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RESIDENTIAL DEVELOPMENT
ENNIS

TRAFFIC AND TRANSPORTATION ASSESSMENT

RESIDENTIAL DEVELOPMENT, ENNIS

TRAFFIC AND TRANSPORTATION ASSESSMENT

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1.0 NON-TECHNICAL SUMMARY

The Non-Technical Summary is a synopsis of the traffic and transportation assessment for the proposed residential development at Drumbiggle, Ennis, Co. Clare. The proposed development is located approximately 1.6km west of Ennis Town Centre. Glenveagh Homes intends to develop an existing greenfield site at Drumbiggle, Ennis, Co. Clare. The development will consist of :

1) The construction of 289 no. residential units comprising a mixture of 12 no. 1 bed apartments, 78 no. 2 bed townhouse/duplex units, 165 no. 3 bed dwelling houses, and 34 no. dwelling houses which will have an option of a 3 or 4 bedroom house-type;
2) A 400.7m2 creche/childcare facility;
3) The provision of landscaping, open space and amenity areas, including play/exercise equipment, a linear amenity walkway, informal play areas and local play areas;
4) The provision 2 no. pedestrian connections to the existing public footpath along the N85, 2 no. pedestrian connections into Ballymacaula View Estate, improvements/upgrades to the pedestrian footpaths along Circular Road including an uncontrolled pedestrian crossing and pedestrian footpath provision along part of the Drumbiggle and Cahercalla Roads;
5) All associated infrastructure and services including 1 no. vehicular access point onto Circular Road, car parking and bin storage, lighting, 2 no. ESB substations, drainage and 1 pumping station, boundary treatments at

Ballymacaula, Drumbiggle, Circular Road, Ennis, Co. ClareThe proposed layout for the development has been reproduced in sketch format in the Figure 1-1 and is detailed in the series of drawings as submitted with this application.

Tobin Consulting Engineers are the consultants appointed to provide Civil and Traffic Engineering design services for the planning stage of the project.

Figure 1-1: Proposed Indicative Site Layout

The N85 national primary road boarders the lands to the immediate south and west of the site and Ennis golf club and on-off housing boarders the lands to the immediate east and north of the site.

The main approaches to the town have footpaths for pedestrian use only. Cyclists currently utilise the existing roadways to access the town centre.

The Table below gives typical cycle and walking distance and times to main attractions from the proposed development.

Attraction	Cycle Distance (km)	Cycle Time (mins)	Walk Distance (km)	Walk Time (mins)
Ennis Ruby Football Club	<0.1	< 1 min	<0.1	<1 min
Ennis Golf Club	0.950	3 min	0.950	11 min
Scoil Chriost Ri	1.60	< 4 min	1.60	19 min
Ennis Health Centre	<1.5	< 5 min	<1.5	<18 min
Ennis Town Centre	1.60	5 min	1.60	19 min

A calculated total of 129 spaces are required for the proposed Development, as outlined in Chapter 7. 140 dedicated bicycle parking spaces have been provided for within the site. These are for the residential units without private direct access to private amenity space, 1 private secure bike space will be provided per Town house units and 1 space per bedroom and 0.5 visitor spaces per apartments. For residential elements with direct access to allocated private amenity space, it is envisaged that the bicycle parking will be accommodated within the curtilage of the dwelling (i.e. within the garden).

A number of bus and train services operate from Ennis Town Centre (refer to Chapter 8 for details) with routes linking locally and nationally.

A review of committed developments in the surrounding area has been carried out and all committed development considered. The summation of the proposed and committed development has been assessed using PICADY and ARCADY analysis software for the base and generated traffic volumes for the expected year of opening of 2024 and the design years 2029 and 2039. The trip rates for the proposed development were generated from the TRICS database.

A number of assumptions were made in this report, as outlined in Section 5, 'Trip Generation and Trip Distribution'.

A summary of the traffic analysis is as follows:

<u>Junction 1 – Roundabout Junction N84 / R474 (Beecher Roundabout)</u>

The ARCADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the roundabout is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The

inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

Junction 2 - R474 / Drumbiggle Road Priority Junction

The PICADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the junction is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

Junction 3 - R474 / Cloughleigh Rd / Davitt Terrace Roundabout Junction

The ARCADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the roundabout is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

Junction 4 - R474 / R458 Priority Junction

The PICADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the junction is forecast to operate within capacity for the morning and evening peak periods. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate within capacity. It is projected that Stream D-ABC will have a maximum RFC of 0.84 and a queue length of 4.8 PCU for the morning peak period.

Junction 5 – Proposed Access / R474 Priority Junction

The PICADY analysis results indicate that the junction will operate within capacity for the morning and evening peak periods for the 2024 Opening Year scenario. For the design year 2039, the junction is also forecast to operate within capacity for the morning and evening peak periods. It is projected that Stream B-AC will have a maximum RFC of 0.28 and a queue length of 0.4 PCU for the morning peak period.

2.0 INTRODUCTION

2.1 INTRODUCTION

TOBIN Consulting Engineers Ltd have been appointed by Glenveagh Homes to provide a Traffic and Transportation Assessment as part of the Planning Application for the proposed Strategic Housing Development at Drumbiggle, Ennis, Co. Clare. The total site area for the proposed development is approximately 11.12 ha.

In preparing this Report, TOBIN Consulting Engineers has made reference to;

- The Clare County Development Plan 2017 – 2023 (CCDP);
- NRA 'Traffic and Transport Assessment Guidelines' (May 2014); and
- NRA Project Appraisal Guidelines for National Roads Unit 5.3: Travel Demand Projections.

2.2 OBJECTIVES

The objective of this Report is to assess the impact the proposed development will have on the existing road network. This Report will calculate the expected volume of traffic that will be generated by the proposed development and assess the impact that this traffic will have on the operational capacity of the road network in the vicinity of the development. The junctions to be analysed as part of this Report are the following:

- Junction 1: Roundabout Junction (Beechpark) N85 / R474
- Junction 2: Priority Junction R474 / Drumbiggle Road
- Junction 3: Roundabout Junction R474 / Cloughleigh Rd / Davitt Terrace
- Junction 4: Priority Junction R474 / R458
- Junction 5: Priority Junction Proposed Access / R474

In accordance with the Traffic and Transport Assessment Guidelines, ways to promote non-car access to the proposed development will also be explored. This will include convenient pedestrian and cycle interconnection between existing and proposed developments and public transport facilities. Existing public transport networks will be examined. A walking and cycling accessibility assessment will also be conducted to determine the distances to main attractions and public transport connections and to also illustrate the benefits of walking or using a bicycle to access a particular development.

2.3 SCOPING

In order to ensure the scope of this report was to the satisfaction of Clare County Council, a scoping document was issued on the 2nd of November 2021 to Ennis Municipal District's Roads Department. This document outlined the proposed approach that the Traffic and Transport Assessment would take and the junctions which would be included in the analysis.

The proposed Development was also discussed at the Stage 1 meeting in October 2021. Items discussed at this meeting were captured in the design and this assessment of the proposed Development.

2.4 STRUCTURE OF THE REPORT

This report is divided into eight chapters:

- Chapter 1 is a Non-Technical Summary.
- Chapter 2 includes this introduction.
- Chapter 3 describes the proposed development, and its location.
- Chapter 4 provides an overview of the existing and proposed traffic conditions, explaining how this information was obtained.
- Chapter 5 outlines the assumptions that have been made in the calculation of traffic generated by the development and the factors used to forecast the future road network traffic.
- Chapter 6 explains the methodology used and the results of the analysis performed on the nominated junctions. An investigation into link capacity is also dealt with in this chapter.
- Chapter 7 addresses issues relating to road safety, parking provision, pedestrians & cyclists.
- Chapter 8 contains the Mobility Statement for the proposed development site.
- Chapter 9 summarises and concludes the Report.

3.0 PROPOSED DEVELOPMENT

3.1 SITE LOCATION

The proposed residential development is located on Circular Road, approximately 1600m south-west of Ennis town centre. The site location is shown in Figure 3-1 below.

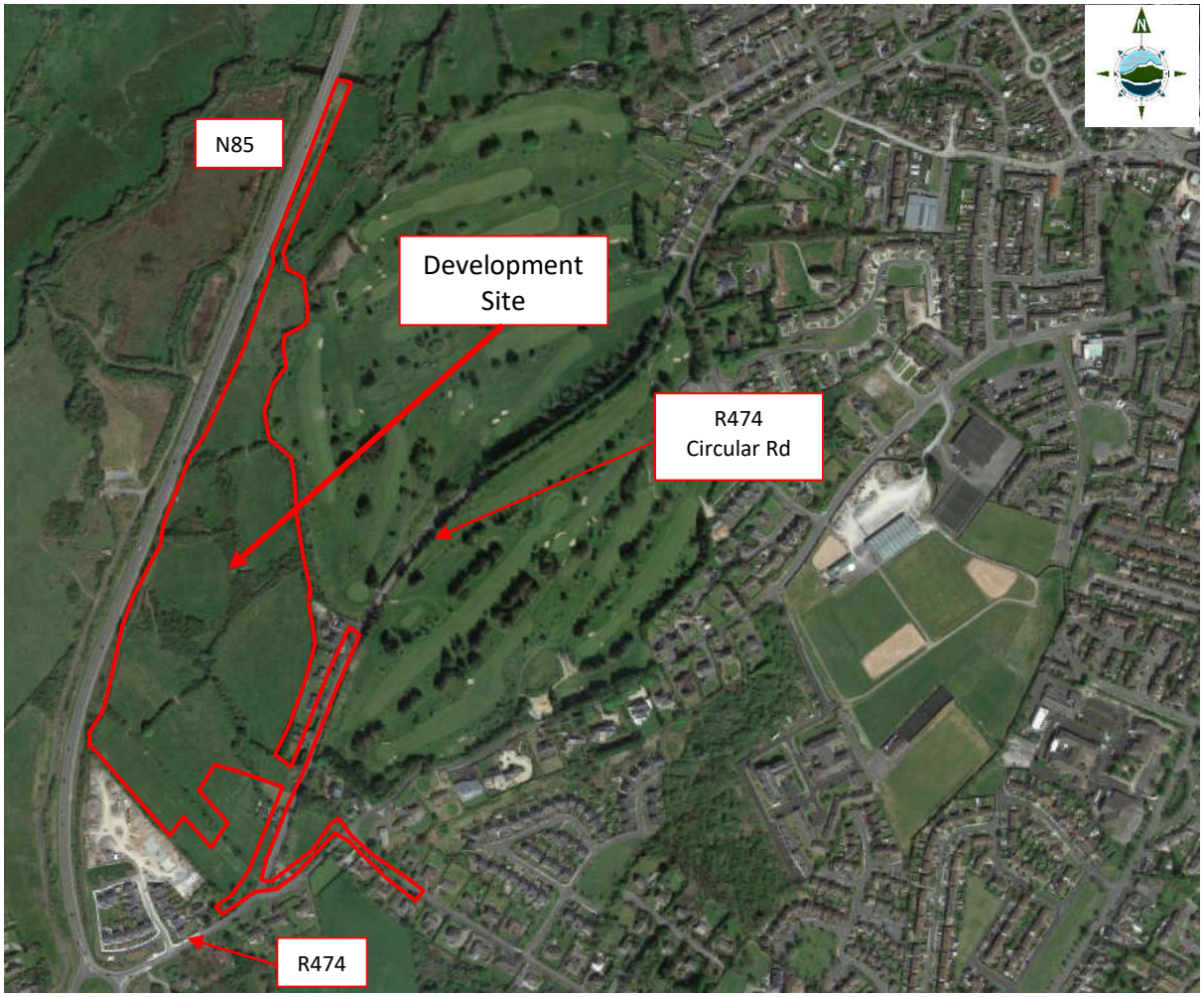

Figure 3-1 Location of Proposed Development ©google

3.2 DESCRIPTION OF PROPOSED DEVELOPMENT

The development will consist of :

1) The construction of 289 no. residential units comprising a mixture of 12 no. 1 bed apartments, 78 no. 2 bed townhouse/duplex units, 165 no. 3 bed dwelling houses, and 34 no. dwelling houses which will have an option of a 3 or 4 bedroom house-type;
2) A 400.7m2 creche/childcare facility;
3) The provision of landscaping, open space and amenity areas, including play/exercise equipment, a linear amenity walkway, informal play areas and local play areas;
4) The provision 2 no. pedestrian connections to the existing public footpath along the N85, 2 no. pedestrian connections into Ballymacaula View Estate, improvements/upgrades to the pedestrian footpaths along Circular Road including an uncontrolled pedestrian crossing and pedestrian footpath provision along part of the Drumbiggle and Cahercalla Roads;

5) All associated infrastructure and services including 1 no. vehicular access point onto Circular Road, car parking and bin storage, lighting, 2 no. ESB substations, drainage and 1 pumping station, boundary treatments at

3.3 CUMULATIVE IMPACTS

Traffic and Transport Assessment shall consider all committed developments within the vicinity of the site. This includes sites which have previously been granted planning permission, but which are yet to become operational.

There are three major committed developments granted planning permission within the immediate vicinity of the proposed development. There is also one-off houses and extensions to existing dwellings in the vicinity of the proposed site. An allowance will be made in the traffic projections for these developments.

See Table 3-1 below for the committed developments within close proximity to the proposed site.

Table 3-1: Committed Developments.

Major Committed Developments			
Planning Ref. No.	Status	Location	Description
21/599	Request for Further Information	Drumbiggle Rd	58 no. residential units
17/237	Conditional	Ballymacaula, Drumbiggle	42 no. residential units

There are also a number granted permissions in the last 5 years for one-off houses and extensions to existing dwellings.

In order to ensure that the junctions on the network in the vicinity of the proposed development can accommodate the projected generated traffic, traffic flows have been assessed as discussed in Sections 5 and 6 of this Report. Impacts of the network improvements have also been applied to the existing baseflow traffic volumes to ensure a robust analysis.

4.0 EXISTING AND PROPOSED TRAFFIC CONDITIONS

4.1 TRAFFIC SURVEYS

In order to determine the magnitude of the existing traffic flows, the results of a manual junction turning count was used. This traffic survey was carried out by Traffinomics Ltd. consisting of a 12-hour count on Tuesday 9th November 2021. Count information was obtained at the following junctions:

- Junction 1: Roundabout Junction (Beechpark) N85 / R474
- Junction 2: Priority Junction R474 / Drumbiggle Road
- Junction 3: Roundabout Junction R474 / Cloughleigh Rd / Davitt Terrace
- Junction 4: Priority Junction R474 / R458
- Junction 5: Priority Junction Proposed Access / R474

This survey distinguished between light good vehicles and heavy good vehicles. The traffic count data obtained by Traffinomics Ltd. is included in **Appendix A** of this Report. The results of this survey indicated that the peak traffic levels through the critical junctions occurred between the hours of 08:00 and 09:00 in the AM period and between 17:00 and 18:00 in the PM period.

Annual growth indices were applied to the 2021 traffic flows to determine background traffic flows for the assessment years.

Figure 4-1: Junction Locations ©Bing Maps

4.2 EXISTING ROAD NETWORK

The proposed Drumbiggle road development can be accessed from the R474 Circular Road which links to both the N85 national road and Ennis Town Centre. The proposed access into the development will be from a newly proposed priority T-junction on the R474 Circular Road. The proposed site access will be situated within an 50km/h default urban speed zone. The N474 Circular Road has a carriageway width of approximately 7.0m to the north and south of the newly proposed access junction.

4.2.1 Link Capacity Analysis

A Link capacity assessment was undertaken with reference to UK DMRB TA 79/99 "Traffic Capacity of Urban Roads". The main junction roads have been classified in accordance with the associated definitions within the DMRB TA 79/99 document. As there is a variation in width for all of the approach roads to the junction, an average width was determined for each link to ensure a robust analysis. The Table below identifies the classification and capacity of each link on the junction in accordance with DMRB TA 77/99.

Table 4-1: Base Year Link Capacity Analysis

UK DMRB TA 79/99 "Traffic Capacity of Urban Roads".					
Link Road	Average Width	Classification	Link Capacity (veh/hr)	AM Peak Hour (veh/hr)	PM Peak Hour (veh/hr)
R474	7.0m	UAP 3	1850	620	423

4.3 PROPOSED SITE ACCESS JUNCTION

Access to the proposed development site will be gained through a new priority T-junction onto the R474 circular road Ennis. There is an existing footpath on the northern side of the R474 which links directly to Ennis Town Centre. The Design Manual for Urban Roads and Streets apply to this development. The design of all new accesses will take account of this design guideline. A minimum sight line of 23m will be provided at all internal access junctions for the development, which is compliant with the 30 kph speed limit.

5.0 TRIP GENERATION AND DISTRIBUTION

5.1 OPENING AND FUTURE YEAR FLOWS AND ENVIRONMENT

The proposed development will be constructed in one phase. For the purpose of the traffic assessment, 2024 was utilised for the opening year. In addition to the opening years and in accordance with TII guidelines, the capacity assessment was also based on traffic conditions forecast for the design years 2029 (+5 years) and 2039 (+ 15 years).

Annual growth indices were updated in 2019 by the TII, with annual indices and cumulative growth forecasts shown for Clare in the Table below. The derived growth factors were applied to 2021 flows to determine background traffic flows for the assessment years. The assessment is split into light vehicles and heavy vehicles.

Table 5-1: Growth Factors for light vehicle (LV) and heavy vehicles (HV)

	2024	2029	2039
LV	1.048	1.132	1.189
HV	1.130	1.387	1.662

5.2 TRIP GENERATION

The volume of traffic expected to be generated during the AM and PM peak hours for the proposed development were established from the Trip Rate Information Computer System (TRICS) database, a computerised database and analysis package for planning and development. TRICS generates rates to represent various land uses. These trip rates are generated from developments of a similar nature. The residential development trip rates are derived from similar developments.

5.2.1 TRIP GENERATION OF PROPOSED DEVELOPMENT

The volume of traffic expected to be generated by the proposed development associated with this planning application is based on the current schedule of accommodation issued by Deady Gahan Architects (289 units) as shown in the following Tables:

Table 5-2: Expected Trip Generation for Proposed Development for AM Peak Hour

EXPECTED TRIP GENERATION FOR PROPOSED DEVELOPMENT FOR AM PEAK HOUR			
Development Type	No. of Units / GFA sqm)	Arrivals	Departures
Residential House	261 units	47	90
Residential Apartment	24 units	8	4
Creche	60 child-capacity	19	12
Total		**74**	**106**

Table 5-3: Expected Trip Generation for Proposed Development for PM Peak Hour

EXPECTED TRIP GENERATION FOR PROPOSED DEVELOPMENT FOR PM PEAK HOUR			
Development Type	No. of Units / GFA sqm)	Arrivals	Departures
Residential House	261 units	84	41
Residential Apartment	24 units	8	4
Creche	60 child-capacity	3	3
Total		**95**	**48**

Table 5-4 AM and PM Peak Hour Trips

Total Numbers of vehicles	Arrivals	Departures
AM	74	106
PM	95	48

5.3 TRIP DISTRIBUTION

5.3.1 TRIP DISTRIBUTION OF COMMITTED DEVELOPMENT

There are a number of committed developments currently in the vicinity of the proposed development site. The committed developments have been included in the analysis of the existing junctions for the future year scenarios.

5.3.2 TRIP DISTRIBUTION OF PROPOSED DEVELOPMENT

It was envisaged the proposed distribution matches the existing traffic distribution at each of the junctions.

5.4 TRIP DISTRIBUTION OF BASEFLOW PLUS GENERATED TRAFFIC

The baseline and baseline plus generated traffic (with both committed and proposed development) for all junctions for the year of opening 2024 and the design year 2039 for both the AM and PM peak hours are shown in the following Figures.

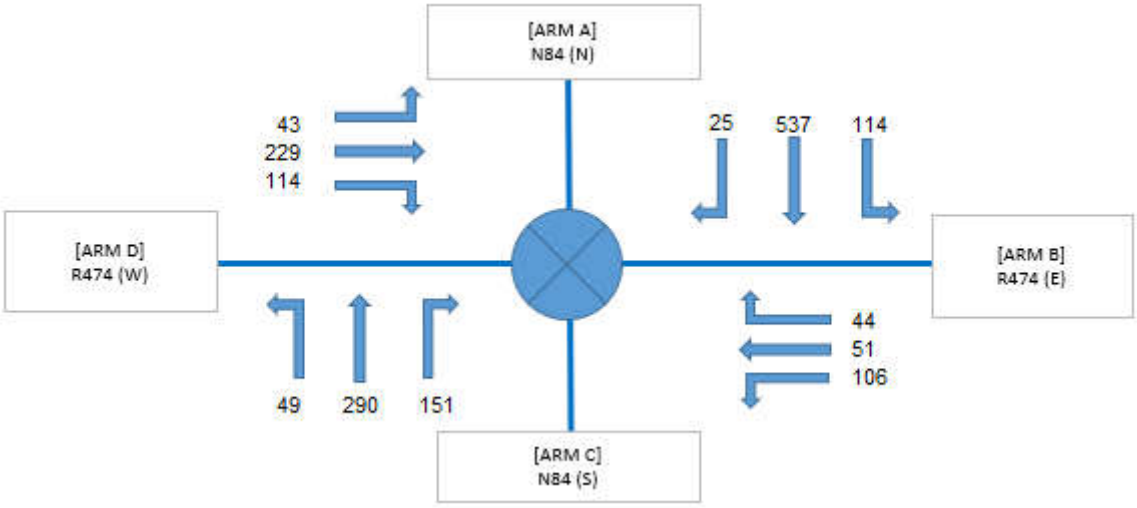

Figure 5-1 Junction 1 – 2021 Base AM Peak

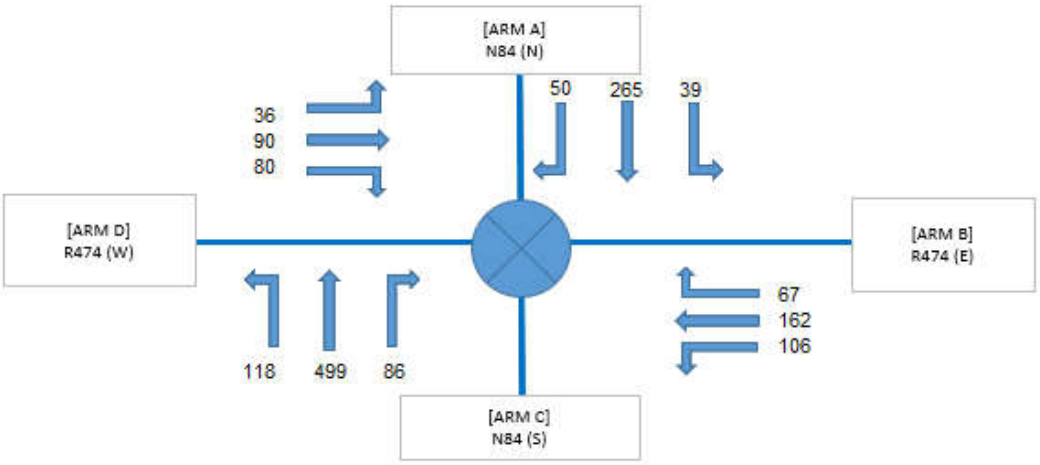

Figure 5-2 Junction 1 – 2021 Base PM Peak

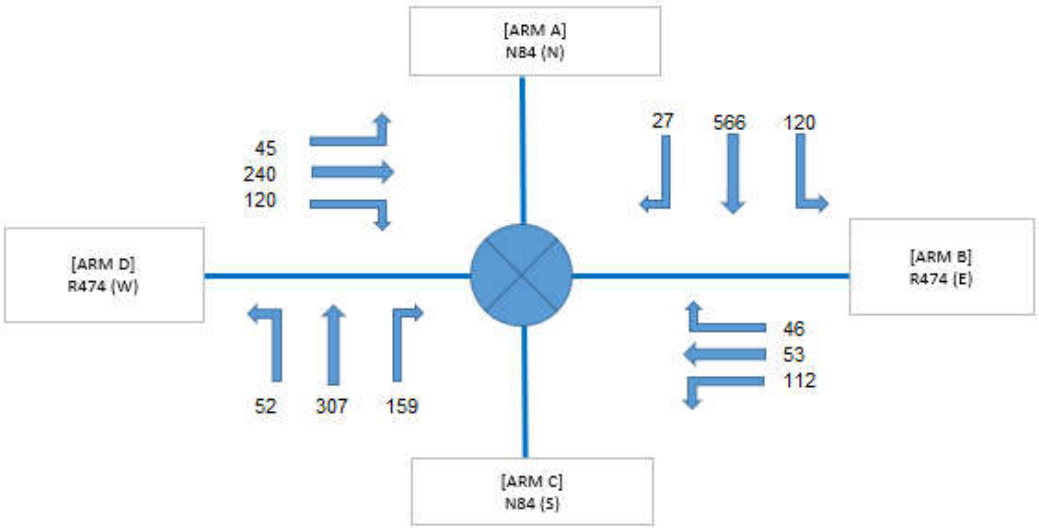

Figure 5-3 Junction 1 – 2024 Base AM Peak

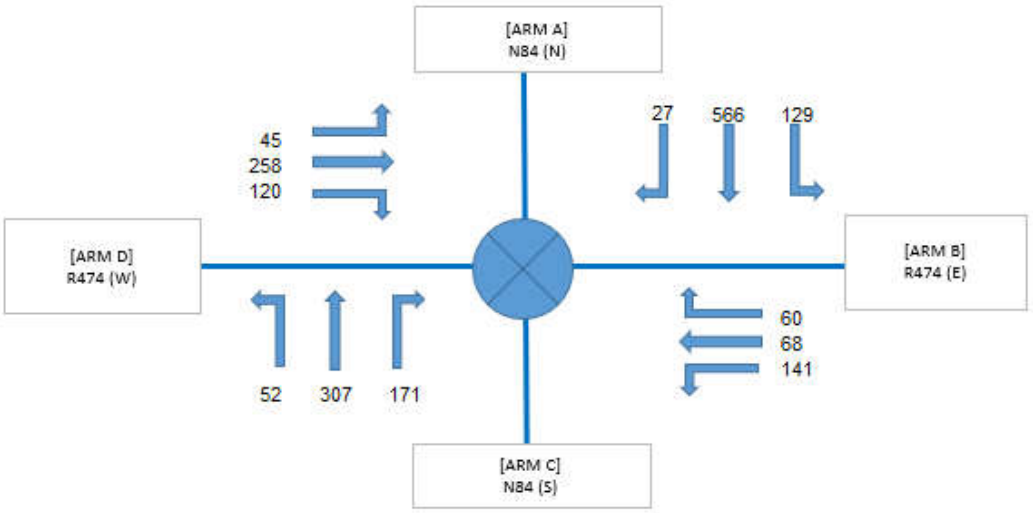

Figure 5-4 Junction 1 – 2024 AM Peak Base with Comm & Prop Development

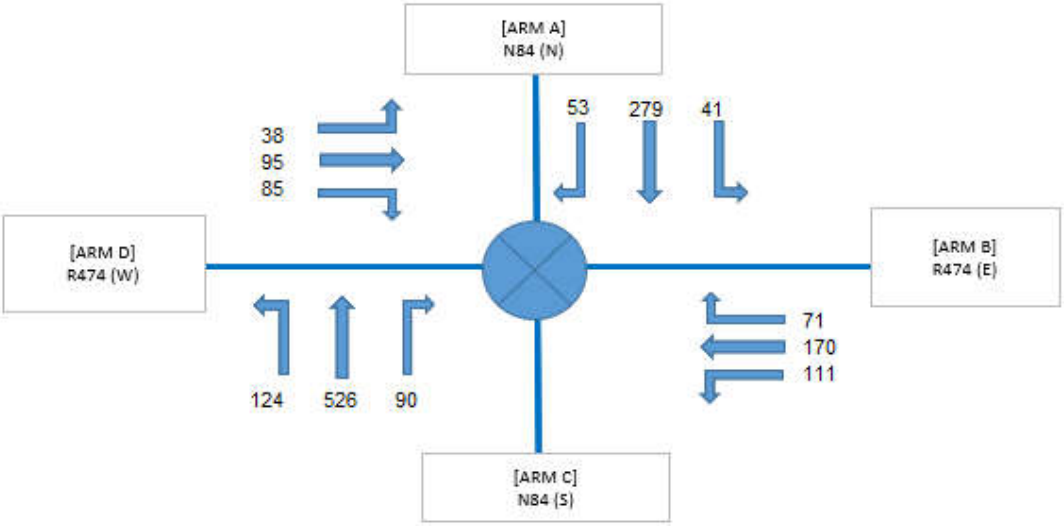

Figure 5-5 Junction 1 – 2024 Base PM Peak

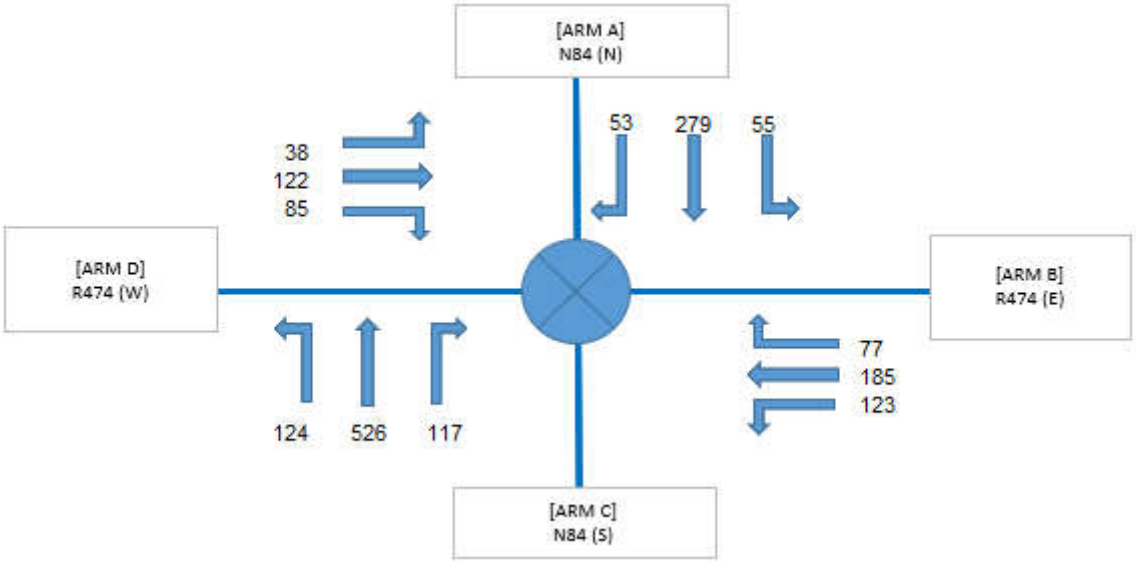

Figure 5-6 Junction 1 – 2024 PM Peak Base with Comm & Prop Development

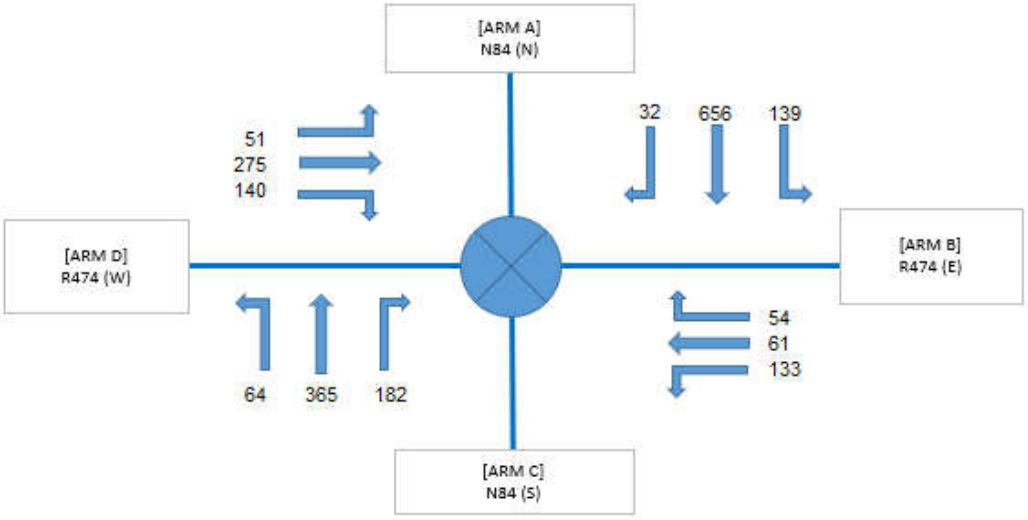

Figure 5-7 Junction 1 – 2039 AM Peak Base

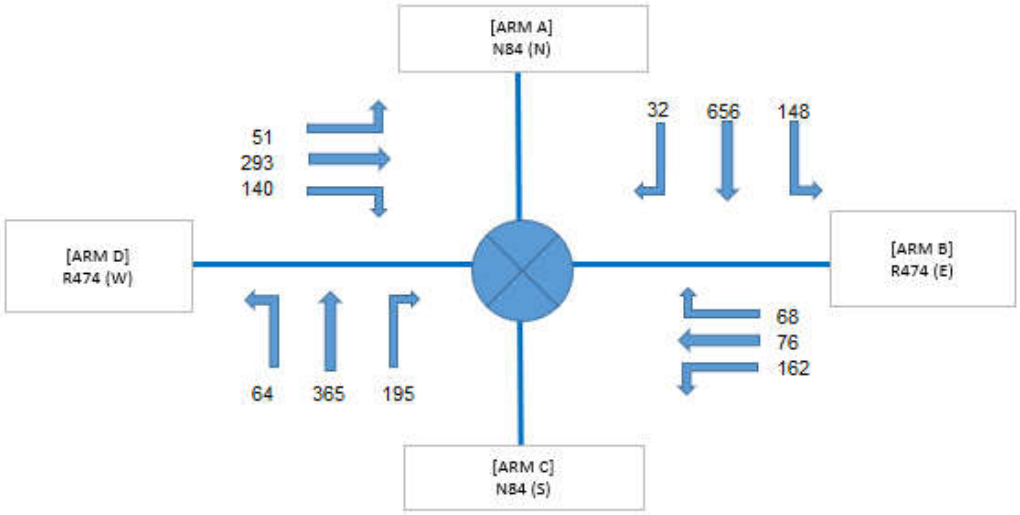

Figure 5-8 Junction 1 – 2039 AM Peak Base with Comm & Prop Development

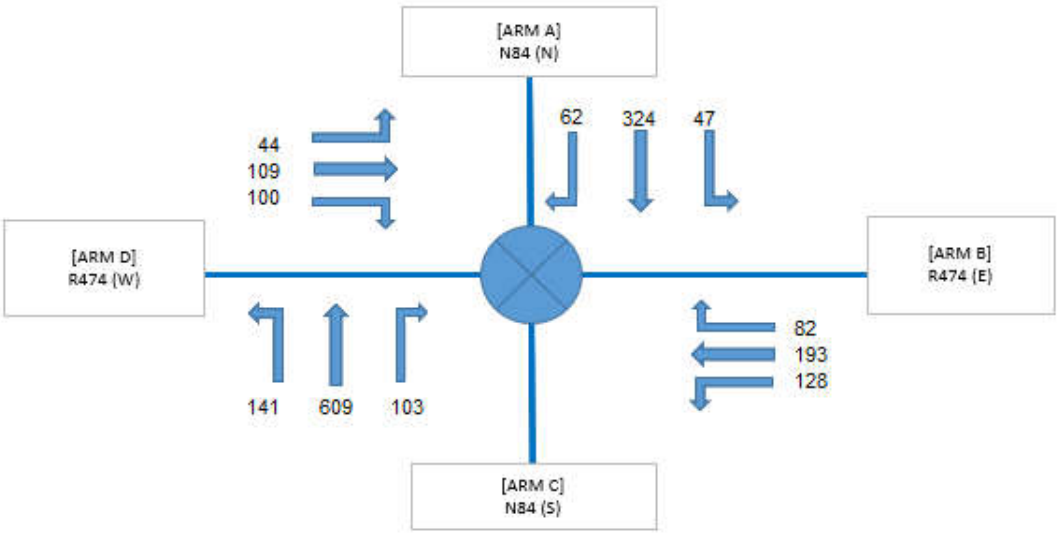

Figure 5-9 Junction 1 – 2039 PM Peak Base (With Bypass)

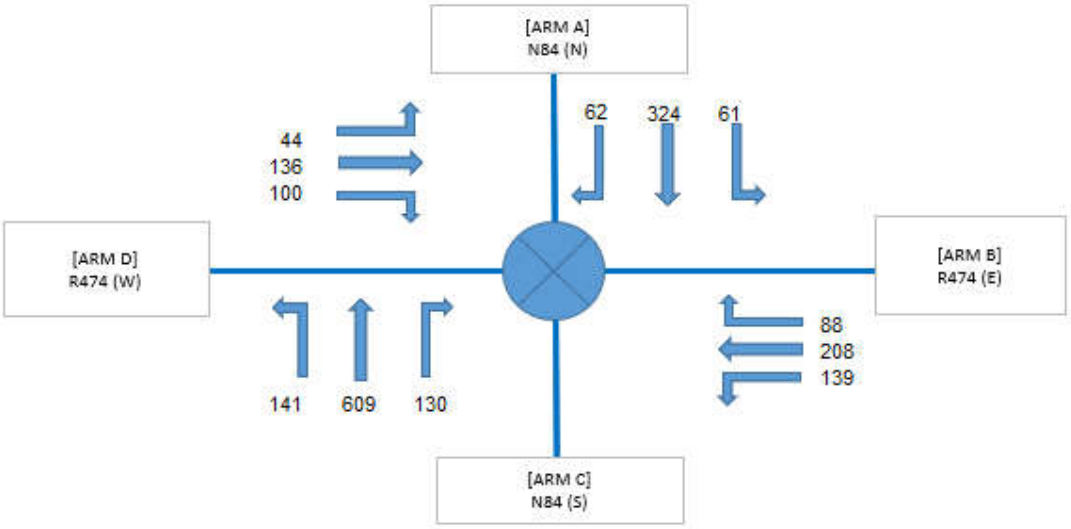

Figure 5-10 Junction 1 – 2039 PM Peak Base with Comm & Prop Development

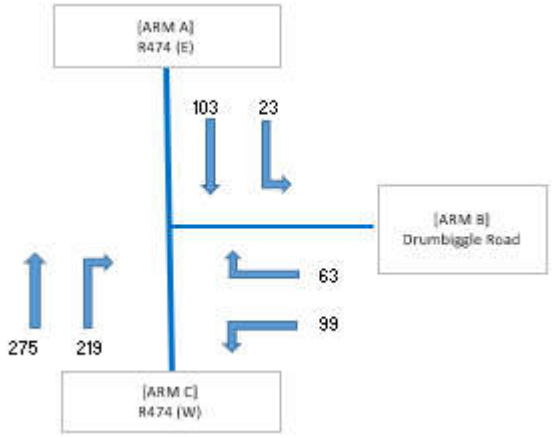

Figure 5-11 Junction 2 – 2021 Base AM Peak

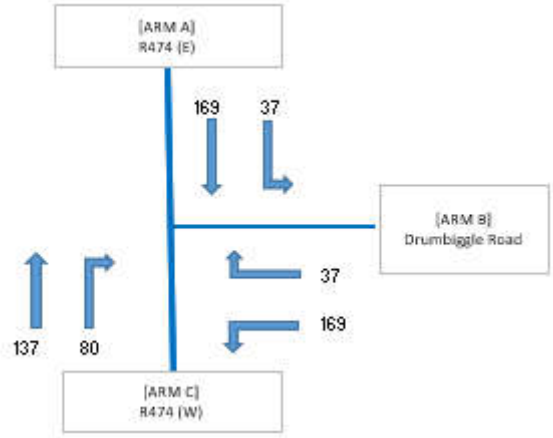

Figure 5-12 Junction 2 – 2021 Base PM Peak

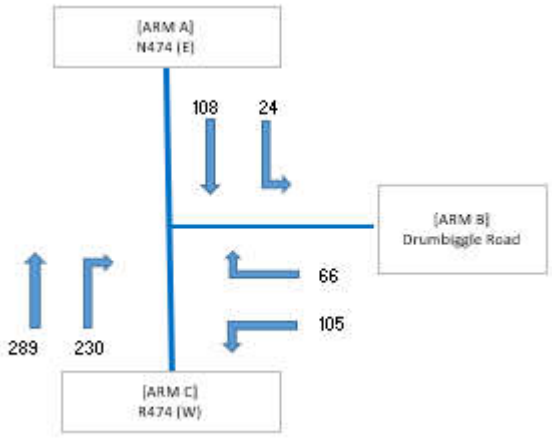

Figure 5-13 Junction 2 – 2024 Base AM Peak

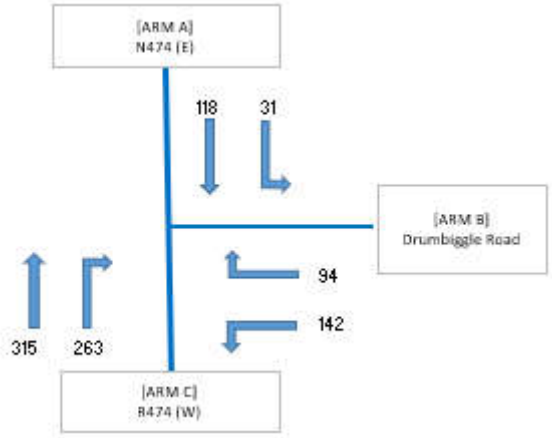

Figure 5-14 Junction 2 – 2024 Base with Comm & Prop Development AM Peak

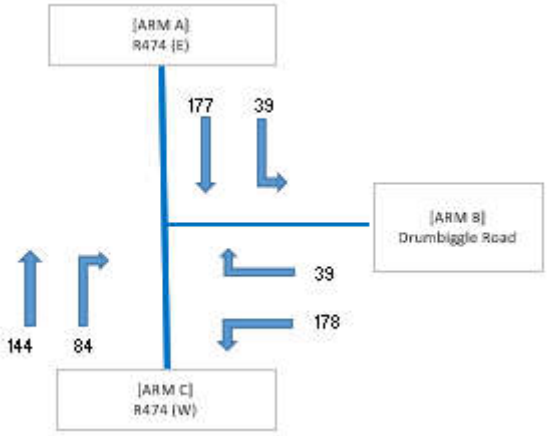

Figure 5-15 Junction 2 – 2024 Base PM Peak

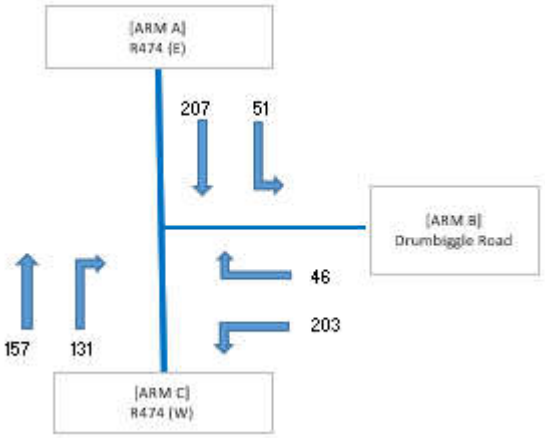

Figure 5-16 Junction 2 – 2024 Base with Comm & Prop Development PM Peak

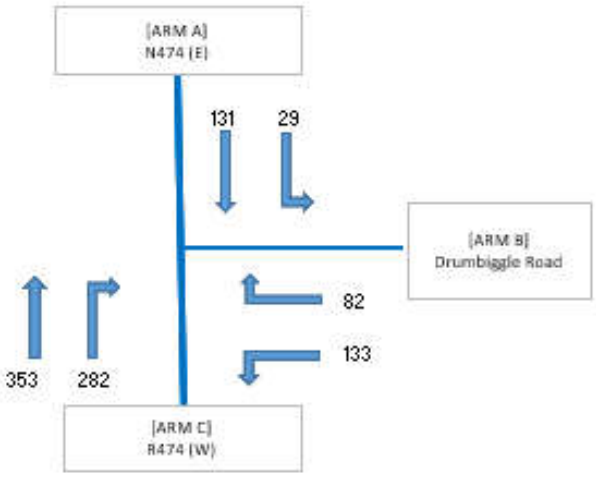

Figure 5-17 Junction 2 – 2039 Base AM Peak

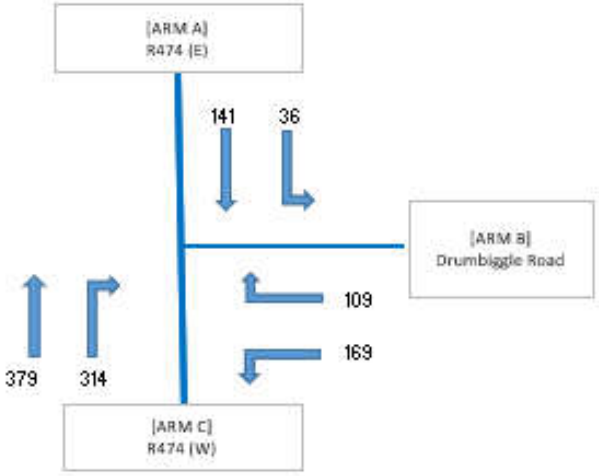

Figure 5-18 Junction 2 – 2039 Base with Comm & Prop Development AM Peak

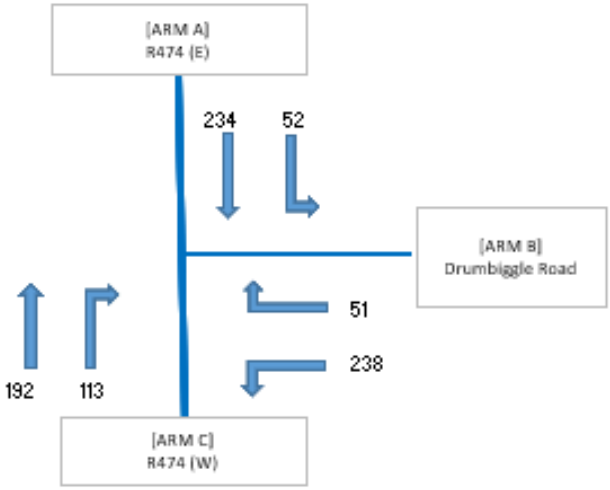

Figure 5-19 Junction 2 – 2039 Base PM Peak

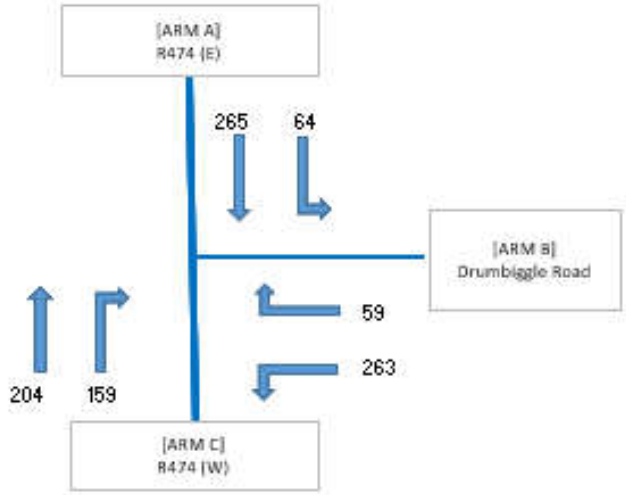

Figure 5-20 Junction 2 – 2039 Base with Comm & Prop Development PM Peak

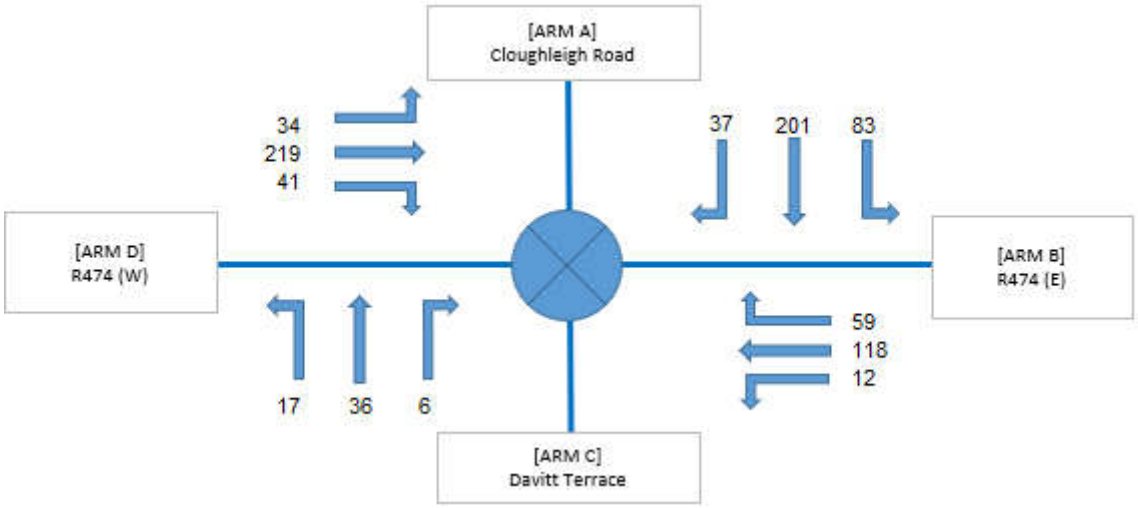

Figure 5-21 Junction 3 – 2021 Base AM Peak

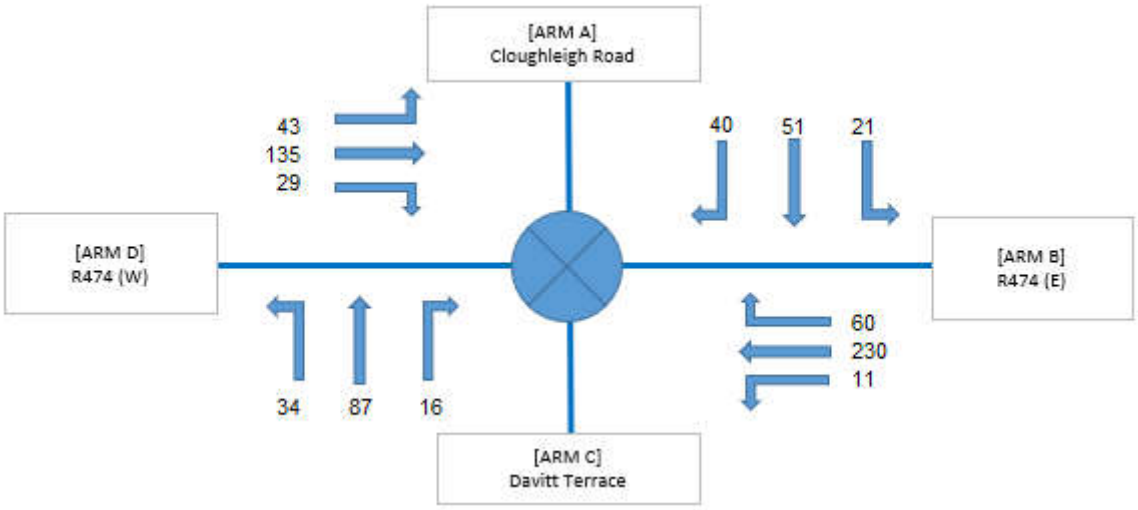

Figure 5-22 Junction 3 – 2021 Base PM Peak

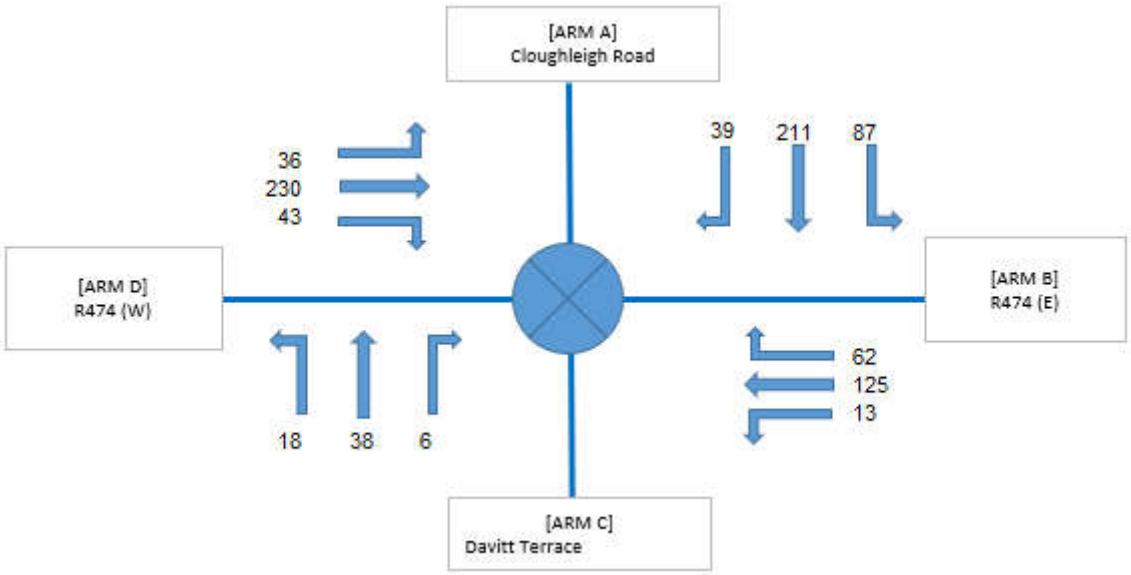

Figure 5-23 Junction 3 – 2024 Base AM Peak

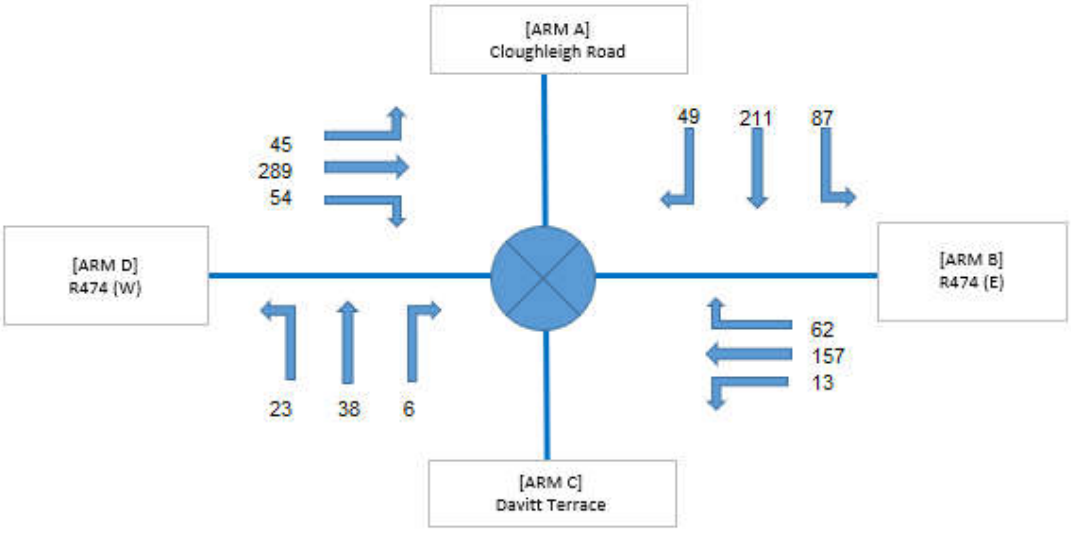

Figure 5-24 Junction 3 – 2024 Base with Comm & Prop Development AM Peak

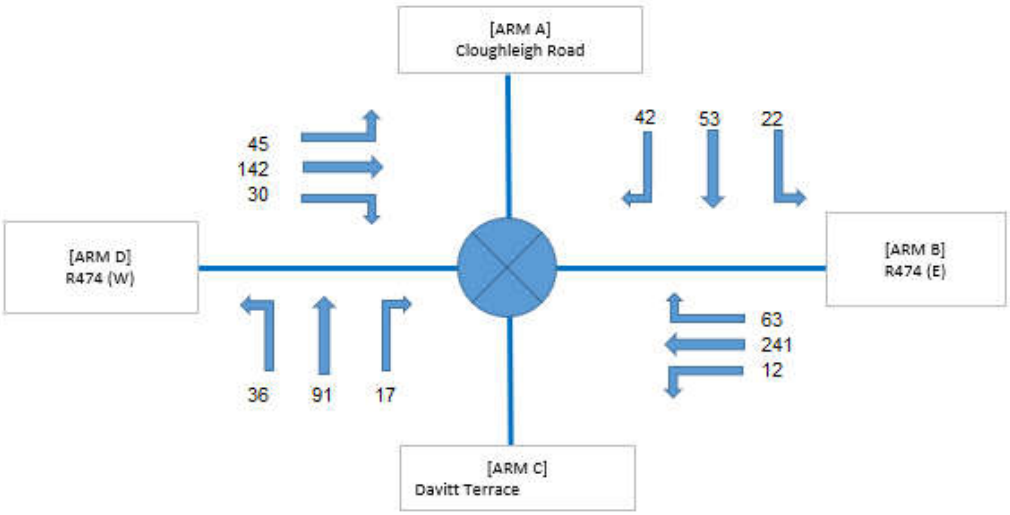

Figure 5-25 Junction 3 – 2024 Base PM Peak

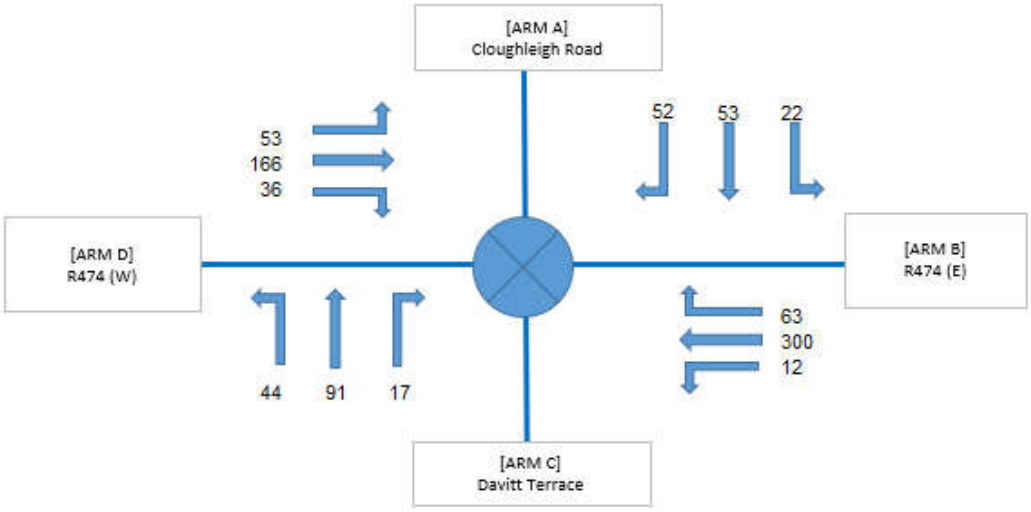

Figure 5-26 Junction 3 – 2024 Base with Comm & Prop Development PM Peak

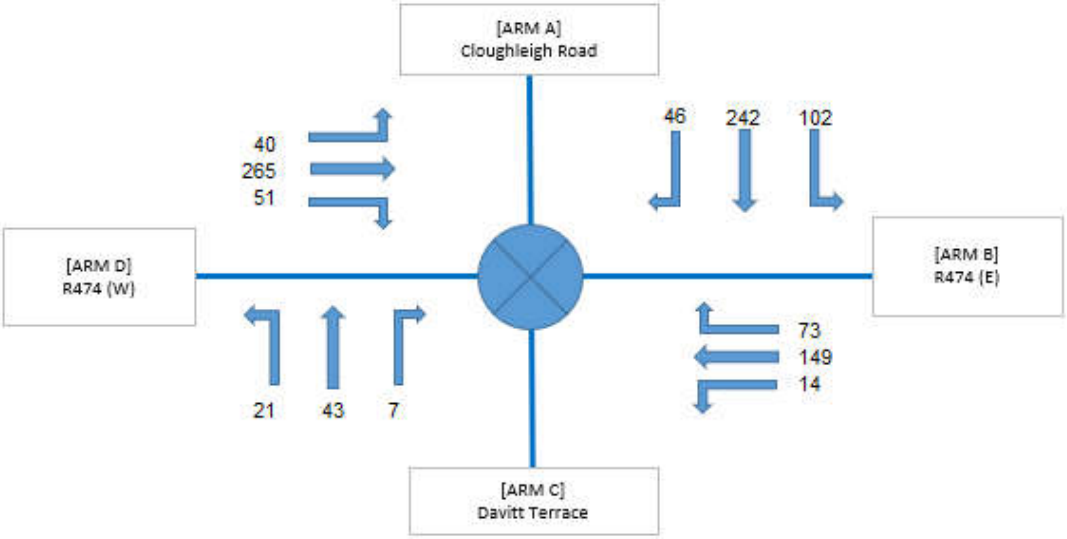

Figure 5-27 Junction 3 – 2039 Base AM Peak

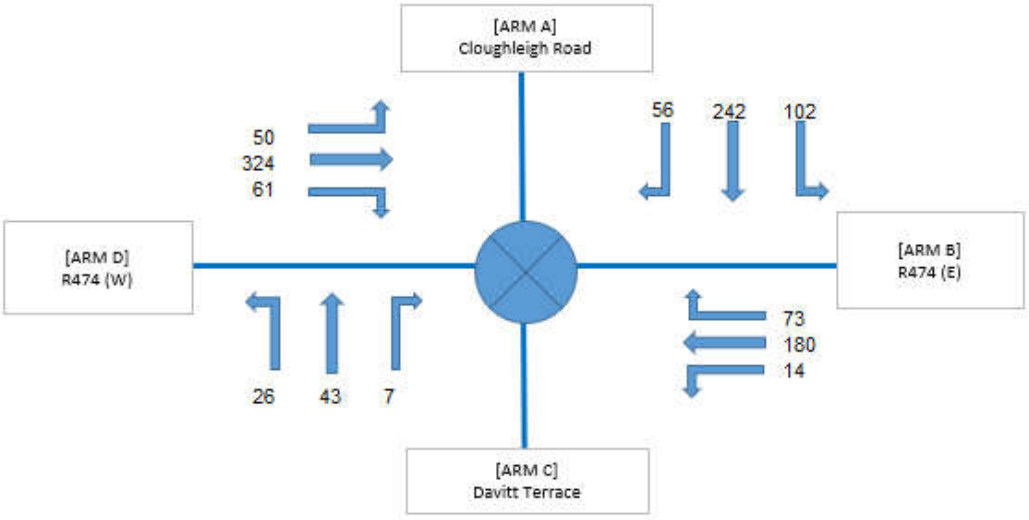

Figure 5-28 Junction 3 – 2039 Base with Comm & Prop Development AM Peak

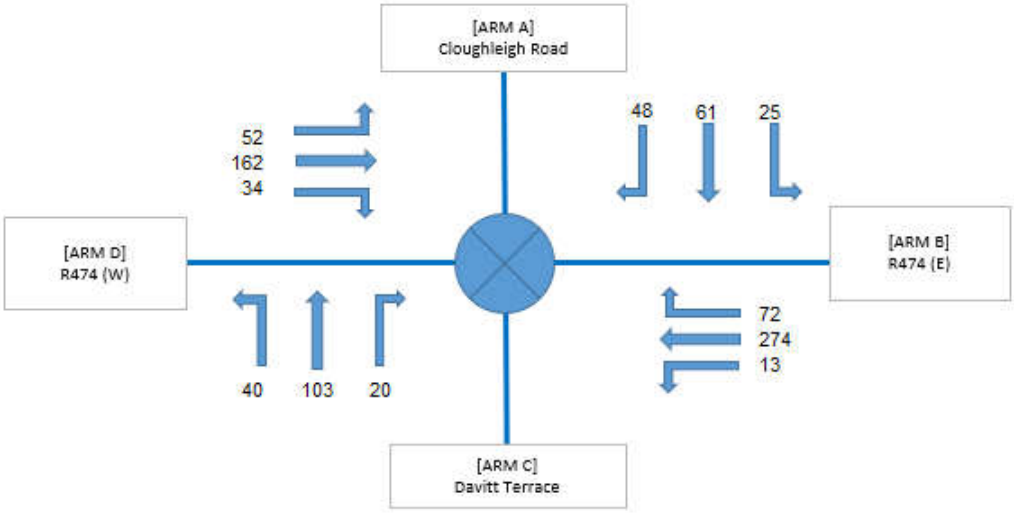

Figure 5-29 Junction 3 – 2039 Base PM Peak

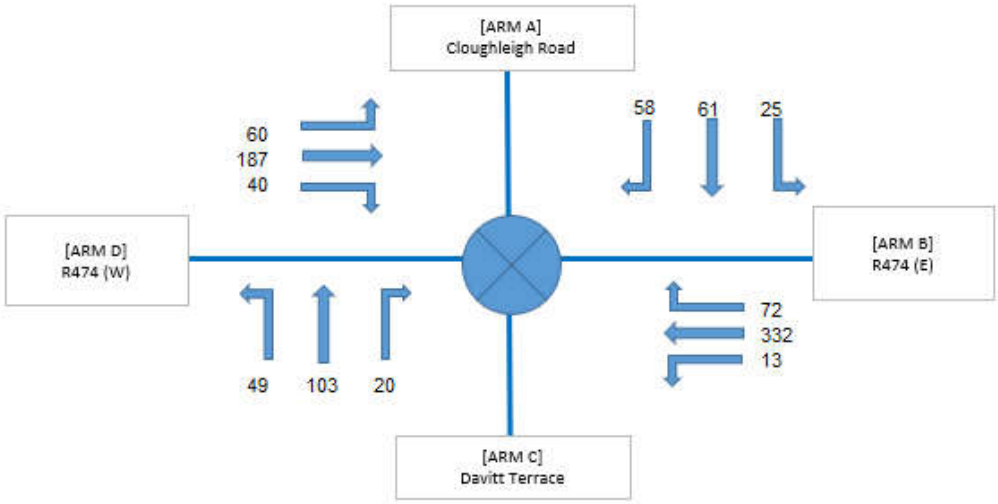

Figure 5-30 Junction 3 – 2039 Base with Comm & Prop Development PM Peak

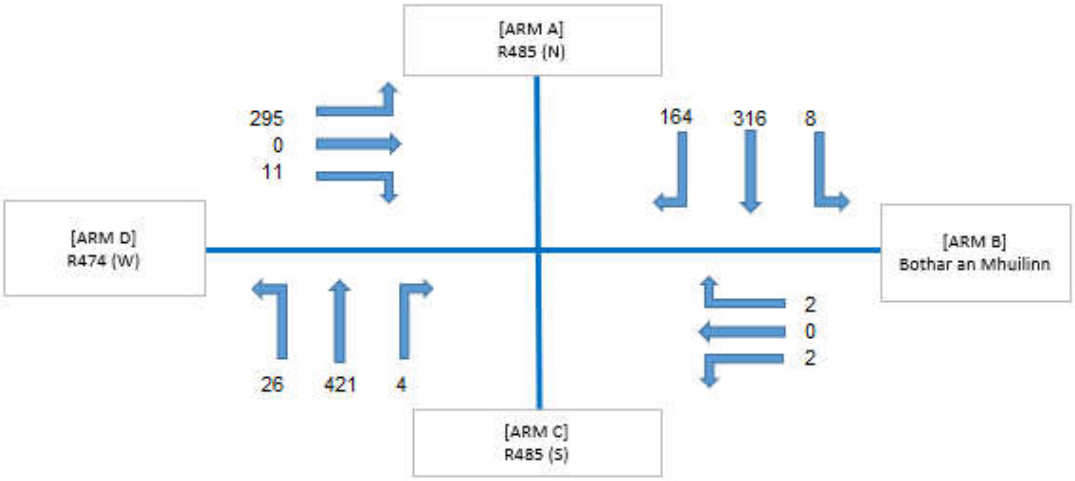

Figure 5-31 Junction 4 – 2021 Base AM Peak

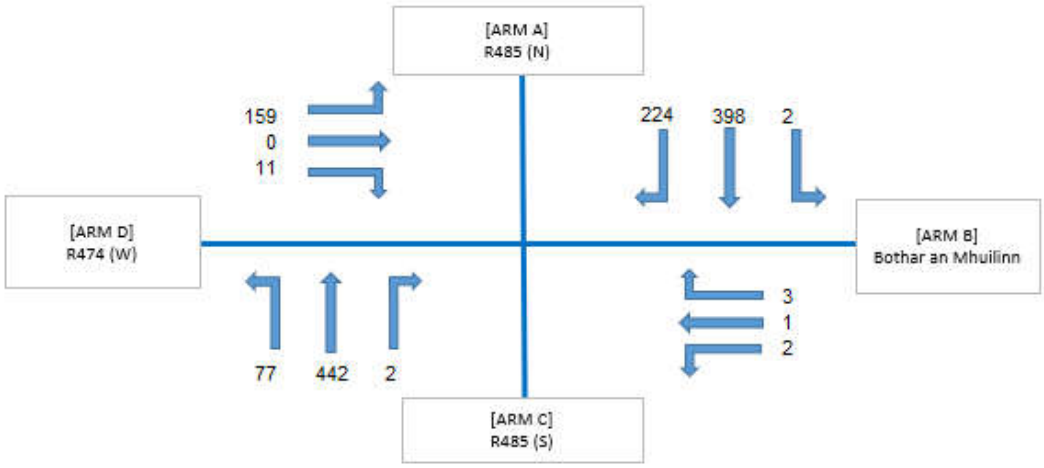

Figure 5-32 Junction 4 – 2021 Base PM Peak

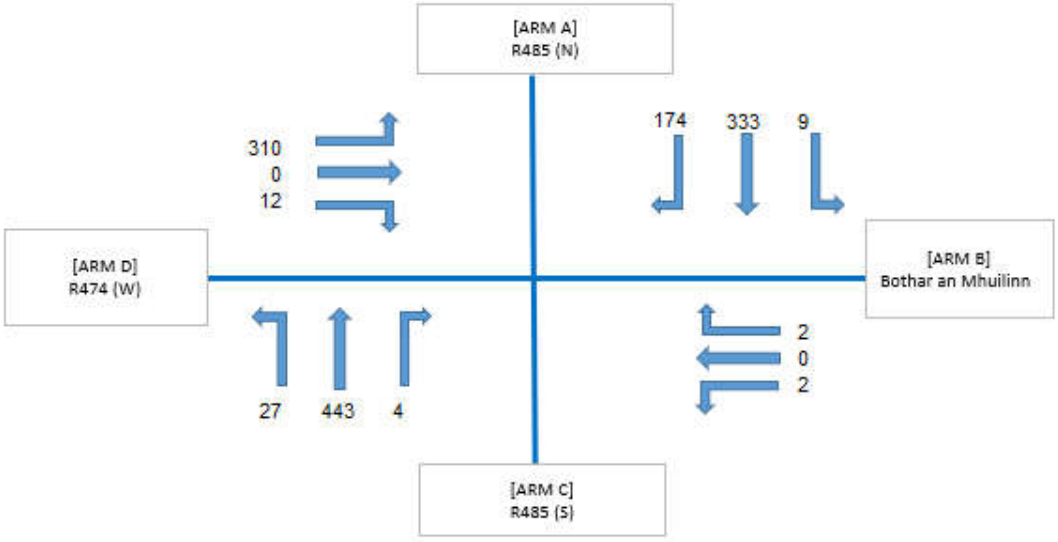

Figure 5-33 Junction 4 – 2024 Base AM Peak

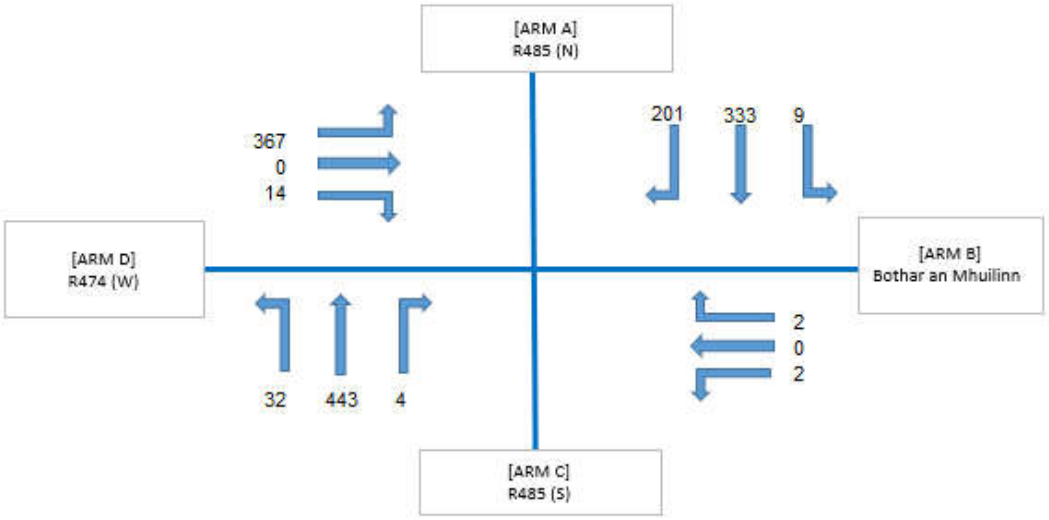

Figure 5-34 Junction 4 – 2024 Base with Comm & Prop Development AM Peak

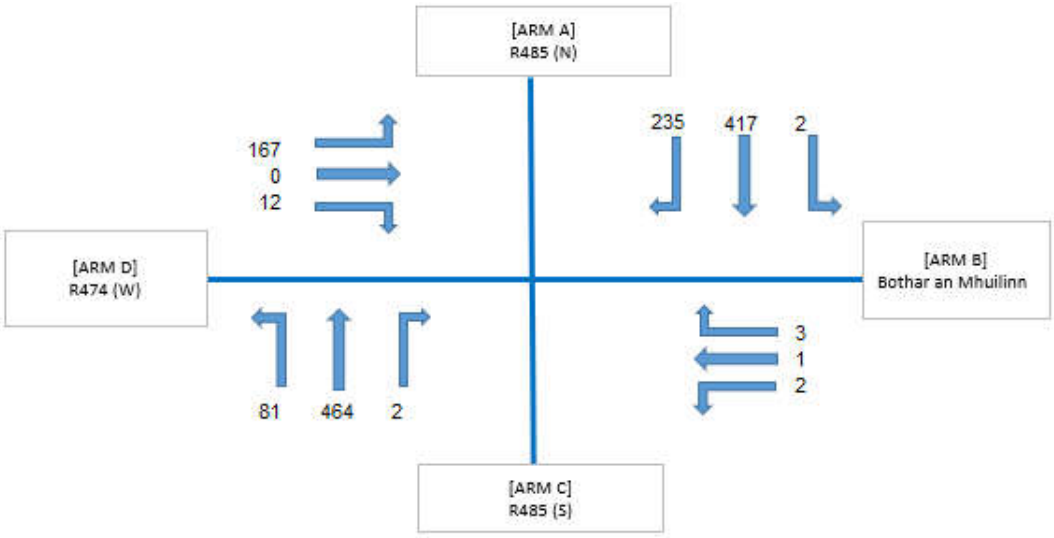

Figure 5-35 Junction 4 – 2024 Base PM Peak

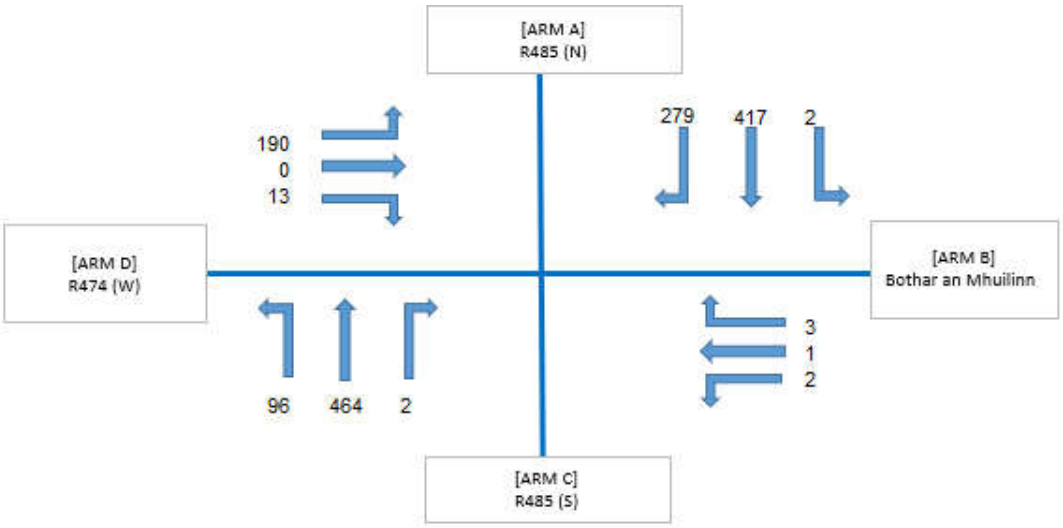

Figure 5-36 Junction 4 – 2024 Base with Comm & Prop Development PM Peak

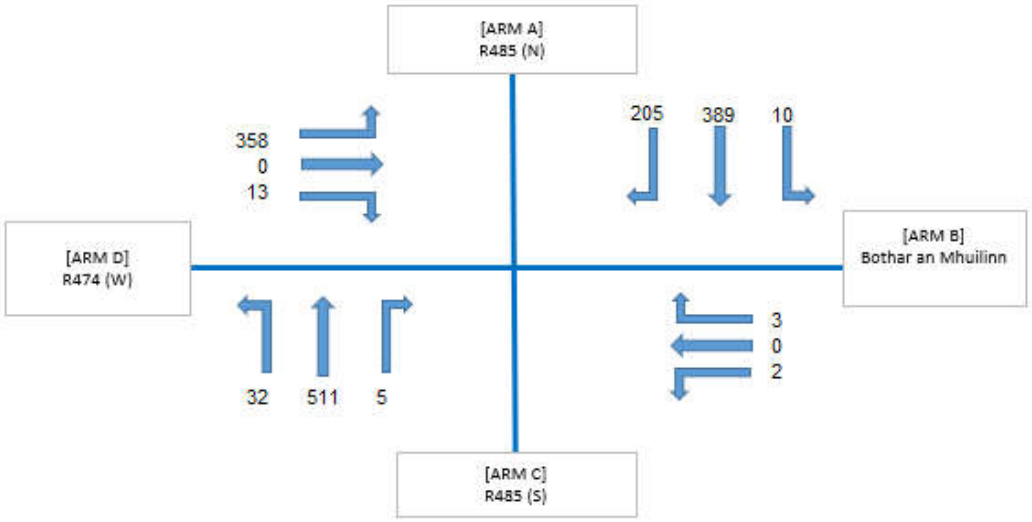

Figure 5-37 Junction 4 – 2039 Base AM Peak

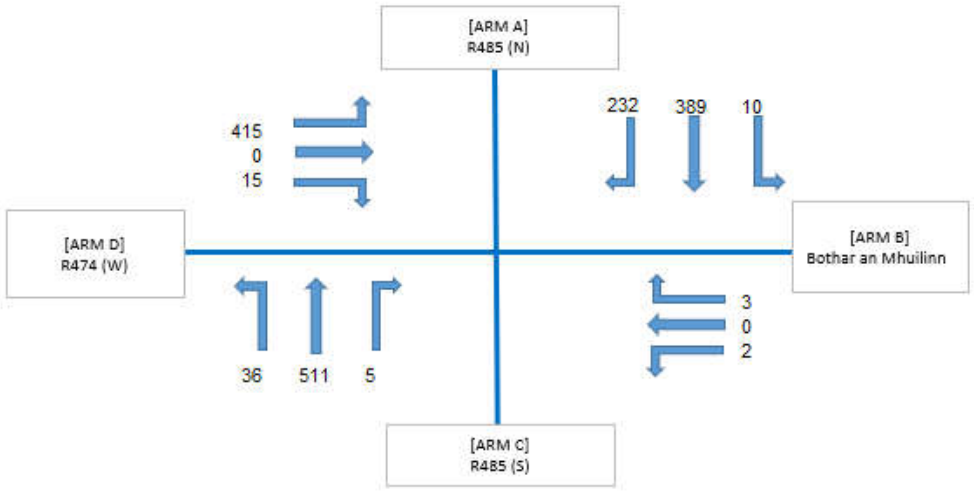

Figure 5-38 Junction 4 – 2039 Base with Comm & Prop Development AM Peak

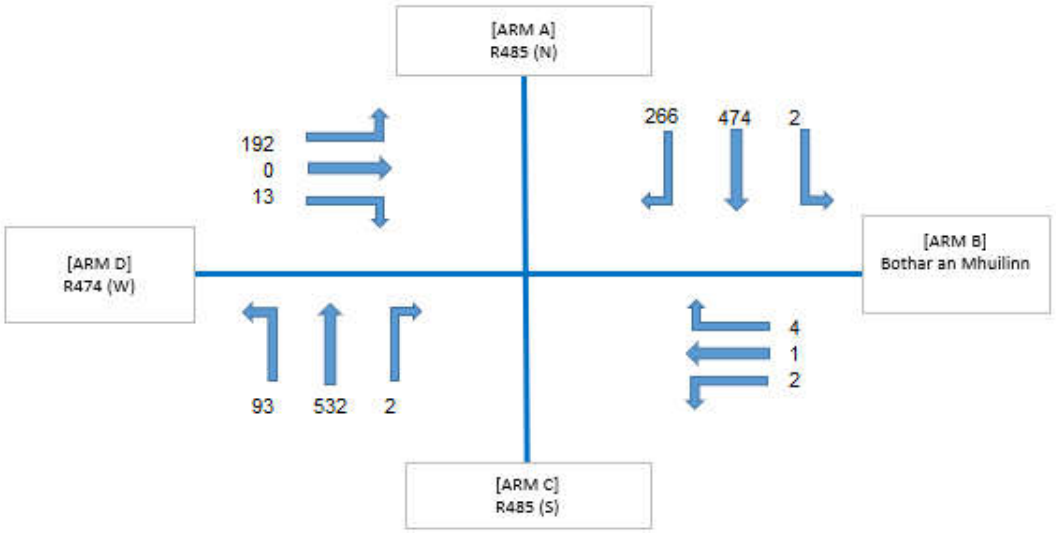

Figure 5-39 Junction 4 – 2039 Base PM Peak

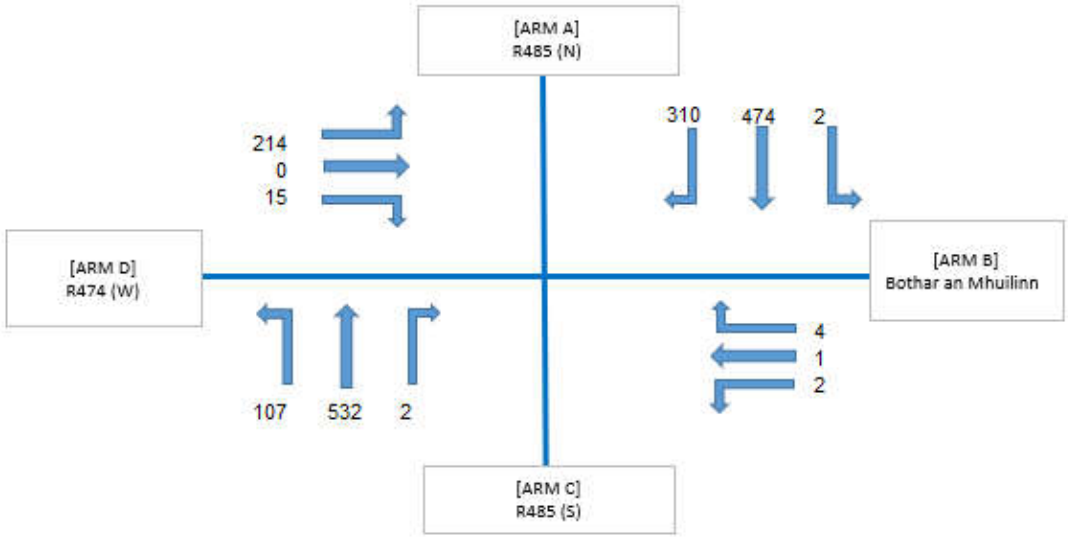

Figure 5-40 Junction 4 – 2039 Base with Comm & Prop Development PM Peak

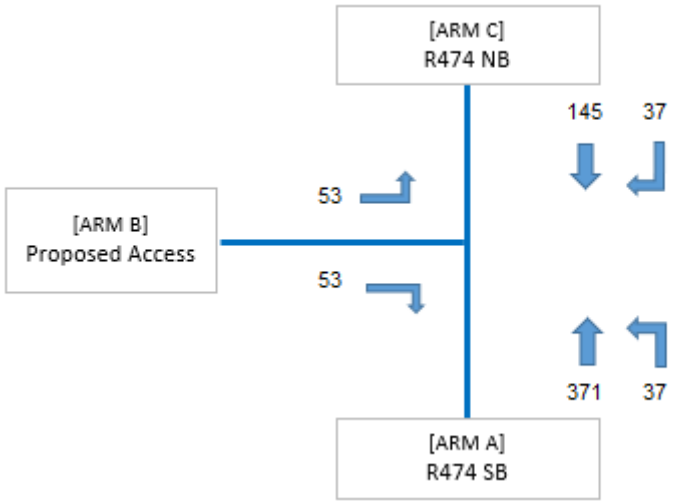

Figure 5-41 Junction 5 – 2024 Base with Comm & Prop Development AM Peak

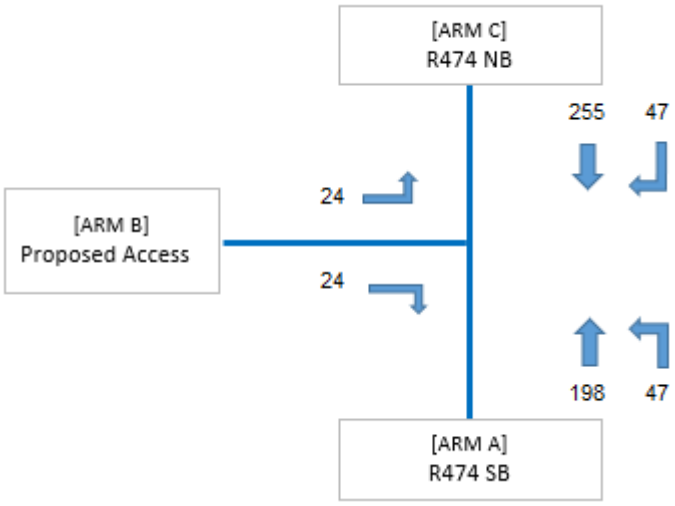

Figure 5-42 Junction 5 – 2024 Base with Comm & Prop Development PM Peak

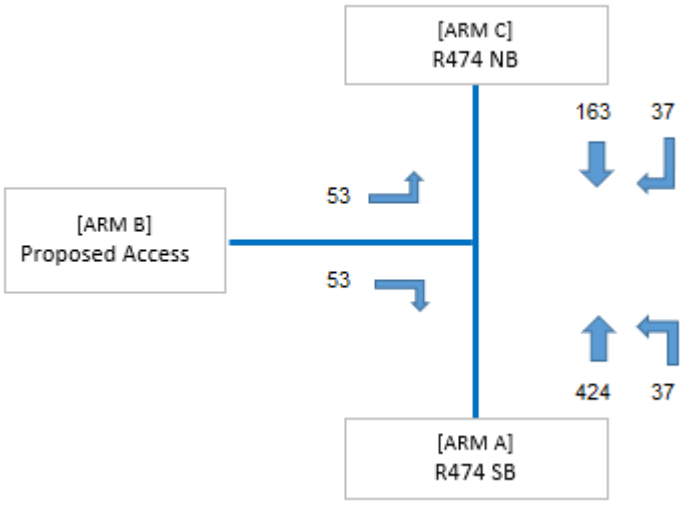

Figure 5-43 Junction 5 – 2039 Base with Comm & Prop Development AM Peak

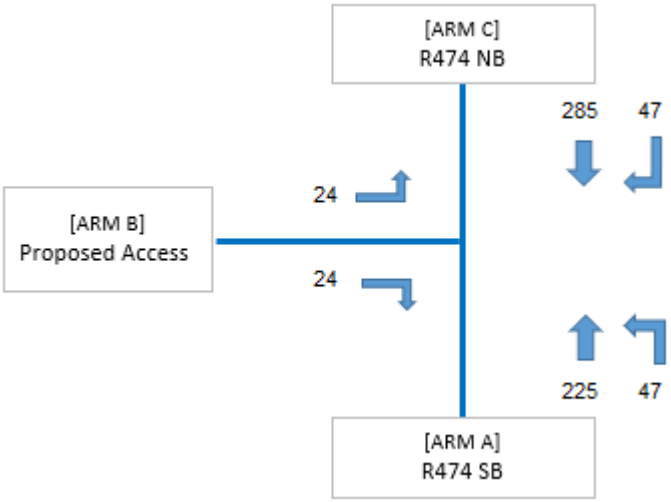

Figure 5-44 Junction 5 – 2039 Base with Comm & Prop Development PM Peak

6.0 JUNCTION ANALYSIS

6.1 INTRODUCTION AND METHODOLOGY

The existing roundabout junction has been analysed using the Transport Research Laboratory (TRL) computer program Junction 9 ARCADY and the priority junctions have been analysed using the TRL computer program JUNCTION 9 PICADY. Both programs are widely accepted tools used for the analysis of roundabout and priority junctions.

The key parameters examined in the results of the analysis are the Ratio of Flow to Capacity Value (RFC value – desirable value for ARCADY and PICADY should be no greater than 0.85 – values over 1.00 indicate the approach arm is over capacity), the maximum queue length on any approach to the junctions and the average delay for each vehicle passing through the junction during the modelled period.

PICADY and ARCADY require the following input data:

- Basic modelling parameters (usually peak hour traffic counts synthesised over a 90-minute model period)
- Geometric parameters (including lane numbers & widths, visibility, storage provision etc)
- Traffic demand data (usually peak hour origin/destination table with composition of heavy goods vehicles input*)

For the purpose of this report, the varying vehicle types have been converted into passenger car units (PCU) prior to input. 1 PCU is equivalent to a car / light vehicle while a large HGV is equivalent to 2.3PCU.

The results of the analysis are presented in the following Sections.

6.2 ASSESSMENT RESULTS

The analysis results for the junctions are outlined in the following Sections. The full results of the PICADY and ARCADY analysis are provided in **Appendix B and C.**

6.2.1 Junction 1 – Roundabout Junction N84 / R474 (Beecher Roundabout)

A summary of the analysis results for the N84 / R474 Roundabout junction for the AM peak and PM peak hours are provided in the Table below. Full outputs from JUNCTION 9 ARCADY are included in **Appendix B**.

Table 6-1: Junction 1- ARCADY Outputs (AM and PM Peak Hours)

	AM					PM				
	Set ID	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**	**Set ID**	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**
	2021 Baseflow									
Arm 1	D1	2.1	10.40	0.68	B	D2	0.4	4.11	0.30	A
Arm 2		0.3	4.39	0.21	A		0.4	4.24	0.30	A
Arm 3		0.6	4.05	0.37	A		1.3	6.07	0.56	A
Arm 4		0.6	5.51	0.39	A		0.3	4.73	0.22	A
	2024 Baseflow									
Arm 1	D3	2.1	9.85	0.68	A	D4	0.5	4.24	0.32	A
Arm 2		0.3	4.56	0.22	A		0.5	4.40	0.32	A
Arm 3		0.7	4.27	0.39	A		1.5	6.60	0.59	A
Arm 4		0.7	5.81	0.41	A		0.3	4.93	0.24	A
	2024 Baseflow + Dev									
Arm 1	D5	2.3	10.57	0.69	B	D6	0.5	4.46	0.34	A
Arm 2		0.4	4.94	0.28	A		0.5	4.60	0.35	A
Arm 3		0.7	4.41	0.40	A		1.7	7.11	0.62	A
Arm 4		0.8	6.13	0.43	A		0.4	5.25	0.28	A
	2039 Baseflow									
Arm 1	D7	2.6	11.96	0.72	B	D8	0.6	4.71	0.37	A
Arm 2		0.4	4.87	0.26	A		0.6	4.95	0.38	A
Arm 3		0.9	4.89	0.46	A		2.3	8.95	0.69	A
Arm 4		1.0	7.06	0.49	A		0.4	5.62	0.30	A
	2039 Baseflow + Dev									
Arm 1	D9	4.9	19.85	0.83	C	D10	0.7	4.99	0.40	A
Arm 2		0.5	5.70	0.34	A		0.7	5.20	0.41	A
Arm 3		1.0	5.08	0.48	A		2.6	9.92	0.72	A
Arm 4		1.1	7.54	0.52	A		0.5	6.05	0.33	A

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

The ARCADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the roundabout is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

6.2.2 Junction 2 – R474 / Drumbiggle Road Priority Junction

A summary of the analysis results for the R474 / Drumbiggle Road Priority Junction for the AM peak and PM peak hours are provided in the Table below. Full outputs from JUNCTION 9 PICADY are included in **Appendix C**.

Table 6-2: Junction 2- PICADY Outputs (AM and PM Peak Hours)

	AM					PM				
	Set ID	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**	**Set ID**	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**
	2021									
Stream B-C	D1	0.2	7.86	0.16	A	D2	0.4	8.32	0.28	A
Stream B-A		0.3	14.23	0.20	B		0.1	13.24	0.13	B
Stream C-AB		1.2	8.94	0.47	A		0.2	6.63	0.16	A
	2024 Baseflow									
Stream B-C	D3	0.2	8.01	0.17	A	D4	0.4	8.58	0.30	A
Stream B-A		0.3	14.80	0.21	B		0.2	13.58	0.14	B
Stream C-AB		1.4	9.36	0.50	A		0.3	6.69	0.17	A
	2024 Baseflow + Dev									
Stream B-C	D5	0.4	9.59	0.26	A	D6	0.6	9.62	0.36	A
Stream B-A		0.5	18.68	0.33	C		0.2	15.50	0.17	C
Stream C-AB		2.0	11.19	0.59	B		0.5	7.68	0.28	A
	2039 Baseflow									
Stream B-C	D7	0.3	8.87	0.22	A	D8	0.7	10.87	0.42	B
Stream B-A		0.4	18.18	0.29	C		0.3	16.72	0.20	C
Stream C-AB		2.5	12.49	0.64	B		0.4	7.10	0.24	A
	2039 Baseflow + Dev									
Stream B-C	D9	0.5	11.34	0.32	B	D10	0.5	9.55	0.35	A
Stream B-A		0.8	24.83	0.43	C		0.2	15.79	0.16	C
Stream C-AB		3.9	17.00	0.74	C		0.5	7.89	0.29	A

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

The PICADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the junction is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

6.2.3 Junction 3 - Roundabout Junction R474 / Cloughleigh Rd / Davitt Terrace

A summary of the analysis results for the R471 / Cloughleigh Rd / Davitt Terrace Roundabout junction for the AM peak and PM peak hours are provided in the Table below. Full outputs from JUNCTION 9 ARCADY are included in **Appendix B**.

Table 6-3: Junction 3- ARCADY Outputs (AM and PM Peak Hours)

	AM					PM				
	Set ID	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**	**Set ID**	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**
	2021 Baseflow									
Arm 1	D1	0.3	2.88	0.21	A	D2	0.1	2.35	0.07	A
Arm 2		0.2	3.51	0.17	A		0.3	3.53	0.24	A
Arm 3		0.1	4.98	0.08	A		0.2	5.88	0.19	A
Arm 4		0.6	6.40	0.36	A		0.4	5.77	0.26	A
	2024 Baseflow									
Arm 1	D3	0.3	2.94	0.23	A	D4	0.1	2.37	0.08	A
Arm 2		0.2	3.58	0.18	A		0.3	3.60	0.26	A
Arm 3		0.1	5.05	0.08	A		0.3	6.05	0.21	A
Arm 4		0.6	6.62	0.38	A		0.4	5.91	0.28	A
	2024 Baseflow + Dev									
Arm 1	D5	0.3	3.10	0.24	A	D6	0.1	2.43	0.08	A
Arm 2		0.3	3.75	0.21	A		0.4	3.89	0.31	A
Arm 3		0.1	5.28	0.09	A		0.3	6.63	0.23	A
Arm 4		0.9	7.83	0.47	A		0.5	6.34	0.32	A
	2039 Baseflow									
Arm 1	D7	0.4	3.17	0.27	A	D8	0.1	2.43	0.09	A
Arm 2		0.3	3.85	0.21	A		0.4	3.82	0.29	A
Arm 3		0.1	5.29	0.10	A		0.3	6.60	0.24	A
Arm 4		0.8	7.44	0.44	A		0.5	6.40	0.32	A
	2039 Baseflow + Dev									
Arm 1	D9	0.4	3.36	0.28	A	D10	0.1	2.49	0.09	A
Arm 2		0.3	4.04	0.24	A		0.5	4.14	0.34	A
Arm 3		0.1	5.53	0.11	A		0.4	7.33	0.27	A
Arm 4		1.2	9.01	0.54	A		0.6	6.92	0.37	A

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

The ARCADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the roundabout is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

6.2.4 Junction 4 – Priority Junction R474 / R458

A summary of the analysis results for the R474 / R458 Priority Junction for the AM peak and PM peak hours are provided in the Table below. Full outputs from JUNCTION 9 PICADY are included in **Appendix C**.

Table 6-4: Junction 4 - PICADY Outputs (AM and PM Peak Hours)

	AM					PM				
	Set ID	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**	**Set ID**	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**
	2021 Baseflow									
Stream B-ACD	D1	0.0	0.00	0.00	A	D2	0.0	11.77	0.02	B
Stream A-BCD		0.5	11.15	0.31	B		1.1	15.95	0.50	C
Stream D-ABC		1.4	15.69	0.57	C		0.5	10.82	0.35	B
Stream C-ABD		0.0	7.36	0.01	A		0.0	8.29	0.01	A
	2024 Baseflow									
Stream B-ACD	D3	0.0	0.00	0.00	A	D4	0.0	12.30	0.02	B
Stream A-BCD		0.5	11.57	0.32	B		1.3	17.13	0.53	C
Stream D-ABC		1.6	17.29	0.61	C		0.6	11.45	0.37	B
Stream C-ABD		0.0	7.45	0.01	A		0.0	8.46	0.01	A
	2024 Baseflow + Dev									
Stream B-ACD	D5	0.0	0.00	0.00	A	D6	0.0	13.06	0.02	B
Stream A-BCD		0.7	12.70	0.38	B		2.0	21.37	0.64	C
Stream D-ABC		2.7	24.85	0.73	C		0.8	12.69	0.43	B
Stream C-ABD		0.0	7.61	0.01	A		0.0	8.81	0.01	A
	2039 Baseflow									
Stream B-ACD	D7	0.0	0.00	0.00	A	D8	0.0	14.87	0.03	B
Stream A-BCD		0.7	12.98	0.38	B		1.9	21.31	0.63	C
Stream D-ABC		2.5	24.25	0.71	C		0.8	13.53	0.44	B
Stream C-ABD		0.0	7.76	0.01	A		0.0	9.01	0.01	A
	2039 Baseflow + Dev									
Stream B-ACD	D9	0.0	0.00	0.00	A	D10	0.0	16.12	0.03	C
Stream A-BCD		0.9	14.39	0.44	B		3.2	27.50	0.74	D
Stream D-ABC		4.8	41.03	0.84	E		1.0	15.66	0.51	C
Stream C-ABD		0.0	7.93	0.01	A		0.0	9.42	0.01	A

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

The PICADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the junction is forecast to operate within capacity for the morning and evening peak periods. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate within capacity. It is projected that Stream D-ABC will have a maximum RFC of 0.84 and a queue length of 4.8 PCU for the morning peak period.

6.2.5 Junction 5– Priority Junction Proposed Access/ R474

A summary of the analysis results for the Proposed Access / R474 Priority Junction for the AM peak and PM peak hours are provided in the Table below. Full outputs from JUNCTION 9 PICADY are included in **Appendix C**.

Table 6-5: Junction 5 - PICADY Outputs (AM and PM Peak Hours)

	AM					PM				
	Set ID	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**	**Set ID**	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**
2024 Baseflow + Dev										
Stream B-AC	D1	0.4	12.04	0.27	B	D2	0.1	9.26	0.11	A
Stream C-AB		0.1	6.72	0.09	A		0.2	5.84	0.11	A
2039 Baseflow + Dev										
Stream B-AC	D3	0.4	12.69	0.28	B	**D4**	**0.1**	**9.51**	**0.12**	**A**
Stream C-AB		0.2	6.73	0.09	A		**0.2**	**5.76**	**0.12**	**A**

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

The PICADY analysis results indicate that the junction will operate within capacity for the morning and evening peak periods for the 2024 Opening Year scenario. For the design year 2039, the junction is also forecast to operate within capacity for the morning and evening peak periods. It is projected that Stream B-AC will have a maximum RFC of 0.28 and a queue length of 0.4 PCU for the morning peak period

7.0 OTHER ROAD ISSUES

7.1 ROAD SAFETY

The site access is located within a 50kph speed limit zone which would require visibility splays of 2.4 x 45 metres Road (in accordance with DMURS 2019 Guidelines at the current posted speed limit of 50kph). However, a speed survey was conducted on the R474 road with the survey point located to the south of the proposed access (just outside the 50 kph speed limit zone). This recorded an 85th percentile speed of 61.72 kph northbound and 61.65 kph southbound.

As the recorded speeds are higher than the posted limit of 50kph, the access junction has been designed with a visibility splay for a 60kph road (2.4 x 59m in accordance with DMURS 2019 Guidelines) to account for traffic increasing speed approaching the 50kph speed limit. The visibility splays are demonstrated on the Figure below which contains an extract from Drawing 11269-2003a which indicates the required visibility splays.

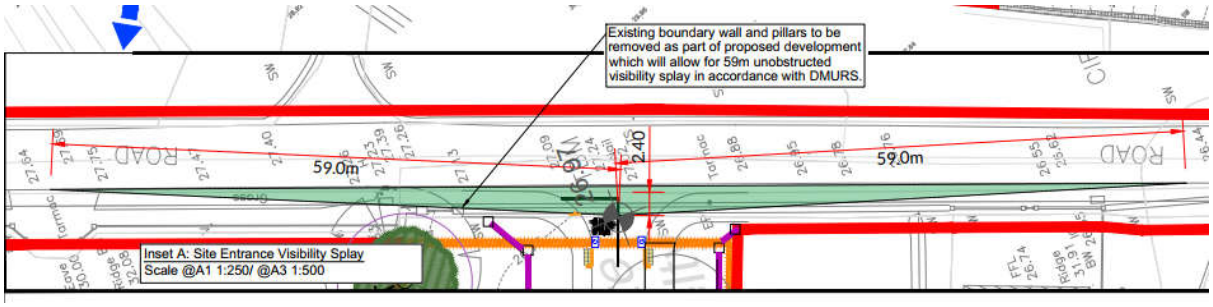

Figure 7-1: Visibility Splays at the main access

The visibility splays of 2.4 x 59 metres are currently achieved both the left and right-hand splay of the proposed access to the development site. Visibility splays of 2.4 x 23m are required for all junctions within the proposed development (for a 30kph speed limit).

A Stage 1 Road Safety Audit has been carried out on the proposed design and is submitted as part of the Stage 3 application. The recommendations of the audit are incorporated into the final scheme design. All points raised by the Road Safety Audit Team to remedy the issues noted were accepted by the Design Team and in addition, all recommendations proposed by the RSA Team were agreed by the Design Team. The RSA Feedback Form was signed by all parties and the process concluded.

An investigation of road collision data from the Road Safety Authority website (source: https://www.rsa.ie/road-safety/statistics/collisions) (see Figure 7-2 for map) indicates that there were no collisions in the vicinity of the Junction since 2005.

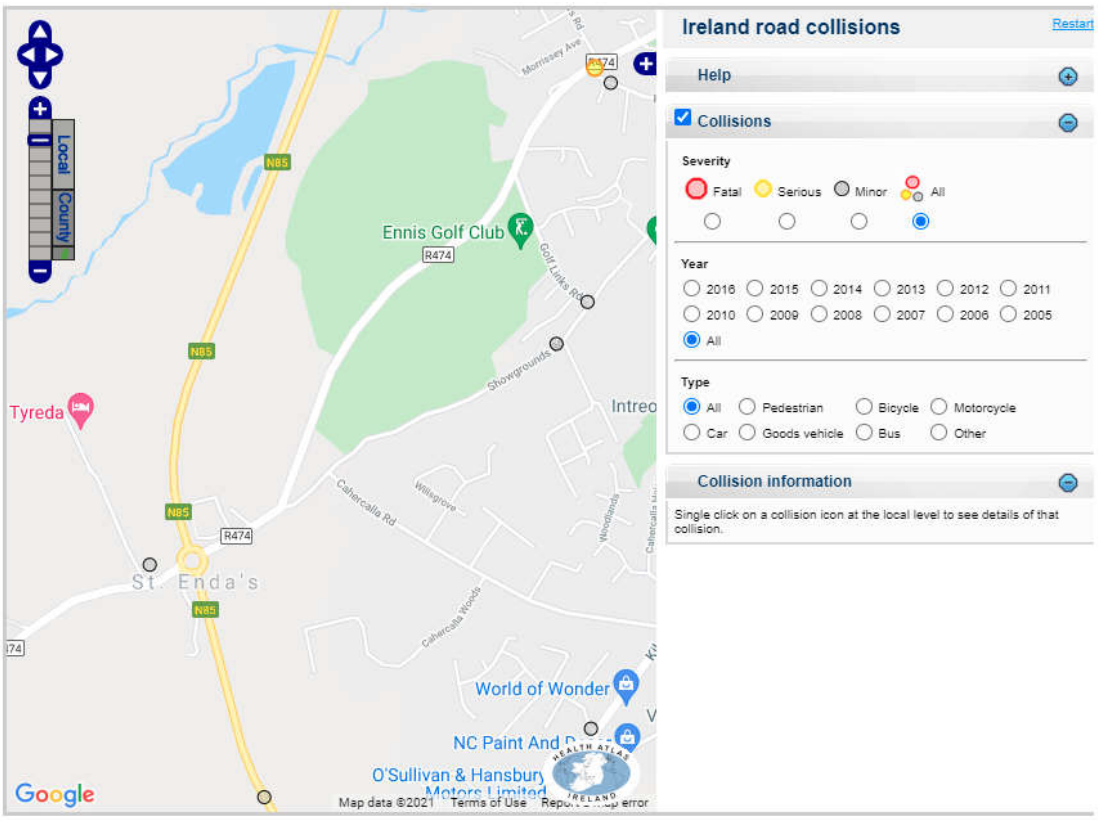

Figure 7-2: RSA Irish Road Collision Statistics

7.2 PARKING PROVISION

7.2.1 Car Parking

The maximum parking provisions at the site have been calculated in accordance with the parking Guidelines set out in the following:

- Clare County Council Development Plan (CCCDP) 2017- 2023

The required and provided car parking breakdown for the proposed development (289 units) is illustrated in Table 7-1 below.

Table 7-1: Car Parking Requirements

Car Parking	CCCDP	No of Units / Staff and Children	Required	Parking Provided
1 & 2 bed houses and apartments	A 1.9.3 – 1 Space Per Unit	90	90	508
≥3 bed houses	A 1.9.3 – 2 Spaces Per Unit	199	398	
Creche (60-child capacity)	A 1.9.3 – 1 per employee and 1 per 4 children	5 / 60	20	11
Totals			**508**	**519**

A total of 519 no. car parking spaces will be provided onsite, of which include 4 no. disabled spaces and 10 no of electric charging parking spaces. There are also 2 no. motorcycle parking

spaces provided for at the creche. The parking provision is above the required parking for a residential development in County Clare.

7.2.2 Bicycle Parking

The bicycle parking provisions at the site have been calculated in accordance with the parking Guidelines set out within the Clare County Council Development Plan 2017-2023 and Sustainable Urban Housing: Design Standards for New Apartments. For residential elements with direct access to allocated private amenity space, it is envisaged that the bicycle parking will be accommodated within the curtilage of the dwelling (i.e., within the garden). For the residential units without private direct access to private amenity space, 1 private secure bike space will be provided per Town house units and 1 space per bedroom and 0.5 visitor spaces per apartments. A calculated total of 129 spaces are required for the proposed Development, as outlined in Table 7-2.

Table 7-2: Bicycle Parking Requirements

Bicycle Parking	Guidance	Units / Employees	Required	Provided
Residential unit with direct access to allocated private amenity space	Bicycle Parking to be provided in private amenity			
Townhouse Units without direct access to allocated private amenity space	A 1.9.3 - 1 space per unit without garage	113	113	130
Duplex Units without direct access to allocated private amenity space	Section 4.17 - 1 space per bedroom and 0.5 visitor spaces per apartment	6 units / 12 bedrooms	15	
Creche (60-child capacity)	A 1.9.3 – 1 space per 8 employees	6	1	10
Totals			**129**	**140**

7.3 DEVELOPMENT CONSTRUCTION PHASE

The construction works associated with the proposed development are expected to be undertaken in three phases. It is estimated that the construction works will be completed within 36 months of commencement. This will be confirmed upon appointment of a Main Contractor. A comprehensive Traffic Management Plan will be prepared for the construction phases of the works. This will address such items as the volume and approach routes of construction vehicles, onsite parking, construction signage, etc.

The main traffic types expected for the construction phase are envisaged as follows:

- Private light vehicles (cars and vans, etc) driven to and from the site by construction and supervisory staff.
- Larger vehicles (HGVs) which will facilitate material deliveries and removals to and from the site.

It is estimated that for a development of this size, 60 – 70 site operatives will be employed at the height of the construction works. This would equate to an approx. parking requirement for 60 vehicles. Car parking for construction workers and visitors will be located within the construction compound.

Access to the proposed development site is envisaged to be through the new access which will be constructed off the R474 Circular Road. The site entrance will be sufficiently wide for HGVs and construction vehicles to enter the site without causing an obstruction on the main road network. Provision will be made to ensure there is sufficient space within the site for HGVs to turn before joining the public road network.

Signage will be erected on all approaches to the site to notify motorists of the construction works ahead. Signage at the site entrances will be provided to ensure members of the public do not enter the site road mistakenly.

Construction works will be coordinated to ensure construction traffic will have limited impact on the surrounding road network and to have minimum impact on peak morning and evening traffic periods.

Insofar as is possible, ground excavation works will be scheduled during periods of dry weather to minimise potential for silt laden run-off from the works. A wheel wash system will be set up in the event there is a risk of debris deposit on the road. Also, routine cleaning / sweeping of the road and footpaths in the frontage of the site will be required.

8.0 MOBILITY STATEMENT

The Mobility Statement identifies a range of measures which will aim to encourage more sustainable travel modes such as public transport, cycling and walking for users of the residential development at Ennis, Clare.

The focus of the Mobility Statement is to identify a range of measures for the site which will encourage the usage of more sustainable travel modes. It will also aim to meet the following measures and requirements:

- Provide a comprehensive outline of the Public Transport Services available to the future residents, creche employees and users of the development.
- Set out the anticipated targets regarding modal choice for the site
- Outline the various methods which can be employed to facilitate a positive change in travel patterns at the site.

Based on the above, the findings of this Statement can feed into a Workplace Travel Plan for the development which can set targets and objectives alongside the mechanisms which can be put in place to support a positive modal shift for the site.

It should be noted that at this stage, any proposals contained within this Statement are preliminary and should be revised accordingly once the detailed information regarding the final occupiers of the potential sites is ascertained.

The resulting Workplace Travel Plan will then need to be revisited regularly to review progress and implement any changes necessary to respond to any issues that arise and ensure implementation of the objectives of the Plan.

8.1 EXISTING TRANSPORT FACILITIES

8.1.1 WALKING AND CYCLING

The walking network in Ennis is comprised of existing footpaths adjoining public. The main approaches to the town have footpaths for pedestrian use only. There is no dedicated cycling network within the centre of the town and cyclists utilise the existing roadway.

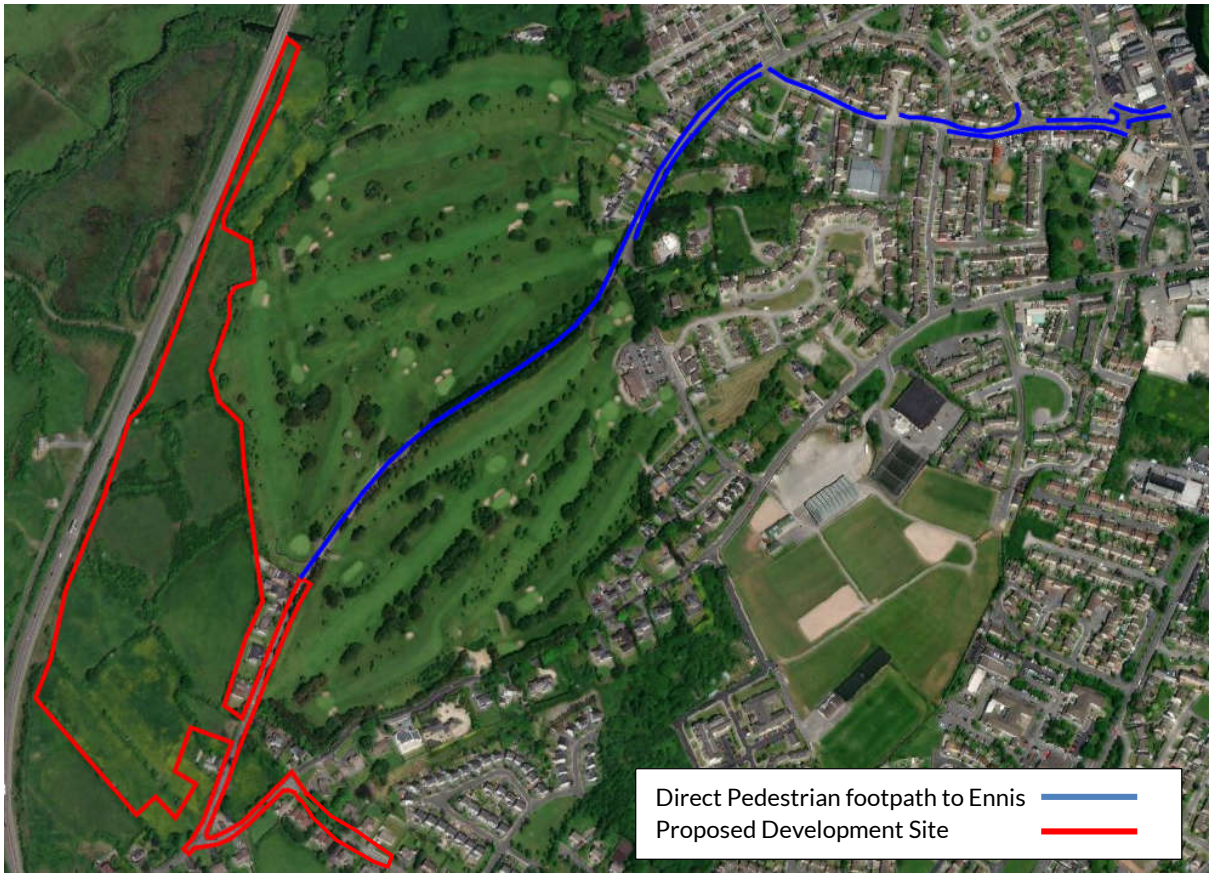

Figure 8-1: Existing Walking Linkages

Given the relatively compact urban form of Ennis there is significant potential for modal shift from the private car to walking and cycling as a mode of transport, particularly if improved linkages between the Town centre and residential areas are realised and new developments focus on connectivity, legibility and permeability.

Figure 8-2: Walking Time and Distance to Ennis Town Centre

The Table below gives typical cycle and walking distance and times to main attractions from the proposed development.

Table 8-1 Proposed Development - Typical Cycle & Walking Distances & Time

Attraction	Cycle Distance (km)	Cycle Time (mins)	Walk Distance (km)	Walk Time (mins)
Ennis Ruby Football Club	<0.1	< 1 min	<0.1	<1 min
Ennis Golf Club	0.950	3 min	0.950	11 min
Scoil Chriost Ri	1.60	< 4 min	1.60	19 min
Ennis Health Centre	<1.5	< 5 min	<1.5	<18 min
Ennis Town Centre	1.60	5 min	1.60	19 min

8.1.2 POTENTIAL FOOTPATH LINKAGE

The provision of an additional alternative footpath linkage along the Cahircalla Road / Drumbiggle Road is being reviewed with Clare County Council's Roads and Transportation Department. The proposed footpath linkage is illustrated in the Figure below and is also shown on Drawing 11269-2132 which accompanies this planning application. This potential new footpath linkage will decrease the walking time from the proposed development to the local schools in the area, St. Flannan's College and Ennis National School, and will also improve the overall connectivity of area.

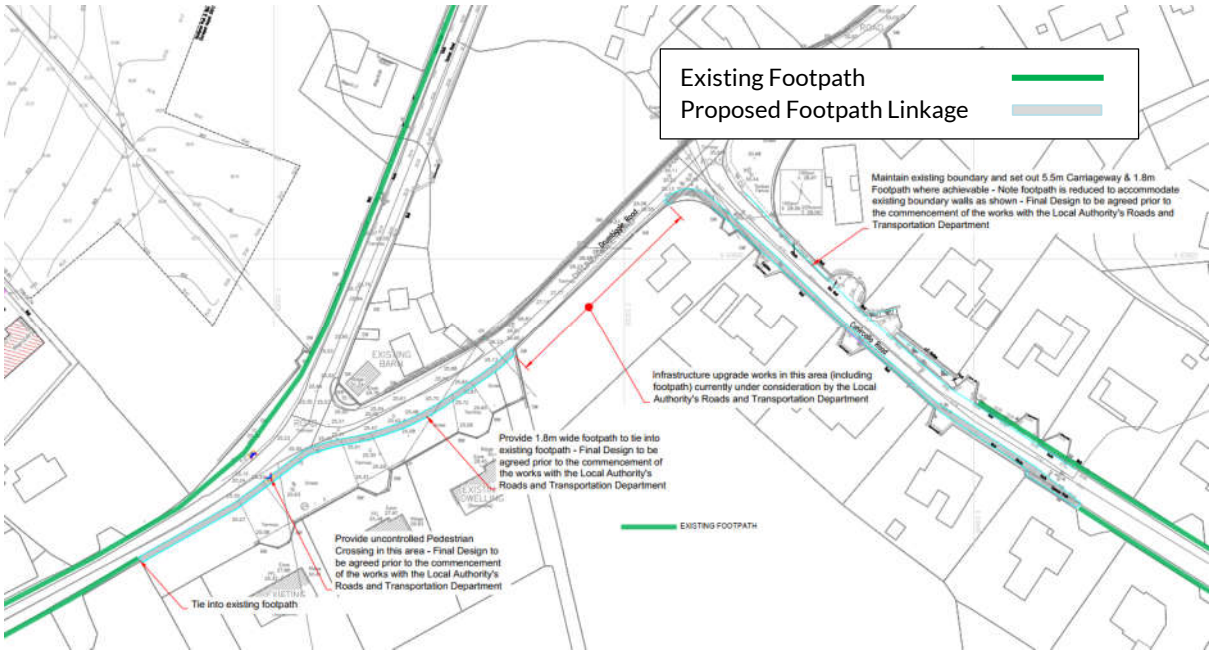

Figure 8-3: Potential Footpath Linkage along the Cahircalla Road / Drumbiggle Road

8.1.3 PUBLIC TRANSPORT

8.1.3.1 Bus Routes

Ennis town is served by a number of regional and local bus routes. Local Link operate two local bus routes to Kilrush, Bus Eireann operate a number of local and regional bus routes and Dublin coach operate a bus route to Dublin as detailed below.

8.1.3.2 Local Link Limerick Clare - 335

Bus route 337 stops at the Ennis bus stop, approximately a 32-minute walk from the proposed site. The 337-bus route provides a frequent service between Ennis and Kilrush (via Quilty). This bus route travels from Ennis to Kilrush and runs Monday to Friday from 07:40 to 17:15.

8.1.3.3 Local Link Limerick Clare - 337

Bus route 337 stops at the Top Part bus stop, approximately a 19-minute walk from the proposed site. The 337-bus route provides a frequent service between Ennis and Kilrush. This bus route travels from Kilrush to Ennis and runs Monday to Sunday. Monday to Friday it operates from 08:40 to 17:40. The weekend service runs from 08:40 to 17:40 (Saturday) and from 08:40 to 13:50 (Sunday & Public Holidays).

8.1.3.3.1 Bus Eireann - 343

Bus route 343 stops at the Parnell St Junction, approximately a 21-minute walk from the proposed site. The 343-bus route provides a frequent service between Ennis, Shannon and Limerick. This bus route travels from Limerick to Ennis and runs Monday to Sunday. Monday to Friday it operates from 05:05 to 23:25. The weekend service runs from 05:05 to 23:15 (Saturday) and from 05:05 to 23:25 (Sunday & Public Holidays).

8.1.3.3.2 Bus Eireann - 333

Bus route 333 stops at the Ennis Bus Station, approximately a 32-minute walk from the proposed site. The 333-bus route provides a frequent service between Ennis, Lahinch and Kilkee. This bus route travels from Ennis to Kilkee and runs Monday to Sunday. Monday to Friday it operates from 08:00 to 17:00. The weekend service runs from 08:00 to 17:00 (Saturday) and from 10:00 to 16:00 (Sunday & Public Holidays).

8.1.3.3.3 Bus Eireann - 336

Bus route 336 stops at the Ennis Bus Station, approximately a 32-minute walk from the proposed site. The 336-bus route provides a frequent service between Ennis and Kilkee (via Kilrush). This bus route travels from Ennis to Kilkee and runs Monday to Sunday. Monday to Saturday it operates from 09:00 to 21:30 and on Sundays it operates from 11:00 to 20:00 (Sunday & Public Holidays).

8.1.3.3.4 Bus Eireann - 348

Bus route 348 stops at the Ennis Bus Station, approximately a 32-minute walk from the proposed site. The 348-bus route provides a Thursday service between Ennis and Scariff. This bus route travels from Scariff to Ennis and runs every Thursday at 08:50.

8.1.3.3.5 Bus Eireann - 350

Bus route 350 stops at the Ennis Bus Station, approximately 32-minute walk from the proposed site. The 350-bus route provides a frequent service between Ennis and Galway (via Kinvara, Doolin and the Cliffs of Moher). This bus route travels from Ennis to Galway and runs Monday to Sunday. Monday to Friday it operates from 10:30 to 18:30 and it runs from 08:00 to 18:00 on the weekend service.

8.1.3.3.6 Bus Eireann - 51

Bus route 51 stops at the Ennis Bus station, approximately 32-minute walk from the proposed site. The 51-bus route provides a frequent service between Galway and Cork City. This bus route travels from Ennis to Cork and from 08:20 to 21:20 and Ennis to Galway from 8:25 to 21:25 Monday to Sunday.

8.1.3.3.7 Dublin Coach- 300

Bus route 300 stops at the Ennis Bus station, approximately 32-minute walk from the proposed site. The 300-bus route provides a frequent service between Ennis and Dublin City. This bus route travels from Ennis to Dublin from 01:00 to 20:00 Monday to Sunday.

8.1.3.4 Train Routes

Ennis town is also served by a number of train services which is located approximately 2.7km from the proposed development. Iarnród Eireann operate a number of services from this station of which include Dublin Heuston – Limerick, Galway -Limerick and Waterford – Clonmel – Limerick Junction.

8.1.4 TRAVEL BY CAR

C.S.O. Travel Census data for Ennis was obtained for the 2016 census under the section E6013: Population Usually Resident and Present in the State 2016 by Sex, Means of Travel, Towns by Size, At Work School or College and Census Year. This data is presented in the Figure

below. The data excludes the census data for the 'not stated' as these are not relevant to this development – the figures below are adjusted accordingly.

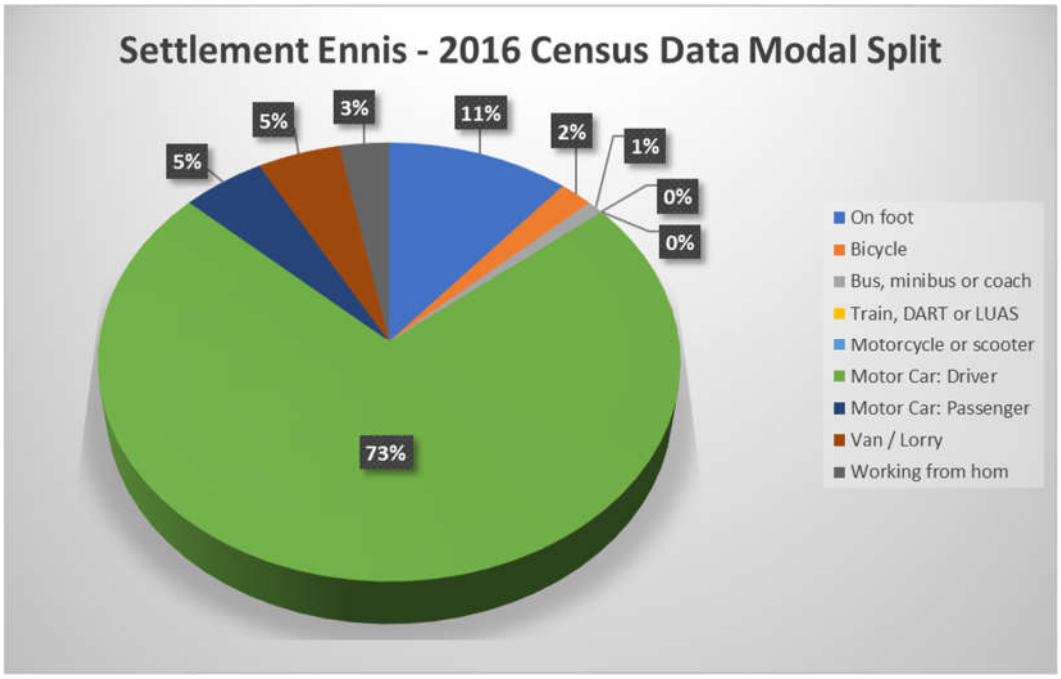

Figure 8-4: Ennis Settlement Zone Commuter Trips - Modal Split (2016 Census)

One of the main objectives for the site will be to reduce the number of car trips and in cases where there is no other option but to travel by car, to increase the number of people carpooling and travelling as passengers.

8.2 TRAVEL MEASURES

Government policy stated in the document published by the Department of Transport entitled, 'Smarter Travel, A Sustainable Transport Future 2009-2020' sets targets for modal split. The first goal is to achieve a modal split of 45% trips by car drivers (maximum) and 55% trips by walking, cycling and public transport and other sustainable modes (minimum targets) for persons in the proposed development who are travelling to work.

Modal share targets should be set for travel to and from the development. Once the users of the development are known, an internal mode share survey should be conducted to ascertain a baseline for the site. The Mobility targets can then be set following on from the collation of this data. These targets should bet set with the Government policy targets outlined above as a benchmark and should aim to achieve a modal split as close as possible to these targets.

Key consideration should be given to the following areas:

8.2.1 Walking

Pedestrian facilities, including 1.8m minimum width footpaths, pedestrian crossings with associated tactile paving, and shared surfaces are also to be provided within the proposed development. The footpaths will link with the surrounding footpath network within Ennis town and its environs. Sufficient street lighting is also to be provided within the site and at the proposed access junction. The facilities provided will encourage residents, visitors and site users to utilise the facilities as it is safe and convenient.

The following initiatives can be implemented to encourage the uptake of walking, mainly focused on residents and site users who reside within 2-3km of the proposed development (namely the vast majority of the town's population):

- The inclusion of sustainable travel information and walking route maps in Residential Brochures for the development and creche Staff recruitment and handover packs.
- The displaying of local walking route maps on staff noticeboards and residential communal areas.
- Encourage residents and site users to take part in walking challenges such as Pedometer Challenges or other incentivised schemes.
- Organise special walking days and walks at lunchtime or after work which can be undertaken in conjunction with national initiatives (i.e. the Irish Healthy Workplace Initiative or campaigns such as Operation Transformation).
- The establishing of a 'Walking Buddy' scheme where people who live close to each other can walk to work together.
- Ensure that the creche facilities provides appropriate Staff changing, and shower facilities (including lockers for Staff) and a drying area for wet clothes or footwear is also provided.

8.2.2 Cycling

Bicycle facilities are provided within the proposed development for secure parking of bicycles onsite. Cycling can be promoted in a similar way to Walking. The following initiatives can also be implemented to encourage the uptake of cycling, mainly focused on residents and site users who reside less than 6km of the proposed development:

- Sustainable travel information and maps, changing and shower facilities, route maps and online maps similar to the Walking initiatives above.
- Promotion of the National Cycle Journey Planner website
- www.journeyplanner.transportforireland.ie/ - on the College websites and displayed on internal noticeboards.
- Promotion of the proposed cycle parking facilities onsite which will be covered and secure.
- The provision of shower and changing facilities for creche Staff.
- The provision of Staff lockers for creche employees and a drying area for wet clothes/footwear/cycling equipment.
- Provide a bike maintenance kit onsite (containing puncture repair kits, bike pump, etc).
- Organisation of special events such as 'National Bike Week' and Lunchtime Cycle Rides, where creche employees and volunteers are rewarded for their participation through small incentives.
- Set up a 'Buddy' scheme where people who live close to each other can cycle to work together.
- Promotion of Clare County Council Cycling initiatives.

8.2.3 Public Transport

The following initiatives can be implemented to encourage the uptake of commuting by public transport, with an emphasis on staff who live within 10-15km of the proposed development:

- Inclusion of sustainable travel information and maps (including public transport) in Residential Brochures for the development and creche staff recruitment and handover packs.

- Inclusion of sustainable travel information and maps (including public transport) in online site information and displayed on Staff noticeboards and communal residential areas.
- Promotion of the national Public Transport Journey Planner: (www.journeyplanner.transportforireland.ie) in online site information and displayed on building noticeboards.
- Promotion of the availability of Real Time Information (www.transportforireland.ie) which provides site users with live information on bus departure times for all journeys.
- Promotion of new bus service routes as and when they become available.
- Continued incentivisation for site users to buy public transport tickets through the Tax Saver Commuter Scheme.
- Continue to encourage the use of public transport for business travel.
- Marketing of the benefits of public transport for health and well-being and the financial savings for journeys as part of overall internal communications.

As already mentioned, the proposed development is located within close proximity to local bus routes. The footpaths and pedestrian facilities would provide a safe means of access to these bus stops. The Leap card is an ideal amenity for the proposed development where a saving of 20-28% for each fare can be made.

8.3 TRAVEL MANAGEMENT – AWARENESS

An implementation and awareness campaign should be carried out as soon as possible to encourage the implementation of the initiates identified in the previous sections. The campaign should target Staff, residents and site users of the proposed Development once implemented.

An information leaflet can be compiled which contains all relevant travel information and outlines the benefits of opting for sustainable travel modes.

The Sustainable Travel Information Pack should also be distributed to all occupiers of the development as an additional measure to highlight the benefits of choosing sustainable travel modes. The packs can include information on schemes such as 'Bike to Work', Leap Card and the Tax Saver ticket schemes.

8.4 IMPLEMENTATION OF THE WORKPLACE TRAVEL PLAN

A Workplace Travel Plan will require ongoing implementation of the measures outlined in the previous sections. It will also require management and monitoring of the initiates and targets identified.

8.5 RECOMMENDATIONS

To ensure the implementation of the Workplace Travel Plan, the following recommendations are made:

- The Management company is to establish a Mobility Co-ordinator and a Steering Group who will be responsible for the establishment of the Workplace Travel Plan for the site and who will actively promote the Plan within the proposed development on an ongoing basis.
- Secure bicycle parking facilities are to be provided onsite - with onsite changing / shower facilities within the creche.

- Implementation of the Leap Card Scheme and its promotion to be made available to creche employees.
- Implementation of the TaxSaver Travel Ticket Scheme and its promotion to be made available to all eligible creche employees.
- Implement an internal awareness campaign for creche staff, residents, and site users to promote the Mobility Plan measures i.e.
- Promotion of measures through the use of leaflets and posters, mobile apps, etc.
- Implement an awareness campaign for Staff and residents to promote the Mobility Plan measures i.e.
- Promotion of measures through the use of leaflets, posters, through social media and the press.
- Liaison with Travel Operators such as Bus Éireann and the Private Operators to promote fares to encourage higher utilisation of Public Transport by all.
- Ongoing monitoring and review by the Steering Group of the targets set out in the Workplace Travel Plan. A main review should be carried out annually to include a full survey of all creche staff, residents, and site users (which would include modal splits and trip origins).

The Workplace Travel Plan is a continuous and evolving document. It requires monitoring, review and revision to ensure that it remains relevant. The key to the success of the Workplace Travel Plan will be the appointment of the Travel Plan Coordinator and the Steering Group who will manage Travel to and from the site. These should be assisted and supported by Management company and all staff residents to ensure the actions and measures identified are implemented and that the number of those who use sustainable modes of travel can be increased as per the targets once identified.

8.6 ACCESS FOR PEOPLE WITH DISABILITIES

As recommended dropped kerbing and tactile paving slabs will be installed at all crossing points, in accordance with “Guidance on the Use of Tactile Paving Slabs”.

It is further recommended that disabled parking spaces, in accordance with the Clare County Development Plan, be provided and located in accordance with the National Disability Authorities “Building for Everyone”. 5% of the proposed parking provisions have been designated for disabled parking as per Building for Everyone.

9.0 CONCLUSIONS AND RECOMMENDATIONS

9.1 CONCLUSIONS

The main approaches to the town have footpaths for pedestrian use only. Cyclists currently utilise the existing roadways to access the town centre. The Table below gives typical cycle and walking distance and times to main attractions from the proposed development.

Attraction	Cycle Distance (km)	Cycle Time (mins)	Walk Distance (km)	Walk Time (mins)
Ennis Ruby Football Club	<0.1	< 1 min	<0.1	<1 min
Ennis Golf Club	0.950	3 min	0.950	11 min
Scoil Chriost Ri	1.60	< 4 min	1.60	19 min
Ennis Health Centre	<1.5	< 5 min	<1.5	<18 min
Ennis Town Centre	1.60	5 min	1.60	19 min

A calculated total of 129 spaces are required for the proposed Development, as outlined in Chapter 7. 140 dedicated bicycle parking spaces have been provided for within the site. These are for the residential units without private direct access to private amenity space, 1 private secure bike space will be provided per Town house units and 1 space per bedroom and 0.5 visitor spaces per apartments. For residential elements with direct access to allocated private amenity space, it is envisaged that the bicycle parking will be accommodated within the curtilage of the dwelling (i.e., within the garden).

A number of bus and train services operate from Ennis Town Centre (refer to Chapter 8 for details) with routes linking locally and nationally.

The existing junctions in the vicinity of the proposed development were analysed to ascertain the potential impact of the proposed development on the surrounding road network. The resulting assessment is summarised as follows:

<u>Junction 1 – Roundabout Junction N84 / R474 (Beecher Roundabout)</u>

The ARCADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the roundabout is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

<u>Junction 2 - R474 / Drumbiggle Road Priority Junction</u>

The PICADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the junction is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

Junction 3 - R474 / Cloughleigh Rd / Davitt Terrace Roundabout Junction

The ARCADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the roundabout is forecast to operate well within capacity for all Streams in both the morning and evening peak periods for the No Development scenario. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate well within capacity.

Junction 4 - R474 / R458 Priority Junction

The PICADY analysis results indicate that the junction is currently operating well within capacity for all traffic Streams in both the morning and evening peak periods. This will continue to be the case for the 2024 Opening Year scenario with slight increases projected in the RFC and queue lengths for both the morning and evening peak periods.

For the design year 2039, the junction is forecast to operate within capacity for the morning and evening peak periods. The inclusion of the potential development traffic will result in a minor increase in both delays and queueing for all traffic Streams, but the Junction is projected to continue to operate within capacity. It is projected that Stream D-ABC will have a maximum RFC of 0.84 and a queue length of 4.8 PCU for the morning peak period.

Junction 5 – Proposed Access / R474 Priority Junction

The PICADY analysis results indicate that the junction will operate within capacity for the morning and evening peak periods for the 2024 Opening Year scenario. For the design year 2039, the junction is also forecast to operate within capacity for the morning and evening peak periods. It is projected that Stream B-AC will have a maximum RFC of 0.28 and a queue length of 0.4 PCU for the morning peak period.

9.2 General

A total of 519 no. car parking spaces and 140 bicycle parking spaces will be provided onsite.

9.3 RECOMMENDATIONS

This Report recommends that:

- Site access junction visibility splays should provide at minimum 2.4m x 59m visibility splay for traffic leaving the development onto the R474 (for a 60kph design speed limit). Visibility splays of 2.4 x 23m are required for all the internal development junctions (for a 30kph speed limit).
- Visibility splays should be kept free of all restrictions including signage.
- Stop markings and a stop sign should be installed at the main entrance.

- Pedestrian footway links with associated dropped kerbing and tactile paving to be provided at all pedestrian crossing points internally. Raised tables are being provided for the future junctions along the length of the main access road to further slow traffic and provide safer crossing points for pedestrians and cyclists.
- The recommendations of the Mobility Chapter be implemented in full to ensure that mobility targets for the proposed development are achieved.

Appendix A. Traffic Count Data

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 01 DATE: 9th November 2021

LOCATION: N85/R474 Beechpark Roundabout DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	1	0	0	0	0	1	1	68	19	2	3	1	93	99	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:15	1	1	0	1	0	3	4	59	24	0	5	0	88	95	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:30	3	2	1	0	0	6	7	89	25	1	5	2	122	131	0	0	0	0	0	0	0	2	0	0	0	0	2	2
07:45	9	4	1	0	0	14	15	70	20	1	5	0	96	103	0	0	0	0	0	0	0	1	2	0	0	0	3	3
H/TOT	14	7	2	1	0	24	26	286	88	4	18	3	399	427	0	0	0	0	0	0	0	5	2	0	0	0	7	7
08:00	6	4	1	0	0	11	12	105	15	1	1	0	122	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	19	1	0	0	1	21	22	109	5	2	3	0	119	124	0	0	0	0	0	0	0	5	1	0	0	0	6	6
08:30	36	2	0	0	1	39	40	134	13	1	5	1	154	162	0	0	0	0	0	0	0	8	3	0	0	2	13	15
08:45	35	3	0	0	1	39	40	108	12	1	3	0	124	128	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	96	10	1	0	3	110	114	456	45	5	12	1	519	538	0	0	0	0	0	0	0	17	4	0	0	2	23	25
09:00	10	3	1	0	0	14	15	64	8	2	5	0	79	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	10	3	0	0	0	13	13	46	9	3	3	2	63	70	0	0	0	0	0	0	0	4	0	0	1	0	5	6
09:30	11	0	0	0	0	11	11	43	10	3	2	0	58	62	0	0	0	0	0	0	0	0	0	1	0	0	1	2
09:45	8	0	2	0	0	10	11	26	7	1	3	0	37	41	0	0	0	0	0	0	0	2	1	1	0	0	4	5
H/TOT	39	6	3	0	0	48	50	179	34	9	13	2	237	260	0	0	0	0	0	0	0	6	1	2	1	0	10	12
10:00	6	1	0	1	0	8	9	37	3	2	3	2	47	54	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:15	3	1	0	0	0	4	4	30	6	2	2	2	42	48	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:30	3	4	1	0	0	8	9	31	9	1	1	0	42	44	0	0	0	0	0	0	0	3	0	0	0	0	3	3
10:45	5	3	0	0	0	8	8	22	10	1	5	0	38	45	0	0	0	0	0	0	0	0	2	0	0	1	3	4
H/TOT	17	9	1	1	0	28	30	120	28	6	11	4	169	190	0	0	0	0	0	0	0	5	2	0	0	1	8	9
11:00	6	0	1	0	0	7	8	33	3	2	1	1	40	43	0	0	0	0	0	0	0	4	1	0	0	0	5	5
11:15	4	0	0	0	0	4	4	28	4	1	2	0	35	38	0	0	0	0	0	0	0	6	1	0	0	0	7	7
11:30	7	0	0	0	0	7	7	41	8	0	2	0	51	54	0	0	0	0	0	0	0	3	0	0	0	0	3	3
11:45	5	1	0	0	0	6	6	38	4	2	2	2	48	54	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	22	1	1	0	0	24	25	140	19	5	7	3	174	189	0	0	0	0	0	0	0	17	2	0	0	0	19	19
12:00	8	0	2	0	0	10	11	30	5	3	2	0	40	44	0	0	0	0	0	0	0	3	0	0	1	0	4	5
12:15	7	1	0	0	0	8	8	25	6	3	3	0	37	42	0	0	0	0	0	0	0	2	0	1	1	0	4	6
12:30	6	0	0	0	0	6	6	38	7	1	0	0	46	47	0	0	0	0	0	0	0	1	1	0	0	0	2	2
12:45	9	1	2	0	0	12	13	29	5	1	2	1	38	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	30	2	4	0	0	36	38	122	23	8	7	1	161	175	0	0	0	0	0	0	0	6	1	1	2	0	10	13

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 01 DATE: 9th November 2021

LOCATION: N85/R474 Beechpark Roundabout DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	7	2	0	0	0	9	9	62	5	1	3	1	72	77	0	0	0	0	0	0	0	3	1	0	0	0	4	4
13:15	11	4	0	0	0	15	15	44	7	1	4	1	57	64	0	0	0	0	0	0	0	3	1	0	0	0	4	4
13:30	4	0	2	0	0	6	7	45	7	0	1	2	55	58	0	0	0	0	0	0	0	2	1	0	0	0	3	3
13:45	7	0	0	0	0	7	7	46	4	2	2	2	56	62	0	0	0	0	0	0	0	3	1	0	0	0	4	4
H/TOT	29	6	2	0	0	37	38	197	23	4	10	6	240	261	0	0	0	0	0	0	0	11	4	0	0	0	15	15
14:00	9	0	0	0	0	9	9	47	8	7	5	2	69	81	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:15	12	0	0	0	0	12	12	54	7	1	3	0	65	69	0	0	0	0	0	0	0	1	2	0	0	0	3	3
14:30	13	0	0	0	0	13	13	47	4	5	1	3	60	67	0	0	0	0	0	0	0	2	0	0	1	0	3	4
14:45	6	0	0	1	0	7	8	57	9	1	5	0	72	79	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	40	0	0	1	0	41	42	205	28	14	14	5	266	296	0	0	0	0	0	0	0	5	2	0	1	0	8	9
15:00	5	4	1	0	0	10	11	39	5	6	3	0	53	60	0	0	0	0	0	0	0	4	0	0	1	1	6	8
15:15	7	3	0	1	0	11	12	38	8	0	6	1	53	62	0	0	0	0	0	0	0	2	0	1	0	0	3	4
15:30	10	1	0	0	0	11	11	52	9	1	1	2	65	69	0	0	0	0	0	0	0	5	0	0	0	0	5	5
15:45	17	2	0	0	0	19	19	74	7	1	1	0	83	85	0	0	0	0	0	0	0	4	1	0	1	0	6	7
H/TOT	39	10	1	1	0	51	53	203	29	8	11	3	254	275	0	0	0	0	0	0	0	15	1	1	2	1	20	24
16:00	10	1	1	0	2	14	17	60	12	2	2	1	77	82	0	0	0	0	0	0	0	6	0	0	0	0	6	6
16:15	12	1	0	0	1	14	15	60	9	2	2	3	76	83	0	0	0	0	0	0	0	4	0	1	1	0	6	8
16:30	14	2	0	0	1	17	18	50	12	2	3	3	70	78	0	0	0	0	0	0	0	4	2	0	0	0	6	6
16:45	15	1	1	0	1	18	20	70	18	1	3	3	95	102	0	0	0	0	0	0	0	4	1	0	0	0	5	5
H/TOT	51	5	2	0	5	63	69	240	51	7	10	10	318	345	0	0	0	0	0	0	0	18	3	1	1	0	23	25
17:00	7	2	0	0	0	9	9	57	17	4	1	1	80	84	0	0	0	0	0	0	0	11	1	0	0	0	12	12
17:15	12	0	1	0	0	13	14	50	18	0	0	1	69	70	0	0	0	0	0	0	0	9	2	1	1	0	13	15
17:30	6	0	0	0	0	6	6	44	7	0	0	0	51	51	0	0	0	0	0	0	0	7	2	0	0	1	10	11
17:45	10	0	0	0	0	10	10	49	5	2	0	0	56	57	0	0	0	0	0	0	0	11	1	0	0	0	12	12
H/TOT	35	2	1	0	0	38	39	200	47	6	1	2	256	262	0	0	0	0	0	0	0	38	6	1	1	1	47	50
18:00	4	0	0	0	0	4	4	64	10	1	0	0	75	76	0	0	0	0	0	0	0	5	0	0	0	0	5	5
18:15	7	2	1	0	0	10	11	38	8	0	1	1	48	50	0	0	0	0	0	0	0	16	2	0	0	0	18	18
18:30	9	0	0	0	0	9	9	33	2	0	1	0	36	37	0	0	0	0	0	0	0	6	0	1	0	0	7	8
18:45	6	2	0	0	0	8	8	32	3	1	1	0	37	39	0	0	0	0	0	0	0	3	0	0	0	0	3	3
H/TOT	26	4	1	0	0	31	32	167	23	2	3	1	196	202	0	0	0	0	0	0	0	30	2	1	0	0	33	34
P/TOT	438	62	19	4	8	531	554	2515	438	78	117	41	3189	3421	0	0	0	0	0	0	0	173	30	7	8	5	223	242

TRAFFINOMICS LIMITED

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	MOVEMENT 5							MOVEMENT 6							MOVEMENT 7							MOVEMENT 8						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	7	3	0	0	0	10	10	10	1	0	0	0	11	11	27	6	1	1	0	35	37	0	0	0	0	0	0	0
07:15	4	0	0	0	0	4	4	7	7	0	0	0	14	14	17	9	0	2	0	28	31	0	0	0	0	0	0	0
07:30	2	2	1	0	0	5	6	26	8	1	0	0	35	36	23	14	0	1	0	38	39	0	0	0	0	0	0	0
07:45	4	0	0	0	0	4	4	21	14	1	0	0	36	37	23	8	0	0	0	31	31	0	0	0	0	0	0	0
H/TOT	17	5	1	0	0	23	24	64	30	2	0	0	96	97	90	37	1	4	0	132	138	0	0	0	0	0	0	0
08:00	8	3	0	0	0	11	11	29	14	0	0	1	44	45	31	2	1	0	0	34	35	0	0	0	0	0	0	0
08:15	6	0	0	0	0	6	6	61	9	0	0	1	71	72	28	2	1	0	0	31	32	0	0	0	0	0	0	0
08:30	12	1	0	0	0	13	13	55	8	1	0	0	64	65	24	4	1	0	0	29	30	0	0	0	0	0	0	0
08:45	10	3	0	0	0	13	13	41	6	0	0	0	47	47	11	2	0	2	0	15	18	0	0	0	0	0	0	0
H/TOT	36	7	0	0	0	43	43	186	37	1	0	2	226	229	94	10	3	2	0	109	113	0	0	0	0	0	0	0
09:00	9	1	0	0	0	10	10	30	13	3	0	0	46	48	9	3	2	0	0	14	15	0	0	0	0	0	0	0
09:15	2	0	0	0	0	2	2	30	4	0	0	0	34	34	11	5	2	1	0	19	21	0	0	0	0	0	0	0
09:30	9	0	1	0	0	10	11	21	7	0	0	0	28	28	14	1	2	1	0	18	20	0	0	0	0	0	0	0
09:45	3	1	0	0	0	4	4	10	4	1	0	0	15	16	3	1	1	1	0	6	8	0	0	0	0	0	0	0
H/TOT	23	2	1	0	0	26	27	91	28	4	0	0	123	125	37	10	7	3	0	57	64	0	0	0	0	0	0	0
10:00	4	4	0	0	0	8	8	15	3	0	0	0	18	18	4	0	1	0	0	5	6	0	0	0	0	0	0	0
10:15	3	0	0	0	1	4	5	17	5	0	0	0	22	22	2	3	1	0	0	6	7	0	0	0	0	0	0	0
10:30	3	1	0	0	0	4	4	13	2	0	0	0	15	15	6	1	0	1	0	8	9	0	0	0	0	0	0	0
10:45	3	3	0	0	0	6	6	18	1	2	0	0	21	22	7	0	0	1	0	8	9	0	0	0	0	0	0	0
H/TOT	13	8	0	0	1	22	23	63	11	2	0	0	76	77	19	4	2	2	0	27	31	0	0	0	0	0	0	0
11:00	3	0	0	0	0	3	3	12	4	0	0	0	16	16	5	1	2	1	0	9	11	0	0	0	0	0	0	0
11:15	3	0	1	0	0	4	5	20	4	2	0	0	26	27	6	3	0	2	0	11	14	0	0	0	0	0	0	0
11:30	1	0	0	1	0	2	3	12	4	0	1	0	17	18	6	1	1	0	0	8	9	0	0	0	0	0	0	0
11:45	2	0	0	0	0	2	2	12	4	1	0	0	17	18	4	1	1	0	0	6	7	0	0	0	0	0	0	0
H/TOT	9	0	1	1	0	11	13	56	16	3	1	0	76	79	21	6	4	3	0	34	40	0	0	0	0	0	0	0
12:00	4	2	2	0	0	8	9	10	4	0	0	0	14	14	4	1	1	1	0	7	9	0	0	0	0	0	0	0
12:15	3	0	0	0	0	3	3	14	4	1	0	0	19	20	4	0	0	0	0	4	4	0	0	0	0	0	0	0
12:30	2	1	0	0	0	3	3	13	2	1	0	1	17	19	6	3	0	0	0	9	9	0	0	0	0	0	0	0
12:45	3	2	0	0	0	5	5	15	5	0	0	0	20	20	6	2	0	0	0	8	8	0	0	0	0	0	0	0
H/TOT	12	5	2	0	0	19	20	52	15	2	0	1	70	72	20	6	1	1	0	28	30	0	0	0	0	0	0	0

TRAFFINOMICS LIMITED

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TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	3	0	0	0	0	3	3	12	4	2	0	0	18	19	6	1	0	4	0	11	16	0	0	0	0	0	0	0
13:15	2	0	0	0	0	2	2	10	0	0	0	0	10	10	2	1	1	0	0	4	5	0	0	0	0	0	0	0
13:30	2	3	0	0	0	5	5	9	1	0	0	0	10	10	10	4	0	0	0	14	14	0	0	0	0	0	0	0
13:45	4	0	0	0	0	4	4	23	3	1	0	1	28	30	10	2	0	1	0	13	14	0	0	0	0	0	0	0
H/TOT	11	3	0	0	0	14	14	54	8	3	0	1	66	69	28	8	1	5	0	42	49	0	0	0	0	0	0	0
14:00	5	0	2	1	0	8	10	20	6	0	0	0	26	26	12	1	0	0	0	13	13	0	0	0	0	0	0	0
14:15	3	0	0	0	0	3	3	8	3	0	0	0	11	11	11	2	1	3	0	17	21	0	0	0	0	0	0	0
14:30	1	1	1	0	0	3	4	17	2	0	0	0	19	19	7	3	1	2	0	13	16	0	0	0	0	0	0	0
14:45	7	2	0	0	0	9	9	12	4	1	0	0	17	18	11	2	1	1	1	16	19	0	0	0	0	0	0	0
H/TOT	16	3	3	1	0	23	26	57	15	1	0	0	73	74	41	8	3	6	1	59	69	0	0	0	0	0	0	0
15:00	2	3	0	0	0	5	5	20	3	0	0	0	23	23	7	3	1	0	0	11	12	0	0	0	0	0	0	0
15:15	6	1	1	0	0	8	9	18	1	0	0	1	20	21	13	1	0	1	1	16	18	0	0	0	0	0	0	0
15:30	2	0	1	0	0	3	4	25	3	0	0	0	28	28	12	2	0	1	0	15	16	0	0	0	0	0	0	0
15:45	2	0	0	0	0	2	2	26	1	0	0	0	27	27	10	3	1	0	1	15	17	0	0	0	0	0	0	0
H/TOT	12	4	2	0	0	18	19	89	8	0	0	1	98	99	42	9	2	2	2	57	63	0	0	0	0	0	0	0
16:00	7	0	0	0	0	7	7	15	2	0	0	0	17	17	6	1	0	0	0	7	7	0	0	0	0	0	0	0
16:15	4	2	0	1	0	7	8	10	2	0	0	0	12	12	7	2	0	0	0	9	9	0	0	0	0	0	0	0
16:30	9	3	0	0	0	12	12	20	5	0	0	0	25	25	6	3	0	1	0	10	11	0	0	0	0	0	0	0
16:45	3	0	0	0	0	3	3	13	3	0	1	0	17	18	9	3	0	0	0	12	12	0	0	0	0	0	0	0
H/TOT	23	5	0	1	0	29	30	58	12	0	1	0	71	72	28	9	0	1	0	38	39	0	0	0	0	0	0	0
17:00	11	2	1	0	0	14	15	28	6	0	0	0	34	34	17	12	0	1	0	30	31	0	0	0	0	0	0	0
17:15	6	1	0	0	0	7	7	10	1	0	1	0	12	13	9	4	2	0	0	15	16	0	0	0	0	0	0	0
17:30	5	0	0	0	0	5	5	19	2	1	0	0	22	23	12	1	1	1	0	15	17	0	0	0	0	0	0	0
17:45	7	2	0	0	0	9	9	19	1	0	0	0	20	20	14	1	0	0	0	15	15	0	0	0	0	0	0	0
H/TOT	29	5	1	0	0	35	36	76	10	1	1	0	88	90	52	18	3	2	0	75	79	0	0	0	0	0	0	0
18:00	16	1	0	0	0	17	17	13	4	0	0	0	17	17	11	1	0	0	0	12	12	0	0	0	0	0	0	0
18:15	4	1	0	0	0	5	5	8	1	0	0	0	9	9	7	1	0	0	0	8	8	0	0	0	0	0	0	0
18:30	6	1	0	0	0	7	7	8	3	1	0	0	12	13	12	1	0	0	0	13	13	0	0	0	0	0	0	0
18:45	6	1	0	0	0	7	7	13	2	0	0	0	15	15	5	1	0	0	0	6	6	0	0	0	0	0	0	0
H/TOT	32	4	0	0	0	36	36	42	10	1	0	0	53	54	35	4	0	0	0	39	39	0	0	0	0	0	0	0
P/TOT	233	51	11	3	1	299	309	888	200	20	3	5	1116	1135	507	129	27	31	3	697	754	0	0	0	0	0	0	0

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 01 DATE: 9th November 2021

LOCATION: N85/R474 Beechpark Roundabout DAY: Tuesday

	MOVEMENT 9							MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	2	2

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 01 DATE: 9th November 2021

LOCATION: N85/R474 Beechpark Roundabout DAY: Tuesday

	MOVEMENT 9							MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
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
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
14:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
15:00	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
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
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
18:30	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
18:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3	0	0	0	0	3	3	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	2	2	3	0	0	0	0	3	3	10	1	0	0	0	11	11	2	0	0	0	0	2	2

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 01 DATE: 9th November 2021

LOCATION: N85/R474 Beechpark Roundabout DAY: Tuesday

	MOVEMENT 13							MOVEMENT 14							MOVEMENT 15							MOVEMENT 16						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	1	3	0	0	0	4	4	17	4	0	5	2	28	37	3	0	0	0	0	3	3
07:15	0	0	0	0	0	0	0	4	7	1	1	0	13	15	22	9	4	3	3	41	50	2	1	0	0	0	3	3
07:30	0	0	0	0	0	0	0	8	0	0	0	0	8	8	13	10	1	4	2	30	38	9	2	0	0	0	11	11
07:45	0	0	0	0	0	0	0	5	1	0	0	0	6	6	28	11	2	4	0	45	51	9	4	0	0	0	13	13
H/TOT	0	0	0	0	0	0	0	18	11	1	1	0	31	33	80	34	7	16	7	144	175	23	7	0	0	0	30	30
08:00	0	0	0	0	0	0	0	4	3	0	0	0	7	7	25	11	1	3	2	42	48	17	1	0	0	0	18	18
08:15	0	0	0	0	0	0	0	7	1	1	1	0	10	12	54	7	2	2	2	67	73	39	4	0	2	0	45	48
08:30	0	0	0	0	0	0	0	9	2	1	1	1	14	17	71	7	1	2	2	83	88	46	11	0	0	0	57	57
08:45	0	0	0	0	0	0	0	9	2	1	0	0	12	13	68	5	0	2	2	77	82	21	6	1	0	0	28	29
H/TOT	0	0	0	0	0	0	0	29	8	3	2	1	43	48	218	30	4	9	8	269	291	123	22	1	2	0	148	151
09:00	0	0	0	0	0	0	0	7	0	0	0	0	7	7	54	11	3	0	0	68	70	21	2	1	1	0	25	27
09:15	0	0	0	0	0	0	0	0	3	0	2	0	5	8	31	12	0	4	1	48	54	10	1	0	1	0	12	13
09:30	0	0	0	0	0	0	0	3	2	0	0	0	5	5	28	5	3	4	0	40	47	8	0	1	0	0	9	10
09:45	0	0	0	0	0	0	0	9	0	3	4	0	16	23	28	4	3	1	3	39	45	11	2	0	0	0	13	13
H/TOT	0	0	0	0	0	0	0	19	5	3	6	0	33	42	141	32	9	9	4	195	215	50	5	2	2	0	59	63
10:00	0	0	0	0	0	0	0	6	3	1	0	0	10	11	28	8	0	1	4	41	46	7	5	0	0	0	12	12
10:15	0	0	0	0	0	0	0	6	5	0	1	0	12	13	32	8	3	1	1	45	49	3	1	0	2	0	6	9
10:30	0	0	0	0	0	0	0	3	1	0	0	0	4	4	27	6	2	1	1	37	40	5	0	0	0	0	5	5
10:45	0	0	0	0	0	0	0	2	1	2	0	0	5	6	29	8	3	1	1	42	46	6	2	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	17	10	3	1	0	31	34	116	30	8	4	7	165	181	21	8	0	2	0	31	34
11:00	0	0	0	0	0	0	0	5	2	1	0	0	8	9	37	8	1	7	0	53	63	10	4	1	0	0	15	16
11:15	0	0	0	0	0	0	0	2	2	0	0	0	4	4	45	9	3	2	1	60	65	14	2	1	0	0	17	18
11:30	0	0	0	0	0	0	0	8	2	1	2	0	13	16	28	3	2	2	1	36	41	9	1	0	1	0	11	12
11:45	0	0	0	0	0	0	0	5	0	0	0	0	5	5	28	7	0	3	2	40	46	10	1	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	20	6	2	2	0	30	34	138	27	6	14	4	189	214	43	8	2	1	0	54	56
12:00	0	0	0	0	0	0	0	1	2	0	1	0	4	5	38	10	1	2	0	51	54	11	2	2	0	0	15	16
12:15	1	0	0	0	0	1	1	8	2	0	1	0	11	12	37	0	3	2	0	42	46	6	2	0	0	0	8	8
12:30	0	0	0	0	0	0	0	5	2	0	1	0	8	9	54	7	1	2	1	65	69	13	2	2	0	0	17	18
12:45	0	0	0	0	0	0	0	6	4	1	3	0	14	18	27	4	0	1	0	32	33	16	1	0	0	0	17	17
H/TOT	1	0	0	0	0	1	1	20	10	1	6	0	37	45	156	21	5	7	1	190	203	46	7	4	0	0	57	59

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 01 DATE: 9th November 2021

LOCATION: N85/R474 Beechpark Roundabout DAY: Tuesday

	MOVEMENT 13							MOVEMENT 14							MOVEMENT 15							MOVEMENT 16						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	0	0	0	0	0	0	0	6	0	0	1	0	7	8	41	8	1	4	0	54	60	7	3	0	0	0	10	10
13:15	0	0	0	0	0	0	0	9	3	1	1	0	14	16	37	7	0	0	1	45	46	9	1	1	0	0	11	12
13:30	0	0	0	0	0	0	0	9	1	3	0	0	13	15	36	4	0	1	0	41	42	10	1	0	0	0	11	11
13:45	0	0	0	0	0	0	0	10	2	0	0	0	12	12	46	3	0	1	0	50	51	19	1	0	0	0	20	20
H/TOT	0	0	0	0	0	0	0	34	6	4	2	0	46	51	160	22	1	6	1	190	199	45	6	1	0	0	52	53
14:00	0	0	0	0	0	0	0	9	1	0	1	0	11	12	63	8	1	3	2	77	83	17	1	0	0	0	18	18
14:15	0	0	0	0	0	0	0	6	1	0	2	0	9	12	29	4	1	3	1	38	43	11	3	1	0	0	15	16
14:30	0	0	0	0	0	0	0	11	1	0	0	0	12	12	35	8	1	0	2	46	49	12	0	0	0	0	12	12
14:45	0	0	0	0	0	0	0	9	3	0	0	0	12	12	53	7	2	5	1	68	77	13	3	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	35	6	0	3	0	44	48	180	27	5	11	6	229	252	53	7	1	0	0	61	62
15:00	0	0	0	0	0	0	0	13	3	1	0	0	17	18	64	2	1	0	0	67	68	14	1	1	0	0	16	17
15:15	0	0	0	0	0	0	0	14	4	2	0	0	20	21	58	10	2	1	1	72	75	13	1	0	0	0	14	14
15:30	0	0	0	0	0	0	0	12	0	0	1	0	13	14	40	6	0	1	2	49	52	20	2	0	0	0	22	22
15:45	0	0	0	0	0	0	0	8	3	0	2	0	13	16	74	6	2	3	1	86	92	20	6	0	0	0	26	26
H/TOT	0	0	0	0	0	0	0	47	10	3	3	0	63	68	236	24	5	5	4	274	287	67	10	1	0	0	78	79
16:00	0	0	0	0	0	0	0	18	1	0	1	0	20	21	86	14	2	2	1	105	110	14	4	3	0	0	21	23
16:15	0	0	0	0	0	0	0	18	3	3	1	0	25	28	97	19	0	1	0	117	118	12	6	0	0	0	18	18
16:30	0	0	0	0	0	0	0	15	4	0	0	0	19	19	73	21	1	8	1	104	116	22	2	0	1	0	25	26
16:45	1	0	0	0	0	1	1	27	11	0	0	0	38	38	91	13	0	1	1	106	108	29	3	1	0	0	33	34
H/TOT	1	0	0	0	0	1	1	78	19	3	2	0	102	106	347	67	3	12	3	432	452	77	15	4	1	0	97	100
17:00	0	0	0	0	0	0	0	20	4	0	0	0	24	24	93	28	2	3	0	126	131	14	6	0	0	0	20	20
17:15	0	0	0	0	0	0	0	20	8	0	0	0	28	28	83	14	1	2	0	100	103	20	4	0	0	1	25	26
17:30	0	0	0	0	0	0	0	24	8	0	0	0	32	32	91	28	2	2	3	126	133	22	3	0	0	0	25	25
17:45	0	0	0	0	0	0	0	27	5	1	0	0	33	34	114	14	1	1	0	130	132	12	3	0	0	0	15	15
H/TOT	0	0	0	0	0	0	0	91	25	1	0	0	117	118	381	84	6	8	3	482	498	68	16	0	0	1	85	86
18:00	0	0	0	0	0	0	0	22	12	0	0	0	34	34	65	18	0	3	2	88	94	20	0	0	1	0	21	22
18:15	0	0	0	0	0	0	0	22	4	0	1	0	27	28	68	8	4	1	0	81	84	16	0	0	0	0	16	16
18:30	0	0	0	0	0	0	0	14	2	0	0	0	16	16	54	8	1	0	0	63	64	11	0	0	0	0	11	11
18:45	0	0	0	0	0	0	0	12	1	0	0	0	13	13	72	4	1	3	0	80	84	19	0	0	0	0	19	19
H/TOT	0	0	0	0	0	0	0	70	19	0	1	0	90	91	259	38	6	7	2	312	326	66	0	0	1	0	67	68
P/TOT	2	0	0	0	0	2	2	478	135	24	29	1	667	718	2412	436	65	108	50	3071	3294	682	111	16	9	1	819	840

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 01 DATE: 9th November 2021

LOCATION: N85/R474 Beechpark Roundabout DAY: Tuesday

	MOVEMENT 17							MOVEMENT 18							MOVEMENT 19							MOVEMENT 20						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	6	0	0	0	0	6	6	0	0	0	0	0	0	0	2	3	0	0	0	5	5	1	0	0	0	0	1	1
07:15	5	1	1	0	0	7	8	0	0	0	0	0	0	0	4	2	1	0	0	7	8	3	1	0	0	0	4	4
07:30	15	4	0	0	0	19	19	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	1	0	0	0	3	3
07:45	11	2	0	0	0	13	13	0	0	0	0	0	0	0	6	1	0	0	0	7	7	3	1	0	0	0	4	4
H/TOT	37	7	1	0	0	45	46	0	0	0	0	0	0	0	14	6	1	0	0	21	22	9	3	0	0	0	12	12
08:00	13	5	1	0	1	20	22	0	0	0	0	0	0	0	11	5	0	0	0	16	16	6	0	1	0	0	7	8
08:15	14	4	0	0	1	19	20	0	0	0	0	0	0	0	7	1	0	0	0	8	8	4	2	0	0	0	6	6
08:30	29	3	2	1	1	36	39	0	0	0	0	0	0	0	9	4	0	0	0	13	13	11	1	0	0	0	12	12
08:45	19	5	0	0	0	24	24	1	0	0	0	0	1	1	9	5	0	0	0	14	14	15	1	1	0	0	17	18
H/TOT	75	17	3	1	3	99	105	1	0	0	0	0	1	1	36	15	0	0	0	51	51	36	4	2	0	0	42	43
09:00	8	1	2	0	0	11	12	0	0	0	0	0	0	0	12	3	3	0	0	18	20	7	1	0	0	0	8	8
09:15	6	10	2	0	2	20	23	0	0	0	0	0	0	0	9	3	1	0	0	13	14	3	4	1	0	0	8	9
09:30	1	3	0	0	0	4	4	0	0	0	0	0	0	0	8	2	0	0	0	10	10	1	2	0	0	0	3	3
09:45	7	3	0	1	0	11	12	0	0	0	0	0	0	0	5	3	1	0	0	9	10	5	3	0	0	0	8	8
H/TOT	22	17	4	1	2	46	51	0	0	0	0	0	0	0	34	11	5	0	0	50	53	16	10	1	0	0	27	28
10:00	3	1	1	1	1	7	10	0	0	0	0	0	0	0	3	4	1	0	0	8	9	6	1	0	0	0	7	7
10:15	7	4	0	0	0	11	11	0	0	0	0	0	0	0	13	0	1	0	0	14	15	10	2	0	0	0	12	12
10:30	10	4	0	0	0	14	14	0	0	0	0	0	0	0	8	5	1	0	0	14	15	2	2	1	0	0	5	6
10:45	6	2	0	0	0	8	8	0	0	0	0	0	0	0	8	4	1	0	1	14	16	5	1	0	0	0	6	6
H/TOT	26	11	1	1	1	40	43	0	0	0	0	0	0	0	32	13	4	0	1	50	53	23	6	1	0	0	30	31
11:00	11	1	0	0	0	12	12	0	0	0	0	0	0	0	7	1	0	0	0	8	8	8	0	1	1	0	10	12
11:15	9	4	1	0	0	14	15	1	0	0	0	0	1	1	8	1	2	0	0	11	12	6	1	0	0	0	7	7
11:30	4	1	0	0	0	5	5	1	0	0	0	0	1	1	7	3	0	0	0	10	10	2	0	0	0	0	2	2
11:45	10	1	0	0	0	11	11	2	0	0	0	0	2	2	12	2	0	0	0	14	14	2	0	0	0	0	2	2
H/TOT	34	7	1	0	0	42	43	4	0	0	0	0	4	4	34	7	2	0	0	43	44	18	1	1	1	0	21	23
12:00	10	4	0	0	0	14	14	0	0	0	0	0	0	0	12	2	0	0	0	14	14	8	2	1	0	0	11	12
12:15	11	2	0	0	0	13	13	0	0	0	0	0	0	0	15	0	0	0	0	15	15	4	0	1	0	0	5	6
12:30	11	0	1	0	0	12	13	0	0	0	0	0	0	0	16	1	1	0	0	18	19	6	1	0	0	0	7	7
12:45	14	4	1	0	0	19	20	0	0	0	0	0	0	0	12	2	1	0	0	15	16	10	2	0	0	0	12	12
H/TOT	46	10	2	0	0	58	59	0	0	0	0	0	0	0	55	5	2	0	0	62	63	28	5	2	0	0	35	36

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 01 DATE: 9th November 2021

LOCATION: N85/R474 Beechpark Roundabout DAY: Tuesday

	MOVEMENT 17							MOVEMENT 18							MOVEMENT 19							MOVEMENT 20						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	17	4	0	0	0	21	21	0	0	0	0	0	0	0	16	2	0	0	0	18	18	12	1	1	0	0	14	15
13:15	16	4	1	0	0	21	22	0	0	0	0	0	0	0	15	6	1	0	0	22	23	9	1	0	0	0	10	10
13:30	15	1	0	0	0	16	16	0	0	0	0	0	0	0	21	4	0	0	0	25	25	9	2	0	0	0	11	11
13:45	23	2	2	0	0	27	28	0	0	0	0	0	0	0	10	2	0	0	0	12	12	8	1	1	0	0	10	11
H/TOT	71	11	3	0	0	85	87	0	0	0	0	0	0	0	62	14	1	0	0	77	78	38	5	2	0	0	45	46
14:00	19	1	0	0	0	20	20	0	0	0	0	0	0	0	9	4	0	0	0	13	13	8	0	0	0	0	8	8
14:15	19	5	1	0	0	25	26	0	0	0	0	0	0	0	20	4	0	0	0	24	24	13	1	2	0	0	16	17
14:30	22	3	0	0	0	25	25	1	0	0	0	0	1	1	20	3	0	0	0	23	23	8	1	2	0	0	11	12
14:45	22	3	0	0	1	26	27	0	0	0	0	0	0	0	18	3	1	1	0	23	25	9	1	1	0	0	11	12
H/TOT	82	12	1	0	1	96	98	1	0	0	0	0	1	1	67	14	1	1	0	83	85	38	3	5	0	0	46	49
15:00	11	0	0	0	0	11	11	0	0	0	0	0	0	0	18	3	1	0	0	22	23	11	0	0	1	0	12	13
15:15	23	4	0	0	0	27	27	0	0	0	0	0	0	0	14	4	1	0	0	19	20	10	2	1	0	1	14	16
15:30	23	5	0	0	0	28	28	0	0	0	0	0	0	0	15	4	0	0	0	19	19	11	1	1	0	0	13	14
15:45	20	3	0	0	0	23	23	0	0	0	0	0	0	0	15	4	0	0	0	19	19	6	1	0	0	0	7	7
H/TOT	77	12	0	0	0	89	89	0	0	0	0	0	0	0	62	15	2	0	0	79	80	38	4	2	1	1	46	49
16:00	40	2	0	0	0	42	42	0	0	0	0	0	0	0	38	5	1	0	0	44	45	30	3	1	1	0	35	37
16:15	34	5	2	0	1	42	44	0	0	0	0	0	0	0	30	7	1	0	2	40	43	17	0	0	0	0	17	17
16:30	25	4	0	0	0	29	29	0	0	0	0	0	0	0	29	7	0	0	0	36	36	9	7	0	0	0	16	16
16:45	34	8	2	0	0	44	45	0	0	0	0	0	0	0	23	6	0	0	0	29	29	12	3	1	0	0	16	17
H/TOT	133	19	4	0	1	157	160	0	0	0	0	0	0	0	120	25	2	0	2	149	152	68	13	2	1	0	84	86
17:00	25	5	0	0	0	30	30	1	0	0	0	0	1	1	37	4	0	0	0	41	41	14	3	2	0	0	19	20
17:15	24	4	2	0	0	30	31	0	0	0	0	0	0	0	40	10	0	0	0	50	50	16	3	0	0	0	19	19
17:30	23	1	0	0	0	24	24	0	0	0	0	0	0	0	38	4	0	0	0	42	42	10	1	0	0	0	11	11
17:45	18	2	0	0	0	20	20	2	0	0	0	0	2	2	27	2	0	0	0	29	29	15	1	0	0	0	16	16
H/TOT	90	12	2	0	0	104	105	3	0	0	0	0	3	3	142	20	0	0	0	162	162	55	8	2	0	0	65	66
18:00	21	0	0	0	0	21	21	0	0	0	0	0	0	0	31	1	0	0	0	32	32	10	0	0	0	0	10	10
18:15	13	1	0	0	0	14	14	0	0	0	0	0	0	0	23	2	0	0	0	25	25	2	0	1	0	0	3	4
18:30	13	2	0	0	0	15	15	0	0	0	0	0	0	0	16	4	0	0	0	20	20	5	1	0	0	0	6	6
18:45	6	1	0	0	0	7	7	1	0	0	0	0	1	1	14	1	0	0	0	15	15	13	1	0	0	0	14	14
H/TOT	53	4	0	0	0	57	57	1	0	0	0	0	1	1	84	8	0	0	0	92	92	30	2	1	0	0	33	34
P/TOT	746	139	22	3	8	918	941	10	0	0	0	0	10	10	742	153	20	1	3	919	933	397	64	21	3	1	486	501

PCU's Through Junction
214
235
301
286
1036
345
427
550
429
1752
316
267
212
195
990
190
194
167
185
736
205
216
182
182
784
209
184
219
205
817

PCU's Through Junction
261
227
217
254
959
295
257
257
301
1110
267
298
282
339
1185
412
402
392
434
1640
452
392
380
371
1595
345
273
218
233
1069
13672

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 02 DATE: 9th November 2021

LOCATION: R474 Circular Road/Drumbiggle Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	7	2	0	0	0	9	9	9	0	0	0	0	9	9
07:15	1	1	0	0	0	2	2	5	1	1	0	0	7	8	4	5	0	1	0	10	11
07:30	4	0	0	0	0	4	4	14	3	0	0	0	17	17	32	6	0	0	0	38	38
07:45	4	0	0	0	0	4	4	12	1	0	0	0	13	13	19	4	1	0	0	24	25
H/TOT	9	1	0	0	0	10	10	38	7	1	0	0	46	47	64	15	1	1	0	81	83
08:00	1	3	0	0	0	4	4	19	7	0	0	1	27	28	35	7	1	0	1	44	46
08:15	6	0	0	0	0	6	6	14	3	0	0	0	17	17	84	5	0	1	1	91	93
08:30	9	0	0	0	0	9	9	27	4	0	0	0	31	31	70	13	0	0	0	83	83
08:45	4	0	0	0	0	4	4	21	6	0	0	0	27	27	44	7	1	0	0	52	53
H/TOT	20	3	0	0	0	23	23	81	20	0	0	1	102	103	233	32	2	1	2	270	274
09:00	5	0	0	0	0	5	5	15	3	3	0	0	21	23	43	8	5	1	0	57	61
09:15	6	1	0	0	0	7	7	9	14	0	0	2	25	27	27	2	0	1	0	30	31
09:30	2	1	0	0	0	3	3	4	2	0	0	0	6	6	25	4	0	0	0	29	29
09:45	4	1	0	0	0	5	5	8	7	1	1	0	17	19	11	3	1	0	0	15	16
H/TOT	17	3	0	0	0	20	20	36	26	4	1	2	69	74	106	17	6	2	0	131	137
10:00	6	1	0	0	0	7	7	2	2	1	1	1	7	10	12	6	0	0	0	18	18
10:15	7	1	0	0	0	8	8	15	5	1	0	0	21	22	17	2	0	1	0	20	21
10:30	1	1	0	0	0	2	2	10	7	1	0	0	18	19	8	2	1	0	0	11	12
10:45	7	0	0	0	0	7	7	7	5	0	0	0	12	12	16	3	1	0	0	20	21
H/TOT	21	3	0	0	0	24	24	34	19	3	1	1	58	62	53	13	2	1	0	69	71
11:00	6	3	0	0	0	9	9	16	1	1	0	0	18	19	10	7	0	0	0	17	17
11:15	4	3	0	0	0	7	7	11	5	2	0	0	18	19	23	3	3	0	0	29	31
11:30	8	0	0	0	0	8	8	10	2	0	0	0	12	12	14	4	0	1	0	19	20
11:45	9	1	0	0	0	10	10	18	3	0	0	0	21	21	19	3	1	0	0	23	24
H/TOT	27	7	0	0	0	34	34	55	11	3	0	0	69	71	66	17	4	1	0	88	91
12:00	14	4	1	0	0	19	20	17	4	0	0	0	21	21	9	1	0	0	0	10	10
12:15	20	0	0	0	0	20	20	16	2	0	0	0	18	18	4	2	0	0	0	6	6
12:30	8	1	0	0	0	9	9	23	0	1	0	0	24	25	14	3	1	0	0	18	19
12:45	12	1	0	0	0	13	13	19	5	1	0	0	25	26	26	3	0	0	0	29	29
H/TOT	54	6	1	0	0	61	62	75	11	2	0	0	88	89	53	9	1	0	0	63	64

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 02 DATE: 9th November 2021

LOCATION: R474 Circular Road/Drumbiggle Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	8	0	0	0	0	8	8	23	4	0	0	0	27	27	14	5	2	0	0	21	22
13:15	6	0	0	0	0	6	6	28	7	1	0	0	36	37	12	1	1	0	0	14	15
13:30	12	0	0	0	0	12	12	24	4	0	0	0	28	28	14	1	1	0	0	16	17
13:45	13	2	0	0	0	15	15	22	3	1	0	0	26	27	26	2	1	0	1	30	32
H/TOT	39	2	0	0	0	41	41	97	18	2	0	0	117	118	66	9	5	0	1	81	85
14:00	5	0	0	0	0	5	5	18	3	0	0	0	21	21	29	6	0	0	0	35	35
14:15	12	1	0	0	0	13	13	31	4	2	0	0	37	38	10	4	1	0	0	15	16
14:30	12	0	0	0	0	12	12	33	3	1	0	0	37	38	23	1	0	0	0	24	24
14:45	13	2	0	1	0	16	17	30	4	2	1	1	38	41	20	3	1	0	0	24	25
H/TOT	42	3	0	1	0	46	47	112	14	5	1	1	133	138	82	14	2	0	0	98	99
15:00	8	1	0	0	1	10	11	20	0	1	1	0	22	24	29	1	1	0	0	31	32
15:15	5	0	0	0	0	5	5	29	3	0	0	0	32	32	18	1	0	0	1	20	21
15:30	10	1	1	0	0	12	13	31	8	0	0	0	39	39	33	5	0	0	0	38	38
15:45	11	0	0	0	1	12	13	27	4	0	0	0	31	31	31	2	0	0	0	33	33
H/TOT	34	2	1	0	2	39	42	107	15	1	1	0	124	126	111	9	1	0	1	122	124
16:00	14	0	0	0	0	14	14	59	3	1	0	0	63	64	20	3	0	0	1	24	25
16:15	11	1	1	0	0	13	14	47	8	3	0	3	61	66	16	5	0	0	0	21	21
16:30	10	1	0	0	0	11	11	33	11	0	0	0	44	44	25	0	0	1	1	27	29
16:45	11	2	1	0	1	15	17	44	11	2	0	0	57	58	37	3	0	1	1	42	44
H/TOT	46	4	2	0	1	53	55	183	33	6	0	3	225	231	98	11	0	2	3	114	120
17:00	10	0	0	0	1	11	12	40	6	0	0	0	46	46	34	9	0	0	0	43	43
17:15	9	2	0	0	0	11	11	44	4	0	0	0	48	48	22	4	0	1	1	28	30
17:30	7	0	0	0	0	7	7	37	1	0	0	0	38	38	31	3	0	0	0	34	34
17:45	6	1	0	0	0	7	7	35	2	0	0	0	37	37	27	3	0	0	0	30	30
H/TOT	32	3	0	0	1	36	37	156	13	0	0	0	169	169	114	19	0	1	1	135	137
18:00	5	2	0	0	0	7	7	35	0	0	0	0	35	35	27	0	0	1	0	28	29
18:15	6	2	0	0	0	8	8	19	3	0	0	0	22	22	21	0	0	0	0	21	21
18:30	6	0	0	0	0	6	6	22	3	0	0	0	25	25	13	0	0	0	0	13	13
18:45	1	2	0	0	0	3	3	7	0	0	0	0	7	7	26	2	0	0	0	28	28
H/TOT	18	6	0	0	0	24	24	83	6	0	0	0	89	89	87	2	0	1	0	90	91
P/TOT	359	43	4	1	4	411	418	1057	193	27	4	8	1289	1316	1133	167	24	10	8	1342	1375

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 02 DATE: 9th November 2021

LOCATION: R474 Circular Road/Drumbiggle Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
07:00	5	1	0	0	0	6	6	2	1	0	0	0	3	3	1	0	0	0	0	1	1	28
07:15	6	4	0	0	0	10	10	7	3	1	0	0	11	12	0	1	0	0	1	2	3	45
07:30	6	6	2	0	0	14	15	5	2	0	0	0	7	7	1	3	0	0	0	4	4	85
07:45	20	18	1	0	0	39	40	8	3	0	0	0	11	11	4	0	0	0	0	4	4	96
H/TOT	37	29	3	0	0	69	71	22	9	1	0	0	32	33	6	4	0	0	1	11	12	254
08:00	17	12	0	0	0	29	29	11	3	2	0	0	16	17	9	0	0	0	0	9	9	133
08:15	35	9	0	1	1	46	48	11	4	0	0	1	16	17	16	1	0	0	0	17	17	199
08:30	67	8	1	0	1	77	79	22	4	2	1	1	30	33	19	0	0	0	0	19	19	254
08:45	53	8	0	0	1	62	63	23	5	1	0	0	29	30	13	1	0	0	2	16	18	194
H/TOT	172	37	1	1	3	214	219	67	16	5	1	2	91	97	57	2	0	0	2	61	63	779
09:00	18	10	0	0	0	28	28	12	2	2	0	0	16	17	10	0	0	0	0	10	10	143
09:15	23	6	0	0	0	29	29	9	3	4	0	0	16	18	8	1	1	0	0	10	11	123
09:30	15	3	1	0	0	19	20	6	5	0	0	0	11	11	7	0	0	0	0	7	7	76
09:45	18	3	2	0	0	23	24	9	2	0	0	0	11	11	5	0	0	0	0	5	5	79
H/TOT	74	22	3	0	0	99	101	36	12	6	0	0	54	57	30	1	1	0	0	32	33	421
10:00	16	3	0	1	0	20	21	10	4	1	0	0	15	16	4	0	0	0	0	4	4	76
10:15	6	5	0	1	0	12	13	15	1	0	0	0	16	16	4	1	0	0	0	5	5	85
10:30	13	4	0	0	0	17	17	10	4	1	0	0	15	16	3	0	0	0	0	3	3	68
10:45	14	3	1	0	0	18	19	12	2	1	0	1	16	18	5	0	0	0	0	5	5	81
H/TOT	49	15	1	2	0	67	70	47	11	3	0	1	62	65	16	1	0	0	0	17	17	309
11:00	18	1	2	0	0	21	22	10	1	0	1	0	12	13	10	1	0	0	0	11	11	91
11:15	16	3	0	0	0	19	19	13	1	1	0	0	15	16	5	2	1	0	0	8	9	100
11:30	15	1	0	1	0	17	18	4	2	0	0	0	6	6	7	0	0	0	0	7	7	72
11:45	9	3	0	0	0	12	12	8	0	0	0	0	8	8	7	1	0	0	0	8	8	83
H/TOT	58	8	2	1	0	69	71	35	4	1	1	0	41	43	29	4	1	0	0	34	35	344
12:00	20	5	4	0	0	29	31	13	4	1	0	0	18	19	2	2	0	0	0	4	4	104
12:15	23	5	1	0	0	29	30	14	0	1	0	0	15	16	5	0	0	0	0	5	5	94
12:30	18	1	2	0	1	22	24	10	2	1	0	0	13	14	11	2	0	0	0	13	13	103
12:45	14	4	2	0	0	20	21	17	3	1	0	0	21	22	1	1	0	0	0	2	2	112
H/TOT	75	15	9	0	1	100	106	54	9	4	0	0	67	69	19	5	0	0	0	24	24	413

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 02 DATE: 9th November 2021

LOCATION: R474 Circular Road/Drumbiggle Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
13:00	12	5	0	0	0	17	17	22	3	1	0	0	26	27	8	0	0	0	0	8	8	109
13:15	18	4	0	0	0	22	22	12	4	1	0	0	17	18	10	1	0	0	0	11	11	108
13:30	9	1	1	0	0	11	12	21	3	0	0	0	24	24	6	0	0	0	0	6	6	98
13:45	23	2	0	0	0	25	25	19	2	2	0	0	23	24	13	1	0	0	0	14	14	136
H/TOT	62	12	1	0	0	75	76	74	12	4	0	0	90	92	37	2	0	0	0	39	39	450
14:00	17	1	0	0	0	18	18	18	2	0	0	0	20	20	8	3	0	0	0	11	11	110
14:15	21	2	0	0	0	23	23	21	6	1	0	0	28	29	12	1	0	0	1	14	15	133
14:30	20	1	0	0	0	21	21	18	4	1	0	0	23	24	10	2	0	0	0	12	12	130
14:45	11	4	0	1	0	16	17	19	3	0	0	0	22	22	11	2	0	0	0	13	13	135
H/TOT	69	8	0	1	0	78	79	76	15	2	0	0	93	94	41	8	0	0	1	50	51	508
15:00	10	7	1	0	0	18	19	20	3	0	0	0	23	23	17	1	1	0	0	19	20	127
15:15	20	4	0	1	0	25	26	18	7	2	0	1	28	30	9	0	0	0	0	9	9	123
15:30	22	1	0	0	0	23	23	18	2	1	0	0	21	22	12	1	0	0	0	13	13	147
15:45	32	7	0	0	0	39	39	14	4	0	0	0	18	18	5	0	0	0	0	5	5	139
H/TOT	84	19	1	1	0	105	107	70	16	3	0	1	90	93	43	2	1	0	0	46	47	537
16:00	19	4	4	0	1	28	31	49	7	1	1	0	58	60	16	0	0	0	0	16	16	209
16:15	18	4	0	0	1	23	24	34	4	0	0	0	38	38	9	0	1	0	0	10	11	173
16:30	31	9	0	0	0	40	40	30	7	0	0	0	37	37	14	0	0	0	0	14	14	175
16:45	20	4	2	0	0	26	27	25	6	1	0	0	32	33	14	0	0	0	0	14	14	192
H/TOT	88	21	6	0	2	117	122	138	24	2	1	0	165	167	53	0	1	0	0	54	55	749
17:00	15	5	0	0	0	20	20	37	6	2	0	0	45	46	10	4	0	0	0	14	14	181
17:15	20	1	1	0	0	22	23	36	13	2	0	0	51	52	8	1	0	0	0	9	9	173
17:30	17	2	1	0	0	20	21	34	5	0	0	0	39	39	3	1	0	0	0	4	4	143
17:45	15	1	0	0	0	16	16	27	3	0	0	0	30	30	8	2	0	0	0	10	10	130
H/TOT	67	9	2	0	0	78	79	134	27	4	0	0	165	167	29	8	0	0	0	37	37	626
18:00	11	4	0	0	0	15	15	27	1	0	0	0	28	28	6	0	0	0	0	6	6	120
18:15	11	3	1	0	0	15	16	19	0	1	0	0	20	21	5	0	0	0	0	5	5	92
18:30	15	3	1	0	0	19	20	12	4	0	0	0	16	16	4	0	0	0	0	4	4	84
18:45	13	2	0	0	0	15	15	27	3	0	0	0	30	30	7	0	0	0	0	7	7	90
H/TOT	50	12	2	0	0	64	65	85	8	1	0	0	94	95	22	0	0	0	0	22	22	386
P/TOT	885	207	31	6	6	1135	1164	838	163	36	3	4	1044	1070	382	37	4	0	4	427	433	5776

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 03 DATE: 9th November 2021

LOCATION: Cloughleigh Road/R474 Circular Road/Davitt Terrace DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	2	0	0	0	0	2	2	1	0	0	0	0	1	1	1	0	0	0	0	1	1
07:15	2	0	0	0	0	2	2	4	3	0	0	0	7	7	2	0	0	0	0	2	2
07:30	2	0	0	0	0	2	2	5	5	0	0	0	10	10	1	0	0	0	0	1	1
07:45	2	0	0	0	0	2	2	9	8	0	0	0	17	17	2	0	2	0	0	4	5
H/TOT	8	0	0	0	0	8	8	19	16	0	0	0	35	35	6	0	2	0	0	8	9
08:00	4	0	0	0	0	4	4	19	2	1	0	0	22	23	1	4	0	0	1	6	7
08:15	23	2	0	0	0	25	25	27	2	0	0	1	30	31	3	2	0	0	0	5	5
08:30	17	2	0	0	0	19	19	73	3	0	0	1	77	78	8	0	1	0	0	9	10
08:45	28	1	0	0	3	32	35	60	9	0	0	0	69	69	13	2	0	0	0	15	15
H/TOT	72	5	0	0	3	80	83	179	16	1	0	2	198	201	25	8	1	0	1	35	37
09:00	12	5	0	0	0	17	17	30	4	1	0	0	35	36	7	1	0	0	0	8	8
09:15	11	0	0	0	0	11	11	7	1	1	0	0	9	10	6	1	1	0	0	8	9
09:30	6	2	1	0	0	9	10	15	2	1	0	0	18	19	2	2	0	0	0	4	4
09:45	7	1	1	1	0	10	12	12	3	0	0	0	15	15	3	1	0	0	0	4	4
H/TOT	36	8	2	1	0	47	49	64	10	3	0	0	77	79	18	5	1	0	0	24	25
10:00	9	0	0	0	0	9	9	12	1	0	0	0	13	13	8	0	0	0	0	8	8
10:15	8	1	0	0	0	9	9	15	1	0	0	0	16	16	6	2	0	0	0	8	8
10:30	5	0	1	0	0	6	7	13	0	0	0	0	13	13	6	2	0	0	0	8	8
10:45	5	0	0	0	0	5	5	6	5	0	0	0	11	11	7	0	1	0	0	8	9
H/TOT	27	1	1	0	0	29	30	46	7	0	0	0	53	53	27	4	1	0	0	32	33
11:00	6	0	0	0	0	6	6	8	5	0	0	0	13	13	3	2	0	0	0	5	5
11:15	10	0	0	0	0	10	10	9	1	0	0	0	10	10	8	1	0	0	0	9	9
11:30	4	1	0	0	0	5	5	9	1	1	0	0	11	12	4	0	0	0	0	4	4
11:45	4	0	0	0	0	4	4	10	5	0	0	0	15	15	2	0	0	0	0	2	2
H/TOT	24	1	0	0	0	25	25	36	12	1	0	0	49	50	17	3	0	0	0	20	20
12:00	4	0	0	0	0	4	4	8	2	0	0	0	10	10	4	2	0	1	0	7	8
12:15	4	0	0	0	0	4	4	7	2	0	1	0	10	11	3	1	0	0	0	4	4
12:30	4	2	0	0	0	6	6	11	4	0	0	0	15	15	6	1	0	0	0	7	7
12:45	5	1	0	0	0	6	6	6	7	0	0	0	13	13	1	3	0	0	0	4	4
H/TOT	17	3	0	0	0	20	20	32	15	0	1	0	48	49	14	7	0	1	0	22	23

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 03 DATE: 9th November 2021

LOCATION: Cloughleigh Road/R474 Circular Road/Davitt Terrace DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	0	1	0	0	0	1	1	6	2	0	0	0	8	8	4	1	1	0	0	6	7
13:15	2	1	0	0	0	3	3	9	1	0	0	0	10	10	7	0	0	0	0	7	7
13:30	10	0	0	0	0	10	10	10	1	0	0	0	11	11	10	2	0	0	0	12	12
13:45	16	0	0	0	0	16	16	18	2	1	0	0	21	22	8	2	1	0	0	11	12
H/TOT	28	2	0	0	0	30	30	43	6	1	0	0	50	51	29	5	2	0	0	36	37
14:00	4	2	0	0	0	6	6	13	2	0	0	0	15	15	6	0	0	0	0	6	6
14:15	12	3	0	0	0	15	15	17	1	0	0	0	18	18	10	0	1	0	0	11	12
14:30	11	0	0	0	0	11	11	13	2	0	0	0	15	15	11	0	0	0	0	11	11
14:45	13	1	0	0	0	14	14	19	1	0	0	0	20	20	12	1	0	0	0	13	13
H/TOT	40	6	0	0	0	46	46	62	6	0	0	0	68	68	39	1	1	0	0	41	42
15:00	10	1	0	0	0	11	11	14	1	1	0	0	16	17	6	0	0	0	0	6	6
15:15	5	0	0	0	0	5	5	10	1	0	0	0	11	11	7	1	0	0	0	8	8
15:30	13	2	0	0	0	15	15	21	2	0	0	0	23	23	9	0	0	0	1	10	11
15:45	8	2	0	0	0	10	10	8	2	0	0	0	10	10	14	0	0	0	0	14	14
H/TOT	36	5	0	0	0	41	41	53	6	1	0	0	60	61	36	1	0	0	1	38	39
16:00	10	1	0	0	0	11	11	22	5	0	0	0	27	27	25	1	0	0	0	26	26
16:15	6	0	0	0	0	6	6	14	1	0	0	0	15	15	10	3	0	0	0	13	13
16:30	4	0	0	0	0	4	4	7	1	0	0	0	8	8	7	0	0	0	0	7	7
16:45	3	2	0	0	0	5	5	23	2	0	0	0	25	25	7	1	1	0	0	9	10
H/TOT	23	3	0	0	0	26	26	66	9	0	0	0	75	75	49	5	1	0	0	55	56
17:00	3	0	0	0	0	3	3	12	0	0	0	0	12	12	8	0	0	0	0	8	8
17:15	3	1	0	0	0	4	4	14	2	0	0	0	16	16	9	2	0	0	0	11	11
17:30	8	0	0	0	0	8	8	13	1	0	0	0	14	14	12	1	0	0	0	13	13
17:45	5	1	0	0	0	6	6	8	1	0	0	0	9	9	7	1	0	0	0	8	8
H/TOT	19	2	0	0	0	21	21	47	4	0	0	0	51	51	36	4	0	0	0	40	40
18:00	5	2	0	0	0	7	7	12	2	0	0	0	14	14	10	1	0	0	0	11	11
18:15	6	1	0	0	0	7	7	14	1	0	0	0	15	15	11	0	0	0	0	11	11
18:30	5	2	0	0	0	7	7	6	0	0	0	0	6	6	6	0	0	0	0	6	6
18:45	7	0	0	0	0	7	7	16	0	0	0	0	16	16	6	0	0	0	0	6	6
H/TOT	23	5	0	0	0	28	28	48	3	0	0	0	51	51	33	1	0	0	0	34	34
P/TOT	353	41	3	1	3	401	407	695	110	7	1	2	815	822	329	44	9	1	2	385	393

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 03 DATE: 9th November 2021

LOCATION: Cloughleigh Road/R474 Circular Road/Davitt Terrace DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	10	4	0	0	1	15	16	0	1	0	0	0	1	1
07:30	0	2	0	0	0	2	2	19	7	1	0	0	27	28	3	0	0	0	0	3	3
07:45	3	1	0	0	0	4	4	30	3	0	0	0	33	33	3	0	0	0	0	3	3
H/TOT	3	3	0	0	0	6	6	66	15	1	0	1	83	85	6	1	0	0	0	7	7
08:00	2	0	0	0	0	2	2	25	1	0	0	0	26	26	4	0	0	0	0	4	4
08:15	7	1	0	0	0	8	8	69	2	0	0	2	73	75	7	1	0	0	0	8	8
08:30	11	1	0	0	0	12	12	61	0	0	1	0	62	63	13	0	0	0	0	13	13
08:45	11	1	0	0	0	12	12	48	3	0	0	2	53	55	8	4	0	2	0	14	17
H/TOT	31	3	0	0	0	34	34	203	6	0	1	4	214	219	32	5	0	2	0	39	42
09:00	4	1	0	0	1	6	7	46	0	1	0	0	47	48	10	1	0	0	0	11	11
09:15	7	1	1	0	0	9	10	39	3	3	0	0	45	47	1	0	0	0	0	1	1
09:30	4	1	0	0	0	5	5	26	2	0	0	0	28	28	6	0	0	0	0	6	6
09:45	3	1	0	0	0	4	4	24	1	1	0	0	26	27	5	3	0	0	0	8	8
H/TOT	18	4	1	0	1	24	26	135	6	5	0	0	146	149	22	4	0	0	0	26	26
10:00	4	2	0	0	0	6	6	12	2	0	0	0	14	14	3	0	0	0	0	3	3
10:15	2	1	0	0	1	4	5	19	0	3	0	0	22	24	8	1	0	0	0	9	9
10:30	2	0	0	0	0	2	2	18	3	1	0	0	22	23	7	1	0	0	0	8	8
10:45	3	1	1	0	0	5	6	24	2	1	0	0	27	28	7	1	0	0	0	8	8
H/TOT	11	4	1	0	1	17	19	73	7	5	0	0	85	88	25	3	0	0	0	28	28
11:00	5	1	0	0	0	6	6	21	0	0	1	0	22	23	5	1	0	0	0	6	6
11:15	4	1	0	0	0	5	5	38	3	2	1	0	44	46	7	0	0	0	0	7	7
11:30	6	0	0	0	0	6	6	26	2	0	1	0	29	30	2	1	0	0	0	3	3
11:45	4	0	0	0	0	4	4	30	0	0	0	0	30	30	1	0	0	0	0	1	1
H/TOT	19	2	0	0	0	21	21	115	5	2	3	0	125	130	15	2	0	0	0	17	17
12:00	2	0	0	0	0	2	2	20	2	0	0	0	22	22	3	0	0	0	0	3	3
12:15	4	0	0	0	0	4	4	21	2	0	0	0	23	23	7	2	0	0	0	9	9
12:30	6	1	0	0	0	7	7	24	1	0	0	0	25	25	5	1	1	0	0	7	8
12:45	4	1	0	0	0	5	5	20	3	0	0	0	23	23	9	2	0	0	0	11	11
H/TOT	16	2	0	0	0	18	18	85	8	0	0	0	93	93	24	5	1	0	0	30	31

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 03 DATE: 9th November 2021

LOCATION: Cloughleigh Road/R474 Circular Road/Davitt Terrace DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	2	0	0	0	0	2	2	19	3	1	0	0	23	24	4	0	0	0	0	4	4
13:15	4	0	0	0	0	4	4	24	4	1	0	0	29	30	3	0	0	0	0	3	3
13:30	7	2	0	0	0	9	9	24	4	0	0	0	28	28	8	0	0	0	0	8	8
13:45	5	0	0	0	0	5	5	34	2	1	0	0	37	38	5	2	1	0	0	8	9
H/TOT	18	2	0	0	0	20	20	101	13	3	0	0	117	119	20	2	1	0	0	23	24
14:00	2	1	0	0	0	3	3	38	4	0	0	0	42	42	6	0	0	0	0	6	6
14:15	10	0	0	0	0	10	10	35	3	0	0	2	40	42	4	2	0	0	0	6	6
14:30	4	1	1	0	0	6	7	25	3	1	0	0	29	30	3	0	0	0	0	3	3
14:45	5	0	0	0	0	5	5	33	2	1	0	0	36	37	6	2	0	0	0	8	8
H/TOT	21	2	1	0	0	24	25	131	12	2	0	2	147	150	19	4	0	0	0	23	23
15:00	7	0	1	0	0	8	9	31	5	1	0	0	37	38	6	1	0	0	0	7	7
15:15	5	0	0	0	0	5	5	28	1	1	0	0	30	31	8	0	0	0	0	8	8
15:30	3	2	0	0	0	5	5	38	3	0	0	0	41	41	7	0	0	0	0	7	7
15:45	3	0	0	0	0	3	3	35	0	0	0	0	35	35	2	2	0	0	0	4	4
H/TOT	18	2	1	0	0	21	22	132	9	2	0	0	143	144	23	3	0	0	0	26	26
16:00	6	1	0	0	0	7	7	35	1	0	0	0	36	36	7	2	0	0	0	9	9
16:15	4	1	0	0	0	5	5	29	5	1	0	0	35	36	3	1	0	0	0	4	4
16:30	9	1	0	0	0	10	10	27	3	0	1	0	31	32	8	1	0	0	0	9	9
16:45	7	2	0	0	0	9	9	24	2	0	1	0	27	28	4	2	0	0	0	6	6
H/TOT	26	5	0	0	0	31	31	115	11	1	2	0	129	132	22	6	0	0	0	28	28
17:00	6	0	0	0	0	6	6	28	6	0	0	0	34	34	7	1	0	0	0	8	8
17:15	11	2	0	0	1	14	15	25	1	1	1	0	28	30	8	1	0	0	0	9	9
17:30	10	2	0	0	0	12	12	35	2	0	0	0	37	37	4	3	0	0	0	7	7
17:45	9	1	0	0	0	10	10	34	0	0	0	0	34	34	5	0	0	0	0	5	5
H/TOT	36	5	0	0	1	42	43	122	9	1	1	0	133	135	24	5	0	0	0	29	29
18:00	5	1	0	0	0	6	6	22	4	0	1	0	27	28	3	0	0	0	0	3	3
18:15	8	0	0	0	0	8	8	30	1	0	0	0	31	31	7	0	0	0	0	7	7
18:30	9	0	0	0	0	9	9	17	3	0	0	0	20	20	4	0	0	0	0	4	4
18:45	5	0	0	0	0	5	5	24	2	0	0	0	26	26	4	0	0	0	0	4	4
H/TOT	27	1	0	0	0	28	28	93	10	0	1	0	104	105	18	0	0	0	0	18	18
P/TOT	244	35	4	0	3	286	291	1371	111	22	8	7	1519	1547	250	40	2	2	0	294	298

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 03 DATE: 9th November 2021

LOCATION: Cloughleigh Road/R474 Circular Road/Davitt Terrace DAY: Tuesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	1	1	1	0	0	0	0	1	1	1	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	0	0	0	1	1
H/TOT	0	1	0	0	0	1	1	6	0	0	0	0	6	6	4	0	0	0	0	4	4
08:00	4	0	0	0	0	4	4	3	1	0	0	0	4	4	2	0	0	0	0	2	2
08:15	2	0	0	0	0	2	2	1	1	0	0	0	2	2	0	0	0	0	0	0	0
08:30	3	0	1	0	0	4	5	11	4	0	0	0	15	15	1	0	0	0	0	1	1
08:45	4	2	0	0	0	6	6	11	4	0	0	0	15	15	1	2	0	0	0	3	3
H/TOT	13	2	1	0	0	16	17	26	10	0	0	0	36	36	4	2	0	0	0	6	6
09:00	1	0	0	0	0	1	1	13	4	0	0	0	17	17	0	2	0	0	0	2	2
09:15	3	2	0	0	0	5	5	5	2	0	0	0	7	7	1	1	0	0	0	2	2
09:30	2	1	0	0	0	3	3	2	1	0	0	0	3	3	5	1	2	0	0	8	9
09:45	3	0	0	0	0	3	3	7	0	1	0	0	8	9	5	2	1	0	0	8	9
H/TOT	9	3	0	0	0	12	12	27	7	1	0	0	35	36	11	6	3	0	0	20	22
10:00	2	1	0	0	0	3	3	1	0	0	0	0	1	1	2	0	0	0	0	2	2
10:15	7	2	1	0	0	10	11	5	4	0	0	0	9	9	2	2	0	0	0	4	4
10:30	3	0	0	0	0	3	3	8	1	0	0	0	9	9	2	2	0	0	0	4	4
10:45	1	1	0	0	0	2	2	4	3	1	0	0	8	9	2	0	0	0	0	2	2
H/TOT	13	4	1	0	0	18	19	18	8	1	0	0	27	28	8	4	0	0	0	12	12
11:00	6	1	0	0	0	7	7	3	1	0	0	0	4	4	5	2	0	0	0	7	7
11:15	2	0	0	0	0	2	2	6	4	1	0	0	11	12	5	1	0	0	0	6	6
11:30	4	1	0	0	0	5	5	9	1	0	0	0	10	10	4	2	1	1	0	8	10
11:45	3	2	0	0	0	5	5	9	1	0	0	0	10	10	3	2	1	0	0	6	7
H/TOT	15	4	0	0	0	19	19	27	7	1	0	0	35	36	17	7	2	1	0	27	29
12:00	5	1	1	0	0	7	8	12	3	1	0	0	16	17	4	3	0	0	0	7	7
12:15	3	1	0	0	0	4	4	6	2	0	0	0	8	8	4	2	0	0	0	6	6
12:30	2	0	0	0	0	2	2	6	1	0	0	0	7	7	2	1	0	0	0	3	3
12:45	6	0	0	0	0	6	6	4	1	0	0	0	5	5	6	1	0	0	0	7	7
H/TOT	16	2	1	0	0	19	20	28	7	1	0	0	36	37	16	7	0	0	0	23	23

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 03 DATE: 9th November 2021

LOCATION: Cloughleigh Road/R474 Circular Road/Davitt Terrace DAY: Tuesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	4	3	0	0	0	7	7	11	3	1	0	0	15	16	7	1	0	0	0	8	8
13:15	3	1	0	0	0	4	4	7	6	0	0	0	13	13	5	3	0	0	0	8	8
13:30	5	2	0	0	0	7	7	9	3	0	0	0	12	12	4	1	0	0	0	5	5
13:45	3	2	0	0	0	5	5	8	6	0	1	0	15	16	8	0	1	0	0	9	10
H/TOT	15	8	0	0	0	23	23	35	18	1	1	0	55	57	24	5	1	0	0	30	31
14:00	1	0	0	0	0	1	1	8	2	1	0	0	11	12	4	2	0	0	0	6	6
14:15	5	0	0	0	0	5	5	16	2	1	0	0	19	20	4	0	1	0	0	5	6
14:30	3	0	0	0	0	3	3	16	0	0	0	0	16	16	7	3	2	0	0	12	13
14:45	5	1	0	0	0	6	6	13	2	0	0	0	15	15	3	2	0	0	0	5	5
H/TOT	14	1	0	0	0	15	15	53	6	2	0	0	61	62	18	7	3	0	0	28	30
15:00	6	0	1	0	0	7	8	11	1	0	0	0	12	12	3	0	1	0	1	5	7
15:15	5	2	0	0	0	7	7	15	3	0	0	0	18	18	3	1	0	0	1	5	6
15:30	9	3	0	0	0	12	12	11	2	0	0	0	13	13	7	0	1	0	0	8	9
15:45	4	2	0	0	0	6	6	13	4	0	0	0	17	17	3	0	0	0	1	4	5
H/TOT	24	7	1	0	0	32	33	50	10	0	0	0	60	60	16	1	2	0	3	22	26
16:00	4	2	0	0	0	6	6	13	3	0	0	0	16	16	5	2	0	0	0	7	7
16:15	3	3	1	0	0	7	8	17	4	0	0	0	21	21	2	1	0	0	0	3	3
16:30	5	1	0	0	0	6	6	14	4	0	0	0	18	18	6	1	0	0	0	7	7
16:45	3	2	1	0	0	6	7	13	4	0	0	0	17	17	4	2	0	0	0	6	6
H/TOT	15	8	2	0	0	25	26	57	15	0	0	0	72	72	17	6	0	0	0	23	23
17:00	10	2	0	0	0	12	12	15	4	0	0	0	19	19	4	2	0	0	0	6	6
17:15	4	2	0	0	0	6	6	23	3	0	0	0	26	26	4	1	1	0	0	6	7
17:30	4	2	0	0	0	6	6	20	2	0	0	0	22	22	3	0	0	0	0	3	3
17:45	8	2	0	0	0	10	10	18	2	0	0	0	20	20	0	0	0	0	0	0	0
H/TOT	26	8	0	0	0	34	34	76	11	0	0	0	87	87	11	3	1	0	0	15	16
18:00	6	0	0	0	0	6	6	19	2	0	0	0	21	21	4	0	0	0	0	4	4
18:15	3	0	0	0	0	3	3	14	2	0	0	0	16	16	1	0	0	0	0	1	1
18:30	3	1	0	0	0	4	4	12	0	0	0	0	12	12	0	0	0	0	0	0	0
18:45	6	0	0	0	0	6	6	14	0	0	0	0	14	14	1	0	0	0	0	1	1
H/TOT	18	1	0	0	0	19	19	59	4	0	0	0	63	63	6	0	0	0	0	6	6
P/TOT	178	49	6	0	0	233	236	462	103	7	1	0	573	578	152	48	12	1	3	216	226

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 03 DATE: 9th November 2021

LOCATION: Cloughleigh Road/R474 Circular Road/Davitt Terrace DAY: Tuesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
07:00	0	0	0	0	0	0	0	6	4	0	0	0	10	10	1	3	0	0	0	4	4	26
07:15	0	0	0	0	0	0	0	9	1	0	0	0	10	10	3	0	0	0	0	3	3	44
07:30	0	0	0	0	0	0	0	7	4	1	0	0	12	13	2	0	0	0	0	2	2	64
07:45	0	0	0	0	0	0	0	20	5	0	0	0	25	25	1	0	1	0	0	2	3	96
H/TOT	0	0	0	0	0	0	0	42	14	1	0	0	57	58	7	3	1	0	0	11	12	230
08:00	3	0	0	0	0	3	3	13	4	0	0	1	18	19	7	1	0	0	0	8	8	106
08:15	0	0	0	0	0	0	0	23	5	2	0	2	32	35	14	2	1	0	2	19	22	213
08:30	4	0	0	0	0	4	4	30	1	2	0	0	33	34	13	0	0	0	0	13	13	266
08:45	3	2	0	0	0	5	5	23	1	1	0	1	26	28	16	0	0	0	0	16	16	275
H/TOT	10	2	0	0	0	12	12	89	11	5	0	4	109	116	50	3	1	0	2	56	59	859
09:00	4	0	1	0	0	5	6	25	1	0	1	2	29	32	12	1	0	0	0	13	13	197
09:15	3	1	0	0	0	4	4	24	5	2	0	2	33	36	11	1	0	0	0	12	12	152
09:30	3	0	0	0	0	3	3	21	3	0	0	0	24	24	4	0	0	0	0	4	4	117
09:45	2	0	0	0	0	2	2	19	4	1	1	0	25	27	4	1	0	0	0	5	5	123
H/TOT	12	1	1	0	0	14	15	89	13	3	2	4	111	119	31	3	0	0	0	34	34	589
10:00	1	0	0	0	0	1	1	15	1	0	0	0	16	16	5	1	0	0	0	6	6	82
10:15	1	1	0	0	0	2	2	24	1	1	0	0	26	27	6	0	0	0	0	6	6	129
10:30	6	0	0	0	0	6	6	22	2	1	0	0	25	26	4	1	0	0	0	5	5	113
10:45	3	1	0	0	0	4	4	31	1	0	0	0	32	32	7	1	0	0	0	8	8	122
H/TOT	11	2	0	0	0	13	13	92	5	2	0	0	99	100	22	3	0	0	0	25	25	445
11:00	9	1	0	0	0	10	10	35	2	2	0	0	39	40	6	2	0	0	0	8	8	135
11:15	1	0	0	0	0	1	1	29	2	0	0	0	31	31	3	1	0	0	0	4	4	143
11:30	5	1	0	0	0	6	6	32	2	0	0	0	34	34	7	0	0	0	0	7	7	132
11:45	5	1	1	0	0	7	8	40	4	2	0	0	46	47	11	0	0	0	0	11	11	143
H/TOT	20	3	1	0	0	24	25	136	10	4	0	0	150	152	27	3	0	0	0	30	30	553
12:00	3	3	0	0	0	6	6	28	2	1	0	0	31	32	9	1	0	0	0	10	10	128
12:15	1	1	0	0	0	2	2	39	2	1	0	0	42	43	5	1	0	0	0	6	6	124
12:30	5	0	0	0	0	5	5	41	2	0	0	0	43	43	6	1	0	0	0	7	7	135
12:45	3	1	0	0	0	4	4	28	2	1	0	0	31	32	4	1	0	0	0	5	5	121
H/TOT	12	5	0	0	0	17	17	136	8	3	0	0	147	149	24	4	0	0	0	28	28	507

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 03 DATE: 9th November 2021

LOCATION: Cloughleigh Road/R474 Circular Road/Davitt Terrace DAY: Tuesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
13:00	3	0	0	0	0	3	3	33	2	0	0	0	35	35	3	1	0	0	0	4	4	118
13:15	3	2	0	0	0	5	5	35	1	0	0	0	36	36	4	2	1	0	0	7	8	130
13:30	3	2	1	0	0	6	7	43	4	0	0	0	47	47	8	0	0	0	0	8	8	164
13:45	6	0	0	0	0	6	6	35	2	2	1	0	40	42	11	2	0	0	0	13	13	192
H/TOT	15	4	1	0	0	20	21	146	9	2	1	0	158	160	26	5	1	0	0	32	33	603
14:00	6	0	0	0	0	6	6	30	5	0	0	0	35	35	9	0	0	0	0	9	9	147
14:15	2	0	0	0	0	2	2	38	2	0	0	0	40	40	15	0	0	0	0	15	15	190
14:30	3	2	0	0	0	5	5	43	7	0	0	0	50	50	12	0	0	0	0	12	12	175
14:45	5	0	0	0	0	5	5	29	4	0	1	0	34	35	7	2	0	0	0	9	9	172
H/TOT	16	2	0	0	0	18	18	140	18	0	1	0	159	160	43	2	0	0	0	45	45	683
15:00	6	0	0	0	0	6	6	34	8	1	0	4	47	52	15	3	0	0	2	20	22	192
15:15	2	0	0	0	0	2	2	29	4	2	0	0	35	36	7	0	0	0	0	7	7	144
15:30	5	0	0	0	0	5	5	54	0	0	0	0	54	54	12	0	0	0	0	12	12	207
15:45	4	2	0	0	0	6	6	23	5	2	0	0	30	31	14	0	0	0	0	14	14	155
H/TOT	17	2	0	0	0	19	19	140	17	5	0	4	166	173	48	3	0	0	2	53	55	697
16:00	3	2	0	0	0	5	5	58	6	0	0	0	64	64	10	0	0	0	0	10	10	224
16:15	4	1	0	0	0	5	5	49	4	1	0	3	57	61	21	1	0	0	0	22	22	198
16:30	6	1	0	0	0	7	7	56	5	1	0	1	63	65	12	0	0	0	0	12	12	185
16:45	2	0	0	0	0	2	2	52	2	0	0	0	54	54	9	1	0	0	0	10	10	178
H/TOT	15	4	0	0	0	19	19	215	17	2	0	4	238	243	52	2	0	0	0	54	54	785
17:00	4	0	0	0	0	4	4	53	7	0	0	0	60	60	11	4	0	0	0	15	15	187
17:15	1	0	0	0	0	1	1	53	10	0	0	0	63	63	12	0	0	0	0	12	12	199
17:30	3	0	0	0	0	3	3	47	9	0	0	0	56	56	20	1	1	0	0	22	23	204
17:45	3	0	0	0	0	3	3	39	12	0	0	0	51	51	9	1	0	0	0	10	10	166
H/TOT	11	0	0	0	0	11	11	192	38	0	0	0	230	230	52	6	1	0	0	59	60	756
18:00	3	0	0	0	0	3	3	50	10	0	0	0	60	60	8	0	0	0	0	8	8	171
18:15	2	0	0	0	0	2	2	47	5	0	0	0	52	52	7	0	0	0	0	7	7	160
18:30	5	1	0	0	0	6	6	24	2	0	0	0	26	26	13	2	0	0	0	15	15	115
18:45	4	0	0	0	0	4	4	25	2	0	0	0	27	27	9	0	0	0	0	9	9	125
H/TOT	14	1	0	0	0	15	15	146	19	0	0	0	165	165	37	2	0	0	0	39	39	571
P/TOT	153	26	3	0	0	182	184	1563	179	27	4	16	1789	1824	419	39	4	0	4	466	472	7277

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 04 DATE: 9th November 2021

LOCATION: R458 Mill Road/R474 Circular Road/Bothar an Mhuilinn DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	22	7	0	0	0	29	29	4	5	0	0	0	9	9
07:15	0	0	0	0	0	0	0	22	15	1	1	0	39	41	9	0	0	0	0	9	9
07:30	0	0	0	0	0	0	0	32	22	2	2	1	59	64	7	3	0	0	0	10	10
07:45	0	0	0	0	0	0	0	44	15	1	0	0	60	61	20	5	1	0	0	26	27
H/TOT	0	0	0	0	0	0	0	120	59	4	3	1	187	194	40	13	1	0	0	54	55
08:00	0	0	0	0	0	0	0	43	10	2	1	2	58	62	17	4	0	0	1	22	23
08:15	2	0	0	0	0	2	2	65	10	1	0	5	81	87	30	6	3	0	3	42	47
08:30	1	0	0	0	0	1	1	65	14	1	0	0	80	81	42	1	2	0	0	45	46
08:45	3	0	1	0	0	4	5	71	10	2	0	0	83	84	40	2	1	0	1	44	46
H/TOT	6	0	1	0	0	7	8	244	44	6	1	7	302	313	129	13	6	0	5	153	161
09:00	0	1	0	0	0	1	1	68	11	1	0	2	82	85	25	2	0	1	2	30	33
09:15	3	0	0	0	0	3	3	76	17	2	0	1	96	98	31	7	2	0	2	42	45
09:30	1	0	0	0	0	1	1	82	14	6	0	1	103	107	16	2	0	0	0	18	18
09:45	0	0	0	0	0	0	0	71	8	3	0	0	82	84	24	4	1	0	0	29	30
H/TOT	4	1	0	0	0	5	5	297	50	12	0	4	363	373	96	15	3	1	4	119	126
10:00	0	1	0	0	0	1	1	58	7	3	0	0	68	70	17	0	0	0	0	17	17
10:15	4	0	0	0	0	4	4	60	15	2	0	0	77	78	20	2	1	0	0	23	24
10:30	1	0	0	0	0	1	1	66	10	1	0	0	77	78	28	2	1	0	0	31	32
10:45	0	0	0	0	0	0	0	67	13	4	0	1	85	88	33	3	0	0	0	36	36
H/TOT	5	1	0	0	0	6	6	251	45	10	0	1	307	313	98	7	2	0	0	107	108
11:00	1	0	0	0	0	1	1	110	7	1	0	1	119	121	35	3	1	0	0	39	40
11:15	0	0	0	0	0	0	0	78	21	0	0	0	99	99	31	3	0	0	0	34	34
11:30	0	0	0	0	0	0	0	96	15	2	0	0	113	114	38	3	0	0	0	41	41
11:45	0	0	0	0	0	0	0	82	15	3	0	0	100	102	47	3	3	0	0	53	55
H/TOT	1	0	0	0	0	1	1	366	58	6	0	1	431	435	151	12	4	0	0	167	169
12:00	1	0	0	0	0	1	1	92	13	2	0	0	107	108	36	4	1	0	0	41	42
12:15	1	0	0	0	0	1	1	88	10	3	0	0	101	103	37	3	1	0	0	41	42
12:30	1	0	0	0	0	1	1	79	20	0	0	0	99	99	30	2	0	0	0	32	32
12:45	2	0	0	0	0	2	2	92	10	2	0	0	104	105	29	3	1	0	0	33	34
H/TOT	5	0	0	0	0	5	5	351	53	7	0	0	411	415	132	12	3	0	0	147	149

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 04 DATE: 9th November 2021

LOCATION: R458 Mill Road/R474 Circular Road/Bothar an Mhuilinn DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	0	0	0	0	0	0	0	99	11	1	1	0	112	114	31	3	0	0	0	34	34
13:15	0	0	0	0	0	0	0	102	12	0	1	1	116	118	38	3	1	0	0	42	43
13:30	0	0	0	0	0	0	0	110	13	0	0	0	123	123	43	4	1	0	0	48	49
13:45	0	0	1	0	0	1	2	97	14	2	0	1	114	116	45	4	0	1	0	50	51
H/TOT	0	0	1	0	0	1	2	408	50	3	2	2	465	471	157	14	2	1	0	174	176
14:00	1	0	0	0	0	1	1	91	19	3	0	2	115	119	36	2	0	0	0	38	38
14:15	1	0	0	0	0	1	1	80	9	1	0	0	90	91	46	4	0	0	0	50	50
14:30	1	0	0	0	0	1	1	91	11	3	0	1	106	109	52	4	0	0	0	56	56
14:45	1	0	0	0	0	1	1	97	10	2	0	0	109	110	40	5	0	1	0	46	47
H/TOT	4	0	0	0	0	4	4	359	49	9	0	3	420	428	174	15	0	1	0	190	191
15:00	0	0	0	0	0	0	0	87	11	0	0	3	101	104	35	6	1	0	6	48	55
15:15	2	0	0	0	0	2	2	79	14	2	0	0	95	96	32	1	2	0	0	35	36
15:30	1	0	0	0	0	1	1	99	14	2	0	2	117	120	48	1	0	0	0	49	49
15:45	1	0	0	0	0	1	1	67	12	1	0	0	80	81	41	7	2	0	0	50	51
H/TOT	4	0	0	0	0	4	4	332	51	5	0	5	393	401	156	15	5	0	6	182	191
16:00	1	0	0	0	0	1	1	98	5	1	0	3	107	111	63	6	0	0	0	69	69
16:15	0	0	0	0	0	0	0	106	9	2	0	0	117	118	55	5	1	0	3	64	68
16:30	1	0	0	0	0	1	1	97	10	2	0	0	109	110	54	6	1	0	1	62	64
16:45	3	0	0	0	0	3	3	79	14	2	0	3	98	102	51	2	0	0	0	53	53
H/TOT	5	0	0	0	0	5	5	380	38	7	0	6	431	441	223	19	2	0	4	248	253
17:00	1	0	0	0	0	1	1	109	12	0	0	0	121	121	55	7	0	0	0	62	62
17:15	0	0	0	0	0	0	0	89	12	0	0	0	101	101	52	8	0	0	0	60	60
17:30	1	0	0	0	0	1	1	78	9	1	0	0	88	89	48	7	0	0	0	55	55
17:45	0	0	0	0	0	0	0	81	6	0	0	0	87	87	39	8	0	0	0	47	47
H/TOT	2	0	0	0	0	2	2	357	39	1	0	0	397	398	194	30	0	0	0	224	224
18:00	1	0	0	0	0	1	1	79	9	3	0	0	91	93	54	6	0	0	0	60	60
18:15	3	0	0	0	0	3	3	86	11	2	0	0	99	100	31	5	0	0	0	36	36
18:30	4	0	0	0	0	4	4	61	8	0	0	0	69	69	20	2	0	0	0	22	22
18:45	1	0	0	0	0	1	1	75	3	1	0	0	79	80	39	3	0	0	0	42	42
H/TOT	9	0	0	0	0	9	9	301	31	6	0	0	338	341	144	16	0	0	0	160	160
P/TOT	45	2	2	0	0	49	50	3766	567	76	6	30	4445	4521	1694	181	28	3	19	1925	1962

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 04 DATE: 9th November 2021

LOCATION: R458 Mill Road/R474 Circular Road/Bothar an Mhuilinn DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	6	1	0	0	0	7	7	0	0	0	0	0	0	0	2	0	0	0	0	2	2
07:15	13	5	0	0	1	19	20	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:30	22	4	1	0	0	27	28	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45	38	4	0	0	0	42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	79	14	1	0	1	95	97	0	0	0	0	0	0	0	3	1	0	0	0	4	4
08:00	28	1	0	0	0	29	29	0	0	0	0	0	0	0	2	0	0	0	0	2	2
08:15	88	2	0	0	2	92	94	0	0	0	0	0	0	0	4	2	0	0	0	6	6
08:30	77	2	0	1	0	80	81	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:45	75	6	0	0	5	86	91	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	268	11	0	1	7	287	295	0	0	0	0	0	0	0	9	2	0	0	0	11	11
09:00	56	5	0	0	0	61	61	0	0	0	0	0	0	0	3	2	0	0	0	5	5
09:15	43	4	2	0	0	49	50	0	0	0	0	0	0	0	5	0	1	0	0	6	7
09:30	29	5	4	1	0	39	42	0	0	0	0	0	0	0	6	0	0	0	0	6	6
09:45	32	2	2	0	0	36	37	1	0	0	0	0	1	1	6	2	1	0	0	9	10
H/TOT	160	16	8	1	0	185	190	1	0	0	0	0	1	1	20	4	2	0	0	26	27
10:00	22	2	0	0	0	24	24	0	0	0	0	0	0	0	3	0	0	0	0	3	3
10:15	24	2	3	0	0	29	31	0	0	0	0	0	0	0	6	1	0	0	0	7	7
10:30	22	5	2	0	0	29	30	0	0	0	0	0	0	0	4	0	0	0	0	4	4
10:45	23	1	1	0	0	25	26	0	0	0	0	0	0	0	3	1	0	0	0	4	4
H/TOT	91	10	6	0	0	107	110	0	0	0	0	0	0	0	16	2	0	0	0	18	18
11:00	31	2	0	1	0	34	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	46	4	2	1	0	53	55	0	0	0	0	0	0	0	5	0	0	0	0	5	5
11:30	31	3	0	1	0	35	36	0	0	0	0	0	0	0	2	2	0	1	0	5	6
11:45	33	1	1	0	0	35	36	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	141	10	3	3	0	157	162	0	0	0	0	0	0	0	11	2	0	1	0	14	15
12:00	23	4	0	0	0	27	27	0	0	0	0	0	0	0	8	0	0	0	0	8	8
12:15	27	5	0	0	0	32	32	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:30	29	0	0	0	0	29	29	0	0	0	0	0	0	0	3	2	0	0	0	5	5
12:45	22	5	0	0	0	27	27	1	0	0	0	0	1	1	2	1	0	0	0	3	3
H/TOT	101	14	0	0	0	115	115	1	0	0	0	0	1	1	14	3	0	0	0	17	17

TRAFFINOMICS LIMITED

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 04 DATE: 9th November 2021

LOCATION: R458 Mill Road/R474 Circular Road/Bothar an Mhuilinn DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	28	2	1	0	0	31	32	0	0	0	0	0	0	0	3	0	0	0	0	3	3
13:15	29	7	0	0	0	36	36	0	0	0	0	0	0	0	2	0	1	0	0	3	4
13:30	26	6	0	0	0	32	32	0	0	0	0	0	0	0	5	0	0	0	0	5	5
13:45	58	1	3	0	0	62	64	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	141	16	4	0	0	161	163	0	0	0	0	0	0	0	14	0	1	0	0	15	16
14:00	43	7	0	0	0	50	50	0	0	0	0	0	0	0	1	1	0	0	0	2	2
14:15	50	3	0	0	2	55	57	0	0	0	0	0	0	0	3	1	1	0	0	5	6
14:30	29	2	2	0	0	33	34	0	0	0	0	0	0	0	4	0	1	0	0	5	6
14:45	53	4	1	0	0	58	59	0	0	0	0	0	0	0	4	1	0	0	0	5	5
H/TOT	175	16	3	0	2	196	200	0	0	0	0	0	0	0	12	3	2	0	0	17	18
15:00	36	5	2	0	1	44	46	0	0	0	0	0	0	0	4	1	0	0	0	5	5
15:15	38	2	1	0	1	42	44	0	0	0	0	0	0	0	5	0	0	0	0	5	5
15:30	52	4	0	0	0	56	56	0	0	0	0	0	0	0	4	1	1	0	0	6	7
15:45	42	2	0	0	1	45	46	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	168	13	3	0	3	187	192	0	0	0	0	0	0	0	14	2	1	0	0	17	18
16:00	42	2	0	0	0	44	44	1	0	0	0	0	1	1	1	2	0	0	0	3	3
16:15	36	6	1	0	0	43	44	0	0	0	0	0	0	0	3	0	0	0	0	3	3
16:30	34	4	0	1	0	39	40	0	0	0	0	0	0	0	4	0	0	0	0	4	4
16:45	29	6	0	1	0	36	37	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	141	18	1	2	0	162	165	1	0	0	0	0	1	1	9	2	0	0	0	11	11
17:00	37	7	0	0	0	44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	27	2	2	1	0	32	34	0	0	0	0	0	0	0	2	2	0	0	0	4	4
17:30	43	2	0	0	0	45	45	0	0	0	0	0	0	0	3	0	0	0	0	3	3
17:45	35	0	0	0	0	35	35	0	0	0	0	0	0	0	3	1	0	0	0	4	4
H/TOT	142	11	2	1	0	156	158	0	0	0	0	0	0	0	8	3	0	0	0	11	11
18:00	25	5	0	1	0	31	32	1	0	0	0	0	1	1	3	1	0	0	0	4	4
18:15	30	1	0	0	0	31	31	0	0	0	0	0	0	0	8	1	0	0	0	9	9
18:30	18	4	0	0	0	22	22	1	0	0	0	0	1	1	6	1	0	0	0	7	7
18:45	25	1	0	0	0	26	26	0	0	0	0	0	0	0	4	1	0	0	0	5	5
H/TOT	98	11	0	1	0	110	111	2	0	0	0	0	2	2	21	4	0	0	0	25	25
P/TOT	1705	160	31	9	13	1918	1958	5	0	0	0	0	5	5	151	28	6	1	0	186	190

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 04 DATE: 9th November 2021

LOCATION: R458 Mill Road/R474 Circular Road/Bothar an Mhuilinn DAY: Tuesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	3	2	0	0	0	5	5	20	6	2	1	0	29	31	0	0	0	0	0	0	0
07:15	3	1	0	0	0	4	4	33	8	1	0	1	43	45	0	0	0	0	0	0	0
07:30	2	1	1	0	0	4	5	44	10	2	1	2	59	63	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	1	75	14	2	0	2	93	96	0	0	0	0	0	0	0
H/TOT	9	4	1	0	0	14	15	172	38	7	2	5	224	235	0	0	0	0	0	0	0
08:00	5	1	0	0	0	6	6	55	14	1	0	0	70	71	0	1	0	0	0	1	1
08:15	7	1	0	0	1	9	10	108	14	2	1	2	127	131	1	0	0	0	0	1	1
08:30	5	0	0	0	0	5	5	89	7	1	0	2	99	102	1	0	0	0	0	1	1
08:45	4	1	0	0	0	5	5	102	10	1	0	1	114	116	1	0	0	0	0	1	1
H/TOT	21	3	0	0	1	25	26	354	45	5	1	5	410	419	3	1	0	0	0	4	4
09:00	12	0	0	0	0	12	12	87	9	1	0	1	98	100	2	0	0	0	0	2	2
09:15	10	0	1	0	0	11	12	73	10	3	0	0	86	88	0	0	0	0	0	0	0
09:30	10	1	0	0	0	11	11	68	15	3	1	1	88	92	1	0	0	0	0	1	1
09:45	4	1	0	1	0	6	7	88	6	4	0	0	98	100	1	0	0	0	0	1	1
H/TOT	36	2	1	1	0	40	42	316	40	11	1	2	370	379	4	0	0	0	0	4	4
10:00	4	2	0	0	0	6	6	63	12	6	0	0	81	84	0	0	0	0	0	0	0
10:15	9	0	0	0	0	9	9	79	14	3	0	0	96	98	0	0	0	0	0	0	0
10:30	5	1	0	0	0	6	6	66	5	2	0	1	74	76	0	0	0	0	0	0	0
10:45	8	0	0	0	0	8	8	63	6	4	0	0	73	75	0	0	0	0	0	0	0
H/TOT	26	3	0	0	0	29	29	271	37	15	0	1	324	333	0	0	0	0	0	0	0
11:00	12	0	1	0	0	13	14	85	12	4	0	0	101	103	0	0	0	0	0	0	0
11:15	4	0	0	0	0	4	4	72	10	4	0	0	86	88	0	0	0	0	0	0	0
11:30	10	1	0	0	0	11	11	74	9	2	0	0	85	86	0	0	0	0	0	0	0
11:45	6	3	0	0	0	9	9	79	5	2	0	1	87	89	0	0	0	0	0	0	0
H/TOT	32	4	1	0	0	37	38	310	36	12	0	1	359	366	0	0	0	0	0	0	0
12:00	8	0	0	0	0	8	8	95	10	2	0	0	107	108	0	0	0	0	0	0	0
12:15	9	1	0	0	0	10	10	87	8	1	1	0	97	99	0	0	0	0	0	0	0
12:30	13	2	0	0	0	15	15	78	9	3	1	0	91	94	1	0	0	0	0	1	1
12:45	6	1	0	0	0	7	7	92	10	0	0	1	103	104	0	0	0	0	0	0	0
H/TOT	36	4	0	0	0	40	40	352	37	6	2	1	398	405	1	0	0	0	0	1	1

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 04 DATE: 9th November 2021

LOCATION: R458 Mill Road/R474 Circular Road/Bothar an Mhuilinn DAY: Tuesday

	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	5	0	0	0	0	5	5	88	13	0	0	0	101	101	1	0	0	0	0	1	1
13:15	6	2	0	0	0	8	8	73	12	5	0	0	90	93	0	0	0	0	0	0	0
13:30	8	2	0	0	0	10	10	70	15	0	0	1	86	87	0	0	0	0	0	0	0
13:45	10	0	2	0	0	12	13	92	12	1	0	0	105	106	0	0	0	0	0	0	0
H/TOT	29	4	2	0	0	35	36	323	52	6	0	1	382	386	1	0	0	0	0	1	1
14:00	9	1	0	0	0	10	10	81	18	5	0	0	104	107	0	0	0	0	0	0	0
14:15	5	0	0	0	0	5	5	99	8	1	0	1	109	111	0	1	0	0	0	1	1
14:30	9	2	0	0	0	11	11	83	9	1	0	3	96	100	0	0	0	0	0	0	0
14:45	3	3	0	0	0	6	6	100	13	1	1	0	115	117	4	0	0	0	0	4	4
H/TOT	26	6	0	0	0	32	32	363	48	8	1	4	424	433	4	1	0	0	0	5	5
15:00	18	5	0	0	0	23	23	86	7	2	0	0	95	96	0	0	0	0	0	0	0
15:15	6	2	0	0	0	8	8	73	10	1	0	1	85	87	0	0	0	0	0	0	0
15:30	12	1	0	0	0	13	13	84	9	1	0	2	96	99	0	0	0	0	0	0	0
15:45	8	0	0	0	0	8	8	90	12	2	0	0	104	105	2	0	0	0	0	2	2
H/TOT	44	8	0	0	0	52	52	333	38	6	0	3	380	386	2	0	0	0	0	2	2
16:00	10	2	0	0	0	12	12	89	12	0	0	1	102	103	0	0	0	0	0	0	0
16:15	21	1	0	0	0	22	22	86	13	0	0	1	100	101	0	0	0	0	0	0	0
16:30	13	1	0	0	0	14	14	98	7	4	0	0	109	111	0	0	0	0	0	0	0
16:45	14	0	0	0	0	14	14	102	11	0	1	1	115	117	4	0	0	0	0	4	4
H/TOT	58	4	0	0	0	62	62	375	43	4	1	3	426	432	4	0	0	0	0	4	4
17:00	16	4	0	0	0	20	20	78	20	2	0	2	102	105	1	0	0	0	0	1	1
17:15	11	2	0	0	0	13	13	93	18	2	0	0	113	114	1	0	0	0	0	1	1
17:30	21	3	1	0	0	25	26	94	11	0	1	0	106	107	0	0	0	0	0	0	0
17:45	13	5	0	0	0	18	18	97	17	0	0	0	114	114	0	0	0	0	0	0	0
H/TOT	61	14	1	0	0	76	77	362	66	4	1	2	435	440	2	0	0	0	0	2	2
18:00	16	3	0	0	0	19	19	95	14	2	0	0	111	112	1	0	0	0	0	1	1
18:15	8	1	0	0	0	9	9	102	7	0	0	0	109	109	2	0	0	0	0	2	2
18:30	12	3	0	0	0	15	15	84	12	1	0	0	97	98	0	0	0	0	0	0	0
18:45	14	0	0	0	0	14	14	80	6	0	0	0	86	86	0	0	0	0	0	0	0
H/TOT	50	7	0	0	0	57	57	361	39	3	0	0	403	405	3	0	0	0	0	3	3
P/TOT	428	63	6	1	1	499	504	3892	519	87	9	28	4535	4618	24	2	0	0	0	26	26

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 04 DATE: 9th November 2021

LOCATION: R458 Mill Road/R474 Circular Road/Bothar an Mhuilinn DAY: Tuesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
07:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	85
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	120
07:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	226
H/TOT	1	1	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	0	2	2	603
08:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195
08:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	378
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	317
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	350
H/TOT	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1240
09:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	300
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	302
09:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	279
09:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	270
H/TOT	2	1	0	0	0	3	3	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1151
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	252
10:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	227
10:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	239
H/TOT	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	1	0	0	0	3	3	922
11:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	0	2	2	317
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	285
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	295
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	294
H/TOT	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1190
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	303
12:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	276
12:45	2	0	0	0	0	2	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0	286
H/TOT	3	0	0	0	0	3	3	1	0	0	0	0	1	1	1	0	0	0	0	1	1	1152

GLENVEAGH, ENNIS TRAFFIC COUNTS **NOVEMBER 2021**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/21/205**

SITE: 04 DATE: 9th November 2021

LOCATION: R458 Mill Road/R474 Circular Road/Bothar an Mhuilinn DAY: Tuesday

	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
13:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	291
13:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	303
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	309
13:45	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	356
H/TOT	3	0	1	0	0	4	5	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1259
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	326
14:15	1	1	0	0	0	2	2	1	0	0	0	0	1	1	1	0	0	0	0	1	1	325
14:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	317
14:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1	352
H/TOT	4	1	0	0	0	5	5	1	0	0	0	0	1	1	2	0	0	0	0	2	2	1319
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	329
15:15	3	0	0	0	0	3	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0	281
15:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	345
15:45	3	0	0	0	0	3	3	2	0	0	0	0	2	2	2	0	0	0	0	2	2	302
H/TOT	6	0	0	0	0	6	6	4	0	0	0	0	4	4	2	0	0	0	0	2	2	1256
16:00	2	0	0	0	0	2	2	2	0	0	0	0	2	2	2	1	0	0	0	3	3	351
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	355
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	345
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332
H/TOT	2	0	0	0	0	2	2	2	0	0	0	0	2	2	3	1	0	0	0	4	4	1382
17:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	356
17:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	329
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	326
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	306
H/TOT	2	0	0	0	0	2	2	1	0	0	0	0	1	1	3	0	0	0	0	3	3	1318
18:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	325
18:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1	301
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	240
18:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	1	0	0	0	0	1	1	257
H/TOT	2	0	0	0	0	2	2	2	0	0	0	0	2	2	5	0	0	0	0	5	5	1122
P/TOT	28	4	1	0	0	33	34	13	0	0	0	0	13	13	27	2	1	0	0	30	31	13912

Appendix B. JUNCTION 9 ARCADY Detailed Output

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

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

Filename: 11093 Junction 1 - ARCADY.j9
Path: J:\Projects\11269 – Glenveagh Residential - Ennis\05-Design\01-Calculations\Traffic
Report generation date: 08/12/2021 08:22:35

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2021 Baseflow									
Arm 1	D1	2.1	10.40	0.68	B	D2	0.4	4.11	0.30	A
Arm 2		0.3	4.39	0.21	A		0.4	4.24	0.30	A
Arm 3		0.6	4.05	0.37	A		1.3	6.07	0.56	A
Arm 4		0.6	5.51	0.39	A		0.3	4.73	0.22	A
	2024 Baseflow									
Arm 1	D3	2.1	9.85	0.68	A	D4	0.5	4.24	0.32	A
Arm 2		0.3	4.56	0.22	A		0.5	4.40	0.32	A
Arm 3		0.7	4.27	0.39	A		1.5	6.60	0.59	A
Arm 4		0.7	5.81	0.41	A		0.3	4.93	0.24	A
	2024 Baseflow + Dev									
Arm 1	D5	2.3	10.57	0.69	B	D6	0.5	4.46	0.34	A
Arm 2		0.4	4.94	0.28	A		0.5	4.60	0.35	A
Arm 3		0.7	4.41	0.40	A		1.7	7.11	0.62	A
Arm 4		0.8	6.13	0.43	A		0.4	5.25	0.28	A
	2039 Baseflow									
Arm 1	D7	2.6	11.96	0.72	B	D8	0.6	4.71	0.37	A
Arm 2		0.4	4.87	0.26	A		0.6	4.95	0.38	A
Arm 3		0.9	4.89	0.46	A		2.3	8.95	0.69	A
Arm 4		1.0	7.06	0.49	A		0.4	5.62	0.30	A
	2039 Baseflow + Dev									
Arm 1	D9	4.9	19.85	0.83	C	D10	0.7	4.99	0.40	A
Arm 2		0.5	5.70	0.34	A		0.7	5.20	0.41	A
Arm 3		1.0	5.08	0.48	A		2.6	9.92	0.72	A
Arm 4		1.1	7.54	0.52	A		0.5	6.05	0.33	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

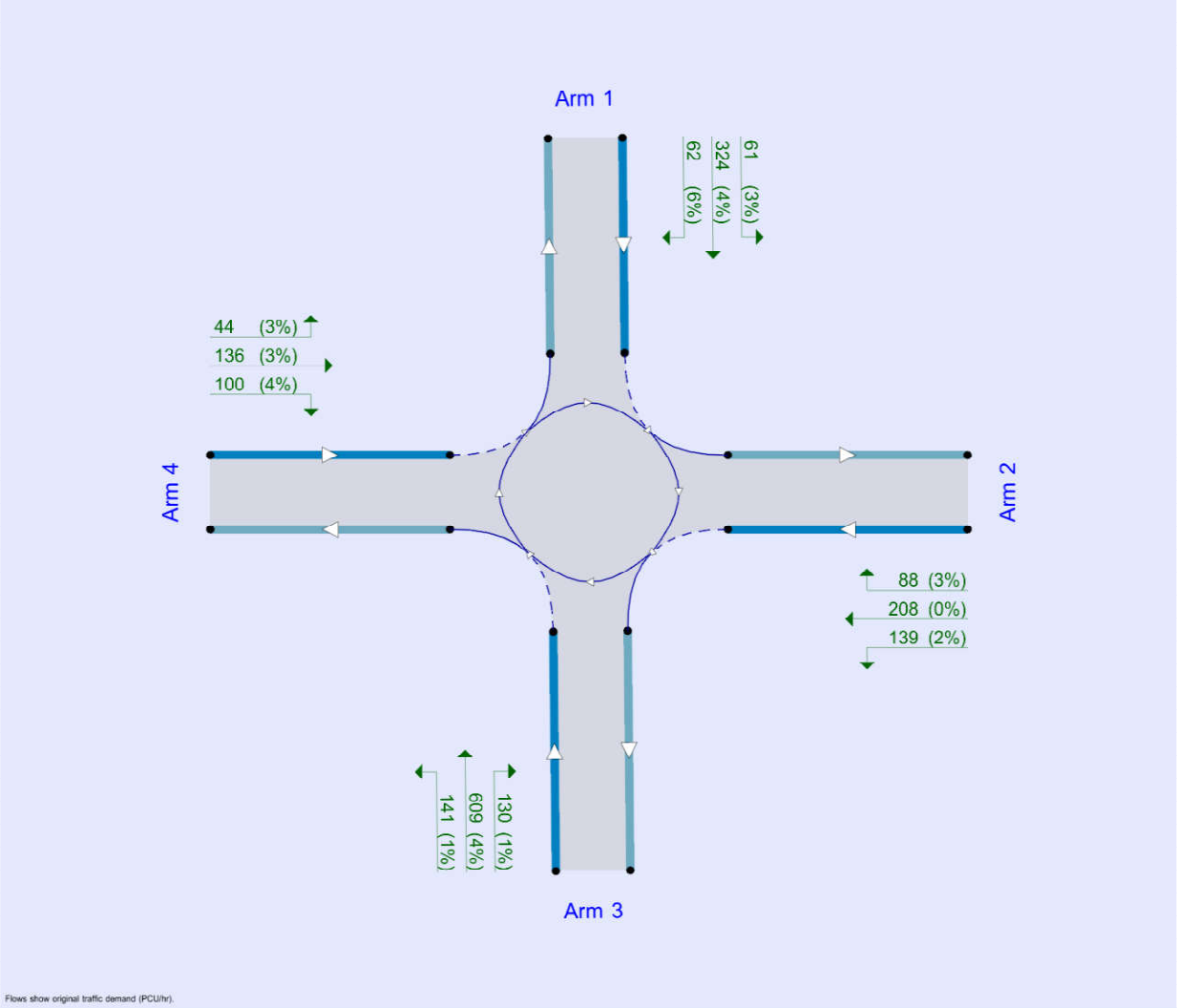
File Description

Title	Resident Development
Location	R474, Ennis
Site number	Site 1 - R/A N85/R474
Date	07/05/2021
Version	

Status	(new file)
Identifier	
Client	Glenveagh
Jobnumber	11269
Enumerator	TOBIN\Micheal Geraghty
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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)
D1	2021 Baseflow	AM	ONE HOUR	07:45	09:15	15
D2	2021 Baseflow	PM	ONE HOUR	16:45	18:15	15
D3	2024 Baseflow	AM	ONE HOUR	07:45	09:15	15
D4	2024 Baseflow	PM	ONE HOUR	16:45	18:15	15
D5	2024 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2024 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2039 Baseflow	AM	ONE HOUR	07:45	09:15	15
D8	2039 Baseflow	PM	ONE HOUR	16:45	18:15	15
D9	2039 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2039 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Baseflow , 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	6.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	N84 (N)	
2	R474 (E)	
3	N84 (S)	
4	R474 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	6.00	15.0	20.0	65.0	35.0	
2	3.00	6.00	15.0	20.0	65.0	35.0	
3	3.00	6.00	25.0	20.0	65.0	35.0	
4	3.00	6.00	10.0	20.0	65.0	35.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.482	1438
2	0.482	1438
3	0.499	1539
4	0.468	1349

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)
D1	2021 Baseflow	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	676	100.000
2		✓	201	100.000
3		✓	490	100.000
4		✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	114	537	25
	2	44	0	106	51
	3	151	290	0	49
	4	43	229	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	3	10
	2	5	0	7	0
	3	8	2	0	14
	4	0	4	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	509	509
	2	151	151
	3	369	369
	4	291	291
08:00-08:15	1	608	608
	2	181	181
	3	440	440
	4	347	347
08:15-08:30	1	744	744
	2	221	221
	3	540	540
	4	425	425
08:30-08:45	1	744	744
	2	221	221
	3	540	540
	4	425	425
08:45-09:00	1	608	608
	2	181	181
	3	440	440
	4	347	347
09:00-09:15	1	509	509
	2	151	151
	3	369	369
	4	291	291

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.68	10.40	2.1	B
2	0.21	4.39	0.3	A
3	0.37	4.05	0.6	A
4	0.39	5.51	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	509	475	1209	0.421	506	0.7	5.273	A
2	151	506	1194	0.127	151	0.2	3.611	A
3	369	90	1494	0.247	368	0.3	3.348	A
4	291	364	1179	0.247	289	0.3	4.172	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	608	568	1164	0.522	606	1.1	6.660	A
2	181	606	1145	0.158	181	0.2	3.906	A
3	440	108	1485	0.297	440	0.4	3.615	A
4	347	436	1145	0.303	347	0.4	4.652	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	744	696	1102	0.675	740	2.1	10.178	B
2	221	741	1081	0.205	221	0.3	4.384	A
3	540	132	1473	0.366	539	0.6	4.041	A
4	425	533	1100	0.387	424	0.6	5.496	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	744	697	1102	0.676	744	2.1	10.398	B
2	221	744	1079	0.205	221	0.3	4.394	A
3	540	132	1473	0.366	539	0.6	4.046	A
4	425	534	1099	0.387	425	0.6	5.511	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	608	570	1163	0.523	612	1.1	6.800	A
2	181	611	1143	0.158	181	0.2	3.918	A
3	440	108	1485	0.297	441	0.4	3.623	A
4	347	437	1145	0.303	348	0.5	4.669	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	509	477	1208	0.421	510	0.8	5.352	A
2	151	510	1192	0.127	152	0.2	3.623	A
3	369	90	1493	0.247	369	0.3	3.359	A
4	291	366	1178	0.247	291	0.3	4.192	A

2021 Baseflow, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.08	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)
D2	2021 Baseflow	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	354	100.000
2		✓	335	100.000
3		✓	703	100.000
4		✓	206	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	39	265	50
	2	67	0	106	162
	3	499	86	0	118
	4	36	90	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	4	6
	2	3	0	2	0
	3	4	1	0	1
	4	3	3	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	267	267
	2	252	252
	3	529	529

	4	155	155
17:00-17:15	1	318	318
	2	301	301
	3	632	632
	4	185	185
17:15-17:30	1	390	390
	2	369	369
	3	774	774
	4	227	227
17:30-17:45	1	390	390
	2	369	369
	3	774	774
	4	227	227
17:45-18:00	1	318	318
	2	301	301
	3	632	632
	4	185	185
18:00-18:15	1	267	267
	2	252	252
	3	529	529
	4	155	155

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.30	4.11	0.4	A
2	0.30	4.24	0.4	A
3	0.56	6.07	1.3	A
4	0.22	4.73	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267	192	1345	0.198	265	0.3	3.469	A
2	252	296	1295	0.195	251	0.2	3.487	A
3	529	209	1434	0.369	527	0.6	4.080	A
4	155	489	1120	0.138	154	0.2	3.850	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	230	1327	0.240	318	0.3	3.716	A
2	301	355	1267	0.238	301	0.3	3.772	A
3	632	251	1414	0.447	631	0.8	4.736	A
4	185	585	1075	0.172	185	0.2	4.179	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	390	281	1302	0.299	389	0.4	4.106	A
2	369	434	1228	0.300	368	0.4	4.235	A
3	774	307	1386	0.559	772	1.3	6.033	A
4	227	716	1014	0.224	226	0.3	4.723	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	390	282	1302	0.299	390	0.4	4.110	A
2	369	435	1228	0.300	369	0.4	4.240	A
3	774	307	1385	0.559	774	1.3	6.070	A
4	227	718	1013	0.224	227	0.3	4.731	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	231	1327	0.240	319	0.3	3.721	A
2	301	356	1266	0.238	302	0.3	3.780	A
3	632	251	1413	0.447	634	0.8	4.774	A
4	185	588	1074	0.172	186	0.2	4.189	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267	193	1345	0.198	267	0.3	3.478	A
2	252	298	1294	0.195	252	0.2	3.500	A
3	529	210	1434	0.369	530	0.6	4.112	A
4	155	492	1119	0.139	155	0.2	3.862	A

2024 Baseflow , 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	6.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 Baseflow	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	713	100.000
2		✓	211	100.000
3		✓	518	100.000
4		✓	405	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	120	566	27
	2	46	0	112	53
	3	307	159	0	52
	4	45	240	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	3	10
	2	5	0	7	0
	3	8	2	0	14
	4	0	4	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	537	537
	2	159	159
	3	390	390

	4	305	305
08:00-08:15	1	641	641
	2	190	190
	3	466	466
	4	364	364
08:15-08:30	1	785	785
	2	232	232
	3	570	570
	4	446	446
08:30-08:45	1	785	785
	2	232	232
	3	570	570
	4	446	446
08:45-09:00	1	641	641
	2	190	190
	3	466	466
	4	364	364
09:00-09:15	1	537	537
	2	159	159
	3	390	390
	4	305	305

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.68	9.85	2.1	A
2	0.22	4.56	0.3	A
3	0.39	4.27	0.7	A
4	0.41	5.81	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	537	389	1250	0.429	534	0.8	5.174	A
2	159	534	1180	0.135	158	0.2	3.686	A
3	390	94	1492	0.261	388	0.4	3.476	A
4	305	384	1169	0.261	303	0.4	4.285	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	641	466	1213	0.528	639	1.1	6.472	A
2	190	640	1129	0.168	189	0.2	4.009	A
3	466	113	1482	0.314	465	0.5	3.772	A
4	364	460	1134	0.321	364	0.5	4.821	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	785	570	1163	0.675	781	2.1	9.661	A
2	232	782	1061	0.219	232	0.3	4.544	A
3	570	138	1470	0.388	570	0.7	4.262	A
4	446	563	1086	0.411	445	0.7	5.792	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	785	571	1162	0.675	785	2.1	9.853	A
2	232	785	1059	0.219	232	0.3	4.558	A
3	570	139	1469	0.388	570	0.7	4.269	A
4	446	564	1085	0.411	446	0.7	5.811	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	641	468	1212	0.529	645	1.2	6.600	A
2	190	644	1127	0.168	190	0.2	4.024	A
3	466	114	1482	0.314	466	0.5	3.781	A
4	364	461	1133	0.321	365	0.5	4.842	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	537	391	1249	0.430	538	0.8	5.250	A
2	159	538	1178	0.135	159	0.2	3.698	A
3	390	95	1491	0.262	390	0.4	3.488	A
4	305	386	1169	0.261	305	0.4	4.308	A

2024 Baseflow, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.40	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)
D4	2024 Baseflow	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	373	100.000
2		✓	352	100.000
3		✓	740	100.000
4		✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	41	279	53
	2	71	0	111	170
	3	526	90	0	124
	4	38	95	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	4	6
	2	3	0	2	0
	3	4	1	0	1
	4	3	3	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	281	281
	2	265	265
	3	557	557

	4	164	164
17:00-17:15	1	335	335
	2	316	316
	3	665	665
	4	196	196
17:15-17:30	1	411	411
	2	388	388
	3	815	815
	4	240	240
17:30-17:45	1	411	411
	2	388	388
	3	815	815
	4	240	240
17:45-18:00	1	335	335
	2	316	316
	3	665	665
	4	196	196
18:00-18:15	1	281	281
	2	265	265
	3	557	557
	4	164	164

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.32	4.24	0.5	A
2	0.32	4.40	0.5	A
3	0.59	6.60	1.5	A
4	0.24	4.93	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	281	202	1340	0.210	280	0.3	3.533	A
2	265	313	1287	0.206	264	0.3	3.558	A
3	557	220	1429	0.390	554	0.7	4.234	A
4	164	515	1108	0.148	163	0.2	3.937	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	335	242	1321	0.254	335	0.4	3.803	A
2	316	375	1257	0.252	316	0.3	3.871	A
3	665	264	1407	0.473	664	0.9	4.990	A
4	196	617	1061	0.185	196	0.2	4.302	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	411	297	1295	0.317	410	0.5	4.237	A
2	388	459	1217	0.319	387	0.5	4.389	A
3	815	323	1377	0.592	813	1.5	6.545	A
4	240	754	996	0.241	240	0.3	4.917	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	411	297	1295	0.317	411	0.5	4.242	A
2	388	459	1216	0.319	388	0.5	4.395	A
3	815	324	1377	0.592	815	1.5	6.599	A
4	240	756	995	0.241	240	0.3	4.927	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	335	243	1321	0.254	336	0.4	3.809	A
2	316	375	1257	0.252	317	0.3	3.879	A
3	665	265	1407	0.473	667	0.9	5.038	A
4	196	620	1059	0.185	196	0.2	4.316	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	281	204	1340	0.210	281	0.3	3.542	A
2	265	314	1286	0.206	265	0.3	3.572	A
3	557	222	1428	0.390	558	0.7	4.274	A
4	164	518	1107	0.148	164	0.2	3.950	A

2024 Baseflow + Dev, 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	7.15	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)
D5	2024 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	722	100.000
2		✓	269	100.000
3		✓	530	100.000
4		✓	423	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	129	566	27
	2	60	0	141	68
	3	307	171	0	52
	4	45	258	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	3	10
	2	5	0	7	0
	3	8	2	0	14
	4	0	4	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	544	544
	2	203	203
	3	399	399

	4	318	318
08:00-08:15	1	649	649
	2	242	242
	3	476	476
	4	380	380
08:15-08:30	1	795	795
	2	296	296
	3	584	584
	4	466	466
08:30-08:45	1	795	795
	2	296	296
	3	584	584
	4	466	466
08:45-09:00	1	649	649
	2	242	242
	3	476	476
	4	380	380
09:00-09:15	1	544	544
	2	203	203
	3	399	399
	4	318	318

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.69	10.57	2.3	B
2	0.28	4.94	0.4	A
3	0.40	4.41	0.7	A
4	0.43	6.13	0.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	544	411	1239	0.439	540	0.8	5.301	A
2	203	534	1181	0.172	202	0.2	3.847	A
3	399	116	1481	0.269	397	0.4	3.536	A
4	318	403	1160	0.274	317	0.4	4.400	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	649	493	1200	0.541	647	1.2	6.718	A
2	242	640	1129	0.214	242	0.3	4.244	A
3	476	139	1469	0.324	476	0.5	3.859	A
4	380	483	1123	0.339	380	0.5	4.999	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	795	603	1147	0.693	791	2.3	10.328	B
2	296	781	1061	0.279	296	0.4	4.921	A
3	584	170	1454	0.401	583	0.7	4.400	A
4	466	592	1072	0.434	465	0.8	6.108	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	795	604	1146	0.693	795	2.3	10.574	B
2	296	785	1059	0.280	296	0.4	4.938	A
3	584	171	1453	0.401	584	0.7	4.407	A
4	466	592	1072	0.434	466	0.8	6.131	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	649	495	1199	0.541	653	1.2	6.869	A
2	242	645	1127	0.215	242	0.3	4.262	A
3	476	140	1469	0.324	477	0.5	3.870	A
4	380	484	1122	0.339	381	0.5	5.022	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	544	414	1238	0.439	545	0.8	5.385	A
2	203	538	1178	0.172	203	0.2	3.864	A
3	399	117	1480	0.270	399	0.4	3.548	A
4	318	406	1159	0.275	319	0.4	4.428	A

2024 Baseflow + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.74	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)
D6	2024 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	387	100.000
2		✓	385	100.000
3		✓	767	100.000
4		✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	55	279	53
	2	77	0	123	185
	3	526	117	0	124
	4	38	122	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	4	6
	2	3	0	2	0
	3	4	1	0	1
	4	3	3	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	291	291
	2	290	290
	3	577	577

	4	184	184
17:00-17:15	1	348	348
	2	346	346
	3	690	690
	4	220	220
17:15-17:30	1	426	426
	2	424	424
	3	844	844
	4	270	270
17:30-17:45	1	426	426
	2	424	424
	3	844	844
	4	270	270
17:45-18:00	1	348	348
	2	346	346
	3	690	690
	4	220	220
18:00-18:15	1	291	291
	2	290	290
	3	577	577
	4	184	184

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.34	4.46	0.5	A
2	0.35	4.60	0.5	A
3	0.62	7.11	1.7	A
4	0.28	5.25	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	291	243	1321	0.221	290	0.3	3.634	A
2	290	313	1287	0.225	289	0.3	3.647	A
3	577	236	1421	0.406	575	0.7	4.370	A
4	184	539	1097	0.168	184	0.2	4.071	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	348	291	1298	0.268	348	0.4	3.945	A
2	346	374	1257	0.275	346	0.4	3.995	A
3	690	283	1398	0.493	688	1.0	5.222	A
4	220	646	1047	0.210	220	0.3	4.499	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	426	356	1266	0.337	426	0.5	4.456	A
2	424	458	1217	0.348	423	0.5	4.585	A
3	844	346	1366	0.618	842	1.6	7.044	A
4	270	790	979	0.275	269	0.4	5.236	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	426	357	1266	0.337	426	0.5	4.463	A
2	424	459	1216	0.348	424	0.5	4.597	A
3	844	347	1366	0.618	844	1.7	7.114	A
4	270	793	978	0.276	270	0.4	5.250	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	348	292	1297	0.268	348	0.4	3.955	A
2	346	376	1257	0.275	347	0.4	4.008	A
3	690	284	1397	0.494	692	1.0	5.281	A
4	220	650	1045	0.211	221	0.3	4.514	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	291	244	1320	0.221	292	0.3	3.648	A
2	290	314	1286	0.225	290	0.3	3.661	A
3	577	237	1420	0.407	579	0.7	4.415	A
4	184	543	1095	0.168	185	0.2	4.088	A

2039 Baseflow , 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	7.90	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)
D7	2039 Baseflow	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	736	100.000
2		✓	248	100.000
3		✓	611	100.000
4		✓	466	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	139	565	32
	2	54	0	133	61
	3	365	182	0	64
	4	51	275	140	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	3	10
	2	5	0	7	0
	3	8	2	0	14
	4	0	4	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	554	554
	2	187	187
	3	460	460

	4	351	351
08:00-08:15	1	662	662
	2	223	223
	3	549	549
	4	419	419
08:15-08:30	1	810	810
	2	273	273
	3	673	673
	4	513	513
08:30-08:45	1	810	810
	2	273	273
	3	673	673
	4	513	513
08:45-09:00	1	662	662
	2	223	223
	3	549	549
	4	419	419
09:00-09:15	1	554	554
	2	187	187
	3	460	460
	4	351	351

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.72	11.96	2.6	B
2	0.26	4.87	0.4	A
3	0.46	4.89	0.9	A
4	0.49	7.06	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	554	447	1222	0.453	551	0.8	5.520	A
2	187	552	1172	0.159	186	0.2	3.821	A
3	460	110	1484	0.310	458	0.5	3.740	A
4	351	451	1138	0.308	349	0.5	4.699	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	662	536	1179	0.561	660	1.3	7.145	A
2	223	661	1119	0.199	223	0.3	4.206	A
3	549	132	1473	0.373	549	0.6	4.154	A
4	419	540	1097	0.382	418	0.6	5.473	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	810	656	1122	0.722	805	2.6	11.586	B
2	273	807	1049	0.260	273	0.4	4.857	A
3	673	161	1458	0.461	672	0.9	4.877	A
4	513	661	1040	0.493	512	1.0	7.017	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	810	657	1121	0.723	810	2.6	11.961	B
2	273	811	1047	0.261	273	0.4	4.874	A
3	673	162	1458	0.461	673	0.9	4.892	A
4	513	662	1040	0.494	513	1.0	7.059	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	662	538	1178	0.562	667	1.3	7.353	A
2	223	667	1116	0.200	223	0.3	4.226	A
3	549	133	1472	0.373	550	0.6	4.172	A
4	419	541	1096	0.382	420	0.6	5.515	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	554	450	1221	0.454	556	0.9	5.621	A
2	187	557	1169	0.160	187	0.2	3.841	A
3	460	111	1483	0.310	461	0.5	3.760	A
4	351	453	1137	0.309	352	0.5	4.737	A

2039 Baseflow , 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	6.74	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)
D8	2039 Baseflow	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	433	100.000
2		✓	403	100.000
3		✓	853	100.000
4		✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	47	324	62
	2	82	0	128	193
	3	609	103	0	141
	4	44	109	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	4	6
	2	3	0	2	0
	3	4	1	0	1
	4	3	3	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	326	326
	2	303	303
	3	642	642

	4	190	190
17:00-17:15	1	389	389
	2	362	362
	3	767	767
	4	227	227
17:15-17:30	1	477	477
	2	444	444
	3	939	939
	4	279	279
17:30-17:45	1	477	477
	2	444	444
	3	939	939
	4	279	279
17:45-18:00	1	389	389
	2	362	362
	3	767	767
	4	227	227
18:00-18:15	1	326	326
	2	303	303
	3	642	642
	4	190	190

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	4.71	0.6	A
2	0.38	4.95	0.6	A
3	0.69	8.95	2.3	A
4	0.30	5.62	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	326	234	1325	0.246	325	0.3	3.743	A
2	303	364	1262	0.240	302	0.3	3.791	A
3	642	253	1413	0.455	639	0.9	4.776	A
4	190	595	1071	0.178	190	0.2	4.219	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	389	280	1303	0.299	389	0.4	4.101	A
2	362	436	1227	0.295	362	0.4	4.208	A
3	767	303	1388	0.553	765	1.3	5.948	A
4	227	712	1016	0.224	227	0.3	4.718	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	477	343	1273	0.375	476	0.6	4.703	A
2	444	534	1180	0.376	443	0.6	4.937	A
3	939	370	1354	0.694	935	2.3	8.781	A
4	279	871	942	0.296	278	0.4	5.602	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	477	343	1272	0.375	477	0.6	4.713	A
2	444	535	1180	0.376	444	0.6	4.950	A
3	939	371	1354	0.694	939	2.3	8.948	A
4	279	874	940	0.296	279	0.4	5.624	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	389	281	1302	0.299	390	0.4	4.115	A
2	362	438	1227	0.295	363	0.4	4.223	A
3	767	304	1387	0.553	771	1.3	6.061	A
4	227	717	1014	0.224	228	0.3	4.742	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	326	235	1324	0.246	326	0.3	3.758	A
2	303	366	1261	0.241	304	0.3	3.810	A
3	642	254	1412	0.455	644	0.9	4.846	A
4	190	599	1069	0.178	191	0.2	4.242	A

2039 Baseflow + Dev , 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	11.18	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)
D9	2039 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	836	100.000
2		✓	306	100.000
3		✓	624	100.000
4		✓	484	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	148	656	32
	2	68	0	162	76
	3	365	195	0	64
	4	51	293	140	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	3	10
	2	5	0	7	0
	3	8	2	0	14
	4	0	4	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	629	629
	2	230	230
	3	470	470

	4	364	364
08:00-08:15	1	752	752
	2	275	275
	3	561	561
	4	435	435
08:15-08:30	1	920	920
	2	337	337
	3	687	687
	4	533	533
08:30-08:45	1	920	920
	2	337	337
	3	687	687
	4	533	533
08:45-09:00	1	752	752
	2	275	275
	3	561	561
	4	435	435
09:00-09:15	1	629	629
	2	230	230
	3	470	470
	4	364	364

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.83	19.85	4.9	C
2	0.34	5.70	0.5	A
3	0.48	5.08	1.0	A
4	0.52	7.54	1.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	629	470	1211	0.520	625	1.1	6.308	A
2	230	619	1139	0.202	229	0.3	4.139	A
3	470	132	1473	0.319	468	0.5	3.810	A
4	364	471	1129	0.323	362	0.5	4.840	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	752	564	1166	0.645	749	1.8	8.857	A
2	275	742	1080	0.255	275	0.4	4.679	A
3	561	158	1460	0.384	560	0.7	4.264	A
4	435	564	1085	0.401	434	0.7	5.704	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	920	690	1105	0.833	909	4.6	18.046	C
2	337	902	1003	0.336	336	0.5	5.649	A
3	687	193	1442	0.476	686	1.0	5.065	A
4	533	690	1026	0.519	531	1.1	7.485	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	920	691	1104	0.833	919	4.9	19.847	C
2	337	911	999	0.337	337	0.5	5.697	A
3	687	194	1442	0.476	687	1.0	5.083	A
4	533	691	1026	0.520	533	1.1	7.543	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	752	566	1165	0.645	763	1.9	9.531	A
2	275	754	1074	0.256	276	0.4	4.728	A
3	561	159	1459	0.384	562	0.7	4.283	A
4	435	566	1084	0.401	437	0.7	5.754	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	629	474	1209	0.520	633	1.1	6.488	A
2	230	626	1136	0.203	231	0.3	4.167	A
3	470	133	1472	0.319	470	0.5	3.832	A
4	364	473	1128	0.323	365	0.5	4.881	A

2039 Baseflow + Dev , 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	7.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2039 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	447	100.000
2		✓	435	100.000
3		✓	880	100.000
4		✓	280	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	61	324	62
	2	88	0	139	208
	3	609	130	0	141
	4	44	136	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	4	6
	2	3	0	2	0
	3	4	1	0	1
	4	3	3	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	337	337
	2	327	327
	3	663	663

	4	211	211
17:00-17:15	1	402	402
	2	391	391
	3	791	791
	4	252	252
17:15-17:30	1	492	492
	2	479	479
	3	969	969
	4	308	308
17:30-17:45	1	492	492
	2	479	479
	3	969	969
	4	308	308
17:45-18:00	1	402	402
	2	391	391
	3	791	791
	4	252	252
18:00-18:15	1	337	337
	2	327	327
	3	663	663
	4	211	211

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.40	4.99	0.7	A
2	0.41	5.20	0.7	A
3	0.72	9.92	2.6	A
4	0.33	6.05	0.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337	274	1306	0.258	335	0.4	3.857	A
2	327	364	1262	0.259	326	0.4	3.887	A
3	663	268	1405	0.472	659	0.9	4.951	A
4	211	619	1059	0.199	210	0.3	4.373	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	328	1279	0.314	401	0.5	4.267	A
2	391	436	1227	0.319	391	0.5	4.353	A
3	791	321	1378	0.574	789	1.4	6.278	A
4	252	742	1002	0.251	251	0.3	4.954	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	492	402	1244	0.396	491	0.7	4.974	A
2	479	534	1180	0.406	478	0.7	5.183	A
3	969	393	1342	0.722	964	2.6	9.683	A
4	308	906	925	0.333	308	0.5	6.019	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	492	403	1244	0.396	492	0.7	4.988	A
2	479	535	1180	0.406	479	0.7	5.198	A
3	969	394	1342	0.722	969	2.6	9.923	A
4	308	910	923	0.334	308	0.5	6.049	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	330	1279	0.314	403	0.5	4.284	A
2	391	438	1227	0.319	392	0.5	4.371	A
3	791	323	1378	0.574	796	1.4	6.430	A
4	252	748	999	0.252	252	0.4	4.985	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337	276	1305	0.258	337	0.4	3.875	A
2	327	366	1261	0.260	328	0.4	3.906	A
3	663	270	1404	0.472	664	0.9	5.031	A
4	211	624	1057	0.199	211	0.3	4.402	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

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

Filename: 11093 Junction 3 - ARCADY.j9
Path: J:\Projects\11269 – Glenveagh Residential - Ennis\05-Design\01-Calculations\Traffic
Report generation date: 08/12/2021 09:12:46

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2021 Baseflow									
Arm 1	D1	0.3	2.88	0.21	A	D2	0.1	2.35	0.07	A
Arm 2		0.2	3.51	0.17	A		0.3	3.53	0.24	A
Arm 3		0.1	4.98	0.08	A		0.2	5.88	0.19	A
Arm 4		0.6	6.40	0.36	A		0.4	5.77	0.26	A
	2024 Baseflow									
Arm 1	D3	0.3	2.94	0.23	A	D4	0.1	2.37	0.08	A
Arm 2		0.2	3.58	0.18	A		0.3	3.60	0.26	A
Arm 3		0.1	5.05	0.08	A		0.3	6.05	0.21	A
Arm 4		0.6	6.62	0.38	A		0.4	5.91	0.28	A
	2024 Baseflow + Dev									
Arm 1	D5	0.3	3.10	0.24	A	D6	0.1	2.43	0.08	A
Arm 2		0.3	3.75	0.21	A		0.4	3.89	0.31	A
Arm 3		0.1	5.28	0.09	A		0.3	6.63	0.23	A
Arm 4		0.9	7.83	0.47	A		0.5	6.34	0.32	A
	2039 Baseflow									
Arm 1	D7	0.4	3.17	0.27	A	D8	0.1	2.43	0.09	A
Arm 2		0.3	3.85	0.21	A		0.4	3.82	0.29	A
Arm 3		0.1	5.29	0.10	A		0.3	6.60	0.24	A
Arm 4		0.8	7.44	0.44	A		0.5	6.40	0.32	A
	2039 Baseflow + Dev									
Arm 1	D9	0.4	3.36	0.28	A	D10	0.1	2.49	0.09	A
Arm 2		0.3	4.04	0.24	A		0.5	4.14	0.34	A
Arm 3		0.1	5.53	0.11	A		0.4	7.33	0.27	A
Arm 4		1.2	9.01	0.54	A		0.6	6.92	0.37	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

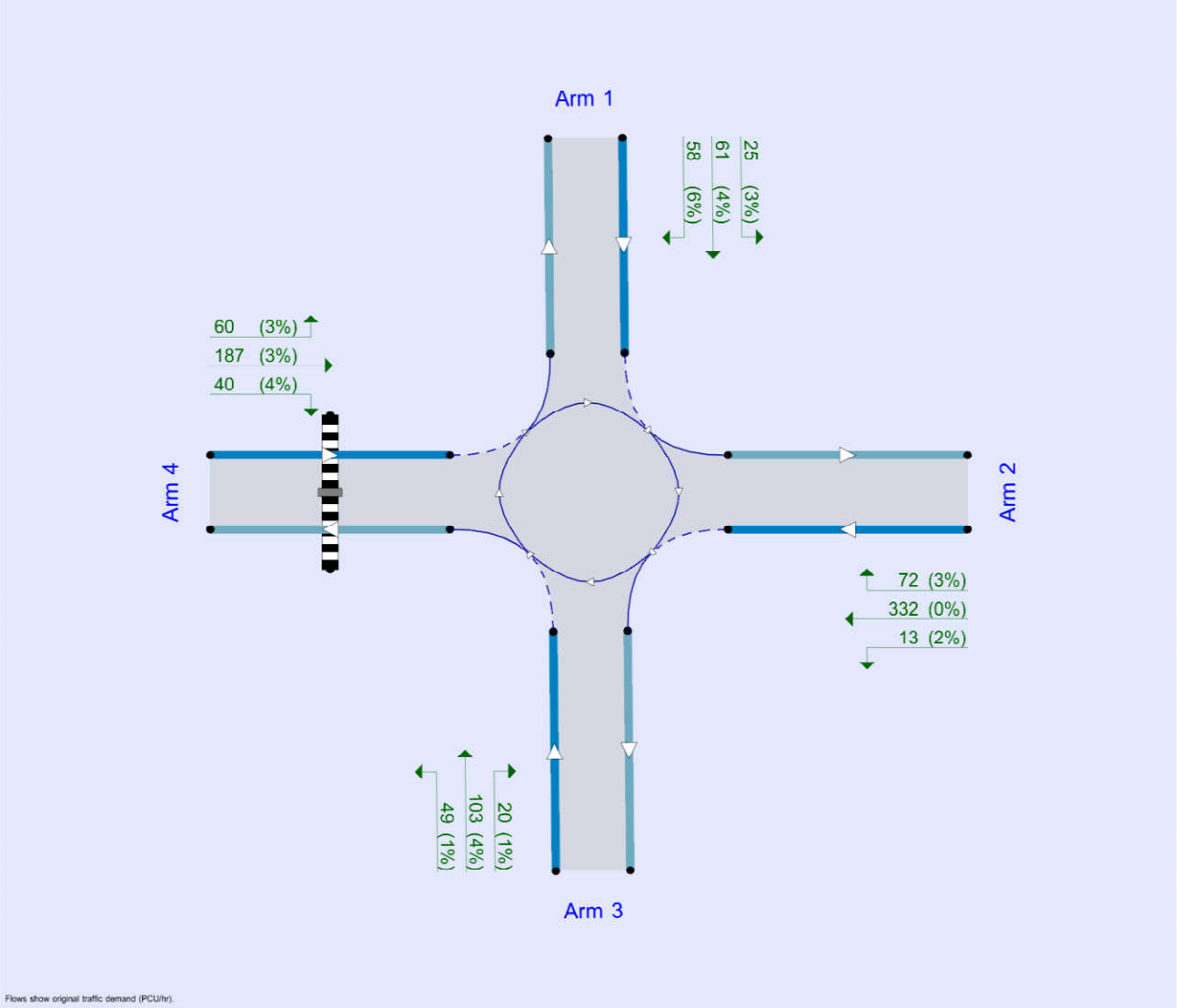
File Description

Title	Residental Development
Location	R474, Ennis
Site number	Site 3 - R/A R474/Cloughleigh Rd/Davitt Terrace
Date	07/05/2021
Version	

Status	(new file)
Identifier	
Client	Glenveagh
Jobnumber	11269
Enumerator	TOBIN\Micheal Geraghty
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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)
D1	2021 Baseflow	AM	ONE HOUR	07:45	09:15	15
D2	2021 Baseflow	PM	ONE HOUR	16:45	18:15	15
D3	2024 Baseflow	AM	ONE HOUR	07:45	09:15	15
D4	2024 Baseflow	PM	ONE HOUR	16:45	18:15	15
D5	2024 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2024 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2039 Baseflow	AM	ONE HOUR	07:45	09:15	15
D8	2039 Baseflow	PM	ONE HOUR	16:45	18:15	15
D9	2039 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2039 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Baseflow , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Cloughleigh Rd	
2	R474 (E)	
3	Davitt Terrace	
4	R474 (W)	

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	5.00	6.00	15.0	35.0	27.0	20.0	
2	3.00	6.00	15.0	20.0	26.0	35.0	
3	3.00	3.50	10.0	10.0	26.0	35.0	
4	3.00	3.25	10.0	20.0	26.0	35.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
4	1.00	1.00	✓	Distance	3.00	2.14	3.00	2.14

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.711	1863
2	0.602	1438
3	0.491	971
4	0.504	962

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)
D1	2021 Baseflow	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	321	100.000

2		✓	189	100.000
3		✓	59	100.000
4		✓	294	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	
2	
3	
4	30.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	83	201	37
	2	59	0	12	118
	3	36	6	0	17
	4	34	219	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	3	10
	2	5	0	7	0
	3	8	2	0	14
	4	0	4	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1	242	242	
	2	142	142	
	3	44	44	
	4	221	221	22.59
08:00-08:15	1	289	289	
	2	170	170	
	3	53	53	
	4	264	264	26.97
08:15-08:30	1	353	353	
	2	208	208	
	3	65	65	
	4	324	324	33.03
08:30-08:45	1	353	353	
	2	208	208	
	3	65	65	
	4	324	324	33.03
08:45-09:00	1	289	289	
	2	170	170	
	3	53	53	
	4	264	264	26.97
09:00-09:15	1	242	242	
	2	142	142	
	3	44	44	
	4	221	221	22.59

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS

1	0.21	2.88	0.3	A
2	0.17	3.51	0.2	A
3	0.08	4.98	0.1	A
4	0.36	6.40	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	242	199		1721	0.140	241	0.2	2.528	A
2	142	209		1312	0.108	142	0.1	3.134	A
3	44	161		891	0.050	44	0.1	4.634	A
4	221	76	22.59	924	0.240	220	0.3	5.280	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	239		1693	0.170	288	0.2	2.665	A
2	170	251		1287	0.132	170	0.2	3.284	A
3	53	192		875	0.061	53	0.1	4.775	A
4	264	91	26.97	916	0.289	264	0.4	5.706	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	292		1655	0.214	353	0.3	2.876	A
2	208	307		1253	0.166	208	0.2	3.510	A
3	65	235		852	0.076	65	0.1	4.983	A
4	324	111	33.03	905	0.358	323	0.6	6.385	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	293		1655	0.214	353	0.3	2.877	A
2	208	307		1253	0.166	208	0.2	3.511	A
3	65	236		852	0.076	65	0.1	4.983	A
4	324	111	33.03	905	0.358	324	0.6	6.398	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	240		1692	0.171	289	0.2	2.667	A
2	170	251		1287	0.132	170	0.2	3.286	A
3	53	193		874	0.061	53	0.1	4.779	A
4	264	91	26.97	916	0.289	265	0.4	5.724	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	242	201		1720	0.140	242	0.2	2.532	A
2	142	210		1311	0.109	142	0.1	3.139	A
3	44	161		890	0.050	44	0.1	4.638	A
4	221	76	22.59	923	0.240	222	0.3	5.306	A

2021 Baseflow, 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	4.39	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)
D2	2021 Baseflow	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	112	100.000
2		✓	301	100.000
3		✓	137	100.000
4		✓	207	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	
2	
3	
4	25.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	21	51	40
	2	60	0	11	230
	3	87	16	0	34
	4	43	135	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	4	6
	2	3	0	2	0
	3	4	1	0	1
	4	3	3	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1	84	84	
	2	227	227	
	3	103	103	
	4	156	156	18.82
17:00-17:15	1	101	101	
	2	271	271	
	3	123	123	
	4	186	186	22.47
17:15-17:30	1	123	123	
	2	331	331	
	3	151	151	
	4	228	228	27.53
17:30-17:45	1	123	123	
	2	331	331	
	3	151	151	
	4	228	228	27.53
17:45-18:00	1	101	101	
	2	271	271	
	3	123	123	
	4	186	186	22.47
18:00-18:15	1	84	84	
	2	227	227	
	3	103	103	
	4	156	156	18.82

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.07	2.35	0.1	A
2	0.24	3.53	0.3	A
3	0.19	5.88	0.2	A
4	0.26	5.77	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	84	135		1767	0.048	84	0.1	2.235	A
2	227	90		1384	0.164	226	0.2	3.128	A
3	103	248		845	0.122	103	0.1	4.989	A
4	156	122	18.82	900	0.173	155	0.2	4.977	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	101	162		1748	0.058	101	0.1	2.283	A
2	271	108		1373	0.197	270	0.2	3.286	A
3	123	296		818	0.151	123	0.2	5.327	A
4	186	146	22.47	888	0.210	186	0.3	5.287	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	123	198		1722	0.072	123	0.1	2.352	A
2	331	132		1358	0.244	331	0.3	3.527	A

3	151	363		781	0.193	151	0.2	5.870	A
4	228	179	27.53	871	0.262	228	0.4	5.765	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	123	198		1722	0.072	123	0.1	2.353	A
2	331	132		1358	0.244	331	0.3	3.527	A
3	151	363		781	0.193	151	0.2	5.877	A
4	228	179	27.53	871	0.262	228	0.4	5.771	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	101	162		1748	0.058	101	0.1	2.286	A
2	271	108		1373	0.197	271	0.2	3.288	A
3	123	297		818	0.151	123	0.2	5.335	A
4	186	147	22.47	888	0.210	186	0.3	5.298	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	84	136		1766	0.048	84	0.1	2.236	A
2	227	90		1383	0.164	227	0.2	3.135	A
3	103	249		844	0.122	103	0.1	5.001	A
4	156	123	18.82	900	0.173	156	0.2	4.994	A

2024 Baseflow , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.48	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)
D3	2024 Baseflow	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	337	100.000
2		✓	200	100.000
3		✓	62	100.000
4		✓	309	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	
2	
3	
4	35.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	87	211	39
	2	62	0	13	125
	3	38	6	0	18
	4	36	230	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	3	10
	2	5	0	7	0
	3	8	2	0	14
	4	0	4	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1	254	254	
	2	151	151	
	3	47	47	
	4	233	233	26.35
08:00-08:15	1	303	303	
	2	180	180	
	3	56	56	
	4	278	278	31.46
08:15-08:30	1	371	371	
	2	220	220	
	3	68	68	
	4	340	340	38.54
08:30-08:45	1	371	371	
	2	220	220	
	3	68	68	
	4	340	340	38.54
08:45-09:00	1	303	303	
	2	180	180	
	3	56	56	
	4	278	278	31.46
09:00-09:15	1	254	254	
	2	151	151	
	3	47	47	
	4	233	233	26.35

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.23	2.94	0.3	A
2	0.18	3.58	0.2	A
3	0.08	5.05	0.1	A
4	0.38	6.62	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	254	209		1714	0.148	253	0.2	2.561	A
2	151	220		1306	0.115	150	0.1	3.174	A
3	47	170		886	0.053	46	0.1	4.673	A
4	233	79	26.35	922	0.252	231	0.3	5.380	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	303	250		1685	0.180	303	0.2	2.709	A
2	180	263		1279	0.141	180	0.2	3.336	A
3	56	203		869	0.064	56	0.1	4.826	A
4	278	95	31.46	913	0.304	277	0.4	5.847	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	307		1645	0.226	371	0.3	2.939	A
2	220	322		1244	0.177	220	0.2	3.583	A

3	68	249		845	0.081	68	0.1	5.050	A
4	340	117	38.54	902	0.377	340	0.6	6.604	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	307		1644	0.226	371	0.3	2.940	A
2	220	323		1244	0.177	220	0.2	3.584	A
3	68	249		845	0.081	68	0.1	5.051	A
4	340	117	38.54	902	0.377	340	0.6	6.620	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	303	251		1684	0.180	303	0.2	2.714	A
2	180	264		1279	0.141	180	0.2	3.341	A
3	56	203		869	0.064	56	0.1	4.828	A
4	278	95	31.46	913	0.304	278	0.5	5.869	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	254	210		1713	0.148	254	0.2	2.565	A
2	151	221		1305	0.115	151	0.1	3.178	A
3	47	170		886	0.053	47	0.1	4.678	A
4	233	80	26.35	921	0.252	233	0.4	5.411	A

2024 Baseflow, 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	4.49	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)
D4	2024 Baseflow	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	117	100.000
2		✓	316	100.000
3		✓	144	100.000
4		✓	217	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	
2	
3	
4	30.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	22	53	42
	2	63	0	12	241
	3	91	17	0	36
	4	45	142	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	4	6
	2	3	0	2	0
	3	4	1	0	1
	4	3	3	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1	88	88	
	2	238	238	
	3	108	108	
	4	163	163	22.59
17:00-17:15	1	105	105	
	2	284	284	
	3	129	129	
	4	195	195	26.97
17:15-17:30	1	129	129	
	2	348	348	
	3	159	159	
	4	239	239	33.03
17:30-17:45	1	129	129	
	2	348	348	
	3	159	159	
	4	239	239	33.03
17:45-18:00	1	105	105	
	2	284	284	
	3	129	129	
	4	195	195	26.97
18:00-18:15	1	88	88	
	2	238	238	
	3	108	108	
	4	163	163	22.59

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.08	2.37	0.1	A
2	0.26	3.60	0.3	A
3	0.21	6.05	0.3	A
4	0.28	5.91	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	88	141		1762	0.050	88	0.1	2.247	A
2	238	94		1381	0.172	237	0.2	3.165	A
3	108	260		838	0.129	108	0.2	5.067	A
4	163	128	22.59	897	0.182	162	0.2	5.047	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	105	170		1742	0.060	105	0.1	2.298	A
2	284	112		1370	0.207	284	0.3	3.335	A
3	129	311		810	0.160	129	0.2	5.438	A
4	195	154	26.97	884	0.221	195	0.3	5.384	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	208		1715	0.075	129	0.1	2.371	A
2	348	138		1355	0.257	348	0.3	3.597	A

3	159	381		771	0.206	158	0.3	6.040	A
4	239	188	33.03	867	0.276	239	0.4	5.906	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	208		1715	0.075	129	0.1	2.371	A
2	348	138		1355	0.257	348	0.3	3.597	A
3	159	381		771	0.206	159	0.3	6.046	A
4	239	188	33.03	867	0.276	239	0.4	5.915	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	105	170		1742	0.060	105	0.1	2.300	A
2	284	112		1370	0.207	284	0.3	3.337	A
3	129	311		810	0.160	130	0.2	5.447	A
4	195	154	26.97	884	0.221	195	0.3	5.396	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	88	143		1762	0.050	88	0.1	2.249	A
2	238	94		1381	0.172	238	0.2	3.172	A
3	108	261		837	0.129	109	0.2	5.083	A
4	163	129	22.59	897	0.182	164	0.2	5.065	A

2024 Baseflow + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.16	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)
D5	2024 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	347	100.000
2		✓	232	100.000
3		✓	67	100.000
4		✓	388	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	
2	
3	
4	35.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	87	211	49
	2	62	0	13	157
	3	38	6	0	23
	4	45	289	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	3	10
	2	5	0	7	0
	3	8	2	0	14
	4	0	4	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1	261	261	
	2	175	175	
	3	50	50	
	4	292	292	26.35
08:00-08:15	1	312	312	
	2	209	209	
	3	60	60	
	4	349	349	31.46
08:15-08:30	1	382	382	
	2	255	255	
	3	74	74	
	4	427	427	38.54
08:30-08:45	1	382	382	
	2	255	255	
	3	74	74	
	4	427	427	38.54
08:45-09:00	1	312	312	
	2	209	209	
	3	60	60	
	4	349	349	31.46
09:00-09:15	1	261	261	
	2	175	175	
	3	50	50	
	4	292	292	26.35

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	3.10	0.3	A
2	0.21	3.75	0.3	A
3	0.09	5.28	0.1	A
4	0.47	7.83	0.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	261	261		1677	0.156	260	0.2	2.646	A
2	175	236		1296	0.135	174	0.2	3.260	A
3	50	201		870	0.058	50	0.1	4.804	A
4	292	79	26.35	922	0.317	290	0.5	5.877	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	312	313		1640	0.190	312	0.2	2.823	A
2	209	282		1268	0.164	208	0.2	3.453	A
3	60	241		849	0.071	60	0.1	4.992	A
4	349	95	31.46	913	0.382	348	0.6	6.577	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	382	383		1590	0.240	382	0.3	3.103	A
2	255	345		1230	0.208	255	0.3	3.754	A

3	74	295		820	0.090	74	0.1	5.274	A
4	427	117	38.54	902	0.473	426	0.9	7.795	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	382	384		1590	0.240	382	0.3	3.105	A
2	255	346		1230	0.208	255	0.3	3.755	A
3	74	295		820	0.090	74	0.1	5.275	A
4	427	117	38.54	902	0.473	427	0.9	7.831	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	312	315		1639	0.190	312	0.2	2.827	A
2	209	283		1268	0.165	209	0.2	3.456	A
3	60	241		849	0.071	60	0.1	4.997	A
4	349	95	31.46	913	0.382	350	0.6	6.620	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	261	263		1676	0.156	261	0.2	2.654	A
2	175	237		1295	0.135	175	0.2	3.268	A
3	50	202		869	0.058	51	0.1	4.809	A
4	292	80	26.35	921	0.317	293	0.5	5.926	A

2024 Baseflow + Dev, 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	4.83	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)
D6	2024 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	127	100.000
2		✓	375	100.000
3		✓	152	100.000
4		✓	255	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	
2	
3	
4	30.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	22	53	52
	2	63	0	12	300
	3	91	17	0	44
	4	53	166	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	4	6
	2	3	0	2	0
	3	4	1	0	1
	4	3	3	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1	96	96	
	2	282	282	
	3	114	114	
	4	192	192	22.59
17:00-17:15	1	114	114	
	2	337	337	
	3	137	137	
	4	229	229	26.97
17:15-17:30	1	140	140	
	2	413	413	
	3	167	167	
	4	281	281	33.03
17:30-17:45	1	140	140	
	2	413	413	
	3	167	167	
	4	281	281	33.03
17:45-18:00	1	114	114	
	2	337	337	
	3	137	137	
	4	229	229	26.97
18:00-18:15	1	96	96	
	2	282	282	
	3	114	114	
	4	192	192	22.59

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.08	2.43	0.1	A
2	0.31	3.89	0.4	A
3	0.23	6.63	0.3	A
4	0.32	6.34	0.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96	164		1746	0.055	95	0.1	2.281	A
2	282	106		1374	0.205	281	0.3	3.309	A
3	114	311		809	0.141	114	0.2	5.316	A
4	192	128	22.59	897	0.214	191	0.3	5.240	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114	197		1723	0.066	114	0.1	2.340	A
2	337	127		1362	0.248	337	0.3	3.532	A
3	137	373		775	0.176	136	0.2	5.796	A
4	229	154	26.97	884	0.259	229	0.4	5.663	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140	241		1692	0.083	140	0.1	2.426	A
2	413	155		1345	0.307	412	0.4	3.882	A

3	167	456		726	0.231	167	0.3	6.615	A
4	281	188	33.03	867	0.324	280	0.5	6.326	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140	241		1691	0.083	140	0.1	2.427	A
2	413	155		1344	0.307	413	0.4	3.885	A
3	167	457		726	0.231	167	0.3	6.627	A
4	281	188	33.03	867	0.324	281	0.5	6.337	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114	197		1723	0.066	114	0.1	2.343	A
2	337	127		1361	0.248	338	0.3	3.536	A
3	137	374		774	0.177	137	0.2	5.811	A
4	229	154	26.97	884	0.259	230	0.4	5.681	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96	165		1745	0.055	96	0.1	2.282	A
2	282	106		1374	0.205	283	0.3	3.319	A
3	114	313		808	0.142	115	0.2	5.335	A
4	192	129	22.59	897	0.214	192	0.3	5.272	A

2039 Baseflow , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2039 Baseflow	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	390	100.000
2		✓	236	100.000
3		✓	71	100.000
4		✓	356	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	
2	
3	
4	50.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	102	242	46
	2	73	0	14	149
	3	43	7	0	21
	4	40	265	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	3	10
	2	5	0	7	0
	3	8	2	0	14
	4	0	4	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1	294	294	
	2	178	178	
	3	53	53	
	4	268	268	37.64
08:00-08:15	1	351	351	
	2	212	212	
	3	64	64	
	4	320	320	44.95
08:15-08:30	1	429	429	
	2	260	260	
	3	78	78	
	4	392	392	55.05
08:30-08:45	1	429	429	
	2	260	260	
	3	78	78	
	4	392	392	55.05
08:45-09:00	1	351	351	
	2	212	212	
	3	64	64	
	4	320	320	44.95
09:00-09:15	1	294	294	
	2	178	178	
	3	53	53	
	4	268	268	37.64

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	3.17	0.4	A
2	0.21	3.85	0.3	A
3	0.10	5.29	0.1	A
4	0.44	7.44	0.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	294	242		1691	0.174	293	0.2	2.677	A
2	178	254		1285	0.138	177	0.2	3.309	A
3	53	201		870	0.061	53	0.1	4.805	A
4	268	92	37.64	915	0.293	266	0.4	5.726	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351	290		1657	0.212	350	0.3	2.867	A
2	212	304		1255	0.169	212	0.2	3.518	A
3	64	241		849	0.075	64	0.1	4.997	A
4	320	110	44.95	905	0.354	319	0.6	6.351	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429	355		1611	0.267	429	0.4	3.170	A
2	260	373		1213	0.214	260	0.3	3.844	A

3	78	295		821	0.095	78	0.1	5.285	A
4	392	135	55.05	892	0.439	391	0.8	7.416	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429	356		1610	0.267	429	0.4	3.171	A
2	260	373		1213	0.214	260	0.3	3.847	A
3	78	295		821	0.095	78	0.1	5.286	A
4	392	135	55.05	892	0.439	392	0.8	7.444	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351	291		1656	0.212	351	0.3	2.870	A
2	212	305		1254	0.169	212	0.2	3.521	A
3	64	241		849	0.075	64	0.1	5.001	A
4	320	111	44.95	905	0.354	321	0.6	6.385	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	294	244		1690	0.174	294	0.2	2.685	A
2	178	255		1284	0.138	178	0.2	3.315	A
3	53	202		870	0.061	54	0.1	4.813	A
4	268	93	37.64	914	0.293	269	0.4	5.767	A

2039 Baseflow , 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	4.82	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)
D8	2039 Baseflow	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	134	100.000
2		✓	359	100.000
3		✓	163	100.000
4		✓	248	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	
2	
3	
4	40.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	25	61	48
	2	72	0	13	274
	3	103	20	0	40
	4	52	162	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	4	6
	2	3	0	2	0
	3	4	1	0	1
	4	3	3	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1	101	101	
	2	270	270	
	3	123	123	
	4	187	187	30.11
17:00-17:15	1	120	120	
	2	323	323	
	3	147	147	
	4	223	223	35.96
17:15-17:30	1	148	148	
	2	395	395	
	3	179	179	
	4	273	273	44.04
17:30-17:45	1	148	148	
	2	395	395	
	3	179	179	
	4	273	273	44.04
17:45-18:00	1	120	120	
	2	323	323	
	3	147	147	
	4	223	223	35.96
18:00-18:15	1	101	101	
	2	270	270	
	3	123	123	
	4	187	187	30.11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.09	2.43	0.1	A
2	0.29	3.82	0.4	A
3	0.24	6.60	0.3	A
4	0.32	6.40	0.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	101	162		1748	0.058	101	0.1	2.284	A
2	270	107		1373	0.197	269	0.2	3.279	A
3	123	296		819	0.150	122	0.2	5.311	A
4	187	146	30.11	888	0.210	186	0.3	5.280	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120	194		1725	0.070	120	0.1	2.344	A
2	323	128		1361	0.237	322	0.3	3.490	A
3	147	354		786	0.186	146	0.2	5.786	A
4	223	175	35.96	873	0.255	223	0.4	5.705	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	148	237		1694	0.087	147	0.1	2.432	A
2	395	157		1343	0.294	395	0.4	3.818	A

3	179	433		741	0.242	179	0.3	6.588	A
4	273	214	44.04	853	0.320	273	0.5	6.391	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	148	238		1694	0.087	148	0.1	2.432	A
2	395	157		1343	0.294	395	0.4	3.822	A
3	179	434		741	0.242	179	0.3	6.599	A
4	273	215	44.04	853	0.320	273	0.5	6.403	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120	195		1725	0.070	121	0.1	2.345	A
2	323	129		1360	0.237	323	0.3	3.494	A
3	147	355		786	0.186	147	0.2	5.799	A
4	223	176	35.96	873	0.255	223	0.4	5.721	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	101	163		1747	0.058	101	0.1	2.285	A
2	270	108		1373	0.197	271	0.2	3.289	A
3	123	297		818	0.150	123	0.2	5.332	A
4	187	147	30.11	887	0.210	187	0.3	5.305	A

2039 Baseflow + Dev , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.74	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)
D9	2039 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	400	100.000
2		✓	267	100.000
3		✓	76	100.000
4		✓	435	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	
2	
3	
4	50.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	102	242	56
	2	73	0	14	180
	3	43	7	0	26
	4	50	324	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	3	10
	2	5	0	7	0
	3	8	2	0	14
	4	0	4	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1	301	301	
	2	201	201	
	3	57	57	
	4	327	327	37.64
08:00-08:15	1	360	360	
	2	240	240	
	3	68	68	
	4	391	391	44.95
08:15-08:30	1	440	440	
	2	294	294	
	3	84	84	
	4	479	479	55.05
08:30-08:45	1	440	440	
	2	294	294	
	3	84	84	
	4	479	479	55.05
08:45-09:00	1	360	360	
	2	240	240	
	3	68	68	
	4	391	391	44.95
09:00-09:15	1	301	301	
	2	201	201	
	3	57	57	
	4	327	327	37.64

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	3.36	0.4	A
2	0.24	4.04	0.3	A
3	0.11	5.53	0.1	A
4	0.54	9.01	1.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	301	293		1654	0.182	300	0.2	2.768	A
2	201	269		1276	0.158	200	0.2	3.402	A
3	57	232		854	0.067	57	0.1	4.941	A
4	327	92	37.64	915	0.358	325	0.6	6.290	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	360	352		1613	0.223	359	0.3	2.992	A
2	240	322		1244	0.193	240	0.2	3.645	A
3	68	278		830	0.082	68	0.1	5.171	A
4	391	110	44.95	905	0.432	390	0.8	7.217	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	440	430		1557	0.283	440	0.4	3.355	A
2	294	395		1200	0.245	294	0.3	4.037	A

3	84	340		796	0.105	84	0.1	5.527	A
4	479	135	55.05	892	0.537	477	1.2	8.941	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	440	432		1556	0.283	440	0.4	3.361	A
2	294	395		1200	0.245	294	0.3	4.039	A
3	84	340		796	0.105	84	0.1	5.529	A
4	479	135	55.05	892	0.537	479	1.2	9.008	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	360	354		1611	0.223	360	0.3	3.000	A
2	240	323		1243	0.193	240	0.2	3.649	A
3	68	278		829	0.082	68	0.1	5.177	A
4	391	111	44.95	905	0.432	393	0.8	7.285	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	301	296		1652	0.182	301	0.2	2.776	A
2	201	271		1275	0.158	201	0.2	3.408	A
3	57	233		853	0.067	57	0.1	4.949	A
4	327	93	37.64	914	0.358	328	0.6	6.362	A

2039 Baseflow + Dev , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.23	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)
D10	2039 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
1		✓	144	100.000
2		✓	417	100.000
3		✓	172	100.000
4		✓	287	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	
2	
3	
4	50.00

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	25	61	58
	2	72	0	13	332
	3	103	20	0	49
	4	60	187	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	4	6
	2	3	0	2	0
	3	4	1	0	1
	4	3	3	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1	108	108	
	2	314	314	
	3	129	129	
	4	216	216	37.64
17:00-17:15	1	129	129	
	2	375	375	
	3	155	155	
	4	258	258	44.95
17:15-17:30	1	159	159	
	2	459	459	
	3	189	189	
	4	316	316	55.05
17:30-17:45	1	159	159	
	2	459	459	
	3	189	189	
	4	316	316	55.05
17:45-18:00	1	129	129	
	2	375	375	
	3	155	155	
	4	258	258	44.95
18:00-18:15	1	108	108	
	2	314	314	
	3	129	129	
	4	216	216	37.64

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.09	2.49	0.1	A
2	0.34	4.14	0.5	A
3	0.27	7.33	0.4	A
4	0.37	6.92	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	185		1731	0.063	108	0.1	2.320	A
2	314	119		1366	0.230	313	0.3	3.434	A
3	129	347		789	0.164	129	0.2	5.592	A
4	216	146	37.64	888	0.243	215	0.3	5.509	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	222		1705	0.076	129	0.1	2.389	A
2	375	143		1352	0.277	375	0.4	3.704	A
3	155	415		750	0.206	154	0.3	6.208	A
4	258	175	44.95	873	0.296	258	0.4	6.033	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	159	271		1670	0.095	158	0.1	2.491	A
2	459	175		1333	0.345	459	0.5	4.139	A

3	189	508		695	0.273	189	0.4	7.312	A
4	316	214	55.05	852	0.371	315	0.6	6.904	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	159	272		1670	0.095	159	0.1	2.492	A
2	459	175		1333	0.345	459	0.5	4.145	A
3	189	509		694	0.273	189	0.4	7.328	A
4	316	215	55.05	852	0.371	316	0.6	6.923	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	223		1705	0.076	130	0.1	2.390	A
2	375	143		1352	0.277	375	0.4	3.709	A
3	155	416		750	0.206	155	0.3	6.228	A
4	258	176	44.95	872	0.296	259	0.4	6.059	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	186		1730	0.063	108	0.1	2.321	A
2	314	120		1366	0.230	314	0.3	3.443	A
3	129	348		788	0.164	130	0.2	5.620	A
4	216	147	37.64	887	0.244	216	0.3	5.539	A

Appendix C. JUNCTION 9 PICADY Detailed Output

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: 11269 Junction 2 - PICADY.j9
Path: J:\Projects\11269 – Glenveagh Residential - Ennis\05-Design\01-Calculations\Traffic
Report generation date: 08/12/2021 11:37:26

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2021									
Stream B-C	D1	0.2	7.86	0.16	A	D2	0.4	8.32	0.28	A
Stream B-A		0.3	14.23	0.20	B		0.1	13.24	0.13	B
Stream C-AB		1.2	8.94	0.47	A		0.2	6.63	0.16	A
	2024 Baseflow									
Stream B-C	D3	0.2	8.01	0.17	A	D4	0.4	8.58	0.30	A
Stream B-A		0.3	14.80	0.21	B		0.2	13.58	0.14	B
Stream C-AB		1.4	9.36	0.50	A		0.3	6.69	0.17	A
	2024 Baseflow + Dev									
Stream B-C	D5	0.4	9.59	0.26	A	D6	0.6	9.62	0.36	A
Stream B-A		0.5	18.68	0.33	C		0.2	15.50	0.17	C
Stream C-AB		2.0	11.19	0.59	B		0.5	7.68	0.28	A
	2039 Baseflow									
Stream B-C	D7	0.3	8.87	0.22	A	D8	0.7	10.87	0.42	B
Stream B-A		0.4	18.18	0.29	C		0.3	16.72	0.20	C
Stream C-AB		2.5	12.49	0.64	B		0.4	7.10	0.24	A
	2039 Baseflow + Dev									
Stream B-C	D9	0.5	11.34	0.32	B	D10	0.5	9.55	0.35	A
Stream B-A		0.8	24.83	0.43	C		0.2	15.79	0.16	C
Stream C-AB		3.9	17.00	0.74	C		0.5	7.89	0.29	A

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

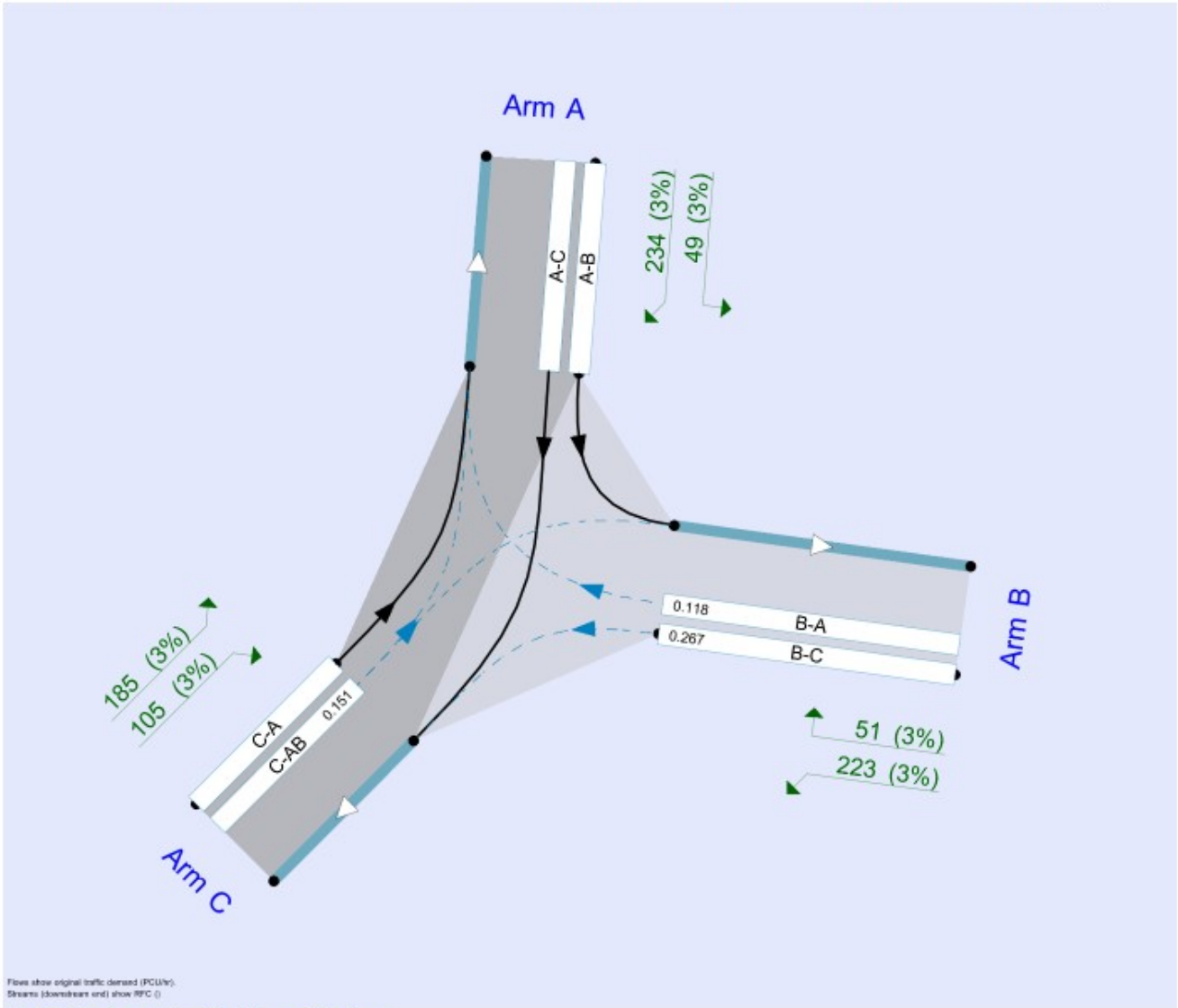
File summary

File Description

Title	Drumbiggle Residential Development
Location	R474 Circular Road/Drumbiggle Road
Site number	2
Date	07/05/2021
Version	
Status	(new file)
Identifier	
Client	Leadland Ltd
Jobnumber	11093
Enumerator	TOBIN\Micheal Geraghty
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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)
D1	2021	AM	ONE HOUR	07:45	09:15	15
D2	2021	PM	ONE HOUR	16:45	18:15	15
D3	2024 Baseflow	AM	ONE HOUR	07:45	09:15	15
D4	2024 Baseflow	PM	ONE HOUR	16:45	18:15	15
D5	2024 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2024 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2039 Baseflow	AM	ONE HOUR	07:45	09:15	15
D8	2039 Baseflow	PM	ONE HOUR	16:45	18:15	15
D9	2039 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2039 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021, 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		5.79	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	6.00			80.0	✓	0.00

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	5.00	4.20	3.00	3.00	3.00		1.00	80	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	464	0.084	0.213	0.134	0.305
B-C	628	0.096	0.244	-	-
C-B	620	0.240	0.240	-	-

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)
D1	2021	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	124	100.000
B		✓	142	100.000
C		✓	474	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	101
	B	59	0	83
	C	265	209	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	3	0	3
	C	3	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	93	93
	B	107	107
	C	357	357
08:00-08:15	A	111	111
	B	128	128
	C	426	426
08:15-08:30	A	137	137
	B	156	156
	C	522	522
08:30-08:45	A	137	137
	B	156	156
	C	522	522
08:45-09:00	A	111	111
	B	128	128
	C	426	426
09:00-09:15	A	93	93
	B	107	107
	C	357	357

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	7.86	0.2	A
B-A	0.20	14.23	0.3	B
C-AB	0.47	8.94	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	589	0.106	62	0.1	7.031	A
B-A	44	370	0.120	44	0.1	11.333	B
C-AB	216	731	0.296	214	0.5	7.158	A
C-A	140			140			
A-B	17			17			
A-C	76			76			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	579	0.129	74	0.2	7.349	A
B-A	53	352	0.151	53	0.2	12.401	B
C-AB	276	754	0.366	275	0.8	7.750	A
C-A	151			151			
A-B	21			21			
A-C	91			91			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	564	0.162	91	0.2	7.844	A
B-A	65	326	0.199	65	0.3	14.179	B
C-AB	368	785	0.469	366	1.2	8.870	A
C-A	154			154			
A-B	25			25			
A-C	111			111			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	563	0.162	91	0.2	7.857	A
B-A	65	326	0.200	65	0.3	14.226	B
C-AB	368	785	0.469	368	1.2	8.941	A
C-A	153			153			
A-B	25			25			
A-C	111			111			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	578	0.129	75	0.2	7.369	A
B-A	53	351	0.151	53	0.2	12.452	B
C-AB	276	754	0.366	278	0.8	7.834	A
C-A	150			150			
A-B	21			21			
A-C	91			91			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	588	0.106	63	0.1	7.057	A
B-A	44	370	0.120	45	0.1	11.401	B
C-AB	217	732	0.297	218	0.6	7.247	A
C-A	140			140			
A-B	17			17			
A-C	76			76			

2021, 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		4.01	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)
D2	2021	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	204	100.000
B		✓	198	100.000
C		✓	209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	35	169
	B	37	0	161
	C	133	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	3	0	3
	C	3	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	154	154
	B	149	149
	C	157	157
17:00-17:15	A	183	183
	B	178	178
	C	188	188
17:15-17:30	A	225	225
	B	218	218
	C	230	230
17:30-17:45	A	225	225
	B	218	218
	C	230	230
17:45-18:00	A	183	183
	B	178	178
	C	188	188
18:00-18:15	A	154	154
	B	149	149
	C	157	157

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.28	8.32	0.4	A
B-A	0.13	13.24	0.1	B
C-AB	0.16	6.63	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121	650	0.187	120	0.2	6.993	A
B-A	28	350	0.080	28	0.1	11.478	B
C-AB	68	651	0.104	67	0.1	6.344	A
C-A	90			90			
A-B	26			26			
A-C	127			127			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	639	0.227	144	0.3	7.500	A
B-A	33	338	0.098	33	0.1	12.144	B
C-AB	84	658	0.127	83	0.2	6.459	A
C-A	104			104			
A-B	31			31			
A-C	152			152			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	177	623	0.284	177	0.4	8.301	A
B-A	41	321	0.127	41	0.1	13.222	B
C-AB	107	667	0.161	107	0.2	6.628	A
C-A	123			123			
A-B	39			39			
A-C	186			186			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	177	623	0.285	177	0.4	8.319	A
B-A	41	321	0.127	41	0.1	13.238	B
C-AB	107	667	0.161	107	0.2	6.635	A
C-A	123			123			
A-B	39			39			
A-C	186			186			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	638	0.227	145	0.3	7.522	A
B-A	33	338	0.098	33	0.1	12.168	B
C-AB	84	658	0.127	84	0.2	6.468	A
C-A	104			104			
A-B	31			31			
A-C	152			152			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121	649	0.187	121	0.2	7.031	A
B-A	28	350	0.080	28	0.1	11.509	B
C-AB	68	651	0.104	68	0.1	6.360	A
C-A	90			90			
A-B	26			26			
A-C	127			127			

2024 Baseflow, 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		6.11	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)
D3	2024 Baseflow	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	130	100.000
B		✓	149	100.000
C		✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	106
	B	62	0	87
	C	278	219	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	3	0	3
	C	3	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	98	98
	B	112	112
	C	374	374
08:00-08:15	A	117	117
	B	134	134
	C	447	447
08:15-08:30	A	143	143
	B	164	164
	C	547	547
08:30-08:45	A	143	143
	B	164	164
	C	547	547
08:45-09:00	A	117	117
	B	134	134
	C	447	447
09:00-09:15	A	98	98
	B	112	112
	C	374	374

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	8.01	0.2	A
B-A	0.21	14.80	0.3	B
C-AB	0.50	9.36	1.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	586	0.112	65	0.1	7.106	A
B-A	47	366	0.128	46	0.1	11.568	B
C-AB	230	737	0.313	228	0.6	7.270	A
C-A	144			144			
A-B	18			18			
A-C	80			80			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	576	0.136	78	0.2	7.451	A
B-A	56	346	0.161	56	0.2	12.744	B
C-AB	294	760	0.387	293	0.8	7.946	A
C-A	153			153			
A-B	22			22			
A-C	95			95			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	559	0.171	96	0.2	8.000	A
B-A	68	319	0.214	68	0.3	14.745	B
C-AB	394	793	0.497	392	1.3	9.267	A
C-A	153			153			
A-B	26			26			
A-C	117			117			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	558	0.172	96	0.2	8.014	A
B-A	68	319	0.214	68	0.3	14.804	B
C-AB	395	794	0.498	395	1.4	9.359	A
C-A	152			152			
A-B	26			26			
A-C	117			117			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	575	0.136	78	0.2	7.471	A
B-A	56	346	0.161	56	0.2	12.810	B
C-AB	295	761	0.388	297	0.9	8.049	A
C-A	152			152			
A-B	22			22			
A-C	95			95			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	585	0.112	66	0.1	7.136	A
B-A	47	366	0.128	47	0.2	11.645	B
C-AB	231	737	0.314	232	0.6	7.370	A
C-A	143			143			
A-B	18			18			
A-C	80			80			

2024 Baseflow, 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		4.13	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)
D4	2024 Baseflow	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	214	100.000
B		✓	208	100.000
C		✓	219	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	37	177
	B	39	0	169
	C	139	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	3	0	3
	C	3	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	161	161
	B	157	157
	C	165	165
17:00-17:15	A	192	192
	B	187	187
	C	197	197
17:15-17:30	A	236	236
	B	229	229
	C	241	241
17:30-17:45	A	236	236
	B	229	229
	C	241	241
17:45-18:00	A	192	192
	B	187	187
	C	197	197
18:00-18:15	A	161	161
	B	157	157
	C	165	165

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.30	8.58	0.4	A
B-A	0.14	13.58	0.2	B
C-AB	0.17	6.69	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	647	0.197	126	0.2	7.110	A
B-A	29	347	0.085	29	0.1	11.630	B
C-AB	72	652	0.110	71	0.2	6.374	A
C-A	93			93			
A-B	28			28			
A-C	133			133			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	635	0.239	152	0.3	7.664	A
B-A	35	335	0.105	35	0.1	12.361	B
C-AB	89	659	0.135	89	0.2	6.500	A
C-A	108			108			
A-B	33			33			
A-C	159			159			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	619	0.301	186	0.4	8.555	A
B-A	43	316	0.136	43	0.2	13.559	B
C-AB	114	669	0.171	114	0.3	6.686	A
C-A	127			127			
A-B	41			41			
A-C	195			195			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	618	0.301	186	0.4	8.576	A
B-A	43	316	0.136	43	0.2	13.579	B
C-AB	114	669	0.171	114	0.3	6.694	A
C-A	127			127			
A-B	41			41			
A-C	195			195			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	635	0.239	152	0.3	7.692	A
B-A	35	335	0.105	35	0.1	12.388	B
C-AB	89	659	0.135	89	0.2	6.512	A
C-A	108			108			
A-B	33			33			
A-C	159			159			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	646	0.197	128	0.3	7.150	A
B-A	29	347	0.085	29	0.1	11.665	B
C-AB	72	653	0.110	72	0.2	6.394	A
C-A	93			93			
A-B	28			28			
A-C	133			133			

2024 Baseflow + Dev, 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		8.00	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)
D5	2024 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	147	100.000
B		✓	213	100.000
C		✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	31	116
	B	89	0	124
	C	304	251	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	3	0	3
	C	3	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	111	111
	B	160	160
	C	418	418
08:00-08:15	A	132	132
	B	191	191
	C	499	499
08:15-08:30	A	162	162
	B	235	235
	C	611	611
08:30-08:45	A	162	162
	B	235	235
	C	611	611
08:45-09:00	A	132	132
	B	191	191
	C	499	499
09:00-09:15	A	111	111
	B	160	160
	C	418	418

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	9.59	0.4	A
B-A	0.33	18.68	0.5	C
C-AB	0.59	11.19	2.0	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	571	0.163	93	0.2	7.731	A
B-A	67	353	0.190	66	0.2	12.878	B
C-AB	272	747	0.365	269	0.7	7.737	A
C-A	145			145			
A-B	23			23			
A-C	87			87			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	554	0.201	111	0.3	8.367	A
B-A	80	330	0.243	80	0.3	14.803	B
C-AB	350	773	0.453	349	1.1	8.756	A
C-A	149			149			
A-B	28			28			
A-C	104			104			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	524	0.260	136	0.4	9.539	A
B-A	98	297	0.330	97	0.5	18.503	C
C-AB	474	809	0.586	471	1.9	10.980	B
C-A	137			137			
A-B	34			34			
A-C	128			128			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	523	0.261	137	0.4	9.586	A
B-A	98	296	0.331	98	0.5	18.680	C
C-AB	475	810	0.587	475	2.0	11.190	B
C-A	136			136			
A-B	34			34			
A-C	128			128			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	553	0.202	112	0.3	8.419	A
B-A	80	329	0.243	81	0.3	14.972	B
C-AB	352	775	0.454	355	1.2	8.949	A
C-A	147			147			
A-B	28			28			
A-C	104			104			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	570	0.164	94	0.2	7.790	A
B-A	67	352	0.190	67	0.2	13.032	B
C-AB	274	748	0.366	275	0.8	7.889	A
C-A	144			144			
A-B	23			23			
A-C	87			87			

2024 Baseflow + Dev, 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		4.94	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)
D6	2024 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	255	100.000
B		✓	240	100.000
C		✓	278	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	48	207
	B	46	0	194
	C	152	126	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	3	0	3
	C	3	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	192	192
	B	181	181
	C	209	209
17:00-17:15	A	229	229
	B	216	216
	C	250	250
17:15-17:30	A	281	281
	B	264	264
	C	306	306
17:30-17:45	A	281	281
	B	264	264
	C	306	306
17:45-18:00	A	229	229
	B	216	216
	C	250	250
18:00-18:15	A	192	192
	B	181	181
	C	209	209

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.36	9.62	0.6	A
B-A	0.17	15.50	0.2	C
C-AB	0.28	7.68	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	146	635	0.230	145	0.3	7.547	A
B-A	35	332	0.104	34	0.1	12.457	B
C-AB	115	652	0.176	114	0.3	6.882	A
C-A	94			94			
A-B	36			36			
A-C	156			156			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	620	0.281	174	0.4	8.300	A
B-A	41	315	0.131	41	0.2	13.533	B
C-AB	143	659	0.217	143	0.3	7.186	A
C-A	107			107			
A-B	43			43			
A-C	186			186			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	214	599	0.357	213	0.6	9.585	A
B-A	51	290	0.175	50	0.2	15.458	C
C-AB	185	669	0.277	185	0.5	7.660	A
C-A	121			121			
A-B	53			53			
A-C	228			228			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	214	599	0.357	214	0.6	9.623	A
B-A	51	290	0.175	51	0.2	15.501	C
C-AB	186	669	0.277	186	0.5	7.681	A
C-A	121			121			
A-B	53			53			
A-C	228			228			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	620	0.281	175	0.4	8.347	A
B-A	41	315	0.131	42	0.2	13.583	B
C-AB	143	659	0.217	144	0.4	7.210	A
C-A	107			107			
A-B	43			43			
A-C	186			186			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	146	634	0.230	146	0.3	7.609	A
B-A	35	332	0.104	35	0.1	12.501	B
C-AB	115	652	0.177	116	0.3	6.920	A
C-A	94			94			
A-B	36			36			
A-C	156			156			

2039 Baseflow , 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		8.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2039 Baseflow	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	157	100.000
B		✓	180	100.000
C		✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	128
	B	75	0	105
	C	336	265	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	3	0	3
	C	3	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	118	118
	B	136	136
	C	452	452
08:00-08:15	A	141	141
	B	162	162
	C	540	540
08:15-08:30	A	173	173
	B	198	198
	C	662	662
08:30-08:45	A	173	173
	B	198	198
	C	662	662
08:45-09:00	A	141	141
	B	162	162
	C	540	540
09:00-09:15	A	118	118
	B	136	136
	C	452	452

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.22	8.87	0.3	A
B-A	0.29	18.18	0.4	C
C-AB	0.64	12.49	2.5	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	575	0.137	78	0.2	7.454	A
B-A	56	345	0.163	56	0.2	12.766	B
C-AB	299	762	0.392	295	0.9	7.921	A
C-A	154			154			
A-B	22			22			
A-C	96			96			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	560	0.169	94	0.2	7.961	A
B-A	67	321	0.210	67	0.3	14.587	B
C-AB	387	791	0.490	385	1.3	9.165	A
C-A	153			153			
A-B	26			26			
A-C	115			115			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	534	0.216	115	0.3	8.841	A
B-A	83	287	0.287	82	0.4	18.011	C
C-AB	529	831	0.637	525	2.4	12.139	B
C-A	132			132			
A-B	32			32			
A-C	141			141			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	533	0.217	116	0.3	8.874	A
B-A	83	286	0.288	83	0.4	18.176	C
C-AB	531	833	0.638	531	2.5	12.490	B
C-A	130			130			
A-B	32			32			
A-C	141			141			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	559	0.169	95	0.2	7.997	A
B-A	67	320	0.211	68	0.3	14.747	B
C-AB	389	793	0.491	394	1.4	9.453	A
C-A	151			151			
A-B	26			26			
A-C	115			115			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	574	0.138	79	0.2	7.501	A
B-A	56	344	0.164	57	0.2	12.903	B
C-AB	301	763	0.394	302	0.9	8.112	A
C-A	152			152			
A-B	22			22			
A-C	96			96			

2039 Baseflow , 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		5.06	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)
D8	2039 Baseflow	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	283	100.000
B		✓	274	100.000
C		✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	49	234
	B	51	0	223
	C	185	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	3	0	3
	C	3	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	213	213
	B	206	206
	C	218	218
17:00-17:15	A	254	254
	B	246	246
	C	261	261
17:15-17:30	A	312	312
	B	302	302
	C	319	319
17:30-17:45	A	312	312
	B	302	302
	C	319	319
17:45-18:00	A	254	254
	B	246	246
	C	261	261
18:00-18:15	A	213	213
	B	206	206
	C	218	218

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.42	10.87	0.7	B
B-A	0.20	16.72	0.3	C
C-AB	0.24	7.10	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	628	0.267	166	0.4	8.000	A
B-A	38	326	0.118	38	0.1	12.843	B
C-AB	100	664	0.151	99	0.2	6.554	A
C-A	118			118			
A-B	37			37			
A-C	176			176			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	200	612	0.328	200	0.5	8.996	A
B-A	46	307	0.149	46	0.2	14.167	B
C-AB	126	674	0.186	125	0.3	6.761	A
C-A	135			135			
A-B	44			44			
A-C	210			210			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	246	587	0.418	245	0.7	10.804	B
B-A	56	278	0.202	56	0.3	16.655	C
C-AB	165	688	0.240	164	0.4	7.090	A
C-A	155			155			
A-B	54			54			
A-C	258			258			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	246	586	0.419	245	0.7	10.873	B
B-A	56	278	0.202	56	0.3	16.720	C
C-AB	165	688	0.240	165	0.4	7.103	A
C-A	154			154			
A-B	54			54			
A-C	258			258			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	200	611	0.328	201	0.5	9.068	A
B-A	46	307	0.149	46	0.2	14.233	B
C-AB	126	674	0.187	126	0.3	6.779	A
C-A	135			135			
A-B	44			44			
A-C	210			210			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	628	0.267	168	0.4	8.084	A
B-A	38	326	0.118	39	0.1	12.918	B
C-AB	100	665	0.151	101	0.2	6.582	A
C-A	118			118			
A-B	37			37			
A-C	176			176			

2039 Baseflow + Dev, 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		12.02	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)
D9	2039 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	174	100.000
B		✓	244	100.000
C		✓	659	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	36	138
	B	102	0	142
	C	362	297	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	3	0	3
	C	3	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	131	131
	B	184	184
	C	496	496
08:00-08:15	A	156	156
	B	219	219
	C	592	592
08:15-08:30	A	192	192
	B	269	269
	C	726	726
08:30-08:45	A	192	192
	B	269	269
	C	726	726
08:45-09:00	A	156	156
	B	219	219
	C	592	592
09:00-09:15	A	131	131
	B	184	184
	C	496	496

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.32	11.34	0.5	B
B-A	0.43	24.83	0.8	C
C-AB	0.74	17.00	3.9	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	558	0.192	106	0.2	8.186	A
B-A	77	332	0.231	76	0.3	14.408	B
C-AB	346	772	0.448	341	1.1	8.561	A
C-A	151			151			
A-B	27			27			
A-C	104			104			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	533	0.239	127	0.3	9.123	A
B-A	92	303	0.302	91	0.4	17.430	C
C-AB	451	804	0.561	449	1.7	10.459	B
C-A	141			141			
A-B	32			32			
A-C	124			124			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	486	0.321	156	0.5	11.187	B
B-A	112	263	0.427	111	0.7	24.219	C
C-AB	623	848	0.735	615	3.7	15.928	C
C-A	103			103			
A-B	40			40			
A-C	152			152			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	483	0.323	156	0.5	11.336	B
B-A	112	261	0.430	112	0.8	24.833	C
C-AB	627	850	0.737	626	3.9	17.001	C
C-A	99			99			
A-B	40			40			
A-C	152			152			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	530	0.241	128	0.3	9.236	A
B-A	92	301	0.304	93	0.5	17.890	C
C-AB	455	808	0.564	463	1.9	11.126	B
C-A	137			137			
A-B	32			32			
A-C	124			124			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	556	0.192	107	0.2	8.275	A
B-A	77	330	0.232	77	0.3	14.689	B
C-AB	348	774	0.450	351	1.1	8.870	A
C-A	148			148			
A-B	27			27			
A-C	104			104			

2039 Baseflow + Dev, 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		4.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2039 Baseflow + Dev	PM	ONE HOUR	16:45	18:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	305	100.000
B		✓	228	100.000
C		✓	288	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	72	233
	B	42	0	186
	C	160	128	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	3	0	3
	C	3	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	230	230
	B	172	172
	C	217	217
17:00-17:15	A	274	274
	B	205	205
	C	259	259
17:15-17:30	A	336	336
	B	251	251
	C	317	317
17:30-17:45	A	336	336
	B	251	251
	C	317	317
17:45-18:00	A	274	274
	B	205	205
	C	259	259
18:00-18:15	A	230	230
	B	172	172
	C	217	217

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.35	9.55	0.5	A
B-A	0.16	15.79	0.2	C
C-AB	0.29	7.89	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	631	0.222	139	0.3	7.513	A
B-A	32	325	0.097	31	0.1	12.616	B
C-AB	118	648	0.183	117	0.3	6.981	A
C-A	98			98			
A-B	54			54			
A-C	175			175			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	616	0.272	167	0.4	8.252	A
B-A	38	307	0.123	38	0.1	13.752	B
C-AB	148	654	0.226	147	0.4	7.319	A
C-A	111			111			
A-B	65			65			
A-C	209			209			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	205	593	0.345	204	0.5	9.513	A
B-A	46	281	0.164	46	0.2	15.747	C
C-AB	192	663	0.290	192	0.5	7.869	A
C-A	125			125			
A-B	79			79			
A-C	257			257			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	205	593	0.345	205	0.5	9.550	A
B-A	46	281	0.165	46	0.2	15.789	C
C-AB	193	663	0.290	192	0.5	7.888	A
C-A	125			125			
A-B	79			79			
A-C	257			257			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	615	0.272	168	0.4	8.295	A
B-A	38	307	0.123	38	0.1	13.801	B
C-AB	148	654	0.226	149	0.4	7.347	A
C-A	111			111			
A-B	65			65			
A-C	209			209			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	631	0.222	140	0.3	7.570	A
B-A	32	324	0.097	32	0.1	12.678	B
C-AB	119	648	0.183	119	0.3	7.019	A
C-A	98			98			
A-B	54			54			
A-C	175			175			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 11269 Junction 4 - PICADY.j9
Path: J:\Projects\11269 – Glenveagh Residential - Ennis\05-Design\01-Calculations\Traffic
Report generation date: 08/12/2021 11:39:37

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2021 Baseflow										
Stream B-ACD	D1	0.0	0.00	0.00	A	D2	0.0	11.77	0.02	B
Stream A-BCD		0.5	11.15	0.31	B		1.1	15.95	0.50	C
Stream D-ABC		1.4	15.69	0.57	C		0.5	10.82	0.35	B
Stream C-ABD		0.0	7.36	0.01	A		0.0	8.29	0.01	A
2024 Baseflow										
Stream B-ACD	D3	0.0	0.00	0.00	A	D4	0.0	12.30	0.02	B
Stream A-BCD		0.5	11.57	0.32	B		1.3	17.13	0.53	C
Stream D-ABC		1.6	17.29	0.61	C		0.6	11.45	0.37	B
Stream C-ABD		0.0	7.45	0.01	A		0.0	8.46	0.01	A
2024 Baseflow + Dev										
Stream B-ACD	D5	0.0	0.00	0.00	A	D6	0.0	13.06	0.02	B
Stream A-BCD		0.7	12.70	0.38	B		2.0	21.37	0.64	C
Stream D-ABC		2.7	24.85	0.73	C		0.8	12.69	0.43	B
Stream C-ABD		0.0	7.61	0.01	A		0.0	8.81	0.01	A
2039 Baseflow										
Stream B-ACD	D7	0.0	0.00	0.00	A	D8	0.0	14.87	0.03	B
Stream A-BCD		0.7	12.98	0.38	B		1.9	21.31	0.63	C
Stream D-ABC		2.5	24.25	0.71	C		0.8	13.53	0.44	B
Stream C-ABD		0.0	7.76	0.01	A		0.0	9.01	0.01	A
2039 Baseflow + Dev										
Stream B-ACD	D9	0.0	0.00	0.00	A	D10	0.0	16.12	0.03	C
Stream A-BCD		0.9	14.39	0.44	B		3.2	27.50	0.74	D
Stream D-ABC		4.8	41.03	0.84	E		1.0	15.66	0.51	C
Stream C-ABD		0.0	7.93	0.01	A		0.0	9.42	0.01	A

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

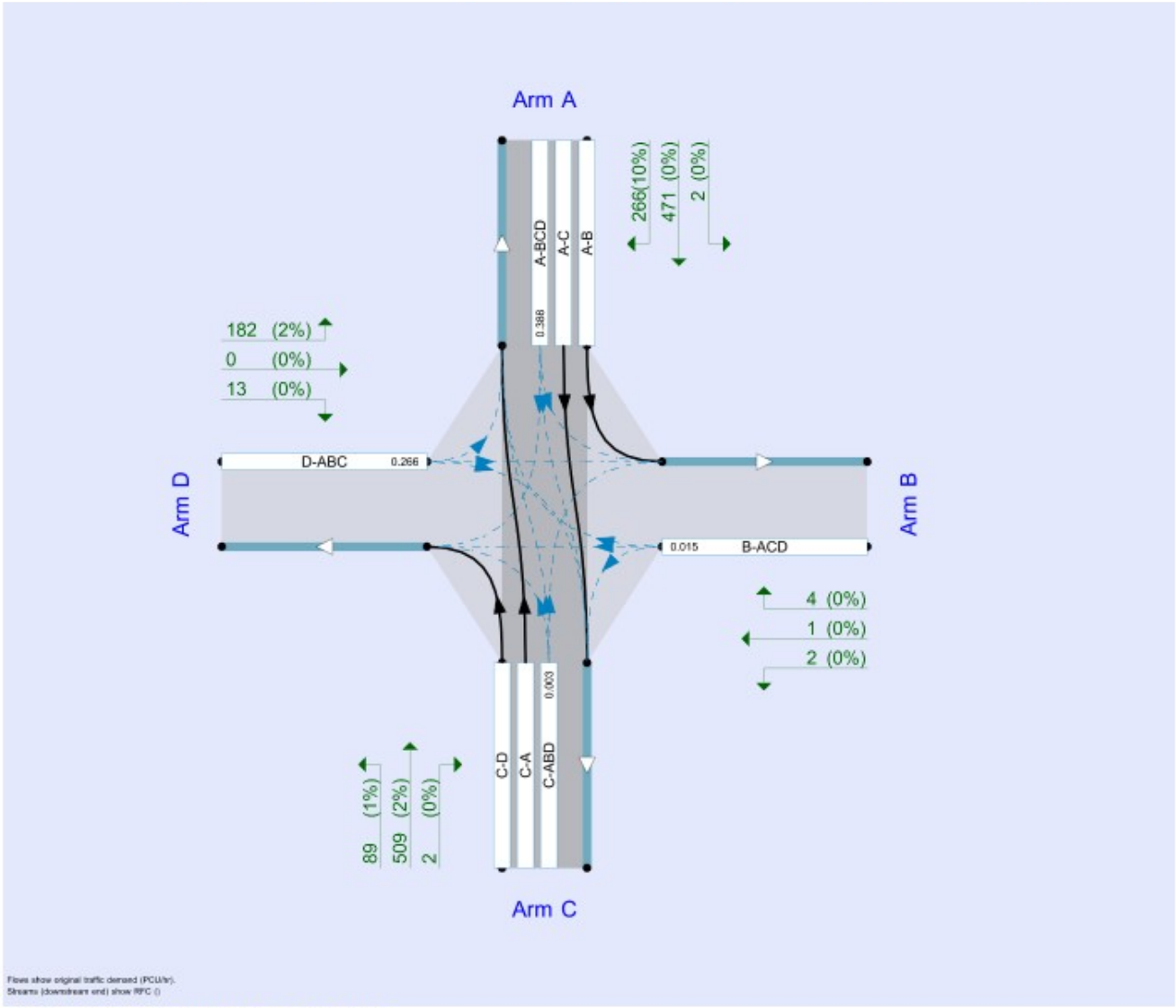
File summary

File Description

Title	
Location	
Site number	
Date	08/12/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TOBIN\James.Quinn
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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)
D1	2021 Baseflow	AM	ONE HOUR	07:45	09:15	15
D2	2021 Baseflow	PM	ONE HOUR	07:45	09:15	15
D3	2024 Baseflow	AM	ONE HOUR	07:45	09:15	15
D4	2024 Baseflow	PM	ONE HOUR	07:45	09:15	15
D5	2024 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2024 Baseflow + Dev	PM	ONE HOUR	07:45	09:15	15
D7	2039 Baseflow	AM	ONE HOUR	07:45	09:15	15
D8	2039 Baseflow	PM	ONE HOUR	07:45	09:15	15
D9	2039 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2039 Baseflow + Dev	PM	ONE HOUR	07:45	09:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Baseflow, 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	Crossroads	Two-way		5.34	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
D	untitled		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.00		✓	2.50	45.0	✓	7.00
C	7.00		✓	2.50	45.0	✓	3.00

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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	45	45
D	One lane	3.50	45	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	620	-	-	-	-	-	-	0.230	0.328	0.230	-	-	-
B-A	514	0.090	0.227	0.227	-	-	-	0.142	0.324	-	0.227	0.227	0.113
B-C	652	0.096	0.242	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	514	0.090	0.227	0.227	-	-	-	0.142	0.324	0.142	-	-	-
B-D, offside lane	514	0.090	0.227	0.227	-	-	-	0.142	0.324	0.142	-	-	-
C-B	620	0.230	0.230	0.328	-	-	-	-	-	-	-	-	-
D-A	685	-	-	-	-	-	-	0.254	-	0.100	-	-	-
D-B, nearside lane	540	0.150	0.150	0.340	-	-	-	0.238	0.238	0.094	-	-	-
D-B, offside lane	540	0.150	0.150	0.340	-	-	-	0.238	0.238	0.094	-	-	-
D-C	540	-	0.150	0.340	0.119	0.238	0.238	0.238	0.238	0.094	-	-	-

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

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

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)
D1	2021 Baseflow	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	436	100.000
B		✓	2	100.000
C		✓	427	100.000
D		✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	6	288	142
	B	0	0	2	0
	C	399	4	0	24
	D	279	0	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	10	5	10
	B	10	0	0	0
	C	3	0	0	4
	D	3	10	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.31	11.15	0.5	B
A-B				
A-C				
D-ABC	0.57	15.69	1.4	C
C-ABD	0.01	7.36	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	416	0.000	0	0.0	0.000	A
A-BCD	107	546	0.196	106	0.3	8.986	A
A-B	5			5			
A-C	217			217			
D-ABC	218	595	0.367	216	0.6	9.731	A
C-ABD	3	534	0.006	3	0.0	6.782	A
C-D	18			18			
C-A	300			300			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	390	0.000	0	0.0	0.000	A
A-BCD	128	531	0.240	127	0.3	9.798	A
A-B	5			5			
A-C	259			259			
D-ABC	261	579	0.451	260	0.8	11.604	B
C-ABD	4	517	0.007	4	0.0	7.015	A
C-D	22			22			
C-A	359			359			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	353	0.000	0	0.0	0.000	A
A-BCD	156	511	0.306	156	0.5	11.121	B
A-B	7			7			
A-C	317			317			
D-ABC	319	555	0.575	317	1.3	15.436	C
C-ABD	4	494	0.009	4	0.0	7.358	A
C-D	26			26			
C-A	439			439			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	352	0.000	0	0.0	0.000	A
A-BCD	156	511	0.306	156	0.5	11.154	B
A-B	7			7			
A-C	317			317			
D-ABC	319	555	0.575	319	1.4	15.686	C
C-ABD	4	493	0.009	4	0.0	7.361	A
C-D	26			26			
C-A	439			439			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	389	0.000	0	0.0	0.000	A
A-BCD	128	531	0.240	128	0.4	9.839	A
A-B	5			5			
A-C	259			259			
D-ABC	261	578	0.451	263	0.9	11.826	B
C-ABD	4	516	0.007	4	0.0	7.019	A
C-D	22			22			
C-A	359			359			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	416	0.000	0	0.0	0.000	A
A-BCD	107	545	0.196	107	0.3	9.043	A
A-B	5			5			
A-C	217			217			
D-ABC	218	595	0.367	219	0.6	9.908	A
C-ABD	3	533	0.006	3	0.0	6.788	A
C-D	18			18			
C-A	300			300			

2021 Baseflow, 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	Crossroads	Two-way		4.20	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)
D2	2021 Baseflow	PM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	622	100.000
B		✓	6	100.000
C		✓	505	100.000
D		✓	164	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	2	396	224
	B	3	0	2	1
	C	428	2	0	75
	D	153	0	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	0	0
	C	2	0	0	1
	D	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	11.77	0.0	B
A-BCD	0.50	15.95	1.1	C
A-B				
A-C				
D-ABC	0.35	10.82	0.5	B
C-ABD	0.01	8.29	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	394	0.011	4	0.0	9.238	A
A-BCD	169	532	0.317	167	0.5	10.773	B
A-B	2			2			
A-C	298			298			
D-ABC	123	571	0.216	122	0.3	8.149	A
C-ABD	2	495	0.003	1	0.0	7.286	A
C-D	56			56			
C-A	322			322			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	360	0.015	5	0.0	10.140	B
A-BCD	202	516	0.391	201	0.7	12.532	B
A-B	2			2			
A-C	356			356			
D-ABC	147	550	0.268	147	0.4	9.089	A
C-ABD	2	471	0.004	2	0.0	7.675	A
C-D	67			67			
C-A	385			385			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	313	0.021	7	0.0	11.756	B
A-BCD	249	497	0.501	248	1.1	15.766	C
A-B	2			2			
A-C	433			433			
D-ABC	181	520	0.348	180	0.5	10.773	B
C-ABD	2	437	0.005	2	0.0	8.275	A
C-D	83			83			
C-A	471			471			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	312	0.021	7	0.0	11.773	B
A-BCD	249	497	0.502	249	1.1	15.952	C
A-B	2			2			
A-C	433			433			
D-ABC	181	519	0.348	181	0.5	10.818	B
C-ABD	2	437	0.005	2	0.0	8.285	A
C-D	83			83			
C-A	471			471			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	360	0.015	5	0.0	10.160	B
A-BCD	202	516	0.391	203	0.7	12.715	B
A-B	2			2			
A-C	356			356			
D-ABC	147	550	0.268	148	0.4	9.140	A
C-ABD	2	470	0.004	2	0.0	7.691	A
C-D	67			67			
C-A	385			385			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	393	0.011	5	0.0	9.262	A
A-BCD	169	532	0.317	170	0.5	10.939	B
A-B	2			2			
A-C	298			298			
D-ABC	123	571	0.216	124	0.3	8.206	A
C-ABD	2	495	0.003	2	0.0	7.300	A
C-D	56			56			
C-A	322			322			

2024 Baseflow, 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	Crossroads	Two-way		5.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 Baseflow	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	457	100.000
B		✓	2	100.000
C		✓	447	100.000
D		✓	304	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	6	302	149
	B	0	0	2	0
	C	418	4	0	25
	D	292	0	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	10	5	10
	B	10	0	0	0
	C	3	0	0	4
	D	3	10	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.32	11.57	0.5	B
A-B				
A-C				
D-ABC	0.61	17.29	1.6	C
C-ABD	0.01	7.45	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	410	0.000	0	0.0	0.000	A
A-BCD	112	542	0.207	111	0.3	9.164	A
A-B	5			5			
A-C	227			227			
D-ABC	229	590	0.388	226	0.6	10.121	B
C-ABD	3	530	0.006	3	0.0	6.836	A
C-D	19			19			
C-A	315			315			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	382	0.000	0	0.0	0.000	A
A-BCD	134	527	0.254	134	0.4	10.056	B
A-B	5			5			
A-C	271			271			
D-ABC	273	573	0.477	272	0.9	12.283	B
C-ABD	4	512	0.007	4	0.0	7.083	A
C-D	22			22			
C-A	376			376			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	343	0.000	0	0.0	0.000	A
A-BCD	164	506	0.324	164	0.5	11.527	B
A-B	7			7			
A-C	332			332			
D-ABC	335	549	0.610	332	1.5	16.929	C
C-ABD	4	487	0.009	4	0.0	7.451	A
C-D	28			28			
C-A	460			460			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	342	0.000	0	0.0	0.000	A
A-BCD	164	506	0.324	164	0.5	11.566	B
A-B	7			7			
A-C	332			332			
D-ABC	335	549	0.610	335	1.6	17.290	C
C-ABD	4	487	0.009	4	0.0	7.454	A
C-D	28			28			
C-A	460			460			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	381	0.000	0	0.0	0.000	A
A-BCD	134	527	0.254	135	0.4	10.103	B
A-B	5			5			
A-C	271			271			
D-ABC	273	573	0.477	276	1.0	12.578	B
C-ABD	4	511	0.007	4	0.0	7.091	A
C-D	22			22			
C-A	376			376			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	409	0.000	0	0.0	0.000	A
A-BCD	112	542	0.207	113	0.3	9.229	A
A-B	5			5			
A-C	227			227			
D-ABC	229	590	0.388	230	0.7	10.333	B
C-ABD	3	529	0.006	3	0.0	6.842	A
C-D	19			19			
C-A	315			315			

2024 Baseflow, 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	Crossroads	Two-way		4.50	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)
D4	2024 Baseflow	PM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	652	100.000
B		✓	6	100.000
C		✓	530	100.000
D		✓	172	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	2	415	235
	B	3	0	2	1
	C	449	2	0	79
	D	160	0	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	0	0
	C	2	0	0	1
	D	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	12.30	0.0	B
A-BCD	0.53	17.13	1.3	C
A-B				
A-C				
D-ABC	0.37	11.45	0.6	B
C-ABD	0.01	8.46	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	386	0.012	4	0.0	9.436	A
A-BCD	177	528	0.335	175	0.5	11.142	B
A-B	2			2			
A-C	312			312			
D-ABC	129	565	0.229	128	0.3	8.374	A
C-ABD	2	489	0.003	1	0.0	7.376	A
C-D	59			59			
C-A	338			338			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	350	0.015	5	0.0	10.435	B
A-BCD	212	511	0.414	211	0.8	13.137	B
A-B	2			2			
A-C	373			373			
D-ABC	155	542	0.285	154	0.4	9.436	A
C-ABD	2	464	0.004	2	0.0	7.796	A
C-D	71			71			
C-A	404			404			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	300	0.022	7	0.0	12.273	B
A-BCD	263	494	0.533	261	1.2	16.879	C
A-B	2			2			
A-C	452			452			
D-ABC	189	510	0.372	189	0.6	11.397	B
C-ABD	2	428	0.005	2	0.0	8.448	A
C-D	87			87			
C-A	494			494			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	299	0.022	7	0.0	12.296	B
A-BCD	263	494	0.533	263	1.3	17.130	C
A-B	2			2			
A-C	452			452			
D-ABC	189	509	0.372	189	0.6	11.455	B
C-ABD	2	428	0.005	2	0.0	8.460	A
C-D	87			87			
C-A	494			494			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	350	0.015	5	0.0	10.461	B
A-BCD	212	511	0.415	214	0.8	13.378	B
A-B	2			2			
A-C	373			373			
D-ABC	155	542	0.285	155	0.4	9.496	A
C-ABD	2	463	0.004	2	0.0	7.813	A
C-D	71			71			
C-A	404			404			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	385	0.012	5	0.0	9.461	A
A-BCD	177	528	0.335	178	0.6	11.340	B
A-B	2			2			
A-C	312			312			
D-ABC	129	565	0.229	130	0.3	8.441	A
C-ABD	2	488	0.003	2	0.0	7.392	A
C-D	59			59			
C-A	338			338			

2024 Baseflow + Dev, 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	Crossroads	Two-way		8.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2024 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	484	100.000
B		✓	2	100.000
C		✓	452	100.000
D		✓	383	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	6	302	176
	B	0	0	2	0
	C	418	4	0	30
	D	349	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	10	5	10
	B	10	0	0	0
	C	3	0	0	4
	D	3	10	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.38	12.70	0.7	B
A-B				
A-C				
D-ABC	0.73	24.85	2.7	C
C-ABD	0.01	7.61	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	402	0.000	0	0.0	0.000	A
A-BCD	133	541	0.245	131	0.4	9.624	A
A-B	5			5			
A-C	227			227			
D-ABC	273	590	0.463	270	0.9	11.479	B
C-ABD	3	523	0.006	3	0.0	6.923	A
C-D	23			23			
C-A	315			315			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	372	0.000	0	0.0	0.000	A
A-BCD	158	526	0.301	158	0.5	10.738	B
A-B	5			5			
A-C	271			271			
D-ABC	326	572	0.570	325	1.3	14.869	B
C-ABD	4	504	0.007	4	0.0	7.198	A
C-D	27			27			
C-A	376			376			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	329	0.000	0	0.0	0.000	A
A-BCD	194	506	0.384	193	0.7	12.640	B
A-B	7			7			
A-C	332			332			
D-ABC	400	547	0.730	395	2.6	23.542	C
C-ABD	4	478	0.009	4	0.0	7.607	A
C-D	33			33			
C-A	460			460			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	328	0.000	0	0.0	0.000	A
A-BCD	194	506	0.384	194	0.7	12.705	B
A-B	7			7			
A-C	332			332			
D-ABC	400	547	0.730	399	2.7	24.850	C
C-ABD	4	477	0.009	4	0.0	7.611	A
C-D	33			33			
C-A	460			460			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	371	0.000	0	0.0	0.000	A
A-BCD	158	526	0.301	159	0.5	10.812	B
A-B	5			5			
A-C	271			271			
D-ABC	326	572	0.570	331	1.4	15.708	C
C-ABD	4	503	0.007	4	0.0	7.204	A
C-D	27			27			
C-A	376			376			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	401	0.000	0	0.0	0.000	A
A-BCD	133	541	0.245	133	0.4	9.712	A
A-B	5			5			
A-C	227			227			
D-ABC	273	590	0.463	275	0.9	11.878	B
C-ABD	3	522	0.006	3	0.0	6.934	A
C-D	23			23			
C-A	315			315			

2024 Baseflow + Dev, 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	Crossroads	Two-way		6.03	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)
D6	2024 Baseflow + Dev	PM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	696	100.000
B		✓	6	100.000
C		✓	544	100.000
D		✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	2	415	279
	B	3	0	2	1
	C	449	2	0	93
	D	183	0	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	0	0
	C	2	0	0	1
	D	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	13.06	0.0	B
A-BCD	0.64	21.37	2.0	C
A-B				
A-C				
D-ABC	0.43	12.69	0.8	B
C-ABD	0.01	8.81	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	376	0.012	4	0.0	9.689	A
A-BCD	210	526	0.400	208	0.7	12.313	B
A-B	2			2			
A-C	312			312			
D-ABC	148	563	0.262	146	0.4	8.764	A
C-ABD	2	479	0.003	1	0.0	7.544	A
C-D	70			70			
C-A	338			338			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	338	0.016	5	0.0	10.832	B
A-BCD	253	512	0.494	252	1.1	15.151	C
A-B	2			2			
A-C	371			371			
D-ABC	176	540	0.326	176	0.5	10.060	B
C-ABD	2	450	0.004	2	0.0	8.026	A
C-D	84			84			
C-A	404			404			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	283	0.023	7	0.0	13.007	B
A-BCD	324	509	0.636	320	1.9	20.692	C
A-B	2			2			
A-C	440			440			
D-ABC	216	505	0.427	215	0.7	12.588	B
C-ABD	2	412	0.005	2	0.0	8.783	A
C-D	102			102			
C-A	494			494			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	282	0.023	7	0.0	13.056	B
A-BCD	324	508	0.638	324	2.0	21.369	C
A-B	2			2			
A-C	440			440			
D-ABC	216	505	0.428	216	0.8	12.687	B
C-ABD	2	411	0.005	2	0.0	8.806	A
C-D	102			102			
C-A	494			494			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	336	0.016	5	0.0	10.879	B
A-BCD	253	510	0.496	256	1.1	15.716	C
A-B	2			2			
A-C	371			371			
D-ABC	176	539	0.327	177	0.5	10.156	B
C-ABD	2	449	0.004	2	0.0	8.054	A
C-D	84			84			
C-A	404			404			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	375	0.012	5	0.0	9.725	A
A-BCD	210	526	0.400	212	0.8	12.653	B
A-B	2			2			
A-C	312			312			
D-ABC	148	563	0.262	148	0.4	8.853	A
C-ABD	2	477	0.003	2	0.0	7.570	A
C-D	70			70			
C-A	338			338			

2039 Baseflow, 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	Crossroads	Two-way		7.73	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)
D7	2039 Baseflow	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	518	100.000
B		✓	2	100.000
C		✓	508	100.000
D		✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	7	342	169
	B	0	0	2	0
	C	474	5	0	29
	D	332	0	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	10	5	10
	B	10	0	0	0
	C	3	0	0	4
	D	3	10	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.38	12.98	0.7	B
A-B				
A-C				
D-ABC	0.71	24.25	2.5	C
C-ABD	0.01	7.76	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	391	0.000	0	0.0	0.000	A
A-BCD	127	531	0.239	126	0.3	9.733	A
A-B	5			5			
A-C	257			257			
D-ABC	260	579	0.449	256	0.8	11.391	B
C-ABD	4	518	0.007	4	0.0	7.006	A
C-D	22			22			
C-A	357			357			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	359	0.000	0	0.0	0.000	A
A-BCD	152	514	0.295	152	0.5	10.896	B
A-B	6			6			
A-C	307			307			
D-ABC	310	559	0.555	308	1.2	14.687	B
C-ABD	4	497	0.009	4	0.0	7.304	A
C-D	26			26			
C-A	426			426			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	313	0.000	0	0.0	0.000	A
A-BCD	186	491	0.379	186	0.7	12.911	B
A-B	8			8			
A-C	376			376			
D-ABC	380	532	0.715	375	2.4	23.079	C
C-ABD	6	470	0.012	5	0.0	7.754	A
C-D	32			32			
C-A	522			522			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	312	0.000	0	0.0	0.000	A
A-BCD	186	491	0.379	186	0.7	12.977	B
A-B	8			8			
A-C	376			376			
D-ABC	380	531	0.715	379	2.5	24.251	C
C-ABD	6	469	0.012	6	0.0	7.758	A
C-D	32			32			
C-A	522			522			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	358	0.000	0	0.0	0.000	A
A-BCD	152	514	0.295	153	0.5	10.972	B
A-B	6			6			
A-C	307			307			
D-ABC	310	559	0.555	315	1.3	15.442	C
C-ABD	4	497	0.009	5	0.0	7.311	A
C-D	26			26			
C-A	426			426			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	390	0.000	0	0.0	0.000	A
A-BCD	127	531	0.239	128	0.4	9.821	A
A-B	5			5			
A-C	257			257			
D-ABC	260	579	0.449	262	0.9	11.758	B
C-ABD	4	517	0.007	4	0.0	7.014	A
C-D	22			22			
C-A	357			357			

2039 Baseflow, 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	Crossroads	Two-way		5.56	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)
D8	2039 Baseflow	PM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	739	100.000
B		✓	7	100.000
C		✓	600	100.000
D		✓	195	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	2	471	266
	B	4	0	2	1
	C	509	2	0	89
	D	182	0	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	0	0
	C	2	0	0	1
	D	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.03	14.87	0.0	B
A-BCD	0.63	21.31	1.9	C
A-B				
A-C				
D-ABC	0.44	13.53	0.8	B
C-ABD	0.01	9.01	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	352	0.015	5	0.0	10.383	B
A-BCD	201	517	0.388	198	0.7	12.320	B
A-B	2			2			
A-C	354			354			
D-ABC	147	551	0.266	145	0.4	9.007	A
C-ABD	2	472	0.003	1	0.0	7.648	A
C-D	67			67			
C-A	383			383			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	6	310	0.020	6	0.0	11.848	B
A-BCD	241	500	0.482	240	1.0	15.151	C
A-B	2			2			
A-C	421			421			
D-ABC	175	525	0.334	175	0.5	10.458	B
C-ABD	2	443	0.004	2	0.0	8.166	A
C-D	80			80			
C-A	458			458			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	251	0.031	8	0.0	14.804	B
A-BCD	309	495	0.625	306	1.8	20.658	C
A-B	2			2			
A-C	502			502			
D-ABC	215	486	0.442	214	0.8	13.412	B
C-ABD	2	403	0.005	2	0.0	8.989	A
C-D	98			98			
C-A	560			560			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	250	0.031	8	0.0	14.868	B
A-BCD	309	494	0.626	309	1.9	21.305	C
A-B	2			2			
A-C	502			502			
D-ABC	215	485	0.442	215	0.8	13.535	B
C-ABD	2	402	0.005	2	0.0	9.012	A
C-D	98			98			
C-A	560			560			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	6	309	0.020	6	0.0	11.908	B
A-BCD	241	498	0.484	244	1.1	15.691	C
A-B	2			2			
A-C	421			421			
D-ABC	175	524	0.334	176	0.5	10.571	B
C-ABD	2	441	0.004	2	0.0	8.196	A
C-D	80			80			
C-A	458			458			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	351	0.015	5	0.0	10.425	B
A-BCD	201	516	0.388	202	0.7	12.644	B
A-B	2			2			
A-C	354			354			
D-ABC	147	551	0.267	147	0.4	9.106	A
C-ABD	2	471	0.003	2	0.0	7.670	A
C-D	67			67			
C-A	383			383			

2039 Baseflow + Dev, 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	Crossroads	Two-way		13.31	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)
D9	2039 Baseflow + Dev	AM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	545	100.000
B		✓	2	100.000
C		✓	512	100.000
D		✓	404	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	7	342	196
	B	0	0	2	0
	C	474	5	0	33
	D	389	0	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	10	5	10
	B	10	0	0	0
	C	3	0	0	4
	D	3	10	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.44	14.39	0.9	B
A-B				
A-C				
D-ABC	0.84	41.03	4.8	E
C-ABD	0.01	7.93	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	382	0.000	0	0.0	0.000	A
A-BCD	148	531	0.278	146	0.4	10.245	B
A-B	5			5			
A-C	257			257			
D-ABC	304	578	0.526	300	1.1	13.116	B
C-ABD	4	511	0.007	4	0.0	7.098	A
C-D	25			25			
C-A	357			357			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	348	0.000	0	0.0	0.000	A
A-BCD	176	514	0.343	176	0.6	11.691	B
A-B	6			6			
A-C	307			307			
D-ABC	363	558	0.651	360	1.8	18.469	C
C-ABD	4	489	0.009	4	0.0	7.425	A
C-D	30			30			
C-A	426			426			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	298	0.000	0	0.0	0.000	A
A-BCD	217	492	0.441	216	0.8	14.278	B
A-B	8			8			
A-C	376			376			
D-ABC	445	530	0.839	435	4.4	35.572	E
C-ABD	6	460	0.012	5	0.0	7.923	A
C-D	36			36			
C-A	522			522			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	296	0.000	0	0.0	0.000	A
A-BCD	217	492	0.441	217	0.9	14.391	B
A-B	8			8			
A-C	376			376			
D-ABC	445	530	0.839	443	4.8	41.034	E
C-ABD	6	459	0.012	6	0.0	7.929	A
C-D	36			36			
C-A	522			522			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	346	0.000	0	0.0	0.000	A
A-BCD	176	514	0.343	177	0.6	11.811	B
A-B	6			6			
A-C	307			307			
D-ABC	363	558	0.651	374	2.0	21.198	C
C-ABD	4	489	0.009	5	0.0	7.437	A
C-D	30			30			
C-A	426			426			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	381	0.000	0	0.0	0.000	A
A-BCD	148	531	0.278	148	0.4	10.367	B
A-B	5			5			
A-C	257			257			
D-ABC	304	578	0.526	308	1.2	13.872	B
C-ABD	4	510	0.007	4	0.0	7.111	A
C-D	25			25			
C-A	357			357			

2039 Baseflow + Dev, 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	Crossroads	Two-way		7.83	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)
D10	2039 Baseflow + Dev	PM	ONE HOUR	07:45	09:15	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	783	100.000
B		✓	7	100.000
C		✓	615	100.000
D		✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	2	471	310
	B	4	0	2	1
	C	509	2	0	104
	D	205	0	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	10
	B	0	0	0	0
	C	2	0	0	1
	D	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.03	16.12	0.0	C
A-BCD	0.74	27.50	3.2	D
A-B				
A-C				
D-ABC	0.51	15.66	1.0	C
C-ABD	0.01	9.42	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	341	0.015	5	0.0	10.712	B
A-BCD	234	516	0.455	231	0.9	13.744	B
A-B	2			2			
A-C	354			354			
D-ABC	166	547	0.303	164	0.4	9.533	A
C-ABD	2	461	0.003	1	0.0	7.829	A
C-D	78			78			
C-A	383			383			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	6	297	0.021	6	0.0	12.400	B
A-BCD	285	504	0.565	283	1.4	17.746	C
A-B	2			2			
A-C	417			417			
D-ABC	198	519	0.381	197	0.6	11.359	B
C-ABD	2	429	0.004	2	0.0	8.419	A
C-D	93			93			
C-A	458			458			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	233	0.033	8	0.0	15.977	C
A-BCD	396	540	0.732	389	3.0	25.548	D
A-B	2			2			
A-C	464			464			
D-ABC	242	477	0.508	241	1.0	15.418	C
C-ABD	2	386	0.006	2	0.0	9.373	A
C-D	115			115			
C-A	560			560			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	231	0.033	8	0.0	16.122	C
A-BCD	396	538	0.736	395	3.2	27.502	D
A-B	2			2			
A-C	464			464			
D-ABC	242	476	0.509	242	1.0	15.664	C
C-ABD	2	384	0.006	2	0.0	9.422	A
C-D	115			115			
C-A	560			560			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	6	294	0.021	6	0.0	12.520	B
A-BCD	285	500	0.570	292	1.5	19.253	C
A-B	2			2			
A-C	417			417			
D-ABC	198	518	0.382	199	0.6	11.553	B
C-ABD	2	426	0.004	2	0.0	8.477	A
C-D	93			93			
C-A	458			458			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	339	0.016	5	0.0	10.775	B
A-BCD	234	515	0.455	237	0.9	14.323	B
A-B	2			2			
A-C	354			354			
D-ABC	166	546	0.303	166	0.4	9.669	A
C-ABD	2	459	0.003	2	0.0	7.863	A
C-D	78			78			
C-A	383			383			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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

Filename: 11269 Junction 5 - PICADY.j9
Path: J:\Projects\11269 – Glenveagh Residential - Ennis\05-Design\01-Calculations\Traffic
Report generation date: 25/04/2022 09:49:24

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 Baseflow + Dev									
Stream B-AC	D1	0.4	12.04	0.27	B	D2	0.1	9.26	0.11	A
Stream C-AB		0.1	6.72	0.09	A		0.2	5.84	0.11	A
	2039 Baseflow + Dev									
Stream B-AC	D3	0.4	12.69	0.28	B	D4	0.1	9.51	0.12	A
Stream C-AB		0.2	6.73	0.09	A		0.2	5.76	0.12	A

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

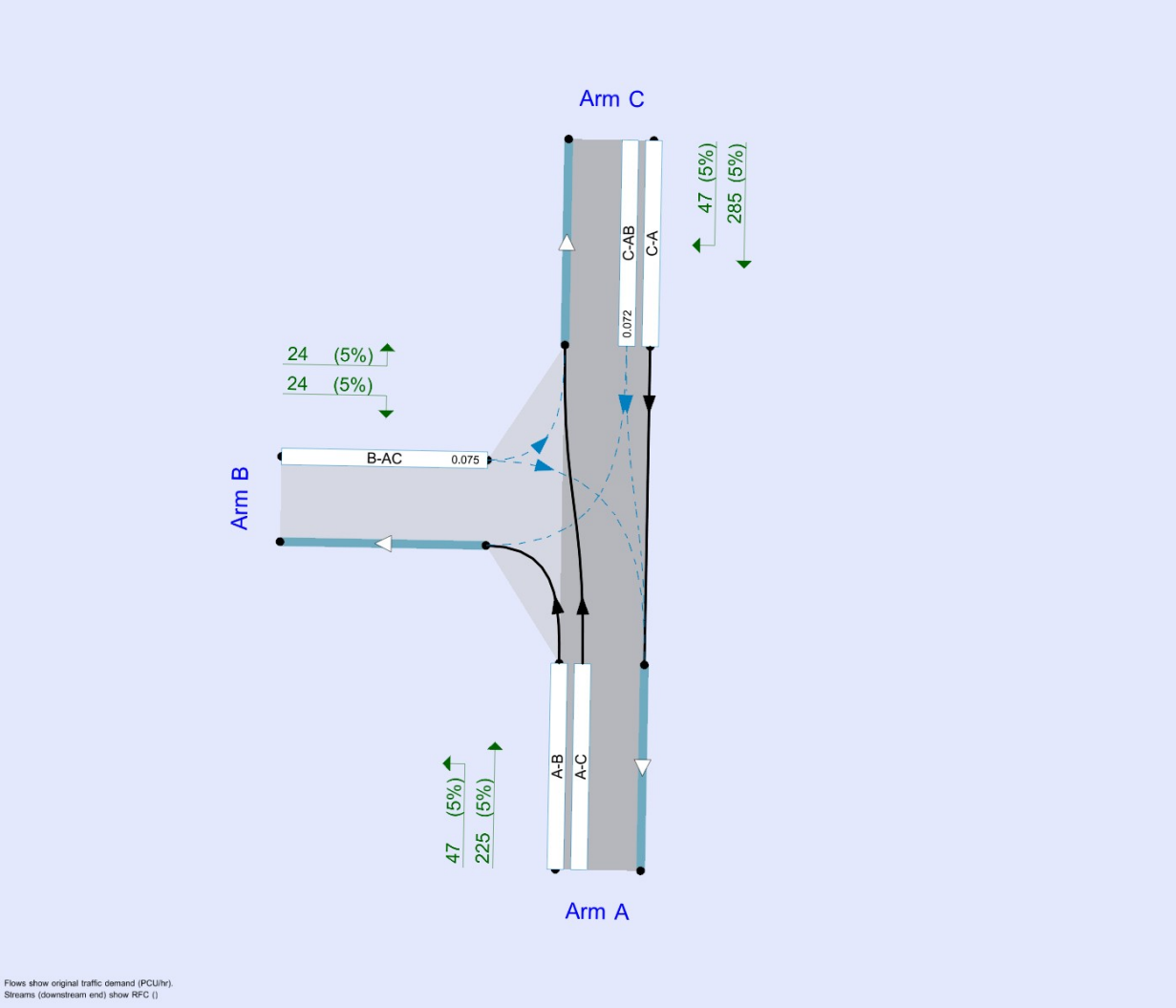
File summary

File Description

Title	
Location	
Site number	
Date	25/04/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TOBIN\James.Quinn
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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)
D1	2024 Baseflow + Dev	AM	ONE HOUR	08:00	09:30	15
D2	2024 Baseflow + Dev	PM	ONE HOUR	17:00	18:30	15
D3	2039 Baseflow + Dev	AM	ONE HOUR	08:00	09:30	15
D4	2039 Baseflow + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Baseflow + Dev, 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		2.29	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	6.00			59.0	✓	0.00

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 (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	59	59

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	500	0.091	0.230	0.145	0.329
B-C	628	0.096	0.243	-	-
C-B	608	0.236	0.236	-	-

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)
D1	2024 Baseflow + Dev	AM	ONE HOUR	08:00	09:30	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	408	100.000
B		✓	106	100.000
C		✓	182	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	37	371
	B	53	0	53
	C	145	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	5
	B	5	0	5
	C	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	12.04	0.4	B
C-AB	0.09	6.72	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	471	0.169	79	0.2	9.620	A
C-AB	34	612	0.055	34	0.1	6.527	A
C-A	103			103			
A-B	28			28			
A-C	279			279			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	454	0.210	95	0.3	10.517	B
C-AB	42	614	0.069	42	0.1	6.610	A
C-A	121			121			
A-B	33			33			
A-C	334			334			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	431	0.271	116	0.4	12.002	B
C-AB	55	617	0.089	55	0.1	6.720	A
C-A	145			145			
A-B	41			41			
A-C	408			408			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	431	0.271	117	0.4	12.036	B
C-AB	55	617	0.089	55	0.1	6.724	A
C-A	145			145			

A-B	41			41			
A-C	408			408			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	454	0.210	96	0.3	10.557	B
C-AB	42	614	0.069	42	0.1	6.615	A
C-A	121			121			
A-B	33			33			
A-C	334			334			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	471	0.169	80	0.2	9.677	A
C-AB	34	612	0.055	34	0.1	6.539	A
C-A	103			103			
A-B	28			28			
A-C	279			279			

2024 Baseflow + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.44	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)
D2	2024 Baseflow + Dev	PM	ONE HOUR	17:00	18:30	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	245	100.000
B		✓	48	100.000
C		✓	302	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	47	198
	B	24	0	24
	C	255	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	5
	B	5	0	5
	C	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	9.26	0.1	A
C-AB	0.11	5.84	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	492	0.073	36	0.1	8.280	A
C-AB	49	696	0.070	48	0.1	5.831	A
C-A	179			179			
A-B	35			35			
A-C	149			149			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	479	0.090	43	0.1	8.671	A
C-AB	62	715	0.087	62	0.2	5.797	A
C-A	209			209			
A-B	42			42			
A-C	178			178			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	461	0.115	53	0.1	9.255	A
C-AB	84	741	0.113	83	0.2	5.757	A
C-A	249			249			
A-B	52			52			
A-C	218			218			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	461	0.115	53	0.1	9.261	A
C-AB	84	741	0.113	84	0.2	5.759	A
C-A	249			249			
A-B	52			52			
A-C	218			218			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	479	0.090	43	0.1	8.678	A
C-AB	62	715	0.087	63	0.2	5.803	A
C-A	209			209			
A-B	42			42			
A-C	178			178			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	492	0.073	36	0.1	8.299	A
C-AB	49	697	0.070	49	0.1	5.842	A
C-A	178			178			
A-B	35			35			
A-C	149			149			

2039 Baseflow + Dev, 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		2.19	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)
D3	2039 Baseflow + Dev	AM	ONE HOUR	08:00	09:30	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	461	100.000
B		✓	106	100.000
C		✓	200	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	37	424
	B	53	0	53
	C	163	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	5
	B	5	0	5
	C	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	12.69	0.4	B
C-AB	0.09	6.73	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	460	0.173	79	0.2	9.892	A
C-AB	35	613	0.057	34	0.1	6.529	A
C-A	116			116			
A-B	28			28			
A-C	319			319			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	441	0.216	95	0.3	10.913	B
C-AB	44	616	0.071	44	0.1	6.610	A
C-A	136			136			
A-B	33			33			
A-C	381			381			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	415	0.281	116	0.4	12.647	B
C-AB	58	619	0.093	57	0.2	6.727	A
C-A	163			163			
A-B	41			41			
A-C	467			467			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	415	0.282	117	0.4	12.686	B
C-AB	58	619	0.093	58	0.2	6.731	A
C-A	163			163			
A-B	41			41			
A-C	467			467			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	441	0.216	96	0.3	10.962	B
C-AB	44	616	0.071	44	0.1	6.619	A
C-A	136			136			
A-B	33			33			
A-C	381			381			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	460	0.173	80	0.2	9.956	A
C-AB	35	613	0.057	35	0.1	6.542	A
C-A	116			116			
A-B	28			28			
A-C	319			319			

2039 Baseflow + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.36	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)
D4	2039 Baseflow + Dev	PM	ONE HOUR	17:00	18:30	15

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 (PCU/hr)	Scaling Factor (%)
A		✓	272	100.000
B		✓	48	100.000
C		✓	332	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	47	225
	B	24	0	24
	C	285	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	5
	B	5	0	5
	C	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	9.51	0.1	A
C-AB	0.12	5.76	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	485	0.075	36	0.1	8.412	A
C-AB	51	708	0.072	50	0.1	5.748	A
C-A	199			199			
A-B	35			35			
A-C	169			169			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	470	0.092	43	0.1	8.841	A
C-AB	65	728	0.090	65	0.2	5.703	A
C-A	233			233			
A-B	42			42			
A-C	202			202			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	450	0.117	53	0.1	9.503	A
C-AB	89	758	0.117	88	0.2	5.650	A
C-A	277			277			
A-B	52			52			
A-C	248			248			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	450	0.117	53	0.1	9.510	A
C-AB	89	758	0.117	89	0.2	5.656	A
C-A	277			277			
A-B	52			52			
A-C	248			248			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	470	0.092	43	0.1	8.854	A
C-AB	65	729	0.090	66	0.2	5.710	A
C-A	233			233			
A-B	42			42			
A-C	202			202			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	485	0.075	36	0.1	8.429	A
C-AB	51	708	0.072	51	0.1	5.759	A
C-A	199			199			
A-B	35			35			
A-C	169			169			

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