TRAFFIC IMPACT ASSESSMENT

DEVELOPMENT AT EMMET ROAD, DUBLIN 8

Dublin City Council
Project No. B967
28 September 2022

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers

TRAFFIC IMPACT ASSESSMENT

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DOCUMENT CONTROL & HISTORY

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1 INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) have been commissioned to undertake this assessment with respect to the proposed redevelopment at Emmet Road, Inchicore, Dublin 8. The site location is shown indicatively in *Figure 1* below.

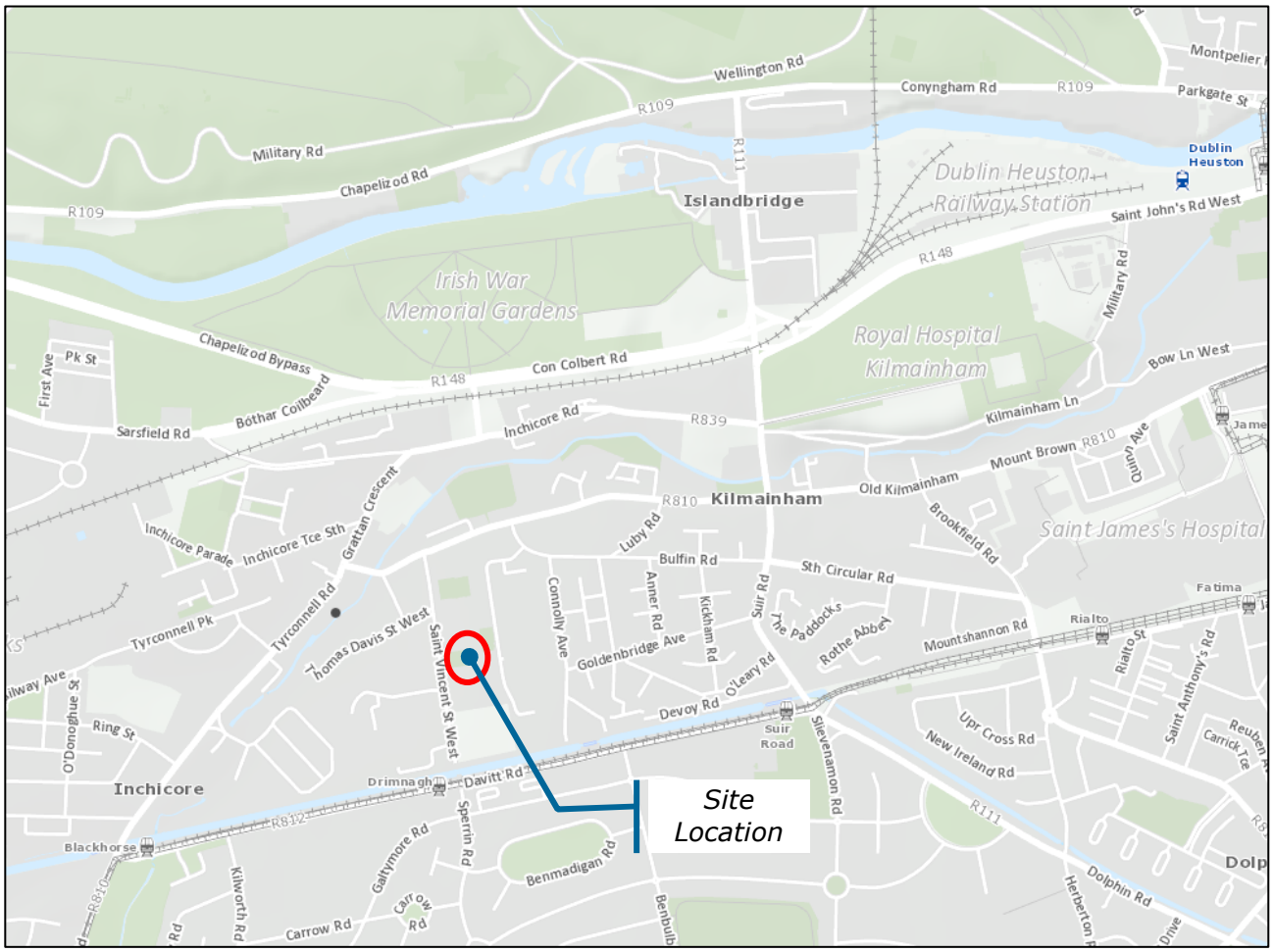


Figure 1: Indicative Site Location Map

The proposed development site is located in the heart of Inchicore and comprises a mixture of uses including residential, commercial and community.

The purpose of this report is to clearly assess the potential impact of the proposed development on the existing links and junctions which form the local road network as well as a review of the public transport capacity of the area. This report also seeks to clearly set out the parking strategy associated with the development.

This assessment has given due consideration to the relevant guidelines including:

- *Traffic & Transport Assessment Guidelines (2014)* as published by the former National Roads Authority now Transport Infrastructure Ireland (TII);
- *Guidelines for Traffic Impact Assessment (1997)* as published by the Chartered Institute of Highways & Transportation;
- *Dublin City Development Plan 2016-2022*;
- *Draft Dublin City Development Plan 2022*-2028.

2 STUDY METHODOLOGY

In order to get accurate data for traffic flows on the existing road network, Tracsis Traffic Data Ltd have been commissioned to carry out a series of bespoke surveys. The surveys were completed at the following locations:

Junction 1: R839 Grattan Crescent / R810 Emmet Road / R810 Tyrconnell Road;
Junction 2: R810 Emmet Road / Saint Vincent Street West / R810 Emmet Road;
Junction 3: R810 Emmet Road / Bulfin Road / R810 Emmet Road;
Junction 4: Turvey Avenue / R810 Emmet Road / Luby Road / R810 Emmet Road;
Junction 5: R111 South Circular Road / R810 Old Kilmainham / R111 South Circular Road / R810 Emmet Road;

The exact locations of these junctions are highlighted in *Figure 2* below.

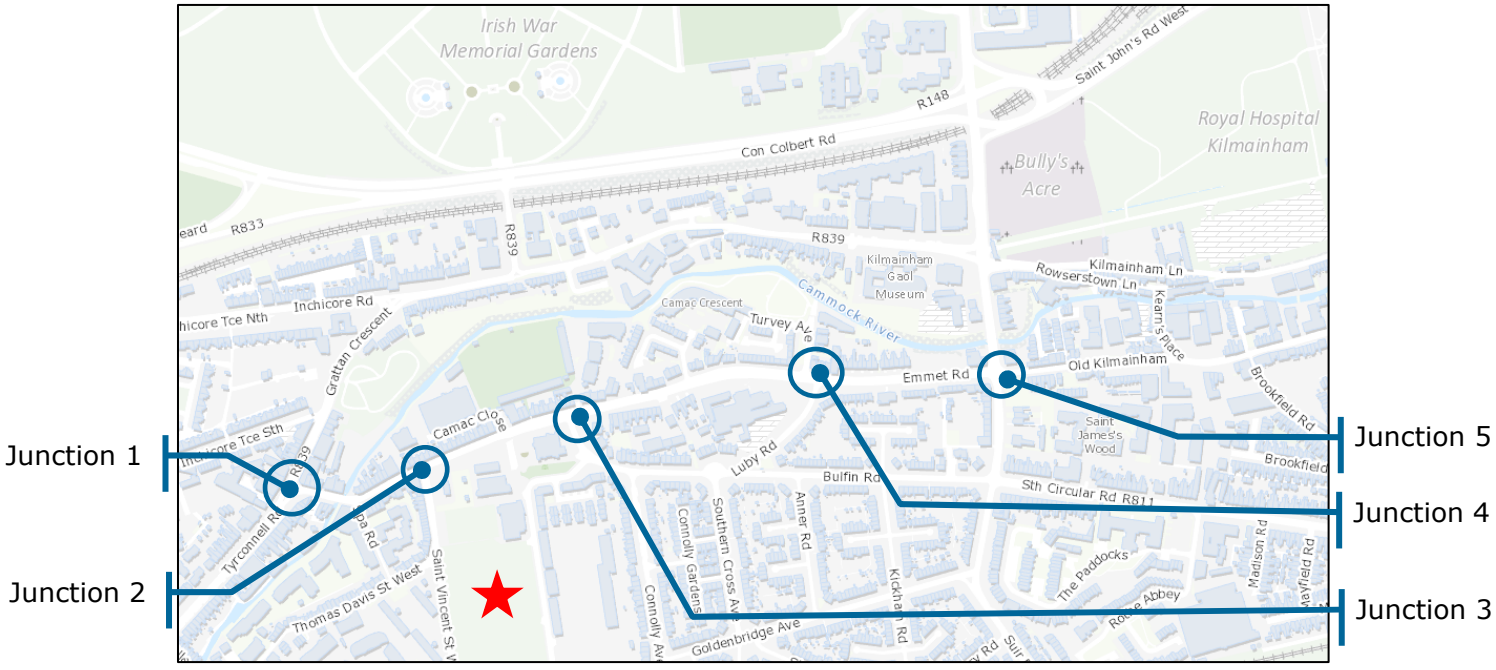


Figure 2: Study Area & Traffic Survey Locations

The surveys were carried out on April 28th 2022 and included 15 minute interval junction turning counts carried out between the hours of 07:00 – 19:00. It is noted that this date was a considerable period of time after all Covid 19 pandemic restrictions were

lifted and so are considered to be an accurate and up-to-date reflection of the operation of the local road network.

A seven-fold classification system was used which recorded cyclists, motorcycles, cars, light goods vehicles, OGV 1, OGV2 and buses.

The junction surveys also included:

- Queue length surveys which recorded the maximum queue lengths observed on a per lane basis at each approach of each junction over 5 minute intervals;
- Pedestrian crossing counts at each arm of each junction over 15 minute intervals.

A full copy of the results of all traffic surveys can be found in *Appendix A*, to the rear of this report.

The base year flows were then adjusted to the estimated future assessment years (Year of Opening & Design Year) using medium range TII Growth Factor[1]. The traffic generation potential of the development was then assessed using the Trics[2] planning database. This database is an industry standard too that contains information on thousands of sites in Ireland and the U.K. and can be used to predict the traffic that will be generated by numerous types of development.

The estimated additional traffic was assigned to the local road network and its impact on the operation of the local links and junctions was assessed using guidance from TII, the Design Manual for Roads and Bridges (DMRB) and task specific traffic modelling software.

The assessment considered the following scenarios:

[1] Units 5.3 Travel Demand Projections, TII Project Appraisal Guidelines, October 2021

[2] **T**rip **R**ate **I**nformation **C**omputer **S**ystem

- Do Nothing – allowance for natural background traffic growth only;
- Do Something – allowance for natural background traffic growth and the additional traffic estimated to be generated by the proposed development.

3 THE RECEIVING ENVIRONMENT

The receiving environment is urban in nature. The existing primary arteries through the study area are the Emmet Road, Tyrconnell Road, Grattan Crescent, St Vincent Street West and South Circular Road. Outside of the study area, development generated traffic will dissipate considerably and so is expected to have a negligible impact on the operation of the wider network. While there is substantial variation in the type of traffic travelling on the links locally, during the peak travel hours, they would primarily be expected to carry commuter traffic.

As noted earlier, base traffic levels have been surveyed on the local network in 2022. By combining these base flows with the traffic generation estimates for the proposed development, the following peaks were identified:

- A.M. Peak Hour: 07:45 – 08:45;
- P.M. Peak Hour: 15:15 – 16:15.

The recorded flows during the above peak hours and across the course of an average day are shown in the following:

–*Diagram 1: 2022 A.M. Peak Hour Base Flows (07:45 – 08:45);*
–*Diagram 2: 2022 P.M. Peak Hour Base Flows (15:15 – 16:15);*
–*Diagram 3: 2022 Annual Average Daily Traffic Base Flows.*

The aforementioned diagrams and all others referenced in this text can be found in *Appendix B*, to the rear of this report. Any apparent discrepancy in flows between sites may be attributed to vehicles accessing developments and minor roads between surveyed junctions.

TA 79/99 "Traffic Capacity of Urban Roads" from the DMRB provides information on the capacity of urban roads based on classification and width. *Table 1* following shows the capacities of various road types based on this manual and using a 60:40 split in flow.

2 Way Single Carriageway – Busiest Direction of Flow (60/40 split)										
Carriageway Width (m)		*Total Number of lanes*								
		2				*2–3*	*3*	*3–4*	*4*	*4+*
		6.10	*6.75*	*7.30*	*9.0*	*10.0*		*12.3*	*13.5*	*18.0*
Road Type	UM	*Not Applicable*								
	UAP1	1020	1320	1590	1860	2010	2550	2800	3050	3300
	UAP2	1020	1260	1470	1550	1650	1700	1900	2100	2700
	UAP3	900	1110	1300	1530	1620	*	*	*	*
	UAP4	750	900	1140	1320	1410	*	*	*	*

Table 1: Urban Road Capacities

The local links have been classified based on the associated definitions in the DMRB. Using the previous table, link capacities have been calculated and current Ratio of Flow to Capacity (RFC) values have been assessed for the key links bordering the site. These are shown for the base year peak hours in *Table 2.*

It should be noted that given the variation in width across the links in question, an average figure for each has been used which is rounded down to the nearest value shown in the above table, thus ensuring a conservative assessment of link capacity.

Link	Width (m)	Link Capacity (veh/hr)	A.M. Peak (veh/hr)	RFC (%)	P.M. Peak (veh/hr)	RFC (%)
Grattan Crescent	6.1	900	693	77%	491	55%
Tyrconnell Road	6.1	900	547	61%	576	64%
Emmet Road	6.1	900	636	71%	528	59%
St Vincent Street West	6.1	900	120	13%	125	14%

Table 2: Base Year Link RFC Values for Local Network

As can be seen, all links are operating within capacity in the base case, with a highest value of 77% experienced n Grattan Crescent in the A.M. peak hour.

In order to accurately assess the impact of the proposed development in the future, the base traffic flows for the local network in 2022 have been expanded to the Year of

Opening and the Design Year using the medium range TII growth factors detailed in *Table 3* following.

Year	Growth Rates	
	Light Vehicles	*Heavy vehicles*
2022 - 2024	2.74%	5.99%
2022 - 2039	16.63%	42.50%

Table 3: Background Traffic Growth Factors

These factors allow for a variety of factors including additional traffic generated by development in the local and wider area, increased levels of car ownership and increased vehicle trips as a result of projected improvements to economic activity. This is considered a conservative approach given that these projections are likely to be higher than what will be experienced post-Covid 19 pandemic given the associated impacts to economic activity and work practices which will see a permanent reduction in commuting activity. Car ownership levels, in Dublin in particular, are also expected to reduce in line with local and national sustainable travel and planning policies. This background traffic growth allows for cumulative development in the area and on a wider basis, with the factors applied specific to the site location in Dublin.

With respect to permitted development which has yet to be completed, the following are of key relevance:

- Planning Register reference: 4260/19 – 52 no. older persons apartments including 13 no. new car parking spaces in St. Michael's Estate west of the proposed development site. The nature of the development combined with the low level of parking provision mean the potential traffic impact is negligible and is considered to be accounted for in the conservative background traffic growth allowance;
- Planning register Reference: ABP-303435-19 – 265 no. build to rent apartments with 119 car parking spaces on the former Duplex site south of the canal relative to the proposed development. This development is located on the opposite side of the canal relative to the proposed development which limits the potential interaction of traffic within the study area, after which the traffic associated with the proposed development will have dispersed to the extent that would make its impact negligible.

In particular, there is limited potential for traffic from the SHD development to route along Emmet Road based on consideration of reasonable travel desire lines. As a result, the potential traffic impact in the study area is negligible and is considered to be accounted for in the conservative background traffic growth allowance.

Thus, the future year traffic flows without development can be seen in the following:

- *Diagram 4: 2024 A.M. Peak Hour Flows – Do Nothing;*
- *Diagram 5: 2024 P.M. Peak Hour Flows – Do Nothing;*
- *Diagram 6: 2024 AADT – Do Nothing;*

- *Diagram 7: 2039 A.M. Peak Hour Flows – Do Nothing;*
- *Diagram 8: 2039 P.M. Peak Hour Flows – Do Nothing;*
- *Diagram 9: 2039 AADT – Do Nothing.*

The methodology adopted here is conservative as no consideration for the following has been allowed for when applying traffic growth factors:

- The local, national and worldwide economic impact of the recent global pandemic which will in turn impact on traffic growth potential;
- The expected long term cultural and work practice changes as working from home has been proven to be a more viable option for many workers and becomes more common, on a part or full time basis. This in turn have a positive impact on commuter and peak hour traffic volumes.

Thus, the background traffic growth allowed for is considered to be very conservative in nature and all results are considered to represent the worst-case scenario, particularly for the design year.

4 CHARACTERISTICS OF THE DEVELOPMENT

EXISTING SITE OVERVIEW

This site is located in Inchicore which is a suburb of Dublin located to the west of the City Centre. The main development site covers an area of approximately 3.72 hectares and is bounded by the Emmet Road to the north, St. Vincent Street West to the western boundary, Goldenbridge Cemetery to the southern boundary and Patriots Path to the eastern boundary. Additional (water main upgrade) works are proposed along Emmet Road bringing the overall site area to some 4.68 hectares. It currently houses a mixture of brownfield areas which previously housed the St Michaels Estate development together with the current existing buildings/structures:

- St Michael's Community Centre (to be demolished as per permitted Part 8);
- Eve Tuiscint Health Centre (to be demolished as per permitted Part 8);
- Inchicore Community Sports Centre (to be retained)
- Boundary wall to the north western corner of the site (majority to be retained).

There are a number of existing structures outside of the site that are of note including the Inchicore Primary Care Centre and Richmond Barracks to the east of the site and Goldenbridge Cemetery to the south.

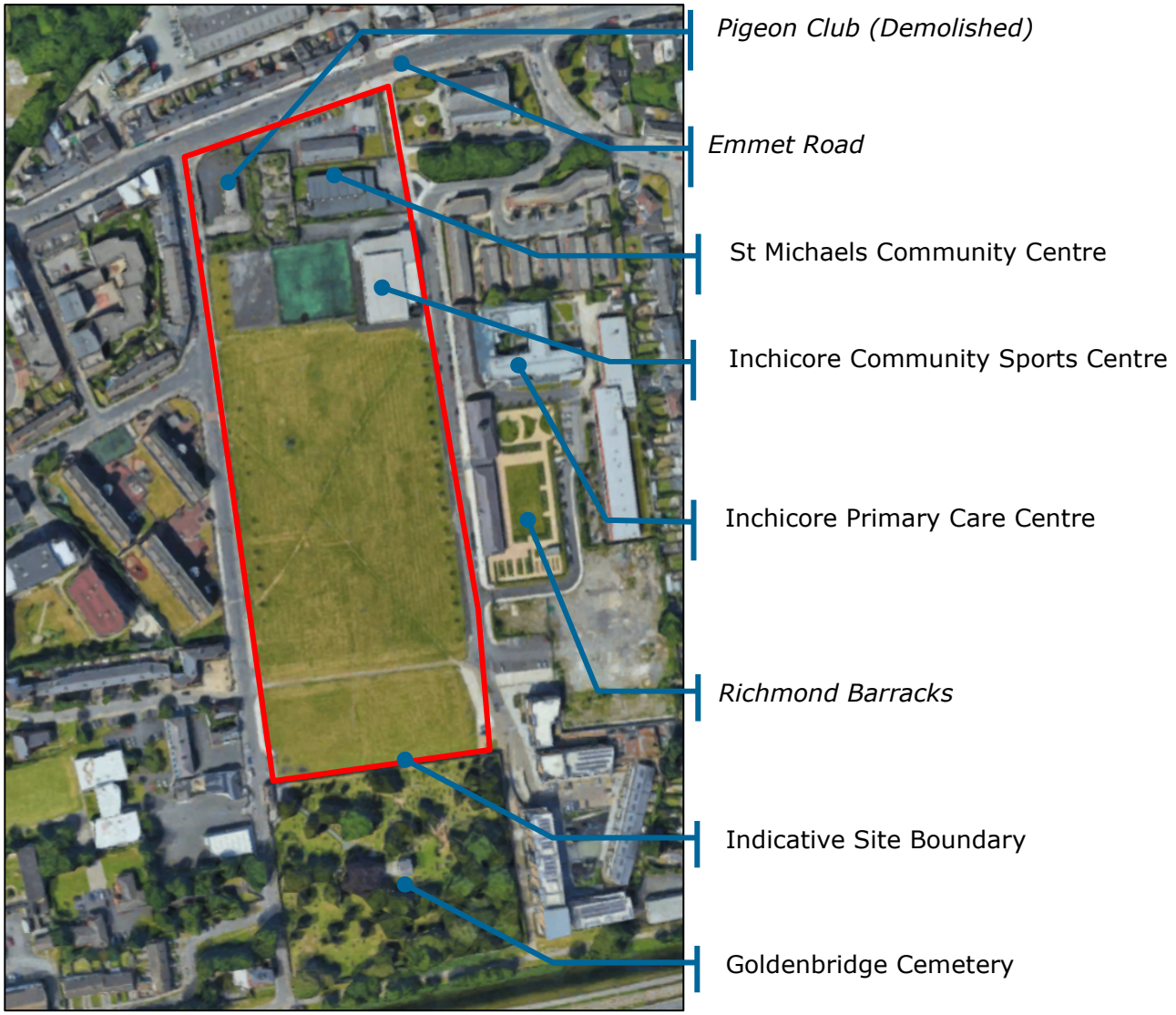


Figure 3: Existing Site Overview

PROPOSED DEVELOPMENT OVERVIEW

The development will comprise 578 no. apartments, community facilities (including Library/Community Hub, Creche, Retail/Commercial and Café units), a supermarket, a public plaza fronting onto Emmet Road and the installation of a new watermain c 200m in length along Emmet Road to the junction with Tyrconnell Road/Grattan Crescent. The proposal includes works to a protected structure (8705 - Richmond/Keogh Barracks, relating to rubble stone boundary walls).

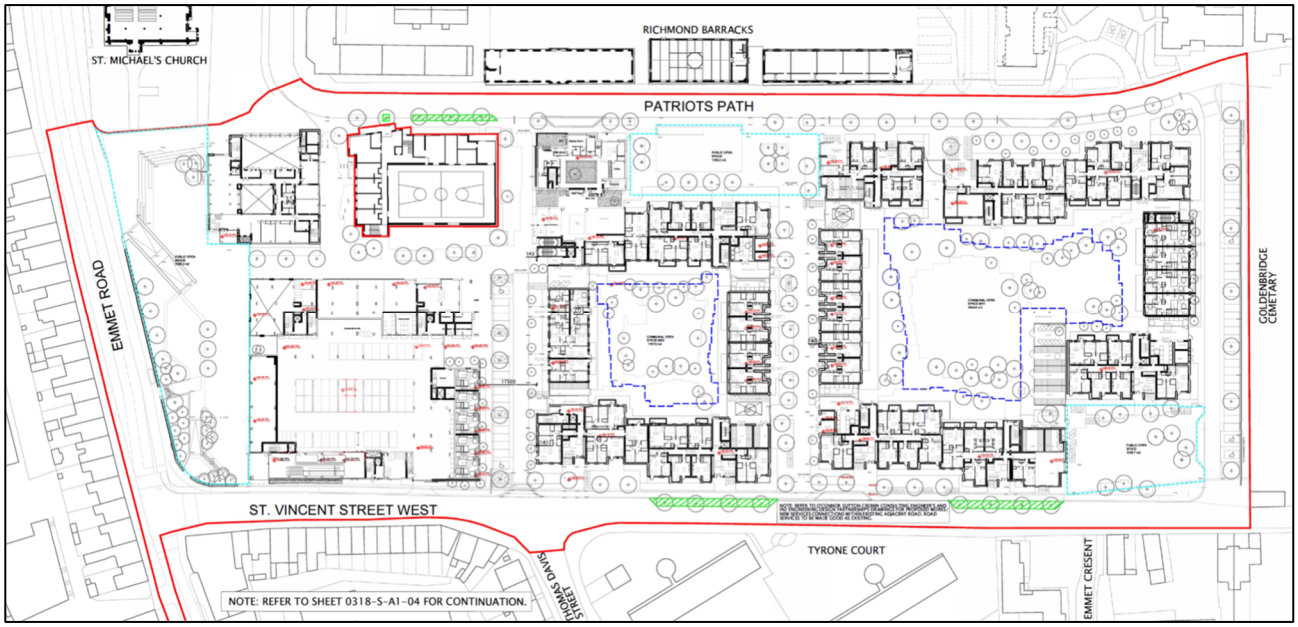


Figure 4: Proposed Site Layout

As can be seen, from a roads perspective the proposals are relatively minimal to maximise the residential amenity of the site and quality of environment for residents by avoiding a car dominant design. The main village car parking area to serve the retail and community uses is located in the northern part of the site and will be accessed via a new entrance on the upper section St. Vincent Street West. Directly adjacent this will be a service access for large delivery vehicles to the main retail unit, with swept path analysis having been carried out for a maximum legal length articulated vehicle to inform the design.

Another entrance is to be provided just south of this location on St. Vincent Street West which will also facilitate some servicing activity for the commercial units, again informed by swept path analysis, as well as access to the residential and car club parking.

A new road link is proposed on the southern boundary which will join St. Vincent Street West to St. Michael's Estate, with additional residential and car club parking also located along its length.

Permeability is a key priority of the design, particularly in an east-west manner to ensure existing desire lines are maintained and accessibility to, from and through the development is provided. This is further facilitated by both streets in the residential

portion of the site acting as shared spaces, in accordance with DMURS, to prioritise and facilitate the movement of pedestrians and cyclists.

The car parking strategy for the proposed development is set out in further detail in the following section but, in summary, it is proposed to provide:

- 20 no. residential car parking spaces;
- 30 no. car club vehicles (residential);
- 54 no. spaces to serve as a village car park including allowance for the retail and community elements;
- 2 no. spaces for Goldenbridge Cemetery.

TRIP GENERATION

The residential and supermarket unit of the proposed development are expected to be the primary trip generator and form the basis of the development trip generation estimates. The ancillary elements (cafés, smaller retail units, library and community centre) are not expected to be primary trip generators, particularly during peak travel times, and are instead expected to serve local residents at the development and in the surrounding area. As a result, they have not been included in this assessment from a trip generation perspective.

The traffic generation potential of the proposed development has been estimated using the Trics software modelling database which is an industry-standard tool. When developing traffic generation estimates for any development, a number of surveys are selected from the database based on a range of factors including development type, size, location, public transport etc. The results are then used to establish trip rates for the development in question which is ultimately used to derive estimates for traffic generation.

In this instance, particular focus was given to the car parking provision proposed for the development which will significantly reduce the trip generation potential of the apartments in particular. However, the Trics database contains limited information of similar sites with such a low level of provision meaning a conservative approach has

been adopted where surveys at sites with a high level of parking provision have been used to development the following estimates.

Furthermore, no consideration has been given the following likely occurrences:

- Internal trips between the various uses proposed i.e. residents at the development will account for a significant portion of users of the real elements but have been assumed to be external and new to the study area for the purposes of this assessment;
- Pass-by trips which will see cars already on the local road network divert slightly to visit the retail element in particular as they pass by.

Thus, the trip generation estimates are considered to be conservative and represent a worst case scenario.

The Trics output files relative to this assessment can be found in *Appendix C* of this report.

The trip generation estimates have been produced for the proposed development are shown in the following table.

Time Range	Apartments		Retail	
	Arrivals	*Arrivals*	*Departures*	*Departures*
00:00-01:00	0	0	0	0
01:00-02:00	0	0	0	0
02:00-03:00	0	0	0	0
03:00-04:00	0	0	0	0
04:00-05:00	0	0	0	0
05:00-06:00	0	0	0	0
06:00-07:00	0	0	1	0
07:00-08:00	11	18	2	18
08:00-09:00	9	18	16	18
09:00-10:00	20	14	32	14
10:00-11:00	20	13	37	13
11:00-12:00	14	21	45	21
12:00-13:00	9	13	44	13
13:00-14:00	11	11	47	11
14:00-15:00	8	13	46	13
15:00-16:00	16	14	46	14
16:00-17:00	29	20	51	20
17:00-18:00	21	13	48	13
18:00-19:00	27	21	39	21
19:00-20:00	27	21	28	21
20:00-21:00	8	8	22	7
21:00-22:00	0	0	10	0
22:00-23:00	0	0	3	0
23:00-24:00	0	0	4	0
Daily Trips:	230	218	520	217

Table 4: Proposed Residential Development Estimated Trip Generation

The additional traffics outlined above was assigned to the study area based on existing traffic flows in the area combined with an assessment of the local network layout.

The assigned flows mentioned above are shown in the following diagrams:

- *Diagram 10: A.M. Peak Hour Trip Generation & Assignment – Do Something;*
- *Diagram 11: P.M. Peak Hour Trip Generation & Assignment – Do Something;*
- *Diagram 12: AADT Trip Generation & Assignment – Do Something.*

SITE ACCESSIBILITY

There are a wide variety of public transport services and pedestrian/cycle facilities in the vicinity of the proposed development site including Luas and Dublin Bus services which link to the wider Dublin transportation network. The site accessibility is summarised following with further detail available in the Mobility Management Plan submitted under separate cover with the Part 10 application.

Rail

As can be seen in the figure overleaf, the existing Luas Red Line is located immediately south of the development site with the Drimnagh Stop located approximately 190m (3 minutes) walk away and accessible via footbridge over the canal. The Goldenbridge Stop is located approximately 350m (4 minutes) walk away via a fully accessible route over the at-grade lock gate bridge.

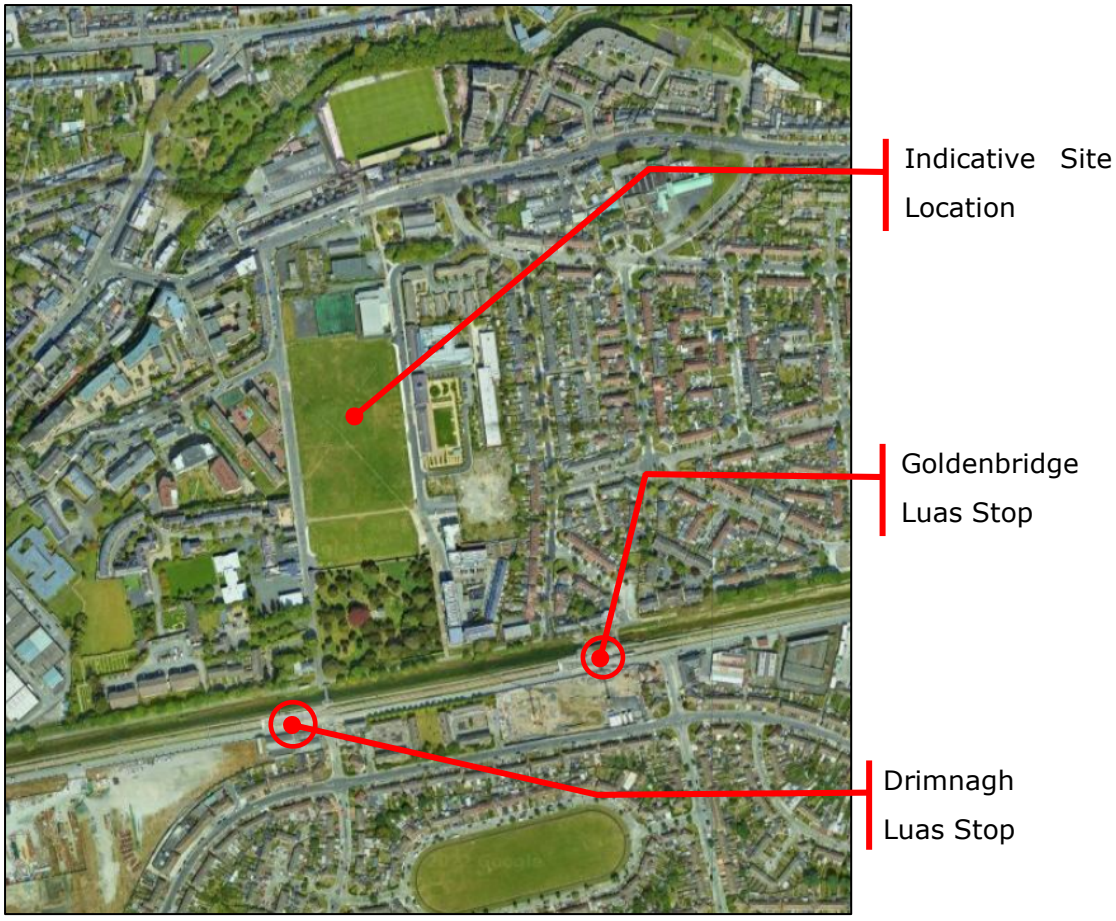


Figure 5: Proximity of Luas Service Stop

The overall Luas network is shown following.

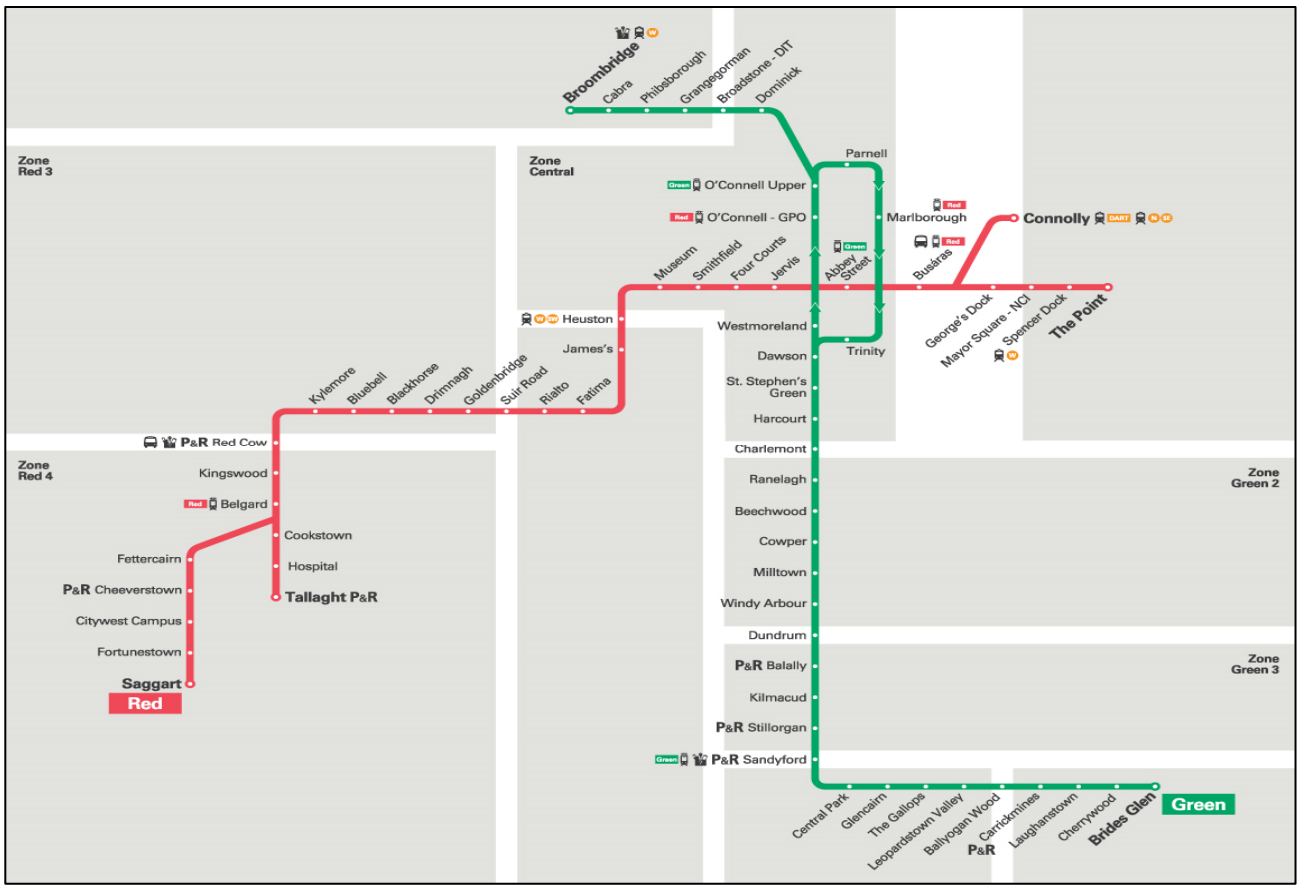


Figure 6: Luas Network Map

The Red Line provides a regular service between The Point/Connolly Station and Tallaght/Saggart with intermediate stops at key locations including Busáras, Heuston Station, the Red Cow and Citywest. The Red Line connectivity with Heuston Station, Connolly Station and Busáras effectively link the site with all the other commuter and intercity heavy rail and bus services operating in Dublin which is further complemented by the integrated ticketing system (Leap Card) designed to facilitated use of multiple public transport services in one trip.

The existing Luas Red Line also links with the Luas Green Line at O'Connell Street. The Green Line provides a similar service between Bride's Glen/Sandyford and Broombridge/Parnell. Luas trams operate on a frequency basis with those for the Drimnagh Stop in the eastbound direction shown following.

Monday - Friday			
	Min	Avg	Max
05:52-07:00	4	7	20
07:00-10:00	3	4	6
10:00-16:00	4	4	6
16:00-19:00	4	4	6
19:00-00:22	4	11	15

Saturday			
	Min	Avg	Max
06:51-10:00	3	9	20
10:00-16:00	6	6	7
16:00-19:00	5	6	10
19:00-00:21	10	11	15

Sunday & Bank Holidays			
	Min	Avg	Max
07:21-12:00	6	12	20
12:00-19:00	5	9	11
19:00-23:21	10	11	12

Figure 7: Luas Drimnagh Stop Eastbound Operating Frequencies

Bus

There are several Dublin Bus services serving stops in the local area within an approximate 200m – 800m (2-10 minute) walk. The service stops are shown in the following figure.

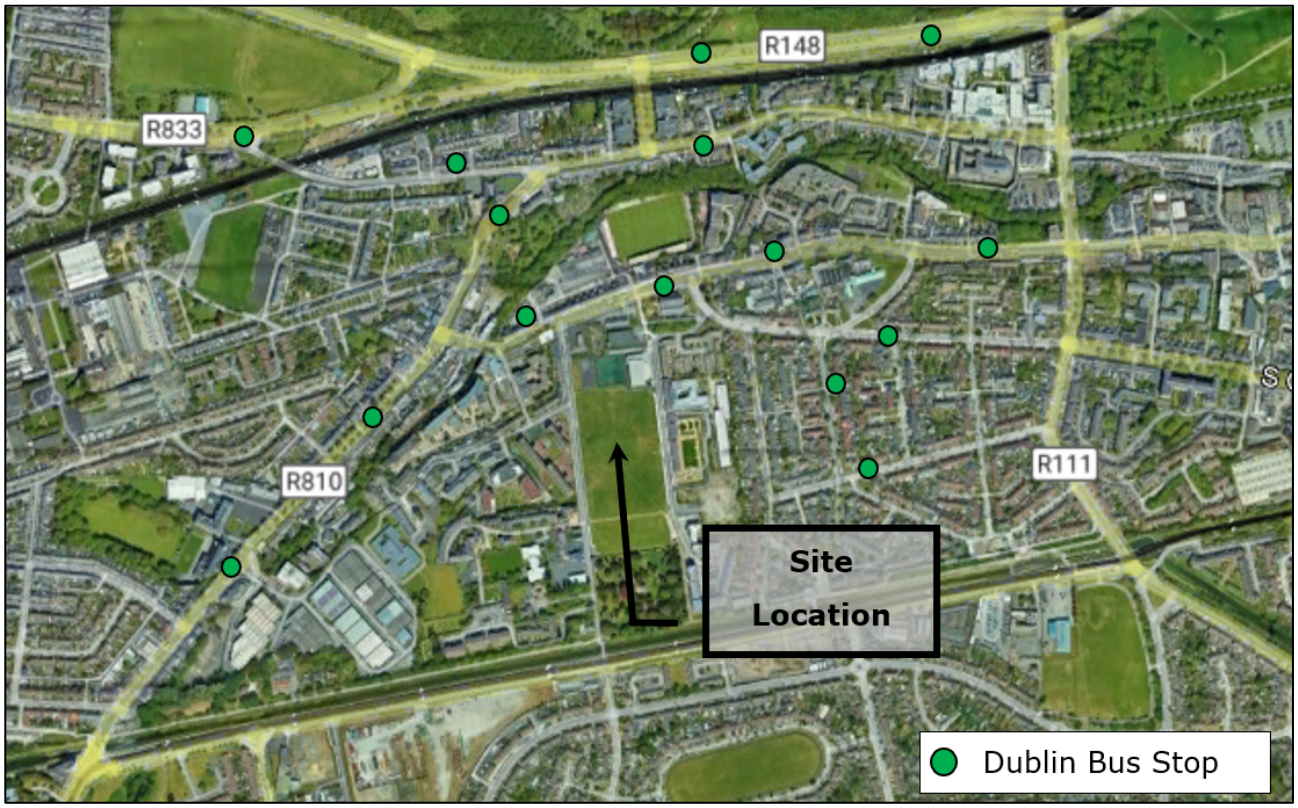


Figure 8: Local Bus Service Stops

The key services locally based on this metric are summarised as follows.

Route	***Description***	***Peak Frequency***	***Off-Peak Frequency***
13	Harristown – Grange Castle	10 mins	15 mins
40	Charlestown Shopping Centre – Liffey Valley Shopping Centre	10 mins	20 mins
51D	Aston Quay – Clondalkin	1 daily	-
52	Ringsend Road – Leixlip Intel	1 hour	-
68/a	Hawkins St – Newcastle	30 mins	1 hr
69	Hawkins St – Rathcoole	1 hour	-
79/a	Aston Quay – Spiddal Park / Parkwest	10/15 mins	20 mins
C1	Adamstown – Sandymount	8 mins	30/60 mins
C2	Adamstown – Sandymount	8/15 mins	30/60 mins
C3	Maynooth – Ringsend	30 mins	60 mins
C4	Celbridge – Ringsend	30 mins	60 mins
P29	Adamstown Station – Ringsend Road	8 per day	-
x25	UCD – Maynooth	5 per day	-
x26	Maynooth – Leeson Street Lower	3 per day	-
x27	Celbridge to UCD	5 per day	-
x28	Salesian College – UCD Belfield	5 per day	-
x30	Lucan (Dodsboro) – UCD	6 per day	-
x31	River Forest – Earlsfort Terrace	6 per day	-
x32	Hewlett Packard – Earlsfort Terrace	4 per day	-

Table 5: Local Bus Services

Pedestrian / Cycling

There are relatively good quality footpaths on the surrounding roads which include public lighting. There are dedicated pedestrian crossing facilities on Emmet Road to the west and at the major signalised junctions locally. The Grand Canal also provides a walking route along its tow path which links to Dublin City to the east and Adamstown to the west. There are a wide variety of local amenities within a short walking distance in Inchicore including retail, leisure and community facilities which reduces the need to travel long distances, particularly by car. These are summarised as follows:

- The site is immediately bordered and in close proximity to considerable areas of employment in the extensively developed surrounding lands to the east and west, including Inchicore Village itself as well as extensive commercial and industrial uses to the west which includes employment centres such as the Irish Rail Inchicore Works;
- The nearby St James's Hospital (and site of future Children's Hospital) is approximately 1.6 km (21) minute walk from the development site but also accessible via the Luas Red Line;
- There are several moderate to large retail units within walking distance of the site. These include a supermarket on Spa Road, approximately 120m (1 minutes) walk away and another on Tyrconnell Road, approximately 180m (2 minutes) walk away. The proposed development also includes a large retail unit;
- There are a number of leisure and fitness amenities within close proximity including a gym in Drimnagh (300m away) and another in Kilmainham (950m away);
- There are several restaurants and cafes within a short walking distance including one on the South Circular Road, Bulfin Road, Emmet Road and Tyrconnell Road, all within a 750m walking distance. The proposed development also includes a café unit;
- There are numerous ATMs within the local area and a credit union located just 2 minutes away, situated on Tyrconnell Road. The closest major bank branch is an AIB located in Drimnagh, which is a 2km (24 minute) walk away;
- Bluebell is located approximately 25 minutes walking distance and 6 minutes cycling distance from the development site which provides access to several convenience shops/supermarkets, restaurants/cafes, gyms, schools and various community facilities. It is also accessible via the Luas Red Line;
- Kilmainham is located approximately 12 minutes walking distance and 5 minutes cycling distance from the development site which provides access to several convenience shops/supermarkets, restaurants/cafes, gyms, schools and various community facilities;
- Dublin City Centre is located approximately less than 40 minutes walking distance and 10 minutes cycling distance from the development site which provides access to several head offices, convenience shops/supermarkets, clothing/department stores restaurants/cafes, gyms, schools, public transport hubs and various community facilities;

- Dolphins Barn is located approximately 24 minutes walking distance and 7 minutes cycling distance from the development site which provides access to several convenience shops/supermarkets, restaurants/cafes, gyms, schools and various community facilities;
- There are several schools and childcare facilities within an approximate 1km walking distance;
- The proximity of public transport infrastructure, in particular the Luas, makes the site readily accessible to areas of employment, residential areas, commercial and leisure amenities in Dublin City and other areas along the respective routes;
- There are a wide number of residential areas and developments within reasonable walking and cycling distance of the development site which is particularly relevant for future employees at the development.

In terms of cycling facilities, The NTA has surveyed the cycle facilities for the Greater Dublin Area (GDA) as part of the *Greater Dublin Area Cycle Network Plan.* An extract from this plan showing the existing facilities in the vicinity of the proposed development is shown following.

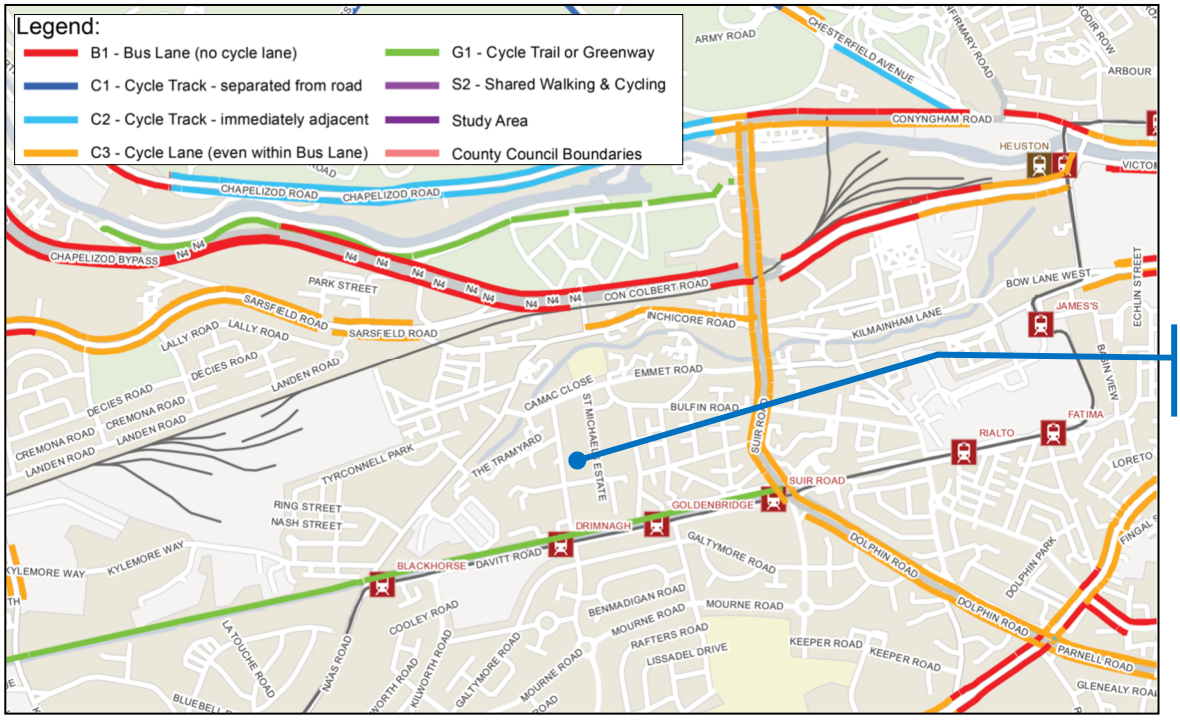


Figure 9: Existing Cycle Facilities in Local

Pedestrian / Cycling

There are number proposals for future improvements to the local public transport, pedestrian and cycle infrastrucutre. Again, these are set out in detail in the Mobility Management Plan under separate cover but the key proposals are as follows:

- BusConnects – this proposal aims to overhaul the current bus system in the Dublin region by building a network of next generation bus corridors on the busiest routes to make bus journeys faster, more predictable and more reliable. It will see a revision to the overall network to increase efficiency and quality of service. Of particaulr note it the Liffey Vally to City Centre Core Bus Corridor which runs along Emmet Road to the north of the development site. A planning applicaition for this route has been lodged to An Bord Pleanála, in July 2022, with an extract of the relevant section of design shown fronting onto the site on the following figure.

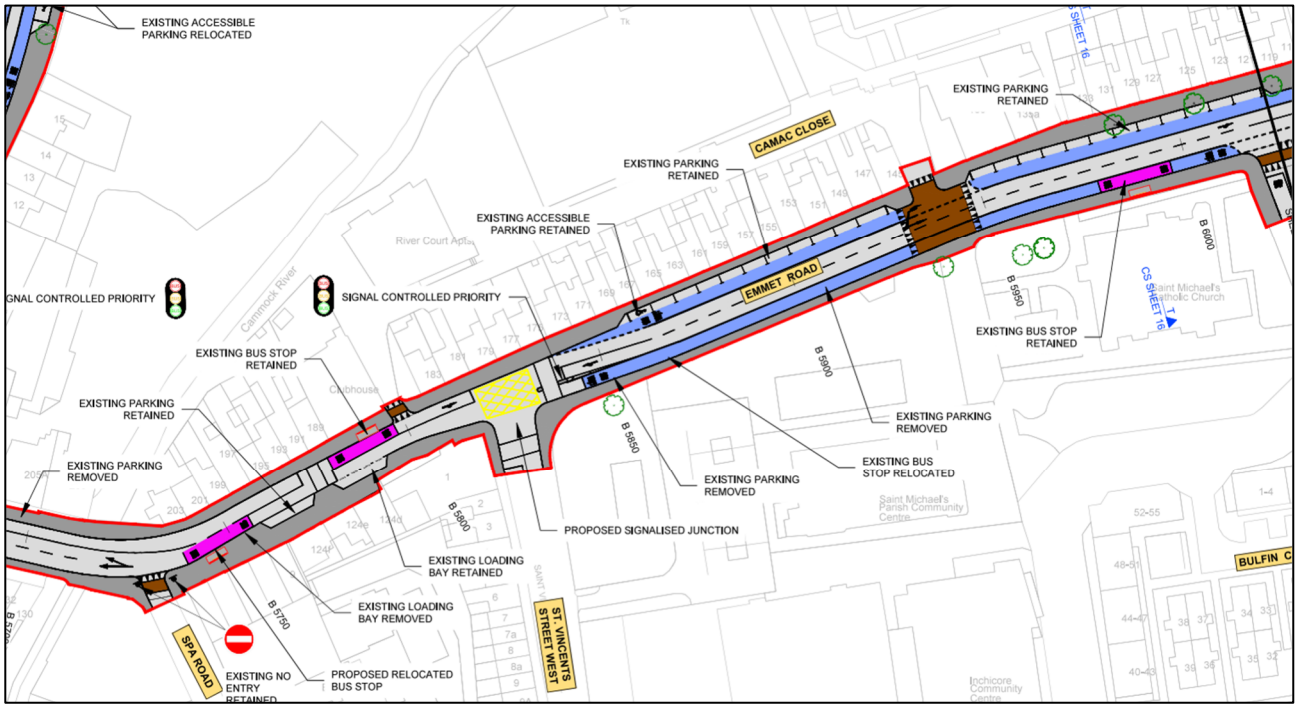


Figure 10: BusConnects Liffey Valley to City Centre Core Bus Corridor

- Metrolink – a high capacity, high-frequency heavy rail line running from Swords to Charlemont, linking Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services, creating fully integrated public transport in the Greater Dublin Area. As well as linking major transport hubs, MetroLink will connect key destinations including Ballymun,

the Mater Hospital, the Rotunda Hospital, Dublin City University and Trinity College Dublin. Much of the 19-kilometre route will run underground, an exciting innovation for Irish public transport. It will connect with the site via its linkage with the Luas Red Line;

- The DART+ Programme consists of a series of proposals that aim to modernise and improve the existing rail services in the Greater Dublin Area (GDA). It will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity on rail corridors serving Dublin. The current DART network is 50km long, extending from Malahide/ Howth to Greystones. The DART+ programme will increase the length of the DART network to 150km of railway corridor through the electrification and upgrade of existing lines transforming commuter train travel in the Greater Dublin Area (GDA). The DART+ Programme also includes the purchase of new train fleet. The Luas red Line connectivity with Heuston and Connolly Stations will provide direct linkages with this expanded network;
- Greater Dublin Area Cycle Network Plan – this sets out several additional cycle route proposals which focus on improvement and extension of the cycle network across Dublin. The proposals for the local area are shown below.

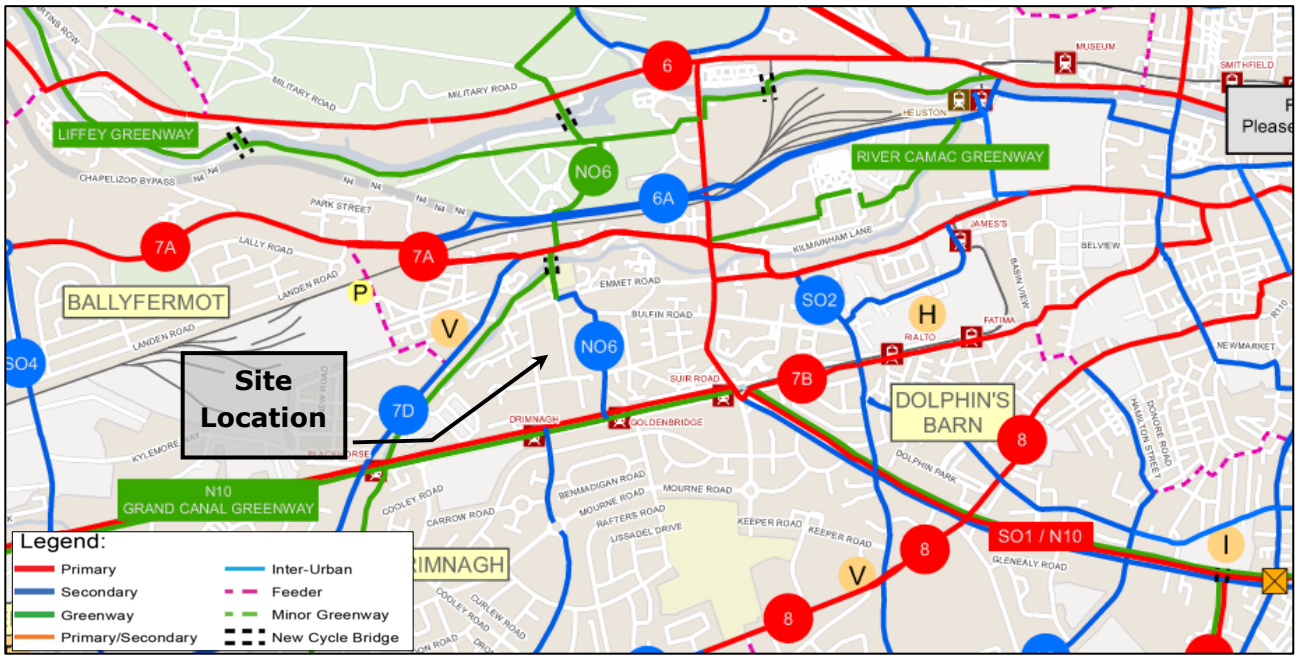


Figure 11: Proposed Future GDA Cycle Network

- Draft Greater Dublin Area Tranasport Strategy - The aforementioned measures outlined formed part of the current Greater Dublin Area Transport Strategy which is

in the process of being updated, with a draft version of same released for public consultation. As with the current iteration, this strategy sets forth a number of key proposals with respect to transport infrastructure including:

- Commitment to BusConnects project including revised bus networks, core bus corridors, improved fleet etc.;
- Allowance for Luas Extensions to Bray, Poolbeg, Finglas and Lucan;
- Additional improvements to existing rail servicing including level of priority, stop upgrades etc.;
- Commitment to MetroLink projects;
- Commitment to the DART+ programme and other heavy rail improvements;
- Improved pedestrian infrastructure including footpaths, crossings and wayfinding information;
- Commitment to the GDA Cycle Network Plan delivery;
- Improved cycle facilities including parking, sharing schemes, electric bike facilities, interaction with public transport, personal mobility devices etc.

Taking the previous into consideration, the site is highly accessible by a number of exisging high quality, high frequency and high capacity public transport options within a very short walk of the site with good quality active travel infrastructure also available. Extensive improvments to the local network are proposed which will enhance this accessibiltity even further.

On this basis, the site is considered a prime opportunity for development which prioritises movement by sustainable modes over car based travel in line with local and national objectives regarding sustainable travel.

5 CAR PARKING STRATEGY

The proposed car parking strategy at the site has been developed taking into consideration a variety of factors to ensure the appropriate number of spaces are provided which is in line with current sustainable travel and development objectives.

On this basis the strategy has considered the standards set out within the Dublin City Development Plan to ensure the objectives below being achieved.

- The promotion of sustainable modes of travel, which are within a reasonable walking distance of the development site;
- Facilitating an appropriate level of car storage at the development;
- The prevention of potential overspill parking into the local area.

STANDARDS & BASELINE DATA

In establishing the appropriate parking strategy for the development, a holistic approach has been taken to assessing site specific factors and the characteristics of the surrounding area. The overall accessibility of the site by non-car modes has been set out extensively both earlier in this report and in the Mobility Management Plan prepared for the development. However, consideration has also been given to a number of other factors and data sources as follows.

Car Parking Standards

Section 16.38 of the Dublin City Development Plan 2016 – 2022 considers the parking requirement for various type of development. In particular, Table 16.1 sets out the parking requirements for car parking, to be read in conjunction with the zoning set out in Map J of the Development Plan, with an extract from the latter recreated following.

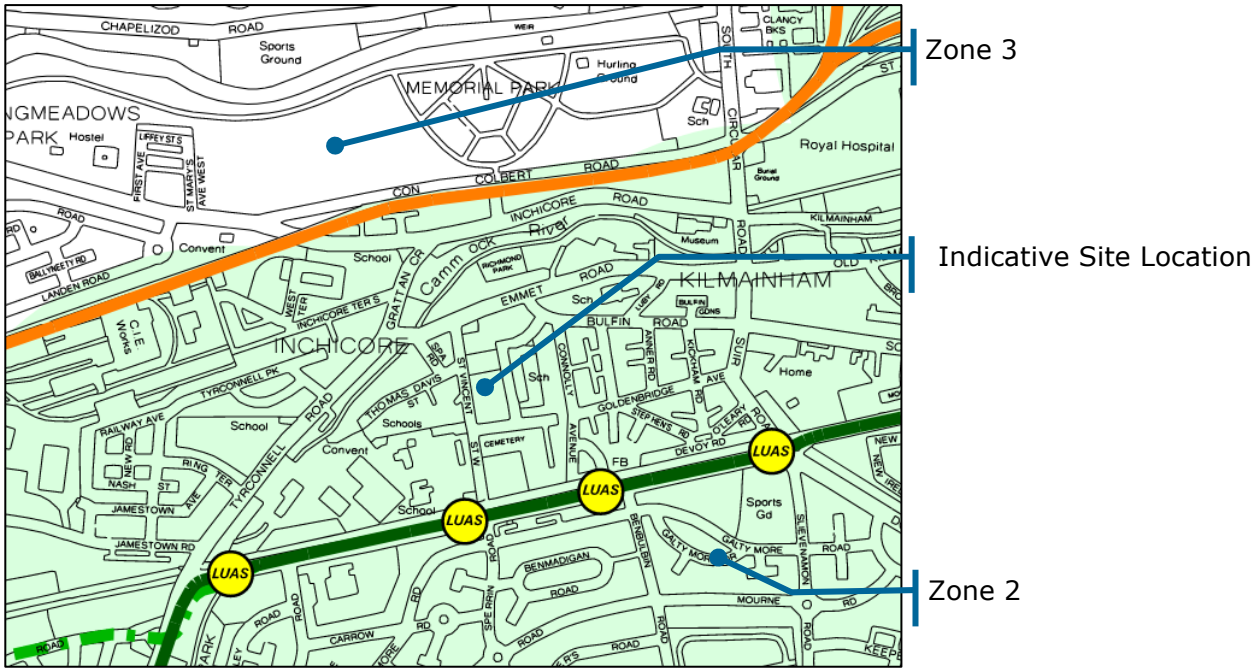


Figure 12: DCC Parking Zones as per Development Plan Map J

As can be seen, the development site is located within Parking Zone 1. Section 16.38 of the Development notes that the standards are "*generally regarded as the maximum parking provision*" and that "*parking provision below the maximum may be permitted provided it does not impact negatively on the amenities of surrounding properties or areas and there is no potential negative impact on traffic safety*". The Plan further states, specifically with respect to residential car parking in apartments, that "*car parking standards are maximum in nature and may be reduced in specific, mainly inner city locations where it is demonstrated that other modes of transport are sufficient for the needs of residents*" and goes on to acknowledge that car parking for residential development is largely used as car storage and not intended to promote the use of the car within the city.

The relevant maximum standards for car parking provision, as per Table 16.1 of the Development Plan, are as follows:

- Dwellings – 1 per dwelling;
- Retail Supermarkets – 1 per 100 sqm GFA;
- Other Retails – 1 per 275 sqm GFA;
- Café – 1 per 150 sqm seating area;

- Cultural and Recreational Buildings – 1 per 250 sqm GFA

Where a deviation from maximum standards is to be considered, a number of criteria are to be considered including:

- The civic importance of the scheme
- The identified need for public car parking in the area
- The accessibility of the surrounding area
- The mix and appropriateness of uses proposed
- The impact on the public realm, streetscape and urban fabric of the city
- Compliance with policies to safeguard investment in public transport and encourage modal shift

A similar approach is adopted in Appendix 5, Section 4.0 of the Draft Dublin City Development Plan 2022-2028. The maximum parking standards are identical with the exception of that for community uses which carries a proposed rate of 1 space per 275 sqm GFA. This change is considered immaterial in the context of the proposed development. The draft plan also makes similar provision for the reduction of car parking for highly accessible sites with good permeability which have robust mobility management measures such as are proposed for this development.

It is also noted that the *Sustainable Urban Housing, Design Standards for New Apartments (December 2020)* from the Department of Housing, Planning and Local Government are also applicable in this instance with respect to the residential car parking provision. Section 4 of these guidelines set out guidance and defines Central and/or Accessible Urban Locations, stating:

"*In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in close proximity.*

These locations are most likely to be in cites, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services."

Based on the existing public transport facilities along with the location of the proposed development, it is clear that the development falls under the definition of an accessible location meaning it is appropriate to provide a significantly reduced quantum of car parking space at the proposed development.

Residential Car Ownership & Usage

The provision of residential car parking is considered to be a balance between meeting an appropriate level of demand and associated car travel while also encouraging travel by more sustainable means and preventing overspill parking. While it is acknowledged that parking provision at destination, e.g. at work, is a critical factor, it cannot be denied that easier access to a private vehicle will make driving on a regular basis a more attractive option and must play a role in private car usage.

As a result, the parking provision at residential developments must also be given due consideration as per current national guidance. This is a critical consideration as part of the overall strategy proposed for this development which seeks to facilitate a cultural shift to more sustainable modes of travel.

As a starting point, and in order to establish the actual demand for residential car parking likely to be experienced by residents at the development, data from the 2016 Census (the most recent results available) has been interrogated. In this instance, the car ownership statistics have been obtained for the people currently living in areas highlighted in *Figure 13* following. It is noted similar data from the 2022 Census is not yet available will be published in quarter 1 2023.

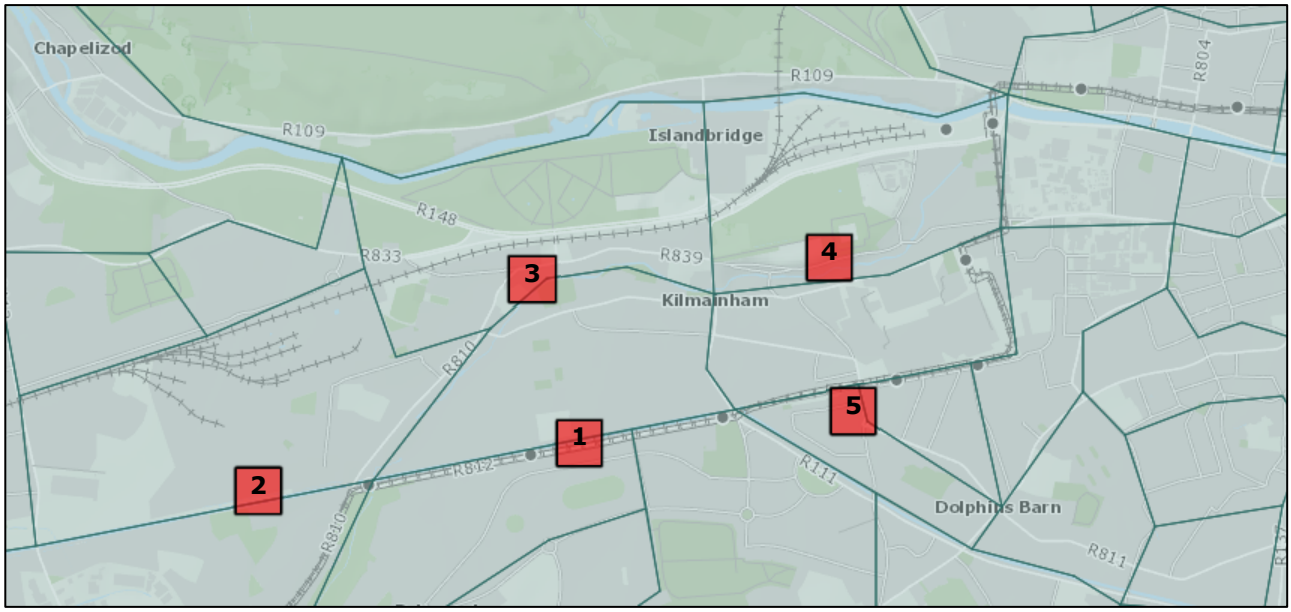


Figure 13: CSO Census 2016 Electoral Division Map (www.census.cso.ie)

The areas considered are defined as follows:

1. Electoral Division Kilmainham C;
2. Electoral Division Inchicore A;
3. Electoral Division Kilmainham B;
4. Electoral Division Ushers A;
5. Electoral Division Ushers F.

The data for households who do not own a car in each of these areas is presented in *Table 6* below.

Area	No. Apartments	No. Houses	No. Households with No Car	% Households with No Car	Equivalent Rate of Parking Required (space/unit)
1	1,062	1,017	781	37.57%	0.62
2	197	810	335	33.27%	0.67
3	682	340	337	32.97%	0.67
4	1471	188	685	41.29%	0.59
5	481	711	397	33.31%	0.67

Table 6: CSO Census 2016 Car Ownership Data

As can be seen, the records show that the percentage of households that do not own a car and therefore have no demand for a car parking space ranges from a rate of 31% – 41%. In particular, it is noted that areas with a higher portion of apartments also tend to have a notably lower level of car ownership based on the Census data as highlighted by Areas 1 & 4.

It should be stressed that these car ownership levels have developed without the benefit of any site specific parking or mobility management measures such as those set out following and in the Mobility Management Plan prepared for the development.

Furthermore, existing car ownership levels in the area have been influenced by a traditional historical approach to provide a minimum of 1 no. car parking space for every residential unit constructed which facilitated a culture of car ownership, in many instances unnecessarily. While many residents own a car, it is typically accepted that in highly accessible locations such as this, this is primarily for occasional use while commuting and other regular activity is carried out by sustainable and/or active modes.

To accurately demonstrate this, the Census data has again been interrogated, this time from a car usage point of view. Specifically, the data has been analysed to identify the number of residents who drive for their daily commute, which is considered to represent the majority of people's day to day travel. The results are presented in *Table 7* following for workers.

Area	No. Workers	% Households with No Car	No. Workers that Drive	% Workers that Drive
1	2181	37.57%	663	30.40%
2	1183	33.27%	381	32.21%
3	1275	32.97%	421	33.02%
4	2472	41.29%	577	23.34%
5	1437	33.31%	414	28.81%
Total	8548	35.68%	2456	29.56%

Table 7: CSO Census 2016 Car Usage Data – Workers

As can be seen, despite the level of car ownership noted previously, an average of just 29.56% of people in the locality currently drive for work. Again, using Area 1 is the best comparison to the development site, they have the low level of car usage at under 31%. In addition, it is noted that the areas with higher levels of car ownership also tend to have higher levels of car usage, further highlighting the correlation between these two factors.

Conclusion

Based on the above, it is considered that a level of residential parking provision below the Development Plan maximum standard and in line with the *Design Standards for New Apartments* is wholly appropriate in this instance.

Ultimately, the above indicates that the area already experiences low levels of car ownership and usage which are lowest in locations with a higher proportion of apartments. Again, it is stressed that this is without any site specific car parking or mobility management in place. When considered in the context of the development site accessibility, this indicates there is further potential for a significant modal shift towards sustainable and active modes.

CAR PARKING PROVISION

As outlined earlier, it is proposed to provide the following quantum of car parking for the respective uses:

- 20 no. residential car parking spaces;
- 30 no. car club vehicles (residential);
- 54 no. spaces to serve as a village car park including allowance for the retail and community elements;
- 2 no. spaces for Goldenbridge Cemetery.

With respect to the residential parking, the provision is below the maximum allowable standard set out in the Development Plan and in line with the reduced provision for accessible sites as per the *Design Standards for New Apartments.* This level of provision

is to be facilitated by a series of site specific measures which are set out later in this section.

With respect to the village car park, a portion of the spaces proposed are as per the Development Plan standards with 24 no. spaces for the retail uses and 12 no. spaces for the community uses. The remainder of spaces are proposed as a wider community facility to benefit the local residents and facilitate controlled but limited accessibility to the area for users who require a car for travel as well as pass-by trips.

These spaces will be fully accessible by the general public so as to provide a benefit to the wider community but their usage also controlled to ensure they do not encourage or facilitate commuting by car in particular. The limited number of spaces means they will not act as a significant trip generator or encourage car based travel while also facilitating the loss of existing, un-marked parking areas on St. Vincent's Street West. Further detail on the control measures proposed for these spaces are set out later in this section.

SITE SPECIFIC DESIGN & MANAGEMENT MEASURES

In order to facilitate the further modal shift away from car based travel, specifically at the proposed development, a series of appropriate measures to facilitate same have been incorporated into the design and the proposed management of the development. These measures effectively combine as a Mobility Hub which will operate across the development site.

Car 'Sharing' Club

As outlined earlier, car parking has traditionally been provided at residential developments within Dublin to primarily facilitate a storage role. This is on the basis that a car is not used on a regular basis such as for commuting and is instead required for infrequent trips such as bulky shopping trips which could not be facilitated through public transport or weekend, off peak recreational trips. This is considered to be a particularly inefficient use of space, particularly at a constrained brownfield location in a highly developed urban area such as the development site.

Taking this into consideration, the provision of car club spaces is considered an improved alternative option which both reduces the need for car ownership and provision of dedicated car parking while also maintaining access to a vehicle for infrequent use. This is in line with the Guidelines for Planning Authorities, Design Standards for New Apartments which state:

"*As well as showing that a site is sufficiently well located in relation to employment, amenities and services, it is important that access to a car sharing club or other non-car based modes of transport are available and/or can be provided to meet the needs of residents, whether as part of the proposed development, or otherwise. 'Car free' development is permissible and if developed, must be fully communicated as part of subsequent apartment sales and marketing processes*".

This is further supported by the aforementioned Census 2016 data which shows low existing demand for regular car based travel and further potential for a modal shift towards more sustainable means.

Car club services are very simple to use, with licensed and registered users able to book a vehicle through a convenient means such as a phone app. Fuel, tax, insurance, cleaning and maintenance costs are all typically included as part of the overall package which is a further incentive for users to switch from private car ownership as the overall cost of owning a car relative to the amount of use is not as attractive in many instances.

GoCar is an example of such an operator who are a well-established and experienced car club operator in Dublin. GoCar previously carried out a survey of their existing users to show the effectiveness of such a service, with the key results summarised as follows:

- 86% of GoCar use was for personal use with 14% for business use;
- 59% of GoCar users have used the service to replace a personal vehicle;
- 69% of users cite convenience as the biggest advantage of GoCar;
- 30% of users cite insurance costs as the biggest issue with owning a car while 26% cite maintenance and fuel costs as the biggest issue;
- Each GoCar takes 14 cars off Dublin streets;
- Top uses of GoCar are:

- Day trips;
- Family taxi;
- Big shopping trips.
- The average GoCar is used for just 1 hour a day.

Thus, such a facility would have numerous benefits over the current parking provision model, including:

- Reducing the need for car ownership and thereby reducing the potential for unnecessary travel by car;
- Maintaining access to travel by car to satisfy infrequent, unique trips as outlined previously;
- Reducing the space required for car parking provision and associated cost which has an associated positive impact on unit affordability;
- Reducing costs associated with car use as long term tax, insurance and maintenance costs associated with car ownership (estimated at €10,849.92 by AA Ireland) are replaced with significantly lower, short term costs consolidated into one payment;
- Facilitating more environmentally friendly car travel as 10% of the GoCar fleet consists of electric vehicles, with this share set to increase in the future.

Car clubs also have the added bonus of not contributing to long term commuting by car. As the vehicles must be returned from the point of origin, i.e. the development site, the cost associated with using them on a daily basis for commuting purposes means it would not be a realistic option.

OCSC have met with one potential supplier, GoCar to discuss the potential for an extensive quantum of car club vehicles to be located at the development and how such a facility could be managed to maximise benefit to residents at the site while also providing a potential benefit to the wider community.

GoCar confirmed that the proposed provision of 30. no car club vehicles would be viable. Furthermore, they advised that the availability of car club vehicles could be tailored to a suit the needs of residents at the development site. For example, the car club vehicles at the site could be made available to residents only during peak periods of demand to

ensure their availability for necessary trips. However, in periods of lower demand, the vehicles could be made available to the general public, providing a benefit to the wider community. The flexibility of such a control system means that it can adapt to the demand at the development specifically to give increased priority or indeed exclusivity to the residents as deemed necessary.

Thus, it is felt that the implementation of a car club base at the development site provides a viable and attractive option which will facilitate the level of car parking proposed at the development while maintaining access to a car where necessary.

Cycle Parking Provision

In order to maximise the modal share for cycling, a significant quantum of high quality cycle parking is proposed at the development as follows:

- 920 no. spaces for residents in sheltered and secure areas in line with the standards set out in the *Design Standards for New Apartments* (1 space per bedroom);
- 289 no. residential visitor spaces in line with the standards set out in the *Design Standards for New Apartments* (0.5 spaces per unit);
- 30 no. spaces for the community centre and library, slightly in excess of the Development Plan standard;
- 36 no. spaces for the retail, commercial and café elements, slightly in excess of the Development Plan standard;
- 10 no. spaces for the creche.

The majority of cycle parking spaces will be provided in a secured stores within the structure and comprise stacked cycle parking spaces, with the design of the stores providing sufficient horizontal and vertical clearance to permit their use. A portion of spaces will also be suitable for use by alternative bicycle options such as cargo bikes, 60 of the residential spaces designed on this basis as well as a further 7 no. for the non-residential uses. Cargo bikes can make a wider variety of trips feasible by bicycle due to the increased storage features e.g. shopping trips, further reducing the need for car based trips.

Mobility Management Plan

A site and development specific Mobility Management Plan has been prepared and submitted under separate cover as part of this application. The plan set out a series of objectives which relate to facilitating and encouraging travel by sustainable means. The plan includes details of a combination of hard and soft measures included in the development design and proposed to be put in place for its operation to achieve the stated objectives.

The plan will be a living document, continually updated in light of the experience gained through its operation in conjunction with residents, employees, and the Local Authority to ensure the maximum benefit is achieved.

Communication & Tenant Management

A key aspect of the strategy will be early and effective communication with prospective tenants of the residential and commercial units. These units will be marketed on the basis of sustainable living, embracing the highly accessible nature of the site and local amenities. The demand for more sustainable living continues to grow in line with objectives to improve quality of life as well as address significant environmental issues such as climate change, a key contributor to which is burning of fossil fuels created by car based travel. As people are becoming more aware of these issues, which are becoming more and more prominent in day to day life, it is leading to a cultural shift and change in priority for many residents who would prefer to lead a more sustainable lifestyle.

This communication strategy will make the overall sustainability strategy and the associated parking strategy clear to the prospective tenants as part of the marketing for the units and from the initial stages of contact in line with Section 4.24 of the Design Standards for New Apartments. The communication strategy will also highlight the following:

- The proximity of local areas of employment;
- The proximity of local retail, commercial and leisure amenities;

- Key local transport options in the area;
- Key measures proposed to facilitate no car ownership at the development including availability of car club vehicles, extensive cycle parking provision, implementation of a Mobility Management Plan etc.

With respect to the commercial element, staff will be advised of the highlight accessible nature of the site and the various mechanisms in place to support and facilitate a high modal share for sustainable modes through the Mobility Management Plan which will be in operation at the site, as outlined previously.

Parking Management

The Management Company will be responsible for the ongoing management and allocation of car parking for the residential, commercial and community uses.

The Management Company will retain the ownership of all residential car parking spaces to provide necessary flexibility of use and ensure that spaces are assigned on a demand basis as appropriate. The car club spaces are to be dispersed across the residential portion of the site but as ownership pf all spaces is retained, there is flexibility to relocate these spaces to maximise their efficiency of use.

The use of the parking provided will be continually monitored and strictly controlled by the Management Company. In order to prevent unauthorised car parking taking place, a clamping system will be in place throughout the site whereby any cars parked in an unapproved location will be clamped and the owner required to pay a fine for release. All tenants will be advised of this system as part of the initial consultation with appropriate signage also provided.

A key aspect of the strategy will be the ongoing management of parking at the site. The parking strategy will come into effect from initial contact with prospective residents. It will be made very clear at the initial stage of communication as to what the parking availability is at the site and the lack of long term alternatives in the surrounding area. This is in line with Section 4.24 of the Design Standards for New Apartments.

Measures to prevent unauthorised car parking will be investigated should the need arise and may include:

- A clamping system whereby any cars parked in an unapproved location will be clamped and the owner required to pay a fine for release;
- Ongoing monitoring of visitor and crèche parking to ensure appropriate use.

All residents will be advised of any such measures as part of the initial/ongoing consultation with appropriate signage also provided.

With respect to the Village parking area, this will be controlled in a similar manner by the Management Company. The control of parking will be adaptable to the most suitable and cost effective systems available at the time. On this basis, it is expected that control will initially be via a traditional pay & display system which will be continually monitored and controlled by the Management Company. This is considered an appropriate and viable option given the relatively small scale of the car park in question and as traditional barriers may act as a disincentive to the proposed wider community use.

Appropriate signage will be provided to advise all users of these control measures and usage requirements while all staff will also be advised of the associated costs which will make use by commuters prohibitive. A barrier system will be provided to allow the car park to be closed at night to prevent unauthorised or inappropriate usage.

6 PUBLIC TRANSPORT CAPACITY ASSESSMENT

The movement strategy associated with the site places a significant emphasis on travel by sustainable means. As outlined within this report and in the Mobility Management Plan prepared for the site and submitted under separate cover, the site is highly accessible by a variety of means with considerable potential for travel by foot and bicycle given its proximity to Dublin City Centre as well as other suburbs and local amenities. Nevertheless, public transport services locally will play a key role in meeting the transportation needs of residents, workers, visitors and customers at the development.

OCSC have conducted a detailed review of the existing key public transport services in the area. This has considered the carrying capacity of the respective services combined with their frequency. This was then compared against the estimated demand generated by the proposed development along with bespoke survey observations carried out on these key services during peak times to assess their current operating capacity.

The peak public transport demand is considered to be during the A.M. period when both commuters to work and school tend to travel at similar times whereas in the P.M. period schools traditionally finish earlier than the working day, resulting a demand being spread across a longer time and limiting the concentration of demand. Demand during this period is expected to be driven by residents at the site who will be boarding services at this time. Workers and visitors travelling to the non-residential uses will limited in number during the A.M. period and will be inbound trips, alighting at stops near the development site meaning they will free up capacity.

As a result, this assessment focuses on the A.M. peak demand generated by residents leaving the site as the worst case scenario. The peak demand period was established by again consulting the 2016 Census data for the area which includes information on when people leave for their commute to work and school. The relevant data for the Electoral Division of Kilmainham C, in which the development site is located and which contains a good sample population of over 5,000, is shown following.

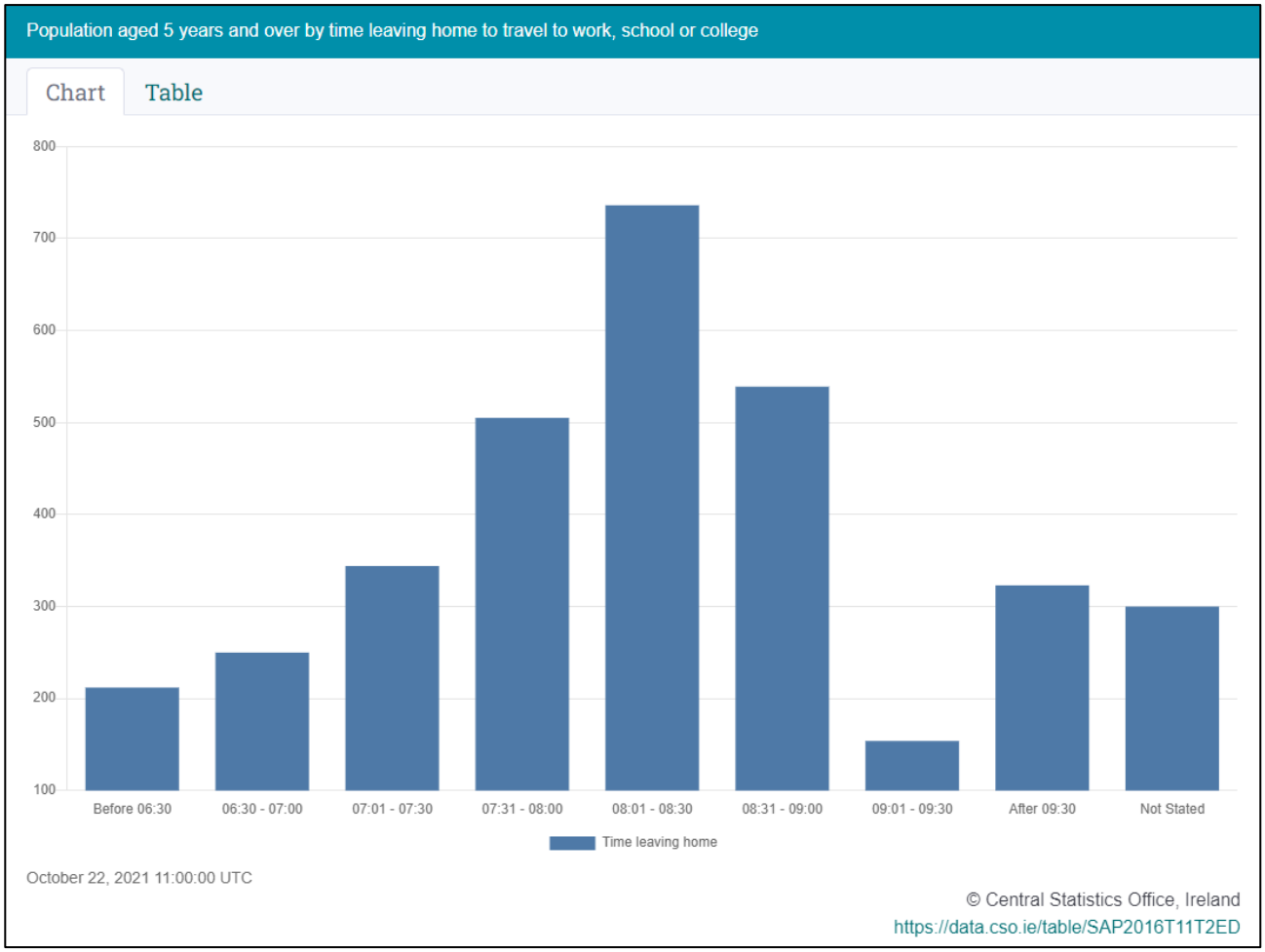


Figure 14: Commuting Time Data from 2016 Census for Kilmainham C

As can be seen, the peak period for commuting activity is between 08:00-09:00.

EXISTING CAPACITY

The key services locally considered as part of this assessment are the Luas Red Line serving the nearby Drimnagh Stop and the Dublin Bus Routes No. 13 & 40 which serve stops on Emmet Road.

Rail

The nearby Luas Red Line is served by 35 no. Alstom Citadis 401 trams which each have a carrying capacity of 291 no. passengers (72 no. sitting and 219 no. standing). The average frequency for the Drimnagh stop between 07:00-19:00 is every 4 minutes in

both directions. This equates to an average of 15 trams in each direction in the peak hour which can facilitate 4,365 trips in each direction or a combined 8,730 trips.

OCSC carried observed the operating capacity of these services on the mornings of the morning of 5th August and the 19th September 2022. The September survey in particular is noted to have been a Monday when many third level institutions had reopened which is considered to have resulted in a higher level of demand which would likely balance out over time.

The observations on both dates indicated that there was general ample reserve capacity available on the Luas Red Line service at the Drimnagh stop. In some instances, a tram was observed to be at or near capacity but as a result of the high frequency of service, the next tram c. 4 minutes later had more reserve capacity available which is a normal and common occurrence on the Luas. The following pictures are a record of these observations, noted based on the time and date they were taken.

Figure 15: Luas Red Line Capacity at Drimnagh at 08:01 on 5th August to City Centre

Figure 16: Luas Red Line Capacity at Drimnagh at 08:14 on 5th August to City Centre

Figure 17: Luas Red Line Capacity at Drimnagh at 08:20 on 5th August to City Centre

Figure 18: Luas Red Line Capacity at Drimnagh at 08:00 on 19th September to Tallaght

Figure 19: Luas Red Line Capacity at Drimnagh at 08:06 on 19th September to City Centre

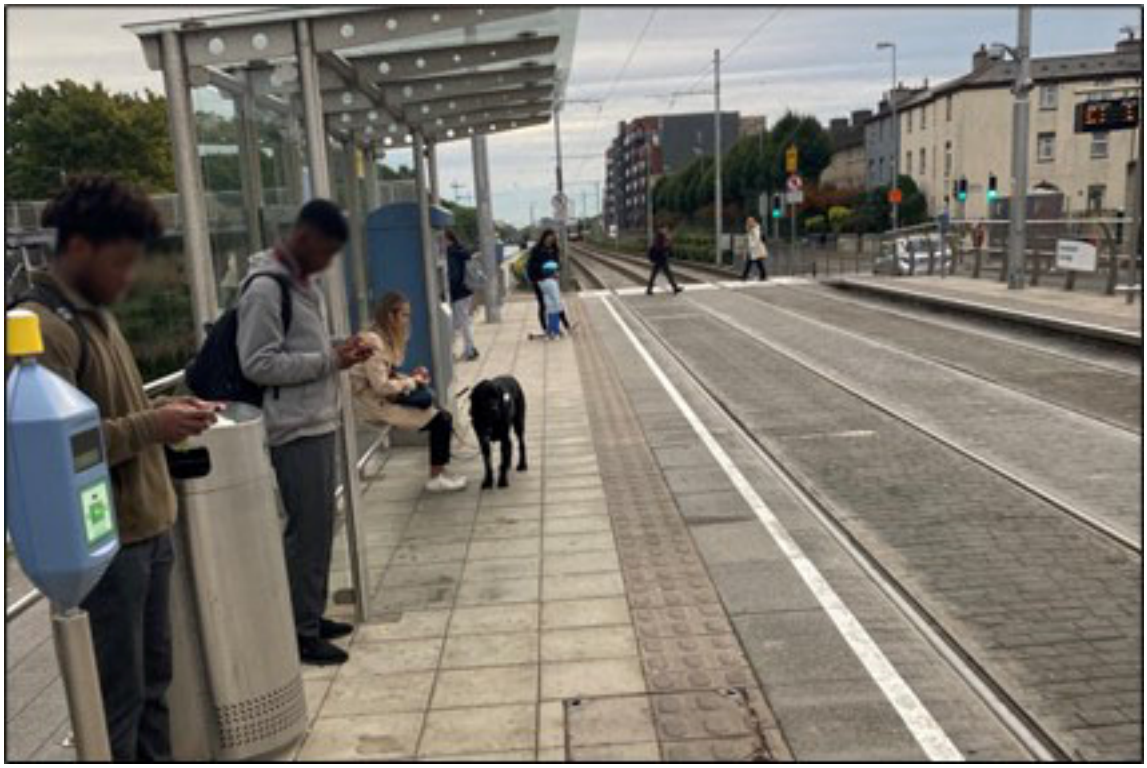


Figure 20: Luas Red Line Demand at Drimnagh Stop at 08:17 on 19th September

Figure 21: Luas Red Line Capacity at Drimnagh at 08:22 on 19th September to City Centre

Figure 22: Luas Red Line Capacity at Drimnagh at 08:27 on 19th September to City Centre

As can be seen in the majority of instances there was seating available and a notable level of standing room available for additional passengers. This indicates a good level of reserve capacity is available.

Bus

There are a number of bus services within a reasonable walking distance of the site. Of these, the highest frequency services are Dublin Bus Routes No. 13 & 40 which serve stops on Emmet Road, directly adjacent the northern boundary of the development site. The bus services operating within a 10 minute walking distance are shown following along with the number of peak hour services each morning.

Route	Description	No. Services		Max Capacity	
		Inbound	*Outbound*	*Inbound*	*Outbound*
13	Harristown – Grange Castle	7	6	665	570
40	Charlestown SC – Liffey Valley SC	7	7	665	665
51D	Aston Quay – Clondalkin	1	0	95	0
51x	Dunawley – UCD Belfield	0	0	0	0
52	Ringsend Road – Leixlip Intel	1	1	95	95
68/a	Hawkins St – Newcastle	2	1	190	95
69	Hawkins St – Rathcoole	2	1	190	95
79/a	Aston Quay – Spiddal Park/Parkwest	6	5	570	475
C1	Adamstown – Sandymount	7	3	665	285
C2	Adamstown – Sandymount	7	3	665	285
C3	Maynooth – Ringsend	2	2	190	190
C4	Celbridge – Ringsend	3	3	285	285
P29	Adamstown Station – Ringsend Road	4	0	380	0
x25	UCD – Maynooth	3	0	285	0
x26	Maynooth – Leeson Street Lower	3	0	285	0
x27	Celbridge – UCD	2	0	190	0
x28	Salesian College – UCD Belfield	3	0	285	0
x30	Lucan (Dodsboro) – UCD	3	0	285	0
x31	River Forest – Earlsfort Terrace	3	0	285	0
x32	Hewlett Packard – Earlsfort Terrace	2	0	190	0

Table 8: Local Bus Services Peak Hour Capacity

The majority of the Dublin Bus fleet consists of buses with a passenger capacity of 95, though some increased capacity vehicles are available as part of the fleet. Conservatively assuming this is the capacity of buses using stops in the vicinity of the development site, there is capacity for approximately 9,500 passenger trips to be catered for during the peak morning period.

The site visits focussed on the highest frequency bus services travelling towards the City Centre which would be expected to cater for the majority of bus based trips. Specifically, capacity on Routes No. 13 & 49 was observed. The observations highlighted that there was reserve capacity available on all bus services with a combination of seats and standing room available. Again, it was noted that where some buses were observed to be near capacity, the high frequency nature of these routes resulted in a higher degree of reserve capacity available in the bus following.

Figure 23: Dublin Bus Demand at Emmet Road Stop at 08:37 on 5th August

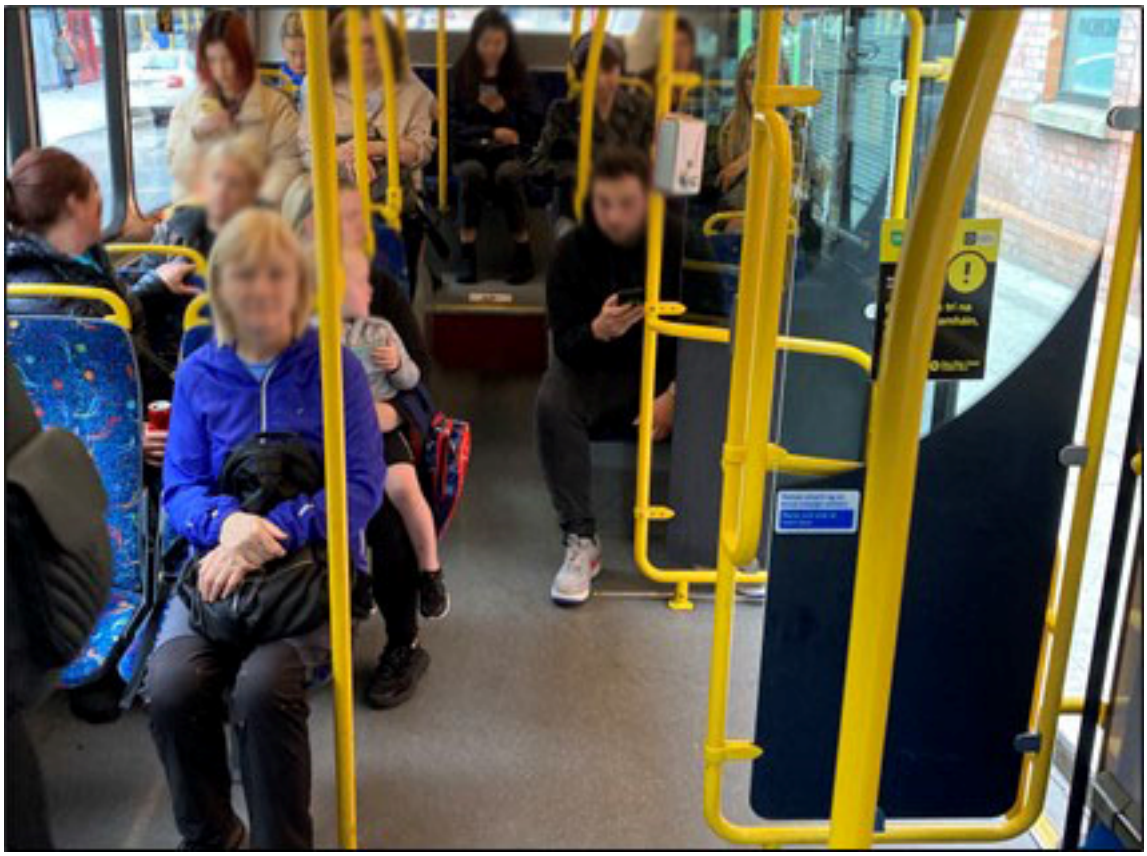


Figure 24: Dublin Bus No. 40 Capacity at Emmet Road at 08:37 on 5th August

Figure 25: Dublin Bus Demand at Emmet Road Stop at 08:47 on 5th August

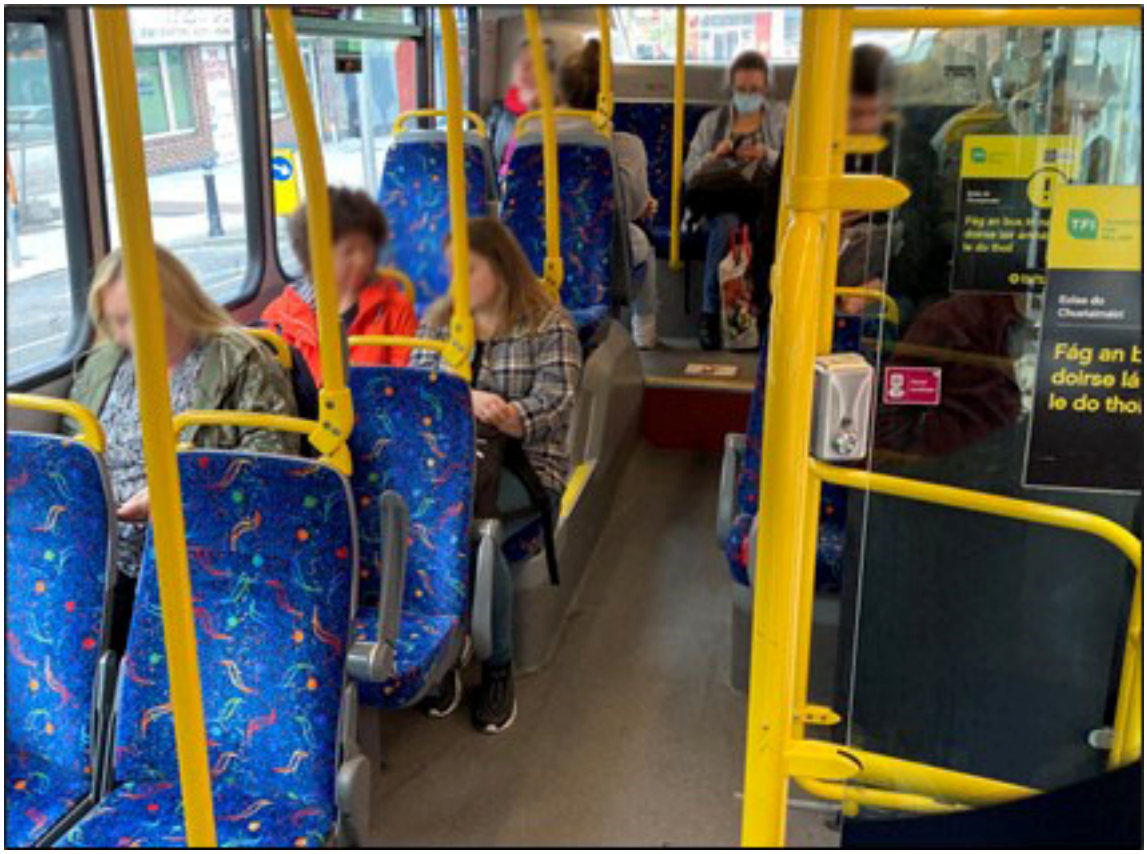


Figure 26: Dublin Bus No. 13 Capacity at Emmet Road at 08:47 on 5th August

Figure 27: Dublin Bus No. 13 Capacity at Emmet Road at 08:47 on 5th August

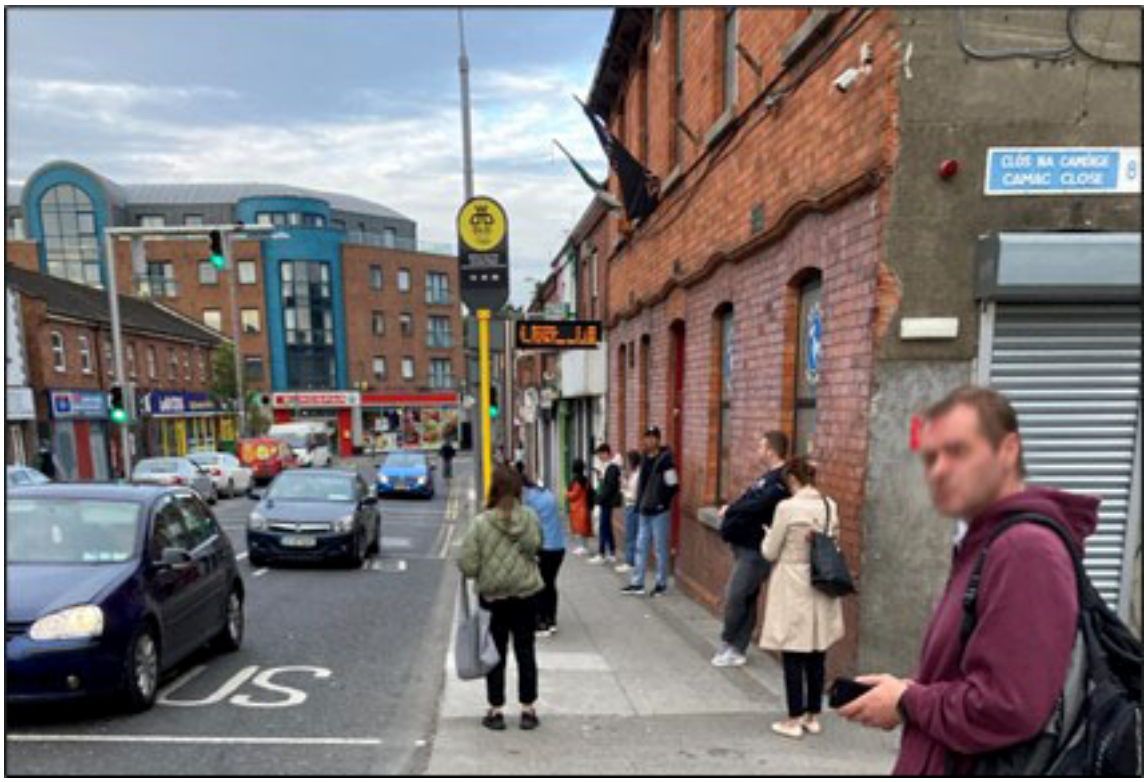


Figure 28: Dublin Bus Demand at Emmet Road Stop at 08:43 on 19th September

Figure 29: Dublin Bus No. 13 Capacity at Emmet Road at 08:43 on 19th September

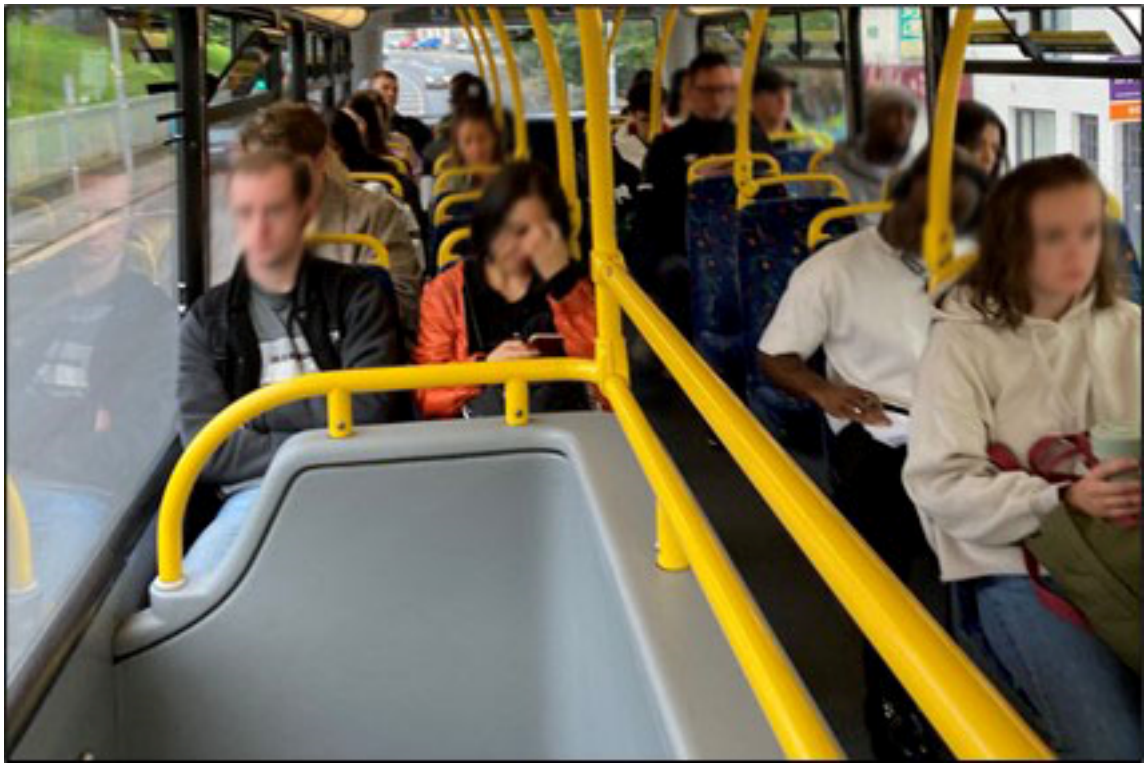


Figure 30: Dublin Bus No. 13 Capacity at Emmet Road at 08:43 on 19th September

Figure 31: Dublin Bus No. 40 Capacity at Emmet Road at 08:55 on 19th September

As can be seen in the majority of instances there was seating available and a notable level of standing room available for additional passengers. This indicates a good level of reserve capacity is available.

DEVELOPMENT DEMAND

The ability of these services to cater for the proposed development is set out in detail in the Traffic Impact Assessment submitted as part of this application with the results of same summarised following.

As calculated previously, there is an estimated maximum capacity for 8,730 rail trips and 9,500 bus trips during the peak morning period which is considered to represent

the peak daily demand period. During this time, the residential development will be the primary trip generator, with negligible demand generated by the commercial and community elements which will be destination trips alighting at the nearby stops.

In order to develop an estimate for the development population, the following average occupation of units has been assumed:

- Studio & 1 Bed – 1.5 residents per unit;
- 2 Bed – 3 residents per unit;
- 3 Bed – 4 residents per unit.

Based on the above, this equates to an overall population of 1,357 residents at the development. This assessment has assumed a worst case scenario where all residents are either working or attending school or college. In reality, there are likely to be a number of residents who do not work or attend school e.g. retirees or young children, meaning the assessment is conservative.

The Census data for the Electoral Division of Kilmainham C, in which the development site is located, has been further interrogated to get an accurate estimate for modal share. Consideration has also been given to the level of car parking provision. Thus, the modal share targets for the development, as shown in the Mobility Management Plan prepared as part of this application, are as follows:

Mode	Modal Share
Walking	26%
Bicycle	17%
Bus	30%
Rail	19%
Work From Home	5%
Car Driver	2%
Car Passenger	1%

Table 9: Proposed Development Target Modal Share

The above has a very conservative allowance for work from home which is likely to be notably higher given the long term impact of the worldwide pandemic which has highlighted this option as a viable working practice for many.

Applying these modal shares to the estimated development population gives 407 bus users and 258 rail users. The Census data has been further interrogated to establish the expected number of people travelling during the peak hours. The data for Electoral Division of Kilmainham C indicates that 41.6% of people travel between 08:00-09:00. Thus, the development is expected to generate a peak hour demand for 169 bus users and 107 rail users.

In the context of the aforementioned bus and rail service capacity locally, the demand generated by the development equates to approximately 1.8% of the bus capacity and 1.2% of the rail capacity which is considered negligible.

These 169 bus users will be spread out across a number of different routes within walking distance of the site and across a number of different buses during the peak period. If a worst case scenario was assumed where all demand was towards the city centre using only the high frequency services (Routes No. 13, 40, 79/a, C1 & c2) this would see the 160 bus users served by 36 buses in the peak hour which results in an average demand of just 4 passengers per bus. This level of demand is considered to be easily catered for by the reserve capacity observed to be available on the key services locally.

With respect to the 107 rail users, again assuming a worst case scenario where all are travelling towards the city centre, there will be 15 trams available in the peak hour which results in an average demand of just 7 additional passengers per tram. Again, this level of demand is considered to be easily catered for by the reserve capacity observed to be available on this service.

Taking the above into consideration, there is considered to be sufficient capacity available in the local public transport network to cater for the estimated demand for the proposed development. It is further noted that there is flexibility with respect to these services to provide increased frequency should demand on a wider basis justify it

through the provision of additional buses and trams on key routes by the respective service operators.

7 POTENTIAL TRAFFIC IMPACT OF DEVELOPMENT CONSTRUCITON

Relative to the operation stage, the construction period, which includes the demolition and site clearance works, will be temporary in nature. Construction traffic is expected to consist of the following categories:

- Private vehicles owned and driven by site construction staff and by full-time site supervisory staff and occasional professional supervisory staff i.e. design team members and supervisory staff from utility companies;
- Materials delivery and removal vehicles.

It is difficult to assess the exact quantum of traffic that will be generated during the construction period as it will vary throughout the construction process as different activities have different associated transportation needs. However, the following points are noted with regard to construction traffic:

- In general, the construction day will begin and end outside of peak travel hours. As a result, the majority of workers travelling to and from the site will arrive before the a.m. peak hour and depart after the p.m. peak hour;
- No on-site parking will be provided for use by critical staff only with the remainder of staff encouraged to travel by the numerous public transport options serving the locality;
- Adequate on-site compounding will be provided to prevent any potential overflow onto the local transport network;
- The potential for construction staff to be brought to the site in vans/minibuses will be investigated;
- Excavation and materials delivery vehicles travelling to and from the site will be spread across the course of the working day meaning the number of HGV's travelling during the peak hours will be relatively low.

The peak trip generation with respect to the construction stage is expected to relate to the removal of material from the site during both the demolition and construction stages when there will be additional HGV movements to and from the site. Utilising typical

construction rates and allowing for site logistics and management, during the excavation stage, there could a maximum of 10 no. truckloads per hour on a given site.

However, the scale of demolition, site clearance and excavation on this site is limited meaning a lower average rate of 2 no. truck movements per hour is estimated, equating to 4 no. two-way HGV movements per hour. Assuming a 11-hour working day, this equates to 44 no. two-way HGV movements per day on the local road network. All suitable material will be reused for construction and fill activities where possible and appropriate. All spoil material will be removed to a registered landfill site in consultation with the local authority. In addition to the traffic generated by the disposal of surplus subsoil from the site, there will be traffic generated from construction staff and deliveries of construction materials and equipment though these will be spread across the course of the day limiting the potential impact during the peak hours in particular.

It is expected that the construction 'haul' route will be via Emmet Road to Tyrconnell Road, travelling south to the R110 Naas Road and on until meeting the main motorway network i.e. M50 & M7.

Thus, it is expected that the level of traffic generated by the construction works will be less than that generated by the operational phase of the development during the peak traffic hours. As a result, a detailed analysis of this stage has not been deemed necessary and the impact is considered to be negligible.

A Construction and Environmental Management Plan has been prepared and submitted as part of this application. This will be updated by the contractor upon appointment and submitted to the Local Authority for agreement prior to the commencement of construction, giving details on the following:

- Daily and weekly working hours;
- Agreed haul routes for incoming materials;
- Licensed hauliers to be used;
- Disposal sites;
- Travel arrangements for construction personnel;

- Appropriate on-site parking arrangements for construction personnel to prevent overspill parking on the local road network;
- Temporary construction entrances to be provided;
- Wheel wash facilities if required;
- Road cleaning and sweeping measures to be put in place if required;
- Temporary construction signage to be put in place and maintained;
- Any proposed traffic management measures such as temporary traffic lights and signage on any public roads.

There is potential for an overlap between construction activity associated with the development and the proposed Liffey Valley to City Centre Core Bus Corridor being delivered as part of BusConnects and which includes the section of Emmet Road bordering the development site. While a planning application has been lodged for the bus corridor upgrades, a decision is still pending. Nevertheless, the trip generation potential of these works is limited, as is that for the proposed development as outlined previously.

On that basis, the key consideration will be the traffic management proposals associated with the works to ensure the appropriate management of traffic within the area. These are set out in detail as part of the BusConnects application and would facilitate the traffic associated with the proposed development construction in the same manner as it is proposed to facilitate general traffic in the area. The construction access for the proposed development will not be on Emmet Road which will further reduce any potential interaction between the two projects. Overall, the construction periods will be temporary in nature and subject to strict and co-ordinated traffic management requirements to mitigate any potential impact.

8 POTENTIAL TRAFFIC IMPACT OF DEVELOPMENT OPERATION

In order to assess the actual impact of the operational development on the local road network, a number of different scenarios have been analysed as follows:

- *Base Year (2019)* – The current performance of the local road network was initially assessed along with the impact of the proposed development to establish which junctions require more detailed analysis;
- *Year of Opening (2024)* – The performance of the local road network was then assessed for the Year of Opening. In order to show the true impact of the proposed development, both the Do Nothing and Do Something scenarios were analysed;
- *Design Year (2039)* – The local road network was analysed for Design Year considering the Do Nothing and Do Something Scenario.

The junction analysis was carried out using TRANSYT, Junctions 9 while the link capacities for the Year of Opening and the Design Year were assessed based on the same methodology outlined earlier in this report.

BASE YEAR

In order to establish which junctions require more detailed analysis, the impact of the proposed development relative to the existing traffic flows has been assessed. This overall assessment has been prepared based on the guidance set out in the TII Traffic & Transport Assessment Guidelines (2014) which states that one is required when:

"*Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road*"

or

"*Traffic to and from the Development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive*"

or

"*Residential development in excess of 200 dwellings"*

As can be seen, the key threshold in relation to residential units has been met. However, with regard to the scope of the assessment, the guidelines state:

"*In general, the study area should include all road links and associated junctions where traffic to and from the development may be expected to exceed 10% of the existing traffic movements, or 5% in congested or other sensitive locations, including junctions with national roads. Where two or more of the supplementary criteria as indicated in Table 2.3 apply in relation to any of the adjoining links or junctions, then those links and junctions should also be considered for inclusion in the study area*"

As a result, the percentage increase in traffic has been used as the scoping basis for this assessment, as shown in the following:

- *Diagram 13: % Impact of Development on A.M. Peak Traffic;*
- *Diagram 14: % Impact of Development on P.M. Peak Traffic;*

The above figures show that the increase in traffic as a result of the existing Junctions 2 and 4 are over 5% within the study area and so require further detailed analysis.

YEAR OF OPENING

As noted previously, the assessment considers the Do Nothing and Do Something scenarios. The Do Something scenario is established by adding the traffic estimated to be generated by the proposed development the projected expanded traffic flows on the local network at this time, as shown in the following:

- *Diagram 15: 2024 A.M. Peak Hour Flows Do Something;*
- *Diagram 16: 2024 P.M. Peak Hour Flows Do Something;*
- *Diagram 17: 2024 AADT Do Something;*

Prior to the analysis of the individual junctions, the main links in the network have been assessed for the year of opening Do Something scenario, with the results shown in *Table 8.*

Link	Width (m)	Link Capacity (veh/hr)	A.M. Peak (veh/hr)	RFC (%)	P.M. Peak (veh/hr)	RFC (%)
Grattan Crescent	6.1	900	720	80%	519	58%
Tyrconnell Road	6.1	900	570	63%	611	68%
Emmet Road	6.1	900	667	74%	571	63%
St Vincent Street West	6.1	900	147	16%	187	21%
South Circular Road	6.1	900	599	67%	612	68%

Table 10: 2024 Do Something Link RFC Values

As can be seen, the local links continue to operate with reserve capacity with RFC values remaining at or below 80% in each instance despite the increased traffic levels.

The tables following show a summary of the results of the Do Nothing and Do Something analysis for the Year of Opening, thereby allowing for a direct comparison of both scenarios to highlight the true impact of the proposed development.

When considering the below results, the following should be taken into account:

- For Junction 4, which is a signalised junction, allowance has conservatively been made for a pedestrian phase in each cycle given the observed pedestrian activity in this area;
- As noted previously, RFC is a measure of the junction's operation relative to its maximum capacity, expressed as a percentage value. 100% would indicate a junction is operating at full capacity, however the theoretical maximums for signalised and priority junctions are 90% and 85% respectively;
- All queue lengths are shown in Passenger Car Units (PCUs) with 1 PCU equivalent to a car;
- All RFC values and queue lengths shown represent the maximum experienced by the respective arm;

- All model output files associated with the analysis can be found in Appendix D of this report.

Junction 2

Approach	A.M. Peak Hour		P.M. Peak Hour	
	Queue	*RFC*	*Queue*	*RFC*
St Vincent Street West	0.2	17	0.6	21
Emmet Road (W)	0.7	23	0.6	21
Emmet Road (E)	-	-	-	-

Table 11: Junction 2 – 2024 Peak Hour Do Nothing Analysis Results

Approach	A.M. Peak Hour		P.M. Peak Hour	
	Queue	*RFC*	*Queue*	*RFC*
R155 (S)	0.3	19	0.5	31
R125 (E)	0.9	27	0.9	31
R125 (W)	-	-	-	-

Table 12: Junction 2 – 2024 Peak Hour Do Something Analysis Results

The results show that the junction operates within capacity with the development in place, with relatively minor increases in RFC values and queue lengths relative to the Do Nothing Scenario.

Junction 4

Approach	A.M. Peak Hour		P.M. Peak Hour	
	Queue	*RFC*	*Queue*	*RFC*
Emmet Road (W)	3.27	32	2.6	26
Turvey Avenue	0.05	3	0.03	2
Emmet Road (E)	2.65	29	3.7	39
Luby Road	0.14	8	0.15	11

Table 13: Junction 4 – 2024 Peak Hour Do Nothing Analysis Results

Approach	A.M. Peak Hour		P.M. Peak Hour	
	Queue	*RFC*	*Queue*	*RFC*
Emmet Road (W)	3.67	35	3.03	30
Turvey Avenue	0.05	3	0.03	2
Emmet Road (E)	2.82	31	4.08	43
Luby Road	0.16	8	0.19	12

Table 14: Junction 4 – 2024 Peak Hour Do Something Analysis Results

The results show that the junction continues to operate with a significant reserve capacity and low queue lengths for the Do Something scenario.

DESIGN YEAR

As before, the Do Something traffic flows are established by adding the traffic estimated to be generated by the proposed development to the expanded background traffic flows on the local network in the design year, as shown in the following:

- *Diagram 18: 2039 A.M. Peak Hour Flows Do Something;*
- *Diagram 19: 2039 P.M. Peak Hour Flows Do Something;*
- *Diagram 20: 2039 AADT Do Something;*

Prior to the analysis of the individual junctions, the main links in the network have been assessed for the year of opening for the Do Something scenario, with the results shown following.

Link	Width (m)	Link Capacity (veh/hr)	A.M. Peak (veh/hr)	RFC (%)	P.M. Peak (veh/hr)	RFC (%)
Grattan Crescent	6.1	900	820	91%	591	66%
Tyrconnell Road	6.1	900	650	72%	696	77%
Emmet Road	6.1	900	762	85%	650	72%
St Vincent Street West	6.1	900	165	18%	205	23%
South Circular Road	6.1	900	682	76%	695	77%

Table 15: 2039 Do Something Scenario Link RFC Values

As can be seen, the local links continue to operate below normal capacity limits in Design Year Do Something Scenario.

The tables following show the results of the Do Nothing and Do Something analysis for the Design Year, thereby allowing for a direct comparison to highlight the true impact of the proposed development. When considering the following results, the factors outlined for the year of opening analysis continue to apply.

Junction 2

Approach	A.M. Peak Hour		P.M. Peak Hour	
	Queue	RFC	Queue	RFC
St Vincent Street West	0.3	22	0.3	23
Emmet Road (W)	1.1	30	0.9	27
Emmet Road (E)	-	-	-	-

Table 16: Junction 2 – 2039 Peak Hour Do Nothing Analysis Results

Approach	A.M. Peak Hour		P.M. Peak Hour	
	Queue	RFC	Queue	RFC
St Vincent Street West	0.4	25	0.7	39
Emmet Road (W)	1.3	35	1.4	38
Emmet Road (E)	-	-	-	-

Table 17: Junction 2 – 2039 Peak Hour Do Something Analysis Results

The results show that the junction continues to operate within capacity with the development in place, with relatively minor increases in RFC values and queue lengths relative to the Do Nothing Scenario.

Junction 4

Approach	A.M. Peak Hour		P.M. Peak Hour	
	Queue	RFC	Queue	RFC
Emmet Road (W)	4.12	38	3.09	30
Turvey Avenue	0.07	4	0.04	3
Emmet Road (E)	3.13	34	4.33	46
Luby Road	0.22	10	0.25	15

Table 18: Junction 4 – 2039 Peak Hour Do Nothing Analysis Results

Approach	A.M. Peak Hour		P.M. Peak Hour	
	Queue	RFC	Queue	RFC
Emmet Road (W)	4.3	39	3.54	33
Turvey Avenue	0.08	4	0.05	3
Emmet Road (E)	3.27	35	4.73	50
Luby Road	0.26	11	0.32	17

Table 19: Junction 4 – 2039 Peak Hour Do Something Analysis Results

The results continue to show that the junction operates within capacity with the development in place, with relatively minor increases in RFC values and queue lengths as a result of the proposed development.

SUMMARY

The assessment has been based on bespoke survey data of the local area combined with allowance for conservative background traffic growth to account for local and wider development as well as increased levels of car ownership. Consideration has also been given to permitted development locally as part of this process. The results of the overall assessment show that the proposed development will have a negligible impact on the operation of the links and junctions in the local network.

9 DO NOTHING SCENARIO

The Do Nothing scenario would involve leaving the subject site in its current underdeveloped state. This would have a negative impact on the overall development of the area while simultaneously showing no real benefit in transportation terms.

10 REMEDIAL / MITIGATION MEASURES

The assessment has shown that no mitigation measures in terms of upgrades to the public road network are required to facilitate the proposed development aside from works set out as part of this application.

Mitigation measures in the form of a Mobility Management Plan and comprehensive Car Parking Strategy have been developed based on the specific characteristics of the development and are to be put in place at the site. Mitigation measures are also proposed for the Construction Stage as per the outline Construction Management plan submitted under separate cover.

11 MONITORING

While it has been demonstrated that the proposed development can be accommodated, it is nevertheless recommended that the local area should be monitored by the Local Authority in terms of transportation efficiencies into the future.

12 VERIFICATION

This report was compiled and verified by:

Joshua Tai B.E., MIEI

Civil Engineer

O'Connor Sutton Cronin & Associates

Appendix A **TRAFFIC SURVEY DATA**

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 1 - R839 Grattan Crescent / R810 Emmet Road / R810 Tyrconnell Road

Origin : Arm A R839 Grattan Crescent

	Destination : Arm A R839 Grattan Crescent								**Destination :** Arm B R810 Emmet Road								**Destination :** Arm C R810 Tyrconnell Road								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
07:00	0	0	0	0	0	0	0	0	91	12	2	0	1	0	1	107	44	10	1	0	4	1	2	62	169
07:15	0	0	0	0	0	0	0	0	91	17	3	0	2	1	0	114	45	9	0	0	2	1	3	60	174
07:30	0	0	0	0	0	0	0	0	97	19	1	0	1	1	0	119	79	8	2	0	1	2	1	93	212
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**14**	**0**	**0**	**1**	**1**	**0**	**108**	**83**	**10**	**1**	**0**	**0**	**0**	**5**	**99**	**207**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**85**	**13**	**2**	**0**	**3**	**0**	**3**	**106**	**51**	**4**	**2**	**0**	**0**	**3**	**4**	**64**	**170**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**96**	**10**	**0**	**0**	**1**	**2**	**2**	**111**	**61**	**8**	**0**	**0**	**0**	**2**	**3**	**74**	**185**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**	**3**	**3**	**0**	**1**	**1**	**3**	**93**	**59**	**5**	**2**	**0**	**1**	**2**	**2**	**71**	**164**
08:45	0	0	0	0	0	0	0	0	75	7	0	1	2	1	1	87	55	8	2	0	0	0	3	68	155
09:00	0	0	0	0	0	0	0	0	72	16	0	0	1	0	2	91	38	9	1	0	2	0	2	52	143
09:15	0	0	0	0	0	0	0	0	74	10	0	0	2	0	0	86	55	8	1	0	3	0	2	69	155
09:30	0	0	0	0	0	0	0	0	94	10	1	0	2	1	0	108	43	6	2	0	0	0	0	51	159
09:45	0	0	0	0	0	0	0	0	61	13	2	0	2	0	2	80	34	9	2	0	0	1	2	48	128
10:00	0	0	0	0	0	0	0	0	53	6	1	0	1	0	0	61	32	10	2	1	0	0	0	45	106
10:15	0	0	0	0	0	0	0	0	48	16	1	0	3	0	1	69	38	10	2	0	1	0	1	52	121
10:30	0	0	0	0	0	0	0	0	38	7	1	0	1	1	1	49	29	7	1	0	1	2	1	41	90
10:45	0	0	0	0	0	0	0	0	48	12	1	0	2	2	0	65	31	7	2	0	0	0	0	40	105
11:00	0	0	0	0	0	0	0	0	55	12	1	0	1	0	0	69	34	11	2	0	0	2	0	49	118
11:15	0	0	0	0	0	0	0	0	61	4	0	0	1	1	1	68	40	6	3	1	1	0	1	52	120
11:30	0	0	0	0	0	0	0	0	39	8	0	0	1	0	1	49	31	14	1	0	1	0	1	48	97
11:45	0	0	0	0	0	0	0	0	49	8	1	0	0	0	1	59	72	6	1	0	0	0	1	80	139
12:00	0	0	0	0	0	0	0	0	40	8	0	0	2	0	1	51	51	6	0	0	1	0	1	59	110
12:15	0	0	0	0	0	0	0	0	46	7	0	1	1	1	1	57	49	13	5	1	5	0	1	74	131
12:30	0	0	0	0	0	0	0	0	53	7	1	0	1	0	1	63	40	13	4	0	2	3	2	64	127
12:45	0	0	0	0	0	0	0	0	44	10	0	0	2	1	1	58	45	12	3	0	0	2	1	63	121
13:00	0	0	0	0	0	0	0	0	50	5	1	0	0	0	1	57	47	12	4	0	0	0	2	65	122
13:15	0	0	0	0	0	0	0	0	54	6	1	0	2	0	3	66	44	13	1	0	1	1	1	61	127
13:30	0	0	0	0	0	0	0	0	56	9	4	0	1	0	3	73	55	11	1	0	1	2	5	75	148
13:45	0	0	0	0	0	0	0	0	50	2	2	0	1	0	1	56	52	5	2	0	1	0	1	61	117
14:00	0	0	0	0	0	0	0	0	49	11	1	0	0	0	3	64	43	12	0	0	0	2	0	57	121
14:15	0	0	0	0	0	0	0	0	43	4	0	0	3	0	1	51	54	5	2	0	1	2	2	66	117
14:30	0	0	0	0	0	0	0	0	40	4	1	0	2	0	0	47	56	10	1	0	0	1	3	71	118
14:45	0	0	0	0	0	0	0	0	40	5	2	0	1	0	0	48	42	14	0	0	0	0	4	60	108
15:00	0	0	0	0	0	0	0	0	64	7	1	0	1	0	0	73	55	10	1	0	0	0	1	67	140
15:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**6**	**0**	**0**	**4**	**0**	**1**	**62**	**49**	**10**	**1**	**0**	**1**	**0**	**1**	**62**	**124**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**6**	**0**	**0**	**2**	**0**	**1**	**55**	**49**	**8**	**0**	**0**	**1**	**2**	**1**	**61**	**116**
15:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**6**	**0**	**0**	**1**	**0**	**1**	**58**	**48**	**8**	**2**	**0**	**0**	**1**	**2**	**61**	**119**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**8**	**2**	**0**	**2**	**2**	**2**	**74**	**62**	**9**	**0**	**0**	**1**	**1**	**1**	**74**	**148**
16:15	0	0	0	0	0	0	0	0	32	5	0	0	0	0	2	39	43	6	1	0	2	0	5	57	96
16:30	0	0	0	0	0	0	0	0	55	7	1	0	3	0	2	68	68	14	1	0	2	2	0	87	155
16:45	0	0	0	0	0	0	0	0	61	5	0	0	2	1	3	72	58	8	1	0	1	2	3	73	145
17:00	0	0	0	0	0	0	0	0	51	4	0	0	2	2	4	63	63	9	2	0	0	1	6	81	144
17:15	0	0	0	0	0	0	0	0	53	4	0	0	2	0	2	61	70	4	1	0	1	1	6	83	144
17:30	0	0	0	0	0	0	0	0	66	6	0	0	1	2	0	75	57	2	0	0	0	0	7	66	141
17:45	0	0	0	0	0	0	0	0	65	6	0	0	2	0	1	74	66	7	0	0	0	0	6	79	153
18:00	0	0	0	0	0	0	0	0	72	9	0	0	1	1	1	84	61	7	0	0	1	1	4	74	158
18:15	0	0	0	0	0	0	0	0	65	8	0	0	2	1	2	78	61	5	0	0	1	2	5	74	152
18:30	0	0	0	0	0	0	0	0	61	7	0	0	3	1	1	73	54	6	0	0	1	0	1	62	135
18:45	0	0	0	0	0	0	0	0	48	4	0	0	1	2	3	58	56	3	0	0	0	0	4	63	121
Total	0	0	0	0	0	0	0	0	2864	393	37	2	74	26	61	3457	2452	407	63	3	41	42	110	3118	#REF!

TRACSIS

TRAFFIC DATA

Transport Data Collection and Analytics

Junction Turning Count

Project Number: 3665-IRE
Project Name: Emmet Rd
Client: O' Connor Sutton Cronin Consulting Engineers

Sites: 1-5
Survey Date: 28/04/2022

Survey Time: 07:00-19:00 **Weather:** Dry

Observations: No incidents or observations during the survey period.

Tracsis will retain all personal data relating to this project, including all video images, for a period of three months after receipt of this report and all other data files for one year.

If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.

TRAFFIC DATA
Transport Data Collection and Analytics

Site 1 - R839 Grattan Crescent / R810 Emmet Road / R810 Tyrconnell Road
07:00 - 19:00

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 1

Start/End Time

07:00 19:00

Origin Arm ALL

Dest Arm ALL

Class Selection

Car LGV OGV1
OGV2 PSV MC
PC

Vehicles
PCU
Values

Network Peak

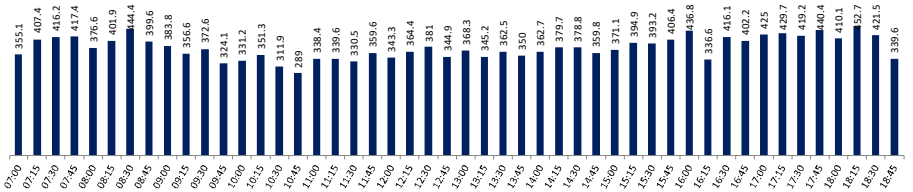
AM IP PM ALL

Display

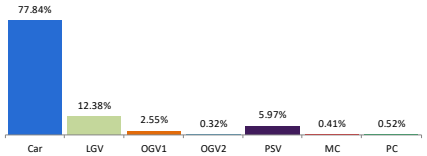
Sites Show Flows
Overview

Arm		Location	Observations
A	R839 Grattan Crescent	53.33955	
B	R810 Emmet Road	-6.32103	
C	R810 Tyrconnell Road		

Total Number of Vehicles per Interval



Percentage of Classed Vehicles



	A	B	C
A	0	3509	3094
B	2211	0	3186
C	3209	2935	0

TRAFFIC DATA
Transport Data Collection and Analytics

Site 2 - R810 Emmet Road(ENE) / Saint Vincent Street West / R810 Emmet Road(WSW)
07:00 - 19:00

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 2

Start/End Time

07:00 19:00

Origin Arm ALL

Dest Arm ALL

Class Selection

Car LGV OGV1
OGV2 PSV MC
PC

Vehicles
PCU
Values

Network Peak

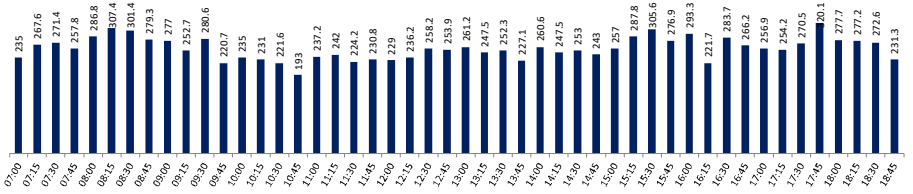
AM IP PM ALL

Display

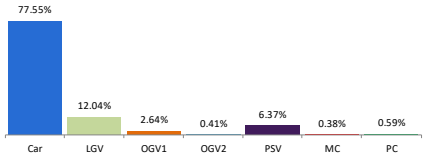
Sites Show Flows
Overview

Arm		Location	Observations
A	R810 Emmet Road(ENE)	53.33972	
B	Saint Vincent Street West	-6.31853	
C	R810 Emmet Road(WSW)		

Total Number of Vehicles per Interval



Percentage of Classed Vehicles



	A	B	C
A	0	545	4662
B	383	0	160
C	5937	671	16

TRAFFIC DATA
Transport Data Collection and Analytics

Site 3 - R810 Emmet Road(ENE) / Bulfin Road / R810 Emmet Road(WSW)
07:00 - 19:00

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 3

Start/End Time

07:00 19:00

Origin Arm ALL

Dest Arm ALL

Class Selection

Car LGV OGV1
OGV2 PSV MC
PC

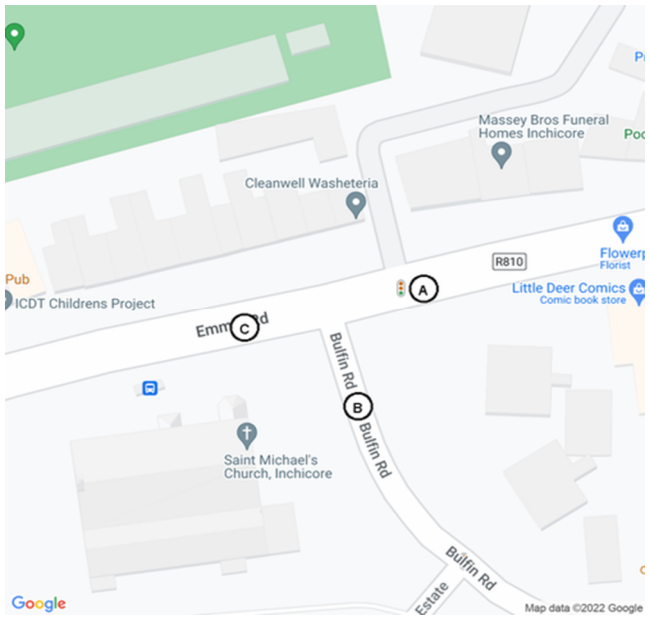
Vehicles
PCU
Values

Network Peak

AM IP PM ALL

Display

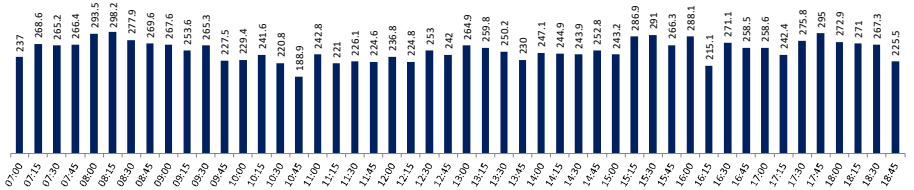
Sites Show Flows
Overview



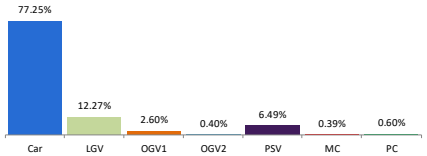
Arm		Location	
A	R810 Emmet Road(ENE)	53.34026	
B	Bulfin Road	-6.31574	
C	R810 Emmet Road(WSW)		

Observations

Total Number of Vehicles per Interval



Percentage of Classed Vehicles



	A	B	C
A	2	455	3551
B	161	0	1666
C	3837	2485	8

TRAFFIC DATA
Transport Data Collection and Analytics

Site 4 - Turvey Avenue / R810 Emmet Road(E) / Luby Road / R810 Emmet Road(W)
07:00 - 19:00

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 4

Start/End Time

07:00 19:00

Origin Arm ALL

Dest Arm ALL

Class Selection

Car LGV OGV1
OGV2 PSV MC
PC

Vehicles
PCU
Values

Network Peak

AM IP PM ALL

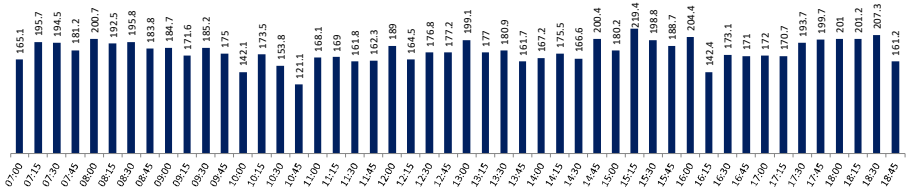
Display

Sites Show Flows
Overview

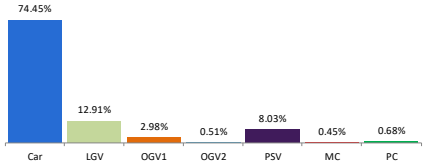
Arm		Location	
A	Turvey Avenue	53.34061	
B	R810 Emmet Road(E)	-6.31105	
C	Luby Road		
D	R810 Emmet Road(W)		

Observations

Total Number of Vehicles per Interval



Percentage of Classed Vehicles



	A	B	C	D
A	0	103	2	93
B	82	106	0	3726
C	24	398	0	121
D	71	3865	1	5

TRAFFIC DATA
Transport Data Collection and Analytics

Site 5 - R111 South Circular Road(N) / R810 Old Kilmainham / R111 South Circular Road(S) / R810 Emmet Road
07:00 - 19:00

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 5

Start/End Time

07:00 19:00

Origin Arm ALL

Dest Arm ALL

Class Selection

Car LGV OGV1 OGV2 PSV MC PC

Vehicles PCU Values

Network Peak

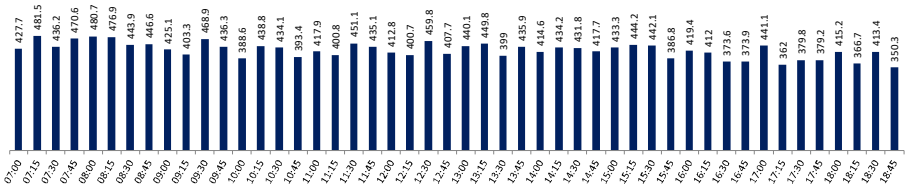
AM IP PM ALL

Display

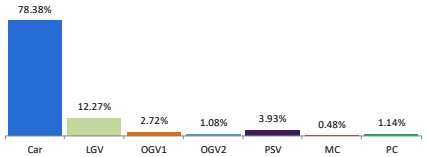
Sites Show Flows Overview

Arm		Location	Observations
A	R111 South Circular Road(N)	53.34063	
B	R810 Old Kilmainham	-6.30768	
C	R111 South Circular Road(S)		
D	R810 Emmet Road		

Total Number of Vehicles per Interval



Percentage of Classed Vehicles



	A	B	C	D
A	1	1393	4370	488
B	69	0	724	3383
C	4910	196	0	143
D	1231	3334	5	2

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 1 - R839 Grattan Crescent / R810 Emmet Road / R810 Tyrconnell Road

Origin : Arm B R810 Emmet Road

	Destination : Arm A R839 Grattan Crescent								**Destination :** Arm B R810 Emmet Road								**Destination :** Arm C R810 Tyrconnell Road								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	13	1	0	0	1	0	0	15	0	0	0	0	0	0	0	0	26	8	2	0	1	1	1	39	54
07:15	20	5	1	1	2	0	1	30	0	0	0	0	0	0	0	0	31	7	1	0	4	1	2	46	76
07:30	28	2	0	0	1	0	1	32	0	0	0	0	0	0	0	0	40	6	2	0	2	1	0	51	83
07:45	**31**	**7**	**0**	**0**	**1**	**0**	**2**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**9**	**1**	**0**	**2**	**0**	**1**	**55**	**96**
08:00	**36**	**2**	**1**	**0**	**2**	**0**	**0**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**6**	**3**	**0**	**2**	**0**	**1**	**53**	**94**
08:15	**37**	**7**	**2**	**0**	**1**	**1**	**1**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**12**	**2**	**0**	**1**	**0**	**2**	**70**	**119**
08:30	**37**	**4**	**2**	**0**	**2**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**14**	**2**	**0**	**1**	**1**	**5**	**92**	**137**
08:45	32	6	1	0	2	0	2	43	0	0	0	0	0	0	0	0	58	4	2	0	3	2	2	71	114
09:00	32	4	0	0	2	0	0	38	0	0	0	0	0	0	0	0	44	12	0	0	2	1	1	60	98
09:15	24	2	0	1	1	0	0	28	0	0	0	0	0	0	0	0	29	9	3	0	0	0	0	41	69
09:30	24	4	0	0	0	0	2	30	0	0	0	0	0	0	0	0	44	8	3	0	2	0	2	59	89
09:45	20	3	1	1	3	0	0	28	0	0	0	0	0	0	0	0	31	5	3	0	3	1	0	43	71
10:00	31	5	0	0	2	0	0	38	0	0	0	0	0	0	0	0	50	8	0	0	1	0	0	59	97
10:15	29	6	0	0	2	0	2	39	0	0	0	0	0	0	0	0	39	11	1	0	2	0	3	56	95
10:30	32	5	1	0	1	0	1	40	0	0	0	0	0	0	0	0	38	5	3	0	1	0	1	48	88
10:45	24	4	1	1	1	0	1	32	0	0	0	0	0	0	0	0	32	6	1	0	3	1	0	43	75
11:00	26	6	0	0	2	0	0	34	0	0	0	0	0	0	0	0	46	15	4	0	1	0	0	66	100
11:15	26	3	1	1	2	0	1	34	0	0	0	0	0	0	0	0	48	8	3	0	2	2	2	65	99
11:30	29	3	1	0	1	0	0	34	0	0	0	0	0	0	0	0	45	11	2	0	2	1	2	63	97
11:45	41	7	0	0	0	0	0	48	0	0	0	0	0	0	0	0	38	8	2	0	1	0	2	51	99
12:00	34	5	1	1	2	1	1	45	0	0	0	0	0	0	0	0	55	11	2	1	4	1	0	74	119
12:15	23	7	1	0	3	0	0	34	0	0	0	0	0	0	0	0	47	4	2	1	0	2	1	57	91
12:30	39	4	0	0	0	0	1	44	0	0	0	0	0	0	0	0	44	19	4	0	1	2	2	72	116
12:45	34	5	1	0	1	1	0	42	0	0	0	0	0	0	0	0	53	14	0	0	3	0	0	70	112
13:00	43	2	0	0	2	0	0	47	0	0	0	0	0	0	0	0	57	10	2	0	5	1	1	76	123
13:15	30	6	1	0	0	0	3	40	0	0	0	0	0	0	0	0	55	13	5	0	3	0	0	76	116
13:30	39	6	1	0	2	0	0	48	0	0	0	0	0	0	0	0	44	4	1	0	1	0	1	51	99
13:45	38	1	1	0	3	0	0	43	0	0	0	0	0	0	0	0	39	7	2	0	2	1	0	51	94
14:00	36	1	0	1	1	0	1	40	0	0	0	0	0	0	0	0	50	12	1	0	6	0	2	71	111
14:15	31	8	2	0	1	0	1	43	0	0	0	0	0	0	0	0	57	9	2	0	2	0	1	71	114
14:30	50	2	0	1	2	0	2	57	0	0	0	0	0	0	0	0	48	9	4	0	2	1	0	64	121
14:45	38	3	0	0	1	0	0	42	0	0	0	0	0	0	0	0	59	12	1	0	3	2	3	80	122
15:00	43	10	2	1	1	1	1	59	0	0	0	0	0	0	0	0	48	10	1	0	2	0	0	61	120
15:15	**43**	**5**	**1**	**0**	**2**	**1**	**3**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**12**	**3**	**1**	**3**	**0**	**3**	**83**	**138**
15:30	**54**	**10**	**0**	**0**	**1**	**2**	**1**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**10**	**2**	**0**	**3**	**1**	**0**	**77**	**145**
15:45	**42**	**10**	**1**	**0**	**1**	**0**	**0**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**14**	**0**	**0**	**2**	**0**	**0**	**75**	**129**
16:00	**44**	**10**	**1**	**0**	**1**	**1**	**1**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**77**	**15**	**0**	**0**	**4**	**0**	**2**	**98**	**156**
16:15	49	5	0	0	2	0	4	60	0	0	0	0	0	0	0	0	37	9	0	0	3	3	3	55	115
16:30	54	10	1	0	1	0	4	70	0	0	0	0	0	0	0	0	56	10	2	0	1	2	3	74	144
16:45	53	7	0	0	0	1	2	63	0	0	0	0	0	0	0	0	45	10	0	0	0	3	0	58	121
17:00	38	5	0	0	2	1	2	48	0	0	0	0	0	0	0	0	56	8	0	0	2	1	0	67	115
17:15	47	6	0	0	1	1	5	60	0	0	0	0	0	0	0	0	42	4	2	0	5	1	3	57	117
17:30	50	5	0	0	2	0	2	59	0	0	0	0	0	0	0	0	60	12	2	0	2	1	1	78	137
17:45	52	4	0	0	2	0	3	61	0	0	0	0	0	0	0	0	69	8	2	0	5	0	4	88	149
18:00	41	3	0	0	1	0	1	46	0	0	0	0	0	0	0	0	48	4	1	0	1	3	1	58	104
18:15	43	7	0	0	2	1	1	54	0	0	0	0	0	0	0	0	50	8	1	0	3	2	5	69	123
18:30	39	1	0	0	2	1	0	43	0	0	0	0	0	0	0	0	63	5	1	0	4	0	1	74	117
18:45	40	2	0	0	1	1	4	48	0	0	0	0	0	0	0	0	48	6	1	0	1	0	3	59	107
Total	1739	236	26	9	69	14	57	2150	0	0	0	0	0	0	0	0	2332	441	84	3	109	39	67	3075	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 1 - R839 Grattan Crescent / R810 Emmet Road / R810 Tyrconnell Road

Origin : Arm C R810 Tyrconnell Road

	Destination : Arm A R839 Grattan Crescent								**Destination :** Arm B R810 Emmet Road								**Destination :** Arm C R810 Tyrconnell Road								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	45	6	1	0	3	0	1	56	44	11	2	0	3	1	0	61	0	0	0	0	0	0	0	0	117
07:15	54	15	0	0	3	0	5	77	56	7	1	0	2	3	0	69	0	0	0	0	0	0	0	0	146
07:30	40	6	1	0	7	0	4	58	40	8	1	0	1	0	0	50	0	0	0	0	0	0	0	0	108
07:45	**40**	**4**	**1**	**1**	**4**	**0**	**3**	**53**	**40**	**5**	**3**	**0**	**3**	**2**	**2**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**108**
08:00	**33**	**7**	**0**	**0**	**3**	**4**	**2**	**49**	**41**	**4**	**1**	**0**	**5**	**1**	**2**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**103**
08:15	**34**	**5**	**0**	**0**	**3**	**0**	**5**	**47**	**39**	**10**	**2**	**0**	**1**	**0**	**1**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**100**
08:30	**62**	**13**	**1**	**0**	**2**	**1**	**0**	**79**	**45**	**13**	**0**	**0**	**1**	**2**	**1**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**141**
08:45	48	12	0	0	1	0	6	67	42	7	1	2	3	0	2	57	0	0	0	0	0	0	0	0	124
09:00	48	5	1	0	2	0	5	61	55	12	2	1	2	2	0	74	0	0	0	0	0	0	0	0	135
09:15	26	12	2	0	2	1	4	47	58	9	3	0	2	0	1	73	0	0	0	0	0	0	0	0	120
09:30	39	10	1	0	1	0	1	52	53	6	2	0	2	1	1	65	0	0	0	0	0	0	0	0	117
09:45	41	8	1	0	5	1	1	57	44	7	0	0	0	0	1	52	0	0	0	0	0	0	0	0	109
10:00	39	4	0	0	3	0	1	47	49	14	0	0	3	0	1	67	0	0	0	0	0	0	0	0	114
10:15	48	9	1	0	2	0	2	62	45	13	3	0	1	0	1	63	0	0	0	0	0	0	0	0	125
10:30	43	10	0	0	1	1	2	57	50	12	2	1	3	1	0	69	0	0	0	0	0	0	0	0	126
10:45	37	15	0	0	0	0	1	53	39	8	0	0	0	1	2	50	0	0	0	0	0	0	0	0	103
11:00	47	8	0	0	1	1	2	59	40	11	2	0	0	2	0	55	0	0	0	0	0	0	0	0	114
11:15	36	13	0	0	3	0	0	52	37	7	2	2	2	1	0	51	0	0	0	0	0	0	0	0	103
11:30	41	15	4	0	1	0	2	63	54	7	2	0	1	1	2	67	0	0	0	0	0	0	0	0	130
11:45	38	11	2	0	3	1	0	55	44	10	2	0	2	0	3	61	0	0	0	0	0	0	0	0	116
12:00	45	7	2	0	1	2	1	58	34	6	1	0	1	0	0	42	0	0	0	0	0	0	0	0	100
12:15	51	12	1	0	1	1	0	66	42	13	0	0	2	0	1	58	0	0	0	0	0	0	0	0	124
12:30	51	7	0	0	1	1	2	62	54	12	1	0	3	1	1	72	0	0	0	0	0	0	0	0	134
12:45	39	6	2	0	0	0	2	49	41	7	3	0	2	1	1	55	0	0	0	0	0	0	0	0	104
13:00	54	6	0	0	0	3	0	63	44	4	2	0	1	0	0	51	0	0	0	0	0	0	0	0	114
13:15	34	7	0	0	1	0	2	44	41	6	2	0	1	1	1	52	0	0	0	0	0	0	0	0	96
13:30	48	6	0	0	1	2	1	58	37	15	1	0	1	1	2	57	0	0	0	0	0	0	0	0	115
13:45	50	13	2	0	0	0	1	66	48	5	0	0	4	0	1	58	0	0	0	0	0	0	0	0	124
14:00	57	9	1	0	2	1	3	73	38	6	2	0	2	1	1	50	0	0	0	0	0	0	0	0	123
14:15	58	10	0	0	4	0	5	77	44	10	1	1	2	2	2	62	0	0	0	0	0	0	0	0	139
14:30	69	7	2	0	1	0	2	81	39	9	2	0	0	0	1	51	0	0	0	0	0	0	0	0	132
14:45	57	7	1	0	2	1	3	71	41	6	2	0	3	1	1	54	0	0	0	0	0	0	0	0	125
15:00	52	7	0	0	2	0	1	62	32	6	1	0	0	2	1	42	0	0	0	0	0	0	0	0	104
15:15	**47**	**11**	**0**	**0**	**2**	**1**	**3**	**64**	**47**	**10**	**0**	**0**	**1**	**0**	**1**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**123**
15:30	**52**	**5**	**0**	**0**	**2**	**0**	**2**	**61**	**50**	**6**	**3**	**0**	**2**	**1**	**0**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**123**
15:45	**58**	**11**	**2**	**0**	**0**	**2**	**0**	**73**	**60**	**9**	**4**	**0**	**3**	**0**	**0**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**149**
16:00	**62**	**6**	**0**	**0**	**3**	**2**	**3**	**76**	**41**	**7**	**1**	**0**	**1**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**126**
16:15	57	8	2	0	4	0	7	78	35	7	2	0	2	0	4	50	0	0	0	0	0	0	0	0	128
16:30	57	5	0	0	3	1	6	72	39	5	0	0	0	1	1	46	0	0	0	0	0	0	0	0	118
16:45	60	8	0	0	0	0	4	72	58	7	1	0	3	0	1	70	0	0	0	0	0	0	0	0	142
17:00	87	7	1	0	2	2	3	102	57	4	0	0	3	0	2	66	0	0	0	0	0	0	0	0	168
17:15	80	10	1	0	4	0	6	101	57	7	1	0	1	1	0	67	0	0	0	0	0	0	0	0	168
17:30	81	9	1	0	0	0	7	98	43	3	1	0	1	1	2	51	0	0	0	0	0	0	0	0	149
17:45	68	4	1	0	1	0	5	79	54	3	0	0	1	1	2	61	0	0	0	0	0	0	0	0	140
18:00	66	7	0	0	2	1	4	80	61	2	0	0	4	0	0	67	0	0	0	0	0	0	0	0	147
18:15	100	7	0	0	3	0	2	112	64	0	0	0	1	0	1	66	0	0	0	0	0	0	0	0	178
18:30	65	5	0	0	1	4	2	77	72	7	1	0	2	0	1	83	0	0	0	0	0	0	0	0	160
18:45	51	9	0	0	1	0	1	62	53	3	1	0	0	0	1	58	0	0	0	0	0	0	0	0	120
Total	2495	404	35	1	94	34	125	3188	2241	366	64	7	84	33	49	2844	0	0	0	0	0	0	0	0	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 1 - R839 Grattan Crescent / R810 Emmet Road / R810 Tyrconnell Road

ORIGIN SUMMARY

	Origin : Arm A R839 Grattan Crescent								Origin : Arm B R810 Emmet Road								Origin : Arm C R810 Tyrconnell Road								Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
07:00	135	22	3	0	5	1	3	169	39	9	2	0	2	1	1	54	89	17	3	0	6	1	1	117	340
07:15	136	26	3	0	4	2	3	174	51	12	2	1	6	1	3	76	110	22	1	0	5	3	5	146	396
07:30	176	27	3	0	2	3	1	212	68	8	2	0	3	1	1	83	80	14	2	0	8	0	4	108	403
07:45	175	24	1	0	1	1	5	207	73	16	1	0	3	0	3	96	80	9	4	1	7	2	5	108	411
1 Hr	622	99	10	0	12	7	12	762	231	45	7	1	14	3	8	309	359	62	10	1	26	6	15	479	1550
08:00	136	17	4	0	3	3	7	170	77	8	4	0	4	0	1	94	74	11	1	0	8	5	4	103	367
08:15	157	18	0	0	1	4	5	185	90	19	4	0	2	1	3	119	73	15	2	0	4	0	6	100	404
08:30	141	8	5	0	2	3	5	164	106	18	4	0	3	1	5	137	107	26	1	0	3	3	1	141	442
08:45	130	15	2	1	2	1	4	155	90	10	3	0	5	2	4	114	90	19	1	2	4	0	8	124	393
1 Hr	564	58	11	1	8	11	21	674	363	55	15	0	14	4	13	464	344	71	5	2	19	8	19	468	1606
09:00	110	25	1	0	3	0	4	143	76	16	0	0	4	1	1	98	103	17	3	1	4	2	5	135	376
09:15	129	18	1	0	5	0	2	155	53	11	3	1	1	0	0	69	84	21	5	0	4	1	5	120	344
09:30	137	16	3	0	2	1	0	159	68	12	3	0	2	0	4	89	92	16	3	0	3	1	2	117	365
09:45	95	22	4	0	2	1	4	128	51	8	4	1	6	1	0	71	85	15	1	0	5	1	2	109	308
1 Hr	471	81	9	0	12	2	10	585	248	47	10	2	13	2	5	327	364	69	12	1	16	5	14	481	1393
10:00	85	16	3	1	1	0	0	106	81	13	0	0	3	0	0	97	88	18	0	0	6	0	2	114	317
10:15	86	26	3	0	4	0	2	121	68	17	1	0	4	0	5	95	93	22	4	0	3	0	3	125	341
10:30	67	14	2	0	2	3	2	90	70	10	4	0	2	0	2	88	93	22	2	1	4	2	2	126	304
10:45	79	19	3	0	2	2	0	105	56	10	2	1	4	1	1	75	76	23	0	0	0	1	3	103	283
1 Hr	317	75	11	1	9	5	4	422	275	50	7	1	13	1	8	355	350	85	6	1	13	3	10	468	1245
11:00	89	23	3	0	1	2	0	118	72	21	4	0	3	0	0	100	87	19	2	0	1	3	2	114	332
11:15	101	10	3	1	2	1	2	120	74	11	4	1	4	2	3	99	73	20	2	2	5	1	0	103	322
11:30	70	22	1	0	2	0	2	97	74	14	3	0	3	1	2	97	95	22	6	0	2	1	4	130	324
11:45	121	14	2	0	0	0	2	139	79	15	2	0	1	0	2	99	82	21	4	0	5	1	3	116	354
1 Hr	381	69	9	1	5	3	6	474	299	61	13	1	11	3	7	395	337	82	14	2	13	6	9	463	1332
12:00	91	14	0	0	3	0	2	110	89	16	3	2	6	2	1	119	79	13	3	0	2	2	1	100	329
12:15	95	20	5	2	6	1	2	131	70	11	3	1	3	2	1	91	93	25	1	0	3	1	1	124	346
12:30	93	20	5	0	3	3	3	127	83	23	4	0	1	2	3	116	105	19	1	0	4	2	3	134	377
12:45	89	22	3	0	2	3	2	121	87	19	1	0	4	1	0	112	80	13	5	0	2	1	3	104	337
1 Hr	368	76	13	2	14	7	9	489	329	69	11	3	14	7	5	438	357	70	10	0	11	6	8	462	1389
13:00	97	17	5	0	0	0	3	122	100	12	2	0	7	1	1	123	98	10	2	0	1	3	0	114	359
13:15	98	19	2	0	3	1	4	127	85	19	6	0	3	0	3	116	75	13	2	0	2	1	3	96	339
13:30	111	20	5	0	2	2	8	148	83	10	2	0	3	0	1	99	85	21	1	0	2	3	3	115	362
13:45	102	7	4	0	2	0	2	117	77	8	3	0	5	1	0	94	98	18	2	0	4	0	2	124	335
1 Hr	408	63	16	0	7	3	17	514	345	49	13	0	18	2	5	432	356	62	7	0	9	7	8	449	1395
14:00	92	23	1	0	0	2	3	121	86	13	1	1	7	0	3	111	95	15	3	0	4	2	4	123	355
14:15	97	9	2	0	4	2	3	117	88	17	4	0	3	0	2	114	102	20	1	1	6	2	7	139	370
14:30	96	14	2	0	2	1	3	118	98	11	4	1	4	1	2	121	108	16	4	0	1	0	3	132	371
14:45	82	19	2	0	1	0	4	108	97	15	1	0	4	2	3	122	98	13	3	0	5	2	4	125	355
1 Hr	367	65	7	0	7	5	13	464	369	56	10	2	18	3	10	468	403	64	11	1	16	6	18	519	1451
15:00	119	17	2	0	1	0	1	140	91	20	3	1	3	1	1	120	84	13	1	0	2	2	2	104	364
15:15	100	16	1	0	5	0	2	124	104	17	4	1	5	1	6	138	94	21	0	0	3	1	4	123	385
15:30	95	14	0	0	3	2	2	116	115	20	2	0	4	3	1	145	102	11	3	0	4	1	2	123	384
15:45	98	14	2	0	1	1	3	119	101	24	1	0	3	0	0	129	118	20	6	0	3	2	0	149	397
1 Hr	412	61	5	0	10	3	8	499	411	81	10	2	15	5	8	532	398	65	10	0	12	6	8	499	1530
16:00	120	17	2	0	3	3	3	148	121	25	1	0	5	1	3	156	103	13	1	0	4	2	3	126	430
16:15	75	11	1	0	2	0	7	96	86	14	0	0	5	3	7	115	92	15	4	0	6	0	11	128	339
16:30	123	21	2	0	5	2	2	155	110	20	3	0	2	2	7	144	96	10	0	0	3	2	7	118	417
16:45	119	13	1	0	3	3	6	145	98	17	0	0	0	4	2	121	118	15	1	0	3	0	5	142	408
1 Hr	437	62	6	0	13	8	18	544	415	76	4	0	12	10	19	536	409	53	6	0	16	4	26	514	1594
17:00	114	13	2	0	2	3	10	144	94	13	0	0	4	2	2	115	144	11	1	0	5	2	5	168	427
17:15	123	8	1	0	3	1	8	144	89	10	2	0	6	2	8	117	137	17	2	0	5	1	6	168	429
17:30	123	8	0	0	1	2	7	141	110	17	2	0	4	1	3	137	124	12	2	0	1	1	9	149	427
17:45	131	13	0	0	2	0	7	153	121	12	2	0	7	0	7	149	122	7	1	0	2	1	7	140	442
1 Hr	491	42	3	0	8	6	32	582	414	52	6	0	21	5	20	518	527	47	6	0	13	5	27	625	1725
18:00	133	16	0	0	2	2	5	158	89	7	1	0	2	3	2	104	127	9	0	0	6	1	4	147	409
18:15	126	13	0	0	3	3	7	152	93	15	1	0	5	3	6	123	164	7	0	0	4	0	3	178	453
18:30	115	13	0	0	4	1	2	135	102	6	1	0	6	1	1	117	137	12	1	0	3	4	3	160	412
18:45	104	7	0	0	1	2	7	121	88	8	1	0	2	1	7	107	104	12	1	0	1	0	2	120	348
1 Hr	478	49	0	0	10	8	21	566	372	36	4	0	15	8	16	451	532	40	2	0	14	5	12	605	1622
Total	5316	800	100	5	115	68	171	6575	4071	677	110	12	178	53	124	5225	4736	770	99	8	178	67	174	6032	17832

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 1 - R839 Grattan Crescent / R810 Emmet Road / R810 Tyrconnell Road

DESTINATION SUMMARY

	Destination : Arm A R839 Grattan Crescent								**Destination :** Arm B R810 Emmet Road								**Destination :** Arm C R810 Tyrconnell Road								Dest
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	58	7	1	0	4	0	1	71	135	23	4	0	4	1	1	168	70	18	3	0	5	2	3	101	340
07:15	74	20	1	1	5	0	6	107	147	24	4	0	4	4	0	183	76	16	1	0	6	2	5	106	396
07:30	68	8	1	0	8	0	5	90	137	27	2	0	2	1	0	169	119	14	4	0	3	3	1	144	403
07:45	71	11	1	1	5	0	5	94	132	19	3	0	4	3	2	163	125	19	2	0	2	0	6	154	411
1 Hr	271	46	4	2	22	0	17	362	551	93	13	0	14	9	3	683	390	67	10	0	16	7	15	505	1550
08:00	69	9	1	0	5	4	2	90	126	17	3	0	8	1	5	160	92	10	5	0	2	3	5	117	367
08:15	71	12	2	0	4	1	6	96	135	20	2	0	2	2	3	164	114	20	2	0	1	2	5	144	404
08:30	99	17	3	0	4	1	0	124	127	16	3	0	2	3	4	155	128	19	4	0	2	3	7	163	442
08:45	80	18	1	0	3	0	8	110	117	14	1	3	5	1	3	144	113	12	4	0	3	2	5	139	393
1 Hr	319	56	7	0	16	6	16	420	505	67	9	3	17	7	15	623	447	61	15	0	8	10	22	563	1606
09:00	80	9	1	0	4	0	5	99	127	28	2	1	3	2	2	165	82	21	1	0	4	1	3	112	376
09:15	50	14	2	1	3	1	4	75	132	19	3	0	4	0	1	159	84	17	4	0	3	0	2	110	344
09:30	63	14	1	0	1	0	3	82	147	16	3	0	4	2	1	173	87	14	5	0	2	0	2	110	365
09:45	61	11	2	1	8	1	1	85	105	20	2	0	2	0	3	132	65	14	5	0	3	2	2	91	308
1 Hr	254	48	6	2	16	2	13	341	511	83	10	1	13	4	7	629	318	66	15	0	12	3	9	423	1393
10:00	70	9	0	0	5	0	1	85	102	20	1	0	4	0	1	128	82	18	2	1	1	0	0	104	317
10:15	77	15	1	0	4	0	4	101	93	29	4	0	4	0	2	132	77	21	3	0	3	0	4	108	341
10:30	75	15	1	0	2	1	3	97	88	19	3	1	4	2	1	118	67	12	4	0	2	2	2	89	304
10:45	61	19	1	1	1	0	2	85	87	20	1	0	2	3	2	115	63	13	3	0	3	1	0	83	283
1 Hr	283	58	3	1	12	1	10	368	370	88	9	1	14	5	6	493	289	64	12	1	9	3	6	384	1245
11:00	73	14	0	0	3	1	2	93	95	23	3	0	1	2	0	124	80	26	6	0	1	2	0	115	332
11:15	62	16	1	1	5	0	1	86	98	11	2	2	3	2	1	119	88	14	6	1	3	2	3	117	322
11:30	70	18	5	0	2	0	2	97	93	15	2	0	2	1	3	116	76	25	3	0	3	1	3	111	324
11:45	79	18	2	0	3	1	0	103	93	18	3	0	2	0	4	120	110	14	3	0	1	0	3	131	354
1 Hr	284	66	8	1	13	2	5	379	379	67	10	2	8	5	8	479	354	79	18	1	8	5	9	474	1332
12:00	79	12	3	1	3	3	2	103	74	14	1	0	3	0	1	93	106	17	2	1	5	1	1	133	329
12:15	74	19	2	0	4	1	0	100	88	20	0	1	3	1	2	115	96	17	7	2	5	2	2	131	346
12:30	90	11	0	0	1	1	3	106	107	19	2	0	4	1	2	135	84	32	8	0	3	5	4	136	377
12:45	73	11	3	0	1	1	2	91	85	17	3	0	4	2	2	113	98	26	3	0	3	2	1	133	337
1 Hr	316	53	8	1	9	6	7	400	354	70	6	1	14	4	7	456	384	92	20	3	16	10	8	533	1389
13:00	97	8	0	0	2	3	0	110	94	9	3	0	1	0	1	108	104	22	6	0	5	1	3	141	359
13:15	64	13	1	0	1	0	5	84	95	12	3	0	3	1	4	118	99	26	6	0	4	1	1	137	339
13:30	87	12	1	0	3	2	1	106	93	24	5	0	2	1	5	130	99	15	2	0	2	2	6	126	362
13:45	88	14	3	0	3	0	1	109	98	7	2	0	5	0	2	114	91	12	4	0	3	1	1	112	335
1 Hr	336	47	5	0	9	5	7	409	380	52	13	0	11	2	12	470	393	75	18	0	14	5	11	516	1395
14:00	93	10	1	1	3	1	4	113	87	17	3	0	2	1	4	114	93	24	1	0	6	2	2	128	355
14:15	89	18	2	0	5	0	6	120	87	14	1	1	5	2	3	113	111	14	4	0	3	2	3	137	370
14:30	119	9	2	1	3	0	4	138	79	13	3	0	2	0	1	98	104	19	5	0	2	2	3	135	371
14:45	95	10	1	0	3	1	3	113	81	11	4	0	4	1	1	102	101	26	1	0	3	2	7	140	355
1 Hr	396	47	6	2	14	2	17	484	334	55	11	1	13	4	9	427	409	83	11	0	14	8	15	540	1451
15:00	95	17	2	1	3	1	2	121	96	13	2	0	1	2	1	115	103	20	2	0	2	0	1	128	364
15:15	90	16	1	0	4	2	6	119	98	16	0	0	5	0	2	121	110	22	4	1	4	0	4	145	385
15:30	106	15	0	0	3	2	3	129	96	12	3	0	4	1	1	117	110	18	2	0	4	3	1	138	384
15:45	100	21	3	0	1	2	0	127	110	15	4	0	4	0	1	134	107	22	2	0	2	1	2	136	397
1 Hr	391	69	6	1	11	7	11	496	400	56	9	0	14	3	5	487	430	82	10	1	12	4	8	547	1530
16:00	106	16	1	0	4	3	4	134	99	15	3	0	3	2	2	124	139	24	0	0	5	1	3	172	430
16:15	106	13	2	0	6	0	11	138	67	12	2	0	2	0	6	89	80	15	1	0	5	3	8	112	339
16:30	111	15	1	0	4	1	10	142	94	12	1	0	3	1	3	114	124	24	3	0	3	4	3	161	417
16:45	113	15	0	0	0	1	6	135	119	12	1	0	5	1	4	142	103	18	1	0	1	5	3	131	408
1 Hr	436	59	4	0	14	5	31	549	379	51	7	0	13	4	15	469	446	81	5	0	14	13	17	576	1594
17:00	125	12	1	0	4	3	5	150	108	8	0	0	5	2	6	129	119	17	2	0	2	2	6	148	427
17:15	127	16	1	0	5	1	11	161	110	11	1	0	3	1	2	128	112	8	3	0	6	2	9	140	429
17:30	131	14	1	0	2	0	9	157	109	9	1	0	2	3	2	126	117	14	2	0	2	1	8	144	427
17:45	120	8	1	0	3	0	8	140	119	9	0	0	3	1	3	135	135	15	2	0	5	0	10	167	442
1 Hr	503	50	4	0	14	4	33	608	446	37	2	0	13	7	13	518	483	54	9	0	15	5	33	599	1725
18:00	107	10	0	0	3	1	5	126	133	11	0	0	5	1	1	151	109	11	1	0	2	4	5	132	409
18:15	143	14	0	0	5	1	3	166	129	8	0	0	3	1	3	144	111	13	1	0	4	4	10	143	453
18:30	104	6	0	0	3	5	2	120	133	14	1	0	5	1	2	156	117	11	1	0	5	0	2	136	412
18:45	91	11	0	0	2	1	5	110	101	7	1	0	1	2	4	116	104	9	1	0	1	0	7	122	348
1 Hr	445	41	0	0	13	8	15	522	496	40	2	0	14	5	10	567	441	44	4	0	12	8	24	533	1622
Total	4234	640	61	10	163	48	182	5338	5105	759	101	9	158	59	110	6301	4784	848	147	6	150	81	177	6193	17832

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 2 - R810 Emmet Road(ENE) / Saint Vincent Street West / R810 Emmet Road(WSW)

Origin : Arm A R810 Emmet Road(ENE)

	Destination : Arm A R810 Emmet Road(ENE)								**Destination :** Arm B Saint Vincent Street West								**Destination :** Arm C R810 Emmet Road(WSW)								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	33	7	2	0	2	0	0	44	47
07:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	42	10	1	1	6	1	1	62	65
07:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	57	7	1	0	3	1	0	69	73
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**6**	**61**	**12**	**2**	**0**	**3**	**0**	**3**	**81**	**87**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**0**	**0**	**1**	**1**	**0**	**12**	**70**	**6**	**3**	**0**	**4**	**0**	**1**	**84**	**96**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**72**	**16**	**4**	**0**	**2**	**2**	**2**	**98**	**113**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**1**	**0**	**1**	**0**	**0**	**23**	**75**	**16**	**4**	**0**	**1**	**1**	**6**	**103**	**126**
08:45	0	0	0	0	0	0	0	0	18	0	0	0	1	0	0	19	57	15	2	0	5	2	5	86	105
09:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	57	10	0	0	3	1	0	71	82
09:15	0	0	0	0	0	0	0	0	12	2	0	0	0	0	2	16	46	9	2	1	1	0	0	59	75
09:30	0	0	0	0	0	0	0	0	12	1	0	0	1	0	0	14	53	11	2	0	4	0	3	73	87
09:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	42	6	4	1	4	1	0	58	65
10:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	62	12	0	0	3	0	1	78	85
10:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	60	15	1	0	4	0	4	84	87
10:30	0	0	0	0	0	0	0	0	1	2	1	0	0	0	1	5	62	11	4	0	2	0	4	83	88
10:45	0	0	0	0	0	0	0	0	6	2	0	0	1	0	0	9	48	7	2	1	4	1	0	63	72
11:00	0	0	0	0	0	0	0	0	6	1	2	1	0	0	0	10	58	18	3	0	3	0	0	82	92
11:15	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	67	10	3	1	4	0	2	87	99
11:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	64	13	3	0	3	1	3	87	93
11:45	0	0	0	0	0	0	0	0	2	3	1	0	0	1	0	7	72	13	2	0	1	1	2	91	98
12:00	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7	75	14	3	2	6	2	0	102	109
12:15	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17	60	11	2	1	3	2	1	80	97
12:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	68	20	4	0	1	2	2	97	103
12:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	83	17	3	0	4	0	0	107	119
13:00	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14	85	13	0	0	7	1	1	107	121
13:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	76	16	6	0	3	0	4	105	113
13:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	68	12	2	0	2	0	2	86	99
13:45	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	70	7	2	0	5	1	0	85	93
14:00	0	0	0	0	0	0	0	0	15	0	0	0	0	1	0	16	73	14	1	1	7	0	5	101	117
14:15	0	0	0	0	0	0	0	0	18	3	0	0	0	0	2	23	74	15	3	0	5	0	6	103	126
14:30	0	0	0	0	0	0	0	0	11	1	0	0	2	0	0	14	67	8	4	1	2	1	4	87	101
14:45	0	0	0	0	0	0	0	0	10	2	0	0	0	0	1	13	91	12	1	0	3	2	2	111	124
15:00	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	13	77	16	3	1	3	1	4	105	118
15:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**1**	**0**	**2**	**13**	**93**	**21**	**3**	**0**	**5**	**1**	**5**	**128**	**141**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**3**	**1**	**0**	**1**	**1**	**0**	**30**	**92**	**17**	**2**	**0**	**3**	**2**	**2**	**118**	**148**
15:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**11**	**84**	**21**	**0**	**0**	**3**	**0**	**1**	**109**	**120**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**101**	**16**	**2**	**0**	**4**	**1**	**6**	**130**	**141**
16:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	83	15	1	0	5	3	10	117	127
16:30	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	104	19	1	0	2	2	5	133	152
16:45	0	0	0	0	0	0	0	0	9	3	0	0	0	1	2	15	81	14	0	0	1	3	3	102	117
17:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	2	9	83	12	0	0	4	1	4	104	113
17:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	2	10	79	11	2	0	4	2	10	108	118
17:30	0	0	0	0	0	0	0	0	5	1	0	0	0	1	2	9	99	16	1	0	4	1	2	123	132
17:45	0	0	0	0	0	0	0	0	12	3	1	0	0	0	4	20	101	10	2	0	7	0	13	133	153
18:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	3	15	83	10	1	0	3	3	5	105	120
18:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	82	15	1	0	4	3	5	110	119
18:30	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	9	83	6	1	0	6	0	4	100	109
18:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	7	69	9	0	0	2	1	5	86	93
Total	0	0	0	0	0	0	0	0	442	56	11	1	9	7	27	553	3442	611	96	11	170	47	148	4525	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 2 - R810 Emmet Road(ENE) / Saint Vincent Street West / R810 Emmet Road(WSW)

Origin : Arm B Saint Vincent Street West

	Destination : Arm A R810 Emmet Road(ENE)								**Destination :** Arm B Saint Vincent Street West								**Destination :** Arm C R810 Emmet Road(WSW)								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	11
07:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	7
07:30	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2	0	1	0	0	0	1	4	6
07:45	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
08:00	**9**	**0**	**0**	**0**	**1**	**0**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
08:15	**15**	**1**	**0**	**0**	**0**	**0**	**1**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**18**
08:30	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**16**
08:45	12	0	0	0	0	1	1	14	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	22
09:00	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	15
09:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8
09:30	4	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
09:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
10:00	4	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8
10:15	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
10:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
10:45	6	2	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	4
11:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	5
11:30	8	1	0	0	0	0	1	10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	12
11:45	4	1	0	1	0	1	0	7	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	10
12:00	10	2	0	1	0	0	2	15	0	0	0	0	0	0	0	0	1	3	0	0	0	0	1	5	20
12:15	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9
12:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	5
12:45	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	15
13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	15
13:15	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	10
13:30	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	19
13:45	8	1	0	0	1	0	1	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	12
14:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	11
14:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	6
14:30	23	1	0	0	0	0	1	25	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	29
14:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	4	2	0	0	0	0	1	7	14
15:00	5	2	0	0	0	0	1	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	10
15:15	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**14**
15:30	**16**	**1**	**0**	**0**	**1**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**26**
15:45	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**8**
16:00	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**8**	**18**
16:15	7	0	0	0	0	1	1	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	11
16:30	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	11
16:45	10	1	0	0	0	0	2	13	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	14
17:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	8
17:15	5	0	0	0	0	1	1	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8
17:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	11
17:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	13
18:00	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	14
18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	8
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	6
18:45	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	17
Total	324	36	2	2	4	4	18	390	0	0	0	0	0	0	0	0	126	20	5	0	2	1	7	161	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 2 - R810 Emmet Road(ENE) / Saint Vincent Street West / R810 Emmet Road(WSW)

Origin : Arm C R810 Emmet Road(WSW)

	Destination : Arm A R810 Emmet Road(ENE)								**Destination :** Arm B Saint Vincent Street West								**Destination :** Arm C R810 Emmet Road(WSW)								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	132	23	4	0	3	1	1	164	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	169
07:15	141	23	4	0	4	4	7	183	4	1	0	0	0	0	1	6	0	0	0	0	0	0	0	0	189
07:30	147	29	2	0	3	1	2	184	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	187
07:45	**122**	**20**	**3**	**0**	**3**	**3**	**5**	**156**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**162**
08:00	**125**	**15**	**4**	**0**	**7**	**1**	**6**	**158**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**167**
08:15	**122**	**17**	**3**	**0**	**3**	**2**	**5**	**152**	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**176**
08:30	**106**	**15**	**3**	**0**	**2**	**2**	**9**	**137**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**164**
08:45	95	18	1	1	5	2	5	127	18	1	0	0	0	0	0	19	1	0	0	0	0	0	0	1	147
09:00	119	26	1	2	3	2	3	156	13	3	0	0	0	0	0	16	0	0	0	0	0	0	0	0	172
09:15	120	17	2	0	4	0	0	143	16	1	1	0	0	0	0	18	0	0	0	0	0	0	0	0	161
09:30	139	16	2	0	3	1	2	163	14	0	0	0	0	0	0	14	0	0	1	0	0	0	0	1	178
09:45	98	17	3	0	3	1	5	127	11	2	0	0	0	0	0	13	1	0	0	0	0	0	0	1	141
10:00	96	19	1	0	4	0	5	125	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	138
10:15	90	28	4	0	3	0	3	128	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	132
10:30	78	19	3	1	5	2	2	110	11	1	0	0	0	0	0	12	1	0	0	0	0	0	0	1	123
10:45	72	16	1	0	1	4	1	95	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	106
11:00	88	23	3	0	2	1	0	117	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	130
11:15	93	12	2	1	3	1	2	114	10	0	0	1	0	1	0	12	1	0	0	0	0	0	0	1	127
11:30	87	15	2	0	2	1	3	110	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0	117
11:45	81	15	3	0	2	0	4	105	14	1	0	0	0	0	1	16	0	1	0	0	0	0	0	1	122
12:00	64	13	1	0	1	0	3	82	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0	91
12:15	77	18	0	1	5	1	3	105	16	0	0	0	0	0	1	17	0	0	0	0	0	0	0	0	122
12:30	104	19	1	0	4	1	3	132	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	147
12:45	72	15	4	0	4	1	3	99	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	109
13:00	92	7	3	0	1	0	1	104	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	115
13:15	85	10	3	0	3	1	5	107	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	120
13:30	87	22	4	0	2	1	3	119	9	0	1	0	0	0	1	11	1	0	0	0	0	0	0	1	131
13:45	78	8	2	0	5	0	1	94	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	108
14:00	86	14	2	0	2	1	9	114	13	2	1	0	0	0	0	16	0	0	0	0	0	0	0	0	130
14:15	73	12	0	1	5	2	4	97	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	110
14:30	79	13	4	0	3	0	1	100	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	114
14:45	75	6	4	0	4	1	2	92	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0	100
15:00	89	9	3	0	1	3	2	107	16	4	0	0	0	0	0	20	0	0	0	0	0	0	0	0	127
15:15	**87**	**16**	**0**	**0**	**5**	**0**	**1**	**109**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**124**
15:30	**80**	**12**	**3**	**0**	**4**	**1**	**3**	**103**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**122**
15:45	**102**	**10**	**4**	**0**	**3**	**0**	**2**	**121**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**141**
16:00	**93**	**15**	**3**	**0**	**4**	**2**	**3**	**120**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**132**
16:15	59	10	1	0	2	0	8	80	9	2	0	0	0	0	0	11	1	0	0	0	0	0	0	1	92
16:30	81	12	1	0	3	1	4	102	17	3	0	0	0	0	1	21	0	0	0	0	0	0	0	0	123
16:45	96	10	1	0	4	1	3	115	22	1	0	0	0	0	1	24	1	0	0	0	0	0	0	1	140
17:00	93	7	1	0	6	2	5	114	17	1	0	0	0	0	0	18	1	0	0	0	0	0	0	1	133
17:15	99	9	0	0	3	0	2	113	15	2	1	0	0	1	0	19	0	0	0	0	0	0	0	0	132
17:30	98	9	1	0	2	2	4	116	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	127
17:45	117	7	0	0	3	1	2	130	23	2	0	0	0	1	0	26	0	0	0	0	0	0	0	0	156
18:00	112	10	0	0	5	1	3	131	12	0	0	0	0	0	0	12	1	0	0	0	0	0	0	1	144
18:15	121	7	0	0	3	1	4	136	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	151
18:30	108	12	0	0	4	1	2	127	19	2	0	0	0	0	0	21	1	0	0	0	0	0	0	1	149
18:45	98	6	2	0	1	1	5	113	12	2	0	0	0	2	1	17	0	0	0	0	0	0	0	0	130
Total	4656	701	99	7	157	55	161	5836	593	65	4	1	1	5	7	676	14	1	1	0	0	0	0	16	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 2 - R810 Emmet Road(ENE) / Saint Vincent Street West / R810 Emmet Road(WSW)

ORIGIN SUMMARY

	Origin : Arm A R810 Emmet Road(ENE)								**Origin :** Arm B Saint Vincent Street West								**Origin :** Arm C R810 Emmet Road(WSW)								Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
07:00	34	8	2	0	2	1	0	47	9	1	1	0	0	0	0	11	137	23	4	0	3	1	1	169	227
07:15	44	11	1	1	6	1	1	65	6	1	0	0	0	0	0	7	145	24	4	0	4	4	8	189	261
07:30	60	8	1	0	3	1	0	73	3	0	1	0	0	0	2	6	150	29	2	0	3	1	2	187	266
07:45	65	13	3	0	3	0	3	87	1	2	1	0	0	0	2	6	125	22	3	0	4	3	5	162	255
1 Hr	203	40	7	1	14	3	4	272	19	4	3	0	0	0	4	30	557	98	13	0	14	9	16	707	1009
08:00	79	7	3	0	5	1	1	96	9	0	0	0	1	0	1	11	134	15	4	0	7	1	6	167	274
08:15	86	16	4	0	2	2	3	113	16	1	0	0	0	0	1	18	143	20	3	0	3	2	5	176	307
08:30	96	16	5	0	2	1	6	126	13	3	0	0	0	0	0	16	133	15	3	0	2	2	9	164	306
08:45	75	15	2	0	6	2	5	105	20	0	0	0	0	1	1	22	114	19	1	1	5	2	5	147	274
1 Hr	336	54	14	0	15	6	15	440	58	4	0	0	1	1	3	67	524	69	11	1	17	7	25	654	1161
09:00	68	10	0	0	3	1	0	82	13	1	0	0	1	0	0	15	132	29	1	2	3	2	3	172	269
09:15	58	11	2	1	1	0	2	75	7	1	0	0	0	0	0	8	136	18	3	0	4	0	0	161	244
09:30	65	12	2	0	5	0	3	87	5	0	0	0	1	0	0	6	153	16	3	0	3	1	2	178	271
09:45	48	7	4	1	4	1	0	65	5	1	0	0	0	0	0	6	110	19	3	0	3	1	5	141	212
1 Hr	239	40	8	2	13	2	5	309	30	3	0	0	2	0	0	35	531	82	10	2	13	4	10	652	996
10:00	68	13	0	0	3	0	1	85	7	0	0	0	0	0	1	8	108	20	1	0	4	0	5	138	231
10:15	62	16	1	0	4	0	4	87	4	2	0	0	0	0	0	6	94	28	4	0	3	0	3	132	225
10:30	63	13	5	0	2	0	5	88	2	1	0	0	0	0	0	3	90	20	3	1	5	2	2	123	214
10:45	54	9	2	1	5	1	0	72	6	2	0	0	0	0	1	9	81	18	1	0	1	4	1	106	187
1 Hr	247	51	8	1	14	1	10	332	19	5	0	0	0	0	2	26	373	86	9	1	13	6	11	499	857
11:00	64	19	5	1	3	0	0	92	3	1	0	0	0	0	0	4	99	25	3	0	2	1	0	130	226
11:15	76	13	3	1	4	0	2	99	2	1	1	0	0	1	0	5	104	12	2	2	3	2	2	127	231
11:30	70	13	3	0	3	1	3	93	9	2	0	0	0	0	1	12	91	18	2	0	2	1	3	117	222
11:45	74	16	3	0	1	2	2	98	6	2	0	1	0	1	0	10	95	17	3	0	2	0	5	122	230
1 Hr	284	61	14	2	11	3	7	382	20	6	1	1	0	2	1	31	389	72	10	2	9	4	10	496	909
12:00	79	17	3	2	6	2	0	109	11	5	0	1	0	0	3	20	70	16	1	0	1	0	3	91	220
12:15	74	14	2	1	3	2	1	97	7	2	0	0	0	0	0	9	93	18	0	1	5	1	4	122	228
12:30	74	20	4	0	1	2	2	103	4	1	0	0	0	0	0	5	117	21	1	0	4	1	3	147	255
12:45	95	17	3	0	4	0	0	119	14	1	0	0	0	0	0	15	80	17	4	0	4	1	3	109	243
1 Hr	322	68	12	3	14	6	3	428	36	9	0	1	0	0	3	49	360	72	6	1	14	3	13	469	946
13:00	97	15	0	0	7	1	1	121	14	0	1	0	0	0	0	15	101	9	3	0	1	0	1	115	251
13:15	84	16	6	0	3	0	4	113	9	1	0	0	0	0	0	10	97	11	3	0	3	1	5	120	243
13:30	81	12	2	0	2	0	2	99	19	0	0	0	0	0	0	19	97	22	5	0	2	1	4	131	249
13:45	76	9	2	0	5	1	0	93	9	1	0	0	1	0	1	12	92	8	2	0	5	0	1	108	213
1 Hr	338	52	10	0	17	2	7	426	51	2	1	0	1	0	1	56	387	50	13	0	11	2	11	474	956
14:00	88	14	1	1	7	1	5	117	11	0	0	0	0	0	0	11	99	16	3	0	2	1	9	130	258
14:15	92	18	3	0	5	0	8	126	5	0	1	0	0	0	0	6	86	12	0	1	5	2	4	110	242
14:30	78	9	4	1	4	1	4	101	27	1	0	0	0	0	1	29	93	13	4	0	3	0	1	114	244
14:45	101	14	1	0	3	2	3	124	10	3	0	0	0	0	1	14	80	9	4	0	4	1	2	100	238
1 Hr	359	55	9	2	19	4	20	468	53	4	1	0	0	0	2	60	358	50	11	1	14	4	16	454	982
15:00	88	17	4	1	3	1	4	118	7	2	0	0	0	0	1	10	105	13	3	0	1	3	2	127	255
15:15	103	21	3	0	6	1	7	141	13	1	0	0	0	0	0	14	101	17	0	0	5	0	1	124	279
15:30	116	20	3	0	4	3	2	148	23	1	0	0	2	0	0	26	99	12	3	0	4	1	3	122	296
15:45	91	24	1	0	3	0	1	120	6	2	0	0	0	0	0	8	118	14	4	0	3	0	2	141	269
1 Hr	398	82	11	1	16	5	14	527	49	6	0	0	2	0	1	58	423	56	10	0	13	4	8	514	1099
16:00	111	16	2	0	4	1	7	141	14	3	0	0	0	0	1	18	104	16	3	0	4	2	3	132	291
16:15	93	15	1	0	5	3	10	127	8	0	0	0	0	1	2	11	69	12	1	0	2	0	8	92	230
16:30	121	21	1	0	2	2	5	152	10	1	0	0	0	0	0	11	98	15	1	0	3	1	5	123	286
16:45	90	17	0	0	1	4	5	117	11	1	0	0	0	0	2	14	119	11	1	0	4	1	4	140	271
1 Hr	415	69	4	0	12	10	27	537	43	5	0	0	0	1	5	54	390	54	6	0	13	4	20	487	1078
17:00	90	12	0	0	4	1	6	113	7	1	0	0	0	0	0	8	111	8	1	0	6	2	5	133	254
17:15	86	12	2	0	4	2	12	118	6	0	0	0	0	1	1	8	114	11	1	0	3	1	2	132	258
17:30	104	17	1	0	4	2	4	132	9	1	1	0	0	0	0	11	108	10	1	0	2	2	4	127	270
17:45	113	13	3	0	7	0	17	153	12	1	0	0	0	0	0	13	140	9	0	0	3	2	2	156	322
1 Hr	393	54	6	0	19	5	39	516	34	3	1	0	0	1	1	40	473	38	3	0	14	7	13	548	1104
18:00	94	11	1	0	3	3	8	120	11	3	0	0	0	0	0	14	125	10	0	0	5	1	3	144	278
18:15	91	15	1	0	4	3	5	119	7	0	0	0	0	0	1	8	135	8	0	0	3	1	4	151	278
18:30	91	6	2	0	6	0	4	109	5	1	0	0	0	0	0	6	128	14	0	0	4	1	2	149	264
18:45	74	9	0	0	2	1	7	93	15	1	0	0	0	0	1	17	110	8	2	0	1	3	6	130	240
1 Hr	350	41	4	0	15	7	24	441	38	5	0	0	0	0	2	45	498	40	2	0	13	6	15	574	1060
Total	3884	667	107	12	179	54	175	5078	450	56	7	2	6	5	25	551	5263	767	104	8	158	60	168	6528	12157

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 2 - R810 Emmet Road(ENE) / Saint Vincent Street West / R810 Emmet Road(WSW)

DESTINATION SUMMARY

	Destination : Arm A R810 Emmet Road(ENE)							Total	**Destination :** Arm B Saint Vincent Street West							Total	**Destination :** Arm C R810 Emmet Road(WSW)							Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	139	23	5	0	3	1	1	172	5	1	0	0	0	1	0	7	36	8	2	0	2	0	0	48	227
07:15	145	23	4	0	4	4	7	187	6	2	0	0	0	0	1	9	44	11	1	1	6	1	1	65	261
07:30	148	29	2	0	3	1	3	186	6	1	0	0	0	0	0	7	59	7	2	0	3	1	1	73	266
07:45	122	21	4	0	3	3	7	160	7	3	1	0	1	0	0	12	62	13	2	0	3	0	3	83	255
1 Hr	554	96	15	0	13	9	18	705	24	7	1	0	1	1	1	35	201	39	7	1	14	2	5	269	1009
08:00	134	15	4	0	8	1	7	169	18	1	0	0	1	1	0	21	70	6	3	0	4	0	1	84	274
08:15	137	18	3	0	3	2	6	169	35	3	0	0	0	0	1	39	73	16	4	0	2	2	2	99	307
08:30	117	17	3	0	2	2	9	150	48	0	1	0	1	0	0	50	77	17	4	0	1	1	6	106	306
08:45	107	18	1	1	5	3	6	141	36	1	0	0	1	0	0	38	66	15	2	0	5	2	5	95	274
1 Hr	495	68	11	1	18	8	28	629	137	5	1	0	3	1	1	148	286	54	13	0	12	5	14	384	1161
09:00	130	27	1	2	3	2	3	168	24	3	0	0	0	0	0	27	59	10	0	0	4	1	0	74	269
09:15	124	18	2	0	4	0	0	148	28	3	1	0	0	0	2	34	49	9	2	1	1	0	0	62	244
09:30	143	16	2	0	4	1	2	168	26	1	0	0	1	0	0	28	54	11	3	0	4	0	3	75	271
09:45	102	18	3	0	3	1	5	132	17	3	0	0	0	0	0	20	44	6	4	1	4	1	0	60	212
1 Hr	499	79	8	2	14	4	10	616	95	10	1	0	1	0	2	109	206	36	9	2	13	2	3	271	996
10:00	100	19	1	0	4	0	6	130	18	2	0	0	0	0	0	20	65	12	0	0	3	0	1	81	231
10:15	93	30	4	0	3	0	3	133	5	1	0	0	0	0	0	6	62	15	1	0	4	0	4	86	225
10:30	79	20	3	1	5	2	2	112	12	3	1	0	0	0	1	17	64	11	4	0	2	0	4	85	214
10:45	78	18	1	0	1	4	2	104	15	4	0	0	1	0	0	20	48	7	2	1	4	1	0	63	187
1 Hr	350	87	9	1	13	6	13	479	50	10	1	0	1	0	1	63	239	45	7	1	13	1	9	315	857
11:00	89	23	3	0	2	1	0	118	17	3	2	1	0	0	0	23	60	19	3	0	3	0	0	85	226
11:15	95	13	2	1	3	1	2	117	19	3	0	1	0	1	0	24	68	10	4	1	4	1	2	90	231
11:30	95	16	2	0	2	1	4	120	10	3	0	0	0	0	0	13	65	14	3	0	3	1	3	89	222
11:45	85	16	3	1	2	1	4	112	16	4	1	0	0	1	1	23	74	15	2	0	1	1	2	95	230
1 Hr	364	68	10	2	9	4	10	467	62	13	3	2	0	2	1	83	267	58	12	1	11	3	7	359	909
12:00	74	15	1	1	1	0	5	97	10	6	0	0	0	0	0	16	76	17	3	2	6	2	1	107	220
12:15	82	20	0	1	5	1	3	112	30	3	0	0	0	0	1	34	62	11	2	1	3	2	1	82	228
12:30	107	19	1	0	4	1	3	135	19	2	0	0	0	0	0	21	69	21	4	0	1	2	2	99	255
12:45	81	16	4	0	4	1	3	109	20	2	0	0	0	0	0	22	88	17	3	0	4	0	0	112	243
1 Hr	344	70	6	2	14	3	14	453	79	13	0	0	0	0	1	93	295	66	12	3	14	6	4	400	946
13:00	102	7	3	0	1	0	1	114	21	4	0	0	0	0	0	25	89	13	1	0	7	1	1	112	251
13:15	92	11	3	0	3	1	5	115	20	1	0	0	0	0	0	21	78	16	6	0	3	0	4	107	243
13:30	101	22	4	0	2	1	3	133	22	0	1	0	0	0	1	24	74	12	2	0	2	0	2	92	249
13:45	86	9	2	0	6	0	2	105	20	2	0	0	0	0	0	22	71	7	2	0	5	1	0	86	213
1 Hr	381	49	12	0	12	2	11	467	83	7	1	0	0	0	1	92	312	48	11	0	17	2	7	397	956
14:00	93	14	2	0	2	1	9	121	28	2	1	0	0	1	0	32	77	14	1	1	7	0	5	105	258
14:15	76	12	0	1	5	2	4	100	31	3	0	0	0	0	2	36	76	15	4	0	5	0	6	106	242
14:30	102	14	4	0	3	0	2	125	25	1	0	0	2	0	0	28	71	8	4	1	2	1	4	91	244
14:45	81	7	4	0	4	1	2	99	15	5	0	0	0	0	1	21	95	14	1	0	3	2	3	118	238
1 Hr	352	47	10	1	14	4	17	445	99	11	1	0	2	1	3	117	319	51	10	2	17	3	18	420	982
15:00	94	11	3	0	1	3	3	115	27	5	1	0	0	0	0	33	79	16	3	1	3	1	4	107	255
15:15	95	16	0	0	5	0	1	117	24	1	0	0	1	0	2	28	98	22	3	0	5	1	5	134	279
15:30	96	13	3	0	5	1	3	121	42	3	1	0	1	1	0	48	100	17	2	0	4	2	2	127	296
15:45	106	10	4	0	3	0	2	125	22	7	1	0	0	0	0	30	87	23	0	0	3	0	1	114	269
1 Hr	391	50	10	0	14	4	9	478	115	16	3	0	2	1	2	139	364	78	8	1	15	4	12	482	1099
16:00	102	16	3	0	4	2	3	130	21	1	0	0	0	0	1	23	106	18	2	0	4	1	7	138	291
16:15	66	10	1	0	2	1	9	89	19	2	0	0	0	0	0	21	85	15	1	0	5	3	11	120	230
16:30	87	13	1	0	3	1	4	109	34	5	0	0	0	0	1	40	108	19	1	0	2	2	5	137	286
16:45	106	11	1	0	4	1	5	128	31	4	0	0	0	1	3	39	83	14	0	0	1	3	3	104	271
1 Hr	361	50	6	0	13	5	21	456	105	12	0	0	0	1	5	123	382	66	4	0	12	9	26	499	1078
17:00	96	8	1	0	6	2	5	118	24	1	0	0	0	0	2	27	88	12	0	0	4	1	4	109	254
17:15	104	9	0	0	3	1	3	120	22	3	1	0	0	1	2	29	80	11	2	0	4	2	10	109	258
17:30	106	10	1	0	2	2	4	125	15	2	0	0	0	1	2	20	100	16	2	0	4	1	2	125	270
17:45	124	7	0	0	3	1	2	137	35	5	1	0	0	1	4	46	106	11	2	0	7	0	13	139	322
1 Hr	430	34	2	0	14	6	14	500	96	11	2	0	0	3	10	122	374	50	6	0	19	4	29	482	1104
18:00	117	13	0	0	5	1	3	139	23	1	0	0	0	0	3	27	90	10	1	0	3	3	5	112	278
18:15	126	7	0	0	3	1	4	141	23	1	0	0	0	0	0	24	84	15	1	0	4	3	6	113	278
18:30	110	12	0	0	4	1	2	129	27	2	1	0	0	0	0	30	87	7	1	0	6	0	4	105	264
18:45	106	7	2	0	1	1	5	122	17	2	0	0	0	2	3	24	76	9	0	0	2	1	6	94	240
1 Hr	459	39	2	0	13	4	14	531	90	6	1	0	0	2	6	105	337	41	3	0	15	7	21	424	1060
Total	4980	737	101	9	161	59	179	6226	1035	121	15	2	10	12	34	1229	3582	632	102	11	172	48	155	4702	12157

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 3 - R810 Emmet Road(ENE) / Bulfin Road / R810 Emmet Road(WSW)

Origin : Arm A R810 Emmet Road(ENE)

	Destination : Arm A R810 Emmet Road(ENE)								**Destination :** Arm B Bulfin Road								**Destination :** Arm C R810 Emmet Road(WSW)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Totals
07:00	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	26	7	2	0	2	1	0	38	44
07:15	0	0	0	0	0	0	0	0	10	1	1	0	0	0	1	13	27	7	0	1	6	1	1	43	56
07:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	46	6	1	0	2	1	0	56	64
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**40**	**9**	**2**	**0**	**3**	**0**	**1**	**55**	**65**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**0**	**1**	**0**	**0**	**8**	**45**	**6**	**3**	**0**	**3**	**1**	**1**	**59**	**67**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**10**	**55**	**16**	**3**	**0**	**2**	**2**	**3**	**81**	**91**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**50**	**11**	**4**	**0**	**1**	**1**	**6**	**73**	**83**
08:45	0	0	0	0	0	0	0	0	10	1	0	0	1	0	0	12	50	12	2	0	5	2	2	73	85
09:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	7	39	7	0	0	2	1	0	49	56
09:15	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	9	40	9	3	1	1	0	3	57	66
09:30	0	0	0	0	0	0	0	0	7	1	0	0	0	1	0	9	34	11	0	0	4	0	2	51	60
09:45	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	13	36	7	4	1	5	1	1	55	68
10:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	38	9	0	0	1	0	1	49	54
10:15	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	46	10	1	0	5	0	2	64	75
10:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	1	11	40	9	3	0	1	0	4	57	68
10:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	37	7	0	1	3	0	0	48	52
11:00	0	0	0	0	0	0	0	0	5	2	0	0	0	0	1	8	42	15	3	1	4	0	0	65	73
11:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	53	11	4	1	3	0	1	73	78
11:30	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11	44	13	1	0	3	1	1	63	74
11:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	50	15	3	0	2	0	2	72	81
12:00	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8	59	13	3	2	5	1	0	83	91
12:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	53	9	2	0	3	1	1	69	74
12:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	47	13	5	0	1	1	1	68	78
12:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	61	10	2	0	3	0	0	76	82
13:00	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	66	13	0	0	5	1	1	86	102
13:15	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	52	12	5	0	4	0	4	77	92
13:30	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10	54	10	1	0	3	0	1	69	79
13:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	58	10	1	0	3	1	1	74	84
14:00	0	0	0	0	0	0	0	0	8	3	0	0	0	0	2	13	63	11	0	1	5	0	2	82	95
14:15	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8	59	12	4	0	5	0	3	83	91
14:30	0	0	0	0	0	0	0	0	11	1	0	0	0	1	1	14	51	6	3	1	3	1	1	66	80
14:45	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	7	63	16	1	0	4	2	3	89	96
15:00	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	59	9	3	1	1	0	2	75	87
15:15	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**7**	**77**	**18**	**3**	**0**	**7**	**0**	**3**	**108**	**116**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**67**	**12**	**2**	**0**	**1**	**2**	**1**	**85**	**97**
15:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**12**	**57**	**17**	**1**	**0**	**3**	**0**	**0**	**78**	**90**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**72**	**15**	**1**	**0**	**3**	**1**	**3**	**95**	**101**
16:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	2	8	44	8	0	0	5	3	5	65	73
16:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	1	14	60	14	1	0	2	2	3	82	96
16:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	62	12	1	0	1	4	1	81	90
17:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	54	9	0	0	5	1	2	71	83
17:15	0	0	0	0	0	0	0	0	7	2	1	0	0	0	0	10	46	5	2	0	3	2	4	62	72
17:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	80	13	2	0	3	1	2	101	109
17:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	72	9	1	0	7	0	6	95	103
18:00	0	0	0	0	0	0	0	0	8	2	0	0	0	0	1	11	65	9	0	0	3	3	6	86	97
18:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	58	9	1	0	3	2	5	78	89
18:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	58	4	2	0	6	0	2	72	84
18:45	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	13	44	5	0	0	2	1	5	57	70
Total	2	0	0	0	0	0	0	2	379	58	6	0	2	3	17	465	2499	500	86	11	157	42	99	3394	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 3 - R810 Emmet Road(ENE) / Bulfin Road / R810 Emmet Road(WSW)

Origin : Arm B Bulfin Road

	Destination : Arm A R810 Emmet Road(ENE)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	1
07:45	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
08:00	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**
08:15	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
08:30	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
08:45	2	0	0	0	0	0	0	2
09:00	3	0	0	0	0	0	0	3
09:15	5	0	0	0	0	0	0	5
09:30	3	2	0	0	0	0	0	5
09:45	1	0	0	0	0	0	0	1
10:00	4	3	0	0	0	0	0	7
10:15	3	0	0	0	0	0	0	3
10:30	4	2	0	0	0	0	0	6
10:45	1	0	0	0	0	0	0	1
11:00	2	0	0	0	0	0	0	2
11:15	0	1	0	0	0	0	2	3
11:30	2	1	0	0	0	0	0	3
11:45	2	0	0	0	0	0	0	2
12:00	1	3	0	0	0	0	0	4
12:15	0	2	1	0	0	0	0	3
12:30	1	1	0	0	0	0	0	2
12:45	1	2	0	0	0	0	0	3
13:00	6	0	0	0	0	0	0	6
13:15	4	0	0	0	0	0	0	4
13:30	4	1	0	0	0	0	0	5
13:45	3	1	0	0	0	0	0	4
14:00	1	0	0	0	0	0	0	1
14:15	3	0	0	0	0	0	0	3
14:30	2	0	0	0	0	0	0	2
14:45	3	0	0	0	1	0	0	4
15:00	1	0	0	0	0	0	0	1
15:15	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
15:30	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
15:45	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**
16:00	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
16:15	2	0	0	0	0	0	0	2
16:30	2	0	1	0	0	0	0	3
16:45	1	0	0	0	0	0	0	1
17:00	8	1	0	0	0	0	0	9
17:15	5	0	0	0	0	0	0	5
17:30	4	0	0	0	0	0	0	4
17:45	3	0	0	0	0	0	2	5
18:00	0	0	0	0	0	0	0	0
18:15	4	0	0	0	0	0	0	4
18:30	4	1	0	0	0	0	0	5
18:45	3	1	0	0	0	0	0	4
Total	128	25	3	0	1	0	4	161

	Destination : Arm B Bulfin Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	1	0	1
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1

	Destination : Arm C R810 Emmet Road(WSW)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	12	0	0	0	0	0	0	12
07:15	12	4	1	0	0	0	0	17
07:30	15	2	0	0	1	0	0	18
07:45	**26**	**4**	**1**	**0**	**0**	**0**	**1**	**32**
08:00	**32**	**2**	**0**	**0**	**2**	**1**	**0**	**37**
08:15	**39**	**0**	**1**	**0**	**0**	**0**	**1**	**41**
08:30	**47**	**4**	**1**	**0**	**1**	**0**	**0**	**53**
08:45	24	5	0	0	1	0	3	33
09:00	29	3	0	0	1	0	1	34
09:15	20	4	0	0	0	0	0	24
09:30	26	0	0	0	1	0	0	27
09:45	14	0	0	0	0	0	0	14
10:00	28	6	0	0	1	0	0	35
10:15	19	4	0	0	0	0	2	25
10:30	23	5	1	0	0	0	0	29
10:45	19	3	2	0	2	1	0	27
11:00	24	5	1	0	0	0	0	30
11:15	20	2	0	0	0	0	1	23
11:30	24	0	1	0	0	0	0	25
11:45	25	4	0	0	0	2	1	32
12:00	21	4	1	0	1	1	0	28
12:15	21	6	0	1	0	1	0	29
12:30	29	7	0	0	0	1	1	38
12:45	27	7	0	0	0	0	0	34
13:00	32	3	0	0	2	0	0	37
13:15	31	5	0	0	0	0	0	36
13:30	32	1	0	0	0	0	1	34
13:45	18	0	1	0	0	0	0	19
14:00	23	2	1	0	2	1	2	31
14:15	33	4	0	0	0	0	4	41
14:30	26	2	0	0	1	0	2	31
14:45	39	1	0	0	0	0	1	41
15:00	27	9	0	0	1	1	2	40
15:15	**32**	**2**	**0**	**0**	**1**	**1**	**4**	**40**
15:30	**49**	**10**	**1**	**0**	**1**	**1**	**0**	**62**
15:45	**31**	**6**	**0**	**0**	**0**	**0**	**2**	**39**
16:00	**39**	**4**	**1**	**0**	**1**	**0**	**1**	**46**
16:15	44	5	1	0	0	0	6	56
16:30	57	6	0	0	0	0	5	68
16:45	34	3	0	0	0	0	3	40
17:00	35	5	0	0	0	0	2	42
17:15	40	5	0	0	1	0	5	51
17:30	29	5	0	0	0	2	2	38
17:45	36	4	1	0	0	0	7	48
18:00	33	2	0	0	0	0	2	37
18:15	30	5	1	0	1	1	0	38
18:30	35	1	0	0	0	0	2	38
18:45	33	3	0	0	0	0	1	37
Total	1394	174	17	1	22	14	65	1687

Arm Totals
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#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 3 - R810 Emmet Road(ENE) / Bulfin Road / R810 Emmet Road(WSW)

Origin : Arm C R810 Emmet Road(WSW)

	Destination : Arm A R810 Emmet Road(ENE)								**Destination :** Arm B Bulfin Road								**Destination :** Arm C R810 Emmet Road(WSW)								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
07:00	95	16	4	0	2	1	0	118	46	6	1	0	1	0	1	55	0	0	0	0	0	0	0	0	173
07:15	92	22	3	0	2	4	2	125	54	4	1	0	1	0	4	64	0	0	0	0	0	0	0	0	189
07:30	85	23	1	0	4	1	2	116	53	6	0	0	0	0	1	60	0	0	0	0	0	0	0	0	176
07:45	**67**	**12**	**5**	**0**	**2**	**2**	**2**	**90**	**60**	**8**	**0**	**0**	**1**	**1**	**3**	**73**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**163**
08:00	**85**	**6**	**3**	**0**	**6**	**1**	**4**	**105**	**52**	**9**	**1**	**0**	**2**	**0**	**3**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**172**
08:15	**73**	**9**	**2**	**0**	**2**	**0**	**4**	**90**	**64**	**7**	**1**	**0**	**1**	**2**	**6**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**171**
08:30	**63**	**15**	**1**	**0**	**2**	**2**	**2**	**85**	**50**	**2**	**1**	**0**	**0**	**0**	**7**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**145**
08:45	58	16	1	1	4	0	3	83	49	4	0	0	1	3	3	60	0	0	0	0	0	0	0	0	143
09:00	82	17	2	2	3	1	1	108	49	9	0	0	0	1	2	61	0	0	0	0	0	0	0	0	169
09:15	73	13	2	0	4	0	0	92	54	4	0	0	0	0	1	59	0	0	0	0	0	0	0	0	151
09:30	78	9	1	0	3	1	1	93	62	6	1	0	1	0	1	71	1	0	0	0	0	0	0	1	165
09:45	65	11	2	0	3	1	3	85	41	8	0	0	0	0	1	50	0	0	0	0	0	0	0	0	135
10:00	54	11	0	0	3	0	5	73	43	10	2	0	1	0	1	57	0	0	0	0	0	0	1	1	131
10:15	59	18	1	0	3	0	1	82	40	6	2	0	0	0	1	49	0	0	0	0	0	0	0	0	131
10:30	52	17	3	1	4	0	1	78	23	7	0	0	1	2	1	34	0	0	0	0	0	0	0	0	112
10:45	44	10	1	0	1	1	0	57	33	7	1	0	0	2	1	44	0	0	0	0	0	0	0	0	101
11:00	63	16	3	0	2	1	1	86	32	9	0	0	0	1	0	42	0	0	0	0	0	0	0	0	128
11:15	48	4	2	0	3	1	0	58	39	9	0	1	0	0	2	51	0	0	0	0	0	0	0	0	109
11:30	62	8	1	0	1	1	3	76	35	7	1	0	1	0	0	44	0	0	0	0	0	0	0	0	120
11:45	50	11	2	1	2	1	4	71	32	5	0	0	0	0	0	37	0	0	0	0	0	0	0	0	108
12:00	41	9	2	1	1	0	7	61	37	6	0	0	0	0	1	44	0	0	0	0	0	0	0	0	105
12:15	47	16	0	0	5	1	1	70	33	6	0	0	0	0	0	39	0	0	0	0	0	0	0	0	109
12:30	62	15	0	1	3	1	2	84	38	5	1	0	1	0	1	46	0	0	0	0	0	0	0	0	130
12:45	50	9	2	0	3	1	4	69	36	9	2	0	0	0	0	47	0	0	0	0	0	0	0	0	116
13:00	54	5	2	0	2	0	3	66	42	3	0	0	0	0	0	45	0	0	0	0	0	0	0	0	111
13:15	63	5	1	0	3	1	2	75	36	6	1	0	0	0	3	46	2	0	0	0	0	0	0	2	123
13:30	54	14	2	0	2	1	2	75	47	6	0	0	0	0	0	53	0	0	0	0	0	0	0	0	128
13:45	49	10	2	0	4	0	0	65	40	2	1	0	2	0	1	46	0	0	0	0	0	0	0	0	111
14:00	54	8	2	0	1	1	5	71	39	5	1	0	0	0	2	47	0	0	0	0	0	0	0	0	118
14:15	42	6	0	1	6	0	2	57	36	4	0	0	0	2	1	43	1	0	0	0	0	0	0	1	101
14:30	47	11	2	0	1	0	2	63	51	4	2	0	2	0	0	59	1	0	0	0	0	0	0	1	123
14:45	49	4	3	0	3	1	1	61	37	4	1	0	1	0	0	43	0	0	0	0	0	0	0	0	104
15:00	51	7	2	0	1	3	1	65	41	4	1	0	0	0	2	48	1	1	0	0	0	0	0	2	115
15:15	**54**	**12**	**0**	**0**	**4**	**0**	**1**	**71**	**40**	**4**	**0**	**0**	**1**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**116**
15:30	**56**	**10**	**4**	**0**	**3**	**1**	**2**	**76**	**39**	**3**	**0**	**0**	**2**	**0**	**1**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**121**
15:45	**54**	**3**	**4**	**0**	**2**	**0**	**0**	**63**	**50**	**4**	**0**	**0**	**1**	**0**	**3**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**121**
16:00	**54**	**10**	**1**	**0**	**4**	**3**	**3**	**75**	**47**	**6**	**2**	**0**	**0**	**0**	**1**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**131**
16:15	39	7	1	0	2	1	5	55	29	5	0	0	0	0	4	38	0	1	0	0	0	0	0	1	94
16:30	51	4	0	0	2	1	2	60	38	8	0	0	1	0	1	48	0	0	0	0	0	0	0	0	108
16:45	52	9	1	0	4	0	3	69	56	2	0	0	0	1	3	62	0	0	0	0	0	0	0	0	131
17:00	51	3	1	0	5	0	3	63	48	3	0	0	1	2	1	55	0	0	0	0	0	0	0	0	118
17:15	53	6	0	0	3	0	3	65	47	2	0	0	0	0	3	52	0	0	0	0	0	0	0	0	117
17:30	55	8	1	0	2	1	3	70	53	1	0	0	0	1	2	57	0	0	0	0	0	0	0	0	127
17:45	68	4	0	0	3	1	2	78	57	5	0	0	0	0	0	62	0	0	0	0	0	0	0	0	140
18:00	70	6	0	0	3	1	2	82	52	6	0	0	1	0	0	59	0	0	0	0	0	0	0	0	141
18:15	81	2	0	0	4	1	2	90	42	4	0	0	0	0	3	49	0	0	0	0	0	0	0	0	139
18:30	72	8	0	0	2	1	2	85	45	2	0	0	1	0	0	48	0	0	0	0	0	0	0	0	133
18:45	58	4	1	0	2	0	2	67	43	3	1	0	0	1	2	50	0	0	0	0	0	0	0	0	117
Total	2879	479	74	8	136	40	106	3722	2110	255	25	1	25	19	74	2509	6	2	0	0	0	0	1	9	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 3 - R810 Emmet Road(ENE) / Bulfin Road / R810 Emmet Road(WSW)

ORIGIN SUMMARY

	Origin : Arm A R810 Emmet Road(ENE)								Origin : Arm B Bulfin Road								Origin : Arm C R810 Emmet Road(WSW)								Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
07:00	32	7	2	0	2	1	0	44	12	0	0	0	0	0	0	12	141	22	5	0	3	1	1	173	229
07:15	37	8	1	1	6	1	2	56	12	4	1	0	0	0	0	17	146	26	4	0	3	4	6	189	262
07:30	53	6	1	0	2	1	1	64	15	2	1	0	1	0	0	19	138	29	1	0	4	1	3	176	259
07:45	48	11	2	0	3	0	1	65	28	4	1	0	0	0	1	34	127	20	5	0	3	3	5	163	262
1 Hr	170	32	6	1	13	3	4	229	67	10	3	0	1	0	1	82	552	97	15	0	13	9	15	701	1012
08:00	49	9	3	0	4	1	1	67	35	3	0	0	2	1	0	41	137	15	4	0	8	1	7	172	280
08:15	61	16	3	0	2	2	7	91	41	0	1	0	0	0	1	43	137	16	3	0	3	2	10	171	305
08:30	57	14	4	0	1	1	6	83	48	5	1	0	1	0	0	55	113	17	2	0	2	2	9	145	283
08:45	60	13	2	0	6	2	2	85	26	5	0	0	1	0	3	35	107	20	1	1	5	3	6	143	263
1 Hr	227	52	12	0	13	6	16	326	150	13	2	0	4	1	4	174	494	68	10	1	18	8	32	631	1131
09:00	45	7	0	0	2	1	1	56	32	3	0	0	1	0	1	37	131	26	2	2	3	2	3	169	262
09:15	48	9	4	1	1	0	3	66	25	4	0	0	0	0	0	29	127	17	2	0	4	0	1	151	246
09:30	41	12	0	0	4	1	2	60	29	2	0	0	1	0	0	32	141	15	2	0	4	1	2	165	257
09:45	45	11	4	1	5	1	1	68	15	0	0	0	0	0	0	15	106	19	2	0	3	1	4	135	218
1 Hr	179	39	8	2	12	3	7	250	101	9	0	0	2	0	1	113	505	77	8	2	14	4	10	620	983
10:00	43	9	0	0	1	0	1	54	32	9	0	0	1	0	0	42	97	21	2	0	4	0	7	131	227
10:15	56	11	1	0	5	0	2	75	22	4	0	0	0	0	2	28	99	24	3	0	3	0	2	131	234
10:30	49	10	3	0	1	0	5	68	27	7	1	0	0	0	0	35	75	24	3	1	5	2	2	112	215
10:45	40	8	0	1	3	0	0	52	20	3	2	0	2	1	0	28	77	17	2	0	1	3	1	101	181
1 Hr	188	38	4	1	10	0	8	249	101	23	3	0	3	1	2	133	348	86	10	1	13	5	12	475	857
11:00	47	17	3	1	4	0	1	73	26	5	1	0	0	0	0	32	95	25	3	0	2	2	1	128	233
11:15	56	13	4	1	3	0	1	78	20	3	0	0	0	0	3	26	87	13	2	1	3	1	2	109	213
11:30	52	16	1	0	3	1	1	74	26	1	1	0	0	0	0	28	97	15	2	0	2	1	3	120	222
11:45	58	16	3	0	2	0	2	81	27	4	0	0	0	2	1	34	82	16	2	1	2	1	4	108	223
1 Hr	213	62	11	2	12	1	5	306	99	13	2	0	0	2	4	120	361	69	9	2	9	5	10	465	891
12:00	64	16	3	2	5	1	0	91	22	7	1	0	1	2	0	33	78	15	2	1	1	0	8	105	229
12:15	57	10	2	0	3	1	1	74	21	8	1	1	0	1	0	32	80	22	0	0	5	1	1	109	215
12:30	56	14	5	0	1	1	1	78	30	8	0	0	0	1	1	40	100	20	1	1	4	1	3	130	248
12:45	67	10	2	0	3	0	0	82	28	9	0	0	0	0	0	37	86	18	4	0	3	1	4	116	235
1 Hr	244	50	12	2	12	3	2	325	101	32	2	1	1	4	1	142	344	75	7	2	13	3	16	460	927
13:00	80	15	0	0	5	1	1	102	38	3	0	0	2	0	0	43	96	8	2	0	2	0	3	111	256
13:15	65	14	5	0	4	0	4	92	35	5	0	0	0	0	0	40	101	11	2	0	3	1	5	123	255
13:30	61	13	1	0	3	0	1	79	36	2	0	0	0	0	1	39	101	20	2	0	2	1	2	128	246
13:45	68	10	1	0	3	1	1	84	21	1	1	0	0	0	0	23	89	12	3	0	6	0	1	111	218
1 Hr	274	52	7	0	15	2	7	357	130	11	1	0	2	0	1	145	387	51	9	0	13	2	11	473	975
14:00	71	14	0	1	5	0	4	95	24	2	1	0	2	1	2	32	93	13	3	0	1	1	7	118	245
14:15	66	12	5	0	5	0	3	91	36	4	0	0	0	0	4	44	79	10	0	1	6	2	3	101	236
14:30	62	7	3	1	3	2	2	80	28	2	0	0	1	0	2	33	99	15	4	0	3	0	2	123	236
14:45	69	16	1	0	4	3	3	96	42	1	0	0	1	0	1	45	86	8	4	0	4	1	1	104	245
1 Hr	268	49	9	2	17	5	12	362	130	9	1	0	4	1	9	154	357	46	11	1	14	4	13	446	962
15:00	69	11	3	1	1	0	2	87	28	9	0	0	1	1	2	41	93	12	3	0	1	3	3	115	243
15:15	83	19	4	0	7	0	3	116	35	2	0	0	1	1	4	43	94	16	0	0	5	0	1	116	275
15:30	78	13	2	0	1	2	1	97	53	10	1	0	1	1	0	66	95	13	4	0	5	1	3	121	284
15:45	67	19	1	0	3	0	0	90	40	7	0	0	0	0	2	49	104	7	4	0	3	0	3	121	260
1 Hr	297	62	10	1	12	2	6	390	156	28	1	0	3	3	8	199	386	48	11	0	14	4	10	473	1062
16:00	77	16	1	0	3	1	3	101	45	4	1	0	1	0	1	52	101	16	3	0	4	3	4	131	284
16:15	50	8	0	0	5	3	7	73	46	5	1	0	0	0	6	58	68	13	1	0	2	1	9	94	225
16:30	72	15	1	0	2	2	4	96	59	6	1	0	0	0	5	71	89	12	0	0	3	1	3	108	275
16:45	70	13	1	0	1	4	1	90	35	3	0	0	0	0	3	41	108	11	1	0	4	1	6	131	262
1 Hr	269	52	3	0	11	10	15	360	185	18	3	0	1	0	15	222	366	52	5	0	13	6	22	464	1046
17:00	65	10	0	0	5	1	2	83	43	6	0	0	0	0	2	51	99	6	1	0	6	2	4	118	252
17:15	53	7	3	0	3	2	4	72	45	5	0	0	1	0	5	56	100	8	0	0	3	0	6	117	245
17:30	87	14	2	0	3	1	2	109	33	5	0	0	0	2	2	42	108	9	1	0	2	2	5	127	278
17:45	79	9	1	0	7	0	7	103	39	4	1	0	0	0	9	53	125	9	0	0	3	1	2	140	296
1 Hr	284	40	6	0	18	4	15	367	160	20	1	0	1	2	18	202	432	32	2	0	14	5	17	502	1071
18:00	73	11	0	0	3	3	7	97	33	2	0	0	0	0	2	37	122	12	0	0	4	1	2	141	275
18:15	69	9	1	0	3	2	5	89	34	5	1	0	1	1	0	42	123	6	0	0	4	1	5	139	270
18:30	70	4	2	0	6	0	2	84	39	2	0	0	0	0	2	43	117	10	0	0	3	1	2	133	260
18:45	55	6	1	0	2	1	5	70	36	4	0	0	0	0	1	41	101	7	2	0	2	1	4	117	228
1 Hr	267	30	4	0	14	6	19	340	142	13	1	0	1	1	5	163	463	35	2	0	13	4	13	530	1033
Total	2880	558	92	11	159	45	116	3861	1522	199	20	1	23	15	69	1849	4995	736	99	9	161	59	181	6240	11950

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 3 - R810 Emmet Road(ENE) / Bulfin Road / R810 Emmet Road(WSW)

DESTINATION SUMMARY

	Destination : Arm A R810 Emmet Road(ENE)								**Destination :** Arm B Bulfin Road								**Destination :** Arm C R810 Emmet Road(WSW)								Dest
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	96	16	4	0	2	1	0	119	51	6	1	0	1	0	1	60	38	7	2	0	2	1	0	50	229
07:15	92	22	3	0	2	4	2	125	64	5	2	0	1	0	5	77	39	11	1	1	6	1	1	60	262
07:30	85	23	2	0	4	1	2	117	60	6	0	0	0	0	2	68	61	8	1	0	3	1	0	74	259
07:45	69	12	5	0	2	2	2	92	68	10	0	0	1	1	3	83	66	13	3	0	3	0	2	87	262
1 Hr	342	73	14	0	10	8	6	453	243	27	3	0	3	1	11	288	204	39	7	1	14	3	3	271	1012
08:00	88	7	3	0	6	1	4	109	56	12	1	0	3	0	3	75	77	8	3	0	5	2	1	96	280
08:15	75	9	2	0	2	0	4	92	70	7	1	0	1	2	10	91	94	16	4	0	2	2	4	122	305
08:30	64	16	1	0	2	2	2	87	57	5	1	0	0	0	7	70	97	15	5	0	2	1	6	126	283
08:45	60	16	1	1	4	0	3	85	59	5	0	0	2	3	3	72	74	17	2	0	6	2	5	106	263
1 Hr	287	48	7	1	14	3	13	373	242	29	3	0	6	5	23	308	342	56	14	0	15	7	16	450	1131
09:00	85	17	2	2	3	1	1	111	55	9	0	0	0	1	3	68	68	10	0	0	3	1	1	83	262
09:15	78	13	2	0	4	0	0	97	62	4	1	0	0	0	1	68	60	13	3	1	1	0	3	81	246
09:30	81	11	1	0	3	1	1	98	69	7	1	0	1	1	1	80	61	11	0	0	5	0	2	79	257
09:45	66	11	2	0	3	1	3	86	50	12	0	0	0	0	1	63	50	7	4	1	5	1	1	69	218
1 Hr	310	52	7	2	13	3	5	392	236	32	2	0	1	2	6	279	239	41	7	2	14	2	7	312	983
10:00	58	14	0	0	3	0	5	80	48	10	2	0	1	0	1	62	66	15	0	0	2	0	2	85	227
10:15	62	18	1	0	3	0	1	85	50	7	2	0	0	0	1	60	65	14	1	0	5	0	4	89	234
10:30	56	19	3	1	4	0	1	84	32	8	0	0	1	2	2	45	63	14	4	0	1	0	4	86	215
10:45	45	10	1	0	1	1	0	58	36	8	1	0	0	2	1	48	56	10	2	1	5	1	0	75	181
1 Hr	221	61	5	1	11	1	7	307	166	33	5	0	2	4	5	215	250	53	7	1	13	1	10	335	857
11:00	65	16	3	0	2	1	1	88	37	11	0	0	0	1	1	50	66	20	4	1	4	0	0	95	233
11:15	48	5	2	0	3	1	2	61	42	11	0	1	0	0	2	56	73	13	4	1	3	0	2	96	213
11:30	64	9	1	0	1	1	3	79	43	10	1	0	1	0	0	55	68	13	2	0	3	1	1	88	222
11:45	52	11	2	1	2	1	4	73	40	6	0	0	0	0	0	46	75	19	3	0	2	2	3	104	223
1 Hr	229	41	8	1	8	4	10	301	162	38	1	1	1	1	3	207	282	65	13	2	12	3	6	383	891
12:00	42	12	2	1	1	0	7	65	42	9	0	0	0	1	1	53	80	17	4	2	6	2	0	111	229
12:15	47	18	1	0	5	1	1	73	37	7	0	0	0	0	0	44	74	15	2	1	3	2	1	98	215
12:30	63	16	0	1	3	1	2	86	47	6	1	0	1	0	1	56	76	20	5	0	1	2	2	106	248
12:45	51	11	2	0	3	1	4	72	42	9	2	0	0	0	0	53	88	17	2	0	3	0	0	110	235
1 Hr	203	57	5	2	12	3	14	296	168	31	3	0	1	1	2	206	318	69	13	3	13	6	3	425	927
13:00	60	5	2	0	2	0	3	72	56	5	0	0	0	0	0	61	98	16	0	0	7	1	1	123	256
13:15	67	5	1	0	3	1	2	79	49	8	1	0	0	0	3	61	85	17	5	0	4	0	4	115	255
13:30	58	15	2	0	2	1	2	80	54	9	0	0	0	0	0	63	86	11	1	0	3	0	2	103	246
13:45	52	11	2	0	4	0	0	69	50	2	1	0	2	0	1	56	76	10	2	0	3	1	1	93	218
1 Hr	237	36	7	0	11	2	7	300	209	24	2	0	2	0	4	241	345	54	8	0	17	2	8	434	975
14:00	55	8	2	0	1	1	5	72	47	8	1	0	0	0	4	60	86	13	1	1	7	1	4	113	245
14:15	45	6	0	1	6	0	2	60	43	4	1	0	0	2	1	51	93	16	4	0	5	0	7	125	236
14:30	49	11	2	0	1	0	2	65	62	5	2	0	2	1	1	73	78	8	3	1	4	1	3	98	236
14:45	52	4	3	0	4	1	1	65	43	4	1	0	1	1	0	50	102	17	1	0	4	2	4	130	245
1 Hr	201	29	7	1	12	2	10	262	195	21	5	0	3	4	6	234	359	54	9	2	20	4	18	466	962
15:00	52	7	2	0	1	3	1	66	51	6	1	0	0	0	2	60	87	19	3	1	2	1	4	117	243
15:15	58	12	0	0	4	0	1	75	45	5	1	0	1	0	0	52	109	20	3	0	8	1	7	148	275
15:30	60	10	4	0	3	1	2	80	50	4	0	0	2	0	1	57	116	22	3	0	2	3	1	147	284
15:45	63	4	4	0	2	0	0	73	60	6	0	0	1	0	3	70	88	23	1	0	3	0	2	117	260
1 Hr	233	33	10	0	10	4	4	294	206	21	2	0	4	0	6	239	400	84	10	1	15	5	14	529	1062
16:00	60	10	1	0	4	3	3	81	52	7	2	0	0	0	1	62	111	19	2	0	4	1	4	141	284
16:15	41	7	1	0	2	1	5	57	35	5	0	0	0	0	6	46	88	14	1	0	5	3	11	122	225
16:30	53	4	1	0	2	1	2	63	50	9	0	0	1	0	2	62	117	20	1	0	2	2	8	150	275
16:45	53	9	1	0	4	0	3	70	64	3	0	0	0	1	3	71	96	15	1	0	1	4	4	121	262
1 Hr	207	30	4	0	12	5	13	271	201	24	2	0	1	1	12	241	412	68	5	0	12	10	27	534	1046
17:00	59	4	1	0	5	0	3	72	59	4	0	0	1	2	1	67	89	14	0	0	5	1	4	113	252
17:15	58	6	0	0	3	0	3	70	54	4	1	0	0	0	3	62	86	10	2	0	4	2	9	113	245
17:30	59	8	1	0	2	1	3	74	60	2	0	0	0	1	2	65	109	18	2	0	3	3	4	139	278
17:45	71	4	0	0	3	1	4	83	64	5	0	0	0	0	1	70	108	13	2	0	7	0	13	143	296
1 Hr	247	22	2	0	13	2	13	299	237	15	1	0	1	3	7	264	392	55	6	0	19	6	30	508	1071
18:00	70	6	0	0	3	1	2	82	60	8	0	0	1	0	1	70	98	11	0	0	3	3	8	123	275
18:15	85	2	0	0	4	1	2	94	53	4	0	0	0	0	3	60	88	14	2	0	4	3	5	116	270
18:30	76	9	0	0	2	1	2	90	57	2	0	0	1	0	0	60	93	5	2	0	6	0	4	110	260
18:45	61	5	1	0	2	0	2	71	54	4	2	0	0	1	2	63	77	8	0	0	2	1	6	94	228
1 Hr	292	22	1	0	11	3	8	337	224	18	2	0	2	1	6	253	356	38	4	0	15	7	23	443	1033
Total	3009	504	77	8	137	40	110	3885	2489	313	31	1	27	23	91	2975	3899	676	103	12	179	56	165	5090	11950

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 4 - Turvey Avenue / R810 Emmet Road(E) / Luby Road / R810 Emmet Road(W)

Origin : Arm A Turvey Avenue

	Destination : Arm A Turvey Avenue							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm B R810 Emmet Road(E)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	1	2
07:30	4	1	0	0	0	0	0	5
07:45	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
08:00	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
08:15	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
08:30	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**3**
08:45	2	0	0	0	0	0	1	3
09:00	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	3	1	1	0	0	0	0	5
09:45	1	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	1	1
10:15	1	0	1	0	0	0	0	2
10:30	4	0	0	0	0	0	1	5
10:45	4	0	0	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0
11:15	2	0	0	0	0	0	0	2
11:30	1	1	0	0	0	0	0	2
11:45	1	0	0	0	0	0	2	3
12:00	3	0	0	0	0	0	0	3
12:15	1	2	0	0	0	0	1	4
12:30	2	0	0	0	0	0	1	3
12:45	3	0	0	0	0	1	0	4
13:00	2	1	0	0	0	0	1	4
13:15	0	1	0	0	0	0	0	1
13:30	3	0	0	0	0	0	0	3
13:45	0	0	0	0	0	0	0	0
14:00	1	1	0	0	0	0	1	3
14:15	3	0	0	0	0	0	0	3
14:30	0	0	0	0	0	0	0	0
14:45	4	0	0	0	0	0	0	4
15:00	1	0	0	0	0	0	1	2
15:15	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**5**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:45	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**5**
16:00	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	1	2
17:00	2	1	0	0	0	0	1	4
17:15	3	1	0	0	0	0	0	4
17:30	0	0	0	0	0	0	1	1
17:45	2	0	0	0	0	0	0	2
18:00	0	1	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2
18:30	2	0	0	0	0	0	0	2
18:45	3	0	0	0	0	0	0	3
Total	81	12	3	0	0	2	18	116

	Destination : Arm C Luby Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	2	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	2	4

	Destination : Arm D R810 Emmet Road(W)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	5	0	0	0	0	0	0	5
07:15	1	0	0	0	0	0	0	1
07:30	2	0	0	0	0	1	0	3
07:45	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**4**
08:00	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**
08:15	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
08:30	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
08:45	3	0	0	0	0	0	0	3
09:00	4	0	0	0	0	0	0	4
09:15	3	0	1	0	0	0	0	4
09:30	2	0	0	0	0	0	0	2
09:45	2	1	0	0	0	0	0	3
10:00	1	0	0	0	0	0	0	1
10:15	1	0	0	0	0	0	0	1
10:30	1	0	0	0	0	0	0	1
10:45	1	0	0	0	0	0	0	1
11:00	1	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1
11:30	1	2	0	0	0	0	0	3
11:45	3	0	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0
12:15	2	0	0	0	0	0	0	2
12:30	2	0	0	0	0	0	0	2
12:45	3	0	0	0	0	0	0	3
13:00	3	0	0	0	0	0	0	3
13:15	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0
13:45	4	0	0	0	0	1	0	5
14:00	2	0	0	0	0	0	0	2
14:15	1	0	0	0	0	0	0	1
14:30	1	0	0	0	0	0	0	1
14:45	1	0	0	0	0	0	0	1
15:00	1	1	0	0	0	0	0	2
15:15	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
15:30	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
15:45	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:15	0	0	0	0	0	0	0	0
16:30	4	0	0	0	0	1	0	5
16:45	1	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1
17:15	4	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
18:00	1	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1
18:30	5	0	0	0	0	0	0	5
18:45	0	1	0	0	0	0	1	2
Total	83	6	2	0	0	3	2	96

Arm Totals
6
3
8
6
7
6
6
6
5
4
7
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2
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6
5
1
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6
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3
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#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 4 - Turvey Avenue / R810 Emmet Road(E) / Luby Road / R810 Emmet Road(W)

Origin :Arm B R810 Emmet Road(E)

	Destination : Arm A Turvey Avenue							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
08:15	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	1	0	0	0	0	0	0	1
09:00	1	0	0	0	0	0	0	1
09:15	3	0	1	0	0	0	0	4
09:30	2	1	1	0	0	0	0	4
09:45	1	0	0	0	0	0	0	1
10:00	2	0	0	0	0	0	0	2
10:15	0	0	1	0	0	0	0	1
10:30	0	0	0	0	0	0	1	1
10:45	3	0	0	0	0	0	0	3
11:00	2	0	0	0	0	0	0	2
11:15	5	1	0	0	0	0	0	6
11:30	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0
12:00	3	0	0	0	0	0	0	3
12:15	0	1	0	0	0	0	1	2
12:30	2	0	0	0	0	0	0	2
12:45	2	0	0	0	0	0	1	3
13:00	2	0	0	0	0	0	0	2
13:15	1	0	0	0	0	0	0	1
13:30	1	0	0	0	0	0	1	2
13:45	2	0	0	0	0	0	0	2
14:00	1	0	0	0	0	0	0	1
14:15	2	0	0	0	0	0	0	2
14:30	1	0	0	0	0	0	0	1
14:45	2	0	1	0	0	0	0	3
15:00	1	0	0	0	0	0	1	2
15:15	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
15:30	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
15:45	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
16:00	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
16:15	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1
16:45	2	0	0	0	0	0	0	2
17:00	2	1	0	0	0	0	1	4
17:15	4	0	0	0	0	0	0	4
17:30	2	0	0	0	0	0	0	2
17:45	1	0	0	0	0	1	1	3
18:00	2	0	0	0	0	0	2	4
18:15	1	1	0	0	0	0	0	2
18:30	4	0	0	0	0	0	1	5
18:45	0	0	0	0	0	0	0	0
Total	68	5	4	0	0	1	13	91

	Destination : Arm B R810 Emmet Road(E)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	3	0	0	0	0	0	0	3
07:15	2	0	0	0	0	0	0	2
07:30	2	0	0	0	0	0	0	2
07:45	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
08:00	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
08:15	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
08:30	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**
08:45	4	0	0	0	0	0	0	4
09:00	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2
09:45	3	0	0	0	0	0	0	3
10:00	1	0	0	0	0	0	0	1
10:15	2	0	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0
10:45	2	0	0	0	0	0	0	2
11:00	1	0	0	0	0	0	0	1
11:15	3	1	0	0	0	0	0	4
11:30	2	2	0	0	0	0	0	4
11:45	1	0	0	0	0	0	0	1
12:00	4	1	0	0	0	0	0	5
12:15	0	1	1	0	0	0	0	2
12:30	2	0	0	0	0	0	0	2
12:45	4	1	0	0	0	0	0	5
13:00	4	0	0	0	0	0	0	4
13:15	2	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	1
14:15	2	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0
14:45	3	1	0	0	0	0	0	4
15:00	3	1	0	0	0	0	0	4
15:15	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
15:30	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
15:45	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**5**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:15	2	0	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1
16:45	2	0	0	0	0	0	0	2
17:00	1	0	0	0	0	0	0	1
17:15	2	1	0	0	0	0	0	3
17:30	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1
18:00	2	0	0	0	0	0	0	2
18:15	5	0	0	0	0	0	0	5
18:30	1	0	0	0	0	0	0	1
18:45	4	0	0	0	0	0	0	4
Total	93	10	2	0	0	0	0	105

	Destination : Arm C Luby Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	2	2

	Destination : Arm D R810 Emmet Road(W)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	21	8	2	0	2	1	1	35
07:15	31	6	1	1	6	1	1	47
07:30	51	6	1	0	2	0	0	60
07:45	**39**	**10**	**1**	**0**	**3**	**0**	**1**	**54**
08:00	**48**	**5**	**3**	**0**	**4**	**1**	**0**	**61**
08:15	**57**	**16**	**2**	**0**	**2**	**3**	**5**	**85**
08:30	**53**	**11**	**4**	**0**	**1**	**1**	**4**	**74**
08:45	50	12	2	0	6	2	2	74
09:00	42	7	0	0	2	1	1	53
09:15	39	7	3	1	1	0	4	55
09:30	38	11	0	0	4	1	3	57
09:45	47	10	4	1	5	1	1	69
10:00	40	11	0	0	1	1	1	54
10:15	49	10	1	0	6	0	2	68
10:30	43	9	2	0	0	0	5	59
10:45	37	7	0	1	3	0	0	48
11:00	42	15	3	1	4	0	2	67
11:15	56	13	5	1	3	0	1	79
11:30	47	13	1	0	3	1	1	66
11:45	49	15	2	0	2	0	1	69
12:00	66	15	3	2	5	1	0	92
12:15	49	10	3	0	3	1	1	67
12:30	47	12	4	0	1	1	1	66
12:45	70	11	2	0	3	0	0	86
13:00	64	13	1	0	5	1	1	85
13:15	57	14	4	0	4	0	3	82
13:30	62	14	2	0	3	0	1	82
13:45	56	10	1	0	4	0	2	73
14:00	61	12	1	1	4	0	4	83
14:15	59	11	5	0	5	0	3	83
14:30	65	10	2	1	3	2	1	84
14:45	70	18	2	0	4	3	4	101
15:00	62	10	3	1	1	1	1	79
15:15	**74**	**16**	**4**	**0**	**7**	**0**	**4**	**105**
15:30	**77**	**14**	**1**	**0**	**1**	**3**	**1**	**97**
15:45	**55**	**16**	**2**	**0**	**3**	**0**	**1**	**77**
16:00	**75**	**16**	**0**	**0**	**3**	**1**	**5**	**100**
16:15	49	8	0	0	5	2	9	73
16:30	67	16	1	0	2	2	2	90
16:45	70	10	0	0	1	4	1	86
17:00	52	10	0	0	5	1	2	70
17:15	49	8	2	0	3	2	5	69
17:30	79	13	3	0	3	1	2	101
17:45	75	8	0	0	7	0	6	96
18:00	68	8	0	0	3	3	7	89
18:15	66	10	1	0	3	2	5	87
18:30	61	5	1	0	7	0	4	78
18:45	52	8	0	0	2	0	3	65
Total	2636	528	85	11	160	45	115	3580

Arm Totals
39
49
63
55
66
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TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 4 - Turvey Avenue / R810 Emmet Road(E) / Luby Road / R810 Emmet Road(W)

Origin :Arm C Luby Road

	Destination : Arm A Turvey Avenue								**Destination :** Arm B R810 Emmet Road(E)								**Destination :** Arm C Luby Road								**Destination :** Arm D R810 Emmet Road(W)								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	8
07:30	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**13**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**10**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**2**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**15**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**0**	**2**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**24**
08:45	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
09:00	0	0	0	0	0	0	0	0	5	2	0	0	0	0	1	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	9
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
09:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	6
09:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
10:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	6
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
10:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4
11:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4
11:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
11:45	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	14
12:00	1	1	0	0	0	0	0	2	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	12
12:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	10
12:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	11
12:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
13:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	18
13:15	1	0	0	0	0	0	0	1	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	9
13:30	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	10
13:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5
14:00	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	12
14:15	1	0	0	0	0	0	0	1	8	1	0	0	0	0	1	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	14
14:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
14:45	2	0	0	0	0	0	0	2	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	16
15:00	1	0	0	0	0	0	0	1	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	18
15:15	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**1**	**0**	**0**	**0**	**0**	**2**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**19**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**13**
15:45	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**22**
16:00	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**21**
16:15	0	0	0	0	0	0	0	0	13	1	0	0	0	1	1	16	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	17
16:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	13
16:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7
17:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	21
17:15	1	0	0	0	0	0	0	1	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	16
17:30	1	0	0	0	0	0	0	1	12	0	0	0	1	0	0	13	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	16
17:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	14
18:00	1	0	0	0	0	0	1	2	11	2	0	0	0	1	0	14	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6	22
18:15	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	13
18:30	2	1	0	0	0	0	0	3	14	0	0	0	1	0	0	15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	19
18:45	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	16
Total	22	2	0	0	0	0	1	25	354	32	1	0	3	2	12	404	0	0	0	0	0	0	0	0	101	17	2	0	0	0	1	121	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 4 - Turvey Avenue / R810 Emmet Road(E) / Luby Road / R810 Emmet Road(W)

Origin :Arm D R810 Emmet Road(W)

	Destination : Arm A Turvey Avenue								**Destination :** Arm B R810 Emmet Road(E)								**Destination :** Arm C Luby Road								**Destination :** Arm D R810 Emmet Road(W)								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	1	0	0	0	0	0	0	1	92	14	3	0	2	1	1	113	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	115
07:15	0	0	0	0	0	0	0	0	96	20	3	0	2	4	3	128	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	129
07:30	0	0	0	0	0	0	0	0	81	21	2	0	3	1	1	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
07:45	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**74**	**14**	**2**	**0**	**3**	**2**	**3**	**98**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**100**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**87**	**7**	**2**	**0**	**6**	**1**	**6**	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**109**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**72**	**9**	**3**	**0**	**1**	**1**	**6**	**92**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**
08:30	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**65**	**15**	**2**	**0**	**3**	**2**	**2**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**90**
08:45	0	0	0	0	0	0	0	0	54	15	1	1	4	0	3	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78
09:00	2	0	0	0	0	0	0	2	83	18	1	2	2	1	1	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110
09:15	0	1	0	0	0	0	0	1	76	13	2	0	5	0	1	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98
09:30	1	0	0	0	0	0	0	1	84	11	1	0	3	1	1	101	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	103
09:45	1	0	0	0	0	0	0	1	63	13	2	0	2	1	3	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
10:00	1	0	0	0	0	0	0	1	55	12	0	0	4	0	4	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
10:15	0	0	0	0	0	0	0	0	60	20	1	0	3	0	2	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
10:30	2	0	0	0	0	0	0	2	52	18	3	1	4	0	2	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82
10:45	1	0	0	0	0	0	0	1	42	9	1	0	0	1	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
11:00	0	1	0	0	0	0	0	1	62	14	3	0	2	1	1	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84
11:15	3	1	0	0	0	0	0	4	45	6	1	0	4	1	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
11:30	2	1	0	0	0	0	0	3	61	7	1	0	1	1	3	74	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	78
11:45	2	0	0	0	0	0	0	2	48	10	2	1	2	1	4	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
12:00	1	0	0	0	0	0	0	1	42	12	2	1	1	0	7	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
12:15	1	0	0	0	0	0	0	1	44	16	1	0	5	1	1	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
12:30	0	1	0	0	0	0	0	1	62	15	1	1	3	1	3	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87
12:45	3	0	0	0	0	0	0	3	42	10	3	0	2	0	3	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63
13:00	2	0	0	0	0	0	0	2	61	5	2	0	3	0	2	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
13:15	1	0	0	0	0	0	0	1	62	5	1	0	3	1	1	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
13:30	1	0	0	0	0	0	0	1	58	13	2	0	2	1	3	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
13:45	2	0	0	0	0	0	0	2	47	12	2	0	4	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
14:00	1	1	0	0	0	0	0	2	47	8	1	0	1	1	5	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
14:15	0	0	0	0	0	0	0	0	44	5	0	1	6	0	2	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
14:30	3	0	0	0	0	0	0	3	54	11	1	0	1	0	3	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
14:45	2	0	0	0	0	0	0	2	48	5	3	0	4	2	1	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
15:00	2	1	1	0	0	0	0	4	54	8	1	0	1	3	3	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
15:15	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**57**	**11**	**0**	**0**	**4**	**0**	**1**	**73**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**75**
15:30	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**59**	**10**	**5**	**0**	**3**	**1**	**3**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**
15:45	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**60**	**5**	**3**	**0**	**2**	**0**	**1**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**72**
16:00	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**	**59**	**10**	**1**	**0**	**4**	**3**	**2**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**
16:15	0	0	0	0	0	0	0	0	39	6	1	0	2	1	6	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
16:30	2	0	0	0	0	0	0	2	52	4	0	0	2	1	2	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63
16:45	3	0	0	0	0	0	0	3	50	9	1	0	4	1	3	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
17:00	1	0	0	0	0	0	0	1	52	3	1	0	4	0	3	63	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	65
17:15	1	0	0	0	0	0	0	1	53	7	0	0	4	0	3	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
17:30	3	0	0	0	0	0	0	3	56	6	2	0	0	1	3	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
17:45	1	0	0	0	0	0	0	1	64	3	0	0	4	1	6	78	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	80
18:00	2	1	0	0	0	0	0	3	70	5	0	0	4	1	2	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
18:15	1	0	0	0	0	0	0	1	78	3	0	0	4	1	2	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89
18:30	3	0	0	0	0	0	0	3	75	7	0	0	2	1	2	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
18:45	1	1	0	0	0	0	0	2	59	5	0	0	2	0	5	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
Total	58	10	2	0	0	1	2	73	2900	485	70	8	137	42	125	3767	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 4 - Turvey Avenue / R810 Emmet Road(E) / Luby Road / R810 Emmet Road(W)

ORIGIN SUMMARY

	Origin : Arm A Turvey Avenue							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	6	0	0	0	0	0	0	6
07:15	2	0	0	0	0	0	1	3
07:30	6	1	0	0	0	1	0	8
07:45	5	0	1	0	0	0	0	6
1 Hr	19	1	1	0	0	1	1	23
08:00	6	1	0	0	0	0	0	7
08:15	4	0	0	0	0	0	2	6
08:30	3	0	0	0	0	1	2	6
08:45	5	0	0	0	0	0	1	6
1 Hr	18	1	0	0	0	1	5	25
09:00	5	0	0	0	0	0	0	5
09:15	3	0	1	0	0	0	0	4
09:30	5	1	1	0	0	0	0	7
09:45	3	1	0	0	0	0	0	4
1 Hr	16	2	2	0	0	0	0	20
10:00	1	0	0	0	0	0	1	2
10:15	2	0	1	0	0	0	0	3
10:30	5	0	0	0	0	0	1	6
10:45	5	0	0	0	0	0	0	5
1 Hr	13	0	1	0	0	0	2	16
11:00	1	0	0	0	0	0	0	1
11:15	3	0	0	0	0	0	0	3
11:30	2	3	0	0	0	0	0	5
11:45	4	0	0	0	0	0	2	6
1 Hr	10	3	0	0	0	0	2	15
12:00	3	0	0	0	0	0	0	3
12:15	3	2	0	0	0	0	1	6
12:30	4	0	0	0	0	0	1	5
12:45	6	2	0	0	0	1	0	9
1 Hr	16	4	0	0	0	1	2	23
13:00	5	1	0	0	0	0	1	7
13:15	1	1	0	0	0	0	0	2
13:30	3	0	0	0	0	0	0	3
13:45	4	0	0	0	0	1	0	5
1 Hr	13	2	0	0	0	1	1	17
14:00	3	1	0	0	0	0	1	5
14:15	4	0	0	0	0	0	0	4
14:30	1	0	0	0	0	0	0	1
14:45	5	0	0	0	0	0	0	5
1 Hr	13	1	0	0	0	0	1	15
15:00	2	1	0	0	0	0	1	4
15:15	4	1	1	0	0	0	0	6
15:30	2	0	0	0	0	0	0	2
15:45	3	0	0	0	0	0	3	6
1 Hr	11	2	1	0	0	0	4	18
16:00	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1
16:30	4	0	0	0	0	1	0	5
16:45	2	0	0	0	0	0	1	3
1 Hr	8	0	0	0	0	1	1	10
17:00	3	1	0	0	0	0	1	5
17:15	7	1	0	0	0	0	0	8
17:30	0	0	0	0	0	0	1	1
17:45	3	0	0	0	0	0	0	3
1 Hr	13	2	0	0	0	0	2	17
18:00	1	1	0	0	0	0	0	2
18:15	3	0	0	0	0	0	0	3
18:30	7	0	0	0	0	0	0	7
18:45	3	1	0	0	0	0	1	5
1 Hr	14	2	0	0	0	0	1	17
Total	164	20	5	0	0	5	22	216

	Origin : Arm B R810 Emmet Road(E)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	24	8	2	0	2	1	2	39
07:15	33	6	1	1	6	1	1	49
07:30	54	6	1	0	2	0	0	63
07:45	40	10	1	0	3	0	1	55
1 Hr	151	30	5	1	13	2	4	206
08:00	53	5	3	0	4	1	0	66
08:15	59	16	2	0	2	3	5	87
08:30	56	12	4	0	1	1	4	78
08:45	55	12	2	0	6	2	2	79
1 Hr	223	45	11	0	13	7	11	310
09:00	45	7	0	0	2	1	1	56
09:15	42	7	4	1	1	0	4	59
09:30	42	12	1	0	4	1	3	63
09:45	51	10	4	1	5	1	1	73
1 Hr	180	36	9	2	12	3	9	251
10:00	43	11	0	0	1	1	1	57
10:15	51	10	2	0	6	0	2	71
10:30	43	9	2	0	0	0	6	60
10:45	42	7	0	1	3	0	0	53
1 Hr	179	37	4	1	10	1	9	241
11:00	45	15	3	1	4	0	2	70
11:15	64	15	5	1	3	0	1	89
11:30	50	15	1	0	3	1	1	71
11:45	50	15	2	0	2	0	1	70
1 Hr	209	60	11	2	12	1	5	300
12:00	73	16	3	2	5	1	0	100
12:15	49	12	4	0	3	1	2	71
12:30	51	12	4	0	1	1	1	70
12:45	76	12	2	0	3	0	1	94
1 Hr	249	52	13	2	12	3	4	335
13:00	70	13	1	0	5	1	1	91
13:15	60	14	4	0	4	0	3	85
13:30	63	14	2	0	3	0	2	84
13:45	58	10	1	0	4	0	2	75
1 Hr	251	51	8	0	16	1	8	335
14:00	63	12	1	1	4	0	4	85
14:15	63	11	5	0	5	0	3	87
14:30	66	10	2	1	3	2	1	85
14:45	75	19	3	0	4	3	4	108
1 Hr	267	52	11	2	16	5	12	365
15:00	66	11	3	1	1	1	2	85
15:15	77	16	4	0	7	0	5	109
15:30	80	14	1	0	1	3	1	100
15:45	60	16	3	0	3	0	2	84
1 Hr	283	57	11	1	12	4	10	378
16:00	76	16	0	0	3	1	5	101
16:15	51	8	0	0	5	2	9	75
16:30	69	16	1	0	2	2	2	92
16:45	74	10	0	0	1	4	1	90
1 Hr	270	50	1	0	11	9	17	358
17:00	55	11	0	0	5	1	3	75
17:15	55	9	2	0	3	2	6	77
17:30	82	13	3	0	3	1	2	104
17:45	77	8	0	0	7	1	7	100
1 Hr	269	41	5	0	18	5	18	356
18:00	72	8	0	0	3	3	9	95
18:15	72	11	1	0	3	2	5	94
18:30	66	5	1	0	7	0	5	84
18:45	56	8	0	0	2	0	4	70
1 Hr	266	32	2	0	15	5	23	343
Total	2797	543	91	11	160	46	130	3778

	Origin : Arm C Luby Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	1	0	0	0	0	0	1
07:15	7	1	0	0	0	0	0	8
07:30	6	1	1	0	0	0	0	8
07:45	12	0	0	0	1	0	0	13
1 Hr	25	3	1	0	1	0	0	30
08:00	8	1	0	0	0	0	1	10
08:15	11	1	1	0	0	0	2	15
08:30	20	2	0	0	0	0	2	24
08:45	9	2	0	0	0	0	0	11
1 Hr	48	6	1	0	0	0	5	60
09:00	6	2	0	0	0	0	1	9
09:15	2	0	0	0	0	0	0	2
09:30	6	0	0	0	0	0	0	6
09:45	4	0	0	0	0	0	0	4
1 Hr	18	2	0	0	0	0	1	21
10:00	6	0	0	0	0	0	0	6
10:15	3	0	0	0	0	0	0	3
10:30	4	0	0	0	0	0	0	4
10:45	4	0	0	0	0	0	0	4
1 Hr	17	0	0	0	0	0	0	17
11:00	4	0	0	0	0	0	0	4
11:15	3	1	0	0	0	0	0	4
11:30	6	0	0	0	0	0	0	6
11:45	13	1	0	0	0	0	0	14
1 Hr	26	2	0	0	0	0	0	28
12:00	8	4	0	0	0	0	0	12
12:15	8	2	0	0	0	0	0	10
12:30	11	0	0	0	0	0	0	11
12:45	5	1	0	0	0	0	0	6
1 Hr	32	7	0	0	0	0	0	39
13:00	14	4	0	0	0	0	0	18
13:15	7	1	0	0	0	0	1	9
13:30	8	2	0	0	0	0	0	10
13:45	5	0	0	0	0	0	0	5
1 Hr	34	7	0	0	0	0	1	42
14:00	11	1	0	0	0	0	0	12
14:15	11	1	0	0	0	0	2	14
14:30	4	0	0	0	0	0	0	4
14:45	16	0	0	0	0	0	0	16
1 Hr	42	2	0	0	0	0	2	46
15:00	14	4	0	0	0	0	0	18
15:15	15	2	0	0	0	0	2	19
15:30	10	2	0	0	0	0	1	13
15:45	19	3	0	0	0	0	0	22
1 Hr	58	11	0	0	0	0	3	72
16:00	20	1	0	0	0	0	0	21
16:15	14	1	0	0	0	1	1	17
16:30	13	0	0	0	0	0	0	13
16:45	7	0	0	0	0	0	0	7
1 Hr	54	2	0	0	0	1	1	58
17:00	20	1	0	0	0	0	0	21
17:15	15	1	0	0	0	0	0	16
17:30	15	0	0	0	1	0	0	16
17:45	13	1	0	0	0	0	0	14
1 Hr	63	3	0	0	1	0	0	67
18:00	15	4	1	0	0	1	1	22
18:15	13	0	0	0	0	0	0	13
18:30	17	1	0	0	1	0	0	19
18:45	15	1	0	0	0	0	0	16
1 Hr	60	6	1	0	1	1	1	70
Total	477	51	3	0	3	2	14	550

	Origin : Arm D R810 Emmet Road(W)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	94	14	3	0	2	1	1	115
07:15	96	21	3	0	2	4	3	129
07:30	81	21	2	0	3	1	1	109
07:45	75	14	3	0	3	2	3	100
1 Hr	346	70	11	0	10	8	8	453
08:00	87	7	2	0	6	1	6	109
08:15	72	9	3	0	1	1	6	92
08:30	66	15	2	0	3	2	2	90
08:45	54	15	1	1	4	0	3	78
1 Hr	279	46	8	1	14	4	17	369
09:00	85	18	1	2	2	1	1	110
09:15	76	14	2	0	5	0	1	98
09:30	86	11	1	0	3	1	1	103
09:45	64	13	2	0	2	1	3	85
1 Hr	311	56	6	2	12	3	6	396
10:00	56	12	0	0	4	0	4	76
10:15	60	20	1	0	3	0	2	86
10:30	54	18	3	1	4	0	2	82
10:45	43	9	1	0	0	1	0	54
1 Hr	213	59	5	1	11	1	8	298
11:00	62	15	3	0	2	1	1	84
11:15	48	7	1	0	4	1	0	61
11:30	64	8	1	0	1	1	3	78
11:45	50	10	2	1	2	1	4	70
1 Hr	224	40	7	1	9	4	8	293
12:00	43	12	2	1	1	0	7	66
12:15	45	16	1	0	5	1	1	69
12:30	62	16	1	1	3	1	3	87
12:45	45	10	3	0	2	0	3	63
1 Hr	195	54	7	2	11	2	14	285
13:00	63	5	2	0	3	0	2	75
13:15	63	5	1	0	3	1	1	74
13:30	59	13	2	0	2	1	3	80
13:45	49	12	2	0	4	0	0	67
1 Hr	234	35	7	0	12	2	6	296
14:00	48	9	1	0	1	1	5	65
14:15	44	5	0	1	6	0	2	58
14:30	57	11	1	0	1	0	3	73
14:45	50	5	3	0	4	2	1	65
1 Hr	199	30	5	1	12	3	11	261
15:00	56	9	2	0	1	3	3	74
15:15	59	11	0	0	4	0	1	75
15:30	59	11	5	0	3	1	3	82
15:45	61	5	3	0	2	0	1	72
1 Hr	235	36	10	0	10	4	8	303
16:00	59	10	1	0	4	4	4	82
16:15	39	6	1	0	2	1	6	55
16:30	54	4	0	0	2	1	2	63
16:45	53	9	1	0	4	1	3	71
1 Hr	205	29	3	0	12	7	15	271
17:00	54	3	1	0	4	0	3	65
17:15	54	7	0	0	4	0	3	68
17:30	59	6	2	0	0	1	3	71
17:45	66	3	0	0	4	1	6	80
1 Hr	233	19	3	0	12	2	15	284
18:00	72	6	0	0	4	1	2	85
18:15	79	3	0	0	4	1	2	89
18:30	78	7	0	0	2	1	2	90
18:45	60	6	0	0	2	0	5	73
1 Hr	289	22	0	0	12	3	11	337
Total	2963	496	72	8	137	43	127	3846

Origin Totals
161
189
188
174
712
192
200
198
174
764
180
163
179
166
688
141
163
152
116
572
159
157
160
160
636
181
156
173
172
682
191
170
177
152
690
167
163
163
194
687
181
209
197
184
771
205
148
173
171
697
166
169
192
197
724
204
199
200
164
767
8390

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 4 - Turvey Avenue / R810 Emmet Road(E) / Luby Road / R810 Emmet Road(W)

DESTINATION SUMMARY

	Destination : Arm A Turvey Avenue							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	1	0	0	0	0	0	1	2
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	1	0	1	0	0	0	0	2
1 Hr	3	0	1	0	0	0	1	5
08:00	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1
1 Hr	4	0	0	0	0	0	0	4
09:00	3	0	0	0	0	0	0	3
09:15	3	1	1	0	0	0	0	5
09:30	3	1	1	0	0	0	0	5
09:45	2	0	0	0	0	0	0	2
1 Hr	11	2	2	0	0	0	0	15
10:00	3	0	0	0	0	0	0	3
10:15	0	0	1	0	0	0	0	1
10:30	2	0	0	0	0	0	1	3
10:45	4	0	0	0	0	0	0	4
1 Hr	9	0	1	0	0	0	1	11
11:00	2	1	0	0	0	0	0	3
11:15	8	2	0	0	0	0	0	10
11:30	3	1	0	0	0	0	0	4
11:45	4	0	0	0	0	0	0	4
1 Hr	17	4	0	0	0	0	0	21
12:00	5	1	0	0	0	0	0	6
12:15	1	1	0	0	0	0	1	3
12:30	2	1	0	0	0	0	0	3
12:45	5	0	0	0	0	0	1	6
1 Hr	13	3	0	0	0	0	2	18
13:00	4	0	0	0	0	0	0	4
13:15	3	0	0	0	0	0	0	3
13:30	3	0	0	0	0	0	1	4
13:45	5	0	0	0	0	0	0	5
1 Hr	15	0	0	0	0	0	1	16
14:00	3	1	0	0	0	0	0	4
14:15	3	0	0	0	0	0	0	3
14:30	4	0	0	0	0	0	0	4
14:45	6	0	1	0	0	0	0	7
1 Hr	16	1	1	0	0	0	0	18
15:00	4	1	1	0	0	0	1	7
15:15	6	0	0	0	0	0	1	7
15:30	1	1	0	0	0	0	0	2
15:45	3	0	0	0	0	0	1	4
1 Hr	14	2	1	0	0	0	3	20
16:00	2	0	0	0	0	1	2	5
16:15	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3
16:45	5	0	0	0	0	0	0	5
1 Hr	10	0	0	0	0	1	2	13
17:00	3	1	0	0	0	0	1	5
17:15	6	0	0	0	0	0	0	6
17:30	6	0	0	0	0	0	0	6
17:45	2	0	0	0	0	1	1	4
1 Hr	17	1	0	0	0	1	2	21
18:00	5	1	0	0	0	0	3	9
18:15	3	1	0	0	0	0	0	4
18:30	9	1	0	0	0	0	1	11
18:45	2	1	0	0	0	0	0	3
1 Hr	19	4	0	0	0	0	4	27
Total	148	17	6	0	0	2	16	189

	Destination : Arm B R810 Emmet Road(E)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	96	15	3	0	2	1	1	118
07:15	104	21	3	0	2	4	4	138
07:30	92	23	3	0	3	1	1	123
07:45	87	14	2	0	4	2	3	112
1 Hr	379	73	11	0	11	8	9	491
08:00	102	7	2	0	6	1	7	125
08:15	86	10	3	0	1	1	9	110
08:30	88	17	2	0	3	3	4	117
08:45	69	17	1	1	4	0	4	96
1 Hr	345	51	8	1	14	5	24	448
09:00	91	20	1	2	2	1	2	119
09:15	77	13	2	0	5	0	1	98
09:30	92	12	2	0	3	1	1	111
09:45	70	13	2	0	2	1	3	91
1 Hr	330	58	7	2	12	3	7	419
10:00	60	12	0	0	4	0	5	81
10:15	64	20	2	0	3	0	2	91
10:30	60	18	3	1	4	0	3	89
10:45	52	9	1	0	0	1	0	63
1 Hr	236	59	6	1	11	1	10	324
11:00	65	14	3	0	2	1	1	86
11:15	51	8	1	0	4	1	0	65
11:30	69	10	1	0	1	1	3	85
11:45	57	10	2	1	2	1	6	79
1 Hr	242	42	7	1	9	4	10	315
12:00	53	15	2	1	1	0	7	79
12:15	48	19	2	0	5	1	2	77
12:30	73	15	1	1	3	1	4	98
12:45	53	12	3	0	2	1	3	74
1 Hr	227	61	8	2	11	3	16	328
13:00	78	8	2	0	3	0	3	94
13:15	67	7	1	0	3	1	2	81
13:30	68	14	2	0	2	1	3	90
13:45	50	12	2	0	4	0	0	68
1 Hr	263	41	7	0	12	2	8	333
14:00	56	9	1	0	1	1	6	74
14:15	57	6	0	1	6	0	3	73
14:30	57	11	1	0	1	0	3	73
14:45	67	6	3	0	4	2	1	83
1 Hr	237	32	5	1	12	3	13	303
15:00	64	12	1	0	1	3	4	85
15:15	70	13	1	0	4	0	3	91
15:30	68	12	5	0	3	1	4	93
15:45	82	7	4	0	2	0	4	99
1 Hr	284	44	11	0	10	4	15	368
16:00	77	11	1	0	4	3	2	98
16:15	55	7	1	0	2	2	7	74
16:30	63	4	0	0	2	1	2	72
16:45	59	9	1	0	4	1	4	78
1 Hr	254	31	3	0	12	7	15	322
17:00	68	5	1	0	4	0	4	82
17:15	68	10	0	0	4	0	3	85
17:30	69	6	2	0	1	1	4	83
17:45	79	3	0	0	4	1	6	93
1 Hr	284	24	3	0	13	2	17	343
18:00	83	8	0	0	4	2	2	99
18:15	96	3	0	0	4	1	2	106
18:30	92	7	0	0	3	1	2	105
18:45	76	5	0	0	2	0	5	88
1 Hr	347	23	0	0	13	4	11	398
Total	3428	539	76	8	140	46	155	4392

	Destination : Arm C Luby Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	2	2
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	2	0	0	0	0	0	2
1 Hr	0	2	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	1	2
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	1	1
Total	1	2	0	0	0	0	4	7

	Destination : Arm D R810 Emmet Road(W)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	27	8	2	0	2	1	1	41
07:15	34	7	1	1	6	1	1	51
07:30	54	6	1	0	2	1	0	64
07:45	44	10	2	0	3	0	1	60
1 Hr	159	31	6	1	13	3	3	216
08:00	51	7	3	0	4	1	0	66
08:15	59	16	3	0	2	3	5	88
08:30	56	12	4	0	1	1	5	79
08:45	53	12	2	0	6	2	2	77
1 Hr	219	47	12	0	13	7	12	310
09:00	47	7	0	0	2	1	1	58
09:15	43	7	4	1	1	0	4	60
09:30	44	11	0	0	4	1	3	63
09:45	50	11	4	1	5	1	1	73
1 Hr	184	36	8	2	12	3	9	254
10:00	43	11	0	0	1	1	1	57
10:15	52	10	1	0	6	0	2	71
10:30	44	9	2	0	0	0	5	60
10:45	38	7	0	1	3	0	0	49
1 Hr	177	37	3	1	10	1	8	237
11:00	45	15	3	1	4	0	2	70
11:15	59	13	5	1	3	0	1	82
11:30	50	15	1	0	3	1	1	71
11:45	56	16	2	0	2	0	1	77
1 Hr	210	59	11	2	12	1	5	300
12:00	69	16	3	2	5	1	0	96
12:15	56	12	3	0	3	1	1	76
12:30	53	12	4	0	1	1	1	72
12:45	74	11	2	0	3	0	0	90
1 Hr	252	51	12	2	12	3	2	334
13:00	70	15	1	0	5	1	1	93
13:15	61	14	4	0	4	0	3	86
13:30	62	15	2	0	3	0	1	83
13:45	61	10	1	0	4	1	2	79
1 Hr	254	54	8	0	16	2	7	341
14:00	66	13	1	1	4	0	4	89
14:15	62	11	5	0	5	0	4	87
14:30	67	10	2	1	3	2	1	86
14:45	73	18	2	0	4	3	4	104
1 Hr	268	52	10	2	16	5	13	366
15:00	70	12	3	1	1	1	1	89
15:15	79	17	4	0	7	0	4	111
15:30	82	14	1	0	1	3	1	102
15:45	58	17	2	0	3	0	1	81
1 Hr	289	60	10	1	12	4	7	383
16:00	77	16	0	0	3	1	5	102
16:15	50	8	0	0	5	2	9	74
16:30	74	16	1	0	2	3	2	98
16:45	72	10	0	0	1	4	1	88
1 Hr	273	50	1	0	11	10	17	362
17:00	61	10	0	0	5	1	2	79
17:15	57	8	2	0	3	2	5	77
17:30	81	13	3	0	3	1	2	103
17:45	77	9	0	0	7	0	6	99
1 Hr	276	40	5	0	18	4	15	358
18:00	72	10	1	0	3	3	7	96
18:15	68	10	1	0	3	2	5	89
18:30	67	5	1	0	7	0	4	84
18:45	56	10	0	0	2	0	4	72
1 Hr	263	35	3	0	15	5	20	341
Total	2824	552	89	11	160	48	118	3802

Dest Totals
161
189
188
174
712
192
200
198
174
764
180
163
179
166
688
141
163
152
116
572
159
157
160
160
636
181
156
173
172
682
191
170
177
152
690
167
163
163
194
687
181
209
197
184
771
205
148
173
171
697
166
169
192
197
724
204
199
200
164
767
8390

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 5 - R111 South Circular Road(N) / R810 Old Kilmainham / R111 South Circular Road(S) / R810 Emmet Road

Origin :Arm A R111 South Circular Road(N)

	Destination : Arm A R111 South Circular Road(N)							Total	**Destination :** Arm B R810 Old Kilmainham							Total	**Destination :** Arm C R111 South Circular Road(S)							Total	**Destination :** Arm D R810 Emmet Road							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	0	0	0	0	0	0	0	0	34	9	0	0	0	0	0	43	99	16	3	2	0	2	8	130	3	1	0	0	0	0	1	5	178
07:15	0	0	0	0	0	0	0	0	43	8	0	0	0	0	2	53	95	10	0	0	0	4	13	122	6	0	1	0	1	0	0	8	183
07:30	0	0	0	0	0	0	0	0	21	9	2	0	0	0	0	32	87	16	1	1	0	0	14	119	7	0	0	0	0	0	0	7	158
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**8**	**0**	**0**	**0**	**1**	**1**	**50**	**92**	**24**	**0**	**1**	**0**	**0**	**9**	**126**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**5**	**181**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**8**	**1**	**0**	**0**	**0**	**2**	**47**	**83**	**17**	**0**	**0**	**0**	**0**	**15**	**115**	**5**	**2**	**0**	**0**	**0**	**1**	**0**	**8**	**170**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**5**	**0**	**0**	**0**	**1**	**0**	**43**	**72**	**12**	**3**	**0**	**0**	**1**	**25**	**113**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**163**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**4**	**1**	**0**	**0**	**2**	**0**	**28**	**72**	**9**	**1**	**2**	**0**	**7**	**17**	**108**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**146**
08:45	0	0	0	0	0	0	0	0	26	7	1	0	0	1	1	36	83	15	0	0	0	2	17	117	11	1	0	0	2	0	1	15	168
09:00	0	0	0	0	0	0	0	0	27	1	1	0	0	0	1	30	87	9	2	1	2	2	9	112	5	0	0	0	0	0	0	5	147
09:15	0	0	0	0	0	0	0	0	21	5	3	0	0	0	0	29	81	10	4	0	0	1	12	108	10	0	0	0	0	0	1	11	148
09:30	0	0	0	0	0	0	0	0	47	6	0	1	0	1	0	55	73	12	2	0	0	3	7	97	7	1	0	0	1	0	0	9	161
09:45	0	0	0	0	0	0	0	0	23	3	0	0	0	1	0	27	73	7	0	0	0	1	3	84	3	1	1	0	1	0	1	7	118
10:00	0	0	0	0	0	0	0	0	26	3	0	1	0	1	0	31	71	14	1	1	0	1	3	91	10	0	0	0	0	1	0	11	133
10:15	0	0	0	0	0	0	0	0	24	2	2	1	0	0	0	29	79	16	3	2	1	0	3	104	8	2	0	0	1	0	0	11	144
10:30	0	0	0	0	0	0	0	0	27	5	1	2	0	1	0	36	71	11	1	1	0	0	5	89	5	3	0	0	0	0	0	8	133
10:45	0	0	0	0	0	0	0	0	18	10	2	0	0	1	0	31	77	15	3	1	0	0	5	101	10	0	0	0	0	0	0	10	142
11:00	0	0	0	0	0	0	0	0	22	3	4	0	0	0	0	29	90	11	0	3	1	1	1	107	6	1	1	0	0	0	0	8	144
11:15	0	0	0	0	0	0	0	0	23	4	0	1	0	0	1	29	59	10	1	1	1	1	2	75	7	1	0	0	0	0	0	8	112
11:30	0	0	0	0	0	0	0	0	30	3	0	0	1	0	0	34	82	17	4	1	1	1	0	106	7	1	0	0	1	1	0	10	150
11:45	0	0	0	0	0	0	0	0	22	6	0	0	1	1	1	31	71	13	6	2	0	0	6	98	6	4	1	0	1	0	0	12	141
12:00	0	0	0	0	0	0	0	0	17	4	2	1	0	0	0	24	63	7	1	0	0	0	2	73	6	3	0	0	0	0	0	9	106
12:15	0	0	0	0	0	0	0	0	16	2	2	0	0	0	1	21	84	17	2	1	0	1	6	111	5	1	0	0	0	1	0	7	139
12:30	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	70	16	3	1	0	1	2	93	3	1	0	0	0	0	1	5	121
12:45	0	0	0	0	0	0	0	0	32	2	0	1	3	0	0	38	74	12	1	0	0	2	5	94	8	0	0	0	1	0	0	9	141
13:00	0	0	0	0	0	0	0	0	26	2	0	0	0	0	1	29	73	15	3	0	2	1	4	98	1	5	1	0	0	0	1	8	135
13:15	0	0	0	0	0	0	0	0	26	4	0	3	0	2	0	35	85	12	0	1	0	1	6	105	6	1	0	0	2	0	0	9	149
13:30	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	69	11	5	1	1	3	8	98	4	0	0	0	0	0	0	4	123
13:45	0	0	0	0	0	0	0	0	18	2	0	0	1	0	1	22	88	14	2	1	0	0	11	116	10	3	0	0	0	0	0	13	151
14:00	0	0	0	0	0	0	0	0	23	4	0	0	0	0	0	27	81	10	2	1	0	1	6	101	4	1	0	0	1	0	1	7	135
14:15	0	0	0	0	0	0	0	0	28	4	0	0	0	1	1	34	76	9	1	2	1	1	7	97	5	0	1	0	1	0	0	7	138
14:30	0	0	0	0	0	0	0	0	24	5	0	0	0	0	0	29	83	9	2	0	1	1	4	100	8	0	1	0	0	1	0	10	139
14:45	0	0	0	0	0	0	0	0	19	3	0	0	0	0	2	24	69	12	1	1	0	1	3	87	10	3	2	0	1	1	1	18	129
15:00	0	0	0	0	0	0	0	0	15	5	0	0	0	0	1	21	69	15	2	0	3	1	8	98	16	2	0	0	1	1	0	20	139
15:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**1**	**0**	**1**	**0**	**0**	**0**	**29**	**73**	**3**	**0**	**0**	**2**	**2**	**9**	**89**	**4**	**3**	**1**	**0**	**1**	**0**	**1**	**10**	**128**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**3**	**0**	**1**	**0**	**2**	**0**	**24**	**57**	**8**	**1**	**1**	**1**	**0**	**9**	**77**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**11**	**112**
15:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**3**	**15**	**46**	**3**	**1**	**1**	**0**	**3**	**6**	**60**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**83**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**69**	**10**	**0**	**0**	**0**	**0**	**8**	**87**	**7**	**1**	**0**	**0**	**2**	**0**	**0**	**10**	**116**
16:15	0	0	0	0	0	0	0	0	27	1	1	0	0	0	0	29	80	12	0	0	2	1	8	103	10	1	0	0	0	0	1	12	144
16:30	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	24	67	9	0	0	1	0	7	84	18	1	0	0	0	0	1	20	128
16:45	0	0	0	0	0	0	0	0	10	2	0	0	0	0	1	13	65	2	0	0	0	2	15	84	7	2	0	0	0	0	0	9	106
17:00	0	0	0	0	0	0	0	0	34	1	0	0	0	0	0	35	85	7	1	0	1	2	10	106	12	1	0	0	2	0	3	18	159
17:15	1	0	0	0	0	0	0	1	16	2	0	0	0	0	3	21	50	2	0	1	0	2	14	69	8	0	0	0	0	0	1	9	100
17:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	61	3	0	0	0	1	15	80	8	1	1	0	2	0	1	13	110
17:45	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	58	7	0	0	0	0	8	73	4	0	0	0	1	1	3	9	104
18:00	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	74	4	0	0	0	1	16	95	10	1	0	0	3	1	0	15	132
18:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	3	13	48	0	0	0	0	0	14	62	6	1	0	0	0	0	0	7	82
18:30	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	77	8	0	0	0	2	14	101	10	1	0	0	1	0	0	12	130
18:45	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	57	3	0	0	0	1	12	73	3	1	0	0	0	0	1	5	95
Total	1	0	0	0	0	0	0	1	1131	173	23	13	6	16	26	1388	3548	504	63	31	21	58	411	4636	342	58	11	0	28	9	21	469	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 5 - R111 South Circular Road(N) / R810 Old Kilmainham / R111 South Circular Road(S) / R810 Emmet Road

Origin : Arm B R810 Old Kilmainham

	Destination : Arm A R111 South Circular Road(N)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	1
11:15	2	0	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0
11:45	3	1	0	0	0	0	0	4
12:00	1	0	0	1	0	0	0	2
12:15	3	0	0	0	0	0	0	3
12:30	0	1	0	0	0	0	0	1
12:45	1	1	0	0	0	0	0	2
13:00	1	1	0	0	0	0	0	2
13:15	4	0	0	0	0	0	0	4
13:30	1	0	0	0	0	0	0	1
13:45	0	1	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	1	0	1	0	0	0	2
14:45	0	0	0	0	0	0	0	0
15:00	0	1	1	0	0	0	0	2
15:15	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**8**
15:30	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**
15:45	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
16:00	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
16:15	1	0	0	0	0	0	0	1
16:30	2	0	0	0	0	0	0	2
16:45	3	0	0	0	0	0	0	3
17:00	1	1	0	0	0	0	0	2
17:15	2	0	0	0	0	1	0	3
17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:15	0	1	0	0	0	0	0	1
18:30	0	2	0	0	0	0	0	2
18:45	1	0	0	0	0	0	0	1
Total	47	14	1	3	0	1	0	66

	Destination : Arm B R810 Old Kilmainham							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm C R111 South Circular Road(S)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	4	1	0	0	0	0	0	5
07:15	9	1	0	0	0	0	1	11
07:30	4	1	0	0	0	0	1	6
07:45	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**
08:00	**5**	**1**	**1**	**0**	**0**	**1**	**1**	**9**
08:15	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**11**
08:30	**8**	**0**	**1**	**0**	**0**	**1**	**1**	**11**
08:45	7	1	2	0	0	0	1	11
09:00	7	0	0	0	0	0	0	7
09:15	8	4	0	0	0	0	0	12
09:30	28	5	0	0	0	0	0	33
09:45	35	6	0	0	0	0	0	41
10:00	20	4	1	0	1	1	1	28
10:15	22	5	1	0	0	0	2	30
10:30	42	5	1	0	0	0	0	48
10:45	25	5	4	0	0	0	1	35
11:00	16	4	0	0	0	1	2	23
11:15	15	4	3	0	0	0	0	22
11:30	18	4	1	0	0	0	0	23
11:45	15	3	1	0	0	0	0	19
12:00	9	0	0	1	0	0	0	10
12:15	11	2	0	0	0	0	0	13
12:30	13	2	0	1	1	0	0	17
12:45	11	3	1	0	0	0	4	19
13:00	19	2	0	0	0	0	0	21
13:15	17	1	0	0	0	0	0	18
13:30	5	4	0	0	0	1	0	10
13:45	19	2	0	0	0	0	3	24
14:00	12	4	3	0	0	1	1	21
14:15	23	6	0	0	0	0	0	29
14:30	15	6	1	0	0	0	3	25
14:45	7	5	0	0	0	0	0	12
15:00	7	1	0	0	0	0	0	8
15:15	**8**	**1**	**0**	**0**	**0**	**0**	**2**	**11**
15:30	**10**	**2**	**2**	**0**	**0**	**2**	**0**	**16**
15:45	**4**	**2**	**0**	**0**	**0**	**1**	**0**	**7**
16:00	**6**	**0**	**1**	**0**	**0**	**0**	**1**	**8**
16:15	7	0	0	0	0	0	0	7
16:30	5	2	0	0	0	0	1	8
16:45	3	0	0	0	0	0	0	3
17:00	6	0	0	0	0	1	0	7
17:15	4	1	0	0	0	0	2	7
17:30	6	1	0	0	0	0	1	8
17:45	7	1	0	0	0	0	1	9
18:00	5	1	0	0	0	0	1	7
18:15	3	0	0	0	0	0	0	3
18:30	5	1	0	0	0	0	3	9
18:45	9	0	0	0	0	0	3	12
Total	560	107	24	2	2	10	37	742

	Destination : Arm D R810 Emmet Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	20	6	2	0	2	1	0	31
07:15	24	5	1	1	5	1	1	38
07:30	47	5	0	0	2	0	0	54
07:45	**32**	**10**	**1**	**0**	**2**	**0**	**1**	**46**
08:00	**48**	**3**	**3**	**0**	**4**	**0**	**0**	**58**
08:15	**52**	**16**	**4**	**0**	**2**	**2**	**2**	**78**
08:30	**47**	**10**	**2**	**0**	**2**	**1**	**3**	**65**
08:45	44	11	2	0	3	2	2	64
09:00	37	6	0	0	2	1	1	47
09:15	29	7	4	1	1	0	3	45
09:30	25	10	1	0	3	1	1	41
09:45	51	9	2	1	4	0	0	67
10:00	33	10	0	0	1	0	0	44
10:15	41	7	2	0	5	0	1	56
10:30	37	4	2	0	0	0	5	48
10:45	34	6	0	1	3	0	0	44
11:00	37	11	2	1	4	0	0	55
11:15	57	11	5	1	3	0	0	77
11:30	41	13	1	0	2	0	1	58
11:45	52	12	1	0	1	0	1	67
12:00	62	12	2	2	6	1	1	86
12:15	46	10	4	0	2	0	1	63
12:30	55	12	4	0	1	3	0	75
12:45	60	11	2	0	2	0	2	77
13:00	66	7	1	0	5	1	0	80
13:15	54	13	4	0	2	0	2	75
13:30	52	12	0	0	3	0	1	68
13:45	51	5	1	0	4	0	1	62
14:00	60	10	1	1	3	0	3	78
14:15	56	12	4	0	3	0	3	78
14:30	55	8	1	1	3	1	2	71
14:45	64	15	1	0	3	2	1	86
15:00	58	8	3	1	0	1	2	73
15:15	**72**	**14**	**3**	**0**	**6**	**0**	**4**	**99**
15:30	**75**	**11**	**2**	**0**	**1**	**2**	**1**	**92**
15:45	**58**	**15**	**1**	**0**	**3**	**0**	**1**	**78**
16:00	**67**	**16**	**0**	**0**	**1**	**1**	**4**	**89**
16:15	48	7	0	0	5	3	5	68
16:30	48	16	1	0	2	2	1	70
16:45	71	10	0	0	1	3	1	86
17:00	44	11	0	0	3	1	1	60
17:15	50	11	2	0	3	2	3	71
17:30	74	12	2	0	2	1	1	92
17:45	72	8	0	0	5	0	4	89
18:00	67	8	0	0	2	2	7	86
18:15	66	9	1	0	2	2	3	83
18:30	57	3	2	0	5	0	2	69
18:45	49	7	0	0	2	0	1	59
Total	2445	465	77	11	131	37	80	3246

Arm Totals
37
50
60
54
68
89
76
75
54
57
74
109
72
86
96
79
79
101
81
90
98
79
93
98
103
97
79
87
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107
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TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 5 - R111 South Circular Road(N) / R810 Old Kilmainham / R111 South Circular Road(S) / R810 Emmet Road

Origin :Arm C R111 South Circular Road(S)

	Destination : Arm A R111 South Circular Road(N)							Total	**Destination :** Arm B R810 Old Kilmainham							Total	**Destination :** Arm C R111 South Circular Road(S)							Total	**Destination :** Arm D R810 Emmet Road							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	81	11	1	0	1	0	5	99	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	104
07:15	95	3	3	2	0	1	10	114	5	1	1	1	0	0	1	9	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	128
07:30	79	4	1	0	0	1	10	95	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	98
07:45	**102**	**10**	**0**	**2**	**0**	**1**	**5**	**120**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**128**
08:00	**102**	**10**	**2**	**0**	**0**	**1**	**15**	**130**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**137**
08:15	**110**	**3**	**2**	**0**	**1**	**2**	**11**	**129**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**135**
08:30	**93**	**6**	**2**	**0**	**0**	**2**	**11**	**114**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**119**
08:45	89	10	2	0	0	0	17	118	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	130
09:00	81	10	1	1	1	2	8	104	7	2	1	0	0	0	0	10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	116
09:15	83	5	1	0	0	0	6	95	4	0	1	0	0	1	1	7	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	105
09:30	86	12	1	2	0	1	7	109	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	9	130
09:45	75	11	0	0	0	1	4	91	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	93
10:00	70	10	3	1	0	0	1	85	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	96
10:15	87	9	2	0	1	0	7	106	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	113
10:30	79	13	1	1	0	0	5	99	5	0	1	0	0	1	0	7	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	110
10:45	71	12	0	0	0	0	3	86	1	0	1	1	0	0	0	3	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	93
11:00	74	9	5	1	0	1	1	91	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	6	100
11:15	77	10	2	1	1	0	7	98	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	104
11:30	84	20	3	1	0	0	1	109	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	126
11:45	73	16	1	2	0	0	4	96	7	2	1	0	0	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	107
12:00	83	12	5	2	1	0	3	106	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7	116
12:15	67	17	3	1	1	2	5	96	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	104
12:30	102	12	5	1	0	1	4	125	2	2	0	0	0	0	2	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	132
12:45	63	10	3	0	1	0	4	81	4	0	1	0	0	0	1	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	89
13:00	81	16	1	0	0	0	3	101	4	0	1	0	0	0	1	6	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	111
13:15	80	16	3	0	0	0	4	103	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	108
13:30	83	12	3	1	0	2	0	101	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	1	2	0	0	0	2	6	111
13:45	100	9	3	0	1	0	6	119	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	129
14:00	72	13	1	1	0	1	0	88	7	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	102
14:15	84	11	1	1	0	1	3	101	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	108
14:30	85	18	1	0	2	3	3	112	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5	120
14:45	75	10	2	1	0	1	8	97	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	103
15:00	90	17	2	0	1	0	7	117	4	2	1	0	0	0	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	125
15:15	**92**	**11**	**0**	**0**	**0**	**0**	**9**	**112**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**115**
15:30	**84**	**16**	**0**	**1**	**1**	**3**	**6**	**111**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**117**
15:45	**100**	**18**	**2**	**1**	**0**	**3**	**6**	**130**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**132**
16:00	**74**	**20**	**1**	**0**	**0**	**1**	**12**	**108**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**113**
16:15	90	19	2	0	0	1	10	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	124
16:30	78	20	1	0	0	3	11	113	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	118
16:45	70	20	1	0	0	2	14	107	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
17:00	110	18	1	0	0	3	16	148	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	151
17:15	96	9	0	0	0	2	18	125	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	128
17:30	67	2	0	1	1	4	28	103	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	106
17:45	75	16	0	0	0	4	9	104	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	109
18:00	75	13	0	0	1	2	18	109	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	114
18:15	85	10	0	0	0	5	21	121	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	123
18:30	99	8	0	0	0	0	17	124	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	6	132
18:45	79	8	0	0	0	1	12	100	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	105
Total	4030	575	74	25	15	58	395	5172	141	26	13	2	1	2	12	197	0	0	0	0	0	0	0	0	108	22	4	0	1	2	20	157	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 5 - R111 South Circular Road(N) / R810 Old Kilmainham / R111 South Circular Road(S) / R810 Emmet Road

Origin :Arm D R810 Emmet Road

	Destination : Arm A R111 South Circular Road(N)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	15	1	1	0	0	0	0	17
07:15	19	2	0	0	0	0	0	21
07:30	24	4	0	0	0	0	1	29
07:45	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**24**
08:00	**22**	**1**	**0**	**0**	**0**	**1**	**1**	**25**
08:15	**15**	**1**	**0**	**0**	**0**	**1**	**1**	**18**
08:30	**36**	**4**	**0**	**0**	**0**	**0**	**2**	**42**
08:45	22	1	0	0	0	0	0	23
09:00	25	6	0	0	0	0	0	31
09:15	11	2	0	0	0	0	0	13
09:30	12	2	1	0	0	0	0	15
09:45	25	5	0	0	0	1	0	31
10:00	18	1	0	0	0	0	1	20
10:15	13	3	0	0	0	0	1	17
10:30	16	1	0	0	0	0	1	18
10:45	21	3	0	0	0	1	1	26
11:00	10	3	1	0	0	0	0	14
11:15	17	2	0	0	0	0	0	19
11:30	15	5	0	0	0	0	0	20
11:45	18	1	0	0	0	2	1	22
12:00	15	5	1	1	1	0	1	24
12:15	13	5	1	0	0	0	0	19
12:30	20	3	0	0	0	1	2	26
12:45	13	6	1	0	0	1	2	23
13:00	25	2	1	0	0	0	2	30
13:15	22	2	2	0	0	1	0	27
13:30	20	1	0	0	0	1	0	22
13:45	8	1	0	0	0	0	0	9
14:00	21	2	0	0	0	0	1	24
14:15	26	1	0	0	0	0	0	27
14:30	17	4	0	0	0	0	2	23
14:45	25	3	0	0	1	1	1	31
15:00	27	6	0	0	0	2	1	36
15:15	18	3	1	0	0	0	1	23
15:30	29	5	1	0	0	0	2	37
15:45	32	3	1	0	0	0	1	37
16:00	41	5	2	0	0	2	2	52
16:15	26	1	0	0	0	1	0	28
16:30	27	1	0	0	0	0	1	29
16:45	23	3	0	0	0	1	2	29
17:00	26	3	1	0	0	0	1	31
17:15	27	5	0	0	0	0	0	32
17:30	29	2	0	0	1	1	1	34
17:45	31	1	0	0	0	1	3	36
18:00	25	2	0	0	0	1	1	29
18:15	32	2	0	0	0	0	0	34
18:30	24	1	0	0	0	0	0	25
18:45	36	0	0	0	1	0	2	39
Total	1054	128	15	1	4	20	39	1261

	Destination : Arm B R810 Old Kilmainham							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	76	12	1	0	2	1	1	93
07:15	73	22	4	0	3	3	2	107
07:30	78	15	3	0	3	2	0	101
07:45	**66**	**9**	**2**	**0**	**4**	**2**	**2**	**85**
08:00	**76**	**9**	**2**	**0**	**5**	**1**	**4**	**97**
08:15	**78**	**12**	**3**	**0**	**2**	**0**	**6**	**101**
08:30	**63**	**14**	**1**	**0**	**3**	**3**	**3**	**87**
08:45	48	13	2	1	3	0	7	74
09:00	62	14	0	1	2	1	2	82
09:15	63	11	2	1	5	0	0	82
09:30	76	11	1	0	2	1	1	92
09:45	62	10	2	0	4	0	3	81
10:00	47	9	0	0	4	0	3	63
10:15	47	18	1	0	2	0	2	70
10:30	49	17	3	1	4	0	2	76
10:45	40	6	1	0	1	0	0	48
11:00	48	12	2	0	2	0	2	66
11:15	41	6	1	0	3	2	0	53
11:30	52	5	1	0	2	0	1	61
11:45	51	11	2	1	2	0	4	71
12:00	34	10	2	0	0	0	6	52
12:15	36	10	1	0	5	1	3	56
12:30	59	16	1	1	3	2	1	83
12:45	43	7	2	0	2	0	2	56
13:00	47	3	1	0	3	0	2	56
13:15	55	4	0	0	3	0	0	62
13:30	42	13	2	0	2	0	3	62
13:45	45	9	2	0	4	0	0	60
14:00	40	9	1	0	1	1	5	57
14:15	33	5	0	1	5	0	1	45
14:30	43	6	0	0	2	0	2	53
14:45	44	3	4	0	3	1	1	56
15:00	45	6	1	0	1	2	3	58
15:15	46	10	0	0	4	0	1	61
15:30	50	8	4	0	3	1	2	68
15:45	42	5	3	0	2	0	0	52
16:00	44	7	0	0	3	1	0	55
16:15	37	5	1	0	3	1	7	54
16:30	26	2	0	0	2	2	1	33
16:45	50	7	1	0	4	0	2	64
17:00	39	3	0	0	4	0	2	48
17:15	37	5	0	0	4	0	3	49
17:30	51	5	2	0	0	0	3	61
17:45	46	1	0	0	2	1	3	53
18:00	58	5	0	0	6	1	2	72
18:15	64	2	0	0	4	0	1	71
18:30	58	7	0	0	2	2	2	71
18:45	52	5	0	0	2	0	3	62
Total	2462	414	62	7	137	32	106	3220

	Destination : Arm C R111 South Circular Road(S)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	0	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	1
17:45	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	4	0	0	0	0	0	7	11

	Destination : Arm D R810 Emmet Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	2

	Arm Totals
07:00	110
07:15	128
07:30	131
07:45	**111**
08:00	**124**
08:15	**120**
08:30	**129**
08:45	98
09:00	113
09:15	95
09:30	107
09:45	112
10:00	83
10:15	87
10:30	94
10:45	74
11:00	80
11:15	72
11:30	81
11:45	93
12:00	76
12:15	75
12:30	110
12:45	79
13:00	86
13:15	89
13:30	85
13:45	69
14:00	81
14:15	72
14:30	76
14:45	87
15:00	94
15:15	84
15:30	105
15:45	89
16:00	107
16:15	82
16:30	62
16:45	93
17:00	79
17:15	81
17:30	97
17:45	90
18:00	102
18:15	105
18:30	96
18:45	101
	#REF!

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 5 - R111 South Circular Road(N) / R810 Old Kilmainham / R111 South Circular Road(S) / R810 Emmet Road

ORIGIN SUMMARY

	Origin : Arm A R111 South Circular Road(N)								**Origin :** Arm B R810 Old Kilmainham								**Origin :** Arm C R111 South Circular Road(S)								**Origin :** Arm D R810 Emmet Road								Origin
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:00	136	26	3	2	0	2	9	178	25	7	2	0	2	1	0	37	84	13	1	0	1	0	5	104	91	13	2	0	2	1	1	110	429
07:15	144	18	1	0	1	4	15	183	34	6	1	1	5	1	2	50	104	5	4	3	0	1	11	128	92	24	4	0	3	3	2	128	489
07:30	115	25	3	1	0	0	14	158	51	6	0	0	2	0	1	60	79	6	2	0	0	1	10	98	103	19	3	0	3	2	1	131	447
07:45	135	33	0	1	1	1	10	181	39	11	1	0	2	0	1	54	108	11	1	2	0	1	5	128	88	11	2	0	4	2	4	111	474
1 Hr	530	102	7	4	2	7	48	700	149	30	4	1	11	2	4	201	375	35	8	5	1	3	31	458	374	67	11	0	12	8	8	480	1839
08:00	124	27	1	0	0	1	17	170	54	4	4	0	4	1	1	68	108	10	3	0	0	1	15	137	98	10	2	0	5	2	7	124	499
08:15	115	17	3	0	0	2	26	163	61	18	4	0	2	2	2	89	115	3	2	0	1	2	12	135	93	13	3	0	2	1	8	120	507
08:30	102	14	2	2	0	9	17	146	55	10	3	0	2	2	4	76	96	8	2	0	0	2	11	119	99	18	1	0	3	3	5	129	470
08:45	120	23	1	0	2	3	19	168	51	12	4	0	3	2	3	75	99	12	2	0	0	0	17	130	70	14	2	1	3	0	8	98	471
1 Hr	461	81	7	2	2	15	79	647	221	44	15	0	11	7	10	308	418	33	9	0	1	5	55	521	360	55	8	1	13	6	28	471	1947
09:00	119	10	3	1	2	2	10	147	44	6	0	0	2	1	1	54	89	13	2	1	1	2	8	116	87	20	0	1	2	1	2	113	430
09:15	112	15	7	0	0	1	13	148	37	11	4	1	1	0	3	57	90	5	2	0	0	1	7	105	74	13	2	1	5	0	0	95	405
09:30	127	19	2	1	1	4	7	161	53	15	1	0	3	1	1	74	102	16	1	2	0	1	8	130	88	13	2	0	2	1	1	107	472
09:45	99	11	1	0	1	2	4	118	87	15	2	1	4	0	0	109	76	12	0	0	0	1	4	93	87	15	2	0	4	1	3	112	432
1 Hr	457	55	13	2	4	9	34	574	221	47	7	2	10	2	5	294	357	46	5	3	1	5	27	444	336	61	6	2	13	3	6	427	1739
10:00	107	17	1	2	0	3	3	133	53	14	1	0	2	1	1	72	80	11	3	1	0	0	1	96	65	10	0	0	4	0	4	83	384
10:15	111	20	5	3	2	0	3	144	63	12	3	0	5	0	3	86	93	9	2	0	1	0	8	113	60	21	1	0	2	0	3	87	430
10:30	103	19	2	3	0	1	5	133	79	9	3	0	0	0	5	96	85	16	2	1	0	1	5	110	65	18	3	1	4	0	3	94	433
10:45	105	25	5	1	0	1	5	142	59	11	4	1	3	0	1	79	75	13	1	1	0	0	3	93	61	9	1	0	1	1	1	74	388
1 Hr	426	81	13	9	2	5	16	552	254	46	11	1	10	1	10	333	333	49	8	3	1	1	17	412	251	58	5	1	11	1	11	338	1635
11:00	118	15	5	3	1	1	1	144	54	15	2	1	4	1	2	79	78	12	5	1	0	1	3	100	58	15	3	0	2	0	2	80	403
11:15	89	15	1	2	1	1	3	112	74	15	8	1	3	0	0	101	82	11	2	1	1	0	7	104	58	8	1	0	3	2	0	72	389
11:30	119	21	4	1	3	2	0	150	59	17	2	0	2	0	1	81	97	24	3	1	0	0	1	126	67	10	1	0	2	0	1	81	438
11:45	99	23	7	2	2	1	7	141	70	16	2	0	1	0	1	90	81	18	2	2	0	0	4	107	69	12	2	1	2	2	5	93	431
1 Hr	425	74	17	8	7	5	11	547	257	63	14	2	10	1	4	351	338	65	12	5	1	1	15	437	252	45	7	1	9	4	8	326	1661
12:00	86	14	3	1	0	0	2	106	72	12	2	4	6	1	1	98	92	12	6	2	1	0	3	116	49	15	3	1	1	0	7	76	396
12:15	105	20	4	1	0	2	7	139	60	12	4	0	2	0	1	79	72	20	3	1	1	2	5	104	49	15	2	0	5	1	3	75	397
12:30	94	19	3	1	0	1	3	121	68	15	4	1	2	3	0	93	105	14	5	1	0	1	6	132	80	19	1	1	3	3	3	110	456
12:45	114	14	1	1	4	2	5	141	72	15	3	0	2	0	6	98	69	10	4	0	1	0	5	89	56	13	3	0	2	1	4	79	407
1 Hr	399	67	11	4	4	5	17	507	272	54	13	5	12	4	8	368	338	56	18	4	3	3	19	441	234	62	9	2	11	5	17	340	1656
13:00	100	22	4	0	2	1	6	135	86	10	1	0	5	1	0	103	89	16	2	0	0	0	4	111	72	5	2	0	3	0	4	86	435
13:15	117	17	0	4	2	3	6	149	75	14	4	0	2	0	2	97	84	17	3	0	0	0	4	108	77	6	2	0	3	1	0	89	443
13:30	92	13	5	1	1	3	8	123	58	16	0	0	3	1	1	79	87	14	5	1	0	2	2	111	63	14	2	0	2	1	3	85	398
13:45	116	19	2	1	1	0	12	151	70	8	1	0	4	0	4	87	108	10	3	0	1	0	7	129	53	10	2	0	4	0	0	69	436
1 Hr	425	71	11	6	6	7	32	558	289	48	6	0	14	2	7	366	368	57	13	1	1	2	17	459	265	35	8	0	12	2	7	329	1712
14:00	108	15	2	1	1	1	7	135	72	14	4	1	3	1	4	99	83	15	1	1	0	1	1	102	61	11	1	0	1	1	6	81	417
14:15	109	13	2	2	2	2	8	138	79	18	4	0	3	0	3	107	90	11	1	1	1	1	3	108	59	6	0	1	5	0	1	72	425
14:30	115	14	3	0	1	2	4	139	70	15	2	2	3	1	5	98	92	18	1	0	2	3	4	120	60	10	0	0	2	0	4	76	433
14:45	98	18	3	1	1	2	6	129	71	20	1	0	3	2	1	98	79	11	3	1	0	1	8	103	69	6	4	0	4	2	2	87	417
1 Hr	430	60	10	4	5	7	25	541	292	67	11	3	12	4	13	402	344	55	6	3	3	6	16	433	249	33	5	1	12	3	13	316	1692
15:00	100	22	2	0	4	2	9	139	65	10	4	1	0	1	2	83	95	19	3	0	1	0	7	125	72	12	1	0	1	4	4	94	441
15:15	104	7	1	1	3	2	10	128	85	17	3	1	6	0	6	118	95	11	0	0	0	0	9	115	64	13	1	0	4	0	2	84	445
15:30	83	14	1	2	1	2	9	112	90	14	4	0	1	4	1	114	89	16	0	1	1	4	6	117	79	13	5	0	3	1	4	105	448
15:45	62	7	1	1	0	3	9	83	64	17	1	0	3	1	1	87	101	18	3	1	0	3	6	132	74	8	4	0	2	0	1	89	391
1 Hr	349	50	5	4	8	9	37	462	304	58	12	2	10	6	10	402	380	64	6	2	2	7	28	489	289	46	11	0	10	5	11	372	1725
16:00	95	11	0	0	2	0	8	116	75	16	1	0	1	1	5	99	78	20	1	0	0	1	13	113	85	12	2	0	3	3	2	107	435
16:15	117	14	1	0	2	1	9	144	56	7	0	0	5	3	5	76	92	19	2	0	0	1	10	124	63	6	1	0	3	2	7	82	426
16:30	107	12	0	0	1	0	8	128	55	18	1	0	2	2	2	80	81	20	1	0	1	4	11	118	53	3	0	0	2	2	2	62	388
16:45	82	6	0	0	0	2	16	106	77	10	0	0	1	3	1	92	71	20	1	0	0	2	15	109	73	10	1	0	4	1	4	93	400
1 Hr	401	43	1	0	5	3	41	494	263	51	2	0	9	9	13	347	322	79	5	0	1	8	49	464	274	31	4	0	12	8	15	344	1649
17:00	131	9	1	0	3	2	13	159	51	12	0	0	3	2	1	69	112	18	1	0	0	3	17	151	65	6	1	0	4	0	3	79	458
17:15	75	4	0	1	0	2	18	100	56	12	2	0	3	3	5	81	99	9	0	0	0	2	18	128	64	10	0	0	4	0	3	81	390
17:30	86	4	1	0	2	1	16	110	81	13	2	0	2	1	2	101	69	2	0	1	1	4	29	106	81	7	2	0	1	1	5	97	414
17:45	81	10	0	0	1	1	11	104	79	9	0	0	5	0	5	98	76	16	0	0	0	4	13	109	78	2	0	0	2	2	6	90	401
1 Hr	373	27	2	1	6	6	58	473	267	46	4	0	13	6	13	349	356	45	1	1	1	13	77	494	288	25	3	0	11	3	17	347	1663
18:00	103	8	0	0	3	2	16	132	73	9	0	0	2	2	8	94	78	13	0	0	1	2	20	114	84	7	0	0	6	2	3	102	442
18:15	64	1	0	0	0	0	17	82	69	10	1	0	2	2	3	87	86	10	0	0	0	5	22	123	96	4	0	0	4	0	1	105	397
18:30	103	10	0	0	1	2	14	130	62	6	2	0	5	0	5	80	103	8	0	0	0	0	21	132	82	8	0	0	2	2	2	96	438
18:45	76	5	0	0	0	1	13	95	59	7	0	0	2	0	4	72	83	8	0	0	0	1	13	105	88	5	0	0	3	0	5	101	373
1 Hr	346	24	0	0	4	5	60	439	263	32	3	0	11	4	20	333	350	39	0	0	1	8	76	474	350	24	0	0	15	4	11	404	1650
Total	5022	735	97	44	55	83	458	6494	3052	586	102	16	133	48	117	4054	4279	623	91	27	17	62	427	5526	3522	542	77	8	141	52	152	4494	20568

TRAFFIC DATA
Transport Data Collection and Analytics

3665-IRE Emmet Rd
Junction Turning Count
28/04/2022

Site 5 - R111 South Circular Road(N) / R810 Old Kilmainham / R111 South Circular Road(S) / R810 Emmet Road

DESTINATION SUMMARY

	Destination : Arm A R111 South Circular Road(N)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	97	12	2	0	1	0	5	117
07:15	115	5	3	2	0	1	10	136
07:30	103	8	1	0	0	1	11	124
07:45	124	12	0	2	0	1	5	144
1 Hr	439	37	6	4	1	3	31	521
08:00	125	11	2	0	0	2	16	156
08:15	125	4	2	0	1	3	12	147
08:30	129	10	2	0	0	2	13	156
08:45	111	11	2	0	0	0	17	141
1 Hr	490	36	8	0	1	7	58	600
09:00	106	16	1	1	1	2	8	135
09:15	94	7	1	0	0	0	6	108
09:30	98	14	2	2	0	1	7	124
09:45	101	16	0	0	0	2	4	123
1 Hr	399	53	4	3	1	5	25	490
10:00	88	11	3	1	0	0	2	105
10:15	100	12	2	0	1	0	8	123
10:30	95	14	1	1	0	0	6	117
10:45	92	15	0	0	0	1	4	112
1 Hr	375	52	6	2	1	1	20	457
11:00	85	12	6	1	0	1	1	106
11:15	96	12	2	1	1	0	7	119
11:30	99	25	3	1	0	0	1	129
11:45	94	18	1	2	0	2	5	122
1 Hr	374	67	12	5	1	3	14	476
12:00	99	17	6	4	2	0	4	132
12:15	83	22	4	1	1	2	5	118
12:30	122	16	5	1	0	2	6	152
12:45	77	17	4	0	1	1	6	106
1 Hr	381	72	19	6	4	5	21	508
13:00	107	19	2	0	0	0	5	133
13:15	106	18	5	0	0	1	4	134
13:30	104	13	3	1	0	3	0	124
13:45	108	11	3	0	1	0	6	129
1 Hr	425	61	13	1	1	4	15	520
14:00	93	15	1	1	0	1	1	112
14:15	110	12	1	1	0	1	3	128
14:30	102	23	1	1	2	3	5	137
14:45	100	13	2	1	1	2	9	128
1 Hr	405	63	5	4	3	7	18	505
15:00	117	24	3	0	1	2	8	155
15:15	115	16	1	1	0	0	10	143
15:30	118	22	1	1	1	3	8	154
15:45	134	21	3	1	0	3	7	169
1 Hr	484	83	8	3	2	8	33	621
16:00	117	25	3	0	0	3	14	162
16:15	117	20	2	0	0	2	10	151
16:30	107	21	1	0	0	3	12	144
16:45	96	23	1	0	0	3	16	139
1 Hr	437	89	7	0	0	11	52	596
17:00	137	22	2	0	0	3	17	181
17:15	126	14	0	0	0	3	18	161
17:30	97	4	0	1	2	5	29	138
17:45	106	17	0	0	0	5	12	140
1 Hr	466	57	2	1	2	16	76	620
18:00	101	15	0	0	1	3	19	139
18:15	117	13	0	0	0	5	21	156
18:30	123	11	0	0	0	0	17	151
18:45	116	8	0	0	1	1	14	140
1 Hr	457	47	0	0	2	9	71	586
Total	5132	717	90	29	19	79	434	6500

	Destination : Arm B R810 Old Kilmainham							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	113	22	1	0	2	1	1	140
07:15	121	31	5	1	3	3	5	169
07:30	99	25	6	0	3	2	0	135
07:45	110	18	3	0	4	3	3	141
1 Hr	443	96	15	1	12	9	9	585
08:00	117	17	4	0	5	1	6	150
08:15	117	17	3	0	2	1	6	146
08:30	86	20	2	0	3	5	3	119
08:45	80	22	3	1	3	1	8	118
1 Hr	400	76	12	1	13	8	23	533
09:00	96	17	2	1	2	1	3	122
09:15	88	16	6	1	5	1	1	118
09:30	132	20	1	1	2	2	1	159
09:45	85	14	2	0	4	1	3	109
1 Hr	401	67	11	3	13	5	8	508
10:00	77	12	0	1	4	1	3	98
10:15	75	20	3	1	2	0	2	103
10:30	81	22	5	3	4	2	2	119
10:45	59	16	4	1	1	1	0	82
1 Hr	292	70	12	6	11	4	7	402
11:00	72	16	6	0	2	0	2	98
11:15	66	10	1	1	3	2	1	84
11:30	90	10	1	0	3	0	1	105
11:45	80	19	3	1	3	1	5	112
1 Hr	308	55	11	2	11	3	9	399
12:00	54	14	4	1	0	0	6	79
12:15	55	13	3	0	5	1	4	81
12:30	82	20	1	1	3	2	3	112
12:45	79	9	3	1	5	0	3	100
1 Hr	270	56	11	3	13	3	16	372
13:00	77	5	2	0	3	0	4	91
13:15	82	8	0	3	3	2	0	98
13:30	64	16	2	0	2	0	3	87
13:45	69	12	2	0	5	0	1	89
1 Hr	292	41	6	3	13	2	8	365
14:00	70	13	1	0	1	1	6	92
14:15	66	9	0	1	5	1	2	84
14:30	70	11	0	0	2	0	2	85
14:45	63	6	5	0	3	1	3	81
1 Hr	269	39	6	1	11	3	13	342
15:00	64	13	2	0	1	2	4	86
15:15	76	11	0	1	4	0	1	93
15:30	70	11	4	1	3	3	2	94
15:45	51	8	3	0	2	0	3	67
1 Hr	261	43	9	2	10	5	10	340
16:00	63	7	0	0	3	1	0	74
16:15	64	6	2	0	3	1	7	83
16:30	49	4	0	0	3	2	1	59
16:45	61	9	1	0	4	0	4	79
1 Hr	237	26	3	0	13	4	12	295
17:00	73	4	0	0	4	0	2	83
17:15	54	7	0	0	4	0	6	71
17:30	70	5	2	0	0	0	3	80
17:45	65	4	0	0	2	1	6	78
1 Hr	262	20	2	0	10	1	17	312
18:00	78	8	0	0	6	1	3	96
18:15	75	2	0	0	4	0	4	85
18:30	76	8	0	0	2	2	2	90
18:45	70	6	0	0	2	0	3	81
1 Hr	299	24	0	0	14	3	12	352
Total	3734	613	98	22	144	50	144	4805

	Destination : Arm C R111 South Circular Road(S)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	103	17	3	2	0	2	8	135
07:15	104	11	0	0	0	4	14	133
07:30	92	17	1	1	0	0	15	126
07:45	99	25	0	1	0	0	11	136
1 Hr	398	70	4	4	0	6	48	530
08:00	88	18	1	0	0	1	18	126
08:15	81	14	3	0	0	1	26	125
08:30	80	9	2	2	0	8	18	119
08:45	90	16	2	0	0	2	19	129
1 Hr	339	57	8	2	0	12	81	499
09:00	94	9	2	1	2	2	9	119
09:15	89	14	4	0	0	1	12	120
09:30	101	17	2	0	0	3	7	130
09:45	108	13	0	0	0	1	3	125
1 Hr	392	53	8	1	2	7	31	494
10:00	91	18	2	1	1	2	4	119
10:15	101	21	4	2	1	0	5	134
10:30	113	16	2	1	0	0	5	137
10:45	102	20	7	1	0	0	6	136
1 Hr	407	75	15	5	2	2	20	526
11:00	106	15	0	3	1	2	3	130
11:15	74	14	4	1	1	1	2	97
11:30	100	21	5	1	1	1	0	129
11:45	86	16	7	2	0	0	6	117
1 Hr	366	66	16	7	3	4	11	473
12:00	72	7	1	1	0	0	2	83
12:15	95	19	2	1	0	1	6	124
12:30	84	18	3	2	1	1	2	111
12:45	85	15	2	0	0	2	9	113
1 Hr	336	59	8	4	1	4	19	431
13:00	92	17	3	0	2	1	4	119
13:15	102	13	0	1	0	1	6	123
13:30	75	15	5	1	1	4	8	109
13:45	107	16	2	1	0	0	14	140
1 Hr	376	61	10	3	3	6	32	491
14:00	93	14	5	1	0	2	7	122
14:15	99	15	1	2	1	1	7	126
14:30	98	15	3	0	1	1	7	125
14:45	76	17	1	1	0	1	3	99
1 Hr	366	61	10	4	2	5	24	472
15:00	76	16	2	0	3	1	8	106
15:15	81	4	0	0	2	2	11	100
15:30	67	10	3	1	1	2	9	93
15:45	50	5	1	1	0	4	6	67
1 Hr	274	35	6	2	6	9	34	366
16:00	75	10	1	0	0	0	9	95
16:15	87	12	0	0	2	1	8	110
16:30	72	11	0	0	1	0	8	92
16:45	68	2	0	0	0	2	15	87
1 Hr	302	35	1	0	3	3	40	384
17:00	91	7	1	0	1	3	10	113
17:15	54	3	0	1	0	2	16	76
17:30	67	4	0	0	0	1	17	89
17:45	66	8	0	0	0	0	9	83
1 Hr	278	22	1	1	1	6	52	361
18:00	79	5	0	0	0	1	17	102
18:15	51	0	0	0	0	0	14	65
18:30	82	9	0	0	0	2	17	110
18:45	66	3	0	0	0	1	15	85
1 Hr	278	17	0	0	0	4	63	362
Total	4112	611	87	33	23	68	455	5389

	Destination : Arm D R810 Emmet Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
07:00	23	8	2	0	2	1	1	37
07:15	34	6	2	1	6	1	1	51
07:30	54	6	0	0	2	0	0	62
07:45	37	11	1	0	3	0	1	53
1 Hr	148	31	5	1	13	2	3	203
08:00	54	5	3	0	4	1	0	67
08:15	61	16	4	0	2	2	4	89
08:30	57	11	2	0	2	1	3	76
08:45	59	12	2	0	5	2	3	83
1 Hr	231	44	11	0	13	6	10	315
09:00	43	7	0	0	2	1	1	54
09:15	42	7	4	1	1	0	4	59
09:30	39	12	1	0	4	1	2	59
09:45	55	10	3	1	5	0	1	75
1 Hr	179	36	8	2	12	2	8	247
10:00	49	11	0	0	1	1	0	62
10:15	51	9	2	0	6	0	2	70
10:30	43	10	2	0	0	0	5	60
10:45	47	7	0	1	3	0	0	58
1 Hr	190	37	4	1	10	1	7	250
11:00	45	14	3	1	4	0	2	69
11:15	67	13	5	1	3	0	0	89
11:30	53	16	1	0	3	1	1	75
11:45	59	16	2	0	2	0	1	80
1 Hr	224	59	11	2	12	1	4	313
12:00	74	15	3	2	6	1	1	102
12:15	53	13	4	0	2	1	1	74
12:30	59	13	4	0	1	3	1	81
12:45	70	11	2	0	3	0	2	88
1 Hr	256	52	13	2	12	5	5	345
13:00	71	12	2	0	5	1	1	92
13:15	63	15	4	0	4	0	2	88
13:30	57	13	2	0	3	0	3	78
13:45	63	8	1	0	4	0	2	78
1 Hr	254	48	9	0	16	1	8	336
14:00	68	13	1	1	4	0	4	91
14:15	62	12	5	0	5	0	3	87
14:30	67	8	2	1	3	2	3	86
14:45	78	19	3	0	4	3	2	109
1 Hr	275	52	11	2	16	5	12	373
15:00	75	10	3	1	1	2	2	94
15:15	76	17	4	0	7	0	5	109
15:30	86	14	2	0	1	3	1	107
15:45	66	16	2	0	3	0	1	88
1 Hr	303	57	11	1	12	5	9	398
16:00	78	17	0	0	3	1	5	104
16:15	60	8	0	0	5	3	6	82
16:30	68	17	1	0	2	3	2	93
16:45	78	12	0	0	1	3	1	95
1 Hr	284	54	1	0	11	10	14	374
17:00	58	12	0	0	5	1	5	81
17:15	60	11	2	0	3	2	4	82
17:30	83	13	3	0	4	1	3	107
17:45	77	8	0	0	6	1	8	100
1 Hr	278	44	5	0	18	5	20	370
18:00	80	9	0	0	5	3	8	105
18:15	72	10	1	0	2	2	4	91
18:30	69	4	2	0	6	0	6	87
18:45	54	8	0	0	2	0	3	67
1 Hr	275	31	3	0	15	5	21	350
Total	2897	545	92	11	160	48	121	3874

	Dest Totals
07:00	429
07:15	489
07:30	447
07:45	474
1 Hr	1839
08:00	499
08:15	507
08:30	470
08:45	471
1 Hr	1947
09:00	430
09:15	405
09:30	472
09:45	432
1 Hr	1739
10:00	384
10:15	430
10:30	433
10:45	388
1 Hr	1635
11:00	403
11:15	389
11:30	438
11:45	431
1 Hr	1661
12:00	396
12:15	397
12:30	456
12:45	407
1 Hr	1656
13:00	435
13:15	443
13:30	398
13:45	436
1 Hr	1712
14:00	417
14:15	425
14:30	433
14:45	417
1 Hr	1692
15:00	441
15:15	445
15:30	448
15:45	391
1 Hr	1725
16:00	435
16:15	426
16:30	388
16:45	400
1 Hr	1649
17:00	458
17:15	390
17:30	414
17:45	401
1 Hr	1663
18:00	442
18:15	397
18:30	438
18:45	373
1 Hr	1650
Total	20568

TRACSIS

TRAFFIC DATA

Transport Data Collection and Analytics

Max Queue Analysis by Video Observation

Project Number: 3665-IRE

Project Name: Emmet Rd

Client: O' Connor Sutton Cronin Consulting Engineers

Sites: 1-5

Survey Date: Thursday 28 April 2022

Survey Time: 07:00 - 19:00 **Weather:** Dry

Observations: No incidents or observations during the survey period.

Tracsis will retain all personal data relating to this project, including all video images, for a period of three months after receipt of this report and all other data files for one year.

If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.

TRAFFIC DATA
Transport Data Collection and Analytics

Client :	O' Connor Sutton Cronin Consulting Engineers	Site plan for 1
Project :	3665-IRE Emmet Rd	Date : 28/04/2022

Client :	O' Connor Sutton Cronin Consulting Engineers	Site plan for 2
Project :	3665-IRE Emmet Rd	Date : 28/04/2022

Client :	O' Connor Sutton Cronin Consulting Engineers	Site plan for 3
Project :	3665-IRE Emmet Rd	Date : 28/04/2022

Client :	O' Connor Sutton Cronin Consulting Engineers	Site plan for 4
Project :	3665-IRE Emmet Rd	Date : 28/04/2022

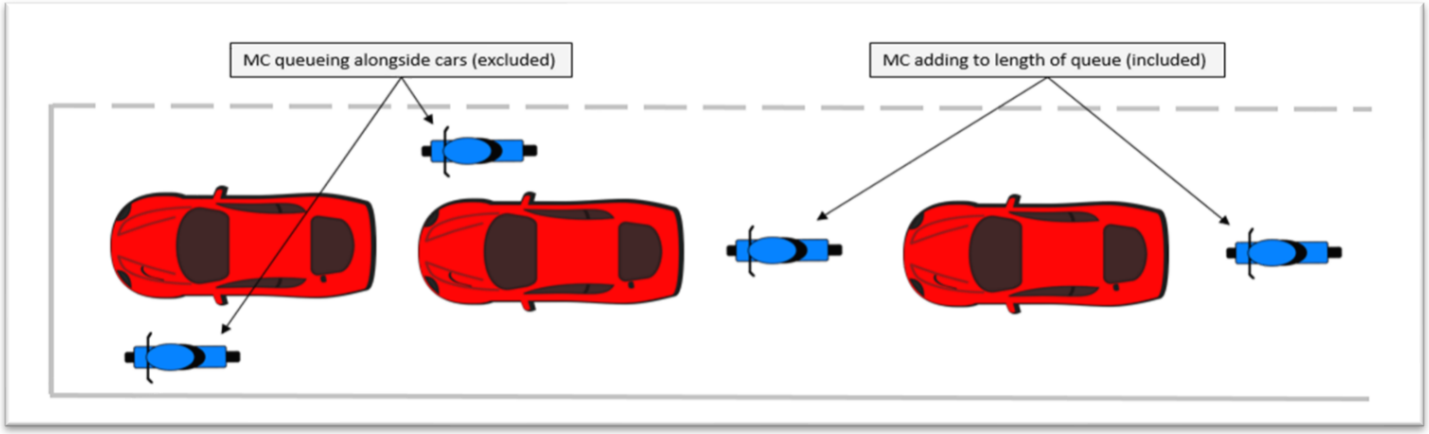
Client :	O' Connor Sutton Cronin Consulting Engineers	Site plan for 5
Project :	3665-IRE Emmet Rd	Date : 28/04/2022

Queue Methodology

A queue is defined as those vehicles at a junction which are stationary or which have slowed down to walking speed or less. Queues are counted according to the weighting system defined below.

Vehicle	Number	Metres
PC, MC	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

Please note that PC or MC are only recorded as queueing when adding to the length of the queue and those that are stopped abreast with another vehicle will not be counted.



Instances in which there are "+" figures in the queue data represent the longest queue that can be accurately seen. These queues were longer than reported but would have to be estimated if any further vehicles exceeding these limits were reported.

On carriageway with more than 1 lane, each lane is identified with numbers, starting with the lane closest to the kerb (inside lane), which is called "Lane 1". The next lane is numbered sequentially, "Lane 2", "Lane 3" and so forth.

TRAFFIC DATA
Transport Data Collection and Analytics

Client :	O' Connor Sutton Cronin Consulting Engineers
Project :	3665-IRE Emmet Rd
Site :	1 - R839 Grattan Crescent / R810 Emmet Road / R810 Tyrconnell Road
Date :	Thursday 28 April 2022
Queue Method:	Max
Queue Lengths:	Vehicle Number

Vehicle	Number	Metres
PC, MC *	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

	Arm A				Arm B		Arm C			
	Lane 1(Visible)	Lane 1(Gap Method)	Lane 2(Visible)	Lane 2(Gap Method)	Lane 1	Lane 2	Lane 1(Visible)	Lane 1(Gap Method)	Lane 2(Visible)	Lane 2(Gap Method)
07:00	9		9		5	1	7		12+	21+
07:05	17		14		4	2	5		15+	21+
07:10	19		10		5	5	6		17+	23+
07:15	20		5		8	3	9		14+	25+
07:20	19+	24	5.5		9	6	17		14+	25+
07:25	22+	29	9		8	6	10		13+	27+
07:30	20		10		4	8	6		15+	21+
07:35	16		14		4	5	8		11	
07:40	19+	23	14		9	5	1		12	
07:45	19		10		7	7	2		13.5	
07:50	20+	28	16		8	6	3		12	
07:55	20+	27	14		5	5	4		13	
08:00	19+	28	7		7	4	8		14	
08:05	19+	31+	12		14	8	6		15+	20+
08:10	20+	31+	15		6	12	5		11+	21+
08:15	19+	30+	18+	22	9	9	5		16+	20+
08:20	20+	34+	11		9	7	1		17+	28+
08:25	20+	32+	12.5		11	6	10+	19+	17+	24+
08:30	18+	32+	11		13	11	10+	19+	17+	24+
08:35	19+	30+	7		16	9	12.5+	19.5+	15+	25+
08:40	16		16.5		6	10	11+	18+	17+	27+
08:45	14		7		9	4	6		19+	25+
08:50	18+	23	9		9.5	6	6		13+	24+
08:55	19+	26	14		9	7	8+	11	14+	26+
09:00	20		3		9	7	10		19+	29+
09:05	19+	27	16+	24	6	6	2		16+	22+
09:10	18		9		5	6	9.5		17+	24+
09:15	20+	26	8		5	5	14		13+	17+
09:20	19+	28	13		3	3	5		13+	23+
09:25	20+	29	16		6	5	13		18+	28
09:30	18+	27	7		7.5	5	1		11+	26
09:35	11		9		8	5.5	4		10+	21+
09:40	14		4		3	5	4		16	
09:45	17		4.5		3	12	6		5	
09:50	12		7		8	4	4		10	
09:55	10		13		17	4	4		8	
10:00	11		7		4	8	6		10	
10:05	15		8		4	6	6		11+	20+
10:10	20		6		14	3	3		19+	27+
10:15	10		7		5	11	8		19+	27+
10:20	17		7		3	2.5	7		14+	21+
10:25	7		9		5	4	10		18+	27+
10:30	5		4		8	4	4.5		13+	20
10:35	7		11.5		6	6	8		14	
10:40	11		5		4	7	6		11	
10:45	9		8		5	7	4		11.5	
10:50	6		3		5	4	5		14	
10:55	11		3		5	9	4		13	
11:00	9		8.5		12	4	5		12	
11:05	9		6		6	9	5		14+	21+
11:10	8		5.5		7	5	8		13.5	
11:15	9		11		8	3	8		16	
11:20	6		15		11	7	5		15+	21
11:25	10		3		9	5	3		16+	27+
11:30	6		8		10	4	18		11+	22+
11:35	7		3		6	8	18		14+	23+
11:40	5		6		5	7	8		15	
11:45	6		9		12	6	6		8	
11:50	6		14		4	11	5		12.5	
11:55	12		20		8	5	5		9	
12:00	8		9		14	3	6		8	
12:05	13		8		7	6	7		9	
12:10	13		11		8	7	5		6	
12:15	11		13		10	8	7.5		13	
12:20	9		17		5	5	4		11+	19+
12:25	13		17		10	4	5		16+	28+
12:30	8		9		9	3.5	10		16+	28+
12:35	10		10.5		4.5	10	5		11+	18
12:40	13		16		7	7	6		11	
12:45	4		7		10	4	5		7	
12:50	12		9		9	9	6		11	
12:55	9		11		5	12	8		11+	15

TRAFFIC DATA
Transport Data Collection and Analytics

Client :	O' Connor Sutton Cronin Consulting Engineers
Project :	3665-IRE Emmet Rd
Site :	1 - R839 Grattan Crescent / R810 Emmet Road / R810 Tyrconnell Road
Date :	Thursday 28 April 2022
Queue Method:	Max
Queue Lengths:	Vehicle Number

Vehicle	Number	Metres
PC, MC ^	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

13:00	7		17			5	12		3.5			6							
13:05	9		8			9	7		7			14							
13:10	9		11			12	6		8			7							
13:15	4		9			13	6		7			7							
13:20	8		18			20	8		4			11							
13:25	11		11			13	4		2			12.5+	20.5						
13:30	9		10			6	6		9			10+	21						
13:35	18+	28	12			5	8		3			10+	21						
13:40	14		15			8	6		6.5			9							
13:45	7		12			11	9		14			14							
13:50	12		8			3	7		14			15							
13:55	7		11			14	6		13			11+	24+						
14:00	9		10			23	4.5		13			14+	19+						
14:05	9		6			9	9		5			11							
14:10	8		5			6	3		7			11							
14:15	9		10			18	3.5		7			13							
14:20	8		13			15	12		9			11.5							
14:25	6		15			12	6		15			10							
14:30	11		4			4	5		15			7							
14:35	8		10			6	8		9			12							
14:40	6		10			7	10		7			10							
14:45	8		9			9	6		6			9							
14:50	5		5			8	6		5			9							
14:55	13		5			9	9		6			8							
15:00	20		11			10	8		9			11							
15:05	8.5		7			14	10		6			6							
15:10	8		13			3	8.5		10			6							
15:15	13		12			8	8.5		9			10							
15:20	15		5			14	8.5		7			16+	21						
15:25	9		10			12	5		9			16+	21						
15:30	12		13			17	4		10			14							
15:35	10		8			15	9		10			15+	19						
15:40	3		6			15	12		3			15+	20						
15:45	8		6			9	12		7			15+	20						
15:50	2		11			9	12		8			13							
15:55	17		9			14	10		8			13							
16:00	7		10			7	6		10.5			9							
16:05	11		19			10	5		10.5			9							
16:10	11.5		15			9	9		5			7							
16:15	4		18+		24	17	10		11			5							
16:20	8		19+		30+	17	11		9			9							
16:25	6		13+		28	18	9		9			10							
16:30	13		18			6	9		9			8.5							
16:35	16+	32+	18			21	12		6			15							
16:40	18		13			19	9		11			21+	25+						
16:45	17+	30+	15			6.5	11		12			21							
16:50	19+	32+	16+		32+	7.5	10		12			13+	18						
16:55	11		10.5			11	11		6			11							
17:00	10.5		11			17	12		10			13+	21+						
17:05	8		8			11	7		12			13+	21+						
17:10	10		14			8	6		12			17+	33+						
17:15	6		11			15	8		16+	21		17+	33+						
17:20	7		12			5	13.5		15			14+	23+						
17:25	12		10			10	9		11			16+	24+						
17:30	12		5			21	11		7			16							
17:35	11		15+		32+	19	11		10			5							
17:40	16+	25	11			20	3		9			10							
17:45	14		15+		24	17	9		11			15							
17:50	21+	32+	12			16	6		11			10							
17:55	18+	32+	15			13	9		14			12							
18:00	16+	34+	12.5			7	11		11			11+	24						
18:05	19+	30+	9			6.5	9		8			13+	18						
18:10	18+	31+	15			25	11		11			16							
18:15	16+	27	18.5			20	8.5		11			17+	24						
18:20	18+	32+	15			13	10		17+	22+		15+	26+						
18:25	13		7			4	8		14+	22+		17+	29+						
18:30	14		8			8	6		9			16+	23+						
18:35	8		17			11	7		14			20							
18:40	9		16			7	5		5			15							
18:45	6		4			6	6.5		3			12							
18:50	7		6			11	5		11			10							
18:55	5		10			9	7		7			12+	23+						

TRACSIS | TRAFFIC DATA
Transport Data Collection and Analytics

Client : O' Connor Sutton Cronin Consulting Engineers
Project : 3665-IRE Emmet Rd
Site : 2 - R810 Emmet Road(ENE) / Saint Vincent Street West / R810 Emmet Road(WSW)
Date : Thursday 28 April 2022
Queue Method: Max
Queue Lengths: Vehicle Number

Vehicle	Number	Metres
PC, MC *	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

	Arm A		Arm B		Arm C
	Lane 1	Lane 2	Lane 1	Lane 2	
07:00	0	0	2	0	0
07:05	0	0	2	0	0
07:10	0	0	1	0	0
07:15	0	0	1	0	0
07:20	0	0	1	0	0
07:25	0	0	0	0	12
07:30	0	0	1	0	0
07:35	0	0	0	0	0
07:40	0	0	0.5	0	0
07:45	0	0	0	0	1
07:50	6	0	1	0	3
07:55	3	0	0	0	10
08:00	0	0	0	0	0
08:05	0	0	1	0	0
08:10	5	0	1	0	0
08:15	2	0	2	0	0
08:20	0	0	3	0	21
08:25	2	0	8	0	13
08:30	2	0	8	0	13
08:35	0	0	1	0	8
08:40	0	0	2	0	3
08:45	0	0	2	0	3
08:50	0	0	2	0	14
08:55	2	0	5	0	12
09:00	0	0	5	0	6
09:05	0	0	4	0	6
09:10	2	0	1	0	1
09:15	0	0	1	0	7
09:20	2	0	1	0	4
09:25	13	0	1	0	2
09:30	0	0	2	0	8
09:35	0	0	1	0	1
09:40	0	0	1	0	3
09:45	0	0	1	0	0
09:50	0	0	1	0	0
09:55	4	0	0	0	12
10:00	0	0	0	0	3
10:05	0	0	0	0	10
10:10	0	0	1	0	7
10:15	0	0	1	0	1
10:20	0	0	0	0	0
10:25	0	0	1	0	5
10:30	0	0	1	0	4
10:35	0	0	0	0	1
10:40	0	0	2	0	0
10:45	0	0	2	0	1
10:50	0	0	0	0	1
10:55	6	0	1	0	5
11:00	0	0	0	0	8
11:05	2	0	0	0	0
11:10	0	0	1	0	0
11:15	0	0	0	0	0
11:20	0	0	0	0	3
11:25	2	0	3	0	3
11:30	1	0	3	0	1
11:35	0	0	1	0	0
11:40	0	0	1	0	0
11:45	5	0	5	0	5
11:50	0	0	0	0	5
11:55	1	0	0	0	2
12:00	4	0	1	0	5
12:05	2	0	4	0	2
12:10	0	0	1	0	5
12:15	0	0	1	0	6
12:20	0	0	1	0	0
12:25	4	0	1	0	12
12:30	0	0	1	0	14
12:35	3	0	0	0	0
12:40	5	0	0	0	0
12:45	0	0	2	0	1
12:50	0	0	1	0	4
12:55	0	0	2	0	0

TRACSIS | TRAFFIC DATA
Transport Data Collection and Analytics

Client : O' Connor Sutton Cronin Consulting Engineers
Project : 3665-IRE Emmet Rd
Site : 2 - R810 Emmet Road(ENE) / Saint Vincent Street West / R810 Emmet Road(WSW)
Date : Thursday 28 April 2022
Queue Method: Max
Queue Lengths: Vehicle Number

Vehicle	Number	Metres
PC, MC *	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

13:00	0	0		1	0	0
13:05	1	0		2	0	9
13:10	2	0		0	0	8
13:15	2	0		1	0	3
13:20	9	0		1	0	0
13:25	0	0		1	0	3
13:30	1	0		2	0	0
13:35	0	0		2	0	1
13:40	0	0		3	0	0
13:45	0	0		2	0	1
13:50	0	0		1	0	0
13:55	3	0		3	0	2
14:00	3	0		2	0	5
14:05	0	0		1	0	2
14:10	5	0		2	0	5
14:15	0	0		0	0	4
14:20	3	0		1	0	7
14:25	1	0		1	0	4.5
14:30	0	0		3	0	1
14:35	0	0		5	0	6
14:40	4	0		1	0	5
14:45	0	0		1	0	4
14:50	0	0		1	0	1
14:55	0	0		2	0	1
15:00	2	0		2	0	6
15:05	0	0		2	0	2
15:10	0	0		1	0	6
15:15	1	0		2	0	0
15:20	8	2		2	0	0
15:25	8	0		1	0	9
15:30	0	0		1	0	3
15:35	0	0		4	0	21
15:40	10	0		4	0	6
15:45	5	0		0	0	16
15:50	0	0		1	0	0
15:55	0	0		3	0	6
16:00	5	0		2	0	6
16:05	4	0		4	0	14
16:10	0	0		1	0	1
16:15	4	1		0.5	0	2
16:20	8	0		1	0	7
16:25	5	0		1	0	3
16:30	6	0		1	0	6
16:35	5	0		1	0	8
16:40	13	0		1	0	10
16:45	2	0		3	0	15
16:50	0	0		5	0	8
16:55	0	0		1	0	1
17:00	7	0		1	0	12
17:05	0	0		1	0	3
17:10	0	0		1	0	0
17:15	3	0		1	0	8
17:20	0	0		2	0	17
17:25	0	0		1	0	8
17:30	12	0		2	0	4
17:35	13	0		1	0	2
17:40	9	0		1	0	9
17:45	9	0		2	0	2
17:50	2	0		1	0	8
17:55	0	0		2	0	14
18:00	0	0		2	0	10
18:05	0	0		1	0	20
18:10	7	0		1	0	9
18:15	4	0		1	0	5
18:20	0	0		1	0	5
18:25	0	0		0	0	8
18:30	0	0		0	0	12.5
18:35	0	0		1	0	11
18:40	0	0		1	0	2
18:45	0	0		3	0	0
18:50	3	0		2	0	3
18:55	2	0		1	0	0

TRACSIS | TRAFFIC DATA
Transport Data Collection and Analytics

Client : O' Connor Sutton Cronin Consulting Engineers
Project : 3665-IRE Emmet Rd
Site : 3 - R810 Emmet Road(ENE) / Bulfin Road / R810 Emmet Road(WSW)
Date : Thursday 28 April 2022
Queue Method: Max
Queue Lengths: Vehicle Number

Vehicle	Number	Metres
PC, MC *	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

	Arm A		Arm B		Arm C	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:00	0	0	0	0	0	1
07:05	0	0	0	0	0	1
07:10	0	0	1	0	4	4
07:15	0	0	1	0	1	2
07:20	8	0	0	0	8	2
07:25	2	0	0	0	5	1
07:30	0	0	2	0	0	2
07:35	0	0	3	0	0	2
07:40	0	0	1	0	0	3
07:45	0	0	4	0	0	3
07:50	3	0	1	0	0	4
07:55	3	0	4	0	3	2.5
08:00	0	0	2.5	0	0	5
08:05	5	0	4	0	0	8
08:10	1	0	3	0	3	3
08:15	7	0	1	0	3	2
08:20	7	0	4	0	5	4
08:25	0	0	2	0	7	5
08:30	1	0	4	0	2	2
08:35	2	0	3	0	4	1
08:40	0	0	2	0	0	2
08:45	4	0	2	0	3	2
08:50	0	0	1	0	3	2
08:55	7	0	2	0	1	1
09:00	4	0	2	0	1	4
09:05	3	0	1	0	6	0
09:10	1	0	2	0	10	2
09:15	4	0	2	0	7	2
09:20	1	0	2	0	3	0
09:25	2	0	2	0	0	3
09:30	4	0	1	0	3	4
09:35	2	0	3	0	5	1
09:40	0	0	2	0	2	1
09:45	0	0	0	0	0	3
09:50	0	0	0	0	0	4
09:55	10	0	0	0	3	3
10:00	0	0	1	0	0	1
10:05	0	0	1	0	2	3
10:10	0	0	1	0	2	0
10:15	14	0	1	0	0	4
10:20	0	0	1	0	0	2
10:25	0	0	3	0	2	2
10:30	0	0	3	0	6	2
10:35	0	0	2	0	0	0
10:40	0	0	2	0	0	1
10:45	0	0	2	0	1	2
10:50	0	0	4	0	0	0
10:55	0	0	1	0	0	1
11:00	0	0	2	0	0	0
11:05	4	0	2	0	0	3
11:10	0	0	3	0	0	3
11:15	0	0	4	0	0	2
11:20	2	0	1	0	0	3
11:25	1	0	2	0	0	4
11:30	0	0	2	0	0	3
11:35	0	0	1	0	0	1
11:40	0	0	2	0	0	1
11:45	2	0	2	0	0	3
11:50	2	0	1	0	4	0
11:55	3	0	2	0	0	2
12:00	6	0	5	0	8	1
12:05	7	0	2	0	3	2
12:10	9	0	1	0	3	4
12:15	7	0	4	0	4	1
12:20	1	0	1	0	0	2
12:25	0	0	1	0	0	1
12:30	1.5	0	1	0	0	4
12:35	11	0	0	0	5	2
12:40	6	0	1	0	7	1
12:45	0	0	2	0	6	1
12:50	0	0	3	0	0	7
12:55	3	0	4	1	5	2

TRACSIS | **TRAFFIC DATA**
Transport Data Collection and Analytics

Client : O' Connor Sutton Cronin Consulting Engineers
Project : 3665-IRE Emmet Rd
Site : 3 - R810 Emmet Road(ENE) / Bulfin Road / R810 Emmet Road(WSW)
Date : Thursday 28 April 2022
Queue Method: Max
Queue Lengths: Vehicle Number

Vehicle	Number	Metres
PC, MC *	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

13:00	9	0	3	0	6	4
13:05	7.5	0	5	0	4	1
13:10	0	0	3	0	0	1
13:15	3	0	3	0	5	1
13:20	3	0	2	0	9	2
13:25	5	0	3	0	4	1
13:30	0	0	1	0	0	2
13:35	3	0	3	0	7	2
13:40	9	0	3	0	4	2
13:45	5	0	1	0	0	6
13:50	0	0	0	0	2	1
13:55	4	0	2	0	3	1
14:00	0	0	3	0	0	5
14:05	10	0	1	0	4	2
14:10	3	0	2	0	0	2
14:15	5	0	3	0	1	2
14:20	0	0	3	0	0	4
14:25	9	0	1	0	0	3
14:30	0	0	0	0	0	1
14:35	6	0	1	0	4	3
14:40	1	0	1	0	4	3
14:45	2	0	2	0	0	2
14:50	5	0	1	0	0	3
14:55	11	0	2	0	2	2
15:00	0	0	1	0	0	1
15:05	2	0	3	0	2	1
15:10	0	0	3	0	0	1
15:15	9	0	2	0	2	1
15:20	1	0	3	0	5	5
15:25	4	0	2	0	2	6
15:30	0	0	0	0	0	0
15:35	2	0	8	0	3	2
15:40	6	0	11	0	3	2
15:45	0	0	4	0	0	3
15:50	0	0	4	0	0	7
15:55	0	0	5	0	0	6
16:00	10	0	8	1	4	2
16:05	9	0	6	0	1	2
16:10	1	0	5	0	0	4
16:15	0	0	1	0	0	4
16:20	0	0	3	0	0	0
16:25	0	0	2	0	0	0
16:30	5	0	6	0	1	1
16:35	5	0	3	0	0	1
16:40	1	2	5	0	0	4
16:45	0	0	2	0	9	2
16:50	4	0	3	0	1	2
16:55	6	0	3	0	1	3
17:00	9	0	5	0	2	2
17:05	0	0	2.5	0	0	1
17:10	0	0	7	0	0	5
17:15	2	0	1	0	1	1
17:20	10	0	3	0	2	2
17:25	8	0	3	0	4	1
17:30	11	0	3	0	9.5	2
17:35	12	0	2	0	2	2
17:40	10	0	2	0	0	3
17:45	7	0	4	0	5	5
17:50	10	0	3	0	4	3
17:55	7	0	2	0	1	1
18:00	0	0	2	0	7	2
18:05	0	0	7	0	7	2
18:10	10	0	1	0	1	6
18:15	0	0	5	0	0	2
18:20	0	0	4	0	0	1
18:25	0	0	4	0	0	3
18:30	0	0	2	0	0	4
18:35	11	0	2	0	3	2
18:40	0	0	2	0	0	4
18:45	0	0	3	0	0	0
18:50	0	0	5	0	0	2
18:55	0	0	2	0	0	2

TRACSIS | TRAFFIC DATA
Transport Data Collection and Analytics

Client :	O' Connor Sutton Cronin Consulting Engineers
Project :	3665-IRE Emmet Rd
Site :	4 - Turvey Avenue / R810 Emmet Road(E) / Luby Road / R810 Emmet Road(W)
Date :	Thursday 28 April 2022
Queue Method:	Max
Queue Lengths:	Vehicle Number

Vehicle	Number	Metres
PC, MC *	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

	Arm A	Arm B	Arm C	Arm D	
				Lane 1	Lane 2
07:00	1	0	0	0	0
07:05	1	0	0	0	0
07:10	0	0	0	0	0
07:15	0	0	1	0	0
07:20	1	0	1	0	7
07:25	1	0	0	0	0
07:30	1	0	0	0	0
07:35	1	0	1	0	6
07:40	0	0	1	0	0
07:45	0	0	2	0	0
07:50	0	0	2	0	0
07:55	1	0	1	0	0
08:00	1	1	2	0	0
08:05	2	0	1	0	0
08:10	1	0	1	0	0
08:15	0	0	2	0	0
08:20	2	0	0	0	3
08:25	1	0	2	0	0
08:30	0	1	1	0	3
08:35	0	0	2	0	9
08:40	1	0	1	0	0
08:45	0	0	1	0	0
08:50	1	0	1	0	0
08:55	1	0	1	0	6
09:00	1	0	1	0	0
09:05	2	0	1	0	3
09:10	1	1	2	0	0
09:15	3	0	0	0	2
09:20	0	0	0	0	4
09:25	1	0	1	0	0
09:30	1	0	1	0	0
09:35	1	0	0	0	0
09:40	1	0	1	0	0
09:45	0	0	1	0	2
09:50	1	0	0	0	0
09:55	0	0	1	1	4
10:00	0	0	1	0	0
10:05	0	0	0	0	0
10:10	0	0	1	0	0
10:15	0	0	0	0	0
10:20	1	0	1	0	2
10:25	0	0	1	0	0
10:30	1	0	1	0	0
10:35	1	0	1	0	0
10:40	0	0	0	0	0
10:45	1	0	0	0	0
10:50	0	0	1	0	0
10:55	1	0	0	0	0
11:00	0	1	0	0	0
11:05	1	1	1	0	2
11:10	0	0	1	1	0
11:15	0	0	0	0	0
11:20	0	0	0	0	0
11:25	1	0	1	0	0
11:30	1	0	0	0	1
11:35	1	1	0	0	0
11:40	0	0	1	0	0
11:45	0	0	1	0	0
11:50	0	0	1	0	0
11:55	0	0	1	0	0
12:00	0	1	2	0	0
12:05	0	0	1	0	0
12:10	1	0	1	0	0
12:15	0	1	1	0	0
12:20	1	0	0	0	0
12:25	0	0	1	0	0
12:30	0	0	1	0	4
12:35	1	0	1	0	0
12:40	1	0	1	0	0
12:45	1	0	0	0	1
12:50	0	4	0	0	1
12:55	1	0	1	0	0

TRACSIS | TRAFFIC DATA
Transport Data Collection and Analytics

Client : O' Connor Sutton Cronin Consulting Engineers
Project : 3665-IRE Emmet Rd
Site : 4 - Turvey Avenue / R810 Emmet Road(E) / Luby Road / R810 Emmet Road(W)
Date : Thursday 28 April 2022
Queue Method: Max
Queue Lengths: Vehicle Number

Vehicle	Number	Metres
PC, MC *	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

13:00	1	1	2	0	0
13:05	0	0	2	0	0
13:10	2	0	1	1	1
13:15	1	0	1	0	0
13:20	0	0	1	0	0
13:25	0	0	1	0	0
13:30	1	0	1	0	0
13:35	0	0	2	0	0
13:40	1	0	1	0	0
13:45	1	0	0	0	0
13:50	1	1	0	0	0
13:55	0	0	1	0	0
14:00	0	0	1	0	1
14:05	0.5	0	2	0	0
14:10	1	0	1	0	0
14:15	0	4	2	0	0
14:20	0	0	1	0	0
14:25	1	0	1	0	0
14:30	0	0	1	0	2
14:35	0	0	0	0	0
14:40	0	0	0	0	0
14:45	1	0	1	0	0
14:50	0	0	1	0	1
14:55	1	0	3	0	0
15:00	0	0	1	0	0
15:05	0	0	1	0	0
15:10	0	0	1	0	0
15:15	0	0	1	0	0
15:20	1	0	1	0	0
15:25	1	0	4	0	0
15:30	1	0	1	0	0
15:35	0	1	1	0	0
15:40	0	0	2	0	0
15:45	0	0	2	0	0
15:50	0	0	1	0	0
15:55	0	0	2	0	0
16:00	0	0	2	0	0
16:05	0	0	1	0	0
16:10	0	0	2	0	0
16:15	1	0	1	0	0
16:20	0	0	2	0	1
16:25	0	0	4	0	0
16:30	0	0	1	0	0
16:35	0	0	2	0	0
16:40	1	0	2	0	0
16:45	0	0	1	0	0
16:50	0	0	1	0	0
16:55	0	0	1	0	0
17:00	0	0	1	0	0
17:05	1	0	1	0	0
17:10	1	0	2	0	4
17:15	1	0	1	0	0
17:20	1	0	1	0	0
17:25	1	0	0	0	0
17:30	0	0	3	0	0
17:35	0	0	4	0	0
17:40	0	0	3	0	0
17:45	0	0	2	0	0
17:50	1	0	1	0	0
17:55	0	0	1	0	0
18:00	1	1	1	1	0
18:05	0	0	2	0	0
18:10	0	0	1	0	0
18:15	1	1	2	0	0
18:20	0	0	1	0	0
18:25	0	1	2	0	0
18:30	0	0	1	0	0
18:35	1	0	1	0	3
18:40	1	0	3	0	9
18:45	1	0	1	0	0
18:50	0.5	1	2	0	0
18:55	0	0	1	0	0

TRACSIS | TRAFFIC DATA
Transport Data Collection and Analytics

Client :	O' Connor Sutton Cronin Consulting Engineers
Project :	3665-IRE Emmet Rd
Site :	5 - R111 South Circular Road(N) / R810 Old Kilmainham / R111 South Circular Road(S) / R810 Emmet Road
Date :	Thursday 28 April 2022
Queue Method:	Max
Queue Lengths:	Vehicle Number

Vehicle	Number	Metres
PC, MC *	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

	Arm A		Arm B		Arm C	Arm D	
	Lane 1	Lane 2	Visible	Gap Method		Lane 1	Lane 2
07:00	17	1	3		6	3	12
07:05	16	1	8		11	2	20
07:10	16	0	9		21	3	14
07:15	17	1	4		19	3	22
07:20	17	1	9		11	3	24
07:25	16	4	9		17.5	10	21
07:30	14	2	6		16.5	7	22
07:35	18	0	8		16.5	3	19
07:40	18	1	11		19	3	23
07:45	18	1	2		17	5	21
07:50	18	1	12		19	5	12.5
07:55	11	1	9		17	2	19
08:00	4	0	7		15	2	25
08:05	4	1	12		19.5	7	22
08:10	12	3	14		17.5	5	24
08:15	7	2	19		17	2	26
08:20	18	0	19+	28+	12	1	28
08:25	14	3	16		14	6	18
08:30	17	2	15		10	7	14
08:35	18	0	7		18	6	22
08:40	12	1	15		19	5	9
08:45	9	2	15		14	3	12
08:50	18	3	8.5		18	3	10
08:55	18	3	16		10	4	16
09:00	5	1	9		11	5	21
09:05	1	0	5		18	6	26
09:10	8	2	6		16	3	25
09:15	12	0.5	4		11	2	26
09:20	18	2	13		10	1	28
09:25	5	2	10		11.5	1	24
09:30	18	1	7		11	3	20
09:35	18.5	1	16.5		13	2	22
09:40	18	1	18		15	0.5	10
09:45	18	1	20+	25+	18	7	18
09:50	13	0	9		14	3	10
09:55	17	1	19+	24	15	1	8
10:00	18	0.5	9		18	6	6
10:05	3	1.5	9		16	2	8
10:10	14	3	19+	25+	18	2	13
10:15	18	1	19+	37+	19.5	3	9
10:20	18	2	21+	33+	16	2	14
10:25	18	1	18		15	2	13
10:30	5	1	20+	29+	11	4	12
10:35	18	0	20+	30+	17	1	13
10:40	18	1	21+	38+	10	2	9
10:45	2	1	20+	28+	9	6	6
10:50	4	0	21+	29+	7	3	7
10:55	5	1	19+	26+	9	3	7
11:00	18	1	22+	33+	9	1	19
11:05	18	4	22+	26+	9	3	14
11:10	10	1	21+	31+	11.5	3	9
11:15	0	1	24+	31+	14	1	5.5
11:20	17	1	23+	33+	10	3	4
11:25	18	0	21+	29+	16	3	5
11:30	17	2	22+	30+	20	4	8
11:35	6	0	23+	36+	21	2	12
11:40	0	2	24+	32+	19	4	10
11:45	18	0	26+	39+	18	5	9
11:50	17	0	22+	34+	17	2.5	13
11:55	6	1	25+	36+	13	3.5	18
12:00	12	0	27+	34+	20	5	5
12:05	0	0	19+	24+	17	2	9
12:10	9	0	17		20	6	9
12:15	11	0	10		17	5	11
12:20	10	0	21+	27+	15	1	7
12:25	13	0	20+	28+	19.5	5	19
12:30	12	0	24.5+	32	16.5	5	10
12:35	1	0	20+	26+	19	5	8
12:40	17	0	15		20	4	12
12:45	18	0	24+	29+	9	3	6.5
12:50	18	0	16		12	4	10
12:55	18	1	17		10	4	8

TRAFFIC DATA
Transport Data Collection and Analytics

Client :	O' Connor Sutton Cronin Consulting Engineers
Project :	3665-IRE Emmet Rd
Site :	5 - R111 South Circular Road(N) / R810 Old Kilmainham / R111 South Circular Road(S) / R810 Emmet Road
Date :	Thursday 28 April 2022
Queue Method:	Max
Queue Lengths:	Vehicle Number

Vehicle	Number	Metres
PC, MC *	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

13:00	8	0	23+	29+	9	3	11
13:05	17	1	23+	30+	14	3	9
13:10	7	2	19		18	6	10
13:15	10	3	14		20	6	9
13:20	17.5	1	16		12	3	6
13:25	4	3	16		20	4	15
13:30	13	1	17		16	2.5	12
13:35	3	0	24+	34+	21	5	14
13:40	18	2	21+	28+	20	6	11
13:45	18	2	13		15	3	9
13:50	18	1	23+	33+	13	3	10
13:55	18	4	24+	31+	19	2	14
14:00	18	1	21+	27+	21	1	13
14:05	18	1	19+	24+	10	3.5	6
14:10	0	1	23+	34+	20	3	4
14:15	18	3	17		19	3	14
14:20	9	0	18+	26+	20	4	15
14:25	18	3	22+	28+	21	5.5	6
14:30	14	3	18+	28+	20	2	16
14:35	13	1	16		21	2	5
14:40	4	1	9		20	3	5
14:45	4	3	14.5		19	5.5	10
14:50	18	1	21+	29+	20	2	8.5
14:55	17	6	17		19	5	9
15:00	13	3	19+	26+	18	6	10
15:05	9	2	24+	36+	21	6	10
15:10	6	2	22+	31+	15	3	8.5
15:15	9	1	26+	34+	19	1	5
15:20	11	1	25+	34+	19	5	13
15:25	16	4	23+	31+	16	4	9
15:30	12	2	22+	29+	20	4	9
15:35	5	1	19.5+	26+	20	7	6
15:40	8	2	24+	33+	20	6	10
15:45	18	3.5	21+	25+	20	9	9
15:50	18	1	23+	29+	19	4	11
15:55	18	1	21+	28+	21	5	11
16:00	13	1	20+	27+	16	5	9
16:05	18	6	24+	29+	21	5	13
16:10	17	1	11		21	5	9
16:15	14	2	19+	24+	21	4	13
16:20	9	2	23+	28+	20	3	8
16:25	4	0	21+	32+	20.5	5	11
16:30	11	1	25+	34+	18	2	4
16:35	6	2	23+	29+	18	2	2.5
16:40	12	2	21+	29+	19	8	9
16:45	18	1	20+	26+	18	5.5	8
16:50	18	3	21+	27+	19	4	8
16:55	18	5	22+	30	18.5	5	8
17:00	12.5	4	9		19	2	5
17:05	10	1	14		19	3	11
17:10	11	7	19+	25+	19.5	6	16
17:15	18	2	20+	26+	18	4	8.5
17:20	18	2	25+	31+	18	6	6
17:25	18	4	25+	31+	17	10	11
17:30	15	1	23+	33+	20	11	8
17:35	14	2	24+	31+	20	4	13
17:40	17	6	22+	26+	18.5	3	5
17:45	18	1	23+	29+	19	6	16
17:50	14	1	21		20	7	5
17:55	18	1	8		17	6	3
18:00	17	1	21+	28+	18	3	11
18:05	18	1	23+	29+	17	7	12
18:10	17	5	22+	33+	19	5	10
18:15	18	1	23+	31+	19	6	13
18:20	17	1	23+	35+	20	7	9
18:25	15	1	19+	27+	19	7	11
18:30	17	3	15		17	3	10.5
18:35	17	3.5	9		18	4	9
18:40	17	1	14		18	10	15
18:45	18	1	18+	25+	17	10	17
18:50	18	0	19		17	5	10
18:55	17	2	22+	29+	15	6	6

TRACSIS

TRAFFIC DATA

Transport Data Collection and Analytics

Pedestrian Analysis by Video Observation

Project Number:	3665-IRE
Project Name:	Emmet Rd
Client:	O' Connor Sutton Cronin Consulting Engineers
Sites:	1-5
Survey Date:	Thursday 28 April 2022
Survey Start:	07:00
Survey End:	19:00
AM Weather:	Dry
PM Weather:	Dry
Observations:	No incidents or observations during the survey period

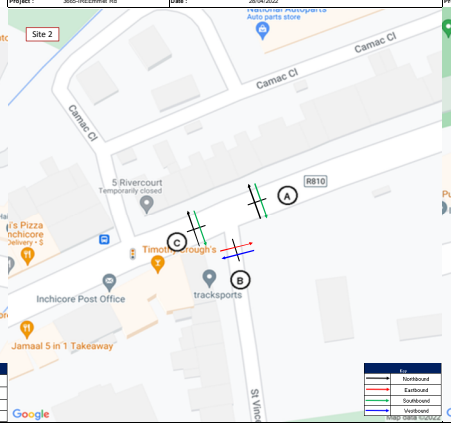
Tracsis will retain all personal data relating to this project, including all video images, for a period of three months after receipt of this report and all other data files for one year.

If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.

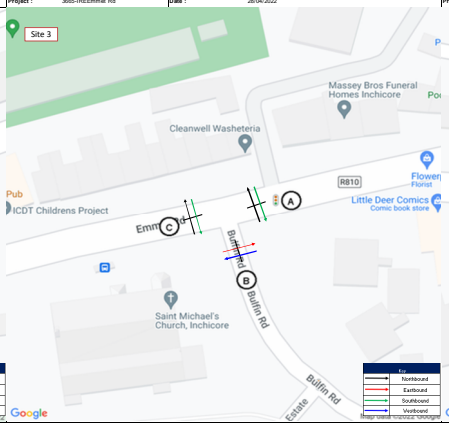
TRAFFIC DATA
Transport Data Collection and Analytics

Client :	O' Connor Sutton Cronin Consulting En	Site plan for :	1
Project :	3665-IREEmmet Rd	Date :	28/04/2022

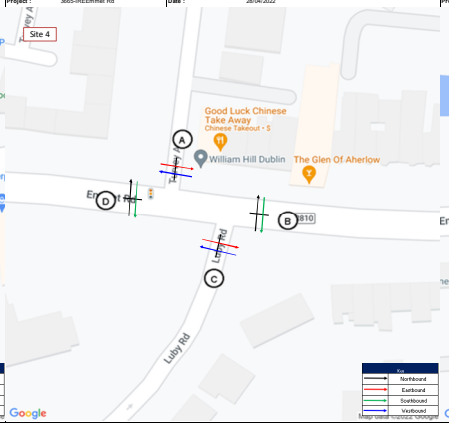
Client :	O' Connor Sutton Cronin Consulting En	Site plan for :	2
Project :	3665-IREEmmet Rd	Date :	28/04/2022



Client :	O' Connor Sutton Cronin Consulting En	Site plan for :	3
Project :	3665-IREEmmet Rd	Date :	28/04/2022



Client :	O' Connor Sutton Cronin Consulting En	Site plan for :	4
Project :	3665-IREEmmet Rd	Date :	28/04/2022



Client :	O' Connor Sutton Cronin Consulting En	Site plan for :	5
Project :	3665-IREEmmet Rd	Date :	28/04/2022

TRACSIS

TRAFFIC DATA

Transport Data Collection and Analytics

Client: O' Connor Sutton Cronin Consulting Engineers
Project: 3665-IRE Emmet Rd
Site: 1
Date: 28/04/2022

	Arm A			
	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	1	0	1	0
07:15	0	0	0	0
07:30	0	0	1	0
07:45	2	0	1	0
1 Hr	3	0	3	0
08:00	0	0	3	0
08:15	2	0	2	0
08:30	3	0	23	0
08:45	5	0	13	0
1 Hr	10	0	41	0
09:00	4	0	3	0
09:15	0	0	4	0
09:30	7	0	6	0
09:45	7	0	5	0
1 Hr	18	0	18	0
10:00	1	0	7	0
10:15	3	0	4	0
10:30	6	0	4	0
10:45	2	0	8	1
1 Hr	12	0	23	1
11:00	0	0	3	0
11:15	2	0	2	0
11:30	0	0	6	0
11:45	6	0	3	0
1 Hr	8	0	14	0
12:00	7	0	6	0
12:15	11	0	3	0
12:30	42	1	7	0
12:45	12	0	15	0
1 Hr	72	1	31	0
13:00	20	0	10	0
13:15	5	0	39	0
13:30	5	0	14	0
13:45	3	0	16	0
1 Hr	33	0	79	0
14:00	8	0	1	0
14:15	10	0	13	0
14:30	10	0	7	0
14:45	5	0	10	0
1 Hr	33	0	31	0
15:00	5	0	10	0
15:15	4	0	8	0
15:30	8	0	8	0
15:45	2	0	5	1
1 Hr	19	0	31	1
16:00	8	0	12	0
16:15	4	0	7	0
16:30	4	0	8	0
16:45	8	0	6	0
1 Hr	24	0	33	0
17:00	6	0	3	0
17:15	2	0	3	0
17:30	5	0	4	0
17:45	6	0	3	0
1 Hr	19	0	13	0
18:00	8	0	11	0
18:15	6	0	2	0
18:30	1	0	3	0
18:45	1	0	2	1
1 Hr	16	0	18	1
Total	267	1	335	3

	Arm B			
	Northbound		Southbound	
	Ped	PC	Ped	PC
07:00	2	0	1	0
07:15	0	0	0	0
07:30	3	1	5	0
07:45	4	0	5	0
1 Hr	9	1	11	0
08:00	3	0	4	0
08:15	5	2	14	0
08:30	8	0	13	0
08:45	6	1	18	0
1 Hr	22	3	49	0
09:00	9	0	8	0
09:15	12	0	13	0
09:30	6	0	4	0
09:45	6	0	7	0
1 Hr	33	0	32	0
10:00	5	2	3	0
10:15	6	1	3	0
10:30	4	0	13	0
10:45	10	0	12	0
1 Hr	25	3	31	0
11:00	7	0	13	0
11:15	14	1	5	0
11:30	3	0	4	0
11:45	10	0	9	0
1 Hr	34	1	31	0
12:00	10	0	10	0
12:15	10	0	21	0
12:30	14	0	16	0
12:45	10	1	12	0
1 Hr	44	1	59	0
13:00	19	0	19	0
13:15	13	0	12	0
13:30	13	0	20	0
13:45	27	0	4	1
1 Hr	72	0	55	1
14:00	7	0	12	1
14:15	5	0	10	1
14:30	11	0	14	0
14:45	13	0	9	1
1 Hr	36	0	45	3
15:00	6	0	22	0
15:15	11	0	10	0
15:30	11	1	7	0
15:45	25	1	14	0
1 Hr	53	2	53	0
16:00	21	0	12	0
16:15	8	0	20	0
16:30	20	0	10	0
16:45	17	0	14	0
1 Hr	66	0	56	0
17:00	8	0	21	1
17:15	10	0	22	0
17:30	13	0	22	0
17:45	32	0	20	1
1 Hr	63	0	85	2
18:00	12	0	16	0
18:15	18	0	27	0
18:30	9	0	16	0
18:45	7	0	4	0
1 Hr	46	0	63	0
Total	503	11	570	6

	Arm C			
	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	1	0	1	0
07:15	3	0	0	0
07:30	9	0	3	0
07:45	2	2	3	0
1 Hr	15	2	7	0
08:00	9	1	3	1
08:15	12	0	3	0
08:30	22	0	16	1
08:45	12	0	2	0
1 Hr	55	1	24	2
09:00	10	0	11	0
09:15	5	0	9	0
09:30	10	0	2	0
09:45	7	0	10	0
1 Hr	32	0	32	0
10:00	12	0	9	0
10:15	11	0	7	0
10:30	4	0	18	0
10:45	7	0	10	0
1 Hr	34	0	44	0
11:00	11	0	9	0
11:15	8	0	6	0
11:30	5	0	6	0
11:45	6	0	8	0
1 Hr	30	0	29	0
12:00	8	0	7	0
12:15	5	0	10	0
12:30	11	0	8	0
12:45	14	0	13	0
1 Hr	38	0	38	0
13:00	13	0	9	0
13:15	15	0	15	0
13:30	7	0	11	0
13:45	12	0	25	0
1 Hr	47	0	60	0
14:00	10	0	12	0
14:15	7	0	8	0
14:30	32	0	19	0
14:45	26	0	13	0
1 Hr	75	0	52	0
15:00	13	0	12	0
15:15	9	0	12	0
15:30	22	1	22	0
15:45	11	0	11	0
1 Hr	55	1	57	0
16:00	14	2	5	0
16:15	21	0	17	0
16:30	16	0	18	0
16:45	9	0	9	0
1 Hr	60	2	49	0
17:00	7	0	12	3
17:15	7	0	10	0
17:30	7	1	7	0
17:45	18	0	12	0
1 Hr	39	1	41	3
18:00	9	0	17	0
18:15	9	0	9	0
18:30	7	0	6	0
18:45	10	0	8	0
1 Hr	35	0	40	0
Total	515	7	473	5

TRACSIS | **TRAFFIC DATA**
Transport Data Collection and Analytics

Client: O' Connor Sutton Cronin Consulting Engineers
Project: 3665-IRE Emmet Rd
Site: 2
Date: 28/04/2022

	Arm A			
	Northbound		Southbound	
	Ped	PC	Ped	PC
07:00	0	0	1	0
07:15	0	0	0	0
07:30	0	0	0	0
07:45	0	0	1	0
1 Hr	0	0	2	0
08:00	0	0	0	0
08:15	0	0	0	0
08:30	0	0	0	0
08:45	0	0	1	0
1 Hr	0	0	1	0
09:00	0	0	1	0
09:15	0	0	0	0
09:30	0	0	0	0
09:45	1	0	2	0
1 Hr	1	0	3	0
10:00	0	0	1	0
10:15	0	0	0	0
10:30	0	0	0	0
10:45	1	0	0	0
1 Hr	1	0	1	0
11:00	0	0	1	0
11:15	0	0	0	0
11:30	0	0	0	0
11:45	0	0	0	0
1 Hr	0	0	1	0
12:00	1	0	0	0
12:15	2	0	1	0
12:30	0	0	1	0
12:45	0	0	2	0
1 Hr	3	0	4	0
13:00	0	0	0	0
13:15	0	0	1	0
13:30	0	0	0	0
13:45	0	0	0	0
1 Hr	0	0	1	0
14:00	0	0	0	0
14:15	0	0	1	0
14:30	0	0	1	0
14:45	0	0	0	0
1 Hr	0	0	2	0
15:00	2	0	1	0
15:15	0	0	1	0
15:30	0	0	1	0
15:45	2	0	2	0
1 Hr	4	0	5	0
16:00	0	0	0	0
16:15	1	0	0	0
16:30	0	0	2	0
16:45	1	0	0	0
1 Hr	2	0	2	0
17:00	1	0	0	0
17:15	0	0	1	0
17:30	0	0	0	0
17:45	3	0	1	0
1 Hr	4	0	2	0
18:00	2	0	0	0
18:15	0	0	2	0
18:30	2	0	0	0
18:45	1	0	0	0
1 Hr	5	0	2	0
Total	20	0	26	0

	Arm B			
	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	1	0	2	0
07:15	8	0	4	1
07:30	4	1	4	0
07:45	11	0	3	0
1 Hr	24	1	13	1
08:00	14	0	9	0
08:15	4	0	12	0
08:30	13	0	17	1
08:45	12	0	15	0
1 Hr	43	0	53	1
09:00	11	0	13	0
09:15	18	0	11	0
09:30	10	0	11	0
09:45	11	1	7	0
1 Hr	50	1	42	0
10:00	8	0	15	0
10:15	5	0	8	0
10:30	16	0	12	0
10:45	15	0	9	0
1 Hr	44	0	44	0
11:00	15	0	13	0
11:15	4	0	17	0
11:30	14	0	9	0
11:45	11	0	15	0
1 Hr	44	0	54	0
12:00	11	0	25	1
12:15	17	0	13	0
12:30	8	0	16	0
12:45	14	0	12	0
1 Hr	50	0	66	1
13:00	11	0	21	0
13:15	14	0	20	0
13:30	13	0	8	0
13:45	12	0	19	0
1 Hr	50	0	68	0
14:00	11	0	8	0
14:15	14	0	17	0
14:30	24	0	16	0
14:45	14	0	11	1
1 Hr	63	0	52	1
15:00	5	1	14	0
15:15	16	1	17	0
15:30	15	2	11	0
15:45	10	0	9	1
1 Hr	46	4	51	1
16:00	7	0	21	0
16:15	20	0	29	1
16:30	19	0	19	0
16:45	8	0	16	1
1 Hr	54	0	85	2
17:00	12	0	18	0
17:15	19	0	21	0
17:30	17	0	26	0
17:45	22	1	26	0
1 Hr	70	1	91	0
18:00	15	0	20	0
18:15	13	0	27	0
18:30	7	0	28	0
18:45	7	0	14	0
1 Hr	42	0	89	0
Total	580	7	708	7

	Arm C			
	Northbound		Southbound	
	Ped	PC	Ped	PC
07:00	1	0	0	0
07:15	0	0	1	0
07:30	1	0	1	0
07:45	1	0	0	0
1 Hr	3	0	2	0
08:00	2	0	0	0
08:15	1	0	3	0
08:30	4	0	2	0
08:45	1	0	2	0
1 Hr	8	0	7	0
09:00	1	0	0	0
09:15	0	0	0	0
09:30	1	0	1	0
09:45	2	0	2	0
1 Hr	4	0	3	0
10:00	2	0	0	0
10:15	2	0	3	0
10:30	1	0	0	0
10:45	1	0	3	0
1 Hr	6	0	6	0
11:00	3	0	1	0
11:15	5	0	3	0
11:30	3	0	4	0
11:45	1	0	0	0
1 Hr	12	0	8	0
12:00	1	0	2	0
12:15	3	0	0	0
12:30	1	0	2	0
12:45	0	0	2	0
1 Hr	5	0	6	0
13:00	0	0	0	0
13:15	0	0	2	0
13:30	4	0	2	0
13:45	2	0	8	0
1 Hr	6	0	12	0
14:00	2	0	1	0
14:15	3	0	1	0
14:30	6	0	1	0
14:45	2	0	2	0
1 Hr	13	0	5	0
15:00	3	0	2	0
15:15	5	0	3	0
15:30	0	0	3	0
15:45	1	0	1	0
1 Hr	9	0	9	0
16:00	2	0	0	0
16:15	3	1	2	0
16:30	5	0	3	0
16:45	2	0	2	0
1 Hr	12	1	7	0
17:00	1	0	0	0
17:15	2	0	1	0
17:30	5	0	4	0
17:45	3	0	2	0
1 Hr	11	0	7	0
18:00	8	0	4	0
18:15	5	0	1	0
18:30	3	0	4	0
18:45	5	0	3	0
1 Hr	21	0	12	0
Total	110	1	84	0

TRACSIS

TRAFFIC DATA

Transport Data Collection and Analytics

Client: O' Connor Sutton Cronin Consulting Engineers
Project: 3665-IRE Emmet Rd
Site: 3
Date: 28/04/2022

	Arm A			
	Northbound		Southbound	
	Ped	PC	Ped	PC
07:00	1	0	2	0
07:15	2	0	2	0
07:30	5	0	3	0
07:45	4	1	4	0
1 Hr	12	1	11	0
08:00	7	0	3	0
08:15	4	0	2	0
08:30	5	0	5	0
08:45	4	0	11	0
1 Hr	20	0	21	0
09:00	5	0	8	0
09:15	6	0	7	0
09:30	7	0	3	0
09:45	6	0	4	0
1 Hr	24	0	22	0
10:00	6	0	3	0
10:15	5	0	3	0
10:30	3	0	5	0
10:45	3	0	2	0
1 Hr	17	0	13	0
11:00	7	0	0	0
11:15	4	0	3	1
11:30	0	1	0	0
11:45	3	0	5	0
1 Hr	14	1	8	1
12:00	8	0	6	0
12:15	4	0	1	0
12:30	5	0	5	0
12:45	2	0	6	1
1 Hr	19	0	18	1
13:00	4	0	8	0
13:15	4	0	9	0
13:30	7	0	4	0
13:45	12	0	5	0
1 Hr	27	0	26	0
14:00	7	0	4	0
14:15	5	0	10	0
14:30	6	0	7	0
14:45	11	0	4	0
1 Hr	29	0	25	0
15:00	5	0	2	0
15:15	4	0	7	0
15:30	5	0	2	0
15:45	4	0	4	0
1 Hr	18	0	15	0
16:00	8	0	10	0
16:15	4	0	3	0
16:30	3	0	3	0
16:45	7	0	1	0
1 Hr	22	0	17	0
17:00	3	1	3	0
17:15	12	0	4	0
17:30	5	0	2	0
17:45	15	0	8	0
1 Hr	35	1	17	0
18:00	3	0	3	0
18:15	6	0	4	0
18:30	7	0	1	0
18:45	5	0	0	0
1 Hr	21	0	8	0
Total	258	3	201	2

	Arm B			
	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	0	0	0	0
07:15	2	0	1	0
07:30	5	0	6	0
07:45	5	1	4	0
1 Hr	12	1	11	0
08:00	9	0	2	0
08:15	3	0	1	0
08:30	8	0	7	1
08:45	3	0	7	0
1 Hr	23	0	17	1
09:00	7	0	3	0
09:15	3	0	4	0
09:30	8	0	4	0
09:45	2	0	3	0
1 Hr	20	0	14	0
10:00	3	0	6	0
10:15	7	0	1	0
10:30	9	0	6	0
10:45	6	0	5	0
1 Hr	25	0	18	0
11:00	8	0	2	0
11:15	6	0	2	0
11:30	6	0	1	0
11:45	1	0	3	0
1 Hr	21	0	8	0
12:00	5	0	5	0
12:15	5	0	3	0
12:30	6	0	3	0
12:45	2	0	3	0
1 Hr	18	0	14	0
13:00	13	0	10	0
13:15	3	0	4	0
13:30	5	0	3	0
13:45	2	1	5	0
1 Hr	23	1	22	0
14:00	4	0	7	0
14:15	1	0	3	0
14:30	7	0	5	0
14:45	9	0	3	0
1 Hr	21	0	18	0
15:00	6	0	3	0
15:15	4	0	5	0
15:30	6	1	0	0
15:45	1	1	4	0
1 Hr	17	2	12	0
16:00	7	0	7	0
16:15	1	0	14	0
16:30	4	0	6	0
16:45	11	0	3	0
1 Hr	23	0	30	0
17:00	4	0	7	0
17:15	8	0	6	0
17:30	9	0	6	0
17:45	5	0	5	0
1 Hr	26	0	24	0
18:00	10	0	11	0
18:15	13	0	1	1
18:30	5	0	7	0
18:45	4	0	7	0
1 Hr	32	0	26	1
Total	261	4	214	2

	Arm C			
	Northbound		Southbound	
	Ped	PC	Ped	PC
07:00	0	0	1	0
07:15	0	0	0	0
07:30	1	0	0	0
07:45	0	0	0	0
1 Hr	1	0	1	0
08:00	0	0	0	0
08:15	0	0	0	0
08:30	1	0	0	0
08:45	0	0	0	0
1 Hr	1	0	0	0
09:00	0	0	0	0
09:15	0	0	1	0
09:30	0	0	0	0
09:45	0	0	0	0
1 Hr	0	0	1	0
10:00	1	0	0	0
10:15	1	0	1	0
10:30	0	0	0	0
10:45	4	0	2	0
1 Hr	6	0	3	0
11:00	2	0	0	0
11:15	1	0	1	0
11:30	1	0	0	0
11:45	1	0	1	0
1 Hr	5	0	2	0
12:00	1	0	1	0
12:15	0	0	0	0
12:30	1	0	0	0
12:45	0	0	1	0
1 Hr	2	0	2	0
13:00	2	0	1	0
13:15	0	0	0	0
13:30	2	0	2	0
13:45	0	0	1	0
1 Hr	4	0	4	0
14:00	1	0	0	0
14:15	2	0	0	0
14:30	3	0	0	0
14:45	0	0	2	0
1 Hr	6	0	2	0
15:00	2	0	2	0
15:15	1	0	0	0
15:30	1	0	0	0
15:45	0	1	1	0
1 Hr	4	1	3	0
16:00	1	0	1	0
16:15	0	0	0	0
16:30	0	0	0	0
16:45	0	0	0	0
1 Hr	1	0	1	0
17:00	0	0	1	0
17:15	1	0	2	0
17:30	0	0	0	0
17:45	0	0	2	0
1 Hr	1	0	5	0
18:00	0	0	0	0
18:15	0	0	2	0
18:30	0	0	0	0
18:45	0	0	2	0
1 Hr	0	0	4	0
Total	31	1	28	0

TRACSIS | **TRAFFIC DATA**
Transport Data Collection and Analytics

Client: O' Connor Sutton Cronin Consulting Engineers
Project: 3665-IRE Emmet Rd
Site: 4
Date: 28/04/2022

	Arm A			
	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	4	0	1	0
07:15	4	0	0	0
07:30	2	0	1	0
07:45	3	1	1	0
1 Hr	13	1	3	0
08:00	7	0	2	0
08:15	10	0	4	1
08:30	9	0	2	0
08:45	6	0	8	1
1 Hr	32	0	16	2
09:00	8	0	3	0
09:15	2	0	3	0
09:30	5	0	2	0
09:45	3	0	2	0
1 Hr	18	0	10	0
10:00	3	0	2	0
10:15	6	0	4	0
10:30	4	0	4	0
10:45	0	0	1	0
1 Hr	13	0	11	0
11:00	3	0	2	0
11:15	6	0	4	0
11:30	5	0	4	0
11:45	1	0	4	0
1 Hr	15	0	14	0
12:00	4	0	8	0
12:15	2	0	4	0
12:30	11	1	4	0
12:45	4	0	4	0
1 Hr	21	1	20	0
13:00	3	0	4	0
13:15	1	0	4	0
13:30	6	0	6	0
13:45	6	0	8	0
1 Hr	16	0	22	0
14:00	7	0	7	0
14:15	2	0	7	0
14:30	12	0	6	0
14:45	3	0	4	0
1 Hr	24	0	24	0
15:00	5	1	8	0
15:15	10	0	9	0
15:30	7	0	3	0
15:45	4	0	4	0
1 Hr	26	1	24	0
16:00	3	0	7	1
16:15	10	1	5	0
16:30	5	0	9	1
16:45	7	0	3	0
1 Hr	25	1	24	2
17:00	6	0	11	0
17:15	8	0	6	1
17:30	3	0	12	2
17:45	6	0	14	0
1 Hr	23	0	43	3
18:00	5	0	12	0
18:15	17	1	16	0
18:30	1	0	14	0
18:45	3	0	9	0
1 Hr	26	1	51	0
Total	252	5	262	7

	Arm B			
	Northbound		Southbound	
	Ped	PC	Ped	PC
07:00	1	0	0	0
07:15	2	0	1	0
07:30	2	0	1	0
07:45	1	0	0	0
1 Hr	6	0	2	0
08:00	1	0	2	0
08:15	2	0	1	0
08:30	5	0	0	0
08:45	8	0	0	0
1 Hr	16	0	3	0
09:00	1	0	0	0
09:15	2	0	0	0
09:30	2	0	0	0
09:45	0	0	2	0
1 Hr	5	0	2	0
10:00	2	0	1	0
10:15	1	0	0	0
10:30	1	0	0	0
10:45	1	0	1	0
1 Hr	5	0	2	0
11:00	0	0	0	0
11:15	1	0	0	0
11:30	1	0	1	0
11:45	1	0	0	0
1 Hr	3	0	1	0
12:00	1	0	1	0
12:15	1	0	0	0
12:30	2	0	4	0
12:45	2	0	2	0
1 Hr	6	0	7	0
13:00	2	0	0	0
13:15	1	0	1	0
13:30	1	0	0	0
13:45	1	0	0	0
1 Hr	5	0	1	0
14:00	0	0	0	0
14:15	3	0	1	0
14:30	5	0	0	0
14:45	2	0	0	0
1 Hr	10	0	1	0
15:00	3	0	0	0
15:15	2	0	1	0
15:30	1	0	0	0
15:45	3	0	0	0
1 Hr	9	0	1	0
16:00	4	0	0	0
16:15	0	0	0	0
16:30	0	0	3	0
16:45	1	0	3	0
1 Hr	5	0	6	0
17:00	2	0	0	0
17:15	7	0	0	0
17:30	2	0	6	0
17:45	5	0	1	0
1 Hr	16	0	7	0
18:00	0	0	0	0
18:15	2	0	5	0
18:30	2	0	3	0
18:45	2	0	1	0
1 Hr	6	0	9	0
Total	92	0	42	0

	Arm C			
	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	3	0	1	0
07:15	3	0	1	0
07:30	2	0	4	0
07:45	8	0	0	0
1 Hr	16	0	6	0
08:00	4	0	1	0
08:15	2	0	1	0
08:30	8	0	10	0
08:45	5	0	2	0
1 Hr	19	0	14	0
09:00	4	0	2	0
09:15	1	0	1	0
09:30	4	0	4	0
09:45	2	0	2	0
1 Hr	11	0	9	0
10:00	0	0	4	0
10:15	0	0	1	0
10:30	5	0	4	0
10:45	3	0	4	0
1 Hr	8	0	13	0
11:00	3	0	3	0
11:15	3	0	5	0
11:30	2	0	1	0
11:45	1	0	2	0
1 Hr	9	0	11	0
12:00	1	0	2	0
12:15	4	0	3	0
12:30	10	0	1	0
12:45	4	0	1	0
1 Hr	19	0	7	0
13:00	6	0	3	0
13:15	6	0	3	0
13:30	2	0	3	0
13:45	3	0	1	0
1 Hr	17	0	10	0
14:00	4	0	8	0
14:15	0	0	5	0
14:30	3	0	3	0
14:45	6	0	4	0
1 Hr	13	0	20	0
15:00	5	0	5	0
15:15	5	0	0	0
15:30	1	0	2	0
15:45	2	0	2	0
1 Hr	13	0	9	0
16:00	4	1	6	0
16:15	2	0	4	1
16:30	3	0	5	0
16:45	5	0	2	0
1 Hr	14	1	17	1
17:00	3	0	6	0
17:15	3	0	5	0
17:30	4	0	6	0
17:45	1	0	5	0
1 Hr	11	0	22	0
18:00	5	0	2	0
18:15	4	0	4	0
18:30	4	0	10	0
18:45	8	0	5	0
1 Hr	21	0	21	0
Total	171	1	159	1

	Arm D			
	Northbound		Southbound	
	Ped	PC	Ped	PC
07:00	0	0	1	0
07:15	0	0	0	0
07:30	0	0	1	0
07:45	0	0	1	0
1 Hr	0	0	3	0
08:00	1	0	2	0
08:15	0	0	5	0
08:30	0	0	9	0
08:45	2	0	3	0
1 Hr	3	0	19	0
09:00	3	0	0	0
09:15	0	0	0	0
09:30	0	0	1	0
09:45	1	0	1	0
1 Hr	4	0	2	0
10:00	1	0	1	0
10:15	3	0	1	0
10:30	0	0	0	0
10:45	0	0	1	0
1 Hr	4	0	3	0
11:00	0	0	1	0
11:15	0	0	1	0
11:30	1	0	3	0
11:45	0	0	2	0
1 Hr	1	0	7	0
12:00	0	0	1	0
12:15	3	0	2	0
12:30	4	0	3	0
12:45	3	0	1	0
1 Hr	10	0	7	0
13:00	1	0	4	0
13:15	1	0	1	0
13:30	1	0	1	0
13:45	2	0	2	0
1 Hr	5	0	8	0
14:00	2	0	2	0
14:15	3	0	7	0
14:30	2	0	1	0
14:45	5	0	0	0
1 Hr	12	0	10	0
15:00	4	0	0	0
15:15	6	0	0	0
15:30	0	0	1	0
15:45	1	0	2	0
1 Hr	11	0	3	0
16:00	0	1	3	1
16:15	4	1	2	0
16:30	3	0	0	0
16:45	1	0	0	0
1 Hr	8	2	5	1
17:00	1	0	3	0
17:15	1	0	0	0
17:30	1	0	0	0
17:45	1	0	1	0
1 Hr	4	0	4	0
18:00	2	0	5	0
18:15	3	0	2	0
18:30	4	0	2	0
18:45	0	0	9	0
1 Hr	9	0	18	0
Total	71	2	89	1

TRACSIS **TRAFFIC DATA**
Transport Data Collection and Analytics

Client: O' Connor Sutton Cronin Consulting Engineers
Project: 3665-IRE Emmet Rd
Site: 5
Date: 28/04/2022

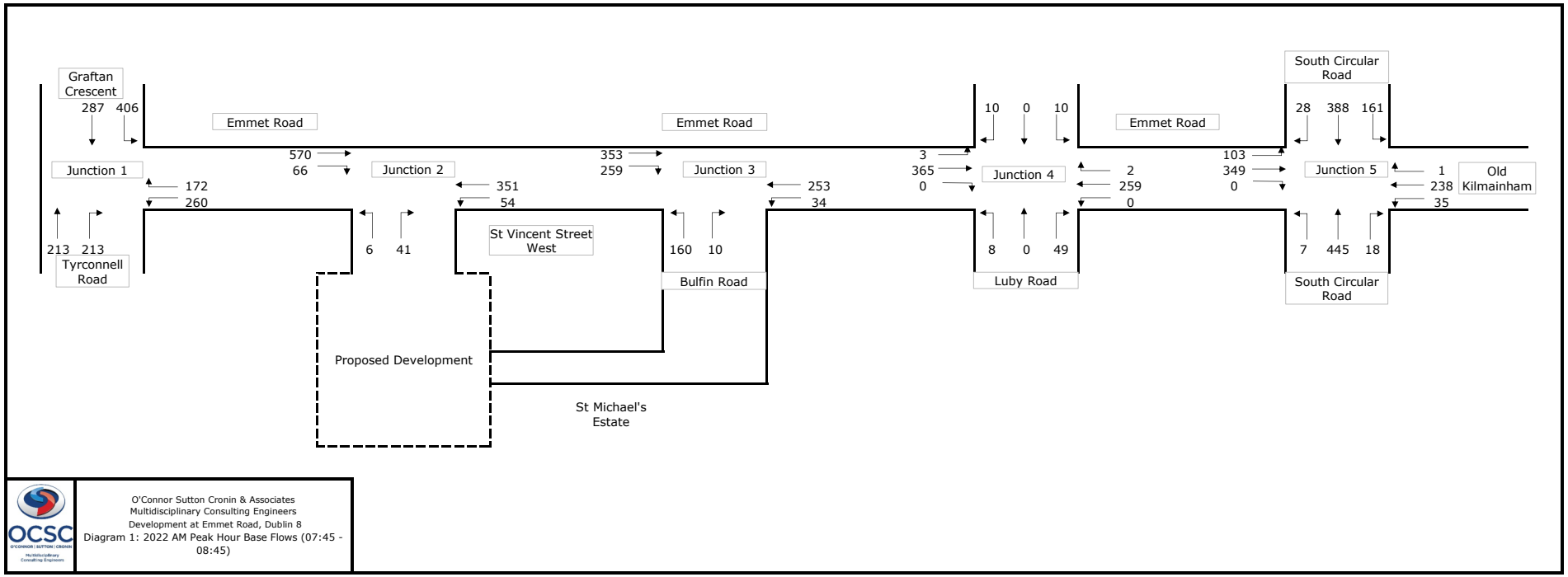
	Arm A			
	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	2	0	0	0
07:15	3	0	1	0
07:30	0	0	1	0
07:45	4	0	3	0
1 Hr	9	0	5	0
08:00	6	0	5	0
08:15	8	0	4	1
08:30	4	0	2	0
08:45	4	0	3	0
1 Hr	22	0	14	1
09:00	6	0	2	0
09:15	2	0	2	0
09:30	4	0	2	0
09:45	4	0	5	0
1 Hr	16	0	11	0
10:00	4	0	3	0
10:15	4	0	5	0
10:30	1	0	3	0
10:45	4	0	1	0
1 Hr	13	0	12	0
11:00	2	0	3	0
11:15	2	0	1	0
11:30	1	0	5	0
11:45	5	0	4	1
1 Hr	10	0	13	1
12:00	7	0	2	0
12:15	2	0	1	0
12:30	5	0	1	0
12:45	7	1	3	0
1 Hr	21	1	7	0
13:00	3	0	4	0
13:15	3	0	7	0
13:30	5	0	1	1
13:45	7	0	2	0
1 Hr	18	0	14	1
14:00	7	0	2	0
14:15	5	0	5	1
14:30	6	0	0	1
14:45	0	0	1	2
1 Hr	18	0	8	4
15:00	5	0	8	0
15:15	4	0	3	0
15:30	10	0	3	0
15:45	3	1	1	1
1 Hr	22	1	15	1
16:00	33	0	7	2
16:15	6	0	2	4
16:30	4	0	4	1
16:45	7	0	12	1
1 Hr	50	0	25	8
17:00	2	0	11	0
17:15	7	0	9	0
17:30	9	1	11	3
17:45	5	0	10	2
1 Hr	23	1	41	5
18:00	5	0	7	2
18:15	9	0	13	2
18:30	4	0	4	2
18:45	9	0	4	0
1 Hr	27	0	28	6
Total	249	3	193	27

	Arm B			
	Northbound		Southbound	
	Ped	PC	Ped	PC
07:00	2	0	2	0
07:15	4	0	3	0
07:30	3	0	3	0
07:45	10	0	4	0
1 Hr	19	0	12	0
08:00	2	0	3	0
08:15	9	0	6	0
08:30	2	0	8	0
08:45	6	0	3	0
1 Hr	19	0	20	0
09:00	5	0	4	0
09:15	3	0	3	0
09:30	5	0	3	0
09:45	7	0	3	0
1 Hr	20	0	13	0
10:00	5	0	0	0
10:15	3	0	2	0
10:30	1	0	1	0
10:45	1	0	2	0
1 Hr	10	0	5	0
11:00	3	0	5	0
11:15	8	0	5	0
11:30	7	0	2	0
11:45	3	0	2	0
1 Hr	21	0	14	0
12:00	7	0	4	0
12:15	6	0	3	0
12:30	4	0	7	0
12:45	9	0	9	0
1 Hr	26	0	23	0
13:00	9	0	6	0
13:15	17	0	10	0
13:30	5	0	11	0
13:45	5	1	13	0
1 Hr	36	1	40	0
14:00	5	0	12	0
14:15	1	0	7	0
14:30	8	0	7	0
14:45	10	0	6	0
1 Hr	24	0	32	0
15:00	7	0	1	0
15:15	8	1	9	0
15:30	8	0	11	0
15:45	16	0	1	0
1 Hr	39	1	22	0
16:00	9	0	3	0
16:15	11	1	6	0
16:30	13	1	11	0
16:45	8	0	8	0
1 Hr	41	2	28	0
17:00	15	0	8	0
17:15	13	0	8	0
17:30	12	0	7	0
17:45	7	0	12	0
1 Hr	47	0	35	0
18:00	12	0	15	0
18:15	26	1	15	0
18:30	11	0	8	0
18:45	21	0	14	0
1 Hr	70	1	52	0
Total	372	5	296	0

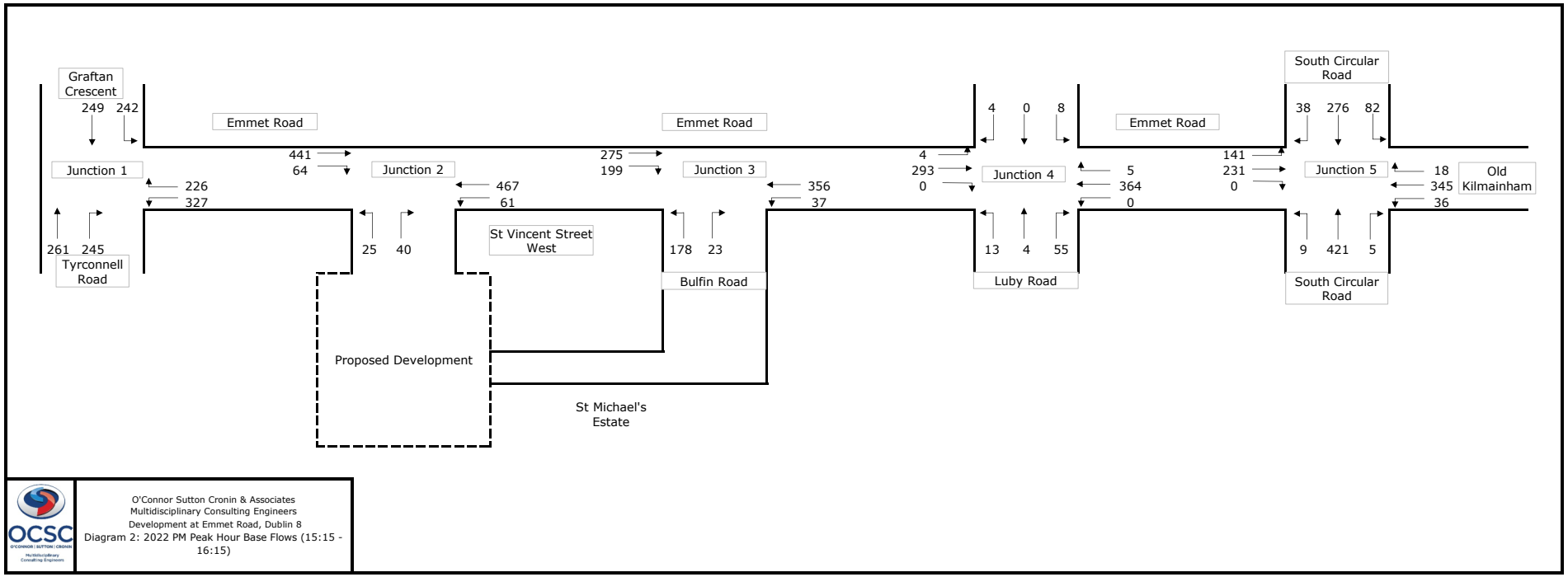
	Arm C			
	Eastbound		Westbound	
	Ped	PC	Ped	PC
07:00	3	0	3	0
07:15	8	1	4	0
07:30	7	0	5	0
07:45	11	2	2	0
1 Hr	29	3	14	0
08:00	14	2	2	0
08:15	8	1	5	1
08:30	4	2	8	0
08:45	10	1	12	0
1 Hr	36	6	27	1
09:00	11	0	3	0
09:15	5	0	4	0
09:30	6	0	2	0
09:45	4	0	4	0
1 Hr	26	0	13	0
10:00	1	0	4	0
10:15	3	0	3	1
10:30	4	0	7	0
10:45	3	0	6	0
1 Hr	11	0	20	1
11:00	10	0	7	0
11:15	8	0	7	0
11:30	8	0	5	0
11:45	4	1	4	0
1 Hr	30	1	23	0
12:00	2	0	3	0
12:15	7	0	5	0
12:30	3	0	6	0
12:45	7	1	16	3
1 Hr	19	1	30	3
13:00	7	0	4	0
13:15	4	1	0	0
13:30	2	0	2	0
13:45	2	0	1	0
1 Hr	15	1	7	0
14:00	7	0	6	0
14:15	4	0	7	0
14:30	5	0	10	0
14:45	8	0	11	0
1 Hr	24	0	34	0
15:00	2	0	9	0
15:15	7	0	3	0
15:30	6	0	4	0
15:45	4	0	4	0
1 Hr	19	0	20	0
16:00	3	0	10	0
16:15	6	0	6	0
16:30	4	0	6	0
16:45	13	0	8	0
1 Hr	26	0	30	0
17:00	9	0	5	0
17:15	7	0	6	0
17:30	9	0	13	1
17:45	3	0	17	0
1 Hr	28	0	41	1
18:00	6	0	7	0
18:15	8	0	19	0
18:30	4	0	8	2
18:45	7	0	10	0
1 Hr	25	0	44	2
Total	288	12	303	8

	Arm D			
	Northbound		Southbound	
	Ped	PC	Ped	PC
07:00	7	0	6	0
07:15	5	0	16	2
07:30	9	0	24	1
07:45	9	0	17	1
1 Hr	30	0	63	4
08:00	7	0	37	1
08:15	24	2	10	3
08:30	43	6	24	1
08:45	32	1	21	0
1 Hr	106	9	92	5
09:00	19	0	24	0
09:15	16	0	17	0
09:30	26	0	12	1
09:45	11	0	9	0
1 Hr	72	0	62	1
10:00	9	0	19	0
10:15	10	0	17	0
10:30	13	0	19	0
10:45	22	0	19	0
1 Hr	54	0	74	0
11:00	16	0	25	0
11:15	27	0	14	0
11:30	13	1	20	0
11:45	19	0	27	0
1 Hr	75	1	86	0
12:00	15	0	29	0
12:15	34	0	22	0
12:30	22	0	13	0
12:45	17	2	12	0
1 Hr	88	2	76	0
13:00	23	0	28	0
13:15	52	0	24	0
13:30	25	0	19	0
13:45	18	0	16	1
1 Hr	118	0	87	1
14:00	23	1	12	0
14:15	23	0	13	1
14:30	25	2	17	6
14:45	20	0	23	2
1 Hr	91	3	65	9
15:00	30	0	17	1
15:15	19	0	16	0
15:30	24	0	27	0
15:45	18	0	14	0
1 Hr	91	0	74	1
16:00	22	0	39	4
16:15	19	0	19	0
16:30	18	0	22	0
16:45	19	1	32	0
1 Hr	78	1	112	4
17:00	13	0	26	0
17:15	24	0	38	0
17:30	30	1	27	2
17:45	31	1	34	0
1 Hr	98	2	125	2
18:00	18	1	19	0
18:15	32	0	27	0
18:30	26	0	11	0
18:45	29	2	14	2
1 Hr	105	3	71	2
Total	1006	21	987	29

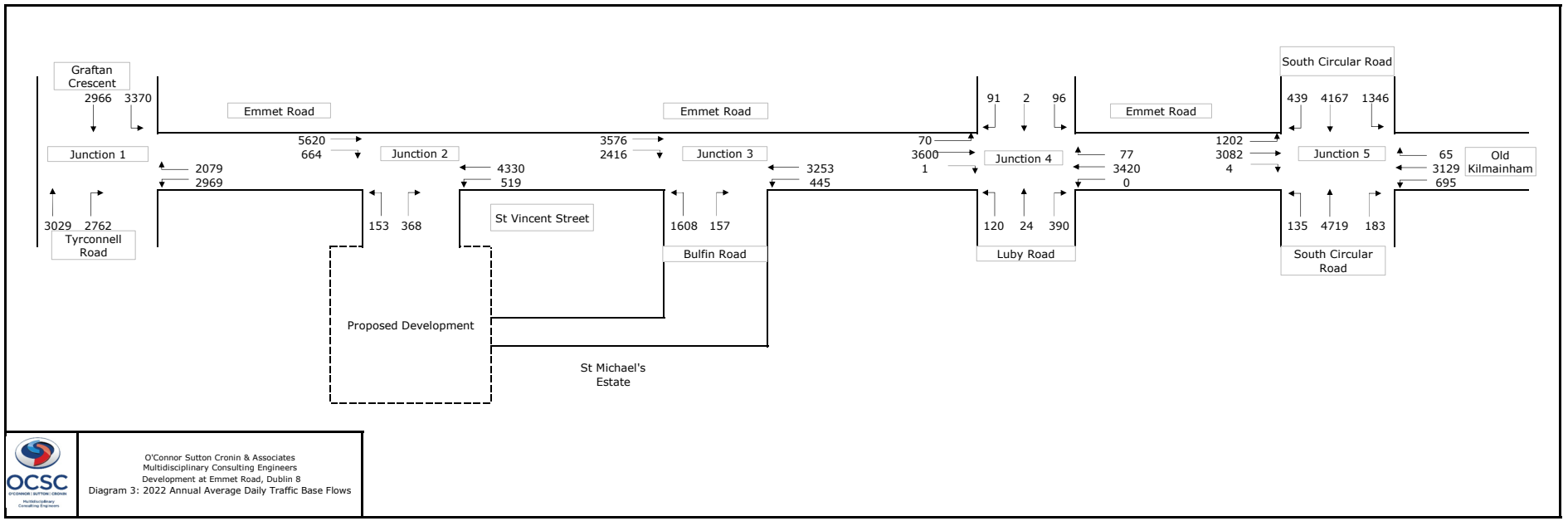
Appendix B **TRAFFIC FLOW DIAGRAMS**



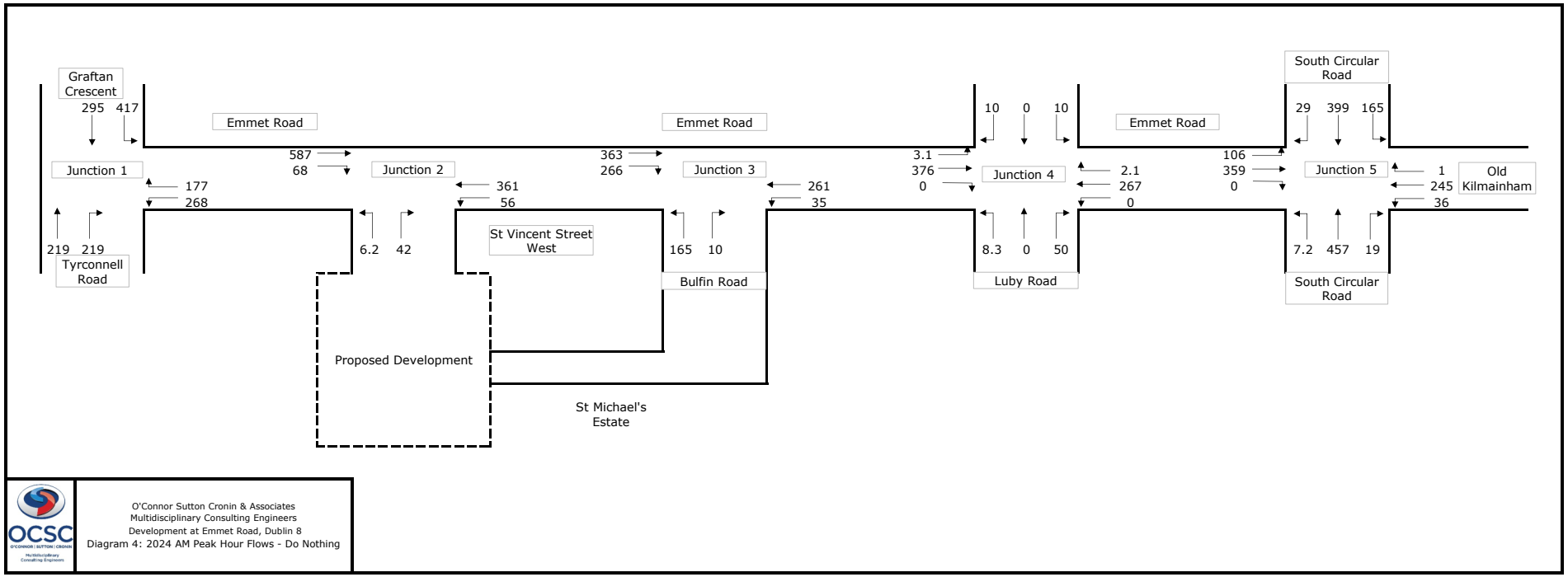
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 1: 2022 AM Peak Hour Base Flows (07:45 - 08:45)



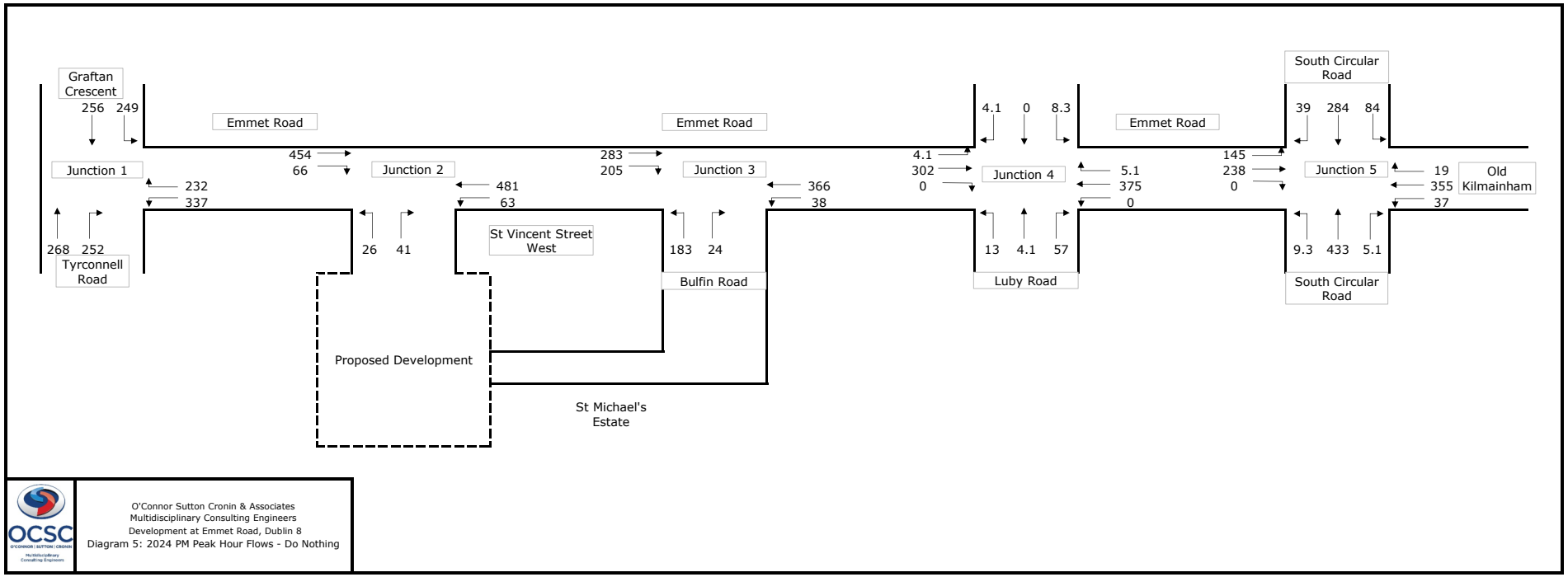
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 2: 2022 PM Peak Hour Base Flows (15:15 - 16:15)



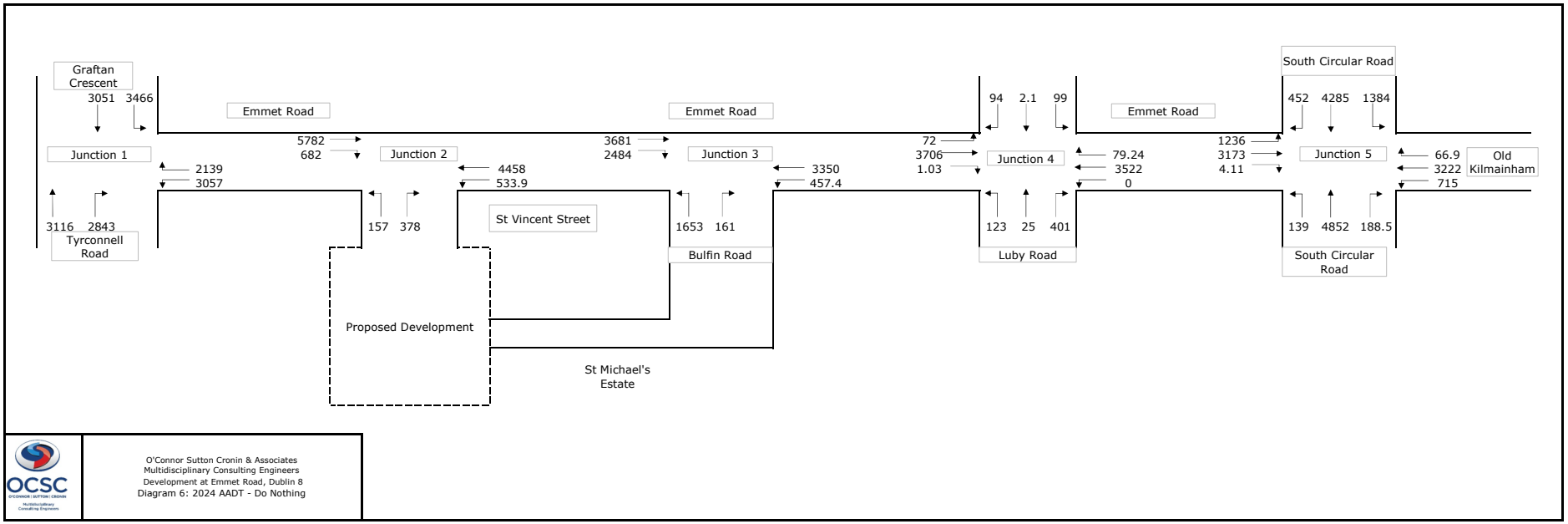
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 3: 2022 Annual Average Daily Traffic Base Flows



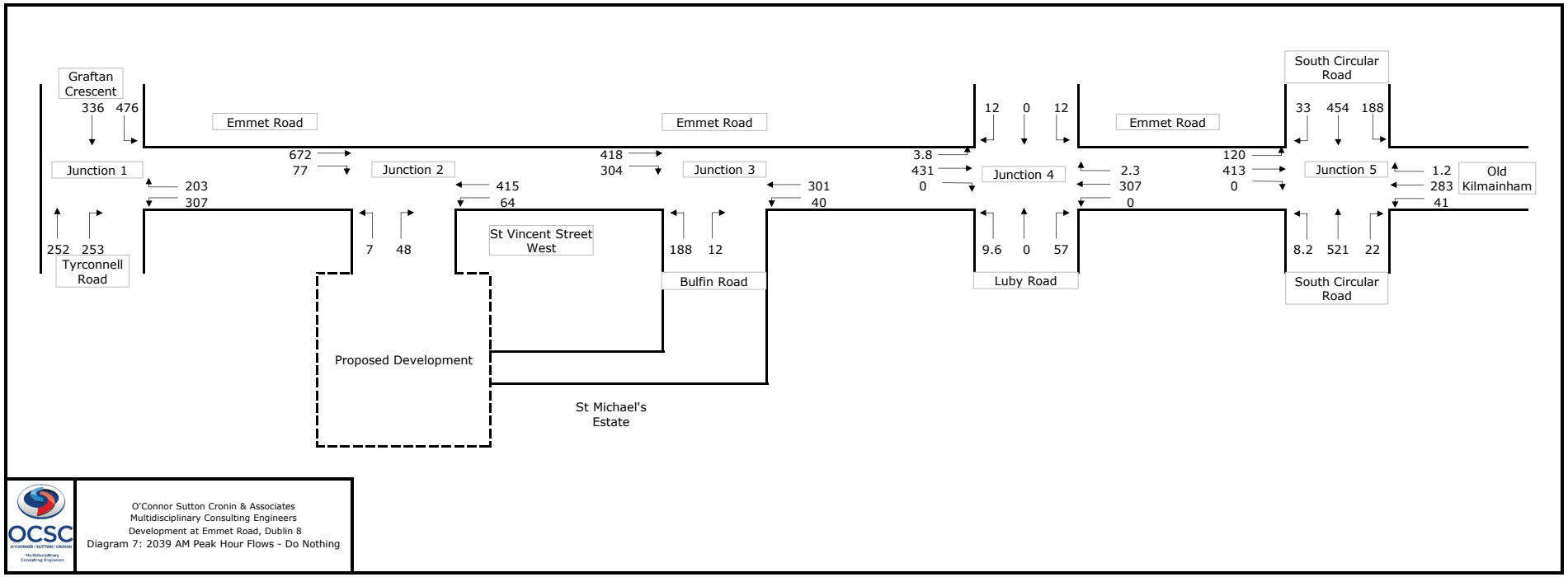
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 4: 2024 AM Peak Hour Flows - Do Nothing



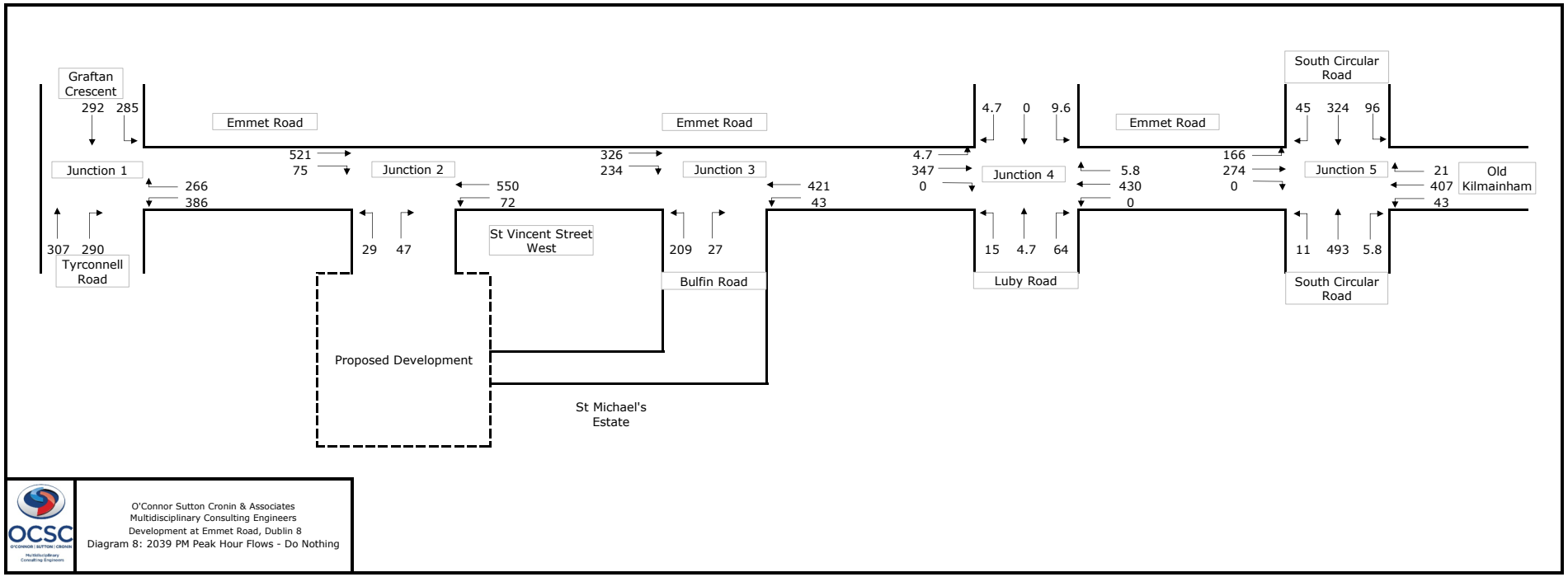
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 5: 2024 PM Peak Hour Flows - Do Nothing



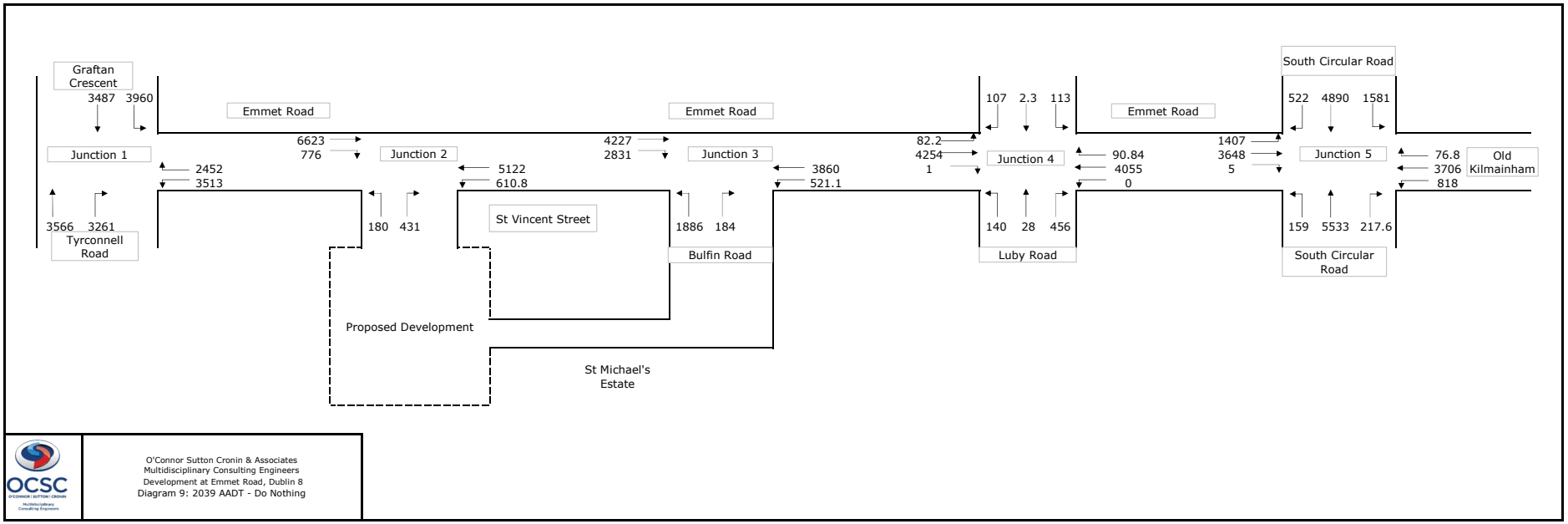
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 6: 2024 AADT - Do Nothing



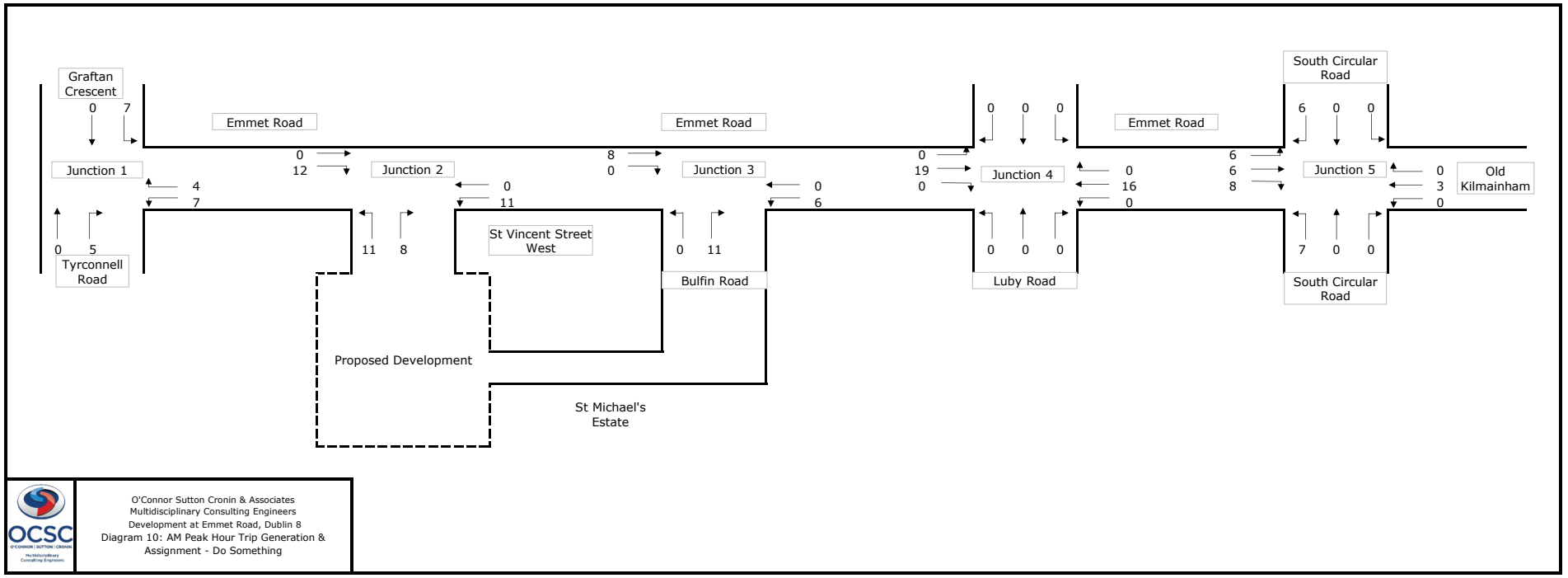
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 7: 2039 AM Peak Hour Flows - Do Nothing



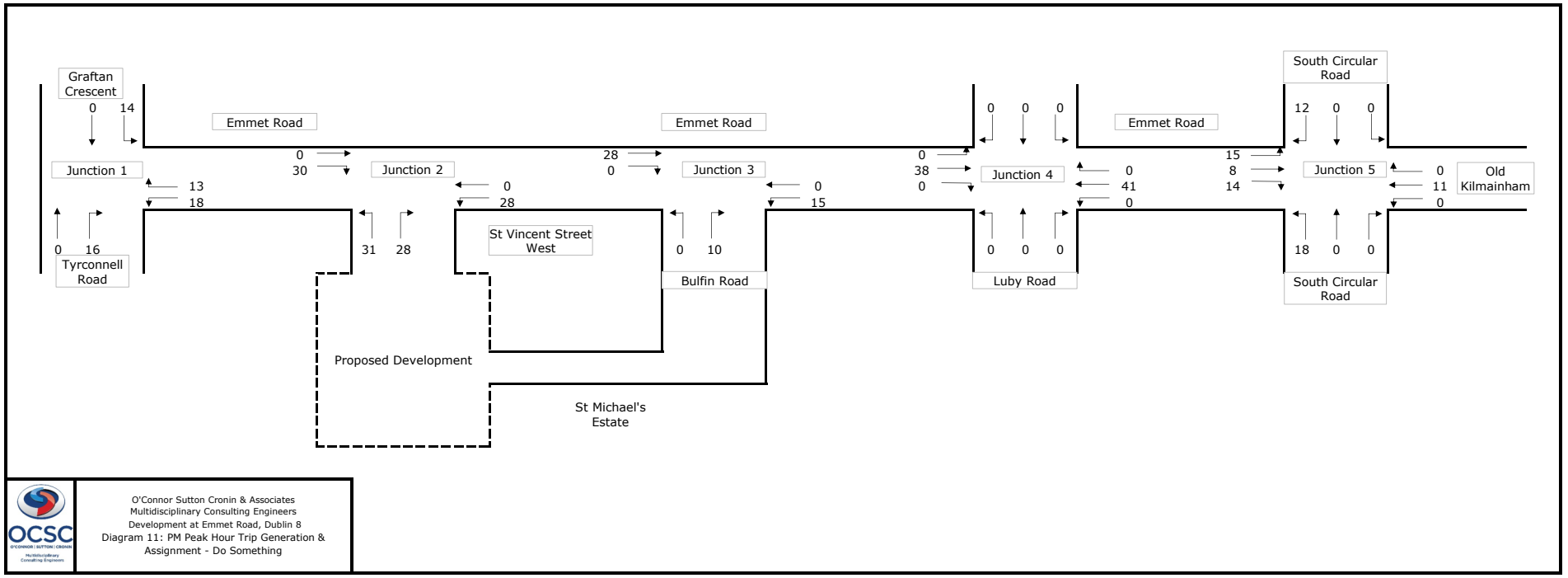
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 8: 2039 PM Peak Hour Flows - Do Nothing



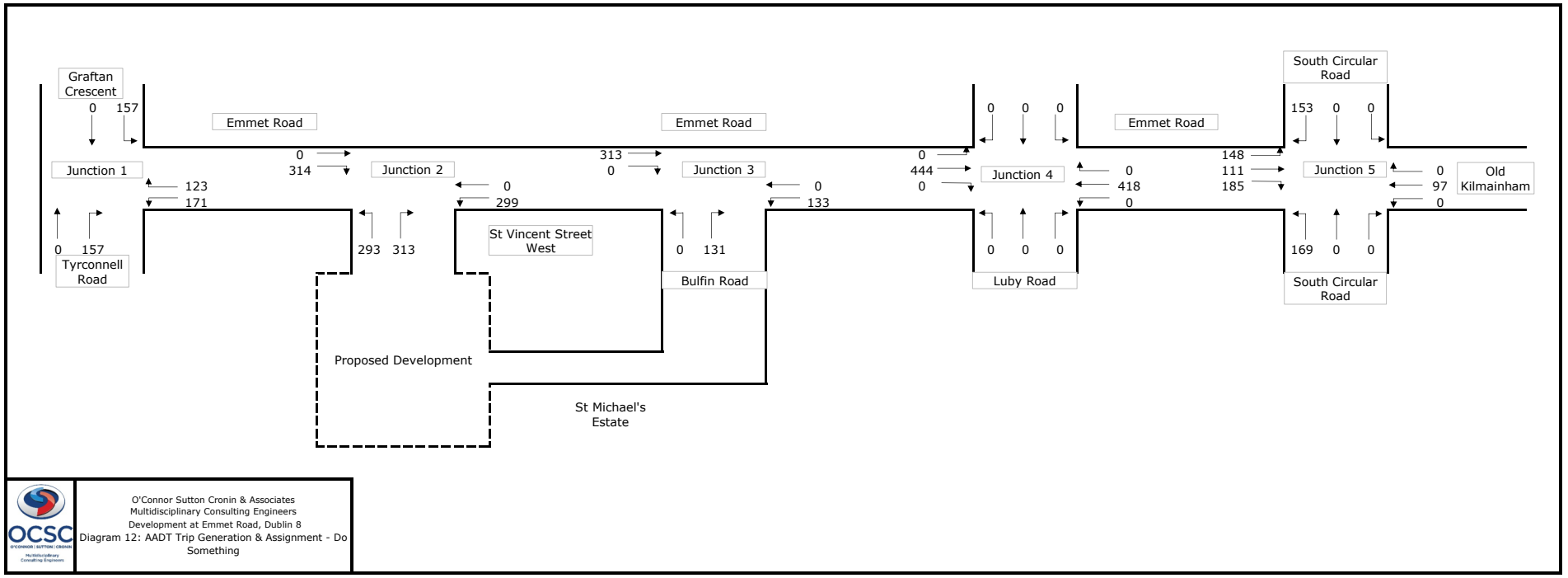
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 9: 2039 AADT - Do Nothing



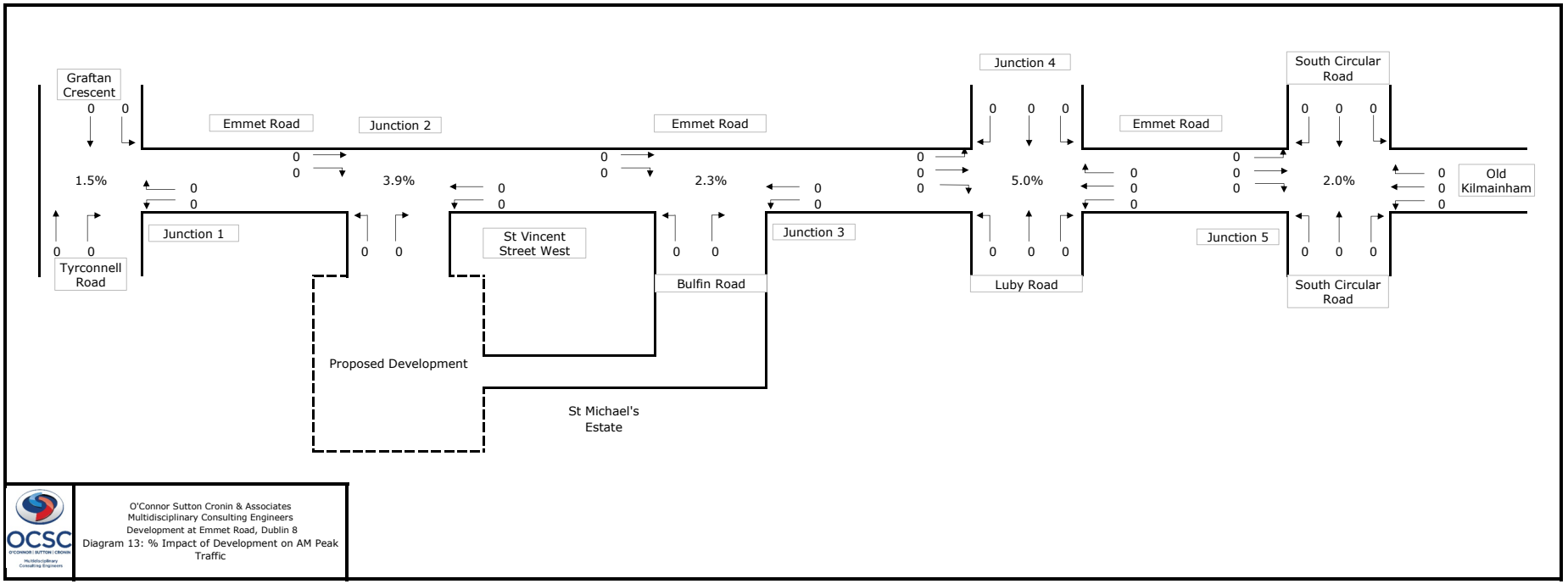
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 10: AM Peak Hour Trip Generation & Assignment - Do Something



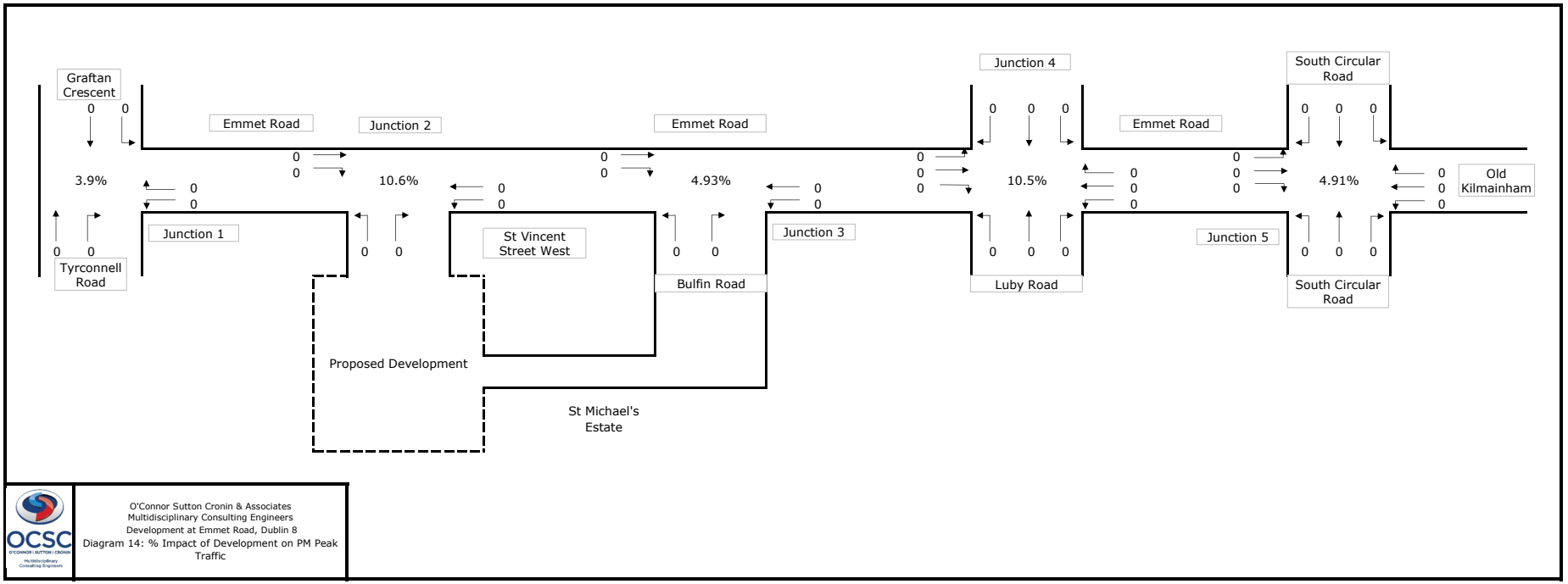
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 11: PM Peak Hour Trip Generation & Assignment - Do Something



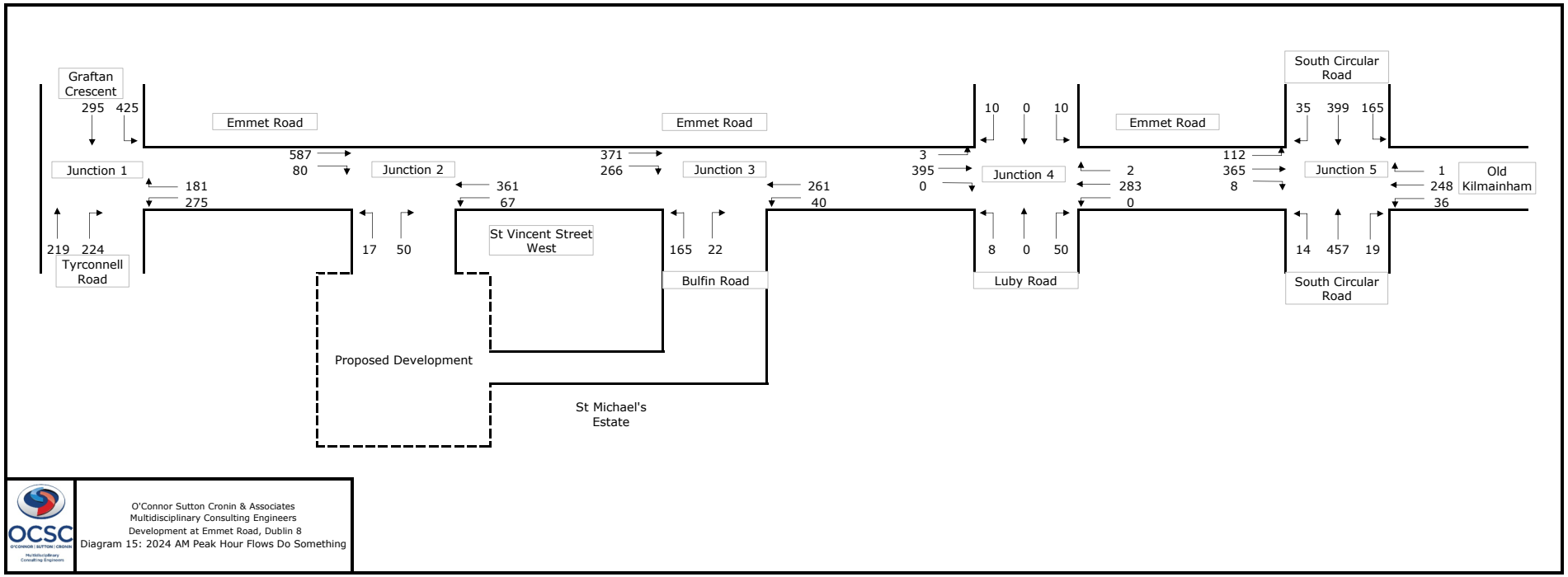
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 12: AADT Trip Generation & Assignment - Do Something



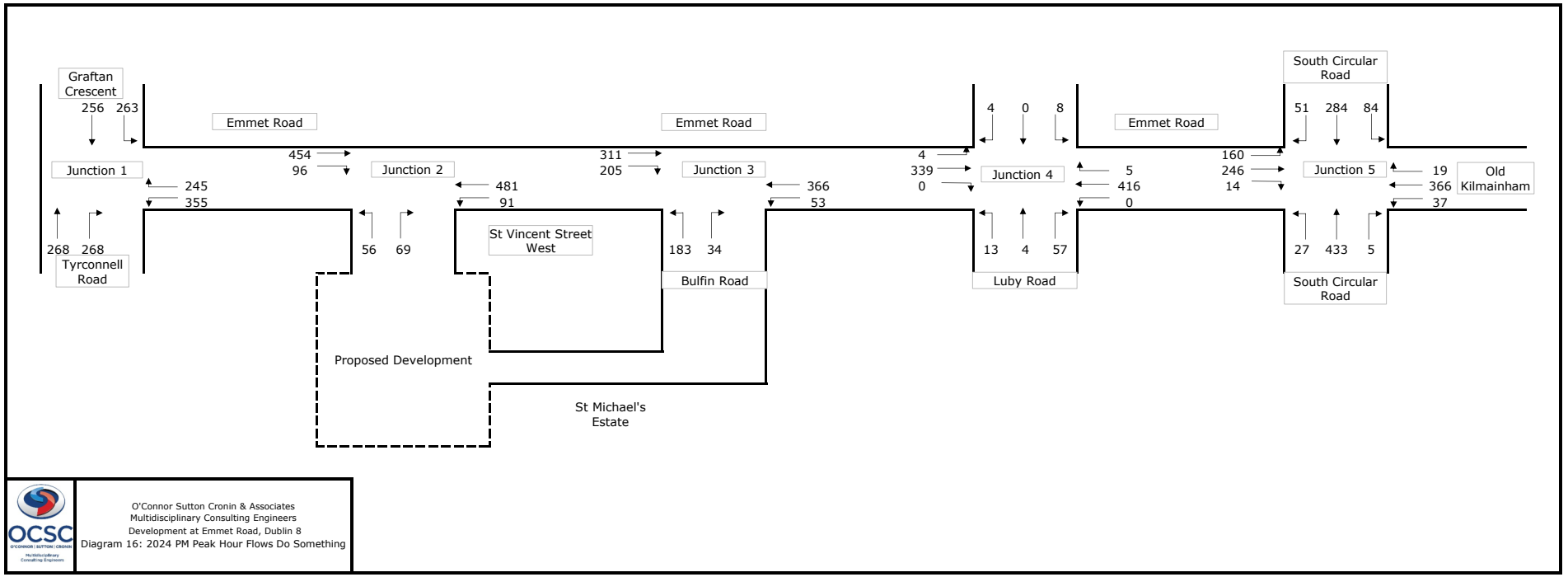
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 13: % Impact of Development on AM Peak Traffic



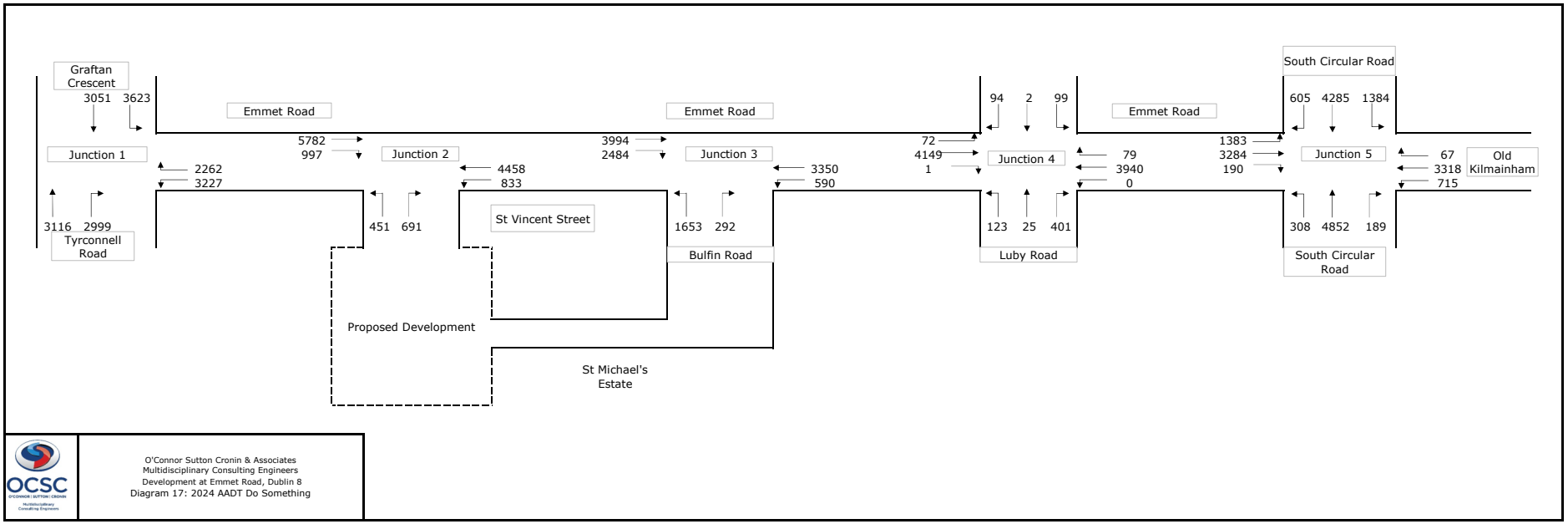
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 14: % Impact of Development on PM Peak Traffic



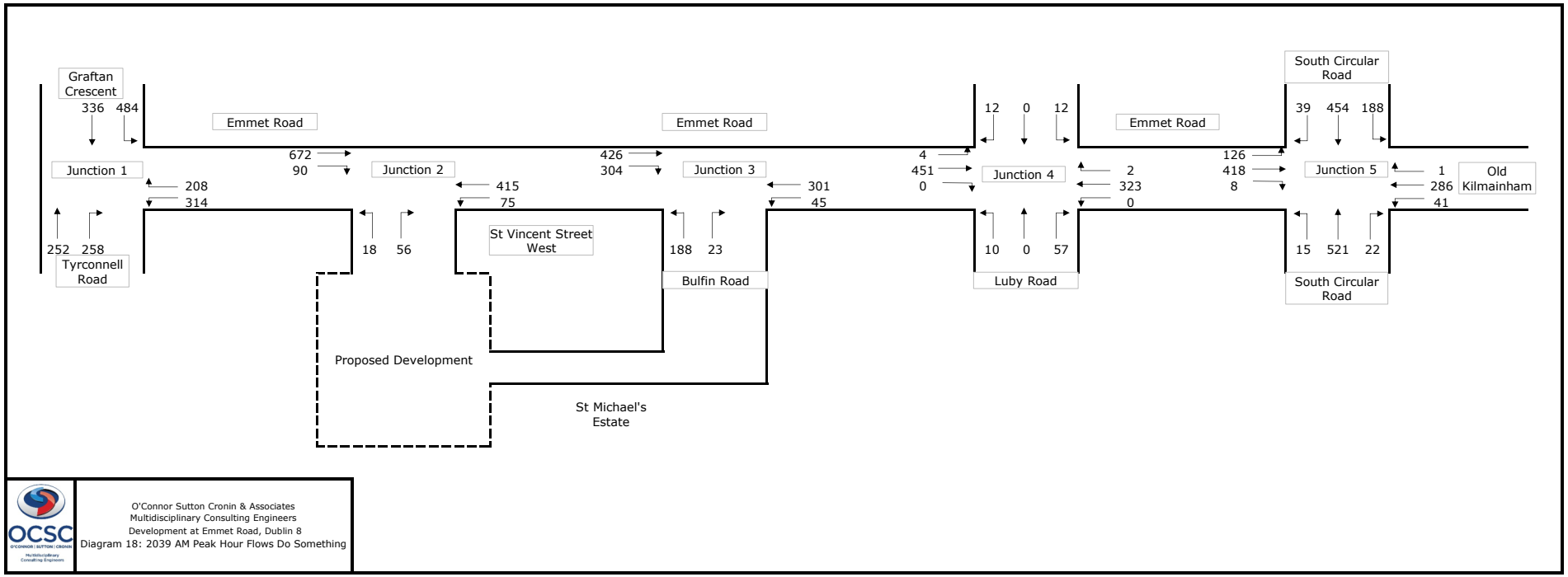
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 15: 2024 AM Peak Hour Flows Do Something



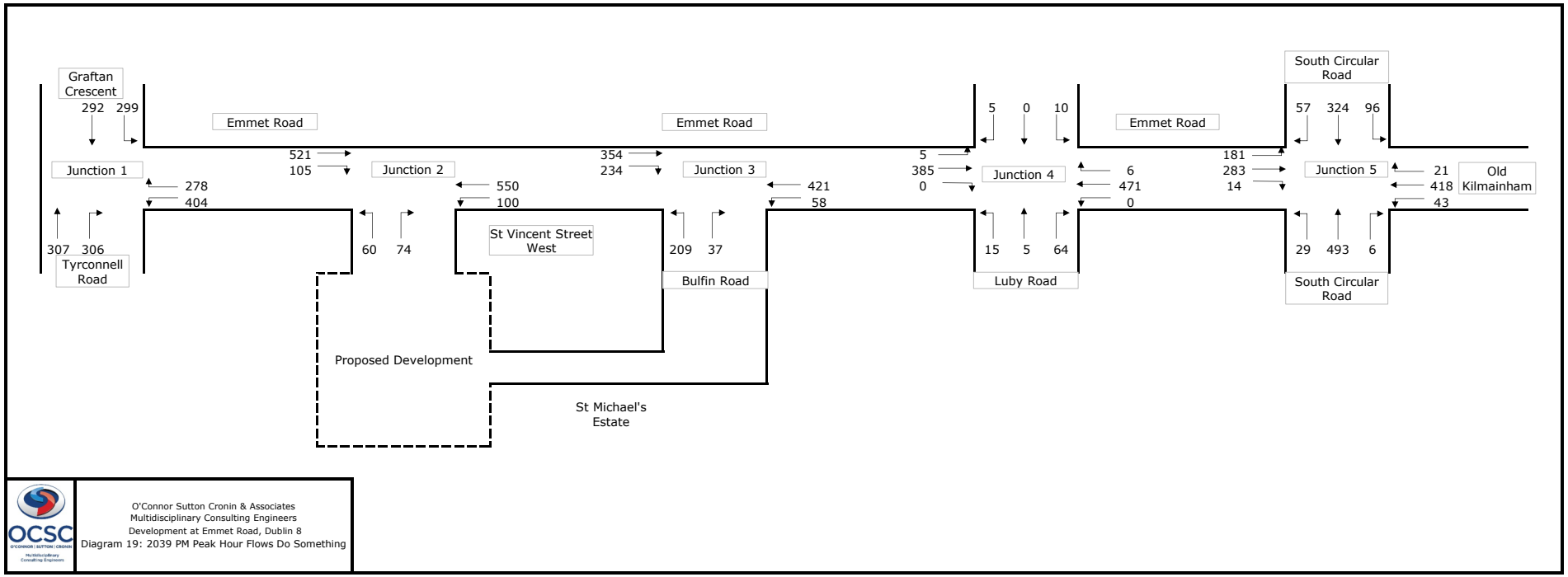
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 16: 2024 PM Peak Hour Flows Do Something



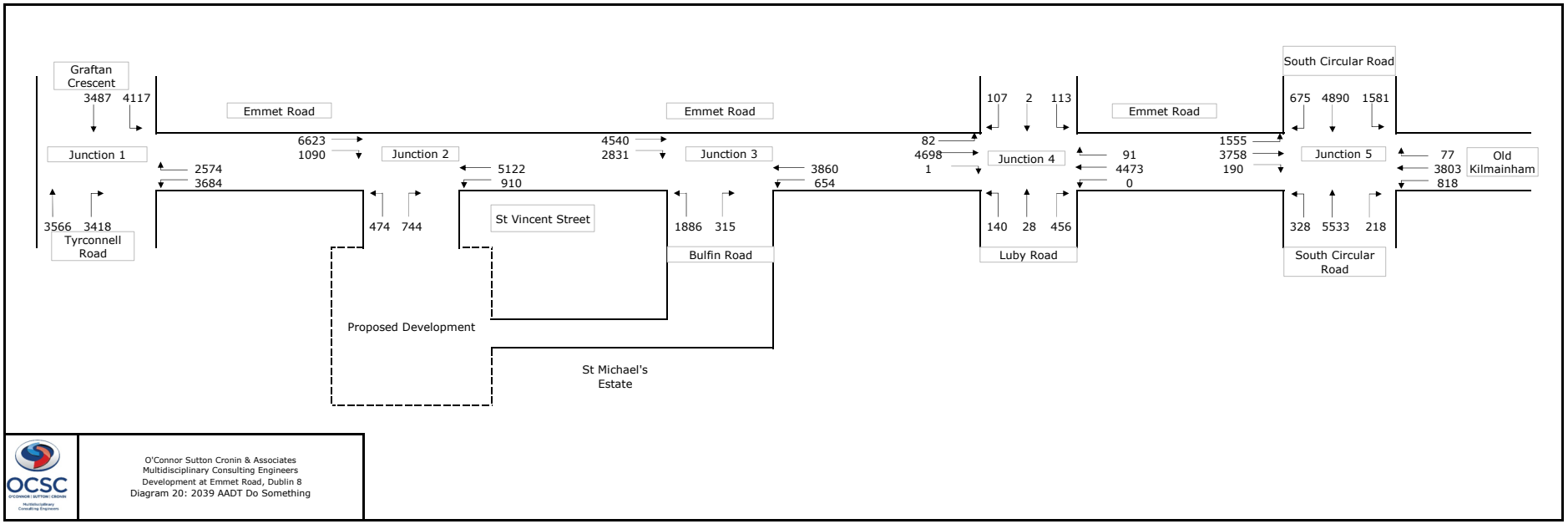
O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 17: 2024 AADT Do Something



O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 18: 2039 AM Peak Hour Flows Do Something



O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 19: 2039 PM Peak Hour Flows Do Something



O'Connor Sutton Cronin & Associates
Multidisciplinary Consulting Engineers
Development at Emmet Road, Dublin 8
Diagram 20: 2039 AADT Do Something

Appendix C **TRICS OUTPUT**

Calculation Reference: AUDIT-322901-220704-0749

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	SK	SOUTHWARK	1 days
	WF	WALTHAM FOREST	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 29 to 194 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 15/10/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

5 Very Good	1 days
6b (High) Excellent	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 HM-03-C-02 BLOCKS OF FLATS HAMMERSMITH AND FULHAM
GLENTHORNE ROAD
HAMMERSMITH

Town Centre
Built-Up Zone
Total No of Dwellings: 194
Survey date: TUESDAY *30/04/19* *Survey Type: MANUAL*

2 SK-03-C-02 BLOCK OF FLATS SOUTHWARK
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

3 WF-03-C-01 BLOCKS OF FLATS WALTHAM FOREST
ERSKINE ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 97
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-C-01	high parking level
BD-03-C-02	high parking level
BK-03-C-01	high parking level
CB-03-C-01	high parking level
CO-03-C-01	high parking level
DV-03-C-01	high parking level
HF-03-C-03	high parking level
HM-03-C-01	high parking level
HO-03-C-02	high parking level
HO-03-C-03	high parking level
IS-03-C-05	information not clear
IS-03-C-06	information not clear
KI-03-C-03	high parking level
MS-03-C-04	high parking level
NF-03-C-01	high parking level
SA-03-C-01	high parking level
SF-03-C-01	high parking level
SF-03-C-05	high parking level
SK-03-C-01	high parking level
SR-03-C-01	high parking level
SR-03-C-02	high parking level
WF-03-C-02	high parking level
WF-03-C-04	high parking level
WF-03-C-05	high parking level
WM-03-C-04	high parking level

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BM-03-C-01	12/11/18	high parking level
HC-03-C-01	05/06/18	high parking level
IS-03-C-07	06/06/19	high parking level
SY-03-C-01	08/09/20	Covid Restriction

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	107	0.019	3	107	0.031	3	107	0.050
08:00 - 09:00	3	107	0.016	3	107	0.031	3	107	0.047
09:00 - 10:00	3	107	0.034	3	107	0.025	3	107	0.059
10:00 - 11:00	3	107	0.034	3	107	0.022	3	107	0.056
11:00 - 12:00	3	107	0.025	3	107	0.037	3	107	0.062
12:00 - 13:00	3	107	0.016	3	107	0.022	3	107	0.038
13:00 - 14:00	3	107	0.019	3	107	0.019	3	107	0.038
14:00 - 15:00	3	107	0.013	3	107	0.022	3	107	0.035
15:00 - 16:00	3	107	0.028	3	107	0.025	3	107	0.053
16:00 - 17:00	3	107	0.050	3	107	0.034	3	107	0.084
17:00 - 18:00	3	107	0.037	3	107	0.022	3	107	0.059
18:00 - 19:00	3	107	0.047	3	107	0.037	3	107	0.084
19:00 - 20:00	3	107	0.047	3	107	0.037	3	107	0.084
20:00 - 21:00	3	107	0.013	3	107	0.013	3	107	0.026
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.398			0.377			0.775

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	29 - 194 (units:)
Survey date date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	25

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-322901-220705-0749

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	LW	LEWISHAM	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	NB	NORTHUMBERLAND	1 days
11	SCOTLAND		
	PK	PERTH & KINROSS	1 days
	SR	STIRLING	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Parking spaces
Actual Range: 53 to 189 (units:)
Range Selected by User: 17 to 230 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	3 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
Retail Zone	1
Built-Up Zone	4
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

E(a)	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
6a Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CH-01-C-03 LIDL CHESHIRE
FENNEL STREET
WARRINGTON

Edge of Town Centre
Retail Zone
Total Parking spaces: 92
Survey date: THURSDAY *15/04/21* *Survey Type: MANUAL*

2 LN-01-C-01 LIDL LINCOLNSHIRE
RICHMOND DRIVE
SKEGNESS

Edge of Town Centre
Built-Up Zone
Total Parking spaces: 106
Survey date: TUESDAY *19/07/16* *Survey Type: MANUAL*

3 LW-01-C-01 ALDI LEWISHAM
RUSHEY GREEN
CATFORD

Edge of Town Centre
Residential Zone
Total Parking spaces: 74
Survey date: MONDAY *16/11/15* *Survey Type: MANUAL*

4 NB-01-C-01 LIDL NORTHUMBERLAND
SCHALKSMUHLE ROAD
BEDLINGTON

Edge of Town Centre
No Sub Category
Total Parking spaces: 136
Survey date: MONDAY *12/06/17* *Survey Type: MANUAL*

5 PK-01-C-02 ALDI PERTH & KINROSS
GLASGOW ROAD
PERTH

Edge of Town Centre
Built-Up Zone
Total Parking spaces: 71
Survey date: TUESDAY *17/06/14* *Survey Type: MANUAL*

6 SR-01-C-01 LIDL STIRLING
PLAYERS ROAD
STIRLING

Edge of Town Centre
Built-Up Zone
Total Parking spaces: 128
Survey date: THURSDAY *01/06/17* *Survey Type: MANUAL*

7 WO-01-C-02 LIDL WORCESTERSHIRE
WORCESTER ROAD
MALVERN

Edge of Town Centre
Residential Zone
Total Parking spaces: 53
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

8 WO-01-C-03 ALDI WORCESTERSHIRE
GREEN STREET
KIDDERMINSTER

Town Centre
Built-Up Zone
Total Parking spaces: 189
Survey date: MONDAY *12/10/20* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-01-C-03	public transport
DN-01-C-01	public transport
IS-01-C-01	public transport
MG-01-C-01	public transport
NR-01-C-02	public transport
TY-01-C-02	public transport

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HI-01-C-02	17/06/14	public transport

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	106	0.047	1	106	0.019	1	106	0.066
07:00 - 08:00	8	106	0.099	8	106	0.039	8	106	0.138
08:00 - 09:00	8	106	0.445	8	106	0.300	8	106	0.745
09:00 - 10:00	8	106	0.727	8	106	0.591	8	106	1.318
10:00 - 11:00	8	106	0.815	8	106	0.680	8	106	1.495
11:00 - 12:00	8	106	0.845	8	106	0.834	8	106	1.679
12:00 - 13:00	8	106	0.779	8	106	0.808	8	106	1.587
13:00 - 14:00	8	106	0.808	8	106	0.866	8	106	1.674
14:00 - 15:00	8	106	0.903	8	106	0.845	8	106	1.748
15:00 - 16:00	8	106	0.863	8	106	0.853	8	106	1.716
16:00 - 17:00	8	106	0.886	8	106	0.949	8	106	1.835
17:00 - 18:00	8	106	0.786	8	106	0.890	8	106	1.676
18:00 - 19:00	8	106	0.642	8	106	0.731	8	106	1.373
19:00 - 20:00	8	106	0.470	8	106	0.511	8	106	0.981
20:00 - 21:00	8	106	0.286	8	106	0.402	8	106	0.688
21:00 - 22:00	8	106	0.145	8	106	0.194	8	106	0.339
22:00 - 23:00	5	107	0.017	5	107	0.047	5	107	0.064
23:00 - 24:00	1	74	0.000	1	74	0.068	1	74	0.068
Total Rates:			9.563			9.627			19.190

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	53 - 189 (units:)
Survey date date range:	01/01/14 - 23/09/21
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix D **MODEL OUTPUT FILE**

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: (new file)
Path:
Report generation date: 20/07/2022 09:55:59

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	J2 - 2039 DS									
Stream B-C	D1	0.1	10.56	0.05	B	D2	0.2	12.73	0.18	B
Stream B-A		0.4	20.03	0.25	C		0.7	30.41	0.39	D
Stream C-AB		1.3	5.74	0.35	A		1.4	6.97	0.38	A
	J2 - 2039 DN									
Stream B-C	D3	0.0	10.93	0.02	B	D4	0.1	10.64	0.08	B
Stream B-A		0.3	20.14	0.22	C		0.3	21.54	0.23	C
Stream C-AB		1.1	5.30	0.30	A		0.9	5.84	0.27	A
	J2 - 2024 DS									
Stream B-C	D5	0.1	9.77	0.05	A	D6	0.2	11.05	0.15	B
Stream B-A		0.3	16.36	0.19	C		0.5	22.77	0.31	C
Stream C-AB		0.9	5.42	0.27	A		0.9	6.54	0.31	A
	J2 - 2024 DN									
Stream B-C	D7	0.0	10.29	0.02	B	D8	0.1	9.77	0.07	A
Stream B-A		0.2	16.36	0.17	C		0.2	17.30	0.17	C
Stream C-AB		0.7	5.09	0.23	A		0.6	5.68	0.21	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

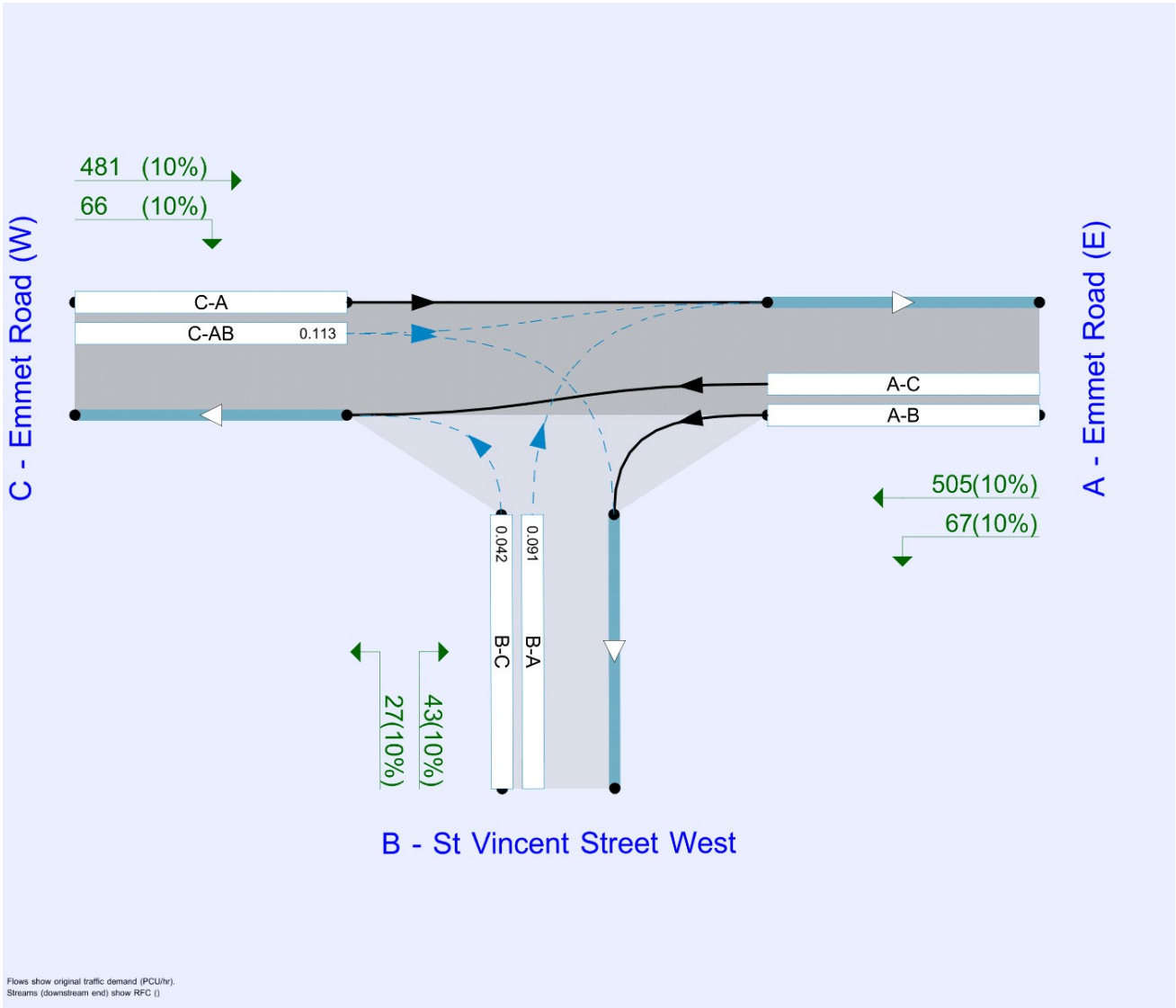
File summary

File Description

Title	
Location	
Site number	
Date	18/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OCSC\joshua.tai
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	2039 DS	AM	ONE HOUR	08:00	09:30	15
D2	2039 DS	PM	ONE HOUR	08:00	09:30	15
D3	2039 DN	AM	ONE HOUR	08:00	09:30	15
D4	2039 DN	PM	ONE HOUR	08:00	09:30	15
D5	2024 DS	AM	ONE HOUR	08:00	09:30	15
D6	2024 DS	PM	ONE HOUR	08:00	09:30	15
D7	2024 DN	AM	ONE HOUR	08:00	09:30	15
D8	2024 DN	PM	ONE HOUR	08:00	09:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	J2	100.000

J2 - 2039 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - St Vincent Street West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Emmet Road (E)		Major
B	St Vincent Street West		Minor
C	Emmet Road (W)		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 - Emmet Road (W)	6.00			150.0	✓	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 - St Vincent Street West	One lane plus flare	5.50	4.30	4.10	2.20	2.20	✓	1.00	20	40

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	565	0.103	0.260	0.164	0.372
B-C	538	0.082	0.208	-	-
C-B	661	0.256	0.256	-	-

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	2039 DS	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	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 - Emmet Road (E)		✓	523	100.000
B - St Vincent Street West		✓	77	100.000
C - Emmet Road (W)		✓	801	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	0	80	443
	B - St Vincent Street West	59	0	18
	C - Emmet Road (W)	709	92	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	10	10	10
	B - St Vincent Street West	10	10	10
	C - Emmet Road (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	10.56	0.1	B
B-A	0.25	20.03	0.4	C
C-AB	0.35	5.74	1.3	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-C	14	448	0.030	13	0.0	9.109	A
B-A	44	359	0.124	44	0.2	12.545	B
C-AB	163	928	0.176	161	0.5	5.166	A
C-A	440			440			
A-B	60			60			
A-C	334			334			

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	16	428	0.038	16	0.0	9.625	A
B-A	53	318	0.167	53	0.2	14.893	B
C-AB	235	987	0.238	234	0.7	5.272	A
C-A	485			485			
A-B	72			72			
A-C	398			398			

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	20	395	0.050	20	0.1	10.542	B
B-A	65	263	0.247	64	0.4	19.897	C
C-AB	376	1073	0.351	374	1.3	5.695	A
C-A	505			505			
A-B	88			88			
A-C	488			488			

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	20	395	0.050	20	0.1	10.563	B
B-A	65	263	0.247	65	0.4	20.032	C
C-AB	378	1074	0.352	378	1.3	5.737	A
C-A	504			504			
A-B	88			88			
A-C	488			488			

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	16	427	0.038	16	0.0	9.648	A
B-A	53	318	0.167	54	0.2	15.006	C
C-AB	237	989	0.239	239	0.8	5.318	A
C-A	483			483			
A-B	72			72			
A-C	398			398			

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-C	14	447	0.030	14	0.0	9.133	A
B-A	44	358	0.124	45	0.2	12.633	B
C-AB	165	929	0.177	166	0.5	5.209	A
C-A	438			438			
A-B	60			60			
A-C	334			334			

J2 - 2039 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - St Vincent Street West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.34	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)
D2	2039 DS	PM	ONE HOUR	08:00	09:30	15

Default vehicle mix	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 - Emmet Road (E)		✓	688	100.000
B - St Vincent Street West		✓	138	100.000
C - Emmet Road (W)		✓	663	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	0	105	583
	B - St Vincent Street West	76	0	62
	C - Emmet Road (W)	558	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	10	10	10
	B - St Vincent Street West	10	10	10
	C - Emmet Road (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	12.73	0.2	B
B-A	0.39	30.41	0.7	D
C-AB	0.38	6.97	1.4	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-C	47	476	0.098	46	0.1	9.203	A
B-A	57	307	0.186	56	0.2	15.704	C
C-AB	161	825	0.195	159	0.5	5.944	A
C-A	338			338			
A-B	79			79			
A-C	439			439			

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	56	442	0.126	56	0.2	10.252	B
B-A	68	268	0.255	68	0.4	19.700	C
C-AB	226	865	0.262	225	0.7	6.209	A
C-A	370			370			
A-B	94			94			
A-C	524			524			

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	68	381	0.179	68	0.2	12.617	B
B-A	84	214	0.391	82	0.7	29.845	D
C-AB	349	923	0.378	347	1.3	6.906	A
C-A	381			381			
A-B	116			116			
A-C	642			642			

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	68	379	0.180	68	0.2	12.734	B
B-A	84	214	0.392	84	0.7	30.411	D
C-AB	351	925	0.379	351	1.4	6.967	A
C-A	379			379			
A-B	116			116			
A-C	642			642			

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	56	439	0.127	56	0.2	10.344	B
B-A	68	268	0.255	70	0.4	20.044	C
C-AB	228	867	0.263	230	0.8	6.276	A
C-A	368			368			
A-B	94			94			
A-C	524			524			

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-C	47	474	0.098	47	0.1	9.270	A
B-A	57	307	0.186	58	0.3	15.904	C
C-AB	162	826	0.197	164	0.5	6.000	A
C-A	337			337			
A-B	79			79			
A-C	439			439			

J2 - 2039 DN, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - St Vincent Street West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.75	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 DN	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	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 - Emmet Road (E)		✓	512	100.000
B - St Vincent Street West		✓	58	100.000
C - Emmet Road (W)		✓	788	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	0	69	443
	B - St Vincent Street West	51	0	7
	C - Emmet Road (W)	709	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	10	10	10
	B - St Vincent Street West	10	10	10
	C - Emmet Road (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	10.93	0.0	B
B-A	0.22	20.14	0.3	C
C-AB	0.30	5.30	1.1	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-C	5	416	0.013	5	0.0	9.631	A
B-A	38	341	0.113	38	0.1	13.034	B
C-AB	140	929	0.150	138	0.4	5.007	A
C-A	453			453			
A-B	52			52			
A-C	334			334			

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	6	398	0.016	6	0.0	10.101	B
B-A	46	304	0.151	46	0.2	15.313	C
C-AB	201	989	0.204	201	0.6	5.035	A
C-A	507			507			
A-B	62			62			
A-C	398			398			

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	8	370	0.021	8	0.0	10.915	B
B-A	56	253	0.222	56	0.3	20.015	C
C-AB	322	1074	0.300	320	1.1	5.269	A
C-A	546			546			
A-B	76			76			
A-C	488			488			

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	8	370	0.021	8	0.0	10.929	B
B-A	56	253	0.222	56	0.3	20.136	C
C-AB	323	1075	0.300	323	1.1	5.298	A
C-A	545			545			
A-B	76			76			
A-C	488			488			

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	6	398	0.016	6	0.0	10.119	B
B-A	46	304	0.151	46	0.2	15.419	C
C-AB	203	990	0.205	204	0.6	5.069	A
C-A	506			506			
A-B	62			62			
A-C	398			398			

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-C	5	416	0.013	5	0.0	9.648	A
B-A	38	341	0.113	39	0.1	13.124	B
C-AB	141	930	0.152	142	0.4	5.040	A
C-A	452			452			
A-B	52			52			
A-C	334			334			

J2 - 2039 DN, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - St Vincent Street West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.82	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)
D4	2039 DN	PM	ONE HOUR	08:00	09:30	15

Default vehicle mix	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 - Emmet Road (E)		✓	660	100.000
B - St Vincent Street West		✓	80	100.000
C - Emmet Road (W)		✓	633	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	0	77	583
	B - St Vincent Street West	49	0	31
	C - Emmet Road (W)	558	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	10	10	10
	B - St Vincent Street West	10	10	10
	C - Emmet Road (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	10.64	0.1	B
B-A	0.23	21.54	0.3	C
C-AB	0.27	5.84	0.9	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-C	23	472	0.049	23	0.1	8.813	A
B-A	37	328	0.112	36	0.1	13.545	B
C-AB	114	829	0.138	113	0.3	5.531	A
C-A	362			362			
A-B	58			58			
A-C	439			439			

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	28	446	0.062	28	0.1	9.466	A
B-A	44	290	0.152	44	0.2	16.053	C
C-AB	161	869	0.185	160	0.5	5.594	A
C-A	409			409			
A-B	69			69			
A-C	524			524			

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	34	407	0.084	34	0.1	10.615	B
B-A	54	238	0.227	53	0.3	21.418	C
C-AB	247	928	0.266	245	0.9	5.818	A
C-A	450			450			
A-B	85			85			
A-C	642			642			

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	34	406	0.084	34	0.1	10.641	B
B-A	54	238	0.227	54	0.3	21.542	C
C-AB	247	929	0.266	247	0.9	5.844	A
C-A	450			450			
A-B	85			85			
A-C	642			642			

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	28	445	0.063	28	0.1	9.497	A
B-A	44	290	0.152	45	0.2	16.150	C
C-AB	161	870	0.185	163	0.5	5.623	A
C-A	408			408			
A-B	69			69			
A-C	524			524			

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-C	23	471	0.050	23	0.1	8.845	A
B-A	37	328	0.112	37	0.1	13.621	B
C-AB	115	830	0.139	116	0.3	5.561	A
C-A	361			361			
A-B	58			58			
A-C	439			439			

J2 - 2024 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - St Vincent Street West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.79	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 DS	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	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 - Emmet Road (E)		✓	452	100.000
B - St Vincent Street West		✓	70	100.000
C - Emmet Road (W)		✓	696	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	0	70	382
	B - St Vincent Street West	52	0	18
	C - Emmet Road (W)	614	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	10	10	10
	B - St Vincent Street West	10	10	10
	C - Emmet Road (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	9.77	0.1	A
B-A	0.19	16.36	0.3	C
C-AB	0.27	5.42	0.9	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-C	14	468	0.029	13	0.0	8.711	A
B-A	39	382	0.103	39	0.1	11.529	B
C-AB	129	889	0.145	127	0.4	5.202	A
C-A	395			395			
A-B	53			53			
A-C	288			288			

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	16	451	0.036	16	0.0	9.110	A
B-A	47	347	0.135	47	0.2	13.170	B
C-AB	180	939	0.192	179	0.5	5.226	A
C-A	446			446			
A-B	63			63			
A-C	343			343			

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	20	425	0.047	20	0.1	9.760	A
B-A	57	299	0.191	57	0.3	16.306	C
C-AB	275	1010	0.273	274	0.9	5.399	A
C-A	491			491			
A-B	77			77			
A-C	421			421			

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	20	425	0.047	20	0.1	9.772	A
B-A	57	299	0.191	57	0.3	16.364	C
C-AB	276	1011	0.273	276	0.9	5.417	A
C-A	490			490			
A-B	77			77			
A-C	421			421			

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	16	450	0.036	16	0.0	9.124	A
B-A	47	347	0.135	47	0.2	13.226	B
C-AB	181	940	0.193	182	0.5	5.254	A
C-A	445			445			
A-B	63			63			
A-C	343			343			

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-C	14	467	0.029	14	0.0	8.729	A
B-A	39	381	0.103	39	0.1	11.587	B
C-AB	130	889	0.146	130	0.4	5.232	A
C-A	394			394			
A-B	53			53			
A-C	288			288			

J2 - 2024 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - St Vincent Street West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.78	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 DS	PM	ONE HOUR	08:00	09:30	15

Default vehicle mix	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 - Emmet Road (E)		✓	599	100.000
B - St Vincent Street West		✓	128	100.000
C - Emmet Road (W)		✓	577	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	0	94	505
	B - St Vincent Street West	70	0	58
	C - Emmet Road (W)	481	96	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	10	10	10
	B - St Vincent Street West	10	10	10
	C - Emmet Road (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.15	11.05	0.2	B
B-A	0.31	22.77	0.5	C
C-AB	0.31	6.54	0.9	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-C	44	496	0.088	43	0.1	8.740	A
B-A	53	332	0.159	52	0.2	14.094	B
C-AB	132	798	0.166	131	0.4	5.936	A
C-A	302			302			
A-B	71			71			
A-C	380			380			

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	52	468	0.111	52	0.1	9.520	A
B-A	63	298	0.211	63	0.3	16.784	C
C-AB	181	830	0.218	180	0.5	6.107	A
C-A	338			338			
A-B	85			85			
A-C	454			454			

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	64	423	0.151	64	0.2	11.005	B
B-A	77	251	0.307	76	0.5	22.574	C
C-AB	269	878	0.306	267	0.9	6.509	A
C-A	367			367			
A-B	103			103			
A-C	556			556			

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	64	422	0.151	64	0.2	11.051	B
B-A	77	251	0.307	77	0.5	22.766	C
C-AB	269	878	0.307	269	0.9	6.540	A
C-A	366			366			
A-B	103			103			
A-C	556			556			

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	52	466	0.112	52	0.1	9.570	A
B-A	63	298	0.211	64	0.3	16.941	C
C-AB	182	831	0.219	183	0.6	6.146	A
C-A	337			337			
A-B	85			85			
A-C	454			454			

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-C	44	495	0.088	44	0.1	8.788	A
B-A	53	332	0.159	53	0.2	14.217	B
C-AB	133	799	0.167	134	0.4	5.978	A
C-A	301			301			
A-B	71			71			
A-C	380			380			

J2 - 2024 DN, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - St Vincent Street West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

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)
D7	2024 DN	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	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 - Emmet Road (E)		✓	441	100.000
B - St Vincent Street West		✓	50	100.000
C - Emmet Road (W)		✓	683	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	0	59	382
	B - St Vincent Street West	44	0	6
	C - Emmet Road (W)	614	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	10	10	10
	B - St Vincent Street West	10	10	10
	C - Emmet Road (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	10.29	0.0	B
B-A	0.17	16.36	0.2	C
C-AB	0.23	5.09	0.7	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-C	5	428	0.011	4	0.0	9.348	A
B-A	33	367	0.090	33	0.1	11.840	B
C-AB	108	890	0.121	107	0.3	5.056	A
C-A	406			406			
A-B	44			44			
A-C	288			288			

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	5	413	0.013	5	0.0	9.708	A
B-A	40	335	0.118	39	0.1	13.405	B
C-AB	151	940	0.161	151	0.4	5.022	A
C-A	463			463			
A-B	53			53			
A-C	343			343			

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	7	392	0.017	7	0.0	10.285	B
B-A	48	291	0.167	48	0.2	16.313	C
C-AB	231	1012	0.228	230	0.7	5.076	A
C-A	521			521			
A-B	65			65			
A-C	421			421			

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	7	391	0.017	7	0.0	10.291	B
B-A	48	290	0.167	48	0.2	16.364	C
C-AB	231	1012	0.229	231	0.7	5.090	A
C-A	521			521			
A-B	65			65			
A-C	421			421			

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	5	413	0.013	5	0.0	9.718	A
B-A	40	334	0.118	40	0.2	13.460	B
C-AB	152	941	0.161	153	0.5	5.042	A
C-A	462			462			
A-B	53			53			
A-C	343			343			

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-C	5	428	0.011	5	0.0	9.360	A
B-A	33	366	0.090	33	0.1	11.898	B
C-AB	109	891	0.122	109	0.3	5.078	A
C-A	405			405			
A-B	44			44			
A-C	288			288			

J2 - 2024 DN, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - St Vincent Street West - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.54	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	2024 DN	PM	ONE HOUR	08:00	09:30	15

Default vehicle mix	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 - Emmet Road (E)		✓	572	100.000
B - St Vincent Street West		✓	70	100.000
C - Emmet Road (W)		✓	547	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	0	67	505
	B - St Vincent Street West	43	0	27
	C - Emmet Road (W)	481	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Emmet Road (E)	B - St Vincent Street West	C - Emmet Road (W)
From	A - Emmet Road (E)	10	10	10
	B - St Vincent Street West	10	10	10
	C - Emmet Road (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	9.77	0.1	A
B-A	0.17	17.30	0.2	C
C-AB	0.21	5.68	0.6	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-C	20	488	0.042	20	0.0	8.450	A
B-A	32	354	0.091	32	0.1	12.261	B
C-AB	91	802	0.113	90	0.3	5.563	A
C-A	321			321			
A-B	50			50			
A-C	380			380			

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	24	467	0.052	24	0.1	8.950	A
B-A	39	322	0.120	39	0.1	13.977	B
C-AB	124	835	0.148	123	0.4	5.572	A
C-A	368			368			
A-B	60			60			
A-C	454			454			

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	30	435	0.068	30	0.1	9.760	A
B-A	47	276	0.171	47	0.2	17.249	C
C-AB	183	883	0.207	182	0.6	5.665	A
C-A	419			419			
A-B	74			74			
A-C	556			556			

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	30	435	0.068	30	0.1	9.774	A
B-A	47	276	0.171	47	0.2	17.297	C
C-AB	183	883	0.208	183	0.6	5.678	A
C-A	419			419			
A-B	74			74			
A-C	556			556			

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	24	466	0.052	24	0.1	8.969	A
B-A	39	322	0.120	39	0.2	14.021	B
C-AB	124	835	0.149	125	0.4	5.594	A
C-A	368			368			
A-B	60			60			
A-C	454			454			

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-C	20	488	0.042	20	0.0	8.474	A
B-A	32	354	0.091	33	0.1	12.310	B
C-AB	91	802	0.114	92	0.3	5.583	A
C-A	321			321			
A-B	50			50			
A-C	380			380			

TRANSYT 15

Version: 15.5.2.7994

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

Filename: (new file)
Path:
Report generation date: 20/07/2022 09:57:58

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	18/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OCSC\joshua.tai
Description	

Model and Results

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

Units

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

Sorting

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

A1 - Junction 4 2039
D1 - AM DS*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	20/07/2022 09:57:45	20/07/2022 09:57:45	08:00	60	37.61	2.20	39.18	1/1	0	0	1/1	8/1	1/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
Junction 4 2039		D1	✓	

Demand Set Details

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

Network Options

Network timings

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

Signals options

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

Advanced

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

Traffic options

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

Advanced

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

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

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

Tram parameters

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

Pedestrian parameters

Dispersion type
Default

Optimisation options

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

Advanced

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

Economics

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

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1				90.00	✓	Sum of lanes	2051			✓		Normal	
2	1				90.00	✓	Sum of lanes	1915			✓		Bus	
3	1			✓	47.78								Normal	
4	1				90.00								Normal	
5	1			✓	151.56								Normal	
6	1				20.00	✓	Sum of lanes	1532				✓	Normal	
7	1				50.00	✓	Sum of lanes	1532				✓	Normal	
8	1				20.00	✓	Sum of lanes	1912	✓	1800		✓	Normal	
9	1				30.00	✓	Sum of lanes	1915			✓		Normal	
10	1				165.00								Bus	
11	1			✓	102.79	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
1	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	8.19		2051
2	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
3	1	1	(untitled)											
4	1	1	(untitled)											
5	1	1	(untitled)											
6	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
7	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
8	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	9.83	✓	1912
9	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
10	1	1	(untitled)											
11	1	1	(untitled)											1800

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
(ALL)	1	1	A	

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Number of storage spaces	Use connector turning radius	Radius of turn (m)	Visibility restricted
6	1	AllTraffic	✓	0	✓	6.00	
7	1	AllTraffic	✓	0	✓	6.00	
8	1	AllTraffic	✓	0	✓	9.83	

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Upstream signals visible	Conflict shift	Conflict duration
1		TrafficStream	2/1			100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStreamMovement		1/1	5/1	100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	2/1			100		0	0

Signal Timings

Network Default: 60s cycle time; 60 steps

Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	5
	2	5	0

Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	52	24	32	1	7
	2	✓	2	B	29	47	18	1	18

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1			1	A	442	2051	32	0.00	39	130	19.58	8.78	55.67	4.30	
2	1 B			1	A	43	1915	32	32.00	4	2104	27.97	6.37	44.24	0.32	
3	1					6	Unrestricted	60	60.00	0	Unrestricted	5.73	0.00	0.00	0.00	
4	1					372	Unrestricted	60	21.00	0	Unrestricted	10.80	0.00	0.00	0.00	
5	1					509	Unrestricted	60	0.00	0	Unrestricted	18.19	0.00	0.00	0.00	
6	1					25	617	60	48.00	4	2121	3.64	1.24	17.51	0.08	
7	1					69	619	60	0.00	11	708	7.59	1.59	19.70	0.26	
8	1					351	1337	60	0.00	26	243	3.60	1.20	12.62	1.50	
9	1			1	A	372	1915	32	4.00	35	155	12.02	8.42	51.58	3.27	
10	1 B					43	Unrestricted	60	46.00	0	Unrestricted	39.60	0.00	0.00	0.00	
11	1					351	1800	60	0.00	20	362	12.58	0.24	0.00	0.02	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	208.90	9.09	22.98	2.13	30.20	6.27	0.00	36.47
Bus	10.97	0.81	13.59	0.08	1.08	0.06	0.00	1.14
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians								
TOTAL	219.87	9.90	22.21	2.20	31.28	6.33	0.00	37.61

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

TRANSYT 15

Version: 15.5.2.7994

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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: (new file)
Path:
Report generation date: 20/07/2022 09:58:34

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	18/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OCSC\joshua.tai
Description	

Model and Results

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

Units

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

Sorting

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

A2 - Junction 4 2039
D2 - PM DS*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
2	20/07/2022 09:57:45	20/07/2022 09:57:45	08:00	60	44.56	2.64	49.56	9/1	0	0	9/1	8/1	9/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
Junction 4 2039		D2	✓	

Demand Set Details

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

Network Options

Network timings

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

Signals options

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

Advanced

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

Traffic options

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

Advanced

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

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

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

Tram parameters

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

Pedestrian parameters

Dispersion type
Default

Optimisation options

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

Advanced

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

Economics

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

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1				90.00	✓	Sum of lanes	2051			✓		Normal	
2	1				90.00	✓	Sum of lanes	1915			✓		Bus	
3	1			✓	47.78								Normal	
4	1				90.00								Normal	
5	1			✓	151.56								Normal	
6	1				20.00	✓	Sum of lanes	1532				✓	Normal	
7	1				50.00	✓	Sum of lanes	1551				✓	Normal	
8	1				20.00	✓	Sum of lanes	1912	✓	1800		✓	Normal	
9	1				30.00	✓	Sum of lanes	1915			✓		Normal	
10	1				165.00								Bus	
11	1			✓	102.79	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
1	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	8.19		2051
2	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
3	1	1	(untitled)											
4	1	1	(untitled)											
5	1	1	(untitled)											
6	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
7	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	94	6.00	✓	1551
8	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	9.83	✓	1912
9	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
10	1	1	(untitled)											
11	1	1	(untitled)											1800

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
(ALL)	1	1	A	

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Number of storage spaces	Use connector turning radius	Radius of turn (m)	Visibility restricted
6	1	AllTraffic	✓	0	✓	6.00	
7	1	AllTraffic	✓	0	✓	6.00	
8	1	AllTraffic	✓	0	✓	9.83	

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Upstream signals visible	Conflict shift	Conflict duration
1		TrafficStream	2/1			100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStreamMovement		1/1	5/1	100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	2/1			100		0	0

Signal Timings

Network Default: 60s cycle time; 60 steps

Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	5
	2	5	0

Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	52	24	32	1	7
	2	✓	2	B	29	47	18	1	18

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1			1	A	377	2051	32	0.00	33	169	19.05	8.25	52.88	3.54	
2	1 B			1	A	43	1915	32	32.00	4	2104	27.97	6.37	44.24	0.32	
3	1					16	Unrestricted	60	60.00	0	Unrestricted	5.73	0.00	0.00	0.00	
4	1					522	Unrestricted	60	20.00	0	Unrestricted	10.80	0.00	0.00	0.00	
5	1					446	Unrestricted	60	0.00	0	Unrestricted	18.19	0.00	0.00	0.00	
6	1					15	480	60	48.00	3	2777	3.49	1.09	16.29	0.05	
7	1					84	488	60	0.00	17	423	7.97	1.97	20.46	0.32	
8	1					508	1418	60	0.00	36	151	3.65	1.25	11.18	1.55	
9	1			1	A	522	1915	32	0.00	50	82	13.39	9.79	54.00	4.73	
10	1 B					43	Unrestricted	60	46.00	0	Unrestricted	39.60	0.00	0.00	0.00	
11	1					508	1800	60	0.00	28	219	12.73	0.39	0.00	0.06	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	231.81	10.29	22.52	2.57	36.42	6.99	0.00	43.42
Bus	10.97	0.81	13.59	0.08	1.08	0.06	0.00	1.14
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians								
TOTAL	242.77	11.10	21.87	2.64	37.50	7.05	0.00	44.56

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

TRANSYT 15

Version: 15.5.2.7994

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Filename: (new file)
Path:
Report generation date: 20/07/2022 09:59:00

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	18/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OCSC\joshua.tai
Description	

Model and Results

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

Units

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

Sorting

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

A3 - Junction 4 2039
D3 - AM DN*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
3	20/07/2022 09:57:45	20/07/2022 09:57:45	08:00	60	35.20	2.06	37.59	1/1	0	0	1/1	8/1	1/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
Junction 4 2039		D3	✓	

Demand Set Details

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

Network Options

Network timings

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

Signals options

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

Advanced

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

Traffic options

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

Advanced

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

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

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

Tram parameters

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

Pedestrian parameters

Dispersion type
Default

Optimisation options

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

Advanced

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

Economics

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

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1				90.00	✓	Sum of lanes	2051			✓		Normal	
2	1				90.00	✓	Sum of lanes	1915			✓		Bus	
3	1			✓	47.78								Normal	
4	1				90.00								Normal	
5	1			✓	151.56								Normal	
6	1				20.00	✓	Sum of lanes	1532				✓	Normal	
7	1				50.00	✓	Sum of lanes	1532				✓	Normal	
8	1				20.00	✓	Sum of lanes	1912	✓	1800		✓	Normal	
9	1				30.00	✓	Sum of lanes	1915			✓		Normal	
10	1				165.00								Bus	
11	1			✓	102.79	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
1	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	8.19		2051
2	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
3	1	1	(untitled)											
4	1	1	(untitled)											
5	1	1	(untitled)											
6	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
7	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
8	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	9.83	✓	1912
9	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
10	1	1	(untitled)											
11	1	1	(untitled)											1800

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
(ALL)	1	1	A	

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Number of storage spaces	Use connector turning radius	Radius of turn (m)	Visibility restricted
6	1	AllTraffic	✓	0	✓	6.00	
7	1	AllTraffic	✓	0	✓	6.00	
8	1	AllTraffic	✓	0	✓	9.83	

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Upstream signals visible	Conflict shift	Conflict duration
1		TrafficStream	2/1			100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStreamMovement		1/1	5/1	100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	2/1			100		0	0

Signal Timings

Network Default: 60s cycle time; 60 steps

Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	5
	2	5	0

Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	52	24	32	1	7
	2	✓	2	B	29	47	18	1	18

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1			1	A	424	2051	32	0.00	38	139	19.42	8.62	54.53	4.12	
2	1 B			1	A	43	1915	32	32.00	4	2104	27.97	6.37	44.24	0.32	
3	1					7	Unrestricted	60	60.00	0	Unrestricted	5.73	0.00	0.00	0.00	
4	1					356	Unrestricted	60	21.00	0	Unrestricted	10.80	0.00	0.00	0.00	
5	1					490	Unrestricted	60	0.00	0	Unrestricted	18.19	0.00	0.00	0.00	
6	1					25	658	60	49.00	4	2268	3.42	1.02	14.88	0.07	
7	1					69	661	60	0.00	10	762	7.25	1.25	16.45	0.22	
8	1					335	1363	60	0.00	25	266	3.42	1.02	12.38	1.49	
9	1			1	A	356	1915	32	4.00	34	166	11.90	8.30	51.42	3.13	
10	1 B					43	Unrestricted	60	46.00	0	Unrestricted	39.60	0.00	0.00	0.00	
11	1					335	1800	60	0.00	19	384	12.56	0.23	0.00	0.02	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	200.56	8.67	23.14	1.98	28.15	5.90	0.00	34.06
Bus	10.97	0.81	13.59	0.08	1.08	0.06	0.00	1.14
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians								
TOTAL	211.53	9.48	22.32	2.06	29.24	5.96	0.00	35.20

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

TRANSYT 15

Version: 15.5.2.7994

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Filename: (new file)
Path:
Report generation date: 20/07/2022 09:59:44

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	18/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OCSC\joshua.tai
Description	

Model and Results

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

Units

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

Sorting

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

A4 - Junction 4 2039
D4 - PM DN*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
4	20/07/2022 09:57:45	20/07/2022 09:57:45	08:00	60	38.77	2.29	45.67	9/1	0	0	9/1	8/1	9/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
Junction 4 2039		D4	✓	

Demand Set Details

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

Network Options

Network timings

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

Signals options

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

Advanced

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

Traffic options

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

Advanced

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

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

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

Tram parameters

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

Pedestrian parameters

Dispersion type
Default

Optimisation options

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

Advanced

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

Economics

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

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1				90.00	✓	Sum of lanes	2051			✓		Normal	
2	1				90.00	✓	Sum of lanes	1915			✓		Bus	
3	1			✓	47.78								Normal	
4	1				90.00								Normal	
5	1			✓	151.56								Normal	
6	1				20.00	✓	Sum of lanes	1532				✓	Normal	
7	1				50.00	✓	Sum of lanes	1551				✓	Normal	
8	1				20.00	✓	Sum of lanes	1912	✓	1800		✓	Normal	
9	1				30.00	✓	Sum of lanes	1915			✓		Normal	
10	1				165.00								Bus	
11	1			✓	102.79	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
1	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	8.19		2051
2	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
3	1	1	(untitled)											
4	1	1	(untitled)											
5	1	1	(untitled)											
6	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
7	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	94	6.00	✓	1551
8	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	9.83	✓	1912
9	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
10	1	1	(untitled)											
11	1	1	(untitled)											1800

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
(ALL)	1	1	A	

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Number of storage spaces	Use connector turning radius	Radius of turn (m)	Visibility restricted
6	1	AllTraffic	✓	0	✓	6.00	
7	1	AllTraffic	✓	0	✓	6.00	
8	1	AllTraffic	✓	0	✓	9.83	

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Upstream signals visible	Conflict shift	Conflict duration
1		TrafficStream	2/1			100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStreamMovement		1/1	5/1	100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	2/1			100		0	0

Signal Timings

Network Default: 60s cycle time; 60 steps

Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	5
	2	5	0

Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	52	24	32	1	7
	2	✓	2	B	29	47	18	1	18

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1			1	A	340	2051	32	0.00	30	199	18.78	7.98	51.95	3.09	
2	1 B			1	A	43	1915	32	32.00	4	2104	27.97	6.37	44.24	0.32	
3	1					16	Unrestricted	60	60.00	0	Unrestricted	5.73	0.00	0.00	0.00	
4	1					481	Unrestricted	60	20.00	0	Unrestricted	10.80	0.00	0.00	0.00	
5	1					409	Unrestricted	60	0.00	0	Unrestricted	18.19	0.00	0.00	0.00	
6	1					15	555	60	50.00	3	3229	3.20	0.80	13.14	0.04	
7	1					84	565	60	0.00	15	505	7.33	1.33	15.23	0.25	
8	1					467	1460	60	0.00	32	181	3.39	0.99	9.43	1.52	
9	1			1	A	481	1915	32	0.00	46	97	12.98	9.38	53.38	4.33	
10	1 B					43	Unrestricted	60	46.00	0	Unrestricted	39.60	0.00	0.00	0.00	
11	1					467	1800	60	0.00	26	247	12.69	0.35	0.00	0.05	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	212.92	9.31	22.86	2.22	31.45	6.17	0.00	37.63
Bus	10.97	0.81	13.59	0.08	1.08	0.06	0.00	1.14
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians								
TOTAL	223.88	10.12	22.12	2.29	32.54	6.23	0.00	38.77

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

TRANSYT 15

Version: 15.5.2.7994

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

Filename: (new file)
Path:
Report generation date: 20/07/2022 10:00:55

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	18/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OCSC\joshua.tai
Description	

Model and Results

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

Units

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

Sorting

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

A1 - Junction 4 2024
D1 - AM DS*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
1	20/07/2022 10:00:50	20/07/2022 10:00:50	08:00	60	30.66	1.79	34.57	1/1	0	0	1/1	8/1	1/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
Junction 4 2024		D1	✓	

Demand Set Details

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

Network Options

Network timings

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

Signals options

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

Advanced

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

Traffic options

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

Advanced

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

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

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

Tram parameters

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

Pedestrian parameters

Dispersion type
Default

Optimisation options

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

Advanced

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

Economics

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

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1				90.00	✓	Sum of lanes	2051			✓		Normal	
2	1				90.00	✓	Sum of lanes	1915			✓		Bus	
3	1			✓	47.78								Normal	
4	1				90.00								Normal	
5	1			✓	151.56								Normal	
6	1				20.00	✓	Sum of lanes	1532				✓	Normal	
7	1				50.00	✓	Sum of lanes	1532				✓	Normal	
8	1				20.00	✓	Sum of lanes	1912	✓	1800		✓	Normal	
9	1				30.00	✓	Sum of lanes	1915			✓		Normal	
10	1				165.00								Bus	
11	1			✓	102.79	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
1	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	8.19		2051
2	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
3	1	1	(untitled)											
4	1	1	(untitled)											
5	1	1	(untitled)											
6	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
7	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
8	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	9.83	✓	1912
9	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
10	1	1	(untitled)											
11	1	1	(untitled)											1800

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
(ALL)	1	1	A	

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Number of storage spaces	Use connector turning radius	Radius of turn (m)	Visibility restricted
6	1	AllTraffic	✓	0	✓	6.00	
7	1	AllTraffic	✓	0	✓	6.00	
8	1	AllTraffic	✓	0	✓	9.83	

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Upstream signals visible	Conflict shift	Conflict duration
1		TrafficStream	2/1			100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStreamMovement		1/1	5/1	100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	2/1			100		0	0

Signal Timings

Network Default: 60s cycle time; 60 steps

Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	5
	2	5	0

Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	52	24	32	1	7
	2	✓	2	B	29	47	18	1	18

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1			1	A	390	2051	32	0.00	35	160	19.15	8.35	53.71	3.67	
2	1 B			1	A	32	1915	32	32.00	3	2862	27.95	6.35	44.21	0.24	
3	1					6	Unrestricted	60	60.00	0	Unrestricted	5.73	0.00	0.00	0.00	
4	1					322	Unrestricted	60	22.00	0	Unrestricted	10.80	0.00	0.00	0.00	
5	1					448	Unrestricted	60	0.00	0	Unrestricted	18.19	0.00	0.00	0.00	
6	1					21	729	60	50.00	3	3025	3.20	0.80	13.13	0.05	
7	1					61	732	60	0.00	8	979	6.93	0.93	13.23	0.16	
8	1					304	1400	60	0.00	22	314	3.24	0.84	10.59	1.48	
9	1			1	A	322	1915	32	3.00	31	194	11.64	8.04	50.88	2.82	
10	1 B					32	Unrestricted	60	51.00	0	Unrestricted	39.60	0.00	0.00	0.00	
11	1					304	1800	60	0.00	17	433	12.54	0.20	0.00	0.02	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	182.72	7.82	23.36	1.73	24.60	5.22	0.00	29.82
Bus	8.16	0.60	13.59	0.06	0.80	0.04	0.00	0.85
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians								
TOTAL	190.88	8.42	22.66	1.79	25.40	5.26	0.00	30.66

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

TRANSYT 15

Version: 15.5.2.7994

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

Filename: (new file)
Path:
Report generation date: 20/07/2022 10:01:27

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	18/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OCSC\joshua.tai
Description	

Model and Results

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

Units

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

Sorting

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

A2 - Junction 4 2024
D2 - PM DS*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
2	20/07/2022 10:00:50	20/07/2022 10:00:51	08:00	60	36.35	2.14	43.20	9/1	0	0	9/1	8/1	9/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
Junction 4 2024		D2	✓	

Demand Set Details

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

Network Options

Network timings

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

Signals options

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

Advanced

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

Traffic options

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

Advanced

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

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

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

Tram parameters

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

Pedestrian parameters

Dispersion type
Default

Optimisation options

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

Advanced

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

Economics

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

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1				90.00	✓	Sum of lanes	2051			✓		Normal	
2	1				90.00	✓	Sum of lanes	1915			✓		Bus	
3	1			✓	47.78								Normal	
4	1				90.00								Normal	
5	1			✓	151.56								Normal	
6	1				20.00	✓	Sum of lanes	1532				✓	Normal	
7	1				50.00	✓	Sum of lanes	1547				✓	Normal	
8	1				20.00	✓	Sum of lanes	1912	✓	1800		✓	Normal	
9	1				30.00	✓	Sum of lanes	1915			✓		Normal	
10	1				165.00								Bus	
11	1			✓	102.79	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
1	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	8.19		2051
2	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
3	1	1	(untitled)											
4	1	1	(untitled)											
5	1	1	(untitled)											
6	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
7	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	95	6.00	✓	1547
8	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	9.83	✓	1912
9	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
10	1	1	(untitled)											
11	1	1	(untitled)											1800

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
(ALL)	1	1	A	

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Number of storage spaces	Use connector turning radius	Radius of turn (m)	Visibility restricted
6	1	AllTraffic	✓	0	✓	6.00	
7	1	AllTraffic	✓	0	✓	6.00	
8	1	AllTraffic	✓	0	✓	9.83	

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Upstream signals visible	Conflict shift	Conflict duration
1		TrafficStream	2/1			100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStreamMovement		1/1	5/1	100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	2/1			100		0	0

Signal Timings

Network Default: 60s cycle time; 60 steps

Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	5
	2	5	0

Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	52	24	32	1	7
	2	✓	2	B	29	47	18	1	18

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1			1	A	334	2051	32	0.00	30	204	18.74	7.94	51.75	3.03	
2	1 B			1	A	43	1915	32	32.00	4	2104	27.97	6.37	44.24	0.32	
3	1					13	Unrestricted	60	60.00	0	Unrestricted	5.73	0.00	0.00	0.00	
4	1					455	Unrestricted	60	20.00	0	Unrestricted	10.80	0.00	0.00	0.00	
5	1					396	Unrestricted	60	0.00	0	Unrestricted	18.19	0.00	0.00	0.00	
6	1					13	590	60	51.00	2	3981	3.07	0.67	11.48	0.03	
7	1					74	598	60	0.00	12	628	7.10	1.10	13.49	0.19	
8	1					443	1468	60	0.00	30	198	3.31	0.91	9.21	1.51	
9	1			1	A	455	1915	32	0.00	43	108	12.73	9.13	53.05	4.08	
10	1 B					43	Unrestricted	60	46.00	0	Unrestricted	39.60	0.00	0.00	0.00	
11	1					443	1800	60	0.00	25	266	12.66	0.33	0.00	0.04	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	203.66	8.86	23.00	2.07	29.36	5.85	0.00	35.21
Bus	10.97	0.81	13.59	0.08	1.08	0.06	0.00	1.14
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians								
TOTAL	214.62	9.66	22.21	2.14	30.44	5.91	0.00	36.35

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

TRANSYT 15

Version: 15.5.2.7994

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

Filename: (new file)
Path:
Report generation date: 20/07/2022 10:01:54

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	18/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OCSC\joshua.tai
Description	

Model and Results

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

Units

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

Sorting

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

A3 - Junction 4 2024
D3 - AM DN*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
3	20/07/2022 10:00:51	20/07/2022 10:00:51	08:00	60	28.18	1.64	31.82	1/1	0	0	1/1	8/1	1/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
Junction 4 2024		D3	✓	

Demand Set Details

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

Network Options

Network timings

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

Signals options

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

Advanced

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

Traffic options

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

Advanced

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

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

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

Tram parameters

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

Pedestrian parameters

Dispersion type
Default

Optimisation options

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

Advanced

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

Economics

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

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1				90.00	✓	Sum of lanes	2051			✓		Normal	
2	1				90.00	✓	Sum of lanes	1915			✓		Bus	
3	1			✓	47.78								Normal	
4	1				90.00								Normal	
5	1			✓	151.56								Normal	
6	1				20.00	✓	Sum of lanes	1532				✓	Normal	
7	1				50.00	✓	Sum of lanes	1532				✓	Normal	
8	1				20.00	✓	Sum of lanes	1912	✓	1800		✓	Normal	
9	1				30.00	✓	Sum of lanes	1915			✓		Normal	
10	1				165.00								Bus	
11	1			✓	102.79	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
1	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	8.19		2051
2	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
3	1	1	(untitled)											
4	1	1	(untitled)											
5	1	1	(untitled)											
6	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
7	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
8	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	9.83	✓	1912
9	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
10	1	1	(untitled)											
11	1	1	(untitled)											1800

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
(ALL)	1	1	A	

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Number of storage spaces	Use connector turning radius	Radius of turn (m)	Visibility restricted
6	1	AllTraffic	✓	0	✓	6.00	
7	1	AllTraffic	✓	0	✓	6.00	
8	1	AllTraffic	✓	0	✓	9.83	

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Upstream signals visible	Conflict shift	Conflict duration
1		TrafficStream	2/1			100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStreamMovement		1/1	5/1	100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	2/1			100		0	0

Signal Timings

Network Default: 60s cycle time; 60 steps

Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	5
	2	5	0

Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	52	24	32	1	7
	2	✓	2	B	29	47	18	1	18

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1			1	A	359	2051	32	0.00	32	183	18.92	8.12	52.33	3.27	
2	1 B			1	A	43	1915	32	32.00	4	2104	27.97	6.37	44.24	0.32	
3	1					6	Unrestricted	60	60.00	0	Unrestricted	5.73	0.00	0.00	0.00	
4	1					306	Unrestricted	60	22.00	0	Unrestricted	10.80	0.00	0.00	0.00	
5	1					417	Unrestricted	60	0.00	0	Unrestricted	18.19	0.00	0.00	0.00	
6	1					21	781	60	51.00	3	3249	2.99	0.59	11.24	0.05	
7	1					61	785	60	0.00	8	1058	6.74	0.74	11.47	0.14	
8	1					288	1439	60	0.00	20	350	3.09	0.69	9.93	1.47	
9	1			1	A	306	1915	32	4.00	29	210	11.51	7.91	50.34	2.65	
10	1 B					43	Unrestricted	60	46.00	0	Unrestricted	39.60	0.00	0.00	0.00	
11	1					288	1800	60	0.00	16	463	12.53	0.19	0.00	0.02	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	171.35	7.28	23.54	1.57	22.28	4.76	0.00	27.04
Bus	10.97	0.81	13.59	0.08	1.08	0.06	0.00	1.14
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians								
TOTAL	182.32	8.09	22.54	1.64	23.36	4.82	0.00	28.18

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

TRANSYT 15

Version: 15.5.2.7994

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

Filename: (new file)
Path:
Report generation date: 20/07/2022 10:02:14

File summary

File description

File title	(untitled)
Location	
Site number	
UTCRegion	
Driving side	Left
Date	18/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OCSC\joshua.tai
Description	

Model and Results

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

Units

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

Sorting

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

A4 - Junction 4 2024
D4 - PM DN*

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item with worst unsignalised PRC	Ite wit wor over PR
4	20/07/2022 10:00:51	20/07/2022 10:00:51	08:00	60	31.53	1.85	39.50	9/1	0	0	9/1	8/1	9/

Analysis Set Details

Name	Description	Demand set	Include in report	Locked
Junction 4 2024		D4	✓	

Demand Set Details

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

Network Options

Network timings

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

Signals options

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

Advanced

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

Traffic options

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

Advanced

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

Normal Traffic parameters

Dispersion type	Dispersion coefficient	Travel time coefficient
Default	35	80

Normal Traffic Types

Name	PCU Factor
Normal	1.00

Bus parameters

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

Tram parameters

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

Pedestrian parameters

Dispersion type
Default

Optimisation options

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

Advanced

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

Economics

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

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
(ALL)			

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Auto-calculate cell saturation flow	Cell saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
1	1				90.00	✓	Sum of lanes	2048			✓		Normal	
2	1				90.00	✓	Sum of lanes	1915			✓		Bus	
3	1			✓	47.78								Normal	
4	1				90.00								Normal	
5	1			✓	151.56								Normal	
6	1				20.00	✓	Sum of lanes	1532				✓	Normal	
7	1				50.00	✓	Sum of lanes	1547				✓	Normal	
8	1				20.00	✓	Sum of lanes	1912	✓	1800		✓	Normal	
9	1				30.00	✓	Sum of lanes	1915			✓		Normal	
10	1				165.00								Bus	
11	1			✓	102.79	✓	Sum of lanes	1800					Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
1	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	2	8.19		2048
2	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
3	1	1	(untitled)											
4	1	1	(untitled)											
5	1	1	(untitled)											
6	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	100	6.00	✓	1532
7	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	95	6.00	✓	1547
8	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	1	9.83	✓	1912
9	1	1	(untitled)		✓	N/A	N/A	0	3.00	✓	0	99999.00	✓	1915
10	1	1	(untitled)											
11	1	1	(untitled)											1800

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled
(ALL)	1	1	A	

Give Way Data

Arm	Traffic Stream	Opposed traffic	Use Step-wise Opposed Turn Model	Number of storage spaces	Use connector turning radius	Radius of turn (m)	Visibility restricted
6	1	AllTraffic	✓	0	✓	6.00	
7	1	AllTraffic	✓	0	✓	6.00	
8	1	AllTraffic	✓	0	✓	9.83	

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling type	Controlling traffic stream	Controlling from traffic stream	Controlling to traffic stream	Percentage opposing (%)	Upstream signals visible	Conflict shift	Conflict duration
1		TrafficStream	2/1			100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStream	8/1			100		0	0
		TrafficStreamMovement		1/1	5/1	100		0	0
		TrafficStream	1/1			100		0	0
		TrafficStream	2/1			100		0	0

Signal Timings

Network Default: 60s cycle time; 60 steps

Interstage Matrix for Controller Stream 1

		To	
		1	2
From	1	0	5
	2	5	0

Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	A	52	24	32	1	7
	2	✓	2	B	29	47	18	1	18

Final Prediction Table

Traffic Stream Results

				SIGNALS		FLOWS		PERFORMANCE				PER PCU			QUEUES	
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)	Mean max queue (PCU)	D wei mu
1	1			1	A	297	2048	32	0.00	26	241	18.49	7.69	50.38	2.60	
2	1 B			1	A	43	1915	32	32.00	4	2104	27.97	6.37	44.24	0.32	
3	1					14	Unrestricted	60	60.00	0	Unrestricted	5.73	0.00	0.00	0.00	
4	1					416	Unrestricted	60	21.00	0	Unrestricted	10.80	0.00	0.00	0.00	
5	1					359	Unrestricted	60	0.00	0	Unrestricted	18.19	0.00	0.00	0.00	
6	1					15	677	60	52.00	2	3959	2.89	0.49	9.70	0.03	
7	1					74	687	60	0.00	11	736	6.75	0.75	10.01	0.15	
8	1					403	1514	60	0.00	27	238	3.11	0.71	8.20	1.50	
9	1			1	A	416	1915	32	0.00	39	128	12.39	8.79	52.42	3.70	
10	1 B					43	Unrestricted	60	46.00	0	Unrestricted	39.60	0.00	0.00	0.00	
11	1					403	1800	60	0.00	22	302	12.62	0.29	0.00	0.03	

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Total delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	185.21	7.95	23.29	1.78	25.26	5.14	0.00	30.39
Bus	10.97	0.81	13.59	0.08	1.08	0.06	0.00	1.14
Tram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pedestrians								
TOTAL	196.18	8.76	22.40	1.85	26.34	5.20	0.00	31.53

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

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