



11.0 TRAFFIC AND TRANSPORT

11.1 Introduction

The objective of this Chapter is to assess the potential impacts and effects associated with the traffic from the proposed sand and gravel pit located at Ballymullen, Abbeyleix, Co. Laois. This assessment will consider the impacts and effects associated with the construction, operational and decommissioning phases on the existing and future traffic and transport infrastructure at local and regional levels. This chapter has been updated on foot of Laois County Council's *Request for Further Information* (LCC Reg. Ref. 23/60390).

The proposed quarry consists of an area of 8.5 hectares and will be used to provide material to the existing Booth Precast Products Limited manufacturing facility, which is located 1.3 km southeast of the proposed quarry on Local Road L5731-25. The envisaged opening year for the quarry is 2025.

11.2 Methodologies

The Construction Phase of the proposed development is associated with the construction of berms and delivery of hardcore to construct internal access roads and wheel wash. Traffic flows associated with the Construction Phase are not significant in comparison with the Operational Phase, and it is deemed to be of short duration. Therefore, its traffic impacts have not been assessed.

The Operational Phase at the quarry is accessed via an existing agricultural gate on L5731-25 that will be modified. The impacts are assessed with mitigation measures proposed to manage the Operational Phase impacts associated with the quarry.

The Decommissioning Phase for this development will occur on a phased basis once aggregate is finished extraction. Traffic flows associated with the Decommissioning Phase of the Project are deemed to be low and of short duration in comparison to the Operational Phase of the Project. Therefore, traffic impacts are not significant, and has not been assessed on this chapter.

This Chapter considers and assesses the effects of the existing quarry on local traffic, transport networks and sensitive receptors anticipated to occur during operation.

11.3 Existing Environment and Permission

The quarry is situated on the Local Road L5731-25. The L5731-25 connects the urban centre of Abbeyleix village located approximately 1.2 km to the northwest of the application area to Ballinakill approximately 4.5 km to the southeast. At Abbeyleix, the road network connects to national and regional roads including the N77, R425, R430, and R433.

11.3.1 Proposed Operational Works

The application site is approximately 8.5 hectares and will be used to provide material to the existing Booth Precast Products Limited manufacturing facility which is located 1.3 km southeast of the proposed quarry. The proposed quarry will replace the importing of material from various third-party quarries and pits to the facility. Figure 11.1 shows the locations of these third parties where material is currently sourced from.

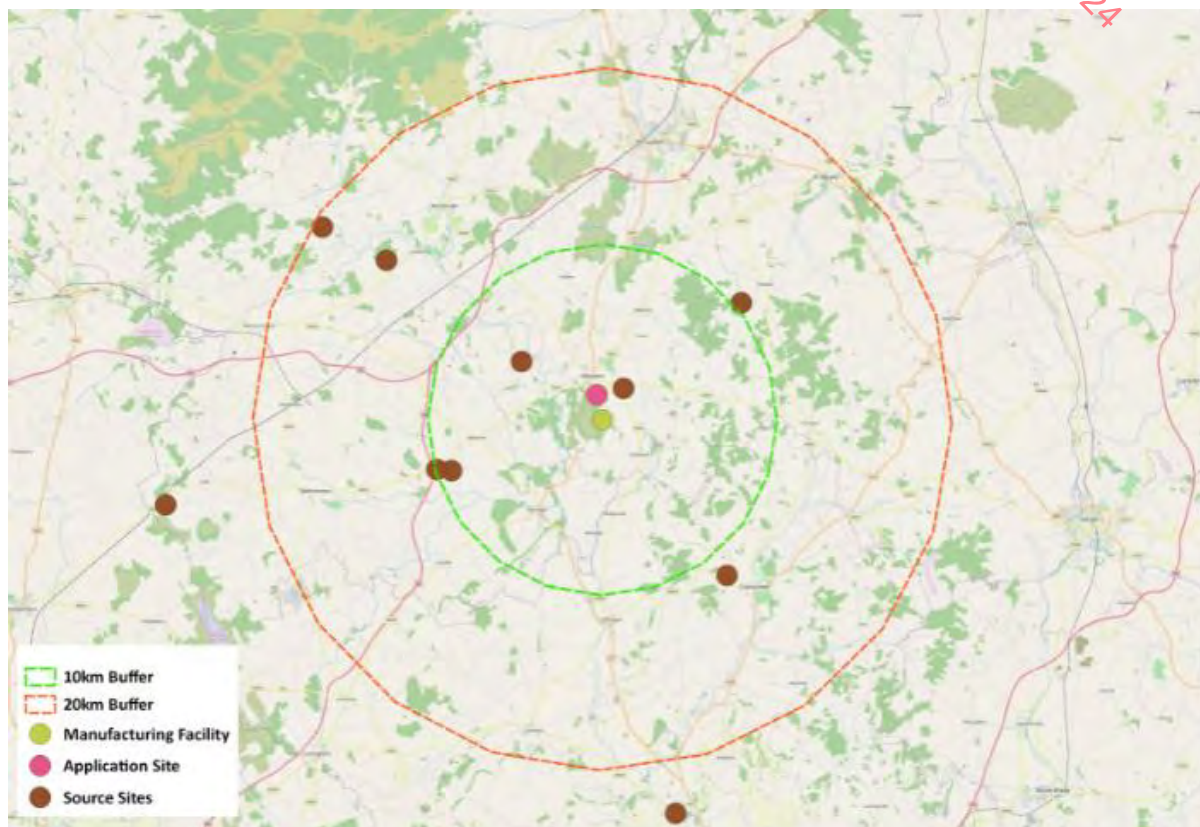


Figure 11.1: Existing Quarries and Pits

Day to day activities associated with the quarry are summarised in Figure 11.2.

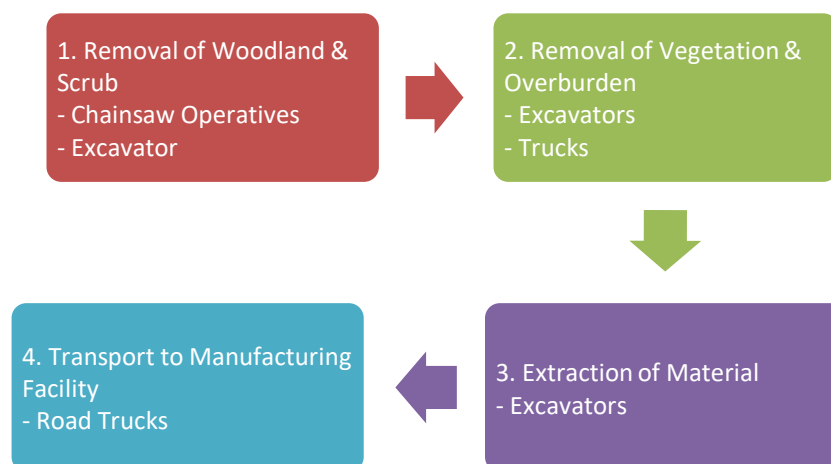


Figure 11.2 Summary of Activities proposed at the Quarry



The following plant will operate at the application site on a full or part time basis:

- Excavators;
- Road Trucks; and
- Water Bowser.

The proposed quarry activities include the extraction of sand and gravel which will be transferred to road-going trucks.

It has been estimated there is a reserve of sand and gravel material available in the region of 735,687m³ or c. 1.47 million tonnes total (conversion factor of 2m³/tonne). The maximum rate of extraction proposed is approximately 200,000 tonnes per annum with the anticipated rate to be lower than this. A summary of the estimated traffic is demonstrated in Table 11.1.

Table 11.1 Generated Traffic for the Proposed Quarry

Annual Extraction (Tonnes)	Working weeks/year	Working days/week	Daily Extraction (Tonnes)	% and Number of Rigid (20 Tonnes)		% and Number of Rigid (28 Tonnes)		Total Vehicle per day
200,000	50	5.5	727	25%	9	75%	20	29

Note: this table denotes one-way movements from the quarry to the manufacturing facility

The proposed quarry development will provide employment for 2 personnel directly with potential for further indirect employment. Additional personnel such as sub-contractors for contract hauliers, maintenance contractors, etc. also supply an indirect source of employment.

No intensification of activities at Booth Precast Products Limited manufacturing facility operations are proposed. Hence, no increase in quarry traffic on the current haul routes being utilised.

It should be noted the traffic will be reduced going through Abbeyleix as material will be sourced closer to the manufacturing facility.

11.3.2 Proposed Decommissioning Works

Decommission works shall involve landscaping and restoration which will include the removal of all plant and machinery, landscaping, and restoration of areas on completion of extraction on a rolling basis.

11.4 Methodology

11.4.1 Study Area

This section provides an overview of the location and environmental setting of the proposed quarry, describing key features of the natural and built environment which fall within, or in proximity to the quarry.

The study area comprises of 1 no. proposed site access and the existing haul road on the Local Road L5731-25 during Operational Phase. Land-use in the vicinity of the application area and existing quarry consists mainly of agricultural land with livestock farming being the



predominant sector practiced. A number of one-off houses and farmsteads are located along the length of the L-5731-25 in the vicinity of the quarry.

11.4.2 Relevant Guidelines, Policy, and Legislation

The following guidance documents have been utilised in the assessment of the potential traffic and transport related impacts on the regional and local road network:

- *Guidelines on the information to be contained in Environmental Impact Assessment Reports* (EPA, 2022);
- Transport Infrastructure Ireland Publications (Standards and Technical) documents;
- Traffic and Transport Assessment Guidelines (TII PE-PDV-02045, 2014);
- Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated, and compact grade separated junctions) (TII DN-GEO-03060, 2023); and
- Spatial Planning and National Roads Guidelines for Planning Authorities (012).

A summary of the relevant traffic and transport related policy context in relation to the quarry is outlined below.

11.4.2.1 Laois County Development Plan 2021 – 2027

In accordance with the *Laois County Development Plan 2021-2027*, the following objective are applicable to rural development:

- *RL 14: Support in principle the expansion of the aggregates and concrete products industry which offers opportunity for employment and economic development generally subject to environmental, traffic and planning considerations and ensure that any plan or project associated with extractive industry is subject to Appropriate assessment screening in compliance with the Habitats Directive and subsequent assessment as required, applicants for planning permission shall have regard to the GSI-ICF Quarrying Guidelines.*

11.4.3 Data Collection

In order to assess the traffic and transport impacts associated with the Project, the following approach was adopted:

- Scoping of the Project and assessment requirements, with the Local Authority in respect of the proposed development;
- Desktop assessment in the vicinity of the quarry;
- Determination of existing road characteristics, traffic levels and collision statistics (Baseline Conditions); and
- Determination of the impacts of the continuation of use of the existing quarry (Predicted Impacts).
- Assessment of Environmental Impacts as outlined in Preparation of this Environmental Impact Assessment Report Traffic Chapter.

11.4.3.1 Traffic Counts

In order to determine the magnitude of the existing traffic flows, the results of a manual classified Junction Turning Count (JTC) and two-way Automated Traffic Count (ATC) were used. The traffic surveys were carried out by Nationwide Data Collection. The junction counts were undertaken on Wednesday the 1st of May 2024 between the hours 07:00 and 19:00. The two-way ATC was undertaken between the 30th of April 2024 and the 13th of May 2024.

The count information was obtained at the following locations:

- Junction 1: Existing N77 / L5731-25 Staggered Junction;
- Junction 2: Existing L5731-25 / Booth Concrete & Precast site access – T-Junction
- Junction 3: Two-way ATC along L5731-25

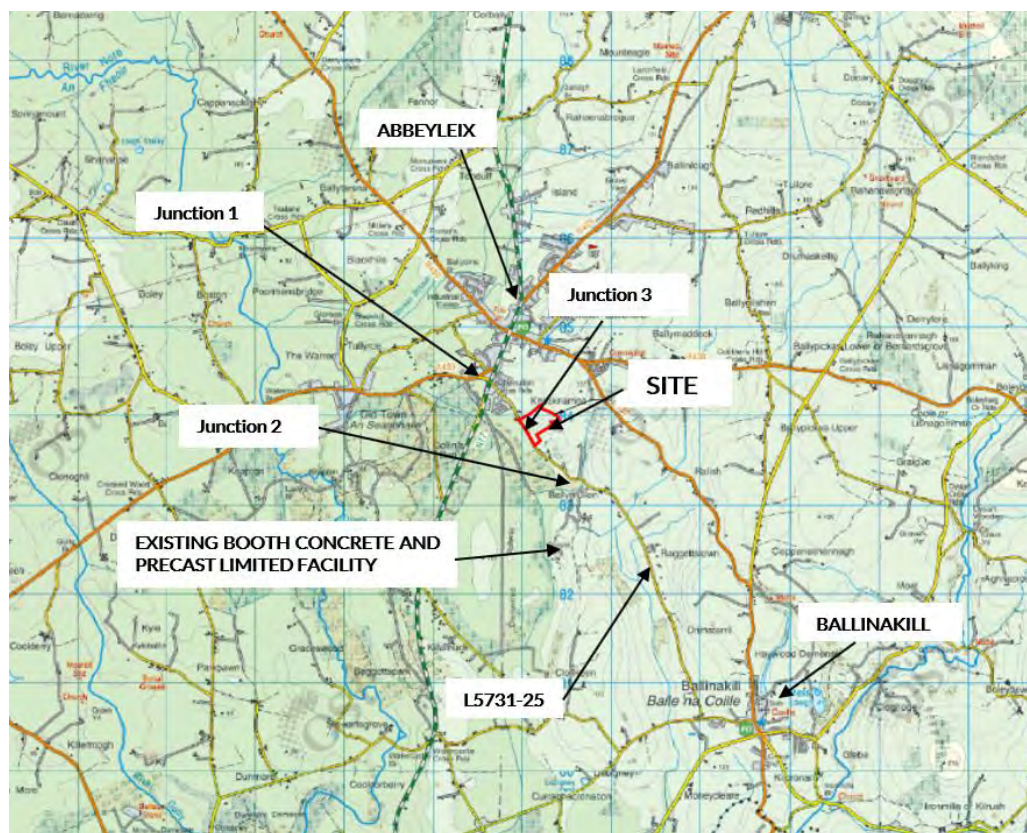


Figure 11.3 Site Location Map

This survey distinguished between Light Vehicles (LV) and Heavy Vehicles (HV). The results of this survey indicated that the peak traffic levels through the junctions occurred between:

- Junction 1: AM Peak 07:30 – 08:30 and PM peak 17:00 – 18:00,
- Junction 2: AM Peak 09:30 – 10:30 and PM Peak 16:00 – 17:00,
- Junction 3: AM Peak 09:30 – 10:30 and PM Peak 16:00 – 17:00.



11.4.3.2 Pavement Design

In order to address Laois County Council's *Request for Further Information* (LCC Reg. Ref. 23/60390), a structural evaluation and pavement investigation of the Local Road L5731 was carried out in July 2024. The programme of testing comprised of Falling Weight Deflectometer survey and pavement coring.

The structural evaluation was carried out in accordance with CC-GSW-04008 'Guidelines for the Use of the Falling Weight Deflectometer in Ireland (July 2000)' and AM-PAV-06050 (HD31/15) 'Pavement Assessment, Repair and Renewal Principles (March 2020)'.

Based on the structural evaluation and pavement investigation conducted, pavement types 1 and 2 are to be constructed at the locations specified in Drawing Nos. 11911-1013 to 11911-1015.

See also Section 11.5.3.3 below. These suggested pavement improvement works are subject to agreement with Laois County Council, and subject to the appropriate licence being obtained, and would be completed prior to commencement of the proposed development.

11.4.3.3 Scoping

In order to ensure the scope of this report was to the satisfaction of Laois County Council, a scoping document was issued on the 10th of May 2024 to Laois County Council Roads & Transportation.

11.5 Baseline Environment

11.5.1 Description of Existing Environment

The existing quarry impacts are in the administrative area of Laois County Council. The zone of influence of the quarry in relation to traffic and transport includes the existing quarry access on the L5731-25 and the existing N77 / L5731-25 Staggered Junction.

11.5.1.1 Description of Proposed Junction

The site lies on the north-east of the L5731-25. The proposed quarry will be accessed via a single direct access onto the local road where an existing agricultural access gate is situated, see Figure 11.4.



Figure 11.4 Proposed Site Access (Existing Gate) on L5731-25 (Map data ©2024 Google)

11.5.1.2 Existing Road Network

The posted speed limit along this section of the L5731-25 is 80 km/h. The L5731-25 has an approximate carriageway width of 5.7m, with no hard strip and with verge in the vicinity of the quarry entrance. There is no lighting along this section, and there is electricity pole along the opposite side of the road.

11.5.1.3 Existing Haul Routes

The site is accessed via the L5731-25. The road infrastructure in the vicinity of the quarry consists of a series of local, regional roads and the National Road N77 which connects villages and towns in the region. The N77 is connected to N10, N76, N78, N80 and M7.

The Operational Phase haul routes are currently being utilised as part of the normal operations of the Booth Precast Products Limited manufacturing facility. The proposed quarry will replace the importing of material from various third-party quarries and pits to the facility. Figure 11.5 shows the locations of these third-party quarries where material is currently sourced from.

It should be noted the traffic will be reduced going through Abbeylax as material will be sourced closer to the manufacturing facility.

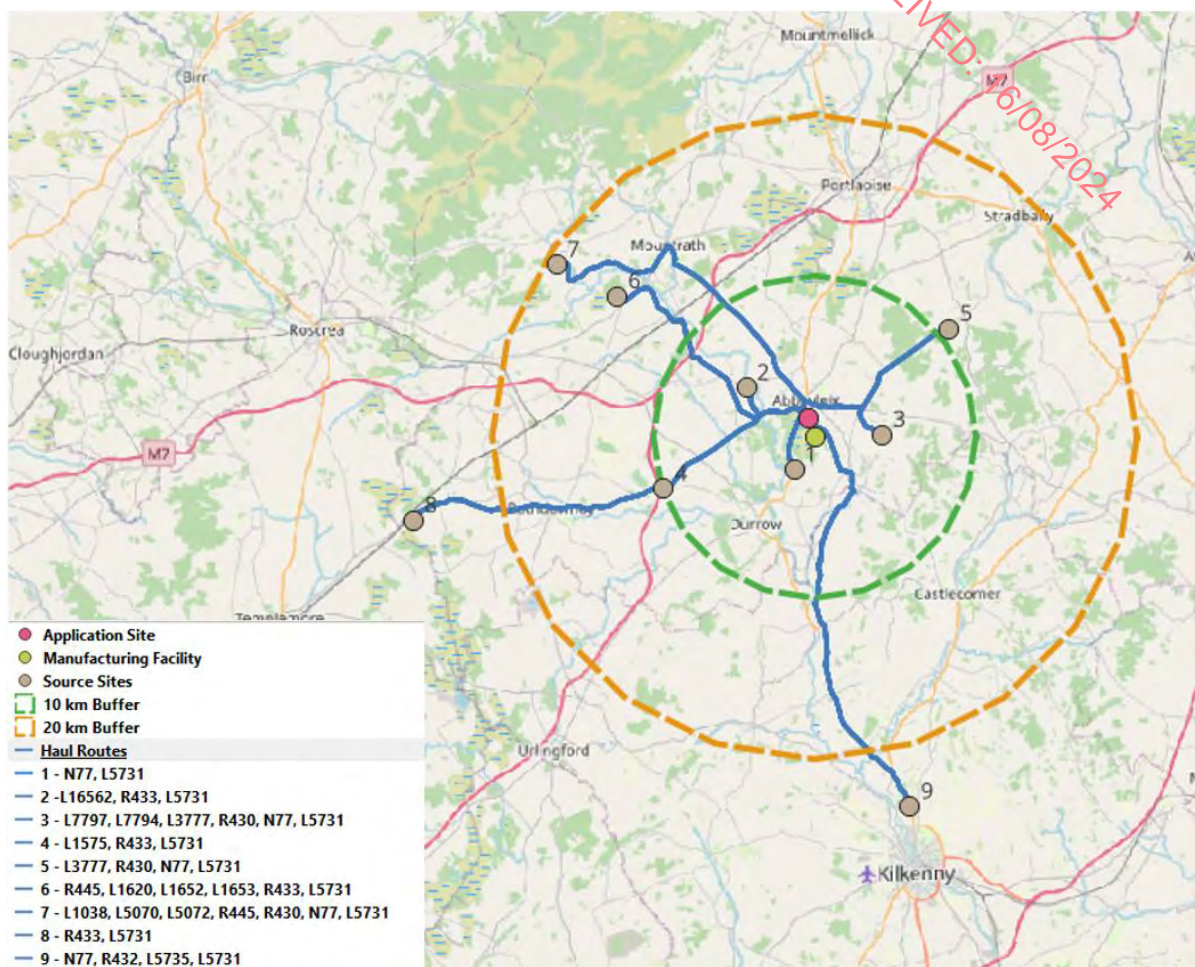


Figure 11.5 Existing Quarries and Pits

The Decommissioning Phase will result in traffic generations along similar routes to the Operational Phase haul routes. The volume of traffic anticipated during the Decommissioning phase will be of a shorter duration than the Operational Phase. Short term peaks may be encountered during the decommissioning in excess of the proposed operational traffic.

11.5.1.4 Traffic Volumes at the Existing Facility

With the traffic survey at Junction 2, it was possible to determine the current operational traffic at the existing facility. The traffic count was undertaken on the 1st of May 2024 between the hours 07:00 and 19:00. It is important to highlight that this traffic is seasonal throughout the year.

Table 11.2 Traffic Volumes at the Existing Facility

Time	07:00-19:00		AM Peak		PM Peak	
			09:30 – 10:30		16:00 – 17:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
LV	54	89	11	11	0	29
HV	59	57	5	6	8	6



11.5.2 Impact Assessment

The significance of potential effects has been evaluated using a systematic approach based on the identification of the importance and value of receptors and their sensitivity to the project activity, together with the predicted magnitude of the impact.

The terms used to define receptor sensitivity and magnitude of impact are based on:

- A comparison of the traffic volume change from baseline (i.e., baseflow) traffic to the baseflow with the traffic volume on the route. This comparison is the change in Average Daily Traffic (ADT) and HV content (as a percentage);
- The sensitivity of the junction is determined by its operational capacity. For non-signalised junctions (i.e., priority junctions and roundabouts) this is based on the RFC. The magnitude of the impact on the junction is the increase in RFC from the baseline scenario; and
- Importance of the surrounding road network.

These criteria have been adopted in order to implement a specific methodology for Traffic and Transport.

11.5.2.1 Sensitivity of Receptor

For each effect, the assessment identifies receptors sensitivity to that effect and implements a systematic approach to understanding the impact pathways and the level of impacts on given receptors.

The definitions of receptor sensitivity for the purpose of the Traffic and Transport Assessment are provided in Table 11.3.

The criteria for determining the receptor sensitivity for priority junctions are the following:

- The queue in vehicles per arm;
- The delay in seconds per arm;
- The RFC per arm;
- The junction delay in seconds; and
- Network Residual Capacity of the junction as a percentage.

It is considered worthwhile that the sensitivity of the receptors (receiving road network) should also factor in assessing the level of significance of the traffic effects arising from the continued generation of traffic from the development site. The general criteria defining sensitivity in this chapter is set out in Table 11.3.



Table 11.3 Definition of Terms Relating to Sensitivity of Traffic Receptor

Sensitivity	Criteria
Very High	Very high importance and rarity, national scale and limited potential for substitution
High	High importance and rarity, national scale, and limited potential for substitution
Medium	Medium importance and rarity, regional scale, limited potential for substitution
Low	Low importance and rarity, local scale
Very Low	Very low importance and rarity, local scale

11.5.2.2 Magnitude of Impact

The magnitude of potential impacts (both beneficial and adverse) depends on the degree and extent to which the project activities may change the environment, which usually varies according to the project phase (i.e., construction, operational and decommissioning).

Factors that have been considered to determine the magnitude of potential impacts include:

- Level of deviation from baseline conditions; and
- Duration of impact.

The criteria for defining magnitude of impact for the purpose of the Traffic and Transport Assessment are provided in the Table 11.4.

Table 11.4 Criteria for Determination of Magnitude of Impact

Magnitude	Definition
Very High	Either: <ul style="list-style-type: none"> • change from baseflow traffic ADT above 15% • change from baseflow HV content above 10%
High	Either: <ul style="list-style-type: none"> • change from baseflow traffic ADT by 15% • change from baseflow HV content by 10%
Medium	Either: <ul style="list-style-type: none"> • change from baseflow traffic ADT by 10% to 14% • change from baseflow HV content by 5% to 9%
Low	Either: <ul style="list-style-type: none"> • change from baseflow traffic ADT by 5% to 9% • change from baseflow HV content by 2% to 4%
Very Low	Either: <ul style="list-style-type: none"> • change from baseflow traffic ADT by 0% to 4% • change from baseflow HV content by 0% to 1%

11.5.2.3 Significance of Effect

An Impact Assessment Matrix (IAM) is used to determine the significance of an effect. In basic terms, the potential significance of an effect is a function of the sensitivity of the receptor and the magnitude of the impact, as shown in Table 11.5.



The matrix provides a framework for the consistent and transparent assessment of predicted effects across all technical chapters. However, it is important to note that the assessments are based on the application of expert judgement.

The matrix provides levels of effect significance ranging from Imperceptible to Profound, as defined in the Environmental Protection Agency EIA Guidelines (EPA, 2022). For the purposes of this assessment, effects rated as being 'Significant / Moderate' or above are considered to be significant in EIA terms. Effects rated as being 'Moderate' are effectively significant / not significant subject to professional judgement, with a rationale provided for this in the main assessment. Effects identified as having less than moderate significance are not considered to be significant in EIA terms.

Table 11.5 Impact Assessment Matrix for Determination of Significance of Effect

Sensitivity of Receptor	Magnitude of Impact				
	Very High	High	Medium	Low	Very low
Very High	Profound	Very Significant	Significant	Moderate	Slight
High	Very Significant	Significant	Significant/Moderate	Moderate/Slight	Not Significant
Medium	Significant	Significant/Moderate	Moderate	Slight	Imperceptible
Low	Moderate	Moderate/Slight	Slight	Not Significant	Imperceptible
Very Low	Slight	Not Significant	Imperceptible	Imperceptible	Imperceptible

11.5.3 Description of Receiving Environment

The following sections detail the existing environment with respect to the quarry site access junction and related haul routes.

11.5.3.1 Site Access Location

Access to the Project is via the no. 1 proposed quarry entrance/exit onto the L5731-25. In accordance with TII DN-GEO-03060 (May 2023), a sightline distance of 160 metres is required for the visibility splay at the junction.

11.5.3.2 Proposed Haul Routes

There is no Construction Phase associated with this project, and hence no construction haul route. This application is to extract sand and gravel material and transport the material to the applicant's existing manufacturing facility located approximately 1.3 km to the southeast of the application site on Local Road L5731-25.

The current operation of the manufacturing facility sources material from the existing quarries and pits presented in the vicinity, see Figures 11.1 and 11.5. The current haul route utilises Local Road L5731-25 in the Abbeylax direction, passing by the Existing N77 / L5731-25 Staggered Junction.



It should be noted the traffic will be reduced going through Abbeylax as material will be sourced closer to the manufacturing facility.

The Decommissioning Phase will result in traffic generations along similar routes to the Operational Phase haul routes. The volume of traffic anticipated during the Decommissioning Phase will be of a shorter duration than the Operational Phase with a reduction in traffic. Short term peaks may be encountered during the decommissioning in excess of the current operational traffic.

11.5.3.3 Suggested Proposed Road Improvement Works

With the topographical survey, structural evaluation, and pavement investigation of the Local Road L5731-25 carried out in July 2024, it has been determined that a suite of road improvement and maintenance works are required and described below, subject to agreement with Laois County Council, and subject to the appropriate licence being obtained, and would be completed prior to commencement of the proposed development. Such agreement would be done separately to this process. The road improvement works would be carried out by Laois County Council under the appropriate licence with the Applicant contributing to them financially or the Applicant will carry out the works on behalf of Laois County Council subject to agreement and subject to the appropriate licences, whichever Laois County Council decides. It is considered reasonable that upon resolution and confirmation of a satisfactory scheme of improvement works, the scope and extent of these works could be agreed by way of planning condition.

See also Section 11.4.3.2 above.

The proposed access is designed in accordance with TII publication Geometric Design of Junctions (DN-GEO-03060, May 2023), as presented in Drawing no. 11911-1008.

In order for two-way traffic to be able to pass safely on the Local Road L5731-25, it is proposed that the existing passing bay be upgraded in accordance with the TII publication Rural Road Link Design (DN-GEO-03031, May 2023), as presented in Drawing no. 11911-1010.

To provide a minimum carriageway cross sectional width of 5.3m, verges encroaching on carriageway are proposed to be removed and vegetation trimmed. These works are shown on Drawing Nos. 11911-1008 to 11911-1011. It is also suggested in Drawing No. 11911-1009 that poles to be set back where necessary to maintain appropriate cross-sectional width and clearance for vehicles to pass safely.

Regarding the pavement, it is proposed road improvements as presented in Drawings No. 11911-1013 to 11911-1015 from the proposed access to the existing facility access.

Road markings and traffic signs proposed are presented in Drawing Nos. 11911-1016 to 11911-1018. Traffic signs presented in drawings include warning signs W071 Road Narrows Sign, W170 Other Hazard, and regulatory sign RUS 027 Stop sign at the proposed access.

These road improvements were the subject of a Road Safety Audit Stage 1/ 2 carried out on the 2nd of August 2024. Its recommendations were accepted, and drawings updated accordingly. The RSA report is included in Appendix 11.2.



All works shown on the accompanying drawings are confirmed as achievable within the bounds of the public road as defined in the *Roads Act 1993*. Road widening works can be achieved principally in the existing verges. The identified road improvement works to L5731-25 do not require the use of third party lands or consent from third party landowners. All agreed works to the public road would be carried out by Laois County Council or an appointed and authorised agent of Laois County Council subject to the appropriate licences.

It is acknowledged that the proposals will benefit the local roads network. The roads improvement works are presented in this Chapter and enclosed as part of the RFI Response documentation for information and it is understood that the detailed design will be subject to more complex specifications and so are ordinarily left over for agreement. It is important to distinguish that these do not form part of the subject application but they are assessed cumulatively as part of the Revised EIAR for the subject proposal.

11.6 Predicted Impact of the Project

The following section outlines the Traffic and Transport Assessment undertaken in accordance with the TII Traffic and Transport Assessment Guidelines (PE-PDV-02045, May 2014).

11.6.1 Assessment Periods

11.6.1.1 Assessment Year

TII Traffic and Transport Assessment Guidelines sets out the required assessment years and time periods to be assessed. In accordance with this guideline document, the following sections detail those proposed in this assessment.

11.6.1.2 Construction Phase

The assessment years assessed typically include for the Construction Phase and Operational Phase. For this Project, the Construction Phase is associated with the construction of berms and delivery of hardcore to construct internal access roads and wheel wash. Traffic flows are expected to be low and of short duration in comparison with the Operational Phase. Therefore, the Construction Phase has not been assessed.

11.6.1.3 Operational Phase

For this application, the Operational Phases as per TII Traffic and Transport Assessment Guidelines (PE-PAV-02045, May 2014) are:

Operational Phase

- 2024 - Base year
- 2025 - Expected Opening Year; and
- 2035 - 10 Years beyond year of opening.



11.6.1.4 Decommissioning Phase

The Decommissioning Phase for this development will occur on a phased basis once aggregate is finished extraction. The predicted traffic for the Decommissioning Phase is anticipated to be of short duration within only occasional peaks in excess of current operations. In addition, the Decommissioning Phase is not envisaged within the 10-year permission. Therefore, its traffic impacts have not been assessed on this chapter.

11.6.2 Traffic Growth

In order to undertake a robust and comparable traffic assessment, it is necessary for baseline traffic data to be factored based on nationally adopted growth rates detailed in the TII PAG Unit 5.3 Travel Demand Projections. A high sensitivity growth rates were applied to the baseline traffic to determine traffic during the assessment years for the Project.

Table 11.6 shows the associated high sensitivity growth rates, from the TII PAG Unit 5.3 utilised in the traffic assessment. These factors have been applied to the seasonally adjusted baseline traffic flows on the existing road network.

Table 11.6 Link-Based Growth Rates for County Laois Annual Growth Rates (excluding Metropolitan Area)

County	2016-2030		2030-2040	
	LV	HV	LV	HV
Laois	1.0179	1.0314	1.0082	1.0160

11.6.2.1 Committed Developments

Due to the nature of the surrounding environs to the development, it is anticipated that the committed developments in the vicinity will be one-off housing or agricultural farmland use. To account for the potential cumulative impacts on the road network traffic capacity from these anticipated committed developments in the area, a high sensitivity growth rate was selected to apply to the baseflow traffic volumes to give a robust network traffic volume for each year of the assessment.

11.6.3 Do Nothing Scenario

It shall be noted that the Do-Nothing scenario is equivalent to the baseline environment. The assessment of the existing environment/Do Nothing Scenario, would be a scenario with the existing manufacturing facility sourcing material from existing quarries and pits in the region.

11.6.4 Baseline Traffic

Traffic count data have been utilised in accordance with the Transport Infrastructure Ireland's (TII) Project Appraisal Guidelines (PAG) - Unit 16 in order to estimate the Annual Average Daily



Traffic (AADT)¹ two-way traffic flow on the associated road network. This method is an industry standard as it takes account of seasonal variations that is typically experienced during national public holidays and tourist seasons. In turn, this allows for an informed and representative basis for comparison of project related impacts.

11.6.5 Construction Phase Assessment

11.6.5.1 Construction Phase Traffic Generation

The Construction Phase of the proposed development is associated with the construction of berms and delivery of hardcore to construct internal access roads and wheel wash. Traffic flows associated with the Construction Phase are not significant in comparison with the Operational Phase, and it is deemed to be of short duration.

11.6.5.2 Summary of Construction Phase Assessment Results

As the traffic associated with the works is anticipated to be less than those expected for the Operational Phase. It is assumed that the site access and link capacity will operate well below capacity as per the Operational Phase allowing for growth in baseflow traffic for the year of the construction.

11.6.5.3 Summary of Environmental Impacts

During construction it is anticipated that the quarry accesses will operate well within their capacities and therefore the Project will have an imperceptible effect on the road network during the Construction Phase.

11.6.6 Operational Phase Assessment

11.6.6.1 Operational Phase Traffic Generation

The Operational Phase has the largest impact. The traffic associated with the Operational Phase is based on:

- HV movements from the existing facility operation obtained on traffic count survey;
- Light Vehicles (LV) for staff from traffic count survey; and
- Expected annual extraction at the proposed quarry.

A summary of the predicted peak activity at the quarry is provided below in Table 11.7.

¹ Annual Average Daily Traffic (AADT) is defined as the total two-way traffic volume passing a point or segment of a road for one full calendar year, divided by the number of days in a year (365).



Table 11.7 Peak Traffic volumes at the Proposed Quarry Access

Time	07:00-19:00		AM Peak		PM Peak	
			09:30 – 10:30		16:00 – 17:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
LV	2	2	2	0	0	2
HV	29	29	5	5	5	5

The following assumptions have been made in the development of the Operational Phase Generated traffic:

- As worst-case scenario, all operational staff will arrive in the AM peak (09:30 – 10:30) and depart in the PM peak (16:00-17:00);
- Assumed that operational staff will travel to work in their own vehicle (single occupancy light vehicle);
- Operational staff will travel from Abbeyleix; and
- As worst-case scenario, the shortest daylight hours in the winter period was taken into account, and HV movements were considered during a period of 6 working hours.

11.6.6.2 Summary of Operational Phase Assessment Results

The JUNCTION 10 (PICADY) assessment of the existing N77 / L5731-25 Staggered Junction (Junction 1), Existing L5731-25 / Booth Concrete & Precast site access (Junction 2) and proposed quarry site access (Junction 3) are shown below in Tables 11.8 to 11.10.



Table 11.8 Junction 1 N77 / L5731-25 Staggered Junction - Results AM & PM peak

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024											
Stream B-ACD	0.2	13.34	0.14	B	1.28	A	0.1	11.93	0.1	B	1	A
Stream A-BCD	0	5.21	0	A			0	4.63	0.01	A		
Stream D-ABC	0.1	11.74	0.06	B			0.1	10.33	0.08	B		
Stream C-ABD	0	5.94	0.01	A			0	5.98	0.01	A		
	2025 No Development											
Stream B-ACD	0.2	13.57	0.15	B	1.3	A	0.1	12.04	0.1	B	0.99	A
Stream A-BCD	0	5.21	0	A			0	4.61	0.01	A		
Stream D-ABC	0.1	11.87	0.06	B			0.1	10.41	0.08	B		
Stream C-ABD	0	5.91	0.02	A			0	5.97	0.01	A		
	2025 With Development											
Stream B-ACD	0.1	12.03	0.12	B	0.99	A	0.1	10.76	0.08	B	0.83	A
Stream A-BCD	0	5.19	0	A			0	4.61	0.01	A		
Stream D-ABC	0.1	11.16	0.06	B			0.1	10.3	0.08	B		
Stream C-ABD	0	5.52	0.01	A			0	4.96	0	A		
	2035 No Development											
Stream B-ACD	0.2	15.41	0.19	C	1.47	A	0.1	13.38	0.13	B	1.1	A
Stream A-BCD	0	5.18	0.01	A			0	4.51	0.01	A		
Stream D-ABC	0.1	13.29	0.08	B			0.1	11.29	0.1	B		
Stream C-ABD	0	5.75	0.02	A			0	5.9	0.01	A		
	2035 With Development											
Stream B-ACD	0.2	13.83	0.16	B	1.17	A	0.1	12.13	0.11	B	0.94	A
Stream A-BCD	0	5.16	0.01	A			0	4.51	0.01	A		
Stream D-ABC	0.1	12.55	0.07	B			0.1	11.17	0.1	B		
Stream C-ABD	0	5.49	0.02	A			0	5.2	0.01	A		

The summary of the junction performance analysis in Table 11.8 indicates that Junction 1 will operate within capacity, with max RFC of 0.16 (i.e. with development) encountered at the junction well below the maximum desired RFC of 0.85.

The summary indicates that there will be negligible queues during both the peak hours for both the do-nothing (i.e. no development) and do-something scenarios (i.e. with development).

A comparison of the do-nothing and do-something scenarios indicates a reduction in RFC and delays due to the the traffic being reduced going through Abbeylax as material will be sourced closer to the manufacturing facility. The RFC decreases from 0.19 (i.e. no development) to 0.16 (i.e. with development).

Therefore, the significance of the effects indicates that the proposed project will have an imperceptible effect on the N77 / L5731-25 Staggered Junction.



Table 11.9 Junction 2 Existing Facility Entrance L-5731-25 - Results AM & PM peak

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024											
Stream B-AC	0	8.39	0.04	A	5.97	A	0.1	7.52	0.07	A	6.7	A
Stream C-AB	0	7.76	0.04	A			0	11.55	0.03	B		
	2025 No Development											
Stream B-AC	0	8.41	0.04	A	5.98	A	0.1	7.55	0.08	A	6.73	A
Stream C-AB	0	7.78	0.04	A			0	11.55	0.03	B		
	2025 With Development											
Stream B-AC	0	8.41	0.04	A	5.98	A	0.1	7.55	0.08	A	6.73	A
Stream C-AB	0	7.78	0.04	A			0	11.55	0.03	B		
	2035 No Development											
Stream B-AC	0.1	8.67	0.05	A	6.28	A	0.1	7.75	0.09	A	6.92	A
Stream C-AB	0	7.97	0.05	A			0	11.58	0.04	B		
	2035 With Development											
Stream B-AC	0.1	8.67	0.05	A	6.28	A	0.1	7.75	0.09	A	6.92	A
Stream C-AB	0	7.97	0.05	A			0	11.58	0.04	B		

The summary of performance analysis in Table 11.9 indicates that Junction 2 will operate within capacity, with max RFC of 0.09 encountered at the junction well below the maximum desired RFC of 0.85.

The summary indicates that there will be no queueing (0 vehicles) and minimal delays (max of 11.58 seconds for right turning traffic to the quarry) in both the peak hours including development traffic.

No intensification of operation is proposed. Hence, there is no increase in traffic accessing and exiting the existing facilities.

The significance of the effects indicates that the proposed project will have an imperceptible effect on the L5731-25 and at the existing facility access since no intensification of operation is proposed and the number of HVs accessing and egressing the site will be the same.



Table 11.10 Junction 3 Proposed Quarry Entrance L-5731-25 - Results AM & PM peak

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024											
Stream B-AC	0	0	0	A	0	A	0	0	0	A	0	A
Stream C-AB	0	0	0	A			0	0	0	A		
	2025 No Development											
Stream B-AC	0	0	0	A	0	A	0	0	0	A	0	A
Stream C-AB	0	0	0	A			0	0	0	A		
	2025 With Development											
Stream B-AC	0	10.89	0.02	B	3.46	A	0	9.65	0.02	A	2.91	A
Stream C-AB	0	10.72	0.02	B			0	10.36	0.02	B		
	2035 No Development											
Stream B-AC	0	0	0	A	0	A	0	0	0	A	0	A
Stream C-AB	0	0	0	A			0	0	0	A		
	2035 With Development											
Stream B-AC	0	10.93	0.02	B	2.91	A	0	9.68	0.02	A	2.45	A
Stream C-AB	0	10.67	0.02	B			0	10.26	0.02	B		

Note: The Do-nothing (No development) scenario results in values of zero in the table above, as when there is no development, there is no operating junction and traffic is free flow through traffic.

The summary of performance analysis in Table 11.10 indicates that Junction 3 will operate within capacity, with max RFC of 0.02 encountered at the junction well below the maximum desired RFC of 0.85.

The summary indicates that there will be no queueing (0 vehicles) and minimal delays, with a maximum delay of 10.93 seconds on quarry access, and delays of 10.72 seconds for right turn to access the quarry in both the peak hours including development traffic.

The significance of the effects indicates that the proposed project will have an imperceptible effect on the L5731-25 NW due to the reduction in the number of HVs coming from the N77 / L5731-25 Staggered Junction, and an imperceptible effect on the quarry access. On L5731-25 SE, the effects are imperceptible since the number of HVs accessing and egressing the existing facility located 1.3 km to the southeast will be the same.

11.6.6.3 Summary of Environmental Impacts

The impact considered the sensitivity of the junctions and the magnitude of the impact on each road within the study area. The significance of effects at each junction associated with the Operational Phase is presented in Table 11.11.

The sensitivity of traffic receptor is considered Low due to its local scale. The magnitude of impact was defined based on the HV content in each road analysed (Table 11.4) and the duration of effects are considered medium due to the 10-year permission as part of the application.



Table 11.11 Significance of the Effect - Junctions Impact

Junction	Road	Sensitivity	Magnitude of Impact	Significance	Duration
Junction 1	N77 N	High	Very Low	Not Significant	Medium
	L5731-25 E	Low	Very Low	Imperceptible	Medium
	N77 S	High	Very Low	Not Significant	Medium
	L5731-25 W	Low	Very Low	Imperceptible	Medium
Junction 2	L5731-25 NW	Low	Very Low	Imperceptible	Medium
	Existing Facility Access	Low	Very Low	Imperceptible	Medium
	L5731-25 SE	Low	Very Low	Imperceptible	Medium
Junction 3	L5731-25 NW	Low	Very Low	Imperceptible	Medium
	Proposed Quarry Access	Low	Very Low	Imperceptible	Medium
	L5731-25 SE	Low	Very Low	Imperceptible	Medium

11.6.7 Decommissioning Phase Assessment

11.6.7.1 Decommissioning Phase Traffic Generation

The Decommissioning Phase for this development will occur on a phased basis once aggregate is finished extraction. The traffic associated with the Decommissioning Phase is expected to be of shorter duration and less than the Operational Phase.

11.6.7.2 Summary of Decommissioning Phase Assessment Results

As the traffic associated with the works is anticipated to be less than those expected for the Operational Phase, it is assumed that the site access and link capacity will operate well below capacity as per the Operational Phase allowing for growth in baseflow traffic for the year of the decommissioning.

11.6.7.3 Summary of Environmental Impacts

During decommissioning it is anticipated that the quarry accesses will operate well within their capacities and therefore the Project will have an imperceptible effect on the road network during the Decommissioning Phase.

11.6.8 Environmental Impacts

11.6.8.1 Road Collision Statistics

Updated Road Collision Data is not currently available on the Road Safety Authority Database, and therefore there is no access to the historical collision information for this site and / or adjacent roads.

The Collision Statistics database from the year 2005 to 2016 identifies that no collisions were recorded on the Road Safety Authorities (RSA) Collision Statistics database in the vicinity of the development on the L5731-25, see Figure 11.6.

A Stage 1/2 Road Safety Audit was also carried out on the proposed development design and its recommendations were incorporated into the final scheme design.

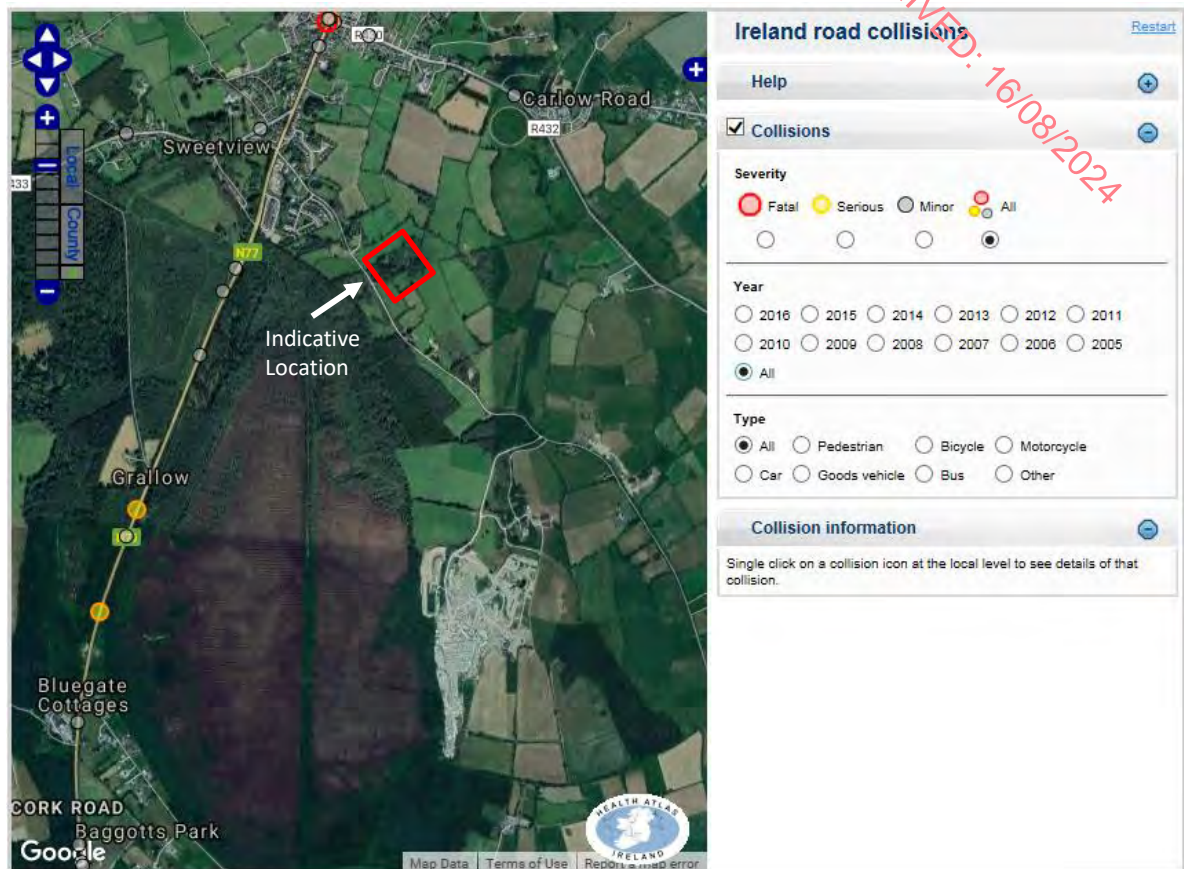


Figure 11.6: Collision Statistics in the vicinity of the Site Access

11.6.8.2 Unplanned Events

In order to address unforeseen events, the following incidents have been considered:

- Incident along the Haul Road; and
- Incident at the site accesses.

The unplanned events that could potentially occur include road collisions, flooding, and/or oil spills, if these events occur An Garda Síochána and other emergency services will be involved, setting up designated diversion routes to mitigate the unplanned event.

In the event of an incident occurring along the Haul Road or at the site accesses, the emergency diversion routes provided by An Garda Síochána will be utilised, and the HV drivers will be informed of the significance of the incident and the necessary protocol.

In order to estimate the likelihood of the above-mentioned incidents, a Safety Risk Assessment has been prepared; see Table 11.12.



Table 11.12 Unplanned Events - Risk Assessment

Risk Assessment			
Hazards and Risks	Personnel at risk from the significant hazards	Risk Control	Responsible persons
Road Collison	<ul style="list-style-type: none"> Public Drivers of vehicles travelling to/from quarry Vulnerable Road Users (Pedestrians and Cyclist) 	<ul style="list-style-type: none"> Maintain hedgerow to maintain optimum visibility Maintain road signage and add signage where necessary Maintain road surfacing and improve where necessary Maintain lighting along road and improve where necessary 	Local Authority and Applicant
Pavement Deterioration, e.g. potholes	<ul style="list-style-type: none"> Public Drivers of vehicles travelling to/from quarry Vulnerable Road Users 	<ul style="list-style-type: none"> Maintain road pavement and improve where necessary 	Local Authority and Applicant
Road Flooding	<ul style="list-style-type: none"> Public Drivers of vehicles travelling to/from quarry Vulnerable Road Users 	<ul style="list-style-type: none"> Maintain road drainage and improve where necessary 	Local Authority and Applicant
Snow / frost on road	<ul style="list-style-type: none"> Public Drivers of vehicles travelling to/from quarry Vulnerable Road Users 	<ul style="list-style-type: none"> Maintain a stock of salt and chips and apply prior to snow/frost fall Apply temporary signage where need to notify public of risk and /or road closures 	Local Authority
Injury within the site (i.e. slips / trips or falls)	<ul style="list-style-type: none"> Employees of the Quarry Drivers of HGVs for deliveries 	<ul style="list-style-type: none"> Adequate training provided to personnel Walkways to be maintained and kept clear 	Applicant
Collision within the site (i.e. vehicle or personnel struck by vehicle)	<ul style="list-style-type: none"> Employees of the Quarry Drivers of HGVs for deliveries 	<ul style="list-style-type: none"> Personnel use internal walkways Personnel wear high-vis Supervision of HGVs to enforce safety procedures 	Applicant

11.6.8.3 Fear, Intimidation and Pedestrian Amenity

Traffic volume, composition and speeds, in combination with lack of pedestrian footways and crossings, contribute to the level of general unpleasantness, fear, intimidation and delay experienced by pedestrians and other vulnerable road users.



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11.7 Mitigation Measures

11.7.1 Construction Phase

The following mitigation measures are proposed during the construction phase:

- HVs carrying material shall be covered when required to reduce dust impacts;
- Materials shall be sourced locally to reduce the impact on the road network and environmental impacts; and
- Transport of materials to the quarry during this phase shall utilise the national and regional road networks, which have a greater traffic capacity in comparison to the local road network.

11.7.2 Operational Phase

The following mitigation measures have been and will be implemented to minimise the impacts of the quarry:

- Sufficient area for car parking spaces are provided within the quarry for proposed limited staff levels. The proposed quarry development will result in a slight increase in staff levels, and as such, this ensures that parking associated with the quarry does not occur along the public road network;
- Sufficient space has been provided between the L5731-25 carriageway edge and the gates at the proposed access to accommodate 1 HV clear of by-passing traffic on the mainline;
- Maintenance of visibility splays shall be undertaken at the quarry access in accordance with the TII DN-GEO-03060 (May 2023);
- HVs carrying material shall be covered when required to reduce dust impacts; and
- A wheel wash is proposed within the quarry.

11.7.3 Decommissioning Phase

The following mitigation measures will be implemented at Decommissioning Phase to minimise the impacts of the Project:

- Sufficient car parking spaces shall be provided within the quarry for staff associated with the decommissioning works;
- HVs carrying material shall be covered when required to reduce dust impacts;
- Materials shall be sourced locally to reduce the impact on the road network and environmental impacts; and
- Transport of materials to the quarry during this phase shall utilise the national and regional road networks, which have a greater traffic capacity in comparison to the local road network.



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11.8 Residual Impacts

The mitigation measures outlined in Section 11.7 will minimise any residual impacts. Operational traffic associated with the quarry was assessed at the site accesses onto the L5731-25. Traffic arriving and departing for the quarry will have a high content of HV movements. The assessment indicates that the site accesses are expected to operate well within capacity in all the assessment years including the continuation of the quarry traffic and therefore will have an imperceptible effect on the existing site access and on the road network between the proposed quarry and the existing facility.

The Decommissioning Phase traffic will be temporary in nature, with traffic volumes lower than the current operations at the existing facility.

11.9 Cumulative Effects

The cumulative effects of the proposed development include the road improvement works identified in this Chapter. Road improvements, including pavement assessment, traffic signs and road markings, and drainage are presented in the enclosed Drawings.

These improvements are presented for the consideration of Laois County Council as works appropriate to the maintenance of the existing road infrastructure to satisfactorily and safely accommodate opposed HGV traffic volumes both existing and forecast under the proposed scenario. The road improvement works would be carried out by Laois County Council under the appropriate licence and would be completed prior to commencement of the proposed development. It follows that no traffic arising from the road works would be coincident with development construction traffic.

Prior to the commencement of the proposed development, there will be some short-term direct impact arising on L5731-25 from the Laois County Council road works, and these impacts will be commensurate with general road maintenance type works. These works will be prioritised to improve the local road in advance of the Construction Phase of the proposed development.

11.10 Conclusion

The accesses will operate below the desired 0.85 RFC up to and including the design year of 2035, with the inclusion of quarry-generated traffic.

The existing facility and proposed quarry will result in a slight increase in staff levels, and as such, there shall be sufficient parking within the proposed quarry for the staff, ensuring parking associated with the quarry does not occur along the public road network.

At N77 / L5731-25 Staggered Junction, the significance of the effects indicates that the proposed project will have an imperceptible effect due to the reduction in the number of HVs going through Abbeyleix as material will be sourced closer to the manufacturing facility.



At the existing facility, the proposed project will have an imperceptible effect on the L5731-25 since no intensification of operation is proposed and the number of HVs accessing and egressing the site will be the same.

At the proposed quarry site access, the proposed project will have an imperceptible effect due to the number of HVs accessing and egressing the site to the existing facility.



Appendix 11.1: Traffic and Transport Assessment (TTA)

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**Booth Concrete & Products Ltd.
Ballymullen, Abbeyleix, Co. Laois
Request for Further Information:
Traffic & Transport Assessment**



BUILT ON KNOWLEDGE

Document Control Sheet	
Document Reference	RFI – Traffic and Transport Assessment
Client:	Booth Concrete & Products LTD.
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Rev	Description	Author	Date	Reviewer	Date	Approval	Date
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1. NON-TECHNICAL SUMMARY

This Traffic and Transport Assessment (TTA) identifies and assesses the potential environmental impacts associated with traffic during the operational phase of a proposed sand and gravel pit located at Ballymullen, Abbeyleix, Co. Laois.

The applicant is applying for permission to extract sand and gravel material and transport the material to the applicants existing manufacturing facility located approximately 1.3 km to the southeast of the application site on Local Road L5731-25.

The applicant is seeking a 10-year permission as part of the application which will ensure that the available resources are extracted, and the site is restored in line with the landscape and restoration plan.

The proposed development will only require a new wheel wash facility as all other welfare facilities are provided at the existing facility. The access to the quarry shall be via a direct access onto the local road, the L5731-25.

In order to address Laois County Council concerns, the existing staggered junction on the N77 with the L5731, the existing T-junction on the L5731-25 with the existing quarry facilities and the proposed quarry site entrance T-junction on the L5731-25 have been assessed for the quarry's operational phase.

The expected year of opening (2025) and assessment year of 2035 (i.e. 10-year permission) were assessed. The baseflow traffic volumes have been seasonally adjusted, forecasted to assessment years and include proposed development operational traffic. The 3 junctions assessed in this report are currently operating well within capacity and are expected to continue to operate well within capacity up to and including the design year of 2035.

Traffic flows associated with the construction phase and decommissioning phase of the proposed quarry are not significant in comparison to the operational phase. Hence, the traffic generation associated with these phases are deemed to be of a low volume and of short duration in comparison to the Operational Phase of the Project.

2. INTRODUCTION

2.1 INTRODUCTION

TOBIN have been appointed by Tom Phillips and Associates Limited to prepare the Traffic and Transport Assessment (TTA) to support the Environmental Impact Assessment Report (EIAR) for the proposed quarry development located at Ballymullen, Abbeyleix, Co. Laois. The TTA has been prepared to assess the traffic impacts of the proposed quarry for the Construction, Operational and Decommissioning Phases of the Project on the existing road network and receiving environment.

In preparing this Traffic and Transport Assessment Report, reference has been made to the following documentation:

- Transport Infrastructure Ireland (TII) Publication (Technical) PE-PDV-02045 (May 2014) Traffic and Transport Assessment Guidelines;
- TII Publication (Technical) PE-PAG-02017 (October 2021) Project Appraisal Guidelines for National Roads Unit 5.3: Travel Demand Projections;
- TII Publication (Standards) DN-GEO-03060 (May 2023) Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated, and compact grade separated junctions);
- TII Publication (Standards) DN-GEO-03031 (May 2023) Rural Road Link Design; and
- Laois County Development Plan 2021-2027.

The objective of the assessment is to assess the potential traffic impacts associated with the proposed quarry. The assessment will look at the impacts that the quarry will have on the existing road network. This chapter will calculate the expected volume of traffic that will be generated by the quarry and assess the impact that this traffic will have on the operational capacity of the road network.

2.2 SCOPING

The location of the traffic counts and the standard documentation for undertaking the Traffic and Transport Assessment were presented to Laois County Council Roads & Transportation Section on the 10th of May 2024.

2.3 STRUCTURE OF THE REPORT

This chapter is divided into eight chapters:

- Chapter 1 is a Non-Technical Summary;
- Chapter 2 includes this introduction;
- Chapter 3 describes the existing site and the proposed development;
- Chapter 4 provides an overview of the baseline traffic conditions, explaining how this information was obtained, and the factors used to forecast the future road network traffic;
- Chapter 5 explains the method used, the assumptions that have been made in the calculation of traffic generated by the quarry and the results of the analysis performed on the nominated junctions;
- Chapter 6 addresses issues relating to road safety, pavement condition, parking provision, pedestrians & cyclists; and
- Chapter 7 contains the conclusions and recommendations of the Report.

3. SITE DESCRIPTION

3.1 SITE LOCATION

The proposed development is located at Knocknamoe and Ballymullen which is a semi-rural area located 4.8 km north-west of Ballinakill town and 1.4 km southeast of Abbeyleix town. The proposed entrance into the quarry will be accessed via a direct access onto the L5731-25 local road.

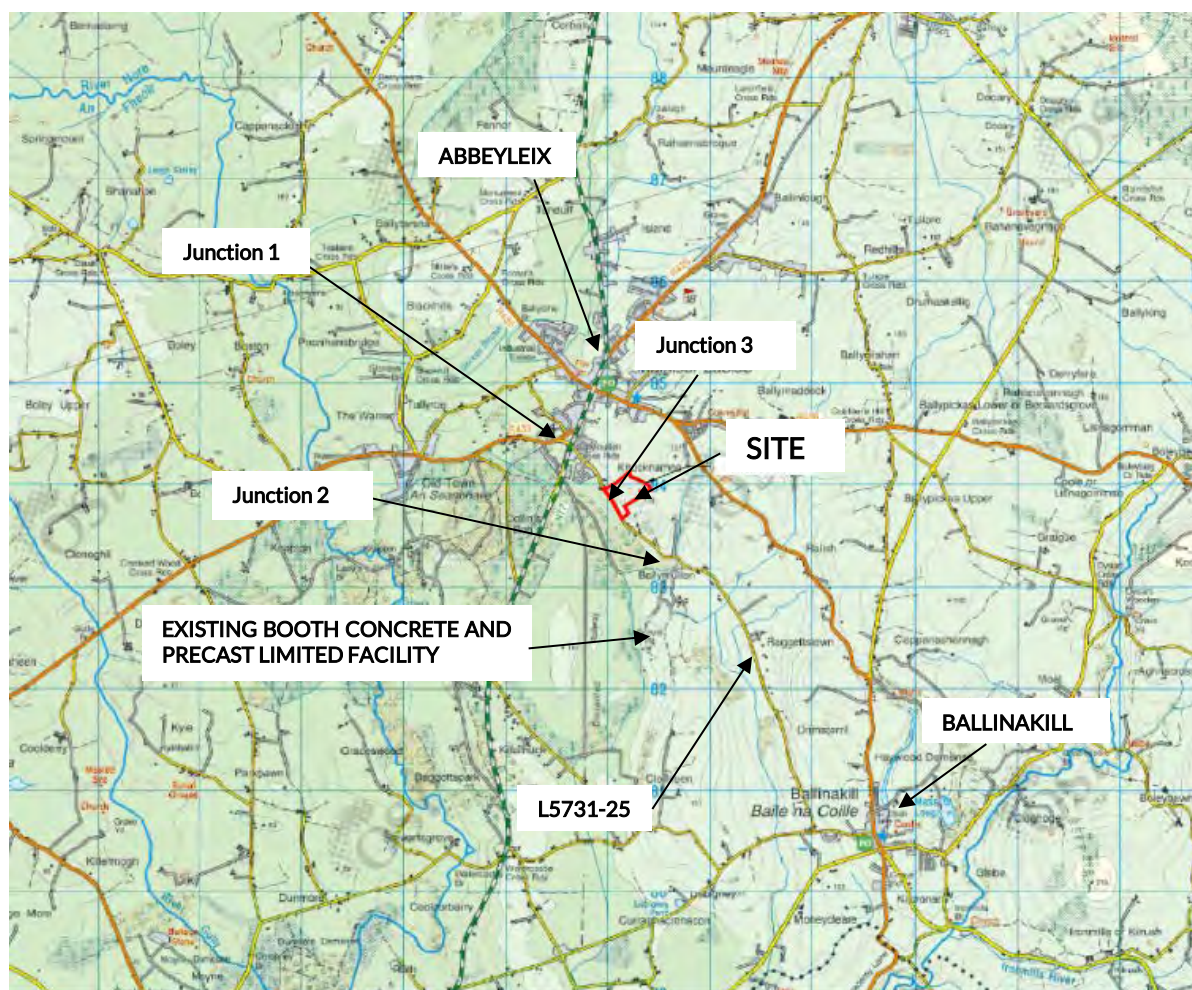


Figure 3.1: Site Location Map

3.1.1 CONSTRUCTION PHASE

Construction traffic will be limited, the traffic will include delivery of hardcore to construct internal access roads and wheel wash.

3.1.2 OPERATIONAL PHASE

The application site is approximately 8.5 hectares and will be used to provide material to the existing Booth and Precast Manufacturing Facility which is located 1.3 km southeast of the proposed quarry. Day to day activities associated with the quarry are summarised in Figure 3.2.

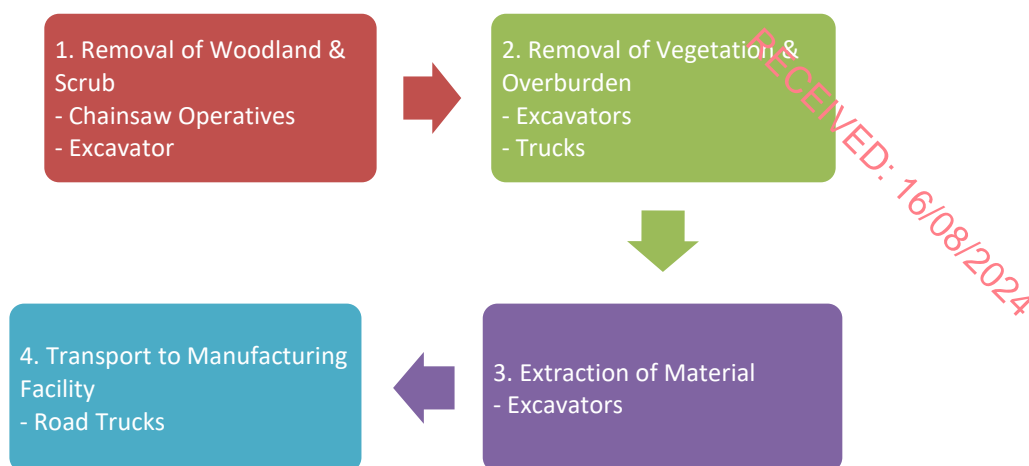


Figure 3.2: Summary of Activities proposed at the Quarry

The following plant will operate at the application site on a full or part time basis:

- Excavators,
- Road Trucks, and
- Water Bowser

The proposed quarry activities include the extraction of sand and gravel which will be transferred to road-going trucks.

It has been estimated there is a reserve of sand and gravel material available in the region of 735,687m³ or c. 1.47 million tonnes total (conversion factor of 2m³/tonne). The maximum rate of extraction proposed is 200,000 tonnes per annum with the anticipated rate to be lower than this. A summary of the estimated traffic is demonstrated in Table 3.1.

Table 3.1: Generated Traffic for the Proposed Quarry

Annual Extraction (Tonnes)	Working weeks/ year	Working days/ week	Daily Extraction (Tonnes)	% and Number of Rigid (20 Tonnes)		% and Number of Rigid (28 Tonnes)		Total Vehicle per day
200,000	50	5.5	727	25%	9	75%	20	29

Note: this table denotes one-way movements from the quarry to the manufacturing facility

The proposed quarry development will provide employment for 2 personnel directly with potential for further indirect employment. Additional personnel such as sub-contractors for contract hauliers, maintenance contractors, etc. also supply an indirect source of employment.

3.1.3 DECOMMISSIONING PHASE

Decommissioning works shall involve landscaping and restoration which will include the removal of all plant and machinery, landscaping, and restoration of areas on completion of extraction on a rolling basis.

3.1.4 HAUL ROADS

The Operational Phase haul routes are currently being utilised as part of the normal operations of the Booth Concrete and Precast Limited Facility. The proposed quarry will replace the

importing of material from various third part quarries and pits to the facility. Figure 3.3 shows the locations of these third parties where material is currently sourced from.

No intensification of activities at Booth Concrete and Precast Limited Facility operations are proposed. Hence, no increase in quarry traffic on the current haul routes being utilised.

It should be noted the traffic will be reduced going through Abbeyleix as material will be sourced closer to the manufacturing facility.

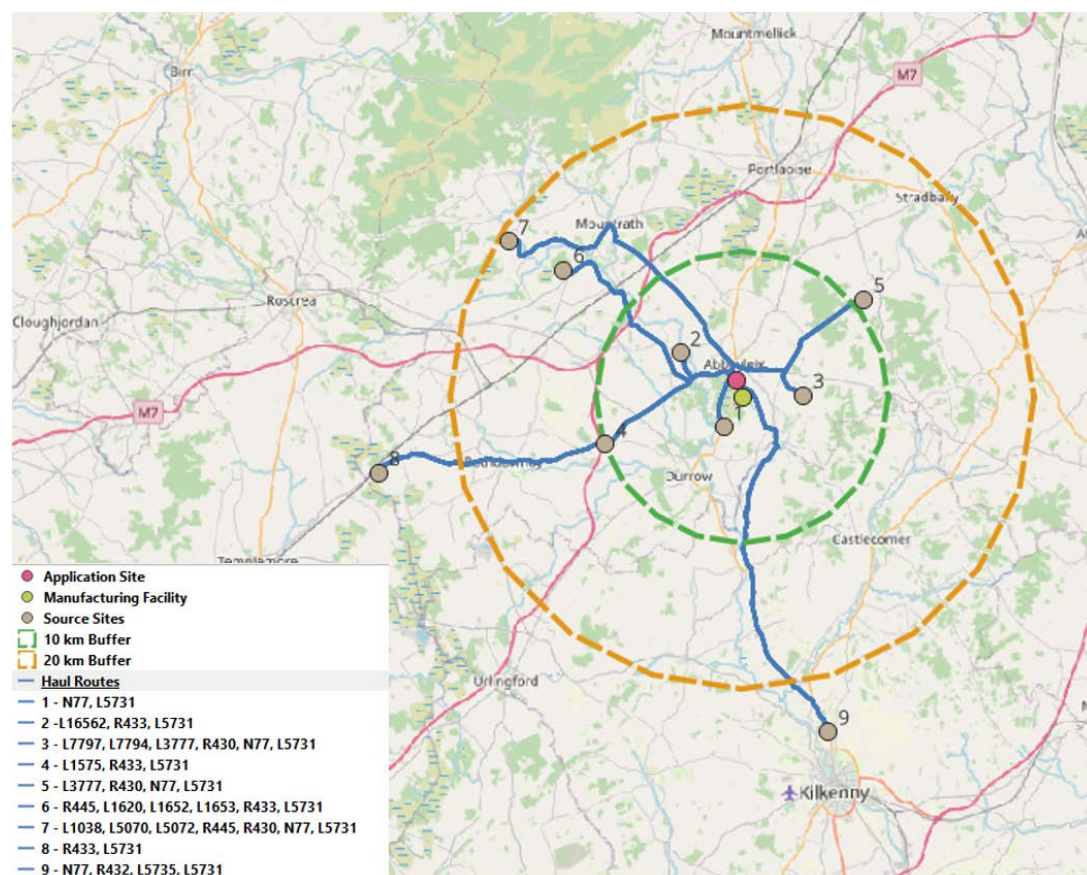


Figure 3.3: Existing Quarries and Pits

The Decommissioning Phase will result in traffic generations along similar routes to the Operation Phase haul routes. The volume of traffic anticipated during the decommissioning phase will be of a shorter duration than the operational phase. Short term peaks may be encountered during the decommissioning in excess of the proposed operational traffic.

3.2 DESCRIPTION OF EXISTING ENVIRONMENT

This section provides an overview of the location and environmental setting of the proposed quarry, describing key features of the natural and built environment which fall within, or in proximity to the proposed quarry.

3.2.1 Study Area

The location of the quarry is detailed in Section 3.1 and the study area comprises the road network in the vicinity of the quarry including its haul routes. The quarry is situated on the L5731-25 local road. The L5731-25 connects the urban centre of Abbeyleix village located approximately 1.4 km to the north-west of the application area to Ballinakill approximately 4.5

km to the southeast. At Abbeyleix, the road network connects to national and regional roads including the N77, R433, R425 and R430.

Land-use in the vicinity of the application area and the proposed quarry consists mainly of agricultural land with livestock farming being the predominant sector practiced. A number of one-off houses and farmsteads are located along the length of the L-5731-25 local road in the vicinity of the quarry.

3.2.2 Sensitive Receptors

In order to identify potential sensitive receptors, a desktop study was carried out to identify schools, hospitals, nursing homes and settlements in proximity to the study area. The site visit confirmed the following sensitive receptors identified:

- Town of Abbeyleix, Co. Laois – 1.4 km northwest of Site Access
- Town of Ballinakill, Co. Laois – 4.5 km southeast of Site Access

3.2.3 Description of Proposed Junction

The site lies on the north-east of the L5731-25. The proposed quarry will be accessed via a single direct access onto the local road where an existing gate is situated, see Figure 3.4.



Figure 3.4: Proposed Site Access (Existing Gate) on L5731-25 (Map data ©2024 Google)

The details of the proposed works at the access are shown on drawing PP-11-01. The works include ensuring the visibility requirements of 3 x 160 metres are as per TII DN-GEO-03060, May 2023.

4. TRAFFIC AND TRANSPORT ASSESSMENT

4.1 TRAFFIC SURVEYS

In order to determine the magnitude of the existing traffic flows, the results of a manual classified Junction Turning Count (JTC) and two-way Automated Traffic Count (ATC) were used. The traffic surveys were carried out by Nationwide Data Collection. The junction counts were undertaken on Wednesday the 1st of May 2024 between the hours 07:00 and 19:00. The two-way ATC was undertaken between the 30th of April 2024 and the 13th of May 2024.

The count information was obtained at the following locations, refer to Figure 3.1:

- Junction 1: Existing N77 / L5731-25 Staggered Junction;
- Junction 2: Existing L5731-25 / Booth Concrete & Precast site access – T-Junction
- Junction 3: Two-way ATC along L5731-25

This survey distinguished between Light Vehicles (LV) and Heavy Vehicles (HV). The results of this survey indicated that the peak traffic levels through the junctions occurred between:

- Junction 1: AM Peak 07:30 – 08:30 and PM peak 17:00 – 18:00,
- Junction 2: AM Peak 09:30 – 10:30 and PM Peak 16:00 – 17:00,
- Junction 3: AM Peak 09:30 – 10:30 and PM Peak 16:00 – 17:00.

4.2 SEASONAL ADJUSTMENT OF BASELINE TRAFFIC

In order to undertake an analysis of the junctions, it is sometimes necessary to apply a correction factor to convert the traffic count data into seasonally adjusted traffic flows to take account of the seasonal variation that is experienced with traffic volumes.

The seasonal adjustment conversion factors were calculated using live TII traffic count data taken from the N77 between Abbeylax and Durrow, Kilmuck, Co. Laois. A comparison of the day of the traffic count data survey with the AADT for the previous 12-months indicates the traffic flow on the day of the traffic counts survey is 7% higher than the annual average. Hence no seasonal adjustment factor is required.

4.3 OPERATIONAL PHASE ASSESSMENT YEARS

The operational phase assessment years are derived from the requirements of the TII Traffic and Transport Assessment Guidelines:

- 2024 – Base year
- 2025 – Expected Opening Year; and
- 2035 – 10 Years beyond year of opening.

4.4 BASELINE TRAFFIC

With the results of the traffic survey, it was possible to determine origin-destination matrices during morning and evening peak hours at the 3 junctions analysed. Thereafter, growth factors for light and heavy vehicles presented in Table 4.1 were applied in order to estimate traffic distribution in future assessment years (i.e., 2025, and 2035). The Figures below illustrate baseline traffic flows during the AM and PM peak hours.

With the traffic survey at Junction 2, it was possible to determine the current operational traffic at the existing facility. The traffic count was undertaken on the 1st of May 2024 between the

hours 07:00 and 19:00. It is important to highlight that this traffic is seasonal throughout the year. The baseline traffic flows during the AM and PM peak hours were assessed in this TTA.

Table 4.1: Traffic Volumes at the Existing Facility (Junction 2)

Time	07:00-19:00		AM Peak		PM Peak	
			09:30 – 10:30		16:00 – 17:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
LV	54	89	11	11	0	29
HV	59	57	5	6	8	6

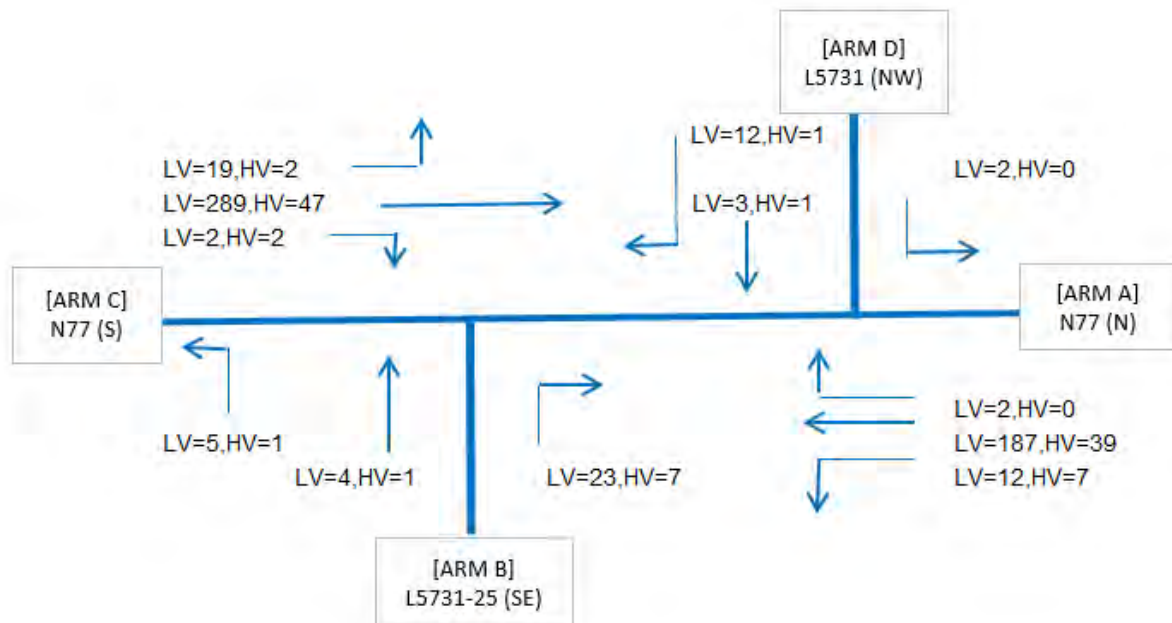


Figure 4.1: Traffic flows 2024 AM peak at Junction 1 (Baseline)

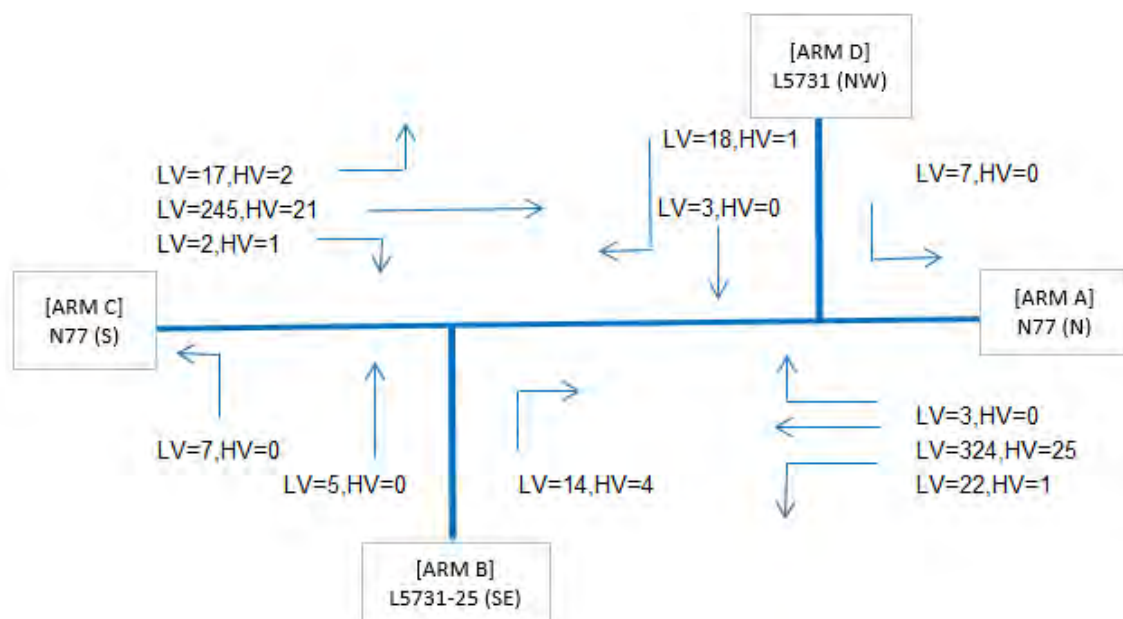


Figure 4.2: Traffic flows 2024 PM peak at Junction 1 (Baseline)

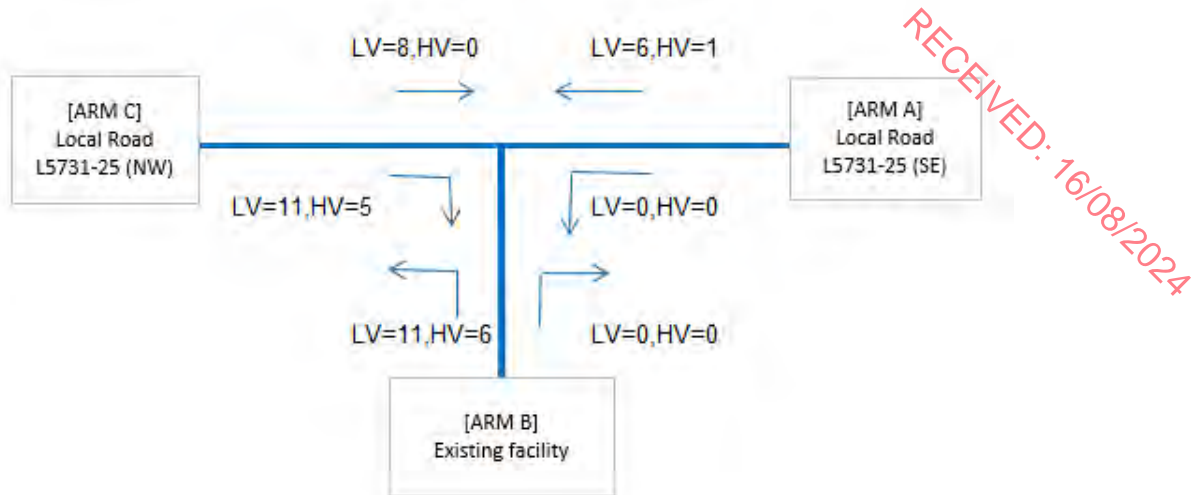


Figure 4.3: Traffic flows 2024 AM peak at Junction 2 (Baseline)

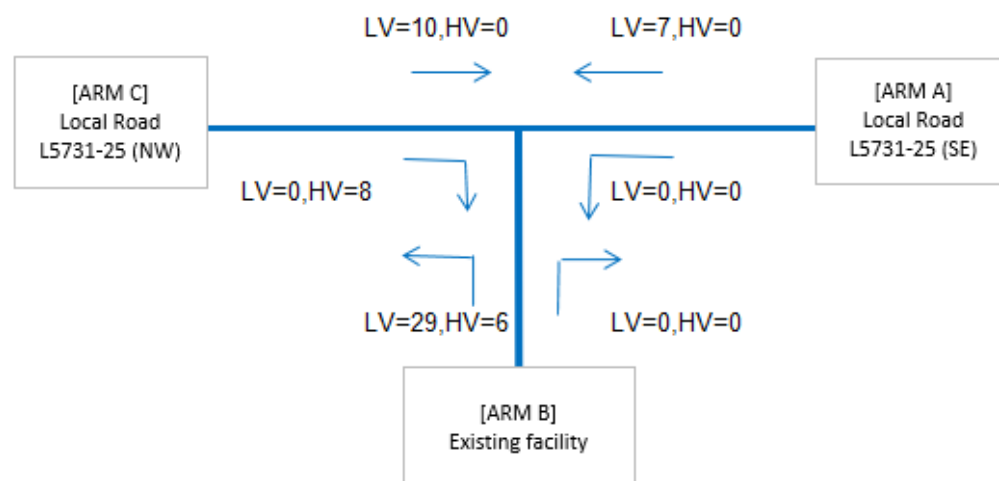


Figure 4.4: Traffic flows 2024 PM peak at Junction 2 (Baseline)

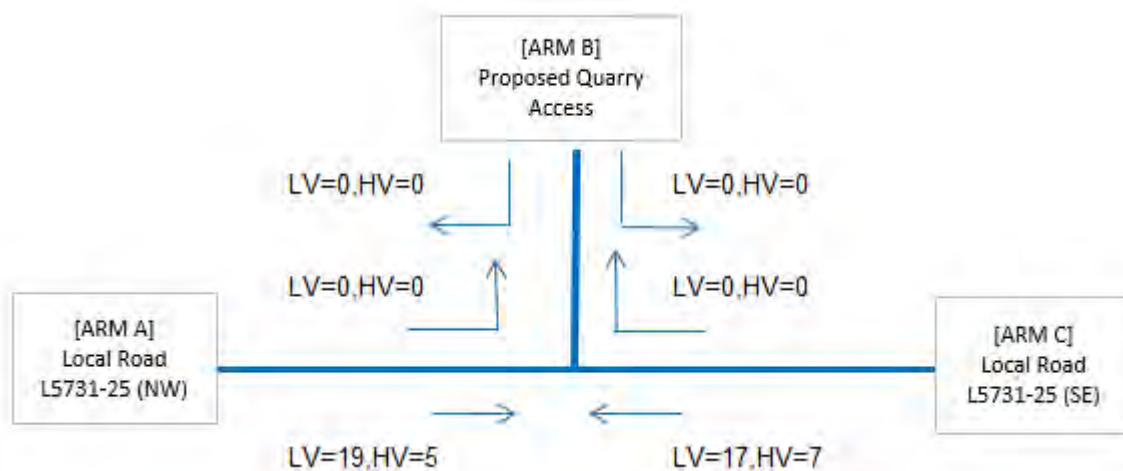


Figure 4.5: Traffic flows 2024 AM peak at Junction 3 (Baseline)

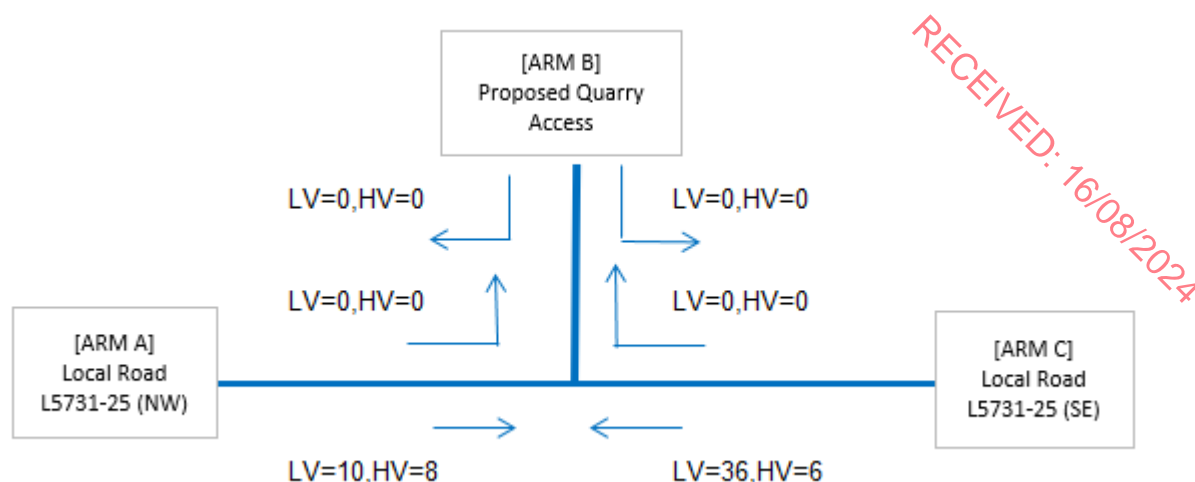


Figure 4.6: Traffic flows 2024 PM peak at Junction 3 (Baseline)

4.5 TRAFFIC GROWTH OF BASELINE TRAFFIC

In order to undertake a robust and comparable traffic assessment, it is necessary for baseline traffic data to be factored based on nationally adopted growth rates detailed in the TII PAG Unit 5.3 Travel Demand Projections¹. A high sensitivity growth factor was applied to the baseline traffic to forecast the traffic volumes to the associated assessment years.

Table 4.2 show the associated high sensitivity growth rates applied to the baseline traffic flows on the existing road network to forecast to the future assessment years baseflow traffic.

Table 4.2: Link-Based Growth Rates for County Laois Annual Growth Rates (excluding Metropolitan Area)

County	2016-2030		2030-2040	
	LV	HV	LV	HV
Laois	1.0179	1.0314	1.0082	1.0160

4.6 COMMITTED DEVELOPMENTS

Due to the nature of the surrounding environs to the development, it is anticipated that the committed developments in the vicinity will be one-off housing or agricultural farmland use. To account for the potential cumulative impacts on the road network traffic capacity from these anticipated committed developments in the area, a high sensitivity growth rate was selected to apply to the baseflow traffic volumes to give a robust network traffic volume for each year of the assessment.

¹ TII Publication (Technical) PE-PAG-02017 (October 2021) 'Project Appraisal Guidelines for National Roads Unit 5.3: Travel Demand Projections'

5. TRIP GENERATION AND DISTRIBUTION

The assumed traffic generation outlined in Section 3.1.2 was reviewed to determine the peak operation traffic volumes for the proposed quarry.

5.1 OPERATIONAL PHASE TRAFFIC GENERATION

As outlined in Section 3.1.2, it is estimated there will be 29 (one-way) truck movements per day at the proposed quarry, as well as two staff light vehicle movements (one-way).

Since no lighting is proposed, it was considered the worst-case scenario during the winter period, when the light time has a shorter duration. In this assessment, the 29 truck movements were considered in 6 working hours, resulting in 5 HV's arriving and 5 HV's departing from the proposed quarry to the existing facility. The total traffic and peak traffic for the day are shown in Table 5.1 below.

Table 5.1: Traffic Volumes at the Proposed Quarry

Time	07:00-19:00		AM Peak		PM Peak	
			09:30 – 10:30		16:00 – 17:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
LV	2	2	2	0	0	2
HV	29	29	5	5	5	5

5.2 ASSUMPTIONS

The following assumptions have been made in the development of the Operational Phase Generated traffic:

- As worst-case scenario, all operational staff will arrive in the AM peak (09:30 – 10:30) and depart in the PM peak (16:00-17:00);
- Assumed that operational staff will travel to work in their own vehicle (single occupancy light vehicle);
- Operational staff will travel from Abbeylax; and
- As worst-case scenario, the shortest daylight hours in the winter period was taken into account, and HV movements were considered during a period of 6 working hours.

5.3 OPERATIONAL PHASE TRIP DISTRIBUTION

For the purposes of this report, the following trip distribution has been assumed at the quarry:

- Departures: 100% of the HV's will travel to the existing Booth Precast Manufacturing Facility on the L5731-25 (turn left from proposed quarry in direction of Ballinakill).
- Arrivals: The arrivals distribution in reverse, the HV's will depart from the existing Booth Precast Manufacturing Facility on the L5731-25 and turn left in direction of the proposed quarry access.

At the existing staggered junction on the N77 with the L5731, current HV operations pass through this junction for the existing Booth Precast Manufacturing Facility. It has been assumed that the quarry traffic generations will match the existing trip distributions patterns at this junction. The trip distribution of the quarry generated traffic for the AM and PM peak hours is shown in Figure 5.1 to Figure 5.6.

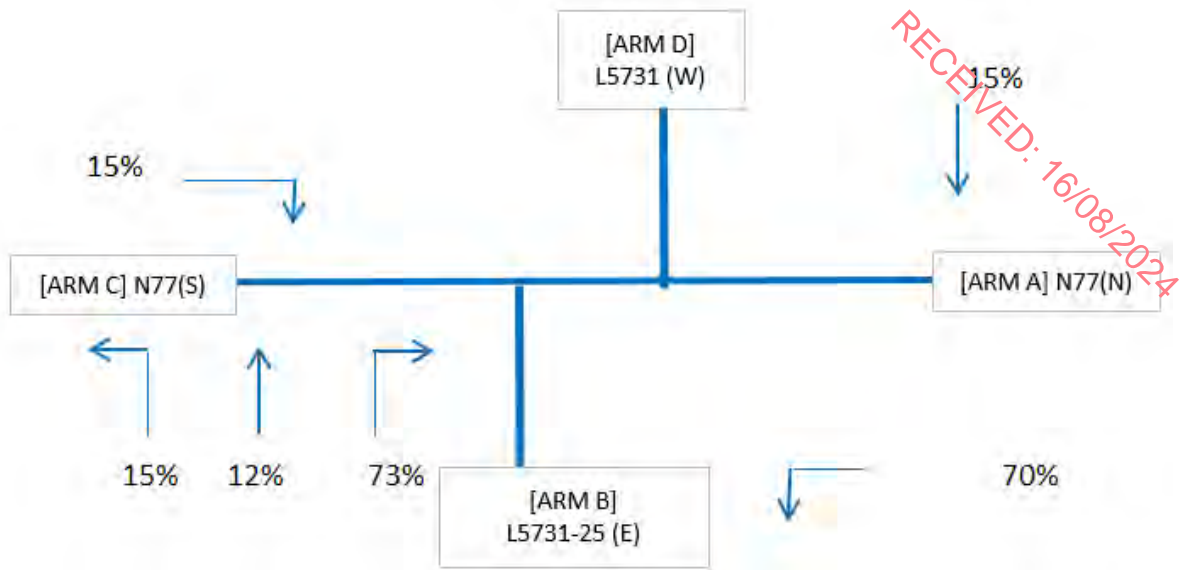


Figure 5.1: Junction 1: Distribution of Generated Traffic AM Peak

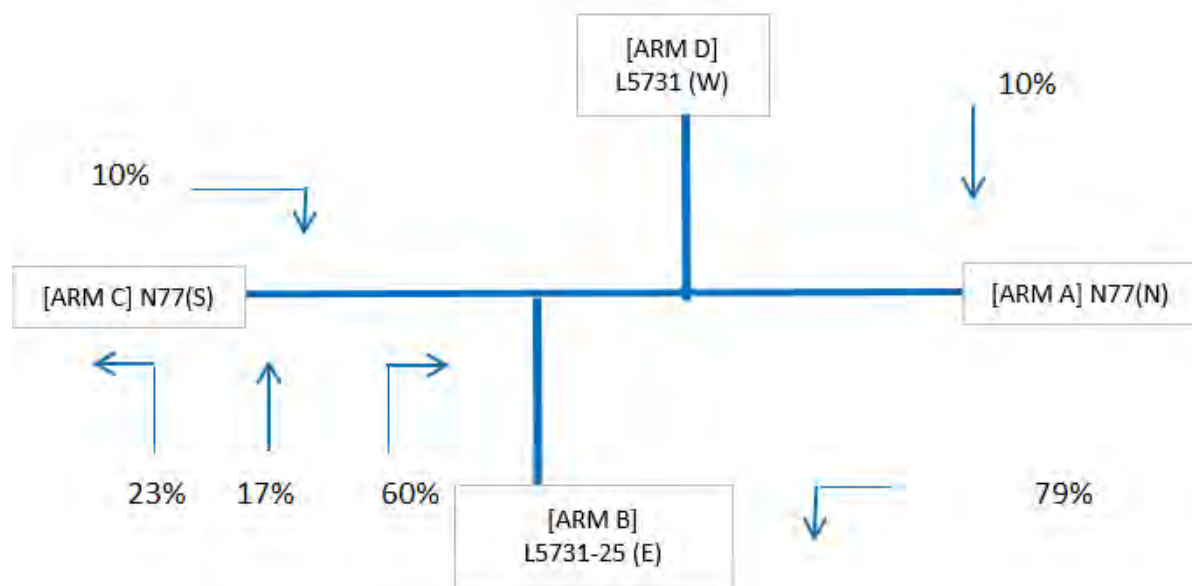


Figure 5.2: Junction 1: Distribution of Generated Traffic PM Peak

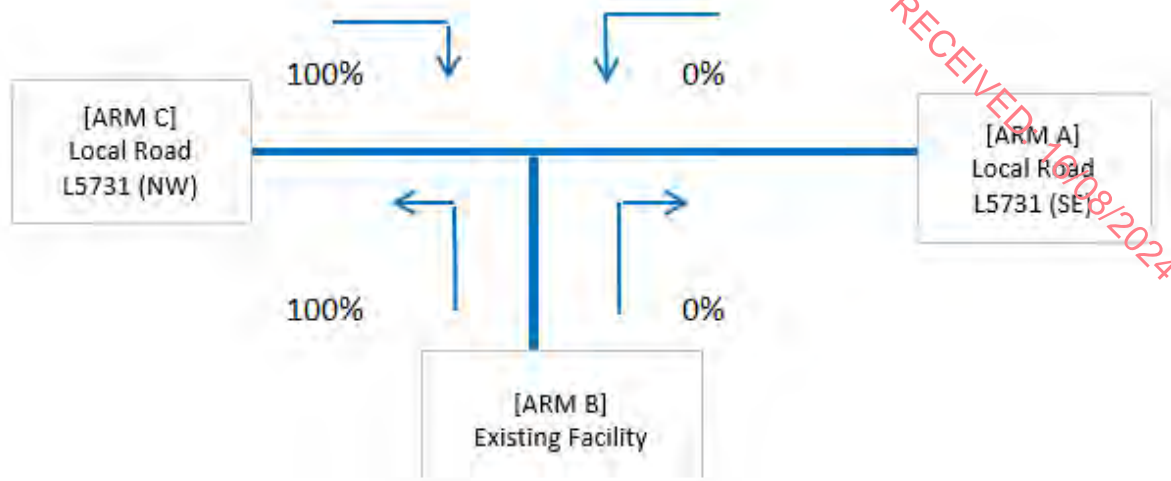


Figure 5.3: Junction 2: Distribution of Generated Traffic AM Peak



Figure 5.4: Junction 2: Distribution of Generated Traffic PM Peak

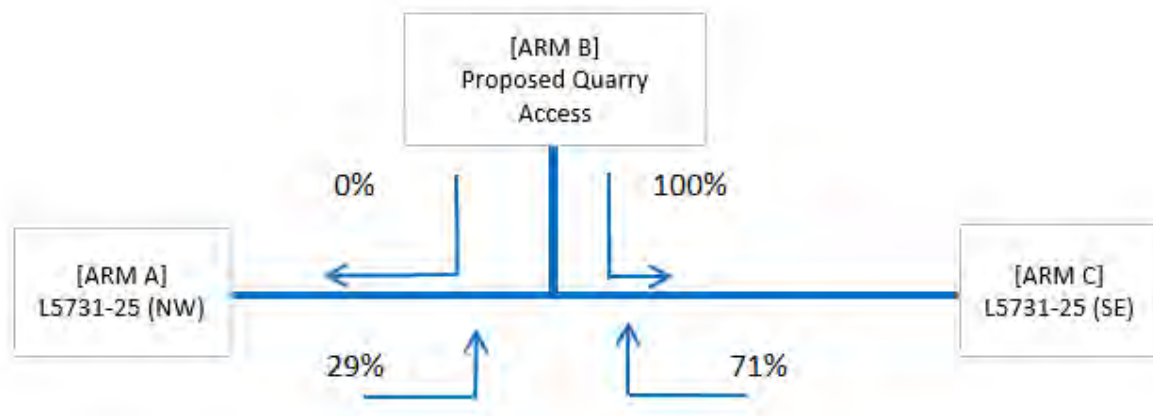


Figure 5.5: Junction 3: Distribution of Generated Traffic AM Peak

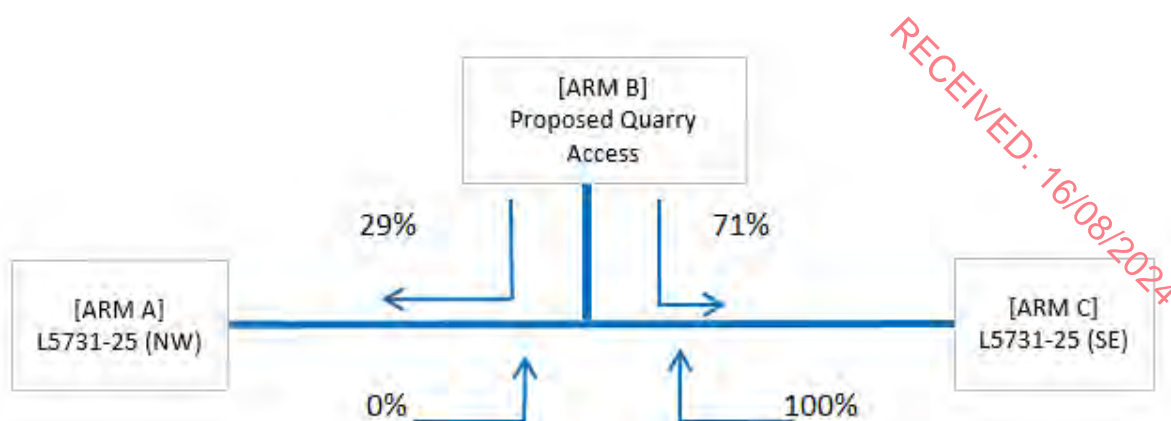


Figure 5.6: Junction 3: Distribution of Generated Traffic PM Peak

5.4 JUNCTION ANALYSIS

5.4.1 TRAFFIC ASSESSMENT PARAMETERS

Junctions associated with the Project have been analysed using the following Transport Research Laboratory (TRL) computer programs:

- JUNCTIONS 10 – PICADY, a widely accepted tool used for the analysis of priority junctions.

The key parameters examined in the results of the analysis are:

- The Ratio of Flow to Capacity Value (RFC) - The desirable RFC Values for junctions assessed using PICADY is less than 0.85. Values over 1.00 RFC indicate that the approach arm is over capacity;
- Maximum queue length on all approach to the junctions; and
- Average delay for each vehicle passing through the junction during the modelled period.

PICADY requires the following input data:

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

For the purpose of this Report, the varying vehicle types have been segregated into Light Vehicles and Heavy Vehicles prior to input. Traffic volumes input into the assessment software were in number of vehicles and, accordingly commercial vehicle composition was set to the percentage of that arm.

5.4.2 TRAFFIC ASSESSMENT RESULTS

5.4.2.1 Construction Phase

As previous stated, the volume of traffic and its duration for the construction phase is envisaged to be less than the operational phase at the quarry. Hence, the construction phase traffic was not assessed.

5.4.2.2 Operational Phase

Junction 1

As worst-case scenario the proposed generated traffic was added to the morning and evening peak hours of each junction. A summary of the results for the existing staggered junction, N77 / L5731-25 (Junction 1), for the AM peak (07:30 – 08:30) and PM peak (17:00 – 18:00) hours during the Operational Phase are provided in Table 5.2. A complete set of outputs from JUNCTIONS 10 are included in Annex C.

Table 5.2: Junction 1 N77 / L5731-25 Staggered Junction - Results AM & PM peak

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024											
Stream B-ACD	0.2	13.34	0.14	B	1.28	A	0.1	11.93	0.1	B	1	A
Stream A-BCD	0	5.21	0	A			0	4.63	0.01	A		
Stream D-ABC	0.1	11.74	0.06	B			0.1	10.33	0.08	B		
Stream C-ABD	0	5.94	0.01	A			0	5.98	0.01	A		
	2025 No Development											
Stream B-ACD	0.2	13.57	0.15	B	1.3	A	0.1	12.04	0.1	B	0.99	A
Stream A-BCD	0	5.21	0	A			0	4.61	0.01	A		
Stream D-ABC	0.1	11.87	0.06	B			0.1	10.41	0.08	B		
Stream C-ABD	0	5.91	0.02	A			0	5.97	0.01	A		
	2025 With Development											
Stream B-ACD	0.1	12.03	0.12	B	0.99	A	0.1	10.76	0.08	B	0.83	A
Stream A-BCD	0	5.19	0	A			0	4.61	0.01	A		
Stream D-ABC	0.1	11.16	0.06	B			0.1	10.3	0.08	B		
Stream C-ABD	0	5.52	0.01	A			0	4.96	0	A		
	2035 No Development											
Stream B-ACD	0.2	15.41	0.19	C	1.47	A	0.1	13.38	0.13	B	1.1	A
Stream A-BCD	0	5.18	0.01	A			0	4.51	0.01	A		
Stream D-ABC	0.1	13.29	0.08	B			0.1	11.29	0.1	B		
Stream C-ABD	0	5.75	0.02	A			0	5.9	0.01	A		
	2035 With Development											
Stream B-ACD	0.2	13.83	0.16	B	1.17	A	0.1	12.13	0.11	B	0.94	A
Stream A-BCD	0	5.16	0.01	A			0	4.51	0.01	A		
Stream D-ABC	0.1	12.55	0.07	B			0.1	11.17	0.1	B		
Stream C-ABD	0	5.49	0.02	A			0	5.2	0.01	A		

The summary of the junction performance analysis in Table 5.2 indicates that Junction 1 will operate within capacity, with max RFC of 0.16 (i.e. with development) encountered at the junction well below the maximum desired RFC of 0.85.

The summary indicates that there will be negligible queues during both the peak hours for both the do-nothing (i.e. no development) and do-something scenarios (i.e. with development).

A comparison of the do-nothing and do-something scenarios indicates better results in delay and RFC by the proposed development on the junction. The maximum delay with no development is 15.41 seconds and with development 13.83. RFC also presents better results with development; it decreases from 0.19 (i.e. no development) to 0.16 (i.e. with development).

Junction 2

A summary of the operational phase traffic results for the existing T-junction at Booth Concrete & Precast site access onto the Local Road L5731-25 (Junction 2) for the AM peak (09:30 – 10:30) and PM peak (16:00 – 17:00) hours are provided in Table 5.3. A complete set of outputs from JUNCTIONS 10 are included in Annex C.

Table 5.3: Junction 2 Existing Facility Entrance L-5731-25 - Results AM & PM peak

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024											
Stream B-AC	0	8.39	0.04	A	5.97	A	0.1	7.52	0.07	A	6.7	A
Stream C-AB	0	7.76	0.04	A			0	11.55	0.03	B		
	2025 No Development											
Stream B-AC	0	8.41	0.04	A	5.98	A	0.1	7.55	0.08	A	6.73	A
Stream C-AB	0	7.78	0.04	A			0	11.55	0.03	B		
	2025 With Development											
Stream B-AC	0	8.41	0.04	A	5.98	A	0.1	7.55	0.08	A	6.73	A
Stream C-AB	0	7.78	0.04	A			0	11.55	0.03	B		
	2035 No Development											
Stream B-AC	0.1	8.67	0.05	A	6.28	A	0.1	7.75	0.09	A	6.92	A
Stream C-AB	0	7.97	0.05	A			0	11.58	0.04	B		
	2035 With Development											
Stream B-AC	0.1	8.67	0.05	A	6.28	A	0.1	7.75	0.09	A	6.92	A
Stream C-AB	0	7.97	0.05	A			0	11.58	0.04	B		

The summary of performance analysis in Table 5.3 indicates that Junction 2 will operate within capacity, with max RFC of 0.09 encountered at the junction well below the maximum desired RFC of 0.85.

The summary indicates that there will be no queueing (0 vehicles) and minimal delays (max of 11.58 seconds for right turning traffic to the quarry) in both the peak hours including development traffic.

No intensification of operation is proposed. Hence, there is no increase in traffic accessing and exiting the existing facilities.

Junction 3

A summary of the operational phase traffic results for the proposed quarry direct access onto the Local Road L5731-25 (Junction 3) for the AM peak (09:30 – 10:30) and PM peak (16:00 – 17:00) hours are provided in Table 5.4. A complete set of outputs from JUNCTIONS 10 are included in Annex C.

Table 5.4: Junction 3 Proposed Quarry Entrance L-5731-25 - Results AM & PM peak

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024											
Stream B-AC	0	0	0	A	0	A	0	0	0	A	0	A
Stream C-AB	0	0	0	A			0	0	0	A		
	2025 No Development											
Stream B-AC	0	0	0	A	0	A	0	0	0	A	0	A
Stream C-AB	0	0	0	A			0	0	0	A		
	2025 With Development											
Stream B-AC	0	10.89	0.02	B	3.46	A	0	9.65	0.02	A	2.91	A
Stream C-AB	0	10.72	0.02	B			0	10.36	0.02	B		
	2035 No Development											
Stream B-AC	0	0	0	A	0	A	0	0	0	A	0	A
Stream C-AB	0	0	0	A			0	0	0	A		
	2035 With Development											
Stream B-AC	0	10.93	0.02	B	2.91	A	0	9.68	0.02	A	2.45	A
Stream C-AB	0	10.67	0.02	B			0	10.26	0.02	B		

Note: The Do-nothing (No development) scenario results in values of zero in the table above, as when there is no development, there is no operating junction and traffic is free flow through traffic.

The summary of performance analysis in Table 5.4 indicates that Junction 3 will operate within capacity, with max RFC of 0.02 encountered at the junction well below the maximum desired RFC of 0.85.

The summary indicates that there will be no queueing (0 vehicles) and minimal delays, with a maximum delay of 10.93 seconds on quarry access, and delays of 10.72 seconds for right turn to access the quarry in both the peak hours including development traffic.

5.4.2.3 Decommissioning Phase

As previous stated, the volume of traffic and its duration during the decommissioning phase is envisaged to be less than the operational phase at the quarry. Hence, the decommissioning phase traffic was not assessed.

6. OTHER ROAD ISSUES

6.1 ROAD SAFETY

Updated Road Collision Data is not currently available on the Road Safety Authority Database, and therefore there is no access to the historical collision information for this site and / or adjacent roads.

The Collision Statistics database from the year 2005 to 2016 identifies that no collisions were recorded on the Road Safety Authorities (RSA) Collision Statistics database in the vicinity of the development on the L5731-25, see Figure 6.1.

A Stage 1/2 Road Safety Audit was also carried out on the proposed development design and its recommendations were incorporated into the final scheme design.

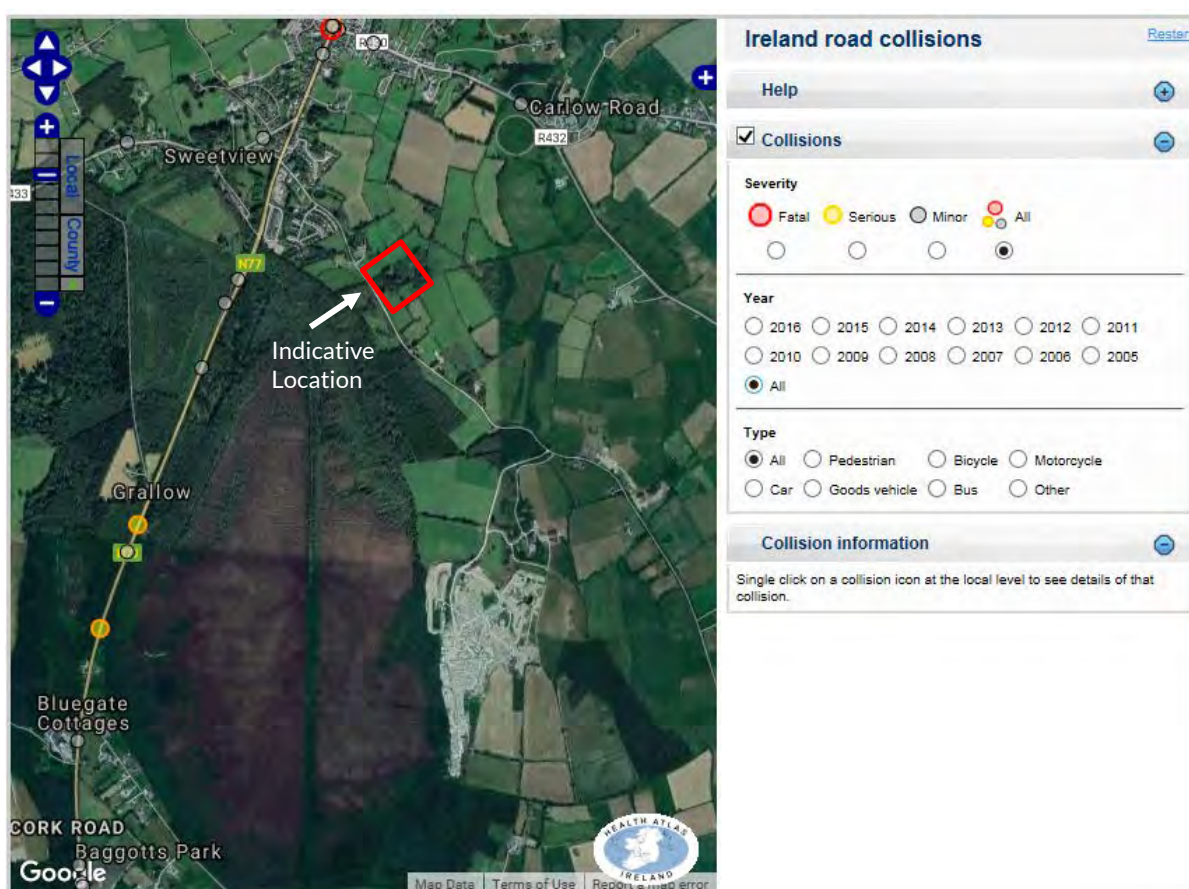


Figure 6.1: Collision Statistics in the vicinity of the Site Access

6.2 PAVEMENT CONDITION

A Falling Weight Deflectometer (FWD) survey to indicate the structural condition, and a Visual Condition Survey (VCS) to determine the Pavement Condition Index (PCI) was carried out along the L5731-25.

The extents of the surveys commenced at the junction with the N77 to the Booths Concrete entrance. The report summarising the results of these surveys have been submitted as part of the planning application.

6.3 PARKING PROVISION

Parking provisions shall be provided in accordance with the Laois Development Plan. Due to limited staff car parking spaces required, there shall be sufficient parking within the proposed quarry for the staff, thus ensuring parking associated with the quarry does not occur along the public road network.

6.4 PEDESTRIANS AND CYCLISTS

Pedestrian facilities will be provided where required within the proposed quarry to facilitate safe pedestrian movements in accordance with the Quarry Health and Safety Plan. No specific provision has been made to accommodate cyclists.

6.4.1 PUBLIC TRANSPORT

There is no regular public transport service in operation in the immediate vicinity of the quarry. Therefore, it is not expected that the staff working at the quarry will utilise the bus services.

7. CONCLUSIONS AND RECOMMENDATIONS

7.1 CONCLUSIONS

The conclusions to this report are as follows:

- The proposed quarry access will operate well within capacity up to and including the design year of 2035, with the inclusion of quarry-generated traffic.
- Car parking spaces will be provided within the proposed quarry site for the staff, thus ensuring parking associated with the quarry does not occur along the public road network.
- The link road analysis shows the L5731-25 will operate with capacity with the proposed quarry operating in the design year of 2035.

7.2 RECOMMENDATIONS

The following are measures that will be implemented to mitigate the impacts associated with the Project:

- No parking shall be permitted along the L5731-25 as this will restrict visibility and reduce road width for passing vehicles; and
- Visibility of 3 x 160 metres to be maintained at the proposed site direct access in accordance with TII DN-GEO-03060, May 2023.

7.3 OTHER FACTORS

It should also be noted in practice unladen trucks will in practice collect a load when passing. Therefore, this will further reduce the traffic and further increase the spare capacity of the road.

8. REFERENCES

- Transport Infrastructure Ireland (TII) Publication (Technical) PE-PDV-02045 (May 2014) Traffic and Transport Assessment Guidelines;
- TII Publication (Technical) PE-PAG-02017 (October 2021) Project Appraisal Guidelines for National Roads Unit 5.3: Travel Demand Projections;
- TII Publication (Standards) DN-GEO-03060 (May 2023) Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated, and compact grade separated junctions);
- TII Publication (Standards) DN-GEO-03031 (May 2023) Rural Road Link Design; and
- Laois County Development Plan 2021-2027.

Annex A Traffic Survey

RECEIVED: 16/08/2024

Site No.	Location.	Direction.	Speed Limit - PSL (km/h)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > Speed Limit1 (+5km/h).	% > Speed Limit1 (+5km/h).	No. > Speed Limit1 (+10km/h).	% > Speed Limit1 (+10km/h).	Mean Speed	85%ile Speed
1	Local Rd, 700 metres Southeast of junction with N77	Northbound	80	Tuesday 30 April 2024	Monday 6 May 2024	1524	248	218	92	6.0	31	2.0	10	0.7	61.7	73.1
		Southbound	80	Tuesday 30 April 2024	Monday 6 May 2024	1766	297	252	19	1.1	8	0.5	2	0.1	56.9	67.0
		Northbound / Southbound	80	Tuesday 30 April 2024	Monday 6 May 2024	3290	545	470	111	3.4	39	1.2	12	0.4	59.1	69.8

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Tuesday 30 April 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25.0	1	25.0	0	0.0	57.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	22	0	18	0	3	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	66.2	72.5
0600	12	0	11	0	0	0	0	0	0	0	1	0	0	2	16.7	1	8.3	0	0.0	69.2	82.4
0700	21	0	10	1	5	1	3	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	60	68.9
0800	24	1	17	0	2	0	0	0	0	2	2	0	0	1	4.2	1	4.2	1	4.2	58.2	73
0900	17	0	14	0	0	1	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	57.3	65
1000	24	0	14	0	3	1	1	0	1	1	3	0	0	0	0.0	0	0.0	0	0.0	58.1	67.8
1100	14	0	8	0	3	0	1	0	1	1	0	0	0	0	0.0	0	0.0	0	0.0	57.5	75.2
1200	16	0	9	0	1	0	3	0	1	1	1	0	0	1	6.3	0	0.0	0	0.0	61.4	74.4
1300	17	0	10	1	2	0	0	0	1	0	2	1	0	0	0.0	0	0.0	0	0.0	56.8	69.6
1400	9	0	7	0	1	0	0	0	0	0	0	1	0	0	0.0	0	0.0	0	0.0	61.1	-
1500	17	0	10	1	4	0	1	0	0	0	1	0	0	1	5.9	1	5.9	0	0.0	61.3	73.2
1600	12	0	6	0	3	0	1	0	1	1	0	0	0	0	0.0	0	0.0	0	0.0	55.2	68.2
1700	13	0	10	0	2	0	1	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	60.4	74.3
1800	13	0	11	0	2	0	0	0	0	0	0	0	0	3	23.1	1	7.7	1	7.7	66.4	84.2
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	69.3	-
2000	9	0	6	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.1	-
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.5	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	78.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	197	1	126	3	28	3	12	0	5	6	11	2	0	7	3.6	3	1.5	2	1.0	59.3	72
06-22	228	1	153	3	31	3	12	0	5	6	12	2	0	10	4.4	4	1.8	2	0.9	60.2	72.5
06-00	230	1	155	3	31	3	12	0	5	6	12	2	0	11	4.8	5	2.2	3	1.3	60.4	72.6
00-00	256	1	176	3	35	3	12	0	6	6	12	2	0	12	4.7	6	2.3	3	1.2	60.9	72.6

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Wednesday 1 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	75.8	-
0500	15	0	12	0	3	0	0	0	0	0	0	0	0	3	20.0	1	6.7	1	6.7	69.2	82.7
0600	15	0	10	0	1	0	3	0	0	1	0	0	0	3	20.0	0	0.0	0	0.0	65.5	81.7
0700	22	0	12	1	3	0	4	0	2	0	0	0	0	1	4.5	0	0.0	0	0.0	62.2	72.3
0800	22	0	13	1	3	1	2	0	0	2	0	0	0	2	9.1	1	4.5	0	0.0	61.7	78.3
0900	23	0	16	2	0	0	3	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	56.4	68.5
1000	26	0	15	1	5	0	1	1	1	2	0	0	0	1	3.8	0	0.0	0	0.0	58.5	72.1
1100	13	0	8	0	1	0	2	0	2	0	0	0	0	0	0.0	0	0.0	0	0.0	56.4	71
1200	24	0	14	0	4	0	3	0	1	1	1	0	0	1	4.2	0	0.0	0	0.0	61.6	75.8
1300	20	0	14	0	3	0	2	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	57.9	74.8
1400	19	0	14	0	3	0	2	0	0	0	0	0	0	1	5.3	0	0.0	0	0.0	61.2	71.5
1500	17	0	8	0	3	0	5	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	57	68.7
1600	16	0	9	1	2	0	2	0	0	0	2	0	0	1	6.3	0	0.0	0	0.0	59.4	75.7
1700	12	0	7	0	3	0	1	0	0	0	1	0	0	2	16.7	0	0.0	0	0.0	62.6	81.4
1800	12	1	6	1	4	0	0	0	0	0	0	0	0	1	8.3	1	8.3	0	0.0	61.5	73.6
1900	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	69.2	-
2000	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	68.1	-
2200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	226	1	136	7	34	1	27	1	6	5	8	0	0	10	4.4	2	0.9	0	0.0	59.7	72
06-22	257	1	159	7	38	1	30	1	6	6	8	0	0	14	5.4	2	0.8	0	0.0	60.5	72.6
06-00	259	1	160	7	39	1	30	1	6	6	8	0	0	14	5.4	2	0.8	0	0.0	60.4	72.7
00-00	276	1	174	7	42	1	30	1	6	6	8	0	0	17	6.2	3	1.1	1	0.4	61	73.2

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Thursday 2 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.4	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	82.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	2	0	1	0	0	0	0	0	1	0	0	0	0	1	50.0	0	0.0	0	0.0	77.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	16	0	12	1	2	0	0	0	1	0	0	0	0	2	12.5	1	6.3	0	0.0	67.6	78.4
0600	13	0	8	0	2	1	1	0	0	0	1	0	0	1	7.7	1	7.7	0	0.0	64.9	77.2
0700	27	0	15	0	9	0	2	0	0	1	0	0	0	1	3.7	0	0.0	0	0.0	64.8	73.3
0800	25	1	15	1	2	0	3	0	0	1	2	0	0	0	0.0	0	0.0	0	0.0	59.5	70.7
0900	15	0	13	0	1	0	0	0	0	1	0	0	0	2	13.3	1	6.7	0	0.0	62.3	79.7
1000	18	0	6	1	2	2	3	0	0	3	1	0	0	0	0.0	0	0.0	0	0.0	54.6	65.6
1100	14	0	5	0	5	0	2	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	55.6	66.2
1200	19	0	11	1	2	0	2	0	0	3	0	0	0	1	5.3	0	0.0	0	0.0	63.2	71.5
1300	17	0	10	1	1	1	1	0	1	0	2	0	0	2	11.8	0	0.0	0	0.0	61.8	73.7
1400	21	0	15	1	3	0	1	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.2	73
1500	21	0	14	2	0	0	3	1	0	0	1	0	0	0	0.0	0	0.0	0	0.0	54.1	63
1600	17	1	8	0	5	0	1	1	1	0	0	0	0	0	0.0	0	0.0	0	0.0	58.2	68.4
1700	10	0	8	0	1	0	0	0	0	1	0	0	0	3	30.0	1	10.0	0	0.0	63.8	-
1800	17	0	14	0	3	0	0	0	0	0	0	0	0	1	5.9	1	5.9	1	5.9	65.3	69.9
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.3	-
2000	7	0	6	0	1	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	64.6	-
2100	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.6	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	68.1	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.1	-
07-19	221	2	134	7	34	3	18	3	2	11	7	0	0	10	4.5	3	1.4	1	0.5	60.3	70.7
06-22	248	2	154	7	38	4	19	3	2	11	8	0	0	12	4.8	4	1.6	1	0.4	60.8	70.7
06-00	254	2	160	7	38	4	19	3	2	11	8	0	0	12	4.7	4	1.6	1	0.4	60.9	71.3
00-00	275	2	176	8	40	4	19	3	4	11	8	0	0	16	5.8	5	1.8	1	0.4	61.5	71.6

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Friday 3 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	51.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	22	0	16	0	3	1	1	0	0	1	0	0	0	3	13.6	1	4.5	1	4.5	67.3	79.5
0600	18	0	10	1	1	0	2	0	1	1	1	1	0	0	0.0	0	0.0	0	0.0	58.8	67.7
0700	18	0	9	1	4	0	1	0	0	2	0	1	0	1	5.6	1	5.6	0	0.0	65.2	77
0800	20	0	19	0	0	0	1	0	0	0	0	0	0	2	10.0	1	5.0	0	0.0	64.5	75.2
0900	18	0	11	0	3	0	2	0	1	0	1	0	0	0	0.0	0	0.0	0	0.0	60.7	69.4
1000	19	0	11	1	5	0	0	0	0	0	1	1	0	2	10.5	0	0.0	0	0.0	60.8	70.6
1100	21	0	10	2	3	1	5	0	0	0	0	0	0	1	4.8	0	0.0	0	0.0	58.8	77.8
1200	11	0	4	0	3	0	2	0	1	0	1	0	0	1	9.1	1	9.1	0	0.0	59.2	68.9
1300	27	0	23	0	2	0	2	0	0	0	0	0	0	1	3.7	0	0.0	0	0.0	56	70.4
1400	27	0	20	1	3	1	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	60.3	73.4
1500	31	0	24	1	0	2	3	0	0	0	1	0	0	1	3.2	1	3.2	1	3.2	56.4	63.6
1600	20	0	17	1	1	0	1	0	0	0	0	0	0	2	10.0	0	0.0	0	0.0	62	69.7
1700	21	0	20	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	64	75.8
1800	19	0	14	0	4	1	0	0	0	0	0	0	0	3	15.8	2	10.5	0	0.0	60	81.8
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.7	-
2000	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	73.3	-
2100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.7	-
2200	5	0	4	0	1	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	64.5	-
2300	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.4	-
07-19	252	0	182	7	28	5	18	0	3	2	5	2	0	14	5.6	6	2.4	1	0.4	60.4	71.6
06-22	289	0	209	8	31	5	20	0	4	3	6	3	0	14	4.8	6	2.1	1	0.3	60.8	72.6
06-00	296	0	214	8	32	6	20	0	4	3	6	3	0	15	5.1	6	2.0	1	0.3	60.9	73
00-00	319	0	230	8	35	7	21	0	5	4	6	3	0	18	5.6	7	2.2	2	0.6	61.3	74.1

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Saturday 4 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.9	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	75.3	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.8	-
0600	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.9	-
0700	6	0	4	0	1	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.6	-
0800	8	0	5	0	1	0	0	0	1	1	0	0	0	1	12.5	0	0.0	0	0.0	67	-
0900	14	0	12	0	1	0	0	0	0	1	0	0	0	2	14.3	0	0.0	0	0.0	65.9	79
1000	19	0	14	2	0	2	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.5	67.8
1100	19	0	18	0	1	0	0	0	0	0	0	0	0	3	15.8	1	5.3	0	0.0	67.4	80.5
1200	9	0	7	0	1	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.6	-
1300	11	0	9	0	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.6	75.8
1400	19	0	17	0	2	0	0	0	0	0	0	0	0	2	10.5	0	0.0	0	0.0	65.6	78.7
1500	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	1	11.1	0	0.0	64.9	-
1600	15	0	12	2	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.5	71.7
1700	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.1	-
1800	10	0	9	0	1	0	0	0	0	0	0	0	0	3	30.0	1	10.0	0	0.0	68	-
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.5	-
2000	4	0	3	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.6	-
2100	5	0	4	0	1	0	0	0	0	0	0	0	0	1	20.0	1	20.0	0	0.0	68.2	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.2	-
2300	4	0	2	0	2	0	0	0	0	0	0	0	0	1	25.0	1	25.0	0	0.0	59.9	-
07-19	148	0	125	4	10	3	3	0	1	2	0	0	0	12	8.1	3	2.0	0	0.0	63.3	76.2
06-22	166	0	140	4	12	4	3	0	1	2	0	0	0	13	7.8	4	2.4	0	0.0	63.1	75.9
06-00	171	0	143	4	14	4	3	0	1	2	0	0	0	14	8.2	5	2.9	0	0.0	63.1	76.1
00-00	179	0	150	4	14	4	3	0	2	2	0	0	0	14	7.8	5	2.8	0	0.0	63.3	76

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Sunday 5 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.1	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	71.8	-
0900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.8	-
1000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.7	-
1100	6	0	4	0	2	0	0	0	0	0	0	0	0	2	33.3	1	16.7	1	16.7	71.3	-
1200	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.4	73.6
1300	12	0	11	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	58.1	73.3
1400	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.2	71
1500	11	0	10	0	0	1	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	67.6	80
1600	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.4	-
1700	8	0	4	0	3	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	58.3	-
1800	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.2	-
1900	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.1	-
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	1	20.0	0	0.0	69.3	-
2100	5	0	3	1	1	0	0	0	0	0	0	0	0	1	20.0	1	20.0	1	20.0	64.8	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.3	-
07-19	87	2	76	0	6	1	0	0	1	0	1	0	0	3	3.4	1	1.1	1	1.1	63.2	73.1
06-22	104	2	90	2	7	1	0	0	1	0	1	0	0	5	4.8	3	2.9	2	1.9	63.5	73.2
06-00	106	2	92	2	7	1	0	0	1	0	1	0	0	5	4.7	3	2.8	2	1.9	63.3	73.2
00-00	107	2	93	2	7	1	0	0	1	0	1	0	0	5	4.7	3	2.8	2	1.9	63.3	73.1

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Monday 6 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	58.3	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.1	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0800	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	66.8	-
0900	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.8	-
1000	8	0	6	0	2	0	0	0	0	0	0	0	0	2	25.0	0	0.0	0	0.0	64.8	-
1100	6	0	5	0	1	0	0	0	0	0	0	0	0	2	33.3	0	0.0	0	0.0	70.3	-
1200	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63	-
1300	13	0	11	0	1	0	0	0	1	0	0	0	0	1	7.7	0	0.0	0	0.0	64.6	75.8
1400	9	0	8	0	0	0	0	0	0	1	0	0	0	1	11.1	0	0.0	0	0.0	62.3	-
1500	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.3	-
1600	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.4	-
1700	15	2	10	0	3	0	0	0	0	0	0	0	0	1	6.7	1	6.7	1	6.7	63.3	73
1800	14	1	11	0	2	0	0	0	0	0	0	0	0	2	14.3	1	7.1	0	0.0	63.6	80.8
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	70.7	-
2000	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.6	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.8	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	94	4	77	0	11	0	0	0	1	1	0	0	0	10	10.6	2	2.1	1	1.1	63.2	75.5
06-22	105	5	86	0	12	0	0	0	1	1	0	0	0	10	9.5	2	1.9	1	1.0	63.3	75.4
06-00	108	5	89	0	12	0	0	0	1	1	0	0	0	10	9.3	2	1.9	1	0.9	63.2	74.9
00-00	112	5	92	0	12	0	0	0	2	1	0	0	0	10	8.9	2	1.8	1	0.9	63	74.1

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	10.0	0	10.0	0	0.0	59.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	0	0.0	0	0.0	72	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.7	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	16.7	0	0.0	0	0.0	66.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	75.8	-
0500	11	0	9	0	2	0	0	0	0	0	0	0	0	1	10.1	0	3.8	0	2.5	67.4	76.3
0600	9	0	6	0	1	0	1	0	0	0	0	0	0	1	9.4	0	3.1	0	0.0	64.1	-
0700	13	0	7	0	3	0	2	0	0	0	0	0	0	0	3.2	0	1.1	0	0.0	63	73.3
0800	15	0	11	0	1	0	1	0	0	1	1	0	0	1	6.7	0	2.9	0	1.0	61.6	75.4
0900	13	0	10	0	1	0	1	0	0	0	1	0	0	1	4.3	0	1.1	0	0.0	59.8	70.4
1000	17	0	10	1	2	1	1	0	0	1	1	0	0	1	4.1	0	0.0	0	0.0	58.6	70.5
1100	13	0	8	0	2	0	1	0	0	0	0	0	0	1	8.6	0	2.2	0	1.1	61.1	77.3
1200	14	0	10	0	2	0	2	0	0	1	0	0	0	1	4.0	0	1.0	0	0.0	61.8	72.9
1300	17	0	13	0	1	0	1	0	1	0	1	0	0	1	3.4	0	0.0	0	0.0	59.4	72.5
1400	17	0	13	0	2	0	1	0	0	0	0	0	0	1	3.4	0	0.0	0	0.0	61.6	73.1
1500	16	0	12	1	1	0	2	0	0	0	1	0	0	1	3.5	0	2.7	0	0.9	58.7	69.6
1600	13	0	9	1	2	0	1	0	0	0	0	0	0	0	3.3	0	0.0	0	0.0	59.4	68.5
1700	13	0	10	0	2	0	0	0	0	0	0	0	0	1	8.0	0	2.3	0	1.1	62	75.8
1800	13	0	10	0	2	0	0	0	0	0	0	0	0	2	13.8	1	7.4	0	2.1	64	77.2
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	2.7	0	0.0	0	0.0	67.4	-
2000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	4.7	0	2.3	0	0.0	65	-
2100	4	0	3	0	1	0	0	0	0	0	0	0	0	0	10.7	0	7.1	0	3.6	62.7	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	11.8	0	5.9	0	5.9	64.8	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	10.0	0	10.0	0	0.0	61.3	-
07-19	175	1	122	4	22	2	11	1	3	4	5	1	0	9	5.4	3	1.6	1	0.5	60.8	72.2
06-22	200	2	142	4	24	3	12	1	3	4	5	1	0	11	5.6	4	1.8	1	0.5	61.3	72.7
06-00	203	2	145	4	25	3	12	1	3	4	5	1	0	12	5.7	4	1.9	1	0.6	61.3	72.9
00-00	218	2	156	5	26	3	12	1	4	4	5	1	0	13	6.0	4	2.0	1	0.7	61.7	73.1

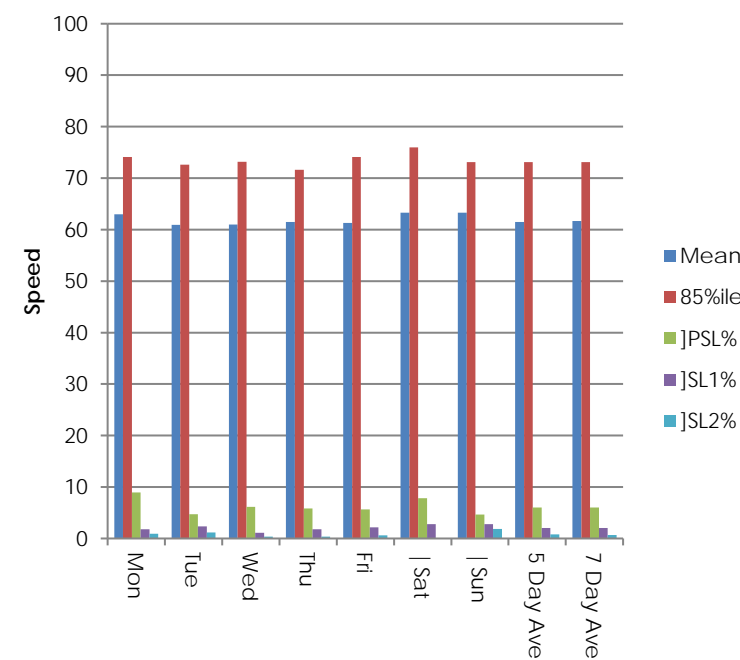
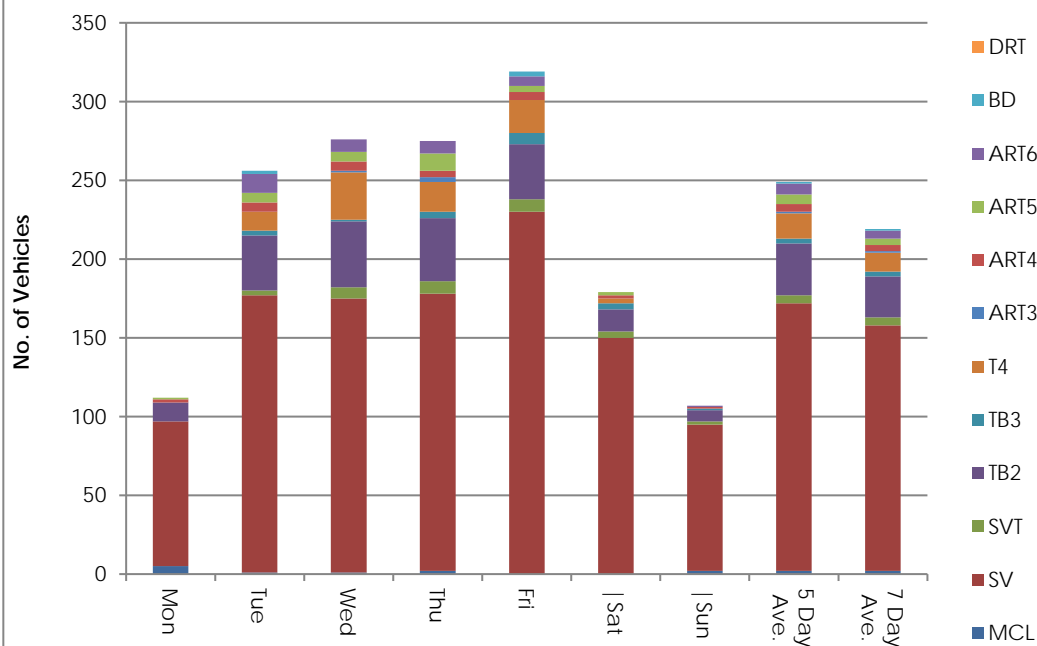
Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	112	5	92	0	12	0	0	0	2	1	0	0	0	10	8.9	2	1.8	1	0.9	63	74.1
Tue	256	1	176	3	35	3	12	0	6	6	12	2	0	12	4.7	6	2.3	3	1.2	60.9	72.6
Wed	276	1	174	7	42	1	30	1	6	6	8	0	0	17	6.2	3	1.1	1	0.4	61	73.2
Thu	275	2	176	8	40	4	19	3	4	11	8	0	0	16	5.8	5	1.8	1	0.4	61.5	71.6
Fri	319	0	230	8	35	7	21	0	5	4	6	3	0	18	5.6	7	2.2	2	0.6	61.3	74.1
Sat	179	0	150	4	14	4	3	0	2	2	0	0	0	14	7.8	5	2.8	0	0.0	63.3	76
Sun	107	2	93	2	7	1	0	0	1	0	1	0	0	5	4.7	3	2.8	2	1.9	63.3	73.1
5 Day Ave.	248	2	170	5	33	3	16	1	5	6	7	1	0	15	6.0	5	2.0	2	0.8	61.5	73.1
7 Day Ave.	218	2	156	5	26	3	12	1	4	4	5	1	0	13	6.0	4	2.0	1	0.7	61.7	73.1
--	1524	11	1091	32	185	20	85	4	26	30	35	5	0	92	6.0	31	2.0	10	0.7	61.7	73.1

Summary Graphs



Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Tuesday 30 April 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	4	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	22	0	0	0	0	0	0	0	0	0	0	0	5	2	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	12	0	0	0	0	0	0	0	0	0	0	1	0	3	3	3	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	21	0	0	0	0	0	0	0	0	1	2	5	1	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	24	0	0	0	0	0	1	0	0	0	3	9	2	3	2	2	1	0	0	0	1	0	0	0	0	0	0	0	0
0900	17	0	0	0	0	1	0	0	0	0	1	3	6	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	24	0	0	0	0	0	0	0	1	1	0	8	4	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	14	0	0	0	0	0	0	0	2	0	0	4	3	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	0	0	0	0	0	0	0	1	0	3	5	2	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1300	17	0	0	0	0	0	0	1	1	0	3	1	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	0	0	0	0	0	0	0	0	1	2	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	17	0	0	0	0	0	0	0	0	2	2	0	3	4	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0
1600	12	0	0	0	0	0	0	1	0	2	2	0	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	0	0	0	0	0	0	0	1	2	1	2	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	13	0	0	0	0	0	0	1	0	1	0	2	1	0	2	1	2	2	0	1	0	0	0	0	0	0	0	0	0
1900	4	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	9	0	0	0	0	0	0	0	0	0	1	1	1	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	197	0	0	0	0	1	1	3	4	9	16	38	33	38	20	18	9	4	1	1	1	0	0	0	0	0	0	0	0
06-22	228	0	0	0	0	1	1	3	4	9	17	41	36	44	29	22	11	6	2	1	1	0	0	0	0	0	0	0	0
06-00	230	0	0	0	0	1	1	4	4	9	17	41	36	44	29	22	11	6	2	1	1	0	0	0	0	1	0	0	0
00-00	256	0	0	0	0	1	2	4	4	9	18	41	41	46	39	27	12	6	3	1	1	0	0	0	0	1	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Wednesday 1 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	15	0	0	0	0	0	0	0	0	0	0	1	2	2	5	0	2	2	0	1	0	0	0	0	0	0	0	0	0
0600	15	0	0	0	0	0	0	0	0	0	0	3	1	4	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	22	0	0	0	0	0	0	0	0	2	0	2	4	8	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0800	22	0	0	0	0	0	0	1	0	1	3	3	1	5	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0
0900	23	0	0	0	0	1	0	0	0	2	3	4	4	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	26	0	0	0	0	0	0	1	0	4	0	2	7	5	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1100	13	0	0	0	0	0	0	0	1	1	2	4	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	24	0	0	0	0	0	0	0	0	2	2	3	3	4	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0
1300	20	0	0	0	0	0	0	0	0	3	2	3	5	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1400	19	0	0	0	0	0	0	0	0	1	1	4	3	4	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1500	17	0	0	0	0	0	0	0	0	2	1	6	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	16	0	0	0	0	0	0	1	1	0	1	2	3	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1700	12	0	0	0	0	0	0	0	0	0	3	1	2	0	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
1800	12	0	0	0	0	1	0	0	0	0	0	1	3	2	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0
1900	6	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	0	0	0	0	0	0	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	226	0	0	0	0	2	0	3	2	18	18	35	37	39	30	19	13	8	2	0	0	0	0	0	0	0	0	0	0
06-22	257	0	0	0	0	2	0	3	2	18	18	38	40	49	36	23	14	12	2	0	0	0	0	0	0	0	0	0	0
06-00	259	0	0	0	0	3	0	3	2	18	18	38	40	49	36	23	15	12	2	0	0	0	0	0	0	0	0	0	0
00-00	276	0	0	0	0	3	0	3	2	18	18	39	42	51	42	23	18	14	2	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Thursday 2 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	0	0	0	0	0	0	0	0	1	1	1	3	2	4	2	1	1	0	0	0	0	0	0	0	0	0	0
0600	13	0	0	0	0	0	0	0	0	0	2	0	1	3	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	27	0	0	0	0	0	0	0	0	0	1	2	4	6	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0
0800	25	0	0	0	0	1	0	0	0	0	3	3	6	4	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	15	0	0	0	0	0	0	0	0	1	0	5	1	2	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0
1000	18	0	0	0	0	1	0	0	0	2	1	5	4	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	14	0	0	0	0	0	0	0	0	1	4	3	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	19	0	0	0	0	0	0	0	0	0	3	1	2	4	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0
1300	17	0	0	0	0	0	0	0	0	0	1	6	1	1	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0
1400	21	0	0	0	0	0	0	0	1	1	2	3	3	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1500	21	0	0	0	0	0	1	0	0	5	0	4	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	17	0	0	0	0	0	1	0	0	2	0	1	1	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	10	0	0	0	0	0	0	0	0	2	0	1	0	4	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
1800	17	0	0	0	0	0	0	0	0	0	1	1	1	4	8	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1900	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	0	0	0	0	0	0	0	0	1	0	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	221	0	0	0	0	2	2	0	1	14	16	35	29	44	41	22	5	7	2	1	0	0	0	0	0	0	0	0	0
06-22	248	0	0	0	0	2	2	0	1	14	20	35	30	51	52	23	6	8	3	1	0	0	0	0	0	0	0	0	0
06-00	254	0	0	0	0	2	2	0	1	14	20	36	31	51	52	26	7	8	3	1	0	0	0	0	0	0	0	0	0
00-00	275	0	0	0	0	2	2	0	1	14	21	38	32	54	54	32	9	11	4	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Friday 3 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	22	0	0	0	0	0	0	0	1	0	1	1	2	6	0	6	2	2	0	1	0	0	0	0	0	0	0	0	0
0600	18	0	0	0	0	0	0	0	0	1	2	3	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	18	0	0	0	0	0	0	0	0	0	0	2	4	5	2	1	3	0	1	0	0	0	0	0	0	0	0	0	0
0800	20	0	0	0	0	0	0	0	0	0	0	2	6	6	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0
0900	18	0	0	0	0	0	0	0	1	0	0	2	4	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	19	0	0	0	0	0	0	0	1	1	1	3	2	4	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1100	21	0	0	0	0	1	0	0	0	1	6	3	1	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0
1200	11	0	0	0	0	0	0	0	0	0	2	1	4	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1300	27	0	0	0	0	0	0	0	1	1	11	4	1	4	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1400	27	0	0	0	0	0	0	2	1	0	2	1	3	8	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0
1500	31	0	0	0	0	0	0	0	0	0	7	9	6	6	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0
1600	20	0	0	0	0	0	0	0	0	1	1	3	4	5	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0
1700	21	0	0	0	0	0	0	0	0	1	0	1	6	4	4	1	4	0	0	0	0	0	0	0	0	0	0	0	0
1800	19	0	0	0	0	0	0	0	0	4	2	2	2	3	2	1	0	1	2	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	252	0	0	0	0	1	0	2	4	9	32	33	43	53	28	17	16	8	5	1	0	0	0	0	0	0	0	0	0
06-22	289	0	0	0	0	1	0	2	4	10	35	37	47	61	36	20	22	8	5	1	0	0	0	0	0	0	0	0	0
06-00	296	0	0	0	0	1	0	2	4	10	35	38	49	62	37	20	23	9	5	1	0	0	0	0	0	0	0	0	0
00-00	319	0	0	0	0	1	0	2	5	10	36	40	51	68	37	26	25	11	5	2	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Saturday 4 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	6	0	0	0	0	0	0	0	0	0	0	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0
0900	14	0	0	0	0	0	0	0	0	0	1	1	0	7	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1000	19	0	0	0	0	0	1	0	0	1	2	3	4	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	19	0	0	0	0	0	0	0	0	0	0	2	2	2	9	0	1	2	1	0	0	0	0	0	0	0	0	0	0
1200	9	0	0	0	0	0	0	0	0	0	0	2	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	11	0	0	0	0	0	0	0	0	0	0	0	3	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1400	19	0	0	0	0	0	0	0	0	1	1	4	0	0	7	1	3	2	0	0	0	0	0	0	0	0	0	0	0
1500	9	0	0	0	0	0	0	0	0	0	0	2	1	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1600	15	0	0	0	0	0	0	0	1	1	1	1	4	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	9	0	0	0	0	0	0	0	1	1	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	10	0	0	0	0	0	0	0	0	0	2	1	0	1	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	148	0	0	0	0	0	1	0	2	4	7	21	20	24	34	11	12	9	3	0	0	0	0	0	0	0	0	0	0
06-22	166	0	0	0	0	0	2	0	3	5	7	24	20	27	37	14	14	9	4	0	0	0	0	0	0	0	0	0	0
06-00	171	0	0	0	0	0	2	0	3	5	8	26	20	28	37	14	14	9	5	0	0	0	0	0	0	0	0	0	0
00-00	179	0	0	0	0	0	2	0	3	5	8	26	20	31	40	14	16	9	5	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Sunday 5 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	3	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	7	0	0	0	0	0	0	0	0	0	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	6	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1200	12	0	0	0	0	0	0	0	0	0	1	2	2	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	12	0	0	0	0	0	0	0	1	2	1	1	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	12	0	0	0	0	0	0	0	0	0	1	2	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	11	0	0	0	0	0	0	0	0	1	0	0	0	1	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1600	6	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	8	0	0	0	0	0	1	1	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	9	0	0	0	0	0	0	0	0	0	0	2	0	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	6	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	87	0	0	0	0	0	1	1	1	3	4	7	9	20	18	15	5	2	0	0	0	1	0	0	0	0	0	0	0
06-22	104	0	0	0	0	0	1	1	1	3	5	9	14	21	20	19	5	2	1	1	0	1	0	0	0	0	0	0	0
06-00	106	0	0	0	0	0	1	1	2	3	5	9	14	21	21	19	5	2	1	1	0	1	0	0	0	0	0	0	0
00-00	107	0	0	0	0	0	1	1	2	3	5	9	14	21	22	19	5	2	1	1	0	1	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Monday 6 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	4	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	3	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	8	0	0	0	0	1	0	0	0	0	0	0	1	1	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1100	6	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
1200	10	0	0	0	0	0	0	0	0	0	1	1	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	13	0	0	0	0	0	0	0	1	0	0	1	1	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	0	0	0	0	0	0	0	0	1	0	3	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	7	0	0	0	0	0	0	0	0	2	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	5	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	15	0	0	0	0	1	0	0	0	0	0	0	4	4	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0
1800	14	0	0	0	0	0	1	0	1	0	0	0	2	0	7	0	1	1	1	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	94	0	0	0	0	3	1	0	2	2	2	4	15	17	27	7	4	8	1	1	0	0	0	0	0	0	0	0	0
06-22	105	0	0	0	0	4	1	0	2	2	2	4	16	20	28	10	6	8	1	1	0	0	0	0	0	0	0	0	0
06-00	108	0	0	0	0	4	1	0	2	2	2	5	16	21	28	11	6	8	1	1	0	0	0	0	0	0	0	0	0
00-00	112	0	0	0	0	4	1	0	2	2	2	7	16	22	29	11	6	8	1	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Day (7)

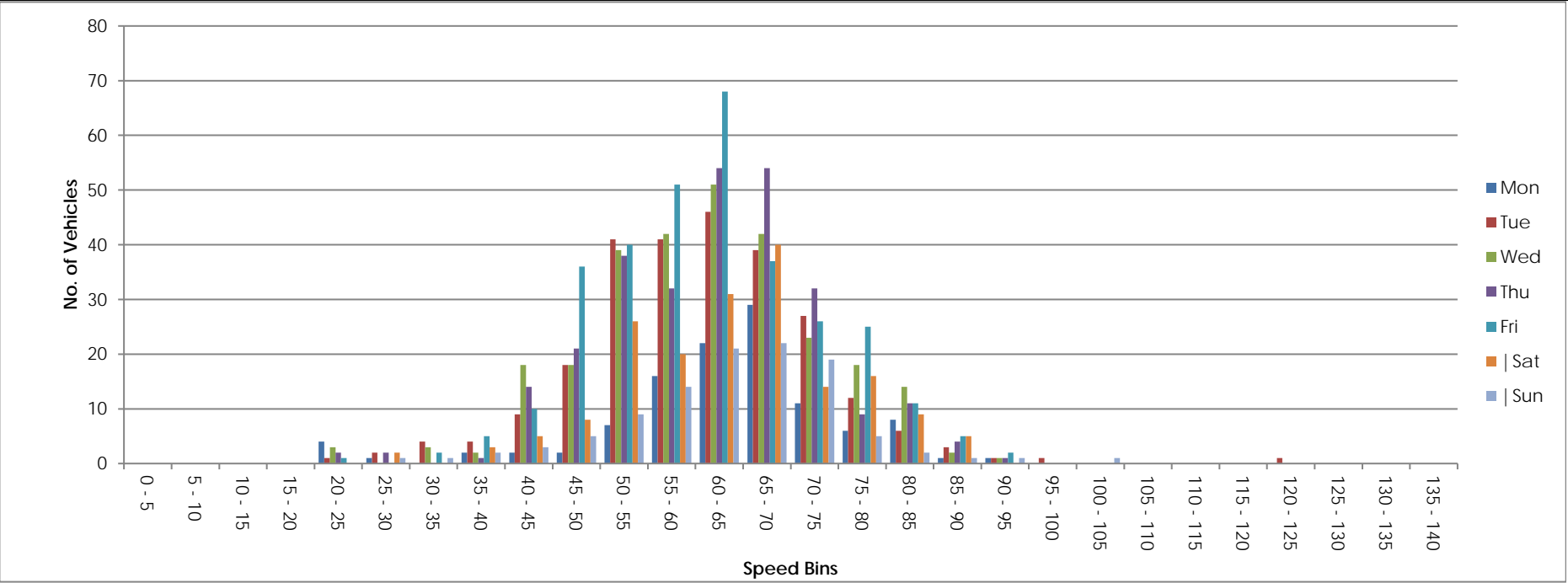
Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	0	0	0	0	0	0	0	0	1	1	1	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	0	0	0	0	0	0	0	0	0	2	2	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	15	0	0	0	0	0	0	0	0	0	1	3	2	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0900	13	0	0	0	0	0	0	0	0	0	1	2	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	17	0	0	0	0	0	0	0	0	1	1	3	3	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	13	0	0	0	0	0	0	0	0	0	2	2	1	1	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1200	14	0	0	0	0	0	0	0	0	0	1	2	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	17	0	0	0	0	0	0	0	1	1	3	2	2	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1400	17	0	0	0	0	0	0	0	0	0	1	2	2	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1500	16	0	0	0	0	0	0	0	0	2	1	3	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	13	0	0	0	0	0	0	0	0	1	1	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	0	0	0	0	0	0	0	1	1	1	2	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	13	0	0	0	0	0	0	0	0	1	1	1	1	2	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	175	0	0	0	0	1	1	1	2	8	14	25	27	34	28	16	9	7	2	1	0	0	0	0	0	0	0	0	0
06-22	200	0	0	0	0	1	1	1	2	9	15	27	29	39	34	19	11	8	3	1	0	0	0	0	0	0	0	0	0
06-00	203	0	0	0	0	2	1	1	3	9	15	28	29	39	34	19	12	8	3	1	0	0	0	0	0	0	0	0	0
00-00	218	0	0	0	0	2	1	1	3	9	15	29	31	42	38	22	13	9	3	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound
Virtual Week (1)

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	112	0	0	0	0	4	1	0	2	2	2	7	16	22	29	11	6	8	1	1	0	0	0	0	0	0	0	0	0
Tue	256	0	0	0	0	1	2	4	4	9	18	41	41	46	39	27	12	6	3	1	1	0	0	0	0	1	0	0	0
Wed	276	0	0	0	0	3	0	3	2	18	18	39	42	51	42	23	18	14	2	1	0	0	0	0	0	0	0	0	0
Thu	275	0	0	0	0	2	2	0	1	14	21	38	32	54	54	32	9	11	4	1	0	0	0	0	0	0	0	0	0
Fri	319	0	0	0	0	1	0	2	5	10	36	40	51	68	37	26	25	11	5	2	0	0	0	0	0	0	0	0	0
Sat	179	0	0	0	0	0	2	0	3	5	8	26	20	31	40	14	16	9	5	0	0	0	0	0	0	0	0	0	0
Sun	107	0	0	0	0	0	1	1	2	3	5	9	14	21	22	19	5	2	1	1	0	1	0	0	0	0	0	0	0
5 Day Ave.	248	0	0	0	0	2	1	2	3	11	19	33	36	48	40	24	14	10	3	1	0	0	0	0	0	0	0	0	0
7 Day Ave.	218	0	0	0	0	2	1	1	3	9	15	29	31	42	38	22	13	9	3	1	0	0	0	0	0	0	0	0	0
--	1524	0	0	0	0	11	8	10	19	61	108	200	216	293	263	152	91	61	21	7	1	1	0	0	0	1	0	0	0

Summary Graphs



Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Tuesday 30 April 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	73.8	-
0600	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	69	-
0700	11	0	8	0	2	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.1	67.7
0800	17	0	16	0	0	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	59.4	68.2
0900	19	0	16	0	1	0	0	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	56.2	65.6
1000	29	0	25	0	2	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.1	66.2
1100	31	0	28	0	2	0	0	0	0	0	1	0	0	1	3.2	0	0.0	0	0.0	53.6	63.5
1200	25	1	23	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	47.5	60.3
1300	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.3	66.1
1400	36	0	33	0	2	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.6	64.5
1500	19	1	14	1	2	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.6	72.8
1600	45	0	39	0	5	1	0	0	0	0	0	0	0	1	2.2	1	2.2	1	2.2	55.6	62.3
1700	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.7	65.6
1800	13	0	12	0	1	0	0	0	0	0	0	0	0	1	7.7	1	7.7	0	0.0	65.1	76.1
1900	9	0	8	0	1	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	63.8	-
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.8	-
2100	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.1	-
2200	3	0	2	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	281	2	249	1	18	3	3	0	1	1	3	0	0	3	1.1	2	0.7	1	0.4	56	66
06-22	309	2	274	1	20	4	3	0	1	1	3	0	0	4	1.3	2	0.6	1	0.3	56.8	67.5
06-00	312	2	276	1	20	5	3	0	1	1	3	0	0	4	1.3	2	0.6	1	0.3	56.8	67.5
00-00	316	2	279	1	21	5	3	0	1	1	3	0	0	4	1.3	2	0.6	1	0.3	56.9	67.7

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Wednesday 1 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	72.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.9	-
0500	2	0	1	0	1	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	77.8	-
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.4	-
0700	16	0	12	0	2	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.4	70.5
0800	32	0	29	0	1	0	1	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	54.8	61.1
0900	35	0	30	0	4	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.8	65.8
1000	37	0	30	1	1	3	1	0	0	0	0	0	1	0	0.0	0	0.0	0	0.0	53.4	63.3
1100	24	0	21	1	0	1	0	0	0	1	0	0	0	1	4.2	1	4.2	0	0.0	57.7	72.7
1200	35	0	33	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	50.8	55.3
1300	21	0	17	0	2	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.3	62.4
1400	16	0	15	0	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.2	67.8
1500	24	0	20	0	2	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.1	65.5
1600	48	0	36	1	6	3	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.6	66
1700	25	0	21	1	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.4	67.1
1800	18	0	14	0	2	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.6	71
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.3	-
2000	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.8	-
2100	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	50.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	331	0	278	4	25	11	10	0	0	2	0	0	1	1	0.3	1	0.3	0	0.0	56.2	67
06-22	354	0	298	4	28	11	10	0	0	2	0	0	1	1	0.3	1	0.3	0	0.0	56.7	67
06-00	355	0	299	4	28	11	10	0	0	2	0	0	1	1	0.3	1	0.3	0	0.0	56.7	67
00-00	360	0	303	4	29	11	10	0	0	2	0	0	1	2	0.6	1	0.3	0	0.0	56.9	67.1

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Thursday 2 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.8	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.2	-
0600	13	0	11	0	1	0	1	0	0	0	0	0	0	1	7.7	1	7.7	0	0.0	69.4	77.3
0700	12	0	7	0	4	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.8	60.5
0800	22	0	21	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.5	64.6
0900	33	0	28	1	2	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.3	68.2
1000	44	0	43	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.4	66.9
1100	22	0	22	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.4	67.8
1200	25	0	21	0	0	1	0	0	0	0	3	0	0	0	0.0	0	0.0	0	0.0	54.7	62.3
1300	29	0	26	0	1	1	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	51	60.8
1400	20	0	19	0	0	0	0	1	0	0	0	0	0	1	5.0	0	0.0	0	0.0	57.5	70
1500	23	1	18	0	1	1	0	0	1	0	1	0	0	0	0.0	0	0.0	0	0.0	52.3	59.1
1600	41	0	36	0	4	0	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.2	60.8
1700	34	0	31	0	2	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	61.2	70.5
1800	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.6	72.7
1900	8	0	5	0	1	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.5	-
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	68.4	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	321	1	287	1	17	6	0	2	3	0	4	0	0	1	0.3	0	0.0	0	0.0	57.1	66.3
06-22	348	1	309	1	19	8	1	2	3	0	4	0	0	2	0.6	1	0.3	0	0.0	57.8	66.9
06-00	348	1	309	1	19	8	1	2	3	0	4	0	0	2	0.6	1	0.3	0	0.0	57.8	66.9
00-00	361	1	321	1	20	8	1	2	3	0	4	0	0	2	0.6	1	0.3	0	0.0	57.8	66.7

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Friday 3 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	71.3	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51	-
0600	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.8	59.3
0700	14	0	12	0	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.3	64.7
0800	27	0	23	0	3	0	1	0	0	0	0	0	0	1	3.7	0	0.0	0	0.0	55.7	63.7
0900	33	1	31	0	0	0	0	0	0	0	1	0	0	1	3.0	0	0.0	0	0.0	53	65.6
1000	29	0	22	0	6	0	1	0	0	0	0	0	0	1	3.4	1	3.4	0	0.0	61.4	68.6
1100	20	0	16	2	1	1	0	0	0	0	0	0	0	1	5.0	0	0.0	0	0.0	47.3	56.3
1200	32	0	28	1	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.1	61
1300	28	0	23	0	3	0	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	54.1	64
1400	23	0	20	0	0	1	1	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	52	61
1500	23	0	14	2	2	1	3	0	0	1	0	0	0	1	4.3	1	4.3	0	0.0	51.5	66.3
1600	32	0	21	2	4	0	3	0	1	0	1	0	0	0	0.0	0	0.0	0	0.0	52	66.1
1700	28	0	24	0	1	0	1	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	55.9	64.3
1800	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.1	72.1
1900	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.5	69.4
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.8	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.7	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	37.7	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.7	-
07-19	304	1	249	7	24	4	11	0	1	3	4	0	0	5	1.6	2	0.7	0	0.0	54.4	64.7
06-22	346	1	290	7	25	4	11	0	1	3	4	0	0	5	1.4	2	0.6	0	0.0	55.1	65.8
06-00	348	1	292	7	25	4	11	0	1	3	4	0	0	5	1.4	2	0.6	0	0.0	55.1	65.8
00-00	352	1	295	7	25	5	11	0	1	3	4	0	0	5	1.4	2	0.6	0	0.0	55.1	65.8

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Saturday 4 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.8	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	66.5	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0700	8	0	5	0	1	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.5	-
0800	9	0	7	1	0	0	0	0	1	0	0	0	0	1	11.1	0	0.0	0	0.0	58	-
0900	17	0	14	0	1	0	0	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	54.5	64.4
1000	13	0	11	0	2	0	0	0	0	0	0	0	0	1	7.7	1	7.7	0	0.0	58	74.1
1100	16	0	15	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.1	66.1
1200	25	1	22	0	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.7	66.9
1300	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.4	71.5
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.6	-
1500	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.3	74.1
1600	10	0	8	1	0	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	55.3	-
1700	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.2	-
1800	7	0	7	0	0	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	60.1	-
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.5	-
2000	10	1	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.4	-
2100	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.6	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.9	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.5	-
07-19	140	1	122	4	6	1	2	0	1	0	3	0	0	3	2.1	1	0.7	0	0.0	56.2	66.9
06-22	157	2	137	5	6	1	2	0	1	0	3	0	0	3	1.9	1	0.6	0	0.0	56.5	67.1
06-00	161	2	141	5	6	1	2	0	1	0	3	0	0	3	1.9	1	0.6	0	0.0	56.4	66.9
00-00	165	2	144	5	6	1	2	0	1	0	4	0	0	3	1.8	1	0.6	0	0.0	56.6	66.9

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Sunday 5 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	81.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.9	-
0900	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.7	-
1000	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.7	-
1100	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.2	68.3
1200	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.3	71.3
1300	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.8	-
1400	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.9	-
1500	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.3	-
1600	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.3	-
1700	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.7	-
1800	9	1	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.5	-
1900	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.8	-
2000	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.7	-
2100	7	0	6	1	0	0	0	0	0	0	0	0	0	1	14.3	0	0.0	0	0.0	60.3	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	30.4	-
07-19	95	2	90	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.5	69.1
06-22	112	2	104	2	4	0	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	59.3	69.6
06-00	113	2	105	2	4	0	0	0	0	0	0	0	0	1	0.9	0	0.0	0	0.0	59	69.4
00-00	115	2	107	2	4	0	0	0	0	0	0	0	0	2	1.7	0	0.0	0	0.0	59.2	69.6

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Monday 6 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.7	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	61	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.9	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.7	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	69.9	-
0900	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.9	-
1000	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.4	-
1100	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.4	64.6
1200	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.2	-
1300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.5	-
1400	9	1	6	0	1	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	55.4	-
1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.4	-
1600	9	0	7	0	1	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	59.2	-
1700	6	0	6	0	0	0	0	0	0	0	0	0	0	1	16.7	1	16.7	1	16.7	70.3	-
1800	9	2	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.5	-
1900	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.9	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.3	-
2100	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	41.6	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	79	3	68	1	5	0	0	0	1	1	0	0	0	1	1.3	1	1.3	1	1.3	58.8	67.1
06-22	92	4	80	1	5	0	0	0	1	1	0	0	0	1	1.1	1	1.1	1	1.1	58.2	67.7
06-00	93	4	81	1	5	0	0	0	1	1	0	0	0	1	1.1	1	1.1	1	1.1	58.2	67.5
00-00	97	4	84	1	5	0	0	0	2	1	0	0	0	1	1.0	1	1.0	1	1.0	58.3	67.6

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	0	0.0	0	0.0	65.6	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.9	-
0500	2	0	1	0	0	0	0	0	0	0	0	0	0	0	8.3	0	0.0	0	0.0	65.1	-
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0	1.8	0	1.8	0	0.0	62.9	-
0700	9	0	6	0	1	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.8	-
0800	16	0	14	0	1	0	0	0	0	0	0	0	0	0	1.8	0	0.0	0	0.0	57.5	64
0900	21	0	19	0	1	0	0	0	0	0	1	0	0	0	0.7	0	0.0	0	0.0	57.9	65.8
1000	24	0	21	0	2	1	0	0	0	0	0	0	0	0	1.2	0	1.2	0	0.0	56.7	66.9
1100	20	0	18	1	1	0	0	0	0	0	0	0	0	0	2.2	0	0.7	0	0.0	54.7	66.7
1200	24	0	21	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53	63.8
1300	18	0	16	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.8	64.8
1400	16	0	15	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0.0	0	0.0	55.9	66.4
1500	16	0	12	0	1	0	1	0	0	0	0	0	0	0	0.9	0	0.9	0	0.0	54.7	67
1600	27	0	22	1	3	1	1	0	0	0	0	0	0	0	0.5	0	0.5	0	0.5	55.8	65.2
1700	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0.8	0	0.8	0	0.8	59.6	67.1
1800	12	0	11	0	1	0	0	0	0	0	0	0	0	0	2.3	0	1.1	0	0.0	61.9	70.9
1900	7	0	6	0	1	0	0	0	0	0	0	0	0	0	2.2	0	0.0	0	0.0	62	-
2000	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.1	-
2100	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3.7	0	0.0	0	0.0	58.7	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.1	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.3	-
07-19	222	1	192	3	14	4	4	0	1	1	2	0	0	2	0.9	1	0.5	0	0.1	56.3	66.4
06-22	245	2	213	3	15	4	4	0	1	1	2	0	0	2	1.0	1	0.5	0	0.1	56.8	67
06-00	247	2	215	3	15	4	4	0	1	1	2	0	0	2	1.0	1	0.5	0	0.1	56.8	67
00-00	252	2	219	3	16	4	4	0	1	1	2	0	0	3	1.1	1	0.5	0	0.1	56.9	67

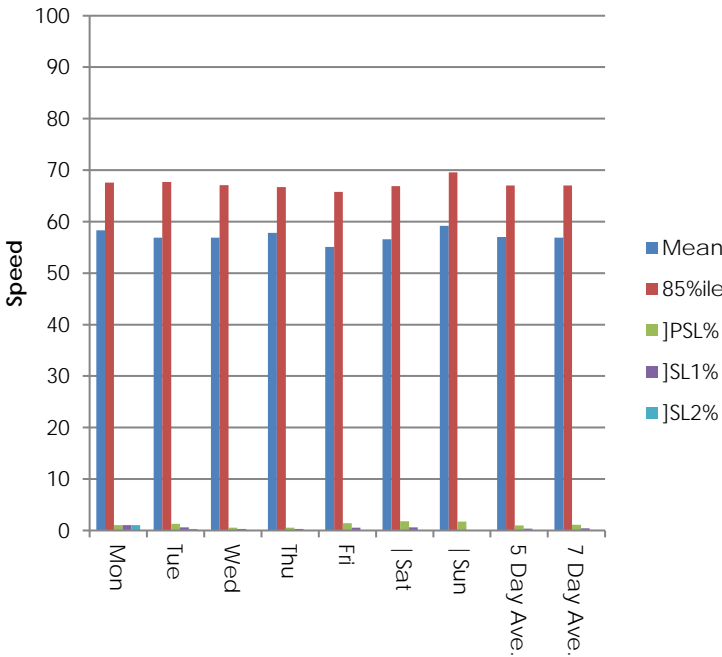
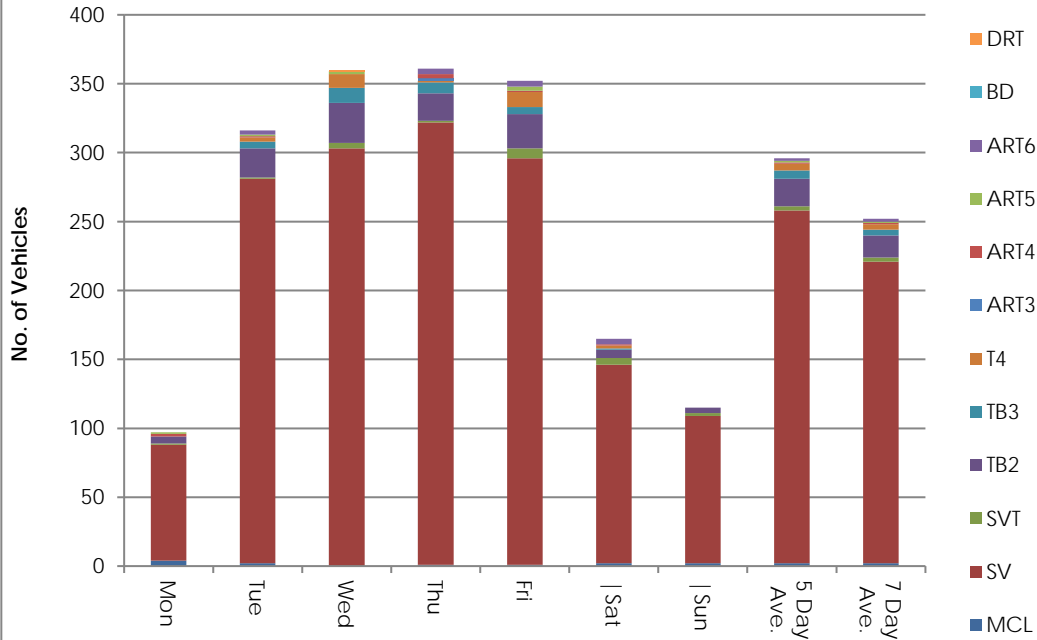
Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	97	4	84	1	5	0	0	0	2	1	0	0	0	1	1.0	1	1.0	1	1.0	58.3	67.6
Tue	316	2	279	1	21	5	3	0	1	1	3	0	0	4	1.3	2	0.6	1	0.3	56.9	67.7
Wed	360	0	303	4	29	11	10	0	0	2	0	0	1	2	0.6	1	0.3	0	0.0	56.9	67.1
Thu	361	1	321	1	20	8	1	2	3	0	4	0	0	2	0.6	1	0.3	0	0.0	57.8	66.7
Fri	352	1	295	7	25	5	11	0	1	3	4	0	0	5	1.4	2	0.6	0	0.0	55.1	65.8
Sat	165	2	144	5	6	1	2	0	1	0	4	0	0	3	1.8	1	0.6	0	0.0	56.6	66.9
Sun	115	2	107	2	4	0	0	0	0	0	0	0	0	2	1.7	0	0.0	0	0.0	59.2	69.6
5 Day Ave.	297	2	256	3	20	6	5	0	1	1	2	0	0	3	1.0	1	0.3	0	0.0	57.0	67.0
7 Day Ave.	252	2	219	3	16	4	4	0	1	1	2	0	0	3	1.1	1	0.5	0	0.1	56.9	67.0
--	1766	12	1533	21	110	30	27	2	8	7	15	0	1	19	1.1	8	0.5	2	0.1	56.9	67.0

Summary Graphs



Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Tuesday 30 April 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	11	0	0	0	0	0	0	2	0	0	3	0	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	17	0	0	0	0	0	0	0	0	1	1	1	10	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	19	0	0	0	0	0	0	1	0	0	1	6	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	29	0	0	0	0	0	0	1	1	2	4	7	6	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	31	0	0	0	0	0	0	0	5	2	4	6	5	5	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	25	0	0	0	0	0	1	0	8	0	5	4	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	19	0	0	0	0	0	0	0	1	1	0	4	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	36	0	0	0	0	0	0	0	0	7	2	4	7	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	19	0	0	0	0	1	0	0	1	0	5	0	4	1	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	45	0	0	0	0	1	0	0	0	4	5	7	12	12	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0
1700	17	0	0	0	0	0	0	0	0	0	1	1	7	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	13	0	0	0	0	0	0	0	0	0	0	2	1	4	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	0	0	0	0	0	0	0	1	1	1	1	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	0	0	0	0	0	0	0	0	2	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	281	0	0	0	0	2	1	4	16	17	31	42	69	54	22	15	5	1	1	1	0	0	0	0	0	0	0	0	0
06-22	309	0	0	0	0	2	1	4	16	18	32	45	71	56	36	19	5	2	1	1	0	0	0	0	0	0	0	0	0
06-00	312	0	0	0	0	2	1	4	16	18	32	46	71	56	37	20	5	2	1	1	0	0	0	0	0	0	0	0	0
00-00	316	0	0	0	0	2	1	4	17	18	32	46	71	57	38	20	6	2	1	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Wednesday 1 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	0	0	0	0	1	1	1	0	3	1	0	0	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	32	0	0	0	0	0	0	0	0	1	3	14	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	35	0	0	0	0	0	0	0	0	1	0	5	4	14	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	37	0	0	0	0	0	1	0	1	1	7	15	4	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	24	0	0	0	0	0	0	1	1	1	2	8	3	0	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0
1200	35	0	0	0	0	0	0	0	1	3	16	7	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	21	0	0	0	0	0	0	0	0	5	7	0	0	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	16	0	0	0	0	0	0	0	0	0	1	7	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	24	0	0	0	0	1	0	0	0	3	3	6	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	48	0	0	0	0	0	1	0	2	2	7	4	13	10	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1700	25	0	0	0	0	0	1	0	0	0	2	4	5	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	0	0	0	0	0	0	0	0	2	1	5	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	3	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	331	0	0	0	0	1	4	2	6	17	53	72	54	57	43	17	4	0	1	0	0	0	0	0	0	0	0	0	0
06-22	354	0	0	0	0	1	4	2	6	17	54	73	59	62	51	18	6	0	1	0	0	0	0	0	0	0	0	0	0
06-00	355	0	0	0	0	1	4	2	6	17	54	74	59	62	51	18	6	0	1	0	0	0	0	0	0	0	0	0	0
00-00	360	0	0	0	0	1	4	2	6	17	54	74	59	62	53	20	6	1	1	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Thursday 2 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	0	0	0	0	0	0	0	0	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	13	0	0	0	0	0	0	0	0	0	0	1	0	1	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	12	0	0	0	0	0	0	0	0	0	0	2	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	22	0	0	0	0	0	0	0	0	0	0	1	5	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	33	0	0	0	0	0	0	1	0	1	2	1	8	9	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	44	0	0	0	0	0	1	0	0	1	9	10	12	2	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	22	0	0	2	0	0	0	0	0	3	0	0	7	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	25	0	0	0	0	0	0	0	1	1	1	16	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	29	0	0	0	0	1	0	0	0	13	1	0	3	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	20	0	0	0	0	0	0	1	2	1	0	4	4	1	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1500	23	0	0	0	0	2	0	0	0	1	1	8	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	41	0	0	0	0	0	0	0	1	1	1	9	21	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	34	0	0	0	0	0	0	0	0	0	1	2	13	12	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1800	16	0	0	0	0	0	0	0	1	0	0	0	1	4	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	0	0	0	0	0	0	0	0	0	2	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	321	0	0	2	0	3	1	2	5	22	16	53	90	66	41	14	5	1	0	0	0	0	0	0	0	0	0	0	0
06-22	348	0	0	2	0	3	1	2	5	22	16	56	93	69	52	19	6	1	1	0	0	0	0	0	0	0	0	0	0
06-00	348	0	0	2	0	3	1	2	5	22	16	56	93	69	52	19	6	1	1	0	0	0	0	0	0	0	0	0	0
00-00	361	0	0	2	0	3	1	2	5	22	17	62	94	72	54	19	6	1	1	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Friday 3 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	25	0	0	0	0	0	0	0	0	0	2	4	16	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	14	0	0	0	0	0	0	1	0	0	1	3	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	27	0	0	0	0	0	0	0	0	2	8	5	0	9	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	33	0	1	0	0	0	0	0	2	3	7	5	8	2	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	29	0	0	0	0	0	0	0	0	2	0	5	3	12	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1100	20	0	0	0	1	0	1	0	2	5	3	3	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	32	0	0	0	0	0	0	0	0	2	3	21	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	28	0	0	0	0	0	2	0	1	0	6	8	2	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	23	0	0	0	0	1	0	0	1	1	5	7	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	23	0	0	0	0	0	2	0	2	3	3	5	3	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1600	32	0	0	0	0	1	1	1	3	3	6	3	7	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	28	0	0	0	0	0	0	0	0	3	3	9	4	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	15	0	0	0	0	0	0	0	1	2	0	2	0	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	0	0	0	0	0	0	0	0	0	1	0	2	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	304	0	1	0	1	2	6	2	12	26	45	76	38	51	27	10	2	3	2	0	0	0	0	0	0	0	0	0	0
06-22	346	0	1	0	1	2	6	2	12	26	47	82	55	54	39	11	3	3	2	0	0	0	0	0	0	0	0	0	0
06-00	348	0	1	0	1	2	6	2	13	26	47	82	55	54	40	11	3	3	2	0	0	0	0	0	0	0	0	0	0
00-00	352	0	1	0	1	2	6	2	13	26	47	83	56	55	40	12	3	3	2	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Saturday 4 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	0	0	0	0	0	0	1	0	4	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	9	0	0	0	0	0	0	1	0	0	2	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	17	0	0	0	0	0	0	0	1	1	3	6	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	13	0	0	0	0	0	0	0	0	1	1	5	2	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1100	16	0	0	0	0	0	0	0	0	0	5	1	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	25	0	0	0	0	1	1	0	0	1	3	3	4	8	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1300	13	0	0	0	0	1	0	0	1	1	1	3	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	11	0	0	0	0	0	0	0	0	3	0	2	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	10	0	0	0	0	0	0	0	1	0	2	3	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	9	0	0	0	0	0	0	0	0	1	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	7	0	0	0	0	0	0	0	1	0	1	0	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	0	0	0	0	0	1	1	0	0	1	2	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	140	0	0	0	0	2	1	1	5	8	25	25	16	32	12	7	3	2	1	0	0	0	0	0	0	0	0	0	0
06-22	157	0	0	0	0	2	1	2	6	8	25	29	19	36	13	9	4	2	1	0	0	0	0	0	0	0	0	0	0
06-00	161	0	0	0	0	2	1	2	7	8	25	30	19	38	13	9	4	2	1	0	0	0	0	0	0	0	0	0	0
00-00	165	0	0	0	0	2	1	2	7	8	25	30	19	39	16	9	4	2	1	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Sunday 5 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	8	0	0	0	0	0	0	0	0	0	0	2	1	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	9	0	0	0	0	0	0	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	12	0	0	0	0	0	0	0	0	0	1	4	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	14	0	0	0	1	0	0	0	2	0	0	4	2	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	0	0	0	0	0	0	0	0	0	0	4	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	0	0	0	0	0	0	0	0	3	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	8	0	0	0	0	0	0	0	0	1	0	0	4	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	6	0	0	0	0	0	0	0	0	0	1	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	10	0	0	0	0	0	0	0	0	1	1	0	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	9	0	0	0	0	0	0	0	0	1	0	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	4	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	7	0	0	0	0	0	0	0	0	2	0	0	2	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	95	0	0	0	1	0	0	0	2	3	6	13	29	11	18	9	3	0	0	0	0	0	0	0	0	0	0	0	0
06-22	112	0	0	0	1	0	0	0	2	6	7	16	32	15	19	10	3	1	0	0	0	0	0	0	0	0	0	0	0
06-00	113	0	0	0	1	0	0	1	2	6	7	16	32	15	19	10	3	1	0	0	0	0	0	0	0	0	0	0	0
00-00	115	0	0	0	1	0	0	1	2	6	7	16	33	15	19	10	3	2	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Monday 6 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	5	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	10	0	0	0	0	0	0	1	0	1	0	0	2	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	14	0	0	0	0	1	0	0	0	0	2	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	9	0	0	0	0	0	0	0	0	0	1	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	6	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	0	0	0	1	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	9	0	0	0	0	0	0	1	0	0	0	2	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	6	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0
1800	9	0	0	0	0	0	0	0	0	1	2	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	0	0	0	0	0	0	0	1	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	79	0	0	0	0	2	0	2	0	2	6	10	19	19	11	6	1	0	0	1	0	0	0	0	0	0	0	0	0
06-22	92	0	0	0	1	2	0	2	1	3	6	13	20	22	13	7	1	0	0	1	0	0	0	0	0	0	0	0	0
06-00	93	0	0	0	1	2	0	2	1	3	6	13	21	22	13	7	1	0	0	1	0	0	0	0	0	0	0	0	0
00-00	97	0	0	0	1	2	0	2	1	3	7	13	21	23	15	7	1	0	0	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	0	0	0	0	0	0	0	0	0	1	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	9	0	0	0	0	0	0	1	0	0	2	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	16	0	0	0	0	0	0	0	0	1	2	3	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	21	0	0	0	0	0	0	0	0	1	2	4	4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	24	0	0	0	0	0	0	0	0	1	3	6	4	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	20	0	0	0	0	0	0	0	1	2	2	4	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	24	0	0	0	0	0	0	0	2	1	4	8	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	18	0	0	0	0	0	0	0	0	3	2	2	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	16	0	0	0	0	0	0	0	0	1	2	3	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	16	0	0	0	0	1	0	0	0	2	2	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	27	0	0	0	0	0	0	0	1	1	3	4	8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	18	0	0	0	0	0	0	0	0	1	1	3	5	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	12	0	0	0	0	0	0	0	0	1	1	1	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	222	0	0	0	0	2	2	2	7	14	26	42	45	41	25	11	3	1	1	0	0	0	0	0	0	0	0	0	0
06-22	245	0	0	0	0	2	2	2	7	14	27	45	50	45	32	13	4	1	1	0	0	0	0	0	0	0	0	0	0
06-00	247	0	0	0	0	2	2	2	7	14	27	45	50	45	32	13	4	1	1	0	0	0	0	0	0	0	0	0	0
00-00	252	0	0	0	0	2	2	2	7	14	27	46	50	46	34	14	4	2	1	0	0	0	0	0	0	0	0	0	0

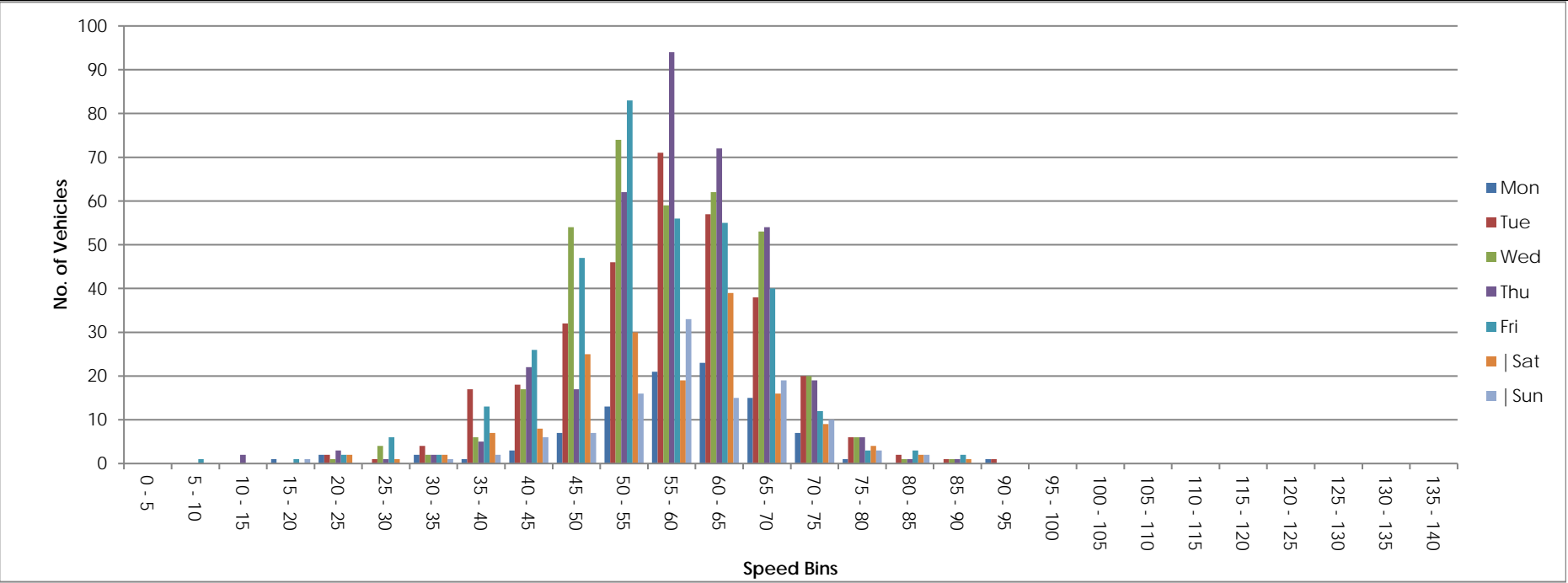
Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	97	0	0	0	1	2	0	2	1	3	7	13	21	23	15	7	1	0	0	1	0	0	0	0	0	0	0	0	0
Tue	316	0	0	0	0	2	1	4	17	18	32	46	71	57	38	20	6	2	1	1	0	0	0	0	0	0	0	0	0
Wed	360	0	0	0	0	1	4	2	6	17	54	74	59	62	53	20	6	1	1	0	0	0	0	0	0	0	0	0	0
Thu	361	0	0	2	0	3	1	2	5	22	17	62	94	72	54	19	6	1	1	0	0	0	0	0	0	0	0	0	0
Fri	352	0	1	0	1	2	6	2	13	26	47	83	56	55	40	12	3	3	2	0	0	0	0	0	0	0	0	0	0
Sat	165	0	0	0	0	2	1	2	7	8	25	30	19	39	16	9	4	2	1	0	0	0	0	0	0	0	0	0	0
Sun	115	0	0	0	1	0	0	1	2	6	7	16	33	15	19	10	3	2	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	297	0	0	0	0	2	2	2	8	17	31	56	60	54	40	16	4	1	1	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	252	0	0	0	0	2	2	2	7	14	27	46	50	46	34	14	4	2	1	0	0	0	0	0	0	0	0	0	0
--	1766	0	1	2	3	12	13	15	51	100	189	324	353	323	235	97	29	11	6	2	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound / Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Tuesday 30 April 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	1	16.7	0	0.0	55	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	24	0	19	0	4	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	66.8	72.6
0600	22	0	21	0	0	0	0	0	0	0	1	0	0	2	9.1	1	4.5	0	0.0	69.1	73
0700	32	0	18	1	7	1	4	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	57.6	67.8
0800	41	1	33	0	2	0	0	0	0	2	3	0	0	1	2.4	1	2.4	1	2.4	58.7	68.5
0900	36	0	30	0	1	1	1	0	0	1	2	0	0	0	0.0	0	0.0	0	0.0	56.7	65
1000	53	0	39	0	5	2	2	0	1	1	3	0	0	0	0.0	0	0.0	0	0.0	56.4	67
1100	45	0	36	0	5	0	1	0	1	1	1	0	0	1	2.2	0	0.0	0	0.0	54.8	66.7
1200	41	1	32	0	1	0	3	0	2	1	1	0	0	1	2.4	0	0.0	0	0.0	53	70.2
1300	36	0	28	1	3	0	0	0	1	0	2	1	0	0	0.0	0	0.0	0	0.0	57.6	66.7
1400	45	0	40	0	3	0	1	0	0	0	0	1	0	0	0.0	0	0.0	0	0.0	57.5	67
1500	36	1	24	2	6	1	1	0	0	0	1	0	0	1	2.8	1	2.8	0	0.0	59.4	73
1600	57	0	45	0	8	1	1	0	1	1	0	0	0	1	1.8	1	1.8	1	1.8	55.5	63.2
1700	30	0	27	0	2	0	1	0	0	0	0	0	0	1	3.3	0	0.0	0	0.0	60.6	68.8
1800	26	0	23	0	3	0	0	0	0	0	0	0	0	4	15.4	2	7.7	1	3.8	65.7	83.2
1900	13	0	12	0	1	0	0	0	0	0	0	0	0	2	15.4	0	0.0	0	0.0	65.5	79.3
2000	15	0	12	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.6	75.1
2100	9	0	7	0	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.1	-
2200	5	0	4	0	0	1	0	0	0	0	0	0	0	1	20.0	1	20.0	1	20.0	69.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	478	3	375	4	46	6	15	0	6	7	14	2	0	10	2.1	5	1.0	3	0.6	57.3	67.8
06-22	537	3	427	4	51	7	15	0	6	7	15	2	0	14	2.6	6	1.1	3	0.6	58.2	69.5
06-00	542	3	431	4	51	8	15	0	6	7	15	2	0	15	2.8	7	1.3	4	0.7	58.3	69.5
00-00	572	3	455	4	56	8	15	0	7	7	15	2	0	16	2.8	8	1.4	4	0.7	58.7	69.7

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Wednesday 1 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	72.1	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	70.5	-
0500	17	0	13	0	4	0	0	0	0	0	0	0	0	4	23.5	1	5.9	1	5.9	70.2	83.9
0600	20	0	15	0	1	0	3	0	0	1	0	0	0	3	15.0	0	0.0	0	0.0	65.7	79.4
0700	38	0	24	1	5	1	5	0	2	0	0	0	0	1	2.6	0	0.0	0	0.0	60.2	70.4
0800	54	0	42	1	4	1	3	0	0	3	0	0	0	2	3.7	1	1.9	0	0.0	57.6	70.4
0900	58	0	46	2	4	1	3	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	59.1	66.4
1000	63	0	45	2	6	3	2	1	1	2	0	0	1	1	1.6	0	0.0	0	0.0	55.5	67.2
1100	37	0	29	1	1	1	2	0	2	1	0	0	0	1	2.7	1	2.7	0	0.0	57.3	72.7
1200	59	0	47	0	6	0	3	0	1	1	1	0	0	1	1.7	0	0.0	0	0.0	55.2	66.8
1300	41	0	31	0	5	0	4	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	55.6	69
1400	35	0	29	0	3	0	3	0	0	0	0	0	0	1	2.9	0	0.0	0	0.0	59.9	68.9
1500	41	0	28	0	5	0	7	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	55.3	67.1
1600	64	0	45	2	8	3	4	0	0	0	2	0	0	1	1.6	0	0.0	0	0.0	57.3	66.4
1700	37	0	28	1	6	0	1	0	0	0	1	0	0	2	5.4	0	0.0	0	0.0	60.4	68.3
1800	30	1	20	1	6	2	0	0	0	0	0	0	0	1	3.3	1	3.3	0	0.0	62.2	71.4
1900	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.6	-
2000	14	0	10	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.9	74.4
2100	11	0	10	0	1	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	63.7	77.5
2200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	557	1	414	11	59	12	37	1	6	7	8	0	1	11	2.0	3	0.5	0	0.0	57.6	68.2
06-22	611	1	457	11	66	12	40	1	6	8	8	0	1	15	2.5	3	0.5	0	0.0	58.3	69
06-00	614	1	459	11	67	12	40	1	6	8	8	0	1	15	2.4	3	0.5	0	0.0	58.3	69.1
00-00	636	1	477	11	71	12	40	1	6	8	8	0	1	19	3.0	4	0.6	1	0.2	58.7	69.5

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Thursday 2 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.5	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	82.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.8	-
0300	7	0	6	0	0	0	0	0	1	0	0	0	0	1	14.3	0	0.0	0	0.0	61.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	22	0	17	1	3	0	0	0	1	0	0	0	0	2	9.1	1	4.5	0	0.0	65.6	75.9
0600	26	0	19	0	3	1	2	0	0	0	1	0	0	2	7.7	2	7.7	0	0.0	67.2	77.5
0700	39	0	22	0	13	1	2	0	0	1	0	0	0	1	2.6	0	0.0	0	0.0	62.4	72.5
0800	47	1	36	1	3	0	3	0	0	1	2	0	0	0	0.0	0	0.0	0	0.0	60.4	69.3
0900	48	0	41	1	3	2	0	0	0	1	0	0	0	2	4.2	1	2.1	0	0.0	60.9	71
1000	62	0	49	1	3	2	3	0	0	3	1	0	0	0	0.0	0	0.0	0	0.0	55.1	66.9
1100	36	0	27	0	5	0	2	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	55.5	66.4
1200	44	0	32	1	2	1	2	0	0	3	3	0	0	1	2.3	0	0.0	0	0.0	58.4	68.4
1300	46	0	36	1	2	2	1	0	2	0	2	0	0	2	4.3	0	0.0	0	0.0	55	67.1
1400	41	0	34	1	3	0	1	2	0	0	0	0	0	1	2.4	0	0.0	0	0.0	58.9	72.8
1500	44	1	32	2	1	1	3	1	1	0	2	0	0	0	0.0	0	0.0	0	0.0	53.1	61.7
1600	58	1	44	0	9	0	1	2	1	0	0	0	0	0	0.0	0	0.0	0	0.0	57.5	65.1
1700	44	0	39	0	3	0	0	0	1	1	0	0	0	3	6.8	1	2.3	0	0.0	61.8	72.8
1800	33	0	29	0	4	0	0	0	0	0	0	0	0	1	3.0	1	3.0	1	3.0	64.9	71.2
1900	10	0	7	0	1	2	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.1	-
2000	13	0	12	0	1	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	66.3	70.4
2100	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.6	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	68.1	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.1	-
07-19	542	3	421	8	51	9	18	5	5	11	11	0	0	11	2.0	3	0.6	1	0.2	58.4	67.6
06-22	596	3	463	8	57	12	20	5	5	11	12	0	0	14	2.3	5	0.8	1	0.2	59	68.4
06-00	602	3	469	8	57	12	20	5	5	11	12	0	0	14	2.3	5	0.8	1	0.2	59.1	68.6
00-00	636	3	497	9	60	12	20	5	7	11	12	0	0	18	2.8	6	0.9	1	0.2	59.4	69.3

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound / Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Friday 3 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.4	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	51.9	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	71.3	-
0500	23	0	16	0	3	2	1	0	0	1	0	0	0	3	13.0	1	4.3	1	4.3	66.6	78.5
0600	43	0	35	1	1	0	2	0	1	1	1	1	0	0	0.0	0	0.0	0	0.0	57.7	64.9
0700	32	0	21	1	5	1	1	0	0	2	0	1	0	1	3.1	1	3.1	0	0.0	61.7	72.5
0800	47	0	42	0	3	0	2	0	0	0	0	0	0	3	6.4	1	2.1	0	0.0	59.5	68.9
0900	51	1	42	0	3	0	2	0	1	0	2	0	0	1	2.0	0	0.0	0	0.0	55.7	66.1
1000	48	0	33	1	11	0	1	0	0	0	1	1	0	3	6.3	1	2.1	0	0.0	61.2	69.9
1100	41	0	26	4	4	2	5	0	0	0	0	0	0	2	4.9	0	0.0	0	0.0	53.2	75.3
1200	43	0	32	1	6	0	2	0	1	0	1	0	0	1	2.3	1	2.3	0	0.0	54.7	62
1300	55	0	46	0	5	0	3	0	0	0	1	0	0	1	1.8	0	0.0	0	0.0	55.1	65.1
1400	50	0	40	1	3	2	2	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	56.5	69.1
1500	54	0	38	3	2	3	6	0	0	1	1	0	0	2	3.7	2	3.7	1	1.9	54.3	63.7
1600	52	0	38	3	5	0	4	0	1	0	1	0	0	2	3.8	0	0.0	0	0.0	55.8	68.3
1700	49	0	44	0	1	0	1	0	1	1	1	0	0	0	0.0	0	0.0	0	0.0	59.4	69.7
1800	34	0	29	0	4	1	0	0	0	0	0	0	0	3	8.8	2	5.9	0	0.0	60.5	74
1900	22	0	21	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.6	74.8
2000	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	69.2	-
2100	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.5	-
2200	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	60	-
2300	3	0	2	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.8	-
07-19	556	1	431	14	52	9	29	0	4	5	9	2	0	19	3.4	8	1.4	1	0.2	57.1	68.3
06-22	635	1	499	15	56	9	31	0	5	6	10	3	0	19	3.0	8	1.3	1	0.2	57.7	68.5
06-00	644	1	506	15	57	10	31	0	5	6	10	3	0	20	3.1	8	1.2	1	0.2	57.7	68.6
00-00	671	1	525	15	60	12	32	0	6	7	10	3	0	23	3.4	9	1.3	2	0.3	58.1	69.1

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound / Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Saturday 4 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.5	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	75.3	-
0400	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	66.5	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.8	-
0600	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.9	-
0700	14	0	9	0	2	0	3	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.4	73.9
0800	17	0	12	1	1	0	0	0	2	1	0	0	0	2	11.8	0	0.0	0	0.0	62.2	78.3
0900	31	0	26	0	2	0	0	0	0	1	2	0	0	2	6.5	0	0.0	0	0.0	59.7	68.5
1000	32	0	25	2	2	2	1	0	0	0	0	0	0	1	3.1	1	3.1	0	0.0	57.1	67.9
1100	35	0	33	1	1	0	0	0	0	0	0	0	0	3	8.6	1	2.9	0	0.0	62.7	69.6
1200	34	1	29	0	2	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.8	66.9
1300	24	0	21	1	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.5	72.1
1400	21	0	19	0	2	0	0	0	0	0	0	0	0	2	9.5	0	0.0	0	0.0	64.7	78.3
1500	20	0	19	0	1	0	0	0	0	0	0	0	0	1	5.0	1	5.0	0	0.0	61.3	73
1600	25	0	20	3	1	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	57.2	69.9
1700	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.7	67.7
1800	17	0	16	0	1	0	0	0	0	0	0	0	0	4	23.5	1	5.9	0	0.0	64.7	82.4
1900	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.6	-
2000	14	1	12	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.8	74.2
2100	10	0	8	1	1	0	0	0	0	0	0	0	0	1	10.0	1	10.0	0	0.0	61.9	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.5	-
2300	7	0	5	0	2	0	0	0	0	0	0	0	0	1	14.3	1	14.3	0	0.0	57.1	-
07-19	288	1	247	8	16	4	5	0	2	2	3	0	0	15	5.2	4	1.4	0	0.0	59.8	71.6
06-22	323	2	277	9	18	5	5	0	2	2	3	0	0	16	5.0	5	1.5	0	0.0	59.9	72.1
06-00	332	2	284	9	20	5	5	0	2	2	3	0	0	17	5.1	6	1.8	0	0.0	59.8	72.1
00-00	344	2	294	9	20	5	5	0	3	2	4	0	0	17	4.9	6	1.7	0	0.0	60.1	72.1

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound / Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Sunday 5 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.1	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	81.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.6	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.3	-
0900	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.9	73.9
1000	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.1	70.1
1100	18	0	15	0	3	0	0	0	0	0	0	0	0	2	11.1	1	5.6	1	5.6	62.6	75.7
1200	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58	71.8
1300	21	0	19	0	1	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	60.5	72.6
1400	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.9	67.8
1500	19	1	17	0	0	1	0	0	0	0	0	0	0	1	5.3	0	0.0	0	0.0	64.5	77.3
1600	12	2	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.9	67
1700	18	0	13	0	4	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	60.7	74.5
1800	18	1	16	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.4	72.5
1900	10	0	8	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.6	-
2000	10	0	9	1	0	0	0	0	0	0	0	0	0	1	10.0	1	10.0	0	0.0	62.5	-
2100	12	0	9	2	1	0	0	0	0	0	0	0	0	2	16.7	1	8.3	1	8.3	62.2	83.8
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	45	-
07-19	182	4	166	0	9	1	0	0	1	0	1	0	0	3	1.6	1	0.5	1	0.5	61.2	71.8
06-22	216	4	194	4	11	1	0	0	1	0	1	0	0	6	2.8	3	1.4	2	0.9	61.3	71.9
06-00	219	4	197	4	11	1	0	0	1	0	1	0	0	6	2.7	3	1.4	2	0.9	61.1	71.8
00-00	222	4	200	4	11	1	0	0	1	0	1	0	0	7	3.2	3	1.4	2	0.9	61.2	71.9

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound / Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Monday 6 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	4	0	3	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	58.5	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	61	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.9	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.4	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0800	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	67.4	-
0900	8	1	5	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.1	-
1000	18	0	16	0	2	0	0	0	0	0	0	0	0	2	11.1	0	0.0	0	0.0	61.3	76.7
1100	20	0	18	0	2	0	0	0	0	0	0	0	0	2	10.0	0	0.0	0	0.0	59.8	72.1
1200	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.2	67.9
1300	19	0	16	1	1	0	0	0	1	0	0	0	0	1	5.3	0	0.0	0	0.0	62.3	74.1
1400	18	1	14	0	1	0	0	0	0	2	0	0	0	1	5.6	0	0.0	0	0.0	58.8	66.5
1500	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.3	-
1600	14	0	11	0	2	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	59.6	69.5
1700	21	2	16	0	3	0	0	0	0	0	0	0	0	2	9.5	2	9.5	2	9.5	65.3	75.5
1800	23	3	17	0	3	0	0	0	0	0	0	0	0	2	8.7	1	4.3	0	0.0	61.2	75.3
1900	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.2	74.7
2000	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.9	-
2100	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	173	7	145	1	16	0	0	0	2	2	0	0	0	11	6.4	3	1.7	2	1.2	61.2	72
06-22	197	9	166	1	17	0	0	0	2	2	0	0	0	11	5.6	3	1.5	2	1.0	60.9	72.3
06-00	201	9	170	1	17	0	0	0	2	2	0	0	0	11	5.5	3	1.5	2	1.0	60.9	72.2
00-00	209	9	176	1	17	0	0	0	4	2	0	0	0	11	5.3	3	1.4	2	1.0	60.8	72.1

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6.3	0	6.3	0	0.0	59	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	16.7	0	0.0	0	0.0	67.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	25.0	0	0.0	0	0.0	66.1	-
0300	2	0	1	0	0	0	0	0	1	0	0	0	0	0	7.7	0	0.0	0	0.0	60.8	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	68.4	-
0500	13	0	10	0	2	0	0	0	0	0	0	0	0	1	9.9	0	3.3	0	2.2	67.1	76.4
0600	17	0	14	0	1	0	1	0	0	0	0	0	0	1	5.9	0	2.5	0	0.0	63.5	71.2
0700	22	0	13	0	5	1	2	0	0	0	0	0	0	0	1.9	0	0.6	0	0.0	60.2	70
0800	30	0	25	0	2	0	1	0	0	1	1	0	0	1	4.2	0	1.4	0	0.5	59.5	70.6
0900	35	0	29	0	2	1	1	0	0	0	1	0	0	1	2.1	0	0.4	0	0.0	58.6	66.7
1000	42	0	32	1	4	1	1	0	0	1	1	0	0	1	2.4	0	0.7	0	0.0	57.5	67.8
1100	33	0	26	1	3	0	1	0	0	0	0	0	0	2	4.7	0	1.3	0	0.4	57.2	69.5
1200	38	0	31	0	2	0	2	0	1	1	1	0	0	1	1.5	0	0.4	0	0.0	56.3	66.9
1300	35	0	28	1	3	0	1	0	1	0	1	0	0	1	1.7	0	0.0	0	0.0	57	68
1400	33	0	28	0	2	0	1	0	0	0	0	0	0	1	2.2	0	0.0	0	0.0	58.8	69.2
1500	32	0	24	1	2	1	2	0	0	0	1	0	0	1	2.3	1	1.8	0	0.5	56.7	68.5
1600	40	0	30	1	5	1	1	0	1	0	1	0	0	1	1.4	0	0.4	0	0.4	57	66.2
1700	31	0	26	0	3	0	0	0	0	0	0	0	0	1	3.7	0	1.4	0	0.9	60.6	70.1
1800	26	1	21	0	3	0	0	0	0	0	0	0	0	2	8.3	1	4.4	0	1.1	63	74
1900	12	0	11	0	1	0	0	0	0	0	0	0	0	0	2.4	0	0.0	0	0.0	64.4	73
2000	12	0	10	0	1	0	0	0	0	0	0	0	0	0	2.4	0	1.2	0	0.0	63.2	74.7
2100	8	0	6	0	1	0	0	0	0	0	0	0	0	1	7.3	0	3.6	0	1.8	60.7	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	8.3	0	4.2	0	4.2	62.3	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6.7	0	6.7	0	0.0	58	-
07-19	397	3	314	7	36	6	15	1	4	5	7	1	0	11	2.9	4	1.0	1	0.3	58.3	68.8
06-22	445	3	355	7	39	7	16	1	4	5	7	1	0	14	3.1	5	1.1	1	0.3	58.8	69.5
06-00	451	3	359	7	40	7	16	1	4	5	7	1	0	14	3.1	5	1.1	1	0.3	58.9	69.5
00-00	470	3	375	8	42	7	16	1	5	5	7	1	0	16	3.4	6	1.2	2	0.4	59.1	69.8

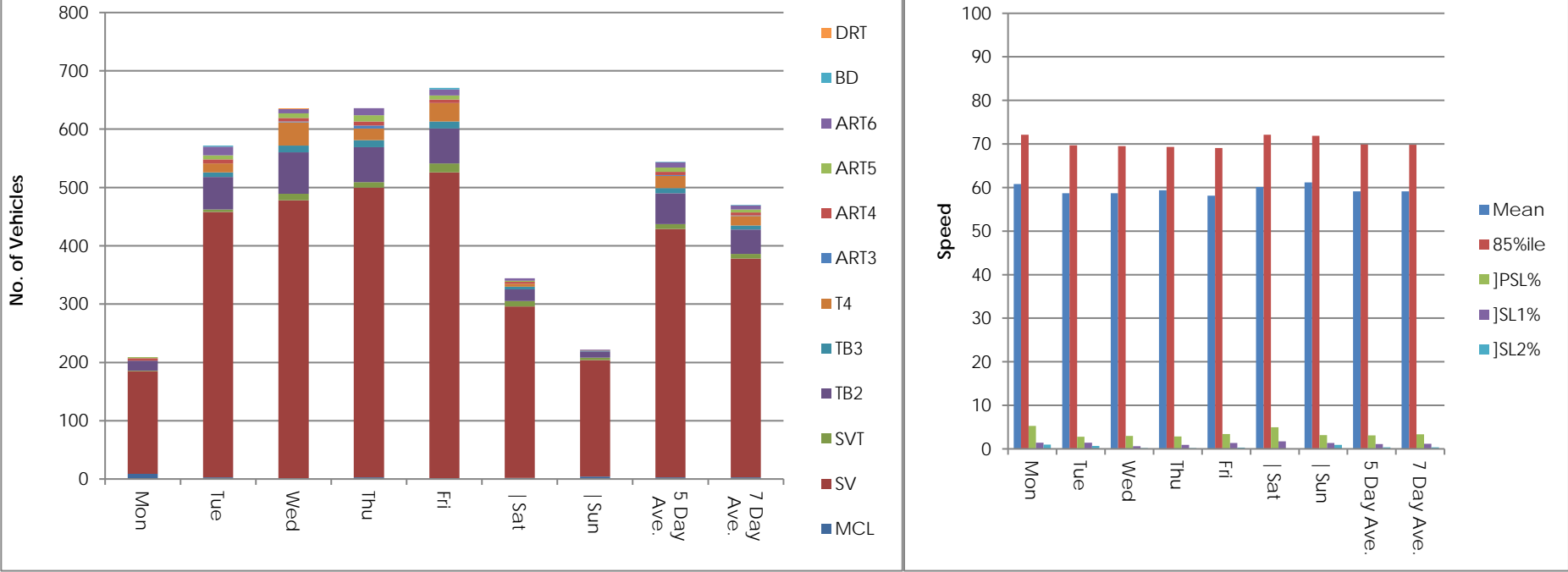
Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	209	9	176	1	17	0	0	0	4	2	0	0	0	11	5.3	3	1.4	2	1.0	60.8	72.1
Tue	572	3	455	4	56	8	15	0	7	7	15	2	0	16	2.8	8	1.4	4	0.7	58.7	69.7
Wed	636	1	477	11	71	12	40	1	6	8	8	0	1	19	3.0	4	0.6	1	0.2	58.7	69.5
Thu	636	3	497	9	60	12	20	5	7	11	12	0	0	18	2.8	6	0.9	1	0.2	59.4	69.3
Fri	671	1	525	15	60	12	32	0	6	7	10	3	0	23	3.4	9	1.3	2	0.3	58.1	69.1
Sat	344	2	294	9	20	5	5	0	3	2	4	0	0	17	4.9	6	1.7	0	0.0	60.1	72.1
Sun	222	4	200	4	11	1	0	0	1	0	1	0	0	7	3.2	3	1.4	2	0.9	61.2	71.9
5 Day Ave.	545	3	426	8	53	9	21	1	6	7	9	1	0	17	3.1	6	1.1	2	0.4	59.1	69.9
7 Day Ave.	470	3	375	8	42	7	16	1	5	5	7	1	0	16	3.4	6	1.2	2	0.4	59.1	69.8
--	3290	23	2624	53	295	50	112	6	34	37	50	5	1	111	3.4	39	1.2	12	0.4	59.1	69.8

Summary Graphs



Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Tuesday 30 April 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	0	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	0	0	0	0	0	0	0	0	0	0	5	2	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0
0600	22	0	0	0	0	0	0	0	0	0	0	1	0	3	12	4	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	32	0	0	0	0	0	0	2	0	1	5	5	3	7	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0
0800	41	0	0	0	0	0	1	0	0	1	4	10	12	4	4	2	2	0	0	0	1	0	0	0	0	0	0	0	0
0900	36	0	0	0	0	1	0	1	0	0	2	9	12	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	53	0	0	0	0	0	0	1	2	3	4	15	10	10	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	45	0	0	0	0	0	0	0	7	2	4	10	8	7	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0
1200	41	0	0	0	0	0	1	0	8	1	5	7	9	3	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0
1300	36	0	0	0	0	0	0	1	2	1	3	5	8	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	45	0	0	0	0	0	0	0	0	7	3	6	8	13	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	36	0	0	0	0	1	0	0	1	2	7	0	7	5	2	9	1	0	1	0	0	0	0	0	0	0	0	0	0
1600	57	0	0	0	0	1	0	1	0	6	7	7	14	15	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0
1700	30	0	0	0	0	0	0	0	0	1	3	2	9	9	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	26	0	0	0	0	0	0	1	0	1	0	4	2	4	5	2	3	2	1	1	0	0	0	0	0	0	0	0	0
1900	13	0	0	0	0	0	0	0	0	0	1	1	2	1	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	15	0	0	0	0	0	0	0	0	0	1	3	1	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	0	0	0	0	0	0	0	1	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	478	0	0	0	0	3	2	7	20	26	47	80	102	92	42	33	14	5	2	2	1	0	0	0	0	0	0	0	0
06-22	537	0	0	0	0	3	2	7	20	27	49	86	107	100	65	41	16	8	3	2	1	0	0	0	0	0	0	0	0
06-00	542	0	0	0	0	3	2	8	20	27	49	87	107	100	66	42	16	8	3	2	1	0	0	0	0	1	0	0	0
00-00	572	0	0	0	0	3	3	8	21	27	50	87	112	103	77	47	18	8	4	2	1	0	0	0	0	1	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Wednesday 1 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	17	0	0	0	0	0	0	0	0	0	0	1	2	2	5	1	2	3	0	1	0	0	0	0	0	0	0	0	0
0600	20	0	0	0	0	0	0	0	0	0	0	3	1	5	8	0	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	38	0	0	0	0	0	1	1	1	2	3	3	4	8	10	2	2	1	0	0	0	0	0	0	0	0	0	0	0
0800	54	0	0	0	0	0	0	1	0	2	6	17	9	9	1	4	3	1	1	0	0	0	0	0	0	0	0	0	0
0900	58	0	0	0	0	1	0	0	0	3	3	9	8	17	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	63	0	0	0	0	0	1	1	1	5	7	17	11	9	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0
1100	37	0	0	0	0	0	0	1	2	2	4	12	3	0	3	9	0	0	1	0	0	0	0	0	0	0	0	0	0
1200	59	0	0	0	0	0	0	0	1	5	18	10	8	6	6	1	3	1	0	0	0	0	0	0	0	0	0	0	0
1300	41	0	0	0	0	0	0	0	0	8	9	3	5	9	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1400	35	0	0	0	0	0	0	0	0	1	2	11	6	5	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1500	41	0	0	0	0	1	0	0	0	5	4	12	6	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	64	0	0	0	0	0	1	1	3	2	8	6	16	14	8	1	3	1	0	0	0	0	0	0	0	0	0	0	0
1700	37	0	0	0	0	0	1	0	0	0	5	5	7	8	6	2	1	2	0	0	0	0	0	0	0	0	0	0	0
1800	30	0	0	0	0	1	0	0	0	0	2	2	8	5	5	6	0	0	1	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	0	0	0	0	0	0	0	1	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	0	0	0	0	0	0	0	0	0	0	5	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	11	0	0	0	0	0	0	0	0	0	0	1	2	5	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	557	0	0	0	0	3	4	5	8	35	71	107	91	96	73	36	17	8	3	0	0	0	0	0	0	0	0	0	0
06-22	611	0	0	0	0	3	4	5	8	35	72	111	99	111	87	41	20	12	3	0	0	0	0	0	0	0	0	0	0
06-00	614	0	0	0	0	4	4	5	8	35	72	112	99	111	87	41	21	12	3	0	0	0	0	0	0	0	0	0	0
00-00	636	0	0	0	0	4	4	5	8	35	72	113	101	113	95	43	24	15	3	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Thursday 2 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	22	0	0	0	0	0	0	0	0	0	2	1	1	6	4	4	2	1	1	0	0	0	0	0	0	0	0	0	0
0600	26	0	0	0	0	0	0	0	0	0	2	1	1	4	10	4	2	0	2	0	0	0	0	0	0	0	0	0	0
0700	39	0	0	0	0	0	0	0	0	0	1	4	12	8	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0
0800	47	0	0	0	0	1	0	0	0	0	3	4	11	19	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	48	0	0	0	0	0	0	1	0	2	2	6	9	11	9	5	1	1	1	0	0	0	0	0	0	0	0	0	0
1000	62	0	0	0	0	1	1	0	0	3	10	15	16	5	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	36	0	0	2	0	0	0	0	0	4	4	3	8	4	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	44	0	0	0	0	0	0	0	1	1	4	17	2	7	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0
1300	46	0	0	0	0	1	0	0	0	13	2	6	4	10	6	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1400	41	0	0	0	0	0	0	1	3	2	2	7	7	4	7	4	3	1	0	0	0	0	0	0	0	0	0	0	0
1500	44	0	0	0	0	2	1	0	0	6	1	12	13	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	58	0	0	0	0	0	1	0	1	3	1	10	22	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	44	0	0	0	0	0	0	0	0	2	1	3	13	16	1	3	2	2	1	0	0	0	0	0	0	0	0	0	0
1800	33	0	0	0	0	0	0	0	1	0	1	1	2	8	15	3	1	0	0	1	0	0	0	0	0	0	0	0	0
1900	10	0	0	0	0	0	0	0	0	0	0	2	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	13	0	0	0	0	0	0	0	0	0	1	0	0	3	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	542	0	0	2	0	5	3	2	6	36	32	88	119	110	82	36	10	8	2	1	0	0	0	0	0	0	0	0	0
06-22	596	0	0	2	0	5	3	2	6	36	36	91	123	120	104	42	12	9	4	1	0	0	0	0	0	0	0	0	0
06-00	602	0	0	2	0	5	3	2	6	36	36	92	124	120	104	45	13	9	4	1	0	0	0	0	0	0	0	0	0
00-00	636	0	0	2	0	5	3	2	6	36	38	100	126	126	108	51	15	12	5	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Friday 3 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	0	0	0	0	1	0	1	2	2	6	0	6	2	2	0	1	0	0	0	0	0	0	0	0	0
0600	43	0	0	0	0	0	0	0	0	1	4	7	19	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	32	0	0	0	0	0	0	1	0	0	1	5	7	10	2	2	3	0	1	0	0	0	0	0	0	0	0	0	0
0800	47	0	0	0	0	0	0	0	0	2	8	7	6	15	3	2	1	2	1	0	0	0	0	0	0	0	0	0	0
0900	51	0	1	0	0	0	0	0	3	3	7	7	12	7	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	48	0	0	0	0	0	0	0	1	3	1	8	5	16	8	2	1	2	1	0	0	0	0	0	0	0	0	0	0
1100	41	0	0	0	1	1	1	0	2	6	9	6	4	0	3	2	4	2	0	0	0	0	0	0	0	0	0	0	0
1200	43	0	0	0	0	0	0	0	0	2	5	22	5	5	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1300	55	0	0	0	0	0	2	0	2	1	17	12	3	10	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0
1400	50	0	0	0	0	1	0	2	2	1	7	8	7	11	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0
1500	54	0	0	0	0	0	2	0	2	3	10	14	9	7	4	0	1	0	1	1	0	0	0	0	0	0	0	0	0
1600	52	0	0	0	0	1	1	1	3	4	7	6	11	7	5	4	0	2	0	0	0	0	0	0	0	0	0	0	0
1700	49	0	0	0	0	0	0	0	0	4	3	10	10	10	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0
1800	34	0	0	0	0	0	0	0	1	6	2	4	2	6	7	2	1	1	2	0	0	0	0	0	0	0	0	0	0
1900	22	0	0	0	0	0	0	0	0	0	0	2	1	4	11	1	3	0	0	0	0	0	0	0	0	0	0	0	0
2000	9	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	556	0	1	0	1	3	6	4	16	35	77	109	81	104	55	27	18	11	7	1	0	0	0	0	0	0	0	0	0
06-22	635	0	1	0	1	3	6	4	16	36	82	119	102	115	75	31	25	11	7	1	0	0	0	0	0	0	0	0	0
06-00	644	0	1	0	1	3	6	4	17	36	82	120	104	116	77	31	26	12	7	1	0	0	0	0	0	0	0	0	0
00-00	671	0	1	0	1	3	6	4	18	36	83	123	107	123	77	38	28	14	7	2	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Saturday 4 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	14	0	0	0	0	0	0	0	1	0	4	3	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	17	0	0	0	0	0	0	1	0	0	2	2	3	3	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0
0900	31	0	0	0	0	0	0	0	1	1	4	7	1	10	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1000	32	0	0	0	0	0	1	0	0	2	3	8	6	4	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0
1100	35	0	0	0	0	0	0	0	0	0	5	3	5	7	11	0	1	2	1	0	0	0	0	0	0	0	0	0	0
1200	34	0	0	0	0	1	1	0	0	1	3	5	8	9	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0
1300	24	0	0	0	0	1	0	0	1	1	1	3	4	3	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1400	21	0	0	0	0	0	0	0	0	1	2	4	0	1	7	1	3	2	0	0	0	0	0	0	0	0	0	0	0
1500	20	0	0	0	0	0	0	0	0	3	0	4	1	4	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0
1600	25	0	0	0	0	0	0	0	2	1	3	4	4	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	18	0	0	0	0	0	0	0	1	2	2	2	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	17	0	0	0	0	0	0	0	1	0	3	1	1	2	3	1	1	3	1	0	0	0	0	0	0	0	0	0	0
1900	7	0	0	0	0	0	0	0	0	0	0	1	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	0	0	0	0	1	1	1	1	0	2	2	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	0	0	0	0	0	0	1	0	0	3	1	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	288	0	0	0	0	2	2	1	7	12	32	46	36	56	46	18	15	11	4	0	0	0	0	0	0	0	0	0	0
06-22	323	0	0	0	0	2	3	2	9	13	32	53	39	63	50	23	18	11	5	0	0	0	0	0	0	0	0	0	0
06-00	332	0	0	0	0	2	3	2	10	13	33	56	39	66	50	23	18	11	6	0	0	0	0	0	0	0	0	0	0
00-00	344	0	0	0	0	2	3	2	10	13	33	56	39	70	56	23	20	11	6	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Sunday 5 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	11	0	0	0	0	0	0	0	0	0	1	2	1	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	0	0	0	0	0	0	0	0	0	1	3	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	18	0	0	0	0	0	0	0	0	0	1	4	5	3	2	1	0	1	0	0	0	1	0	0	0	0	0	0	0
1200	26	0	0	0	1	0	0	0	2	0	1	6	4	3	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	21	0	0	0	0	0	0	0	1	2	1	1	4	4	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	21	0	0	0	0	0	0	0	0	0	4	2	6	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	19	0	0	0	0	0	0	0	0	2	0	0	4	1	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0
1600	12	0	0	0	0	0	0	0	0	0	1	1	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	18	0	0	0	0	0	1	1	0	1	1	0	2	3	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	0	0	0	0	0	0	0	1	0	3	4	2	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	10	0	0	0	0	0	0	0	0	0	0	3	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	0	0	0	0	0	0	0	1	1	0	3	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	12	0	0	0	0	0	0	0	0	2	1	1	3	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	182	0	0	0	1	0	1	1	3	6	10	20	38	31	36	24	8	2	0	0	0	1	0	0	0	0	0	0	0
06-22	216	0	0	0	1	0	1	1	3	9	12	25	46	36	39	29	8	3	1	1	0	1	0	0	0	0	0	0	0
06-00	219	0	0	0	1	0	1	2	4	9	12	25	46	36	40	29	8	3	1	1	0	1	0	0	0	0	0	0	0
00-00	222	0	0	0	1	0	1	2	4	9	12	25	47	36	41	29	8	4	1	1	0	1	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Monday 6 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	5	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	8	0	0	0	0	1	0	0	0	0	0	1	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	18	0	0	0	0	1	0	1	0	1	0	0	3	5	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0
1100	20	0	0	0	0	1	0	0	0	0	2	4	4	4	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0
1200	19	0	0	0	0	0	0	0	0	0	2	3	2	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	19	0	0	0	0	0	0	0	1	0	1	2	2	6	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1400	18	0	0	0	0	1	0	0	0	0	1	1	6	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	8	0	0	0	0	0	0	0	0	2	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	14	0	0	0	0	0	0	1	0	0	0	2	4	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	21	0	0	0	0	1	0	0	0	0	0	0	5	5	5	2	1	0	0	2	0	0	0	0	0	0	0	0	0
1800	23	0	0	0	0	0	1	0	1	1	2	0	5	1	8	1	1	1	1	0	0	0	0	0	0	0	0	0	0
1900	12	0	0	0	0	0	0	0	0	1	0	2	1	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	0	0	0	0	0	0	1	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	173	0	0	0	0	5	1	2	2	4	8	14	34	36	38	13	5	8	1	2	0	0	0	0	0	0	0	0	0
06-22	197	0	0	0	1	6	1	2	3	5	8	17	36	42	41	17	7	8	1	2	0	0	0	0	0	0	0	0	0
06-00	201	0	0	0	1	6	1	2	3	5	8	18	37	43	41	18	7	8	1	2	0	0	0	0	0	0	0	0	0
00-00	209	0	0	0	1	6	1	2	3	5	9	20	37	45	44	18	7	8	1	2	0	0	0	0	0	0	0	0	0

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound / Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	13	0	0	0	0	0	0	0	0	0	0	1	1	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	17	0	0	0	0	0	0	0	0	0	1	2	3	3	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	22	0	0	0	0	0	0	1	0	0	2	3	4	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	30	0	0	0	0	0	0	0	0	1	3	6	6	7	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0900	35	0	0	0	0	0	0	0	1	1	3	6	6	8	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	42	0	0	0	0	0	0	0	1	2	4	9	8	8	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1100	33	0	0	0	0	0	0	0	2	2	4	6	5	4	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1200	38	0	0	0	0	0	0	0	2	1	5	10	5	6	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	35	0	0	0	0	0	0	0	1	4	5	5	4	7	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1400	33	0	0	0	0	0	0	0	1	2	3	6	6	6	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1500	32	0	0	0	0	1	0	0	0	3	3	6	6	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	40	0	0	0	0	0	0	1	1	2	4	5	11	8	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	31	0	0	0	0	0	0	0	0	1	2	3	7	8	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0
1800	26	0	0	0	0	0	0	0	1	1	1	2	3	4	7	2	1	1	1	0	0	0	0	0	0	0	0	0	0
1900	12	0	0	0	0	0	0	0	0	0	0	2	1	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	12	0	0	0	0	0	0	0	0	0	0	1	2	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	397	0	0	0	0	3	3	3	9	22	40	66	72	75	53	27	12	8	3	1	0	0	0	0	0	0	0	0	0
06-22	445	0	0	0	0	3	3	3	9	23	42	72	79	84	66	32	15	9	3	1	0	0	0	0	0	0	0	0	0
06-00	451	0	0	0	0	3	3	4	10	23	42	73	79	85	66	33	16	9	4	1	0	0	0	0	0	0	0	0	0
00-00	470	0	0	0	0	3	3	4	10	23	42	75	81	88	71	36	17	10	4	1	0	0	0	0	0	0	0	0	0

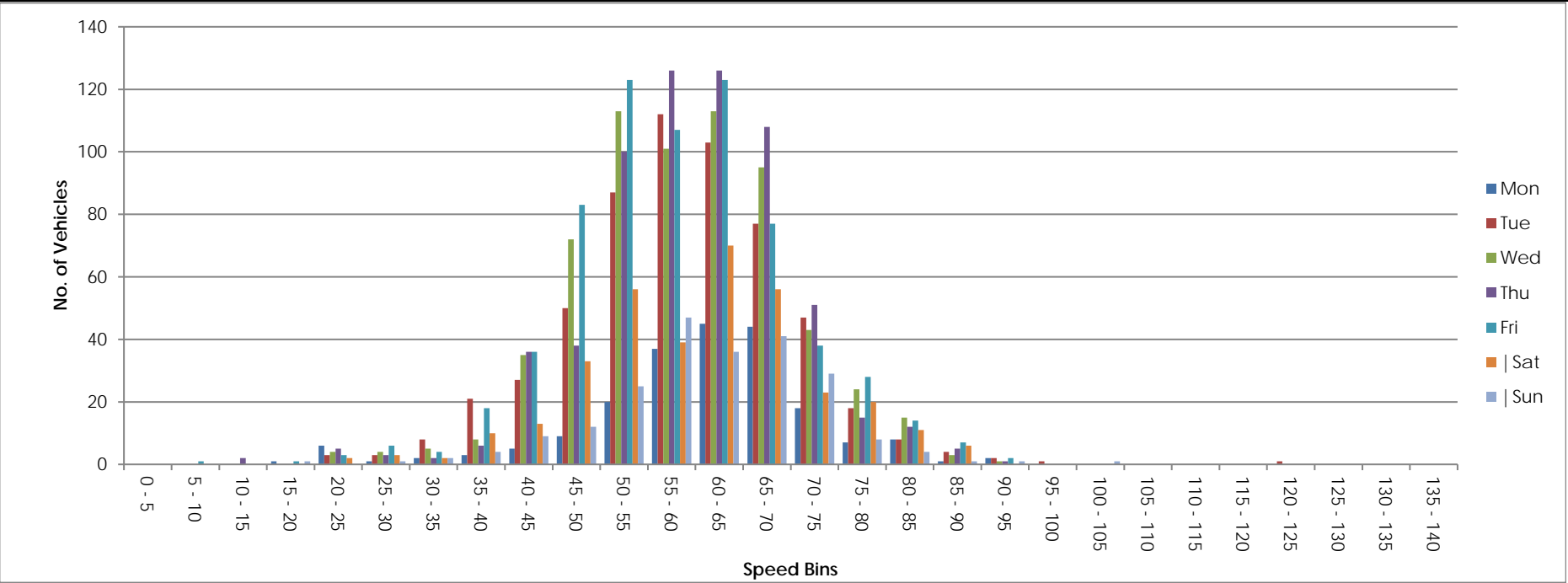
Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	209	0	0	0	1	6	1	2	3	5	9	20	37	45	44	18	7	8	1	2	0	0	0	0	0	0	0	0	0
Tue	572	0	0	0	0	3	3	8	21	27	50	87	112	103	77	47	18	8	4	2	1	0	0	0	0	1	0	0	0
Wed	636	0	0	0	0	4	4	5	8	35	72	113	101	113	95	43	24	15	3	1	0	0	0	0	0	0	0	0	0
Thu	636	0	0	2	0	5	3	2	6	36	38	100	126	126	108	51	15	12	5	1	0	0	0	0	0	0	0	0	0
Fri	671	0	1	0	1	3	6	4	18	36	83	123	107	123	77	38	28	14	7	2	0	0	0	0	0	0	0	0	0
Sat	344	0	0	0	0	2	3	2	10	13	33	56	39	70	56	23	20	11	6	0	0	0	0	0	0	0	0	0	0
Sun	222	0	0	0	1	0	1	2	4	9	12	25	47	36	41	29	8	4	1	1	0	1	0	0	0	0	0	0	0
5 Day Ave.	545	0	0	0	0	4	3	4	11	28	50	89	97	102	80	39	18	11	4	2	0	0	0	0	0	0	0	0	0
7 Day Ave.	470	0	0	0	0	3	3	4	10	23	42	75	81	88	71	36	17	10	4	1	0	0	0	0	0	0	0	0	0
--	3290	0	1	2	3	23	21	25	70	161	297	524	569	616	498	249	120	72	27	9	1	1	0	0	0	1	0	0	0

Summary Graphs



Site No.	Location.	Direction.	Speed Limit - PSL (km/h)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > Speed Limit1 (+5km/h).	% > Speed Limit1 (+5km/h).	No. > Speed Limit1 (+10km/h).	% > Speed Limit1 (+10km/h).	Mean Speed	85%ile Speed
1	Local Rd, 700 metres Southeast of junction with N77	Northbound	80	Tuesday 7 May 2024	Monday 13 May 2024	1960	330	280	98	5.0	36	1.8	14	0.7	60.2	72.9
		Southbound	80	Tuesday 7 May 2024	Monday 13 May 2024	1808	304	258	10	0.6	5	0.3	1	0.1	53.6	65.2
		Northbound / Southbound	80	Tuesday 7 May 2024	Monday 13 May 2024	3768	634	538	108	2.9	41	1.1	15	0.4	57.0	69.7

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Tuesday 7 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	20	0	16	0	3	0	0	0	0	0	1	0	0	1	5.0	1	5.0	0	0.0	66.4	75.4
0600	20	0	17	0	1	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	69.4	76.1
0700	17	0	13	0	2	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.8	74.1
0800	20	0	16	1	1	0	1	0	0	1	0	0	0	1	5.0	0	0.0	0	0.0	66.9	75.7
0900	26	0	20	0	2	1	3	0	0	0	0	0	0	2	7.7	2	7.7	1	3.8	67.6	76
1000	29	0	22	1	5	0	1	0	0	0	0	0	0	2	6.9	2	6.9	1	3.4	62.9	73.9
1100	18	0	11	1	4	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.9	67.5
1200	30	0	17	2	6	1	2	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	60.5	70.6
1300	18	0	15	1	2	0	0	0	0	0	0	0	0	1	5.6	1	5.6	1	5.6	63.4	73.1
1400	21	0	14	1	3	0	2	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	57	70
1500	23	0	16	2	1	1	1	0	0	2	0	0	0	2	8.7	1	4.3	0	0.0	65.2	75.7
1600	18	0	13	1	1	0	3	0	0	0	0	0	0	2	11.1	0	0.0	0	0.0	53.9	79
1700	25	1	19	0	3	1	0	0	1	0	0	0	0	1	4.0	0	0.0	0	0.0	63.7	74.9
1800	13	1	11	0	1	0	0	0	0	0	0	0	0	1	7.7	0	0.0	0	0.0	51	70.5
1900	10	0	9	0	1	0	0	0	0	0	0	0	0	1	10.0	1	10.0	1	10.0	70.4	-
2000	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	68.2	-
2100	8	1	4	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.3	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	258	2	187	10	31	5	16	0	1	4	2	0	0	12	4.7	6	2.3	3	1.2	62.1	74
06-22	300	3	219	10	38	6	17	0	1	4	2	0	0	13	4.3	7	2.3	4	1.3	62.9	74.1
06-00	301	3	220	10	38	6	17	0	1	4	2	0	0	13	4.3	7	2.3	4	1.3	62.9	74
00-00	321	3	236	10	41	6	17	0	1	4	3	0	0	14	4.4	8	2.5	4	1.2	63.1	74.1

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Wednesday 8 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	70.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	1	100.0	0	0.0	0	0.0	81.6	-
0500	18	0	12	0	4	0	2	0	0	0	0	0	0	4	22.2	1	5.6	1	5.6	70	81.9
0600	18	0	15	0	0	0	2	0	0	1	0	0	0	1	5.6	0	0.0	0	0.0	66.8	75.5
0700	21	0	14	0	4	0	0	0	2	0	1	0	0	3	14.3	0	0.0	0	0.0	64.9	81
0800	23	0	18	0	1	0	2	0	0	0	2	0	0	2	8.7	0	0.0	0	0.0	64.4	77.5
0900	44	0	39	0	2	1	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.3	65.3
1000	35	0	31	0	2	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.7	61.1
1100	38	0	26	0	6	0	4	0	1	1	0	0	0	1	2.6	1	2.6	1	2.6	53.3	62.4
1200	43	0	34	0	2	0	5	0	1	0	1	0	0	1	2.3	1	2.3	0	0.0	56.1	65.8
1300	16	0	9	1	2	0	3	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	55.7	72.3
1400	38	0	29	0	5	1	0	0	1	0	2	0	0	1	2.6	0	0.0	0	0.0	52.1	63.7
1500	33	1	24	0	3	0	4	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	47.6	61.1
1600	26	0	15	0	1	3	5	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	55.3	68.8
1700	18	1	14	0	2	0	1	0	0	0	0	0	0	2	11.1	2	11.1	1	5.6	64.9	78.3
1800	13	1	10	0	1	0	1	0	0	0	0	0	0	3	23.1	1	7.7	0	0.0	62.9	83.5
1900	11	0	9	0	2	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	63.8	75.3
2000	5	0	3	0	2	0	0	0	0	0	0	0	0	1	20.0	0	0.0	0	0.0	65.8	-
2100	3	0	2	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	65.4	-
2200	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.5	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.7	-
07-19	348	3	263	1	31	5	29	0	6	2	8	0	0	13	3.7	5	1.4	2	0.6	56.1	68.5
06-22	385	3	292	1	35	6	31	0	6	3	8	0	0	16	4.2	5	1.3	2	0.5	57	70
06-00	388	3	294	1	35	7	31	0	6	3	8	0	0	16	4.1	5	1.3	2	0.5	57	69.7
00-00	408	3	307	1	39	7	33	0	7	3	8	0	0	21	5.1	6	1.5	3	0.7	57.7	71.1

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Thursday 9 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.9	-
0500	16	0	12	1	3	0	0	0	0	0	0	0	0	4	25.0	0	0.0	0	0.0	71.2	82.4
0600	15	0	12	0	1	1	1	0	0	0	0	0	0	2	13.3	0	0.0	0	0.0	68.9	79
0700	17	0	10	0	4	1	2	0	0	0	0	0	0	1	5.9	1	5.9	0	0.0	62.6	74.3
0800	23	1	15	0	0	1	4	0	0	2	0	0	0	1	4.3	0	0.0	0	0.0	60.8	72.4
0900	34	0	26	1	2	0	5	0	0	0	0	0	0	1	2.9	0	0.0	0	0.0	59.6	68.2
1000	25	0	18	1	3	1	0	0	1	1	0	0	0	1	4.0	1	4.0	1	4.0	61.3	68.9
1100	25	0	19	1	1	1	2	0	1	0	0	0	0	1	4.0	0	0.0	0	0.0	54.1	66.2
1200	14	1	8	0	2	0	3	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.7	76.9
1300	20	1	7	1	4	0	3	0	1	2	1	0	0	2	10.0	2	10.0	0	0.0	56.7	78.7
1400	13	0	5	2	3	0	3	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54	73.1
1500	26	1	17	0	3	0	2	0	0	1	2	0	0	0	0.0	0	0.0	0	0.0	51.2	69.7
1600	31	0	24	1	1	0	1	0	0	2	2	0	0	2	6.5	0	0.0	0	0.0	51.9	66.1
1700	20	1	12	0	4	0	0	0	1	2	0	0	0	2	10.0	0	0.0	0	0.0	56.9	70.7
1800	14	0	11	0	2	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	65	76
1900	11	1	9	0	1	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	61.3	78.2
2000	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	68	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	71.3	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.9	-
2300	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.9	-
07-19	262	5	172	7	29	4	25	0	5	10	5	0	0	11	4.2	4	1.5	1	0.4	57.1	70.7
06-22	298	6	202	7	32	5	26	0	5	10	5	0	0	14	4.7	4	1.3	1	0.3	58.3	72.2
06-00	306	6	209	7	33	5	26	0	5	10	5	0	0	14	4.6	4	1.3	1	0.3	58.5	72.4
00-00	323	6	222	8	36	5	26	0	5	10	5	0	0	18	5.6	4	1.2	1	0.3	59.1	72.9

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Friday 10 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	1	100.0	1	100.0	0	0.0	87.4	-
0500	20	0	15	0	3	0	2	0	0	0	0	0	0	3	15.0	2	10.0	0	0.0	69.2	80.9
0600	10	0	7	0	1	0	1	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	67.1	-
0700	19	0	6	1	4	1	4	0	0	0	2	1	0	1	5.3	0	0.0	0	0.0	61.3	70.6
0800	14	1	6	1	0	0	3	0	2	0	1	0	0	3	21.4	2	14.3	1	7.1	58.4	86
0900	25	0	19	0	2	0	2	0	0	0	0	2	0	0	0.0	0	0.0	0	0.0	62.7	70.9
1000	19	0	13	1	2	1	2	0	0	0	0	0	0	1	5.3	0	0.0	0	0.0	55.2	63.6
1100	34	0	25	0	3	0	5	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	55.7	64
1200	24	0	13	1	2	1	3	0	2	1	1	0	0	0	0.0	0	0.0	0	0.0	57.3	68.5
1300	23	0	13	1	3	0	4	0	0	2	0	0	0	0	0.0	0	0.0	0	0.0	53.4	73.6
1400	37	0	26	1	2	1	4	0	0	1	2	0	0	0	0.0	0	0.0	0	0.0	60.5	72.4
1500	27	0	22	0	2	0	3	0	0	0	0	0	0	1	3.7	0	0.0	0	0.0	60.8	68.3
1600	15	0	7	2	2	0	3	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	56.2	69.7
1700	12	0	8	1	2	0	1	0	0	0	0	0	0	1	8.3	0	0.0	0	0.0	59.5	77
1800	9	0	7	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.4	-
1900	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.2	-
2000	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	63.9	-
2100	9	0	6	0	3	0	0	0	0	0	0	0	0	2	22.2	1	11.1	0	0.0	70.3	-
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	64.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	258	1	165	9	26	4	34	0	5	4	7	3	0	7	2.7	2	0.8	1	0.4	58.3	70.1
06-22	295	1	194	9	32	4	35	0	5	5	7	3	0	10	3.4	3	1.0	1	0.3	59.2	70.7
06-00	303	1	202	9	32	4	35	0	5	5	7	3	0	11	3.6	3	1.0	1	0.3	59.3	70.7
00-00	324	1	217	9	35	4	37	0	6	5	7	3	0	15	4.6	6	1.9	1	0.3	60	72.4

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Saturday 11 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.3	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	5	0	4	0	1	0	0	0	0	0	0	0	0	1	20.0	1	20.0	0	0.0	75.9	-
0600	10	0	8	0	0	0	2	0	0	0	0	0	0	2	20.0	1	10.0	0	0.0	70.9	-
0700	9	0	6	1	1	0	0	0	0	0	1	0	0	2	22.2	1	11.1	0	0.0	70	-
0800	15	0	8	0	0	1	2	0	3	1	0	0	0	1	6.7	1	6.7	1	6.7	56.9	67.7
0900	13	0	8	2	1	1	0	0	1	0	0	0	0	1	7.7	0	0.0	0	0.0	57.4	72
1000	26	0	17	0	4	0	1	0	3	0	1	0	0	2	7.7	0	0.0	0	0.0	61.7	75.3
1100	10	0	5	2	1	0	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	53.5	-
1200	16	0	12	1	1	1	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	62.2	74.7
1300	22	0	19	0	3	0	0	0	0	0	0	0	0	3	13.6	1	4.5	0	0.0	68.2	80.7
1400	10	0	7	1	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.7	-
1500	9	0	7	1	1	0	0	0	0	0	0	0	0	1	11.1	1	11.1	0	0.0	57.4	-
1600	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.9	-
1700	12	1	8	2	0	0	1	0	0	0	0	0	0	2	16.7	0	0.0	0	0.0	61.8	81.4
1800	10	0	8	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.9	-
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.8	-
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.8	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.5	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	160	1	112	10	17	3	5	0	8	2	2	0	0	12	7.5	4	2.5	1	0.6	62.3	74.8
06-22	187	1	137	10	17	3	7	0	8	2	2	0	0	14	7.5	5	2.7	1	0.5	62.6	74.8
06-00	188	1	138	10	17	3	7	0	8	2	2	0	0	14	7.4	5	2.7	1	0.5	62.6	74.8
00-00	194	1	143	10	18	3	7	0	8	2	2	0	0	15	7.7	6	3.1	1	0.5	62.9	75.8

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Sunday 12 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	71.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.4	-
0800	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	44.6	-
0900	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.2	-
1000	5	1	3	0	1	0	0	0	0	0	0	0	0	1	20.0	1	20.0	1	20.0	67.8	-
1100	9	1	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.3	-
1200	14	1	10	0	3	0	0	0	0	0	0	0	0	2	14.3	1	7.1	1	7.1	65.5	82.5
1300	12	0	11	1	0	0	0	0	0	0	0	0	0	1	8.3	0	0.0	0	0.0	59.8	70.4
1400	15	0	13	0	2	0	0	0	0	0	0	0	0	1	6.7	1	6.7	0	0.0	61.3	71
1500	12	1	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.2	73.1
1600	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.4	-
1700	10	0	9	0	1	0	0	0	0	0	0	0	0	1	10.0	0	0.0	0	0.0	64.9	-
1800	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	1	12.5	1	12.5	66.5	-
1900	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.2	-
2000	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.8	-
2100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	68.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	98	5	83	1	9	0	0	0	0	0	0	0	0	7	7.1	4	4.1	3	3.1	62.8	72.9
06-22	111	6	92	1	12	0	0	0	0	0	0	0	0	7	6.3	4	3.6	3	2.7	62	72.7
06-00	114	6	95	1	12	0	0	0	0	0	0	0	0	7	6.1	4	3.5	3	2.6	62.1	72.5
00-00	116	6	96	1	12	0	0	0	1	0	0	0	0	7	6.0	4	3.4	3	2.6	62.2	72.3

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Monday 13 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	20	0	15	0	4	0	1	0	0	0	0	0	0	1	5.0	0	0.0	0	0.0	66.7	73.9
0600	15	0	11	1	0	0	1	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	64	71.9
0700	16	0	9	0	3	0	2	0	0	1	1	0	0	1	6.3	1	6.3	1	6.3	61.7	75.6
0800	25	0	17	0	1	0	5	0	0	0	2	0	0	1	4.0	0	0.0	0	0.0	57.3	70.3
0900	19	0	11	0	1	0	3	0	1	0	3	0	0	0	0.0	0	0.0	0	0.0	51.9	60
1000	22	0	16	1	3	0	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	63.7	72.7
1100	20	0	13	0	2	0	4	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	57.5	66.3
1200	20	0	13	0	2	1	2	0	0	0	2	0	0	1	5.0	0	0.0	0	0.0	55.8	64.4
1300	22	0	17	0	1	1	1	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	54.6	68.9
1400	9	0	4	0	2	0	2	0	0	0	1	0	0	1	11.1	0	0.0	0	0.0	59.4	-
1500	39	0	32	1	1	0	3	0	1	0	1	0	0	0	0.0	0	0.0	0	0.0	57.4	65.8
1600	11	0	2	1	1	1	4	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	51.7	77
1700	7	0	3	0	2	1	0	0	0	1	0	0	0	2	28.6	1	14.3	0	0.0	64.7	-
1800	12	1	10	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.2	78.6
1900	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	65.3	-
2000	8	0	7	0	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	64	-
2100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.8	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	69.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	222	1	147	3	20	4	27	0	2	2	16	0	0	6	2.7	2	0.9	1	0.5	57.7	69.6
06-22	252	1	170	4	22	4	28	0	2	3	18	0	0	7	2.8	2	0.8	1	0.4	58.4	70.6
06-00	254	1	172	4	22	4	28	0	2	3	18	0	0	7	2.8	2	0.8	1	0.4	58.5	70.6
00-00	274	1	187	4	26	4	29	0	2	3	18	0	0	8	2.9	2	0.7	1	0.4	59.1	70.9

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	70.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66.7	0	33.3	0	0.0	75.3	-
0500	14	0	11	0	3	0	1	0	0	0	0	0	0	2	14.1	1	5.1	0	1.0	68.9	79.9
0600	13	0	10	0	0	0	1	0	0	0	0	0	0	1	5.7	0	1.1	0	0.0	67.8	75.9
0700	14	0	9	0	3	0	1	0	0	0	1	0	0	1	7.9	0	3.0	0	1.0	64.3	74.8
0800	17	0	12	0	0	0	2	0	1	1	1	0	0	1	7.4	0	2.5	0	1.6	60.7	74
0900	23	0	18	0	2	0	2	0	0	0	0	0	0	1	2.4	0	1.2	0	0.6	59.2	70.2
1000	23	0	17	1	3	0	1	0	1	0	0	0	0	1	4.3	1	2.5	0	1.9	60.2	69.8
1100	22	0	15	1	2	0	3	0	0	0	0	0	0	0	1.3	0	0.6	0	0.6	55.3	65.6
1200	23	0	15	1	3	1	2	0	0	0	1	0	0	1	2.5	0	1.2	0	0.6	58.4	70.6
1300	19	0	13	1	2	0	2	0	0	1	0	0	0	1	5.3	1	3.0	0	0.8	58.8	73.2
1400	20	0	14	1	3	0	2	0	0	0	1	0	0	0	2.1	0	0.7	0	0.0	57.5	70.7
1500	24	0	18	1	2	0	2	0	0	0	0	0	0	1	2.4	0	1.2	0	0.0	56.9	68.5
1600	16	0	11	1	1	1	2	0	0	0	1	0	0	1	3.5	0	0.0	0	0.0	55	69.8
1700	15	1	10	0	2	0	0	0	0	0	0	0	0	2	10.6	0	2.9	0	1.0	62.1	76.7
1800	11	0	9	0	1	0	0	0	0	0	0	0	0	1	6.3	0	2.5	0	1.3	61.1	75.2
1900	9	0	7	0	1	0	0	0	0	0	0	0	0	1	6.7	0	1.7	0	1.7	63	-
2000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	4.8	0	0.0	0	0.0	63.4	-
2100	5	0	3	0	1	0	0	0	0	0	0	0	0	0	6.3	0	3.1	0	0.0	64.4	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	4.8	0	0.0	0	0.0	64	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.1	-
07-19	229	3	161	6	23	4	19	0	4	3	6	0	0	10	4.2	4	1.7	2	0.7	58.8	71.1
06-22	261	3	187	6	27	4	21	0	4	4	6	0	0	12	4.4	4	1.6	2	0.7	59.6	72.1
06-00	265	3	190	6	27	4	21	0	4	4	6	0	0	12	4.4	4	1.6	2	0.7	59.7	72.2
00-00	280	3	201	6	30	4	21	0	4	4	6	0	0	14	5.0	5	1.8	2	0.7	60.2	72.9

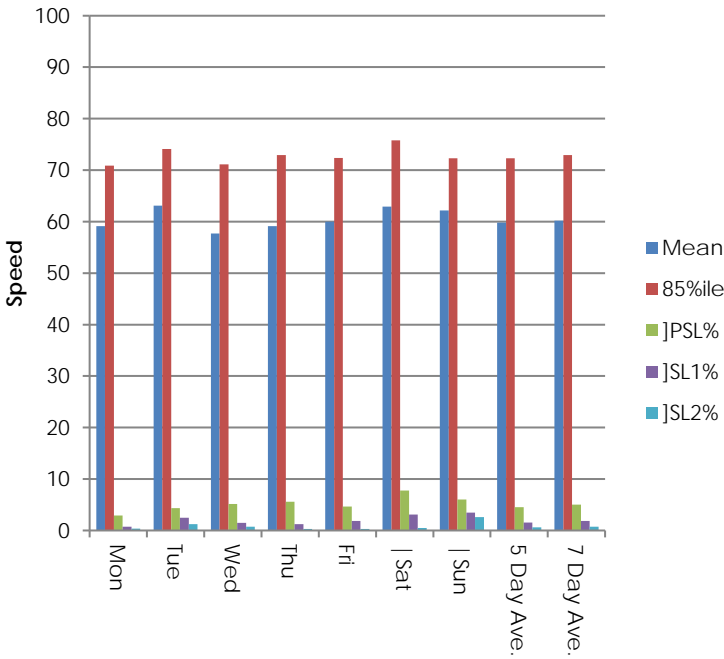
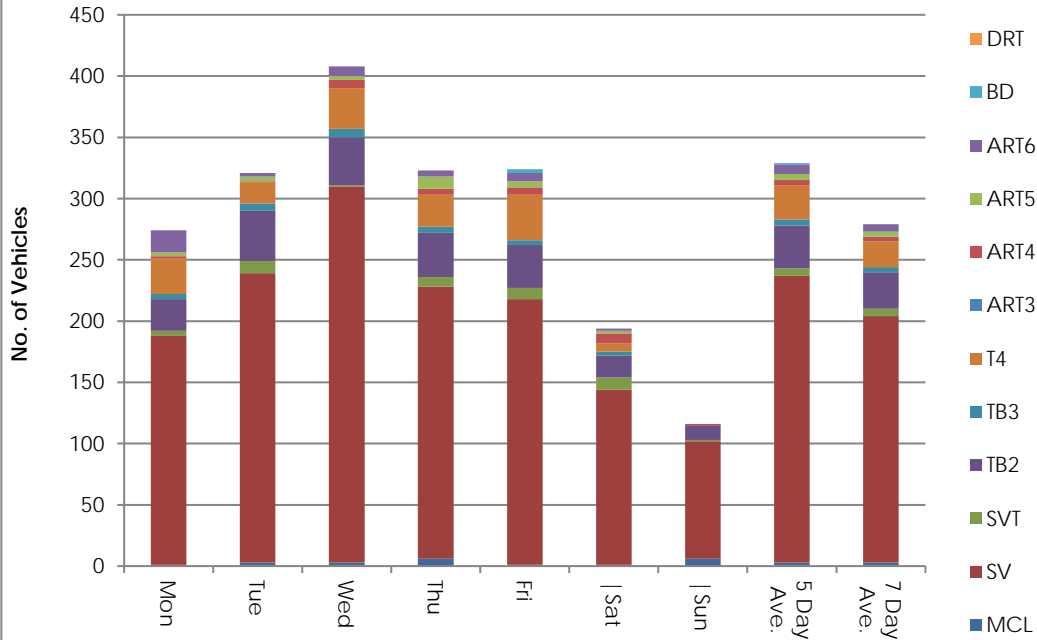
Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	274	1	187	4	26	4	29	0	2	3	18	0	0	8	2.9	2	0.7	1	0.4	59.1	70.9
Tue	321	3	236	10	41	6	17	0	1	4	3	0	0	14	4.4	8	2.5	4	1.2	63.1	74.1
Wed	408	3	307	1	39	7	33	0	7	3	8	0	0	21	5.1	6	1.5	3	0.7	57.7	71.1
Thu	323	6	222	8	36	5	26	0	5	10	5	0	0	18	5.6	4	1.2	1	0.3	59.1	72.9
Fri	324	1	217	9	35	4	37	0	6	5	7	3	0	15	4.6	6	1.9	1	0.3	60	72.4
Sat	194	1	143	10	18	3	7	0	8	2	2	0	0	15	7.7	6	3.1	1	0.5	62.9	75.8
Sun	116	6	96	1	12	0	0	0	1	0	0	0	0	7	6.0	4	3.4	3	2.6	62.2	72.3
5 Day Ave.	330	3	234	6	35	5	28	0	4	5	8	1	0	15	4.5	5	1.5	2	0.6	59.8	72.3
7 Day Ave.	280	3	201	6	30	4	21	0	4	4	6	0	0	14	5.0	5	1.8	2	0.7	60.2	72.9
--	1960	21	1408	43	207	29	149	0	30	27	43	3	0	98	5.0	36	1.8	14	0.7	60.2	72.9

Summary Graphs



Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Tuesday 7 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	20	0	0	0	0	0	0	0	0	0	1	1	2	7	2	3	3	0	1	0	0	0	0	0	0	0	0	0	0
0600	20	0	0	0	0	0	0	0	0	0	0	1	1	1	7	6	4	0	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	0	0	0	0	0	0	0	0	0	0	2	2	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0
0800	20	0	0	0	0	0	0	0	0	0	0	2	3	3	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0
0900	26	0	0	0	0	0	0	0	0	0	0	1	7	4	3	7	2	0	1	1	0	0	0	0	0	0	0	0	0
1000	29	0	0	0	0	0	0	0	0	1	1	5	1	14	2	2	1	0	1	0	1	0	0	0	0	0	0	0	0
1100	18	0	0	0	0	1	0	0	0	0	0	2	9	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	30	0	0	0	0	0	0	0	0	1	3	2	10	4	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0
1300	18	0	0	0	0	0	0	0	1	0	0	1	4	5	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0
1400	21	0	0	0	0	1	0	0	1	2	3	1	4	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	23	0	0	0	0	0	0	0	0	1	0	3	2	4	7	3	1	1	1	0	0	0	0	0	0	0	0	0	0
1600	18	0	0	0	0	0	2	0	2	2	4	1	0	2	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0
1700	25	0	0	0	0	0	0	0	0	1	2	1	7	4	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0
1800	13	0	0	0	0	1	0	0	5	1	0	1	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	10	0	0	0	0	0	0	0	0	0	0	0	2	1	2	3	1	0	0	0	0	1	0	0	0	0	0	0	0
2000	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	0	0	0	0	1	0	0	0	0	0	2	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	258	0	0	0	0	3	2	0	9	9	13	20	49	48	43	34	16	6	3	2	1	0	0	0	0	0	0	0	0
06-22	300	0	0	0	0	3	3	0	9	9	13	21	55	51	55	46	22	6	3	2	1	1	0	0	0	0	0	0	0
06-00	301	0	0	0	0	3	3	0	9	9	13	21	55	52	55	46	22	6	3	2	1	1	0	0	0	0	0	0	0
00-00	321	0	0	0	0	3	3	0	9	9	14	22	57	59	57	49	25	6	4	2	1	1	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Wednesday 8 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	18	0	0	0	0	0	0	0	0	0	0	2	3	0	4	4	1	3	0	1	0	0	0	0	0	0	0	0	0
0600	18	0	0	0	0	0	0	0	0	1	0	2	1	1	6	2	4	1	0	0	0	0	0	0	0	0	0	0	0
0700	21	0	0	0	0	0	0	0	0	1	1	2	1	7	2	3	1	3	0	0	0	0	0	0	0	0	0	0	0
0800	23	0	0	0	0	0	0	0	0	2	0	2	3	5	5	2	2	2	0	0	0	0	0	0	0	0	0	0	0
0900	44	0	0	0	0	0	1	1	2	5	4	3	15	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	35	0	0	0	0	0	0	0	0	2	3	12	13	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1100	38	0	0	0	0	0	0	3	1	7	4	11	6	1	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0
1200	43	0	0	0	0	0	0	0	1	1	11	3	16	4	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0
1300	16	0	0	0	1	0	0	0	1	2	1	1	2	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	38	0	0	0	0	0	0	1	2	4	11	9	4	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	33	0	0	0	1	1	4	0	2	4	3	8	4	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	26	0	0	0	0	0	2	1	1	2	2	2	6	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	18	0	0	0	0	0	0	0	0	0	2	0	6	4	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0
1800	13	0	0	0	0	1	0	0	0	1	1	1	1	2	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0
1900	11	0	0	0	0	0	0	0	0	1	1	0	1	2	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	348	0	0	0	2	2	7	6	10	31	43	54	77	47	25	17	14	8	3	0	1	0	0	0	1	0	0	0	0
06-22	385	0	0	0	2	2	7	6	10	33	45	56	80	52	35	22	19	11	3	0	1	0	0	0	1	0	0	0	0
06-00	388	0	0	0	2	2	7	6	10	34	45	57	80	53	35	22	19	11	3	0	1	0	0	0	1	0	0	0	0
00-00	408	0	0	0	2	2	7	6	10	34	45	59	83	53	39	27	20	15	3	1	1	0	0	0	1	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Thursday 9 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	0	0	0	0	0	0	0	0	0	0	0	3	6	2	1	4	0	0	0	0	0	0	0	0	0	0	0
0600	15	0	0	0	0	0	0	0	0	0	0	1	0	4	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	0	0	0	0	0	0	0	0	3	2	1	3	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0
0800	23	0	0	0	0	1	0	0	0	2	1	3	1	5	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0
0900	34	0	0	0	0	0	0	0	0	3	1	7	8	5	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1000	25	0	0	0	0	0	0	0	0	1	2	3	6	6	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1100	25	0	0	0	0	0	0	1	0	5	1	9	2	2	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0
1200	14	0	0	0	0	1	1	0	1	1	1	2	1	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1300	20	0	0	0	1	1	0	0	0	2	3	5	1	0	1	2	2	0	2	0	0	0	0	0	0	0	0	0	0
1400	13	0	0	0	0	0	1	0	1	2	2	1	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	26	0	0	0	2	0	0	1	3	4	2	1	5	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	31	0	0	0	0	0	4	1	3	3	2	4	4	4	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0
1700	20	0	0	0	0	0	0	0	1	2	4	3	3	1	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0
1800	14	0	0	0	0	0	0	0	0	1	0	0	4	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0
1900	11	0	0	0	0	0	1	0	0	0	1	1	1	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	262	0	0	0	3	3	6	3	9	26	22	40	37	33	39	17	13	7	3	0	1	0	0	0	0	0	0	0	0
06-22	298	0	0	0	3	3	7	3	9	26	23	42	39	42	44	24	19	10	3	0	1	0	0	0	0	0	0	0	0
06-00	306	0	0	0	3	3	7	3	9	26	23	42	41	43	45	27	20	10	3	0	1	0	0	0	0	0	0	0	0
00-00	323	0	0	0	3	3	7	3	9	26	23	42	42	46	51	29	21	14	3	0	1	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Friday 10 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	20	0	0	0	0	0	0	0	0	0	1	1	2	3	2	3	5	1	2	0	0	0	0	0	0	0	0	0	0
0600	10	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0
0700	19	0	0	0	0	0	0	0	0	0	2	4	4	1	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	14	0	0	1	0	0	1	0	0	1	3	1	1	0	2	1	0	1	1	0	0	1	0	0	0	0	0	0	0
0900	25	0	0	0	0	0	0	0	1	0	1	3	0	9	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1000	19	0	0	0	0	0	0	0	0	2	5	3	3	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	34	0	0	0	0	0	0	0	0	1	5	8	13	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	24	0	0	0	0	0	0	0	2	2	1	6	1	8	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	23	0	0	0	0	1	0	0	2	4	5	2	2	2	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0
1400	37	0	0	0	0	0	0	1	0	3	3	5	1	12	4	3	5	0	0	0	0	0	0	0	0	0	0	0	0
1500	27	0	0	0	0	0	0	0	1	0	2	4	2	9	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	15	0	0	0	0	0	0	0	1	1	4	1	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	12	0	0	0	0	0	0	0	1	1	3	0	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	9	0	0	0	1	0	0	0	0	0	0	2	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	10	0	0	0	0	0	0	0	0	1	0	4	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	0	0	0	0	0	0	0	0	1	2	0	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	0	0	0	0	0	0	0	0	1	0	0	2	1	3	0	1	1	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	0	0	0	0	0	0	2	0	0	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	258	0	0	1	1	1	1	1	8	15	34	39	32	52	34	20	12	5	1	0	0	1	0	0	0	0	0	0	0
06-22	295	0	0	1	1	1	1	1	8	16	36	47	34	55	42	24	18	7	2	0	0	1	0	0	0	0	0	0	0
06-00	303	0	0	1	1	1	1	1	8	16	38	47	34	58	43	24	19	8	2	0	0	1	0	0	0	0	0	0	0
00-00	324	0	0	1	1	1	1	1	8	16	39	48	36	61	45	27	24	9	5	0	0	1	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Saturday 11 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	
0600	10	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3	1	1	1	0	0	0	0	0	0	0	0	0	
0700	9	0	0	0	0	0	0	0	0	0	1	0	0	0	5	1	0	1	1	0	0	0	0	0	0	0	0	0	
0800	15	0	0	0	0	2	0	0	0	0	3	0	3	2	4	0	0	0	0	1	0	0	0	0	0	0	0	0	
0900	13	0	0	0	0	0	1	0	1	0	2	1	1	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	
1000	26	0	0	0	0	0	0	0	1	1	1	5	4	4	5	1	2	2	0	0	0	0	0	0	0	0	0	0	
1100	10	0	0	0	0	0	1	0	0	1	3	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1200	16	0	0	0	0	0	0	0	0	0	2	1	4	5	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
1300	22	0	0	0	0	0	0	0	0	0	1	0	4	1	8	4	1	2	1	0	0	0	0	0	0	0	0	0	
1400	10	0	0	0	0	0	0	1	0	0	0	1	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	
1500	9	0	0	0	0	0	0	0	0	3	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
1600	8	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	
1700	12	0	0	0	1	0	0	0	0	0	2	0	2	1	2	0	2	2	0	0	0	0	0	0	0	0	0	0	
1800	10	0	0	0	0	0	0	0	0	1	1	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	0	
1900	9	0	0	0	0	0	0	0	0	1	0	0	3	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	
2000	5	0	0	0	0	0	0	0	0	1	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2100	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
2200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	160	0	0	0	1	2	2	1	2	6	17	9	21	23	34	19	11	8	3	1	0	0	0	0	0	0	0	0	
06-22	187	0	0	0	1	2	2	1	2	8	18	12	24	25	40	25	13	9	4	1	0	0	0	0	0	0	0	0	
06-00	188	0	0	0	1	2	2	1	2	8	18	13	24	25	40	25	13	9	4	1	0	0	0	0	0	0	0	0	
00-00	194	0	0	0	1	2	2	1	2	8	18	13	24	27	40	26	15	9	5	1	0	0	0	0	0	0	0	0	

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Sunday 12 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	5	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1100	9	0	0	0	0	0	1	0	0	0	1	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	14	0	0	0	0	1	0	0	0	0	1	0	1	5	1	1	2	1	0	1	0	0	0	0	0	0	0	0	0
1300	12	0	0	0	0	0	0	0	0	1	2	0	3	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	15	0	0	0	0	0	0	0	0	0	2	3	1	5	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0
1500	12	0	0	0	0	0	0	0	0	0	0	1	0	1	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	6	0	0	0	0	0	0	0	1	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	10	0	0	0	0	0	0	0	0	0	0	1	3	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	8	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1900	5	0	0	0	1	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	98	0	0	0	0	1	1	1	1	1	7	8	16	23	17	10	5	3	1	3	0	0	0	0	0	0	0	0	0
06-22	111	0	0	0	1	1	1	1	1	1	8	13	18	23	20	10	6	3	1	3	0	0	0	0	0	0	0	0	0
06-00	114	0	0	0	1	1	1	1	1	1	8	13	18	23	22	11	6	3	1	3	0	0	0	0	0	0	0	0	0
00-00	116	0	0	0	1	1	1	1	1	1	8	13	18	24	22	12	6	3	1	3	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Monday 13 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	20	0	0	0	0	0	0	0	0	0	0	1	1	6	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	15	0	0	0	0	0	0	0	0	0	2	1	3	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	0	0	0	0	0	0	0	3	0	2	3	1	3	1	2	0	0	1	0	0	0	0	0	0	0	0	0
0800	25	0	0	0	0	0	0	2	0	1	4	5	2	4	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	19	0	0	0	0	0	0	1	1	1	4	6	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	22	0	0	0	0	0	0	0	0	2	0	0	6	3	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1100	20	0	0	0	0	0	0	1	0	0	3	0	12	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	20	0	0	0	0	0	0	1	1	0	3	6	2	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
1300	22	0	0	0	0	0	0	1	0	1	7	5	1	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	9	0	0	0	0	0	0	0	0	0	2	3	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	39	0	0	0	0	0	0	0	0	1	3	12	6	5	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	0	0	0	1	0	0	0	3	2	2	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1700	7	0	0	0	0	0	0	0	1	0	0	1	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0
1800	12	0	0	0	0	1	0	0	0	0	0	1	3	1	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0
1900	4	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	0	0	0	0	0	0	0	1	0	0	2	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	222	0	0	0	0	2	0	6	3	12	28	43	39	26	32	14	11	4	1	1	0	0	0	0	0	0	0	0	0
06-22	252	0	0	0	0	2	0	6	3	13	32	44	44	28	41	18	14	5	1	1	0	0	0	0	0	0	0	0	0
06-00	254	0	0	0	0	2	0	6	3	13	32	44	44	28	42	19	14	5	1	1	0	0	0	0	0	0	0	0	0
00-00	274	0	0	0	0	2	0	6	3	13	32	45	45	34	48	23	15	6	1	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	0	0	0	0	0	0	0	0	0	1	1	3	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0
0600	13	0	0	0	0	0	0	0	0	0	0	1	1	1	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0
0700	14	0	0	0	0	0	0	0	0	1	1	1	2	2	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0800	17	0	0	0	0	0	0	0	0	1	2	2	2	3	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0900	23	0	0	0	0	0	0	0	1	1	2	3	5	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	23	0	0	0	0	0	0	0	0	1	2	4	5	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	22	0	0	0	0	0	0	1	0	2	2	4	6	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	23	0	0	0	0	0	0	0	1	1	3	3	5	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	19	0	0	0	0	0	0	0	1	1	3	2	2	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	20	0	0	0	0	0	0	0	1	2	3	3	2	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	24	0	0	0	0	0	1	0	1	2	2	4	3	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	16	0	0	0	0	0	1	0	1	2	2	1	2	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1700	15	0	0	0	0	0	0	0	0	1	2	1	3	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	11	0	0	0	0	0	0	0	1	1	0	1	2	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	229	0	0	0	1	2	3	3	6	14	23	30	39	36	32	19	12	6	2	1	0	0	0	0	0	0	0	0	0
06-22	261	0	0	0	1	2	3	3	6	15	25	34	42	39	40	24	16	7	2	1	0	0	0	0	0	0	0	0	0
06-00	265	0	0	0	1	2	3	3	6	15	25	34	42	40	40	25	16	7	2	1	0	0	0	0	0	0	0	0	0
00-00	280	0	0	0	1	2	3	3	6	15	26	35	44	43	43	28	18	9	3	1	0	0	0	0	0	0	0	0	0

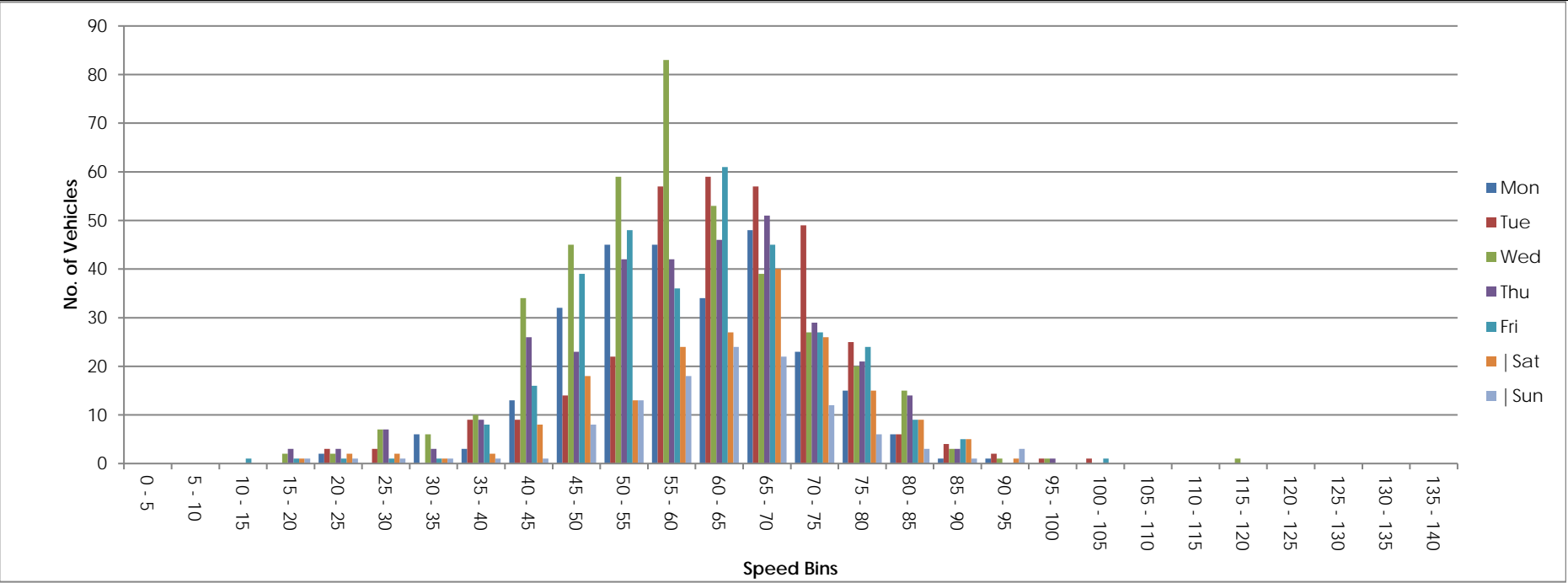
Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	274	0	0	0	0	2	0	6	3	13	32	45	45	34	48	23	15	6	1	1	0	0	0	0	0	0	0	0	0
Tue	321	0	0	0	0	3	3	0	9	9	14	22	57	59	57	49	25	6	4	2	1	1	0	0	0	0	0	0	0
Wed	408	0	0	0	2	2	7	6	10	34	45	59	83	53	39	27	20	15	3	1	1	0	0	0	1	0	0	0	0
Thu	323	0	0	0	3	3	7	3	9	26	23	42	42	46	51	29	21	14	3	0	1	0	0	0	0	0	0	0	0
Fri	324	0	0	1	1	1	1	1	8	16	39	48	36	61	45	27	24	9	5	0	0	1	0	0	0	0	0	0	0
Sat	194	0	0	0	1	2	2	1	2	8	18	13	24	27	40	26	15	9	5	1	0	0	0	0	0	0	0	0	0
Sun	116	0	0	0	1	1	1	1	1	1	8	13	18	24	22	12	6	3	1	3	0	0	0	0	0	0	0	0	0
5 Day Ave.	330	0	0	0	1	2	4	3	8	20	31	43	53	51	48	31	21	10	3	1	1	0	0	0	0	0	0	0	0
7 Day Ave.	280	0	0	0	1	2	3	3	6	15	26	35	44	43	43	28	18	9	3	1	0	0	0	0	0	0	0	0	0
--	1960	0	0	1	8	14	21	18	42	107	179	242	305	304	302	193	126	62	22	8	3	2	0	0	1	0	0	0	0

Summary Graphs



Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Tuesday 7 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	77.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.5	-
0600	4	0	3	0	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.3	-
0700	13	0	4	0	2	1	4	0	1	1	0	0	0	0	0.0	0	0.0	0	0.0	49.6	57
0800	13	1	9	0	1	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.1	65.5
0900	17	0	10	1	2	0	3	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	56.2	71.4
1000	27	0	21	0	4	0	2	0	0	0	0	0	0	1	3.7	1	3.7	0	0.0	54.5	69.6
1100	19	0	11	0	3	0	4	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	48.2	62.5
1200	21	0	18	0	0	0	2	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	49.6	65.6
1300	19	0	14	1	2	0	1	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	47.7	59.8
1400	18	0	11	0	2	0	4	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	51.3	66.5
1500	23	1	15	0	3	0	2	0	0	2	0	0	0	0	0.0	0	0.0	0	0.0	51.7	64.6
1600	32	0	25	0	3	0	4	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54	65.9
1700	18	0	14	1	2	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.6	71.2
1800	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.4	66.2
1900	9	0	8	1	0	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	65.6	-
2000	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.2	-
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.9	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	238	2	169	4	24	3	27	0	3	6	0	0	0	1	0.4	1	0.4	0	0.0	52.8	65.6
06-22	263	3	191	5	24	3	28	0	3	6	0	0	0	2	0.8	1	0.4	0	0.0	53.4	65.9
06-00	265	3	193	5	24	3	28	0	3	6	0	0	0	2	0.8	1	0.4	0	0.0	53.4	65.9
00-00	268	3	196	5	24	3	28	0	3	6	0	0	0	2	0.7	1	0.4	0	0.0	53.6	65.9

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Wednesday 8 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	66.4	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.5	-
0600	5	0	2	0	1	0	1	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	53	-
0700	10	0	3	0	1	0	4	0	0	2	0	0	0	0	0.0	0	0.0	0	0.0	48.7	-
0800	17	0	11	0	0	0	0	0	0	2	4	0	0	0	0.0	0	0.0	0	0.0	53.6	65.9
0900	33	0	24	0	1	0	7	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	56.9	66.8
1000	27	0	22	0	1	2	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	50.4	60.7
1100	27	1	18	0	3	0	4	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	52.8	64
1200	30	1	18	0	0	3	4	0	1	2	1	0	0	0	0.0	0	0.0	0	0.0	44.3	50.8
1300	20	0	13	0	3	0	2	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	51.9	64.1
1400	35	0	28	1	0	1	3	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	47.9	58.4
1500	42	0	31	2	3	1	5	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.1	61.5
1600	53	0	45	2	2	1	3	0	0	0	0	0	0	1	1.9	1	1.9	1	1.9	51.2	62.7
1700	24	0	21	0	1	0	1	0	0	0	0	1	0	0	0.0	0	0.0	0	0.0	55.9	64.1
1800	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.9	69.4
1900	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.3	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.3	-
2100	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.7	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	333	2	248	5	16	8	34	0	1	8	10	1	0	1	0.3	1	0.3	1	0.3	51.4	63.8
06-22	359	2	271	5	17	8	35	0	1	9	10	1	0	1	0.3	1	0.3	1	0.3	51.8	63.8
06-00	361	2	273	5	17	8	35	0	1	9	10	1	0	1	0.3	1	0.3	1	0.3	51.8	63.8
00-00	365	2	276	5	17	8	35	0	2	9	10	1	0	1	0.3	1	0.3	1	0.3	51.9	63.9

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Thursday 9 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	74.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.8	-
0600	4	0	2	0	0	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54	-
0700	16	0	6	1	5	1	3	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.9	56.5
0800	8	0	4	0	0	0	3	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	51.8	-
0900	28	0	16	1	1	1	8	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	50.3	63.5
1000	18	0	13	0	1	0	3	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	49.3	57.7
1100	20	1	14	0	2	0	2	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	50.7	66.4
1200	23	0	16	0	2	0	4	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	52.1	60.2
1300	24	0	19	0	3	0	0	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	57	66.8
1400	20	0	12	0	1	1	5	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	51.7	61.8
1500	19	2	11	1	0	0	4	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	47.5	62.5
1600	43	0	29	0	6	0	6	0	0	2	0	0	0	0	0.0	0	0.0	0	0.0	52	61.1
1700	29	0	21	0	5	0	1	0	1	0	1	0	0	0	0.0	0	0.0	0	0.0	51.4	61.8
1800	18	0	17	0	0	1	0	0	0	0	0	0	0	1	5.6	0	0.0	0	0.0	63.1	74.4
1900	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.1	-
2000	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.6	-
2100	5	0	4	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.9	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.3	-
07-19	266	3	178	3	26	4	39	0	4	2	7	0	0	1	0.4	0	0.0	0	0.0	51.8	63.2
06-22	288	3	195	3	28	6	40	0	4	2	7	0	0	1	0.3	0	0.0	0	0.0	52.4	64
06-00	290	3	197	3	28	6	40	0	4	2	7	0	0	1	0.3	0	0.0	0	0.0	52.4	64.1
00-00	293	3	199	3	29	6	40	0	4	2	7	0	0	1	0.3	0	0.0	0	0.0	52.5	64.2

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Friday 10 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	68.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	58.2	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57	-
0600	7	0	4	0	1	0	1	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	58	-
0700	10	0	7	0	1	0	1	0	0	1	0	0	0	1	10.0	1	10.0	0	0.0	56.6	-
0800	20	0	12	1	3	0	3	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	55.2	66.7
0900	28	0	24	0	0	0	3	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	54.4	62.8
1000	26	0	16	1	3	1	4	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	54.9	63.8
1100	18	0	8	1	1	0	6	0	1	0	1	0	0	0	0.0	0	0.0	0	0.0	48.1	63
1200	17	0	11	1	2	0	3	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.9	67.4
1300	22	0	18	0	2	0	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	53.3	68.5
1400	34	0	27	1	1	0	2	0	0	2	1	0	0	1	2.9	0	0.0	0	0.0	53.1	62.1
1500	25	0	18	0	0	2	4	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	52	66
1600	47	0	35	0	7	0	5	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.3	64.6
1700	17	0	14	1	0	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.8	64.1
1800	11	0	10	0	1	0	0	0	0	0	0	0	0	1	9.1	0	0.0	0	0.0	60.4	71.2
1900	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.1	-
2000	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.6	-
2100	7	0	5	0	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.2	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	275	0	200	6	21	4	33	0	2	4	5	0	0	3	1.1	1	0.4	0	0.0	54.1	64.9
06-22	303	0	222	6	24	5	34	0	2	5	5	0	0	3	1.0	1	0.3	0	0.0	54.4	65.2
06-00	304	0	223	6	24	5	34	0	2	5	5	0	0	3	1.0	1	0.3	0	0.0	54.4	65.2
00-00	307	0	225	6	24	5	34	0	3	5	5	0	0	3	1.0	1	0.3	0	0.0	54.4	65.3

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Saturday 11 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.4	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	78.5	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.7	-
0700	7	0	4	0	1	0	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	60.6	-
0800	19	0	12	1	0	0	2	0	0	0	4	0	0	1	5.3	1	5.3	0	0.0	52.3	71.9
0900	27	0	24	0	0	1	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	54.8	68.2
1000	14	0	11	1	1	0	0	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	51.8	65
1100	23	0	19	0	1	0	1	0	0	0	2	0	0	0	0.0	0	0.0	0	0.0	51.2	66.9
1200	10	0	8	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.8	-
1300	18	0	15	1	0	0	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	54.5	68.4
1400	14	0	11	1	1	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	56.9	68.2
1500	10	0	8	1	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	53.8	-
1600	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	60.9	-
1700	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.7	-
1800	8	0	6	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.6	-
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.4	-
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.3	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.8	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	166	0	134	7	6	1	6	0	1	1	10	0	0	2	1.2	1	0.6	0	0.0	54.7	67.7
06-22	179	0	147	7	6	1	6	0	1	1	10	0	0	2	1.1	1	0.6	0	0.0	54.9	68.5
06-00	179	0	147	7	6	1	6	0	1	1	10	0	0	2	1.1	1	0.6	0	0.0	54.9	68.5
00-00	183	0	151	7	6	1	6	0	1	1	10	0	0	2	1.1	1	0.5	0	0.0	55.3	68.7

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Sunday 12 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	50.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	74.7	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.3	-
0400	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	59.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	70.4	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.8	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.4	-
0900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.9	-
1000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.5	-
1100	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.4	-
1200	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.8	-
1300	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	49.9	-
1400	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.6	-
1500	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53	-
1600	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.5	75.1
1700	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.7	-
1800	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46.2	-
1900	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.3	-
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.1	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.2	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.1	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.9	-
07-19	81	2	77	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.3	66.2
06-22	96	2	92	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.9	66.6
06-00	101	2	97	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.2	66.6
00-00	105	2	100	1	1	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	56.4	66.7

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Monday 13 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	73.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.7	-
0600	7	0	4	0	0	0	1	0	0	1	1	0	0	1	14.3	1	14.3	0	0.0	62.2	-
0700	9	0	2	1	3	0	1	0	2	0	0	0	0	0	0.0	0	0.0	0	0.0	53	-
0800	19	0	13	0	1	0	3	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	49.2	57.7
0900	27	0	16	2	0	0	6	0	3	0	0	0	0	0	0.0	0	0.0	0	0.0	51.9	62
1000	17	0	11	1	1	0	1	0	2	1	0	0	0	0	0.0	0	0.0	0	0.0	52.2	59.5
1100	14	0	11	0	2	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	46	55.3
1200	24	0	18	1	1	0	2	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	51.8	65.2
1300	28	0	25	0	0	1	1	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.9	61.4
1400	17	0	13	0	0	0	3	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	55.1	67.8
1500	18	0	11	1	1	0	3	0	1	1	0	0	0	0	0.0	0	0.0	0	0.0	48.1	56.2
1600	49	0	40	1	5	0	1	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	54.2	58.9
1700	17	0	15	1	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.2	67.2
1800	19	0	16	1	0	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.4	65.8
1900	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.3	-
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.9	-
2100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	47.4	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	258	0	191	9	14	2	24	1	8	5	4	0	0	0	0.0	0	0.0	0	0.0	52.7	61.2
06-22	279	0	207	9	16	2	25	1	8	6	5	0	0	1	0.4	1	0.4	0	0.0	53.3	61.9
06-00	282	0	210	9	16	2	25	1	8	6	5	0	0	1	0.4	1	0.4	0	0.0	53.5	62.4
00-00	287	0	214	9	17	2	25	1	8	6	5	0	0	1	0.3	1	0.3	0	0.0	53.6	62.8

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	73.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	74	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.7	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	68.3	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.3	-
0600	4	0	3	0	0	0	1	0	0	0	0	0	0	0	3.2	0	3.2	0	0.0	58.7	-
0700	9	0	4	0	2	0	2	0	0	1	0	0	0	0	1.5	0	1.5	0	0.0	50.8	-
0800	14	0	9	0	1	0	2	0	0	0	1	0	0	0	1.0	0	1.0	0	0.0	52.6	65
0900	24	0	17	1	1	0	4	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.2	64.9
1000	20	0	15	0	2	0	2	0	0	0	1	0	0	0	0.7	0	0.7	0	0.0	52.7	61.7
1100	19	0	13	0	2	0	3	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	50.7	63.5
1200	19	0	14	0	1	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	50.2	60.8
1300	19	0	15	0	1	0	1	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	53.6	65
1400	21	0	16	0	1	0	2	0	0	0	1	0	0	0	0.7	0	0.0	0	0.0	52.2	63.9
1500	20	0	14	1	1	0	3	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	50.2	63.4
1600	35	0	28	0	3	0	3	0	0	0	0	0	0	0	0.8	0	0.4	0	0.4	53.5	62.9
1700	17	0	14	1	1	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.1	65.9
1800	14	0	12	0	0	0	0	0	0	0	0	0	0	0	2.1	0	0.0	0	0.0	57.1	68.6
1900	7	0	6	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0.0	0	0.0	60.7	-
2000	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.1	-
2100	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	54.3	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.3	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.9	-
07-19	231	1	171	5	15	3	23	0	3	4	5	0	0	1	0.5	1	0.2	0	0.1	52.8	64.1
06-22	252	1	189	5	17	4	24	0	3	4	5	0	0	1	0.6	1	0.3	0	0.1	53.3	64.9
06-00	255	1	191	5	17	4	24	0	3	4	5	0	0	1	0.6	1	0.3	0	0.1	53.4	65
00-00	258	1	194	5	17	4	24	0	3	4	5	0	0	1	0.6	1	0.3	0	0.1	53.6	65.2

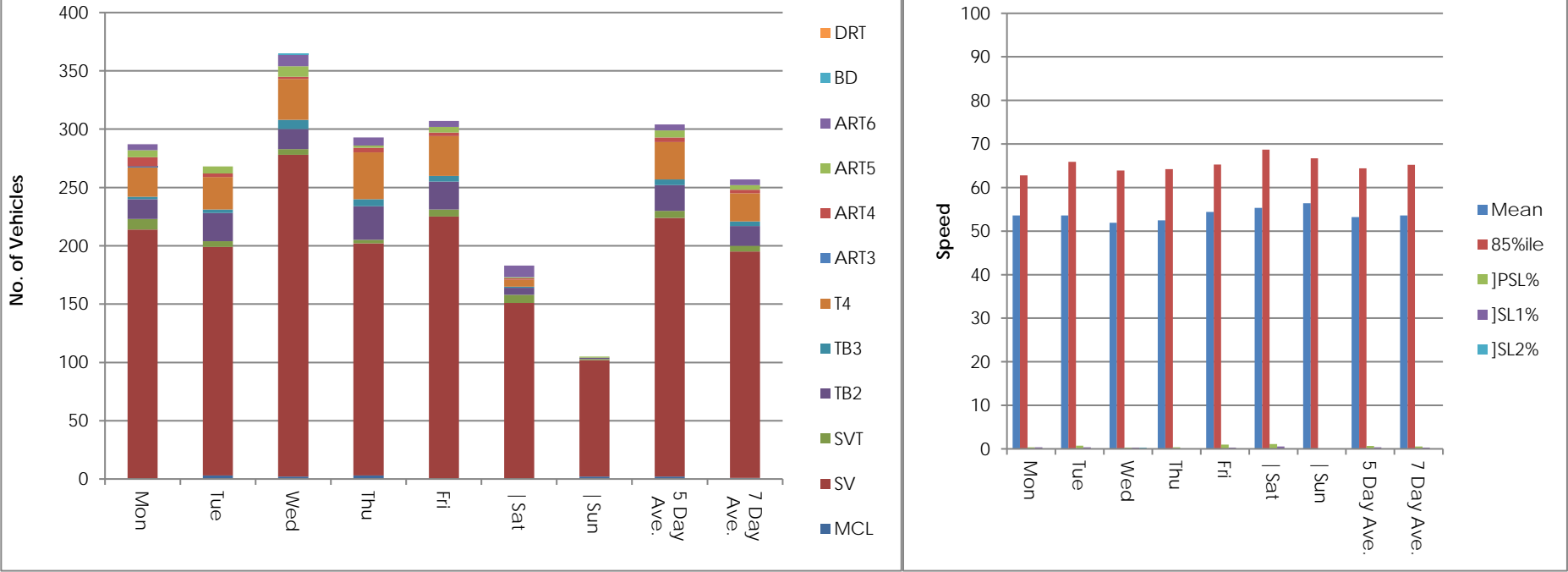
Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	287	0	214	9	17	2	25	1	8	6	5	0	0	1	0.3	1	0.3	0	0.0	53.6	62.8
Tue	268	3	196	5	24	3	28	0	3	6	0	0	0	2	0.7	1	0.4	0	0.0	53.6	65.9
Wed	365	2	276	5	17	8	35	0	2	9	10	1	0	1	0.3	1	0.3	1	0.3	51.9	63.9
Thu	293	3	199	3	29	6	40	0	4	2	7	0	0	1	0.3	0	0.0	0	0.0	52.5	64.2
Fri	307	0	225	6	24	5	34	0	3	5	5	0	0	3	1.0	1	0.3	0	0.0	54.4	65.3
Sat	183	0	151	7	6	1	6	0	1	1	10	0	0	2	1.1	1	0.5	0	0.0	55.3	68.7
Sun	105	2	100	1	1	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	56.4	66.7
5 Day Ave.	304	2	222	6	22	5	32	0	4	6	5	0	0	2	0.7	1	0.3	0	0.0	53.2	64.4
7 Day Ave.	258	1	194	5	17	4	24	0	3	4	5	0	0	1	0.6	1	0.3	0	0.1	53.6	65.2
--	1808	10	1361	36	118	25	168	1	21	30	37	1	0	10	0.6	5	0.3	1	0.1	53.6	65.2

Summary Graphs



Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Tuesday 7 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	0	0	0	0	0	2	1	0	3	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	13	0	0	0	0	0	0	1	1	0	4	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	17	0	0	0	0	0	0	0	0	2	5	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	27	0	0	0	0	0	0	0	1	5	7	2	4	2	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0
1100	19	0	0	0	0	0	0	3	0	4	6	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	21	0	0	0	0	1	0	0	4	4	3	0	5	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	19	0	0	0	0	0	0	3	1	3	5	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	18	0	0	0	0	0	0	3	1	0	5	2	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	23	0	0	0	0	2	0	0	1	1	6	3	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	32	0	0	1	0	0	0	0	3	1	4	6	7	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	18	0	0	0	0	0	0	0	0	1	1	5	3	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	0	0	0	1	0	0	1	1	0	0	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	0	0	0	0	0	0	0	0	1	1	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	0	0	0	1	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	0	0	1	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	238	0	0	1	0	4	0	12	14	22	49	28	44	27	16	18	2	0	1	0	0	0	0	0	0	0	0	0	0
06-22	263	0	0	1	0	5	0	13	14	22	50	30	49	36	20	19	2	1	1	0	0	0	0	0	0	0	0	0	0
06-00	265	0	0	1	0	5	0	13	14	22	50	30	50	37	20	19	2	1	1	0	0	0	0	0	0	0	0	0	0
00-00	268	0	0	1	0	5	0	13	14	22	50	30	51	37	21	19	3	1	1	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Wednesday 8 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	0	0	0	0	0	0	0	2	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	17	0	0	0	0	0	1	0	1	1	4	1	4	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	33	0	0	0	0	0	0	0	1	3	5	5	3	11	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	27	0	0	0	0	0	1	2	0	3	7	9	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	27	0	0	0	0	0	0	0	4	4	2	7	1	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	30	0	0	0	0	1	4	1	4	3	13	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	20	0	0	0	0	0	0	0	3	4	2	4	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	35	0	0	0	0	0	0	3	3	8	10	2	6	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	42	0	0	0	0	0	2	1	5	10	4	9	5	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	53	0	0	1	0	0	0	3	1	8	14	8	6	6	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0
1700	24	0	0	0	0	0	1	0	0	1	1	7	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	15	0	0	0	0	0	0	0	0	1	2	3	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	0	0	0	0	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	0	0	0	0	0	0	1	1	4	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	333	0	0	1	0	1	9	10	22	48	70	57	35	42	21	12	4	0	0	1	0	0	0	0	0	0	0	0	0
06-22	359	0	0	1	0	1	9	10	23	49	76	58	42	47	25	12	5	0	0	1	0	0	0	0	0	0	0	0	0
06-00	361	0	0	1	0	1	9	10	24	49	76	58	42	47	26	12	5	0	0	1	0	0	0	0	0	0	0	0	0
00-00	365	0	0	1	0	1	9	10	24	49	76	59	42	48	28	12	5	0	0	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Thursday 9 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	0	0	0	1	0	1	6	3	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	0	0	0	0	0	1	0	1	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	28	0	0	0	0	0	0	0	3	7	8	0	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	18	0	0	0	0	0	0	0	0	2	12	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	20	0	0	1	1	0	0	0	1	4	1	1	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	23	0	0	0	0	0	0	0	0	5	6	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	24	0	0	0	0	0	0	2	1	1	3	2	3	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	20	0	0	0	0	0	0	1	0	6	2	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	19	0	0	0	0	1	2	1	1	4	1	5	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	43	0	0	0	0	0	0	0	1	12	7	6	9	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	29	0	0	0	0	0	0	2	4	2	2	9	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	0	0	0	0	1	0	0	0	0	0	6	4	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	0	0	0	0	0	1	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	266	0	0	1	1	2	3	8	17	47	45	31	48	37	14	8	3	1	0	0	0	0	0	0	0	0	0	0	0
06-22	288	0	0	1	1	2	3	9	18	48	45	35	50	42	20	10	3	1	0	0	0	0	0	0	0	0	0	0	0
06-00	290	0	0	1	1	2	3	9	18	49	45	35	50	42	20	11	3	1	0	0	0	0	0	0	0	0	0	0	0
00-00	293	0	0	1	1	2	3	9	18	49	46	35	50	43	20	12	3	1	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Friday 10 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	0	0	0	0	0	0	0	0	1	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	0	0	0	0	0	0	0	0	1	7	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0800	20	0	0	0	0	0	0	0	1	2	5	4	1	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	28	0	0	0	0	0	1	0	0	1	6	5	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	26	0	0	0	0	0	0	1	0	2	6	4	2	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	18	0	0	0	1	0	0	1	3	2	4	1	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	17	0	0	0	0	0	0	0	0	3	3	1	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	22	0	0	0	0	0	0	4	0	2	2	2	5	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	34	0	0	0	0	0	0	1	1	3	10	9	5	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	25	0	0	0	0	0	1	1	1	2	6	5	3	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	47	0	0	0	0	0	0	0	3	6	5	12	6	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	17	0	0	0	0	0	0	0	2	1	0	4	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	11	0	0	0	0	0	0	0	0	1	1	2	1	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	6	0	0	0	0	0	0	1	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	0	0	0	0	0	0	0	0	1	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	7	0	0	0	0	0	0	0	0	1	2	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	275	0	0	0	1	0	2	8	11	25	49	56	43	41	28	6	2	2	1	0	0	0	0	0	0	0	0	0	0
06-22	303	0	0	0	1	0	2	9	11	26	54	62	46	46	33	8	2	2	1	0	0	0	0	0	0	0	0	0	0
06-00	304	0	0	0	1	0	2	9	11	26	54	62	47	46	33	8	2	2	1	0	0	0	0	0	0	0	0	0	0
00-00	307	0	0	0	1	0	2	9	11	26	54	62	49	46	34	8	2	2	1	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Saturday 11 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0400	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
0700	7	0	0	0	0	0	0	0	0	0	1	1	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
0800	19	0	0	0	0	1	1	0	3	0	4	2	3	2	0	1	1	0	1	0	0	0	0	0	0	0	0	0	
0900	27	0	0	0	0	0	0	0	1	5	7	1	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	14	0	0	0	1	0	1	0	0	2	0	3	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
1100	23	0	0	0	0	0	1	1	3	2	2	6	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	
1200	10	0	0	0	0	0	0	0	1	1	3	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	18	0	0	0	0	1	1	0	1	1	2	0	5	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	
1400	14	0	0	0	0	0	0	0	0	2	4	1	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	
1500	10	0	0	0	0	0	0	0	1	1	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	9	0	0	0	0	0	0	0	0	1	1	1	1	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	
1700	7	0	0	0	0	0	0	0	0	1	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
1800	8	0	0	0	0	0	0	1	0	0	2	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
1900	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2000	5	0	0	0	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2100	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	166	0	0	0	1	2	4	2	10	16	27	18	22	28	20	11	3	1	1	0	0	0	0	0	0	0	0	0	
06-22	179	0	0	0	1	2	4	2	10	16	30	20	25	29	21	14	3	1	1	0	0	0	0	0	0	0	0	0	
06-00	179	0	0	0	1	2	4	2	10	16	30	20	25	29	21	14	3	1	1	0	0	0	0	0	0	0	0	0	
00-00	183	0	0	0	1	2	4	2	10	16	30	20	26	29	21	15	5	1	1	0	0	0	0	0	0	0	0	0	

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Sunday 12 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	5	0	0	0	0	0	0	0	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	8	0	0	0	0	0	0	0	0	0	1	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	9	0	0	0	0	0	0	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	10	0	0	0	0	0	0	1	1	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	4	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	8	0	0	0	0	0	0	0	1	0	2	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	6	0	0	0	0	0	0	0	0	0	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	13	0	0	0	0	0	0	1	0	2	1	3	1	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1700	7	0	0	0	0	0	0	0	0	0	3	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	8	0	0	0	0	0	1	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	0	0	0	0	0	0	0	0	1	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	0	0	0	0	0	0	0	1	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	81	0	0	0	0	0	1	3	3	3	14	16	17	9	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0
06-22	96	0	0	0	0	0	1	3	3	3	16	20	20	10	14	2	4	0	0	0	0	0	0	0	0	0	0	0	0
06-00	101	0	0	0	0	0	1	3	3	3	17	20	21	12	14	3	4	0	0	0	0	0	0	0	0	0	0	0	0
00-00	105	0	0	0	0	0	1	3	3	3	17	21	23	12	14	4	4	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Monday 13 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0
0700	9	0	0	0	0	0	0	0	1	1	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	19	0	0	0	1	1	0	0	1	0	2	9	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	27	0	0	0	0	0	0	1	1	3	8	5	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	17	0	0	0	0	0	0	1	1	0	5	5	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	14	0	0	0	0	0	0	0	2	6	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	24	0	0	0	0	1	0	1	1	6	2	3	2	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	28	0	0	0	0	0	0	0	1	3	0	2	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	17	0	0	0	0	0	0	0	1	3	0	7	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	18	0	0	0	0	0	0	1	1	4	4	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	49	0	0	0	0	0	0	0	0	4	11	9	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	17	0	0	0	0	0	0	2	0	0	1	2	2	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	19	0	0	0	0	0	0	2	1	1	2	4	5	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	0	0	0	0	0	0	1	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	258	0	0	0	1	2	0	8	11	31	37	56	56	36	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	279	0	0	0	1	2	0	9	11	34	38	57	60	36	14	14	2	0	1	0	0	0	0	0	0	0	0	0	0
06-00	282	0	0	0	1	2	0	9	11	34	38	57	61	36	15	15	2	0	1	0	0	0	0	0	0	0	0	0	0
00-00	287	0	0	0	1	2	0	9	11	34	39	57	63	36	15	17	2	0	1	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Day (7)

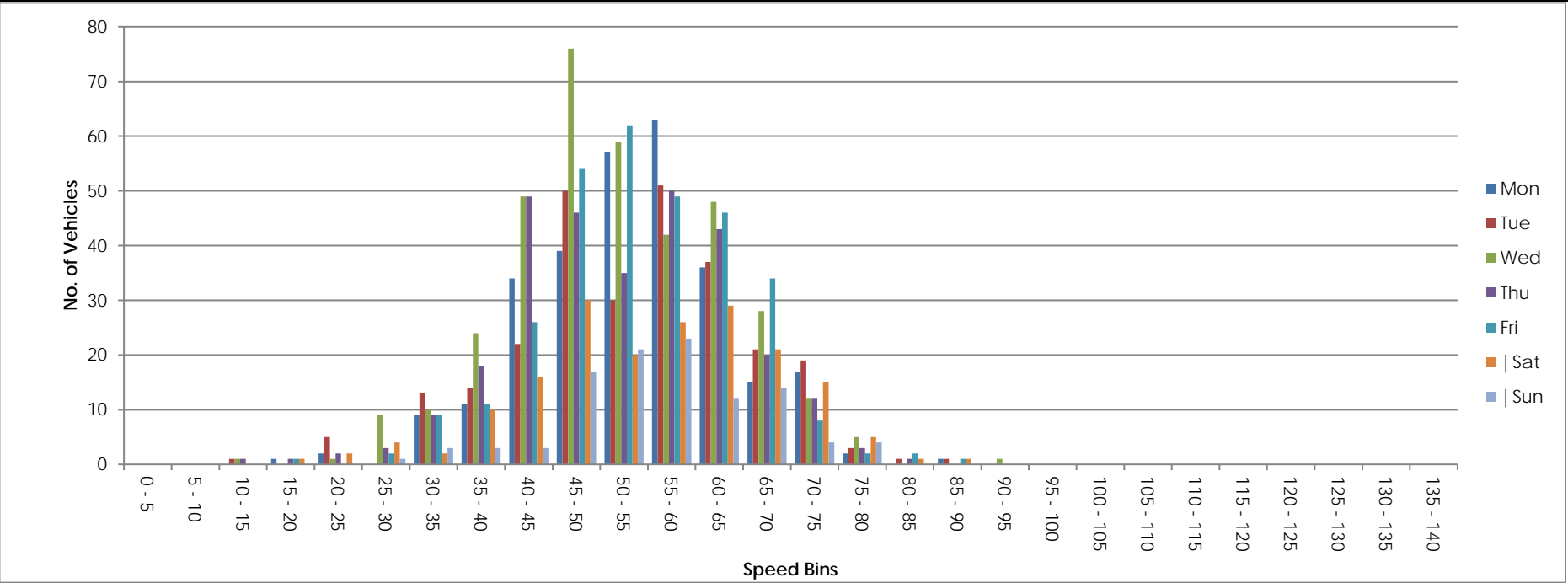
Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	9	0	0	0	0	0	0	0	1	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	14	0	0	0	0	0	0	0	1	1	3	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	24	0	0	0	0	0	0	0	1	3	6	3	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	20	0	0	0	0	0	0	1	0	2	5	4	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	19	0	0	0	0	0	0	1	2	3	2	3	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	19	0	0	0	0	0	1	0	2	3	4	2	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	19	0	0	0	0	0	0	1	1	2	2	2	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	21	0	0	0	0	0	0	1	1	3	5	4	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	20	0	0	0	0	0	1	1	1	3	4	4	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	35	0	0	0	0	0	0	1	1	5	6	6	7	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	17	0	0	0	0	0	0	1	1	1	1	4	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	14	0	0	0	0	0	0	1	0	1	1	1	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	0	0	0	0	0	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	231	0	0	0	1	2	3	7	13	27	42	37	38	31	17	9	3	1	0	0	0	0	0	0	0	0	0	0	0
06-22	252	0	0	0	1	2	3	8	13	28	44	40	42	35	21	11	3	1	1	0	0	0	0	0	0	0	0	0	0
06-00	255	0	0	0	1	2	3	8	13	28	44	40	42	36	21	12	3	1	1	0	0	0	0	0	0	0	0	0	0
00-00	258	0	0	0	1	2	3	8	13	28	45	41	43	36	22	12	3	1	1	0	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Southbound
Virtual Week (1)

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	287	0	0	0	1	2	0	9	11	34	39	57	63	36	15	17	2	0	1	0	0	0	0	0	0	0	0	0	0
Tue	268	0	0	1	0	5	0	13	14	22	50	30	51	37	21	19	3	1	1	0	0	0	0	0	0	0	0	0	0
Wed	365	0	0	1	0	1	9	10	24	49	76	59	42	48	28	12	5	0	0	1	0	0	0	0	0	0	0	0	0
Thu	293	0	0	1	1	2	3	9	18	49	46	35	50	43	20	12	3	1	0	0	0	0	0	0	0	0	0	0	0
Fri	307	0	0	0	1	0	2	9	11	26	54	62	49	46	34	8	2	2	1	0	0	0	0	0	0	0	0	0	0
Sat	183	0	0	0	1	2	4	2	10	16	30	20	26	29	21	15	5	1	1	0	0	0	0	0	0	0	0	0	0
Sun	105	0	0	0	0	0	1	3	3	3	17	21	23	12	14	4	4	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	304	0	0	1	1	2	3	10	16	36	53	49	51	42	24	14	3	1	1	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	258	0	0	0	1	2	3	8	13	28	45	41	43	36	22	12	3	1	1	0	0	0	0	0	0	0	0	0	0
--	1808	0	0	3	4	12	19	55	91	199	312	284	304	251	153	87	24	5	4	1	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Tuesday 7 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	77.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	22	0	18	0	3	0	0	0	0	0	1	0	0	1	4.5	1	4.5	0	0.0	66	75.3
0600	24	0	20	0	1	1	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.6	76
0700	30	0	17	0	4	2	5	0	1	1	0	0	0	0	0.0	0	0.0	0	0.0	59.9	72.3
0800	33	1	25	1	2	1	2	0	0	1	0	0	0	1	3.0	0	0.0	0	0.0	61.4	74
0900	43	0	30	1	4	1	6	0	0	1	0	0	0	2	4.7	2	4.7	1	2.3	63.1	73.6
1000	56	0	43	1	9	0	3	0	0	0	0	0	0	3	5.4	3	5.4	1	1.8	58.8	70.5
1100	37	0	22	1	7	0	6	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	53.4	64.2
1200	51	0	35	2	6	1	4	0	1	1	1	0	0	0	0.0	0	0.0	0	0.0	56	68.6
1300	37	0	29	2	4	0	1	0	0	1	0	0	0	1	2.7	1	2.7	1	2.7	55.3	68
1400	39	0	25	1	5	0	6	0	0	1	1	0	0	0	0.0	0	0.0	0	0.0	54.4	68.4
1500	46	1	31	2	4	1	3	0	0	4	0	0	0	2	4.3	1	2.2	0	0.0	58.5	71.4
1600	50	0	38	1	4	0	7	0	0	0	0	0	0	2	4.0	0	0.0	0	0.0	54	68.1
1700	43	1	33	1	5	2	0	0	1	0	0	0	0	1	2.3	0	0.0	0	0.0	62	74.6
1800	31	1	28	1	1	0	0	0	0	0	0	0	0	1	3.2	0	0.0	0	0.0	54.2	66.6
1900	19	0	17	1	1	0	0	0	0	0	0	0	0	2	10.5	1	5.3	1	5.3	68.1	79
2000	11	1	8	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.6	72.5
2100	13	1	9	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.5	68.1
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	496	4	356	14	55	8	43	0	4	10	2	0	0	13	2.6	7	1.4	3	0.6	57.6	70.7
06-22	563	6	410	15	62	9	45	0	4	10	2	0	0	15	2.7	8	1.4	4	0.7	58.4	71.1
06-00	566	6	413	15	62	9	45	0	4	10	2	0	0	15	2.7	8	1.4	4	0.7	58.4	71.1
00-00	589	6	432	15	65	9	45	0	4	10	3	0	0	16	2.7	9	1.5	4	0.7	58.8	71.4

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound / Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Wednesday 8 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	2	0	0	0	0	0	0	0	2	0	0	0	0	1	50.0	0	0.0	0	0.0	74	-
0500	20	0	14	0	4	0	2	0	0	0	0	0	0	4	20.0	1	5.0	1	5.0	69.1	81.7
0600	23	0	17	0	1	0	3	0	0	2	0	0	0	1	4.3	0	0.0	0	0.0	63.8	75.5
0700	31	0	17	0	5	0	4	0	2	2	1	0	0	3	9.7	0	0.0	0	0.0	59.7	73.4
0800	40	0	29	0	1	0	2	0	0	2	6	0	0	2	5.0	0	0.0	0	0.0	59.8	73.1
0900	77	0	63	0	3	1	9	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	56	65.3
1000	62	0	53	0	3	2	3	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	53.4	60.6
1100	65	1	44	0	9	0	8	0	1	1	1	0	0	1	1.5	1	1.5	1	1.5	53.1	63.7
1200	73	1	52	0	2	3	9	0	2	2	2	0	0	1	1.4	1	1.4	0	0.0	51.3	61.9
1300	36	0	22	1	5	0	5	0	0	2	1	0	0	0	0.0	0	0.0	0	0.0	53.6	69.9
1400	73	0	57	1	5	2	3	0	1	0	4	0	0	1	1.4	0	0.0	0	0.0	50.1	59.7
1500	75	1	55	2	6	1	9	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	48.5	61.1
1600	79	0	60	2	3	4	8	0	0	0	2	0	0	1	1.3	1	1.3	1	1.3	52.6	65.5
1700	42	1	35	0	3	0	2	0	0	0	0	1	0	2	4.8	2	4.8	1	2.4	59.7	66.2
1800	28	1	24	0	2	0	1	0	0	0	0	0	0	3	10.7	1	3.6	0	0.0	60.8	73.5
1900	19	0	17	0	2	0	0	0	0	0	0	0	0	1	5.3	0	0.0	0	0.0	63.2	70.7
2000	8	0	6	0	2	0	0	0	0	0	0	0	0	1	12.5	0	0.0	0	0.0	64.9	-
2100	13	0	12	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.4	70.7
2200	4	0	3	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.8	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	52.7	-
07-19	681	5	511	6	47	13	63	0	7	10	18	1	0	14	2.1	6	0.9	3	0.4	53.8	65.3
06-22	744	5	563	6	52	14	66	0	7	12	18	1	0	17	2.3	6	0.8	3	0.4	54.5	66.6
06-00	749	5	567	6	52	15	66	0	7	12	18	1	0	17	2.3	6	0.8	3	0.4	54.5	66.6
00-00	773	5	583	6	56	15	68	0	9	12	18	1	0	22	2.8	7	0.9	4	0.5	55	67.7

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound / Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Thursday 9 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	74.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.9	-
0500	18	0	13	1	4	0	0	0	0	0	0	0	0	4	22.2	0	0.0	0	0.0	69.3	82.2
0600	19	0	14	0	1	2	2	0	0	0	0	0	0	2	10.5	0	0.0	0	0.0	65.8	77
0700	33	0	16	1	9	2	5	0	0	0	0	0	0	1	3.0	1	3.0	0	0.0	53.1	69
0800	31	1	19	0	0	1	7	0	1	2	0	0	0	1	3.2	0	0.0	0	0.0	58.4	69.9
0900	62	0	42	2	3	1	13	0	0	0	1	0	0	1	1.6	0	0.0	0	0.0	55.4	65.7
1000	43	0	31	1	4	1	3	0	1	1	1	0	0	1	2.3	1	2.3	1	2.3	56.3	67.2
1100	45	1	33	1	3	1	4	0	1	0	1	0	0	1	2.2	0	0.0	0	0.0	52.6	66.2
1200	37	1	24	0	4	0	7	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	53.1	66.6
1300	44	1	26	1	7	0	3	0	1	2	3	0	0	2	4.5	2	4.5	0	0.0	56.9	72
1400	33	0	17	2	4	1	8	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	52.6	65.5
1500	45	3	28	1	3	0	6	0	1	1	2	0	0	0	0.0	0	0.0	0	0.0	49.6	68
1600	74	0	53	1	7	0	7	0	0	4	2	0	0	2	2.7	0	0.0	0	0.0	51.9	64
1700	49	1	33	0	9	0	1	0	2	2	1	0	0	2	4.1	0	0.0	0	0.0	53.6	66.2
1800	32	0	28	0	2	1	0	0	1	0	0	0	0	1	3.1	0	0.0	0	0.0	63.9	75.2
1900	19	1	16	0	2	0	0	0	0	0	0	0	0	1	5.3	0	0.0	0	0.0	60.8	71.8
2000	12	0	10	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.6	75.2
2100	8	0	7	0	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.3	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.9	-
2300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.7	-
07-19	528	8	350	10	55	8	64	0	9	12	12	0	0	12	2.3	4	0.8	1	0.2	54.4	67
06-22	586	9	397	10	60	11	66	0	9	12	12	0	0	15	2.6	4	0.7	1	0.2	55.4	68.7
06-00	596	9	406	10	61	11	66	0	9	12	12	0	0	15	2.5	4	0.7	1	0.2	55.5	69.4
00-00	616	9	421	11	65	11	66	0	9	12	12	0	0	19	3.1	4	0.6	1	0.2	56	69.8

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Friday 10 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	68.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	2	0	0	0	0	0	0	0	2	0	0	0	0	1	50.0	1	50.0	0	0.0	72.8	-
0500	21	0	16	0	3	0	2	0	0	0	0	0	0	3	14.3	2	9.5	0	0.0	68.7	80.2
0600	17	0	11	0	2	0	2	0	0	2	0	0	0	0	0.0	0	0.0	0	0.0	63.4	75.3
0700	29	0	13	1	5	1	5	0	0	1	2	1	0	2	6.9	1	3.4	0	0.0	59.7	70
0800	34	1	18	2	3	0	6	0	3	0	1	0	0	3	8.8	2	5.9	1	2.9	56.5	71.8
0900	53	0	43	0	2	0	5	0	0	1	0	2	0	0	0.0	0	0.0	0	0.0	58.3	66.8
1000	45	0	29	2	5	2	6	0	0	0	1	0	0	1	2.2	0	0.0	0	0.0	55	63.6
1100	52	0	33	1	4	0	11	0	1	0	2	0	0	0	0.0	0	0.0	0	0.0	53.1	63.4
1200	41	0	24	2	4	1	6	0	2	1	1	0	0	0	0.0	0	0.0	0	0.0	56.3	67.7
1300	45	0	31	1	5	0	5	0	0	2	1	0	0	0	0.0	0	0.0	0	0.0	53.3	69.9
1400	71	0	53	2	3	1	6	0	0	3	3	0	0	1	1.4	0	0.0	0	0.0	57	69.7
1500	52	0	40	0	2	2	7	0	0	0	1	0	0	1	1.9	0	0.0	0	0.0	56.6	66.7
1600	62	0	42	2	9	0	8	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	54.8	67.2
1700	29	0	22	2	2	1	2	0	0	0	0	0	0	1	3.4	0	0.0	0	0.0	57.4	71.6
1800	20	0	17	0	3	0	0	0	0	0	0	0	0	1	5.0	0	0.0	0	0.0	58.6	68.3
1900	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.3	72.2
2000	16	0	14	0	2	0	0	0	0	0	0	0	0	1	6.3	0	0.0	0	0.0	61.3	72.4
2100	16	0	11	0	4	1	0	0	0	0	0	0	0	2	12.5	1	6.3	0	0.0	64.6	77.4
2200	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	63.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	533	1	365	15	47	8	67	0	7	8	12	3	0	10	1.9	3	0.6	1	0.2	56.1	67.3
06-22	598	1	416	15	56	9	69	0	7	10	12	3	0	13	2.2	4	0.7	1	0.2	56.7	68.3
06-00	607	1	425	15	56	9	69	0	7	10	12	3	0	14	2.3	4	0.7	1	0.2	56.8	68.3
00-00	631	1	442	15	59	9	71	0	9	10	12	3	0	18	2.9	7	1.1	1	0.2	57.3	68.9

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Saturday 11 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.3	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	78.5	-
0500	5	0	4	0	1	0	0	0	0	0	0	0	0	1	20.0	1	20.0	0	0.0	75.9	-
0600	13	0	11	0	0	0	2	0	0	0	0	0	0	2	15.4	1	7.7	0	0.0	69.5	82.6
0700	16	0	10	1	2	0	1	0	0	0	2	0	0	2	12.5	1	6.3	0	0.0	65.9	78.8
0800	34	0	20	1	0	1	4	0	3	1	4	0	0	2	5.9	2	5.9	1	2.9	54.3	68
0900	40	0	32	2	1	2	1	0	1	0	1	0	0	1	2.5	0	0.0	0	0.0	55.6	68.5
1000	40	0	28	1	5	0	1	0	3	0	2	0	0	2	5.0	0	0.0	0	0.0	58.2	70.4
1100	33	0	24	2	2	0	2	0	1	0	2	0	0	0	0.0	0	0.0	0	0.0	51.9	66.9
1200	26	0	20	2	2	1	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	58.2	70.6
1300	40	0	34	1	3	0	1	0	0	0	1	0	0	3	7.5	1	2.5	0	0.0	62	73.1
1400	24	0	18	2	3	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	60.2	71.7
1500	19	0	15	2	1	0	0	0	0	1	0	0	0	1	5.3	1	5.3	0	0.0	55.5	65.5
1600	17	0	16	0	1	0	0	0	0	0	0	0	0	1	5.9	0	0.0	0	0.0	64.2	77.2
1700	19	1	15	2	0	0	1	0	0	0	0	0	0	2	10.5	0	0.0	0	0.0	62.1	78.1
1800	18	0	14	1	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	61.2	73.5
1900	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.4	72.2
2000	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55	-
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	59.8	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	51.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	326	1	246	17	23	4	11	0	9	3	12	0	0	14	4.3	5	1.5	1	0.3	58.4	71.1
06-22	366	1	284	17	23	4	13	0	9	3	12	0	0	16	4.4	6	1.6	1	0.3	58.9	71.6
06-00	367	1	285	17	23	4	13	0	9	3	12	0	0	16	4.4	6	1.6	1	0.3	58.8	71.6
00-00	377	1	294	17	24	4	13	0	9	3	12	0	0	17	4.5	7	1.9	1	0.3	59.2	71.9

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Sunday 12 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	50.8	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	74.7	-
0300	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	65.4	-
0400	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	59.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	70.4	-
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	66.2	-
0800	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	50	-
0900	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60.5	-
1000	13	1	11	0	1	0	0	0	0	0	0	0	0	1	7.7	1	7.7	1	7.7	61.4	75.4
1100	18	1	17	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.8	65.8
1200	24	1	19	0	4	0	0	0	0	0	0	0	0	2	8.3	1	4.2	1	4.2	59.8	77.5
1300	16	1	14	1	0	0	0	0	0	0	0	0	0	1	6.3	0	0.0	0	0.0	57.3	66.8
1400	23	0	21	0	2	0	0	0	0	0	0	0	0	1	4.3	1	4.3	0	0.0	59.3	70.1
1500	18	1	17	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	62.5	72.1
1600	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	57.4	73
1700	17	0	15	1	1	0	0	0	0	0	0	0	0	1	5.9	0	0.0	0	0.0	62.3	75.7
1800	16	1	14	0	1	0	0	0	0	0	0	0	0	1	6.3	1	6.3	1	6.3	56.4	70.1
1900	12	1	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.6	69.7
2000	11	0	9	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	58.1	68.8
2100	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	55.3	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63.4	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.9	-
07-19	179	7	160	2	10	0	0	0	0	0	0	0	0	7	3.9	4	2.2	3	1.7	59.4	69.9
06-22	207	8	184	2	13	0	0	0	0	0	0	0	0	7	3.4	4	1.9	3	1.4	59.1	69.7
06-00	215	8	192	2	13	0	0	0	0	0	0	0	0	7	3.3	4	1.9	3	1.4	59.3	69.9
00-00	221	8	196	2	13	0	0	0	1	1	0	0	0	7	3.2	4	1.8	3	1.4	59.4	70.2

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Monday 13 May 2024

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	73.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	23	0	17	0	5	0	1	0	0	0	0	0	0	1	4.3	0	0.0	0	0.0	65.8	73.8
0600	22	0	15	1	0	0	2	0	0	1	3	0	0	1	4.5	1	4.5	0	0.0	63.5	71.9
0700	25	0	11	1	6	0	3	0	2	1	1	0	0	1	4.0	1	4.0	1	4.0	58.5	71
0800	44	0	30	0	2	0	8	0	0	1	3	0	0	1	2.3	0	0.0	0	0.0	53.8	68.8
0900	46	0	27	2	1	0	9	0	4	0	3	0	0	0	0.0	0	0.0	0	0.0	51.9	61.7
1000	39	0	27	2	4	0	2	0	2	1	1	0	0	0	0.0	0	0.0	0	0.0	58.7	69.8
1100	34	0	24	0	4	0	5	0	0	0	1	0	0	0	0.0	0	0.0	0	0.0	52.7	60.2
1200	44	0	31	1	3	1	4	0	0	1	3	0	0	1	2.3	0	0.0	0	0.0	53.6	64.1
1300	50	0	42	0	1	2	2	1	0	0	2	0	0	0	0.0	0	0.0	0	0.0	55.4	64.1
1400	26	0	17	0	2	0	5	0	0	0	2	0	0	1	3.8	0	0.0	0	0.0	56.6	68
1500	57	0	43	2	2	0	6	0	2	1	1	0	0	0	0.0	0	0.0	0	0.0	54.5	65.8
1600	60	0	42	2	6	1	5	0	0	1	3	0	0	0	0.0	0	0.0	0	0.0	53.8	60.4
1700	24	0	18	1	2	1	1	0	0	1	0	0	0	2	8.3	1	4.2	0	0.0	59.4	74
1800	31	1	26	1	1	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	56.8	72
1900	9	0	7	0	2	0	0	0	0	0	0	0	0	1	11.1	0	0.0	0	0.0	62.5	-
2000	14	0	13	0	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0	65.3	77.3
2100	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	53.1	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	67.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
07-19	480	1	338	12	34	6	51	1	10	7	20	0	0	6	1.3	2	0.4	1	0.2	55	65.8
06-22	531	1	377	13	38	6	53	1	10	9	23	0	0	8	1.5	3	0.6	1	0.2	55.7	67.8
06-00	536	1	382	13	38	6	53	1	10	9	23	0	0	8	1.5	3	0.6	1	0.2	55.9	67.9
00-00	561	1	401	13	43	6	54	1	10	9	23	0	0	9	1.6	3	0.5	1	0.2	56.3	68.2

Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound / Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	60	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	71	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	74	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	64.8	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	25.0	0	12.5	0	0.0	70.9	-
0500	16	0	12	0	3	0	1	0	0	0	0	0	0	2	12.8	1	4.6	0	0.9	68.1	79.6
0600	17	0	13	0	1	0	2	0	0	1	0	0	0	1	5.0	0	1.7	0	0.0	65.4	75.5
0700	24	0	12	1	4	1	3	0	1	1	1	0	0	1	5.4	1	2.4	0	0.6	59	71.7
0800	31	1	21	1	1	0	4	0	1	1	2	0	0	1	4.5	1	1.8	0	0.9	57.1	69.8
0900	47	0	35	1	2	1	6	0	1	0	1	0	0	1	1.2	0	0.6	0	0.3	56.7	67.9
1000	43	0	32	1	4	1	3	0	1	0	1	0	0	1	2.7	1	1.7	0	1.0	56.8	67.7
1100	41	0	28	1	4	0	5	0	1	0	1	0	0	0	0.7	0	0.4	0	0.4	53.2	64.1
1200	42	0	29	1	4	1	4	0	1	1	1	0	0	1	1.4	0	0.7	0	0.3	54.7	66.5
1300	38	0	28	1	4	0	2	0	0	1	1	0	0	1	2.6	1	1.5	0	0.4	56.1	69.8
1400	41	0	30	1	3	1	4	0	0	1	2	0	0	1	1.4	0	0.3	0	0.0	54.8	67.6
1500	45	1	33	1	3	1	4	0	1	1	1	0	0	1	1.3	0	0.6	0	0.0	53.8	66.6
1600	52	0	39	1	4	1	5	0	0	1	1	0	0	1	1.7	0	0.3	0	0.3	54	66.3
1700	32	1	24	1	3	1	1	0	0	0	0	0	0	2	4.9	0	1.3	0	0.4	58.9	71.2
1800	25	1	22	0	2	0	0	0	0	0	0	0	0	1	4.0	0	1.1	0	0.6	58.9	71.4
1900	15	0	14	0	1	0	0	0	0	0	0	0	0	1	4.7	0	0.9	0	0.9	62	72
2000	12	0	10	0	1	0	0	0	0	0	0	0	0	0	2.4	0	0.0	0	0.0	61.8	72.7
2100	9	0	7	0	1	0	0	0	0	0	0	0	0	0	3.1	0	1.5	0	0.0	59.2	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	3.2	0	0.0	0	0.0	62.5	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	63	-
07-19	460	4	332	11	39	7	43	0	7	7	11	1	0	11	2.4	4	1.0	2	0.4	55.8	68.1
06-22	514	4	376	11	43	8	45	0	7	8	11	1	0	13	2.5	5	1.0	2	0.4	56.5	69.1
06-00	519	4	381	11	44	8	45	0	7	8	11	1	0	13	2.5	5	1.0	2	0.4	56.6	69.2
00-00	538	4	396	11	46	8	45	0	7	8	11	1	0	15	2.9	6	1.1	2	0.4	57	69.7

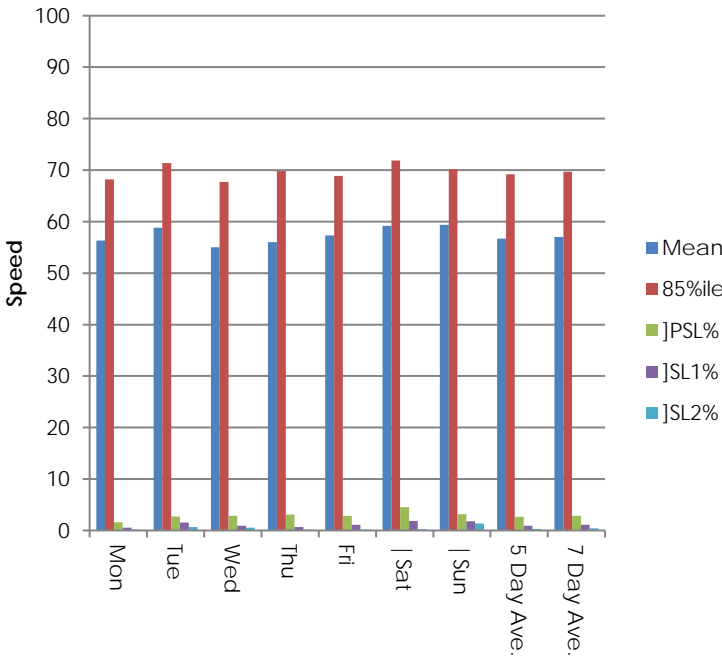
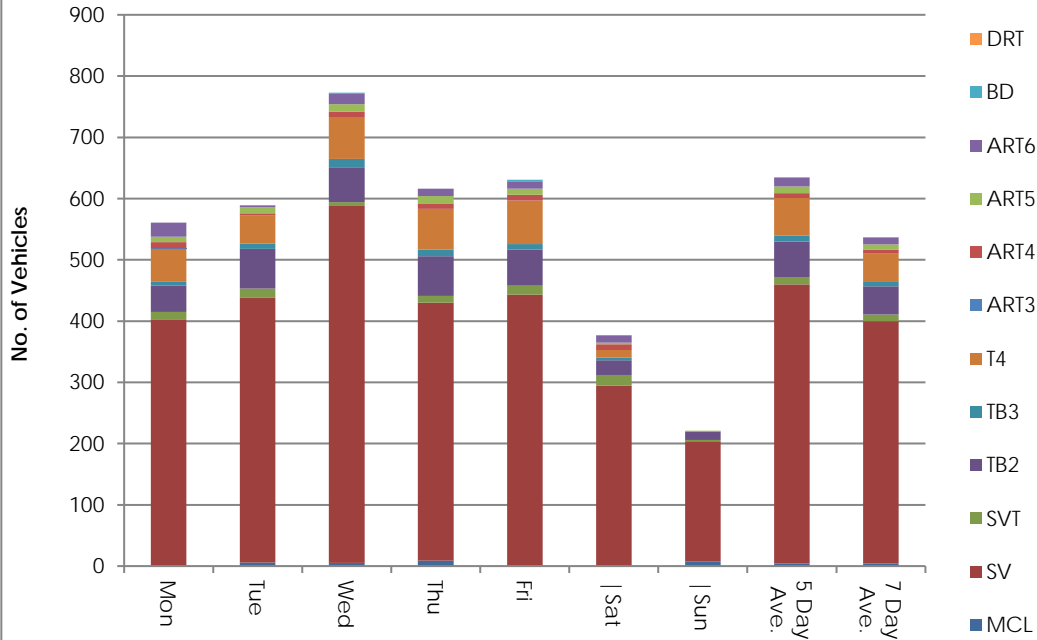
Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												JPSL 80	JPSL% 80	JSL1 85 +5kph	JSL1% 85 +5kph	JSL2 90 +10kph	JSL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	561	1	401	13	43	6	54	1	10	9	23	0	0	9	1.6	3	0.5	1	0.2	56.3	68.2
Tue	589	6	432	15	65	9	45	0	4	10	3	0	0	16	2.7	9	1.5	4	0.7	58.8	71.4
Wed	773	5	583	6	56	15	68	0	9	12	18	1	0	22	2.8	7	0.9	4	0.5	55	67.7
Thu	616	9	421	11	65	11	66	0	9	12	12	0	0	19	3.1	4	0.6	1	0.2	56	69.8
Fri	631	1	442	15	59	9	71	0	9	10	12	3	0	18	2.9	7	1.1	1	0.2	57.3	68.9
Sat	377	1	294	17	24	4	13	0	9	3	12	0	0	17	4.5	7	1.9	1	0.3	59.2	71.9
Sun	221	8	196	2	13	0	0	0	1	1	0	0	0	7	3.2	4	1.8	3	1.4	59.4	70.2
5 Day Ave.	634	4	456	12	58	10	61	0	8	11	14	1	0	17	2.7	6	0.9	2	0.3	56.7	69.2
7 Day Ave.	538	4	396	11	46	8	45	0	7	8	11	1	0	15	2.9	6	1.1	2	0.4	57.0	69.7
--	3768	31	2769	79	325	54	317	1	51	57	80	4	0	108	2.9	41	1.1	15	0.4	57.0	69.7

Summary Graphs



Site 1
 Location Local Rd, 700 metres Southeast of junction with N77
 Direction Northbound / Southbound

15416 / Abbeyleix
 May 2024
 Automatic Traffic Count

Tuesday 7 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	22	0	0	0	0	0	0	0	0	0	1	1	3	7	3	3	3	0	1	0	0	0	0	0	0	0	0	0	0
0600	24	0	0	0	0	0	0	0	0	0	1	1	2	3	7	6	4	0	0	0	0	0	0	0	0	0	0	0	0
0700	30	0	0	0	0	0	0	2	1	0	3	3	5	2	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0
0800	33	0	0	0	0	0	0	1	1	0	4	2	6	5	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0
0900	43	0	0	0	0	0	0	0	0	2	5	4	9	4	3	12	2	0	1	1	0	0	0	0	0	0	0	0	0
1000	56	0	0	0	0	0	0	0	1	6	8	7	5	16	4	5	1	0	2	0	1	0	0	0	0	0	0	0	0
1100	37	0	0	0	0	1	0	3	0	4	6	3	11	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	51	0	0	0	0	1	0	0	4	5	6	2	15	5	6	3	4	0	0	0	0	0	0	0	0	0	0	0	0
1300	37	0	0	0	0	0	0	3	2	3	5	4	6	7	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0
1400	39	0	0	0	0	1	0	3	2	2	8	3	6	4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	46	0	0	0	0	2	0	0	1	2	6	6	5	8	9	4	1	1	1	0	0	0	0	0	0	0	0	0	0
1600	50	0	0	1	0	0	2	0	5	3	8	7	7	7	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0
1700	43	0	0	0	0	0	0	0	0	2	3	6	10	6	6	6	3	1	0	0	0	0	0	0	0	0	0	0	0
1800	31	0	0	0	0	2	0	0	6	2	0	1	8	6	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	19	0	0	0	0	0	0	0	0	0	0	1	3	4	4	4	1	1	0	0	0	1	0	0	0	0	0	0	0
2000	11	0	0	0	0	1	0	0	0	0	0	0	3	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	0	0	0	0	1	1	0	0	0	1	3	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	496	0	0	1	0	7	2	12	23	31	62	48	93	75	59	52	18	6	4	2	1	0	0	0	0	0	0	0	0
06-22	563	0	0	1	0	8	3	13	23	31	63	51	104	87	75	65	24	7	4	2	1	1	0	0	0	0	0	0	0
06-00	566	0	0	1	0	8	3	13	23	31	63	51	105	89	75	65	24	7	4	2	1	1	0	0	0	0	0	0	0
00-00	589	0	0	1	0	8	3	13	23	31	64	52	108	96	78	68	28	7	5	2	1	1	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Wednesday 8 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	20	0	0	0	0	0	0	0	0	0	0	3	3	0	5	4	1	3	0	1	0	0	0	0	0	0	0	0	0
0600	23	0	0	0	0	0	0	0	0	1	2	3	3	1	6	2	4	1	0	0	0	0	0	0	0	0	0	0	0
0700	31	0	0	0	0	0	0	0	0	3	7	3	1	8	2	3	1	3	0	0	0	0	0	0	0	0	0	0	0
0800	40	0	0	0	0	0	1	0	1	3	4	3	7	6	8	2	3	2	0	0	0	0	0	0	0	0	0	0	0
0900	77	0	0	0	0	0	1	1	3	8	9	8	18	18	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	62	0	0	0	0	0	1	2	0	5	10	21	13	4	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1100	65	0	0	0	0	0	0	3	5	11	6	18	7	7	2	3	2	0	0	0	0	0	0	0	1	0	0	0	0
1200	73	0	0	0	0	1	4	1	5	4	24	4	17	4	3	3	2	0	1	0	0	0	0	0	0	0	0	0	0
1300	36	0	0	0	1	0	0	0	4	6	3	5	4	6	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	73	0	0	0	0	0	0	4	5	12	21	11	10	4	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	75	0	0	0	1	1	6	1	7	14	7	17	9	7	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1600	79	0	0	1	0	0	2	4	2	10	16	10	12	10	7	3	1	0	0	1	0	0	0	0	0	0	0	0	0
1700	42	0	0	0	0	0	1	0	0	1	3	7	12	10	4	0	2	0	1	0	1	0	0	0	0	0	0	0	0
1800	28	0	0	0	0	1	0	0	0	2	3	4	2	5	5	2	1	2	1	0	0	0	0	0	0	0	0	0	0
1900	19	0	0	0	0	0	0	0	0	1	1	0	5	4	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	0	0	0	0	0	0	0	0	1	0	2	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	0	0	0	0	0	0	1	1	4	0	0	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	681	0	0	1	2	3	16	16	32	79	113	111	112	89	46	29	18	8	3	1	1	0	0	0	1	0	0	0	0
06-22	744	0	0	1	2	3	16	16	33	82	121	114	122	99	60	34	24	11	3	1	1	0	0	0	1	0	0	0	0
06-00	749	0	0	1	2	3	16	16	34	83	121	115	122	100	61	34	24	11	3	1	1	0	0	0	1	0	0	0	0
00-00	773	0	0	1	2	3	16	16	34	83	121	118	125	101	67	39	25	15	3	2	1	0	0	0	1	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Thursday 9 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	18	0	0	0	0	0	0	0	0	0	1	0	0	4	6	2	1	4	0	0	0	0	0	0	0	0	0	0	0
0600	19	0	0	0	0	0	0	0	1	0	0	2	0	5	3	4	2	2	0	0	0	0	0	0	0	0	0	0	0
0700	33	0	0	0	0	1	0	1	6	3	4	3	4	3	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0
0800	31	0	0	0	0	1	0	1	0	3	3	3	3	7	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0
0900	62	0	0	0	0	0	0	0	3	10	9	7	13	7	10	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1000	43	0	0	0	0	0	0	0	0	3	14	4	8	7	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1100	45	0	0	1	1	0	0	1	1	9	2	10	6	6	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1200	37	0	0	0	0	1	1	0	1	6	7	6	5	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1300	44	0	0	0	1	1	0	2	1	3	6	7	4	8	3	3	3	0	2	0	0	0	0	0	0	0	0	0	0
1400	33	0	0	0	0	0	1	1	1	8	4	3	5	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	45	0	0	0	2	1	2	2	4	8	3	6	6	3	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1600	74	0	0	0	0	0	4	1	4	15	9	10	13	10	3	3	0	2	0	0	0	0	0	0	0	0	0	0	0
1700	49	0	0	0	0	0	0	2	5	4	6	12	8	4	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1800	32	0	0	0	0	0	1	0	0	1	0	0	10	6	3	6	4	1	0	0	0	0	0	0	0	0	0	0	0
1900	19	0	0	0	0	0	1	1	0	0	1	1	2	7	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	12	0	0	0	0	0	0	0	0	0	0	1	2	2	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	0	0	0	0	0	0	0	1	0	2	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	0	0	0	0	0	1	0	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	528	0	0	1	4	5	9	11	26	73	67	71	85	70	53	25	16	8	3	0	1	0	0	0	0	0	0	0	0
06-22	586	0	0	1	4	5	10	12	27	74	68	77	89	84	64	34	22	11	3	0	1	0	0	0	0	0	0	0	0
06-00	596	0	0	1	4	5	10	12	27	75	68	77	91	85	65	38	23	11	3	0	1	0	0	0	0	0	0	0	0
00-00	616	0	0	1	4	5	10	12	27	75	69	77	92	89	71	41	24	15	3	0	1	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Friday 10 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	21	0	0	0	0	0	0	0	0	0	1	1	3	3	2	3	5	1	2	0	0	0	0	0	0	0	0	0	0
0600	17	0	0	0	0	0	0	0	0	0	1	5	1	2	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0
0700	29	0	0	0	0	0	0	0	0	0	3	11	4	2	5	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0800	34	0	0	1	0	0	1	0	1	3	8	5	2	3	5	1	1	1	1	0	0	1	0	0	0	0	0	0	0
0900	53	0	0	0	0	0	1	0	1	1	7	8	10	12	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1000	45	0	0	0	0	0	0	1	0	4	11	7	5	14	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	52	0	0	0	1	0	0	1	3	3	9	9	15	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	41	0	0	0	0	0	0	0	2	5	4	7	6	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	45	0	0	0	0	1	0	4	2	6	7	4	7	5	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0
1400	71	0	0	0	0	0	0	2	1	6	13	14	6	14	6	3	5	1	0	0	0	0	0	0	0	0	0	0	0
1500	52	0	0	0	0	0	1	1	2	2	8	9	5	10	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	62	0	0	0	0	0	0	0	4	7	9	13	8	9	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	29	0	0	0	0	0	0	0	3	2	3	4	4	6	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	20	0	0	0	1	0	0	0	0	1	1	4	3	3	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	16	0	0	0	0	0	0	1	0	1	1	4	3	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	16	0	0	0	0	0	0	0	0	0	2	5	0	2	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	0	0	0	0	0	0	0	1	3	0	1	3	2	4	0	1	1	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	0	0	0	0	0	0	0	2	0	1	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	533	0	0	1	2	1	3	9	19	40	83	95	75	93	62	26	14	7	2	0	0	1	0	0	0	0	0	0	0
06-22	598	0	0	1	2	1	3	10	19	42	90	109	80	101	75	32	20	9	3	0	0	1	0	0	0	0	0	0	0
06-00	607	0	0	1	2	1	3	10	19	42	92	109	81	104	76	32	21	10	3	0	0	1	0	0	0	0	0	0	0
00-00	631	0	0	1	2	1	3	10	19	42	93	110	85	107	79	35	26	11	6	0	0	1	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Saturday 11 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0
0600	13	0	0	0	0	0	0	0	0	0	0	1	1	1	3	4	1	1	1	0	0	0	0	0	0	0	0	0	0
0700	16	0	0	0	0	0	0	0	0	0	2	1	2	1	5	2	1	1	1	0	0	0	0	0	0	0	0	0	0
0800	34	0	0	0	0	3	1	0	3	0	7	2	6	4	4	1	1	0	1	1	0	0	0	0	0	0	0	0	0
0900	40	0	0	0	0	0	1	0	2	5	9	2	1	11	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	40	0	0	0	1	0	1	0	1	3	1	8	6	7	6	2	2	2	0	0	0	0	0	0	0	0	0	0	0
1100	33	0	0	0	0	0	2	1	3	3	5	6	3	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	26	0	0	0	0	0	0	0	1	1	5	2	6	7	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	40	0	0	0	0	1	1	0	1	1	3	0	9	3	11	6	1	2	1	0	0	0	0	0	0	0	0	0	0
1400	24	0	0	0	0	0	0	1	0	2	4	2	0	3	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	19	0	0	0	0	0	0	0	1	4	2	3	2	4	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1600	17	0	0	0	0	0	0	0	0	1	1	1	3	1	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0
1700	19	0	0	0	1	0	0	0	0	1	2	0	3	3	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	0	0	0	0	0	1	0	1	3	0	2	3	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	12	0	0	0	0	0	0	0	0	1	0	1	3	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	0	0	0	0	0	0	0	1	3	2	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	326	0	0	0	2	4	6	3	12	22	44	27	43	51	54	30	14	9	4	1	0	0	0	0	0	0	0	0	0
06-22	366	0	0	0	2	4	6	3	12	24	48	32	49	54	61	39	16	10	5	1	0	0	0	0	0	0	0	0	0
06-00	367	0	0	0	2	4	6	3	12	24	48	33	49	54	61	39	16	10	5	1	0	0	0	0	0	0	0	0	0
00-00	377	0	0	0	2	4	6	3	12	24	48	33	50	56	61	41	20	10	6	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Sunday 12 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	4	0	0	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	8	0	0	0	0	0	0	0	0	0	1	2	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	13	0	0	0	0	0	0	0	0	0	2	4	2	0	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0
1100	18	0	0	0	0	0	1	0	0	0	1	0	5	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	24	0	0	0	0	1	0	1	1	0	2	3	4	6	1	1	2	1	0	1	0	0	0	0	0	0	0	0	0
1300	16	0	0	0	0	0	0	0	1	1	2	2	4	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	23	0	0	0	0	0	0	0	1	0	4	5	1	6	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0
1500	18	0	0	0	0	0	0	0	0	0	3	1	2	1	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	19	0	0	0	0	0	0	1	1	2	1	3	3	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1700	17	0	0	0	0	0	0	0	0	0	3	1	4	3	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	16	0	0	0	0	0	1	1	0	1	2	1	4	2	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1900	12	0	0	0	1	0	0	0	0	0	1	4	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	11	0	0	0	0	0	0	0	0	0	1	4	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	179	0	0	0	0	1	2	4	4	4	21	24	33	32	28	10	9	3	1	3	0	0	0	0	0	0	0	0	0
06-22	207	0	0	0	1	1	2	4	4	4	24	33	38	33	34	12	10	3	1	3	0	0	0	0	0	0	0	0	0
06-00	215	0	0	0	1	1	2	4	4	4	25	33	39	35	36	14	10	3	1	3	0	0	0	0	0	0	0	0	0
00-00	221	0	0	0	1	1	2	4	4	4	25	34	41	36	36	16	10	3	1	3	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Monday 13 May 2024

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	0	0	0	0	0	0	1	1	2	6	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	22	0	0	0	0	0	0	0	0	1	3	2	3	0	6	5	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	25	0	0	0	0	0	0	0	1	4	1	4	5	2	4	1	2	0	0	1	0	0	0	0	0	0	0	0	0
0800	44	0	0	0	1	1	0	2	1	1	6	14	6	4	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	46	0	0	0	0	0	0	2	2	4	12	11	4	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	39	0	0	0	0	0	0	1	1	2	5	5	9	4	7	2	3	0	0	0	0	0	0	0	0	0	0	0	0
1100	34	0	0	0	0	0	0	1	2	6	4	3	13	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	44	0	0	0	0	1	0	2	2	6	5	9	4	9	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1300	50	0	0	0	0	0	0	1	1	4	7	7	15	8	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	26	0	0	0	0	0	0	0	1	3	2	10	3	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	57	0	0	0	0	0	0	1	1	5	7	17	7	7	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	60	0	0	0	0	1	0	0	0	7	13	11	19	6	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1700	24	0	0	0	0	0	0	2	1	0	1	3	2	9	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1800	31	0	0	0	0	1	0	2	1	1	2	5	8	2	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	0	0	0	0	0	0	1	1	0	2	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	0	0	0	0	0	0	0	1	0	0	4	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	0	0	0	0	0	1	0	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	480	0	0	0	1	4	0	14	14	43	65	99	95	62	42	23	12	4	1	1	0	0	0	0	0	0	0	0	0
06-22	531	0	0	0	1	4	0	15	14	47	70	101	104	64	55	32	16	5	2	1	0	0	0	0	0	0	0	0	0
06-00	536	0	0	0	1	4	0	15	14	47	70	101	105	64	57	34	16	5	2	1	0	0	0	0	0	0	0	0	0
00-00	561	0	0	0	1	4	0	15	14	47	71	102	108	70	63	40	17	6	2	1	0	0	0	0	0	0	0	0	0

Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	0	0	0	0	0	0	0	0	1	1	2	3	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0
0600	17	0	0	0	0	0	0	0	0	0	1	2	1	2	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0
0700	24	0	0	0	0	0	0	0	1	1	3	4	3	3	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0800	31	0	0	0	0	1	0	1	1	1	5	4	4	4	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0900	47	0	0	0	0	0	0	0	2	4	7	6	8	9	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	43	0	0	0	0	0	0	1	0	3	7	8	7	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	41	0	0	0	0	0	0	1	2	5	5	7	9	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	42	0	0	0	0	1	1	1	2	4	8	5	8	6	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1300	38	0	0	0	0	0	0	1	2	3	5	4	7	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	41	0	0	0	0	0	0	2	2	5	8	7	4	5	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	45	0	0	0	0	1	1	1	2	5	5	8	5	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	52	0	0	0	0	0	1	1	2	6	8	8	9	6	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1700	32	0	0	0	0	0	0	1	1	1	3	5	6	6	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	25	0	0	0	0	1	0	1	1	1	2	2	5	4	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1900	15	0	0	0	0	0	0	0	0	1	1	2	3	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	12	0	0	0	0	0	0	0	0	0	1	2	2	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	0	0	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	460	0	0	1	2	4	5	10	19	42	65	68	77	67	49	28	14	6	3	1	0	0	0	0	0	0	0	0	0
06-22	514	0	0	1	2	4	6	10	19	43	69	74	84	75	61	35	19	8	3	1	0	0	0	0	0	0	0	0	0
06-00	519	0	0	1	2	4	6	10	19	44	70	74	85	76	62	37	19	8	3	1	0	0	0	0	0	0	0	0	0
00-00	538	0	0	1	2	4	6	10	19	44	70	75	87	79	65	40	21	10	4	1	0	0	0	0	0	0	0	0	0

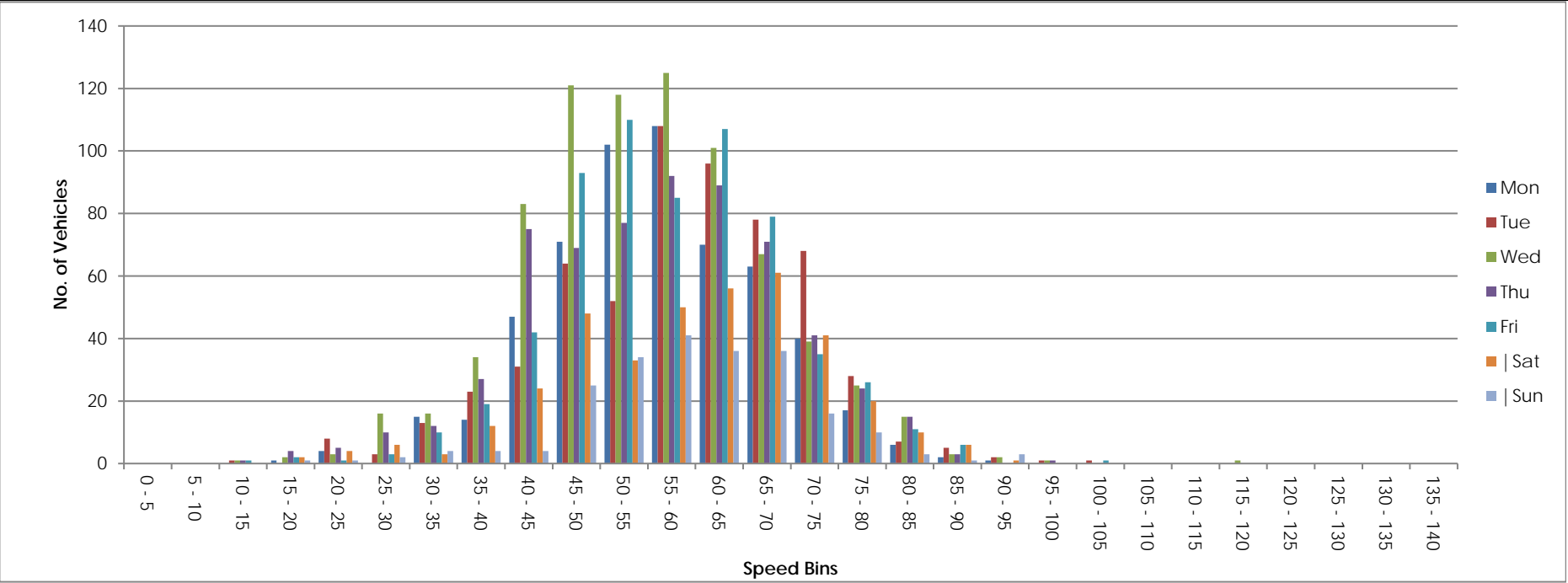
Site 1
Location Local Rd, 700 metres Southeast of junction with N77
Direction Northbound / Southbound

15416 / Abbeyleix
May 2024
Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	561	0	0	0	1	4	0	15	14	47	71	102	108	70	63	40	17	6	2	1	0	0	0	0	0	0	0	0	0
Tue	589	0	0	1	0	8	3	13	23	31	64	52	108	96	78	68	28	7	5	2	1	1	0	0	0	0	0	0	0
Wed	773	0	0	1	2	3	16	16	34	83	121	118	125	101	67	39	25	15	3	2	1	0	0	0	1	0	0	0	0
Thu	616	0	0	1	4	5	10	12	27	75	69	77	92	89	71	41	24	15	3	0	1	0	0	0	0	0	0	0	0
Fri	631	0	0	1	2	1	3	10	19	42	93	110	85	107	79	35	26	11	6	0	0	1	0	0	0	0	0	0	0
Sat	377	0	0	0	2	4	6	3	12	24	48	33	50	56	61	41	20	10	6	1	0	0	0	0	0	0	0	0	0
Sun	221	0	0	0	1	1	2	4	4	4	25	34	41	36	36	16	10	3	1	3	0	0	0	0	0	0	0	0	0
5 Day Ave.	634	0	0	1	2	4	6	13	23	56	84	92	104	93	72	45	24	11	4	1	1	0	0	0	0	0	0	0	0
7 Day Ave.	538	0	0	1	2	4	6	10	19	44	70	75	87	79	65	40	21	10	4	1	0	0	0	0	0	0	0	0	0
--	3768	0	0	4	12	26	40	73	133	306	491	526	609	555	455	280	150	67	26	9	3	2	0	0	1	0	0	0	0

Summary Graphs



Annex B Origin/ Destination Matrices

RECEIVED: 16/08/2024

Traffic Calculations for Abbeyleix Quarry
Junction 1 Staggered Junction - N77/ L5731/L5731-25
AM Peak (07:30 - 08:30)

Seasonally Adjusted 2024

2025 Year of Opening

Laois LV HV
 2016 - 2030 index 1.0179 1.0314
 Years 1 1
Growth Factor 1.0179 1.0314

2035 (10 Years after Opening)
Laois LV HV
 2016 - 2030 index 1.0179 1.0314
 Years 6 6
Growth Factor 1.1123 1.2038

2030 - 2040 index Laois LV HV
 Years 5 5
Growth Factor 1.0477 1.0826

Combined Factors 1.1587 1.3032

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	12	7	187	39	2	0
B	23	7	0	0	5	1	4	1
C	289	47	2	2	0	0	19	2
D	2	0	3	1	12	1	0	0

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	12	7	190	40	2	0
B	23	7	0	0	5	1	4	1
C	294	48	2	2	0	0	19	2
D	2	0	3	1	12	1	0	0

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	14	9	217	51	2	0
B	27	9	0	0	6	1	5	1
C	335	61	2	3	0	0	22	3
D	2	0	3	1	14	1	0	0

AM PEAK GENERATED TRAFFIC

Junction 1 Staggered Junction - N77/ L5731/L5731-25

WITH DEVELOPMENT

Generated Traffic

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	2	-3	0	0	0	0
B	0	-3	0	0	0	-1	0	-1
C	0	0	0	-1	0	0	0	0
D	0	0	0	-1	0	0	0	0

Year of Opening

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	14	4	190	40	2	0
B	23	4	0	0	5	0	4	0
C	294	48	2	1	0	0	19	2
D	2	0	3	0	12	1	0	0

(10 Years after Opening)

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	16	6	217	51	2	0
B	27	6	0	0	6	0	5	0
C	335	61	2	2	0	0	22	3
D	2	0	3	0	14	1	0	0



Traffic Calculations for Abbeyleix Quarry
Junction 1 Staggered Junction - N77/ L5731/L5731-25
PM Peak (17:00 - 18:00)

Seasonally Adjusted 2024

2025 Year of Opening

Laos LV HV
 2016 - 2030 index 1.0179 1.0314
 Years 1 1
Growth Factor 1.0179 1.0314

2035 (10 Years after Opening)
Laos LV HV
 2016 - 2030 index 1.0179 1.0314
 Years 6 6
Growth Factor 1.1123 1.2038

2030 - 2040 index LV HV
 Years 5 5
Growth Factor 1.0477 1.0826

Combined Factors 1.1587 1.3032

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	22	1	324	25	3	0
B	14	4	0	0	7	0	5	0
C	245	21	2	1	0	0	17	2
D	7	0	3	0	18	1	0	0

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	22	1	330	26	3	0
B	14	4	0	0	7	0	5	0
C	249	22	2	1	0	0	17	2
D	7	0	3	0	18	1	0	0

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	25	1	375	33	3	0
B	16	5	0	0	8	0	6	0
C	284	27	2	1	0	0	20	3
D	8	0	3	0	21	1	0	0

PM PEAK GENERATED TRAFFIC

Junction 1 Staggered Junction - N77/ L5731/L5731-25

WITH DEVELOPMENT

Generated Traffic

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	0	-3	0	0	0	0
B	2	-3	0	0	0	-1	0	-1
C	0	0	0	-1	0	0	0	0
D	0	0	0	-1	0	0	0	0

Year of Opening

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	22	-2	330	26	3	0
B	16	1	0	0	7	-1	5	-1
C	249	22	2	0	0	0	17	2
D	7	0	3	-1	18	1	0	0

(10 Years after Opening)

Route	A	HV	B	HV	C	HV	D	HV
A	0	0	25	-2	375	33	3	0
B	18	2	0	0	8	-1	6	-1
C	284	27	2	0	0	0	20	3
D	8	0	3	-1	21	1	0	0



Traffic Calculations for Abbeyleix Quarry

Junction 2 - Existing Quarry Entrance

AM Peak (09:30 - 10:30)

Seasonally Adjusted 2024

Route	A	HV	B	HV	C	HV
A	0	0	0	0	6	1
B	0	0	0	0	11	6
C	8	0	11	5	0	0

2025 Year of Opening

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2016 - 2030 index	1.0179	1.0314
Years	1	1
<u>High Growth Factor</u>	1.0179	1.0314

Route	A	HV	B	HV	C	HV
A	0	0	0	0	6	1
B	0	0	0	0	11	6
C	8	0	11	5	0	0

2035 (10 Years after Opening)

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2016-2030 index	1.0179	1.0314
Years	6	6
<u>High Growth Factor</u>	1.1123	1.2038

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2030-2040 index	1.0082	1.0160
Years	5	5
<u>High Growth Factor</u>	1.0417	1.0826

Combined Factors 1.1587 1.3032

Route	A	HV	B	HV	C	HV
A	0	0	0	0	7	1
B	0	0	0	0	13	8
C	9	0	13	7	0	0

AM PEAK GENERATED TRAFFIC

Junction 2 - Existing Quarry Entrance

WITH DEVELOPMENTGenerated Traffic

Route	A	HV	B	HV	C	HV
A	0	0	0	0	0	0
B	0	0	0	0	0	0
C	0	0	0	0	0	0

Year of Opening

Route	A	HV	B	HV	C	HV
A	0	0	0	0	6	1
B	0	0	0	0	11	6
C	8	0	11	5	0	0

(10 Years after Opening)

Route	A	HV	B	HV	C	HV
A	0	0	0	0	7	1
B	0	0	0	0	13	8
C	9	0	13	7	0	0



Traffic Calculations for Abbeyleix Quarry

Junction 2 - Existing Quarry Entrance

PM Peak (16:00 - 17:00)

Seasonally Adjusted 2024

Route	A	HV	B	HV	C	HV
A	0	0	0	0	7	0
B	0	0	0	0	29	6
C	10	0	0	8	0	0

2025 Year of Opening

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2016 - 2030 index	1.0179	1.0314
Years	1	1
<u>High Growth Factor</u>	1.0179	1.0314

Route	A	HV	B	HV	C	HV
A	0	0	0	0	7	0
B	0	0	0	0	30	6
C	10	0	0	8	0	0

2035 (10 Years after Opening)

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2016-2030 index	1.0179	1.0314
Years	6	6
<u>High Growth Factor</u>	1.1123	1.2038

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2030-2040 index	1.0082	1.0160
Years	5	5
<u>High Growth Factor</u>	1.0417	1.0826

Combined Factors 1.1587 1.3032

Route	A	HV	B	HV	C	HV
A	0	0	0	0	8	0
B	0	0	0	0	34	8
C	12	0	0	10	0	0

PM PEAK GENERATED TRAFFIC

Junction 2 - Existing Quarry Entrance

WITH DEVELOPMENTGenerated Traffic

Route	A	HV	B	HV	C	HV
A	0	0	0	0	0	0
B	0	0	0	0	0	0
C	0	0	0	0	0	0

Year of Opening

Route	A	HV	B	HV	C	HV
A	0	0	0	0	7	0
B	0	0	0	0	30	6
C	10	0	0	8	0	0

(10 Years after Opening)

Route	A	HV	B	HV	C	HV
A	0	0	0	0	8	0
B	0	0	0	0	34	8
C	12	0	0	10	0	0



Traffic Calculations for Abbeyleix Quarry
Junction 3 - Proposed Quarry Entrance
AM Peak (09:30 - 10:30)

Seasonally Adjusted 2024

Route	A	HV	B	HV	C	HV
A	0	0	0	0	19	5
B	0	0	0	0	0	0
C	17	7	0	0	0	0

2025 Year of Opening

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2016 - 2030 index	1.0179	1.0314
Years	1	1
<u>High Growth Factor</u>	1.0179	1.0314

Route	A	HV	B	HV	C	HV
A	0	0	0	0	19	5
B	0	0	0	0	0	0
C	17	7	0	0	0	0

2035 (10 Years after Opening)

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2016-2030 index	1.0179	1.0314
Years	6	6
<u>High Growth Factor</u>	1.1123	1.2038

Route	A	HV	B	HV	C	HV
A	0	0	0	0	22	7
B	0	0	0	0	0	0
C	20	9	0	0	0	0

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2030-2040 index	1.0082	1.0160
Years	5	5
<u>High Growth Factor</u>	1.0417	1.0826

Combined Factors 1.1587 1.3032

AM PEAK GENERATED TRAFFIC

Junction 3 - Proposed Quarry Entrance
WITH DEVELOPMENT

Generated Traffic

Route	A	HV	B	HV	C	HV
A	0	0	2	0	0	-5
B	0	0	0	0	0	5
C	0	-5	0	5	0	0

Year of Opening

Route	A	HV	B	HV	C	HV
A	0	0	2	0	19	0
B	0	0	0	0	0	5
C	17	2	0	5	0	0

(10 Years after Opening)

Route	A	HV	B	HV	C	HV
A	0	0	2	0	22	2
B	0	0	0	0	0	5
C	20	4	0	5	0	0



Traffic Calculations for Abbeyleix Quarry
Junction 3 - Proposed Quarry Entrance
PM Peak (16:00 - 17:00)

Seasonally Adjusted 2024

Route	A	HV	B	HV	C	HV
A	0	0	0	0	10	8
B	0	0	0	0	0	0
C	36	6	0	0	0	0

2025 Year of Opening

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2016 - 2030 index	1.0179	1.0314
Years	1	1
<u>High Growth Factor</u>	1.0179	1.0314

Route	A	HV	B	HV	C	HV
A	0	0	0	0	10	8
B	0	0	0	0	0	0
C	37	6	0	0	0	0

2035 (10 Years after Opening)

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2016-2030 index	1.0179	1.0314
Years	6	6
<u>High Growth Factor</u>	1.1123	1.2038

Route	A	HV	B	HV	C	HV
A	0	0	0	0	12	10
B	0	0	0	0	0	0
C	42	8	0	0	0	0

<u>Laois</u>	<u>LV</u>	<u>HV</u>
2030-2040 index	1.0082	1.0160
Years	5	5
<u>High Growth Factor</u>	1.0417	1.0826

Combined Factors 1.1587 1.3032

PM PEAK GENERATED TRAFFIC

Junction 3 - Proposed Quarry Entrance
WITH DEVELOPMENT

Generated Traffic

Route	A	HV	B	HV	C	HV
A	0	0	0	0	0	-5
B	2	0	0	0	0	5
C	0	-5	0	5	0	0

Year of Opening

Route	A	HV	B	HV	C	HV
A	0	0	0	0	10	3
B	2	0	0	0	0	5
C	37	1	0	5	0	0

(10 Years after Opening)

Route	A	HV	B	HV	C	HV
A	0	0	0	0	12	5
B	2	0	0	0	0	5
C	42	3	0	5	0	0



Annex C Junctions 10 (Picady) Results

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Junctions 10	
PICADY 10 - Priority Intersection Module	
Version: 10.0.4.1693	
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Filename: Junction 1.j10

Path: \\server4-gal\tobin\Projects\11911 - RFI and Traffic Impact - Ballymullen, Abbeylax\05-Design\01-Calculations

Report generation date: 31/05/2024 08:48:57

- »2024, AM
- »2024, PM
- »2025 No Development, AM
- »2025 No Development, PM
- »2025 With Development , AM
- »2025 With Development , PM
- »2035 No Development, AM
- »2035 No Development, PM
- »2035 With Development , AM
- »2035 With Development , PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024											
Stream B-ACD	0.2	13.34	0.14	B	1.28	A	0.1	11.93	0.10	B	1.00	A
Stream A-BCD	0.0	5.21	0.00	A			0.0	4.63	0.01	A		
Stream D-ABC	0.1	11.74	0.06	B			0.1	10.33	0.08	B		
Stream C-ABD	0.0	5.94	0.01	A			0.0	5.98	0.01	A		
	2025 No Development											
Stream B-ACD	0.2	13.57	0.15	B	1.30	A	0.1	12.04	0.10	B	0.99	A
Stream A-BCD	0.0	5.21	0.00	A			0.0	4.61	0.01	A		
Stream D-ABC	0.1	11.87	0.06	B			0.1	10.41	0.08	B		
Stream C-ABD	0.0	5.91	0.02	A			0.0	5.97	0.01	A		
	2025 With Development											
Stream B-ACD	0.1	12.03	0.12	B	0.99	A	0.1	10.76	0.08	B	0.83	A
Stream A-BCD	0.0	5.19	0.00	A			0.0	4.61	0.01	A		
Stream D-ABC	0.1	11.16	0.06	B			0.1	10.30	0.08	B		
Stream C-ABD	0.0	5.52	0.01	A			0.0	4.96	0.00	A		
	2035 No Development											
Stream B-ACD	0.2	15.41	0.19	C	1.47	A	0.1	13.38	0.13	B	1.10	A
Stream A-BCD	0.0	5.18	0.01	A			0.0	4.51	0.01	A		
Stream D-ABC	0.1	13.29	0.08	B			0.1	11.29	0.10	B		
Stream C-ABD	0.0	5.75	0.02	A			0.0	5.90	0.01	A		
	2035 With Development											
Stream B-ACD	0.2	13.83	0.16	B	1.17	A	0.1	12.13	0.11	B	0.94	A
Stream A-BCD	0.0	5.16	0.01	A			0.0	4.51	0.01	A		
Stream D-ABC	0.1	12.55	0.07	B			0.1	11.17	0.10	B		
Stream C-ABD	0.0	5.49	0.02	A			0.0	5.20	0.01	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

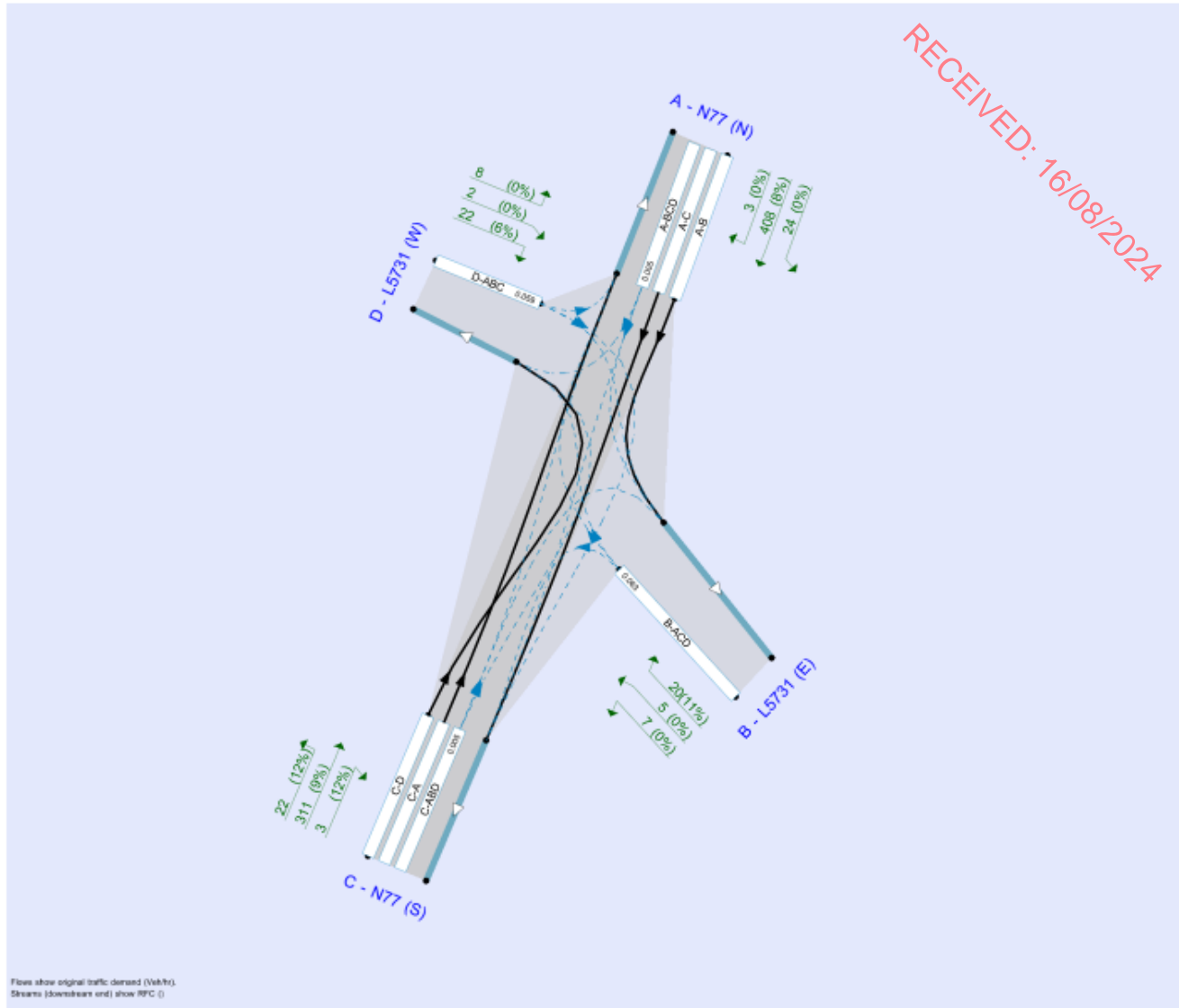
File summary

File Description

Title	Junction 1
Location	
Site number	
Date	28/05/2024
Version	
Status	
Identifier	
Client	
Jobnumber	11911
Enumerator	
Description	

Units

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



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	07:15	08:45	15
D2	2024	PM	ONE HOUR	16:45	18:15	15
D3	2025 No Development	AM	ONE HOUR	07:15	08:45	15
D4	2025 No Development	PM	ONE HOUR	16:45	18:15	15
D5	2025 With Development	AM	ONE HOUR	07:15	08:45	15
D6	2025 With Development	PM	ONE HOUR	16:45	18:15	15
D7	2035 No Development	AM	ONE HOUR	07:15	08:45	15
D8	2035 No Development	PM	ONE HOUR	16:45	18:15	15
D9	2035 With Development	AM	ONE HOUR	07:15	08:45	15
D10	2035 With Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

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2024, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N77 / L5731	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.28	A

Arms

Arms

Arm	Name	Description	Arm type
A	N77 (N)		Major
B	L5731 (E)		Minor
C	N77 (S)		Major
D	L5731 (W)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - N77 (N)	7.00			180.0	✓	0.00
C - N77 (S)	7.00			180.0	✓	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 - L5731 (E)	One lane	3.00	42	18
D - L5731 (W)	One lane	3.00	25	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	667	-	-	-	0.247	0.247	0.247	-	0.247	-	-
B-AD	500	0.087	0.220	-	-	-	0.139	0.315	0.139	0.087	0.220
B-C	635	0.093	0.235	-	-	-	-	-	-	0.093	0.235
C-B	678	0.251	0.251	-	-	-	-	-	-	0.251	0.251
D-A	643	-	-	-	0.238	0.094	0.238	-	0.094	-	-
D-BC	500	0.139	0.139	0.315	0.220	0.087	0.220	-	0.087	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - N77 (N)		✓	247	100.000
B - L5731 (E)		✓	41	100.000
C - N77 (S)		✓	381	100.000
D - L5731 (W)		✓	19	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	19	228	2
	B - L5731 (E)	30	0	8	5
	C - N77 (S)	338	4	0	21
	D - L5731 (W)	2	4	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	37	17	0
	B - L5731 (E)	23	0	17	20
	C - N77 (S)	14	50	0	10
	D - L5731 (W)	0	25	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.14	13.34	0.2	B
A-BCD	0.00	5.21	0.0	A
A-B				
A-C				
D-ABC	0.08	11.74	0.1	B
C-ABD	0.01	5.94	0.0	A
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	31	349	0.088	30	0.1	11.279	B
A-BCD	2	697	0.003	2	0.0	5.182	A
A-B	14			14			
A-C	170			170			
D-ABC	14	371	0.039	14	0.0	10.096	B
C-ABD	5	612	0.009	5	0.0	5.937	A
C-D	16			16			
C-A	251			251			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	37	335	0.110	37	0.1	12.073	B
A-BCD	3	705	0.004	3	0.0	5.108	A
A-B	17			17			
A-C	202			202			
D-ABC	17	353	0.048	17	0.1	10.728	B
C-ABD	7	644	0.011	7	0.0	5.689	A
C-D	19			19			
C-A	299			299			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	45	315	0.143	45	0.2	13.328	B
A-BCD	4	717	0.005	4	0.0	5.020	A
A-B	21			21			
A-C	248			248			
D-ABC	21	328	0.064	21	0.1	11.729	B
C-ABD	10	690	0.015	10	0.0	5.338	A
C-D	23			23			
C-A	364			364			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	45	315	0.143	45	0.2	13.345	B
A-BCD	4	717	0.005	4	0.0	5.045	A
A-B	21			21			
A-C	248			248			
D-ABC	21	328	0.064	21	0.1	11.735	B
C-ABD	10	690	0.015	10	0.0	5.296	A
C-D	23			23			
C-A	364			364			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	37	335	0.110	37	0.1	12.098	B
A-BCD	3	704	0.004	3	0.0	5.162	A
A-B	17			17			
A-C	202			202			
D-ABC	17	352	0.048	17	0.1	10.738	B
C-ABD	7	645	0.011	7	0.0	5.585	A
C-D	19			19			
C-A	299			299			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	31	349	0.088	31	0.1	11.318	B
A-BCD	2	696	0.003	2	0.0	5.210	A
A-B	14			14			
A-C	170			170			
D-ABC	14	370	0.039	14	0.0	10.112	B
C-ABD	5	612	0.009	5	0.0	5.879	A
C-D	16			16			
C-A	251			251			

2024, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N77 / L5731	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - N77 (N)		✓	375	100.000
B - L5731 (E)		✓	30	100.000
C - N77 (S)		✓	288	100.000
D - L5731 (W)		✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	23	349	3
	B - L5731 (E)	18	0	7	5
	C - N77 (S)	288	3	0	19
	D - L5731 (W)	7	3	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	4	7	0
	B - L5731 (E)	22	0	0	0
	C - N77 (S)	8	33	0	11
	D - L5731 (W)	0	0	5	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.10	11.93	0.1	B
A-BCD	0.01	4.63	0.0	A
A-B				
A-C				
D-ABC	0.08	10.33	0.1	B
C-ABD	0.01	5.98	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	23	375	0.060	22	0.1	10.193	B
A-BCD	4	784	0.004	3	0.0	4.613	A
A-B	17			17			
A-C	262			262			
D-ABC	22	422	0.052	22	0.1	8.986	A
C-ABD	3	606	0.006	3	0.0	5.977	A
C-D	14			14			
C-A	199			199			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	27	358	0.075	27	0.1	10.858	B
A-BCD	5	809	0.006	5	0.0	4.468	A
A-B	21			21			
A-C	312			312			
D-ABC	26	405	0.064	26	0.1	9.506	A
C-ABD	5	626	0.007	5	0.0	5.817	A
C-D	17			17			
C-A	237			237			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	335	0.099	33	0.1	11.917	B
A-BCD	6	845	0.008	6	0.0	4.284	A
A-B	25			25			
A-C	381			381			
D-ABC	32	381	0.084	32	0.1	10.322	B
C-ABD	6	656	0.010	6	0.0	5.575	A
C-D	21			21			
C-A	290			290			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	335	0.099	33	0.1	11.925	B
A-BCD	6	845	0.008	6	0.0	4.295	A
A-B	25			25			
A-C	381			381			
D-ABC	32	380	0.084	32	0.1	10.327	B
C-ABD	6	858	0.010	6	0.0	5.541	A
C-D	21			21			
C-A	290			290			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	27	358	0.075	27	0.1	10.873	B
A-BCD	5	809	0.006	5	0.0	4.490	A
A-B	21			21			
A-C	312			312			
D-ABC	26	405	0.064	26	0.1	9.513	A
C-ABD	5	827	0.007	5	0.0	5.742	A
C-D	17			17			
C-A	237			237			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	23	375	0.060	23	0.1	10.214	B
A-BCD	4	784	0.004	4	0.0	4.626	A
A-B	17			17			
A-C	262			262			
D-ABC	22	422	0.052	22	0.1	8.998	A
C-ABD	4	806	0.006	4	0.0	5.938	A
C-D	14			14			
C-A	199			199			

2025 No Development, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N77 / L5731	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 No Development	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - N77 (N)		✓	252	100.000
B - L5731 (E)		✓	42	100.000
C - N77 (S)		✓	368	100.000
D - L5731 (W)		✓	19	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	19	231	2
	B - L5731 (E)	31	0	6	5
	C - N77 (S)	343	4	0	21
	D - L5731 (W)	2	4	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	37	17	0
	B - L5731 (E)	24	0	17	20
	C - N77 (S)	14	50	0	10
	D - L5731 (W)	0	25	8	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.15	13.57	0.2	B
A-BCD	0.00	5.21	0.0	A
A-B				
A-C				
D-ABC	0.06	11.87	0.1	B
C-ABD	0.02	5.91	0.0	A
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	32	347	0.091	31	0.1	11.401	B
A-BCD	2	697	0.003	2	0.0	5.178	A
A-B	14			14			
A-C	173			173			
D-ABC	14	368	0.039	14	0.0	10.166	B
C-ABD	5	614	0.009	5	0.0	5.914	A
C-D	16			16			
C-A	256			256			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	38	332	0.114	38	0.1	12.233	B
A-BCD	3	705	0.004	3	0.0	5.102	A
A-B	17			17			
A-C	207			207			
D-ABC	17	350	0.049	17	0.1	10.820	B
C-ABD	7	647	0.011	7	0.0	5.683	A
C-D	19			19			
C-A	305			305			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	312	0.148	46	0.2	13.548	B
A-BCD	4	718	0.005	4	0.0	5.012	A
A-B	21			21			
A-C	253			253			
D-ABC	21	324	0.065	21	0.1	11.660	B
C-ABD	10	694	0.015	10	0.0	5.308	A
C-D	23			23			
C-A	372			372			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	312	0.148	46	0.2	13.568	B
A-BCD	4	718	0.005	4	0.0	5.037	A
A-B	21			21			
A-C	253			253			
D-ABC	21	324	0.065	21	0.1	11.888	B
C-ABD	10	694	0.015	10	0.0	5.263	A
C-D	23			23			
C-A	372			372			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	38	332	0.114	38	0.1	12.252	B
A-BCD	3	705	0.004	3	0.0	5.157	A
A-B	17			17			
A-C	207			207			
D-ABC	17	350	0.049	17	0.1	10.830	B
C-ABD	7	648	0.011	7	0.0	5.555	A
C-D	19			19			
C-A	305			305			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	32	347	0.091	32	0.1	11.438	B
A-BCD	2	697	0.003	2	0.0	5.206	A
A-B	14			14			
A-C	173			173			
D-ABC	14	368	0.039	14	0.0	10.180	B
C-ABD	5	614	0.009	5	0.0	5.856	A
C-D	16			16			
C-A	256			256			

2025 No Development, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N77 / L5731	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 No Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - N77 (N)		✓	382	100.000
B - L5731 (E)		✓	30	100.000
C - N77 (S)		✓	293	100.000
D - L5731 (W)		✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	23	356
	B - L5731 (E)	18	0	7
	C - N77 (S)	271	3	0
	D - L5731 (W)	7	3	19

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	4	7
	B - L5731 (E)	22	0	0
	C - N77 (S)	8	34	0
	D - L5731 (W)	0	0	5

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.10	12.04	0.1	B
A-BCD	0.01	4.61	0.0	A
A-B				
A-C				
D-ABC	0.08	10.41	0.1	B
C-ABD	0.01	5.97	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	23	373	0.061	22	0.1	10.254	B
A-BCD	4	786	0.005	4	0.0	4.599	A
A-B	17			17			
A-C	267			267			
D-ABC	22	420	0.052	22	0.1	9.027	A
C-ABD	4	607	0.006	4	0.0	5.969	A
C-D	14			14			
C-A	203			203			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	27	356	0.076	27	0.1	10.938	B
A-BCD	5	812	0.006	5	0.0	4.452	A
A-B	21			21			
A-C	318			318			
D-ABC	26	402	0.065	26	0.1	9.561	A
C-ABD	5	628	0.007	5	0.0	5.806	A
C-D	17			17			
C-A	242			242			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	332	0.099	33	0.1	12.034	B
A-BCD	7	849	0.008	7	0.0	4.265	A
A-B	25			25			
A-C	389			389			
D-ABC	32	378	0.084	32	0.1	10.401	B
C-ABD	6	658	0.010	6	0.0	5.560	A
C-D	21			21			
C-A	295			295			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	332	0.099	33	0.1	12.039	B
A-BCD	7	849	0.008	7	0.0	4.276	A
A-B	25			25			
A-C	389			389			
D-ABC	32	378	0.085	32	0.1	10.405	B
C-ABD	6	658	0.010	6	0.0	5.525	A
C-D	21			21			
C-A	295			295			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	27	356	0.076	27	0.1	10.950	B
A-BCD	5	812	0.006	5	0.0	4.474	A
A-B	21			21			
A-C	318			318			
D-ABC	26	402	0.065	26	0.1	9.570	A
C-ABD	5	628	0.007	5	0.0	5.727	A
C-D	17			17			
C-A	242			242			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	23	373	0.061	23	0.1	10.276	B
A-BCD	4	786	0.005	4	0.0	4.610	A
A-B	17			17			
A-C	267			267			
D-ABC	22	420	0.052	22	0.1	9.042	A
C-ABD	4	607	0.006	4	0.0	5.931	A
C-D	14			14			
C-A	203			203			

2025 With Development , AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N77 / L5731	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 With Development	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - N77 (N)		✓	251	100.000
B - L5731 (E)		✓	37	100.000
C - N77 (S)		✓	367	100.000
D - L5731 (W)		✓	18	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	18	231	2
	B - L5731 (E)	28	0	5	4
	C - N77 (S)	343	3	0	21
	D - L5731 (W)	2	3	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	23	17	0
	B - L5731 (E)	15	0	1	1
	C - N77 (S)	14	34	0	10
	D - L5731 (W)	0	1	8	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.12	12.03	0.1	B
A-BCD	0.00	5.19	0.0	A
A-B				
A-C				
D-ABC	0.08	11.16	0.1	B
C-ABD	0.01	5.52	0.0	A
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	28	378	0.074	28	0.1	10.259	B
A-BCD	2	699	0.003	2	0.0	5.167	A
A-B	14			14			
A-C	173			173			
D-ABC	14	388	0.035	13	0.0	9.618	A
C-ABD	4	655	0.006	4	0.0	5.525	A
C-D	16			16			
C-A	257			257			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	362	0.092	33	0.1	10.940	B
A-BCD	3	707	0.004	3	0.0	5.090	A
A-B	16			16			
A-C	207			207			
D-ABC	16	369	0.044	16	0.0	10.210	B
C-ABD	5	686	0.008	5	0.0	5.306	A
C-D	19			19			
C-A	306			306			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	41	340	0.120	41	0.1	12.016	B
A-BCD	4	720	0.005	4	0.0	4.999	A
A-B	20			20			
A-C	253			253			
D-ABC	20	343	0.058	20	0.1	11.153	B
C-ABD	7	730	0.010	7	0.0	5.004	A
C-D	23			23			
C-A	374			374			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	41	340	0.120	41	0.1	12.028	B
A-BCD	4	720	0.005	4	0.0	5.022	A
A-B	20			20			
A-C	253			253			
D-ABC	20	343	0.058	20	0.1	11.155	B
C-ABD	7	730	0.010	7	0.0	4.982	A
C-D	23			23			
C-A	374			374			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	382	0.092	33	0.1	10.954	B
A-BCD	3	707	0.004	3	0.0	5.144	A
A-B	16			16			
A-C	207			207			
D-ABC	16	389	0.044	16	0.0	10.216	B
C-ABD	5	687	0.008	5	0.0	5.248	A
C-D	19			19			
C-A	306			306			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	28	378	0.074	28	0.1	10.283	B
A-BCD	2	698	0.003	2	0.0	5.194	A
A-B	14			14			
A-C	173			173			
D-ABC	14	388	0.035	14	0.0	9.629	A
C-ABD	4	656	0.006	4	0.0	5.495	A
C-D	16			16			
C-A	257			257			

2025 With Development , PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N77 / L5731	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 With Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - N77 (N)		✓	379	100.000
B - L5731 (E)		✓	27	100.000
C - N77 (S)		✓	292	100.000
D - L5731 (W)		✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	20	356	3
	B - L5731 (E)	17	0	6	4
	C - N77 (S)	271	2	0	19
	D - L5731 (W)	7	2	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	0	7	0
	B - L5731 (E)	6	0	0	0
	C - N77 (S)	8	2	0	11
	D - L5731 (W)	0	0	5	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.08	10.76	0.1	B
A-BCD	0.01	4.61	0.0	A
A-B				
A-C				
D-ABC	0.08	10.30	0.1	B
C-ABD	0.00	4.96	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	20	409	0.050	20	0.1	9.263	A
A-BCD	4	786	0.004	4	0.0	4.602	A
A-B	15			15			
A-C	267			267			
D-ABC	21	422	0.050	21	0.1	8.972	A
C-ABD	2	730	0.003	2	0.0	4.944	A
C-D	14			14			
C-A	203			203			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	24	390	0.062	24	0.1	9.842	A
A-BCD	5	811	0.006	5	0.0	4.455	A
A-B	18			18			
A-C	318			318			
D-ABC	25	404	0.062	25	0.1	9.489	A
C-ABD	3	745	0.004	3	0.0	4.845	A
C-D	17			17			
C-A	243			243			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	30	364	0.082	30	0.1	10.760	B
A-BCD	6	848	0.008	6	0.0	4.270	A
A-B	22			22			
A-C	389			389			
D-ABC	31	380	0.081	31	0.1	10.298	B
C-ABD	4	766	0.005	4	0.0	4.715	A
C-D	21			21			
C-A	297			297			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	30	364	0.082	30	0.1	10.765	B
A-BCD	6	848	0.008	6	0.0	4.280	A
A-B	22			22			
A-C	389			389			
D-ABC	31	380	0.081	31	0.1	10.303	B
C-ABD	4	766	0.005	4	0.0	4.724	A
C-D	21			21			
C-A	297			297			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	24	390	0.062	24	0.1	9.849	A
A-BCD	5	811	0.006	5	0.0	4.475	A
A-B	18			18			
A-C	318			318			
D-ABC	25	404	0.062	25	0.1	9.495	A
C-ABD	3	744	0.004	3	0.0	4.887	A
C-D	17			17			
C-A	243			243			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	20	408	0.050	20	0.1	9.278	A
A-BCD	4	786	0.005	4	0.0	4.614	A
A-B	15			15			
A-C	267			267			
D-ABC	21	422	0.050	21	0.1	8.984	A
C-ABD	2	730	0.003	2	0.0	4.956	A
C-D	14			14			
C-A	203			203			

2035 No Development, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N77 / L5731	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2035 No Development	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - N77 (N)		✓	293	100.000
B - L5731 (E)		✓	49	100.000
C - N77 (S)		✓	426	100.000
D - L5731 (W)		✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	23	268
	B - L5731 (E)	36	0	7
	C - N77 (S)	396	5	0
	D - L5731 (W)	2	5	15

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	40	19
	B - L5731 (E)	26	0	18
	C - N77 (S)	15	53	0
	D - L5731 (W)	0	27	9

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.19	15.41	0.2	C
A-BCD	0.01	5.18	0.0	A
A-B				
A-C				
D-ABC	0.08	13.29	0.1	B
C-ABD	0.02	5.75	0.0	A
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	37	328	0.112	36	0.1	12.310	B
A-BCD	2	703	0.003	2	0.0	5.139	A
A-B	17			17			
A-C	201			201			
D-ABC	17	346	0.048	16	0.0	10.917	B
C-ABD	8	634	0.012	7	0.0	5.749	A
C-D	19			19			
C-A	295			295			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	311	0.142	44	0.2	13.459	B
A-BCD	3	713	0.004	3	0.0	5.047	A
A-B	21			21			
A-C	240			240			
D-ABC	20	325	0.061	20	0.1	11.811	B
C-ABD	10	673	0.015	10	0.0	5.475	A
C-D	22			22			
C-A	351			351			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	54	288	0.188	54	0.2	15.372	C
A-BCD	4	729	0.005	4	0.0	4.937	A
A-B	25			25			
A-C	293			293			
D-ABC	24	295	0.082	24	0.1	13.283	B
C-ABD	15	728	0.021	15	0.0	5.094	A
C-D	27			27			
C-A	427			427			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	54	288	0.188	54	0.2	15.407	C
A-BCD	4	729	0.005	4	0.0	4.988	A
A-B	25			25			
A-C	293			293			
D-ABC	24	295	0.082	24	0.1	13.293	B
C-ABD	15	728	0.021	15	0.0	5.049	A
C-D	27			27			
C-A	427			427			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	311	0.142	44	0.2	13.500	B
A-BCD	3	712	0.004	3	0.0	5.113	A
A-B	21			21			
A-C	240			240			
D-ABC	20	324	0.061	20	0.1	11.823	B
C-ABD	10	673	0.015	10	0.0	5.382	A
C-D	22			22			
C-A	351			351			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	37	328	0.112	37	0.1	12.367	B
A-BCD	2	702	0.003	2	0.0	5.175	A
A-B	17			17			
A-C	201			201			
D-ABC	17	346	0.048	17	0.1	10.942	B
C-ABD	8	634	0.012	8	0.0	5.688	A
C-D	19			19			
C-A	295			295			

2035 No Development, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N77 / L5731	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2035 No Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - N77 (N)		✓	438	100.000
B - L5731 (E)		✓	35	100.000
C - N77 (S)		✓	337	100.000
D - L5731 (W)		✓	33	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	27	408
	B - L5731 (E)	21	0	8
	C - N77 (S)	311	4	0
	D - L5731 (W)	8	3	22

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	5	8
	B - L5731 (E)	24	0	0
	C - N77 (S)	9	38	0
	D - L5731 (W)	0	0	8

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.13	13.38	0.1	B
A-BCD	0.01	4.51	0.0	A
A-B				
A-C				
D-ABC	0.10	11.29	0.1	B
C-ABD	0.01	5.90	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	28	355	0.074	28	0.1	10.934	B
A-BCD	4	804	0.005	4	0.0	4.496	A
A-B	20			20			
A-C	308			308			
D-ABC	25	404	0.061	25	0.1	9.475	A
C-ABD	5	615	0.008	5	0.0	5.899	A
C-D	16			16			
C-A	232			232			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	31	335	0.094	31	0.1	11.845	B
A-BCD	5	834	0.006	5	0.0	4.332	A
A-B	24			24			
A-C	365			365			
D-ABC	30	384	0.077	30	0.1	10.160	B
C-ABD	7	640	0.011	7	0.0	5.713	A
C-D	20			20			
C-A	277			277			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	39	308	0.125	38	0.1	13.357	B
A-BCD	7	878	0.008	7	0.0	4.126	A
A-B	29			29			
A-C	445			445			
D-ABC	36	355	0.102	36	0.1	11.278	B
C-ABD	10	676	0.014	10	0.0	5.436	A
C-D	24			24			
C-A	338			338			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	39	308	0.125	39	0.1	13.375	B
A-BCD	7	878	0.008	7	0.0	4.138	A
A-B	29			29			
A-C	445			445			
D-ABC	38	355	0.102	38	0.1	11.288	B
C-ABD	10	878	0.014	10	0.0	5.401	A
C-D	24			24			
C-A	338			338			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	31	335	0.094	32	0.1	11.888	B
A-BCD	5	834	0.006	5	0.0	4.358	A
A-B	24			24			
A-C	365			365			
D-ABC	30	384	0.077	30	0.1	10.174	B
C-ABD	7	841	0.011	7	0.0	5.627	A
C-D	20			20			
C-A	277			277			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	28	355	0.074	28	0.1	10.982	B
A-BCD	4	804	0.005	4	0.0	4.511	A
A-B	20			20			
A-C	308			308			
D-ABC	25	404	0.061	25	0.1	9.492	A
C-ABD	5	816	0.008	5	0.0	5.858	A
C-D	18			18			
C-A	232			232			

2035 With Development , AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N77 / L5731	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 With Development	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - N77 (N)		✓	292	100.000
B - L5731 (E)		✓	44	100.000
C - N77 (S)		✓	425	100.000
D - L5731 (W)		✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	22	268
	B - L5731 (E)	33	0	6
	C - N77 (S)	396	4	0
	D - L5731 (W)	2	4	15

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	28	19
	B - L5731 (E)	19	0	5
	C - N77 (S)	15	41	0
	D - L5731 (W)	0	8	9

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.16	13.83	0.2	B
A-BCD	0.01	5.16	0.0	A
A-B				
A-C				
D-ABC	0.07	12.55	0.1	B
C-ABD	0.02	5.49	0.0	A
C-D				
C-A				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	352	0.094	33	0.1	11.252	B
A-BCD	2	704	0.003	2	0.0	5.128	A
A-B	17			17			
A-C	201			201			
D-ABC	16	362	0.044	16	0.0	10.380	B
C-ABD	6	661	0.009	6	0.0	5.492	A
C-D	19			19			
C-A	296			296			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	40	334	0.118	39	0.1	12.214	B
A-BCD	3	714	0.004	3	0.0	5.036	A
A-B	20			20			
A-C	240			240			
D-ABC	19	340	0.055	19	0.1	11.195	B
C-ABD	8	699	0.011	8	0.0	5.240	A
C-D	22			22			
C-A	352			352			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48	309	0.157	48	0.2	13.805	B
A-BCD	4	731	0.005	4	0.0	4.925	A
A-B	24			24			
A-C	293			293			
D-ABC	23	310	0.075	23	0.1	12.536	B
C-ABD	12	751	0.015	12	0.0	4.896	A
C-D	27			27			
C-A	429			429			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48	309	0.157	48	0.2	13.828	B
A-BCD	4	731	0.005	4	0.0	4.955	A
A-B	24			24			
A-C	293			293			
D-ABC	23	310	0.075	23	0.1	12.545	B
C-ABD	12	751	0.015	12	0.0	4.887	A
C-D	27			27			
C-A	429			429			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	40	334	0.118	40	0.1	12.241	B
A-BCD	3	714	0.004	3	0.0	5.099	A
A-B	20			20			
A-C	240			240			
D-ABC	19	340	0.055	19	0.1	11.208	B
C-ABD	8	699	0.011	8	0.0	5.185	A
C-D	22			22			
C-A	352			352			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	352	0.094	33	0.1	11.292	B
A-BCD	2	704	0.003	2	0.0	5.162	A
A-B	17			17			
A-C	201			201			
D-ABC	16	362	0.044	16	0.0	10.399	B
C-ABD	6	661	0.009	6	0.0	5.453	A
C-D	19			19			
C-A	296			296			

2035 With Development , PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	N77 / L5731	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.94	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 With Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - N77 (N)		✓	435	100.000
B - L5731 (E)		✓	32	100.000
C - N77 (S)		✓	336	100.000
D - L5731 (W)		✓	32	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	24	408	3
	B - L5731 (E)	20	0	7	5
	C - N77 (S)	311	3	0	22
	D - L5731 (W)	8	2	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - N77 (N)	B - L5731 (E)	C - N77 (S)	D - L5731 (W)
From	A - N77 (N)	0	0	8	0
	B - L5731 (E)	11	0	0	0
	C - N77 (S)	9	12	0	12
	D - L5731 (W)	0	0	6	0

Results

RECEIVED: 16/08/2024

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.11	12.13	0.1	B
A-BCD	0.01	4.51	0.0	A
A-B				
A-C				
D-ABC	0.10	11.17	0.1	B
C-ABD	0.01	5.20	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	24	382	0.063	24	0.1	10.032	B
A-BCD	4	804	0.005	4	0.0	4.499	A
A-B	18			18			
A-C	308			308			
D-ABC	24	406	0.059	24	0.1	9.416	A
C-ABD	4	696	0.005	4	0.0	5.200	A
C-D	16			16			
C-A	233			233			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	29	381	0.080	29	0.1	10.820	B
A-BCD	5	834	0.006	5	0.0	4.335	A
A-B	21			21			
A-C	365			365			
D-ABC	29	386	0.075	29	0.1	10.079	B
C-ABD	5	716	0.006	5	0.0	5.065	A
C-D	20			20			
C-A	278			278			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	35	332	0.106	35	0.1	12.118	B
A-BCD	7	877	0.008	7	0.0	4.130	A
A-B	26			26			
A-C	446			446			
D-ABC	35	358	0.099	35	0.1	11.160	B
C-ABD	7	745	0.009	7	0.0	4.878	A
C-D	24			24			
C-A	339			339			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	35	332	0.106	35	0.1	12.128	B
A-BCD	7	877	0.008	7	0.0	4.141	A
A-B	26			26			
A-C	445			445			
D-ABC	35	358	0.099	35	0.1	11.167	B
C-ABD	7	745	0.009	7	0.0	4.874	A
C-D	24			24			
C-A	339			339			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	29	361	0.080	29	0.1	10.835	B
A-BCD	5	834	0.006	5	0.0	4.360	A
A-B	21			21			
A-C	365			365			
D-ABC	29	366	0.075	29	0.1	10.092	B
C-ABD	5	716	0.007	5	0.0	5.059	A
C-D	20			20			
C-A	278			278			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	24	382	0.063	24	0.1	10.054	B
A-BCD	4	804	0.005	4	0.0	4.511	A
A-B	18			18			
A-C	306			306			
D-ABC	24	406	0.059	24	0.1	9.432	A
C-ABD	4	696	0.005	4	0.0	5.196	A
C-D	16			16			
C-A	233			233			

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.4.1693											
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Filename: Junction 2.j10

Path: \\server4-gal\tobin\Projects\11911 - RFI and Traffic Impact - Ballymullen, Abbeylax\05-Design\01-Calculations

Report generation date: 31/05/2024 15:48:38

- »2024, AM
- »2024, PM
- »2025 No Development , AM
- »2025 No Development, PM
- »2025 With Development, AM
- »2025 With Development, PM
- »2035 No Development, AM
- »2035 No Development, PM
- »2035 With Development , AM
- »2035 With Development, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024											
Stream B-AC	0.0	8.39	0.04	A	5.97	A	0.1	7.52	0.07	A	6.70	A
Stream C-AB	0.0	7.76	0.04	A			0.0	11.55	0.03	B		
	2025 No Development											
Stream B-AC	0.0	8.41	0.04	A	5.98	A	0.1	7.55	0.08	A	6.73	A
Stream C-AB	0.0	7.78	0.04	A			0.0	11.55	0.03	B		
	2025 With Development											
Stream B-AC	0.0	8.41	0.04	A	5.98	A	0.1	7.55	0.08	A	6.73	A
Stream C-AB	0.0	7.78	0.04	A			0.0	11.55	0.03	B		
	2035 No Development											
Stream B-AC	0.1	8.67	0.05	A	6.28	A	0.1	7.75	0.09	A	6.92	A
Stream C-AB	0.0	7.97	0.05	A			0.0	11.58	0.04	B		
	2035 With Development											
Stream B-AC	0.1	8.67	0.05	A	6.28	A	0.1	7.75	0.09	A	6.92	A
Stream C-AB	0.0	7.97	0.05	A			0.0	11.58	0.04	B		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

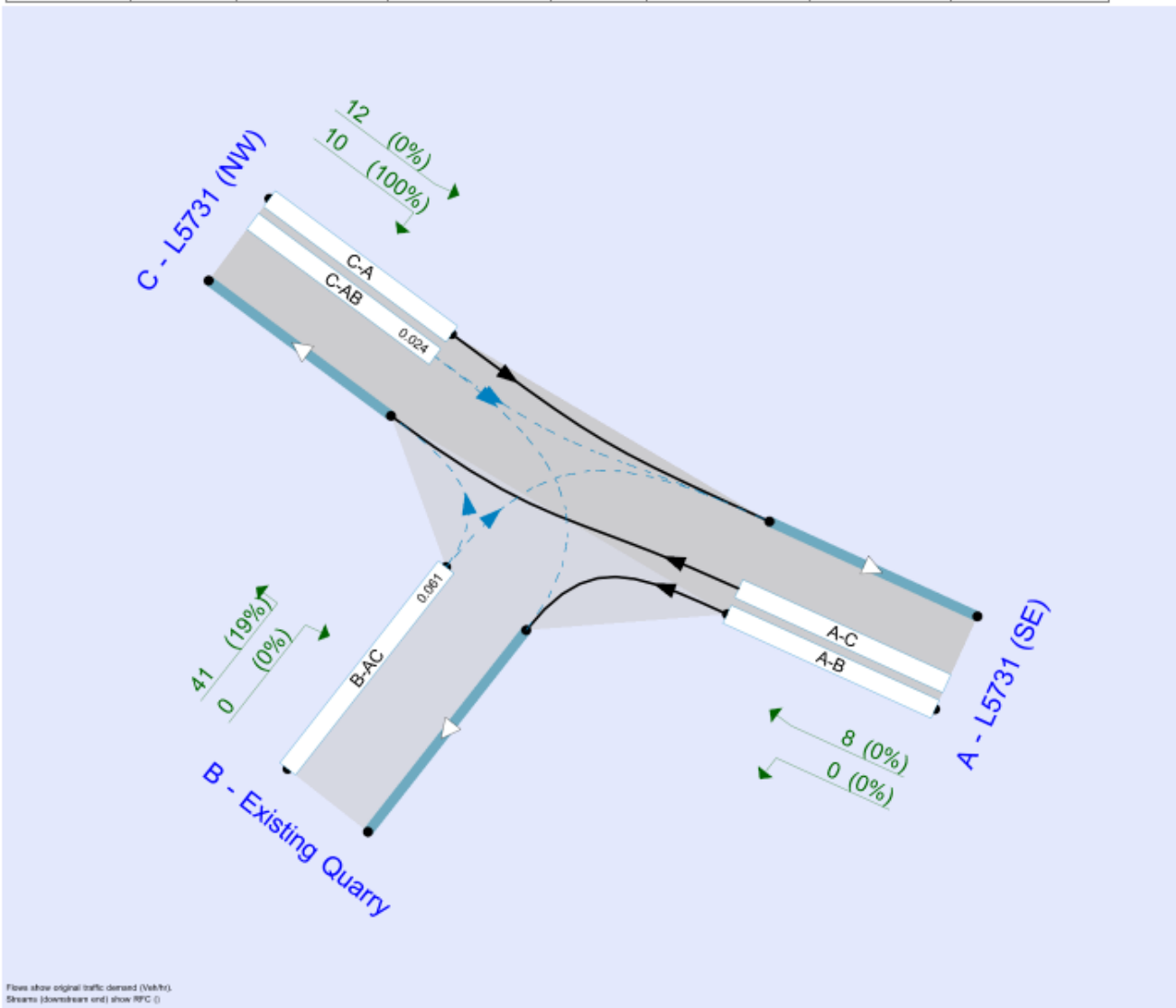
File Description

Title	Junction 3
Location	
Site number	
Date	28/05/2024
Version	
Status	
Identifier	
Client	
Jobnumber	11911
Enumerator	
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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓		0.85	38.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	09:15	10:45	15
D2	2024	PM	ONE HOUR	15:45	17:15	15
D3	2025 No Development	AM	ONE HOUR	09:15	10:45	15
D4	2025 No Development	PM	ONE HOUR	15:45	17:15	15
D5	2025 With Development	AM	ONE HOUR	09:15	10:45	15
D6	2025 With Development	PM	ONE HOUR	15:45	17:15	15
D7	2035 No Development	AM	ONE HOUR	09:15	10:45	15
D8	2035 No Development	PM	ONE HOUR	15:45	17:15	15
D9	2035 With Development	AM	ONE HOUR	09:15	10:45	15
D10	2035 With Development	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A2	100.000

2024, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (NW) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	L5731 / Existing Quarry Access	T-Junction	Two-way	Two-way	Two-way		5.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.97	A

Arms

Arms

Arm	Name	Description	Arm type
A	L5731 (SE)		Major
B	Existing Quarry		Minor
C	L5731 (NW)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - L5731 (NW)	5.90			90.0	✓	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 - Existing Quarry	One lane	2.50	25	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	473	0.087	0.219	0.138	0.312
B-C	608	0.094	0.238	-	-
C-B	626	0.244	0.244	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	09:15	10:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (SE)		✓	7	100.000
B - Existing Quarry		✓	17	100.000
C - L5731 (NW)		✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	7
	B - Existing Quarry	0	0	17
	C - L5731 (NW)	8	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	14
	B - Existing Quarry	0	0	35
	C - L5731 (NW)	0	31	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.04	8.39	0.0	0.5	A
C-AB	0.04	7.76	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	448	0.029	13	0.0	8.268	A
C-AB	12	480	0.025	12	0.0	7.688	A
C-A	6			6			
A-B	0			0			
A-C	5			5			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	448	0.034	15	0.0	8.321	A
C-AB	15	481	0.030	15	0.0	7.720	A
C-A	7			7			
A-B	0			0			
A-C	6			6			

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	448	0.042	19	0.0	8.393	A
C-AB	18	482	0.037	18	0.0	7.762	A
C-A	8			8			
A-B	0			0			
A-C	8			8			

10:00 - 10:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	448	0.042	19	0.0	8.393	A
C-AB	18	482	0.037	18	0.0	7.761	A
C-A	8			8			
A-B	0			0			
A-C	8			8			

10:15 - 10:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	448	0.034	15	0.0	8.322	A
C-AB	15	481	0.030	15	0.0	7.717	A
C-A	7			7			
A-B	0			0			
A-C	6			6			

10:30 - 10:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	448	0.029	13	0.0	8.272	A
C-AB	12	480	0.025	12	0.0	7.689	A
C-A	6			6			
A-B	0			0			
A-C	5			5			

Queue Variation Results for each time segment

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:30 - 09:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

09:45 - 10:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

10:00 - 10:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

10:15 - 10:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

10:30 - 10:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2024, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (NW) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	L5731 / Existing Quarry Access	T-Junction	Two-way	Two-way	Two-way		6.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (SE)		✓	7	100.000
B - Existing Quarry		✓	35	100.000
C - L5731 (NW)		✓	18	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	7
	B - Existing Quarry	0	0	35
	C - L5731 (NW)	10	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	0
	B - Existing Quarry	0	0	17
	C - L5731 (NW)	0	100	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.07	7.52	0.1	0.5	A
C-AB	0.03	11.55	0.0	0.5	B
C-A					
A-B					
A-C					

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	518	0.051	26	0.1	7.320	A
C-AB	6	319	0.019	6	0.0	11.516	B
C-A	7			7			
A-B	0			0			
A-C	5			5			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	517	0.061	31	0.1	7.408	A
C-AB	7	320	0.023	7	0.0	11.537	B
C-A	9			9			
A-B	0			0			
A-C	6			6			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	517	0.075	38	0.1	7.520	A
C-AB	9	321	0.028	9	0.0	11.549	B
C-A	11			11			
A-B	0			0			
A-C	8			8			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	517	0.075	39	0.1	7.520	A
C-AB	9	321	0.028	9	0.0	11.532	B
C-A	11			11			
A-B	0			0			
A-C	8			8			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	517	0.061	32	0.1	7.411	A
C-AB	7	320	0.023	7	0.0	11.507	B
C-A	9			9			
A-B	0			0			
A-C	6			6			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	518	0.051	26	0.1	7.327	A
C-AB	6	319	0.019	6	0.0	11.507	B
C-A	7			7			
A-B	0			0			
A-C	5			5			

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2025 No Development , AM

RECEIVED: 16/08/2024

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (NW) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	L5731 / Existing Quarry Access	T-Junction	Two-way	Two-way	Two-way		5.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 No Development	AM	ONE HOUR	09:15	10:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (SE)		✓	7	100.000
B - Existing Quarry		✓	17	100.000
C - L5731 (NW)		✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	7
	B - Existing Quarry	0	0	17
	C - L5731 (NW)	8	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	14
	B - Existing Quarry	0	0	36
	C - L5731 (NW)	0	32	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.04	8.41	0.0	0.5	A
C-AB	0.04	7.78	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	447	0.029	13	0.0	8.288	A
C-AB	12	479	0.025	12	0.0	7.703	A
C-A	6			6			
A-B	0			0			
A-C	5			5			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	447	0.034	15	0.0	8.341	A
C-AB	15	480	0.030	15	0.0	7.737	A
C-A	7			7			
A-B	0			0			
A-C	6			6			

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	447	0.042	19	0.0	8.413	A
C-AB	18	481	0.037	18	0.0	7.779	A
C-A	8			8			
A-B	0			0			
A-C	8			8			

10:00 - 10:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	447	0.042	19	0.0	8.413	A
C-AB	18	481	0.037	18	0.0	7.777	A
C-A	8			8			
A-B	0			0			
A-C	8			8			

10:15 - 10:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	447	0.034	15	0.0	8.343	A
C-AB	15	480	0.030	15	0.0	7.732	A
C-A	7			7			
A-B	0			0			
A-C	6			6			

10:30 - 10:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	447	0.029	13	0.0	8.291	A
C-AB	12	479	0.025	12	0.0	7.704	A
C-A	6			6			
A-B	0			0			
A-C	5			5			

Queue Variation Results for each time segment

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:30 - 09:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

09:45 - 10:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

10:00 - 10:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

10:15 - 10:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

10:30 - 10:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2025 No Development, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (NW) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	L5731 / Existing Quarry Access	T-Junction	Two-way	Two-way	Two-way		6.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 No Development	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (SE)		✓	7	100.000
B - Existing Quarry		✓	36	100.000
C - L5731 (NW)		✓	18	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	7
	B - Existing Quarry	0	0	36
	C - L5731 (NW)	10	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	0
	B - Existing Quarry	0	0	17
	C - L5731 (NW)	0	100	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.08	7.55	0.1	0.5	A
C-AB	0.03	11.55	0.0	0.5	B
C-A					
A-B					
A-C					

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	517	0.052	27	0.1	7.344	A
C-AB	6	319	0.019	6	0.0	11.516	B
C-A	7			7			
A-B	0			0			
A-C	5			5			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	517	0.063	32	0.1	7.432	A
C-AB	7	320	0.023	7	0.0	11.537	B
C-A	9			9			
A-B	0			0			
A-C	6			6			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	516	0.077	40	0.1	7.550	A
C-AB	9	321	0.028	9	0.0	11.549	B
C-A	11			11			
A-B	0			0			
A-C	8			8			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	516	0.077	40	0.1	7.550	A
C-AB	9	321	0.028	9	0.0	11.532	B
C-A	11			11			
A-B	0			0			
A-C	8			8			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	517	0.083	32	0.1	7.434	A
C-AB	7	320	0.023	7	0.0	11.507	B
C-A	9			9			
A-B	0			0			
A-C	6			6			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	517	0.052	27	0.1	7.351	A
C-AB	6	319	0.019	6	0.0	11.507	B
C-A	7			7			
A-B	0			0			
A-C	5			5			

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2025 With Development, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (NW) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	L5731 / Existing Quarry Access	T-Junction	Two-way	Two-way	Two-way		5.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 With Development	AM	ONE HOUR	09:15	10:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (SE)		✓	7	100.000
B - Existing Quarry		✓	17	100.000
C - L5731 (NW)		✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	7
	B - Existing Quarry	0	0	17
	C - L5731 (NW)	8	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	14
	B - Existing Quarry	0	0	36
	C - L5731 (NW)	0	32	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.04	8.41	0.0	0.5	A
C-AB	0.04	7.78	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	447	0.029	13	0.0	8.286	A
C-AB	12	479	0.025	12	0.0	7.703	A
C-A	6			6			
A-B	0			0			
A-C	5			5			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	447	0.034	15	0.0	8.341	A
C-AB	15	480	0.030	15	0.0	7.737	A
C-A	7			7			
A-B	0			0			
A-C	6			6			

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	447	0.042	19	0.0	8.413	A
C-AB	18	481	0.037	18	0.0	7.779	A
C-A	8			8			
A-B	0			0			
A-C	8			8			

10:00 - 10:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	447	0.042	19	0.0	8.413	A
C-AB	18	481	0.037	18	0.0	7.777	A
C-A	8			8			
A-B	0			0			
A-C	8			8			

10:15 - 10:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	447	0.034	15	0.0	8.343	A
C-AB	15	480	0.030	15	0.0	7.732	A
C-A	7			7			
A-B	0			0			
A-C	6			6			

10:30 - 10:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	447	0.029	13	0.0	8.291	A
C-AB	12	479	0.025	12	0.0	7.704	A
C-A	6			6			
A-B	0			0			
A-C	5			5			

Queue Variation Results for each time segment

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:30 - 09:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

09:45 - 10:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

10:00 - 10:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

10:15 - 10:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

10:30 - 10:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2025 With Development, PM

RECEIVED: 16/08/2024

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (NW) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	L5731 / Existing Quarry Access	T-Junction	Two-way	Two-way	Two-way		6.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 With Development	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (SE)		✓	7	100.000
B - Existing Quarry		✓	36	100.000
C - L5731 (NW)		✓	18	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	7
	B - Existing Quarry	0	0	36
	C - L5731 (NW)	10	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	0
	B - Existing Quarry	0	0	17
	C - L5731 (NW)	0	100	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.08	7.55	0.1	0.5	A
C-AB	0.03	11.55	0.0	0.5	B
C-A					
A-B					
A-C					

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	517	0.052	27	0.1	7.344	A
C-AB	6	319	0.019	6	0.0	11.516	B
C-A	7			7			
A-B	0			0			
A-C	5			5			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	517	0.063	32	0.1	7.432	A
C-AB	7	320	0.023	7	0.0	11.537	B
C-A	9			9			
A-B	0			0			
A-C	6			6			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	516	0.077	40	0.1	7.550	A
C-AB	9	321	0.028	9	0.0	11.549	B
C-A	11			11			
A-B	0			0			
A-C	8			8			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	516	0.077	40	0.1	7.550	A
C-AB	9	321	0.028	9	0.0	11.532	B
C-A	11			11			
A-B	0			0			
A-C	8			8			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	517	0.063	32	0.1	7.434	A
C-AB	7	320	0.023	7	0.0	11.507	B
C-A	9			9			
A-B	0			0			
A-C	6			6			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	517	0.052	27	0.1	7.351	A
C-AB	6	319	0.019	6	0.0	11.507	B
C-A	7			7			
A-B	0			0			
A-C	5			5			

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2035 No Development, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (NW) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	L5731 / Existing Quarry Access	T-Junction	Two-way	Two-way	Two-way		6.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2035 No Development	AM	ONE HOUR	09:15	10:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (SE)		✓	8	100.000
B - Existing Quarry		✓	21	100.000
C - L5731 (NW)		✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	8
	B - Existing Quarry	0	0	21
	C - L5731 (NW)	9	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	16
	B - Existing Quarry	0	0	38
	C - L5731 (NW)	0	34	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.05	8.67	0.1	0.5	A
C-AB	0.05	7.97	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	439	0.036	16	0.0	8.500	A
C-AB	15	472	0.031	14	0.0	7.873	A
C-A	7			7			
A-B	0			0			
A-C	6			6			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	439	0.043	19	0.0	8.571	A
C-AB	17	472	0.037	17	0.0	7.915	A
C-A	8			8			
A-B	0			0			
A-C	7			7			

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	439	0.053	23	0.1	8.664	A
C-AB	21	473	0.045	21	0.0	7.968	A
C-A	9			9			
A-B	0			0			
A-C	9			9			

10:00 - 10:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	439	0.053	23	0.1	8.666	A
C-AB	21	473	0.045	21	0.0	7.968	A
C-A	9			9			
A-B	0			0			
A-C	9			9			

10:15 - 10:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	439	0.043	19	0.0	8.575	A
C-AB	17	472	0.037	17	0.0	7.911	A
C-A	8			8			
A-B	0			0			
A-C	7			7			

10:30 - 10:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	439	0.036	16	0.0	8.506	A
C-AB	15	472	0.031	15	0.0	7.875	A
C-A	7			7			
A-B	0			0			
A-C	6			6			

Queue Variation Results for each time segment

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:30 - 09:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

09:45 - 10:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.26	0.46	0.49			N/A	N/A

10:00 - 10:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

10:15 - 10:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

10:30 - 10:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2035 No Development, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (NW) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	L5731 / Existing Quarry Access	T-Junction	Two-way	Two-way	Two-way		6.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2035 No Development	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (SE)		✓	8	100.000
B - Existing Quarry		✓	41	100.000
C - L5731 (NW)		✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	8
	B - Existing Quarry	0	0	41
	C - L5731 (NW)	12	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	0
	B - Existing Quarry	0	0	19
	C - L5731 (NW)	0	100	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.09	7.75	0.1	0.5	A
C-AB	0.04	11.58	0.0	0.5	B
C-A					
A-B					
A-C					

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	510	0.061	31	0.1	7.507	A
C-AB	8	320	0.024	8	0.0	11.530	B
C-A	9			9			
A-B	0			0			
A-C	6			6			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	510	0.072	37	0.1	7.612	A
C-AB	9	321	0.029	9	0.0	11.559	B
C-A	10			10			
A-B	0			0			
A-C	7			7			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	509	0.089	45	0.1	7.752	A
C-AB	11	323	0.036	11	0.0	11.577	B
C-A	13			13			
A-B	0			0			
A-C	9			9			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	509	0.089	45	0.1	7.754	A
C-AB	11	323	0.036	11	0.0	11.559	B
C-A	13			13			
A-B	0			0			
A-C	9			9			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	510	0.072	37	0.1	7.614	A
C-AB	9	321	0.029	9	0.0	11.520	B
C-A	10			10			
A-B	0			0			
A-C	7			7			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	510	0.061	31	0.1	7.518	A
C-AB	8	320	0.024	8	0.0	11.520	B
C-A	9			9			
A-B	0			0			
A-C	6			6			

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2035 With Development , AM

RECEIVED: 16/08/2024

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (NW) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	L5731 / Existing Quarry Access	T-Junction	Two-way	Two-way	Two-way		6.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 With Development	AM	ONE HOUR	09:15	10:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (SE)		✓	8	100.000
B - Existing Quarry		✓	21	100.000
C - L5731 (NW)		✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	8
	B - Existing Quarry	0	0	21
	C - L5731 (NW)	9	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	16
	B - Existing Quarry	0	0	38
	C - L5731 (NW)	0	34	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.05	8.67	0.1	0.5	A
C-AB	0.05	7.97	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	439	0.036	16	0.0	8.500	A
C-AB	15	472	0.031	14	0.0	7.873	A
C-A	7			7			
A-B	0			0			
A-C	6			6			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	439	0.043	19	0.0	8.571	A
C-AB	17	472	0.037	17	0.0	7.915	A
C-A	8			8			
A-B	0			0			
A-C	7			7			

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	439	0.053	23	0.1	8.664	A
C-AB	21	473	0.045	21	0.0	7.968	A
C-A	9			9			
A-B	0			0			
A-C	9			9			

10:00 - 10:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	439	0.053	23	0.1	8.666	A
C-AB	21	473	0.045	21	0.0	7.968	A
C-A	9			9			
A-B	0			0			
A-C	9			9			

10:15 - 10:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	439	0.043	19	0.0	8.575	A
C-AB	17	472	0.037	17	0.0	7.911	A
C-A	8			8			
A-B	0			0			
A-C	7			7			

10:30 - 10:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	439	0.036	16	0.0	8.506	A
C-AB	15	472	0.031	15	0.0	7.875	A
C-A	7			7			
A-B	0			0			
A-C	6			6			

Queue Variation Results for each time segment

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:30 - 09:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

09:45 - 10:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.26	0.46	0.49			N/A	N/A

10:00 - 10:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

10:15 - 10:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

10:30 - 10:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2035 With Development, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (NW) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	L5731 / Existing Quarry Access	T-Junction	Two-way	Two-way	Two-way		6.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 With Development	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (SE)		✓	8	100.000
B - Existing Quarry		✓	41	100.000
C - L5731 (NW)		✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	8
	B - Existing Quarry	0	0	41
	C - L5731 (NW)	12	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (SE)	B - Existing Quarry	C - L5731 (NW)
From	A - L5731 (SE)	0	0	0
	B - Existing Quarry	0	0	19
	C - L5731 (NW)	0	100	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.09	7.75	0.1	0.5	A
C-AB	0.04	11.58	0.0	0.5	B
C-A					
A-B					
A-C					

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	510	0.061	31	0.1	7.507	A
C-AB	8	320	0.024	8	0.0	11.530	B
C-A	9			9			
A-B	0			0			
A-C	6			6			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	510	0.072	37	0.1	7.612	A
C-AB	9	321	0.029	9	0.0	11.559	B
C-A	10			10			
A-B	0			0			
A-C	7			7			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	509	0.089	45	0.1	7.752	A
C-AB	11	323	0.036	11	0.0	11.577	B
C-A	13			13			
A-B	0			0			
A-C	9			9			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	509	0.089	45	0.1	7.754	A
C-AB	11	323	0.036	11	0.0	11.559	B
C-A	13			13			
A-B	0			0			
A-C	9			9			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	510	0.072	37	0.1	7.614	A
C-AB	9	321	0.029	9	0.0	11.520	B
C-A	10			10			
A-B	0			0			
A-C	7			7			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	510	0.061	31	0.1	7.518	A
C-AB	8	320	0.024	8	0.0	11.520	B
C-A	9			9			
A-B	0			0			
A-C	6			6			

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.4.1693											
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Filename: Junction 3.j10

Path: \\server4-gal\tobin\Projects\11911 - RFI and Traffic Impact - Ballymullen, Abbeylax\05-Design\01-Calculations

Report generation date: 31/05/2024 09:18:49

- »2024, AM
- »2024, PM
- »2025 No Development , AM
- »2025 No Development, PM
- »2025 With Development, AM
- »2025 With Development, PM
- »2035 No Development, AM
- »2035 No Development, PM
- »2035 With Development , AM
- »2035 With Development, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024											
Stream B-AC	0.0	0.00	0.00	A	0.00	A	0.0	0.00	0.00	A	0.00	A
Stream C-AB	0.0	0.00	0.00	A			0.0	0.00	0.00	A		
	2025 No Development											
Stream B-AC	0.0	0.00	0.00	A	0.00	A	0.0	0.00	0.00	A	0.00	A
Stream C-AB	0.0	0.00	0.00	A			0.0	0.00	0.00	A		
	2025 With Development											
Stream B-AC	0.0	10.89	0.02	B	3.46	A	0.0	9.65	0.02	A	2.91	A
Stream C-AB	0.0	10.72	0.02	B			0.0	10.36	0.02	B		
	2035 No Development											
Stream B-AC	0.0	0.00	0.00	A	0.00	A	0.0	0.00	0.00	A	0.00	A
Stream C-AB	0.0	0.00	0.00	A			0.0	0.00	0.00	A		
	2035 With Development											
Stream B-AC	0.0	10.93	0.02	B	2.91	A	0.0	9.68	0.02	A	2.45	A
Stream C-AB	0.0	10.67	0.02	B			0.0	10.26	0.02	B		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

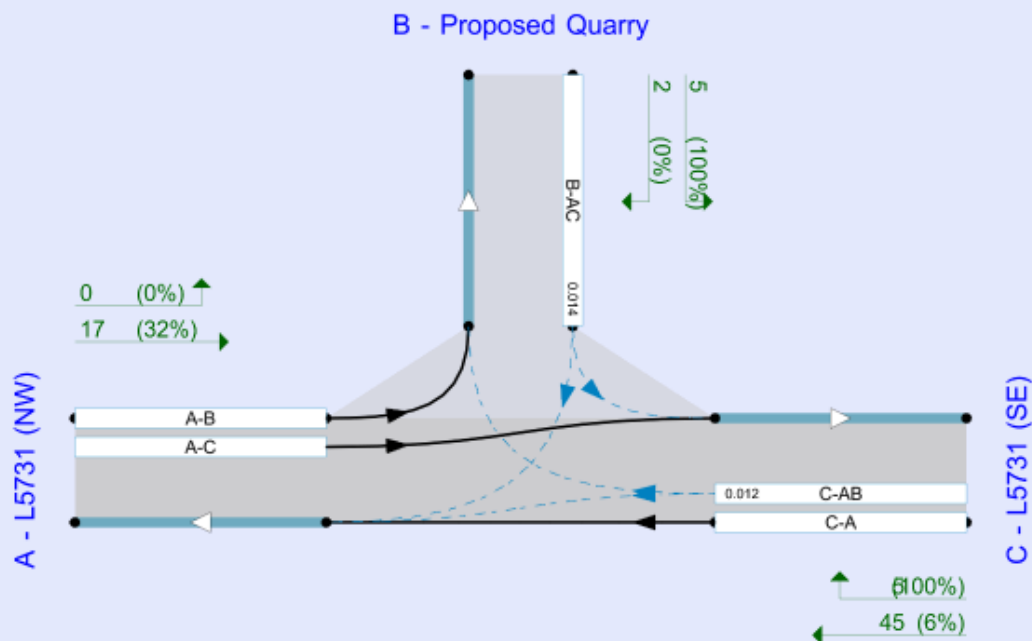
File Description

Title	Junction 3
Location	
Site number	
Date	28/05/2024
Version	
Status	
Identifier	
Client	
Jobnumber	11911
Enumerator	
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	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFG (0).

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓		0.85	38.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	09:15	10:45	15
D2	2024	PM	ONE HOUR	15:45	17:15	15
D3	2025 No Development	AM	ONE HOUR	09:15	10:45	15
D4	2025 No Development	PM	ONE HOUR	15:45	17:15	15
D5	2025 With Development	AM	ONE HOUR	09:15	10:45	15
D6	2025 With Development	PM	ONE HOUR	15:45	17:15	15
D7	2035 No Development	AM	ONE HOUR	09:15	10:45	15
D8	2035 No Development	PM	ONE HOUR	15:45	17:15	15
D9	2035 With Development	AM	ONE HOUR	09:15	10:45	15
D10	2035 With Development	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A2	100.000

2024, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (SE) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	L5731 / Proposed Quarry Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	L5731 (NW)		Major
B	Proposed Quarry		Minor
C	L5731 (SE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - L5731 (SE)	5.90			148.0	✓	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 - Proposed Quarry	One lane	2.50	192	142

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	585	0.107	0.270	0.170	0.388
B-C	678	0.104	0.264	-	-
C-B	660	0.257	0.257	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	09:15	10:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (NW)		✓	24	100.000
B - Proposed Quarry		✓	0	100.000
C - L5731 (SE)		✓	24	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	24
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	24	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	21
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	29	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	620	0.000	0	0.0	0.000	A
C-AB	0	571	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	0			0			
A-C	18			18			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	618	0.000	0	0.0	0.000	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	22			22			

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	616	0.000	0	0.0	0.000	A
C-AB	0	569	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	0			0			
A-C	26			26			

10:00 - 10:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	616	0.000	0	0.0	0.000	A
C-AB	0	569	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	0			0			
A-C	26			26			

10:15 - 10:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	618	0.000	0	0.0	0.000	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	22			22			

10:30 - 10:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	620	0.000	0	0.0	0.000	A
C-AB	0	571	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	0			0			
A-C	18			18			

Queue Variation Results for each time segment

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:30 - 09:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:45 - 10:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

10:00 - 10:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

10:15 - 10:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

10:30 - 10:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2024, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (SE) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	L5731 / Proposed Quarry Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (NW)		✓	18	100.000
B - Proposed Quarry		✓	0	100.000
C - L5731 (SE)		✓	42	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	18
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	42	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	44
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	14	0	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	819	0.000	0	0.0	0.000	A
C-AB	0	811	0.000	0	0.0	0.000	A
C-A	32			32			
A-B	0			0			
A-C	14			14			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	817	0.000	0	0.0	0.000	A
C-AB	0	810	0.000	0	0.0	0.000	A
C-A	38			38			
A-B	0			0			
A-C	16			16			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	815	0.000	0	0.0	0.000	A
C-AB	0	809	0.000	0	0.0	0.000	A
C-A	46			46			
A-B	0			0			
A-C	20			20			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	815	0.000	0	0.0	0.000	A
C-AB	0	809	0.000	0	0.0	0.000	A
C-A	46			46			
A-B	0			0			
A-C	20			20			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	817	0.000	0	0.0	0.000	A
C-AB	0	810	0.000	0	0.0	0.000	A
C-A	38			38			
A-B	0			0			
A-C	16			16			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	819	0.000	0	0.0	0.000	A
C-AB	0	811	0.000	0	0.0	0.000	A
C-A	32			32			
A-B	0			0			
A-C	14			14			

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2025 No Development , AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (SE) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	L5731 / Proposed Quarry Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 No Development	AM	ONE HOUR	09:15	10:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (NW)		✓	24	100.000
B - Proposed Quarry		✓	0	100.000
C - L5731 (SE)		✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	24
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	25	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	21
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	29	0	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	619	0.000	0	0.0	0.000	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	0			0			
A-C	18			18			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	618	0.000	0	0.0	0.000	A
C-AB	0	569	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	22			22			

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	616	0.000	0	0.0	0.000	A
C-AB	0	568	0.000	0	0.0	0.000	A
C-A	28			28			
A-B	0			0			
A-C	26			26			

10:00 - 10:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	616	0.000	0	0.0	0.000	A
C-AB	0	568	0.000	0	0.0	0.000	A
C-A	28			28			
A-B	0			0			
A-C	26			26			

10:15 - 10:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	618	0.000	0	0.0	0.000	A
C-AB	0	569	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	22			22			

10:30 - 10:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	619	0.000	0	0.0	0.000	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	0			0			
A-C	18			18			

Queue Variation Results for each time segment

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:30 - 09:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:45 - 10:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

10:00 - 10:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

10:15 - 10:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

10:30 - 10:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2025 No Development, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (SE) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	L5731 / Proposed Quarry Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 No Development	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (NW)		✓	18	100.000
B - Proposed Quarry		✓	0	100.000
C - L5731 (SE)		✓	43	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	18
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	43	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	45
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	14	0	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	819	0.000	0	0.0	0.000	A
C-AB	0	811	0.000	0	0.0	0.000	A
C-A	32			32			
A-B	0			0			
A-C	14			14			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	817	0.000	0	0.0	0.000	A
C-AB	0	810	0.000	0	0.0	0.000	A
C-A	39			39			
A-B	0			0			
A-C	16			16			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	815	0.000	0	0.0	0.000	A
C-AB	0	808	0.000	0	0.0	0.000	A
C-A	47			47			
A-B	0			0			
A-C	20			20			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	815	0.000	0	0.0	0.000	A
C-AB	0	808	0.000	0	0.0	0.000	A
C-A	47			47			
A-B	0			0			
A-C	20			20			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	817	0.000	0	0.0	0.000	A
C-AB	0	810	0.000	0	0.0	0.000	A
C-A	39			39			
A-B	0			0			
A-C	16			16			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	819	0.000	0	0.0	0.000	A
C-AB	0	811	0.000	0	0.0	0.000	A
C-A	32			32			
A-B	0			0			
A-C	14			14			

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2025 With Development, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (SE) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	L5731 / Proposed Quarry Access	T-Junction	Two-way	Two-way	Two-way		3.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 With Development	AM	ONE HOUR	09:15	10:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (NW)		✓	21	100.000
B - Proposed Quarry		✓	5	100.000
C - L5731 (SE)		✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	2	19
	B - Proposed Quarry	0	0	5
	C - L5731 (SE)	20	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	1
	B - Proposed Quarry	0	0	100
	C - L5731 (SE)	11	100	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.02	10.89	0.0	0.5	B
C-AB	0.02	10.72	0.0	0.5	B
C-A					
A-B					
A-C					

Main Results for each time segment

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	337	0.011	4	0.0	10.805	B
C-AB	4	340	0.012	4	0.0	10.716	B
C-A	15			15			
A-B	2			2			
A-C	14			14			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	336	0.013	4	0.0	10.844	B
C-AB	5	342	0.014	5	0.0	10.699	B
C-A	18			18			
A-B	2			2			
A-C	17			17			

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	336	0.016	6	0.0	10.894	B
C-AB	6	344	0.017	6	0.0	10.655	B
C-A	22			22			
A-B	2			2			
A-C	21			21			

10:00 - 10:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	336	0.016	6	0.0	10.894	B
C-AB	6	345	0.017	6	0.0	10.632	B
C-A	22			22			
A-B	2			2			
A-C	21			21			

10:15 - 10:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	336	0.013	5	0.0	10.845	B
C-AB	5	342	0.014	5	0.0	10.848	B
C-A	18			18			
A-B	2			2			
A-C	17			17			

10:30 - 10:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	337	0.011	4	0.0	10.808	B
C-AB	4	340	0.012	4	0.0	10.893	B
C-A	15			15			
A-B	2			2			
A-C	14			14			

Queue Variation Results for each time segment

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:30 - 09:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

09:45 - 10:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

10:00 - 10:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

10:15 - 10:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

10:30 - 10:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2025 With Development, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (SE) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	L5731 / Proposed Quarry Access	T-Junction	Two-way	Two-way	Two-way		2.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 With Development	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (NW)		✓	13	100.000
B - Proposed Quarry		✓	7	100.000
C - L5731 (SE)		✓	43	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	13
	B - Proposed Quarry	2	0	5
	C - L5731 (SE)	38	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	24
	B - Proposed Quarry	0	0	100
	C - L5731 (SE)	3	100	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.02	9.65	0.0	0.5	A
C-AB	0.02	10.36	0.0	0.5	B
C-A					
A-B					
A-C					

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	382	0.014	5	0.0	9.548	A
C-AB	4	352	0.012	4	0.0	10.360	B
C-A	28			28			
A-B	0			0			
A-C	10			10			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	382	0.016	6	0.0	9.591	A
C-AB	5	356	0.014	5	0.0	10.295	B
C-A	34			34			
A-B	0			0			
A-C	12			12			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	381	0.020	8	0.0	9.647	A
C-AB	6	362	0.017	6	0.0	10.172	B
C-A	41			41			
A-B	0			0			
A-C	14			14			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	381	0.020	8	0.0	9.647	A
C-AB	6	362	0.017	6	0.0	10.127	B
C-A	41			41			
A-B	0			0			
A-C	14			14			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	382	0.016	6	0.0	9.593	A
C-AB	5	356	0.014	5	0.0	10.200	B
C-A	34			34			
A-B	0			0			
A-C	12			12			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	382	0.014	5	0.0	9.553	A
C-AB	4	352	0.012	4	0.0	10.313	B
C-A	28			28			
A-B	0			0			
A-C	10			10			

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2035 No Development, AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (SE) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	L5731 / Proposed Quarry Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2035 No Development	AM	ONE HOUR	09:15	10:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (NW)		✓	29	100.000
B - Proposed Quarry		✓	0	100.000
C - L5731 (SE)		✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	29
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	29	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	23
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	32	0	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	618	0.000	0	0.0	0.000	A
C-AB	0	563	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	22			22			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	616	0.000	0	0.0	0.000	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	0			0			
A-C	26			26			

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	613	0.000	0	0.0	0.000	A
C-AB	0	560	0.000	0	0.0	0.000	A
C-A	32			32			
A-B	0			0			
A-C	32			32			

10:00 - 10:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	613	0.000	0	0.0	0.000	A
C-AB	0	560	0.000	0	0.0	0.000	A
C-A	32			32			
A-B	0			0			
A-C	32			32			

10:15 - 10:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	616	0.000	0	0.0	0.000	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	0			0			
A-C	26			26			

10:30 - 10:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	618	0.000	0	0.0	0.000	A
C-AB	0	563	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	0			0			
A-C	22			22			

Queue Variation Results for each time segment

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:30 - 09:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:45 - 10:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

10:00 - 10:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

10:15 - 10:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

10:30 - 10:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2035 No Development, PM

RECEIVED: 16/08/2024

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (SE) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	L5731 / Proposed Quarry Access	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2035 No Development	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (NW)		✓	22	100.000
B - Proposed Quarry		✓	0	100.000
C - L5731 (SE)		✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	22
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	47
	B - Proposed Quarry	0	0	0
	C - L5731 (SE)	16	0	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	~1	A
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	817	0.000	0	0.0	0.000	A
C-AB	0	808	0.000	0	0.0	0.000	A
C-A	38			38			
A-B	0			0			
A-C	17			17			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	815	0.000	0	0.0	0.000	A
C-AB	0	804	0.000	0	0.0	0.000	A
C-A	45			45			
A-B	0			0			
A-C	20			20			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	812	0.000	0	0.0	0.000	A
C-AB	0	803	0.000	0	0.0	0.000	A
C-A	55			55			
A-B	0			0			
A-C	24			24			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	812	0.000	0	0.0	0.000	A
C-AB	0	803	0.000	0	0.0	0.000	A
C-A	55			55			
A-B	0			0			
A-C	24			24			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	815	0.000	0	0.0	0.000	A
C-AB	0	804	0.000	0	0.0	0.000	A
C-A	45			45			
A-B	0			0			
A-C	20			20			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	817	0.000	0	0.0	0.000	A
C-AB	0	808	0.000	0	0.0	0.000	A
C-A	38			38			
A-B	0			0			
A-C	17			17			

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2035 With Development , AM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (SE) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	L5731 / Proposed Quarry Access	T-Junction	Two-way	Two-way	Two-way		2.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 With Development	AM	ONE HOUR	09:15	10:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (NW)		✓	28	100.000
B - Proposed Quarry		✓	5	100.000
C - L5731 (SE)		✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	2	24
	B - Proposed Quarry	0	0	5
	C - L5731 (SE)	24	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	6
	B - Proposed Quarry	0	0	100
	C - L5731 (SE)	17	100	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.02	10.93	0.0	0.5	B
C-AB	0.02	10.67	0.0	0.5	B
C-A					
A-B					
A-C					

Main Results for each time segment

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	336	0.011	4	0.0	10.826	B
C-AB	4	341	0.012	4	0.0	10.666	B
C-A	18			18			
A-B	2			2			
A-C	18			18			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	336	0.013	4	0.0	10.869	B
C-AB	5	344	0.014	5	0.0	10.642	B
C-A	21			21			
A-B	2			2			
A-C	22			22			

09:45 - 10:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	335	0.016	6	0.0	10.925	B
C-AB	6	347	0.017	6	0.0	10.567	B
C-A	26			26			
A-B	2			2			
A-C	26			26			

10:00 - 10:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	335	0.016	6	0.0	10.925	B
C-AB	6	347	0.017	6	0.0	10.559	B
C-A	26			26			
A-B	2			2			
A-C	26			26			

10:15 - 10:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	336	0.013	5	0.0	10.889	B
C-AB	5	344	0.014	5	0.0	10.589	B
C-A	21			21			
A-B	2			2			
A-C	22			22			

10:30 - 10:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	336	0.011	4	0.0	10.829	B
C-AB	4	342	0.012	4	0.0	10.641	B
C-A	18			18			
A-B	2			2			
A-C	18			18			

Queue Variation Results for each time segment

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:30 - 09:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

09:45 - 10:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

10:00 - 10:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

10:15 - 10:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

10:30 - 10:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2035 With Development, PM

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - L5731 (SE) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	L5731 / Proposed Quarry Access	T-Junction	Two-way	Two-way	Two-way		2.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 With Development	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - L5731 (NW)		✓	17	100.000
B - Proposed Quarry		✓	7	100.000
C - L5731 (SE)		✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	17
	B - Proposed Quarry	2	0	5
	C - L5731 (SE)	45	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - L5731 (NW)	B - Proposed Quarry	C - L5731 (SE)
From	A - L5731 (NW)	0	0	32
	B - Proposed Quarry	0	0	100
	C - L5731 (SE)	8	100	0

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.02	9.68	0.0	0.5	A
C-AB	0.02	10.26	0.0	0.5	B
C-A					
A-B					
A-C					

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	381	0.014	5	0.0	9.570	A
C-AB	4	355	0.012	4	0.0	10.258	B
C-A	33			33			
A-B	0			0			
A-C	13			13			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	381	0.017	6	0.0	9.617	A
C-AB	5	380	0.014	5	0.0	10.181	B
C-A	40			40			
A-B	0			0			
A-C	15			15			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	380	0.020	8	0.0	9.680	A
C-AB	6	387	0.017	6	0.0	10.037	B
C-A	49			49			
A-B	0			0			
A-C	19			19			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	380	0.020	8	0.0	9.680	A
C-AB	6	387	0.017	6	0.0	9.985	A
C-A	49			49			
A-B	0			0			
A-C	19			19			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	381	0.017	6	0.0	9.618	A
C-AB	5	380	0.014	5	0.0	10.074	B
C-A	40			40			
A-B	0			0			
A-C	15			15			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	381	0.014	5	0.0	9.573	A
C-AB	4	355	0.012	4	0.0	10.207	B
C-A	33			33			
A-B	0			0			
A-C	13			13			

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:00 - 16:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

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Appendix 11.2: Road Safety Audit – Stage 1/2

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**Booth Concrete & Products Ltd.
Ballymullen, Abbeylax, Co. Laois
Request for Further Information:
Road Safety Audit – Stage 1/2**



BUILT ON KNOWLEDGE

Document Control Sheet	
Document Reference	11911-TR02 RSA Stage 1/2 Report
Client:	Booth Concrete & Products LTD
Project Reference	11911

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Rev	Description	Author	Date	Reviewer	Date	Approval	Date
A	First Issue	GI	02/08/2024	SS	06/08/24	SS	06/08/24
B	Final Issue	GI	12/08/2024	SS	12/08/24	SS	12/08/24

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Appendices

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1. INTRODUCTION

This report describes the Stage 1/2 Road Safety Audit carried out for proposed sand and gravel pit located at Ballymullen, Abbeyleix, Co. Laois as shown in Figure 1-1. The extent of the Road Safety Audit is shown in Figure 1-2.



Figure 1-1: Proposed Site Location (©Google Maps)

1.1 PROPOSED DEVELOPMENT

The proposed development will be accessed from the local road, L5731-25. The proposed site access is an existing field access located within an 80 km/h speed limit. It has a carriageway with a variable a minimum of 3.5m to 5.5m, with grass verges to both sides. The L5731-25 is a legacy rural road, with no pedestrian facilities or public lighting provided along its length, except in the vicinity of L5731-25/ Grallow Wood T-junction. The rural road has over the edge drainage.

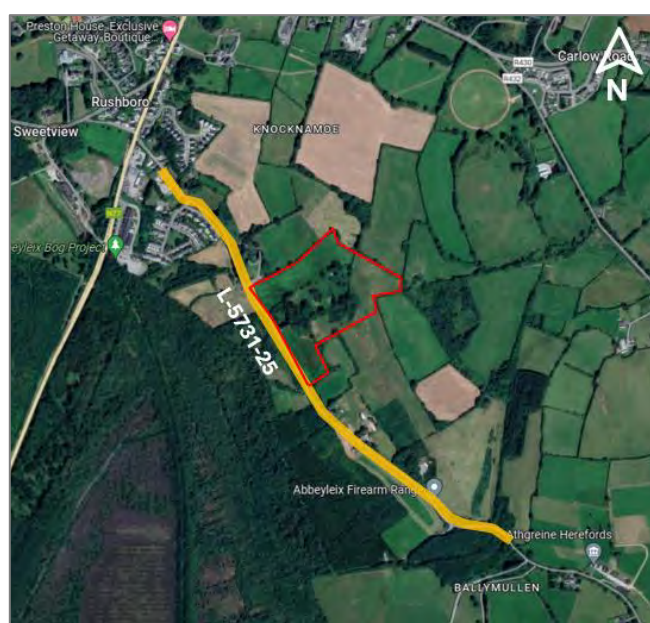


Figure 1-2: Extent of the Road Safety Audit (©Google Maps)

1.2 AUDIT DETAILS

The initial audit took place at the Dublin office of TOBIN in August 2024. The audit comprised an examination of the documents provided by the Design Team, listed in Appendix A. In addition, a day-time site visit took place on Friday the 02nd of August 2024 between the hours of 11:00-12:00pm. Throughout the duration of the site visit, the weather was dry and mild. The Audit Team have not been given details of the materials to be used for carriageway overlay or depths of materials, therefore no assessment of their suitability can be made.

The Audit Team members were as follows:

Audit Team Leader

- Stuart Summerfield – HNC (Civil) FCIHT FSoRSA, Certificate of Competency in Road Safety Audits (SoRSA, 2015), CST Group Chartered Consulting Engineers – TII Reference SS73290

Audit Team Member

- Gabriela Iha – BEng Civil Eng., MSc, MIEI, Design Engineer for Roads & Transportation, TOBIN – TII Reference GI771562

This Stage 1/2 Audit has been carried out in accordance with the relevant sections of Transport Infrastructure Ireland Publication (Standards) “Road Safety Audit” GE-STY-01024 (December 2017). The team have examined and reported only on the road safety implications of the design submitted and has not examined or verified the compliance of the design to any other criteria. However, to clearly explain a problem or a recommendation, it may be necessary to refer to another Standard or Advice Note, but such reference will not conflict with the requirements of the above Terms of Reference.

The Design Team and Employer (Client) is reminded that the Road Safety Audit Feedback Form, in Appendix C shall be completed and returned to the Road Safety Audit Team Leader for sign off.

1.3 COLLISION DATA

Collision data has not been supplied with this scheme. Road Collision Data is not currently available on the Road Safety Authority Database, and therefore the Audit Team has no access to the historical collision information for this site and / or adjacent roads.

2. ITEMS RESULTING FROM THIS ROAD SAFETY AUDIT

2.1 PROBLEM - GENERAL

Livestock

The Audit Team noted on the drawings there are a number of areas where carriageway widening is proposed. In order to achieve this widening, it may be necessary to remove some of the roadside hedging along the L5731-25. The agricultural field to the other side of the hedge may contain livestock. The Audit Team are concerned that the removal of hedges could allow animals to the road. This may result in a collision between vehicles and livestock.

Recommendation

The design team should ensure appropriate fencing is provided where hedging is to be removed, to prevent animals access to the road.

2.2 PROBLEM - GENERAL

Existing Timber Utility Poles

The Audit Team observed onsite the location of existing timber poles along the L5731-25 in the vicinity of proposed road widening. The Audit Team are concerned that after the road widening is undertaken the timber poles may be very close to the carriageway edge. Motorists may not feel comfortable in driving close to the poles and cross the road centreline. This may result in head on/ side swipe collisions between vehicles.

Recommendation

The design team should ensure the timber poles are sufficiently set back from the carriageway edge.

2.3 PROBLEM - GENERAL

Existing Road Markings

The design drawings indicate the carriageway is to be resurfaced over areas of carriageway that contain warning road markings. Additionally, the new road centreline, after the road widening is undertaken is unlikely to tie in with the existing road centreline at the tie-ins. The Audit Team are concerned this may lead to driver confusion and not provide adequate warning. This may result in head on/ side swipe collisions between vehicles.



Figure 2-1: Existing Road Markings

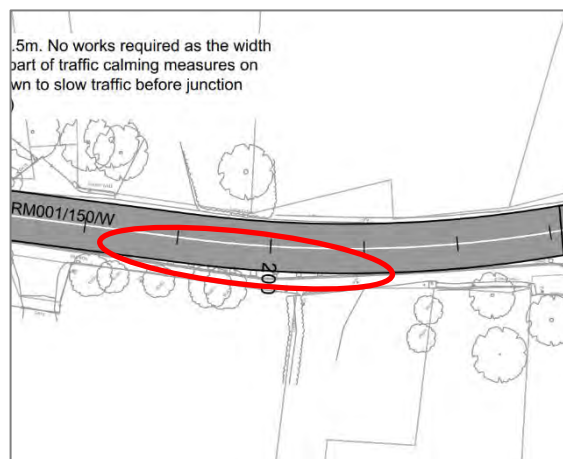


Figure 2-2: Proposed Road Markings

Recommendation

The design team should reinstate the existing road markings overlain by the new surface and also create a smooth alignment at the tie-ins.

2.4 PROBLEM

Road Widening at circa Chainage 220

The design indicates road widening at circa chainage 220. In this area there is a high mesh fence to the north of the road and a footpath to the south. Any road widening undertaken here will either locate the carriageway abutting the fence or reduce the width of the footpath.

Motorists may strike the fence or pedestrians may be forced to step into the carriageway, with the resultant risk of impact from passing vehicles.

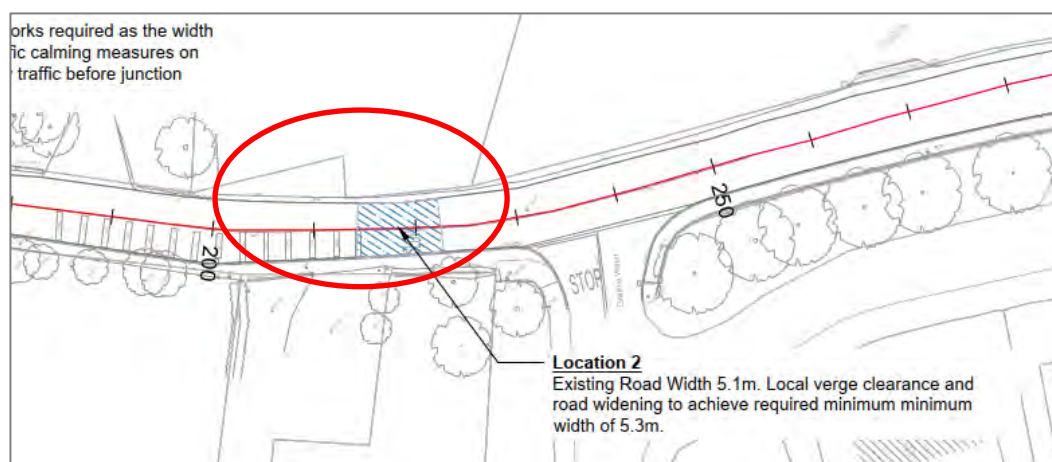


Figure 2-3: Road widening



Figure 2-4: Existing Carriageway

Recommendation

The design team should widen the carriageway on the northern side and also reset the fence further distant from the new carriageway edge.

2.5 PROBLEM

Existing Pinch Point

The Audit Team observed there are a number of large trees immediately adjacent to the carriageway. Some of these have a timber utility pole to the opposite side of the road forming a pinch point at the existing carriageway. These occur in area where carriageway widening is noted on the drawings. The Audit Team are concerned that inadequate road width may be provided and may not accommodate two vehicles driving in opposite directions. This may result in head on collision between vehicles.

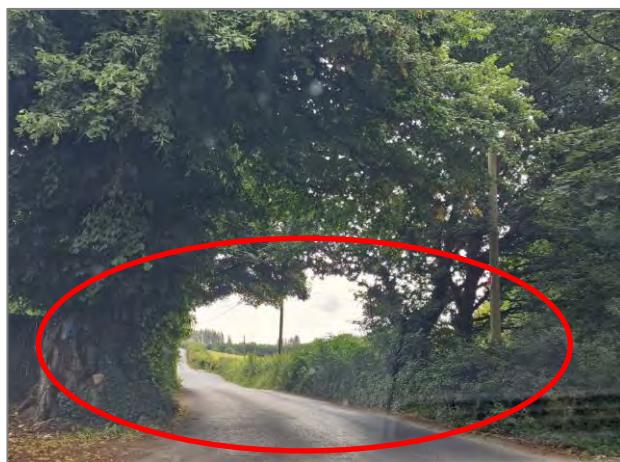


Figure 2-5: Existing Pinch Point



Figure 2-6: Location 6

Recommendation

The design team should ensure all restrictions to widening the road are removed in order to provide adequate carriageway width.

2.6 PROBLEM

Vertical Visibility Circa Chainage 1200

The Audit Team observed restricted intervisibility at circa chainage 1200. The Audit Team are concerned that due to the poor vertical visibility, drivers may not be able to see in advance vehicles in the opposite direction. This may result in sudden braking / loss of vehicle control and possible head on collision between vehicles.

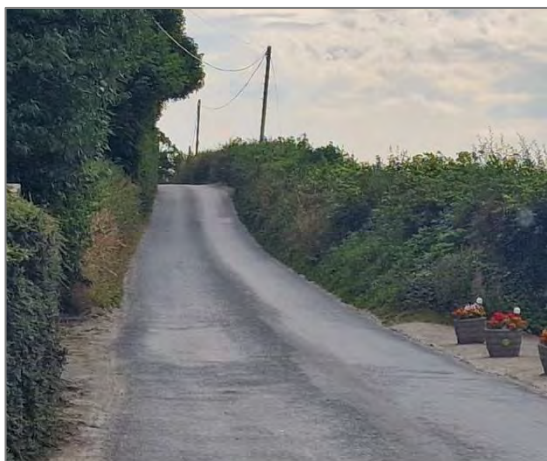


Figure 2-7: Southbound View

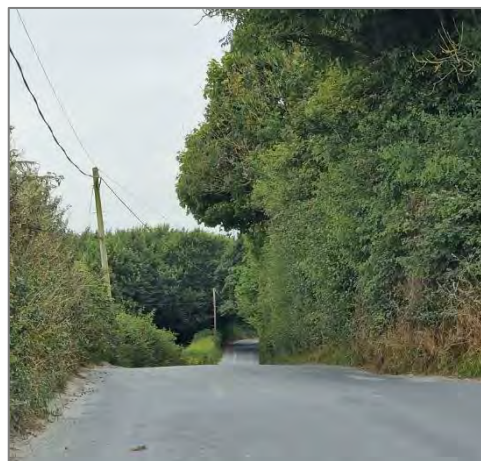


Figure 2-8: Northbound View

Recommendation

The design team should provide a passing bay in suitable location with clear forward visibility vertical and horizontal.

Note: Verge over-run was apparent at about Chainage 1200 where vehicles are probably meeting and attempting to pass each other.



Figure 2-9: Verge Over-Run

2.7 PROBLEM

Narrow Carriageway Warning

The design includes for general widening of the Local Road to a minimum width of 5.3m. This is likely to result in increased vehicle speeds and possibly a reduction in driver awareness. The design retain two sections of reduced carriageway width at Ch. 150m and ch. 1100m. The Audit Team are concerned vehicles may enter these narrow sections of carriageway too fast. This may result in sudden braking (rearend collisions) and/or increase the risk of head on collisions.

Recommendation

The design team should provide adequate warning in advance of the sections of reduced carriageway width.

2.8 PROBLEM

Proposed Drainage at Development Junction

The Audit Team noted on the drawings the proposed gullies are not connected to a drainage system. Failure to provide an outfall for the gulleys will result in zero surface water removal via the gully system. The Audit Team are concerned this could result in aquaplaning and loss of control incidents.

Recommendation

The design team should provide appropriate drainage outfalls.

2.9 PROBLEM

Grade of Dwell Area at Development Junction

The Audit Team noted the grade of proposed dwell area have not been provided, and observed onsite that there is a noticeable level different in the vicinity of the proposed site access. The Audit Team are concerned this may lead to vehicles exiting the quarry overshooting into the carriageway on the local road which could potentially lead to a side-on collisions with passing traffic.



Figure 2-10: Existing Site Access

Recommendation

The design team should provide a dwell area that is in accordance with the design standards.

2.10 PROBLEM

Proposed Broken Lines

The Audit Team noted on the drawings a proposed broken line opposite to the proposed site access. The Audit Team are concerned this may lead to Local Road drivers to overtake which could potentially lead to a side-on/head-on collisions with other road users.

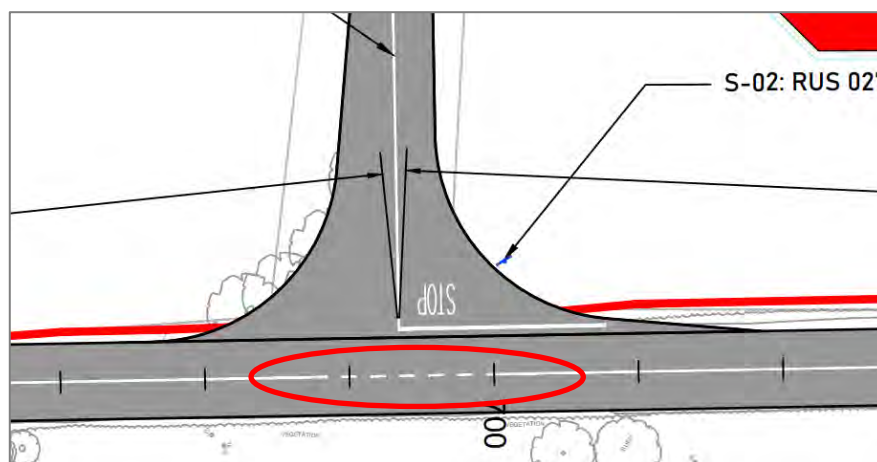


Figure 2-11: Proposed Broken Lines

Recommendation

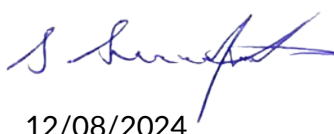
The design team should provide a continuous solid centreline marking, unless overtaking is intended by the design at this location.

3. AUDIT TEAM STATEMENT

We certify that we have examined the design drawings and other information listed in the Appendices to this report and have carried out a desktop study. This examination has been carried out with the sole purpose of identifying any features of the scheme that can 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 improvement, which we recommend should be studied for implementation. We have not been involved with the scheme design.

AUDIT TEAM LEADER

Name: Stuart Summerfield

Signed: 

TII Reference: SS73290

Date: 12/08/2024

Position: Consultant

Organisation: CST Group
Chartered Consulting Engineers

Address: 1 O'Connell St,
Sligo F91 W7YV

AUDIT TEAM MEMBERS

Name: Gabriela Iha

Signed: 

TII Reference: GI771562

Date: 12/08/2024

Position: Design Engineer

Organisation: TOBIN

Address: Block 10-4,
Blanchardstown Corporate Park,
Dublin 15,
Co. Dublin.

Appendix A LIST OF DOCUMENTS EXAMINED

Drawings

11911-1001 to 1006 Geometric Plan, Profiles & cross-sections

11911-1007 to 1011 Proposed-Geometric Plan, Profiles

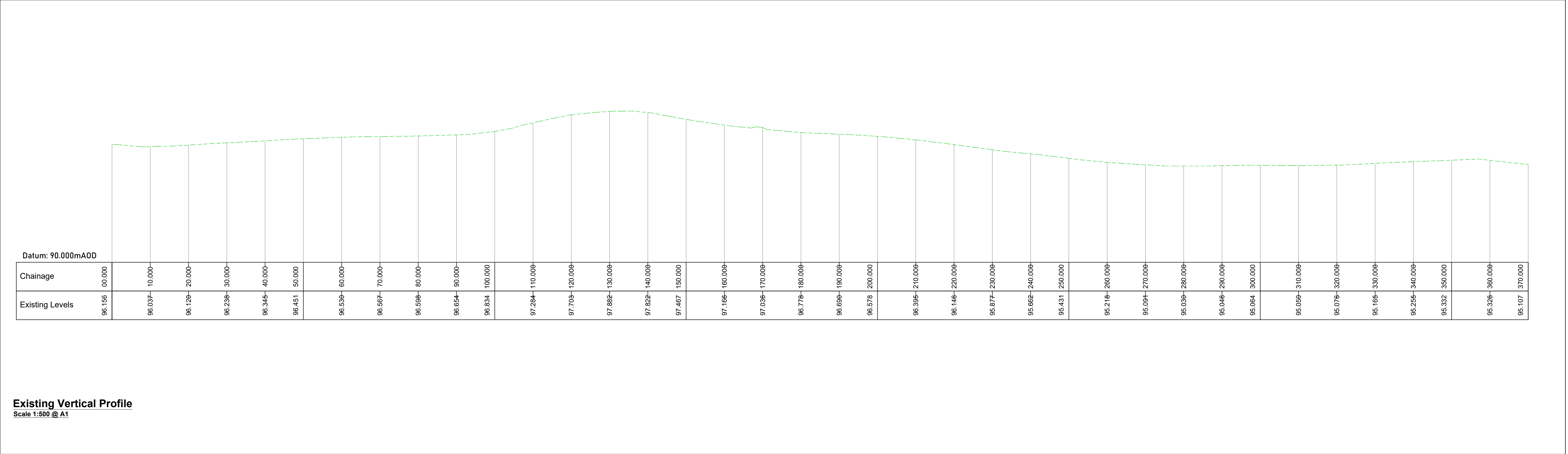
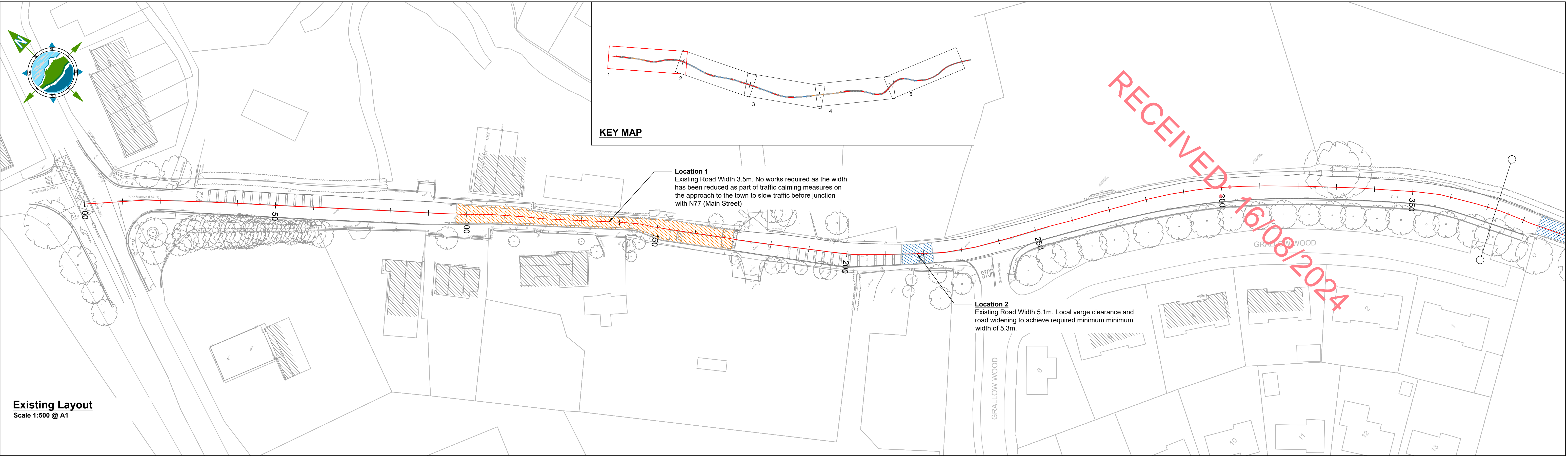
11911-1007 to 1012 Visibility

11911-1013 to 1015 Pavement

11911-1016 to 1018 Signage & Road Markings

11911-1019 Drainage

RECEIVED: 16/08/2024



LEGEND:

- Existing Ground on New Centreline
- Verge Clearing & Road Widening Required to achieve min. cross-sectional width
- Min. Cross-sectional width not achievable due to limited cross-sectional width available

D01	22/07/24	DRAFT	DMcH	MR
Rev	Date	Description	By	Chkd.

Client:

Project:

Title:

Ballymullen, Abbeyleix
RFI & Traffic Impact
Geometric Plan & Profile
Constraints Study

Prepared by:
D. McHugh

Checked:
MR

Date:
22/07/245

Project Director:
J.O'F

Drawing Status:
DRAFT

Scale @ A1:
1:500

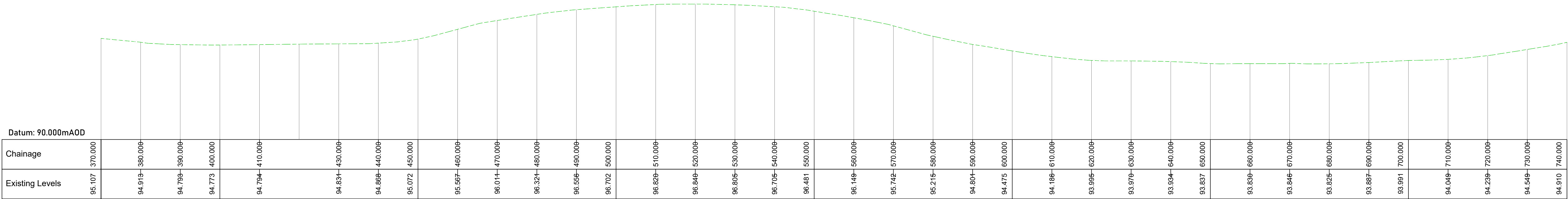
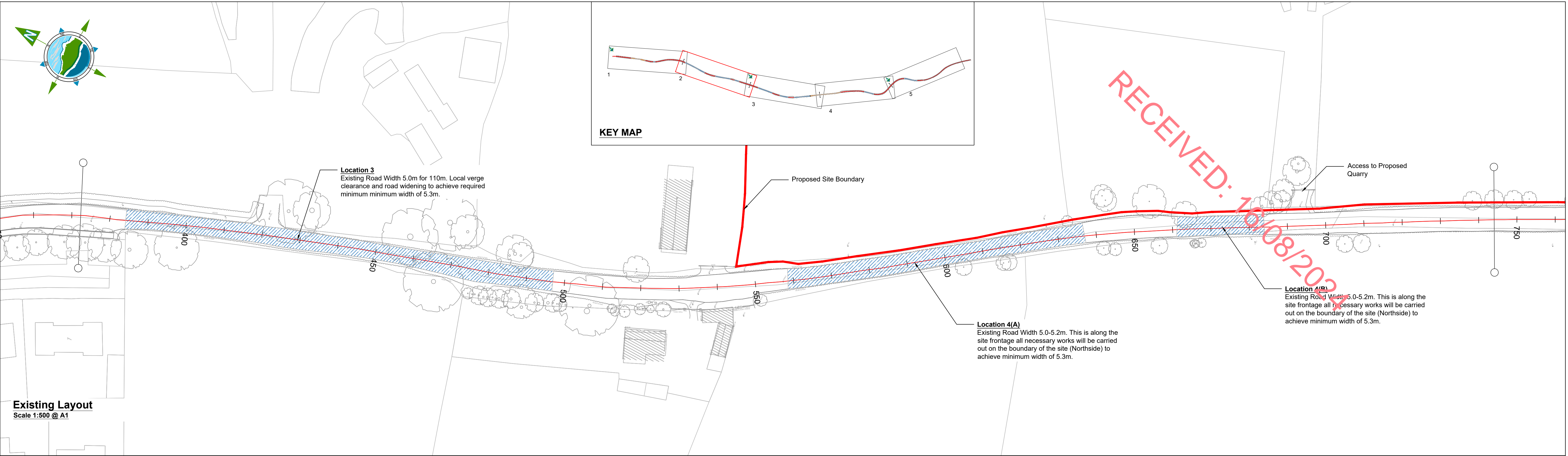
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Drawing No.:
11911-1002

Revision:
D01

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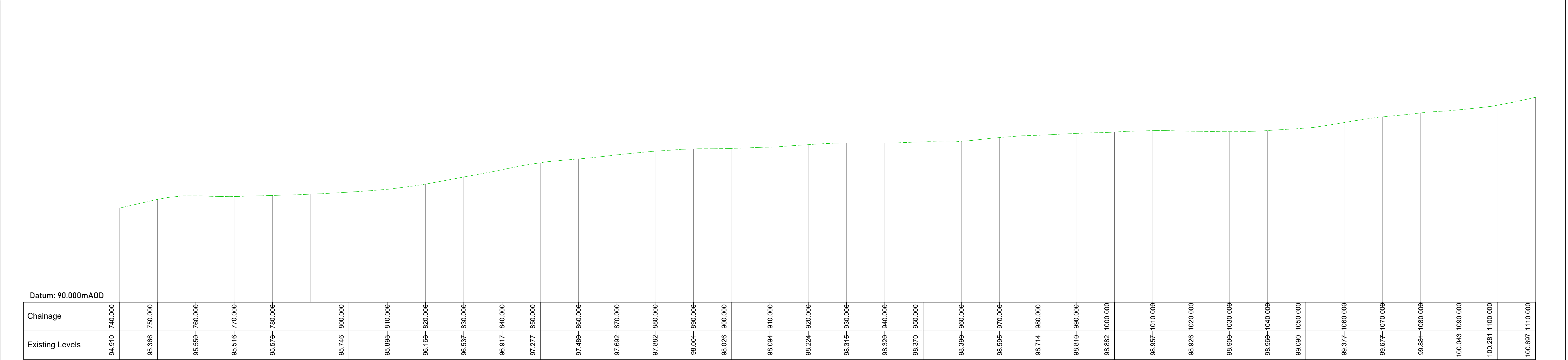
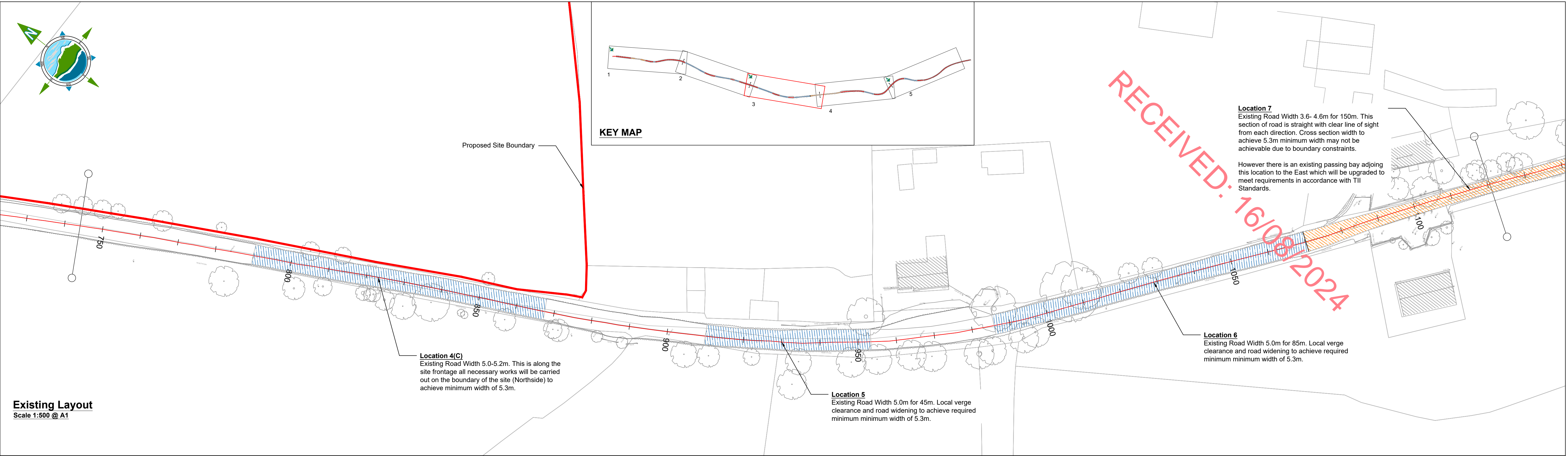
Existing Vertical Profile
Scale 1:500 @ A1

LEGEND:

- Existing Ground on New Centreline
- Verge Clearing & Road Widening Required to achieve min. cross-sectional width
- Min. Cross-sectional width not achievable due to limited cross-sectional width available

D01	22/07/24	DRAFT	DMcH	MR
Rev	Date	Description	By	Chkd.

Client:	Prepared by: D. McHugh	TOBIN TOBIN Consulting Engineers, Market Square, Castlebar, Co. Mayo, Ireland. tel: +353-(0)94-9021401 fax: +353-(0)94-9021534 e-mail: castlebar@tobin.ie www.tobin.ie	Revision: D01
Project: Ballymullen, Abbeyleix RFI & Traffic Impact	Checked: MR		
	Date: 22/07/245		
	Project Director: J.O'F		
	Drawing Status: DRAFT		
Title: Geometric Plan & Profile Constraints Study	Scale @ A1: 1:500	Drawing No.: 11911-1003	



Existing Vertical Profile
Scale 1:500 @ A1

LEGEND:

- Existing Ground on New Centreline
- Verge Clearing & Road Widening Required to achieve min. cross-sectional width
- Min. Cross-sectional width not achievable due to limited cross-sectional width available

Rev	Date	Description	By	Chkd.
D01	22/07/24	DRAFT	DMCh	MR

Client:

Project:

Title:

Ballymullen, Abbeyleix
RFI & Traffic Impact
Geometric Plan & Profile
Constraints Study

Prepared by:
D. McHugh

Checked:
MR

Date:
22/07/245

Project Director:
J.O'F

Drawing Status:
DRAFT

Scale @ A1:
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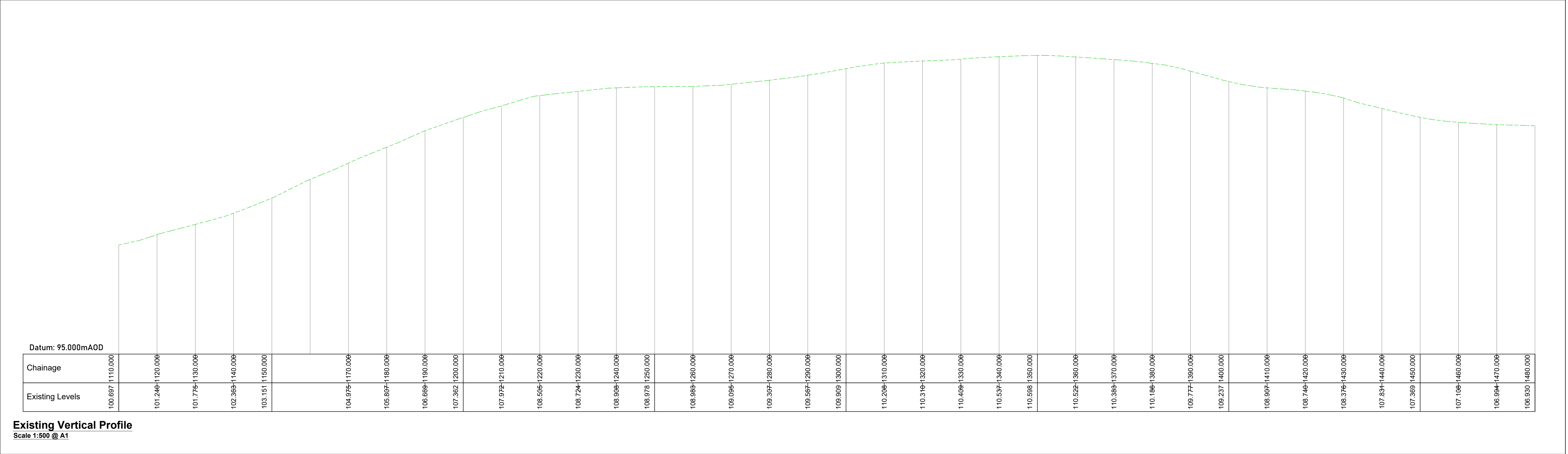
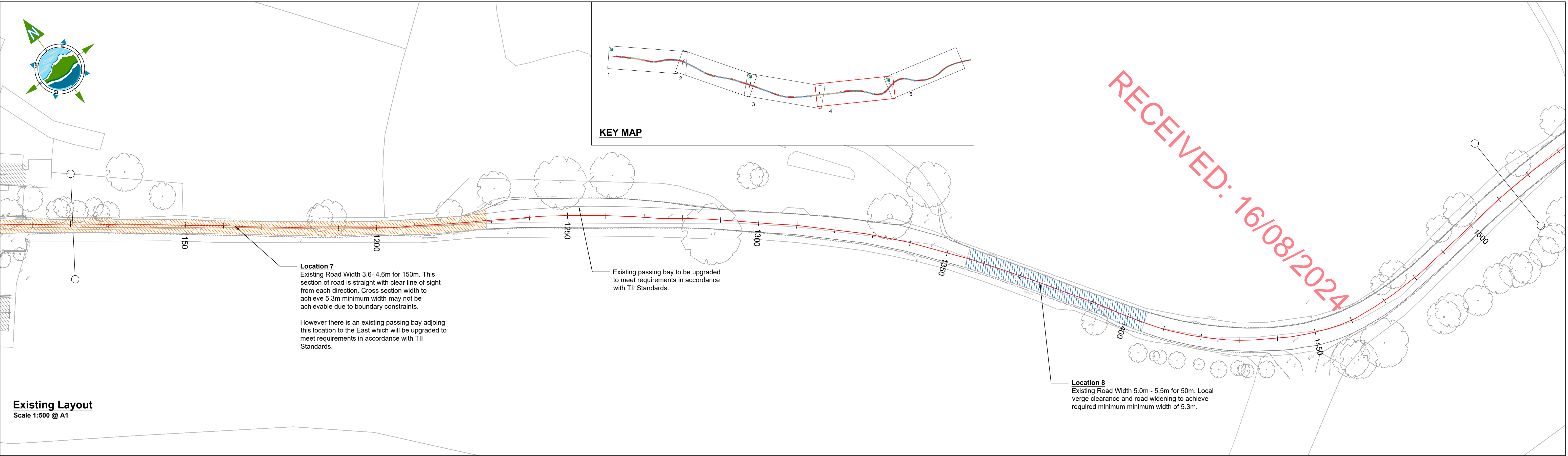
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Drawing No.:
11911-1004

Revision:
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LEGEND:

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- Min. Cross-sectional width not achievable due to limited cross-sectional width available

Rev	Date	Description	By	Chkd.
D01	22/07/24	DRAFT	DMCh	MR

Client:

Project:

Title:

Ballymullen, Abbeyleix
RFI & Traffic Impact
Geometric Plan & Profile
Constraints Study

Prepared by:
D. McHugh

Checked:
MR

Date:
22/07/245

Project Director:
J.O'F

Drawing Status:
DRAFT

Scale @ A1:
1:500

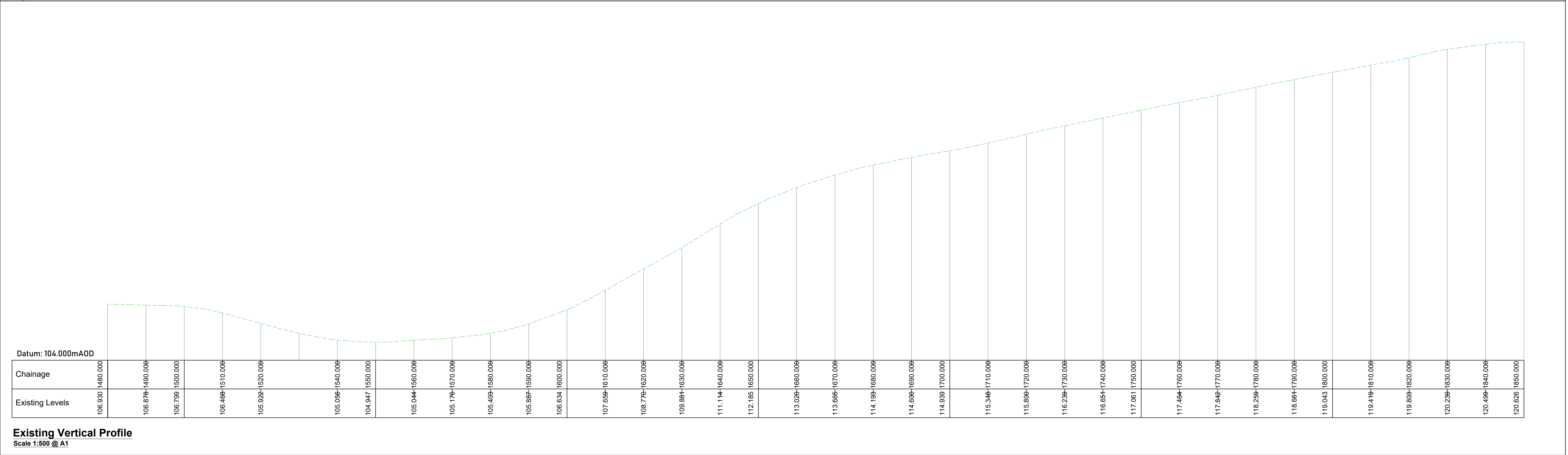
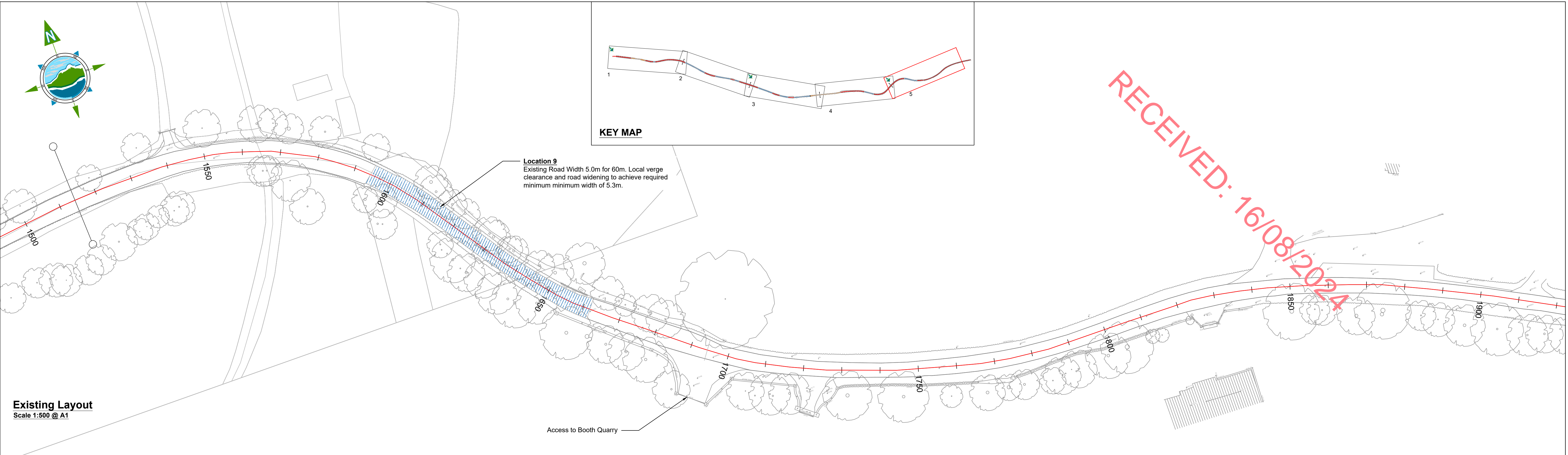
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- Min. Cross-sectional width not achievable due to limited cross-sectional width available

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D01	22/07/24	DRAFT	DMcH	MR

Client:

Project: Ballymullen, Abbeyleix RFI & Traffic Impact

Title: Geometric Plan & Profile Constraints Study

Prepared by: D. McHugh

Checked: MR

Date: 22/07/24

Project Director: J.O'F

Drawing Status: DRAFT

Scale @ A1: 1:500

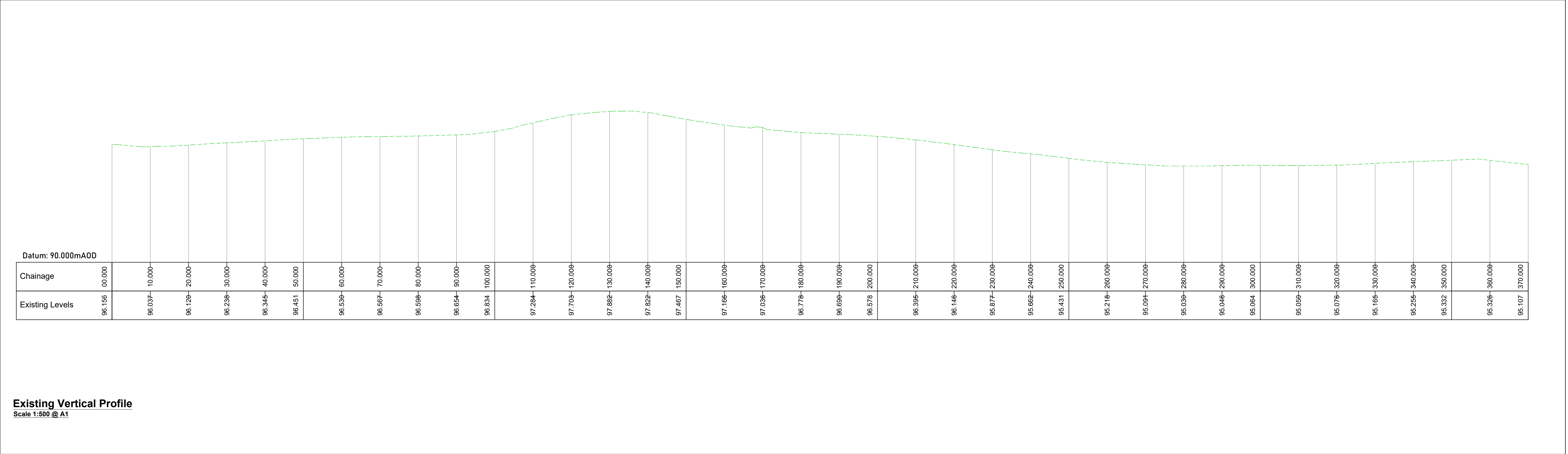
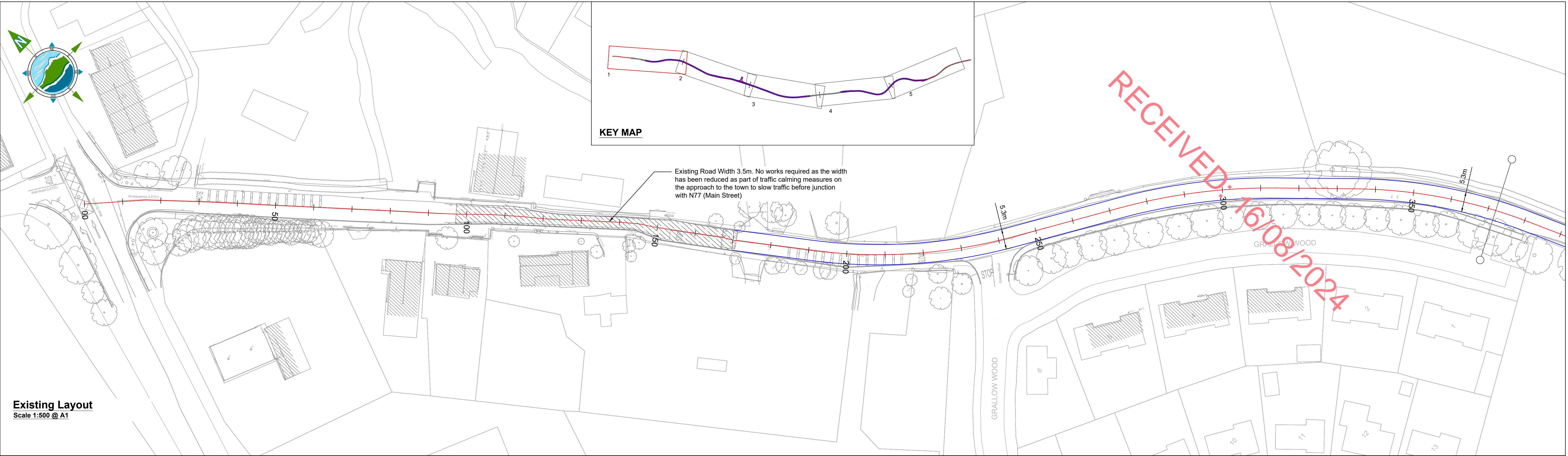
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Revision: D01



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Rev	Date	Description	By	Chkd.

Client:

Project:

Title:

Ballymullen, Abbeyleix
RFI & Traffic Impact
Geometric Plan & Profile
Proposed Design

Prepared by:
D. McHugh

Checked:
MR

Date:
22/07/245

Project Director:
J.O'F

Drawing Status:
DRAFT

Scale @ A1:
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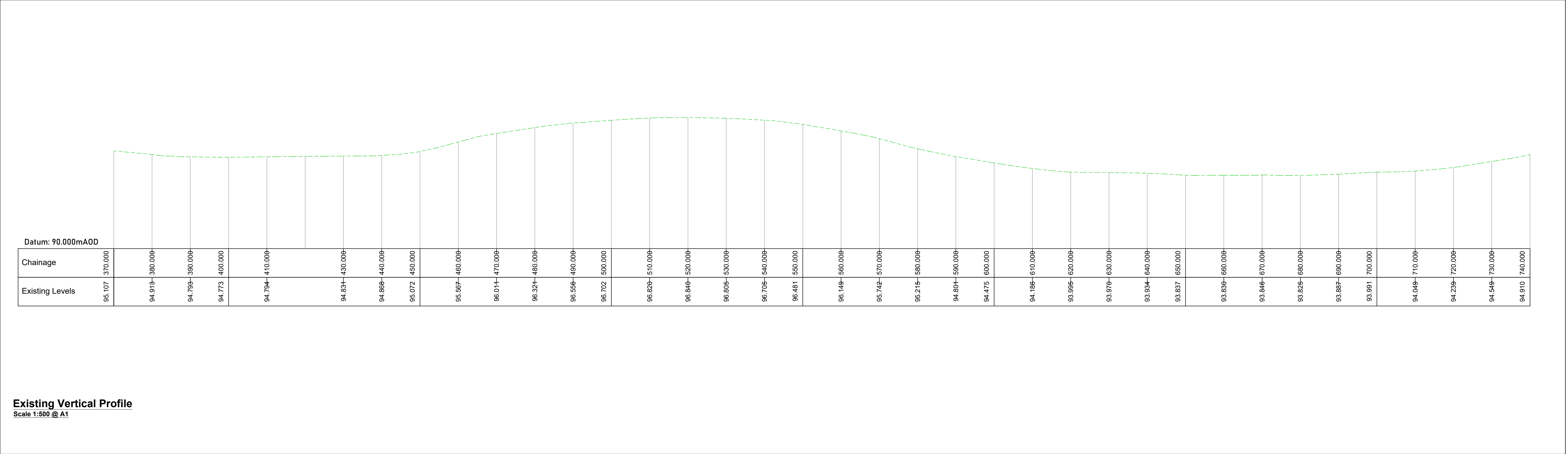
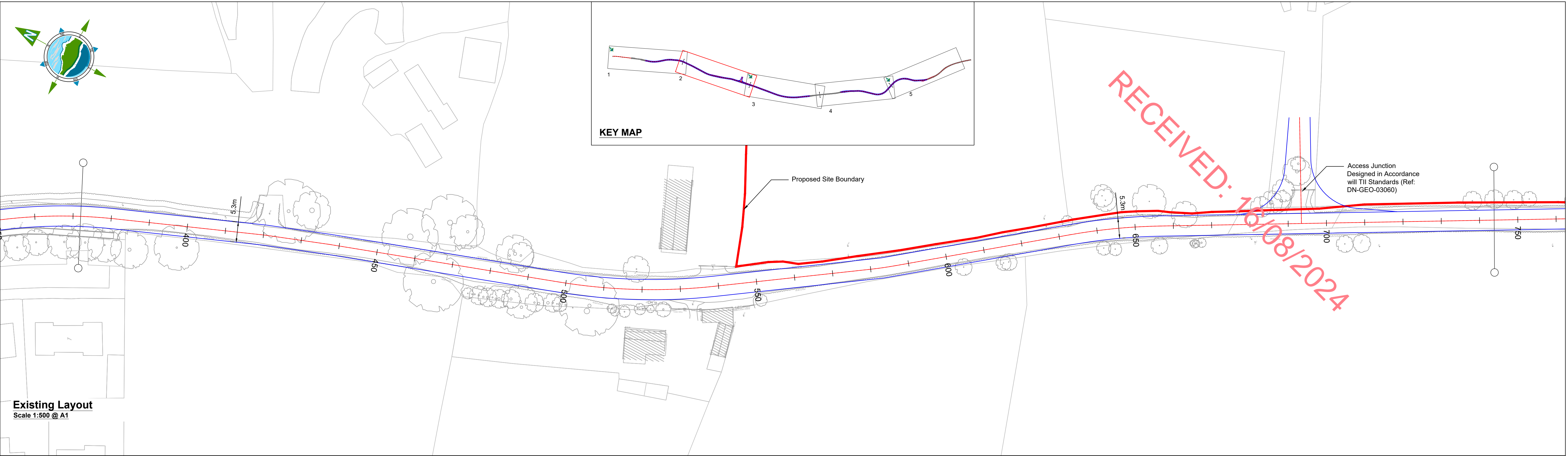
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Drawing No.:
11911-1007

Revision:
D01

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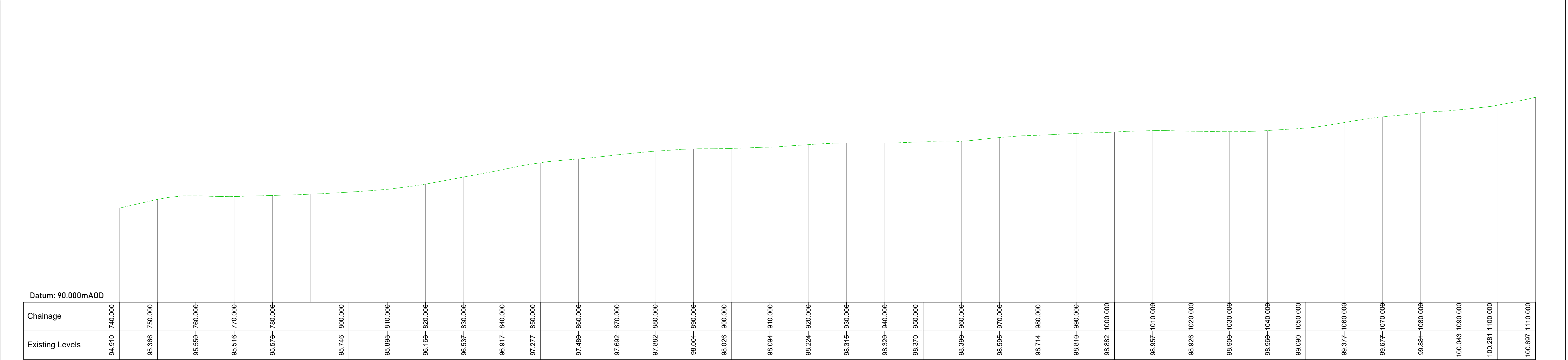


LEGEND:

- Existing Ground on New Centreline
- Min. Cross-sectional width not achievable due to limited cross-sectional width available

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Project:	Checked: MR		
Title: Geometric Plan & Profile Proposed Design	Date: 22/07/245		
	Project Director: J.O'F		
	Drawing Status: DRAFT		
Scale @ A1: 1:500			



Existing Vertical Profile
Scale 1:500 @ A1

LEGEND:

Existing Ground on New Centreline

Min. Cross-sectional width not achievable due to limited cross-sectional width available

D01	22/07/24	DRAFT	DMCh	MR
Rev	Date	Description	By	Chkd.

Client:

Project: Ballymullen, Abbeyleix RFI & Traffic Impact

Title: Geometric Plan & Profile Proposed Design

Prepared by: D. McHugh

Checked: MR

Date: 22/07/245

Project Director: J.O'F

Drawing Status: DRAFT

Scale @ A1: 1:500

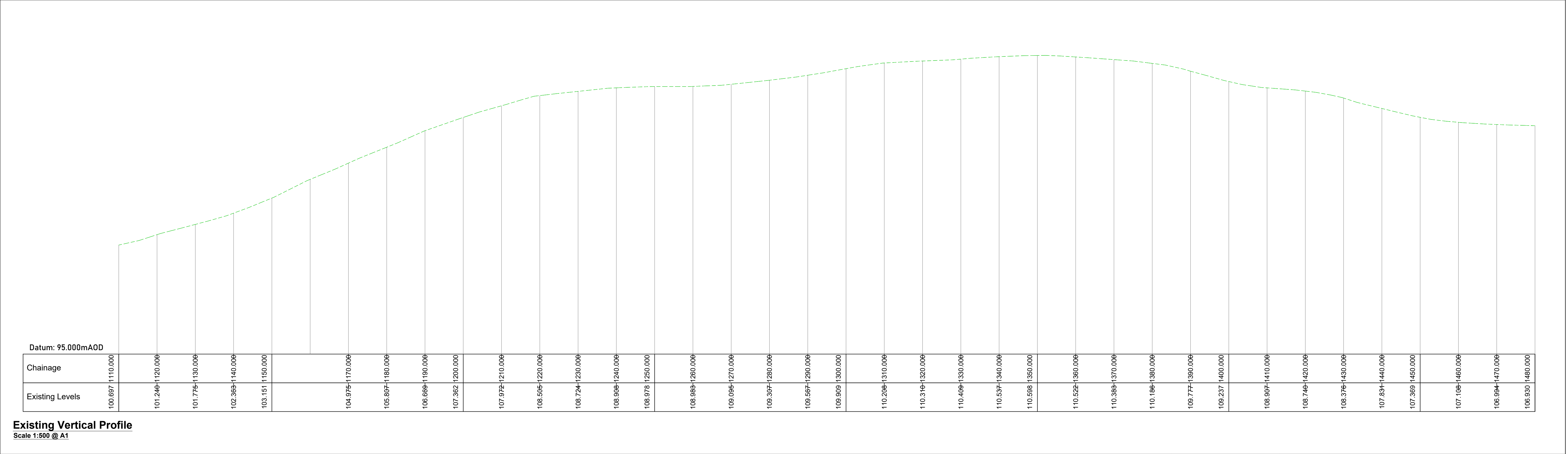
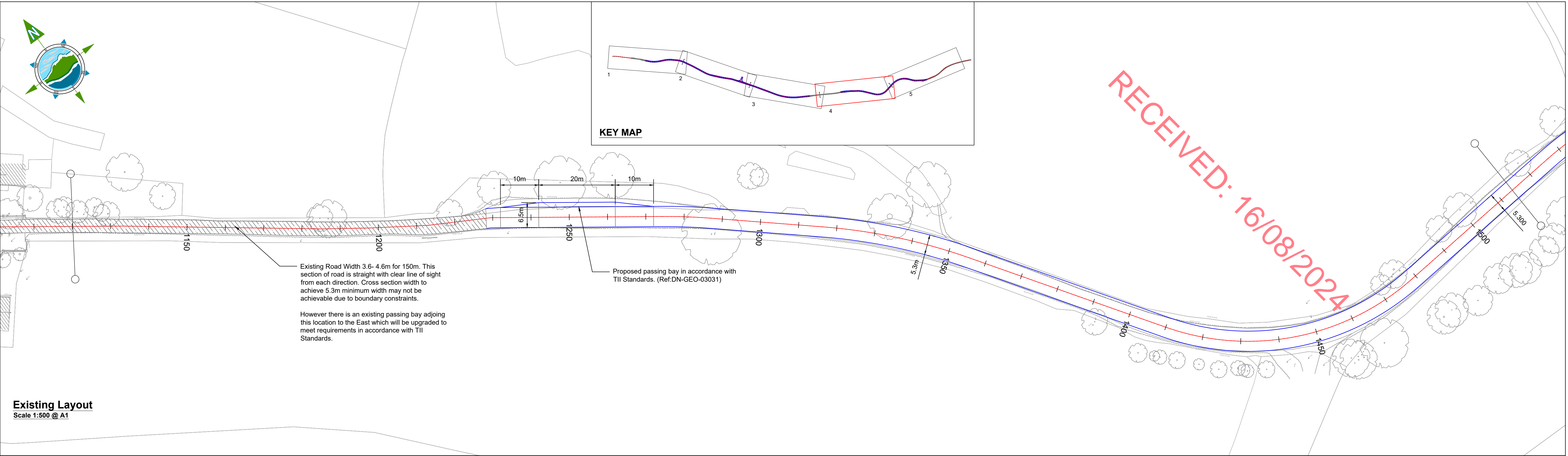
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Revision: D01



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Rev	Date	Description	By	Chkd.
D01	22/07/24	DRAFT	DMCh	MR

Client:

Project:

Title:

Ballymullen, Abbeyleix

RFI & Traffic Impact

Geometric Plan & Profile

Proposed Design

Prepared by:

Checked:

Date:

Project Director:

Drawing Status:

Scale @ A1:

D. McHugh

MR

22/07/245

J.O'F

DRAFT

1:500

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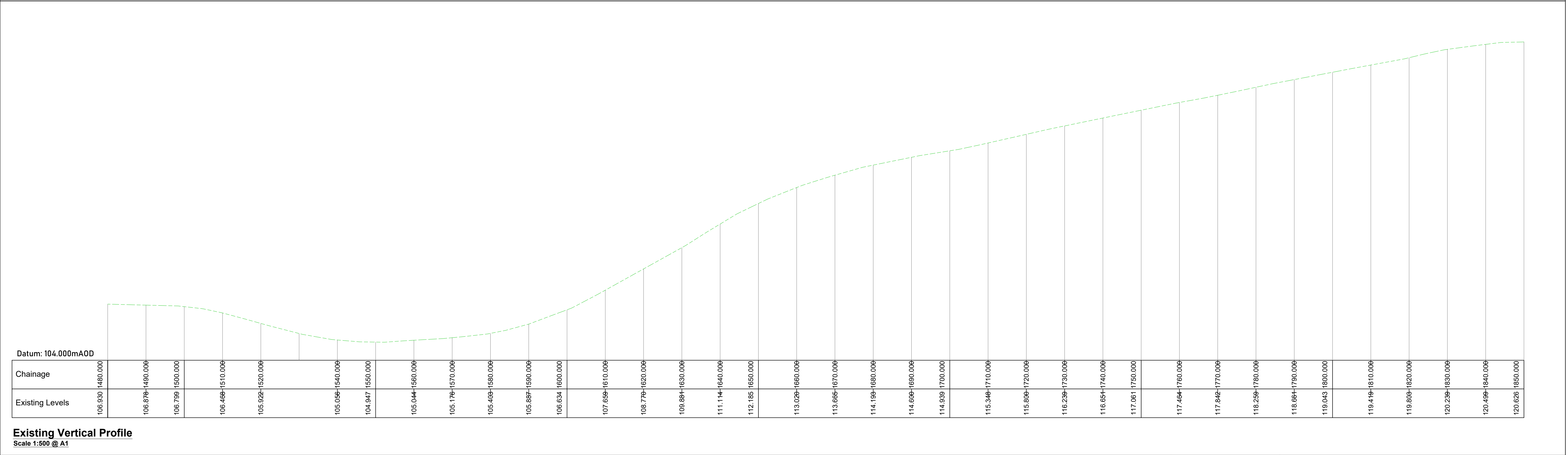
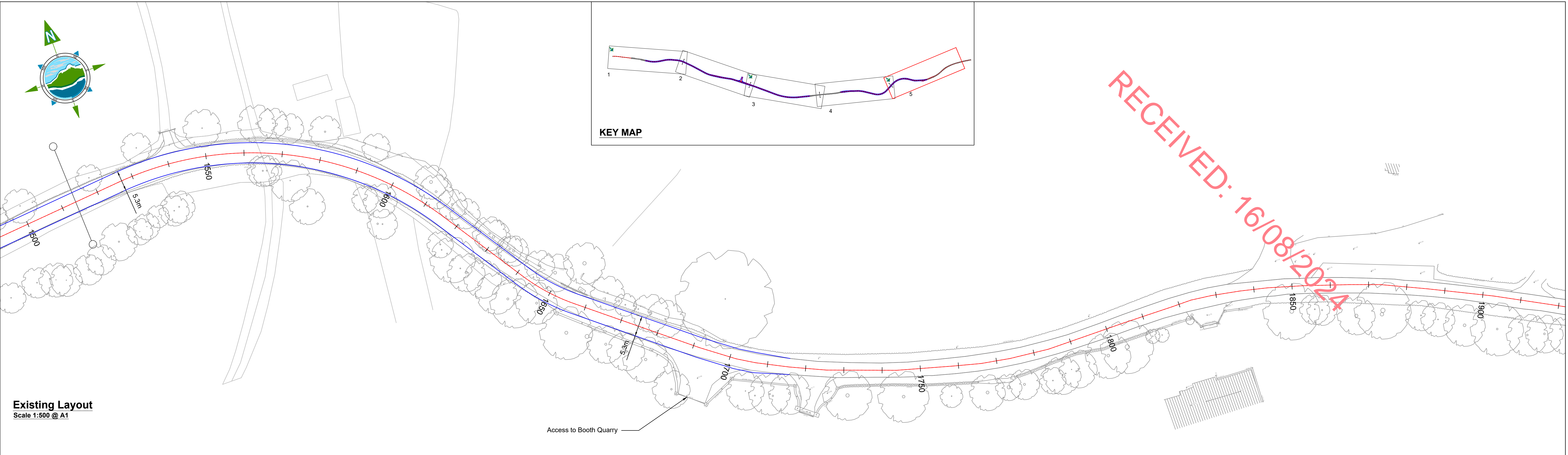
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LEGEND:

- Existing Ground on New Centreline
- Min. Cross-sectional width not achievable due to limited cross-sectional width available

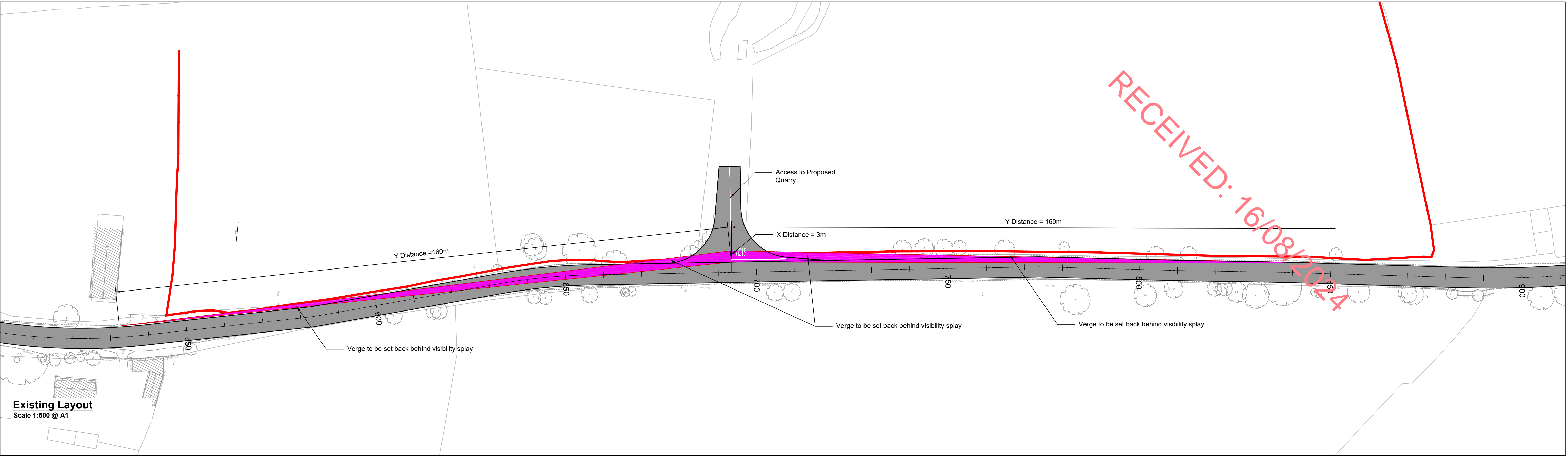
D01	22/07/24	DRAFT	DMcH	MR
Rev	Date	Description	By	Chkd.

Client:	Prepared by: D. McHugh	TOBIN CONSULTING ENGINEERS	TOBIN Consulting Engineers, Market Square, Castlebar, Co. Mayo, Ireland. tel: +353-(0)94-9021401 fax: +353-(0)94-9021534 e-mail: castlebar@tobin.ie www.tobin.ie
Project:	Checked: MR		
	Date: 22/07/24		
	Project Director: J.O'F		
	Drawing Status: DRAFT		
Title:	Scale @ A1: 1:500	Drawing No.: 11911-1011	Revision: D01

**Ballymullen, Abbeyleix
RFI & Traffic Impact**

**Geometric Plan & Profile
Proposed Design**

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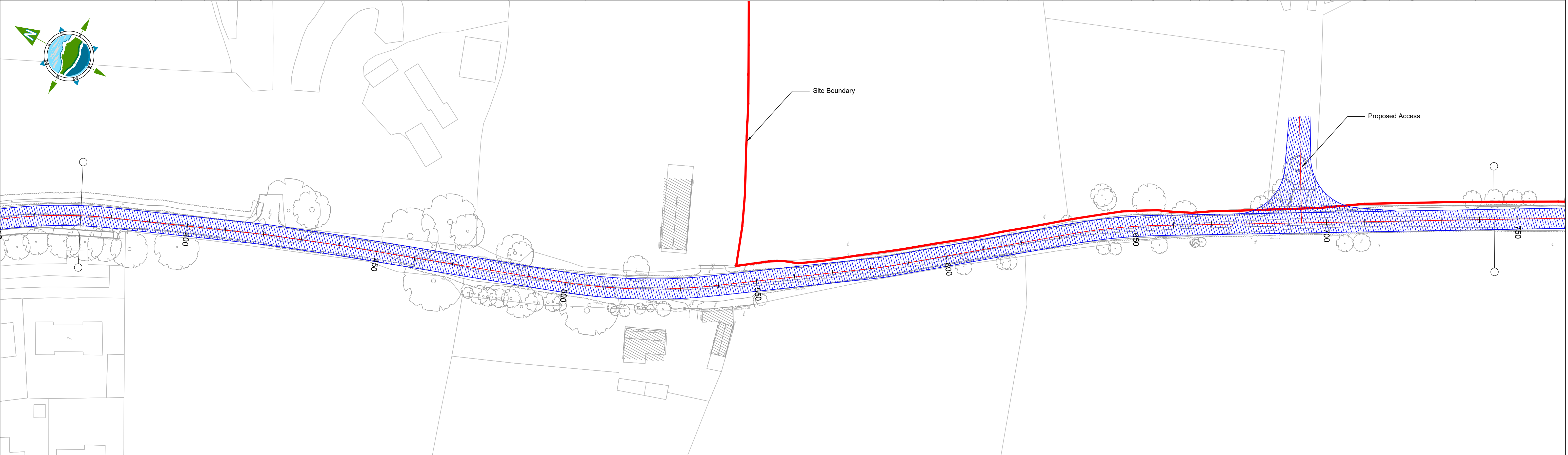
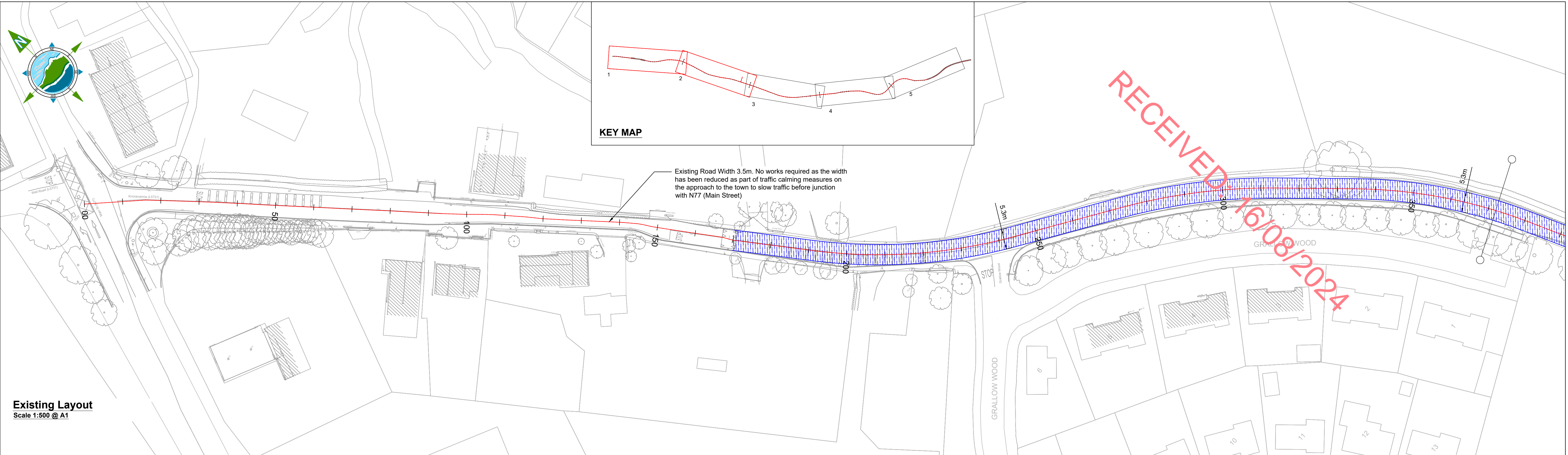


LEGEND:

- Sit Boundary
- Visibility Splay

D01	22/07/24	DRAFT	DMcH	MR	
Rev	Date	Description	By	Chkd.	

Client:	Prepared by: D. McHugh	<div><div>TOBIN</div><div>CONSULTING ENGINEERS</div></div> <div>TOBIN Consulting Engineers, Market Square, Castlebar, Co. Mayo, Ireland. tel: +353-(0)94-9021401 fax: +353-(0)94-9021534 e-mail: castlebar@tobin.ie www.tobin.ie</div> <div><div>TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBIN Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.</div><div>Drawing No.: 11911-1012</div></div>	Revision: <div>D01</div>
Project: Ballymullen, Abbeyleix RFI & Traffic Impact	Checked: MR		
Title: Visibility Analysis	Date: 22/07/245		
	Project Director: J.O'F		
	Drawing Status: DRAFT		
	Scale @ A1: 1:500		



LEGEND:

— Site Boundary

▨ Pavement Type A1 (Refer to Specification Appendix 7/1 for Pavement Details) - Overlay

NOTES:

1. These drawings are to be read in conjunction with all other relevant design drawings

2. Refer to Appendix 7/1 for pavement build up

3. Refer to Appendix 1/7 for site extent and limitations on road

4. For all joints, both longitudinal and transverse, between new and existing pavements, refer to TII Standard Construction Detail CC-SCD-00703 and CC-SCD-00704

Rev	Date	Description	By	Chkd.
D01	22/07/24	DRAFT	DMcH	MR

Client:

Project: Ballymullen, Abbeyleix RFI & Traffic Impact

Title: Pavement

Prepared by: D. McHugh

Checked: MR

Date: 22/07/245

Project Director: J.O'F

Drawing Status: DRAFT

Scale @ A1: 1:500

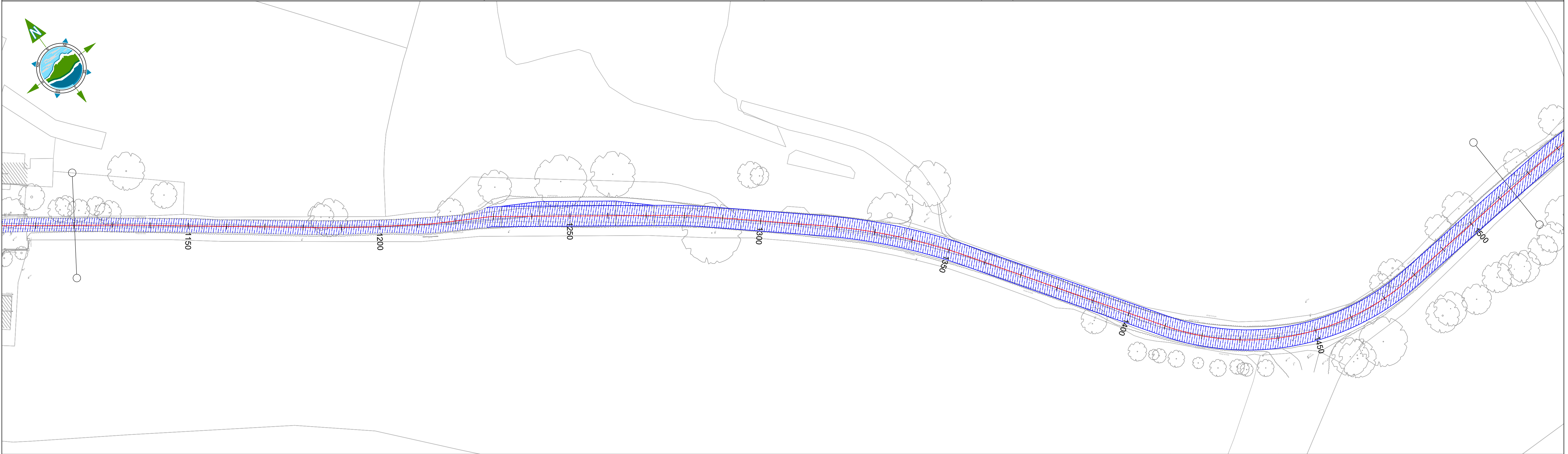
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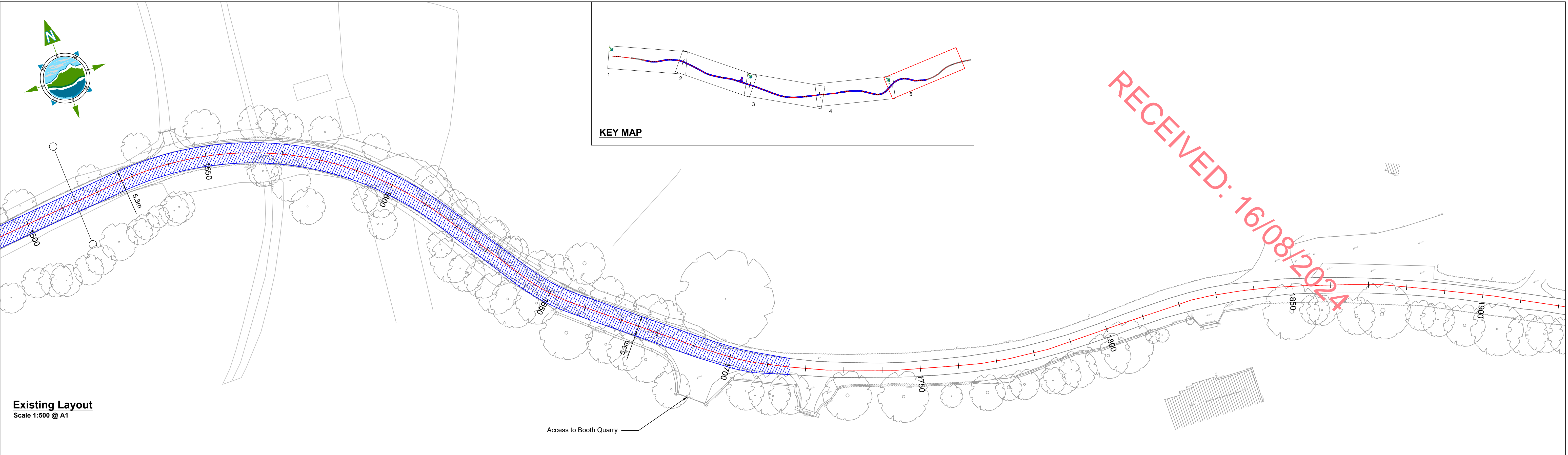
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Drawing No.: 11911-1013

Revision: D01



<



LEGEND:

- Site Boundary
- Pavement Type A1 (Refer to Specification Appendix 7/1 for Pavement Details) - Overlay

NOTES:

- These drawings are to be read in conjunction with all other relevant design drawings
- Refer to Appendix 7/1 for pavement build up
- Refer to Appendix 1/7 for site extent and limitations on road
- For all joints, both longitudinal and transverse, between new and existing pavements, refer to TII Standard Construction Detail CC-SCD-00703 and CC-SCD-00704

D01	22/07/24	DRAFT	DMcH	MR
Rev	Date	Description	By	Chkd.

Client:

Prepared by:
D. McHugh

Checked:
MR

Date:
22/07/245

Project Director:
J.O'F

Drawing Status:
DRAFT

Scale @ A1:
1:500

Project:
Ballymullen, Abbeyleix
RFI & Traffic Impact

Title:
Pavement

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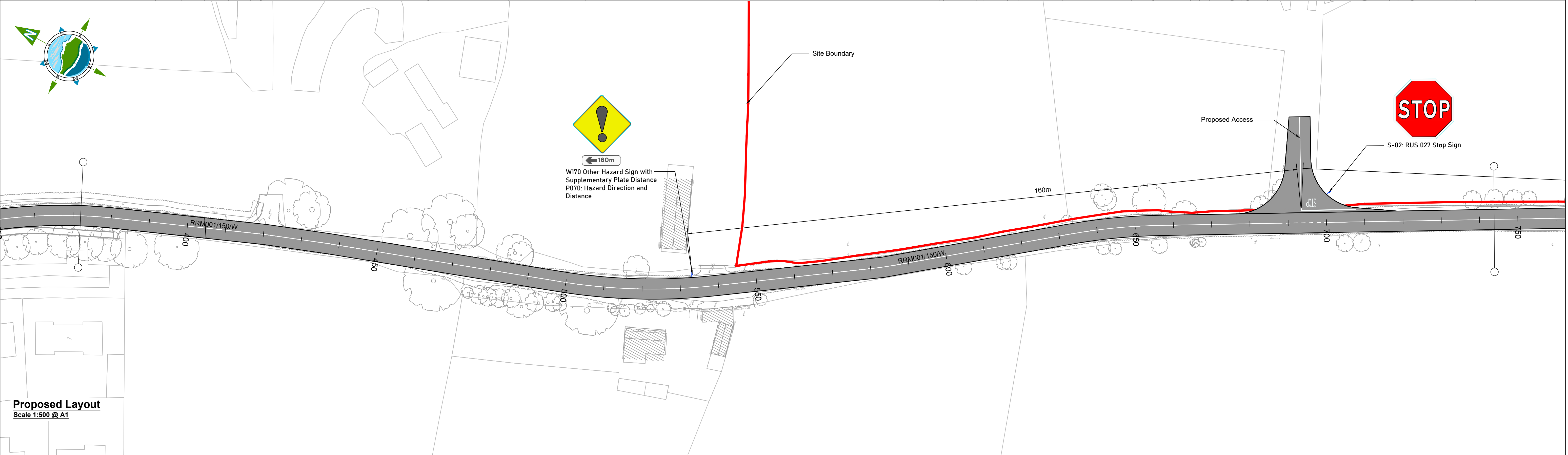
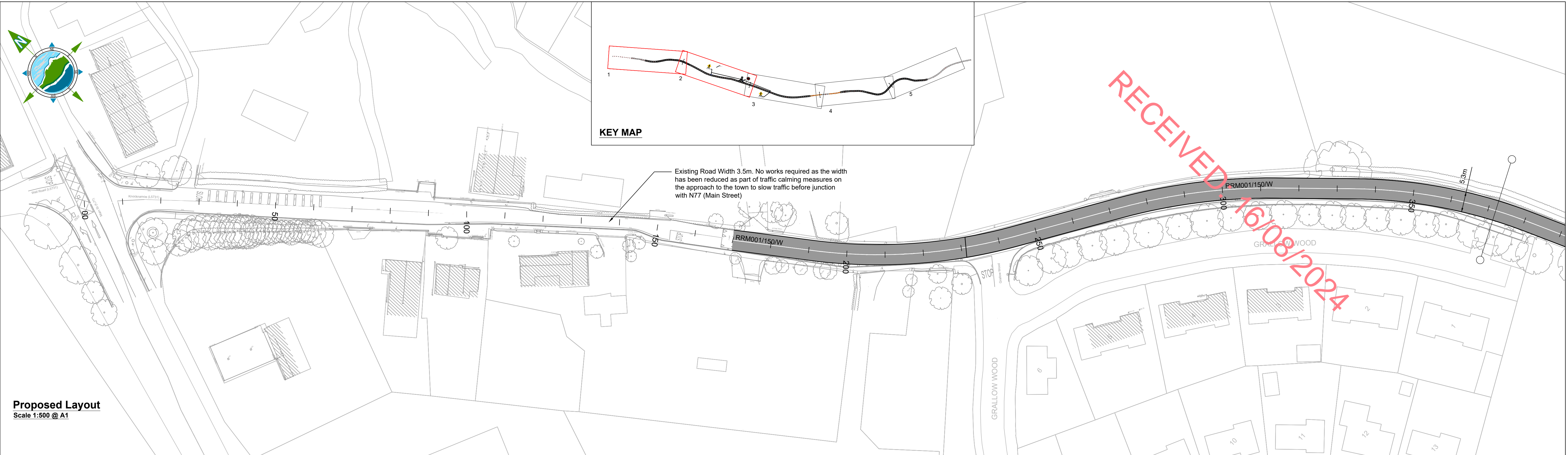
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Drawing No.:
11911-1015

Revision:

D01



LEGEND:

Road Markings: M104/150W(45°)

Road Signs: S-047/W002R Side Road Right

Proposed Sign

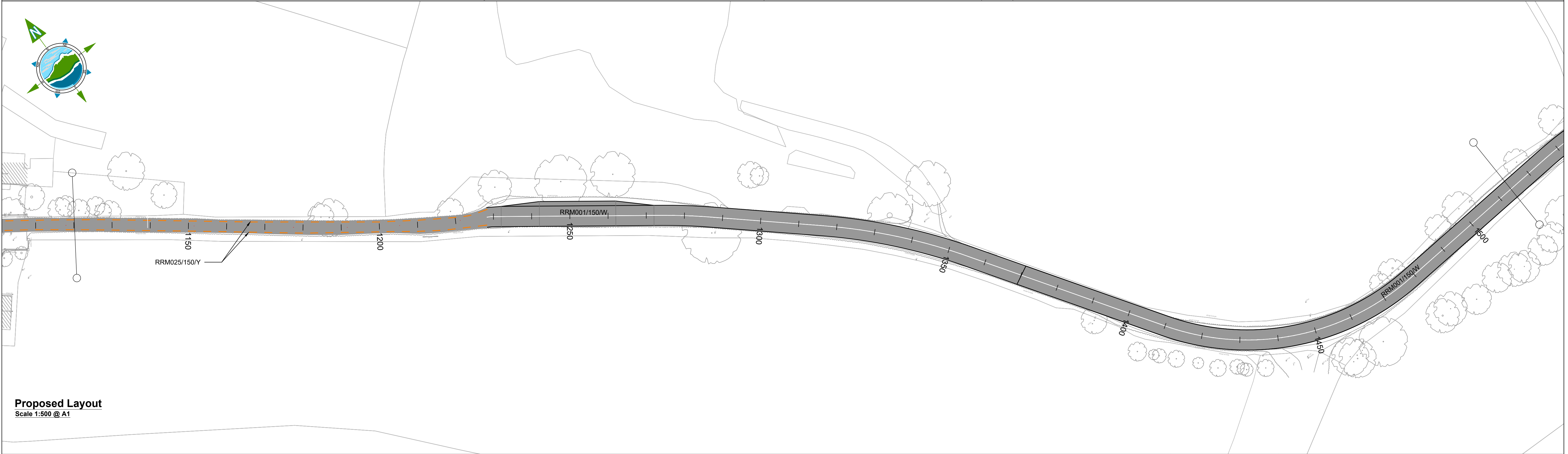
NOTES:

- These drawings are to be read in conjunction with all other relevant design drawings
- Refer to Appendix 12/1 for Signs and Road Markings details
- Refer to Appendix 1/7 for site extent and limitations on road
- Refer to Drawings 10788-6510-6512 for Advanced Directional Sign Information
- Refer to Appendix 12/5 and Drawings Drawings 10788-6520-6522 for details on Traffic Signals

Rev	Date	Description	By	Chkd.
D01	22/07/24	DRAFT	DMcH	MR

Client:	Prepared by: D. McHugh	<p>TOBIN Consulting Engineers, Market Square, Castlebar, Co. Mayo, Ireland. tel: +353-(0)94-9021401 fax: +353-(0)94-9021534 e-mail: castlebar@tobin.ie www.tobin.ie</p> <p><small>TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBIN Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.</small></p> <p>Drawing No.: 11911-1016</p>
Project:	Ballymullen, Abbeyleix RFI & Traffic Impact	
Title:	Signs and Lines	
Checked:	MR	
Date:	22/07/245	
Project Director:	J.O'F	
Drawing Status:	DRAFT	
Scale @ A1:	1:500	

Revision: D01



LEGEND:

Road Markings: M104/150/W(45°)

Road Signs: S-047/W002R Side Road Right

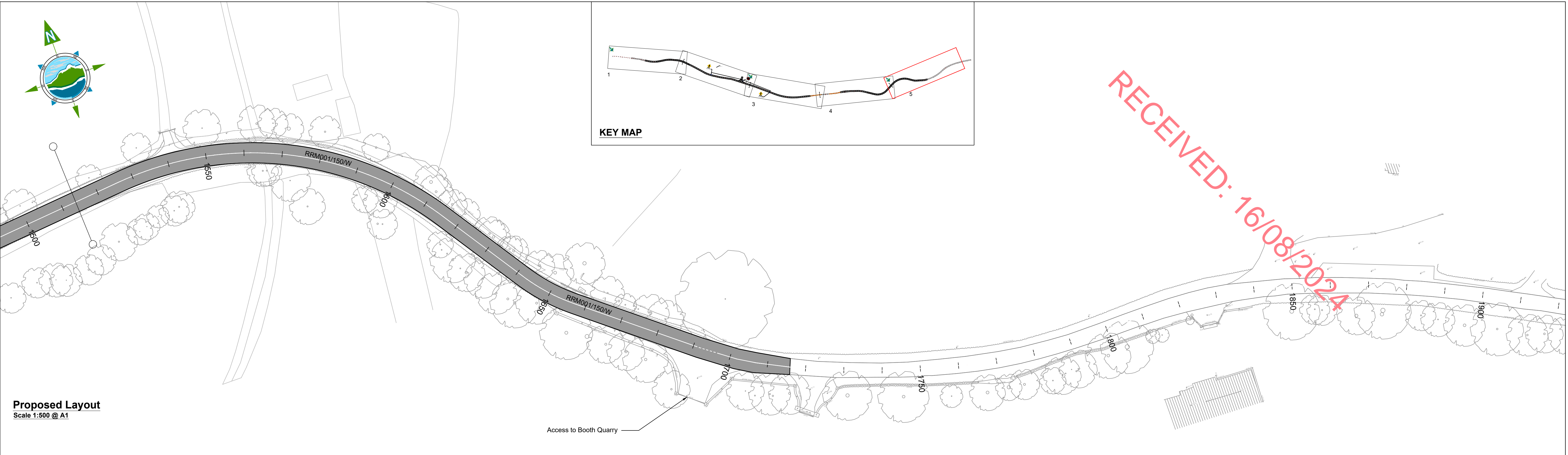
Proposed Sign

NOTES:

- These drawings are to be read in conjunction with all other relevant design drawings
- Refer to Appendix 12/1 for Signs and Road Markings details
- Refer to Appendix 1/7 for site extent and limitations on road
- Refer to Drawings 10788-6510-6512 for Advanced Directional Sign Information
- Refer to Appendix 12/5 and Drawings Drawings 10788-6520-6522 for details on Traffic Signals

Rev	Date	Description	By	Chkd.
D01	22/07/24	DRAFT	DMCh	MR

Client:	Prepared by: D. McHugh	<p>TOBIN Consulting Engineers, Market Square, Castlebar, Co. Mayo, Ireland. tel: +353-(0)94-9021401 fax: +353-(0)94-9021534 e-mail: castlebar@tobin.ie www.tobin.ie</p> <p><small>TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBIN Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.</small></p>	Revision: D01
Project:	Checked: MR		
Title: Signs & Lines	Date: 22/07/24		
	Project Director: J.O'F		
	Drawing Status: DRAFT		
Scale @ A1: 1:500			



LEGEND:

Road Markings: M104/150/W/(45°)

Road Signs: S-047/W002R Side Road Right

Proposed Sign

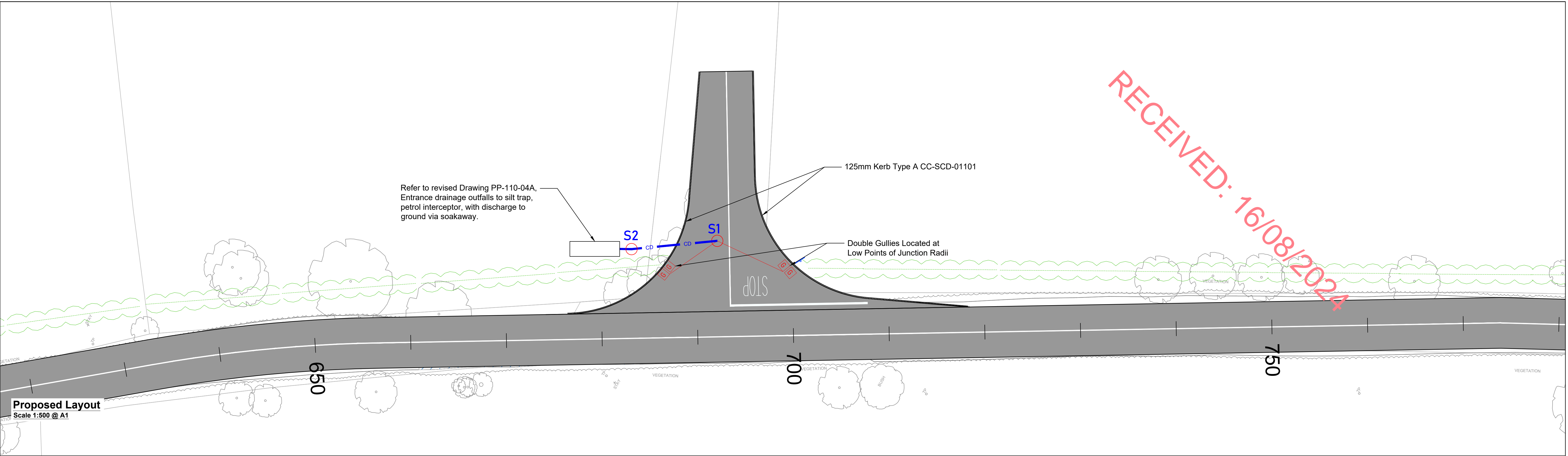
NOTES:

- These drawings are to be read in conjunction with all other relevant design drawings
- Refer to Appendix 12/1 for Signs and Road Markings details
- Refer to Appendix 1/7 for site extent and limitations on road
- Refer to Drawings 10788-6510-6512 for Advanced Directional Sign Information
- Refer to Appendix 12/5 and Drawings Drawings 10788-6520-6522 for details on Traffic Signals

Rev	Date	Description	By	Chkd.
D01	22/07/24	DRAFT	DMcH	MR

Client:	Prepared by: D. McHugh	TOBIN CONSULTING ENGINEERS	TOBIN Consulting Engineers, Market Square, Castlebar, Co. Mayo, Ireland. tel: +353-(0)94-9021401 fax: +353-(0)94-9021534 e-mail: castlebar@tobin.ie www.tobin.ie	Revision: D01
Project: Ballymullen, Abbeyleix RFI & Traffic Impact	Checked: MR			
	Date: 22/07/245			
	Project Director: J.O'F			
	Drawing Status: DRAFT			
Title: Signs & Lines	Scale @ A1: 1:500	Drawing No.: 11911-1018		

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LEGEND:

- Carrier Drain (225mm)
- Road Gully - CC-SCD-00512 (Proposed)
- Gully Tail (150mm)
- Proposed Manholes

NOTES:

1. Drawings to be read in conjunction with 500 Series Appendices & Schedules..

A	22/07/24	Planning Issue	DMcH	MR	
Rev	Date	Description	By	Chkd.	

Client:

Booth Precast Concrete Ltd.

Project:

Ballymullen, Abbeyleix
RFI & Traffic Impact

Title:

Drainage

Prepared by:

D. McHugh

Checked:

MR

Date:

22/07/245

Project Director:

J.O'F

Drawing Status:

Planning Issue

Scale @ A1:

1:200

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Drawing No.:

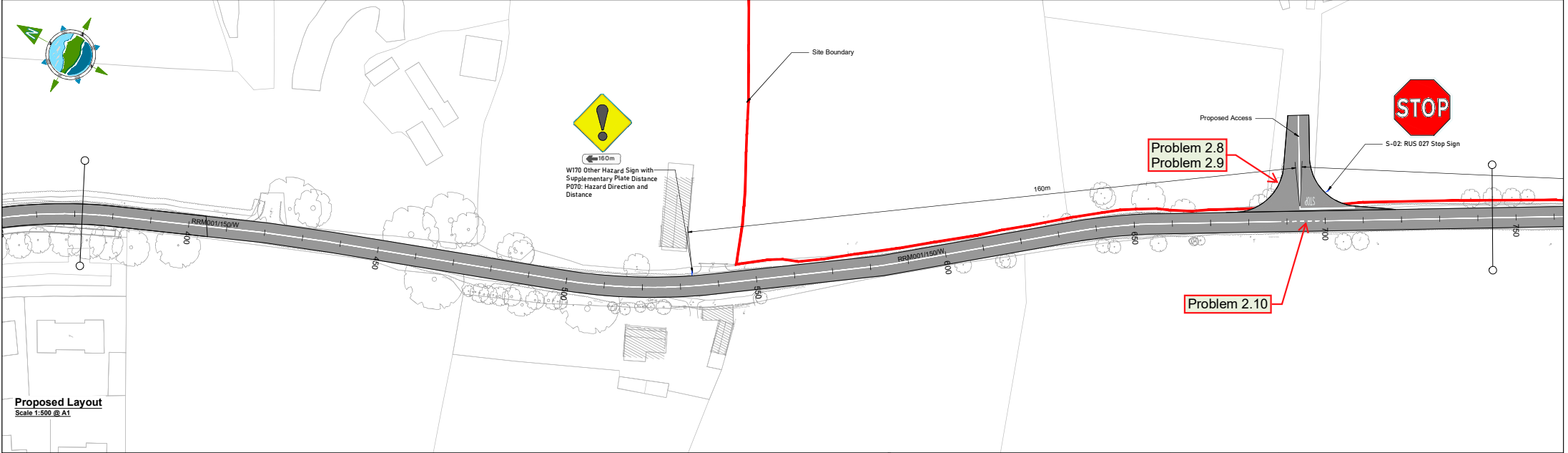
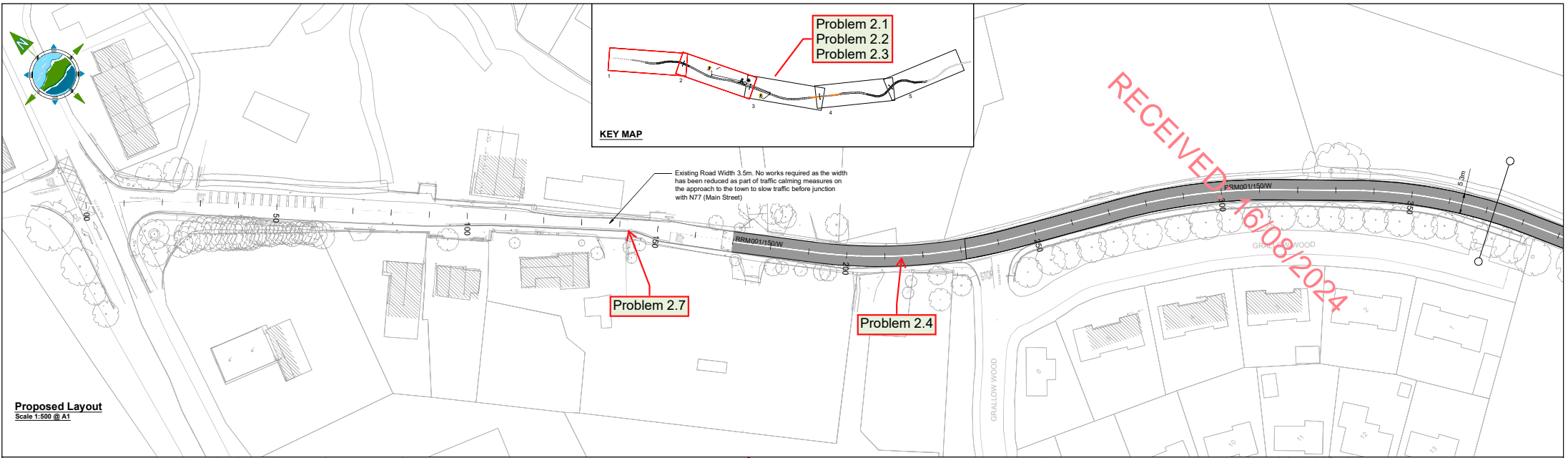
11911-1019


Revision:

A

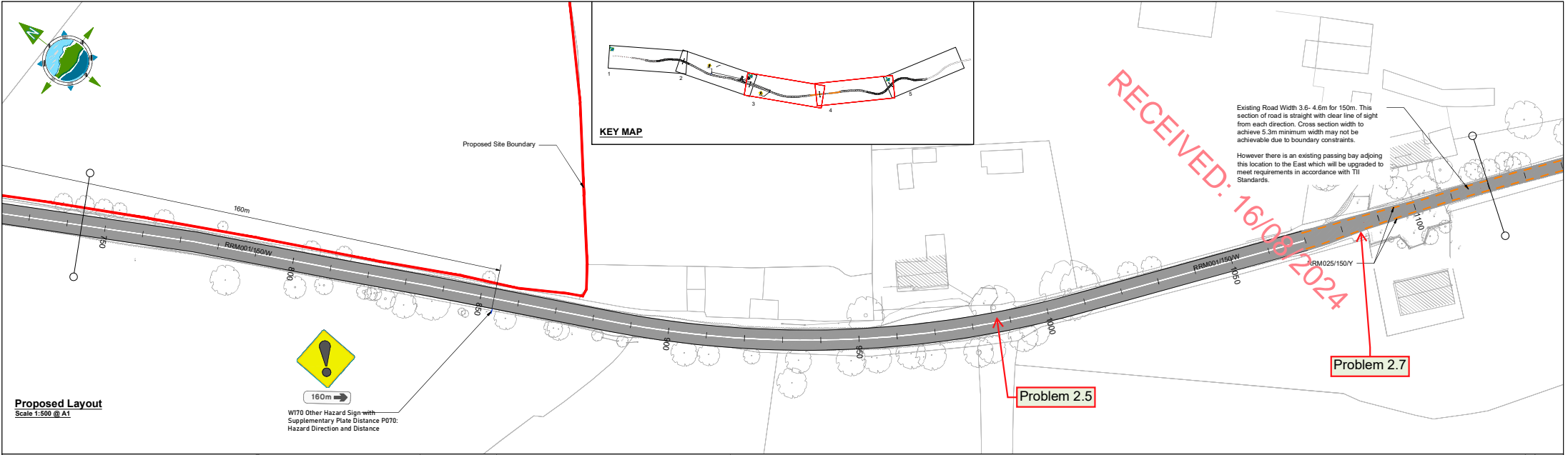
Appendix B PROBLEM MAP

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LEGEND:		NOTES:		Client:		Prepared by:		<div><div>TOBIN Consulting Engineers, Market Square, Castlebar, Co. Mayo, Ireland. tel: +353-(0)94-9021401 fax:+353-(0)94-9021534 e-mail: castlebar@tobin.ie www.tobin.ie</div></div>		Revision: <div>D01</div>	
Road Markings: M104/150W(45°)		1. These drawings are to be read in conjunction with all other relevant design drawings		Project:		Checked:					
Road Signs: S-047/W002R Side Road Right		2. Refer to Appendix 12/1 for Signs and Road Markings details		Title:		Date:					
Proposed Sign		3. Refer to Appendix 1/7 for site extent and limitations on road		Ballymullen, Abbeyleix RFI & Traffic Impact		22/07/245					
		4. Refer to Drawings 10788-6510-6512 for Advanced Directional Sign Information				Project Director:		TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly stated, TOBIN Consulting Engineers, its copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.			
		5. Refer to Appendix 12/5 and Drawings Drawings 10788-6520-6522 for details on Traffic Signals				Drawing Status:		Drawing No.:			
						Scale @ A1:		11911-1016			
						1:500					

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LEGEND:

Road Markings: M104/150/W(45°)

Road Signs: S-047/W002R Side Road Right

Proposed Sign

NOTES:

- These drawings are to be read in conjunction with all other relevant design drawings
- Refer to Appendix 12/1 for Signs and Road Markings details
- Refer to Appendix 1/7 for site extent and limitations on road
- Refer to Drawings 10788-6510-6512 for Advanced Directional Sign Information
- Refer to Appendix 12/5 and Drawings Drawings 10788-6520-6522 for details on Traffic Signals

Rev	Date	Description	By	Chkd.
D01	22/07/24	DRAFT	DMcH	MR

Client:	Prepared by: D. McHugh	TOBIN CONSULTING ENGINEERS TOBIN Consulting Engineers, Market Square, Castlebar, Co. Mayo, Ireland. tel: +353-(0)94-9021401 fax: +353-(0)94-9021534 e-mail: castlebar@tobin.ie www.tobin.ie		
Project:	Checked: MR			
Title:	Date: 22/07/245			
	Project Director: J.O'F			
Ballymullen, Abbeyleix RFI & Traffic Impact		Drawing Status: DRAFT	Drawing No.: 11911-1017	Revision: D01
Signs & Lines		Scale @ A1: 1:500		

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Appendix C FEEDBACK FORM

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Road Safety Audit Feedback Form		
Scheme: Proposed Sand and Gravel Pit at Ballymullen, Abbeyleix, Co. Laois		
Audit Stage: 1/2	Route No.: L5731-25	Date of Audit: 02/08/2024

To be Completed by Designer				To Be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended Measures Accepted (yes/no)	Alternative Measures (describe). Give reason for not accepting recommended measure	Alternative Measures or reasons accepted by auditors(yes/no)
2.1	Yes	Yes		
2.2	Yes	Yes		
2.3	Yes	No	Scheme extents have been revised. Extent of resurfacing has now been limited from Ch.670 to 1730m.	Yes
2.4	Yes	No	Existing pinch point to remain. Unable to widen the road at this location due to landownership constraints.	Yes
2.5	Yes	Yes		
2.6	Yes	Yes		
2.7	Yes	Yes		
2.8	Yes	Yes		
2.9	Yes	Yes		
2.10	Yes	Yes		

Signed:	<i>David McHugh</i>	Designer	David McHugh	Date:	08/08/24
---------	---------------------	----------	--------------	-------	----------



Signed:	<i>Robert Booth</i>	Client	<i>Booth Precast</i>	Date:	<i>12/8/24</i>
Signed:	<i>S. Summerfield</i>	Audit Team Leader	Stuart Summerfield	Date:	8th August 2024

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Appendix 11.3: Structural Evaluation of the L5731 Abbeyleix, Co. Laois, July 2024

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Structural Evaluation of the L5731 Abbeyleix, Co. Laois

Tobin Consulting Engineers

July 2024

24/137



Document Control Sheet

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Client	Tobin Consulting Engineers					
Project Title	Structural Evaluation of the L5731 Abbeyleix, Co. Laois					
Document Title	Falling Weight Deflectometer – Level 1 Report					
Project Ref.	TS24F124					
This Document Comprises	DCS	TOC	Text	Tables	Figures	Appendices
	1	1	5	5	0	4

Amendment Record

This report has been amended and issued as follows:

Revision	Description	Compiled by	Issue Date
1.0	Issue	Mohammed Gashash	17-07-2024

Approved Signatory	Monica Loughnane	Project Engineer	<i>Monica Loughnane</i>
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1. Introduction

PMS Pavement Management Services Ltd. (PMS) were appointed by Tobin Consulting Engineers to carry out a structural evaluation of the L5731 Abbeyleix, Co. Laois in July, 2024. The structural evaluation of the existing pavement construction was completed with a Falling Weight Deflectometer (FWD) survey.

The FWD survey was carried out in accordance with **CC-GSW-04008** '*Guidelines for the use of the Falling Weight Deflectometer in Ireland (2000)*' and **AM-PAV-06050** '*Pavement Assessment, Repair and Renewal Principles (March 2020)*'. PMS is accredited by the Irish National Accreditation Board (INAB) for pavement structural evaluation using FWD in accordance with **CC-GSW-04008**, under our scope of accreditation (Registration number: 230T).

Details of the pavement sections surveyed are given in **Table 1**.

	Section	No. Lanes Surveyed	True Direction	Test Interval (m)	Survey Length (m)
1	L5731 Abbeyleix	2	Southbound	50	1955

Table 1: Details of Sections Tested

This report describes the structural evaluation methodology and presents the principal deflection results.

2. Structural Evaluation Methodology

2.1. Description of FWD

A Dynatest Model 8000 Series FWD was used to carry out the structural evaluation. In FWD testing, a known load is applied to the pavement and the actual deflections at given distances from the centre of the load plate are measured. The deflected shape of the surface, generated by an FWD impact load depends upon the type, thickness and condition of the construction layers.

There is a deflection-measuring sensor built into the centre of the load plate to measure the central deflection (D1), and a series of further sensors measure pavement deflections at radial distances from the load application. In Ireland, the standard setup is to space the sensors at 300mm intervals; (D1 to D7) at 0, 300, 600, 900, 1200, 1500 and 1800mm from the centre of the load plate.

2.2. Output Parameters

The principal output deflection parameters from the FWD survey are the central deflection (D1), the Surface Curvature Index (SCI) and the outer deflection (D7).

D1 provides an indication of the overall pavement structural condition. Lower D1 results are more desirable from a structural viewpoint, with higher D1 results indicating a poor structural condition.

The SCI is calculated as the difference between the D1 and the D2 deflection readings. High SCI readings would generally indicate poor load spreading ability in the upper pavement layers. *The Department of Transport, Tourism and Sport (DTTAS) document ‘Guidelines on the Depth of Overlay to be used on Rural Regional and Local Roads’* states that SCI values in excess of 250 microns (normalised to 40kN) indicate poor load-spreading ability in the upper pavement layers and are not suitable for bituminous only overlays, as there is a higher risk of premature cracking.

The D7 sensor measures the deflection at 1800mm from the centre of the load plate. At this distance, the influence of the upper pavement layers is negligible and consequently the D7 sensor gives a good indication of the deflection attributable solely to the subgrade layer, at a depth of approximately 2 metres. Higher D7 readings indicate weaker subgrade strengths.

Table 2 shows typical ranges of the D1 deflection results and their associated descriptions for Local roads in Ireland. **Table 3** and **4** show typical ranges for SCI and D7 deflections and their associated descriptions for roads in Ireland.

D1 Description	Local Road (microns)
Good	< 300
Good to Poor	300 to 500
Poor to Bad	500 to 800
Bad	> 800

Table 2: Categorisation of D1 Deflection Results

Upper Pavement Description	SCI (microns)
Good	< 150
Good to Poor	150 to 250
Poor to Bad	250 to 400
Bad	> 400

Table 3: Categorisation of SCI Results

Subgrade Description	D7 (microns)
Stiff	< 15
Stiff to Moderate	15 to 30
Moderate to Weak	30 to 45
Weak	> 45

Table 4: Categorisation of D7 Deflection Results

3. Survey Results

The D1, SCI and D7 deflection results are presented in both tabular and graphical format.

Each section is subdivided into homogenous segments based on changes in deflection response and pavement structure (if known). **Table 5** presents the average D1, SCI and D7 results for each segment. A classification of the average deflection results for each segment is also given in Table 5, based on the typical deflection ranges shown in Tables 2, 3 and 4.

Appendix A contains deflection charts of the D1, SCI and D7 deflection results plotted against chainage for the section surveyed.

Appendix B contains the tabulated D1, SCI and D7 results for all test locations on the section. In all cases, the lowest deflection results are the best from a structural viewpoint. Each test location is referenced to linear chainage and Irish Grid co-ordinate systems.

Appendix C contains site operator notes with physical identifiers recorded along the length of the section at the time of testing.

Appendix D contains a site map showing the test locations and extents of the section.

Section		Lane	Chainage (m)	Road Classification	Average D1 (microns)	Description	Average SCI (microns)	Description	Average D7 (microns)	Description
1	L5731 Abbeyleix	Southbound	0 - 950	Local	436	Good to Poor	139	Good	51	Weak
			950 - 1655		357	Good to Poor	151	Good to Poor	21	Stiff to Moderate
			1655 - 1955		591	Poor to Bad	244	Good to Poor	17	Stiff to Moderate
		Northbound	0 - 855		505	Poor to Bad	161	Good to Poor	63	Weak
			855 - 1605		358	Good to Poor	150	Good to Poor	24	Stiff to Moderate
			1605 - 1955		576	Poor to Bad	261	Poor to Bad	20	Stiff to Moderate

Table 5: Homogenous Segment Categorisation

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Appendix A – Deflection Charts

L5731 Abbeyleix

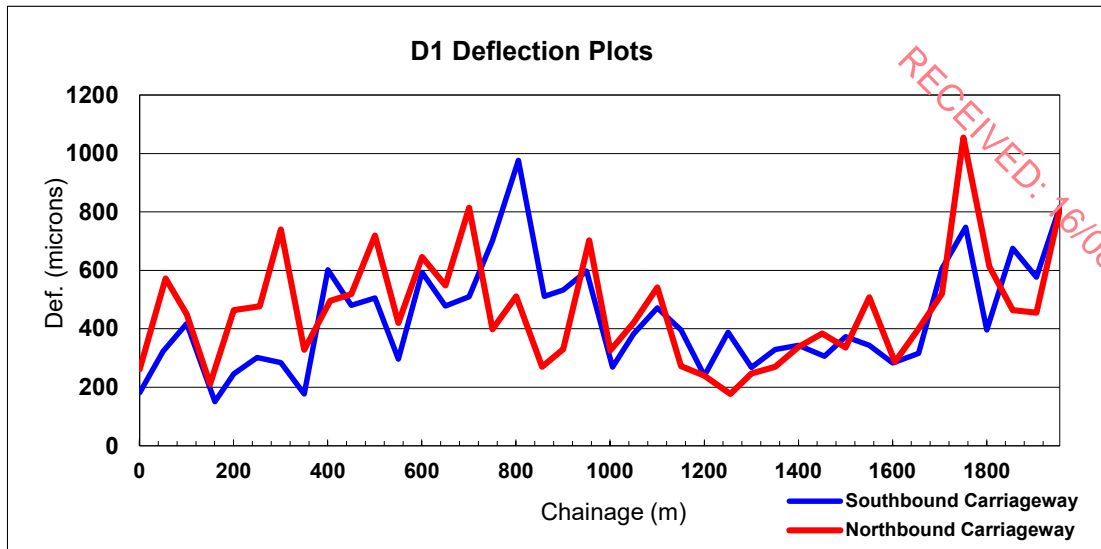


Figure 1: D1 Deflection Plots

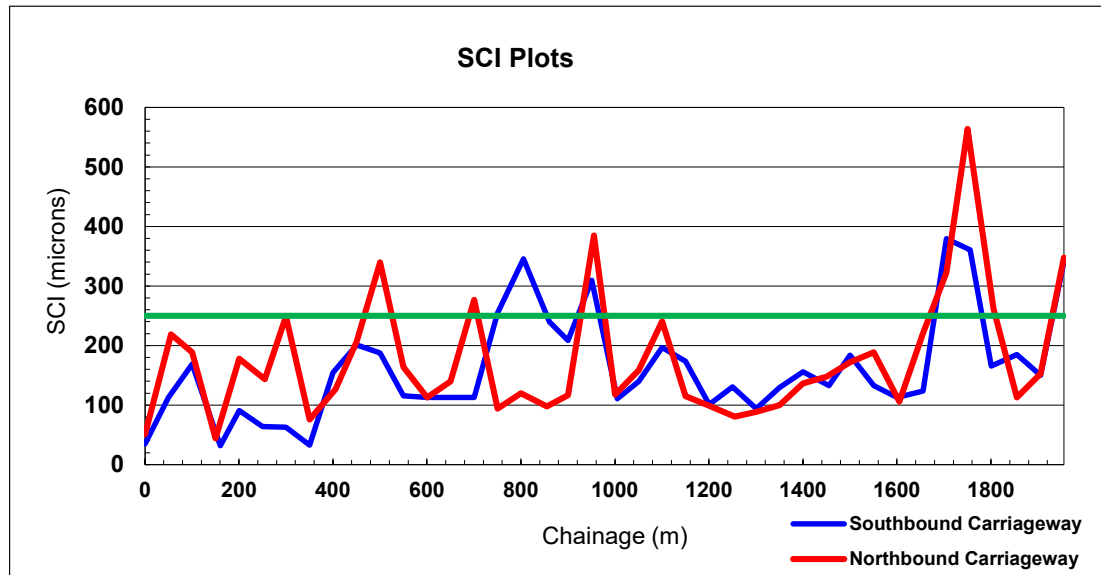


Figure 2: SCI Plots

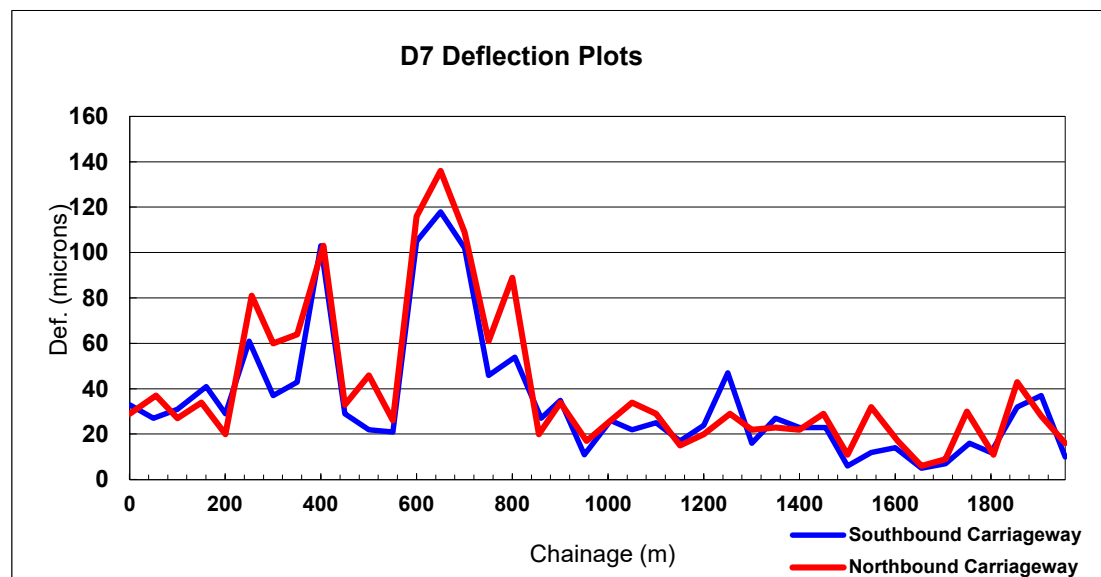


Figure 3: D7 Deflection Plots

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Appendix B – Tabulated Deflection Results

L5731 Abbeyleix					
Southbound Carriageway					
Chainage (metres)	D1(40) (microns)	SCI (microns)	D7 (microns)	GPS Irish Grid	
				Easting	Northing
0	182	35	33	243651	184377
50	323	113	27	243685	184339
100	418	169	31	243717	184301
160	151	32	41	243752	184256
200	247	91	29	243780	184222
250	302	64	61	243820	184195
300	285	63	37	243859	184165
350	178	33	43	243891	184124
400	603	155	103	243911	184079
450	481	201	29	243928	184033
500	506	188	22	243946	183986
550	297	116	21	243972	183945
600	594	113	105	244002	183905
650	479	113	118	244031	183864
700	511	113	102	244057	183821
750	702	255	46	244082	183777
805	977	346	54	244105	183732
860	512	240	27	244130	183683
900	533	209	35	244151	183647
950	598	310	11	244182	183606
1005	270	111	26	244221	183574
1050	384	140	22	244260	183545
1100	472	197	25	244301	183515
1150	397	174	17	244339	183486
1200	240	101	24	244379	183457
1250	389	131	47	244424	183431
1300	268	94	16	244461	183399
1350	330	130	27	244495	183359
1400	344	156	23	244522	183320
1455	307	133	23	244567	183294
1500	374	184	6	244613	183296
1550	344	133	12	244664	183295
1600	284	113	14	244702	183267
1655	317	124	5	244733	183226
1705	607	380	7	244773	183195
1755	748	361	16	244818	183180
1800	397	166	12	244867	183177
1855	676	185	32	244918	183167
1905	577	150	37	244963	183147
1955	817	341	10	245007	183121

L5731 Abbeyleix					
Northbound Carriageway					
Chainage (metres)	D1(40) (microns)	SCI (microns)	D7 (microns)	GPS Irish Grid	
				Easting	Northing
0	262	51	29	243651	184372
55	573	219	37	243684	184334
100	450	189	27	243718	184298
150	212	44	34	243744	184264
200	464	178	20	243778	184220
255	478	144	81	243819	184192
300	740	249	60	243857	184161
350	329	76	64	243889	184122
405	496	127	103	243909	184077
450	519	207	33	243925	184029
500	720	340	46	243943	183983
550	421	164	26	243971	183941
600	646	113	116	244002	183901
650	549	140	136	244030	183859
700	815	277	109	244053	183818
750	399	94	61	244079	183773
800	512	120	89	244102	183730
855	271	98	20	244125	183685
900	331	117	34	244150	183641
955	703	385	17	244182	183603
1000	327	118	25	244215	183574
1050	422	159	34	244259	183541
1100	542	241	29	244299	183515
1150	273	115	15	244340	183484
1200	240	99	20	244381	183455
1255	178	81	29	244422	183427
1300	248	89	22	244461	183395
1350	271	100	23	244493	183357
1400	339	137	22	244522	183315
1450	385	148	29	244561	183291
1500	336	172	11	244614	183293
1550	508	189	32	244663	183291
1605	287	106	17	244701	183260
1655	401	221	6	244734	183224
1705	520	323	9	244772	183195
1750	1055	564	30	244820	183178
1805	613	262	11	244870	183174
1855	465	113	43	244919	183165
1905	456	153	28	244963	183145
1955	808	348	16	245008	183119

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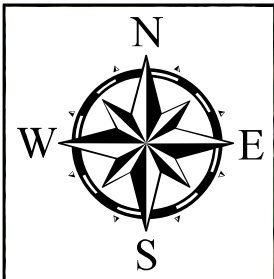
Appendix C – Operator Notes

	Section	Lane	Chainage (m)	Physical Identifier	Irish Grid	
					Easting	Northing
1	L5731 Abbeyleix	Southbound	0	<i>Start at coordinates</i>	243651	184377
			1955	<i>End at coordinates</i>	245007	183121

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Appendix D – Site Maps



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Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Legend

● FWD_GPS

Tobin Consulting Engineers
FWD Survey **July 2024**

Section: L5731 Abbyleix
Lane: Southbound
FileName: TS24F124
Date Tested: 04/07/2024



Appendix 11.4: Structural Evaluation and Pavement Investigation of the L5731 Abbeyleix, Co. Laois, July 2024

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Structural Evaluation and Pavement Investigation of the L5731 Abbeyleigh, Co. Laois

Tobin Consulting Engineers

July 2024

24/137



Document Control Sheet

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Client	Tobin Consulting Engineers					
Project Title	Structural Evaluation and Pavement Investigation of the L5731 Abbeylisk, Co. Laois					
Document Title	Falling Weight Deflectometer – Level 2 Report					
Project Ref.	TS24F124					
This Document Comprises	DCS	TOC	Text	Tables	Figures	Appendices
	1	1	8	6	0	1

Amendment Record

This report has been amended and issued as follows:

Revision	Description	Compiled by	Issue Date
1.0	Issue	Monica Loughnane	19-07-2024

Approved Signatory	Monica Loughnane	Project Engineer	<i>Monica Loughnane</i>
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1. Introduction

PMS Pavement Management Services Ltd. (PMS) were appointed by Tobin Consulting Engineers to carry out a structural evaluation and pavement investigation of the L5731 Abbeylax, Co. Laois in July, 2024.

A programme of pavement testing was carried out comprising a Falling Weight Deflectometer (FWD) survey and pavement coring.

The structural evaluation was carried out in accordance with **CC-GSW-04008** 'Guidelines for the use of the Falling Weight Deflectometer in Ireland (2000)' and **AM-PAV-06050 (HD31/15)** 'Pavement Design and Maintenance – Pavement Maintenance Assessment and Renewal Principles (March 2020)'.

A FWD Level 1 Report titled 'TS24F124 Tobin Consulting Engineers L5731 Abbeylax FWD Level 1 Analysis Report July 2024' containing the central deflection (D1), Surface Curvature Index (SCI) and outer deflection (D7) results was issued to Tobin Consulting Engineers in July 2024. Details of the pavement section surveyed are given in **Table 1**.

	Section	No. Lanes Surveyed	True Direction	Test Interval (m)	Survey Length (m)
1	L5731 Abbeylax	2	Southbound	50	1955

*test locations staggered in adjacent lanes

Table 1: Details of Sections Tested

The objective of this report is to provide the client with the required minimum structural strengthening options based on a 20-year design life for the section.

2. Existing Pavement Construction

Pavement coring was carried out by PMS to determine the existing pavement layer thicknesses and material types. The graphical and tabulated results from the pavement coring survey are included in **Appendix A**.

3. Structural Design Methodology

3.1. Back-calculation of Layer Moduli

In FWD testing, a known load is applied to the pavement and the actual deflections at given distances from the centre of the load plate are measured. The deflected shape of the surface, generated by a FWD impact load depends upon the type, thickness and condition of the construction layers.

A “Back-calculation” process is used to estimate pavement layer moduli. Computer programs using linear elastic multi-layered analysis can be used to model the pavement structure. This back-calculation process is based on a mathematical model of the pavement structure which predicts the surface deflection under a given applied load. An iterative procedure is used to match the computed deflections to the measured values. The layer stiffness’s are adjusted in this process until a match is obtained. The following criteria was used:

- The pavement structure was modelled as a number of horizontally infinite linear elastic layers.
- The elastic multi-layer analysis is based on Burmister’s equations with all layers modelled linearly including an infinite depth subgrade and no slip between layers.
- Two or three independent layers were modelled.
- The results from seven deflection sensors were used.
- The computed surface deflection values can be reported.
- The minimum thickness of any single layer is 75mm.
- The maximum number of independent layers (including subgrade) is three.
- Asphalt layers are combined and modelled as a single layer.
- Concrete layers were combined and modelled as a single layer.

3.2. Application of Analytical Design Methods

The back-calculation procedure was used to obtain the pavement layer moduli from multilayer elastic analysis. For the purposes of back-calculation, appropriate upper bituminous layer thicknesses ranging from 100mm to 150mm were selected based on pavement coring information for each segment. In the absence of any granular layer thickness information from GPR, DCP or directly received from the client, an effective upper granular layer thickness of 150mm was assumed, based on similar pavement segments found in Ireland.

The analysis for each design segment was based on the 85th percentile level as stated in **AM-PAV-06050 (HD31/15)**. The 85th percentile of D1 deflection is the value below which 85 percent of all D1 deflections in the segment fall.

The temperature-adjusted moduli of the upper layers, and subgrade moduli for that deflection level were selected as the design values. These values allow characterisation of the existing pavement to determine its current bearing capacity and also form the basis of the pavement characterisation for pavement overlay or inlay design.

Section		Lane	Chainage (m)	Pavement Temp. (°C)	Bit. Layer Moduli (MPa)	Temp. Corrected Bit. Layer Moduli (MPa)	Sub-base Moduli (MPa)	Subgrade Moduli (MPa)
1	L5731 Abbeyleix	SB	0 - 950	18.9	5839	5527	400	31
			950 - 1655	18.9	5715	5410	400	107
			1655 - 1955	18.9	3852	3646	400	48
		NB	0 - 855	18.9	5337	5052	400	29
			855 - 1605	18.9	5137	4862	400	93
			1605 - 1955	18.9	3852	3646	400	48

Table 2: Pavement Moduli

3.3. Overlay Design Models

The pavement performance models used are the **TRL LR 1132** *'The Structural Design of Bituminous Roads'* models for overlay fatigue and subgrade deformation, as per the guidance in **AM-PAV-06050**. The output from the models is the number of standard axles that the pavement is anticipated to withstand before failing structurally due to either excessive rutting caused by subgrade failure or by cracking of the bituminous layers induced by fatigue of the upper layers. If the number of axles to failure for the existing pavement is less than that desired (i.e. if the strains are excessively high), then an overlay/inlay can be designed to reduce the critical strains to the appropriate design level.

A pavement model consisting of the 85th percentile stiffness values for the existing pavement layers was set up for each segment. Calculation of the maximum tensile strain at the bottom of the combined bituminous layers and maximum compressive strain at the top of the subgrade/capping layer was carried out for each segment.

4. Structural Pavement Strengthening Options

4.1. Design Traffic

The estimated design traffic requirement is based on the **TRL LR 1132** method as per **AM-PAV-06050**. The design traffic for each section was derived from Annual Average Daily Traffic (AADT) and percentage Heavy Goods Vehicles (%HGV) information provided by Tobin Consulting Engineers.

Table 3 shows the design traffic details and the cumulative number of standard axles over a 20-year design life with an annual growth rate of 3.5% applied, expressed in million standard axles (msa).

	Section	AADT	%HGV	Standard Axles per Vehicle	Cumulative number of Standard Axles (msa)
1	L5731 Abbeylax	819	17.6	1.0	0.76

Table 3: Traffic Design Parameters

4.2. Overlay Requirements

The 20-year overlay design life requirements for each design segment are shown in **Table 4**. The overlay requirements for the design sections were calculated in accordance with the National Roads models (85th percentile failure curve). If a hot-mix bituminous overlay is not suitable (as explained in Section 5) then a granular overlay, or a composite overlay comprising hot-mix bituminous material over granular material, is typically recommended so that a suitable base for laying of hot-mix layers is provided.

Section	Design Model	Lane	Chainage (m)	SCI (microns)	Hot-mix Bit. Thickness (mm)	Granular Thickness (mm)	Composite Thickness (mm)
1	L5731 Abbeylax	SB	0 - 950	139	50	150	50 over 150
			950 - 1655	151	50	150	50 over 150
			1655 - 1955	244	100	175	50 over 150
		NB	0 - 855	161	50	150	50 over 150
			855 - 1605	150	50	150	50 over 150
			1605 - 1955	261	N/A**	175	50 over 150

** SCI > 250 microns

Table 4: Overlay Requirements by Segment

4.3. Inlay Requirements

The 20-year inlay design life requirements for each design segment are shown in **Table 5**. The inlay design consisted of the removal of a depth of existing pavement material and replacement with hot-mix bituminous material or composite comprising of a hot-mix bituminous material over granular material. The inlay requirements for each design section were calculated in accordance with the National Roads models (85th percentile failure curve). If a hot-mix only inlay is not suitable (as explained in Section 5), then a composite inlay is typically recommended so that a suitable base for laying of hot-mix layers is provided.

Section	Design Model	Lane	Chainage (m)	SCI (microns)	Inlay Type	Depth to Remove (mm)	Inlay Thickness (mm)
1	L5731 Abbeyleix	SB	0 – 950	139	Composite	375	225 over 150
			950 – 1655	151	Composite	325	175 over 150
			1655 – 1955	244	Composite	350	200 over 150
		NB	0 – 855	161	Composite	375	225 over 150
			855 – 1605	150	Composite	325	175 over 150
			1605 – 1955	261	Composite	350	200 over 150

Table 5: Inlay Requirements by Segment

5. Summary of Analysis and Results

Multiple pavement strengthening options were examined for the section, as per the Client's request. For segments where two or more design options are presented, the Client may choose the design most suitable for their requirements taking the material properties, durability, cost and availability etc. into account. The selection criteria and implications of each of the design options are described below.

5.1. Hot Mix Bituminous Overlay

A hot-mix bituminous overlay was investigated for all sections. However for a section, a hot mix bituminous only overlay is not suitable as the average SCI results are in excess of 250 microns.

The average SCI values for each segment are shown in **Table 4** and **Table 5**. *The Department of Transport, Tourism and Sport (DTTAS) document 'Guidelines on the Depth of Overlay to be used on Rural Regional and Local Roads'* states that SCI values in excess of 250 microns indicate poor load-spreading ability in the upper pavement layers. A hot-mix bituminous material alone should not be used for segments with average SCI results in excess of 250 microns. Instead, a granular overlay should be considered to improve the overall bearing capacity of the pavement structure.

5.2. Granular Overlay

A granular overlay design was carried out based on varying depths of granular material with respect to the traffic requirements and the National Roads models, where applicable. The granular material options used in the analysis process were either; Clause 804 (Granular Material Type-B) or Wet Mix Macadam - Clause 806 (Granular Material Type-D). More information on the granular materials is given in **CC-SPW-00800 (Series 800)** '*Specification for Road Works Series 800 (March 2013)*'.

The granular only overlay should be **double surface-dressed** to seal the unbound material. It is anticipated that the granular only overlay will provide adequate structural strength to the pavement in order to carry the estimated loading from HGV traffic. However, there is a risk of some surface failures occurring due to the shear stresses resulting from the high axle loadings of the HGV traffic.

5.3. Composite Overlay

A composite overlay design was investigated where a hot-mix bituminous only or a granular only overlay designs are not the recommended or the preferred option. The composite design is based upon a layer of hot-mix bituminous material over a layer of granular material. The granular material provides the load spreading characteristics lacking in the remaining pavement while the hot-mix bituminous overlay allows for a high quality pavement surface.

5.4. Hot Mix Bituminous Inlay

A hot-mix bituminous inlay was investigated for all sections. However for a number of segments when the required depth of material had been removed along this section, the remaining pavement layers will not have sufficient bearing capacity and load spreading capability to support a hot-mix only inlay. Therefore a composite inlay design was carried out.

5.5. Composite Inlay

The composite inlay design was carried out based upon a layer of bituminous material over a layer of granular. The granular material provides the load spreading characteristics lacking in the remaining existing pavement.

5.6. Locations for Further Investigations

Table 6 shows the design segments that have been visually inspected and show signs of raveling, alligator cracking, bleeding, rutting or patching. These areas where surface distresses are evident, localised repair and/or monitoring should be carried out.

Section		Chainage (m)	Comments
1	L5731 Abbeyleix	0 – 1955	Trench in SBCW LHWP Ch. 650 - 800
			Trench in NBCW Ch. 1155 - 1405
			Cracking and rutting throughout

Table 6: Areas of Surface Pavement Distress

5.7. Subgrade Performance

The programme of pavement investigation has shown that there is highly compressible subgrade material underlying the existing pavement along sections of the L5731 Abbeyleix.

At locations of poor subgrade ($D7 > 50$ microns), consideration should be given to the use of a geogrid to resist premature reflection cracking of the overlay/inlay. Premature cracking is primarily caused by settlement of the poor subgrade. Geogrid reinforcement can be used to improve the structural integrity of the pavement in areas with poor subgrade condition.

Geogrid reinforcement can reduce the development of reflection cracks through the overlay/inlay layer and restricts crack widths. In addition, geogrid reinforcement reduces tensile strain in the overlay/inlay layer and may prolong the life of the pavement.

5.8. Selection and Design of Pavement Materials

Further information and guidance in relation to the selection and design of suitable bituminous and granular materials to be installed in the works are outlined in the following TII Publications:

- DN-PAV-03024 (HD37)
- DN-PAV-03074 (HD300)
- CC-SPW-00800 (Series 800)
- CC-SPW-00900 (Series 900)

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Appendix A – Pavement Coring Results

CORE LOG

Client: Tobin Consulting Engineers

Project No: TS24F124

Road No: L5731

Date Cored: 04/07/2024

Section: Abbeyleix

Direction: SB

Procedure Used: EN12697-36: 2022 - Clause 4.1



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Layer No.	Top (mm)	Bottom (mm)	Thickness (mm)	Material	Layer Condition	
1	0	65	65	AC		
2	65	120	55	AC		
3	120	160	40	AC		



Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
HTSF504, Rev5, 19022024

Core No: 1 Chainage (m): 300
Core Diameter (mm): 100 Core Depth (mm): 160
Easting: 243859 Wheelpath: LHWP
Northing: 184166
Operator: JN Date Measured: 07/07/2024

CORE LOG

Client: Tobin Consulting Engineers

Project No: TS24F124

Road No: L5731

Date Cored: 04/07/2024

Section: Abbeyleix

Direction: SB

Procedure Used: EN12697-36: 2022 - Clause 4.1



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Layer No.	Top (mm)	Bottom (mm)	Thickness (mm)	Material	Layer Condition	
1	0	45	45	AC		
2	45	110	65	AC		



Additional Comments:

Core No: 2 Chainage (m): 1555
Core Diameter (mm): 100 Core Depth (mm): 110
Easting: 244664 Wheelpath: LHWP
Northing: 183295
Operator: JN Date Measured: 07/07/2024

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
HTSF504, Rev5, 19022024

CORE LOG

Client: Tobin Consulting Engineers

Project No: TS24F124

Road No: L5731

Date Cored: 04/07/2024

Section: Abbeyleix

Direction: NB

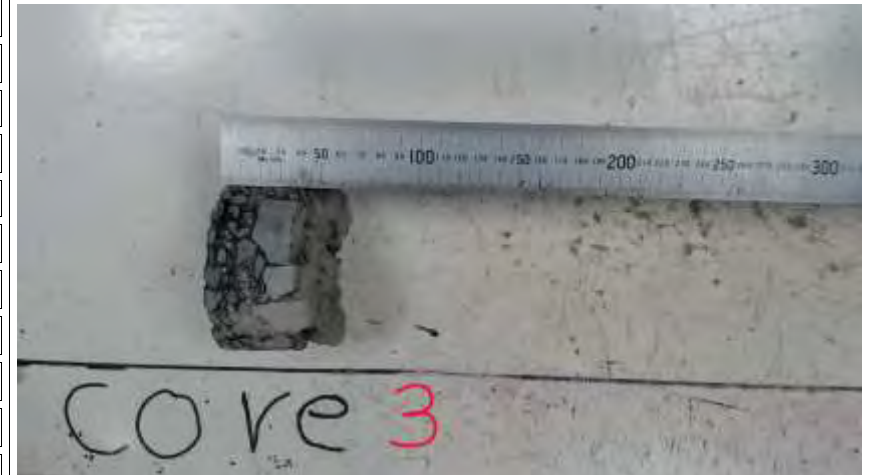
Procedure Used: EN12697-36: 2022 - Clause 4.1



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Services Ltd.**

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Layer No.	Top (mm)	Bottom (mm)	Thickness (mm)	Material	Layer Condition	
1	0	40	40	AC		



Additional Comments:

Key: HRA= Hot Rolled Asphalt; AC= Asphaltic Concrete; SMA= Stone Mastic Asphalt; SD= Surface Dressing; HBM= Hydraulically Bound Material; WCG= Well Compacted Granular; DBM= Dense Bitumen Macadam; LMC= Lean Mix Concrete; PQC= Pavement Quality Concrete; MS= Micro-Surfacing; HDM= Heavy Duty Macadam; HFS=High Friction Surface.

Key: LHWP= Left Hand Wheel Path; Centre = Centre of the Lane; RHWP= Right Hand Wheel Path; HS= Hard Shoulder
HTSF504, Rev5, 19022024

Core No: 3 Chainage (m): 955
Core Diameter (mm): 100 Core Depth (mm): 40
Easting: 244181 Wheelpath: LHWP
Northing: 183603
Operator: JN Date Measured: 07/07/2024