	0.00	0.00	0.00	0.00			19.00	0.00	19.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
08:00-09:00	A	1	84.91	5.33	15.93	60.34
	Ax	1	52.87	1.76	30.00	32.04
	B	1	126.72	7.18	17.64	78.38
	Bx	1	162.82	5.43	30.00	46.08
	C	1	1.90	0.22	8.77	78.01
	Cx	1	0.57	0.02	30.00	22.80
	D	1	79.51	5.76	13.81	74.54
	Dx	1	88.95	2.96	30.00	34.32

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	0.00	0.00	✓	7.55	0.04	6.93	1.00	0.00	38.30	38.30
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	B	1	0.00	0.00	✓	8.40	0.06	7.67	1.00	0.00	45.15	45.15
	Bx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	C	1	0.00	0.00	✓	0.32	0.00	0.32	1.00	0.00	2.30	2.30
	Cx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	D	1	0.00	0.00	✓	7.81	0.09	7.27	1.00	0.00	47.01	47.01
	Dx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:32:26	13/08/2019 09:32:26	08:00	120	132.76	8.72	34.32	D/1	0	0	D/1	Dx/1	D/

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	34	162	1872	588	16.77	123.82	8.94	132.76

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))	Effective green (s (per cycle))
08:00-09:00	1872	1872	0		34		162	588	592

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	38.35	16.77	8.52	0.20	123.82	123.82	38.08	706.94	5.89	8.94	8.94

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
08:00-09:00	8.13	0.00	214.00	0.00	214.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
08:00-09:00	598.23	28.66	20.87

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0.00	0.00	✓	1.00	0.00	0.00	132.76	132.76

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

		To			
		1	2	3	4
From	1	0.0	112.3	110.1	124.1
	2	0.0	0.0	106.6	120.6
	3	83.1	94.7	0.0	106.4
	4	101.2	112.7	110.4	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Normal journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	1	112.33	1	112.33
2	1	3	2	110.05	2	110.05
3	1	4	7	124.09	7	124.09
4	2	3	86	106.58	86	106.58
5	2	4	192	120.62	192	120.62
6	2	1	0	0.00	0	0.00
7	3	2	91	94.66	91	94.66
8	3	4	225	106.42	225	106.42
9	3	1	2	83.14	2	83.14
10	4	2	219	112.70	219	112.70
11	4	3	110	110.42	110	110.42
12	4	1	1	101.18	1	101.18

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	M en of r que (Ve
A	1	(untitled)	1	1	A	318	3600	41	0.00	25	257	60.34	28.30	70.21	7.55	6.
Ax	1	(untitled)				198	Unrestricted	120	45.00	0	Unrestricted	32.04	0.00	0.00	0.00	
B	1	(untitled)	1	1	B	330	3600	36	0.00	30	203	78.38	32.30	75.30	8.40	7.
Bx	1	(untitled)				424	Unrestricted	120	25.00	0	Unrestricted	46.08	0.00	0.00	0.00	
C	1	(untitled)	1	1	C	10	3600	5	5.00	6	1520	78.01	55.21	94.50	0.32	0.
Cx	1	(untitled)				3	Unrestricted	120	120.00	0	Unrestricted	22.80	0.00	0.00	0.00	
D	1	(untitled)	1	1	D	278	3600	26	0.00	34	162	74.54	40.22	83.31	7.81	7.
Dx	1	(untitled)				311	Unrestricted	120	19.00	0	Unrestricted	34.32	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	598.23	28.66	20.87	8.52	0.20	123.82	8.94	0.00	132.76
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians									
TOTAL	598.23	28.66	20.87	8.52	0.20	123.82	8.94	0.00	132.76

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 15

Filename: Junction 5 - 2018 (Existing Road Network with Existing Traffic)-PM.t15
Path: M:\Projects\18\18-059 - Clongriffin Planning Application\Design\Civil\Traffic Modelling\MODELLING - JULY 2019\Junction 5
Report generation date: 13/08/2019 09:35:55

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber
			✓		✓	✓	✓	✓	✓	✓	✓		

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	Veh	Veh	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Network Diagrams

A1 - JUNCTION 5
D1 - 2018 PM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:35:50	13/08/2019 09:35:50	18:00	120	184.73	12.13	54.00	D/1	0	0	D/1	Dx/1	D/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
JUNCTION 5		D1	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
2018 PM				18:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
120		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

Traffic node	Name	Description
1	(untitled)	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			267.00	✓	Directly entered	3600	✓		Normal	
Ax	1	(untitled)			267.00						Normal	
B	1	(untitled)			384.00	✓	Directly entered	3600	✓		Normal	
Bx	1	(untitled)			384.00						Normal	
C	1	(untitled)			190.00	✓	Directly entered	3600	✓		Normal	
Cx	1	(untitled)			190.00						Normal	
D	1	(untitled)			286.00	✓	Directly entered	3600	✓		Normal	
Dx	1	(untitled)			286.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description
(ALL)	1	(ALL)	(untitled)	

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	356	356
Ax	1	416	416
B	1	592	592
Bx	1	504	504
C	1	10	10
Cx	1	13	13
D	1	324	324
Dx	1	349	349

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	A	
B	1	1	B	
C	1	1	C	
D	1	1	D	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
A	1	32.04	30.00
B	1	46.08	30.00
C	1	22.80	30.00
D	1	34.32	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
Ax	1	1	C/1	Ax/1	32.04	30.00	✓	Straight	Straight Movement
Bx	1	1	C/1	Bx/1	46.08	30.00	✓	Offside	82.71
Cx	1	1	A/1	Cx/1	22.80	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	34.32	30.00	✓	Nearside	43.61
Ax	1	2	B/1	Ax/1	32.04	30.00	✓	Offside	78.75
Bx	1	2	A/1	Bx/1	46.08	30.00	✓	Nearside	42.95
Cx	1	2	B/1	Cx/1	22.80	30.00	✓	Nearside	46.25
Dx	1	2	A/1	Dx/1	34.32	30.00	✓	Offside	78.75
Ax	1	3	D/1	Ax/1	32.04	30.00	✓	Nearside	42.95
Bx	1	3	D/1	Bx/1	46.08	30.00	✓	Straight	Straight Movement
Cx	1	3	D/1	Cx/1	22.80	30.00	✓	Offside	78.75
Dx	1	3	B/1	Dx/1	34.32	30.00	✓	Straight	Straight Movement

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To			
		1	2	3	4
From	1	0	1	3	6
	2	3	0	80	241
	3	2	97	0	257
	4	8	251	333	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	C/1	Cx/1	#0000FF
	2	(untitled)	D/1	Dx/1	#FF0000
	3	(untitled)	A/1	Ax/1	#00FF00
	4	(untitled)	B/1	Bx/1	#FFFF00

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (Veh/hr)
1	1		1	2	C/1, Dx/1	Normal	1
	2		1	3	C/1, Ax/1	Normal	3
	3		1	4	C/1, Bx/1	Normal	6
	4		2	3	D/1, Ax/1	Normal	80
	5		2	4	D/1, Bx/1	Normal	241
	6		2	1	D/1, Cx/1	Normal	3
	7		3	2	A/1, Dx/1	Normal	97
	8		3	4	A/1, Bx/1	Normal	257
	9		3	1	A/1, Cx/1	Normal	2
	10		4	2	B/1, Dx/1	Normal	251
	11		4	3	B/1, Ax/1	Normal	333
	12		4	1	B/1, Cx/1	Normal	8

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	120

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	5	50	0	0	Traffic

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 3, 2, 4	51, 59, 109, 11
	2	(untitled)	Single	1, 2, 3, 4	0, 25, 50, 75
	3	(untitled)	Single	1, 3, 4, 2	0, 25, 50, 75
	4	(untitled)	Single	1, 2, 4, 3	0, 25, 50, 75
	5	(untitled)	Single	1, 4, 2, 3	0, 25, 50, 75
	6	(untitled)	Single	1, 4, 3, 2	0, 25, 50, 75

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		3	3	3
	B	3		3	3
	C	3	3		3
	D	3	3	3	

Banned Stage transitions for Controller Stream 1

		To			
		1	2	3	4
From	1				
	2				
	3				
	4				

Interstage Matrix for Controller Stream 1

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

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	14	51	37	1	5
	2	✓	3	C	54	59	5	1	5
	3	✓	2	B	62	109	47	1	5
	4	✓	4	D	112	11	19	1	5

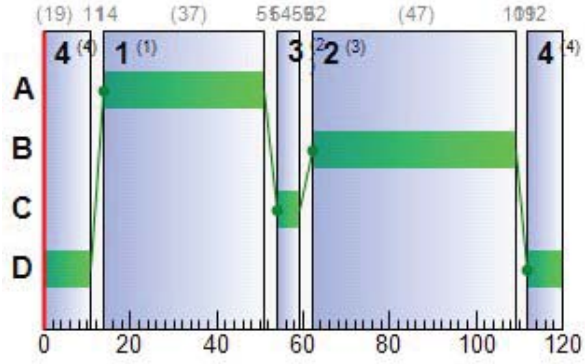
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	14	51	37
	B	1	✓	62	109	47
	C	1	✓	54	59	5
	D	1	✓	112	11	19

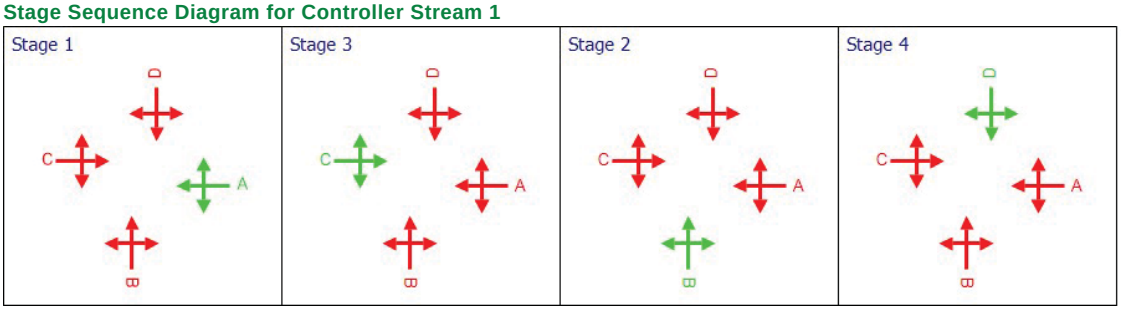
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	14	51	37
B	1	1	1	B	62	109	47
C	1	1	1	C	54	59	5
D	1	1	1	D	112	11	19

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
18:00-19:00	1	0.00	0.00	0.00	0.00

TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	TRANSYT Stage start (s)	TRANSYT Preceding interstage (s)	TRANSYT Stage minimum (s)
1	1	✓	1	A	11	3	8
	2	✓	3	C	51	3	8
	3	✓	2	B	59	3	8
	4	✓	4	D	109	3	8

Resultant Phase Green Periods

Controller Stream	Phase	Green period	TRANSYT Starting stage	TRANSYT Ending stage	TRANSYT Start lag (s)	TRANSYT End lag (s)
1	A	1	1	2	3	0
	B	1	3	4	3	0
	C	1	2	3	3	0
	D	1	4	1	3	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4
1	4	11	51	59	109

Results - Link

Results - Traffic Stream

Results - Traffic Stream: Vehicle summary

Time Segment	Arm	Traffic Stream	Name	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Calculated capacity (Veh/hr)	Degree of saturation (%)	Practical reserve capacity (%)	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	JourneyTime (s)
18:00-19:00	A	1	(untitled)	A	356	3600	37	1140	31	188	31.81	8.97	9.66	63.85
	Ax	1	(untitled)		416	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	32.04
	B	1	(untitled)	B	592	3600	47	1440	41	119	26.73	14.29	10.70	72.81
	Bx	1	(untitled)		504	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	46.08
	C	1	(untitled)	C	10	3600	5	180	6	1520	55.21	0.32	0.48	78.01
	Cx	1	(untitled)		13	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	22.80
	D	1	(untitled)	D	324	3600	19	600	54	67	49.29	10.13	10.18	83.61
	Dx	1	(untitled)		349	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	34.32

Data Entry - Stage Start and End

Resultant Stage

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	14	51	37	1	5
	2	✓	3	C	54	59	5	1	5
	3	✓	2	B	62	109	47	1	5
	4	✓	4	D	112	11	19	1	5

Data Entry - Phase

Phase

Controller Stream	Phase	Phase	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	A	5	50	0	0	Traffic
	B	B	5	50	0	0	Traffic
	C	C	5	50	0	0	Traffic
	D	D	5	50	0	0	Traffic

Data Entry - Traffic Stream

Traffic Stream

Arm	Traffic Stream	Auto length	Length (m)	Traffic model	Max queue storage (PCU)	Traffic type	Has Saturation Flow	Is signal controlled	Is give way	Saturation flow source	Saturation flow (PCU/hr)	Delay weighting multiplier (%)	Stop weighting multiplier (%)
A	1		267.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Ax	1		267.00	NetworkDefault	0.00	Normal						100	100
B	1		384.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Bx	1		384.00	NetworkDefault	0.00	Normal						100	100
C	1		190.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Cx	1		190.00	NetworkDefault	0.00	Normal						100	100
D	1		286.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Dx	1		286.00	NetworkDefault	0.00	Normal						100	100

Data entry - Link

Results - Pedestrian

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	A	1	31	188	356	3600	37	31.81	8.97	9.66	44.66	3.33	48.00
	Ax	1	0	Unrestricted	416	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	41	119	592	3600	47	26.73	14.29	10.70	62.41	5.27	67.67
	Bx	1	0	Unrestricted	504	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	6	1520	10	3600	5	55.21	0.32	0.48	2.18	0.12	2.30
	Cx	1	0	Unrestricted	13	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	54	67	324	3600	19	49.29	10.13	10.18	62.99	3.77	66.76
	Dx	1	0	Unrestricted	349	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
18:00-19:00	A	1	356	356	0		3600	1140	31		188	0.00	37	38
	Ax	1	416	416	0		Unrestricted	Unrestricted	0		Unrestricted	0.77	120	12
	B	1	592	592	0		3600	1440	41		119	0.00	47	48
	Bx	1	504	504	0		Unrestricted	Unrestricted	0		Unrestricted	0.83	120	12
	C	1	10	10	0		3600	180	6		1520	0.00	5	6
	Cx	1	13	13	0		Unrestricted	Unrestricted	0		Unrestricted	0.61	120	12
	D	1	324	324	0		3600	600	54		67	0.00	19	20
	Dx	1	349	349	0		Unrestricted	Unrestricted	0		Unrestricted	0.63	120	12

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
18:00-19:00	A	1	32.04	31.81	3.07	0.07	44.66	44.66	74.61	263.49	2.12	3.33	3.33
	Ax	1	32.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	46.08	26.73	4.25	0.14	62.41	62.41	70.93	415.63	4.29	5.27	5.27
	Bx	1	46.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	22.80	55.21	0.15	0.00	2.18	2.18	94.50	9.40	0.05	0.12	0.12
	Cx	1	22.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	34.32	49.29	4.12	0.32	62.99	62.99	92.74	291.11	9.38	3.77	3.77
	Dx	1	34.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Max end of green queue (Veh)	Max end of red queue (Veh)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))	Estimated blocking
18:00-19:00	A	1	0.00	8.97	92.87	9.66	0.00	0.00	0.00	0.07	8.18	0.00	0.00	0.00	
	Ax	1	0.00	0.00	92.87	0.00	0.00	0.00	0.00			36.00	0.00	36.00	
	B	1	0.00	14.29	133.57	10.70	0.00	0.00	0.00	0.14	11.98	0.00	0.00	0.00	
	Bx	1	0.00	0.00	133.57	0.00	0.00	0.00	0.00			33.00	0.00	33.00	
	C	1	0.00	0.32	66.09	0.48	0.00	0.00	0.00	0.00	0.32	5.00	0.00	5.00	
	Cx	1	0.00	0.00	66.09	0.00	0.00	0.00	0.00			120.00	0.00	120.00	
	D	1	0.00	10.13	99.48	10.18	0.00	0.00	0.00	0.32	9.32	0.00	0.00	0.00	
	Dx	1	0.00	0.00	99.48	0.00	0.00	0.00	0.00			11.00	0.00	11.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
18:00-19:00	A	1	95.05	6.31	15.05	63.85
	Ax	1	111.07	3.70	30.00	32.04
	B	1	227.33	11.97	18.99	72.81
	Bx	1	193.54	6.45	30.00	46.08
	C	1	1.90	0.22	8.77	78.01
	Cx	1	2.47	0.08	30.00	22.80
	D	1	92.66	7.53	12.31	83.61
	Dx	1	99.81	3.33	30.00	34.32

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
18:00-19:00	A	1	0.00	0.00	✓	8.97	0.07	8.18	1.00	0.00	48.00	48.00
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	B	1	0.00	0.00	✓	14.29	0.14	11.98	1.00	0.00	67.67	67.67
	Bx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	C	1	0.00	0.00	✓	0.32	0.00	0.32	1.00	0.00	2.30	2.30
	Cx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	D	1	0.00	0.00	✓	10.13	0.32	9.32	1.00	0.00	66.76	66.76
	Dx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:35:50	13/08/2019 09:35:50	18:00	120	184.73	12.13	54.00	D/1	0	0	D/1	Dx/1	D/

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	54	67	2564	588	17.03	172.24	12.48	184.73

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))	Effective green (s (per cycle))
18:00-19:00	2564	2564	0		54		67	588	592

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
18:00-19:00	38.56	17.03	11.60	0.53	172.24	172.24	38.83	979.63	15.84	12.48	12.48

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
18:00-19:00	10.70	0.00	205.00	0.00	205.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
18:00-19:00	823.84	39.59	20.81

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
18:00-19:00	0.00	0.00	✓	1.00	0.00	0.00	184.73	184.73

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

		To			
		1	2	3	4
From	1	0.0	112.3	110.1	124.1
	2	106.4	0.0	115.7	129.7
	3	86.6	98.2	0.0	109.9
	4	95.6	107.1	104.8	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Normal journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	1	112.33	1	112.33
2	1	3	3	110.05	3	110.05
3	1	4	6	124.09	6	124.09
4	2	3	80	115.65	80	115.65
5	2	4	241	129.69	241	129.69
6	2	1	3	106.41	3	106.41
7	3	2	97	98.17	97	98.17
8	3	4	257	109.93	257	109.93
9	3	1	2	86.65	2	86.65
10	4	2	251	107.13	251	107.13
11	4	3	333	104.85	333	104.85
12	4	1	8	95.61	8	95.61

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	M en of r que (Ve
A	1	(untitled)	1	1	A	356	3600	37	0.00	31	188	63.85	31.81	74.61	8.97	8.
Ax	1	(untitled)				416	Unrestricted	120	36.00	0	Unrestricted	32.04	0.00	0.00	0.00	
B	1	(untitled)	1	1	B	592	3600	47	0.00	41	119	72.81	26.73	70.93	14.29	11.
Bx	1	(untitled)				504	Unrestricted	120	33.00	0	Unrestricted	46.08	0.00	0.00	0.00	
C	1	(untitled)	1	1	C	10	3600	5	5.00	6	1520	78.01	55.21	94.50	0.32	0.
Cx	1	(untitled)				13	Unrestricted	120	120.00	0	Unrestricted	22.80	0.00	0.00	0.00	
D	1	(untitled)	1	1	D	324	3600	19	0.00	54	67	83.61	49.29	92.74	10.13	9.
Dx	1	(untitled)				349	Unrestricted	120	11.00	0	Unrestricted	34.32	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	823.84	39.59	20.81	11.60	0.53	172.24	12.48	0.00	184.73
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians									
TOTAL	823.84	39.59	20.81	11.60	0.53	172.24	12.48	0.00	184.73

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 15

Version: 15.5.2.7994

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Junction 5 - 2025 - AM.t15
Path: M:\Projects\18\18-059 - Clongriffin Planning Application\Design\Civil\Traffic Modelling\MODELLING - JULY 2019\Junction 5
Report generation date: 13/08/2019 09:38:33

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber
			✓		✓	✓	✓	✓	✓	✓	✓		

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	Veh	Veh	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Network Diagrams

A1 - 2025 + Generated Trips
D1 - AM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:38:18	13/08/2019 09:38:18	08:00	120	309.60	20.41	61.74	D/1	0	0	D/1	Dx/1	D/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2025 + Generated Trips		D1	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
AM				08:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
120		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	90	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

Traffic node	Name	Description
1	(untitled)	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			267.00	✓	Directly entered	3600	✓		Normal	
Ax	1	(untitled)			267.00						Normal	
B	1	(untitled)			384.00	✓	Directly entered	3600	✓		Normal	
Bx	1	(untitled)			384.00						Normal	
C	1	(untitled)			190.00	✓	Directly entered	3600	✓		Normal	
Cx	1	(untitled)			190.00						Normal	
D	1	(untitled)			286.00	✓	Directly entered	3600	✓		Normal	
Dx	1	(untitled)			286.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description
(ALL)	1	(ALL)	(untitled)	

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	718	718
Ax	1	600	600
B	1	579	579
Bx	1	613	613
C	1	142	142
Cx	1	204	204
D	1	426	426
Dx	1	448	448

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	A	
B	1	1	B	
C	1	1	C	
D	1	1	D	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
A	1	32.04	30.00
B	1	46.08	30.00
C	1	22.80	30.00
D	1	34.32	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
Ax	1	1	C/1	Ax/1	32.04	30.00	✓	Straight	Straight Movement
Bx	1	1	C/1	Bx/1	46.08	30.00	✓	Offside	85.04
Cx	1	1	A/1	Cx/1	22.80	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	34.32	30.00	✓	Nearside	46.25
Ax	1	2	B/1	Ax/1	32.04	30.00	✓	Offside	78.75
Bx	1	2	A/1	Bx/1	46.08	30.00	✓	Nearside	40.75
Cx	1	2	B/1	Cx/1	22.80	30.00	✓	Nearside	47.82
Dx	1	2	A/1	Dx/1	34.32	30.00	✓	Offside	78.75
Ax	1	3	D/1	Ax/1	32.04	30.00	✓	Nearside	40.75
Bx	1	3	D/1	Bx/1	46.08	30.00	✓	Straight	Straight Movement
Cx	1	3	D/1	Cx/1	22.80	30.00	✓	Offside	81.89
Dx	1	3	B/1	Dx/1	34.32	30.00	✓	Straight	Straight Movement

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To			
		1	2	3	4
From	1	0	29	106	7
	2	11	0	218	197
	3	192	117	0	409
	4	1	302	276	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	C/1	Cx/1	#0000FF
	2	(untitled)	D/1	Dx/1	#FF0000
	3	(untitled)	A/1	Ax/1	#00FF00
	4	(untitled)	B/1	Bx/1	#FFFF00

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (Veh/hr)
1	1		1	2	C/1, Dx/1	Normal	29
	2		1	3	C/1, Ax/1	Normal	106
	3		1	4	C/1, Bx/1	Normal	7
	4		2	3	D/1, Ax/1	Normal	218
	5		2	4	D/1, Bx/1	Normal	197
	6		2	1	D/1, Cx/1	Normal	11
	7		3	2	A/1, Dx/1	Normal	117
	8		3	4	A/1, Bx/1	Normal	409
	9		3	1	A/1, Cx/1	Normal	192
	10		4	2	B/1, Dx/1	Normal	302
	11		4	3	B/1, Ax/1	Normal	276
	12		4	1	B/1, Cx/1	Normal	1

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	120

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	5	50	0	0	Traffic

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 3, 2, 4	45, 55, 90, 115
	2	(untitled)	Single	1, 2, 3, 4	0, 25, 50, 75
	3	(untitled)	Single	1, 3, 4, 2	0, 25, 50, 75
	4	(untitled)	Single	1, 2, 4, 3	0, 25, 50, 75
	5	(untitled)	Single	1, 4, 2, 3	0, 25, 50, 75
	6	(untitled)	Single	1, 4, 3, 2	0, 25, 50, 75

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		3	3	3
	B	3		3	3
	C	3	3		3
	D	3	3	3	

Banned Stage transitions for Controller Stream 1

		To			
		1	2	3	4
From	1				
	2				
	3				
	4				

Interstage Matrix for Controller Stream 1

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

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	118	45	47	1	5
	2	✓	3	C	48	55	7	1	5
	3	✓	2	B	58	90	32	1	5
	4	✓	4	D	93	115	22	1	5

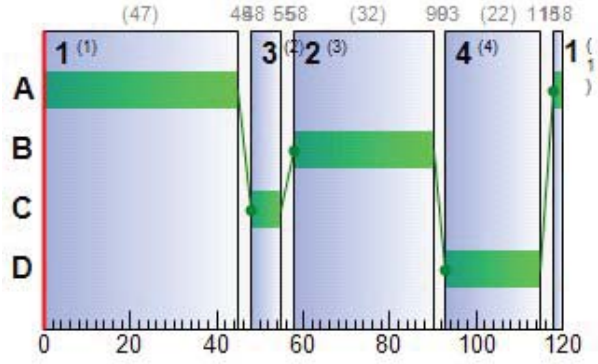
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	118	45	47
	B	1	✓	58	90	32
	C	1	✓	48	55	7
	D	1	✓	93	115	22

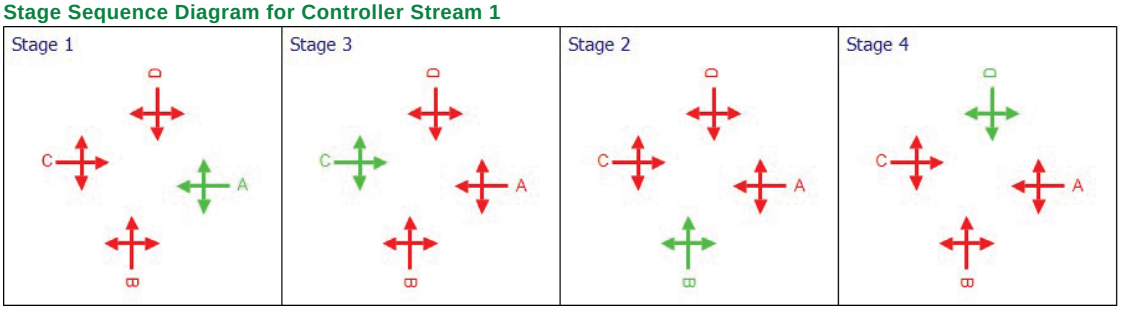
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	118	45	47
B	1	1	1	B	58	90	32
C	1	1	1	C	48	55	7
D	1	1	1	D	93	115	22

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
08:00-09:00	1	0.00	0.00	0.00	0.00

TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	TRANSYT Stage start (s)	TRANSYT Preceding interstage (s)	TRANSYT Stage minimum (s)
1	1	✓	1	A	115	3	8
	2	✓	3	C	45	3	8
	3	✓	2	B	55	3	8
	4	✓	4	D	90	3	8

Resultant Phase Green Periods

Controller Stream	Phase	Green period	TRANSYT Starting stage	TRANSYT Ending stage	TRANSYT Start lag (s)	TRANSYT End lag (s)
1	A	1	1	2	3	0
	B	1	3	4	3	0
	C	1	2	3	3	0
	D	1	4	1	3	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4
1	4	115	45	55	90

Results - Link

Results - Traffic Stream

Results - Traffic Stream: Vehicle summary

Time Segment	Arm	Traffic Stream	Name	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Calculated capacity (Veh/hr)	Degree of saturation (%)	Practical reserve capacity (%)	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	JourneyTime (s)
08:00-09:00	A	1	(untitled)	A	718	3600	47	1440	50	81	28.22	18.00	19.38	60.26
	Ax	1	(untitled)		600	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	32.04
	B	1	(untitled)	B	579	3600	32	990	58	54	40.14	16.98	12.71	86.22
	Bx	1	(untitled)		613	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	46.08
	C	1	(untitled)	C	142	3600	7	240	59	52	65.09	5.00	7.56	87.89
	Cx	1	(untitled)		204	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	22.80
	D	1	(untitled)	D	426	3600	22	690	62	46	48.64	13.51	13.58	82.96
	Dx	1	(untitled)		448	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	34.32

Data Entry - Stage Start and End

Resultant Stage

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	118	45	47	1	5
	2	✓	3	C	48	55	7	1	5
	3	✓	2	B	58	90	32	1	5
	4	✓	4	D	93	115	22	1	5

Data Entry - Phase

Phase

Controller Stream	Phase	Phase	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	A	5	50	0	0	Traffic
	B	B	5	50	0	0	Traffic
	C	C	5	50	0	0	Traffic
	D	D	5	50	0	0	Traffic

Data Entry - Traffic Stream

Traffic Stream

Arm	Traffic Stream	Auto length	Length (m)	Traffic model	Max queue storage (PCU)	Traffic type	Has Saturation Flow	Is signal controlled	Is give way	Saturation flow source	Saturation flow (PCU/hr)	Delay weighting multiplier (%)	Stop weighting multiplier (%)
A	1		267.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Ax	1		267.00	NetworkDefault	0.00	Normal						100	100
B	1		384.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Bx	1		384.00	NetworkDefault	0.00	Normal						100	100
C	1		190.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Cx	1		190.00	NetworkDefault	0.00	Normal						100	100
D	1		286.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Dx	1		286.00	NetworkDefault	0.00	Normal						100	100

Data entry - Link

Results - Pedestrian

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	50	81	718	3600	47	28.22	18.00	19.38	79.93	6.67	86.60
	Ax	1	0	Unrestricted	600	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	58	54	579	3600	32	40.14	16.98	12.71	91.66	6.30	97.97
	Bx	1	0	Unrestricted	613	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	59	52	142	3600	7	65.09	5.00	7.56	36.45	1.86	38.31
	Cx	1	0	Unrestricted	204	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	62	46	426	3600	22	48.64	13.51	13.58	81.73	4.99	86.72
	Dx	1	0	Unrestricted	448	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
08:00-09:00	A	1	718	718	0		3600	1440	50		81	0.00	47	48
	Ax	1	600	600	0		Unrestricted	Unrestricted	0		Unrestricted	0.73	120	12
	B	1	579	579	0		3600	990	58		54	0.00	32	33
	Bx	1	613	613	0		Unrestricted	Unrestricted	0		Unrestricted	0.63	120	12
	C	1	142	142	0		3600	240	59		52	0.00	7	8
	Cx	1	204	204	0		Unrestricted	Unrestricted	0		Unrestricted	0.99	120	12
	D	1	426	426	0		3600	690	62		46	0.00	22	23
	Dx	1	448	448	0		Unrestricted	Unrestricted	0		Unrestricted	0.68	120	12

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	A	1	32.04	28.22	5.38	0.25	79.93	79.93	74.09	524.58	7.40	6.67	6.67
	Ax	1	32.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	46.08	40.14	6.05	0.41	91.66	91.66	86.83	490.53	12.23	6.30	6.30
	Bx	1	46.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	22.80	65.09	2.15	0.42	36.45	36.45	104.36	135.87	12.32	1.86	1.86
	Cx	1	22.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	34.32	48.64	5.26	0.49	81.73	81.73	93.35	382.99	14.69	4.99	4.99
	Dx	1	34.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Max end of green queue (Veh)	Max end of red queue (Veh)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))	Estimated blocking
08:00-09:00	A	1	0.00	18.00	92.87	19.38	0.00	0.00	0.00	0.25	14.61	0.00	0.00	0.00	
	Ax	1	0.00	0.00	92.87	0.00	0.00	0.00	0.00			30.00	0.00	30.00	
	B	1	0.00	16.98	133.57	12.71	0.00	0.00	0.00	0.41	14.40	0.00	0.00	0.00	
	Bx	1	0.00	0.00	133.57	0.00	0.00	0.00	0.00			16.00	0.00	16.00	
	C	1	0.00	5.00	66.09	7.56	0.00	0.00	0.00	0.42	4.84	0.00	0.00	0.00	
	Cx	1	0.00	0.00	66.09	0.00	0.00	0.00	0.00			56.00	0.00	56.00	
	D	1	0.00	13.51	99.48	13.58	0.00	0.00	0.00	0.49	11.97	0.00	0.00	0.00	
	Dx	1	0.00	0.00	99.48	0.00	0.00	0.00	0.00			5.00	0.00	5.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
08:00-09:00	A	1	191.71	12.02	15.95	60.26
	Ax	1	160.20	5.34	30.00	32.04
	B	1	222.34	13.87	16.03	86.22
	Bx	1	235.39	7.85	30.00	46.08
	C	1	26.98	3.47	7.78	87.89
	Cx	1	38.76	1.29	30.00	22.80
	D	1	121.84	9.82	12.41	82.96
	Dx	1	128.13	4.27	30.00	34.32

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
08:00-09:00	A	1	0.00	0.00	✓	18.00	0.25	14.61	1.00	0.00	86.60	86.60
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	B	1	0.00	0.00	✓	16.98	0.41	14.40	1.00	0.00	97.97	97.97
	Bx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	C	1	0.00	0.00	✓	5.00	0.42	4.84	1.00	0.00	38.31	38.31
	Cx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	D	1	0.00	0.00	✓	13.51	0.50	11.97	1.00	0.00	86.72	86.72
	Dx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:38:18	13/08/2019 09:38:18	08:00	120	309.60	20.41	61.74	D/1	0	0	D/1	Dx/1	D/

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	62	46	3730	588	19.70	289.78	19.82	309.60

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))	Effective green (s (per cycle))
08:00-09:00	3730	3730	0		62		46	588	592

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
08:00-09:00	36.20	19.70	18.84	1.57	289.78	289.78	42.38	1533.96	46.65	19.82	19.82

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
08:00-09:00	19.38	0.00	107.00	0.00	107.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
08:00-09:00	1125.34	57.92	19.43

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
08:00-09:00	0.00	0.00	✓	1.00	0.00	0.00	309.60	309.60

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

		To			
		1	2	3	4
From	1	0.0	122.2	119.9	134.0
	2	105.8	0.0	115.0	129.0
	3	83.1	94.6	0.0	106.3
	4	109.0	120.5	118.3	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Normal journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	29	122.21	29	122.21
2	1	3	106	119.93	106	119.93
3	1	4	7	133.97	7	133.97
4	2	3	218	115.00	218	115.00
5	2	4	197	129.04	197	129.04
6	2	1	11	105.76	11	105.76
7	3	2	117	94.58	117	94.58
8	3	4	409	106.34	409	106.34
9	3	1	192	83.06	192	83.06
10	4	2	302	120.54	302	120.54
11	4	3	276	118.26	276	118.26
12	4	1	1	109.02	1	109.02

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUE	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	M e of qu (V
A	1	(untitled)	1	1	A	718	3600	47	0.00	50	81	60.26	28.22	74.09	18.00	14
Ax	1	(untitled)				600	Unrestricted	120	30.00	0	Unrestricted	32.04	0.00	0.00	0.00	
B	1	(untitled)	1	1	B	579	3600	32	0.00	58	54	86.22	40.14	86.83	16.98	14
Bx	1	(untitled)				613	Unrestricted	120	16.00	0	Unrestricted	46.08	0.00	0.00	0.00	
C	1	(untitled)	1	1	C	142	3600	7	0.00	59	52	87.89	65.09	104.36	5.00	4.
Cx	1	(untitled)				204	Unrestricted	120	56.00	0	Unrestricted	22.80	0.00	0.00	0.00	
D	1	(untitled)	1	1	D	426	3600	22	0.00	62	46	82.96	48.64	93.35	13.51	11
Dx	1	(untitled)				448	Unrestricted	120	5.00	0	Unrestricted	34.32	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	1125.34	57.92	19.43	18.84	1.57	289.78	19.82	0.00	309.60
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians									
TOTAL	1125.34	57.92	19.43	18.84	1.57	289.78	19.82	0.00	309.60

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 15

Filename: Junction 5 - 2025 - PM.t15
Path: M:\Projects\18\18-059 - Clongriffin Planning Application\Design\Civil\Traffic Modelling\MODELLING - JULY 2019\Junction 5
Report generation date: 13/08/2019 09:39:45

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	06/12/2011
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber
			✓		✓	✓	✓	✓	✓	✓	✓		

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	Veh	Veh	perHour	s	-Hour	perHour

Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Network Diagrams

A1 - 2025 + Generated Trips
D1 - PM*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:39:19	13/08/2019 09:39:20	18:00	120	462.33	30.54	77.03	B/1	0	0	B/1	Dx/1	B/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
2025 + Generated Trips		D1	✓	

Demand Set Details

Name	Description	Composite	Demand sets	Start time (HH:mm)	Locked
PM				18:00	

Network Options

Network timings

Network cycle time (s)	Restrict to SCOOT cycle times	Time segment length (min)	Number of time segments	Modelled time period (min)
120		60	1	60

Signals options

Start displacement (s)	End displacement (s)
2	3

Advanced

Phase minimum broken penalty (£)	Phase maximum broken penalty (£)	Intergreen broken penalty (£)	Starting Red-with-Amber (s)
10000.00	10000.00	10000.00	2

Traffic options

Traffic model	Vehicle flow scaling factor (%)	Pedestrian flow scaling factor (%)	Cruise times or speeds
Platoon Dispersion (PDM)	100	100	Cruise Speeds

Advanced

Resolution	DOS Threshold (%)	Cruise scaling factor (%)	Use link stop weightings	Use link delay weightings	Exclude pedestrians from results calculation	Random delay mode	Type of Vehicle-in-Service	Type of random parameter	PCU Length (m)	Calculate results for Path Segments	Generate PDM Profile Data
1	100	100	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75		✓

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Bus	1.00	Default	0.94	30	85

Tram parameters

Name	PCU Factor	Dispersion type	Acceleration (ms^[-2])	Stationary time coefficient	Cruise time coefficient
Tram	1.00	Default	0.94	100	100

Pedestrian parameters

Dispersion type
Default

Optimisation options

Enable optimisation	Auto redistribute	Optimisation level	Enable OUT Profile accuracy
✓	✓	Offsets And Green Splits	✓

Advanced

Optimisation type	Hill climb increments	OUTProfile accuracy	Use enhanced optimisation	Auto optimisation order	Optimisation order	Master controller	Offsets relative to master controller	Master controller offset after each run
Hill Climb (Fast)	15, 40, -1, 15, 40, 1, -1, 1	50, 50, 5, 5, 0.5, 0.5, 0.05, 0.05		✓	1			Do nothing

Economics

Vehicle Monetary Value Of Delay (£ per PCU-hr)	Vehicle Monetary Value Of Stops (£ per 100 stops)	Pedestrian monetary value of delay (£ per Ped-hr)
14.20	2.60	14.20

Traffic Nodes

Traffic Nodes

Traffic node	Name	Description
1	(untitled)	

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
A	(untitled)		1
Ax	(untitled)		
B	(untitled)		1
Bx	(untitled)		
C	(untitled)		1
Cx	(untitled)		
D	(untitled)		1
Dx	(untitled)		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
A	1	(untitled)			267.00	✓	Directly entered	3600	✓		Normal	
Ax	1	(untitled)			267.00						Normal	
B	1	(untitled)			384.00	✓	Directly entered	3600	✓		Normal	
Bx	1	(untitled)			384.00						Normal	
C	1	(untitled)			190.00	✓	Directly entered	3600	✓		Normal	
Cx	1	(untitled)			190.00						Normal	
D	1	(untitled)			286.00	✓	Directly entered	3600	✓		Normal	
Dx	1	(untitled)			286.00						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description
(ALL)	1	(ALL)	(untitled)	

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	1	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	1	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	1	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	1	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (Veh/hr)	Normal Flow (Veh/hr)
A	1	961	961
Ax	1	822	822
B	1	855	855
Bx	1	851	851
C	1	219	219
Cx	1	296	296
D	1	434	434
Dx	1	500	500

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
A	1	1	A	
B	1	1	B	
C	1	1	C	
D	1	1	D	

Entry Sources

Arm	Traffic Stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)
A	1	32.04	30.00
B	1	46.08	30.00
C	1	22.80	30.00
D	1	34.32	30.00

Sources

Arm	Traffic Stream	Source	Source traffic stream	Destination traffic stream	Cruise time for Normal Traffic (s)	Cruise speed for Normal Traffic (kph)	Auto turning radius	Traffic turn style	Turning radius (m)
Ax	1	1	C/1	Ax/1	32.04	30.00	✓	Straight	Straight Movement
Bx	1	1	C/1	Bx/1	46.08	30.00	✓	Offside	82.71
Cx	1	1	A/1	Cx/1	22.80	30.00	✓	Straight	Straight Movement
Dx	1	1	C/1	Dx/1	34.32	30.00	✓	Nearside	43.61
Ax	1	2	B/1	Ax/1	32.04	30.00	✓	Offside	78.75
Bx	1	2	A/1	Bx/1	46.08	30.00	✓	Nearside	42.95
Cx	1	2	B/1	Cx/1	22.80	30.00	✓	Nearside	46.25
Dx	1	2	A/1	Dx/1	34.32	30.00	✓	Offside	78.75
Ax	1	3	D/1	Ax/1	32.04	30.00	✓	Nearside	42.95
Bx	1	3	D/1	Bx/1	46.08	30.00	✓	Straight	Straight Movement
Cx	1	3	D/1	Cx/1	22.80	30.00	✓	Offside	78.75
Dx	1	3	B/1	Dx/1	34.32	30.00	✓	Straight	Straight Movement

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit
1	(untitled)	✓	✓	Path Equalisation			✓			✓	1.25		

Normal Input Flows (Veh/hr)

		To			
		1	2	3	4
From	1	0	43	170	6
	2	45	0	140	249
	3	243	122	0	596
	4	8	335	512	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows not shown as they are blank.

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	C/1	Cx/1	#0000FF
	2	(untitled)	D/1	Dx/1	#FF0000
	3	(untitled)	A/1	Ax/1	#00FF00
	4	(untitled)	B/1	Bx/1	#FFFF00

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (Veh/hr)
1	1		1	2	C/1, Dx/1	Normal	43
	2		1	3	C/1, Ax/1	Normal	170
	3		1	4	C/1, Bx/1	Normal	6
	4		2	3	D/1, Ax/1	Normal	140
	5		2	4	D/1, Bx/1	Normal	249
	6		2	1	D/1, Cx/1	Normal	45
	7		3	2	A/1, Dx/1	Normal	122
	8		3	4	A/1, Bx/1	Normal	596
	9		3	1	A/1, Cx/1	Normal	243
	10		4	2	B/1, Dx/1	Normal	335
	11		4	3	B/1, Ax/1	Normal	512
	12		4	1	B/1, Cx/1	Normal	8

Signal Timings

Network Default: 120s cycle time; 120 steps

Controller Stream 1

Controller Stream	Name	Description	Use sequence	Cycle time source	Cycle time (s)
1	(untitled)		1	NetworkDefault	120

Controller Stream 1 - Properties

Controller Stream	Manufacturer name	Type	Model number	(Telephone) Line Number	Site number	Grid reference	Gaining delay type
1	Unspecified						Absolute

Controller Stream 1 - Optimisation

Controller Stream	Allow offset optimisation	Allow green split optimisation	Optimisation level	Auto redistribute	Enable stage constraint
1	✓	✓	Offsets And Green Splits	✓	

Phases

Controller Stream	Phase	Name	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	(ALL)	(untitled)	5	50	0	0	Traffic

Library Stages

Controller Stream	Library Stage	Phases in stage	User stage minimum (s)
1	1	A	1
	2	B	1
	3	C	1
	4	D	1

Stage Sequences

Controller Stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends
1	1	(untitled)	Single	1, 3, 2, 4	41, 53, 92, 113
	2	(untitled)	Single	1, 2, 3, 4	0, 25, 50, 75
	3	(untitled)	Single	1, 3, 4, 2	0, 25, 50, 75
	4	(untitled)	Single	1, 2, 4, 3	0, 25, 50, 75
	5	(untitled)	Single	1, 4, 2, 3	0, 25, 50, 75
	6	(untitled)	Single	1, 4, 3, 2	0, 25, 50, 75

Intergreen Matrix for Controller Stream 1

		To			
		A	B	C	D
From	A		3	3	3
	B	3		3	3
	C	3	3		3
	D	3	3	3	

Banned Stage transitions for Controller Stream 1

		To			
		1	2	3	4
From	1				
	2				
	3				
	4				

Interstage Matrix for Controller Stream 1

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

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	116	41	45	1	5
	2	✓	3	C	44	53	9	1	5
	3	✓	2	B	56	92	36	1	5
	4	✓	4	D	95	113	18	1	5

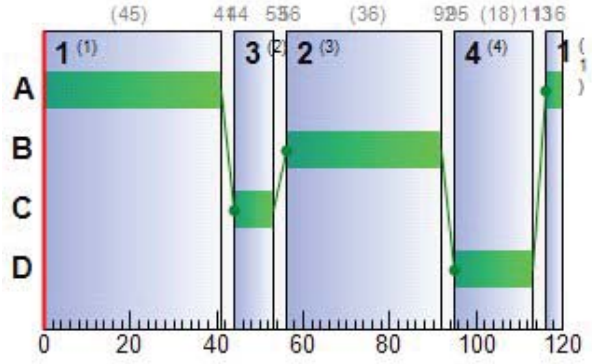
Resultant Phase Green Periods

Controller Stream	Phase	Green period	Is base green period	Start time (s)	End time (s)	Duration (s)
1	A	1	✓	116	41	45
	B	1	✓	56	92	36
	C	1	✓	44	53	9
	D	1	✓	95	113	18

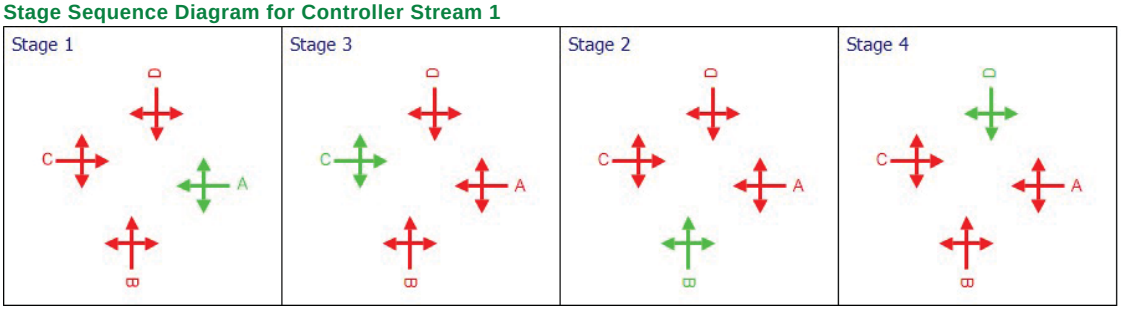
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
A	1	1	1	A	116	41	45
B	1	1	1	B	56	92	36
C	1	1	1	C	44	53	9
D	1	1	1	D	95	113	18

Phase Timings Diagram for Controller Stream 1



Stage Sequence Diagram for Controller Stream 1



Resultant penalties

Time Segment	Controller stream	Phase min max penalty (£ per hr)	Intergreen broken penalty (£ per hr)	Stage constraint broken penalty (£ per hr)	Cost of controller stream penalties (£ per hr)
18:00-19:00	1	0.00	0.00	0.00	0.00

TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	TRANSYT Stage start (s)	TRANSYT Preceding interstage (s)	TRANSYT Stage minimum (s)
1	1	✓	1	A	113	3	8
	2	✓	3	C	41	3	8
	3	✓	2	B	53	3	8
	4	✓	4	D	92	3	8

Resultant Phase Green Periods

Controller Stream	Phase	Green period	TRANSYT Starting stage	TRANSYT Ending stage	TRANSYT Start lag (s)	TRANSYT End lag (s)
1	A	1	1	2	3	0
	B	1	3	4	3	0
	C	1	2	3	3	0
	D	1	4	1	3	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4
1	4	113	41	53	92

Results - Link

Results - Traffic Stream

Results - Traffic Stream: Vehicle summary

Time Segment	Arm	Traffic Stream	Name	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Calculated capacity (Veh/hr)	Degree of saturation (%)	Practical reserve capacity (%)	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	JourneyTime (s)
18:00-19:00	A	1	(untitled)	A	961	3600	45	1380	70	44	34.10	27.49	29.60	66.14
	Ax	1	(untitled)		822	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	32.04
	B	1	(untitled)	B	855	3600	36	1110	77	30	43.00	26.92	20.16	89.08
	Bx	1	(untitled)		851	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	46.08
	C	1	(untitled)	C	219	3600	9	300	73	37	69.27	8.07	12.20	92.07
	Cx	1	(untitled)		296	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	22.80
	D	1	(untitled)	D	434	3600	18	570	76	31	58.13	14.92	15.00	92.45
	Dx	1	(untitled)		500	Unrestricted	120	Unrestricted	0	Unrestricted	0.00	0.00	0.00	34.32

Data Entry - Stage Start and End

Resultant Stage

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	116	41	45	1	5
	2	✓	3	C	44	53	9	1	5
	3	✓	2	B	56	92	36	1	5
	4	✓	4	D	95	113	18	1	5

Data Entry - Phase

Phase

Controller Stream	Phase	Phase	Minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type
1	A	A	5	50	0	0	Traffic
	B	B	5	50	0	0	Traffic
	C	C	5	50	0	0	Traffic
	D	D	5	50	0	0	Traffic

Data Entry - Traffic Stream

Traffic Stream

Arm	Traffic Stream	Auto length	Length (m)	Traffic model	Max queue storage (PCU)	Traffic type	Has Saturation Flow	Is signal controlled	Is give way	Saturation flow source	Saturation flow (PCU/hr)	Delay weighting multiplier (%)	Stop weighting multiplier (%)
A	1		267.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Ax	1		267.00	NetworkDefault	0.00	Normal						100	100
B	1		384.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Bx	1		384.00	NetworkDefault	0.00	Normal						100	100
C	1		190.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Cx	1		190.00	NetworkDefault	0.00	Normal						100	100
D	1		286.00	NetworkDefault	0.00	Normal	✓	✓		Directly entered	3600	100	100
Dx	1		286.00	NetworkDefault	0.00	Normal						100	100

Data entry - Link

Results - Pedestrian

Traffic Stream Results

Traffic Stream Results: Vehicle summary

Time Segment	Arm	Traffic Stream	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Mean max queue (Veh)	Utilised storage (%)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	A	1	70	44	961	3600	45	34.10	27.49	29.60	129.25	10.19	139.44
	Ax	1	0	Unrestricted	822	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	77	30	855	3600	36	43.00	26.92	20.16	145.01	9.99	155.00
	Bx	1	0	Unrestricted	851	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	73	37	219	3600	9	69.27	8.07	12.20	59.84	2.99	62.82
	Cx	1	0	Unrestricted	296	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	76	31	434	3600	18	58.13	14.92	15.00	99.52	5.55	105.07
	Dx	1	0	Unrestricted	500	Unrestricted	120	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Flows and signals

Time Segment	Arm	Traffic Stream	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Calculated sat flow (Veh/hr)	Calculated capacity (Veh/hr)	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Mean modulus of error	Actual green (s (per cycle))	Effec gree (pe cycl
18:00-19:00	A	1	961	961	0		3600	1380	70		44	0.00	45	46
	Ax	1	822	822	0		Unrestricted	Unrestricted	0		Unrestricted	0.73	120	12
	B	1	855	855	0		3600	1110	77		30	0.00	36	37
	Bx	1	851	851	0		Unrestricted	Unrestricted	0		Unrestricted	0.68	120	12
	C	1	219	219	0		3600	300	73		37	0.00	9	10
	Cx	1	296	296	0		Unrestricted	Unrestricted	0		Unrestricted	0.83	120	12
	D	1	434	434	0		3600	570	76		31	0.00	18	19
	Dx	1	500	500	0		Unrestricted	Unrestricted	0		Unrestricted	0.61	120	12

Traffic Stream Results: Stops and delays

Time Segment	Arm	Traffic Stream	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
18:00-19:00	A	1	32.04	34.10	8.31	0.79	129.25	129.25	84.56	789.01	23.64	10.19	10.19
	Ax	1	32.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B	1	46.08	43.00	8.94	1.27	145.01	145.01	93.21	759.25	37.71	9.99	9.99
	Bx	1	46.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	C	1	22.80	69.27	3.27	0.95	59.84	59.84	108.83	210.82	27.53	2.99	2.99
	Cx	1	22.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D	1	34.32	58.13	5.83	1.18	99.52	99.52	101.99	407.89	34.72	5.55	5.55
	Dx	1	34.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Traffic Stream Results: Queues and blocking

Time Segment	Arm	Traffic Stream	Initial queue (Veh)	Mean max queue (Veh)	Max queue storage (Veh)	Utilised storage (%)	Average storage excess queue (Veh)	Average limit excess queue (Veh)	Excess queue penalty (£ per hr)	Max end of green queue (Veh)	Max end of red queue (Veh)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))	Estimated blocking
18:00-19:00	A	1	0.00	27.49	92.87	29.60	0.00	0.00	0.00	0.79	20.55	0.00	0.00	0.00	
	Ax	1	0.00	0.00	92.87	0.00	0.00	0.00	0.00			27.00	0.00	27.00	
	B	1	0.00	26.92	133.57	20.16	0.00	0.00	0.00	1.27	20.98	0.00	0.00	0.00	
	Bx	1	0.00	0.00	133.57	0.00	0.00	0.00	0.00			15.00	0.00	15.00	
	C	1	0.00	8.07	66.09	12.20	0.00	0.00	0.00	0.95	7.64	0.00	0.00	0.00	
	Cx	1	0.00	0.00	66.09	0.00	0.00	0.00	0.00			44.00	0.00	44.00	
	D	1	0.00	14.92	99.48	15.00	0.00	0.00	0.00	1.18	13.36	0.00	0.00	0.00	
	Dx	1	0.00	0.00	99.48	0.00	0.00	0.00	0.00			0.00	0.00	0.00	

Traffic Stream Results: Journey times

Time Segment	Arm	Traffic Stream	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	JourneyTime (s)
18:00-19:00	A	1	256.59	17.65	14.53	66.14
	Ax	1	219.47	7.32	30.00	32.04
	B	1	328.32	21.16	15.52	89.08
	Bx	1	326.78	10.89	30.00	46.08
	C	1	41.61	5.60	7.43	92.07
	Cx	1	56.24	1.87	30.00	22.80
	D	1	124.12	11.15	11.14	92.45
	Dx	1	143.00	4.77	30.00	34.32

Traffic Stream Results: Advanced

Time Segment	Arm	Traffic Stream	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	Mean Max Queue EoTS (Veh)	Max End of Green Queue EoTS (Veh)	Max End of Red Queue EoTS (Veh)	PCU Factor	Cost of traffic penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
18:00-19:00	A	1	0.00	0.00	✓	27.49	0.80	20.55	1.00	0.00	139.44	139.44
	Ax	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	B	1	0.00	0.00	✓	26.93	1.28	20.99	1.00	0.00	155.00	155.00
	Bx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	C	1	0.00	0.00	✓	8.08	0.97	7.66	1.00	0.00	62.82	62.82
	Cx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00
	D	1	0.00	0.00	✓	14.94	1.20	13.37	1.00	0.00	105.07	105.07
	Dx	1	0.00	0.00	✓	0.00			1.00	0.00	0.00	0.00

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (Veh-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	13/08/2019 09:39:19	13/08/2019 09:39:20	18:00	120	462.33	30.54	77.03	B/1	0	0	B/1	Dx/1	B/

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (Veh/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	77	30	4938	588	22.26	433.61	28.72	462.33

Network Results: Flows and signals

Time Segment	Calculated flow entering (Veh/hr)	Calculated flow out (Veh/hr)	Flow discrepancy (Veh/hr)	Adjusted flow warning	Degree of saturation (%)	DOS Threshold exceeded	Practical reserve capacity (%)	Actual green (s (per cycle))	Effective green (s (per cycle))
18:00-19:00	4938	4938	0		77		30	588	592

Network Results: Stops and delays

Time Segment	Mean Cruise Time per Veh (s)	Mean Delay per Veh (s)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Unweighted cost of delay (£ per hr)	Weighted cost of delay (£ per hr)	Mean stops per Veh (%)	Uniform stops (Stops per hr)	Random stops (Stops per hr)	Unweighted cost of stops (£ per hr)	Weighted cost of stops (£ per hr)
18:00-19:00	36.36	22.26	26.34	4.19	433.61	433.61	46.39	2166.98	123.60	28.72	28.72

Network Results: Queues and blocking

Time Segment	Utilised storage (%)	Excess queue penalty (£ per hr)	Wasted time starvation (s (per cycle))	Wasted time blocking back (s (per cycle))	Wasted time total (s (per cycle))
18:00-19:00	29.60	0.00	86.00	0.00	86.00

Network Results: Journey times

Time Segment	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)
18:00-19:00	1496.14	80.41	18.61

Network Results: Advanced

Time Segment	Degree of saturation penalty (£ per hr)	Ped gap accepting penalty (£ per hr)	Warmed up	PCU Factor	Cost of traffic penalties (£ per hr)	Controller stream penalties (£ per hr)	Unweighted performance index (£ per hr)	Performance Index (£ per hr)
18:00-19:00	0.00	0.00	✓	1.00	0.00	0.00	462.33	462.33

Point to Point Journey Time

Average Journey Time (s) for Local Matrix: 1

		To			
		1	2	3	4
From	1	0.0	126.4	124.1	138.1
	2	115.3	0.0	124.5	138.5
	3	88.9	100.5	0.0	112.2
	4	111.9	123.4	121.1	0.0

Path Journey Time

Path	From Location	To Location	Normal Calculated Flow (Veh/hr)	Normal journey time (s)	Calculated Total Flow (Veh/hr)	Avg journey time (s)
1	1	2	43	126.39	43	126.39
2	1	3	170	124.11	170	124.11
3	1	4	6	138.15	6	138.15
4	2	3	140	124.49	140	124.49
5	2	4	249	138.53	249	138.53
6	2	1	45	115.25	45	115.25
7	3	2	122	100.46	122	100.46
8	3	4	596	112.22	596	112.22
9	3	1	243	88.94	243	88.94
10	4	2	335	123.40	335	123.40
11	4	3	512	121.12	512	121.12
12	4	1	8	111.88	8	111.88

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUE	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (Veh/hr)	Calculated sat flow (Veh/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (Veh)	M e of qu (V
A	1	(untitled)	1	1	A	961	3600	45	0.00	70	44	66.14	34.10	84.56	27.49	20
Ax	1	(untitled)				822	Unrestricted	120	27.00	0	Unrestricted	32.04	0.00	0.00	0.00	
B	1	(untitled)	1	1	B	855	3600	36	0.00	77	30	89.08	43.00	93.21	26.92	20
Bx	1	(untitled)				851	Unrestricted	120	15.00	0	Unrestricted	46.08	0.00	0.00	0.00	
C	1	(untitled)	1	1	C	219	3600	9	0.00	73	37	92.07	69.27	108.83	8.07	7.
Cx	1	(untitled)				296	Unrestricted	120	44.00	0	Unrestricted	22.80	0.00	0.00	0.00	
D	1	(untitled)	1	1	D	434	3600	18	0.00	76	31	92.45	58.13	101.99	14.92	13
Dx	1	(untitled)				500	Unrestricted	120	0.00	0	Unrestricted	34.32	0.00	0.00	0.00	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (Veh-hr/hr)	Random plus oversat delay (Veh-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	1496.14	80.41	18.61	26.34	4.19	433.61	28.72	0.00	462.33
Bus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians									
TOTAL	1496.14	80.41	18.61	26.34	4.19	433.61	28.72	0.00	462.33

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Junction 6 - 2018 - Existing Road Network with Existing Traffic-AM-PM.j9
Path: M:\Projects\18\18-059 - Clongriffin Planning Application\Design\Civil\Traffic Modelling\MODELLING - JULY 2019\Junction 6
Report generation date: 13/08/2019 09:41:46

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018							
Arm 1	1.0	5.65	0.51	A	0.9	5.03	0.48	A
Arm 2	1.6	6.99	0.61	A	3.5	12.43	0.78	B
Arm 3	1.8	5.80	0.65	A	2.2	7.18	0.69	A
Arm 4	1.0	5.73	0.50	A	0.8	4.66	0.43	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/11/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Single time segment only
D1	2018	AM	FLAT	08:00	09:00	60	✓
D2	2018	PM	FLAT	17:00	18:00	60	✓

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	untitled	
2	untitled	
3	untitled	
4	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.00	7.00	3.0	21.5	58.3	0.0	
2	5.00	6.00	4.7	20.3	58.3	0.0	
3	7.00	7.00	0.0	16.0	58.3	0.0	
4	6.00	7.32	10.0	23.4	58.3	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.679	2176
2	0.625	1873
3	0.700	2316
4	0.708	2333

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Single time segment only
D1	2018	AM	FLAT	08:00	09:00	60	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	654	100.000
2		✓	806	100.000
3		✓	1133	100.000
4		✓	638	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	228	348	78
	2	217	0	375	214
	3	500	496	0	137
	4	118	329	191	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.51	5.65	1.0	A
2	0.61	6.99	1.6	A
3	0.65	5.80	1.8	A
4	0.50	5.73	1.0	A

Main Results for each time segment

08:00 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	654	1014	1289	0.507	653	1.0	5.649	A
2	806	616	1318	0.612	804	1.6	6.991	A
3	1133	508	1750	0.647	1131	1.8	5.800	A
4	638	1211	1264	0.505	637	1.0	5.735	A

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Single time segment only
D2	2018	PM	FLAT	17:00	18:00	60	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	648	100.000
2		✓	1017	100.000
3		✓	1083	100.000
4		✓	589	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	165	371	112
	2	263	0	376	378
	3	381	434	0	268
	4	114	312	163	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.48	5.03	0.9	A
2	0.78	12.43	3.5	B
3	0.69	7.18	2.2	A
4	0.43	4.66	0.8	A

Main Results for each time segment

17:00 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	648	908	1362	0.476	647	0.9	5.031	A
2	1017	645	1300	0.783	1013	3.5	12.430	B
3	1083	751	1580	0.685	1081	2.2	7.179	A
4	589	1075	1360	0.433	588	0.8	4.662	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896

Filename: Junction 6 - 2025 -AM-PM.j9
Path: M:\Projects\18\18-059 - Clongriffin Planning Application\Design\Civil\Traffic Modelling\MODELLING - JULY 2019\Junction 6
Report generation date: 13/08/2019 09:44:47

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2025 + Generated Trips - 2025							
Arm 1	1.5	7.39	0.59	A	1.5	7.38	0.59	A
Arm 2	3.2	11.69	0.76	B	17.3	44.96	0.96	E
Arm 3	2.6	8.17	0.73	A	3.5	11.26	0.78	B
Arm 4	1.9	8.16	0.65	A	2.1	8.26	0.68	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/11/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DOMAIN\f.silva
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Single time segment only
D1	2025	AM	FLAT	08:00	09:00	60	✓
D2	2025	PM	FLAT	18:00	19:00	60	✓

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	2025 + Generated Trips	100.000

2025 + Generated Trips - 2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	untitled	
2	untitled	
3	untitled	
4	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.00	7.00	3.0	21.5	58.3	0.0	
2	5.00	6.00	4.7	20.3	58.3	0.0	
3	7.00	7.00	0.0	16.0	58.3	0.0	
4	6.00	7.32	10.0	23.4	58.3	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.679	2176
2	0.625	1873
3	0.700	2316
4	0.708	2333

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Single time segment only
D1	2025	AM	FLAT	08:00	09:00	60	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	709	100.000
2		✓	972	100.000
3		✓	1161	100.000
4		✓	827	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	228	348	133
	2	217	0	375	380
	3	500	496	0	165
	4	165	455	207	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.59	7.39	1.5	A
2	0.76	11.69	3.2	B
3	0.73	8.17	2.6	A
4	0.65	8.16	1.9	A

Main Results for each time segment

08:00 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	709	1155	1193	0.594	708	1.5	7.386	A
2	972	687	1274	0.763	969	3.2	11.687	B
3	1161	728	1596	0.727	1158	2.6	8.172	A
4	827	1210	1264	0.654	825	1.9	8.161	A

2025 + Generated Trips - 2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	20.08	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Single time segment only
D2	2025	PM	FLAT	18:00	19:00	60	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	708	100.000
2		✓	1196	100.000
3		✓	1107	100.000
4		✓	931	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	165	371	172
	2	263	0	376	557
	3	381	434	0	292
	4	206	537	188	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.59	7.38	1.5	A
2	0.96	44.96	17.3	E
3	0.78	11.26	3.5	B
4	0.68	8.26	2.1	A

Main Results for each time segment

18:00 - 19:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	708	1156	1193	0.593	707	1.5	7.377	A
2	1196	729	1247	0.959	1179	17.3	44.962	E
3	1107	980	1420	0.780	1104	3.5	11.256	B
4	931	1072	1362	0.683	929	2.1	8.265	A