



ENVIRONMENTAL IMPACT ASSESSMENT REPORT

VOLUME 2: APPENDICES

**PROPOSED LARGE SCALE
RESIDENTIAL DEVELOPMENT
MONALEEN ROAD, LIMERICK**

FEBRUARY 2026

PREPARED BY:

Genesis Planning Consultants
www.genesisplanning.co.uk

IN ASSOCIATION WITH:

**Arnold Leahy Architects, CSR Landscape Architects, Garland Consulting, Roadplan Consulting, AWN Consulting,
JBA, Rose Cleary, IN2, Digital Dimensions**

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Shove Media

Suttons Land // Limerick

VWI Study

Issue 004

February 2026

Appendix 5.1

Verified Photomontages

Verified Visual Impact Assessment

A Verified Visual Impact (VVI) assessment has been prepared in accordance with GVLIA Section 5.2, 3rd Edition (2013) which sets out best-practice requirements for the production and use of visual representations in the planning process.

In line with the guidance, viewpoints were selected to be representative, publicly accessible, and relevant to the key planning considerations, having regard to the sensitivity of visual receptors and the likely extent of visibility. Viewpoint locations were surveyed and recorded to ensure positional accuracy, as required by the GVLIA.

Baseline photography was undertaken using calibrated camera equipment and fixed lens parameters to achieve a field of view consistent with human visual perception. Camera height, orientation, and focal length were recorded for each viewpoint to ensure that the methodology is transparent, repeatable and capable of independent verification, in accordance with the guidance.

A three-dimensional digital model of the proposed development was prepared using verified LiDAR survey data and architectural information, This was accurately inserted into 3D Space with the baseline photography for each view. The guidance requires that the scale, position, and orientation of the proposed development are checked against fixed reference features within each view to ensure that the visualisations are not misleading.

For each verified visualisation showing the proposed development, the assessment presents a 24mm lens representation as the primary image, providing contextual understanding of the wider scene. Within the same photomontage, a wireframe outline is included to indicate the area that would be cropped by a 50mm lens, as referenced within the GVLIA guidance. This approach allows the reader to understand both the broader visual context and the more focused field of view, without altering the underlying scale or position of the proposed development

The resulting verified views provide a reliable and proportionate representation of the proposal in its landscape and townscape context.

Camera Matching exmample.



Fig 1: Original Photo.



Fig 2: Lidar Scan, 3D point cloud overlaid in 3d space. Aligned with site OS Cad Plan.



Fig 3: Camera Matched Shot. White massing.



Fig 4: Verified Photo Montage of Site Proposal.



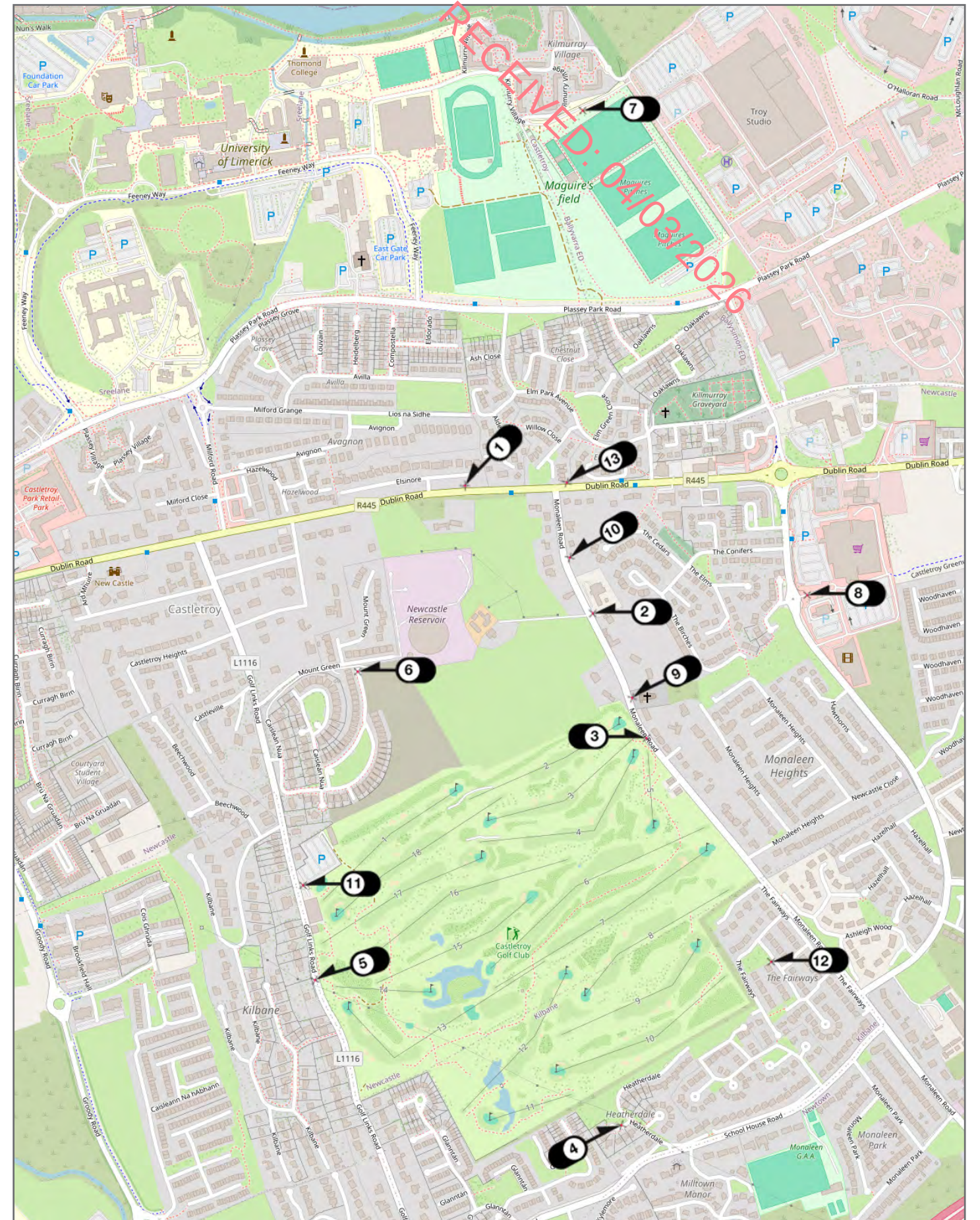
Fig 5: Verified Photo Montage of Site Proposal. Site Extents shown as Red Outline.

Image type key.

- Type i. Site Context Red Outline.
- Type ii. Red Outline and Colour Where visible.
- Type iii. Full Colour Photo Montage

Shot Locations.

- VP01 : Dublin Road.
- VP02 A \ B \ C : Monaleen Road.
- VP03 : Monaleen Road.
- VP04 : Heathersdale.
- VP05 : Golf Links Road.
- VP06 : Caislean Nua.
- VP07 : University of Limerick.
- VP08 : Castletroy Town Centre.
- VP09 : Mary Magdalene Church.
- VP10 : Monaleen Road.
- VP11 : Castletroy Golf Club.
- VP12 : The Fairways.
- VP13: Dublin Road.



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Photo Details.

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 13/11/2025 11:16am



Original Photo



Type iii.

Photo with proposed development.

RECEIVED: 04/03/2026



Photo Details.

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 6 /11/2025 16:00pm



Original Photo



Type iii.

Photo with proposed development.
n: Image has been adjusted to correct vertical distortion.

RECEIVED: 04/03/2026

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 6 /11/2025 15:58pm



Original Photo



Type iii.

Photo with proposed development.
n: Image has been adjusted to correct vertical distortion.

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 6 /11/2025 15:58pm



RECEIVED: 04/03/2026



Type iii.

Photo with proposed development.

RECEIVED: 04/03/2026

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 6 /11/2025 15:58pm



Original Photo



Type ii. No Predicted view of the proposal beyond this extent.

Photo with proposed development.

RECEIVED: 04/03/2026

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 6 /11/2025 17:55pm



Original Photo



Type i.

Photo with proposed development.

RECEIVED: 04/03/2026

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 10 /11/2025 16:27pm



Original Photo



Type ii.

Photo with proposed development.

RECEIVED: 04/03/2026

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 10 /11/2025 16:57pm



Original Photo



Type ii. No Predicted view of the proposal beyond this extent.

Photo with proposed development.

RECEIVED: 04/03/2026

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 06 /11/2025 14:48pm



Original Photo



Type i.

Photo with proposed development.

RECEIVED: 04/03/2026

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 06 /11/2025 15:17pm



Original Photo



Type i.

Photo with proposed development.

RECEIVED: 04/03/2026

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 06 /11/2025 16:20pm



Original Photo



Type ii. No Predicted view of the proposal beyond this extent.

Photo with proposed development.

RECEIVED: 04/03/2026

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 06 /11/2025 15:42pm



Original Photo



Type ii. No Predicted view of the proposal beyond this extent.

Photo with proposed development.

RECEIVED: 04/03/2026



Photo Details.

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 10 /11/2025 16:38pm



Original Photo



Type ii.

Photo with proposed development.

RECEIVED: 04/03/2026

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 06 /11/2025 16:53pm



Original Photo



Type i.

Photo with proposed development.

**Photo Details.**

Camera. Nikon D780. 24mm Prime Lens. Centre Height of camera is mounted at 1600mm from the floor pin /marker.

Time shot taken. 06 /11/2025 14:28pm





Type ii. No Predicted view of the proposal beyond this extent.

Photo with proposed development.

If you have any questions or queries on the details in this document please do not hesitate to contact us:

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APPENDIX 6.1-TRAFFIC SURVEYS

APPENDIX 6.2- TRAFFIC FLOWS

APPENDIX 6.3-TRICS DATA

APPENDIX 6.4-PICADY ANALYSIS

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Irish Traffic Surveys LTD

Survey Name :	ITS J-1042 Monaleen Road
Site:	JTC 1
Date:	04.11.2025 - 10.11.2025
Time:	07:00 -19:00
Location:	52.667447, -8.560959
Classification:	CAR, LGV, OGV1, OGV2, PSV, MC, PC



Site 1 Cam H3 View



Aerial View



Co-ordinates:	52.667447, -8.560959
Junction Type:	3-Arm
Queues Required:	No
Pedestrian required:	No

Irish Traffic Surveys LTD

Survey Name : ITS J-1042 Monaleen Road

Site: JTC 1

Date: 04.11.2025 - 10.11.2025

Time: 07:00 -19:00

Location: 52.667447, -8.560959

Classification: CAR, LGV, OGV1, OGV2, PSV, MC, PC

	A to A								A to B								A to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	76	12	0	1	3	0	1	93
07:15	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5	118	20	0	1	1	1	1	142
07:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	171	15	2	1	1	1	1	191
07:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	207	16	1	1	2	1	1	229
H/TOT	2	0	0	0	0	0	0	2	12	2	0	0	0	0	0	14	572	63	3	4	7	3	3	655
08:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	194	11	3	0	3	0	1	212
08:15	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	187	9	2	0	3	1	1	203
08:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	166	16	2	0	2	0	2	188
08:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	144	14	2	0	1	2	0	163
H/TOT	1	0	0	0	0	0	0	1	27	1	0	0	0	0	0	28	691	50	9	0	9	3	4	766
09:00	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5	154	14	3	1	2	0	1	175
09:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	157	14	1	1	0	0	1	174
09:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8	131	10	1	0	2	0	1	145
09:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	124	17	2	0	1	0	0	144
H/TOT	1	0	0	0	0	0	0	1	17	2	0	1	0	0	1	21	566	55	7	2	5	0	3	638
10:00	1	1	0	0	0	0	0	2	6	1	0	0	0	0	0	7	109	22	4	0	4	0	0	139
10:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	140	21	5	0	1	0	0	167
10:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	129	10	3	1	2	0	0	145
10:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	124	14	1	1	2	0	0	142
H/TOT	1	1	0	0	0	0	0	2	20	2	0	0	0	0	0	22	502	67	13	2	9	0	0	593
11:00	1	0	0	0	0	0	0	1	8	2	0	0	0	0	0	10	160	17	3	1	2	0	0	183
11:15	1	0	0	0	0	0	0	1	6	1	1	0	0	0	0	8	138	16	6	0	2	1	1	164
11:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	127	13	1	1	1	0	2	145
11:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	128	23	0	0	1	0	1	153
H/TOT	2	0	0	0	0	0	0	2	27	4	1	0	0	0	0	32	553	69	10	2	6	1	4	645
12:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	132	16	2	1	0	0	4	155
12:15	0	0	0	0	0	0	0	0	10	0	0	0	0	2	0	12	144	11	0	3	1	2	2	163
12:30	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	9	142	11	3	0	2	3	0	161
12:45	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	10	127	7	2	1	3	1	0	141
H/TOT	0	0	0	0	0	0	0	0	34	4	1	0	0	2	0	41	545	45	7	5	6	6	6	620
13:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	133	13	0	1	1	0	0	148
13:15	1	0	0	0	0	0	0	1	10	2	0	0	0	0	0	12	160	11	2	0	2	0	0	175
13:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	145	7	1	0	2	1	0	156
13:45	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	131	5	0	0	2	1	0	139
H/TOT	1	0	0	0	0	0	0	1	36	4	0	0	0	0	0	40	569	36	3	1	7	2	0	618
14:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	142	13	1	0	3	0	1	160
14:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	158	15	1	0	1	0	1	176
14:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	130	13	1	0	1	0	2	147
14:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	157	14	3	1	1	0	0	176
H/TOT	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	587	55	6	1	6	0	4	659
15:00	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	147	7	1	2	1	2	0	160
15:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	140	1	1	0	2	0	2	146
15:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	143	8	1	1	2	0	0	155
15:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	143	10	1	1	1	0	1	157
H/TOT	0	0	0	0	0	0	0	0	39	3	0	0	0	0	0	42	573	26	4	4	6	2	3	618
16:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	177	11	0	0	2	0	1	191
16:15	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	150	9	2	0	2	0	1	164
16:30	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20	152	11	0	0	1	0	0	164
16:45	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	124	8	0	0	1	0	1	134
H/TOT	0	0	0	0	0	0	0	0	62	3	0	0	0	0	0	65	603	39	2	0	6	0	3	653
17:00	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	159	5	1	0	0	1	1	167
17:15	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	33	147	5	1	0	0	0	3	156
17:30	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	111	4	1	0	4	0	5	125
17:45	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	154	11	2	0	1	0	2	170
H/TOT	0	0	0	0	0	0	0	0	101	1	0	0	0	0	0	102	571	25	5	0	5	1	11	618
18:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	157	6	0	0	0	1	2	166
18:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	131	7	1	0	0	0	0	139
18:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	135	10	0	0	2	2	1	150
18:45	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11	131	4	2	0	3	1	1	142
H/TOT	1	0	0	0	0	0	0	1	45	0	0	0	0	0	0	45	554	27	3	0	5	4	4	597
12 HR TOT	9	1	0	0	0	0	0	10	439	29	2	1	0	2	1	474	6886	557	72	21	77	22	45	7680

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:

	B to A								B to B								B to C								
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	
07:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	
07:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	44	4	0	0	0	0	0	48	
08:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	45	2	0	0	0	0	2	49	
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	63	1	0	0	0	0	0	64	
08:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	95	3	0	0	0	0	0	98	
08:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	54	0	0	0	0	0	1	55	
H/TOT	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	257	6	0	0	0	0	3	266	
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	39	2	0	0	0	0	0	41	
09:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	22	0	1	0	0	0	0	23	
09:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	19	0	1	0	0	0	0	20	
09:45	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0	18	0	1	0	0	0	0	19	
H/TOT	7	1	0	0	0	0	1	9	0	0	0	0	0	0	0	0	98	2	3	0	0	0	0	103	
10:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	
10:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	
10:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	51	3	0	0	0	0	0	54	
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	
11:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	1	10	
11:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
H/TOT	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	42	0	0	0	0	0	1	43	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	
12:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	9	1	1	0	0	0	0	11	
12:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	1	0	0	14	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	42	2	1	0	1	0	0	46	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	
13:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	
13:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	
H/TOT	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	56	2	0	0	0	0	0	58	
14:00	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	
14:15	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	9	
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	
14:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35	0	0	0	0	1	0	36	
H/TOT	3	1	1	0	0	0	0	5	1	0	0	0	0	0	0	0	1	59	1	0	0	0	1	61	
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39	0	0	0	0	0	0	39	
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	40	3	0	0	0	0	0	43	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	32	2	0	0	0	0	0	34	
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29	
12 HR TOT	62	7	1	0	0	0	1	71	1	0	0	0	0	0	0	0	1	787	27	4	0	1	1	4	824

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:



	C to A								C to B								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	71	9	1	0	0	0	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	89	12	1	0	0	0	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	100	9	1	0	1	0	0	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	119	18	2	0	0	1	3	143	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	379	48	5	0	1	1	3	437	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	123	8	0	0	0	0	2	133	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	116	6	2	0	0	0	0	124	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	121	4	0	0	1	0	2	128	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
08:45	145	2	0	0	2	1	1	151	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	505	20	2	0	3	1	5	536	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
09:00	95	3	1	2	1	0	1	103	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
09:15	78	6	1	0	1	0	0	86	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	85	9	1	1	2	0	0	98	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45	111	7	3	1	0	0	0	122	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	369	25	6	4	4	0	1	409	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
10:00	109	12	0	3	0	0	0	124	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15	107	9	1	0	0	0	0	117	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:30	104	6	0	0	0	0	0	110	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
10:45	116	8	4	0	0	1	0	129	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	436	35	5	3	0	1	0	480	14	1	0	0	0	0	0	15	1	0	0	0	0	0	0	1
11:00	101	11	2	1	0	1	0	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	108	16	0	0	0	0	0	124	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:30	112	22	5	2	1	0	0	142	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45	114	14	2	2	1	0	0	133	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	435	63	9	5	2	1	0	515	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
12:00	143	14	3	1	0	0	0	161	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:15	149	6	0	0	0	0	0	155	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:30	139	9	3	0	0	0	0	151	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
12:45	160	12	2	0	0	1	1	176	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	591	41	8	1	0	1	1	643	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
13:00	162	8	1	0	0	0	0	171	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
13:15	129	14	1	1	0	0	0	145	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
13:30	163	8	1	2	2	0	0	176	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:45	140	9	0	3	1	0	0	153	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	594	39	3	6	3	0	0	645	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
14:00	135	8	1	0	0	0	3	147	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:15	109	6	1	0	0	0	1	117	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
14:30	136	12	0	1	1	0	0	150	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
14:45	127	10	1	0	2	0	1	141	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	507	36	3	1	3	0	5	555	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
15:00	154	8	1	0	1	3	1	168	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:15	158	11	1	0	0	0	1	171	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:30	168	11	1	0	1	0	0	181	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0
15:45	155	8	1	1	0	0	0	165	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	635	38	4	1	2	3	2	685	17	1	0	0	0	0	1	19	0	0	0	0	0	0	0	0
16:00	172	6	0	0	1	1	0	180	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15	144	9	1	0	0	0	1	155	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:30	145	5	3	2	1	0	1	157	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
16:45	145	10	0	0	0	1	3	159	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	606	30	4	2	2	2	5	651	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0
17:00	141	10	0	0	0	0	0	151	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:15	130	5	1	0	0	0	1	137	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:30	132	6	1	0	1	1	0	141	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:45	162	2	0	0	1	0	0	165	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	565	23	2	0	2	1	1	594	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
18:00	143	4	0	0	1	0	1	149	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	144	3	0	1	0	0	1	149	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:30	148	6	1	0	2	0	3	160	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:45	149	5	1	0	0	0	0	155	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	584	18	2	1	3	0	5	613	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
12 HR TOT	6206	416	53	24	25	11	28	6763	191	8	0	0	0	0	1	200	1	0	0	0	0	0	0	1

Irish Traffic Surveys LTD

Survey Name : ITS J-1042 Monaleen Road

Site: JTC 1

Date: 04.11.2025 - 10.11.2025

Time: 07:00 -19:00

Location: 52.667447, -8.560959

Classification: CAR, LGV, OGV1, OGV2, PSV, MC, PC

TIME	A to A								A to B								A to C							
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	13	1	1	4	0	2	100
07:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	112	13	1	0	1	0	0	127
07:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	194	9	1	1	1	1	0	207
07:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	227	18	1	1	4	1	2	254
H/TOT	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	612	53	4	3	10	2	4	688
08:00	0	0	0	0	0	0	0	0	2	3	0	0	0	0	1	6	202	8	3	0	3	0	3	219
08:15	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8	189	16	1	1	4	1	1	213
08:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	177	9	2	1	1	0	1	191
08:45	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	130	9	0	1	1	1	0	142
H/TOT	0	0	0	0	0	0	0	0	30	7	0	0	0	0	1	38	698	42	6	3	9	2	5	765
09:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	147	12	3	1	3	0	2	168
09:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	159	12	1	0	2	0	1	175
09:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	154	19	3	2	2	0	0	180
09:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	139	13	0	0	3	0	0	155
H/TOT	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	599	56	7	3	10	0	3	678
10:00	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8	113	13	2	0	1	0	0	129
10:15	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	134	18	1	0	2	0	0	155
10:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	118	14	2	1	2	0	2	139
10:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	122	14	4	0	2	0	0	142
H/TOT	0	0	0	0	0	0	0	0	22	5	0	0	0	0	0	27	487	59	9	1	7	0	2	565
11:00	1	0	0	0	0	0	0	1	8	0	1	0	0	0	0	9	136	11	2	0	1	0	1	151
11:15	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7	140	11	0	0	1	0	0	152
11:30	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7	138	9	2	0	4	0	0	153
11:45	1	0	0	0	0	0	1	2	7	0	0	0	0	0	0	7	139	9	1	1	1	0	4	155
H/TOT	4	0	0	0	0	0	1	5	28	1	1	0	0	0	0	30	553	40	5	1	7	0	5	611
12:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	137	16	3	2	1	0	1	160
12:15	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8	131	15	2	0	1	1	2	152
12:30	0	0	0	0	0	0	0	0	13	0	0	1	0	0	0	14	136	17	0	0	1	0	1	155
12:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	126	13	3	1	4	1	1	149
H/TOT	2	0	0	0	0	0	0	2	28	2	0	1	0	0	0	31	530	61	8	3	7	2	5	616
13:00	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	148	10	1	0	3	0	0	162
13:15	0	0	0	0	0	0	0	0	12	2	1	1	0	0	0	16	138	10	0	0	1	0	0	149
13:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	145	10	1	0	1	1	0	158
13:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	148	18	0	1	3	0	0	170
H/TOT	0	0	0	0	0	0	0	0	40	5	1	1	0	0	0	47	579	48	2	1	8	1	0	639
14:00	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	6	150	14	2	1	1	0	1	169
14:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	174	9	1	0	3	0	0	187
14:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	116	11	2	0	1	1	0	131
14:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	155	14	1	0	1	1	5	177
H/TOT	0	0	0	0	0	0	0	0	27	0	0	1	0	0	0	28	595	48	6	1	6	2	6	664
15:00	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8	142	12	2	1	2	0	1	160
15:15	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	172	10	0	1	3	0	0	186
15:30	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	172	7	0	0	1	0	0	180
15:45	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0	10	139	10	2	1	2	0	1	155
H/TOT	0	0	0	0	0	0	0	0	45	6	1	0	0	0	0	52	625	39	4	3	8	0	2	681
16:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	182	12	1	1	2	0	2	200
16:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	143	14	0	0	2	0	0	159
16:30	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26	170	8	0	0	0	1	1	180
16:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	146	9	0	0	3	0	0	158
H/TOT	0	0	0	0	0	0	0	0	67	2	0	0	0	0	0	69	641	43	1	1	7	1	3	697
17:00	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	195	8	1	0	1	0	2	207
17:15	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26	149	10	0	0	3	0	1	163
17:30	0	0	0	0	0	0	0	0	27	5	0	0	0	0	1	33	159	10	0	1	1	0	0	171
17:45	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	140	10	1	0	1	1	3	156
H/TOT	0	0	0	0	0	0	0	0	95	8	0	0	0	0	1	104	643	38	2	1	6	1	6	697
18:00	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	177	8	1	0	0	2	1	189
18:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	126	7	1	0	2	1	2	139
18:30	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	153	9	0	0	4	0	1	167
18:45	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9	136	8	0	0	2	0	1	147
H/TOT	2	0	0	0	0	0	0	2	45	1	0	0	0	0	0	46	592	32	2	0	8	3	5	642
12 HR TOT	8	0	0	0	0	0	1	9	460	41	3	3	0	0	2	509	7154	559	56	21	93	14	46	7943

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:

TIME	B to A							B to B							B to C									
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	4	0	0	0	0	0	50
08:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	58	1	0	0	0	0	0	59
08:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	68	3	0	0	0	0	0	71
08:30	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	70	1	0	0	0	0	0	71
08:45	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	43	1	0	0	0	0	0	44
H/TOT	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0	239	6	0	0	0	0	0	245
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34	2	0	0	0	0	0	36
09:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
09:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	0	1	0	0	0	0	15
H/TOT	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	84	4	1	0	0	0	0	89
10:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
10:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
10:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	4	0	0	1	0	0	11
H/TOT	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	39	8	0	0	1	0	0	48
11:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	9
11:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	48	1	0	0	1	0	0	50
12:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
12:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
12:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
12:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
H/TOT	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	33	2	0	0	0	0	0	35
13:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	11	2	1	0	0	0	0	14
13:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	9
13:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	7	0	0	0	0	0	7
13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	2	1	0	0	0	0	17
H/TOT	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1	40	4	2	0	1	0	0	47
14:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	0	0	12
14:30	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
14:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18
H/TOT	3	1	0	1	0	0	0	5	0	0	0	0	0	0	0	0	41	1	0	0	1	0	0	43
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
15:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
H/TOT	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	50	1	0	0	0	0	0	51
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	36	4	0	0	0	0	0	40
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	0	1	0	0	0	0	14
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	43	0	1	0	0	0	0	44
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
18:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
H/TOT	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	45	1	0	0	0	0	0	46
12 HR TOT	73	9	0	1	0	0	0	83	1	0	0	0	0	0	0	1	744	36	4	0	4	0	0	788

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:



TIME	C to A								C to B								C to C							
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	76	4	1	1	0	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	82	7	0	0	1	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	116	13	2	0	1	2	0	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	122	16	2	0	0	0	1	141	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	396	40	5	1	2	2	1	447	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	135	12	0	0	0	0	0	147	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	110	6	1	1	2	0	1	121	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	120	7	1	0	1	1	1	131	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:45	130	8	3	1	3	1	2	148	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	495	33	5	2	6	2	4	547	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
09:00	112	12	1	1	0	0	0	126	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:15	89	9	0	0	0	0	0	98	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:30	91	5	1	1	1	0	0	99	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45	108	10	2	0	0	0	0	120	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	400	36	4	2	1	0	0	443	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
10:00	120	12	0	0	1	0	0	133	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:15	68	10	1	1	0	0	1	81	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:30	115	12	0	0	1	0	1	129	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:45	129	6	1	1	0	1	0	138	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	432	40	2	2	2	1	2	481	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
11:00	122	14	1	1	0	0	0	138	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:15	118	19	4	0	2	0	0	143	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:30	98	15	0	0	2	0	1	116	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45	143	13	2	0	0	1	0	159	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	481	61	7	1	4	1	1	556	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
12:00	138	9	1	2	0	0	0	150	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:15	145	15	1	0	0	0	1	162	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
12:30	140	4	0	0	0	1	1	146	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:45	138	14	0	0	1	0	0	153	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	561	42	2	2	1	1	2	611	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
13:00	144	8	0	2	1	0	0	155	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
13:15	157	3	2	2	0	0	0	164	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
13:30	136	11	1	1	1	0	0	150	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:45	165	15	1	0	0	0	0	181	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	602	37	4	5	2	0	0	650	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
14:00	144	9	1	0	1	1	0	156	6	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0
14:15	147	10	1	0	0	0	0	158	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:30	143	15	1	0	1	1	2	163	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:45	156	10	6	1	1	0	0	174	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	590	44	9	1	3	2	2	651	15	1	0	0	0	0	1	17	0	0	0	0	0	0	0	0
15:00	144	9	0	1	1	1	1	157	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
15:15	148	13	1	0	1	1	1	165	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	137	4	2	0	1	1	1	146	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:45	164	16	0	0	2	0	0	182	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	593	42	3	1	5	3	3	650	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
16:00	152	8	0	0	1	0	1	162	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:15	160	12	0	0	0	1	3	176	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	136	12	0	1	0	0	1	150	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
16:45	149	9	1	0	1	0	1	161	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	597	41	1	1	2	1	6	649	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0
17:00	144	6	0	0	0	0	1	151	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:15	136	6	0	0	0	0	1	143	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30	162	6	1	1	0	2	0	172	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:45	127	2	0	0	1	0	0	130	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	569	20	1	1	1	2	2	596	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
18:00	159	8	0	1	0	1	0	169	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15	162	4	0	0	3	0	1	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	135	9	1	0	0	1	0	146	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	168	6	1	0	1	0	0	176	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	624	27	2	1	4	2	1	661	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
12 HR TOT	6340	463	45	20	33	17	24	6942	186	5	0	0	0	0	1	192	0	0	0	0	0	0	0	0

Irish Traffic Surveys LTD

Survey Name : ITS J-1042 Monaleen Road

Site: JTC 1

Date: 06.11.2025

Time: 07:00 -19:00

Location: 52.667447, -8.560959

Classification: CAR, LGV, OGV1, OGV2, PSV, MC, PC

TIME	A to A								A to B								A to C							
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	83	7	0	1	3	0	1	5
07:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	115	17	0	0	1	0	1	134
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	174	17	1	3	2	1	0	198
07:45	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	198	14	0	2	3	2	1	220
H/TOT	0	0	0	0	0	0	0	0	12	3	1	0	0	0	0	16	570	55	1	6	9	3	3	647
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	203	15	0	0	2	0	3	223
08:15	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	5	169	10	4	1	3	0	2	189
08:30	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8	156	10	0	0	1	0	1	168
08:45	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	151	13	0	1	1	0	1	167
H/TOT	0	0	0	0	0	0	0	0	26	2	1	1	0	0	1	31	679	48	4	2	7	0	7	747
09:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	141	18	1	4	2	0	3	169
09:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	138	13	3	0	1	0	0	155
09:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	154	13	3	1	3	0	0	174
09:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	145	13	2	1	1	0	1	163
H/TOT	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	578	57	9	6	7	0	4	661
10:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	131	11	1	2	2	0	0	147
10:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	146	25	3	1	1	0	1	177
10:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	134	21	3	1	1	0	1	161
10:45	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	159	12	1	2	3	0	0	177
H/TOT	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	31	570	69	8	6	7	0	2	662
11:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	106	17	3	0	1	0	0	127
11:15	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4	153	15	2	3	1	2	0	176
11:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	147	13	2	1	2	0	1	166
11:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	134	16	1	1	1	1	2	156
H/TOT	0	1	0	0	0	0	0	1	20	1	0	0	0	0	0	21	540	61	8	5	5	3	3	625
12:00	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11	137	6	2	1	3	1	1	151
12:15	1	0	0	0	0	0	0	1	10	1	0	0	0	0	0	11	159	17	1	0	5	0	0	182
12:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	144	13	1	0	1	1	0	160
12:45	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	114	14	2	1	2	0	0	133
H/TOT	2	0	0	0	0	0	0	2	41	3	0	0	0	0	0	44	554	50	6	2	11	2	1	626
13:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	157	11	3	0	2	1	0	174
13:15	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	139	17	1	1	2	1	0	161
13:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	138	9	1	0	1	1	0	150
13:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	157	14	1	0	2	1	0	175
H/TOT	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29	591	51	6	1	7	4	0	660
14:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	153	5	3	0	1	1	4	167
14:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	149	13	0	2	2	1	3	170
14:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	148	11	0	0	1	1	0	161
14:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	152	6	1	0	1	1	0	161
H/TOT	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30	602	35	4	2	5	4	7	659
15:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	148	8	1	0	1	1	3	162
15:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	165	8	0	0	3	0	0	176
15:30	0	0	0	0	0	0	0	0	12	2	0	0	0	0	1	15	164	10	1	0	2	1	0	178
15:45	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	129	15	1	0	2	0	2	149
H/TOT	0	0	0	0	0	0	0	0	40	5	0	0	0	0	1	46	606	41	3	0	8	2	5	665
16:00	0	0	0	0	0	0	0	0	17	0	0	1	0	0	0	18	168	9	0	1	2	0	1	181
16:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	139	12	1	0	2	0	0	154
16:30	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	156	9	0	0	2	1	1	169
16:45	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	158	10	0	0	0	1	0	169
H/TOT	0	0	0	0	0	0	0	0	64	2	0	1	0	0	0	67	621	40	1	1	6	2	2	673
17:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	178	9	0	0	1	2	1	191
17:15	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	163	7	1	0	2	0	3	176
17:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	157	9	1	0	1	0	2	170
17:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	154	7	0	0	1	1	2	165
H/TOT	0	0	0	0	0	0	0	0	61	2	0	0	0	0	0	63	652	32	2	0	5	3	8	702
18:00	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	161	7	0	0	1	2	0	171
18:15	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	173	8	0	0	1	1	4	187
18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	138	10	0	1	2	0	1	152
18:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	140	7	0	0	3	1	0	151
H/TOT	0	0	0	0	0	0	0	0	36	4	0	0	0	0	0	40	612	32	0	1	7	4	5	661
12 HR TOT	2	1	0	0	0	0	0	3	404	30	2	2	0	0	2	440	7175	571	52	32	84	27	47	7988

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:

TIME	B to A							B to B							B to C									
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
07:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	14	3	0	0	0	0	0	17
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	21
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	35	11	0	0	0	0	0	46
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	52	4	1	0	0	0	1	58
08:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	71	1	0	0	0	0	0	72
08:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	72	1	0	0	0	0	0	73
08:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	49	1	0	0	0	0	0	50
H/TOT	27	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	244	7	1	0	0	0	1	253
09:00	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	28
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
09:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
H/TOT	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0	66	4	0	0	0	0	0	70
10:00	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
10:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
10:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
H/TOT	4	1	0	0	0	0	1	6	0	0	0	0	0	0	0	0	52	2	0	0	0	0	0	54
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
11:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	39
12:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
12:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
12:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
H/TOT	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	45	3	0	0	0	0	0	48
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
13:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
13:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
H/TOT	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	50	1	0	0	0	0	0	51
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
14:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20
H/TOT	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	40	2	0	0	0	0	0	42
15:00	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
15:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	19	1	1	0	0	0	0	21
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	1	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	45	3	1	0	0	0	0	49
16:00	1	1	0	0	0	1	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
16:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
H/TOT	4	2	0	0	0	1	0	7	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	36
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	1	0	1	0	0	0	16
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	41	1	0	1	0	0	0	43
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
18:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
H/TOT	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	38
12 HR TOT	64	10	0	1	0	2	1	78	1	0	0	0	0	0	0	1	726	39	2	1	0	0	1	769

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:



	C to A								C to B								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	79	8	2	2	0	1	1	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	68	6	2	0	1	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	102	12	2	0	1	0	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	129	7	1	0	0	0	1	138	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	378	33	7	2	2	1	2	425	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	125	11	2	1	0	1	0	140	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	95	6	1	1	0	0	2	105	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:30	133	10	1	0	0	2	2	148	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
08:45	112	8	1	0	0	0	0	121	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	465	35	5	2	0	3	4	514	24	3	0	0	0	0	0	27	0	0	0	0	0	0	0	0
09:00	92	8	1	1	1	1	0	104	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	109	9	1	1	1	0	0	121	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	97	10	1	1	1	0	0	110	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	96	8	3	2	0	0	1	110	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	394	35	6	5	3	1	1	445	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
10:00	125	5	1	0	0	0	1	132	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
10:15	98	12	3	0	0	0	1	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	104	10	4	2	0	0	1	121	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:45	130	10	1	1	0	1	0	143	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	457	37	9	3	0	1	3	510	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
11:00	117	14	0	1	1	0	2	135	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
11:15	131	21	1	1	0	1	0	155	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	125	19	3	1	3	0	0	151	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45	136	8	3	2	0	0	0	149	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	509	62	7	5	4	1	2	590	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0
12:00	130	13	2	0	1	0	0	146	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
12:15	137	18	3	1	0	0	0	159	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:30	159	9	0	1	0	0	0	169	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
12:45	122	8	3	2	0	0	0	135	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0
H/TOT	548	48	8	4	1	0	0	609	14	2	0	0	0	0	1	17	1	0	0	0	0	0	0	1
13:00	175	11	1	1	0	0	1	189	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
13:15	143	10	1	1	0	0	0	155	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
13:30	160	13	2	0	2	1	1	179	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	158	7	2	0	1	1	0	169	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	636	41	6	2	3	2	2	692	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
14:00	141	13	1	1	0	1	0	157	8	0	0	1	0	0	0	9	0	0	0	0	0	0	0	0
14:15	141	7	0	0	0	0	0	148	6	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0
14:30	147	10	0	0	2	0	1	160	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
14:45	150	10	1	0	2	1	0	164	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	579	40	2	1	4	2	1	629	26	0	0	1	0	0	1	28	0	0	0	0	0	0	0	0
15:00	158	7	2	1	0	0	0	168	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
15:15	156	6	0	2	0	2	0	166	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:30	145	10	0	0	1	2	0	158	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:45	174	9	0	0	0	2	1	186	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	633	32	2	3	1	6	1	678	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
16:00	148	11	2	1	1	2	1	166	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:15	149	12	0	0	1	0	1	163	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	145	6	0	0	0	0	0	151	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
16:45	135	8	0	1	1	1	0	146	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	577	37	2	2	3	3	2	626	29	2	0	0	0	0	0	31	0	0	0	0	0	0	0	0
17:00	152	5	1	0	0	0	0	158	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:15	151	9	0	1	0	0	0	161	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:30	144	7	0	0	0	0	1	152	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:45	145	5	0	0	1	1	0	152	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	592	26	1	1	1	1	1	623	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
18:00	142	2	0	1	0	1	0	146	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
18:15	168	10	0	1	1	2	0	182	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	168	7	0	0	0	1	1	177	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	147	5	0	0	1	0	0	153	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	625	24	0	2	2	4	1	658	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
12 HR TOT	6393	450	55	32	24	25	20	6999	194	16	0	1	0	0	2	213	2	0	0	0	0	0	0	2

Irish Traffic Surveys LTD

Survey Name : ITS J-1042 Monaleen Road

Site: JTC 1

Date: 07.11.2025

Time: 07:00 -19:00

Location: 52.667447, -8.560959

Classification: CAR, LGV, OGV1, OGV2, PSV, MC, PC

	A to A								A to B								A to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	94	6	0	3	3	1	0	107
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	96	16	0	0	1	0	1	114
07:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	177	19	1	1	1	0	0	199
07:45	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	190	14	3	1	2	1	0	213
H/TOT	1	0	0	0	0	0	0	1	8	3	0	0	0	0	0	11	557	55	4	5	7	2	3	633
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	185	12	3	0	3	0	2	205
08:15	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	160	5	2	0	3	0	0	170
08:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	156	8	2	0	1	0	2	169
08:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	132	9	3	1	1	0	0	146
H/TOT	0	0	0	0	0	0	0	0	32	2	0	0	0	0	0	34	633	34	10	1	8	0	4	690
09:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	174	13	4	1	3	0	0	195
09:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	159	16	1	0	0	0	1	177
09:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	139	17	2	2	2	0	1	163
09:45	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	152	14	2	2	2	0	0	172
H/TOT	0	0	0	0	0	0	0	0	36	3	0	0	0	0	0	39	624	60	9	5	7	0	2	707
10:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	156	10	1	0	3	0	0	170
10:15	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	138	12	5	2	2	0	0	159
10:30	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6	150	14	3	0	2	0	0	169
10:45	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6	146	13	2	0	2	0	0	163
H/TOT	1	0	0	0	0	0	0	1	29	2	1	0	0	0	0	32	590	49	11	2	9	0	0	661
11:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	131	16	3	0	2	0	1	153
11:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	140	21	1	1	1	0	0	164
11:30	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	151	17	0	0	1	0	1	170
11:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	154	13	2	1	3	1	1	175
H/TOT	0	0	0	0	0	0	0	0	38	2	0	0	0	0	0	40	576	67	6	2	7	1	3	662
12:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	156	19	0	0	1	0	1	177
12:15	0	0	0	0	0	0	0	0	9	1	1	0	0	0	0	11	148	14	3	0	3	0	1	169
12:30	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	160	18	2	1	1	0	1	183
12:45	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14	165	15	5	0	1	0	2	188
H/TOT	0	0	0	0	0	0	0	0	43	3	1	0	0	0	0	47	629	66	10	1	6	0	5	717
13:00	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	143	11	1	2	2	1	2	162
13:15	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11	160	10	1	1	2	2	1	177
13:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	156	13	1	0	1	0	1	172
13:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	158	15	0	1	1	1	0	176
H/TOT	0	0	0	0	0	0	0	0	38	4	0	0	0	0	0	42	617	49	3	4	6	4	4	687
14:00	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15	182	14	0	0	1	1	0	198
14:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	156	15	1	1	4	1	2	180
14:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	164	13	2	0	1	1	0	181
14:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	163	10	1	1	1	0	2	178
H/TOT	0	0	0	0	0	0	0	0	48	5	0	0	0	0	0	53	665	52	4	2	7	3	4	737
15:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	157	9	1	0	1	1	0	169
15:15	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	156	10	0	0	3	1	0	170
15:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	179	16	2	0	2	0	1	200
15:45	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	166	12	0	0	0	0	2	180
H/TOT	0	0	0	0	0	0	0	0	48	2	0	0	0	0	0	50	658	47	3	0	6	2	3	719
16:00	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	151	14	2	0	2	1	2	172
16:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	166	14	2	1	2	2	4	191
16:30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	147	10	0	0	1	1	2	161
16:45	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	151	6	1	0	5	1	3	167
H/TOT	0	0	0	0	0	0	0	0	58	3	0	0	0	0	0	61	615	44	5	1	10	5	11	691
17:00	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	184	6	0	0	0	1	0	191
17:15	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	157	12	0	0	1	0	2	172
17:30	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	166	7	0	0	2	2	1	178
17:45	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	148	11	1	0	2	2	0	164
H/TOT	0	0	0	0	0	0	0	0	70	3	0	0	0	0	0	73	655	36	1	0	5	5	3	705
18:00	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	162	8	0	0	2	1	1	174
18:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	167	12	0	0	1	1	2	183
18:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	134	6	0	0	2	2	1	145
18:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	147	13	1	0	1	0	0	162
H/TOT	0	0	0	0	0	0	0	0	56	2	0	0	0	0	0	58	610	39	1	0	6	4	4	664
12 HR TOT	2	0	0	0	0	0	0	2	504	34	2	0	0	0	0	540	7429	598	67	23	84	26	46	8273

B to A								B to B								B to C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	22	5	0	0	0	0	0	27
5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	35	8	0	0	0	0	0	43
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	1	0	0	0	0	0	41
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	46	2	0	0	0	0	0	48
5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	50
8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	37	3	0	0	0	0	0	40
15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	173	6	0	0	0	0	0	179
7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	37	2	0	0	0	0	0	39
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	17
2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	80	8	0	0	0	0	0	88
5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
2	1	0	0	1	0	0	4	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18
8	2	0	0	1	0	1	12	0	0	0	0	0	0	0	0	69	4	0	0	0	0	0	73
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	1	0	0	1	0	0	12
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	0	0	0	1	0	0	14
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	39	3	0	0	2	0	0	44
0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	1	0	0	0	0	17
1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	40	4	1	0	0	0	0	45
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	45	2	0	0	0	0	0	47
1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22
6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	59	2	0	0	0	0	0	61
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	40	2	0	0	0	0	0	42
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	48	1	0	0	0	0	0	49
1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9	0	0	0	0	1	0	10
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	2	1	0	0	0	0	11
4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	43	3	1	0	0	1	0	48
4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17
11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	53	5	0	0	0	0	0	58
81	13	0	0	1	0	1	96	0	0	0	0	0	0	0	0	724	48	2	0	2	1	0	777

RECEIVED 04/03/2026

C to A								C to B								C to C							
CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
58	9	2	1	0	0	0	70	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
80	7	1	1	0	1	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	13	0	1	1	0	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
91	11	3	0	0	0	2	107	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
329	40	6	3	1	1	2	382	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
123	11	0	0	0	0	0	134	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
117	5	3	1	0	0	0	126	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
114	4	1	0	2	0	1	122	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
103	7	5	1	0	1	0	117	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
457	27	9	2	2	1	1	499	36	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0
108	11	0	0	1	0	0	120	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
85	6	1	2	0	0	0	94	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
85	9	1	0	1	0	0	96	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
120	13	3	1	1	1	0	139	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
398	39	5	3	3	1	0	449	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
102	6	2	0	0	0	0	110	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
100	8	3	0	1	0	0	112	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
128	10	2	1	0	0	0	141	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
141	19	0	2	1	0	0	163	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
471	43	7	3	2	0	0	526	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
129	11	3	2	0	0	0	145	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
144	13	4	1	2	0	0	164	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
136	14	2	1	2	0	0	155	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
168	12	1	1	0	0	0	182	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
577	50	10	5	4	0	0	646	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
142	11	2	0	0	1	1	157	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
146	14	2	0	0	0	0	162	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
163	10	3	0	0	0	0	176	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
162	9	0	0	0	0	0	171	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
613	44	7	0	0	1	1	666	10	4	0	0	0	0	0	14	1	0	0	0	0	0	0	1
170	7	1	1	0	0	0	179	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
153	7	0	1	0	0	1	162	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
161	8	0	1	0	1	0	171	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
133	12	0	1	1	2	1	150	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
617	34	1	4	1	3	2	662	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
147	18	1	0	0	0	0	166	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0
157	19	2	0	0	1	0	179	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
159	10	2	0	0	0	1	172	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
157	10	1	1	2	0	1	172	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
620	57	6	1	2	1	2	689	34	4	0	0	0	0	0	38	0	0	0	0	0	0	0	0
169	6	0	1	1	0	1	178	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
144	8	0	0	1	0	1	154	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
152	12	1	0	0	1	0	166	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
143	9	1	0	2	0	1	156	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
608	35	2	1	4	1	3	654	18	1	0	0	0	0	0	19	1	0	0	0	0	0	0	1
160	10	0	0	1	0	1	172	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
154	5	0	0	0	0	3	162	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
161	5	0	0	0	1	0	167	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
152	9	0	0	0	2	0	163	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
627	29	0	0	1	3	4	664	28	2	0	0	0	0	0	30	1	0	0	0	0	0	0	1
160	11	0	0	0	0	1	172	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
145	12	1	0	0	2	0	160	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
159	16	1	0	1	1	2	180	7	2	0	0	0	1	0	10	0	0	0	0	0	0	0	0
132	12	0	1	0	0	1	146	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
596	51	2	1	1	3	4	658	21	3	0	0	0	1	0	25	0	0	0	0	0	0	0	0
169	9	0	0	1	0	1	180	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
151	13	0	0	0	1	0	165	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
137	13	0	0	0	1	1	152	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
144	9	0	0	1	0	1	155	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
601	44	0	0	2	2	3	652	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
6514	493	55	23	23	17	22	7147	202	17	0	1	0	1	0	221	3	0	0	0	0	0	0	3

Irish Traffic Surveys LTD

Survey Name : ITS J-1042 Monaleen Road

Site: JTC 1

Date: 08.11.2025

Time: 07:00 -19:00

Location: 52.667447, -8.560959

Classification: CAR, LGV, OGV1, OGV2, PSV, MC, PC

	A to A								A to B								A to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	3	1	0	0	0	0	48
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	52	1	1	0	0	0	0	54
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	74	13	1	0	0	0	0	88
07:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	43	6	2	0	0	0	0	51
H/TOT	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	213	23	5	0	0	0	0	241
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	44	12	1	0	1	0	0	58
08:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	49	11	0	0	3	0	0	63
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	67	10	0	0	2	1	0	80
08:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	124	16	0	0	1	0	4	145
H/TOT	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	284	49	1	0	7	1	4	346
09:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	113	18	0	0	3	0	0	134
09:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	124	17	0	0	1	0	1	143
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	137	10	0	0	1	0	1	149
09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	168	10	1	0	3	0	2	184
H/TOT	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	542	55	1	0	8	0	4	610
10:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	173	13	1	0	0	0	1	188
10:15	0	0	0	0	0	0	0	0	10	0	0	0	0	1	0	11	192	20	1	0	3	1	1	218
10:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	187	10	0	0	1	0	2	200
10:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	9	200	7	1	1	1	0	1	211
H/TOT	0	0	0	0	0	0	0	0	28	1	0	0	0	1	1	31	752	50	3	1	5	1	5	817
11:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	173	10	0	1	3	2	0	189
11:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	199	11	0	0	2	1	0	213
11:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	184	9	1	0	1	2	0	197
11:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	212	7	0	0	1	0	2	222
H/TOT	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	28	768	37	1	1	7	5	2	821
12:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	180	10	0	0	2	1	1	194
12:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	188	10	0	0	2	1	0	201
12:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	172	8	0	0	0	1	0	181
12:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	186	11	0	0	3	0	0	200
H/TOT	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	28	726	39	0	0	7	3	1	776
13:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	160	10	0	0	0	0	0	170
13:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	178	11	0	0	1	1	1	192
13:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	171	10	0	0	3	1	1	186
13:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	195	12	0	0	1	1	1	210
H/TOT	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	704	43	0	0	5	3	3	758
14:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	185	9	0	0	1	1	0	196
14:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	147	7	2	1	2	1	1	161
14:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	177	7	1	0	1	0	1	187
14:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	168	3	0	1	1	1	0	174
H/TOT	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	677	26	3	2	5	3	2	718
15:00	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	188	14	0	0	1	1	0	204
15:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	162	13	0	0	1	0	1	177
15:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	183	8	1	0	3	1	1	197
15:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	152	6	0	0	2	0	1	161
H/TOT	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28	685	41	1	0	7	2	3	739
16:00	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	155	3	1	0	2	0	0	161
16:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	145	10	0	0	1	1	2	159
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	158	3	0	0	3	1	0	165
16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	139	2	1	0	1	0	2	145
H/TOT	0	0	0	0	0	0	0	0	30	1	0	0	0	0	0	31	597	18	2	0	7	2	4	630
17:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	131	7	0	0	2	0	0	140
17:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	126	7	0	0	2	1	0	136
17:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	116	15	0	0	1	1	0	133
17:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	133	8	0	0	1	1	0	143
H/TOT	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	46	506	37	0	0	6	3	0	552
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	116	7	0	0	2	0	0	125
18:15	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	138	8	0	0	2	1	0	149
18:30	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11	115	7	0	0	2	1	1	126
18:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	95	7	0	0	1	1	0	104
H/TOT	1	0	0	0	0	0	0	1	37	2	0	0	0	0	0	39	464	29	0	0	7	3	1	504
12 HR TOT	1	0	0	0	0	0	0	1	292	13	0	0	0	1	1	307	6918	447	17	4	71	26	29	7512

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:

	B to A								B to B								B to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
09:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
H/TOT	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	56	2	0	0	0	0	0	58
10:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
10:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	43	3	0	0	0	0	0	46
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
11:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
11:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	52	3	0	0	0	0	0	55
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
12:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
12:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	42	1	0	0	0	0	0	43
13:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
13:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
H/TOT	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
14:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	17	0	1	0	0	0	0	18
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	50	2	1	0	0	0	0	53
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	35	1	0	0	0	0	0	36
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	1	0	0	0	0	0	48
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	28
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
18:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
H/TOT	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	33
12 HR TOT	44	2	0	0	0	0	0	46	0	0	0	0	0	0	0	0	433	21	1	0	0	0	0	455

RECEIVED: 04/03/2026

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:



	C to A								C to B								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	32	1	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	40	2	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	46	7	1	0	0	0	0	54	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	151	12	1	0	0	0	0	164	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	37	2	0	0	0	0	0	39	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	62	2	0	0	0	0	0	64	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	65	9	3	0	1	0	0	78	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	85	13	1	0	0	0	0	99	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	249	26	4	0	1	0	0	280	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:00	89	16	1	2	0	0	0	108	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:15	95	9	0	0	1	0	0	105	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	86	8	0	0	1	0	1	96	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	119	10	1	1	0	1	0	132	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	389	43	2	3	2	1	1	441	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
10:00	112	9	1	0	0	0	0	122	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:15	122	7	0	0	0	0	1	130	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:30	146	5	1	0	1	0	1	154	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:45	159	8	0	0	0	0	3	170	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	539	29	2	0	1	0	5	576	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
11:00	148	7	0	0	0	0	1	156	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
11:15	170	16	0	0	0	1	2	189	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
11:30	155	3	0	1	2	1	0	162	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	166	13	0	0	0	1	0	180	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	639	39	0	1	2	3	3	687	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
12:00	190	10	0	1	0	0	1	202	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:15	169	7	0	0	0	0	0	176	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
12:30	160	10	0	0	0	0	5	175	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:45	166	7	0	0	0	0	2	175	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
H/TOT	685	34	0	1	0	0	8	728	16	1	0	0	0	1	0	18	0	0	0	0	0	0	0	0
13:00	149	4	0	0	0	0	2	155	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
13:15	146	11	1	1	0	0	2	161	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
13:30	178	5	1	0	1	0	1	186	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
13:45	174	9	1	0	0	0	1	185	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	647	29	3	1	1	0	6	687	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0
14:00	148	8	0	0	0	0	0	156	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:15	180	5	0	0	0	0	2	187	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	160	11	0	0	1	0	1	173	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	196	14	0	0	1	0	1	212	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	684	38	0	0	2	0	4	728	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:00	160	6	0	0	0	0	0	166	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:15	155	3	0	0	0	0	1	159	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	164	3	1	0	0	0	0	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	172	7	0	0	1	0	2	182	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	651	19	1	0	1	0	3	675	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
16:00	151	7	0	0	0	0	0	158	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	170	7	0	0	0	0	0	177	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
16:30	180	6	0	0	1	0	1	188	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	145	6	0	0	0	0	0	151	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	646	26	0	0	1	0	1	674	10	0	0	0	0	0	1	11	2	0	0	0	0	0	0	2
17:00	176	9	0	0	0	0	0	185	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:15	154	17	0	0	0	0	0	171	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:30	165	11	0	0	1	0	0	177	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	151	15	0	0	1	0	0	167	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	646	52	0	0	2	0	0	700	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
18:00	173	12	0	0	0	0	0	185	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15	169	7	0	0	0	0	0	176	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:30	137	11	0	0	0	1	1	150	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	164	10	0	0	1	0	1	176	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	643	40	0	0	1	1	2	687	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
12 HR TOT	6569	387	13	6	14	5	33	7027	140	11	0	0	0	1	1	153	2	0	0	0	0	0	0	2

Irish Traffic Surveys LTD

Survey Name : ITS J-1042 Monaleen Road

Site: JTC 1

Date: 09.11.2025

Time: 07:00 -19:00

Location: 52.667447, -8.560959

Classification: CAR, LGV, OGV1, OGV2, PSV, MC, PC

	A to A								A to B								A to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	0	0	1	36
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	2	1	0	0	0	0	32
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	45	4	0	0	0	0	0	49
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	25	7	0	0	2	0	0	34
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	132	15	1	0	2	0	1	151
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	44	3	0	1	1	0	0	49
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	1	0	0	3	0	1	48
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	29	3	0	0	3	0	2	37
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	5	0	0	0	0	0	64
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	175	12	0	1	7	0	3	198
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	55	2	0	1	1	0	2	61
09:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	62	7	0	0	1	0	0	70
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	67	3	0	0	1	1	0	72
09:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	93	6	0	1	0	0	1	101
H/TOT	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	277	18	0	2	3	1	3	304
10:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	86	8	0	0	2	0	0	96
10:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	103	8	0	1	0	0	1	113
10:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	117	16	0	1	2	0	1	137
10:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	136	9	0	1	0	0	0	146
H/TOT	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	442	41	0	3	4	0	2	492
11:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	140	11	0	0	2	0	3	156
11:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	177	7	1	0	0	1	0	186
11:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9	163	6	0	0	1	0	0	170
11:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	157	8	1	0	1	0	3	170
H/TOT	0	0	0	0	0	0	0	0	35	0	0	0	0	0	1	36	637	32	2	0	4	1	6	682
12:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	159	12	0	0	1	1	0	173
12:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	173	10	0	1	1	1	1	187
12:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	187	6	0	1	1	2	0	197
12:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	168	8	0	0	2	1	0	179
H/TOT	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	29	687	36	0	2	5	5	1	736
13:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	167	9	0	0	1	1	2	180
13:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	196	12	0	0	1	1	0	210
13:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	175	6	0	0	0	2	0	183
13:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	160	11	0	1	1	1	0	174
H/TOT	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	33	698	38	0	1	3	5	2	747
14:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	160	4	0	0	0	2	1	167
14:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	174	3	0	0	2	1	2	182
14:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	163	5	0	0	0	0	0	168
14:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	169	8	0	0	2	0	0	179
H/TOT	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33	666	20	0	0	4	3	3	696
15:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	170	7	0	0	0	1	0	178
15:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	144	7	0	0	2	1	2	156
15:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	175	9	0	0	1	1	1	187
15:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	167	7	0	0	1	2	2	179
H/TOT	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33	656	30	0	0	4	5	5	700
16:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	142	9	0	0	1	2	1	155
16:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	169	10	0	0	3	1	2	185
16:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	158	4	0	0	0	0	0	162
16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	155	4	0	0	1	1	2	163
H/TOT	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27	624	27	0	0	5	4	5	665
17:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	165	5	1	0	1	1	0	173
17:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	137	8	1	0	2	1	2	151
17:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	129	3	0	0	0	2	1	135
17:45	0	0	0	0	0	0	0	0	7	0	0	0	0	1	0	8	122	7	0	0	2	1	0	132
H/TOT	0	0	0	0	0	0	0	0	34	0	0	0	0	1	0	35	553	23	2	0	5	5	3	591
18:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	139	6	0	0	0	1	1	147
18:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	138	5	0	0	2	2	0	147
18:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	116	7	0	0	1	2	1	127
18:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	122	5	0	0	0	0	2	129
H/TOT	0	0	0	0	0	0	0	0	38	1	0	0	0	0	0	39	515	23	0	0	3	5	4	550
12 HR TOT	0	0	0	0	0	0	0	0	302	4	0	0	0	0	1	308	6062	315	5	9	49	34	38	6512

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:

	B to A								B to B								B to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
10:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
10:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
10:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
H/TOT	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	39	2	0	0	0	0	0	41
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
11:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
11:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	35	2	0	0	0	0	0	37
12:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
12:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21
12:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
H/TOT	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	51
13:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
13:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	41	1	0	0	0	0	0	42
14:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	1	0	0	0	0	1	11
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
H/TOT	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	36	2	0	0	0	0	1	39
15:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
15:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
15:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
H/TOT	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	36
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
H/TOT	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	34	1	0	0	0	0	0	35
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
12 HR TOT	64	0	0	0	0	0	0	64	0	0	0	0	0	0	0	0	348	10	0	0	0	0	1	359

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:



	C to A								C to B								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	21	3	0	1	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	20	1	0	0	0	0	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	20	2	0	0	1	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	23	3	0	0	0	0	0	26	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	84	9	0	1	1	0	2	97	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	22	5	0	0	0	0	1	28	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	33	4	0	0	1	0	0	38	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	34	5	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	115	17	0	0	1	0	1	134	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:00	37	3	0	0	0	0	0	40	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	56	5	1	0	0	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	49	6	0	0	1	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	90	2	0	0	0	0	0	92	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	232	16	1	0	1	0	0	250	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
10:00	94	4	0	0	0	0	0	98	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	86	4	0	0	0	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	109	3	0	0	1	0	2	115	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
10:45	89	6	0	1	0	0	0	96	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	378	17	0	1	1	0	2	399	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
11:00	116	5	2	1	0	0	1	125	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
11:15	103	3	0	0	0	0	0	106	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
11:30	116	13	0	0	1	0	1	131	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:45	134	5	0	0	0	0	0	139	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	469	26	2	1	1	0	2	501	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
12:00	136	5	1	0	0	0	2	144	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:15	160	2	0	0	0	1	1	164	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:30	153	5	1	1	0	0	0	160	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
12:45	165	3	1	0	0	1	0	170	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	614	15	3	1	0	2	3	638	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
13:00	145	4	0	0	0	0	1	150	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:15	142	4	0	0	0	0	0	146	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
13:30	156	4	0	0	1	2	0	163	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
13:45	152	10	0	0	0	0	3	165	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	595	22	0	0	1	2	4	624	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
14:00	151	5	0	0	1	4	0	161	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:15	158	7	0	0	0	0	1	166	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:30	149	7	0	0	0	1	0	157	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:45	147	8	0	0	3	2	0	160	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	605	27	0	0	4	7	1	644	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
15:00	175	6	0	0	0	0	2	183	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:15	157	6	0	0	0	0	0	163	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	186	6	0	0	1	1	0	194	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:45	156	5	0	0	0	2	1	164	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	674	23	0	0	1	3	3	704	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
16:00	178	5	0	0	1	1	1	186	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	145	7	0	0	0	1	1	154	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:30	181	7	0	0	0	0	0	188	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	159	7	0	0	0	0	1	167	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0
H/TOT	663	26	0	0	1	2	3	695	13	0	0	0	0	0	1	14	0	0	0	0	0	0	0	0
17:00	164	8	0	0	0	1	0	173	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	158	5	0	0	0	2	0	165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	138	16	0	0	1	0	1	156	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	141	11	0	0	0	0	1	153	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	601	40	0	0	1	3	2	647	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:00	120	5	0	0	1	0	1	127	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	159	10	0	0	0	1	0	170	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:30	136	8	0	0	1	1	1	147	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	143	7	1	0	0	1	1	153	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	558	30	1	0	2	3	3	597	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
12 HR TOT	5588	268	7	4	15	22	26	5930	123	5	0	0	0	0	1	129	0	0	0	0	0	0	0	0

Irish Traffic Surveys LTD

Survey Name : ITS J-1042 Monaleen Road

Site: JTC 1

Date: 10.11.2025

Time: 07:00 -19:00

Location: 52.667447, -8.560959

Classification: CAR, LGV, OGV1, OGV2, PSV, MC, PC

TIME	A to A								A to B								A to C							
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	11	0	0	1	1	2	79
07:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	81	11	2	1	2	0	1	98
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	120	25	0	0	1	1	0	147
07:45	0	0	0	0	0	0	0	0	2	5	1	0	0	0	0	8	173	22	1	1	3	2	1	203
H/TOT	0	0	0	0	0	0	0	0	11	5	1	0	0	0	0	17	438	69	3	2	7	4	4	527
08:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	183	20	1	0	1	1	0	206
08:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	174	23	2	2	5	2	2	210
08:30	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	155	16	2	1	1	2	4	181
08:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	162	14	2	1	1	1	0	181
H/TOT	0	0	0	0	0	0	0	0	37	4	0	0	0	0	0	41	674	73	7	4	8	6	6	778
09:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	127	16	3	2	3	2	2	155
09:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	124	15	2	2	1	0	1	145
09:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	132	18	3	0	2	0	0	155
09:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	136	10	2	0	2	0	2	152
H/TOT	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	25	519	59	10	4	8	2	5	607
10:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	135	21	1	0	1	0	0	158
10:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	115	21	1	1	1	0	2	141
10:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	144	15	1	2	3	1	0	166
10:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	151	11	1	1	1	1	0	166
H/TOT	0	0	0	0	0	0	0	0	21	5	0	0	0	0	0	26	545	68	4	4	6	2	2	631
11:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	132	12	1	2	1	1	0	149
11:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	105	18	0	0	1	1	1	126
11:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	120	15	3	1	2	0	0	141
11:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	129	11	2	1	5	1	2	151
H/TOT	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	486	56	6	4	9	3	3	567
12:00	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	138	19	2	0	1	1	0	161
12:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	123	17	1	0	2	2	0	145
12:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	121	12	1	0	3	1	4	142
12:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	133	10	1	1	3	0	1	149
H/TOT	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23	515	58	5	1	9	4	5	597
13:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	126	14	2	1	1	1	0	145
13:15	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	144	14	2	1	2	2	0	165
13:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	158	13	2	0	2	1	0	176
13:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	140	12	1	0	1	0	2	156
H/TOT	0	0	0	0	0	0	0	0	30	3	0	0	0	0	0	33	568	53	7	2	6	4	2	642
14:00	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	140	8	1	0	1	2	0	152
14:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	156	16	2	1	3	1	1	180
14:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	144	18	0	0	1	1	0	164
14:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	150	11	0	0	2	0	0	163
H/TOT	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25	590	53	3	1	7	4	1	659
15:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	135	14	0	0	2	0	1	152
15:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	149	8	2	0	2	1	0	162
15:30	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	9	147	13	2	0	2	0	0	164
15:45	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	140	7	2	0	1	0	1	151
H/TOT	0	0	0	0	0	0	0	0	33	2	1	0	0	0	0	36	571	42	6	0	7	1	2	629
16:00	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	175	11	1	0	1	0	0	188
16:15	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	151	14	0	0	3	1	0	169
16:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	147	12	0	0	1	1	0	161
16:45	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	147	15	0	0	2	0	1	165
H/TOT	0	0	0	0	0	0	0	0	71	4	0	0	0	0	0	75	620	52	1	0	7	2	1	683
17:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	136	12	0	0	0	0	2	150
17:15	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	165	5	0	0	2	0	6	178
17:30	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	136	14	1	0	2	1	2	156
17:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	132	7	0	0	0	1	0	140
H/TOT	0	0	0	0	0	0	0	0	50	2	0	0	0	0	0	52	569	38	1	0	4	2	10	624
18:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	135	8	0	1	3	1	0	148
18:15	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	121	11	1	0	1	1	0	135
18:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	125	4	0	0	3	2	2	136
18:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	87	3	0	0	1	0	1	92
H/TOT	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	34	468	26	1	1	8	4	3	511
12 HR TOT	0	0	0	0	0	0	0	0	364	36	2	0	0	0	0	402	6563	647	54	23	86	38	44	7455

RECEIVED: 04/03/2026

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:

TIME	B to A								B to B								B to C							
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
07:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23
H/TOT	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	33	5	0	0	0	0	0	38
08:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	52	5	0	0	0	0	0	57
08:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	60	2	0	1	0	0	0	63
08:30	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0	75	1	0	0	0	0	0	76
08:45	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	35	1	0	0	0	0	0	36
H/TOT	28	5	0	0	0	0	0	33	0	0	0	0	0	0	0	0	222	9	0	1	0	0	0	232
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	30
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
09:30	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
09:45	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
H/TOT	5	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0	67	3	0	0	0	0	0	70
10:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
10:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	43	2	0	0	0	0	0	45
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	1	0	0	0	0	0	43
12:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
12:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
12:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
12:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
H/TOT	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	39	4	0	0	0	0	0	43
13:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
13:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23
H/TOT	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	55	1	0	0	0	0	0	56
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
14:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
14:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	46	3	0	0	0	0	0	49
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	46	2	0	0	0	0	0	48
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
16:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
H/TOT	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	37
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	43	1	0	0	0	0	0	44
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
18:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
H/TOT	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	49	2	0	0	0	0	0	51
12 HR TOT	70	15	0	0	0	0	0	85	0	0	0	0	0	0	0	0	722	33	0	1	0	0	0	756

RECEIVED: 04/03/2026

Irish Traffic Sur

Survey Name :

Site:

Date:

Time:

Location:

Classification:



	C to A								C to B								C to C								
TIME	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	TOT	
07:00	49	2	2	0	0	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15	63	4	0	0	1	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30	98	7	1	0	1	0	1	108	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	
07:45	118	11	0	0	0	1	0	130	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	
H/TOT	328	24	3	0	2	1	1	359	1	3	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0
08:00	98	7	2	1	0	0	1	109	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
08:15	119	5	0	1	0	2	0	127	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
08:30	98	5	1	1	2	0	2	109	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	
08:45	103	10	0	1	0	0	0	114	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	
H/TOT	418	27	3	4	2	2	3	459	24	1	0	0	0	0	0	25	1	0	0	0	0	0	0	1	
09:00	91	16	2	1	0	1	1	112	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	
09:15	73	10	1	2	0	0	0	86	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
09:30	69	9	2	1	1	0	1	83	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
09:45	81	7	2	0	0	0	0	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	314	42	7	4	1	1	3	372	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
10:00	87	12	2	2	0	0	0	103	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
10:15	101	5	2	3	0	0	0	111	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	
10:30	102	6	1	0	1	0	0	110	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
10:45	105	8	0	1	1	0	0	115	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
H/TOT	395	31	5	6	2	0	0	439	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0
11:00	113	13	4	2	0	0	0	132	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
11:15	123	15	3	1	0	0	0	142	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	
11:30	89	8	1	0	1	0	0	99	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
11:45	127	18	2	2	1	0	1	151	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
H/TOT	452	54	10	5	2	0	1	524	9	1	0	0	0	0	0	10	0	1	0	0	0	0	0	1	
12:00	122	9	2	1	0	0	0	134	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
12:15	138	8	2	0	0	2	0	150	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	
12:30	152	5	2	0	0	0	0	159	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
12:45	128	13	1	0	0	0	1	143	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1	
H/TOT	540	35	7	1	0	2	1	586	16	0	0	0	0	0	0	16	1	0	0	0	0	0	0	1	
13:00	147	14	2	0	0	1	0	164	5	0	0	0	0	0	0	5	0	1	0	0	0	0	0	1	
13:15	145	4	2	2	0	2	0	155	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	
13:30	140	9	0	1	1	0	1	152	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
13:45	126	10	1	0	0	1	1	139	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	
H/TOT	558	37	5	3	1	4	2	610	18	0	0	0	0	0	0	18	0	1	0	0	0	0	0	1	
14:00	137	9	2	1	0	2	1	152	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	
14:15	138	8	3	2	0	0	1	152	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
14:30	124	9	2	1	0	0	0	136	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
14:45	129	8	3	0	2	0	0	142	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	
H/TOT	528	34	10	4	2	2	2	582	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0	
15:00	150	8	1	0	0	0	0	159	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	
15:15	169	11	1	0	0	1	1	183	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
15:30	148	9	2	0	2	0	0	161	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
15:45	146	11	1	3	0	1	2	164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	613	39	5	3	2	2	3	667	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	
16:00	163	15	0	0	1	0	0	179	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	
16:15	126	13	0	0	1	1	0	141	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	
16:30	157	13	1	1	0	1	2	175	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	
16:45	154	10	0	0	1	0	2	167	8	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	
H/TOT	600	51	1	1	3	2	4	662	31	4	0	0	0	0	0	1	36	0	0	0	0	0	0	0	
17:00	152	11	0	0	0	0	1	164	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	
17:15	147	11	0	0	0	0	0	158	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	
17:30	100	5	0	0	1	0	0	106	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
17:45	145	11	0	0	0	0	1	157	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
H/TOT	544	38	0	0	1	0	2	585	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0	
18:00	116	6	0	1	1	0	1	125	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
18:15	140	12	0	0	0	0	1	153	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	
18:30	145	15	0	0	1	1	0	162	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
18:45	150	10	0	0	2	0	1	163	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	
H/TOT	551	43	0	1	4	1	3	603	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	
12 HR TOT	5841	455	56	32	22	17	25	6448	186	13	0	0	0	0	0	2	201	2	2	0	0	0	0	0	0

The R445 / Monaleen Rd Priority Junction - AM Peak Hour Flows

2025 AM Peak - Existing Flows

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	29	757	786
Monaleen Rd	10	0	166	176
R445 (west)	489	23	0	512
Totals	499	52	923	1474

AM Peak - Development Flows

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	23	0	23
Monaleen Rd	0	0	49	49
R445 (west)	0	19	0	19
Totals	0	42	49	91

2035 AM Peak - No Development (Existing Flows + 12.04%)

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	32	848	881
Monaleen Rd	11	0	186	197
R445 (west)	548	26	0	574
Totals	559	58	1034	1651

2035 AM Peak - With Development

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	55	848	904
Monaleen Rd	11	0	235	246
R445 (west)	548	45	0	593
Totals	559	100	1083	1742

2040 AM Peak - No Development (Existing Flows + 18.61%)

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	34	898	932
Monaleen Rd	12	0	197	209
R445 (west)	580	27	0	607
Totals	592	62	1095	1748

2040 AM Peak - With Development

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	57	898	955
Monaleen Rd	12	0	246	258
R445 (west)	580	46	0	626
Totals	592	104	1144	1839

2050 AM Peak - No Development (Existing Flows + 6.70%)

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	31	806	837
Monaleen Rd	11	0	177	187
R445 (west)	521	24	0	545
Totals	532	55	983	1570

2050 AM Peak - With Development

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	54	806	860
Monaleen Rd	11	0	226	236
R445 (west)	521	43	0	564
Totals	532	97	1032	1661

Proposed Monaleen Rd / Development Access Priority Junction - AM Peak Hour Flows

2025 AM Peak - Existing Flows

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	0	176	176
Development Access	0	0	0	0
Monaleen Rd (north)	52	0	0	52
Totals	52	0	176	228

AM Peak - Development Flows

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	127	0	127
Development Access	137	0	46	183
Monaleen Rd (north)	0	42	0	42
Totals	137	169	46	352

2035 AM Peak - No Development (Existing Flows + 12.04%)

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	0	197	197
Development Access	0	0	0	0
Monaleen Rd (north)	58	0	0	58
Totals	58	0	197	255

2035 AM Peak - With Development

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	127	197	324
Development Access	137	0	46	183
Monaleen Rd (north)	58	42	0	100
Totals	195	169	243	607

2040 AM Peak - No Development (Existing Flows + 18.61%)

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	0	209	209
Development Access	0	0	0	0
Monaleen Rd (north)	62	0	0	62
Totals	62	0	209	270

2040 AM Peak - With Development

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	127	209	336
Development Access	137	0	46	183
Monaleen Rd (north)	62	42	0	104
Totals	199	169	255	622

2050 AM Peak - No Development (Existing Flows + 6.70%)

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	0	188	188
Development Access	0	0	0	0
Monaleen Rd (north)	55	0	0	55
Totals	55	0	188	243

2050 AM Peak - With Development

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	127	188	315
Development Access	137	0	46	183
Monaleen Rd (north)	55	42	0	97
Totals	192	169	234	595

Proposed Monaleen Rd / Development Access Priority Junction - PM Peak Hour Flows

2025 PM Peak - Existing Flows

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	0	54	54
Development Access	0	0	0	0
Monaleen Rd (north)	99	0	0	99
Totals	99	0	54	153

PM Peak - Development Flows

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	97	0	97
Development Access	70	0	23	93
Monaleen Rd (north)	0	64	0	64
Totals	70	161	23	254

2035 PM Peak - No Development (Existing Flows + 12.04%)

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	0	61	61
Development Access	0	0	0	0
Monaleen Rd (north)	111	0	0	111
Totals	111	0	61	171

2035 PM Peak - With Development

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	97	61	158
Development Access	70	0	23	93
Monaleen Rd (north)	111	64	0	175
Totals	181	161	84	425

2040 PM Peak - No Development (Existing Flows + 18.61%)

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	0	64	64
Development Access	0	0	0	0
Monaleen Rd (north)	117	0	0	117
Totals	117	0	64	181

2040 PM Peak - With Development

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	97	64	161
Development Access	70	0	23	93
Monaleen Rd (north)	117	64	0	181
Totals	187	161	87	435

2050 PM Peak - No Development (Existing Flows + 6.70%)

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	0	58	58
Development Access	0	0	0	0
Monaleen Rd (north)	106	0	0	106
Totals	106	0	58	163

2050 PM Peak - With Development

From / To	Monaleen Rd (south)	Development Access	Monaleen Rd (north)	Totals
Monaleen Rd (south)	0	97	58	155
Development Access	70	0	23	93
Monaleen Rd (north)	106	64	0	170
Totals	176	161	81	417

The R445 / Monaleen Rd Priority Junction - PM Peak Hour Flows

2025 PM Peak - Existing Flows

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	72	708	780
Monaleen Rd	10	0	44	54
R445 (west)	675	27	0	702
Totals	685	99	752	1536

PM Peak - Development Flows

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	48	0	48
Monaleen Rd	0	0	23	23
R445 (west)	0	16	0	16
Totals	0	64	23	87

2035 PM Peak - No Development (Existing Flows + 12.04%)

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	81	793	874
Monaleen Rd	11	0	49	61
R445 (west)	756	30	0	787
Totals	767	111	843	1721

2035 PM Peak - With Development

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	129	793	922
Monaleen Rd	11	0	72	84
R445 (west)	756	46	0	803
Totals	767	175	866	1808

2040 PM Peak - No Development (Existing Flows + 18.61%)

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	85	840	925
Monaleen Rd	12	0	52	64
R445 (west)	801	32	0	833
Totals	812	117	892	1822

2040 PM Peak - With Development

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	133	840	973
Monaleen Rd	12	0	75	87
R445 (west)	801	48	0	849
Totals	812	181	915	1909

2050 PM Peak - No Development (Existing Flows + 6.70%)

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	77	754	831
Monaleen Rd	11	0	47	58
R445 (west)	719	29	0	748
Totals	730	105	801	1636

2050 PM Peak - With Development

From / To	R445 (east)	Monaleen Rd	R445 (west)	Totals
R445 (east)	0	125	754	879
Monaleen Rd	11	0	70	81
R445 (west)	719	45	0	764
Totals	730	169	824	1723

Calculation Reference: AUDIT-638801-201109-1134

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : D - NURSERY

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	BG BRIDGEND	1 days
11	SCOTLAND	
	DJ DUNDEE CITY	1 days
	SR STIRLING	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 150 to 500 (units: sqm)
 Range Selected by User: 150 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 12/07/18

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

Selected survey days:

Monday	4 days
Tuesday	1 days
Wednesday	2 days
Friday	3 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS0 Out of Centre)	3
Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	7
No Sub Category	2

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

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Secondary Filtering selection:

Use Class:

D1 10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 30,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	0 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	8 days

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

Travel Plan:

No 10 days

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

PTAL Rating:

No PTAL Present 10 days

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

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	10	318	1.885	10	318	0.817	10	318	2.702
08:00 - 09:00	10	318	4.870	10	318	3.644	10	318	8.514
09:00 - 10:00	10	318	2.074	10	318	2.105	10	318	4.179
10:00 - 11:00	10	318	0.943	10	318	0.754	10	318	1.697
11:00 - 12:00	10	318	0.943	10	318	0.691	10	318	1.634
12:00 - 13:00	10	318	1.508	10	318	2.011	10	318	3.519
13:00 - 14:00	10	318	1.037	10	318	1.320	10	318	2.357
14:00 - 15:00	10	318	1.100	10	318	1.005	10	318	2.105
15:00 - 16:00	10	318	0.943	10	318	1.288	10	318	2.231
16:00 - 17:00	10	318	1.791	10	318	2.042	10	318	3.833
17:00 - 18:00	10	318	3.267	10	318	4.053	10	318	7.320
18:00 - 19:00	9	337	0.099	9	337	0.791	9	337	0.890
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.460			20.521			40.981

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

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

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Parameter summary

Trip rate parameter range selected: 150 - 500 (units: sqm)
 Survey date range: 01/01/12 - 12/07/18
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-638801-210225-0201

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

12	CONNAUGHT	
	GA GALWAY	1 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	LU LOUTH	3 days
15	GREATER DUBLIN	
	DL DUBLIN	6 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 20 to 140 (units:)
Range Selected by User: 18 to 372 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 22/11/16

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

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	6
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	9
Built-Up Zone	1
No Sub Category	2

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

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Secondary Filtering selection:Use Class:

C3

12 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
250,001 to 500,000	1 days
500,001 or More	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	9 days

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

Travel Plan:

No

12 days

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

PTAL Rating:

No PTAL Present

12 days

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

LIST OF SITES relevant to selection parameters

1	DL-03-C-11	BLOCK OF FLATS	DUBLIN
	WYCKHAM WAY		
	DUBLIN		
	DUNDRUM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	96	
	Survey date: TUESDAY	10/09/13	Survey Type: MANUAL
2	DL-03-C-12	BLOCK OF FLATS	DUBLIN
	BOOTERSTOWN AVENUE		
	DUBLIN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	10/09/13	Survey Type: MANUAL
3	DL-03-C-13	BLOCK OF FLATS	DUBLIN
	SANDYFORD ROAD		
	DUBLIN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total No of Dwellings:	52	
	Survey date: TUESDAY	10/09/13	Survey Type: MANUAL
4	DL-03-C-14	BLOCKS OF FLATS	DUBLIN
	BALLINTEER ROAD		
	DUBLIN		
	DUNDRUM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	140	
	Survey date: TUESDAY	10/09/13	Survey Type: MANUAL
5	DL-03-C-15	BLOCKS OF FLATS	DUBLIN
	MONKSTOWN ROAD		
	DUBLIN		
	MONKSTOWN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL
6	DL-03-C-16	BLOCKS OF FLATS	DUBLIN
	BOTANIC AVENUE		
	DUBLIN		
	DRUMCONDRA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	31	
	Survey date: TUESDAY	22/11/16	Survey Type: MANUAL
7	GA-03-C-01	FLATS	GALWAY
	BALLYLOUGHANE ROAD		
	GALWAY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	34	
	Survey date: THURSDAY	31/10/13	Survey Type: MANUAL
8	LU-03-C-01	BLOCKS OF FLATS	LOUTH
	DONORE ROAD		
	DROGHEDA		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	52	
	Survey date: THURSDAY	12/09/13	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	LU-03-C-02	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET DUNDALK			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	33		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
10	LU-03-C-03	BLOCK OF FLATS		LOUTH
	NICHOLAS STREET DUNDALK			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	20		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
11	MG-03-C-01	BLOCK OF FLATS		MONAGHAN
	MALL ROAD MONAGHAN			
	Edge of Town Centre No Sub Category			
	Total No of Dwellings:	28		
	Survey date: FRIDAY	06/09/13		Survey Type: MANUAL
12	WA-03-C-01	BLOCKS OF FLATS		WATERFORD
	UPPER YELLOW ROAD WATERFORD			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	51		
	Survey date: TUESDAY	12/05/15		Survey Type: MANUAL

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	50	0.046	12	50	0.214	12	50	0.260
08:00 - 09:00	12	50	0.056	12	50	0.230	12	50	0.286
09:00 - 10:00	12	50	0.056	12	50	0.104	12	50	0.160
10:00 - 11:00	12	50	0.023	12	50	0.063	12	50	0.086
11:00 - 12:00	12	50	0.051	12	50	0.061	12	50	0.112
12:00 - 13:00	12	50	0.071	12	50	0.091	12	50	0.162
13:00 - 14:00	12	50	0.078	12	50	0.060	12	50	0.138
14:00 - 15:00	12	50	0.096	12	50	0.060	12	50	0.156
15:00 - 16:00	12	50	0.091	12	50	0.065	12	50	0.156
16:00 - 17:00	12	50	0.101	12	50	0.073	12	50	0.174
17:00 - 18:00	12	50	0.192	12	50	0.065	12	50	0.257
18:00 - 19:00	12	50	0.222	12	50	0.091	12	50	0.313
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.083			1.177			2.260

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

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

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Parameter summary

Trip rate parameter range selected: 20 - 140 (units:)
 Survey date range: 01/01/12 - 22/11/16
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Miles White Transport 44 Over Lane South Gloucestershire

Licence No: 464201

Calculation Reference: AUDIT-464201-190123-0159

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

13	MUNSTER	
	WA WATERFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	2 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 146 to 280 (units:)
 Range Selected by User: 100 to 500 (units:)

Parking Spaces Range: Selected: 16 to 982 Actual: 16 to 982

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 03/09/14

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	4
------------------	---

Secondary Filtering selection:

Use Class:

C3	4 days
----	--------

Population within 1 mile:

10,001 to 15,000	2 days
25,001 to 50,000	2 days

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
500,001 or More	2 days

Car ownership within 5 miles:

1.1 to 1.5	4 days
------------	--------

Travel Plan:

No	4 days
----	--------

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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LIST OF SITES relevant to selection parameters

- 1 DL-03-A-03 TERRACED / SEMI-DET. DUBLIN
 RAHENY ROAD
 DUBLIN
 RAHENY
 Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total Number of dwellings: 206
 Survey date: TUESDAY 20/04/10 Survey Type: MANUAL
- 2 DL-03-A-06 DETACHED DUBLIN
 UPPER KILMACUD ROAD
 DUBLIN
 DUNDRUM
 Edge of Town
 Residential Zone
 Total Number of dwellings: 147
 Survey date: FRIDAY 30/04/10 Survey Type: MANUAL
- 3 DN-03-A-05 DETACHED / SEMI-DETACHED DONEGAL
 GORTLEE ROAD
 LETTERKENNY
 GORTLEE
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total Number of dwellings: 146
 Survey date: WEDNESDAY 03/09/14 Survey Type: MANUAL
- 4 WA-03-A-04 DETACHED WATERFORD
 MAYPARK LANE
 WATERFORD
 Edge of Town
 Residential Zone
 Total Number of dwellings: 280
 Survey date: TUESDAY 24/06/14 Survey Type: MANUAL

RECEIVED: 04/03/2026

Miles White Transport 44 Over Lane South Gloucestershire

Licence No: 464201

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	195	0.047	4	195	0.187	4	195	0.234
08:00 - 09:00	4	195	0.168	4	195	0.433	4	195	0.601
09:00 - 10:00	4	195	0.168	4	195	0.243	4	195	0.411
10:00 - 11:00	4	195	0.168	4	195	0.189	4	195	0.357
11:00 - 12:00	4	195	0.184	4	195	0.227	4	195	0.411
12:00 - 13:00	4	195	0.272	4	195	0.258	4	195	0.530
13:00 - 14:00	4	195	0.241	4	195	0.218	4	195	0.459
14:00 - 15:00	4	195	0.280	4	195	0.263	4	195	0.543
15:00 - 16:00	4	195	0.297	4	195	0.228	4	195	0.525
16:00 - 17:00	4	195	0.308	4	195	0.211	4	195	0.519
17:00 - 18:00	4	195	0.399	4	195	0.241	4	195	0.640
18:00 - 19:00	4	195	0.298	4	195	0.263	4	195	0.561
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.830			2.961			5.791

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Parameter summary

Trip rate parameter range selected:	146 - 280 (units:)
Survey date date range:	01/01/10 - 03/09/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

RECEIVED: 04/03/2026

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.2.1013 © Copyright TRL Limited, 2019	
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Existing Junciton.j9

Path: S:\Jobs\2025\25089 Suttons LRD Limerick TIA + RSA 1-2\Reports\Working\PICADY

Report generation date: 08/02/2026 13:03:33

- »2025, AM
- »2025, PM
- »2035 no dev, AM
- »2035 no dev, PM
- »2035 with dev , AM
- »2035 with dev , PM
- »2040 no dev, AM
- »2040 no dev, PM
- »2040 with dev, AM
- »2040 with dev, PM
- »2050 no dev, AM
- »2050 no dev, PM
- »2050 with dev, AM
- »2050 with dev, PM

Summary of junction performance

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	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025									
Stream B-AC	D1	1.0	19.77	0.52	C	D2	0.2	13.71	0.18	B
Stream C-AB		0.2	5.23	0.10	A		0.4	4.66	0.14	A
	2035 no dev									
Stream B-AC	D3	1.6	27.60	0.63	D	D4	0.3	16.65	0.23	C
Stream C-AB		0.3	5.16	0.13	A		0.6	4.56	0.19	A
	2035 with dev									
Stream B-AC	D5	3.2	45.53	0.78	E	D6	0.4	17.86	0.31	C
Stream C-AB		0.8	5.60	0.22	A		1.3	5.12	0.30	A
	2040 no dev									
Stream B-AC	D7	2.2	36.06	0.70	E	D8	0.4	19.48	0.28	C
Stream C-AB		0.4	5.11	0.14	A		0.8	4.51	0.22	A
	2040 with dev									
Stream B-AC	D9	5.0	69.04	0.86	F	D10	0.6	21.32	0.36	C
Stream C-AB		0.9	5.65	0.24	A		1.7	5.34	0.34	A
	2050 no dev									
Stream B-AC	D11	1.3	23.61	0.58	C	D12	0.3	15.32	0.21	C
Stream C-AB		0.2	5.18	0.11	A		0.5	4.61	0.17	A
	2050 with dev									
Stream B-AC	D13	2.5	35.77	0.73	E	D14	0.4	16.28	0.29	C
Stream C-AB		0.7	5.54	0.20	A		1.1	5.04	0.27	A

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

File summary

File Description

Title	
Location	
Site number	
Date	11/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ROADPLAN01jbyrne
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	PM	ONE HOUR	16:00	17:30	15	✓
D3	2035 no dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2035 no dev	PM	ONE HOUR	16:00	17:30	15	✓
D5	2035 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2035 with dev	PM	ONE HOUR	16:00	17:30	15	✓
D7	2040 no dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2040 no dev	PM	ONE HOUR	16:00	17:30	15	✓
D9	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2040 with dev	PM	ONE HOUR	16:00	17:30	15	✓
D11	2050 no dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2050 no dev	PM	ONE HOUR	16:00	17:30	15	✓
D13	2050 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2050 with dev	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2025, AM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R445 (east)		Major
B	Monaleen Rd		Minor
C	R445 (west)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.65			165.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.30	30	50

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	527	0.093	0.236	0.148	0.337
B-C	675	0.101	0.254	-	-
C-B	670	0.252	0.252	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	786	100.000
B		ONE HOUR	✓	176	100.000
C		ONE HOUR	✓	512	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	29	757
	B	10	0	166
	C	489	23	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.52	19.77	1.0	C	162	242
C-AB	0.10	5.23	0.2	A	54	81
C-A					415	623
A-B					27	40
A-C					695	1042

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	450	0.294	131	0.0	0.4	11.225	B
C-AB	35	9	724	0.049	35	0.0	0.1	5.222	A
C-A	350	88			350				
A-B	22	5			22				
A-C	570	142			570				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	40	419	0.377	157	0.4	0.6	13.715	B
C-AB	50	12	755	0.066	50	0.1	0.1	5.107	A
C-A	411	103			411				
A-B	26	7			26				
A-C	681	170			681				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	48	376	0.516	192	0.6	1.0	19.436	C
C-AB	78	19	801	0.097	77	0.1	0.2	4.981	A
C-A	486	121			486				
A-B	32	8			32				
A-C	833	208			833				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	48	376	0.516	194	1.0	1.0	19.773	C
C-AB	78	19	801	0.097	78	0.2	0.2	4.986	A
C-A	486	121			486				
A-B	32	8			32				
A-C	833	208			833				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	40	419	0.377	160	1.0	0.6	13.975	B
C-AB	50	12	755	0.066	50	0.2	0.1	5.113	A
C-A	410	103			410				
A-B	26	7			26				
A-C	681	170			681				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	450	0.294	133	0.6	0.4	11.397	B
C-AB	35	9	724	0.049	36	0.1	0.1	5.229	A
C-A	350	88			350				
A-B	22	5			22				
A-C	570	142			570				

2025, PM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	PM	ONE HOUR	16:00	17:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	780	100.000
B		ONE HOUR	✓	54	100.000
C		ONE HOUR	✓	702	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	72	708
	B	10	0	44
	C	675	27	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	13.71	0.2	B	50	74
C-AB	0.14	4.66	0.4	A	89	133
C-A					555	833
A-B					66	99
A-C					650	975

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	413	0.098	40	0.0	0.1	9.636	A
C-AB	53	13	826	0.064	52	0.0	0.1	4.655	A
C-A	476	119			476				
A-B	54	14			54				
A-C	533	133			533				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	377	0.129	48	0.1	0.1	10.952	B
C-AB	79	20	879	0.090	79	0.1	0.2	4.502	A
C-A	552	138			552				
A-B	65	16			65				
A-C	636	159			636				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	322	0.185	59	0.1	0.2	13.664	B
C-AB	134	33	958	0.140	133	0.2	0.4	4.371	A
C-A	639	160			639				
A-B	79	20			79				
A-C	780	195			780				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	322	0.185	59	0.2	0.2	13.705	B
C-AB	134	34	958	0.140	134	0.4	0.4	4.378	A
C-A	639	160			639				
A-B	79	20			79				
A-C	780	195			780				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	377	0.129	49	0.2	0.1	10.984	B
C-AB	79	20	879	0.090	80	0.4	0.2	4.512	A
C-A	552	138			552				
A-B	65	16			65				
A-C	636	159			636				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	413	0.098	41	0.1	0.1	9.666	A
C-AB	53	13	826	0.064	54	0.2	0.1	4.662	A
C-A	475	119			475				
A-B	54	14			54				
A-C	533	133			533				

2035 no dev, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035 no dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	880	100.000
B		ONE HOUR	✓	197	100.000
C		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	32	848
	B	11	0	186
	C	548	26	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.63	27.60	1.6	D	181	271
C-AB	0.13	5.16	0.3	A	71	106
C-A					456	684
A-B					29	44
A-C					778	1167

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	37	431	0.344	146	0.0	0.5	12.543	B
C-AB	44	11	743	0.059	44	0.0	0.1	5.148	A
C-A	388	97			388				
A-B	24	6			24				
A-C	638	160			638				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	177	44	396	0.447	176	0.5	0.8	16.250	C
C-AB	64	16	779	0.082	64	0.1	0.2	5.037	A
C-A	452	113			452				
A-B	29	7			29				
A-C	762	191			762				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	217	54	346	0.627	214	0.8	1.6	26.581	D
C-AB	104	26	834	0.125	104	0.2	0.3	4.935	A
C-A	528	132			528				
A-B	35	9			35				
A-C	934	233			934				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	217	54	346	0.627	217	1.6	1.6	27.598	D
C-AB	105	26	834	0.125	105	0.3	0.3	4.944	A
C-A	527	132			527				
A-B	35	9			35				
A-C	934	233			934				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	177	44	396	0.447	180	1.6	0.8	16.881	C
C-AB	64	16	779	0.082	65	0.3	0.2	5.045	A
C-A	452	113			452				
A-B	29	7			29				
A-C	762	191			762				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	37	431	0.344	150	0.8	0.5	12.828	B
C-AB	44	11	743	0.060	45	0.2	0.1	5.156	A
C-A	388	97			388				
A-B	24	6			24				
A-C	638	160			638				

2035 no dev, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035 no dev	PM	ONE HOUR	16:00	17:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	874	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	786	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	81	793
	B	11	0	49
	C	756	30	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	16.65	0.3	C	55	83
C-AB	0.19	4.56	0.6	A	120	180
C-A					601	902
A-B					74	111
A-C					728	1092

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	392	0.115	45	0.0	0.1	10.360	B
C-AB	67	17	858	0.078	67	0.0	0.1	4.548	A
C-A	525	131			525				
A-B	61	15			61				
A-C	597	149			597				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	349	0.154	54	0.1	0.2	12.177	B
C-AB	104	26	920	0.113	103	0.1	0.3	4.411	A
C-A	603	151			603				
A-B	73	18			73				
A-C	713	178			713				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	282	0.234	66	0.2	0.3	16.567	C
C-AB	187	47	1013	0.185	186	0.3	0.6	4.361	A
C-A	678	170			678				
A-B	89	22			89				
A-C	873	218			873				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	282	0.234	66	0.3	0.3	16.652	C
C-AB	188	47	1014	0.186	188	0.6	0.6	4.375	A
C-A	677	169			677				
A-B	89	22			89				
A-C	873	218			873				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	349	0.155	54	0.3	0.2	12.239	B
C-AB	105	26	921	0.114	106	0.6	0.3	4.430	A
C-A	602	150			602				
A-B	73	18			73				
A-C	713	178			713				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	392	0.115	45	0.2	0.1	10.404	B
C-AB	68	17	859	0.079	68	0.3	0.1	4.559	A
C-A	524	131			524				
A-B	61	15			61				
A-C	597	149			597				

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035 with dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	903	100.000
B		ONE HOUR	✓	246	100.000
C		ONE HOUR	✓	593	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	55	848
	B	11	0	235
	C	548	45	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.78	45.53	3.2	E	226	339
C-AB	0.22	5.60	0.8	A	124	187
C-A					420	630
A-B					50	76
A-C					778	1167

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	46	432	0.428	182	0.0	0.7	14.238	B
C-AB	77	19	740	0.104	76	0.0	0.2	5.423	A
C-A	370	92			370				
A-B	41	10			41				
A-C	638	160			638				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	397	0.557	219	0.7	1.2	20.002	C
C-AB	112	28	775	0.144	111	0.2	0.4	5.429	A
C-A	421	105			421				
A-B	49	12			49				
A-C	762	191			762				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	271	68	347	0.781	264	1.2	3.0	40.291	E
C-AB	183	46	830	0.221	182	0.4	0.8	5.574	A
C-A	470	117			470				
A-B	61	15			61				
A-C	934	233			934				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	271	68	347	0.781	270	3.0	3.2	45.531	E
C-AB	184	46	831	0.222	184	0.8	0.8	5.599	A
C-A	469	117			469				
A-B	61	15			61				
A-C	934	233			934				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	397	0.557	229	3.2	1.3	22.233	C
C-AB	113	28	777	0.145	114	0.8	0.4	5.461	A
C-A	420	105			420				
A-B	49	12			49				
A-C	762	191			762				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	46	432	0.428	187	1.3	0.8	14.828	B
C-AB	77	19	740	0.105	78	0.4	0.2	5.450	A
C-A	369	92			369				
A-B	41	10			41				
A-C	638	160			638				

2035 with dev , PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035 with dev	PM	ONE HOUR	16:00	17:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	922	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	802	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	129	793
	B	11	0	72
	C	756	46	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	17.86	0.4	C	76	114
C-AB	0.30	5.12	1.3	A	189	284
C-A					547	820
A-B					118	178
A-C					728	1092

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	402	0.155	62	0.0	0.2	10.552	B
C-AB	104	26	852	0.122	103	0.0	0.3	4.808	A
C-A	499	125			499				
A-B	97	24			97				
A-C	597	149			597				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	360	0.207	74	0.2	0.3	12.577	B
C-AB	163	41	914	0.178	162	0.3	0.6	4.796	A
C-A	558	140			558				
A-B	116	29			116				
A-C	713	178			713				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	293	0.312	91	0.3	0.4	17.706	C
C-AB	297	74	1007	0.295	294	0.6	1.3	5.079	A
C-A	586	146			586				
A-B	142	36			142				
A-C	873	218			873				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	293	0.312	91	0.4	0.4	17.863	C
C-AB	300	75	1009	0.297	299	1.3	1.3	5.125	A
C-A	584	146			584				
A-B	142	36			142				
A-C	873	218			873				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	360	0.207	75	0.4	0.3	12.684	B
C-AB	165	41	917	0.180	168	1.3	0.6	4.844	A
C-A	556	139			556				
A-B	116	29			116				
A-C	713	178			713				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	402	0.155	63	0.3	0.2	10.624	B
C-AB	106	26	853	0.124	107	0.6	0.3	4.839	A
C-A	498	125			498				
A-B	97	24			97				
A-C	597	149			597				

2040 no dev, AM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2040 no dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	932	100.000
B		ONE HOUR	✓	209	100.000
C		ONE HOUR	✓	607	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	34	898
	B	12	0	197
	C	580	27	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.70	36.06	2.2	E	192	288
C-AB	0.14	5.11	0.4	A	80	120
C-A					477	716
A-B					31	47
A-C					824	1236

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	420	0.374	155	0.0	0.6	13.456	B
C-AB	48	12	753	0.064	48	0.0	0.1	5.105	A
C-A	409	102			409				
A-B	26	6			26				
A-C	676	169			676				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	188	47	383	0.491	187	0.6	0.9	18.192	C
C-AB	71	18	792	0.090	71	0.1	0.2	4.992	A
C-A	474	119			474				
A-B	31	8			31				
A-C	807	202			807				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	328	0.701	225	0.9	2.1	33.539	D
C-AB	119	30	852	0.140	119	0.2	0.4	4.912	A
C-A	549	137			549				
A-B	37	9			37				
A-C	989	247			989				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	328	0.701	230	2.1	2.2	36.061	E
C-AB	120	30	853	0.141	120	0.4	0.4	4.921	A
C-A	548	137			548				
A-B	37	9			37				
A-C	989	247			989				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	188	47	383	0.491	193	2.2	1.0	19.366	C
C-AB	72	18	793	0.090	72	0.4	0.2	5.005	A
C-A	474	118			474				
A-B	31	8			31				
A-C	807	202			807				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	420	0.374	159	1.0	0.6	13.851	B
C-AB	49	12	754	0.065	49	0.2	0.1	5.113	A
C-A	408	102			408				
A-B	26	6			26				
A-C	676	169			676				

2040 no dev, PM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2040 no dev	PM	ONE HOUR	16:00	17:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	925	100.000
B		ONE HOUR	✓	64	100.000
C		ONE HOUR	✓	833	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	85	840
	B	12	0	52
	C	801	32	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.28	19.48	0.4	C	59	88
C-AB	0.22	4.51	0.8	A	143	215
C-A					621	932
A-B					78	117
A-C					771	1156

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	378	0.128	48	0.0	0.1	10.885	B
C-AB	77	19	877	0.088	77	0.0	0.2	4.499	A
C-A	550	137			550				
A-B	64	16			64				
A-C	632	158			632				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	331	0.174	57	0.1	0.2	13.129	B
C-AB	122	31	944	0.129	122	0.2	0.3	4.381	A
C-A	627	157			627				
A-B	76	19			76				
A-C	755	189			755				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	256	0.276	70	0.2	0.4	19.314	C
C-AB	229	57	1045	0.219	227	0.3	0.8	4.411	A
C-A	689	172			689				
A-B	94	23			94				
A-C	925	231			925				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	255	0.276	70	0.4	0.4	19.479	C
C-AB	230	58	1046	0.220	230	0.8	0.8	4.434	A
C-A	687	172			687				
A-B	94	23			94				
A-C	925	231			925				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	14	331	0.174	58	0.4	0.2	13.228	B
C-AB	123	31	946	0.130	125	0.8	0.3	4.408	A
C-A	625	156			625				
A-B	76	19			76				
A-C	755	189			755				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	378	0.128	48	0.2	0.1	10.943	B
C-AB	78	19	877	0.089	79	0.3	0.2	4.513	A
C-A	549	137			549				
A-B	64	16			64				
A-C	632	158			632				

2040 with dev, AM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		10.15	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	955	100.000
B		ONE HOUR	✓	258	100.000
C		ONE HOUR	✓	626	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	57	898
	B	12	0	246
	C	580	46	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.86	69.04	5.0	F	237	355
C-AB	0.24	5.65	0.9	A	138	207
C-A					436	654
A-B					52	78
A-C					824	1236

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	49	421	0.461	191	0.0	0.8	15.413	C
C-AB	83	21	750	0.111	82	0.0	0.2	5.389	A
C-A	388	97			388				
A-B	43	11			43				
A-C	676	169			676				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	232	58	384	0.604	229	0.8	1.4	22.950	C
C-AB	123	31	789	0.156	122	0.2	0.4	5.408	A
C-A	440	110			440				
A-B	51	13			51				
A-C	807	202			807				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	284	71	329	0.864	272	1.4	4.4	54.980	F
C-AB	207	52	849	0.244	205	0.4	0.9	5.616	A
C-A	482	121			482				
A-B	63	16			63				
A-C	989	247			989				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	284	71	329	0.864	281	4.4	5.0	69.041	F
C-AB	208	52	850	0.245	208	0.9	0.9	5.645	A
C-A	481	120			481				
A-B	63	16			63				
A-C	989	247			989				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	232	58	384	0.604	246	5.0	1.6	28.213	D
C-AB	124	31	791	0.157	126	0.9	0.5	5.447	A
C-A	439	110			439				
A-B	51	13			51				
A-C	807	202			807				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	49	421	0.461	197	1.6	0.9	16.269	C
C-AB	84	21	751	0.112	85	0.5	0.3	5.419	A
C-A	387	97			387				
A-B	43	11			43				
A-C	676	169			676				

2040 with dev, PM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2040 with dev	PM	ONE HOUR	16:00	17:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	973	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	849	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	133	840
	B	12	0	75
	C	801	48	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	21.32	0.6	C	80	120
C-AB	0.34	5.34	1.7	A	222	332
C-A					557	836
A-B					122	183
A-C					771	1156

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	388	0.169	65	0.0	0.2	11.101	B
C-AB	118	29	871	0.135	116	0.0	0.3	4.771	A
C-A	522	130			522				
A-B	100	25			100				
A-C	632	158			632				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	342	0.229	78	0.2	0.3	13.602	B
C-AB	188	47	938	0.200	186	0.3	0.7	4.802	A
C-A	576	144			576				
A-B	120	30			120				
A-C	755	189			755				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	265	0.361	95	0.3	0.5	21.004	C
C-AB	356	89	1040	0.342	352	0.7	1.7	5.273	A
C-A	579	145			579				
A-B	146	37			146				
A-C	925	231			925				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	264	0.362	96	0.5	0.6	21.323	C
C-AB	359	90	1043	0.345	359	1.7	1.7	5.339	A
C-A	575	144			575				
A-B	146	37			146				
A-C	925	231			925				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	342	0.229	79	0.6	0.3	13.772	B
C-AB	190	48	942	0.202	194	1.7	0.7	4.866	A
C-A	573	143			573				
A-B	120	30			120				
A-C	755	189			755				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	388	0.169	66	0.3	0.2	11.188	B
C-AB	119	30	872	0.137	121	0.7	0.4	4.807	A
C-A	520	130			520				
A-B	100	25			100				
A-C	632	158			632				

2050 no dev, AM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2050 no dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	837	100.000
B		ONE HOUR	✓	188	100.000
C		ONE HOUR	✓	545	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	31	806
	B	11	0	177
	C	521	24	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.58	23.61	1.3	C	173	259
C-AB	0.11	5.18	0.2	A	61	92
C-A					439	658
A-B					28	43
A-C					740	1109

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	35	439	0.322	140	0.0	0.5	11.943	B
C-AB	39	10	734	0.053	38	0.0	0.1	5.174	A
C-A	372	93			372				
A-B	23	6			23				
A-C	607	152			607				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	406	0.416	168	0.5	0.7	15.059	C
C-AB	56	14	768	0.072	55	0.1	0.1	5.056	A
C-A	434	109			434				
A-B	28	7			28				
A-C	725	181			725				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	207	52	359	0.577	205	0.7	1.3	22.971	C
C-AB	89	22	818	0.109	88	0.1	0.2	4.937	A
C-A	511	128			511				
A-B	34	9			34				
A-C	887	222			887				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	207	52	359	0.577	207	1.3	1.3	23.612	C
C-AB	89	22	819	0.109	89	0.2	0.2	4.941	A
C-A	511	128			511				
A-B	34	9			34				
A-C	887	222			887				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	406	0.416	171	1.3	0.7	15.479	C
C-AB	56	14	768	0.073	56	0.2	0.1	5.064	A
C-A	434	109			434				
A-B	28	7			28				
A-C	725	181			725				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	35	439	0.322	143	0.7	0.5	12.173	B
C-AB	39	10	734	0.053	39	0.1	0.1	5.182	A
C-A	371	93			371				
A-B	23	6			23				
A-C	607	152			607				

2050 no dev, PM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2050 no dev	PM	ONE HOUR	16:00	17:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	831	100.000
B		ONE HOUR	✓	58	100.000
C		ONE HOUR	✓	748	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	77	754
	B	11	0	47
	C	719	29	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	15.32	0.3	C	53	80
C-AB	0.17	4.61	0.5	A	106	159
C-A					581	871
A-B					71	106
A-C					692	1038

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	400	0.109	43	0.0	0.1	10.074	B
C-AB	61	15	843	0.072	60	0.0	0.1	4.598	A
C-A	502	126			502				
A-B	58	14			58				
A-C	568	142			568				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	360	0.145	52	0.1	0.2	11.671	B
C-AB	93	23	901	0.103	92	0.1	0.2	4.456	A
C-A	580	145			580				
A-B	69	17			69				
A-C	678	169			678				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	64	16	299	0.214	63	0.2	0.3	15.256	C
C-AB	163	41	987	0.165	162	0.2	0.5	4.365	A
C-A	661	165			661				
A-B	85	21			85				
A-C	830	208			830				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	64	16	299	0.214	64	0.3	0.3	15.316	C
C-AB	163	41	988	0.165	163	0.5	0.5	4.378	A
C-A	660	165			660				
A-B	85	21			85				
A-C	830	208			830				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	360	0.145	53	0.3	0.2	11.721	B
C-AB	93	23	902	0.104	94	0.5	0.2	4.470	A
C-A	579	145			579				
A-B	69	17			69				
A-C	678	169			678				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	400	0.109	44	0.2	0.1	10.115	B
C-AB	61	15	844	0.073	62	0.2	0.1	4.611	A
C-A	502	125			502				
A-B	58	14			58				
A-C	568	142			568				

2050 with dev, AM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2050 with dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	860	100.000
B		ONE HOUR	✓	237	100.000
C		ONE HOUR	✓	564	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	54	806
	B	11	0	226
	C	521	43	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.73	35.77	2.5	E	217	326
C-AB	0.20	5.54	0.7	A	111	167
C-A					407	610
A-B					50	74
A-C					740	1109

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	45	440	0.405	176	0.0	0.7	13.470	B
C-AB	70	17	731	0.096	69	0.0	0.2	5.438	A
C-A	355	89			355				
A-B	41	10			41				
A-C	607	152			607				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	213	53	407	0.523	211	0.7	1.1	18.235	C
C-AB	101	25	764	0.132	100	0.2	0.3	5.428	A
C-A	406	102			406				
A-B	49	12			49				
A-C	725	181			725				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	261	65	360	0.725	256	1.1	2.3	33.080	D
C-AB	162	40	815	0.198	160	0.3	0.6	5.518	A
C-A	459	115			459				
A-B	59	15			59				
A-C	887	222			887				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	261	65	360	0.725	260	2.3	2.5	35.773	E
C-AB	162	41	815	0.199	162	0.6	0.7	5.539	A
C-A	459	115			459				
A-B	59	15			59				
A-C	887	222			887				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	213	53	407	0.523	218	2.5	1.1	19.557	C
C-AB	101	25	765	0.132	103	0.7	0.3	5.455	A
C-A	406	101			406				
A-B	49	12			49				
A-C	725	181			725				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	45	440	0.405	180	1.1	0.7	13.924	B
C-AB	70	18	732	0.096	71	0.3	0.2	5.460	A
C-A	354	89			354				
A-B	41	10			41				
A-C	607	152			607				

2050 with dev, PM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2050 with dev	PM	ONE HOUR	16:00	17:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	879	100.000
B		ONE HOUR	✓	81	100.000
C		ONE HOUR	✓	764	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	125	754
	B	11	0	70
	C	719	45	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.29	16.28	0.4	C	74	111
C-AB	0.27	5.04	1.1	A	169	253
C-A					533	799
A-B					115	172
A-C					692	1038

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	411	0.148	60	0.0	0.2	10.247	B
C-AB	96	24	837	0.115	95	0.0	0.3	4.851	A
C-A	479	120			479				
A-B	94	24			94				
A-C	568	142			568				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	372	0.196	73	0.2	0.2	12.025	B
C-AB	147	37	895	0.164	146	0.3	0.5	4.818	A
C-A	540	135			540				
A-B	112	28			112				
A-C	678	169			678				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	311	0.287	89	0.2	0.4	16.170	C
C-AB	260	65	981	0.265	258	0.5	1.1	5.004	A
C-A	581	145			581				
A-B	138	34			138				
A-C	830	208			830				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	310	0.287	89	0.4	0.4	16.278	C
C-AB	262	66	983	0.267	262	1.1	1.1	5.039	A
C-A	579	145			579				
A-B	138	34			138				
A-C	830	208			830				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	371	0.196	73	0.4	0.2	12.107	B
C-AB	149	37	897	0.166	151	1.1	0.5	4.860	A
C-A	538	135			538				
A-B	112	28			112				
A-C	678	169			678				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	411	0.148	61	0.2	0.2	10.306	B
C-AB	97	24	838	0.116	98	0.5	0.3	4.878	A
C-A	478	120			478				
A-B	94	24			94				
A-C	568	142			568				

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.2.1013									
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Filename: Proposed Junction.j9

Path: S:\Jobs\2025\25089 Suttons LRD Limerick TIA + RSA 1-2\Reports\Working\PICADY

Report generation date: 08/02/2026 13:13:52

- »2035 with dev, AM
- »2035 with dev, PM
- »2040 with dev, AM
- »2040 with dev, PM
- »2050 with dev, AM
- »2050 with dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2035 with dev									
Stream B-AC	D1	1.0	17.73	0.50	C	D2	0.3	11.04	0.24	B
Stream C-AB		0.1	7.51	0.10	A		0.2	6.84	0.14	A
	2040 with dev									
Stream B-AC	D3	1.0	18.06	0.50	C	D4	0.3	11.10	0.24	B
Stream C-AB		0.1	7.52	0.10	A		0.2	6.81	0.14	A
	2050 with dev									
Stream B-AC	D5	1.0	17.49	0.49	C	D6	0.3	10.99	0.24	B
Stream C-AB		0.1	7.50	0.10	A		0.2	6.87	0.14	A

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

File summary

File Description

Title	
Location	
Site number	
Date	11/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ROADPLAN01\jbyrne
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2035 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2035 with dev	PM	ONE HOUR	16:00	17:30	15	✓
D3	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2040 with dev	PM	ONE HOUR	16:00	17:30	15	✓
D5	2050 with dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2050 with dev	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2035 with dev, AM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R445 (east)		Major
B	Monaleen Rd		Minor
C	R445 (west)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.25	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	510	0.093	0.235	0.148	0.336
B-C	656	0.101	0.254	-	-
C-B	632	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2035 with dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	324	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	100	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	127	197
	B	137	0	46
	C	58	42	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.50	17.73	1.0	C	168	252
C-AB	0.10	7.51	0.1	A	43	64
C-A					49	73
AB					117	175
A-C					181	271

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	432	0.319	136	0.0	0.5	12.088	B
C-AB	34	9	545	0.063	34	0.0	0.1	7.048	A
C-A	41	10			41				
AB	96	24			96				
A-C	148	37			148				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	41	420	0.391	164	0.5	0.6	13.995	B
C-AB	42	10	539	0.078	42	0.1	0.1	7.236	A
C-A	48	12			48				
A-B	114	29			114				
A-C	177	44			177				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	404	0.498	200	0.6	1.0	17.516	C
C-AB	53	13	532	0.099	52	0.1	0.1	7.508	A
C-A	58	14			58				
A-B	140	35			140				
A-C	217	54			217				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	404	0.498	201	1.0	1.0	17.731	C
C-AB	53	13	532	0.099	53	0.1	0.1	7.510	A
C-A	57	14			57				
A-B	140	35			140				
A-C	217	54			217				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	41	420	0.391	166	1.0	0.7	14.212	B
C-AB	42	10	539	0.078	42	0.1	0.1	7.243	A
C-A	48	12			48				
A-B	114	29			114				
A-C	177	44			177				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	432	0.319	138	0.7	0.5	12.298	B
C-AB	34	9	545	0.063	34	0.1	0.1	7.057	A
C-A	41	10			41				
A-B	96	24			96				
A-C	148	37			148				

2035 with dev, PM

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2035 with dev	PM	ONE HOUR	16:00	17:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	158	100.000
B		ONE HOUR	✓	93	100.000
C		ONE HOUR	✓	175	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	97	61
	B	70	0	23
	C	111	64	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	11.04	0.3	B	85	128
C-AB	0.14	6.84	0.2	A	71	107
C-A					90	134
A-B					89	134
A-C					56	84

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	449	0.156	69	0.0	0.2	9.475	A
C-AB	56	14	601	0.093	55	0.0	0.1	6.596	A
C-A	76	19			76				
A-B	73	18			73				
A-C	46	11			46				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	440	0.190	83	0.2	0.2	10.088	B
C-AB	69	17	607	0.114	69	0.1	0.2	6.695	A
C-A	88	22			88				
A-B	87	22			87				
A-C	55	14			55				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	428	0.239	102	0.2	0.3	11.017	B
C-AB	88	22	614	0.143	88	0.2	0.2	6.839	A
C-A	105	26			105				
A-B	107	27			107				
A-C	67	17			67				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	428	0.239	102	0.3	0.3	11.041	B
C-AB	88	22	614	0.143	88	0.2	0.2	6.843	A
C-A	105	26			105				
A-B	107	27			107				
A-C	67	17			67				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	440	0.190	84	0.3	0.2	10.120	B
C-AB	69	17	607	0.114	69	0.2	0.2	6.705	A
C-A	88	22			88				
A-B	87	22			87				
A-C	55	14			55				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	448	0.156	70	0.2	0.2	9.527	A
C-AB	56	14	601	0.093	56	0.2	0.1	6.609	A
C-A	76	19			76				
A-B	73	18			73				
A-C	46	11			46				

2040 with dev, AM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040 with dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	336	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	127	209
	B	137	0	46
	C	62	42	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.50	18.06	1.0	C	168	252
C-AB	0.10	7.52	0.1	A	43	65
C-A					52	78
A-B					117	175
A-C					192	288

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	429	0.321	136	0.0	0.5	12.191	B
C-AB	35	9	545	0.064	34	0.0	0.1	7.052	A
C-A	44	11			44				
A-B	96	24			96				
A-C	157	39			157				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	41	417	0.394	164	0.5	0.6	14.162	B
C-AB	42	11	539	0.078	42	0.1	0.1	7.241	A
C-A	51	13			51				
A-B	114	29			114				
A-C	188	47			188				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	401	0.503	200	0.6	1.0	17.837	C
C-AB	53	13	532	0.100	53	0.1	0.1	7.516	A
C-A	61	15			61				
A-B	140	35			140				
A-C	230	58			230				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	400	0.503	201	1.0	1.0	18.064	C
C-AB	53	13	532	0.100	53	0.1	0.1	7.518	A
C-A	61	15			61				
A-B	140	35			140				
A-C	230	58			230				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	41	417	0.394	166	1.0	0.7	14.394	B
C-AB	42	11	539	0.078	42	0.1	0.1	7.249	A
C-A	51	13			51				
A-B	114	29			114				
A-C	188	47			188				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	429	0.321	139	0.7	0.5	12.409	B
C-AB	35	9	545	0.064	35	0.1	0.1	7.064	A
C-A	44	11			44				
A-B	96	24			96				
A-C	157	39			157				

2040 with dev, PM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040 with dev	PM	ONE HOUR	16:00	17:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	161	100.000
B		ONE HOUR	✓	93	100.000
C		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	97	64
	B	70	0	23
	C	117	64	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	11.10	0.3	B	85	128
C-AB	0.14	6.81	0.2	A	72	108
C-A					94	141
A-B					89	134
A-C					59	88

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	447	0.157	69	0.0	0.2	9.503	A
C-AB	56	14	604	0.093	56	0.0	0.1	6.571	A
C-A	80	20			80				
A-B	73	18			73				
A-C	48	12			48				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	439	0.191	83	0.2	0.2	10.127	B
C-AB	70	17	610	0.114	69	0.1	0.2	6.666	A
C-A	93	23			93				
A-B	87	22			87				
A-C	58	14			58				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	427	0.240	102	0.2	0.3	11.074	B
C-AB	89	22	618	0.144	89	0.2	0.2	6.804	A
C-A	110	28			110				
A-B	107	27			107				
A-C	70	18			70				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	427	0.240	102	0.3	0.3	11.098	B
C-AB	89	22	618	0.144	89	0.2	0.2	6.808	A
C-A	110	28			110				
A-B	107	27			107				
A-C	70	18			70				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	439	0.191	84	0.3	0.2	10.158	B
C-AB	70	17	610	0.114	70	0.2	0.2	6.676	A
C-A	93	23			93				
A-B	87	22			87				
A-C	58	14			58				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	447	0.157	70	0.2	0.2	9.553	A
C-AB	57	14	604	0.094	57	0.2	0.1	6.587	A
C-A	80	20			80				
A-B	73	18			73				
A-C	48	12			48				

2050 with dev, AM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2050 with dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	315	100.000
B		ONE HOUR	✓	183	100.000
C		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	127	188
	B	137	0	46
	C	55	42	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.49	17.49	1.0	C	168	252
C-AB	0.10	7.50	0.1	A	43	64
C-A					46	69
A-B					117	175
A-C					173	259

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	434	0.317	136	0.0	0.5	12.009	B
C-AB	34	9	545	0.063	34	0.0	0.1	7.045	A
C-A	39	10			39				
A-B	96	24			96				
A-C	142	35			142				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	41	423	0.389	164	0.5	0.6	13.870	B
C-AB	42	10	539	0.077	42	0.1	0.1	7.232	A
C-A	46	11			46				
A-B	114	29			114				
A-C	169	42			169				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	407	0.495	200	0.6	0.9	17.284	C
C-AB	52	13	532	0.098	52	0.1	0.1	7.502	A
C-A	55	14			55				
A-B	140	35			140				
A-C	207	52			207				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	407	0.495	201	0.9	1.0	17.489	C
C-AB	52	13	532	0.098	52	0.1	0.1	7.504	A
C-A	55	14			55				
A-B	140	35			140				
A-C	207	52			207				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	165	41	423	0.389	166	1.0	0.7	14.084	B
C-AB	42	10	539	0.077	42	0.1	0.1	7.236	A
C-A	46	11			46				
A-B	114	29			114				
A-C	169	42			169				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	434	0.318	138	0.7	0.5	12.220	B
C-AB	34	9	545	0.063	34	0.1	0.1	7.057	A
C-A	39	10			39				
A-B	96	24			96				
A-C	142	35			142				

2050 with dev, PM

RECEIVED: 04/03/2026

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2050 with dev	PM	ONE HOUR	16:00	17:30	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	155	100.000
B		ONE HOUR	✓	93	100.000
C		ONE HOUR	✓	170	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	97	58
	B	70	0	23
	C	106	64	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

RECEIVED: 04/03/2026

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	10.99	0.3	B	85	128
C-AB	0.14	6.87	0.2	A	70	106
C-A					86	128
A-B					89	134
A-C					53	80

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	450	0.156	69	0.0	0.2	9.449	A
C-AB	56	14	599	0.093	55	0.0	0.1	6.615	A
C-A	72	18			72				
A-B	73	18			73				
A-C	44	11			44				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	441	0.189	83	0.2	0.2	10.054	B
C-AB	68	17	604	0.113	68	0.1	0.2	6.718	A
C-A	84	21			84				
A-B	87	22			87				
A-C	52	13			52				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	430	0.238	102	0.2	0.3	10.969	B
C-AB	87	22	611	0.143	87	0.2	0.2	6.866	A
C-A	100	25			100				
A-B	107	27			107				
A-C	64	16			64				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	430	0.238	102	0.3	0.3	10.990	B
C-AB	87	22	611	0.143	87	0.2	0.2	6.870	A
C-A	100	25			100				
A-B	107	27			107				
A-C	64	16			64				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	441	0.189	84	0.3	0.2	10.085	B
C-AB	68	17	604	0.113	69	0.2	0.2	6.725	A
C-A	84	21			84				
A-B	87	22			87				
A-C	52	13			52				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	449	0.156	70	0.2	0.2	9.501	A
C-AB	56	14	599	0.093	56	0.2	0.1	6.631	A
C-A	72	18			72				
A-B	73	18			73				
A-C	44	11			44				