



RECEIVED: 08/07/2024

APPENDIX 13.1

TRAFFIC COUNTS

Weekday peak traffic hour summary – ATC and Video-based MCC Tuesday 28th May 2024
Existing N65/L8760/L8763 (4-arm) junction



Arm A – N65 to/from Loughrea
Arm B – L8760 to/from Capira
Arm C – N65 to/from Portumna
Arm D – L8763 to/from Coolpowra Flexgen Site

PCU Factors

Cycle 0.2
Motorcycle 0.4
Car/LGV 1
HGV/PSV 2.3

Incidents: None
Weather: Dry

Cycle	A-B	A-C	A-D	B-A	B-C	B-D	C-A	C-B	C-D	D-A	D-B	D-C
08:30 – 09:29	0	0	0	0	0	0	0	0	0	0	0	0
17:15 – 18:15	0	0	0	0	0	0	0	0	0	0	0	0

Motorcycle	A-B	A-C	A-D	B-A	B-C	B-D	C-A	C-B	C-D	D-A	D-B	D-C
08:30 – 09:29	0	0	0	0	0	0	0	0	0	0	0	0
17:15 – 18:15	0	0	0	0	0	0	0	0	0	0	0	0

Car / LGV	A-B	A-C	A-D	B-A	B-C	B-D	C-A	C-B	C-D	D-A	D-B	D-C
08:30 – 09:29	1	122	1	1	1	0	109	0	2	0	0	5
17:15 – 18:15	2	138	2	3	0	0	126	1	5	2	0	1

HGV/PSV	A-B	A-C	A-D	B-A	B-C	B-D	C-A	C-B	C-D	D-A	D-B	D-C
08:30 – 09:29	0	11	0	0	0	0	15	0	0	0	0	0
17:15 – 18:15	0	11	0	0	0	0	5	0	0	0	0	0

Total Vehicles	A-B	A-C	A-D	B-A	B-C	B-D	C-A	C-B	C-D	D-A	D-B	D-C
08:30 – 09:29	1	133	1	1	1	0	124	0	2	0	0	5
17:15 – 18:15	2	149	2	3	0	0	131	1	5	2	0	1

PCUS	A-B	A-C	A-D	B-A	B-C	B-D	C-A	C-B	C-D	D-A	D-B	D-C
08:30 – 09:29	1	147	1	1	1	0	144	0	2	0	0	5
17:15 – 18:15	2	163	2	3	0	0	138	1	5	2	0	1

PCUs are rounded to the nearest whole number
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MetroCount Traffic Executive Coolpowra

CustomList-794 -- English (ENG)

Datasets:

Site: [N65] Immediately south of L8760 Capira Jn
Attribute: <100>
Direction: 5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration: 21:30 27 May 2024 => 17:56 29 May 2024,
Zone:
File: N65 0 2024-05-29 1756.EC0 (Plus)
Identifier: SY65PYRH MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.07)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 00:00 28 May 2024 => 00:00 29 May 2024 (1)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11
Speed range: 10 - 160 km/h.
Direction: North (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (DfT-UK)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

Classes

1 Bicycle
 2 Motorcycle
 3-4 Car/LGV
 5-7 Rigid HGV
 8-10 Articulated
 HGV
 11 Bus

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* 28 May 2024

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11
0000	2	0	0	0	1	1	0	0	0	0	0	0
0015	2	0	0	1	0	1	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	0	0	1	0	0	0	0	0	0	0
0100	2	0	0	1	1	0	0	0	0	0	0	0
0115	1	0	0	0	0	0	0	0	0	0	1	0
0130	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	1	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0	0
0415	1	0	0	0	1	0	0	0	0	0	0	0
0430	2	0	0	1	1	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	2	0	0	0	0	0	0	0
0515	4	0	0	1	3	0	0	0	0	0	0	0
0530	4	0	0	0	4	0	0	0	0	0	0	0
0545	4	0	0	0	3	1	0	0	0	0	0	0
0600	9	0	0	2	6	0	0	0	0	0	1	0
0615	11	0	0	4	3	2	0	0	0	0	2	0
0630	22	0	0	1	18	2	0	0	0	0	0	1
0645	22	0	0	8	11	2	0	0	0	0	1	0
0700	12	0	0	1	8	2	0	0	0	0	1	0
0715	23	0	0	7	15	1	0	0	0	0	0	0
0730	34	0	0	4	25	3	0	0	1	0	1	0
0745	24	0	0	6	17	0	0	0	0	0	1	0
0800	32	0	0	8	20	2	1	0	1	0	0	0
0815	24	0	0	6	15	1	0	0	1	0	1	0
0830	35	0	0	11	22	2	0	0	0	0	0	0
0845	27	0	0	9	16	1	0	0	1	0	0	0
0900	30	0	0	7	21	0	0	0	1	0	1	0
0915	30	0	0	4	21	2	0	0	1	0	1	1
0930	25	0	0	2	17	3	1	0	1	0	0	1
0945	25	0	0	6	18	0	0	0	1	0	0	0
1000	24	0	0	6	14	2	0	0	2	0	0	0
1015	21	0	0	8	10	3	0	0	0	0	0	0
1030	23	0	0	8	14	0	0	0	1	0	0	0
1045	23	0	0	9	13	0	0	0	0	0	1	0
1100	13	0	0	4	9	0	0	0	0	0	0	0
1115	22	0	0	5	13	1	1	0	1	0	0	1
1130	19	0	0	3	14	2	0	0	0	0	0	0
1145	34	0	0	12	21	1	0	0	0	0	0	0
1200	23	0	0	5	17	1	0	0	0	0	0	0
1215	25	0	0	6	16	1	0	0	2	0	0	0
1230	37	0	0	10	20	2	0	1	2	0	1	1
1245	21	0	0	8	8	3	0	0	0	0	1	1
1300	38	0	0	10	23	3	1	0	1	0	0	0
1315	22	0	0	7	12	0	0	0	2	0	0	1
1330	23	0	0	9	13	0	0	0	0	0	1	0
1345	15	0	0	2	10	2	0	0	0	0	1	0
1400	36	0	0	11	22	2	1	0	0	0	0	0
1415	25	0	0	8	17	0	0	0	0	0	0	0
1430	18	0	0	2	13	1	0	0	0	0	2	0
1445	30	0	1	6	18	1	0	0	2	0	2	0
1500	30	0	0	16	12	1	0	0	1	0	0	0
1515	29	0	0	11	16	1	0	0	0	0	1	0
1530	34	0	0	10	21	1	0	0	1	0	1	0
1545	22	0	0	7	13	2	0	0	0	0	0	0
1600	39	0	0	14	21	3	1	0	0	0	0	0
1615	41	0	0	14	25	1	0	0	1	0	0	0
1630	30	0	0	4	22	1	0	0	3	0	0	0
1645	29	0	0	6	19	2	0	0	0	0	2	0
1700	40	0	0	10	29	0	0	0	0	0	1	0
1715	29	0	0	12	16	1	0	0	0	0	0	0
1730	32	0	0	11	20	1	0	0	0	0	0	0
1745	31	0	0	11	18	1	0	0	0	0	1	0
1800	41	0	0	13	27	0	0	0	0	0	1	0
1815	31	0	0	10	18	2	0	0	0	0	1	0
1830	17	0	0	3	11	1	0	0	1	0	1	0
1845	21	0	0	6	11	2	0	1	1	0	0	0

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1900	11	0	0	2	8	1	0	0	0	0	0	0
1915	22	0	0	8	10	2	0	0	2	0	0	0
1930	17	0	0	3	12	2	0	0	0	0	0	0
1945	22	0	0	4	18	0	0	0	0	0	0	0
2000	12	0	0	4	8	0	0	0	0	0	0	0
2015	14	0	0	4	10	0	0	0	0	0	0	0
2030	11	0	0	4	5	0	0	0	2	0	0	0
2045	10	0	0	4	6	0	0	0	0	0	0	0
2100	14	0	0	3	10	0	0	0	1	0	0	0
2115	8	0	0	4	4	0	0	0	0	0	0	0
2130	14	0	0	7	7	0	0	0	0	0	0	0
2145	8	0	0	3	4	1	0	0	0	0	0	0
2200	4	0	0	3	1	0	0	0	0	0	0	0
2215	6	0	0	3	2	1	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	0	1	0	0	0	0	0	0	0	0
2300	2	0	0	0	1	1	0	0	0	0	0	0
2315	5	0	0	3	2	0	0	0	0	0	0	0
2330	2	0	0	0	1	0	0	0	1	0	0	0
2345	3	0	0	1	2	0	0	0	0	0	0	0
07-19	1309	0	1	368	811	62	6	2	29	0	24	6
06-22	1536	0	1	433	951	74	6	2	34	0	28	7
06-00	1559	0	1	444	960	76	6	2	35	0	28	7
00-00	1588	0	1	449	979	80	6	2	35	0	29	7

Peak step 16:15 (41) AM Peak step 08:30 (35) PM Peak step 16:15 (41)

In profile: Vehicles = 1588 / 5835 (27.22%)

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MetroCount Traffic Executive

Coolpowra

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1 [Total] Number in time step
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* 28 May 2024

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11
0000	4	0	0	1	2	1	0	0	0	0	0	0
0015	3	0	0	1	2	0	0	0	0	0	0	0
0030	4	0	0	1	2	0	0	0	0	0	1	0
0045	1	0	0	0	1	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	0	0	0	2	0	0	0	0	0	0	0
0145	3	0	0	0	3	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	1	1	1	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0415	3	0	0	0	2	0	0	0	0	0	1	0
0430	1	0	0	0	1	0	0	0	0	0	0	0
0445	1	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	0	0	0	2	0	0	0	0	0	0	0
0530	2	0	0	0	2	0	0	0	0	0	0	0
0545	5	0	0	0	4	1	0	0	0	0	0	0
0600	1	0	0	1	0	0	0	0	0	0	0	0
0615	9	0	0	2	4	3	0	0	0	0	0	0
0630	5	0	0	1	3	1	0	0	0	0	0	0
0645	9	0	0	0	9	0	0	0	0	0	0	0
0700	16	0	0	4	6	1	1	0	0	0	4	0
0715	17	0	0	2	13	2	0	0	0	0	0	0
0730	27	0	0	6	18	0	1	0	0	0	2	0
0745	21	0	0	3	16	1	0	0	1	0	0	0
0800	23	0	0	3	18	1	0	0	0	0	1	0
0815	33	0	0	8	23	2	0	0	0	0	0	0
0830	38	0	0	4	31	2	0	1	0	0	0	0
0845	37	0	0	4	31	1	0	0	1	0	0	0
0900	33	0	0	8	21	3	0	0	0	0	1	0
0915	31	0	0	5	24	1	0	0	1	0	0	0
0930	23	0	0	5	15	2	0	0	0	0	1	0
0945	22	0	1	5	14	1	0	0	0	0	1	0
1000	13	0	0	5	5	1	0	0	2	0	0	0
1015	29	0	0	5	20	0	0	1	0	0	3	0
1030	23	0	0	5	15	0	0	0	2	0	0	1
1045	26	0	2	10	11	2	0	0	1	0	0	0
1100	20	0	0	1	17	1	0	0	0	0	1	0
1115	26	0	0	7	16	1	0	0	0	0	1	1
1130	19	0	0	4	14	1	0	0	0	0	0	0
1145	29	0	0	9	16	3	0	0	0	0	1	0
1200	29	0	0	8	18	2	0	0	0	0	1	0
1215	27	0	0	5	19	2	0	0	0	0	1	0
1230	18	0	0	5	10	2	0	0	0	0	1	0
1245	18	0	0	8	8	2	0	0	0	0	0	0
1300	25	1	0	5	15	2	0	0	0	0	2	0
1315	27	0	0	6	16	0	0	0	2	0	3	0
1330	10	0	0	3	6	1	0	0	0	0	0	0
1345	26	0	0	6	16	1	0	0	0	0	1	2
1400	31	0	0	9	16	4	0	0	0	0	1	1
1415	20	0	0	5	14	0	0	0	1	0	0	0
1430	29	0	0	5	20	1	0	0	0	0	3	0
1445	31	0	0	7	21	0	0	0	1	0	2	0
1500	25	0	0	8	14	1	0	0	0	0	0	2
1515	28	0	0	4	16	6	1	0	1	0	0	0
1530	29	0	0	7	19	1	0	0	0	0	2	0
1545	23	0	0	3	14	2	0	0	2	0	2	0
1600	22	0	0	6	14	1	0	0	0	0	0	1
1615	35	0	0	9	25	0	0	0	0	0	1	0
1630	37	0	0	8	27	2	0	0	0	0	0	0
1645	33	0	0	10	19	3	0	0	0	0	1	0
1700	29	0	0	10	18	0	0	0	0	0	1	0
1715	36	0	0	6	28	1	0	0	0	0	1	0
1730	40	0	0	7	29	2	0	0	0	0	0	2
1745	41	0	0	5	34	1	0	0	1	0	0	0
1800	38	0	0	11	24	1	0	0	1	0	1	0
1815	29	0	0	5	21	2	0	0	0	0	1	0
1830	30	0	0	7	21	1	0	0	1	0	0	0
1845	23	0	0	6	16	0	1	0	0	0	0	0

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1900	24	0	0	4	20	0	0	0	0	0	0	0
1915	12	0	0	3	9	0	0	0	0	0	0	0
1930	14	0	0	4	9	0	0	0	1	0	0	0
1945	30	0	0	8	21	1	0	0	0	0	0	0
2000	11	0	0	2	9	0	0	0	0	0	0	0
2015	17	0	0	3	9	1	0	0	3	0	1	0
2030	12	0	0	3	9	0	0	0	0	0	0	0
2045	18	0	0	5	11	1	0	0	0	0	1	0
2100	11	0	0	2	9	0	0	0	0	0	0	0
2115	8	0	0	1	7	0	0	0	0	0	0	0
2130	17	0	0	5	11	0	0	0	0	0	1	0
2145	7	0	0	0	5	1	0	0	0	0	1	0
2200	9	0	0	2	7	0	0	0	0	0	0	0
2215	8	0	0	3	5	0	0	0	0	0	0	0
2230	3	0	0	2	1	0	0	0	0	0	0	0
2245	11	0	0	2	9	0	0	0	0	0	0	0
2300	3	0	0	0	3	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0
2330	7	0	0	3	4	0	0	0	0	0	0	0
2345	5	0	0	0	5	0	0	0	0	0	0	0
07-19	1295	1	3	287	862	67	4	2	18	0	41	10
06-22	1500	1	3	331	1007	75	4	2	22	0	45	10
06-00	1546	1	3	343	1041	75	4	2	22	0	45	10
00-00	1584	1	3	348	1069	78	4	2	22	0	47	10

Peak step 17:45 (41) AM Peak step 08:30 (38) PM Peak step 17:45 (41)

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MetroCount Traffic Executive

Coolpowra

CustomList-794 -- English (ENG)

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Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11
0000	6	0	0	1	3	2	0	0	0	0	0	0
0015	5	0	0	2	2	1	0	0	0	0	0	0
0030	4	0	0	1	2	0	0	0	0	0	1	0
0045	2	0	0	0	2	0	0	0	0	0	0	0
0100	3	0	0	2	1	0	0	0	0	0	0	0
0115	1	0	0	0	0	0	0	0	0	0	1	0
0130	2	0	0	0	2	0	0	0	0	0	0	0
0145	4	0	0	0	4	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0	0
0215	1	0	0	1	0	0	0	0	0	0	0	0
0230	1	0	0	0	1	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	1	1	2	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	0	0	1	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0	0
0415	4	0	0	0	3	0	0	0	0	0	1	0
0430	3	0	0	1	2	0	0	0	0	0	0	0
0445	1	0	0	0	1	0	0	0	0	0	0	0
0500	2	0	0	0	2	0	0	0	0	0	0	0
0515	6	0	0	1	5	0	0	0	0	0	0	0
0530	6	0	0	0	6	0	0	0	0	0	0	0
0545	9	0	0	0	7	2	0	0	0	0	0	0
0600	10	0	0	3	6	0	0	0	0	0	1	0
0615	20	0	0	6	7	5	0	0	0	0	2	0
0630	27	0	0	2	21	3	0	0	0	0	0	1
0645	31	0	0	8	20	2	0	0	0	0	1	0
0700	28	0	0	5	14	3	1	0	0	0	5	0
0715	40	0	0	9	28	3	0	0	0	0	0	0
0730	61	0	0	10	43	3	1	0	1	0	3	0
0745	45	0	0	9	33	1	0	0	1	0	1	0
0800	55	0	0	11	38	3	1	0	1	0	1	0
0815	57	0	0	14	38	3	0	0	1	0	1	0
0830	73	0	0	15	53	4	0	1	0	0	0	0
0845	64	0	0	13	47	2	0	0	2	0	0	0
0900	63	0	0	15	42	3	0	0	1	0	2	0
0915	61	0	0	9	45	3	0	0	2	0	1	1
0930	48	0	0	7	32	5	1	0	1	0	1	1
0945	47	0	1	11	32	1	0	0	1	0	1	0
1000	37	0	0	11	19	3	0	0	4	0	0	0
1015	50	0	0	13	30	3	0	1	0	0	3	0
1030	46	0	0	13	29	0	0	0	3	0	0	1
1045	49	0	2	19	24	2	0	0	1	0	1	0
1100	33	0	0	5	26	1	0	0	0	0	1	0
1115	48	0	0	12	29	2	1	0	1	0	1	2
1130	38	0	0	7	28	3	0	0	0	0	0	0
1145	63	0	0	21	37	4	0	0	0	0	1	0
1200	52	0	0	13	35	3	0	0	0	0	1	0
1215	52	0	0	11	35	3	0	0	2	0	1	0
1230	55	0	0	15	30	4	0	1	2	0	2	1
1245	39	0	0	16	16	5	0	0	0	0	1	1
1300	63	1	0	15	38	5	1	0	1	0	2	0
1315	49	0	0	13	28	0	0	0	4	0	3	1
1330	33	0	0	12	19	1	0	0	0	0	1	0
1345	41	0	0	8	26	3	0	0	0	0	2	2
1400	67	0	0	20	38	6	1	0	0	0	1	1
1415	45	0	0	13	31	0	0	0	1	0	0	0
1430	47	0	0	7	33	2	0	0	0	0	5	0
1445	61	0	1	13	39	1	0	0	3	0	4	0
1500	55	0	0	24	26	2	0	0	1	0	0	2
1515	57	0	0	15	32	7	1	0	1	0	1	0
1530	63	0	0	17	40	2	0	0	1	0	3	0
1545	45	0	0	10	27	4	0	0	2	0	2	0
1600	61	0	0	20	35	4	1	0	0	0	0	1
1615	76	0	0	23	50	1	0	0	1	0	1	0
1630	67	0	0	12	49	3	0	0	3	0	0	0
1645	62	0	0	16	38	5	0	0	0	0	3	0
1700	69	0	0	20	47	0	0	0	0	0	2	0
1715	65	0	0	18	44	2	0	0	0	0	1	0
1730	72	0	0	18	49	3	0	0	0	0	0	2
1745	72	0	0	16	52	2	0	0	1	0	1	0
1800	79	0	0	24	51	1	0	0	1	0	2	0
1815	60	0	0	15	39	4	0	0	0	0	2	0
1830	47	0	0	10	32	2	0	0	2	0	1	0
1845	44	0	0	12	27	2	1	1	1	0	0	0

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1900	35	0	0	6	28	1	0	0	0	0	0	0
1915	34	0	0	11	19	2	0	0	2	0	0	0
1930	31	0	0	7	21	2	0	0	1	0	0	0
1945	52	0	0	12	39	1	0	0	0	0	0	0
2000	23	0	0	6	17	0	0	0	0	0	0	0
2015	31	0	0	7	19	1	0	0	3	0	1	0
2030	23	0	0	7	14	0	0	0	2	0	0	0
2045	28	0	0	9	17	1	0	0	0	0	1	0
2100	25	0	0	5	19	0	0	0	1	0	0	0
2115	16	0	0	5	11	0	0	0	0	0	0	0
2130	31	0	0	12	18	0	0	0	0	0	1	0
2145	15	0	0	3	9	2	0	0	0	0	1	0
2200	13	0	0	5	8	0	0	0	0	0	0	0
2215	14	0	0	6	7	1	0	0	0	0	0	0
2230	3	0	0	2	1	0	0	0	0	0	0	0
2245	12	0	0	3	9	0	0	0	0	0	0	0
2300	5	0	0	0	4	1	0	0	0	0	0	0
2315	5	0	0	3	2	0	0	0	0	0	0	0
2330	9	0	0	3	5	0	0	0	1	0	0	0
2345	8	0	0	1	7	0	0	0	0	0	0	0
07-19	2604	1	4	655	1673	129	10	4	47	0	65	16
06-22	3036	1	4	764	1958	149	10	4	56	0	73	17
06-00	3105	1	4	787	2001	151	10	4	57	0	73	17
00-00	3172	1	4	797	2048	158	10	4	57	0	76	17

Peak step 18:00 (79) **AM Peak step** 08:30 (73) **PM Peak step** 18:00 (79)

In profile: Vehicles = 3172 / 5835 (54.36%)

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MetroCount Traffic Executive Speed Statistics

SpeedStat-791 -- English (ENG)

Datasets:

Site: [N65] Immediately south of L8760 Capira Jn
Attribute: <100>
Direction: 5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration: 21:30 27 May 2024 => 17:56 29 May 2024,
Zone:
File: N65 0 2024-05-29 1756.EC0 (Plus)
Identifier: SY65PYRH MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.07)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 00:00 28 May 2024 => 00:00 29 May 2024 (1)
Included classes: 1
Speed range: 10 - 160 km/h.
Direction: North (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (Scheme F Aggregate (0 1 1 1 2 2 2 2 3 3 3 3 3 14))
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 1499 / 5835 (25.69%)

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Speed Statistics

SpeedStat-791

Site: N65.0.1SN
Description: Immediately south of L8760 Capira Jn
Filter time: 00:00 28 May 2024 => 00:00 29 May 2024
Scheme: Vehicle classification (Scheme F Aggregate (0 1 1 1 2 2 2 2 3 3 3 3 3 3 14))
Filter: Cls(1) Dir(N) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Vehicles = 1499

Posted speed limit = 60 km/h, Exceeding = 1392 (92.86%), Mean Exceeding = 81.87 km/h

Maximum = 126.2 km/h, Minimum = 21.2 km/h, Mean = 79.7 km/h

85% Speed = 91.98 km/h, 95% Speed = 98.64 km/h, Median = 80.28 km/h

20 km/h Pace = 71 - 91, Number in Pace = 932 (62.17%)

Variance = 166.78, Standard Deviation = 12.91 km/h

Speed Bins

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 10	0 0.000%	0 0.000%	1499 100.0%	0.00	0.00	0.00
10 - 20	0 0.000%	0 0.000%	1499 100.0%	0.00	0.00	0.00
20 - 30	2 0.133%	2 0.133%	1497 99.87%	0.00	0.00	0.00
30 - 40	7 0.467%	9 0.600%	1490 99.40%	0.00	0.00	0.00
40 - 50	30 2.001%	39 2.602%	1460 97.40%	0.00	0.00	0.00
50 - 60	68 4.536%	107 7.138%	1392 92.86%	0.00	0.00	0.00
60 - 70	184 12.27%	291 19.41%	1208 80.59%	0.00	0.00	0.00
70 - 80	442 29.49%	733 48.90%	766 51.10%	0.00	0.00	0.00
80 - 90	483 32.22%	1216 81.12%	283 18.88%	0.00	0.00	0.00
90 - 100	220 14.68%	1436 95.80%	63 4.203%	0.00	0.00	0.00
100 - 110	49 3.269%	1485 99.07%	14 0.934%	0.00	0.00	0.00
110 - 120	12 0.801%	1497 99.87%	2 0.133%	0.00	0.00	0.00
120 - 130	2 0.133%	1499 100.0%	0 0.000%	0.00	0.00	0.00
130 - 140	0 0.000%	1499 100.0%	0 0.000%	0.00	0.00	0.00
140 - 150	0 0.000%	1499 100.0%	0 0.000%	0.00	0.00	0.00
150 - 160	0 0.000%	1499 100.0%	0 0.000%	0.00	0.00	0.00
160 - 170	0 0.000%	1499 100.0%	0 0.000%	0.00	0.00	0.00
170 - 180	0 0.000%	1499 100.0%	0 0.000%	0.00	0.00	0.00
180 - 190	0 0.000%	1499 100.0%	0 0.000%	0.00	0.00	0.00
190 - 200	0 0.000%	1499 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields

Limit	Below	Above
0 60 (PSL)	107 7.1%	1392 92.9%

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MetroCount Traffic Executive Speed Statistics

SpeedStat-792 -- English (ENG)

Datasets:

Site: [N65] Immediately south of L8760 Capira Jn
Attribute: <100>
Direction: 5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration: 21:30 27 May 2024 => 17:56 29 May 2024,
Zone:
File: N65 0 2024-05-29 1756.EC0 (Plus)
Identifier: SY65PYRH MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.07)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 00:00 28 May 2024 => 00:00 29 May 2024 (1)
Included classes: 1
Speed range: 10 - 160 km/h.
Direction: South (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (Scheme F Aggregate (0 1 1 1 2 2 2 2 3 3 3 3 3 3 14))
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 1490 / 5835 (25.54%)

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Speed Statistics

SpeedStat-792

Site: N65.0.1SN
Description: Immediately south of L8760 Capira Jn
Filter time: 00:00 28 May 2024 => 00:00 29 May 2024
Scheme: Vehicle classification (Scheme F Aggregate (0 1 1 1 2 2 2 2 3 3 3 3 3 3 14))
Filter: Cls(1) Dir(S) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Vehicles = 1490

Posted speed limit = 60 km/h, Exceeding = 1412 (94.77%), Mean Exceeding = 83.79 km/h

Maximum = 121.6 km/h, Minimum = 12.4 km/h, Mean = 81.9 km/h

85% Speed = 94.68 km/h, 95% Speed = 101.42 km/h, Median = 82.62 km/h

20 km/h Pace = 73 - 93, Number in Pace = 933 (62.62%)

Variance = 178.72, Standard Deviation = 13.37 km/h

Speed Bins

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 10	0 0.000%	0 0.000%	1490 100.0%	0.00	0.00	0.00
10 - 20	2 0.134%	2 0.134%	1488 99.87%	0.00	0.00	0.00
20 - 30	6 0.403%	8 0.537%	1482 99.46%	0.00	0.00	0.00
30 - 40	10 0.671%	18 1.208%	1472 98.79%	0.00	0.00	0.00
40 - 50	21 1.409%	39 2.617%	1451 97.38%	0.00	0.00	0.00
50 - 60	39 2.617%	78 5.235%	1412 94.77%	0.00	0.00	0.00
60 - 70	141 9.463%	219 14.70%	1271 85.30%	0.00	0.00	0.00
70 - 80	387 25.97%	606 40.67%	884 59.33%	0.00	0.00	0.00
80 - 90	517 34.70%	1123 75.37%	367 24.63%	0.00	0.00	0.00
90 - 100	261 17.52%	1384 92.89%	106 7.114%	0.00	0.00	0.00
100 - 110	87 5.839%	1471 98.72%	19 1.275%	0.00	0.00	0.00
110 - 120	17 1.141%	1488 99.87%	2 0.134%	0.00	0.00	0.00
120 - 130	2 0.134%	1490 100.0%	0 0.000%	0.00	0.00	0.00
130 - 140	0 0.000%	1490 100.0%	0 0.000%	0.00	0.00	0.00
140 - 150	0 0.000%	1490 100.0%	0 0.000%	0.00	0.00	0.00
150 - 160	0 0.000%	1490 100.0%	0 0.000%	0.00	0.00	0.00
160 - 170	0 0.000%	1490 100.0%	0 0.000%	0.00	0.00	0.00
170 - 180	0 0.000%	1490 100.0%	0 0.000%	0.00	0.00	0.00
180 - 190	0 0.000%	1490 100.0%	0 0.000%	0.00	0.00	0.00
190 - 200	0 0.000%	1490 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields

Limit	Below	Above
0 60 (PSL)	78 5.2%	1412 94.8%

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APPENDIX 13.2

TRIP GENERATION

Daily Peak Hour Movements (Veh.)	Year	2026			2027												2028												2029	
	Month	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2
Generator Construction	Personnel Arrivals (AM) (75% of total)	5	10	10	10	25	25	25	20	20	15	15	15	15	45	50	50	50	40	30	30	15	15	5	5	0	0	0	0	0
	Personnel Departures (PM) (75% of total)	5	10	10	10	25	25	25	20	20	15	15	15	15	45	50	50	50	40	30	30	15	15	5	5	0	0	0	0	0
	HGV Arrivals (AM/PM) (15% of total)	2	2	2	2	9	9	9	9	8	6	6	5	5	2	2	2	2	2	2	2	1	1	1	0	0	0	0	0	0
	HGV Departures (AM/PM) (15% of total)	2	2	2	2	9	9	9	9	8	6	6	5	5	2	2	2	2	2	2	2	1	1	1	0	0	0	0	0	0
Generator Operation	Personnel Arrivals (AM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	7	7
	Personnel Departures (AM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	7	7
	Personnel Arrivals (PM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	7	7
	Personnel Departures (PM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	7	7
GIS Construction	Personnel Arrivals (AM) (75% of total)	5	5	5	10	10	15	15	15	10	10	10	25	25	25	25	20	20	5	5	5	0	0	0	0	0	0	0	0	0
	Personnel Departures (PM) (75% of total)	5	5	5	10	10	15	15	15	10	10	10	25	25	25	25	20	20	5	5	5	0	0	0	0	0	0	0	0	0
	HGV Arrivals (AM/PM) (15% of total)	2	2	2	2	2	3	3	4	3	3	2	2	2	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0
	HGV Departures (AM/PM) (15% of total)	2	2	2	2	2	3	3	4	3	3	2	2	2	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0
GIS Operation	Personnel Arrivals (AM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Personnel Departures (PM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ESS Construction	Personnel Arrivals (AM) (75% of total)	0	0	0	0	10	10	15	15	15	15	20	20	20	20	20	15	15	25	30	30	28	25	25	25	8	8	8	5	0
	Personnel Departures (PM) (75% of total)	0	0	0	0	10	10	15	15	15	15	20	20	20	20	20	15	15	25	30	30	28	25	25	25	8	8	8	5	0
	HGV Arrivals (AM/PM) (15% of total)	0	0	0	0	1	2	2	2	5	5	5	4	3	3	3	3	3	2	2	2	1	1	1	1	1	1	0	0	0
	HGV Departures (AM/PM) (15% of total)	0	0	0	0	1	2	2	2	5	5	5	4	3	3	3	3	3	2	2	2	1	1	1	1	1	1	0	0	0
ESS Operation	Personnel Arrivals (AM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Personnel Departures (PM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Construction	Personnel Arrivals (AM) (75% of total)	10	15	15	20	45	50	55	50	45	40	45	60	60	90	95	85	85	70	65	65	43	40	30	30	8	8	8	5	0
	Personnel Departures (PM) (75% of total)	10	15	15	20	45	50	55	50	45	40	45	60	60	90	95	85	85	70	65	65	43	40	30	30	8	8	8	5	0
	HGV Arrivals (AM/PM) (15% of total)	3	3	4	3	11	14	14	14	15	14	13	10	9	6	6	6	6	5	5	4	2	2	2	1	1	1	0	0	0
	HGV Departures (AM/PM) (15% of total)	3	3	4	3	11	14	14	14	15	14	13	10	9	6	6	6	6	5	5	4	2	2	2	1	1	1	0	0	0
Cumulative Operation	Personnel Arrivals (AM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	7	7
	Personnel Departures (AM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	7	7
	Personnel Arrivals (PM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	7	7
	Personnel Departures (PM) (100% of total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	7	7

Movements rounded to nearest whole vehicle (Veh.)

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APPENDIX 13.3

TRAFFIC CALCULATIONS

Traffic Calculations Summary
Proposed L8763/Site Access Junction



Arm A –L8763 to/from East (N65)
Arm B – Coolpowra Flexgen Site Access
Arm C – L8763 to/from West

Scenario	A-B	A-C	B-A	B-C	C-A	C-B
2024 AM Peak Hour Traffic Count (08:30-09:29)	0	3	0	0	5	0
2027 AM Peak Hour (Factor = 1.086)	0	3	0	0	5	0
2028 AM Peak Hour (Factor = 1.116)	0	3	0	0	6	0
2029 AM Peak Hour (Factor = 1.147)	0	3	0	0	6	0
2034 AM Peak Hour (Factor = 1.217)	0	4	0	0	6	0
2044 AM Peak Hour (Factor = 1.372)	0	4	0	0	7	0
2027 AM Peak Hour Max Generator Construction Trips	54	0	4	0	0	0
2027 AM Peak Hour With Max Generator Construction Trips	54	3	4	0	5	0
2027 AM Peak Hour Max GIS Construction Trips	28	0	3	0	0	0
2027 AM Peak Hour With Max GIS Construction Trips	28	3	3	0	5	0
2028 AM Peak Hour Max ESS Construction Trips	35	0	5	0	0	0
2028 AM Peak Hour With Max ESS Construction Trips	35	3	5	0	6	0
2027 AM Peak Hour Max Cumulative Construction Trips	109	0	14	0	0	0
2027 AM Peak Hour with Max Cumulative Construction Trips	109	3	14	0	5	0
2024 PM Peak Hour Traffic Count (17:15-18:14)	0	7	0	0	3	0
2027 PM Peak Hour (Factor = 1.086)	0	8	0	0	3	0
2028 PM Peak Hour (Factor = 1.116)	0	8	0	0	3	0
2029 PM Peak Hour (Factor = 1.147)	0	8	0	0	3	0
2034 PM Peak Hour (Factor = 1.217)	0	9	0	0	4	0
2044 PM Peak Hour (Factor = 1.372)	0	10	0	0	4	0
2027 PM Peak Hour Max Generator Construction Trips	4	0	54	0	0	0
2027 AM Peak Hour With Max Generator Construction Trips	4	8	54	0	3	0
2027 PM Peak Hour Max GIS Construction Trips	3	0	28	0	0	0
2027 PM Peak Hour With Max GIS Construction Trips	3	8	28	0	3	0
2028 PM Peak Hour Max ESS Construction Trips	5	0	35	0	0	0
2028 PM Peak Hour With Max ESS Construction Trips	5	8	35	0	3	0
2027 AM Peak Hour Max Cumulative Construction Trips	14	0	109	0	0	0
2027 AM Peak Hour with Max Cumulative Construction Trips	14	8	109	0	3	0

Data in PCUs rounded to the nearest whole number
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Traffic Calculations Summary
Existing N65/L8760/L8763 (4-arm) junction



Arm A – N65 to/from Loughrea
Arm B – L8760 to/from Capira
Arm C – N65 to/from Portumna
Arm D – L8763 to/from Coolpowra Flexgen Site

Scenario	A-B	A-C	A-D	B-A	B-C	B-D	C-A	C-B	C-D	D-A	D-B	D-C
2024 AM Peak Hour Traffic Count (08:30-09:29)	1	147	1	1	1	0	144	0	2	0	0	5
2027 AM Peak Hour (Factor = 1.086)	1	160	1	1	1	0	156	0	2	0	0	5
2028 AM Peak Hour (Factor = 1.116)	1	164	1	1	1	0	160	0	2	0	0	6
2029 AM Peak Hour (Factor = 1.147)	1	169	1	1	1	0	165	0	2	0	0	6
2034 AM Peak Hour (Factor = 1.217)	1	179	1	1	1	0	175	0	2	0	0	6
2044 AM Peak Hour (Factor = 1.372)	1	202	1	1	1	0	197	0	3	0	0	7
2027 AM Peak Hour Max Generator Construction Trips	0	0	29	0	0	0	0	0	25	4	0	0
2027 AM Peak Hour With Max Generator Construction Trips	1	160	31	1	1	0	156	0	27	4	0	5
2027 AM Peak Hour Max GIS Construction Trips	0	0	16	0	0	0	0	0	12	3	0	0
2027 AM Peak Hour With Max GIS Construction Trips	1	160	17	1	1	0	156	0	14	3	0	5
2028 AM Peak Hour Max ESS Construction Trips	0	0	20	0	0	0	0	0	15	5	0	0
2028 AM Peak Hour With Max ESS Construction Trips	1	164	22	1	1	0	160	0	17	5	0	6
2027 AM Peak Hour Max Cumulative Construction Trips	0	0	56	0	0	0	0	0	54	14	0	0
2027 AM Peak Hour with Max Cumulative Construction Trips	1	160	57	1	1	0	156	0	56	14	0	5
2024 PM Peak Hour Traffic Count (17:15-18:14)	2	163	2	3	0	0	138	1	5	2	0	1
2027 PM Peak Hour (Factor = 1.086)	2	177	2	3	0	0	149	1	5	2	0	1
2028 PM Peak Hour (Factor = 1.116)	2	182	2	3	0	0	153	1	6	2	0	1
2029 PM Peak Hour (Factor = 1.147)	2	187	2	3	0	0	158	1	6	2	0	1
2034 PM Peak Hour (Factor = 1.217)	2	199	2	4	0	0	167	1	6	2	0	1
2044 PM Peak Hour (Factor = 1.372)	3	224	3	4	0	0	189	1	7	3	0	1
2027 PM Peak Hour Max Generator Construction Trips	0	0	4	0	0	0	0	0	0	27	0	29
2027 AM Peak Hour With Max Generator Construction Trips	2	177	6	3	0	0	149	1	5	29	0	30
2027 PM Peak Hour Max GIS Construction Trips	0	0	3	0	0	0	0	0	0	15	0	15
2027 PM Peak Hour With Max GIS Construction Trips	2	177	6	3	0	0	149	1	5	17	0	17
2028 PM Peak Hour Max ESS Construction Trips	0	0	5	0	0	0	0	0	0	19	0	19
2028 PM Peak Hour With Max ESS Construction Trips	2	182	7	3	0	0	153	1	6	21	0	20
2027 AM Peak Hour Max Cumulative Construction Trips	0	0	0	0	0	0	0	0	0	50	0	59
2027 AM Peak Hour with Max Cumulative Construction Trips	2	177	2	3	0	0	149	1	5	52	0	61

Data in PCUs rounded to the nearest whole number

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APPENDIX 13.4

PICADY ANALYSIS

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: site_access.j9

Path: D:\ttrs\projects\T240315_Galway_Portumna_Coolpowra_EIAR_S1_RSA\eiar_chapter\picady

Report generation date: 30/05/2024 22:06:57

- »2027 with Max Generator Construction Trips, AM
- »2027 with Max GIS Construction Trips, AM
- »2028 with Max ESS Construction Trips, AM
- »2027 with Max Cumulative Construction Trips, AM
- »2027 with Max Generator Construction Trips, PM
- »2027 with Max GIS Construction Trips, PM
- »2028 with Max ESS Construction Trips, PM
- »2027 with Max Cumulative Construction Trips, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2027 with Max Generator Construction Trips							
Stream B-AC	D1	0.0	0.00	0.00	D5	0.2	9.21	0.10
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2027 with Max GIS Construction Trips							
Stream B-AC	D2	0.0	0.00	0.00	D6	0.1	8.72	0.05
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2028 with Max ESS Construction Trips							
Stream B-AC	D3	0.0	8.37	0.01	D7	0.1	8.85	0.07
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00
	2027 with Max Cumulative Construction Trips							
Stream B-AC	D4	0.0	8.65	0.03	D8	0.3	10.48	0.21
Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00

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	L8763/Site Access Juntion
Location	Ballynaheskeragh Td, Co. Galway
Site number	
Date	30/05/2024
Version	EIAR
Status	Final
Identifier	
Client	Coolpowra Flexgen Ltd.
Jobnumber	240315
Enumerator	TTRSA
Description	

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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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2027 with Max Generator Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓
D2	2027 with Max GIS Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓
D3	2028 with Max ESS Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓
D4	2027 with Max Cumulative Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓
D5	2027 with Max Generator Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓
D6	2027 with Max GIS Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓
D7	2028 with Max ESS Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓
D8	2027 with Max Cumulative Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2027 with Max Generator Construction Trips, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L8763/Site Access Junction	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	L8763 to/from East (N65)		Major
B	Coolpowra Development Access		Minor
C	L8763 to/from West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			70.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.50	19	24

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	570	0.104	0.262	0.165	0.375
B-C	735	0.113	0.285	-	-
C-B	615	0.238	0.238	-	-

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)	Run automatically
D1	2027 with Max Generator Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

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Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	57	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	54	3
	B	4	0	0
	C	5	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	23	23	23
	B	23	23	23
	C	23	23	23

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					5	7
A-B					50	74
A-C					3	4

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	637	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	4	0.94			4				
A-B	41	10			41				
A-C	2	0.56			2				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	636	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	602	0.000	0	0.0	0.0	0.000	A
C-A	4	1			4				
A-B	49	12			49				
A-C	3	0.67			3				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	634	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	6	1			6				
A-B	59	15			59				
A-C	3	0.83			3				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	634	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	600	0.000	0	0.0	0.0	0.000	A
C-A	6	1			6				
A-B	59	15			59				
A-C	3	0.83			3				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	636	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	602	0.000	0	0.0	0.0	0.000	A
C-A	4	1			4				
A-B	49	12			49				
A-C	3	0.67			3				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	637	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	604	0.000	0	0.0	0.0	0.000	A
C-A	4	0.94			4				
A-B	41	10			41				
A-C	2	0.56			2				

2027 with Max GIS Construction Trips, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L8763/Site Access Junction	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2027 with Max GIS Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	31	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	28	3
	B	3	0	0
	C	5	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	23	23	23
	B	23	23	23
	C	23	23	23

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					5	7
A-B					26	39
A-C					3	4

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	639	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
C-A	4	0.94			4				
A-B	21	5			21				
A-C	2	0.56			2				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	638	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	608	0.000	0	0.0	0.0	0.000	A
C-A	4	1			4				
A-B	25	6			25				
A-C	3	0.67			3				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	637	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	606	0.000	0	0.0	0.0	0.000	A
C-A	6	1			6				
A-B	31	8			31				
A-C	3	0.83			3				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	637	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	606	0.000	0	0.0	0.0	0.000	A
C-A	6	1			6				
A-B	31	8			31				
A-C	3	0.83			3				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	638	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	608	0.000	0	0.0	0.0	0.000	A
C-A	4	1			4				
A-B	25	6			25				
A-C	3	0.67			3				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	639	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
C-A	4	0.94			4				
A-B	21	5			21				
A-C	2	0.56			2				

2028 with Max ESS Construction Trips, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L8763/Site Access Junction	T-Junction	Two-way		0.85	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)	Run automatically
D3	2028 with Max ESS Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	38	100.000
B		ONE HOUR	✓	5	100.000
C		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	35	3
	B	5	0	0
	C	6	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	23	23	23
	B	23	23	23
	C	23	23	23

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	8.37	0.0	A	5	7
C-AB	0.00	0.00	0.0	A	0	0
C-A					6	8
A-B					32	48
A-C					3	4

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	566	0.007	4	0.0	0.0	8.318	A
C-AB	0	0	608	0.000	0	0.0	0.0	0.000	A
C-A	5	1			5				
A-B	26	7			26				
A-C	2	0.56			2				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	565	0.008	4	0.0	0.0	8.341	A
C-AB	0	0	606	0.000	0	0.0	0.0	0.000	A
C-A	5	1			5				
A-B	31	8			31				
A-C	3	0.67			3				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	564	0.010	5	0.0	0.0	8.372	A
C-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
C-A	7	2			7				
A-B	39	10			39				
A-C	3	0.83			3				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	564	0.010	6	0.0	0.0	8.372	A
C-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
C-A	7	2			7				
A-B	39	10			39				
A-C	3	0.83			3				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	565	0.008	5	0.0	0.0	8.343	A
C-AB	0	0	606	0.000	0	0.0	0.0	0.000	A
C-A	5	1			5				
A-B	31	8			31				
A-C	3	0.67			3				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	566	0.007	4	0.0	0.0	8.320	A
C-AB	0	0	608	0.000	0	0.0	0.0	0.000	A
C-A	5	1			5				
A-B	26	7			26				
A-C	2	0.56			2				

2027 with Max Cumulative Construction Trips, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L8763/Site Access Junction	T-Junction	Two-way		0.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 with Max Cumulative Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	112	100.000
B		ONE HOUR	✓	14	100.000
C		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	109	3
	B	14	0	0
	C	5	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	23	23	23
	B	23	23	23
	C	23	23	23

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.65	0.0	A	13	19
C-AB	0.00	0.00	0.0	A	0	0
C-A					5	7
A-B					100	150
A-C					3	4

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	560	0.019	10	0.0	0.0	8.505	A
C-AB	0	0	594	0.000	0	0.0	0.0	0.000	A
C-A	4	0.94			4				
A-B	82	21			82				
A-C	2	0.56			2				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	558	0.023	13	0.0	0.0	8.568	A
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	4	1			4				
A-B	98	24			98				
A-C	3	0.67			3				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	556	0.028	15	0.0	0.0	8.654	A
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	6	1			6				
A-B	120	30			120				
A-C	3	0.83			3				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	556	0.028	15	0.0	0.0	8.654	A
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	6	1			6				
A-B	120	30			120				
A-C	3	0.83			3				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	558	0.023	13	0.0	0.0	8.569	A
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	4	1			4				
A-B	98	24			98				
A-C	3	0.67			3				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	560	0.019	11	0.0	0.0	8.509	A
C-AB	0	0	594	0.000	0	0.0	0.0	0.000	A
C-A	4	0.94			4				
A-B	82	21			82				
A-C	2	0.56			2				

2027 with Max Generator Construction Trips, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L8763/Site Access Junction	T-Junction	Two-way		7.53	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)	Run automatically
D5	2027 with Max Generator Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	12	100.000
B		ONE HOUR	✓	54	100.000
C		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	4	8
	B	54	0	0
	C	3	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	23	23	23
	B	23	23	23
	C	23	23	23

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	9.21	0.2	A	50	74
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					4	6
A-C					7	11

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	568	0.072	40	0.0	0.1	8.853	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	3	0.75			3				
A-C	6	2			6				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	568	0.086	48	0.1	0.1	9.005	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	0.90			4				
A-C	7	2			7				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	567	0.105	59	0.1	0.2	9.206	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	1			4				
A-C	9	2			9				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	567	0.105	59	0.2	0.2	9.209	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	1			4				
A-C	9	2			9				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	568	0.086	49	0.2	0.1	9.012	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	0.90			4				
A-C	7	2			7				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	568	0.072	41	0.1	0.1	8.869	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	3	0.75			3				
A-C	6	2			6				

2027 with Max GIS Construction Trips, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L8763/Site Access Junction	T-Junction	Two-way		6.26	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)	Run automatically
D6	2027 with Max GIS Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	11	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	3	8
	B	28	0	0
	C	3	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	23	23	23
	B	23	23	23
	C	23	23	23

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	8.72	0.1	A	26	39
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					3	4
A-C					7	11

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	568	0.037	21	0.0	0.0	8.542	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.56			2				
A-C	6	2			6				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	568	0.044	25	0.0	0.1	8.617	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	3	0.67			3				
A-C	7	2			7				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	567	0.054	31	0.1	0.1	8.714	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	3	0.83			3				
A-C	9	2			9				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	567	0.054	31	0.1	0.1	8.716	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	3	0.83			3				
A-C	9	2			9				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	568	0.044	25	0.1	0.1	8.619	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	3	0.67			3				
A-C	7	2			7				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	568	0.037	21	0.1	0.1	8.548	A
C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	2	0.56			2				
A-C	6	2			6				

2028 with Max ESS Construction Trips PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L8763/Site Access Junction	T-Junction	Two-way		6.45	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)	Run automatically
D7	2028 with Max ESS Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	13	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	5	8
	B	35	0	0
	C	3	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	23	23	23
	B	23	23	23
	C	23	23	23

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	8.85	0.1	A	32	48
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					5	7
A-C					7	11

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	568	0.046	26	0.0	0.1	8.626	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	0.94			4				
A-C	6	2			6				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	568	0.055	31	0.1	0.1	8.720	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	1			4				
A-C	7	2			7				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	567	0.068	38	0.1	0.1	8.845	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	6	1			6				
A-C	9	2			9				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	567	0.068	39	0.1	0.1	8.847	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	6	1			6				
A-C	9	2			9				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	568	0.055	32	0.1	0.1	8.725	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	1			4				
A-C	7	2			7				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	568	0.046	26	0.1	0.1	8.634	A
C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	4	0.94			4				
A-C	6	2			6				

2027 with Max Cumulative Construction Trips, PM

RECEIVED: 08/07/2024

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	L8763/Site Access Junction	T-Junction	Two-way		8.72	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)	Run automatically
D8	2027 with Max Cumulative Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	22	100.000
B		ONE HOUR	✓	109	100.000
C		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	14	8
	B	109	0	0
	C	3	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	23	23	23
	B	23	23	23
	C	23	23	23

Results

RECEIVED: 08/07/2024

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	10.48	0.3	B	100	150
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					13	19
A-C					7	11

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	21	567	0.145	81	0.0	0.2	9.602	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	11	3			11				
A-C	6	2			6				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	567	0.173	98	0.2	0.3	9.967	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	13	3			13				
A-C	7	2			7				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	566	0.212	120	0.3	0.3	10.469	B
C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	15	4			15				
A-C	9	2			9				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	566	0.212	120	0.3	0.3	10.483	B
C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	15	4			15				
A-C	9	2			9				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	567	0.173	98	0.3	0.3	9.989	A
C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	13	3			13				
A-C	7	2			7				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	21	567	0.145	82	0.3	0.2	9.647	A
C-AB	0	0	611	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	11	3			11				
A-C	6	2			6				

Junctions 9			
PICADY 9 - Priority Intersection Module			
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Filename: n65.j9

Path: D:\ttrsa\projects\T240315_Galway_Portumna_Coolpowra_EIAR_S1_RSA\eiar_chapter\picady

Report generation date: 31/05/2024 05:39:59

- »2027 with Max Generator Construction Trips, AM
- »2027 with Max GIS Construction Trips, AM
- »2028 with Max ESS Construction Trips, AM
- »2027 with Max Cumulative Construction Trips, AM
- »2027 with Max Generator Construction Trips, PM
- »2027 with Max GIS Construction Trips, PM
- »2028 with Max ESS Construction Trips, PM
- »2027 with Max Cumulative Construction Trips, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2027 with Max Generator Construction Trips							
Stream B-ACD	D1	0.0	0.00	0.00	D5	0.0	0.00	0.00
Stream AB-CD		0.1	7.18	0.06		0.0	6.80	0.01
Stream D-AB		0.0	7.15	0.01		0.1	7.35	0.05
Stream D-C		0.0	9.57	0.01		0.1	10.13	0.07
Stream CD-AB		0.0	0.00	0.00		0.0	6.44	0.00
	2027 with Max GIS Construction Trips							
Stream B-ACD	D2	0.0	0.00	0.00	D6	0.0	0.00	0.00
Stream AB-CD		0.1	7.02	0.04		0.0	6.80	0.01
Stream D-AB		0.0	7.24	0.01		0.0	7.12	0.03
Stream D-C		0.0	9.29	0.01		0.1	9.86	0.04
Stream CD-AB		0.0	0.00	0.00		0.0	6.49	0.00
	2028 with Max ESS Construction Trips							
Stream B-ACD	D3	0.0	0.00	0.00	D7	0.0	0.00	0.00
Stream AB-CD		0.1	7.05	0.05		0.0	6.79	0.01
Stream D-AB		0.0	7.13	0.01		0.0	7.16	0.03
Stream D-C		0.0	9.58	0.01		0.1	10.04	0.05
Stream CD-AB		0.0	0.00	0.00		0.0	6.47	0.00
	2027 with Max Cumulative Construction Trips							
Stream B-ACD	D4	0.0	0.00	0.00	D8	0.0	0.00	0.00
Stream AB-CD		0.2	7.63	0.12		0.0	6.76	0.00
Stream D-AB		0.0	7.03	0.02		0.1	7.71	0.09
Stream D-C		0.0	10.78	0.01		0.2	10.70	0.11
Stream CD-AB		0.0	0.00	0.00		0.0	6.34	0.00

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	N65/L8760/L8763 Junction
Location	Cooldorragha and Sheeaunrush Tds, Co. Galway
Site number	
Date	31/05/2024
Version	EIAR
Status	Final
Identifier	
Client	Coolpowra Flexgen Ltd.
Jobnumber	240315
Enumerator	TTRSA
Description	Model based on existing visibility

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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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2027 with Max Generator Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓
D2	2027 with Max GIS Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓
D3	2028 with Max ESS Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓
D4	2027 with Max Cumulative Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓
D5	2027 with Max Generator Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓
D6	2027 with Max GIS Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓
D7	2028 with Max ESS Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓
D8	2027 with Max Cumulative Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2027 with Max Generator Construction Trips, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N65/L8760/L8763 Junction	Left-Right Stagger	Two-way		0.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	N65 to/from North (Loughrea)		Major
B	L8760 to/from Capira		Minor
C	N65 to/from South (Portumna)		Major
D	L8763 to/from Coolpowra Flexgen Site		Minor

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)
A	7.20			100.0	✓	0.00
C	7.20			175.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20								38	60
D	One lane plus flare		10.00	8.80	6.30	4.20	2.80	✓	2.00	28	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	632	-	-	-	-	-	0.232	0.232	0.232	-	-
B-A	478	0.082	0.208	0.208	-	-	0.131	0.298	-	0.131	0.298
B-CD	609	0.088	0.224	0.224	-	-	-	-	-	-	-
CD-B	675	0.248	0.248	0.248	-	-	-	-	-	-	-
D-AB	709	-	-	-	-	-	0.260	0.260	0.103	-	-
D-C	581	-	0.160	0.362	0.160	0.362	0.254	0.254	0.100	-	-

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)	Run automatically
D1	2027 with Max Generator Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	192	100.000
B		ONE HOUR	✓	2	100.000
C		ONE HOUR	✓	183	100.000
D		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	1	160	31
	B	1	0	1	0
	C	156	0	0	27
	D	4	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	23	23	23	23
	B	23	23	23	23
	C	23	23	23	23
	D	23	23	23	23

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					147	220
A-D					28	43
AB-CD	0.06	7.18	0.1	A	36	55
AB-C					139	208
D-AB	0.01	7.15	0.0	A	4	6
D-C	0.01	9.57	0.0	A	5	7
C-D					25	37
C-A					143	215
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					147	220

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	494	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	120	30			120				
A-D	23	6			23				
AB-CD	28	7	680	0.042	28	0.0	0.1	7.170	A
AB-C	115	29			115				
D-AB	3	0.75	675	0.004	3	0.0	0.0	6.961	A
D-C	4	0.94	522	0.007	4	0.0	0.0	9.031	A
C-D	20	5			20				
C-A	117	29			117				
C-B	0	0			0				
CD-AB	0	0	639	0.000	0	0.0	0.0	0.000	A
CD-A	120	30			120				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	486	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	144	36			144				
A-D	28	7			28				
AB-CD	35	9	690	0.051	35	0.1	0.1	7.140	A
AB-C	136	34			136				
D-AB	4	0.90	668	0.005	4	0.0	0.0	7.038	A
D-C	4	1	510	0.009	4	0.0	0.0	9.250	A
C-D	24	6			24				
C-A	140	35			140				
C-B	0	0			0				
CD-AB	0	0	633	0.000	0	0.0	0.0	0.000	A
CD-A	144	36			144				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	474	0.000	0	0.0	0.0	0.000	A
AB	1	0.28			1				
A-C	176	44			176				
A-D	34	9			34				
AB-CD	46	11	704	0.065	45	0.1	0.1	7.101	A
AB-C	165	41			165				
D-AB	4	1	659	0.007	4	0.0	0.0	7.145	A
D-C	6	1	494	0.011	5	0.0	0.0	9.572	A
C-D	30	7			30				
C-A	172	43			172				
C-B	0	0			0				
CD-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
CD-A	176	44			176				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	474	0.000	0	0.0	0.0	0.000	A
AB	1	0.28			1				
A-C	176	44			176				
A-D	34	9			34				
AB-CD	46	11	704	0.065	46	0.1	0.1	7.107	A
AB-C	165	41			165				
D-AB	4	1	659	0.007	4	0.0	0.0	7.146	A
D-C	6	1	494	0.011	6	0.0	0.0	9.572	A
C-D	30	7			30				
C-A	172	43			172				
C-B	0	0			0				
CD-AB	0	0	623	0.000	0	0.0	0.0	0.000	A
CD-A	176	44			176				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	486	0.000	0	0.0	0.0	0.000	A
AB	0.90	0.22			0.90				
A-C	144	36			144				
A-D	28	7			28				
AB-CD	35	9	690	0.051	35	0.1	0.1	7.145	A
AB-C	136	34			136				
D-AB	4	0.90	668	0.005	4	0.0	0.0	7.042	A
D-C	4	1	510	0.009	5	0.0	0.0	9.252	A
C-D	24	6			24				
C-A	140	35			140				
C-B	0	0			0				
CD-AB	0	0	633	0.000	0	0.0	0.0	0.000	A
CD-A	144	36			144				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	494	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	120	30			120				
A-D	23	6			23				
AB-CD	28	7	680	0.042	29	0.1	0.1	7.176	A
AB-C	115	29			115				
D-AB	3	0.75	674	0.004	3	0.0	0.0	6.964	A
D-C	4	0.94	522	0.007	4	0.0	0.0	9.030	A
C-D	20	5			20				
C-A	117	29			117				
C-B	0	0			0				
CD-AB	0	0	639	0.000	0	0.0	0.0	0.000	A
CD-A	120	30			120				

2027 with Max GIS Construction Trips, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N65/L8760/L8763 Junction	Left-Right Stagger	Two-way		0.32	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)	Run automatically
D2	2027 with Max GIS Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	178	100.000
B		ONE HOUR	✓	2	100.000
C		ONE HOUR	✓	170	100.000
D		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	1	160	17
	B	1	0	1	0
	C	156	0	0	14
	D	3	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	23	23	23	23
	B	23	23	23	23
	C	23	23	23	23
	D	23	23	23	23

Results

RECEIVED: 08/07/2024

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					147	220
A-D					16	23
AB-CD	0.04	7.02	0.1	A	20	30
AB-C					142	214
D-AB	0.01	7.24	0.0	A	3	4
D-C	0.01	9.29	0.0	A	5	7
C-D					13	19
C-A					143	215
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					146	219

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	496	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	120	30			120				
A-D	13	3			13				
AB-CD	16	4	682	0.023	15	0.0	0.0	7.012	A
AB-C	118	29			118				
D-AB	2	0.56	664	0.003	2	0.0	0.0	7.062	A
D-C	4	0.94	535	0.007	4	0.0	0.0	8.806	A
C-D	11	3			11				
C-A	117	29			117				
C-B	0	0			0				
CD-AB	0	0	642	0.000	0	0.0	0.0	0.000	A
CD-A	120	30			120				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	489	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	144	36			144				
A-D	15	4			15				
AB-CD	19	5	693	0.028	19	0.0	0.0	6.944	A
AB-C	140	35			140				
D-AB	3	0.67	658	0.004	3	0.0	0.0	7.135	A
D-C	4	1	524	0.009	4	0.0	0.0	9.001	A
C-D	13	3			13				
C-A	140	35			140				
C-B	0	0			0				
CD-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
CD-A	143	36			143				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	478	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	176	44			176				
A-D	19	5			19				
AB-CD	25	6	707	0.035	25	0.0	0.1	6.855	A
AB-C	170	42			170				
D-AB	3	0.83	649	0.005	3	0.0	0.0	7.237	A
D-C	6	1	509	0.011	5	0.0	0.0	9.286	A
C-D	15	4			15				
C-A	172	43			172				
C-B	0	0			0				
CD-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
CD-A	175	44			175				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	478	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	176	44			176				
A-D	19	5			19				
AB-CD	25	6	707	0.035	25	0.1	0.1	6.856	A
AB-C	170	42			170				
D-AB	3	0.83	649	0.005	3	0.0	0.0	7.238	A
D-C	6	1	509	0.011	6	0.0	0.0	9.286	A
C-D	15	4			15				
C-A	172	43			172				
C-B	0	0			0				
CD-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
CD-A	175	44			175				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	489	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	144	36			144				
A-D	15	4			15				
AB-CD	19	5	693	0.028	19	0.1	0.0	6.949	A
AB-C	140	35			140				
D-AB	3	0.67	658	0.004	3	0.0	0.0	7.138	A
D-C	4	1	524	0.009	5	0.0	0.0	9.002	A
C-D	13	3			13				
C-A	140	35			140				
C-B	0	0			0				
CD-AB	0	0	636	0.000	0	0.0	0.0	0.000	A
CD-A	143	36			143				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	496	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	120	30			120				
A-D	13	3			13				
AB-CD	16	4	682	0.023	16	0.0	0.0	7.016	A
AB-C	118	29			118				
D-AB	2	0.56	664	0.003	2	0.0	0.0	7.065	A
D-C	4	0.94	535	0.007	4	0.0	0.0	8.808	A
C-D	11	3			11				
C-A	117	29			117				
C-B	0	0			0				
CD-AB	0	0	642	0.000	0	0.0	0.0	0.000	A
CD-A	120	30			120				

2028 with Max ESS Construction Trips, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N65/L8760/L8763 Junction	Left-Right Stagger	Two-way		0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028 with Max ESS Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	187	100.000
B		ONE HOUR	✓	2	100.000
C		ONE HOUR	✓	177	100.000
D		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	1	164	22
	B	1	0	1	0
	C	160	0	0	17
	D	5	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	23	23	23	23
	B	23	23	23	23
	C	23	23	23	23
	D	23	23	23	23

Results

RECEIVED: 08/07/2024

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					150	226
A-D					20	30
AB-CD	0.05	7.05	0.1	A	26	39
AB-C					145	217
D-AB	0.01	7.13	0.0	A	5	7
D-C	0.01	9.58	0.0	A	6	8
C-D					16	23
C-A					147	220
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					151	227

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	494	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	123	31			123				
A-D	17	4			17				
AB-CD	20	5	683	0.030	20	0.0	0.0	7.049	A
AB-C	120	30			120				
D-AB	4	0.94	678	0.006	4	0.0	0.0	6.939	A
D-C	5	1	521	0.009	4	0.0	0.0	9.050	A
C-D	13	3			13				
C-A	120	30			120				
C-B	0	0			0				
CD-AB	0	0	640	0.000	0	0.0	0.0	0.000	A
CD-A	124	31			124				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	486	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	147	37			147				
A-D	20	5			20				
AB-CD	25	6	694	0.036	25	0.0	0.1	6.994	A
AB-C	142	36			142				
D-AB	4	1	671	0.007	4	0.0	0.0	7.018	A
D-C	5	1	510	0.011	5	0.0	0.0	9.264	A
C-D	15	4			15				
C-A	144	36			144				
C-B	0	0			0				
CD-AB	0	0	634	0.000	0	0.0	0.0	0.000	A
CD-A	148	37			148				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	181	45			181				
A-D	24	6			24				
AB-CD	33	8	708	0.046	32	0.1	0.1	6.918	A
AB-C	172	43			172				
D-AB	6	1	661	0.008	5	0.0	0.0	7.128	A
D-C	7	2	495	0.013	7	0.0	0.0	9.579	A
C-D	19	5			19				
C-A	176	44			176				
C-B	0	0			0				
CD-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
CD-A	182	45			182				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	181	45			181				
A-D	24	6			24				
AB-CD	33	8	708	0.046	33	0.1	0.1	6.923	A
AB-C	172	43			172				
D-AB	6	1	661	0.008	6	0.0	0.0	7.128	A
D-C	7	2	495	0.013	7	0.0	0.0	9.579	A
C-D	19	5			19				
C-A	176	44			176				
C-B	0	0			0				
CD-AB	0	0	624	0.000	0	0.0	0.0	0.000	A
CD-A	182	45			182				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	486	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	147	37			147				
A-D	20	5			20				
AB-CD	25	6	694	0.036	25	0.1	0.1	6.997	A
AB-C	142	36			142				
D-AB	4	1	671	0.007	5	0.0	0.0	7.019	A
D-C	5	1	510	0.011	5	0.0	0.0	9.264	A
C-D	15	4			15				
C-A	144	36			144				
C-B	0	0			0				
CD-AB	0	0	634	0.000	0	0.0	0.0	0.000	A
CD-A	148	37			148				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	494	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	123	31			123				
A-D	17	4			17				
AB-CD	20	5	683	0.030	20	0.1	0.1	7.054	A
AB-C	120	30			120				
D-AB	4	0.94	677	0.006	4	0.0	0.0	6.944	A
D-C	5	1	521	0.009	5	0.0	0.0	9.049	A
C-D	13	3			13				
C-A	120	30			120				
C-B	0	0			0				
CD-AB	0	0	640	0.000	0	0.0	0.0	0.000	A
CD-A	124	31			124				

2027 with Max Cumulative Construction Trips, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N65/L8760/L8763 Junction	Left-Right Stagger	Two-way		0.85	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)	Run automatically
D4	2027 with Max Cumulative Construction Trips	AM	ONE HOUR	08:15	09:45	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	218	100.000
B		ONE HOUR	✓	2	100.000
C		ONE HOUR	✓	212	100.000
D		ONE HOUR	✓	19	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	1	160	57
	B	1	0	1	0
	C	156	0	0	56
	D	14	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	23	23	23	23
	B	23	23	23	23
	C	23	23	23	23
	D	23	23	23	23

Results

RECEIVED: 08/07/2024

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					147	220
A-D					52	78
AB-CD	0.12	7.63	0.2	A	67	101
AB-C					132	198
D-AB	0.02	7.03	0.0	A	13	19
D-C	0.01	10.78	0.0	B	5	7
C-D					51	77
C-A					143	215
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					156	234

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	489	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	120	30			120				
A-D	43	11			43				
AB-CD	52	13	675	0.077	52	0.0	0.1	7.493	A
AB-C	111	28			111				
D-AB	11	3	698	0.015	10	0.0	0.0	6.796	A
D-C	4	0.94	469	0.008	4	0.0	0.0	10.060	B
C-D	42	11			42				
C-A	117	29			117				
C-B	0	0			0				
CD-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
CD-A	128	32			128				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	144	36			144				
A-D	51	13			51				
AB-CD	65	16	685	0.095	65	0.1	0.2	7.549	A
AB-C	130	33			130				
D-AB	13	3	691	0.018	13	0.0	0.0	6.891	A
D-C	4	1	456	0.010	4	0.0	0.0	10.351	B
C-D	50	13			50				
C-A	140	35			140				
C-B	0	0			0				
CD-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
CD-A	153	38			153				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	467	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	176	44			176				
A-D	63	16			63				
AB-CD	84	21	697	0.121	84	0.2	0.2	7.624	A
AB-C	155	39			155				
D-AB	15	4	681	0.023	15	0.0	0.0	7.025	A
D-C	6	1	439	0.013	5	0.0	0.0	10.778	B
C-D	62	15			62				
C-A	172	43			172				
C-B	0	0			0				
CD-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
CD-A	187	47			187				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	467	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	176	44			176				
A-D	63	16			63				
AB-CD	84	21	698	0.121	84	0.2	0.2	7.632	A
AB-C	155	39			155				
D-AB	15	4	681	0.023	15	0.0	0.0	7.026	A
D-C	6	1	439	0.013	6	0.0	0.0	10.780	B
C-D	62	15			62				
C-A	172	43			172				
C-B	0	0			0				
CD-AB	0	0	616	0.000	0	0.0	0.0	0.000	A
CD-A	187	47			187				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	144	36			144				
A-D	51	13			51				
AB-CD	65	16	685	0.095	65	0.2	0.2	7.558	A
AB-C	130	33			130				
D-AB	13	3	691	0.018	13	0.0	0.0	6.892	A
D-C	4	1	456	0.010	5	0.0	0.0	10.355	B
C-D	50	13			50				
C-A	140	35			140				
C-B	0	0			0				
CD-AB	0	0	627	0.000	0	0.0	0.0	0.000	A
CD-A	153	38			153				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	489	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	120	30			120				
A-D	43	11			43				
AB-CD	52	13	676	0.077	53	0.2	0.1	7.512	A
AB-C	111	28			111				
D-AB	11	3	698	0.015	11	0.0	0.0	6.797	A
D-C	4	0.94	468	0.008	4	0.0	0.0	10.065	B
C-D	42	11			42				
C-A	117	29			117				
C-B	0	0			0				
CD-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
CD-A	128	32			128				

2027 with Max Generator Construction Trips, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N65/L8760/L8763 Junction	Left-Right Stagger	Two-way		0.76	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)	Run automatically
D5	2027 with Max Generator Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	185	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	155	100.000
D		ONE HOUR	✓	59	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	2	177	6
	B	3	0	0	0
	C	149	1	0	5
	D	29	0	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	23	23	23	23
	B	23	23	23	23
	C	23	23	23	23
	D	23	23	23	23

Results

RECEIVED: 08/07/2024

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					2	3
A-C					162	244
A-D					6	8
AB-CD	0.01	6.80	0.0	A	7	11
AB-C					161	241
D-AB	0.05	7.35	0.1	A	27	40
D-C	0.07	10.13	0.1	B	28	41
C-D					5	7
C-A					137	205
C-B					0.92	1
CD-AB	0.00	6.44	0.0	A	1	2
CD-A					163	245

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	494	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	133	33			133				
A-D	5	1			5				
AB-CD	6	1	693	0.008	6	0.0	0.0	6.799	A
AB-C	132	33			132				
D-AB	22	5	686	0.032	22	0.0	0.0	7.037	A
D-C	23	6	518	0.044	22	0.0	0.1	9.428	A
C-D	4	0.94			4				
C-A	112	28			112				
C-B	0.75	0.19			0.75				
CD-AB	0.92	0.23	727	0.001	0.92	0.0	0.0	6.440	A
CD-A	134	33			134				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	486	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	159	40			159				
A-D	5	1			5				
AB-CD	7	2	706	0.010	7	0.0	0.0	6.692	A
AB-C	158	39			158				
D-AB	26	7	678	0.038	26	0.0	0.1	7.169	A
D-C	27	7	508	0.053	27	0.1	0.1	9.710	A
C-D	4	1			4				
C-A	134	33			134				
C-B	0.90	0.22			0.90				
CD-AB	1	0.29	738	0.002	1	0.0	0.0	6.348	A
CD-A	160	40			160				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	474	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	195	49			195				
A-D	7	2			7				
AB-CD	9	2	723	0.013	9	0.0	0.0	6.548	A
AB-C	192	48			192				
D-AB	32	8	668	0.048	32	0.1	0.1	7.353	A
D-C	33	8	495	0.067	33	0.1	0.1	10.125	B
C-D	6	1			6				
C-A	164	41			164				
C-B	1	0.28			1				
CD-AB	1	0.37	753	0.002	1	0.0	0.0	6.224	A
CD-A	196	49			196				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	474	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	195	49			195				
A-D	7	2			7				
AB-CD	9	2	723	0.013	9	0.0	0.0	6.551	A
AB-C	192	48			192				
D-AB	32	8	668	0.048	32	0.1	0.1	7.354	A
D-C	33	8	495	0.067	33	0.1	0.1	10.126	B
C-D	6	1			6				
C-A	164	41			164				
C-B	1	0.28			1				
CD-AB	1	0.37	753	0.002	1	0.0	0.0	6.224	A
CD-A	196	49			196				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	486	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	159	40			159				
A-D	5	1			5				
AB-CD	7	2	706	0.010	7	0.0	0.0	6.695	A
AB-C	158	39			158				
D-AB	26	7	678	0.038	26	0.1	0.1	7.175	A
D-C	27	7	509	0.053	27	0.1	0.1	9.714	A
C-D	4	1			4				
C-A	134	33			134				
C-B	0.90	0.22			0.90				
CD-AB	1	0.29	738	0.002	1	0.0	0.0	6.347	A
CD-A	160	40			160				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	494	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	133	33			133				
A-D	5	1			5				
AB-CD	6	1	693	0.008	6	0.0	0.0	6.799	A
AB-C	132	33			132				
D-AB	22	5	686	0.032	22	0.1	0.0	7.047	A
D-C	23	6	518	0.044	23	0.1	0.1	9.434	A
C-D	4	0.94			4				
C-A	112	28			112				
C-B	0.75	0.19			0.75				
CD-AB	0.92	0.23	727	0.001	0.93	0.0	0.0	6.441	A
CD-A	134	33			134				

2027 with Max GIS Construction Trips, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N65/L8760/L8763 Junction	Left-Right Stagger	Two-way		0.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 with Max GIS Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	185	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	155	100.000
D		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	2	177	6
	B	3	0	0	0
	C	149	1	0	5
	D	17	0	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	23	23	23	23
	B	23	23	23	23
	C	23	23	23	23
	D	23	23	23	23

Results

RECEIVED: 08/07/2024

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					2	3
A-C					162	244
A-D					6	8
AB-CD	0.01	6.80	0.0	A	7	11
AB-C					161	241
D-AB	0.03	7.12	0.0	A	16	23
D-C	0.04	9.86	0.1	A	16	23
C-D					5	7
C-A					137	205
C-B					0.92	1
CD-AB	0.00	6.49	0.0	A	1	2
CD-A					152	228

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	495	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	133	33			133				
A-D	5	1			5				
AB-CD	6	1	693	0.008	6	0.0	0.0	6.799	A
AB-C	132	33			132				
D-AB	13	3	692	0.019	13	0.0	0.0	6.885	A
D-C	13	3	516	0.025	13	0.0	0.0	9.285	A
C-D	4	0.94			4				
C-A	112	28			112				
C-B	0.75	0.19			0.75				
CD-AB	0.91	0.23	721	0.001	0.90	0.0	0.0	6.491	A
CD-A	125	31			125				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	487	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	159	40			159				
A-D	5	1			5				
AB-CD	7	2	706	0.010	7	0.0	0.0	6.692	A
AB-C	158	39			158				
D-AB	15	4	685	0.022	15	0.0	0.0	6.983	A
D-C	15	4	506	0.030	15	0.0	0.0	9.519	A
C-D	4	1			4				
C-A	134	33			134				
C-B	0.90	0.22			0.90				
CD-AB	1	0.28	731	0.002	1	0.0	0.0	6.408	A
CD-A	149	37			149				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	195	49			195				
A-D	7	2			7				
AB-CD	9	2	723	0.013	9	0.0	0.0	6.548	A
AB-C	192	48			192				
D-AB	19	5	675	0.028	19	0.0	0.0	7.120	A
D-C	19	5	493	0.038	19	0.0	0.1	9.861	A
C-D	6	1			6				
C-A	164	41			164				
C-B	1	0.28			1				
CD-AB	1	0.37	744	0.002	1	0.0	0.0	6.296	A
CD-A	182	46			182				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	195	49			195				
A-D	7	2			7				
AB-CD	9	2	723	0.013	9	0.0	0.0	6.549	A
AB-C	192	48			192				
D-AB	19	5	675	0.028	19	0.0	0.0	7.121	A
D-C	19	5	493	0.038	19	0.1	0.1	9.860	A
C-D	6	1			6				
C-A	164	41			164				
C-B	1	0.28			1				
CD-AB	1	0.37	744	0.002	1	0.0	0.0	6.298	A
CD-A	182	46			182				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	487	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	159	40			159				
A-D	5	1			5				
AB-CD	7	2	706	0.010	7	0.0	0.0	6.695	A
AB-C	158	39			158				
D-AB	15	4	685	0.022	15	0.0	0.0	6.988	A
D-C	15	4	507	0.030	15	0.1	0.0	9.521	A
C-D	4	1			4				
C-A	134	33			134				
C-B	0.90	0.22			0.90				
CD-AB	1	0.28	731	0.002	1	0.0	0.0	6.411	A
CD-A	149	37			149				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	495	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	133	33			133				
A-D	5	1			5				
AB-CD	6	1	693	0.008	6	0.0	0.0	6.802	A
AB-C	132	33			132				
D-AB	13	3	692	0.019	13	0.0	0.0	6.891	A
D-C	13	3	516	0.025	13	0.0	0.0	9.288	A
C-D	4	0.94			4				
C-A	112	28			112				
C-B	0.75	0.19			0.75				
CD-AB	0.91	0.23	721	0.001	0.91	0.0	0.0	6.493	A
CD-A	125	31			125				

2028 with Max ESS Construction Trips PM

RECEIVED: 08/07/2024

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N65/L8760/L8763 Junction	Left-Right Stagger	Two-way		0.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2028 with Max ESS Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	191	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	160	100.000
D		ONE HOUR	✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	2	182	7
	B	3	0	0	0
	C	153	1	0	6
	D	21	0	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	23	23	23	23
	B	23	23	23	23
	C	23	23	23	23
	D	23	23	23	23

Results

RECEIVED: 08/07/2024

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					2	3
A-C					167	251
A-D					6	10
AB-CD	0.01	6.79	0.0	A	8	13
AB-C					165	247
D-AB	0.03	7.16	0.0	A	19	29
D-C	0.05	10.04	0.1	B	18	28
C-D					6	8
C-A					140	211
C-B					0.92	1
CD-AB	0.00	6.47	0.0	A	1	2
CD-A					159	239

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	493	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	137	34			137				
A-D	5	1			5				
AB-CD	7	2	695	0.009	7	0.0	0.0	6.792	A
AB-C	136	34			136				
D-AB	16	4	694	0.023	16	0.0	0.0	6.894	A
D-C	15	4	512	0.029	15	0.0	0.0	9.409	A
C-D	5	1			5				
C-A	115	29			115				
C-B	0.75	0.19			0.75				
CD-AB	0.92	0.23	724	0.001	0.91	0.0	0.0	6.466	A
CD-A	131	33			131				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	485	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	164	41			164				
A-D	6	2			6				
AB-CD	8	2	708	0.012	8	0.0	0.0	6.684	A
AB-C	162	40			162				
D-AB	19	5	687	0.028	19	0.0	0.0	7.003	A
D-C	18	4	502	0.036	18	0.0	0.0	9.666	A
C-D	5	1			5				
C-A	138	34			138				
C-B	0.90	0.22			0.90				
CD-AB	1	0.29	734	0.002	1	0.0	0.0	6.379	A
CD-A	156	39			156				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	200	50			200				
A-D	8	2			8				
AB-CD	11	3	726	0.015	11	0.0	0.0	6.540	A
AB-C	197	49			197				
D-AB	23	6	677	0.034	23	0.0	0.0	7.155	A
D-C	22	6	488	0.045	22	0.0	0.1	10.038	B
C-D	7	2			7				
C-A	168	42			168				
C-B	1	0.28			1				
CD-AB	1	0.37	748	0.002	1	0.0	0.0	6.260	A
CD-A	191	48			191				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	200	50			200				
A-D	8	2			8				
AB-CD	11	3	726	0.015	11	0.0	0.0	6.542	A
AB-C	197	49			197				
D-AB	23	6	676	0.034	23	0.0	0.0	7.156	A
D-C	22	6	488	0.045	22	0.1	0.1	10.039	B
C-D	7	2			7				
C-A	168	42			168				
C-B	1	0.28			1				
CD-AB	1	0.37	748	0.002	1	0.0	0.0	6.260	A
CD-A	191	48			191				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	485	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	164	41			164				
A-D	6	2			6				
AB-CD	8	2	708	0.012	8	0.0	0.0	6.687	A
AB-C	162	40			162				
D-AB	19	5	686	0.028	19	0.0	0.0	7.008	A
D-C	18	4	502	0.036	18	0.1	0.0	9.666	A
C-D	5	1			5				
C-A	138	34			138				
C-B	0.90	0.22			0.90				
CD-AB	1	0.29	734	0.002	1	0.0	0.0	6.378	A
CD-A	156	39			156				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	493	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	137	34			137				
A-D	5	1			5				
AB-CD	7	2	695	0.009	7	0.0	0.0	6.792	A
AB-C	136	34			136				
D-AB	16	4	694	0.023	16	0.0	0.0	6.898	A
D-C	15	4	512	0.029	15	0.0	0.0	9.413	A
C-D	5	1			5				
C-A	115	29			115				
C-B	0.75	0.19			0.75				
CD-AB	0.92	0.23	724	0.001	0.92	0.0	0.0	6.468	A
CD-A	131	33			131				

2027 with Max Cumulative Construction Trips, PM

RECEIVED: 08/07/2024

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N65/L8760/L8763 Junction	Left-Right Stagger	Two-way		1.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 with Max Cumulative Construction Trips	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	181	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	155	100.000
D		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	2	177	2
	B	3	0	0	0
	C	149	1	0	5
	D	52	0	51	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	23	23	23	23
	B	23	23	23	23
	C	23	23	23	23
	D	23	23	23	23

Results

RECEIVED: 08/07/2024

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					2	3
A-C					162	244
A-D					2	3
AB-CD	0.00	6.76	0.0	A	2	4
AB-C					162	243
D-AB	0.09	7.71	0.1	A	48	72
D-C	0.11	10.70	0.2	B	47	70
C-D					5	7
C-A					137	205
C-B					0.92	1
CD-AB	0.00	6.34	0.0	A	1	2
CD-A					184	276

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	493	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	133	33			133				
A-D	2	0.38			2				
AB-CD	2	0.47	693	0.003	2	0.0	0.0	6.762	A
AB-C	133	33			133				
D-AB	39	10	685	0.057	39	0.0	0.1	7.237	A
D-C	38	10	516	0.074	38	0.0	0.1	9.772	A
C-D	4	0.94			4				
C-A	112	28			112				
C-B	0.75	0.19			0.75				
CD-AB	0.95	0.24	739	0.001	0.94	0.0	0.0	6.337	A
CD-A	151	38			151				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	485	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	159	40			159				
A-D	2	0.45			2				
AB-CD	2	0.58	706	0.003	2	0.0	0.0	6.648	A
AB-C	159	40			159				
D-AB	47	12	676	0.069	47	0.1	0.1	7.434	A
D-C	46	11	507	0.091	46	0.1	0.1	10.144	B
C-D	4	1			4				
C-A	134	33			134				
C-B	0.90	0.22			0.90				
CD-AB	1	0.30	752	0.002	1	0.0	0.0	6.228	A
CD-A	180	45			180				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	195	49			195				
A-D	2	0.55			2				
AB-CD	3	0.75	723	0.004	3	0.0	0.0	6.494	A
AB-C	194	49			194				
D-AB	57	14	663	0.086	57	0.1	0.1	7.711	A
D-C	56	14	493	0.114	56	0.1	0.2	10.690	B
C-D	6	1			6				
C-A	164	41			164				
C-B	1	0.28			1				
CD-AB	2	0.39	770	0.002	2	0.0	0.0	6.083	A
CD-A	221	55			221				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	195	49			195				
A-D	2	0.55			2				
AB-CD	3	0.76	723	0.004	3	0.0	0.0	6.496	A
AB-C	194	49			194				
D-AB	57	14	663	0.086	57	0.1	0.1	7.714	A
D-C	56	14	493	0.114	56	0.2	0.2	10.695	B
C-D	6	1			6				
C-A	164	41			164				
C-B	1	0.28			1				
CD-AB	2	0.39	770	0.002	2	0.0	0.0	6.085	A
CD-A	221	55			221				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	485	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	159	40			159				
A-D	2	0.45			2				
AB-CD	2	0.58	706	0.003	2	0.0	0.0	6.648	A
AB-C	159	40			159				
D-AB	47	12	675	0.069	47	0.1	0.1	7.439	A
D-C	46	11	507	0.090	46	0.2	0.1	10.154	B
C-D	4	1			4				
C-A	134	33			134				
C-B	0.90	0.22			0.90				
CD-AB	1	0.30	752	0.002	1	0.0	0.0	6.227	A
CD-A	181	45			181				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	493	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	133	33			133				
A-D	2	0.38			2				
AB-CD	2	0.47	693	0.003	2	0.0	0.0	6.762	A
AB-C	133	33			133				
D-AB	39	10	684	0.057	39	0.1	0.1	7.250	A
D-C	38	10	516	0.074	38	0.1	0.1	9.788	A
C-D	4	0.94			4				
C-A	112	28			112				
C-B	0.75	0.19			0.75				
CD-AB	0.95	0.24	739	0.001	0.95	0.0	0.0	6.338	A
CD-A	151	38			151				



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APPENDIX 13.5

ROAD SAFETY AUDIT REPORT

RECEIVED: 08/07/2024

Highway works on the L8763 local road including new site access and alterations to the N65/L8763 junction at Ballynaheskeragh, Cooldorragha and Sheeaunrush, Co. Galway

Stage 1 Road Safety Audit

Final Report

5th June 2024

Prepared for

Coolpowra Flexgen Limited

Traffic Transport and Road Safety Associates Ltd.

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Document Control Sheet

Project Title	Highway works on the L8763 local road including new site access and alterations to the N65/L8763 junction at Ballynaheskeragh, Cooldorragha and Sheeaunrush, Co. Galway
Report Title	Stage 1 Road Safety Audit
TTRSA Ref.	T240315
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Contents

Document Control Sheet..... i

1 Introduction..... 1

2 Scheme Background..... 2

3 Stage 1 Road Safety Audit Findings..... 4

4 Audit Statement..... 6

- Appendix A – TII Approval of Road Safety Audit team**
- Appendix B – Stage 1 Road Safety Audit Brief**
- Appendix C – Road Safety Audit Feedback Form**

1 Introduction

This report presents the findings of a Stage 1 Road Safety Audit (RSA) of proposed highway works on the L8763 local road including a new site access, and alterations to the N65/L8763 junction at Ballynaheskeragh, Cooldorragha and Sheeaunrush, Co. Galway, as part of a planning application for the development of grid-connected energy support projects on lands with an area of 42.1 hectares in the townlands of Coolpowra, Cooldorragha, Coolnageeragh, Ballynaheskeragh, Gortlusky and Sheeaunrush, Co. Galway.

This RSA was commissioned by Halston Environmental and Planning Ltd (on behalf of Coolpowra Flexgen Ltd.) and the design team for this proposed scheme was lead by Halston Environmental and Planning Ltd.

This RSA has been undertaken by Traffic Transport and Road Safety Associates Limited (TTRSA) in accordance with the requirements of Transport Infrastructure Ireland (TII) GE-STY-01024 Road Safety Audit standard (including residual TII COVID-19 guidance). The RSA Audit Team members comprised: Matthew Steele (TII Auditor Ref. No. MS88315) and Pamela Townley (TII Auditor Ref. No. PT90300), for which TII approval of road safety audit team is contained within Appendix A. A brief for this RSA, provided by Halston Environmental and Planning Ltd in accordance with the requirements of TII GE-STY-01024, is included as Appendix B of this report.

A site visit for this RSA was undertaken by both Audit Team members during the evening of 29th May 2024. During the RSA site visit the weather was dry and the road surface was dry. The RSA was undertaken by the aforementioned Audit Team during the time period 1st May 2024 to 30th May 2024.

This RSA examines the documents relating to the proposed scheme and on-site observations at the time of the RSA site visit, and identifies issues which may have an adverse impact on road safety. The RSA does not examine or verify: the proposed scheme for compliance with any other standards or criteria; nor, the spatial accuracy of the design information provided.

Issues which impact on road safety are listed as problems within this RSA report, and relate to the documentation provided upon commencement of the RSA and associated clarification. The problems identified are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

The scheme employer and designer are required to respond to this RSA by completing a Road Safety Audit Feedback Form, included as Appendix C of this RSA report. If any of the recommendations within this RSA are not accepted, a written response is required within this feedback form stating the reasons for non-acceptance.

Where the scheme employer and designer amend the scheme design in response to their completion of the Audit Feedback Form, such design amendments are not assessed within this Road Safety Audit. Where significant changes are made to a scheme design following, or as a result of, a Stage 1 Road Safety Audit, a Stage 2 Road Safety Audit should be undertaken on the design changes prior to construction.

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2 Scheme Background

2.1 The proposed scheme

The proposed scheme for this RSA is proposed highway works on the L8763 local road including a new site access, and alterations to the N65/L8763 junction at Ballynaheskeragh, Cooldorragha and Sheeaunrush, Co. Galway, as part of a planning application for the development of grid-connected energy support projects. The scope of the RSA for this proposed development is limited to the following highway design elements:

- The proposed site access junction onto the L8763 local road which encompasses a 9m wide site access approach route, provision of a stop control junction onto the L8763, and provision of 90m sightlines along the L8763 at this site access junction (including the setback of roadside boundaries);
- The proposed widening of the L8763 local road to 6m in width for a section length of approximately 90m extending eastwards from the centreline of the proposed site access junction. The widened verges will comprise loose stone to facilitate filter drain; and,
- The proposed setback of property boundaries at the L8763 junction with the N65 national road to provide 215m sightlines at this junction, the widened verges will comprise loose stone to facilitate filter drain, and existing utility poles and road signing will be repositioned adjacent to the proposed setback property boundary.

The scheme is depicted within the following drawing contained in Appendix B, prepared by Halston Environmental and Planning Ltd and provided to TTRSA by Halston Environmental and Planning Ltd on 28th May 2024: Drawing titled 'Proposed Site Layout', Drawing reference CPA-HAL-OC-XX-DR-PL-101D Rev P01 dated March 2024.

2.2 The existing situation

At the time of the RSA site visit, the characteristics of the highway of the existing L8763 local road in the vicinity of the proposed development site access junction and in the vicinity of its junction with the N65 national road, included the following:

- In the vicinity of the proposed development site access junction, the L8763 local road has a sealed width of approximately 3.4m bounded on its northern side by a very narrow grass verge backed by a stone wall and stock proof fencing, bounded on its southern-eastern side by a narrow grass verge and stock proof fencing and bounded on its south-western side by grass verge backed by hedge/tree vegetation. The carriageway westwards of this proposed junction is characterised by a relatively short straight section with minor undulations transitioning to a falling vertical grade on a left-hand curve. Eastwards of this proposed junction, the carriageway falls eastwards with a minor right-hand bend transitioning to a straight section on the approach to the L8763 junction onto the N65. An existing agricultural gated access approximately 6.3m in width is present at the position of the proposed development access junction. No road markings, road signs, public lighting or formal surface water drainage infrastructure are present in this locality.
- In the vicinity of the N65/L8763 junction the local road carriageway has a relatively flat grade rising at the flare of the junction bellmouth to tie-in with the surfaced level of the N65. The L8763 carriageway has a typically width of approximately 4m, which widens to a flared junction bellmouth of approximately 42m, bounded by concrete post and stock proof wire boundary fencing on its southern radius and by hedge boundary/stock proof fence on its northern radius. Stop control road markings and signing, and edge-line road markings are present at this junction. Directional/route signs, junction warning signs, and a junction marker post are also present at/on the immediate approach to the N65/L8763 junction. A side road junction and several residential properties access onto the southern side of the carriageway immediately westwards of the N65/L8763 junction.

- The N65 carriageway in the northern locality of the N65/L8763 junction is typically 7m in width bounded by a 1.2m wide hard strip and a grass verge on its western side and by a 1m wide hard strip and 1.8m wide verge on its eastern side. This section of the N65 is demarcated by a solid centreline with road studs and by edge-lining.
- The N65 carriageway in the southern locality of the N65/L8763 junction is typically 7.3m in width bounded on its eastern side by a hard strip of varying width and verge and bounded on its western side by a 1m hard strip and typically 2m wide grass verge backed by concrete post and wire stock proof fencing. The alignment of this section of the N65 carriageway is relatively flat with a long left-hand curve northbound.
- The posted speed limit of the L8763 is the rural default speed limit of 80km/h, and a 100km/h speed limit applies to the section of the N65 in the vicinity of its junction with the L8763.

2.3 Design Standards and Departures from Standards

The design standards applied for the proposed scheme are the prevailing Traffic Signs Manual and TII standard details, including: CC-SCD-00320, CC-SCD-00701, CC-SCD-00703, CC-SCD-00704 and CC-SCD-00706. The design speed applied is 60km/h for the proposed development site access junction and 100km/h related to the alterations of verge/boundary treatment on the N65. No departures from standards were provided for this RSA.

2.4 Traffic Collision Information

Collision data is not currently publicly available due to ongoing issues in relation to GDPR and associated data-sharing agreements between An Garda Síochána and the Road Safety Authority.

2.5 Information provided for this RSA

Documents and information provided for this RSA are detailed with the RSA brief contained in Appendix B.

3 Stage 1 Road Safety Audit Findings

3.1 **Problem: Collisions due to excessive vehicle speed egressing proposed site access junction on the L8763 junction**

The combination of the proposed 9m width of the site access route on the northbound approach to the proposed site access junction and limited volume of through traffic on the L8763 local road at the proposed site access junction increases the risk of vehicles egressing this junction to apply excessive vehicle speeds, subsequently increasing the risk of loss of control type collisions or collisions with L8763 through traffic at this junction locality.

Recommendation:

Provide traffic calming measures on the site access route immediately to the south of the proposed site access junction.

3.2 **Problem: Vertical drop or carriageway deformation due to boundary embankment destabilisation**

There is potential for the proposed cut back of the tree/hedge vegetation on the boundary embankment located westwards of the proposed site access junction to destabilise this embankment area and potentially lead to deformation of the carriageway and/or creation of a vertical drop. This situation can subsequently increase the risk of loss of control type collisions for road-users on this section of the L8763.

Recommendation:

Ensure that the boundary embankment extending westwards of the proposed site access junction remains stable at all times (for example through the provision of additional haunching), whilst ensuring that adequate visibility splays are provided for this proposed junction.

3.3 **Problem: Collisions due to transition in width of L8763 carriageway**

Whilst edge-line road markings are proposed for the widened section of L8763 local road carriageway, there is the potential for L8763 eastbound road-users not be aware of the carriageway width transition at the eastern extent of this proposed road widening, or to be aware of the potential for road-users to egress from property access points located on this section of the L8763 carriageway. This reduced awareness of carriageway width and presence of property access points can increase the risk, albeit low risk, of collision between opposing road-users.

Recommendation:

Provide a gradual taper for the transition at the eastern extent of the proposed road widening of the L8763. Provide road signing indicating the narrowing width of the L8763 local road carriageway, and provide measures (such as edge-line road markings) to define the width of the existing carriageway eastwards of this transition.

3.4 **Problem: Collisions due to deformation of residential frontage strips of L8763**

Whilst the Audit team acknowledges the relatively low level of vehicle movements associated with the construction phases of the proposed development, there is still potential for these development-related vehicles to over-run the existing residential frontage strips (of unknown construction depth) located on the southern side of the L8763 carriageway eastwards of the proposed scheme. These vehicle movements can increase the potential for deformation of these residential frontage strips, which in turn can contribute towards a range of collision types.

Recommendation:

Ensure that any damage occurring to these residential frontage strips is undertaken immediately, noting the presence of utility services located within this residential frontage strips.

3.5 Problem: Vertical profile of revised/widened verge adjacent to proposed setback of property boundary aligning N65 and N65/L8763 junction

It is unclear from the drawing information provided for this Stage 1 RSA of the proposed vertical profile of the revised/widened verge adjacent to the proposed setback of the property boundary aligning the N65/L8763 junction and section of the N65 carriageway contained within the scheme. Inadequate vertical profile of the road-side verge can increase the severity of injury to road-users who inadvertently leave the carriageway on this section of the N65/L8763 route.

Recommendation:

Ensure that adequate vertical profile of verge treatment is provided adjacent to the proposed setback of the property boundary aligning the N65/L8763 junction and section of the N65 carriageway contained within the scheme, particularly at the locality of the northern radius of the N65/L8763 junction, providing vehicle restraint measures if required.

3.6 Problem: Potential for loss of control type collisions due to inadequate surface water drainage

It is unclear from the drawing information provided for this Stage 1 RSA of whether adequate surface water drainage will be provided for the proposed widened sections of the L8763 carriageway and revised verge treatment of the sections of N65 and N65/L8763 junction contained within the scheme. Inadequate surface water drainage can increase the risk of loss of control type collisions.

Recommendation:

Ensure that adequate surface water drainage is provided for the proposed widened sections of the L8763 carriageway and revised verge treatment of the sections of N65 and N65/L8763 junction, taking in full account Section 3.5 of this report and noting the drainage grips present within the existing verge areas.

3.7 Problem: Potential for junction definition posts to partially restrict visibility splays at N65/L8763 junction

It is unclear from the drawing information provided for this Stage 1 RSA of where the existing junction definition posts will be positioned in relation to the widened verge radii of the L8763 at its junction with the N65. There is potential for these posts to be positioned to partially restrict the visibility splay to/from the north of this junction, which can subsequently increase the risk of collisions at this locality.

Recommendation:

Ensure that the position of these junction definition posts do not adversely impact on visibility splays at the N65/L8763 junction.

4 Audit Statement

We certify that we have examined the documentation provided for this RSA as detailed in Section 2 of this report, and visited the site as detailed in Section 1 of this report. This RSA has been carried out in accordance with TII GE-STY-01024 (including residual TII COVID-19 guidance) with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems that we have identified have been noted in this report, together with suggestions for safety improvement that in our opinion should be studied for implementation. This RSA has been conducted by the persons named below who are independent from the design team for the scheme.

Matthew Steele
(Audit Team Leader)

Signed:



Date:

30th May 2024

Pamela Townley
(Audit Team Member)

Signed:



Date:

30th May 2024

Appendix A – TII Approval of Road Safety Audit team

From: TII Systems Notification
Sent: 05/27/2024 16:46 +00:00
To:xxxxxx@halston.ie
Subject: TII Email Agent - Coolpowra Development, N65/L8763 junction Stage 1 - Audit team & briefs approved
Importance: High

Audit team & briefs for Coolpowra Development, N65/L8763 junction Stage 1 have been approved.

Appendix B – Stage 1 Road Safety Audit Brief

Proposed scheme: Sight Line Improvement
Scheme location: Sheeaunrush, Co. Galway
Stage of RSA: 1

TII Checklist Item	Yes/No/Not Applicable (N/A)	Comment
Design Brief	Yes	Conduct a Stage 1-3 Road Safety Audit
Design Standards Applied	Yes	Traffic Management Guidelines, Transport Infrastructure Ireland (TII) Specification & Standard Construction Details, Design Manual for Urban roads & Streets (DMURS), Traffic Signs Manual (2024).
Design Speed Applied	Yes	100 km/h
Departures from Standards	No	
Scheme Drawings	Yes	Drawings prepared by Halston Environmental & Planning CPA-HAL-OC-XX-DR-PL-1010D P01 Site Layout
Other scheme details, e.g. signs schedules, traffic signal staging	No	
Collision data for existing roads affected by the scheme	No	
Traffic surveys	No	
Previous Road Safety Audit Reports and Designer Responses/Feedback Form	No	
Previous Exception Reports	N/A	
Start date for construction and expected opening date	Yes	2026
Any elements to be excluded from audit	No	
Any other information (list separately)	No	

Appendix C – Road Safety Audit Feedback Form

Scheme: Highway works on the L8763 local road including new site access and alterations to the N65/L8763 junction

Location: Ballynaheskeragh, Cooldorragha and Sheeaunrush, Co. Galway

Audit Stage: 1

To be completed by Design Team				To be completed by Audit Team Leader
Paragraph Number in RSA Report	Problem accepted (Yes / No)	Recommended measures(s) accepted (Yes/ No)	Describe alternative measure(s). Give reasons for not accepting recommended measure. (Only to be completed if recommended measure is not accepted)	Alternative measures or reasons accepted by Audit Team (Yes / No)
3.1	Yes	Yes		
3.2	Yes	Yes		
3.3	Yes	Yes		
3.4	Yes	Yes		
3.5	Yes	Yes		
3.6	Yes	Yes		
3.7	Yes	Yes		

Design Team Representative:
(Halston Environmental and Planning Ltd.)

Print Name: Stephen Kelly

Signature:



Date: 04 June 2024

Scheme Client Representative:
(Coolpowra Flexgen Ltd.)

Print Name:

Signature:

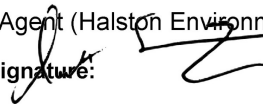


Date: 05/06/2024

Road Safety Audit signed off by:
Matthew Steele
BA(Hons) MSc FCILT FRGS MCIHT
(Audit Team Leader)

Agent (Halston Environmental & Planning Ltd.), acting on behalf of client

Signature:



Date: 5th June 2024

Audit sign-off note: In accordance with current TII guidance, no revised drawings are assessed as part of signing-off this feedback form. The information audited is limited to that contained within Appendix A of this Stage 1 RSA.