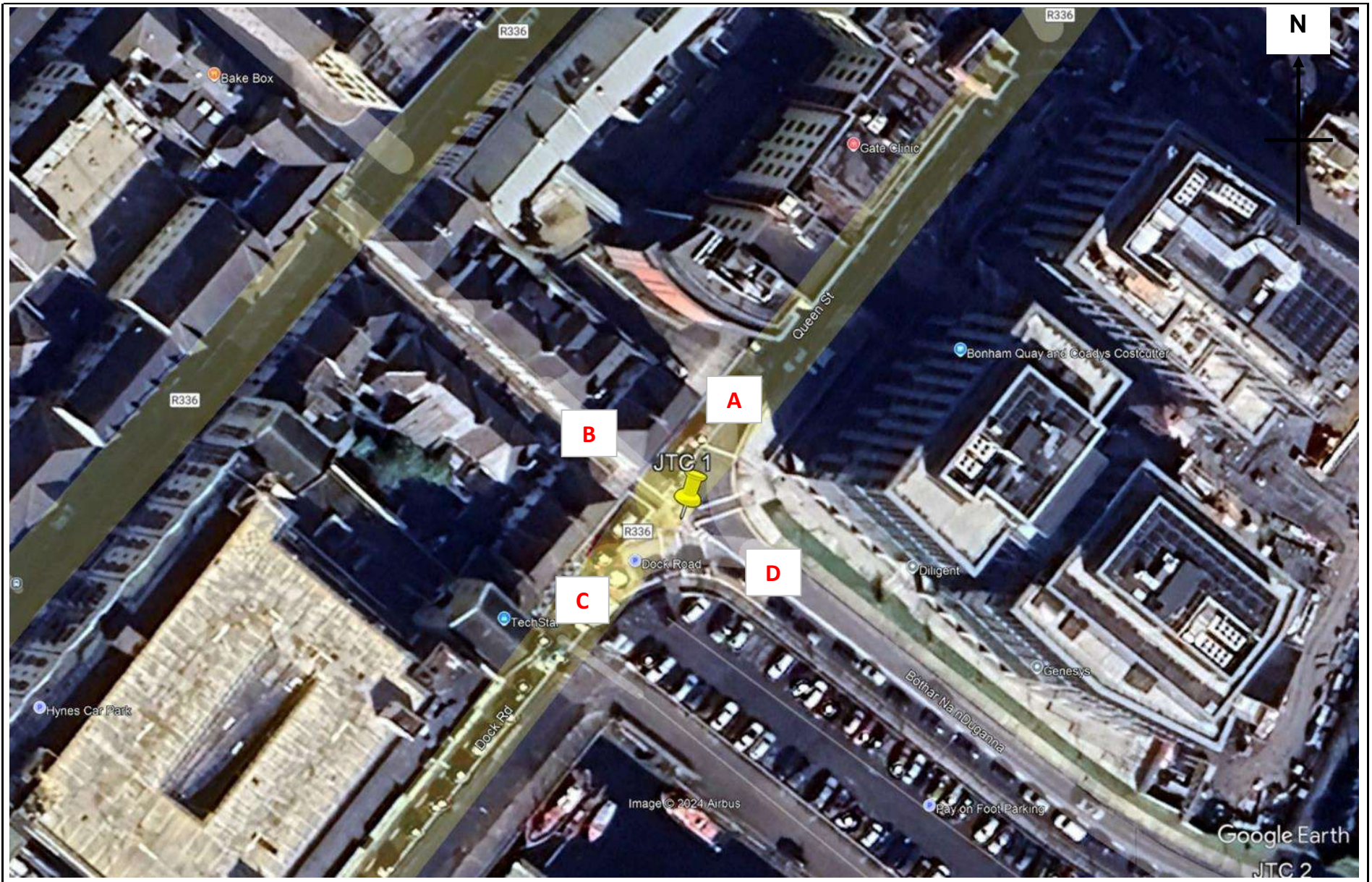


APPENDIX B

Traffic Survey Data Output



Site No. 1
Location Queen's St / St Nicholas St / Dock Rd(S) / Dock Rd(E)
Date Tuesday 1 October 2024

Time	A to D - Queen's St to Dock Rd(E)							Veh. Total	A to C - Queen's St to Dock Rd(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	58	10	2	1	1	0	1	73	29	8	3	0	1	0	0	41
07:15	73	16	2	1	1	0	0	93	28	6	0	0	0	0	0	34
07:30	95	14	2	1	0	0	1	113	36	5	8	0	1	0	1	51
07:45	124	5	5	0	0	0	0	134	39	8	2	0	2	1	3	55
Hour	350	45	11	3	2	0	2	413	132	27	13	0	4	1	4	181
08:00	113	6	1	1	2	2	4	129	58	14	2	0	2	1	0	77
08:15	113	6	1	0	1	0	1	122	63	7	3	0	2	0	4	79
08:30	95	4	5	0	5	0	3	112	93	4	5	0	2	0	1	105
08:45	96	6	3	0	4	1	2	112	68	13	5	0	4	1	6	97
Hour	417	22	10	1	12	3	10	475	282	38	15	0	10	2	11	358
09:00	91	5	6	0	7	0	3	112	77	9	6	0	3	0	2	97
09:15	92	11	1	0	5	0	1	110	68	9	4	1	4	0	1	87
09:30	61	10	3	0	2	0	1	77	41	5	1	0	6	1	1	55
09:45	84	9	0	0	6	1	0	100	56	10	0	0	2	0	0	68
Hour	328	35	10	0	20	1	5	399	242	33	11	1	15	1	4	307
10:00	86	4	1	0	1	0	2	94	52	15	3	0	1	0	0	71
10:15	72	9	3	0	2	1	1	88	72	10	2	0	1	1	1	87
10:30	81	6	0	0	2	1	0	90	70	8	3	0	1	0	0	82
10:45	79	10	3	0	2	1	0	95	52	11	5	0	1	2	1	72
Hour	318	29	7	0	7	3	3	367	246	44	13	0	4	3	2	312
11:00	61	7	2	1	4	1	2	78	52	10	1	0	2	1	0	66
11:15	85	10	6	1	4	1	0	107	66	8	1	1	3	0	1	80
11:30	54	15	1	0	4	0	1	75	71	7	2	0	2	0	1	83
11:45	69	9	3	2	2	0	1	86	63	13	1	0	1	1	3	82
Hour	269	41	12	4	14	2	4	346	252	38	5	1	8	2	5	311
12:00	77	11	3	2	2	0	0	95	69	9	2	1	1	2	3	87
12:15	74	7	1	1	3	0	0	86	70	13	1	0	2	0	2	88
12:30	71	6	2	0	1	0	1	81	80	10	2	0	2	3	0	97
12:45	80	6	4	1	2	0	1	94	82	9	0	0	4	1	4	100
Hour	302	30	10	4	8	0	2	356	301	41	5	1	9	6	9	372
13:00	75	13	0	0	2	0	0	90	71	2	4	1	2	1	3	84
13:15	78	7	0	0	3	0	1	89	60	4	1	0	1	2	4	72
13:30	77	9	1	0	2	1	0	90	62	14	1	0	3	0	1	81
13:45	74	11	2	0	1	0	0	88	59	12	1	0	0	1	4	77
Hour	304	40	3	0	8	1	1	357	252	32	7	1	6	4	12	314
14:00	61	9	3	0	2	0	0	75	74	11	1	1	3	0	4	94
14:15	80	6	3	0	1	1	2	93	72	12	1	0	1	0	4	90
14:30	80	9	2	0	0	0	3	94	76	2	2	0	2	0	1	83
14:45	81	3	1	1	2	0	0	88	69	8	2	0	0	0	1	80
Hour	302	27	9	1	5	1	5	350	291	33	6	1	6	0	10	347
15:00	76	10	2	0	4	0	5	97	66	7	1	0	1	1	4	80
15:15	80	11	0	0	0	0	0	91	67	7	0	0	1	0	3	78
15:30	65	12	3	0	3	1	2	86	69	8	1	0	3	0	4	85
15:45	89	12	1	0	0	0	0	102	84	6	1	0	0	0	1	92
Hour	310	45	6	0	7	1	7	376	286	28	3	0	5	1	12	335
16:00	97	9	1	0	3	2	0	112	75	6	0	0	2	3	2	88
16:15	69	7	1	0	5	0	2	84	73	6	1	0	3	0	4	87
16:30	66	5	2	0	3	2	1	79	87	9	0	0	2	0	2	100
16:45	45	2	1	0	1	0	2	51	87	11	0	0	4	0	5	107
Hour	277	23	5	0	12	4	5	326	322	32	1	0	11	3	13	382
17:00	59	6	0	2	3	1	1	72	82	13	0	0	1	0	8	104
17:15	51	7	0	0	0	0	0	58	101	10	0	0	0	2	1	114
17:30	50	3	3	0	2	0	4	62	106	8	0	0	3	1	5	123
17:45	55	4	1	0	2	0	1	63	99	6	0	0	1	1	6	113
Hour	215	20	4	2	7	1	6	255	388	37	0	0	5	4	20	454
18:00	57	2	1	0	3	0	1	64	114	7	1	0	4	2	4	132
18:15	58	4	0	0	3	1	1	67	91	7	0	0	2	2	3	105
18:30	56	3	0	0	2	1	2	64	98	9	0	0	3	0	6	116
18:45	78	4	1	0	3	0	0	86	74	1	0	0	4	1	3	83
Hour	249	13	2	0	11	2	4	281	377	24	1	0	13	5	16	436
Total	3641	370	89	15	113	19	54	4301	3371	407	80	5	96	32	118	4109

Site No. 1
Location Queen's St / St Nicholas St / Dock Rd(S) / Dock Rd(E)
Date Tuesday 1 October 2024

Time	A to B - Queen's St to St Nicholas St							Veh. Total	B to A - St Nicholas St to Queen's St							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	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	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	8	8	0	0	0	0	0	0	4	4

Site No. 1
Location Queen's St / St Nicholas St / Dock Rd(S) / Dock Rd(E)
Date Tuesday 1 October 2024

Time	B to D - St Nicholas St to Dock Rd(E)							Veh. Total	B to C - St Nicholas St to Dock Rd(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	1	7	8	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	6	6	0	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1
11:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	10	10	0	0	0	0	0	0	1	1
15:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	11	11	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	9	9	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	12	12	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	109	110	0	0	0	0	0	0	6	6

[illegible]

Site No. 1
Location Queen's St / St Nicholas St / Dock Rd(S) / Dock Rd(E)
Date Tuesday 1 October 2024

Time	C to D - Dock Rd(S) to Dock Rd(E)							Veh. Total	D to C - Dock Rd(E) to Dock Rd(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	45	11	2	1	0	0	1	60
07:15	0	0	0	0	0	0	0	0	64	7	1	0	3	1	1	77
07:30	0	0	0	0	0	0	0	0	86	18	3	0	2	0	2	111
07:45	0	0	0	0	0	0	0	0	101	17	3	1	0	0	3	125
Hour	0	0	0	0	0	0	0	0	296	53	9	2	5	1	7	373
08:00	0	0	0	0	0	0	0	0	116	11	3	0	2	3	1	136
08:15	0	0	0	0	0	0	0	0	139	12	1	1	1	0	6	160
08:30	0	0	0	0	0	0	2	2	125	8	1	1	1	0	4	140
08:45	0	0	0	0	0	0	0	0	92	16	2	0	0	0	2	112
Hour	0	0	0	0	0	0	2	2	472	47	7	2	4	3	13	548
09:00	0	0	0	0	0	0	0	0	96	10	4	0	2	2	11	125
09:15	0	0	0	0	0	0	0	0	109	17	3	0	1	1	2	133
09:30	0	0	0	0	0	0	0	0	102	19	5	0	1	0	0	127
09:45	0	0	0	0	0	0	1	1	95	17	1	0	1	0	1	115
Hour	0	0	0	0	0	0	1	1	402	63	13	0	5	3	14	500
10:00	0	0	0	0	0	0	0	0	93	10	2	0	3	0	2	110
10:15	0	0	0	0	0	0	1	1	102	15	3	0	1	0	1	122
10:30	0	0	0	0	0	0	0	0	82	8	6	0	1	0	0	97
10:45	0	0	0	0	0	0	1	1	92	11	1	1	1	1	1	108
Hour	0	0	0	0	0	0	2	2	369	44	12	1	6	1	4	437
11:00	0	0	0	0	0	0	1	1	81	9	3	2	1	2	3	101
11:15	0	0	0	0	0	0	0	0	84	13	3	0	1	2	2	105
11:30	0	0	0	0	0	0	1	1	75	22	0	0	1	0	0	98
11:45	0	0	0	0	0	0	0	0	116	13	4	0	1	2	3	139
Hour	0	0	0	0	0	0	2	2	356	57	10	2	4	6	8	443
12:00	0	0	0	0	0	0	0	0	82	12	3	0	1	0	1	99
12:15	0	0	0	0	0	0	1	1	106	11	4	0	2	0	3	126
12:30	0	0	0	0	0	0	0	0	114	10	1	0	1	0	5	131
12:45	0	0	0	0	0	0	0	0	109	9	1	0	0	0	6	125
Hour	0	0	0	0	0	0	1	1	411	42	9	0	4	0	15	481
13:00	0	0	0	0	0	0	1	1	87	7	2	0	1	0	2	99
13:15	0	0	0	0	0	0	1	1	112	11	3	0	1	0	4	131
13:30	0	0	0	0	0	0	1	1	105	10	0	2	2	0	4	123
13:45	0	0	0	0	0	0	1	1	105	8	3	0	0	0	1	117
Hour	0	0	0	0	0	0	4	4	409	36	8	2	4	0	11	470
14:00	0	0	0	0	0	0	0	0	99	12	1	0	3	1	3	119
14:15	0	0	0	0	0	0	0	0	92	10	3	0	2	1	2	110
14:30	0	0	0	0	0	0	0	0	98	6	3	0	5	1	11	124
14:45	0	0	0	0	0	0	0	0	123	10	1	0	3	1	6	144
Hour	0	0	0	0	0	0	0	0	412	38	8	0	13	4	22	497
15:00	0	0	0	0	0	0	1	1	116	10	1	0	3	0	3	133
15:15	0	0	0	0	0	0	0	0	139	11	2	1	3	0	4	160
15:30	0	0	0	0	0	0	0	0	127	9	0	0	1	0	2	139
15:45	0	0	0	0	0	0	0	0	105	4	0	0	1	1	4	115
Hour	0	0	0	0	0	0	1	1	487	34	3	1	8	1	13	547
16:00	0	0	0	0	0	0	0	0	86	9	0	0	3	1	9	108
16:15	0	0	0	0	0	0	2	2	114	10	2	0	3	0	7	136
16:30	0	0	0	0	0	0	1	1	94	10	1	0	1	1	9	116
16:45	0	0	0	0	0	0	0	0	82	4	0	1	1	1	9	98
Hour	0	0	0	0	0	0	3	3	376	33	3	1	8	3	34	458
17:00	0	0	0	0	0	0	0	0	75	4	2	0	1	1	8	91
17:15	0	0	0	0	0	0	1	1	79	9	1	1	0	0	9	99
17:30	0	0	0	0	0	0	0	0	78	8	0	0	0	1	8	95
17:45	0	0	0	0	0	0	1	1	64	9	0	0	0	1	6	80
Hour	0	0	0	0	0	0	2	2	296	30	3	1	1	3	31	365
18:00	0	0	0	0	0	0	2	2	86	7	4	0	0	0	7	104
18:15	0	0	0	0	0	0	1	1	81	5	0	0	1	3	6	96
18:30	0	0	0	0	0	0	1	1	99	7	3	0	1	1	6	117
18:45	0	0	0	0	0	0	3	3	101	3	2	0	0	2	3	111
Hour	0	0	0	0	0	0	7	7	367	22	9	0	2	6	22	428
Total	0	0	0	0	0	0	25	25	4653	499	94	12	64	31	194	5547

Site No. 1
Location Queen's St / St Nicholas St / Dock Rd(S) / Dock Rd(E)
Date Tuesday 1 October 2024

Time	D to B - Dock Rd(E) to St Nicholas St							Veh. Total	D to A - Dock Rd(E) to Queen's St							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	2	5	7	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	49	51	0	0	0	0	0	0	2	2

Site No. 1
Location Queen's St / St Nicholas St / Dock Rd(S) / Dock Rd(E)
Date Tuesday 1 October 2024

Time	To Arm A - Queen's St							Veh. Total	From Arm A - Queen's St							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	87	18	5	1	2	0	1	114
07:15	0	0	0	0	0	0	1	1	101	22	2	1	1	0	0	127
07:30	0	0	0	0	0	0	0	0	131	19	10	1	1	0	2	164
07:45	0	0	0	0	0	0	0	0	163	13	7	0	2	1	3	189
Hour	0	0	0	0	0	0	1	1	482	72	24	3	6	1	6	594
08:00	0	0	0	0	0	0	1	1	171	20	3	1	4	3	4	206
08:15	0	0	0	0	0	0	1	1	176	13	4	0	3	0	5	201
08:30	0	0	0	0	0	0	0	0	188	8	10	0	7	0	4	217
08:45	0	0	0	0	0	0	1	1	164	19	8	0	8	2	8	209
Hour	0	0	0	0	0	0	3	3	699	60	25	1	22	5	21	833
09:00	0	0	0	0	0	0	1	1	168	14	12	0	10	0	5	209
09:15	0	0	0	0	0	0	1	1	160	20	5	1	9	0	2	197
09:30	0	0	0	0	0	0	0	0	102	15	4	0	8	1	2	132
09:45	0	0	0	0	0	0	0	0	140	19	0	0	8	1	0	168
Hour	0	0	0	0	0	0	2	2	570	68	21	1	35	2	9	706
10:00	0	0	0	0	0	0	0	0	138	19	4	0	2	0	2	165
10:15	0	0	0	0	0	0	0	0	144	19	5	0	3	2	2	175
10:30	0	0	0	0	0	0	0	0	151	14	3	0	3	1	0	172
10:45	0	0	0	0	0	0	0	0	131	21	8	0	3	3	1	167
Hour	0	0	0	0	0	0	0	0	564	73	20	0	11	6	5	679
11:00	0	0	0	0	0	0	0	0	113	17	3	1	6	2	2	144
11:15	0	0	0	0	0	0	0	0	151	18	7	2	7	1	1	187
11:30	0	0	0	0	0	0	0	0	125	22	3	0	6	0	2	158
11:45	0	0	0	0	0	0	0	0	132	22	4	2	3	1	5	169
Hour	0	0	0	0	0	0	0	0	521	79	17	5	22	4	10	658
12:00	0	0	0	0	0	0	0	0	146	20	5	3	3	2	3	182
12:15	0	0	0	0	0	0	1	1	144	20	2	1	5	0	2	174
12:30	0	0	0	0	0	0	0	0	151	16	4	0	3	3	1	178
12:45	0	0	0	0	0	0	0	0	162	15	4	1	6	1	5	194
Hour	0	0	0	0	0	0	1	1	603	71	15	5	17	6	11	728
13:00	0	0	0	0	0	0	0	0	146	15	4	1	4	1	3	174
13:15	0	0	0	0	0	0	0	0	138	11	1	0	4	2	5	161
13:30	0	0	0	0	0	0	0	0	139	23	2	0	5	1	1	171
13:45	0	0	0	0	0	0	0	0	133	23	3	0	1	1	4	165
Hour	0	0	0	0	0	0	0	0	556	72	10	1	14	5	13	671
14:00	0	0	0	0	0	0	0	0	135	20	4	1	5	0	4	169
14:15	0	0	0	0	0	0	0	0	152	18	4	0	2	1	6	183
14:30	0	0	0	0	0	0	0	0	156	11	4	0	2	0	6	179
14:45	0	0	0	0	0	0	0	0	150	11	3	1	2	0	2	169
Hour	0	0	0	0	0	0	0	0	593	60	15	2	11	1	18	700
15:00	0	0	0	0	0	0	0	0	142	17	3	0	5	1	9	177
15:15	0	0	0	0	0	0	0	0	147	18	0	0	1	0	4	170
15:30	0	0	0	0	0	0	0	0	134	20	4	0	6	1	6	171
15:45	0	0	0	0	0	0	0	0	173	18	2	0	0	0	1	194
Hour	0	0	0	0	0	0	0	0	596	73	9	0	12	2	20	712
16:00	0	0	0	0	0	0	0	0	172	15	1	0	5	5	2	200
16:15	0	0	0	0	0	0	0	0	142	13	2	0	8	0	6	171
16:30	0	0	0	0	0	0	1	1	153	14	2	0	5	2	4	180
16:45	0	0	0	0	0	0	0	0	132	13	1	0	5	0	7	158
Hour	0	0	0	0	0	0	1	1	599	55	6	0	23	7	19	709
17:00	0	0	0	0	0	0	0	0	141	19	0	2	4	1	9	176
17:15	0	0	0	0	0	0	0	0	152	17	0	0	0	2	1	172
17:30	0	0	0	0	0	0	0	0	156	11	3	0	5	1	9	185
17:45	0	0	0	0	0	0	1	1	154	10	1	0	3	1	7	176
Hour	0	0	0	0	0	0	1	1	603	57	4	2	12	5	26	709
18:00	0	0	0	0	0	0	0	0	171	9	2	0	7	2	5	196
18:15	0	0	0	0	0	0	0	0	149	11	0	0	5	3	5	173
18:30	0	0	0	0	0	0	0	0	154	12	0	0	5	1	9	181
18:45	0	0	0	0	0	0	0	0	152	5	1	0	7	1	3	169
Hour	0	0	0	0	0	0	0	0	626	37	3	0	24	7	22	719
Total	0	0	0	0	0	0	9	9	7012	777	169	20	209	51	180	8418

Site No. 1
Location Queen's St / St Nicholas St / Dock Rd(S) / Dock Rd(E)
Date Tuesday 1 October 2024

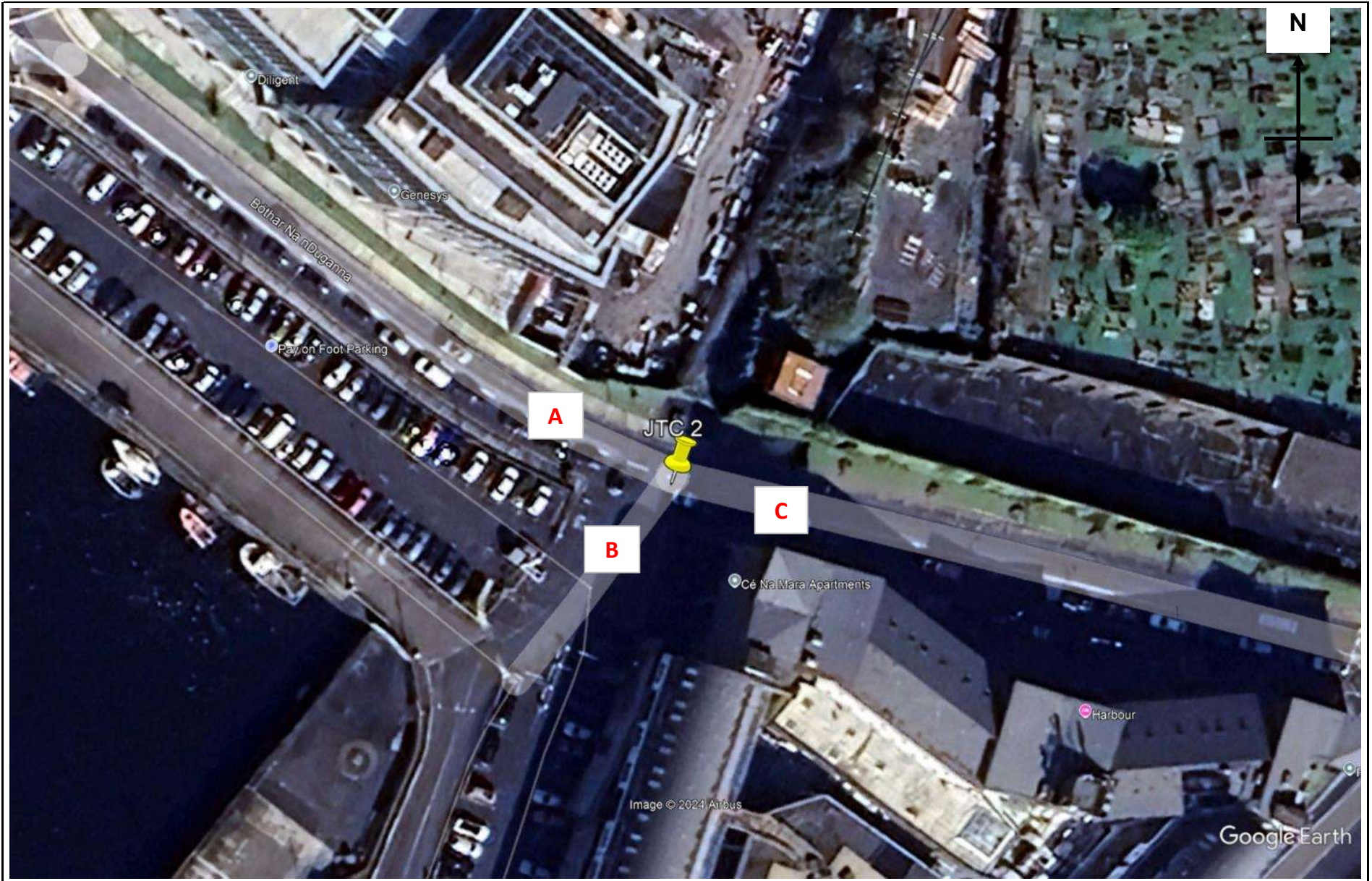
Time	To Arm B - St Nicholas St							Veh. Total	From Arm B - St Nicholas St							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	1	1	0	0	0	0	0	1	3	4
Hour	0	0	0	0	0	0	2	2	0	0	0	0	0	1	7	8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
08:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	4	4
08:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3
08:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	8	8
Hour	0	0	0	0	0	0	5	5	0	0	0	0	0	0	19	19
09:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
09:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	3	3
09:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Hour	0	0	0	0	0	0	4	4	0	0	0	0	0	0	9	9
10:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Hour	0	0	0	0	0	0	3	3	0	0	0	0	0	0	4	4
11:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3
Hour	0	0	0	0	0	0	3	3	0	0	0	0	0	0	5	5
12:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
12:30	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	6	6	0	0	0	0	0	0	5	5
13:00	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
13:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3
Hour	0	0	0	0	0	0	6	6	0	0	0	0	0	0	8	8
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
14:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	5	5
14:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	4	4	0	0	0	0	0	0	11	11
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
15:15	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	4
15:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	5	5
Hour	0	0	0	0	0	0	8	8	0	0	0	0	0	0	12	12
16:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	4
16:15	0	0	0	0	0	1	1	2	0	0	0	0	0	0	3	3
16:30	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3
16:45	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	2	6	8	0	0	0	0	0	0	10	10
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
17:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	6	6
17:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Hour	0	0	0	0	0	0	4	4	0	0	0	0	0	0	13	13
18:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5	5
18:15	0	0	0	0	0	0	3	3	0	0	0	0	0	0	4	4
18:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	5	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Hour	0	0	0	0	0	0	6	6	0	0	0	0	0	0	16	16
Total	0	0	0	0	0	2	57	59	0	0	0	0	0	1	119	120

Site No. 1
Location Queen's St / St Nicholas St / Dock Rd(S) / Dock Rd(E)
Date Tuesday 1 October 2024

Time	To Arm C - Dock Rd(S)							Veh. Total	From Arm C - Dock Rd(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	74	19	5	1	1	0	1	101	0	0	0	0	0	0	0	0
07:15	92	13	1	0	3	1	1	111	0	0	0	0	0	0	0	0
07:30	122	23	11	0	3	0	3	162	0	0	0	0	0	0	0	0
07:45	140	25	5	1	2	1	6	180	0	0	0	0	0	0	0	0
Hour	428	80	22	2	9	2	11	554	0	0	0	0	0	0	0	0
08:00	174	25	5	0	4	4	1	213	0	0	0	0	0	0	1	1
08:15	202	19	4	1	3	0	10	239	0	0	0	0	0	0	0	0
08:30	218	12	6	1	3	0	5	245	0	0	0	0	0	0	2	2
08:45	160	29	7	0	4	1	8	209	0	0	0	0	0	0	0	0
Hour	754	85	22	2	14	5	24	906	0	0	0	0	0	0	3	3
09:00	173	19	10	0	5	2	13	222	0	0	0	0	0	0	0	0
09:15	177	26	7	1	5	1	3	220	0	0	0	0	0	0	0	0
09:30	143	24	6	0	7	1	1	182	0	0	0	0	0	0	0	0
09:45	151	27	1	0	3	0	2	184	0	0	0	0	0	0	1	1
Hour	644	96	24	1	20	4	19	808	0	0	0	0	0	0	1	1
10:00	145	25	5	0	4	0	2	181	0	0	0	0	0	0	0	0
10:15	174	25	5	0	2	1	2	209	0	0	0	0	0	0	1	1
10:30	152	16	9	0	2	0	0	179	0	0	0	0	0	0	0	0
10:45	144	22	6	1	2	3	3	181	0	0	0	0	0	0	1	1
Hour	615	88	25	1	10	4	7	750	0	0	0	0	0	0	2	2
11:00	133	19	4	2	3	3	3	167	0	0	0	0	0	0	1	1
11:15	150	21	4	1	4	2	3	185	0	0	0	0	0	0	0	0
11:30	146	29	2	0	3	0	1	181	0	0	0	0	0	0	1	1
11:45	179	26	5	0	2	3	6	221	0	0	0	0	0	0	0	0
Hour	608	95	15	3	12	8	13	754	0	0	0	0	0	0	2	2
12:00	151	21	5	1	2	2	4	186	0	0	0	0	0	0	0	0
12:15	176	24	5	0	4	0	5	214	0	0	0	0	0	0	2	2
12:30	194	20	3	0	3	3	5	228	0	0	0	0	0	0	0	0
12:45	191	18	1	0	4	1	10	225	0	0	0	0	0	0	0	0
Hour	712	83	14	1	13	6	24	853	0	0	0	0	0	0	2	2
13:00	158	9	6	1	3	1	5	183	0	0	0	0	0	0	1	1
13:15	172	15	4	0	2	2	8	203	0	0	0	0	0	0	1	1
13:30	167	24	1	2	5	0	5	204	0	0	0	0	0	0	1	1
13:45	164	20	4	0	0	1	5	194	0	0	0	0	0	0	1	1
Hour	661	68	15	3	10	4	23	784	0	0	0	0	0	0	4	4
14:00	173	23	2	1	6	1	7	213	0	0	0	0	0	0	0	0
14:15	164	22	4	0	3	1	7	201	0	0	0	0	0	0	0	0
14:30	174	8	5	0	7	1	12	207	0	0	0	0	0	0	0	0
14:45	192	18	3	0	3	1	7	224	0	0	0	0	0	0	0	0
Hour	703	71	14	1	19	4	33	845	0	0	0	0	0	0	0	0
15:00	182	17	2	0	4	1	7	213	0	0	0	0	0	0	1	1
15:15	206	18	2	1	4	0	7	238	0	0	0	0	0	0	0	0
15:30	196	17	1	0	4	0	6	224	0	0	0	0	0	0	0	0
15:45	189	10	1	0	1	1	6	208	0	0	0	0	0	0	0	0
Hour	773	62	6	1	13	2	26	883	0	0	0	0	0	0	1	1
16:00	161	15	0	0	5	4	11	196	0	0	0	0	0	0	0	0
16:15	187	16	3	0	6	0	12	224	0	0	0	0	0	0	2	2
16:30	181	19	1	0	3	1	11	216	0	0	0	0	0	0	1	1
16:45	169	15	0	1	5	1	14	205	0	0	0	0	0	0	0	0
Hour	698	65	4	1	19	6	48	841	0	0	0	0	0	0	3	3
17:00	157	17	2	0	2	1	16	195	0	0	0	0	0	0	0	0
17:15	180	19	1	1	0	2	10	213	0	0	0	0	0	0	1	1
17:30	184	16	0	0	3	2	14	219	0	0	0	0	0	0	0	0
17:45	163	15	0	0	1	2	12	193	0	0	0	0	0	0	2	2
Hour	684	67	3	1	6	7	52	820	0	0	0	0	0	0	3	3
18:00	200	14	5	0	4	2	11	236	0	0	0	0	0	0	2	2
18:15	172	12	0	0	3	5	9	201	0	0	0	0	0	0	1	1
18:30	197	16	3	0	4	1	12	233	0	0	0	0	0	0	1	1
18:45	175	4	2	0	4	3	6	194	0	0	0	0	0	0	3	3
Hour	744	46	10	0	15	11	38	864	0	0	0	0	0	0	7	7
Total	8024	906	174	17	160	63	318	9662	0	0	0	0	0	0	28	28

Site No. 1
Location Queen's St / St Nicholas St / Dock Rd(S) / Dock Rd(E)
Date Tuesday 1 October 2024

Time	To Arm D - Dock Rd(E)							Veh. Total	From Arm D - Dock Rd(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	58	10	2	1	1	0	3	75	45	11	2	1	0	0	1	60
07:15	73	16	2	1	1	0	1	94	64	7	1	0	3	1	3	79
07:30	95	14	2	1	0	0	2	114	86	18	3	0	2	0	2	111
07:45	124	5	5	0	0	1	3	138	101	17	3	1	0	0	4	126
Hour	350	45	11	3	2	1	9	421	296	53	9	2	5	1	10	376
08:00	113	6	1	1	2	2	8	133	116	11	3	0	2	3	1	136
08:15	113	6	1	0	1	0	4	125	139	12	1	1	1	0	9	163
08:30	95	4	5	0	5	0	8	117	125	8	1	1	1	0	5	141
08:45	96	6	3	0	4	1	9	119	92	16	2	0	0	0	3	113
Hour	417	22	10	1	12	3	29	494	472	47	7	2	4	3	18	553
09:00	91	5	6	0	7	0	4	113	96	10	4	0	2	2	12	126
09:15	92	11	1	0	5	0	3	112	109	17	3	0	1	1	4	135
09:30	61	10	3	0	2	0	3	79	102	19	5	0	1	0	1	128
09:45	84	9	0	0	6	1	2	102	95	17	1	0	1	0	1	115
Hour	328	35	10	0	20	1	12	406	402	63	13	0	5	3	18	504
10:00	86	4	1	0	1	0	3	95	93	10	2	0	3	0	3	111
10:15	72	9	3	0	2	1	2	89	102	15	3	0	1	0	2	123
10:30	81	6	0	0	2	1	1	91	82	8	6	0	1	0	1	98
10:45	79	10	3	0	2	1	2	97	92	11	1	1	1	1	1	108
Hour	318	29	7	0	7	3	8	372	369	44	12	1	6	1	7	440
11:00	61	7	2	1	4	1	4	80	81	9	3	2	1	2	5	103
11:15	85	10	6	1	4	1	1	108	84	13	3	0	1	2	2	105
11:30	54	15	1	0	4	0	2	76	75	22	0	0	1	0	0	98
11:45	69	9	3	2	2	0	4	89	116	13	4	0	1	2	3	139
Hour	269	41	12	4	14	2	11	353	356	57	10	2	4	6	10	445
12:00	77	11	3	2	2	0	0	95	82	12	3	0	1	0	3	101
12:15	74	7	1	1	3	0	4	90	106	11	4	0	2	0	3	126
12:30	71	6	2	0	1	0	2	82	114	10	1	0	1	0	9	135
12:45	80	6	4	1	2	0	2	95	109	9	1	0	0	0	6	125
Hour	302	30	10	4	8	0	8	362	411	42	9	0	4	0	21	487
13:00	75	13	0	0	2	0	2	92	87	7	2	0	1	0	5	102
13:15	78	7	0	0	3	0	5	93	112	11	3	0	1	0	4	131
13:30	77	9	1	0	2	1	2	92	105	10	0	2	2	0	6	125
13:45	74	11	2	0	1	0	4	92	105	8	3	0	0	0	2	118
Hour	304	40	3	0	8	1	13	369	409	36	8	2	4	0	17	476
14:00	61	9	3	0	2	0	1	76	99	12	1	0	3	1	3	119
14:15	80	6	3	0	1	1	5	96	92	10	3	0	2	1	2	110
14:30	80	9	2	0	0	0	8	99	98	6	3	0	5	1	11	124
14:45	81	3	1	1	2	0	1	89	123	10	1	0	3	1	7	145
Hour	302	27	9	1	5	1	15	360	412	38	8	0	13	4	23	498
15:00	76	10	2	0	4	0	8	100	116	10	1	0	3	0	3	133
15:15	80	11	0	0	0	0	1	92	139	11	2	1	3	0	7	163
15:30	65	12	3	0	3	1	6	90	127	9	0	0	1	0	3	140
15:45	89	12	1	0	0	0	4	106	105	4	0	0	1	1	7	118
Hour	310	45	6	0	7	1	19	388	487	34	3	1	8	1	20	554
16:00	97	9	1	0	3	2	4	116	86	9	0	0	3	1	10	109
16:15	69	7	1	0	5	0	6	88	114	10	2	0	3	1	8	138
16:30	66	5	2	0	3	2	5	83	94	10	1	0	1	1	12	119
16:45	45	2	1	0	1	0	2	51	82	4	0	1	1	2	10	100
Hour	277	23	5	0	12	4	17	338	376	33	3	1	8	5	40	466
17:00	59	6	0	2	3	1	5	76	75	4	2	0	1	1	8	91
17:15	51	7	0	0	0	0	7	65	79	9	1	1	0	0	11	101
17:30	50	3	3	0	2	0	5	63	78	8	0	0	0	1	9	96
17:45	55	4	1	0	2	0	3	65	64	9	0	0	0	1	7	81
Hour	215	20	4	2	7	1	20	269	296	30	3	1	1	3	35	369
18:00	57	2	1	0	3	0	8	71	86	7	4	0	0	0	8	105
18:15	58	4	0	0	3	1	6	72	81	5	0	0	1	3	8	98
18:30	56	3	0	0	2	1	8	70	99	7	3	0	1	1	7	118
18:45	78	4	1	0	3	0	5	91	101	3	2	0	0	2	3	111
Hour	249	13	2	0	11	2	27	304	367	22	9	0	2	6	26	432
Total	3641	370	89	15	113	20	188	4436	4653	499	94	12	64	33	245	5600



Site No. 2
Location Dock Rd(W) / CP Access / Dock Rd(E)
Date Tuesday 1 October 2024

Time	A to C - Dock Rd(W) to Dock Rd(E)							Veh. Total	A to B - Dock Rd(W) to CP Access							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	58	10	2	1	1	0	3	75	0	0	0	0	0	0	0	0
07:15	76	16	2	1	1	0	1	97	0	0	0	0	0	0	0	0
07:30	93	14	2	1	0	0	2	112	0	0	0	0	0	0	0	0
07:45	122	5	5	0	0	1	2	135	3	0	0	0	0	0	0	3
Hour	349	45	11	3	2	1	8	419	3	0	0	0	0	0	0	3
08:00	115	6	1	1	2	2	8	135	1	0	0	0	0	0	0	1
08:15	114	6	1	0	1	0	5	127	0	0	0	0	0	0	0	0
08:30	94	3	5	0	5	0	7	114	0	0	0	0	0	0	0	0
08:45	93	7	3	0	4	1	10	118	2	0	0	0	0	0	0	2
Hour	416	22	10	1	12	3	30	494	3	0	0	0	0	0	0	3
09:00	92	5	6	0	6	0	4	113	1	0	0	0	0	0	0	1
09:15	91	10	1	0	5	0	3	110	2	1	0	0	0	0	0	3
09:30	59	10	3	0	3	0	3	78	1	0	0	0	0	0	0	1
09:45	81	8	0	0	5	0	2	96	4	0	0	0	0	1	0	5
Hour	323	33	10	0	19	0	12	397	8	1	0	0	0	1	0	10
10:00	78	5	1	0	2	0	3	89	7	0	0	0	0	0	0	7
10:15	70	8	3	0	2	1	2	86	3	0	0	0	0	0	0	3
10:30	75	7	0	0	2	0	1	85	4	0	0	0	0	0	0	4
10:45	74	9	3	0	1	2	2	91	7	0	0	0	0	0	0	7
Hour	297	29	7	0	7	3	8	351	21	0	0	0	0	0	0	21
11:00	59	7	2	1	5	1	4	79	2	0	0	0	0	0	0	2
11:15	75	8	6	1	4	1	1	96	10	2	0	0	0	0	0	12
11:30	47	16	1	0	4	0	2	70	5	0	0	0	0	0	0	5
11:45	63	8	3	2	2	0	4	82	6	1	0	0	0	0	0	7
Hour	244	39	12	4	15	2	11	327	23	3	0	0	0	0	0	26
12:00	75	11	3	2	2	0	0	93	3	0	0	0	0	0	0	3
12:15	60	6	1	1	2	0	4	74	9	0	0	0	0	0	0	9
12:30	70	6	2	0	2	0	2	82	5	0	0	0	0	0	0	5
12:45	74	7	4	1	2	0	1	89	5	0	0	0	0	0	0	5
Hour	279	30	10	4	8	0	7	338	22	0	0	0	0	0	0	22
13:00	67	13	0	0	2	0	2	84	6	0	0	0	0	0	0	6
13:15	78	6	0	0	3	0	6	93	2	1	0	0	0	0	0	3
13:30	71	9	1	0	2	1	2	86	7	0	0	0	0	0	0	7
13:45	71	9	2	0	1	0	4	87	3	1	0	0	0	0	0	4
Hour	287	37	3	0	8	1	14	350	18	2	0	0	0	0	0	20
14:00	58	9	3	0	2	0	1	73	3	0	0	0	0	0	0	3
14:15	75	8	3	0	1	1	4	92	4	0	0	0	0	0	0	4
14:30	72	6	2	0	0	0	9	89	7	2	0	0	0	0	0	9
14:45	82	3	1	1	2	0	1	90	2	0	0	0	0	0	0	2
Hour	287	26	9	1	5	1	15	344	16	2	0	0	0	0	0	18
15:00	77	9	2	0	4	0	8	100	0	0	0	0	0	0	0	0
15:15	77	10	0	0	0	0	1	88	1	1	0	0	0	0	0	2
15:30	66	12	3	0	3	1	6	91	1	0	0	0	0	0	0	1
15:45	86	12	1	0	0	0	4	103	1	0	0	0	0	0	0	1
Hour	306	43	6	0	7	1	19	382	3	1	0	0	0	0	0	4
16:00	96	9	1	0	3	2	3	114	1	0	0	0	0	0	0	1
16:15	70	7	1	0	5	0	7	90	1	0	0	0	0	0	0	1
16:30	62	5	2	0	3	1	5	78	2	0	0	0	0	0	0	2
16:45	45	2	1	0	1	1	2	52	1	0	0	0	0	0	0	1
Hour	273	23	5	0	12	4	17	334	5	0	0	0	0	0	0	5
17:00	61	7	0	2	3	1	4	78	1	0	0	0	0	0	0	1
17:15	47	6	1	0	0	0	8	62	4	0	0	0	0	0	0	4
17:30	47	3	2	0	2	0	4	58	3	0	0	0	0	0	0	3
17:45	54	4	1	0	2	0	4	65	0	0	0	0	0	0	0	0
Hour	209	20	4	2	7	1	20	263	8	0	0	0	0	0	0	8
18:00	54	2	1	0	3	0	8	68	1	0	0	0	0	0	0	1
18:15	58	4	0	0	3	1	6	72	1	0	0	0	0	0	0	1
18:30	53	3	0	0	2	1	8	67	2	0	0	0	0	0	0	2
18:45	71	4	1	0	3	0	5	84	5	0	0	0	0	0	0	5
Hour	236	13	2	0	11	2	27	291	9	0	0	0	0	0	0	9
Total	3506	360	89	15	113	19	188	4290	139	9	0	0	0	1	0	149

Site No. 2
Location Dock Rd(W) / CP Access / Dock Rd(E)
Date Tuesday 1 October 2024

Time	B to A - CP Access to Dock Rd(W)							Veh. Total	B to C - CP Access to Dock Rd(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	1	1	0	0	0	0	0	2	4	0	0	0	0	0	0	4
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
Hour	2	1	0	0	0	0	0	3	7	0	1	0	0	0	0	8
10:00	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
10:15	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
10:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
10:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
Hour	7	1	0	0	0	0	0	8	14	1	0	0	0	0	0	15
11:00	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	11
11:15	3	1	0	0	0	0	0	4	6	1	1	0	0	0	0	8
11:30	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9
11:45	3	2	0	0	0	0	0	5	5	0	0	0	0	0	0	5
Hour	11	3	0	0	0	0	0	14	31	1	1	0	0	0	0	33
12:00	4	0	0	0	0	0	0	4	10	0	0	0	0	0	1	11
12:15	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9
12:30	6	0	0	0	0	0	0	6	10	0	0	0	0	0	0	10
12:45	7	0	0	0	0	0	0	7	13	0	0	0	0	0	0	13
Hour	22	0	0	0	0	0	0	22	42	0	0	0	0	0	1	43
13:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
13:15	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
13:30	3	0	0	0	0	0	0	3	13	0	1	0	0	0	0	14
13:45	5	1	0	0	0	0	0	6	14	0	0	0	0	0	1	15
Hour	16	1	0	0	0	0	0	17	35	0	1	0	0	0	1	37
14:00	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	12
14:15	4	1	0	0	0	0	0	5	11	0	0	0	0	0	1	12
14:30	3	0	0	0	0	0	0	3	9	0	0	0	0	1	0	10
14:45	6	0	0	0	0	0	1	7	8	2	0	0	0	0	0	10
Hour	17	1	0	0	0	0	1	19	40	2	0	0	0	1	1	44
15:00	7	0	0	0	0	0	0	7	10	0	0	0	0	0	1	11
15:15	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8
15:30	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
15:45	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
Hour	20	0	0	0	0	0	0	20	30	0	0	0	0	0	1	31
16:00	2	1	0	0	0	0	0	3	11	0	0	0	0	0	0	11
16:15	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
16:30	2	0	0	0	0	0	0	2	8	0	0	0	0	0	1	9
16:45	2	0	0	0	0	0	0	2	11	1	1	0	0	0	0	13
Hour	8	1	0	0	0	0	0	9	34	2	1	0	0	0	1	38
17:00	2	0	0	0	0	0	2	4	3	0	0	0	0	0	1	4
17:15	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8
17:30	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8
17:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
Hour	7	0	0	0	0	0	2	9	22	0	0	0	0	0	1	23
18:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
18:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:45	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
Hour	7	0	0	0	0	0	0	7	14	1	0	0	0	0	0	15
Total	121	8	0	0	0	0	3	132	277	7	4	0	0	1	6	295

Site No. 2
Location Dock Rd(W) / CP Access / Dock Rd(E)
Date Tuesday 1 October 2024

Time	C to B - Dock Rd(E) to CP Access							Veh. Total	C to A - Dock Rd(E) to Dock Rd(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	44	11	2	1	0	0	1	59
07:15	1	0	0	0	0	0	0	1	64	7	1	0	3	1	3	79
07:30	1	1	0	0	0	0	0	2	86	18	3	0	2	0	2	111
07:45	3	0	0	0	0	0	0	3	103	19	3	1	0	0	4	130
Hour	5	1	0	0	0	0	0	6	297	55	9	2	5	1	10	379
08:00	4	1	0	0	0	0	1	6	116	9	3	0	2	3	2	135
08:15	3	0	0	0	0	0	0	3	138	12	1	1	1	0	8	161
08:30	1	0	0	0	0	0	0	1	123	9	1	1	1	0	5	140
08:45	4	0	1	0	0	0	0	5	90	15	2	0	0	0	5	112
Hour	12	1	1	0	0	0	1	15	467	45	7	2	4	3	20	548
09:00	6	0	0	0	0	0	0	6	98	10	4	0	2	2	9	125
09:15	5	0	0	0	0	0	0	5	109	17	3	0	1	1	4	135
09:30	9	1	0	0	0	0	0	10	99	17	5	0	1	0	1	123
09:45	12	0	0	0	0	0	0	12	95	18	1	0	1	0	1	116
Hour	32	1	0	0	0	0	0	33	401	62	13	0	5	3	15	499
10:00	14	0	0	0	0	0	0	14	91	9	2	0	3	0	3	108
10:15	11	0	0	0	0	0	0	11	100	15	3	0	1	0	2	121
10:30	9	0	0	0	0	0	0	9	80	8	6	0	1	0	1	96
10:45	6	0	0	0	0	0	0	6	94	10	1	1	1	1	2	110
Hour	40	0	0	0	0	0	0	40	365	42	12	1	6	1	8	435
11:00	10	0	1	0	0	0	0	11	76	9	3	2	1	2	4	97
11:15	13	0	0	0	0	0	0	13	81	11	3	0	1	2	3	101
11:30	3	0	1	0	0	0	0	4	71	24	0	0	1	0	0	96
11:45	4	1	0	0	0	0	0	5	114	10	4	0	1	2	2	133
Hour	30	1	2	0	0	0	0	33	342	54	10	2	4	6	9	427
12:00	11	0	0	0	0	0	0	11	84	11	3	0	1	0	3	102
12:15	14	0	0	0	0	0	0	14	94	11	4	0	2	0	3	114
12:30	9	0	0	0	0	0	0	9	110	11	1	0	1	0	9	132
12:45	8	1	0	0	0	0	0	9	101	8	1	0	0	0	6	116
Hour	42	1	0	0	0	0	0	43	389	41	9	0	4	0	21	464
13:00	8	0	0	0	0	0	0	8	83	7	2	0	1	0	5	98
13:15	9	0	0	0	0	0	0	9	110	11	3	0	1	0	4	129
13:30	8	0	0	0	0	0	0	8	99	10	0	2	2	0	6	119
13:45	5	0	0	0	0	0	0	5	101	6	3	0	0	0	3	113
Hour	30	0	0	0	0	0	0	30	393	34	8	2	4	0	18	459
14:00	12	0	1	0	0	0	0	13	97	14	1	0	3	1	2	118
14:15	6	1	0	0	0	0	0	7	86	7	4	0	3	1	3	104
14:30	3	0	0	0	0	0	0	3	96	5	2	0	4	1	10	118
14:45	2	0	0	0	0	0	1	3	121	10	1	0	3	1	6	142
Hour	23	1	1	0	0	0	1	26	400	36	8	0	13	4	21	482
15:00	4	0	0	0	0	0	0	4	105	11	1	0	3	0	3	123
15:15	6	0	0	0	0	0	0	6	138	10	2	1	3	0	7	161
15:30	6	2	0	0	0	0	0	8	119	10	0	0	1	0	3	133
15:45	5	0	0	0	0	0	0	5	102	4	0	0	2	1	7	116
Hour	21	2	0	0	0	0	0	23	464	35	3	1	9	1	20	533
16:00	1	0	0	0	0	1	0	2	81	9	0	0	2	1	10	103
16:15	2	0	0	0	0	0	0	2	112	10	2	0	3	1	8	136
16:30	5	0	0	0	0	0	0	5	92	10	1	1	1	1	13	119
16:45	3	0	0	0	0	0	0	3	83	4	0	0	2	2	9	100
Hour	11	0	0	0	0	1	0	12	368	33	3	1	8	5	40	458
17:00	3	0	0	0	0	0	0	3	71	3	3	1	0	1	7	86
17:15	2	0	0	0	0	0	0	2	78	10	0	0	0	0	10	98
17:30	7	0	0	0	0	0	0	7	76	7	0	0	0	1	9	93
17:45	3	0	0	0	0	0	0	3	64	11	0	0	0	1	7	83
Hour	15	0	0	0	0	0	0	15	289	31	3	1	0	3	33	360
18:00	3	0	0	0	0	0	0	3	90	6	4	0	0	0	9	109
18:15	3	0	0	0	0	0	0	3	75	5	0	0	1	3	7	91
18:30	4	0	0	0	0	0	0	4	103	7	3	0	1	1	7	122
18:45	1	0	0	0	0	0	0	1	94	3	2	0	0	2	4	105
Hour	11	0	0	0	0	0	0	11	362	21	9	0	2	6	27	427
Total	272	8	4	0	0	1	2	287	4537	489	94	12	64	33	242	5471

Site No. 2
Location Dock Rd(W) / CP Access / Dock Rd(E)
Date Tuesday 1 October 2024

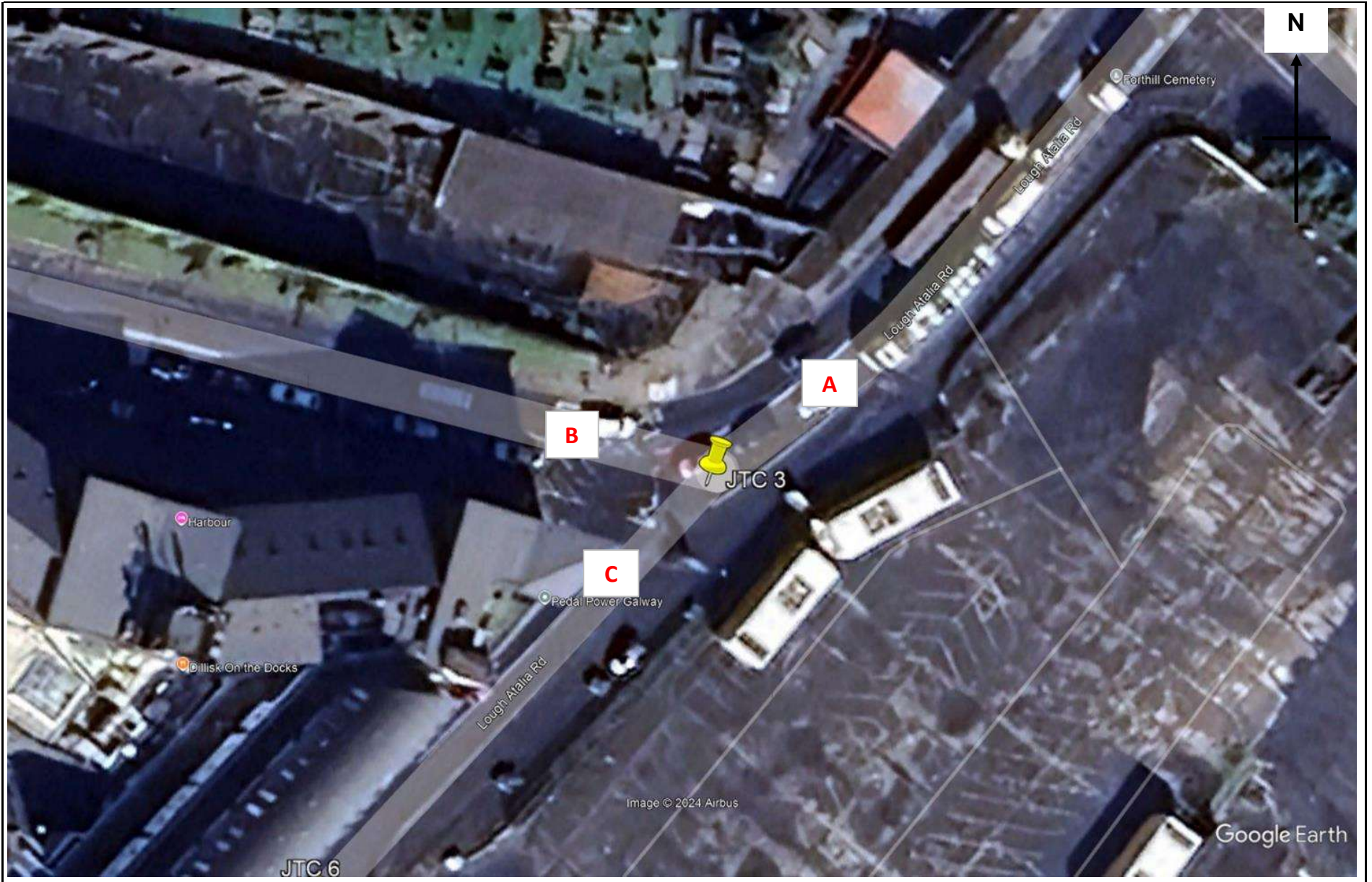
Time	To Arm A - Dock Rd(W)							Veh. Total	From Arm A - Dock Rd(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	44	11	2	1	0	0	1	59	58	10	2	1	1	0	3	75
07:15	64	7	1	0	3	1	3	79	76	16	2	1	1	0	1	97
07:30	86	18	3	0	2	0	2	111	93	14	2	1	0	0	2	112
07:45	103	19	3	1	0	0	4	130	125	5	5	0	0	1	2	138
Hour	297	55	9	2	5	1	10	379	352	45	11	3	2	1	8	422
08:00	116	9	3	0	2	3	2	135	116	6	1	1	2	2	8	136
08:15	140	12	1	1	1	0	8	163	114	6	1	0	1	0	5	127
08:30	123	9	1	1	1	0	5	140	94	3	5	0	5	0	7	114
08:45	92	15	2	0	0	0	5	114	95	7	3	0	4	1	10	120
Hour	471	45	7	2	4	3	20	552	419	22	10	1	12	3	30	497
09:00	98	10	4	0	2	2	9	125	93	5	6	0	6	0	4	114
09:15	110	18	3	0	1	1	4	137	93	11	1	0	5	0	3	113
09:30	100	17	5	0	1	0	1	124	60	10	3	0	3	0	3	79
09:45	95	18	1	0	1	0	1	116	85	8	0	0	5	1	2	101
Hour	403	63	13	0	5	3	15	502	331	34	10	0	19	1	12	407
10:00	95	10	2	0	3	0	3	113	85	5	1	0	2	0	3	96
10:15	101	15	3	0	1	0	2	122	73	8	3	0	2	1	2	89
10:30	82	8	6	0	1	0	1	98	79	7	0	0	2	0	1	89
10:45	94	10	1	1	1	1	2	110	81	9	3	0	1	2	2	98
Hour	372	43	12	1	6	1	8	443	318	29	7	0	7	3	8	372
11:00	79	9	3	2	1	2	4	100	61	7	2	1	5	1	4	81
11:15	84	12	3	0	1	2	3	105	85	10	6	1	4	1	1	108
11:30	73	24	0	0	1	0	0	98	52	16	1	0	4	0	2	75
11:45	117	12	4	0	1	2	2	138	69	9	3	2	2	0	4	89
Hour	353	57	10	2	4	6	9	441	267	42	12	4	15	2	11	353
12:00	88	11	3	0	1	0	3	106	78	11	3	2	2	0	0	96
12:15	99	11	4	0	2	0	3	119	69	6	1	1	2	0	4	83
12:30	116	11	1	0	1	0	9	138	75	6	2	0	2	0	2	87
12:45	108	8	1	0	0	0	6	123	79	7	4	1	2	0	1	94
Hour	411	41	9	0	4	0	21	486	301	30	10	4	8	0	7	360
13:00	87	7	2	0	1	0	5	102	73	13	0	0	2	0	2	90
13:15	114	11	3	0	1	0	4	133	80	7	0	0	3	0	6	96
13:30	102	10	0	2	2	0	6	122	78	9	1	0	2	1	2	93
13:45	106	7	3	0	0	0	3	119	74	10	2	0	1	0	4	91
Hour	409	35	8	2	4	0	18	476	305	39	3	0	8	1	14	370
14:00	101	14	1	0	3	1	2	122	61	9	3	0	2	0	1	76
14:15	90	8	4	0	3	1	3	109	79	8	3	0	1	1	4	96
14:30	99	5	2	0	4	1	10	121	79	8	2	0	0	0	9	98
14:45	127	10	1	0	3	1	7	149	84	3	1	1	2	0	1	92
Hour	417	37	8	0	13	4	22	501	303	28	9	1	5	1	15	362
15:00	112	11	1	0	3	0	3	130	77	9	2	0	4	0	8	100
15:15	141	10	2	1	3	0	7	164	78	11	0	0	0	0	1	90
15:30	125	10	0	0	1	0	3	139	67	12	3	0	3	1	6	92
15:45	106	4	0	0	2	1	7	120	87	12	1	0	0	0	4	104
Hour	484	35	3	1	9	1	20	553	309	44	6	0	7	1	19	386
16:00	83	10	0	0	2	1	10	106	97	9	1	0	3	2	3	115
16:15	114	10	2	0	3	1	8	138	71	7	1	0	5	0	7	91
16:30	94	10	1	1	1	1	13	121	64	5	2	0	3	1	5	80
16:45	85	4	0	0	2	2	9	102	46	2	1	0	1	1	2	53
Hour	376	34	3	1	8	5	40	467	278	23	5	0	12	4	17	339
17:00	73	3	3	1	0	1	9	90	62	7	0	2	3	1	4	79
17:15	80	10	0	0	0	0	10	100	51	6	1	0	0	0	8	66
17:30	77	7	0	0	0	1	9	94	50	3	2	0	2	0	4	61
17:45	66	11	0	0	0	1	7	85	54	4	1	0	2	0	4	65
Hour	296	31	3	1	0	3	35	369	217	20	4	2	7	1	20	271
18:00	90	6	4	0	0	0	9	109	55	2	1	0	3	0	8	69
18:15	76	5	0	0	1	3	7	92	59	4	0	0	3	1	6	73
18:30	103	7	3	0	1	1	7	122	55	3	0	0	2	1	8	69
18:45	100	3	2	0	0	2	4	111	76	4	1	0	3	0	5	89
Hour	369	21	9	0	2	6	27	434	245	13	2	0	11	2	27	300
Total	4658	497	94	12	64	33	245	5603	3645	369	89	15	113	20	188	4439

Site No. 2
Location Dock Rd(W) / CP Access / Dock Rd(E)
Date Tuesday 1 October 2024

Time	To Arm B - CP Access							Veh. Total	From Arm B - CP Access							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
Hour	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
08:00	5	1	0	0	0	0	1	7	4	0	0	0	0	0	0	4
08:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
08:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
08:45	6	0	1	0	0	0	0	7	2	0	0	0	0	0	0	2
Hour	15	1	1	0	0	0	1	18	12	0	0	0	0	0	0	12
09:00	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
09:15	7	1	0	0	0	0	0	8	5	1	0	0	0	0	0	6
09:30	10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1
09:45	16	0	0	0	0	1	0	17	2	0	1	0	0	0	0	3
Hour	40	2	0	0	0	1	0	43	9	1	1	0	0	0	0	11
10:00	21	0	0	0	0	0	0	21	6	1	0	0	0	0	0	7
10:15	14	0	0	0	0	0	0	14	4	1	0	0	0	0	0	5
10:30	13	0	0	0	0	0	0	13	6	0	0	0	0	0	0	6
10:45	13	0	0	0	0	0	0	13	5	0	0	0	0	0	0	5
Hour	61	0	0	0	0	0	0	61	21	2	0	0	0	0	0	23
11:00	12	0	1	0	0	0	0	13	14	0	0	0	0	0	0	14
11:15	23	2	0	0	0	0	0	25	9	2	1	0	0	0	0	12
11:30	8	0	1	0	0	0	0	9	11	0	0	0	0	0	0	11
11:45	10	2	0	0	0	0	0	12	8	2	0	0	0	0	0	10
Hour	53	4	2	0	0	0	0	59	42	4	1	0	0	0	0	47
12:00	14	0	0	0	0	0	0	14	14	0	0	0	0	0	1	15
12:15	23	0	0	0	0	0	0	23	14	0	0	0	0	0	0	14
12:30	14	0	0	0	0	0	0	14	16	0	0	0	0	0	0	16
12:45	13	1	0	0	0	0	0	14	20	0	0	0	0	0	0	20
Hour	64	1	0	0	0	0	0	65	64	0	0	0	0	0	1	65
13:00	14	0	0	0	0	0	0	14	6	0	0	0	0	0	0	6
13:15	11	1	0	0	0	0	0	12	10	0	0	0	0	0	0	10
13:30	15	0	0	0	0	0	0	15	16	0	1	0	0	0	0	17
13:45	8	1	0	0	0	0	0	9	19	1	0	0	0	0	1	21
Hour	48	2	0	0	0	0	0	50	51	1	1	0	0	0	1	54
14:00	15	0	1	0	0	0	0	16	16	0	0	0	0	0	0	16
14:15	10	1	0	0	0	0	0	11	15	1	0	0	0	0	1	17
14:30	10	2	0	0	0	0	0	12	12	0	0	0	0	1	0	13
14:45	4	0	0	0	0	0	1	5	14	2	0	0	0	0	1	17
Hour	39	3	1	0	0	0	1	44	57	3	0	0	0	1	2	63
15:00	4	0	0	0	0	0	0	4	17	0	0	0	0	0	1	18
15:15	7	1	0	0	0	0	0	8	11	0	0	0	0	0	0	11
15:30	7	2	0	0	0	0	0	9	11	0	0	0	0	0	0	11
15:45	6	0	0	0	0	0	0	6	11	0	0	0	0	0	0	11
Hour	24	3	0	0	0	0	0	27	50	0	0	0	0	0	1	51
16:00	2	0	0	0	0	1	0	3	13	1	0	0	0	0	0	14
16:15	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7
16:30	7	0	0	0	0	0	0	7	10	0	0	0	0	0	1	11
16:45	4	0	0	0	0	0	0	4	13	1	1	0	0	0	0	15
Hour	16	0	0	0	0	1	0	17	42	3	1	0	0	0	1	47
17:00	4	0	0	0	0	0	0	4	5	0	0	0	0	0	3	8
17:15	6	0	0	0	0	0	0	6	10	0	0	0	0	0	0	10
17:30	10	0	0	0	0	0	0	10	9	0	0	0	0	0	0	9
17:45	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
Hour	23	0	0	0	0	0	0	23	29	0	0	0	0	0	3	32
18:00	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
18:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
18:30	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
18:45	6	0	0	0	0	0	0	6	10	0	0	0	0	0	0	10
Hour	20	0	0	0	0	0	0	20	21	1	0	0	0	0	0	22
Total	411	17	4	0	0	2	2	436	398	15	4	0	0	1	9	427

Site No. 2
Location Dock Rd(W) / CP Access / Dock Rd(E)
Date Tuesday 1 October 2024

Time	To Arm C - Dock Rd(E)							Veh. Total	From Arm C - Dock Rd(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	58	10	2	1	1	0	3	75	44	11	2	1	0	0	1	59
07:15	76	16	2	1	1	0	1	97	65	7	1	0	3	1	3	80
07:30	93	14	2	1	0	0	2	112	87	19	3	0	2	0	2	113
07:45	122	5	5	0	0	1	2	135	106	19	3	1	0	0	4	133
Hour	349	45	11	3	2	1	8	419	302	56	9	2	5	1	10	385
08:00	119	6	1	1	2	2	8	139	120	10	3	0	2	3	3	141
08:15	115	6	1	0	1	0	5	128	141	12	1	1	1	0	8	164
08:30	97	3	5	0	5	0	7	117	124	9	1	1	1	0	5	141
08:45	93	7	3	0	4	1	10	118	94	15	3	0	0	0	5	117
Hour	424	22	10	1	12	3	30	502	479	46	8	2	4	3	21	563
09:00	93	5	6	0	6	0	4	114	104	10	4	0	2	2	9	131
09:15	95	10	1	0	5	0	3	114	114	17	3	0	1	1	4	140
09:30	59	10	3	0	3	0	3	78	108	18	5	0	1	0	1	133
09:45	83	8	1	0	5	0	2	99	107	18	1	0	1	0	1	128
Hour	330	33	11	0	19	0	12	405	433	63	13	0	5	3	15	532
10:00	80	5	1	0	2	0	3	91	105	9	2	0	3	0	3	122
10:15	73	9	3	0	2	1	2	90	111	15	3	0	1	0	2	132
10:30	79	7	0	0	2	0	1	89	89	8	6	0	1	0	1	105
10:45	79	9	3	0	1	2	2	96	100	10	1	1	1	1	2	116
Hour	311	30	7	0	7	3	8	366	405	42	12	1	6	1	8	475
11:00	70	7	2	1	5	1	4	90	86	9	4	2	1	2	4	108
11:15	81	9	7	1	4	1	1	104	94	11	3	0	1	2	3	114
11:30	56	16	1	0	4	0	2	79	74	24	1	0	1	0	0	100
11:45	68	8	3	2	2	0	4	87	118	11	4	0	1	2	2	138
Hour	275	40	13	4	15	2	11	360	372	55	12	2	4	6	9	460
12:00	85	11	3	2	2	0	1	104	95	11	3	0	1	0	3	113
12:15	69	6	1	1	2	0	4	83	108	11	4	0	2	0	3	128
12:30	80	6	2	0	2	0	2	92	119	11	1	0	1	0	9	141
12:45	87	7	4	1	2	0	1	102	109	9	1	0	0	0	6	125
Hour	321	30	10	4	8	0	8	381	431	42	9	0	4	0	21	507
13:00	69	13	0	0	2	0	2	86	91	7	2	0	1	0	5	106
13:15	84	6	0	0	3	0	6	99	119	11	3	0	1	0	4	138
13:30	84	9	2	0	2	1	2	100	107	10	0	2	2	0	6	127
13:45	85	9	2	0	1	0	5	102	106	6	3	0	0	0	3	118
Hour	322	37	4	0	8	1	15	387	423	34	8	2	4	0	18	489
14:00	70	9	3	0	2	0	1	85	109	14	2	0	3	1	2	131
14:15	86	8	3	0	1	1	5	104	92	8	4	0	3	1	3	111
14:30	81	6	2	0	0	1	9	99	99	5	2	0	4	1	10	121
14:45	90	5	1	1	2	0	1	100	123	10	1	0	3	1	7	145
Hour	327	28	9	1	5	2	16	388	423	37	9	0	13	4	22	508
15:00	87	9	2	0	4	0	9	111	109	11	1	0	3	0	3	127
15:15	85	10	0	0	0	0	1	96	144	10	2	1	3	0	7	167
15:30	71	12	3	0	3	1	6	96	125	12	0	0	1	0	3	141
15:45	93	12	1	0	0	0	4	110	107	4	0	0	2	1	7	121
Hour	336	43	6	0	7	1	20	413	485	37	3	1	9	1	20	556
16:00	107	9	1	0	3	2	3	125	82	9	0	0	2	2	10	105
16:15	74	8	1	0	5	0	7	95	114	10	2	0	3	1	8	138
16:30	70	5	2	0	3	1	6	87	97	10	1	1	1	1	13	124
16:45	56	3	2	0	1	1	2	65	86	4	0	0	2	2	9	103
Hour	307	25	6	0	12	4	18	372	379	33	3	1	8	6	40	470
17:00	64	7	0	2	3	1	5	82	74	3	3	1	0	1	7	89
17:15	55	6	1	0	0	0	8	70	80	10	0	0	0	0	10	100
17:30	55	3	2	0	2	0	4	66	83	7	0	0	0	1	9	100
17:45	57	4	1	0	2	0	4	68	67	11	0	0	0	1	7	86
Hour	231	20	4	2	7	1	21	286	304	31	3	1	0	3	33	375
18:00	57	3	1	0	3	0	8	72	93	6	4	0	0	0	9	112
18:15	61	4	0	0	3	1	6	75	78	5	0	0	1	3	7	94
18:30	57	3	0	0	2	1	8	71	107	7	3	0	1	1	7	126
18:45	75	4	1	0	3	0	5	88	95	3	2	0	0	2	4	106
Hour	250	14	2	0	11	2	27	306	373	21	9	0	2	6	27	438
Total	3783	367	93	15	113	20	194	4585	4809	497	98	12	64	34	244	5758



Site No. 3
Location Lough Atalia Rd(N) / Dock Rd / Lough Atalia Rd(S)
Date Tuesday 1 October 2024

Time	A to C - Lough Atalia Rd(N) to Lough Atalia Rd(S)							Veh. Total	A to B - Lough Atalia Rd(N) to Dock Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	4	0	2	2	0	0	2	10	44	13	1	1	0	0	1	60
07:15	12	1	3	0	0	0	0	16	64	5	1	0	3	1	3	77
07:30	16	2	1	1	0	0	0	20	86	17	3	0	1	0	2	109
07:45	14	2	3	1	1	0	0	21	107	20	2	1	0	0	4	134
Hour	46	5	9	4	1	0	2	67	301	55	7	2	4	1	10	380
08:00	17	4	1	1	0	0	0	23	118	9	2	0	0	3	3	135
08:15	12	2	2	1	1	1	1	20	142	12	1	0	1	0	8	164
08:30	11	1	0	1	0	0	0	13	121	7	0	1	1	0	6	136
08:45	21	2	1	1	1	0	0	26	90	12	2	0	0	0	4	108
Hour	61	9	4	4	2	1	1	82	471	40	5	1	2	3	21	543
09:00	11	5	3	1	1	1	1	23	103	10	3	0	2	1	9	128
09:15	8	8	3	1	2	0	1	23	107	13	0	0	2	1	5	128
09:30	12	7	0	2	0	0	0	21	111	14	1	0	1	0	0	127
09:45	13	4	3	2	1	0	0	23	103	13	1	0	0	0	1	118
Hour	44	24	9	6	4	1	2	90	424	50	5	0	5	2	15	501
10:00	6	3	3	0	1	0	0	13	104	10	2	0	3	0	2	121
10:15	4	2	4	1	2	0	0	13	108	13	2	0	1	0	1	125
10:30	9	4	3	2	0	0	1	19	87	6	3	0	1	0	1	98
10:45	11	1	0	1	4	0	0	17	99	10	1	1	1	0	2	114
Hour	30	10	10	4	7	0	1	62	398	39	8	1	6	0	6	458
11:00	9	0	1	1	2	0	1	14	81	10	3	2	1	2	4	103
11:15	10	7	1	0	1	1	0	20	87	11	2	0	1	0	2	103
11:30	8	7	1	2	2	0	0	20	69	18	0	0	1	0	0	88
11:45	8	6	0	2	1	0	1	18	116	11	4	0	1	2	3	137
Hour	35	20	3	5	6	1	2	72	353	50	9	2	4	4	9	431
12:00	9	2	1	1	2	0	1	16	89	8	3	0	0	0	3	103
12:15	7	4	3	1	2	0	0	17	104	8	3	0	2	0	3	120
12:30	11	1	2	1	0	0	0	15	111	7	1	0	1	0	8	128
12:45	11	5	0	1	3	0	1	21	103	7	1	0	0	0	6	117
Hour	38	12	6	4	7	0	2	69	407	30	8	0	3	0	20	468
13:00	6	3	2	3	0	0	0	14	79	6	1	0	0	0	5	91
13:15	8	0	0	0	1	0	0	9	114	12	3	0	1	0	4	134
13:30	12	3	1	1	1	0	0	18	102	8	0	2	2	0	6	120
13:45	14	2	2	1	2	0	0	21	99	7	2	0	1	0	3	112
Hour	40	8	5	5	4	0	0	62	394	33	6	2	4	0	18	457
14:00	10	3	1	1	1	0	0	16	102	13	0	0	2	1	2	120
14:15	5	3	1	1	0	0	0	10	86	8	3	0	3	1	3	104
14:30	10	3	0	2	1	0	0	16	94	5	1	0	4	1	11	116
14:45	10	2	1	0	3	0	0	16	112	10	0	0	3	1	7	133
Hour	35	11	3	4	5	0	0	58	394	36	4	0	12	4	23	473
15:00	13	4	0	1	1	0	0	19	103	11	0	0	3	0	2	119
15:15	6	3	2	0	1	0	0	12	136	7	2	1	3	0	7	156
15:30	8	1	1	1	1	0	1	13	118	10	0	0	0	0	3	131
15:45	7	0	1	0	5	0	0	13	95	3	0	0	2	1	7	108
Hour	34	8	4	2	8	0	1	57	452	31	2	1	8	1	19	514
16:00	5	1	1	1	1	0	0	9	76	8	0	0	2	2	10	98
16:15	8	1	0	0	2	0	0	11	111	10	0	0	1	1	8	131
16:30	3	3	1	0	1	0	2	10	93	10	1	1	1	0	10	116
16:45	3	0	0	0	4	0	0	7	80	2	0	0	2	2	9	95
Hour	19	5	2	1	8	0	2	37	360	30	1	1	6	5	37	440
17:00	2	3	1	0	1	0	0	7	72	1	0	1	0	1	7	82
17:15	3	2	2	0	0	0	0	7	74	10	0	0	0	0	9	93
17:30	4	0	1	0	3	0	0	8	73	7	0	0	0	1	8	89
17:45	3	1	0	1	0	0	0	5	65	10	1	0	0	1	7	84
Hour	12	6	4	1	4	0	0	27	284	28	1	1	0	3	31	348
18:00	8	1	1	2	2	0	0	14	89	6	2	0	0	0	9	106
18:15	1	1	0	2	1	0	0	5	79	5	0	0	1	3	7	95
18:30	7	1	0	0	2	0	1	11	102	7	3	0	1	1	6	120
18:45	5	0	0	0	2	0	1	8	93	3	2	0	0	2	3	103
Hour	21	3	1	4	7	0	2	38	363	21	7	0	2	6	25	424
Total	415	121	60	44	63	3	15	721	4601	443	63	11	56	29	234	5437

Site No. 3
Location Lough Atalia Rd(N) / Dock Rd / Lough Atalia Rd(S)
Date Tuesday 1 October 2024

Time	B to A - Dock Rd to Lough Atalia Rd(N)							Veh. Total	B to C - Dock Rd to Lough Atalia Rd(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	54	8	2	1	1	0	3	69	2	1	0	0	0	0	0	3
07:15	73	15	1	1	1	0	0	91	5	2	1	0	0	0	1	9
07:30	83	12	2	0	0	0	2	99	8	2	0	1	0	0	0	11
07:45	115	3	2	0	0	1	2	123	5	2	3	0	0	0	0	10
Hour	325	38	7	2	2	1	7	382	20	7	4	1	0	0	1	33
08:00	111	4	1	0	1	1	7	125	9	1	0	1	1	1	1	14
08:15	113	6	0	0	1	0	5	125	5	1	1	0	0	0	0	7
08:30	91	4	5	0	3	0	7	110	5	0	0	0	1	0	0	6
08:45	84	7	2	0	2	1	10	106	10	0	1	0	3	0	0	14
Hour	399	21	8	0	7	2	29	466	29	2	2	1	5	1	1	41
09:00	81	3	3	0	3	0	3	93	10	2	3	0	2	0	1	18
09:15	81	6	0	0	4	0	2	93	16	4	1	0	2	0	0	23
09:30	57	7	2	0	3	0	2	71	1	3	0	0	0	0	1	5
09:45	81	7	0	0	3	0	3	94	3	1	1	0	2	0	0	7
Hour	300	23	5	0	13	0	10	351	30	10	5	0	6	0	2	53
10:00	77	2	1	0	1	0	3	84	3	2	0	0	1	0	0	6
10:15	69	7	1	0	2	1	1	81	3	2	3	0	0	0	1	9
10:30	70	6	0	0	1	0	1	78	4	1	0	0	1	0	0	6
10:45	78	7	2	0	0	1	2	90	4	2	1	0	1	1	0	9
Hour	294	22	4	0	4	2	7	333	14	7	4	0	3	1	1	30
11:00	63	5	2	1	1	0	3	75	8	1	0	0	3	1	1	14
11:15	69	7	6	0	1	1	1	85	9	2	1	0	3	0	0	15
11:30	55	12	1	1	2	0	2	73	5	3	0	0	2	0	0	10
11:45	64	8	3	1	1	0	4	81	3	1	0	1	1	0	0	6
Hour	251	32	12	3	5	1	10	314	25	7	1	1	9	1	1	45
12:00	81	8	3	2	2	0	0	96	5	2	0	0	1	0	0	8
12:15	68	6	0	1	0	0	5	80	5	0	0	0	1	0	0	6
12:30	72	6	1	0	3	0	1	83	8	1	1	0	0	0	1	11
12:45	82	4	3	1	1	0	1	92	6	3	1	0	1	0	0	11
Hour	303	24	7	4	6	0	7	351	24	6	2	0	3	0	1	36
13:00	62	10	1	0	2	0	2	77	6	1	0	0	0	0	0	7
13:15	80	7	0	0	1	0	4	92	2	0	0	0	2	0	2	6
13:30	79	7	0	0	2	1	2	91	7	1	2	0	0	0	0	10
13:45	76	9	1	0	1	0	5	92	11	0	1	0	0	0	0	12
Hour	297	33	2	0	6	1	13	352	26	2	3	0	2	0	2	35
14:00	62	8	2	0	0	0	0	72	7	2	1	0	2	0	1	13
14:15	80	6	1	0	0	1	5	93	6	1	2	0	1	0	0	10
14:30	71	6	1	0	0	1	9	88	5	1	1	0	0	0	0	7
14:45	86	3	0	0	2	0	0	91	7	1	1	1	0	0	1	11
Hour	299	23	4	0	2	2	14	344	25	5	5	1	3	0	2	41
15:00	83	7	1	0	1	0	9	101	6	2	1	0	3	0	0	12
15:15	80	8	0	0	0	0	0	88	4	1	0	0	0	0	1	6
15:30	66	13	0	0	1	1	5	86	6	0	3	0	2	0	1	12
15:45	89	12	1	0	0	0	4	106	4	0	0	0	0	0	0	4
Hour	318	40	2	0	2	1	18	381	20	3	4	0	5	0	2	34
16:00	100	8	1	0	1	2	3	115	5	0	0	0	2	0	0	7
16:15	71	8	1	0	3	0	7	90	4	1	0	0	2	0	0	7
16:30	68	3	1	0	3	1	6	82	3	2	1	0	0	0	0	6
16:45	50	3	1	0	1	1	2	58	5	1	1	0	0	0	0	7
Hour	289	22	4	0	8	4	18	345	17	4	2	0	4	0	0	27
17:00	54	7	0	2	2	1	5	71	10	0	0	0	1	0	0	11
17:15	54	5	1	0	0	0	8	68	3	1	0	0	0	0	0	4
17:30	53	2	0	0	1	0	4	60	3	1	2	0	1	0	0	7
17:45	53	4	0	0	0	0	4	61	2	0	1	0	2	0	0	5
Hour	214	18	1	2	3	1	21	260	18	2	3	0	4	0	0	27
18:00	55	3	0	0	2	0	6	66	4	0	1	0	1	0	2	8
18:15	57	4	0	0	2	1	6	70	3	0	0	0	1	0	0	4
18:30	54	3	0	0	1	1	6	65	4	0	0	0	1	0	2	7
18:45	68	3	1	0	2	0	4	78	5	1	0	0	1	0	1	8
Hour	234	13	1	0	7	2	22	279	16	1	1	0	4	0	5	27
Total	3523	309	57	11	65	17	176	4158	264	56	36	4	48	3	18	429

Site No. 3
Location Lough Atalia Rd(N) / Dock Rd / Lough Atalia Rd(S)
Date Tuesday 1 October 2024

Time	C to B - Lough Atalia Rd(S) to Dock Rd							Veh. Total	C to A - Lough Atalia Rd(S) to Lough Atalia Rd(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	1	0	1	0	0	0	0	2	2	1	2	2	3	0	0	10
07:15	1	0	0	0	0	0	0	1	3	0	0	1	3	0	0	7
07:30	0	2	0	0	1	0	0	3	7	0	1	1	3	0	0	12
07:45	0	0	1	0	0	0	0	1	5	2	2	1	6	0	0	16
Hour	2	2	2	0	1	0	0	7	17	3	5	5	15	0	0	45
08:00	3	0	1	0	2	0	0	6	3	3	3	2	1	0	0	12
08:15	0	0	0	1	0	0	0	1	3	1	1	1	4	0	0	10
08:30	2	2	1	0	0	0	0	5	5	1	1	2	4	0	0	13
08:45	3	2	1	0	0	0	0	6	10	3	0	0	4	0	0	17
Hour	8	4	3	1	2	0	0	18	21	8	5	5	13	0	0	52
09:00	2	1	1	0	0	1	0	5	7	2	1	2	1	0	1	14
09:15	6	3	3	0	0	0	0	12	7	3	2	1	3	0	0	16
09:30	2	5	4	0	0	0	0	11	8	3	2	1	4	0	0	18
09:45	0	4	0	0	0	0	0	4	6	2	1	1	1	0	0	11
Hour	10	13	8	0	0	1	0	32	28	10	6	5	9	0	1	59
10:00	2	1	0	0	0	0	1	4	4	1	0	1	3	0	1	10
10:15	2	1	1	0	0	0	1	5	4	3	3	2	2	0	0	14
10:30	1	1	3	0	0	0	0	5	5	2	1	0	2	0	0	10
10:45	3	1	0	0	0	1	0	5	7	0	1	2	3	0	0	13
Hour	8	4	4	0	0	1	2	19	20	6	5	5	10	0	1	47
11:00	4	0	1	0	0	0	0	5	7	3	5	3	1	0	0	19
11:15	7	2	1	0	0	2	0	12	12	5	1	1	2	0	1	22
11:30	7	4	1	0	0	0	0	12	11	3	1	1	1	0	0	17
11:45	3	1	0	0	0	0	0	4	9	5	2	0	2	0	0	18
Hour	21	7	3	0	0	2	0	33	39	16	9	5	6	0	1	76
12:00	5	1	0	0	1	0	0	7	11	4	1	0	3	0	0	19
12:15	4	3	1	0	0	0	0	8	13	0	1	2	0	0	0	16
12:30	9	3	0	0	0	0	1	13	16	2	0	2	4	0	0	24
12:45	7	2	1	0	0	0	0	10	7	5	0	1	2	0	1	16
Hour	25	9	2	0	1	0	1	38	47	11	2	5	9	0	1	75
13:00	12	1	0	0	1	0	0	14	14	1	2	1	0	0	0	18
13:15	6	0	0	0	0	0	0	6	13	7	2	1	1	0	0	24
13:30	7	1	0	0	0	0	0	8	17	1	3	0	3	0	1	25
13:45	5	0	1	0	0	0	0	6	7	3	0	2	2	0	1	15
Hour	30	2	1	0	1	0	0	34	51	12	7	4	6	0	2	82
14:00	6	1	2	0	0	0	0	9	16	4	1	3	3	0	0	27
14:15	7	1	1	0	0	0	0	9	9	0	1	2	6	0	2	20
14:30	7	0	1	0	0	0	0	8	6	1	2	0	1	0	0	10
14:45	7	0	1	0	0	0	0	8	11	1	1	1	0	0	0	14
Hour	27	2	5	0	0	0	0	34	42	6	5	6	10	0	2	71
15:00	11	1	1	0	0	0	0	13	10	5	2	3	2	0	0	22
15:15	4	2	0	0	0	0	0	6	11	4	1	0	4	0	0	20
15:30	8	2	0	0	1	0	0	11	14	4	1	1	4	0	0	24
15:45	10	1	0	0	0	0	0	11	9	2	1	1	2	0	0	15
Hour	33	6	1	0	1	0	0	41	44	15	5	5	12	0	0	81
16:00	8	1	0	0	1	0	0	10	23	1	1	0	1	0	0	26
16:15	1	0	2	0	1	0	0	4	12	0	0	0	6	0	0	18
16:30	7	0	1	0	0	1	3	12	10	6	0	0	1	0	1	18
16:45	4	1	0	0	0	0	0	5	6	2	0	0	2	0	0	10
Hour	20	2	3	0	2	1	3	31	51	9	1	0	10	0	1	72
17:00	6	2	2	0	0	0	2	12	20	3	2	1	1	0	2	29
17:15	6	0	0	0	0	0	0	6	17	1	0	0	0	0	0	18
17:30	6	0	0	0	0	0	0	6	13	2	1	1	3	0	0	20
17:45	4	0	0	0	0	0	1	5	14	4	0	0	2	0	0	20
Hour	22	2	2	0	0	0	3	29	64	10	3	2	6	0	2	87
18:00	1	0	1	0	0	0	0	2	16	2	1	0	2	0	0	21
18:15	1	0	0	0	0	0	0	1	17	3	2	0	1	0	0	23
18:30	4	0	0	0	0	0	1	5	5	0	0	2	1	0	0	8
18:45	1	0	0	0	0	0	1	2	9	2	1	1	1	0	0	14
Hour	7	0	1	0	0	0	2	10	47	7	4	3	5	0	0	66
Total	213	53	35	1	8	5	11	326	471	113	57	50	111	0	11	813

Site No. 3
Location Lough Atalia Rd(N) / Dock Rd / Lough Atalia Rd(S)
Date Tuesday 1 October 2024

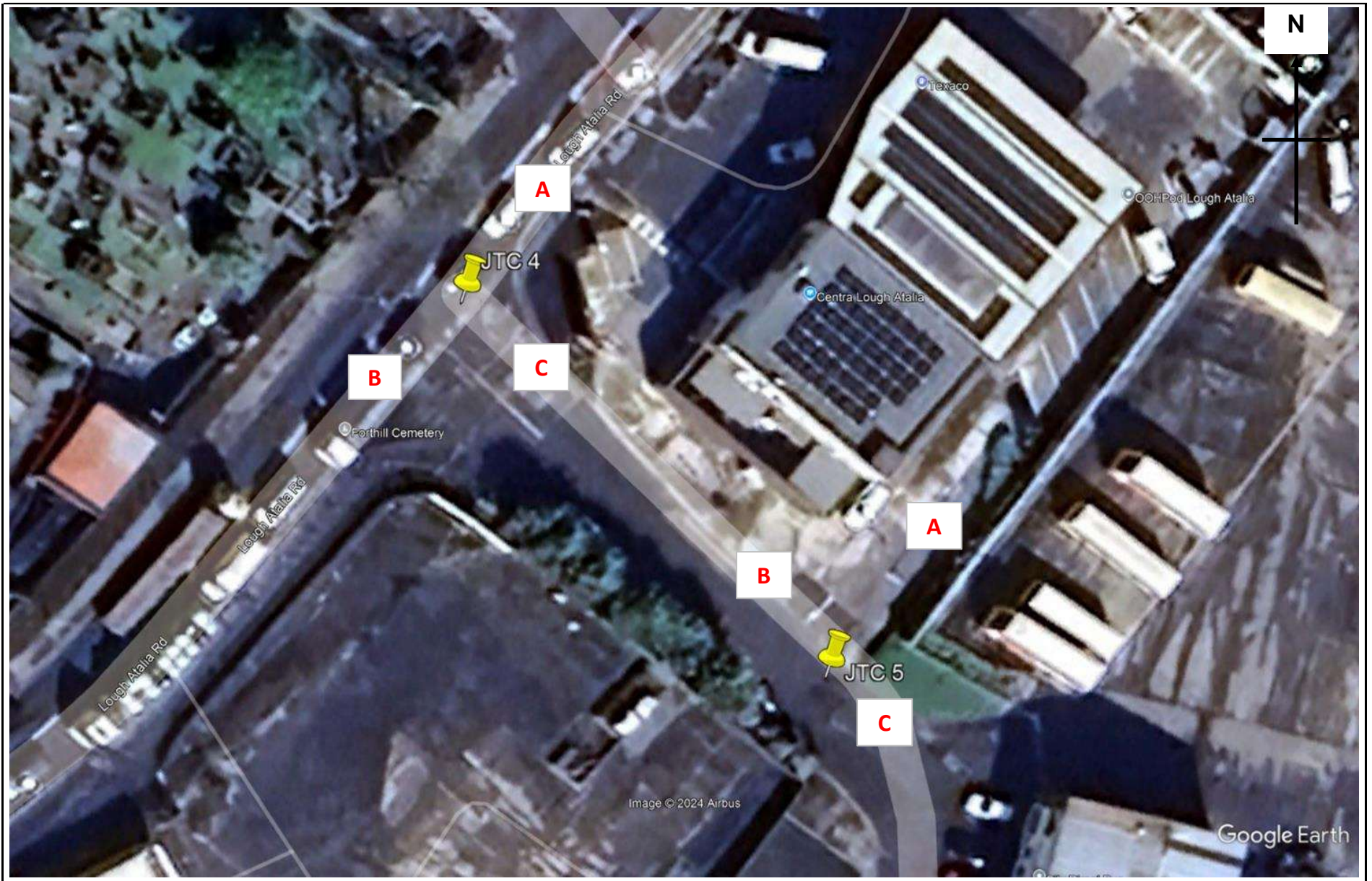
Time	To Arm A - Lough Atalia Rd(N)							Veh. Total	From Arm A - Lough Atalia Rd(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	56	9	4	3	4	0	3	79	48	13	3	3	0	0	3	70
07:15	76	15	1	2	4	0	0	98	76	6	4	0	3	1	3	93
07:30	90	12	3	1	3	0	2	111	102	19	4	1	1	0	2	129
07:45	120	5	4	1	6	1	2	139	121	22	5	2	1	0	4	155
Hour	342	41	12	7	17	1	7	427	347	60	16	6	5	1	12	447
08:00	114	7	4	2	2	1	7	137	135	13	3	1	0	3	3	158
08:15	116	7	1	1	5	0	5	135	154	14	3	1	2	1	9	184
08:30	96	5	6	2	7	0	7	123	132	8	0	2	1	0	6	149
08:45	94	10	2	0	6	1	10	123	111	14	3	1	1	0	4	134
Hour	420	29	13	5	20	2	29	518	532	49	9	5	4	4	22	625
09:00	88	5	4	2	4	0	4	107	114	15	6	1	3	2	10	151
09:15	88	9	2	1	7	0	2	109	115	21	3	1	4	1	6	151
09:30	65	10	4	1	7	0	2	89	123	21	1	2	1	0	0	148
09:45	87	9	1	1	4	0	3	105	116	17	4	2	1	0	1	141
Hour	328	33	11	5	22	0	11	410	468	74	14	6	9	3	17	591
10:00	81	3	1	1	4	0	4	94	110	13	5	0	4	0	2	134
10:15	73	10	4	2	4	1	1	95	112	15	6	1	3	0	1	138
10:30	75	8	1	0	3	0	1	88	96	10	6	2	1	0	2	117
10:45	85	7	3	2	3	1	2	103	110	11	1	2	5	0	2	131
Hour	314	28	9	5	14	2	8	380	428	49	18	5	13	0	7	520
11:00	70	8	7	4	2	0	3	94	90	10	4	3	3	2	5	117
11:15	81	12	7	1	3	1	2	107	97	18	3	0	2	1	2	123
11:30	66	15	2	2	3	0	2	90	77	25	1	2	3	0	0	108
11:45	73	13	5	1	3	0	4	99	124	17	4	2	2	2	4	155
Hour	290	48	21	8	11	1	11	390	388	70	12	7	10	5	11	503
12:00	92	12	4	2	5	0	0	115	98	10	4	1	2	0	4	119
12:15	81	6	1	3	0	0	5	96	111	12	6	1	4	0	3	137
12:30	88	8	1	2	7	0	1	107	122	8	3	1	1	0	8	143
12:45	89	9	3	2	3	0	2	108	114	12	1	1	3	0	7	138
Hour	350	35	9	9	15	0	8	426	445	42	14	4	10	0	22	537
13:00	76	11	3	1	2	0	2	95	85	9	3	3	0	0	5	105
13:15	93	14	2	1	2	0	4	116	122	12	3	0	2	0	4	143
13:30	96	8	3	0	5	1	3	116	114	11	1	3	3	0	6	138
13:45	83	12	1	2	3	0	6	107	113	9	4	1	3	0	3	133
Hour	348	45	9	4	12	1	15	434	434	41	11	7	8	0	18	519
14:00	78	12	3	3	3	0	0	99	112	16	1	1	3	1	2	136
14:15	89	6	2	2	6	1	7	113	91	11	4	1	3	1	3	114
14:30	77	7	3	0	1	1	9	98	104	8	1	2	5	1	11	132
14:45	97	4	1	1	2	0	0	105	122	12	1	0	6	1	7	149
Hour	341	29	9	6	12	2	16	415	429	47	7	4	17	4	23	531
15:00	93	12	3	3	3	0	9	123	116	15	0	1	4	0	2	138
15:15	91	12	1	0	4	0	0	108	142	10	4	1	4	0	7	168
15:30	80	17	1	1	5	1	5	110	126	11	1	1	1	0	4	144
15:45	98	14	2	1	2	0	4	121	102	3	1	0	7	1	7	121
Hour	362	55	7	5	14	1	18	462	486	39	6	3	16	1	20	571
16:00	123	9	2	0	2	2	3	141	81	9	1	1	3	2	10	107
16:15	83	8	1	0	9	0	7	108	119	11	0	0	3	1	8	142
16:30	78	9	1	0	4	1	7	100	96	13	2	1	2	0	12	126
16:45	56	5	1	0	3	1	2	68	83	2	0	0	6	2	9	102
Hour	340	31	5	0	18	4	19	417	379	35	3	2	14	5	39	477
17:00	74	10	2	3	3	1	7	100	74	4	1	1	1	1	7	89
17:15	71	6	1	0	0	0	8	86	77	12	2	0	0	0	9	100
17:30	66	4	1	1	4	0	4	80	77	7	1	0	3	1	8	97
17:45	67	8	0	0	2	0	4	81	68	11	1	1	0	1	7	89
Hour	278	28	4	4	9	1	23	347	296	34	5	2	4	3	31	375
18:00	71	5	1	0	4	0	6	87	97	7	3	2	2	0	9	120
18:15	74	7	2	0	3	1	6	93	80	6	0	2	2	3	7	100
18:30	59	3	0	2	2	1	6	73	109	8	3	0	3	1	7	131
18:45	77	5	2	1	3	0	4	92	98	3	2	0	2	2	4	111
Hour	281	20	5	3	12	2	22	345	384	24	8	4	9	6	27	462
Total	3994	422	114	61	176	17	187	4971	5016	564	123	55	119	32	249	6158

Site No. 3
Location Lough Atalia Rd(N) / Dock Rd / Lough Atalia Rd(S)
Date Tuesday 1 October 2024

Time	To Arm B - Dock Rd							Veh. Total	From Arm B - Dock Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	45	13	2	1	0	0	1	62	56	9	2	1	1	0	3	72
07:15	65	5	1	0	3	1	3	78	78	17	2	1	1	0	1	100
07:30	86	19	3	0	2	0	2	112	91	14	2	1	0	0	2	110
07:45	107	20	3	1	0	0	4	135	120	5	5	0	0	1	2	133
Hour	303	57	9	2	5	1	10	387	345	45	11	3	2	1	8	415
08:00	121	9	3	0	2	3	3	141	120	5	1	1	2	2	8	139
08:15	142	12	1	1	1	0	8	165	118	7	1	0	1	0	5	132
08:30	123	9	1	1	1	0	6	141	96	4	5	0	4	0	7	116
08:45	93	14	3	0	0	0	4	114	94	7	3	0	5	1	10	120
Hour	479	44	8	2	4	3	21	561	428	23	10	1	12	3	30	507
09:00	105	11	4	0	2	2	9	133	91	5	6	0	5	0	4	111
09:15	113	16	3	0	2	1	5	140	97	10	1	0	6	0	2	116
09:30	113	19	5	0	1	0	0	138	58	10	2	0	3	0	3	76
09:45	103	17	1	0	0	0	1	122	84	8	1	0	5	0	3	101
Hour	434	63	13	0	5	3	15	533	330	33	10	0	19	0	12	404
10:00	106	11	2	0	3	0	3	125	80	4	1	0	2	0	3	90
10:15	110	14	3	0	1	0	2	130	72	9	4	0	2	1	2	90
10:30	88	7	6	0	1	0	1	103	74	7	0	0	2	0	1	84
10:45	102	11	1	1	1	1	2	119	82	9	3	0	1	2	2	99
Hour	406	43	12	1	6	1	8	477	308	29	8	0	7	3	8	363
11:00	85	10	4	2	1	2	4	108	71	6	2	1	4	1	4	89
11:15	94	13	3	0	1	2	2	115	78	9	7	0	4	1	1	100
11:30	76	22	1	0	1	0	0	100	60	15	1	1	4	0	2	83
11:45	119	12	4	0	1	2	3	141	67	9	3	2	2	0	4	87
Hour	374	57	12	2	4	6	9	464	276	39	13	4	14	2	11	359
12:00	94	9	3	0	1	0	3	110	86	10	3	2	3	0	0	104
12:15	108	11	4	0	2	0	3	128	73	6	0	1	1	0	5	86
12:30	120	10	1	0	1	0	9	141	80	7	2	0	3	0	2	94
12:45	110	9	2	0	0	0	6	127	88	7	4	1	2	0	1	103
Hour	432	39	10	0	4	0	21	506	327	30	9	4	9	0	8	387
13:00	91	7	1	0	1	0	5	105	68	11	1	0	2	0	2	84
13:15	120	12	3	0	1	0	4	140	82	7	0	0	3	0	6	98
13:30	109	9	0	2	2	0	6	128	86	8	2	0	2	1	2	101
13:45	104	7	3	0	1	0	3	118	87	9	2	0	1	0	5	104
Hour	424	35	7	2	5	0	18	491	323	35	5	0	8	1	15	387
14:00	108	14	2	0	2	1	2	129	69	10	3	0	2	0	1	85
14:15	93	9	4	0	3	1	3	113	86	7	3	0	1	1	5	103
14:30	101	5	2	0	4	1	11	124	76	7	2	0	0	1	9	95
14:45	119	10	1	0	3	1	7	141	93	4	1	1	2	0	1	102
Hour	421	38	9	0	12	4	23	507	324	28	9	1	5	2	16	385
15:00	114	12	1	0	3	0	2	132	89	9	2	0	4	0	9	113
15:15	140	9	2	1	3	0	7	162	84	9	0	0	0	0	1	94
15:30	126	12	0	0	1	0	3	142	72	13	3	0	3	1	6	98
15:45	105	4	0	0	2	1	7	119	93	12	1	0	0	0	4	110
Hour	485	37	3	1	9	1	19	555	338	43	6	0	7	1	20	415
16:00	84	9	0	0	3	2	10	108	105	8	1	0	3	2	3	122
16:15	112	10	2	0	2	1	8	135	75	9	1	0	5	0	7	97
16:30	100	10	2	1	1	1	13	128	71	5	2	0	3	1	6	88
16:45	84	3	0	0	2	2	9	100	55	4	2	0	1	1	2	65
Hour	380	32	4	1	8	6	40	471	306	26	6	0	12	4	18	372
17:00	78	3	2	1	0	1	9	94	64	7	0	2	3	1	5	82
17:15	80	10	0	0	0	0	9	99	57	6	1	0	0	0	8	72
17:30	79	7	0	0	0	1	8	95	56	3	2	0	2	0	4	67
17:45	69	10	1	0	0	1	8	89	55	4	1	0	2	0	4	66
Hour	306	30	3	1	0	3	34	377	232	20	4	2	7	1	21	287
18:00	90	6	3	0	0	0	9	108	59	3	1	0	3	0	8	74
18:15	80	5	0	0	1	3	7	96	60	4	0	0	3	1	6	74
18:30	106	7	3	0	1	1	7	125	58	3	0	0	2	1	8	72
18:45	94	3	2	0	0	2	4	105	73	4	1	0	3	0	5	86
Hour	370	21	8	0	2	6	27	434	250	14	2	0	11	2	27	306
Total	4814	496	98	12	64	34	245	5763	3787	365	93	15	113	20	194	4587

Site No. 3
Location Lough Atalia Rd(N) / Dock Rd / Lough Atalia Rd(S)
Date Tuesday 1 October 2024

Time	To Arm C - Lough Atalia Rd(S)							Veh. Total	From Arm C - Lough Atalia Rd(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	6	1	2	2	0	0	2	13	3	1	3	2	3	0	0	12
07:15	17	3	4	0	0	0	1	25	4	0	0	1	3	0	0	8
07:30	24	4	1	2	0	0	0	31	7	2	1	1	4	0	0	15
07:45	19	4	6	1	1	0	0	31	5	2	3	1	6	0	0	17
Hour	66	12	13	5	1	0	3	100	19	5	7	5	16	0	0	52
08:00	26	5	1	2	1	1	1	37	6	3	4	2	3	0	0	18
08:15	17	3	3	1	1	1	1	27	3	1	1	2	4	0	0	11
08:30	16	1	0	1	1	0	0	19	7	3	2	2	4	0	0	18
08:45	31	2	2	1	4	0	0	40	13	5	1	0	4	0	0	23
Hour	90	11	6	5	7	2	2	123	29	12	8	6	15	0	0	70
09:00	21	7	6	1	3	1	2	41	9	3	2	2	1	1	1	19
09:15	24	12	4	1	4	0	1	46	13	6	5	1	3	0	0	28
09:30	13	10	0	2	0	0	1	26	10	8	6	1	4	0	0	29
09:45	16	5	4	2	3	0	0	30	6	6	1	1	1	0	0	15
Hour	74	34	14	6	10	1	4	143	38	23	14	5	9	1	1	91
10:00	9	5	3	0	2	0	0	19	6	2	0	1	3	0	2	14
10:15	7	4	7	1	2	0	1	22	6	4	4	2	2	0	1	19
10:30	13	5	3	2	1	0	1	25	6	3	4	0	2	0	0	15
10:45	15	3	1	1	5	1	0	26	10	1	1	2	3	1	0	18
Hour	44	17	14	4	10	1	2	92	28	10	9	5	10	1	3	66
11:00	17	1	1	1	5	1	2	28	11	3	6	3	1	0	0	24
11:15	19	9	2	0	4	1	0	35	19	7	2	1	2	2	1	34
11:30	13	10	1	2	4	0	0	30	18	7	2	1	1	0	0	29
11:45	11	7	0	3	2	0	1	24	12	6	2	0	2	0	0	22
Hour	60	27	4	6	15	2	3	117	60	23	12	5	6	2	1	109
12:00	14	4	1	1	3	0	1	24	16	5	1	0	4	0	0	26
12:15	12	4	3	1	3	0	0	23	17	3	2	2	0	0	0	24
12:30	19	2	3	1	0	0	1	26	25	5	0	2	4	0	1	37
12:45	17	8	1	1	4	0	1	32	14	7	1	1	2	0	1	26
Hour	62	18	8	4	10	0	3	105	72	20	4	5	10	0	2	113
13:00	12	4	2	3	0	0	0	21	26	2	2	1	1	0	0	32
13:15	10	0	0	0	3	0	2	15	19	7	2	1	1	0	0	30
13:30	19	4	3	1	1	0	0	28	24	2	3	0	3	0	1	33
13:45	25	2	3	1	2	0	0	33	12	3	1	2	2	0	1	21
Hour	66	10	8	5	6	0	2	97	81	14	8	4	7	0	2	116
14:00	17	5	2	1	3	0	1	29	22	5	3	3	3	0	0	36
14:15	11	4	3	1	1	0	0	20	16	1	2	2	6	0	2	29
14:30	15	4	1	2	1	0	0	23	13	1	3	0	1	0	0	18
14:45	17	3	2	1	3	0	1	27	18	1	2	1	0	0	0	22
Hour	60	16	8	5	8	0	2	99	69	8	10	6	10	0	2	105
15:00	19	6	1	1	4	0	0	31	21	6	3	3	2	0	0	35
15:15	10	4	2	0	1	0	1	18	15	6	1	0	4	0	0	26
15:30	14	1	4	1	3	0	2	25	22	6	1	1	5	0	0	35
15:45	11	0	1	0	5	0	0	17	19	3	1	1	2	0	0	26
Hour	54	11	8	2	13	0	3	91	77	21	6	5	13	0	0	122
16:00	10	1	1	1	3	0	0	16	31	2	1	0	2	0	0	36
16:15	12	2	0	0	4	0	0	18	13	0	2	0	7	0	0	22
16:30	6	5	2	0	1	0	2	16	17	6	1	0	1	1	4	30
16:45	8	1	1	0	4	0	0	14	10	3	0	0	2	0	0	15
Hour	36	9	4	1	12	0	2	64	71	11	4	0	12	1	4	103
17:00	12	3	1	0	2	0	0	18	26	5	4	1	1	0	4	41
17:15	6	3	2	0	0	0	0	11	23	1	0	0	0	0	0	24
17:30	7	1	3	0	4	0	0	15	19	2	1	1	3	0	0	26
17:45	5	1	1	1	2	0	0	10	18	4	0	0	2	0	1	25
Hour	30	8	7	1	8	0	0	54	86	12	5	2	6	0	5	116
18:00	12	1	2	2	3	0	2	22	17	2	2	0	2	0	0	23
18:15	4	1	0	2	2	0	0	9	18	3	2	0	1	0	0	24
18:30	11	1	0	0	3	0	3	18	9	0	0	2	1	0	1	13
18:45	10	1	0	0	3	0	2	16	10	2	1	1	1	0	1	16
Hour	37	4	2	4	11	0	7	65	54	7	5	3	5	0	2	76
Total	679	177	96	48	111	6	33	1150	684	166	92	51	119	5	22	1139



Site No. 4
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	A to C - Lough Atalia Rd(N) to Local Rd							Veh. Total	A to B - Lough Atalia Rd(N) to Lough Atalia Rd(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	2	0	0	0	0	0	0	2	51	13	3	3	0	0	3	73
07:15	0	0	1	0	0	0	0	1	77	6	3	0	0	1	3	90
07:30	0	0	0	0	0	0	0	0	100	21	4	1	0	0	2	128
07:45	0	0	0	0	0	0	0	0	120	20	4	2	1	0	4	151
Hour	2	0	1	0	0	0	0	3	348	60	14	6	1	1	12	442
08:00	0	1	0	0	0	0	0	1	136	11	2	1	0	3	4	157
08:15	0	0	0	0	1	0	0	1	153	14	3	1	1	1	8	181
08:30	0	0	0	0	0	0	0	0	132	7	0	2	1	0	6	148
08:45	0	1	0	0	0	0	0	1	110	14	3	1	1	0	5	134
Hour	0	2	0	0	1	0	0	3	531	46	8	5	3	4	23	620
09:00	0	0	0	0	0	0	0	0	113	13	3	1	3	2	9	144
09:15	0	0	0	0	0	0	0	0	114	23	3	1	4	1	6	152
09:30	0	0	0	0	0	0	0	0	123	18	1	2	1	0	0	145
09:45	0	0	0	0	1	0	0	1	114	17	4	2	3	0	1	141
Hour	0	0	0	0	1	0	0	1	464	71	11	6	11	3	16	582
10:00	1	0	0	0	0	0	0	1	108	14	4	0	2	0	2	130
10:15	1	0	0	0	0	0	0	1	113	14	6	1	3	0	1	138
10:30	0	0	0	0	0	0	0	0	94	10	6	2	1	0	2	115
10:45	0	0	0	0	0	0	0	0	111	11	1	2	5	0	2	132
Hour	2	0	0	0	0	0	0	2	426	49	17	5	11	0	7	515
11:00	0	1	0	0	0	0	0	1	88	10	4	3	3	2	5	115
11:15	2	0	0	0	1	0	0	3	94	19	3	0	2	1	2	121
11:30	0	0	0	0	0	0	0	0	79	22	1	2	3	0	0	107
11:45	0	0	0	0	0	0	0	0	122	16	4	2	2	2	4	152
Hour	2	1	0	0	1	0	0	4	383	67	12	7	10	5	11	495
12:00	0	0	0	0	1	0	0	1	97	10	4	1	2	0	3	117
12:15	0	0	0	0	0	0	0	0	111	12	6	1	2	0	3	135
12:30	0	0	0	0	0	0	0	0	123	9	3	1	1	0	9	146
12:45	1	0	0	0	0	0	0	1	109	13	1	1	3	0	6	133
Hour	1	0	0	0	1	0	0	2	440	44	14	4	8	0	21	531
13:00	0	0	0	0	0	0	0	0	87	7	3	3	0	0	5	105
13:15	0	0	0	0	0	0	0	0	120	11	2	0	2	0	4	139
13:30	0	0	0	0	1	0	0	1	112	11	1	3	2	0	6	135
13:45	0	1	0	0	1	0	0	2	108	8	3	1	2	0	3	125
Hour	0	1	0	0	2	0	0	3	427	37	9	7	6	0	18	504
14:00	0	0	0	0	0	0	0	0	109	16	2	1	3	1	2	134
14:15	0	0	0	0	0	0	0	0	91	10	3	1	3	1	3	112
14:30	0	0	0	0	0	0	0	0	106	8	1	2	4	1	11	133
14:45	0	0	0	0	0	0	0	0	121	11	1	0	6	1	7	147
Hour	0	0	0	0	0	0	0	0	427	45	7	4	16	4	23	526
15:00	0	0	0	0	1	0	0	1	112	15	0	1	4	0	3	135
15:15	0	0	0	0	0	0	0	0	138	9	4	1	3	0	6	161
15:30	0	0	0	0	0	0	0	0	128	11	0	1	1	0	4	145
15:45	0	1	0	0	0	0	0	1	99	4	1	0	7	1	8	120
Hour	0	1	0	0	1	0	0	2	477	39	5	3	15	1	21	561
16:00	0	0	0	0	0	0	0	0	80	9	1	1	3	2	10	106
16:15	0	0	0	0	0	0	0	0	115	10	0	0	3	1	9	138
16:30	0	0	0	0	0	0	0	0	95	13	2	1	2	0	13	126
16:45	1	0	0	0	0	0	0	1	83	2	0	0	6	2	9	102
Hour	1	0	0	0	0	0	0	1	373	34	3	2	14	5	41	472
17:00	0	0	0	0	0	0	0	0	77	5	0	0	1	1	8	92
17:15	0	0	0	0	0	0	0	0	73	10	2	0	0	0	8	93
17:30	0	0	0	0	1	0	0	1	78	8	1	0	3	1	8	99
17:45	0	0	0	0	0	0	0	0	65	9	1	1	0	1	7	84
Hour	0	0	0	0	1	0	0	1	293	32	4	1	4	3	31	368
18:00	0	0	0	0	0	0	0	0	98	7	3	2	2	0	8	120
18:15	0	0	0	0	0	0	0	0	80	5	0	2	2	1	6	96
18:30	0	0	0	0	0	0	0	0	106	8	3	0	3	0	7	127
18:45	0	0	0	0	0	0	0	0	97	3	2	0	2	2	4	110
Hour	0	0	0	0	0	0	0	0	381	23	8	4	9	3	25	453
Total	8	5	1	0	8	0	0	22	4970	547	112	54	108	29	249	6069

Site No. 4
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	B to A - Lough Atalia Rd(S) to Lough Atalia Rd(N)							Veh. Total	B to C - Lough Atalia Rd(S) to Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	55	9	4	3	4	0	4	79	0	0	0	0	0	0	0	0
07:15	77	13	1	2	4	0	0	97	0	0	0	0	0	0	0	0
07:30	88	14	3	1	3	0	2	111	0	0	0	0	0	0	0	0
07:45	121	5	3	0	6	1	2	138	0	0	1	0	0	0	0	1
Hour	341	41	11	6	17	1	8	425	0	0	1	0	0	0	0	1
08:00	112	7	4	3	2	1	7	136	1	0	0	0	0	0	0	1
08:15	115	7	0	1	5	0	5	133	0	0	1	0	0	0	0	1
08:30	97	5	6	2	7	0	7	124	1	0	0	0	0	0	0	1
08:45	92	10	1	0	6	1	9	119	0	0	0	0	0	0	0	0
Hour	416	29	11	6	20	2	28	512	2	0	1	0	0	0	0	3
09:00	88	6	5	2	4	0	4	109	0	0	0	0	0	0	0	0
09:15	87	9	2	1	7	0	2	108	0	0	0	0	0	0	0	0
09:30	66	9	3	1	7	0	3	89	0	0	1	0	0	0	0	1
09:45	86	10	1	1	4	0	3	105	0	0	0	0	0	0	0	0
Hour	327	34	11	5	22	0	12	411	0	0	1	0	0	0	0	1
10:00	80	3	1	1	4	0	4	93	0	0	0	0	0	0	0	0
10:15	74	9	4	2	4	0	1	94	0	0	0	0	0	1	0	1
10:30	74	9	0	0	3	0	1	87	0	0	1	0	0	0	0	1
10:45	85	8	3	2	3	1	0	102	0	0	0	0	0	0	0	0
Hour	313	29	8	5	14	1	6	376	0	0	1	0	0	1	0	2
11:00	72	7	6	4	2	0	3	94	0	0	1	0	0	0	0	1
11:15	80	12	7	1	3	1	2	106	0	0	0	0	0	0	0	0
11:30	66	13	2	2	3	0	2	88	1	0	0	0	0	0	0	1
11:45	73	14	4	1	3	0	4	99	0	1	0	0	0	0	0	1
Hour	291	46	19	8	11	1	11	387	1	1	1	0	0	0	0	3
12:00	91	12	4	2	5	0	0	114	0	0	0	0	0	0	0	0
12:15	80	6	1	3	0	0	5	95	0	0	0	0	0	0	0	0
12:30	89	8	2	2	7	0	1	109	0	0	0	0	0	0	0	0
12:45	88	9	3	2	3	0	2	107	0	0	0	0	0	0	0	0
Hour	348	35	10	9	15	0	8	425	0	0	0	0	0	0	0	0
13:00	78	11	2	1	2	0	2	96	0	0	1	0	0	0	0	1
13:15	92	14	1	1	2	0	4	114	0	0	1	0	0	0	0	1
13:30	96	8	3	0	5	1	3	116	0	0	0	0	0	0	0	0
13:45	83	11	1	2	3	0	5	105	0	0	0	0	0	0	0	0
Hour	349	44	7	4	12	1	14	431	0	0	2	0	0	0	0	2
14:00	78	12	3	3	3	0	1	100	0	0	0	0	0	0	0	0
14:15	89	6	2	1	6	1	5	110	0	0	0	0	0	0	1	1
14:30	75	8	3	1	1	1	9	98	0	0	0	0	0	0	0	0
14:45	99	4	1	1	2	0	0	107	0	0	0	0	0	0	0	0
Hour	341	30	9	6	12	2	15	415	0	0	0	0	0	0	1	1
15:00	94	10	3	3	3	0	9	122	0	1	0	0	0	0	0	1
15:15	92	13	1	0	4	0	0	110	0	0	0	0	0	0	0	0
15:30	80	17	1	1	5	1	5	110	0	0	0	0	0	0	0	0
15:45	99	14	2	1	2	0	4	122	0	0	0	0	0	0	0	0
Hour	365	54	7	5	14	1	18	464	0	1	0	0	0	0	0	1
16:00	123	9	2	0	2	2	3	141	0	0	0	0	0	0	0	0
16:15	82	8	1	0	8	0	7	106	1	0	0	0	0	0	0	1
16:30	80	8	1	0	4	1	7	101	0	0	0	0	1	0	0	1
16:45	53	5	1	0	3	1	2	65	1	0	0	0	0	0	0	1
Hour	338	30	5	0	17	4	19	413	2	0	0	0	1	0	0	3
17:00	72	11	1	3	3	1	7	98	0	0	1	0	0	0	0	1
17:15	74	5	0	0	0	0	8	87	0	0	0	0	0	0	0	0
17:30	65	4	1	1	3	0	4	78	0	0	0	0	0	0	0	0
17:45	68	8	0	0	3	0	3	82	0	0	0	0	0	0	0	0
Hour	279	28	2	4	9	1	22	345	0	0	1	0	0	0	0	1
18:00	71	5	0	0	2	0	7	85	0	0	2	0	0	0	0	2
18:15	72	6	2	0	4	1	6	91	0	0	0	0	1	0	0	1
18:30	61	3	0	2	2	1	6	75	0	0	0	0	0	0	0	0
18:45	75	5	2	1	3	0	4	90	0	0	0	0	0	0	0	0
Hour	279	19	4	3	11	2	23	341	0	0	2	0	1	0	0	3
Total	3987	419	104	61	174	16	184	4945	5	2	10	0	2	1	1	21

Site No. 4
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	C to B - Local Rd to Lough Atalia Rd(S)							Veh. Total	C to A - Local Rd to Lough Atalia Rd(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	3	0	0	4	1	0	1	0	0	0	0	2
07:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
07:45	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	1	0	2	0	4	0	0	7	1	0	1	0	0	0	0	2
08:00	0	2	1	0	0	0	0	3	1	0	0	0	0	0	0	1
08:15	0	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
Hour	2	4	1	0	1	0	0	8	2	0	1	0	0	0	0	3
09:00	0	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2
09:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Hour	5	1	3	0	0	0	0	9	2	0	1	0	0	0	0	3
10:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1
10:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	2	0	1	0	0	0	0	3	0	0	0	0	1	0	0	1
11:00	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1
11:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
11:30	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2
11:45	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
Hour	3	4	0	0	0	0	0	7	5	0	0	0	1	0	0	6
12:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15	1	0	0	0	2	0	0	3	0	1	0	0	0	0	0	1
12:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
12:45	1	0	0	0	0	0	0	1	2	0	0	0	1	0	0	3
Hour	4	0	0	0	2	0	0	6	5	1	0	0	1	0	0	7
13:00	0	1	0	0	0	0	0	1	5	0	0	0	0	0	0	5
13:15	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
13:30	5	1	0	0	1	0	0	7	2	0	0	0	0	0	0	2
13:45	3	0	1	0	1	0	0	5	2	1	0	0	0	0	0	3
Hour	9	3	2	0	2	0	0	16	9	1	0	0	0	0	0	10
14:00	3	2	0	0	0	0	0	5	0	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1
14:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Hour	5	3	0	0	1	0	0	9	1	1	0	0	0	0	0	2
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	3	0	0	0	1	0	0	4	1	0	0	0	0	0	0	1
15:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	4	0	1	0	1	0	0	6	4	0	0	0	0	0	0	4
16:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
16:15	2	2	0	0	0	0	0	4	1	1	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	8	2	0	0	0	0	0	10	2	1	0	0	0	0	0	3
17:00	0	1	1	1	0	0	0	3	0	0	0	0	1	0	0	1
17:15	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1
17:30	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2
Hour	4	2	1	1	0	0	0	8	2	0	1	0	2	0	0	5
18:00	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1
18:30	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	3	2	8	1	0	1	0	1	0	0	3
Total	50	19	11	1	11	3	2	97	34	4	5	0	6	0	0	49

Site No. 4
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	To Arm A - Lough Atalia Rd(N)							Veh. Total	From Arm A - Lough Atalia Rd(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	55	9	4	3	4	0	4	79	53	13	3	3	0	0	3	75
07:15	78	13	2	2	4	0	0	99	77	6	4	0	0	1	3	91
07:30	88	14	3	1	3	0	2	111	100	21	4	1	0	0	2	128
07:45	121	5	3	0	6	1	2	138	120	20	4	2	1	0	4	151
Hour	342	41	12	6	17	1	8	427	350	60	15	6	1	1	12	445
08:00	113	7	4	3	2	1	7	137	136	12	2	1	0	3	4	158
08:15	115	7	0	1	5	0	5	133	153	14	3	1	2	1	8	182
08:30	97	5	7	2	7	0	7	125	132	7	0	2	1	0	6	148
08:45	93	10	1	0	6	1	9	120	110	15	3	1	1	0	5	135
Hour	418	29	12	6	20	2	28	515	531	48	8	5	4	4	23	623
09:00	88	6	5	2	4	0	4	109	113	13	3	1	3	2	9	144
09:15	88	9	3	1	7	0	2	110	114	23	3	1	4	1	6	152
09:30	66	9	3	1	7	0	3	89	123	18	1	2	1	0	0	145
09:45	87	10	1	1	4	0	3	106	114	17	4	2	4	0	1	142
Hour	329	34	12	5	22	0	12	414	464	71	11	6	12	3	16	583
10:00	80	3	1	1	4	0	4	93	109	14	4	0	2	0	2	131
10:15	74	9	4	2	4	0	1	94	114	14	6	1	3	0	1	139
10:30	74	9	0	0	4	0	1	88	94	10	6	2	1	0	2	115
10:45	85	8	3	2	3	1	0	102	111	11	1	2	5	0	2	132
Hour	313	29	8	5	15	1	6	377	428	49	17	5	11	0	7	517
11:00	72	7	6	4	3	0	3	95	88	11	4	3	3	2	5	116
11:15	81	12	7	1	3	1	2	107	96	19	3	0	3	1	2	124
11:30	68	13	2	2	3	0	2	90	79	22	1	2	3	0	0	107
11:45	75	14	4	1	3	0	4	101	122	16	4	2	2	2	4	152
Hour	296	46	19	8	12	1	11	393	385	68	12	7	11	5	11	499
12:00	91	12	4	2	5	0	0	114	97	10	4	1	3	0	3	118
12:15	80	7	1	3	0	0	5	96	111	12	6	1	2	0	3	135
12:30	92	8	2	2	7	0	1	112	123	9	3	1	1	0	9	146
12:45	90	9	3	2	4	0	2	110	110	13	1	1	3	0	6	134
Hour	353	36	10	9	16	0	8	432	441	44	14	4	9	0	21	533
13:00	83	11	2	1	2	0	2	101	87	7	3	3	0	0	5	105
13:15	92	14	1	1	2	0	4	114	120	11	2	0	2	0	4	139
13:30	98	8	3	0	5	1	3	118	112	11	1	3	3	0	6	136
13:45	85	12	1	2	3	0	5	108	108	9	3	1	3	0	3	127
Hour	358	45	7	4	12	1	14	441	427	38	9	7	8	0	18	507
14:00	78	13	3	3	3	0	1	101	109	16	2	1	3	1	2	134
14:15	89	6	2	1	6	1	5	110	91	10	3	1	3	1	3	112
14:30	76	8	3	1	1	1	9	99	106	8	1	2	4	1	11	133
14:45	99	4	1	1	2	0	0	107	121	11	1	0	6	1	7	147
Hour	342	31	9	6	12	2	15	417	427	45	7	4	16	4	23	526
15:00	94	10	3	3	3	0	9	122	112	15	0	1	5	0	3	136
15:15	93	13	1	0	4	0	0	111	138	9	4	1	3	0	6	161
15:30	81	17	1	1	5	1	5	111	128	11	0	1	1	0	4	145
15:45	101	14	2	1	2	0	4	124	99	5	1	0	7	1	8	121
Hour	369	54	7	5	14	1	18	468	477	40	5	3	16	1	21	563
16:00	124	9	2	0	2	2	3	142	80	9	1	1	3	2	10	106
16:15	83	9	1	0	8	0	7	108	115	10	0	0	3	1	9	138
16:30	80	8	1	0	4	1	7	101	95	13	2	1	2	0	13	126
16:45	53	5	1	0	3	1	2	65	84	2	0	0	6	2	9	103
Hour	340	31	5	0	17	4	19	416	374	34	3	2	14	5	41	473
17:00	72	11	1	3	4	1	7	99	77	5	0	0	1	1	8	92
17:15	74	5	0	0	1	0	8	88	73	10	2	0	0	0	8	93
17:30	66	4	1	1	3	0	4	79	78	8	1	0	4	1	8	100
17:45	69	8	1	0	3	0	3	84	65	9	1	1	0	1	7	84
Hour	281	28	3	4	11	1	22	350	293	32	4	1	5	3	31	369
18:00	72	5	0	0	2	0	7	86	98	7	3	2	2	0	8	120
18:15	72	6	2	0	5	1	6	92	80	5	0	2	2	1	6	96
18:30	61	3	1	2	2	1	6	76	106	8	3	0	3	0	7	127
18:45	75	5	2	1	3	0	4	90	97	3	2	0	2	2	4	110
Hour	280	19	5	3	12	2	23	344	381	23	8	4	9	3	25	453
Total	4021	423	109	61	180	16	184	4994	4978	552	113	54	116	29	249	6091

Site No. 4
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	To Arm B - Lough Atalia Rd(S)							Veh. Total	From Arm B - Lough Atalia Rd(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	51	13	3	3	0	0	3	73	55	9	4	3	4	0	4	79
07:15	77	6	4	0	3	1	3	94	77	13	1	2	4	0	0	97
07:30	100	21	4	1	1	0	2	129	88	14	3	1	3	0	2	111
07:45	121	20	5	2	1	0	4	153	121	5	4	0	6	1	2	139
Hour	349	60	16	6	5	1	12	449	341	41	12	6	17	1	8	426
08:00	136	13	3	1	0	3	4	160	113	7	4	3	2	1	7	137
08:15	153	15	3	1	2	1	8	183	115	7	1	1	5	0	5	134
08:30	132	7	0	2	1	0	6	148	98	5	6	2	7	0	7	125
08:45	112	15	3	1	1	0	5	137	92	10	1	0	6	1	9	119
Hour	533	50	9	5	4	4	23	628	418	29	12	6	20	2	28	515
09:00	113	14	6	1	3	2	9	148	88	6	5	2	4	0	4	109
09:15	116	23	3	1	4	1	6	154	87	9	2	1	7	0	2	108
09:30	125	18	1	2	1	0	0	147	66	9	4	1	7	0	3	90
09:45	115	17	4	2	3	0	1	142	86	10	1	1	4	0	3	105
Hour	469	72	14	6	11	3	16	591	327	34	12	5	22	0	12	412
10:00	108	14	5	0	2	0	2	131	80	3	1	1	4	0	4	93
10:15	113	14	6	1	3	0	1	138	74	9	4	2	4	1	1	95
10:30	95	10	6	2	1	0	2	116	74	9	1	0	3	0	1	88
10:45	112	11	1	2	5	0	2	133	85	8	3	2	3	1	0	102
Hour	428	49	18	5	11	0	7	518	313	29	9	5	14	2	6	378
11:00	88	11	4	3	3	2	5	116	72	7	7	4	2	0	3	95
11:15	97	19	3	0	2	1	2	124	80	12	7	1	3	1	2	106
11:30	79	24	1	2	3	0	0	109	67	13	2	2	3	0	2	89
11:45	122	17	4	2	2	2	4	153	73	15	4	1	3	0	4	100
Hour	386	71	12	7	10	5	11	502	292	47	20	8	11	1	11	390
12:00	98	10	4	1	2	0	3	118	91	12	4	2	5	0	0	114
12:15	112	12	6	1	4	0	3	138	80	6	1	3	0	0	5	95
12:30	124	9	3	1	1	0	9	147	89	8	2	2	7	0	1	109
12:45	110	13	1	1	3	0	6	134	88	9	3	2	3	0	2	107
Hour	444	44	14	4	10	0	21	537	348	35	10	9	15	0	8	425
13:00	87	8	3	3	0	0	5	106	78	11	3	1	2	0	2	97
13:15	121	12	3	0	2	0	4	142	92	14	2	1	2	0	4	115
13:30	117	12	1	3	3	0	6	142	96	8	3	0	5	1	3	116
13:45	111	8	4	1	3	0	3	130	83	11	1	2	3	0	5	105
Hour	436	40	11	7	8	0	18	520	349	44	9	4	12	1	14	433
14:00	112	18	2	1	3	1	2	139	78	12	3	3	3	0	1	100
14:15	91	10	3	1	3	1	3	112	89	6	2	1	6	1	6	111
14:30	106	8	1	2	5	1	11	134	75	8	3	1	1	1	9	98
14:45	123	12	1	0	6	1	7	150	99	4	1	1	2	0	0	107
Hour	432	48	7	4	17	4	23	535	341	30	9	6	12	2	16	416
15:00	113	15	0	1	4	0	3	136	94	11	3	3	3	0	9	123
15:15	141	9	4	1	4	0	6	165	92	13	1	0	4	0	0	110
15:30	128	11	1	1	1	0	4	146	80	17	1	1	5	1	5	110
15:45	99	4	1	0	7	1	8	120	99	14	2	1	2	0	4	122
Hour	481	39	6	3	16	1	21	567	365	55	7	5	14	1	18	465
16:00	83	9	1	1	3	2	10	109	123	9	2	0	2	2	3	141
16:15	117	12	0	0	3	1	9	142	83	8	1	0	8	0	7	107
16:30	96	13	2	1	2	0	13	127	80	8	1	0	5	1	7	102
16:45	85	2	0	0	6	2	9	104	54	5	1	0	3	1	2	66
Hour	381	36	3	2	14	5	41	482	340	30	5	0	18	4	19	416
17:00	77	6	1	1	1	1	8	95	72	11	2	3	3	1	7	99
17:15	74	10	2	0	0	0	8	94	74	5	0	0	0	0	8	87
17:30	80	9	1	0	3	1	8	102	65	4	1	1	3	0	4	78
17:45	66	9	1	1	0	1	7	85	68	8	0	0	3	0	3	82
Hour	297	34	5	2	4	3	31	376	279	28	3	4	9	1	22	346
18:00	99	7	3	2	2	0	9	122	71	5	2	0	2	0	7	87
18:15	80	5	0	2	2	3	7	99	72	6	2	0	5	1	6	92
18:30	106	8	3	0	3	1	7	128	61	3	0	2	2	1	6	75
18:45	99	3	2	0	2	2	4	112	75	5	2	1	3	0	4	90
Hour	384	23	8	4	9	6	27	461	279	19	6	3	12	2	23	344
Total	5020	566	123	55	119	32	251	6166	3992	421	114	61	176	17	185	4966

Site No. 4
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	To Arm C - Local Rd							Veh. Total	From Arm C - Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1	1	0	2	0	3	0	0	6
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
07:45	0	0	1	0	0	0	0	1	1	0	1	0	0	0	0	2
Hour	2	0	2	0	0	0	0	4	2	0	3	0	4	0	0	9
08:00	1	1	0	0	0	0	0	2	1	2	1	0	0	0	0	4
08:15	0	0	1	0	1	0	0	2	0	1	0	0	1	0	0	2
08:30	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
Hour	2	2	1	0	1	0	0	6	4	4	2	0	1	0	0	11
09:00	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
09:30	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
09:45	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	2
Hour	0	0	1	0	1	0	0	2	7	1	4	0	0	0	0	12
10:00	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
10:15	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
10:30	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	2
10:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	2	0	1	0	0	1	0	4	2	0	1	0	1	0	0	4
11:00	0	1	1	0	0	0	0	2	0	1	0	0	1	0	0	2
11:15	2	0	0	0	1	0	0	3	4	0	0	0	0	0	0	4
11:30	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4
11:45	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	3
Hour	3	2	1	0	1	0	0	7	8	4	0	0	1	0	0	13
12:00	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	4
12:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
12:45	1	0	0	0	0	0	0	1	3	0	0	0	1	0	0	4
Hour	1	0	0	0	1	0	0	2	9	1	0	0	3	0	0	13
13:00	0	0	1	0	0	0	0	1	5	1	0	0	0	0	0	6
13:15	0	0	1	0	0	0	0	1	1	1	1	0	0	0	0	3
13:30	0	0	0	0	1	0	0	1	7	1	0	0	1	0	0	9
13:45	0	1	0	0	1	0	0	2	5	1	1	0	1	0	0	8
Hour	0	1	2	0	2	0	0	5	18	4	2	0	2	0	0	26
14:00	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
14:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
14:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
Hour	0	0	0	0	0	0	1	1	6	4	0	0	1	0	0	11
15:00	0	1	0	0	1	0	0	2	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
15:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
15:45	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
Hour	0	2	0	0	1	0	0	3	8	0	1	0	1	0	0	10
16:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
16:15	1	0	0	0	0	0	0	1	3	3	0	0	0	0	0	6
16:30	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1
16:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Hour	3	0	0	0	1	0	0	4	10	3	0	0	0	0	0	13
17:00	0	0	1	0	0	0	0	1	0	1	1	1	1	0	0	4
17:15	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
17:30	0	0	0	0	1	0	0	1	3	1	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
Hour	0	0	1	0	1	0	0	2	6	2	2	1	2	0	0	13
18:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	1	3
18:15	0	0	0	0	1	0	0	1	0	0	0	0	1	2	1	4
18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	2	0	1	0	0	3	4	0	1	0	1	3	2	11
Total	13	7	11	0	10	1	1	43	84	23	16	1	17	3	2	146

Site No. 5
Location Petrol Stn Exit / Local Rd / City Bus Access
Date Tuesday 1 October 2024

Time	A to C - Petrol Stn Exit to City Bus Access							Veh. Total	A to B - Petrol Stn Exit to Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
Hour	0	0	0	0	0	0	0	0	3	4	2	0	1	0	0	10
09:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	6	1	2	0	0	0	0	9
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
11:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
12:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
12:45	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
Hour	0	0	0	0	0	0	0	0	7	1	0	0	2	0	0	10
13:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
13:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
13:45	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
Hour	0	0	0	0	0	0	0	0	14	3	1	0	0	0	0	18
14:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
15:30	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	1	0	0	0	0	0	0	1	7	0	1	0	1	0	0	9
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	3	2	1	1	0	0	0	7
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	3	0	1	0	1	2	0	7
Total	1	0	0	0	0	0	0	1	66	16	10	1	5	2	0	100

Site No. 5
Location Petrol Stn Exit / Local Rd / City Bus Access
Date Tuesday 1 October 2024

Time	B to A - Local Rd to Petrol Stn Exit							Veh. Total	B to C - Local Rd to City Bus Access							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	1	0	0	0	0	1	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
07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	1	0	0	0	0	1	2	0	1	0	0	0	0	3
08:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	1	0	0	0	0	0	1	2	1	1	0	1	0	0	5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	1	0	1	0	0	1	0	3
11:00	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	1	0	0	0	0	1	3	2	0	0	1	0	0	6
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
13:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
13:45	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1
Hour	0	0	1	0	1	0	0	2	0	1	1	0	1	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3
Total	2	1	3	0	1	0	0	7	11	6	8	0	9	1	1	36

Site No. 5
Location Petrol Stn Exit / Local Rd / City Bus Access
Date Tuesday 1 October 2024

Time	C to B - City Bus Access to Local Rd							Veh. Total	C to A - City Bus Access to Petrol Stn Exit							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0
07:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	0	0	1	0	4	0	0	5	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	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
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0
10:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0
11:00	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	2	2	0	0	1	0	0	5	0	1	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
13:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
13:45	0	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0
Hour	4	1	1	0	2	0	0	8	0	0	0	0	0	0	0	0
14:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	0	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	3	0	1	0	2	0	0	6	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0
Total	18	7	6	0	12	1	2	46	0	1	0	0	0	0	0	1

Site No. 5
Location Petrol Stn Exit / Local Rd / City Bus Access
Date Tuesday 1 October 2024

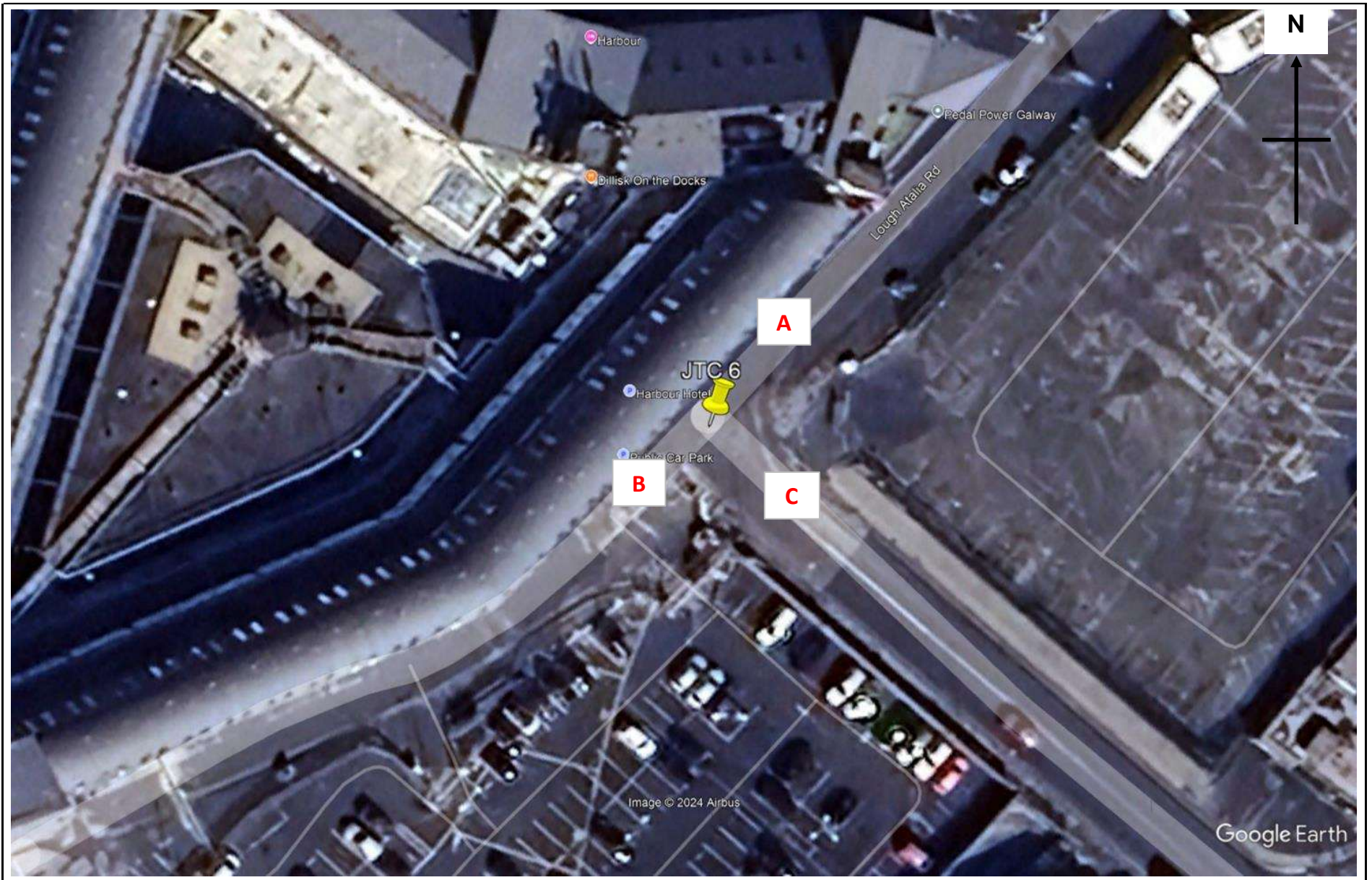
Time	To Arm A - Petrol Stn Exit							Veh. Total	From Arm A - Petrol Stn Exit							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	0	0	1	0	0	0	0	1	2	0	2	0	0	0	0	4
08:00	0	1	0	0	0	0	0	1	0	2	1	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
Hour	0	1	0	0	0	0	0	1	3	4	2	0	1	0	0	10
09:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	6	1	2	0	0	0	0	9
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
11:00	0	1	1	0	0	0	0	2	0	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
11:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	1	1	0	0	0	0	2	6	2	0	0	0	0	0	8
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
12:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
12:45	1	0	0	0	0	0	0	1	2	0	0	0	1	0	0	3
Hour	1	0	0	0	0	0	0	1	7	1	0	0	2	0	0	10
13:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
13:15	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
13:45	0	0	0	0	1	0	0	1	5	0	1	0	0	0	0	6
Hour	0	0	1	0	1	0	0	2	14	3	1	0	0	0	0	18
14:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
15:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	8	0	1	0	1	0	0	10
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	3	2	1	1	0	0	0	7
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	3	0	1	0	1	2	0	7
Total	2	2	3	0	1	0	0	8	67	16	10	1	5	2	0	101

Site No. 5
Location Petrol Stn Exit / Local Rd / City Bus Access
Date Tuesday 1 October 2024

Time	To Arm B - Local Rd							Veh. Total	From Arm B - Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	1	0	2	0	3	0	0	6	0	0	1	0	0	0	0	1
07:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
07:45	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1
Hour	2	0	3	0	4	0	0	9	2	0	2	0	0	0	0	4
08:00	1	2	1	0	0	0	0	4	1	1	0	0	0	0	0	2
08:15	0	1	0	0	1	0	0	2	0	0	1	0	1	0	0	2
08:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
08:45	3	1	0	0	0	0	0	4	0	1	0	0	0	0	0	1
Hour	4	4	2	0	1	0	0	11	2	2	1	0	1	0	0	6
09:00	0	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0
09:15	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	0	0	1	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1
Hour	7	1	4	0	0	0	0	12	0	0	1	0	1	0	0	2
10:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
10:30	1	0	0	0	1	0	0	2	0	0	1	0	0	0	0	1
10:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	2	0	1	0	1	0	0	4	2	0	1	0	0	1	0	4
11:00	0	1	0	0	1	0	0	2	0	1	1	0	0	0	0	2
11:15	4	0	0	0	0	0	0	4	2	0	0	0	1	0	0	3
11:30	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1
11:45	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1
Hour	8	4	0	0	1	0	0	13	3	2	1	0	1	0	0	7
12:00	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1
12:15	1	1	0	0	2	0	0	4	0	0	0	0	0	0	0	0
12:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:45	3	0	0	0	1	0	0	4	1	0	0	0	0	0	0	1
Hour	9	1	0	0	3	0	0	13	1	0	0	0	1	0	0	2
13:00	5	1	0	0	0	0	0	6	0	0	1	0	0	0	0	1
13:15	1	1	1	0	0	0	0	3	0	0	1	0	0	0	0	1
13:30	7	1	0	0	1	0	0	9	0	0	0	0	1	0	0	1
13:45	5	1	1	0	1	0	0	8	0	1	0	0	1	0	0	2
Hour	18	4	2	0	2	0	0	26	0	1	2	0	2	0	0	5
14:00	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:30	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0
14:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Hour	6	4	0	0	1	0	0	11	0	0	0	0	0	0	1	1
15:00	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	2
15:15	4	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0
15:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
Hour	8	0	1	0	1	0	0	10	0	2	0	0	1	0	0	3
16:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:15	3	3	0	0	0	0	0	6	1	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1
16:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Hour	10	3	0	0	0	0	0	13	3	0	0	0	1	0	0	4
17:00	0	1	1	1	1	0	0	4	0	0	1	0	0	0	0	1
17:15	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0
17:30	3	1	0	0	0	0	0	4	0	0	0	0	1	0	0	1
17:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
Hour	6	2	2	1	2	0	0	13	0	0	1	0	1	0	0	2
18:00	2	0	0	0	0	0	1	3	0	0	2	0	0	0	0	2
18:15	0	0	0	0	1	2	1	4	0	0	0	0	1	0	0	1
18:30	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	4	0	1	0	1	3	2	11	0	0	2	0	1	0	0	3
Total	84	23	16	1	17	3	2	146	13	7	11	0	10	1	1	43

Site No. 5
Location Petrol Stn Exit / Local Rd / City Bus Access
Date Tuesday 1 October 2024

Time	To Arm C - City Bus Access							Veh. Total	From Arm C - City Bus Access							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
07:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hour	2	0	1	0	0	0	0	3	0	0	1	0	4	0	0	5
08:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	2	1	1	0	1	0	0	5	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Hour	0	0	1	0	1	0	0	2	1	0	2	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
10:30	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	1	0	0	1	0	3	0	0	1	0	1	0	0	2
11:00	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	2
11:15	2	0	0	0	1	0	0	3	1	0	0	0	0	0	0	1
11:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
11:45	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hour	3	2	0	0	1	0	0	6	2	3	0	0	1	0	0	6
12:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	0	0	0	0	1	0	0	1	2	0	0	0	1	0	0	3
13:00	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
13:30	0	0	0	0	1	0	0	1	2	0	0	0	1	0	0	3
13:45	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	2
Hour	0	1	1	0	1	0	0	3	4	1	1	0	2	0	0	8
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	0	0	0	0	0	0	1	1	0	2	0	0	1	0	0	3
15:00	0	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	1	2	0	0	1	0	0	4	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2
16:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Hour	3	0	0	0	1	0	0	4	3	2	0	0	0	0	0	5
17:00	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
17:30	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	1	0	1	0	0	2	3	0	1	0	2	0	0	6
18:00	0	0	2	0	0	0	0	2	1	0	0	0	0	0	1	2
18:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	2	0	1	0	0	3	1	0	0	0	0	1	2	4
Total	12	6	8	0	9	1	1	37	18	8	6	0	12	1	2	47



Site No. 6
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	A to C - Lough Atalia Rd(N) to Local Rd							Veh. Total	A to B - Lough Atalia Rd(N) to Lough Atalia Rd(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	5	1	2	2	0	0	0	10	1	0	0	0	0	0	0	1
07:15	13	3	4	0	0	0	1	21	3	0	0	0	0	0	0	3
07:30	18	4	1	2	0	0	0	25	4	0	0	0	0	0	0	4
07:45	14	3	6	1	1	0	0	25	4	0	0	0	0	0	0	4
Hour	50	11	13	5	1	0	1	81	12	0	0	0	0	0	0	12
08:00	17	6	1	2	1	1	1	29	7	0	0	0	0	0	0	7
08:15	10	3	2	1	1	1	1	19	6	0	1	0	0	0	0	7
08:30	9	1	0	1	1	0	0	12	5	0	0	0	0	0	0	5
08:45	19	2	2	1	4	0	0	28	6	0	0	0	0	0	0	6
Hour	55	12	5	5	7	2	2	88	24	0	1	0	0	0	0	25
09:00	13	6	6	1	3	1	2	32	7	0	0	0	0	0	0	7
09:15	18	13	4	1	4	0	0	40	5	0	0	0	0	0	0	5
09:30	8	10	0	2	0	0	0	20	5	0	0	0	0	0	0	5
09:45	11	4	4	2	3	0	0	24	5	0	0	0	0	0	0	5
Hour	50	33	14	6	10	1	2	116	22	0	0	0	0	0	0	22
10:00	7	5	3	0	2	0	0	17	1	0	0	0	0	0	0	1
10:15	5	4	7	1	2	0	0	19	3	0	0	0	0	0	0	3
10:30	8	2	3	2	1	0	1	17	5	1	0	0	0	0	0	6
10:45	13	4	1	1	5	1	0	25	1	0	0	0	0	0	0	1
Hour	33	15	14	4	10	1	1	78	10	1	0	0	0	0	0	11
11:00	14	3	1	1	5	1	1	26	1	0	0	0	0	0	0	1
11:15	13	9	2	0	4	1	0	29	4	0	0	0	0	0	0	4
11:30	10	10	0	1	4	0	0	25	3	0	1	0	0	0	0	4
11:45	5	7	0	3	2	0	1	18	3	0	0	0	0	0	0	3
Hour	42	29	3	5	15	2	2	98	11	0	1	0	0	0	0	12
12:00	13	4	1	1	3	0	0	22	2	0	1	0	0	0	0	3
12:15	8	3	2	2	3	0	0	18	2	1	0	0	0	0	0	3
12:30	16	2	3	1	0	0	0	22	3	0	0	0	0	0	0	3
12:45	15	8	1	1	3	0	0	28	3	0	0	0	0	0	0	3
Hour	52	17	7	5	9	0	0	90	10	1	1	0	0	0	0	12
13:00	10	4	2	3	1	0	0	20	1	0	0	0	0	0	0	1
13:15	10	0	0	0	3	0	2	15	0	0	0	0	0	0	0	0
13:30	17	4	3	1	1	0	0	26	2	0	0	0	0	0	0	2
13:45	19	2	3	1	2	0	0	27	9	0	0	0	0	0	0	9
Hour	56	10	8	5	7	0	2	88	12	0	0	0	0	0	0	12
14:00	13	5	2	1	3	0	0	24	5	0	0	0	0	0	0	5
14:15	10	4	2	1	1	0	0	18	1	0	0	0	0	0	0	1
14:30	10	4	1	2	1	0	0	18	3	0	0	0	0	0	0	3
14:45	15	3	2	1	3	0	0	24	2	0	0	0	0	0	0	2
Hour	48	16	7	5	8	0	0	84	11	0	0	0	0	0	0	11
15:00	13	6	1	1	4	0	0	25	4	0	0	0	0	0	0	4
15:15	8	4	2	0	1	0	0	15	1	0	0	0	0	0	0	1
15:30	11	1	4	1	3	0	1	21	1	0	0	0	0	0	1	2
15:45	9	0	1	0	5	0	0	15	3	0	0	0	0	0	0	3
Hour	41	11	8	2	13	0	1	76	9	0	0	0	0	0	1	10
16:00	7	1	0	1	2	0	0	11	3	0	0	0	1	0	0	4
16:15	8	2	0	0	4	0	0	14	3	0	0	0	0	0	0	3
16:30	4	5	2	0	1	0	2	14	1	0	0	0	0	0	0	1
16:45	5	0	2	0	3	0	0	10	2	0	0	0	0	0	0	2
Hour	24	8	4	1	10	0	2	49	9	0	0	0	1	0	0	10
17:00	11	4	1	0	3	0	0	19	2	0	0	0	0	0	0	2
17:15	3	3	2	0	0	0	0	8	3	0	0	0	0	0	0	3
17:30	4	1	3	0	4	0	0	12	3	0	0	0	0	0	0	3
17:45	4	1	1	1	2	0	0	9	2	0	0	0	0	0	0	2
Hour	22	9	7	1	9	0	0	48	10	0	0	0	0	0	0	10
18:00	5	1	2	2	3	0	2	15	4	0	0	0	0	0	0	4
18:15	3	1	0	2	2	0	0	8	0	0	0	0	0	0	0	0
18:30	9	1	0	0	3	0	3	16	2	0	0	0	0	0	0	2
18:45	5	1	0	0	2	0	2	10	4	0	0	0	0	0	0	4
Hour	22	4	2	4	10	0	7	49	10	0	0	0	0	0	0	10
Total	495	175	92	48	109	6	20	945	150	2	3	0	1	0	1	157

Site No. 6
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	B to A - Lough Atalia Rd(S) to Lough Atalia Rd(N)							Veh. Total	B to C - Lough Atalia Rd(S) to Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
11:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1
11:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Hour	11	0	0	0	0	0	0	11	0	1	0	0	0	0	0	1
12:00	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
12:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
12:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	12	0	1	0	0	0	0	13	0	0	0	0	0	0	0	0
13:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
13:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
13:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Hour	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
14:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
14:15	4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1
14:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
Hour	18	1	0	0	0	0	0	19	0	1	0	0	0	0	0	1
15:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hour	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
16:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Hour	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
17:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
Hour	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
18:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Hour	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
Total	158	4	1	0	0	0	0	163	1	2	0	0	0	0	0	3

Site No. 6
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	C to B - Local Rd to Lough Atalia Rd(S)							Veh. Total	C to A - Local Rd to Lough Atalia Rd(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	2	1	2	2	2	0	0	9
07:15	0	0	0	0	0	0	0	0	2	0	0	1	4	0	0	7
07:30	0	0	0	0	0	0	0	0	1	1	1	1	3	0	0	7
07:45	0	0	0	0	0	0	0	0	4	2	3	1	6	0	0	16
Hour	0	0	0	0	0	0	0	0	9	4	6	5	15	0	0	39
08:00	0	0	0	0	0	0	0	0	4	3	4	2	4	0	0	17
08:15	0	0	0	0	0	0	0	0	1	1	1	2	3	0	0	8
08:30	0	0	0	0	0	0	0	0	4	3	2	2	4	0	0	15
08:45	0	0	0	0	0	0	0	0	7	5	1	0	4	0	0	17
Hour	0	0	0	0	0	0	0	0	16	12	8	6	15	0	0	57
09:00	1	0	0	0	0	0	0	1	6	4	2	2	1	1	0	16
09:15	0	0	0	0	0	0	0	0	9	5	5	1	3	0	0	23
09:30	0	0	0	0	0	0	0	0	9	7	6	1	4	0	0	27
09:45	0	0	0	0	0	0	0	0	3	6	1	2	1	0	0	13
Hour	1	0	0	0	0	0	0	1	27	22	14	6	9	1	0	79
10:00	0	0	0	0	0	0	0	0	6	2	0	0	3	0	1	12
10:15	0	0	0	0	0	0	0	0	4	5	4	2	2	0	1	18
10:30	0	0	0	0	0	0	0	0	4	3	4	0	2	0	0	13
10:45	0	0	0	0	0	0	0	0	6	1	1	2	3	1	0	14
Hour	0	0	0	0	0	0	0	0	20	11	9	4	10	1	2	57
11:00	0	0	0	0	0	0	0	0	9	4	7	3	1	0	0	24
11:15	0	0	0	0	0	0	0	0	21	7	1	1	2	2	1	35
11:30	0	1	0	0	0	0	0	1	13	6	2	1	1	0	0	23
11:45	0	0	0	0	0	0	0	0	7	6	2	0	3	0	0	18
Hour	0	1	0	0	0	0	0	1	50	23	12	5	7	2	1	100
12:00	0	0	0	0	0	0	0	0	15	5	0	0	3	0	0	23
12:15	0	0	0	0	0	0	0	0	10	3	2	2	1	0	0	18
12:30	0	0	0	0	0	0	0	0	20	5	1	2	3	0	1	32
12:45	1	0	0	0	0	0	0	1	12	7	0	1	2	0	0	22
Hour	1	0	0	0	0	0	0	1	57	20	3	5	9	0	1	95
13:00	0	0	0	0	0	0	0	0	23	2	2	1	1	0	0	29
13:15	0	0	0	0	0	0	0	0	15	6	2	1	1	0	0	25
13:30	1	0	0	0	0	0	0	1	18	2	3	1	3	0	0	27
13:45	0	1	0	0	0	0	0	1	7	3	1	1	2	0	0	14
Hour	1	1	0	0	0	0	0	2	63	13	8	4	7	0	0	95
14:00	0	0	0	0	0	0	0	0	18	4	3	3	3	0	0	31
14:15	0	0	0	0	0	0	0	0	10	1	2	2	6	0	0	21
14:30	0	0	0	0	0	0	0	0	9	1	4	0	1	0	0	15
14:45	0	0	0	0	0	0	0	0	13	2	1	1	0	0	0	17
Hour	0	0	0	0	0	0	0	0	50	8	10	6	10	0	0	84
15:00	0	0	0	0	0	0	0	0	16	6	3	3	2	0	0	30
15:15	0	0	0	0	0	0	0	0	8	5	1	0	4	0	0	18
15:30	0	1	0	0	0	0	0	1	15	5	1	1	5	0	0	27
15:45	0	0	0	0	0	0	0	0	16	4	1	1	2	0	0	24
Hour	0	1	0	0	0	0	0	1	55	20	6	5	13	0	0	99
16:00	0	0	0	0	0	0	0	0	25	1	1	0	2	0	0	29
16:15	0	0	0	0	0	0	0	0	10	0	3	0	7	0	0	20
16:30	0	0	0	0	0	0	0	0	10	7	0	0	1	1	4	23
16:45	0	0	0	0	0	0	0	0	6	3	0	0	2	0	0	11
Hour	0	0	0	0	0	0	0	0	51	11	4	0	12	1	4	83
17:00	0	0	0	0	0	0	0	0	18	4	4	1	1	0	4	32
17:15	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22
17:30	0	0	0	0	0	0	0	0	12	2	1	1	3	0	0	19
17:45	0	0	0	0	0	0	0	0	9	4	0	0	2	0	1	16
Hour	0	0	0	0	0	0	0	0	60	11	5	2	6	0	5	89
18:00	0	0	0	0	0	0	0	0	8	2	3	0	2	0	1	16
18:15	0	0	0	0	0	0	0	0	10	3	1	0	1	0	0	15
18:30	0	0	0	0	0	0	0	0	8	0	0	2	1	0	1	12
18:45	0	0	0	0	0	0	0	0	6	2	1	1	1	0	0	11
Hour	0	0	0	0	0	0	0	0	32	7	5	3	5	0	2	54
Total	3	3	0	0	0	0	0	6	490	162	90	51	118	5	15	931

Site No. 6
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	To Arm A - Lough Atalia Rd(N)							Veh. Total	From Arm A - Lough Atalia Rd(N)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	3	1	2	2	2	0	0	10	6	1	2	2	0	0	0	11
07:15	2	0	0	1	4	0	0	7	16	3	4	0	0	0	1	24
07:30	3	1	1	1	3	0	0	9	22	4	1	2	0	0	0	29
07:45	4	2	3	1	6	0	0	16	18	3	6	1	1	0	0	29
Hour	12	4	6	5	15	0	0	42	62	11	13	5	1	0	1	93
08:00	5	3	4	2	4	0	0	18	24	6	1	2	1	1	1	36
08:15	3	1	1	2	3	0	0	10	16	3	3	1	1	1	1	26
08:30	7	3	2	2	4	0	0	18	14	1	0	1	1	0	0	17
08:45	9	5	1	0	4	0	0	19	25	2	2	1	4	0	0	34
Hour	24	12	8	6	15	0	0	65	79	12	6	5	7	2	2	113
09:00	7	4	2	2	1	1	0	17	20	6	6	1	3	1	2	39
09:15	13	5	5	1	3	0	0	27	23	13	4	1	4	0	0	45
09:30	10	7	6	1	4	0	0	28	13	10	0	2	0	0	0	25
09:45	4	7	1	2	1	0	0	15	16	4	4	2	3	0	0	29
Hour	34	23	14	6	9	1	0	87	72	33	14	6	10	1	2	138
10:00	6	2	0	0	3	0	1	12	8	5	3	0	2	0	0	18
10:15	6	5	4	2	2	0	1	20	8	4	7	1	2	0	0	22
10:30	4	3	4	0	2	0	0	13	13	3	3	2	1	0	1	23
10:45	8	1	1	2	3	1	0	16	14	4	1	1	5	1	0	26
Hour	24	11	9	4	10	1	2	61	43	16	14	4	10	1	1	89
11:00	11	4	7	3	1	0	0	26	15	3	1	1	5	1	1	27
11:15	22	7	1	1	2	2	1	36	17	9	2	0	4	1	0	33
11:30	17	6	2	1	1	0	0	27	13	10	1	1	4	0	0	29
11:45	11	6	2	0	3	0	0	22	8	7	0	3	2	0	1	21
Hour	61	23	12	5	7	2	1	111	53	29	4	5	15	2	2	110
12:00	17	5	1	0	3	0	0	26	15	4	2	1	3	0	0	25
12:15	15	3	2	2	1	0	0	23	10	4	2	2	3	0	0	21
12:30	24	5	1	2	3	0	1	36	19	2	3	1	0	0	0	25
12:45	13	7	0	1	2	0	0	23	18	8	1	1	3	0	0	31
Hour	69	20	4	5	9	0	1	108	62	18	8	5	9	0	0	102
13:00	25	2	2	1	1	0	0	31	11	4	2	3	1	0	0	21
13:15	20	7	2	1	1	0	0	31	10	0	0	0	3	0	2	15
13:30	24	2	3	1	3	0	0	33	19	4	3	1	1	0	0	28
13:45	11	3	1	1	2	0	0	18	28	2	3	1	2	0	0	36
Hour	80	14	8	4	7	0	0	113	68	10	8	5	7	0	2	100
14:00	24	5	3	3	3	0	0	38	18	5	2	1	3	0	0	29
14:15	14	1	2	2	6	0	0	25	11	4	2	1	1	0	0	19
14:30	11	1	4	0	1	0	0	17	13	4	1	2	1	0	0	21
14:45	19	2	1	1	0	0	0	23	17	3	2	1	3	0	0	26
Hour	68	9	10	6	10	0	0	103	59	16	7	5	8	0	0	95
15:00	20	6	3	3	2	0	0	34	17	6	1	1	4	0	0	29
15:15	13	5	1	0	4	0	0	23	9	4	2	0	1	0	0	16
15:30	20	6	1	1	5	0	0	33	12	1	4	1	3	0	2	23
15:45	18	4	1	1	2	0	0	26	12	0	1	0	5	0	0	18
Hour	71	21	6	5	13	0	0	116	50	11	8	2	13	0	2	86
16:00	32	1	1	0	2	0	0	36	10	1	0	1	3	0	0	15
16:15	13	0	3	0	7	0	0	23	11	2	0	0	4	0	0	17
16:30	15	7	0	0	1	1	4	28	5	5	2	0	1	0	2	15
16:45	9	3	0	0	2	0	0	14	7	0	2	0	3	0	0	12
Hour	69	11	4	0	12	1	4	101	33	8	4	1	11	0	2	59
17:00	25	4	4	1	1	0	4	39	13	4	1	0	3	0	0	21
17:15	25	1	0	0	0	0	0	26	6	3	2	0	0	0	0	11
17:30	16	2	1	1	3	0	0	23	7	1	3	0	4	0	0	15
17:45	18	4	0	0	2	0	1	25	6	1	1	1	2	0	0	11
Hour	84	11	5	2	6	0	5	113	32	9	7	1	9	0	0	58
18:00	15	2	3	0	2	0	1	23	9	1	2	2	3	0	2	19
18:15	19	3	1	0	1	0	0	24	3	1	0	2	2	0	0	8
18:30	9	0	0	2	1	0	1	13	11	1	0	0	3	0	3	18
18:45	9	2	1	1	1	0	0	14	9	1	0	0	2	0	2	14
Hour	52	7	5	3	5	0	2	74	32	4	2	4	10	0	7	59
Total	648	166	91	51	118	5	15	1094	645	177	95	48	110	6	21	1102

Site No. 6
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	To Arm B - Lough Atalia Rd(S)							Veh. Total	From Arm B - Lough Atalia Rd(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
07:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Hour	12	0	0	0	0	0	0	12	3	0	0	0	0	0	0	3
08:00	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
08:15	6	0	1	0	0	0	0	7	2	0	0	0	0	0	0	2
08:30	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
08:45	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
Hour	24	0	1	0	0	0	0	25	8	0	0	0	0	0	0	8
09:00	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
09:15	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
09:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
09:45	5	0	0	0	0	0	0	5	1	1	0	0	0	0	0	2
Hour	23	0	0	0	0	0	0	23	8	1	0	0	0	0	0	9
10:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
10:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
Hour	10	1	0	0	0	0	0	11	4	0	0	0	0	0	0	4
11:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
11:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
11:30	3	1	1	0	0	0	0	5	4	1	0	0	0	0	0	5
11:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
Hour	11	1	1	0	0	0	0	13	11	1	0	0	0	0	0	12
12:00	2	0	1	0	0	0	0	3	2	0	1	0	0	0	0	3
12:15	2	1	0	0	0	0	0	3	5	0	0	0	0	0	0	5
12:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
12:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
Hour	11	1	1	0	0	0	0	13	12	0	1	0	0	0	0	13
13:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
13:30	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
13:45	9	1	0	0	0	0	0	10	4	0	0	0	0	0	0	4
Hour	13	1	0	0	0	0	0	14	17	1	0	0	0	0	0	18
14:00	5	0	0	0	0	0	0	5	6	1	0	0	0	0	0	7
14:15	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
14:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
14:45	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
Hour	11	0	0	0	0	0	0	11	18	2	0	0	0	0	0	20
15:00	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
15:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
15:30	1	1	0	0	0	0	1	3	5	1	0	0	0	0	0	6
15:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
Hour	9	1	0	0	0	0	1	11	16	1	0	0	0	0	0	17
16:00	3	0	0	0	1	0	0	4	7	0	0	0	0	0	0	7
16:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
16:30	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
16:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
Hour	9	0	0	0	1	0	0	10	18	0	0	0	0	0	0	18
17:00	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
17:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
17:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
17:45	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9
Hour	10	0	0	0	0	0	0	10	24	0	0	0	0	0	0	24
18:00	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
18:15	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	1	0	0	0	0	0	0	1
18:45	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
Hour	10	0	0	0	0	0	0	10	20	0	0	0	0	0	0	20
Total	153	5	3	0	1	0	1	163	159	6	1	0	0	0	0	166

Site No. 6
Location Lough Atalia Rd(N) / Lough Atalia Rd(S) / Local Rd
Date Tuesday 1 October 2024

Time	To Arm C - Local Rd							Veh. Total	From Arm C - Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	5	1	2	2	0	0	0	10	2	1	2	2	2	0	0	9
07:15	13	3	4	0	0	0	1	21	2	0	0	1	4	0	0	7
07:30	18	4	1	2	0	0	0	25	1	1	1	1	3	0	0	7
07:45	14	3	6	1	1	0	0	25	4	2	3	1	6	0	0	16
Hour	50	11	13	5	1	0	1	81	9	4	6	5	15	0	0	39
08:00	17	6	1	2	1	1	1	29	4	3	4	2	4	0	0	17
08:15	10	3	2	1	1	1	1	19	1	1	1	2	3	0	0	8
08:30	9	1	0	1	1	0	0	12	4	3	2	2	4	0	0	15
08:45	19	2	2	1	4	0	0	28	7	5	1	0	4	0	0	17
Hour	55	12	5	5	7	2	2	88	16	12	8	6	15	0	0	57
09:00	13	6	6	1	3	1	2	32	7	4	2	2	1	1	0	17
09:15	19	13	4	1	4	0	0	41	9	5	5	1	3	0	0	23
09:30	8	10	0	2	0	0	0	20	9	7	6	1	4	0	0	27
09:45	11	4	4	2	3	0	0	24	3	6	1	2	1	0	0	13
Hour	51	33	14	6	10	1	2	117	28	22	14	6	9	1	0	80
10:00	7	5	3	0	2	0	0	17	6	2	0	0	3	0	1	12
10:15	5	4	7	1	2	0	0	19	4	5	4	2	2	0	1	18
10:30	8	2	3	2	1	0	1	17	4	3	4	0	2	0	0	13
10:45	13	4	1	1	5	1	0	25	6	1	1	2	3	1	0	14
Hour	33	15	14	4	10	1	1	78	20	11	9	4	10	1	2	57
11:00	14	3	1	1	5	1	1	26	9	4	7	3	1	0	0	24
11:15	13	9	2	0	4	1	0	29	21	7	1	1	2	2	1	35
11:30	10	11	0	1	4	0	0	26	13	7	2	1	1	0	0	24
11:45	5	7	0	3	2	0	1	18	7	6	2	0	3	0	0	18
Hour	42	30	3	5	15	2	2	99	50	24	12	5	7	2	1	101
12:00	13	4	1	1	3	0	0	22	15	5	0	0	3	0	0	23
12:15	8	3	2	2	3	0	0	18	10	3	2	2	1	0	0	18
12:30	16	2	3	1	0	0	0	22	20	5	1	2	3	0	1	32
12:45	15	8	1	1	3	0	0	28	13	7	0	1	2	0	0	23
Hour	52	17	7	5	9	0	0	90	58	20	3	5	9	0	1	96
13:00	10	4	2	3	1	0	0	20	23	2	2	1	1	0	0	29
13:15	10	0	0	0	3	0	2	15	15	6	2	1	1	0	0	25
13:30	17	4	3	1	1	0	0	26	19	2	3	1	3	0	0	28
13:45	19	2	3	1	2	0	0	27	7	4	1	1	2	0	0	15
Hour	56	10	8	5	7	0	2	88	64	14	8	4	7	0	0	97
14:00	13	5	2	1	3	0	0	24	18	4	3	3	3	0	0	31
14:15	10	5	2	1	1	0	0	19	10	1	2	2	6	0	0	21
14:30	10	4	1	2	1	0	0	18	9	1	4	0	1	0	0	15
14:45	15	3	2	1	3	0	0	24	13	2	1	1	0	0	0	17
Hour	48	17	7	5	8	0	0	85	50	8	10	6	10	0	0	84
15:00	13	6	1	1	4	0	0	25	16	6	3	3	2	0	0	30
15:15	8	4	2	0	1	0	0	15	8	5	1	0	4	0	0	18
15:30	11	1	4	1	3	0	1	21	15	6	1	1	5	0	0	28
15:45	9	0	1	0	5	0	0	15	16	4	1	1	2	0	0	24
Hour	41	11	8	2	13	0	1	76	55	21	6	5	13	0	0	100
16:00	7	1	0	1	2	0	0	11	25	1	1	0	2	0	0	29
16:15	8	2	0	0	4	0	0	14	10	0	3	0	7	0	0	20
16:30	4	5	2	0	1	0	2	14	10	7	0	0	1	1	4	23
16:45	5	0	2	0	3	0	0	10	6	3	0	0	2	0	0	11
Hour	24	8	4	1	10	0	2	49	51	11	4	0	12	1	4	83
17:00	11	4	1	0	3	0	0	19	18	4	4	1	1	0	4	32
17:15	3	3	2	0	0	0	0	8	21	1	0	0	0	0	0	22
17:30	4	1	3	0	4	0	0	12	12	2	1	1	3	0	0	19
17:45	4	1	1	1	2	0	0	9	9	4	0	0	2	0	1	16
Hour	22	9	7	1	9	0	0	48	60	11	5	2	6	0	5	89
18:00	5	1	2	2	3	0	2	15	8	2	3	0	2	0	1	16
18:15	3	1	0	2	2	0	0	8	10	3	1	0	1	0	0	15
18:30	9	1	0	0	3	0	3	16	8	0	0	2	1	0	1	12
18:45	5	1	0	0	2	0	2	10	6	2	1	1	1	0	0	11
Hour	22	4	2	4	10	0	7	49	32	7	5	3	5	0	2	54
Total	496	177	92	48	109	6	20	948	493	165	90	51	118	5	15	937



Site No. 1
Location Local Rd / New Docks(W) / Aran Island Ferries Depature Point(S) / New Docks(E)
Date Tuesday 1 October 2024

Time	A to D - Local Rd to New Docks(E)							Veh. Total	A to C - Local Rd to Aran Island Ferries Depature Point(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	4	1	1	2	0	0	2	10	0	0	0	0	0	0	0	0
07:15	13	3	4	0	0	0	1	21	0	0	0	0	0	0	0	0
07:30	16	3	1	1	0	0	0	21	0	1	0	0	0	0	0	1
07:45	13	3	4	1	1	0	0	22	0	0	2	0	0	0	0	2
Hour	46	10	10	4	1	0	3	74	0	1	2	0	0	0	0	3
08:00	14	6	1	1	1	1	0	24	0	0	0	0	0	0	0	0
08:15	9	3	3	1	1	1	1	19	0	0	0	0	0	0	0	0
08:30	8	1	0	1	1	0	0	11	0	0	0	0	0	0	0	0
08:45	14	1	1	1	4	0	0	21	0	0	0	0	0	0	0	0
Hour	45	11	5	4	7	2	1	75	0	0	0	0	0	0	0	0
09:00	10	6	4	1	3	0	0	24	0	0	3	0	0	0	0	3
09:15	10	10	2	1	4	0	0	27	0	0	0	0	0	0	0	0
09:30	5	8	0	2	0	0	0	15	1	0	0	0	0	0	0	1
09:45	9	3	4	2	2	0	0	20	0	0	0	0	0	0	0	0
Hour	34	27	10	6	9	0	0	86	1	0	3	0	0	0	0	4
10:00	3	3	2	0	2	0	0	10	1	0	1	0	0	0	0	2
10:15	4	5	4	1	2	0	1	17	0	0	0	0	0	0	0	0
10:30	4	1	2	2	1	0	1	11	1	0	1	0	0	0	0	2
10:45	9	4	0	1	5	1	0	20	0	0	0	0	0	0	0	0
Hour	20	13	8	4	10	1	2	58	2	0	2	0	0	0	0	4
11:00	9	3	1	1	5	1	2	22	0	0	0	0	0	0	0	0
11:15	6	8	1	0	4	1	0	20	1	1	1	0	0	0	0	3
11:30	8	10	0	1	4	0	0	23	0	0	0	0	0	0	0	0
11:45	6	4	1	2	2	0	0	15	1	2	0	0	0	0	0	3
Hour	29	25	3	4	15	2	2	80	2	3	1	0	0	0	0	6
12:00	8	4	1	2	3	0	0	18	0	0	0	0	0	0	0	0
12:15	4	3	1	1	3	0	0	12	0	0	1	1	0	0	0	2
12:30	11	2	2	1	0	0	0	16	0	0	0	0	0	0	0	0
12:45	10	7	1	0	3	0	1	22	0	1	0	0	0	0	0	1
Hour	33	16	5	4	9	0	1	68	0	1	1	1	0	0	0	3
13:00	6	2	1	3	1	0	0	13	0	0	0	0	0	0	0	0
13:15	8	1	0	1	3	0	2	15	0	0	0	0	0	0	0	0
13:30	14	4	3	1	1	0	0	23	0	0	0	0	0	0	0	0
13:45	14	2	2	1	2	0	0	21	0	0	0	0	0	0	0	0
Hour	42	9	6	6	7	0	2	72	0	0	0	0	0	0	0	0
14:00	8	3	0	1	3	0	0	15	0	1	1	0	0	0	0	2
14:15	7	4	2	1	1	0	0	15	0	0	0	0	0	0	0	0
14:30	7	5	1	2	1	0	0	16	1	0	0	0	0	0	0	1
14:45	12	2	1	1	3	0	0	19	1	1	0	0	0	0	0	2
Hour	34	14	4	5	8	0	0	65	2	2	1	0	0	0	0	5
15:00	10	6	0	1	4	0	1	22	0	0	1	0	0	0	0	1
15:15	7	1	0	0	1	0	0	9	0	0	0	0	0	0	0	0
15:30	8	2	4	1	3	0	2	20	0	0	0	0	0	0	0	0
15:45	7	1	1	0	5	0	0	14	0	0	0	0	0	0	0	0
Hour	32	10	5	2	13	0	3	65	0	0	1	0	0	0	0	1
16:00	6	1	1	1	2	0	0	11	0	0	0	0	0	0	0	0
16:15	7	2	0	0	4	0	1	14	0	0	0	0	0	0	0	0
16:30	4	4	2	0	1	0	1	12	0	0	0	0	0	0	0	0
16:45	4	1	1	0	3	0	0	9	0	0	0	0	0	0	0	0
Hour	21	8	4	1	10	0	2	46	0	0	0	0	0	0	0	0
17:00	8	3	0	0	3	0	0	14	0	0	0	0	0	0	0	0
17:15	3	4	1	0	0	0	0	8	0	0	0	0	0	0	0	0
17:30	3	1	4	0	4	0	0	12	0	0	0	0	0	0	0	0
17:45	3	1	1	1	2	0	0	8	0	0	0	0	0	0	0	0
Hour	17	9	6	1	9	0	0	42	0	0	0	0	0	0	0	0
18:00	3	1	2	2	3	0	1	12	0	0	0	0	0	0	0	0
18:15	2	1	0	2	1	0	0	6	0	0	0	0	0	0	0	0
18:30	8	1	0	0	4	0	3	16	0	0	0	0	0	0	0	0
18:45	2	0	0	0	2	0	1	5	0	0	0	0	0	0	0	0
Hour	15	3	2	4	10	0	5	39	0	0	0	0	0	0	0	0
Total	368	155	68	45	108	5	21	770	7	7	11	1	0	0	0	26

Site No. 1
Location Local Rd / New Docks(W) / Aran Island Ferries Depature Point(S) / New Docks(E)
Date Tuesday 1 October 2024

Time	A to B - Local Rd to New Docks(W)							Veh. Total	B to A - New Docks(W) to Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Hour	4	0	1	1	0	0	0	6	1	0	1	0	0	0	0	2
08:00	3	0	0	1	0	0	0	4	0	0	0	1	0	0	0	1
08:15	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	4	1	1	0	0	0	0	6	1	1	0	0	0	0	0	2
Hour	8	1	1	1	0	0	0	11	2	1	0	2	0	0	0	5
09:00	3	0	1	0	0	1	0	5	3	0	0	0	0	1	0	4
09:15	9	3	0	0	0	0	0	12	2	0	0	0	0	0	0	2
09:30	0	2	0	0	0	0	0	2	2	1	0	0	0	0	0	3
09:45	3	0	0	0	1	0	0	4	1	1	0	0	0	0	0	2
Hour	15	5	1	0	1	1	0	23	8	2	0	0	0	1	0	11
10:00	3	1	0	0	0	0	0	4	3	0	0	0	1	0	1	5
10:15	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1
10:30	2	2	1	0	0	0	0	5	1	0	1	0	0	0	0	2
10:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
Hour	9	3	2	0	0	0	0	14	5	1	1	0	1	0	1	9
11:00	5	0	1	0	0	0	0	6	4	0	1	0	0	0	0	5
11:15	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
11:30	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
11:45	1	1	0	0	0	0	0	2	1	2	1	0	0	0	0	4
Hour	11	2	1	0	0	0	0	14	10	3	2	0	0	0	0	15
12:00	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	6
12:15	3	0	0	0	0	0	0	3	3	2	1	0	0	0	0	6
12:30	6	0	1	0	0	0	0	7	4	0	1	0	0	0	1	6
12:45	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
Hour	18	0	1	0	0	0	0	19	16	4	2	0	0	0	1	23
13:00	4	1	1	0	0	0	0	6	8	2	0	0	0	0	0	10
13:15	2	0	0	0	0	0	0	2	9	1	1	0	0	0	1	12
13:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
13:45	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
Hour	12	1	2	0	0	0	0	15	21	3	1	0	0	0	1	26
14:00	3	1	1	0	0	0	0	5	0	1	1	0	0	0	0	2
14:15	3	0	1	0	0	0	0	4	3	1	1	0	0	0	0	5
14:30	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4
14:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
Hour	9	1	2	0	0	0	0	12	9	2	4	0	0	0	0	15
15:00	2	0	0	0	0	0	0	2	3	0	1	0	0	0	0	4
15:15	2	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0
15:30	3	0	0	0	0	0	0	3	4	0	1	0	0	0	0	5
15:45	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	3
Hour	8	0	2	0	0	0	0	10	9	0	3	0	0	0	0	12
16:00	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
16:15	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
16:30	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	3
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	4	1	0	0	0	0	0	5	11	1	0	0	0	0	0	12
17:00	3	0	1	0	0	0	0	4	2	1	1	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Hour	5	0	1	0	0	0	0	6	5	1	1	0	0	0	0	7
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
Hour	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
Total	110	14	14	2	1	1	0	142	100	18	15	2	1	1	3	140

Site No. 1
Location Local Rd / New Docks(W) / Aran Island Ferries Depature Point(S) / New Docks(E)
Date Tuesday 1 October 2024

Time	B to D - New Docks(W) to New Docks(E)							Veh. Total	B to C - New Docks(W) to Aran Island Ferries Depature Point(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	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
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	2	0	3	0	0	0	0	5	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour	2	0	3	0	0	0	0	5	0	1	0	0	0	0	0	1
10:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
11:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
11:30	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	3	3	2	0	0	0	0	8	0	0	0	0	0	0	0	0
12:00	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
Hour	3	0	1	1	0	0	0	5	0	0	3	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
Hour	2	1	2	0	0	0	0	5	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hour	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	16	8	10	1	0	0	0	35	2	1	4	0	0	0	0	7



Site No. 1
Location Local Rd / New Docks(W) / Aran Island Ferries Depature Point(S) / New Docks(E)
Date Tuesday 1 October 2024

Time	C to B - Aran Island Ferries Depature Point(S) to New Docks(W)							Veh. Total	C to A - Aran Island Ferries Depature Point(S) to Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3

Site No. 1
Location Local Rd / New Docks(W) / Aran Island Ferries Depature Point(S) / New Docks(E)
Date Tuesday 1 October 2024

Time	C to D - Aran Island Ferries Depature Point(S) to New Docks(E)							Veh. Total	D to C - New Docks(E) to Aran Island Ferries Depature Point(S)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	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
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0

Site No. 1
Location Local Rd / New Docks(W) / Aran Island Ferries Depature Point(S) / New Docks(E)
Date Tuesday 1 October 2024

Time	D to B - New Docks(E) to New Docks(W)							Veh. Total	D to A - New Docks(E) to Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	0	0	0	0	0	0	0	0	2	1	1	2	2	0	0	8
07:15	0	0	0	0	0	0	0	0	2	0	0	1	5	0	0	8
07:30	2	0	0	0	0	0	0	2	2	1	1	1	2	0	0	7
07:45	0	0	0	0	0	0	0	0	3	2	4	1	6	0	0	16
Hour	2	0	0	0	0	0	0	2	9	4	6	5	15	0	0	39
08:00	0	0	0	0	0	0	0	0	2	2	4	2	5	0	0	15
08:15	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	6
08:30	0	0	0	0	0	0	0	0	4	3	3	2	3	0	0	15
08:45	0	0	2	0	0	0	0	2	5	4	1	0	4	0	0	14
Hour	0	0	2	0	0	0	0	2	12	10	9	4	15	0	0	50
09:00	1	0	0	0	0	0	0	1	2	4	2	2	1	0	1	12
09:15	0	0	0	0	0	0	0	0	7	5	4	1	3	0	0	20
09:30	0	0	0	0	0	0	0	0	6	6	6	1	4	0	0	23
09:45	0	0	0	0	0	0	0	0	2	4	1	2	1	0	0	10
Hour	1	0	0	0	0	0	0	1	17	19	13	6	9	0	1	65
10:00	0	0	0	0	0	0	0	0	2	2	0	0	2	0	1	7
10:15	0	0	0	0	0	0	0	0	4	5	4	2	2	0	1	18
10:30	0	0	0	0	0	0	0	0	3	2	3	2	2	0	0	12
10:45	0	0	0	0	0	0	0	0	5	2	1	1	3	1	0	13
Hour	0	0	0	0	0	0	0	0	14	11	8	5	9	1	2	50
11:00	0	0	0	0	0	0	0	0	5	3	6	2	2	0	0	18
11:15	0	0	0	0	0	0	0	0	18	5	1	1	1	2	0	28
11:30	0	0	1	0	0	0	0	1	11	5	2	1	1	0	1	21
11:45	1	0	0	0	0	0	0	1	6	5	1	0	3	0	0	15
Hour	1	0	1	0	0	0	0	2	40	18	10	4	7	2	1	82
12:00	0	1	0	0	0	0	0	1	10	4	0	0	3	0	0	17
12:15	0	0	0	0	0	0	0	0	5	2	1	2	1	0	0	11
12:30	1	0	0	0	0	0	0	1	16	4	0	2	3	0	0	25
12:45	2	0	0	0	0	0	0	2	9	7	0	2	2	0	0	20
Hour	3	1	0	0	0	0	0	4	40	17	1	6	9	0	0	73
13:00	1	0	1	0	0	0	0	2	15	1	1	0	2	0	0	19
13:15	0	0	0	0	0	0	1	1	6	5	2	1	0	0	0	14
13:30	0	0	0	0	0	0	0	0	14	3	2	1	3	0	0	23
13:45	0	0	0	0	0	0	0	0	7	4	1	1	2	0	1	16
Hour	1	0	1	0	0	0	1	3	42	13	6	3	7	0	1	72
14:00	0	0	0	0	0	0	0	0	18	2	2	3	3	0	0	28
14:15	0	0	0	0	0	0	0	0	6	0	1	2	6	0	0	15
14:30	0	0	0	0	0	0	0	0	7	2	2	0	1	0	0	12
14:45	0	0	0	0	0	0	0	0	10	1	1	1	0	0	0	13
Hour	0	0	0	0	0	0	0	0	41	5	6	6	10	0	0	68
15:00	0	0	0	0	0	0	0	0	11	7	1	3	2	0	0	24
15:15	0	0	0	0	0	0	0	0	8	7	1	0	4	0	0	20
15:30	0	0	0	0	0	0	0	0	11	4	1	1	6	0	0	23
15:45	0	0	0	0	0	0	0	0	13	4	0	1	1	0	0	19
Hour	0	0	0	0	0	0	0	0	43	22	3	5	13	0	0	86
16:00	1	0	0	0	0	0	0	1	20	2	1	0	2	0	0	25
16:15	0	0	0	0	0	0	0	0	6	0	3	0	7	0	0	16
16:30	1	1	0	0	0	0	0	2	8	6	0	0	1	1	3	19
16:45	0	0	0	0	0	0	1	1	6	3	0	0	2	0	1	12
Hour	2	1	0	0	0	0	1	4	40	11	4	0	12	1	4	72
17:00	1	1	0	0	0	0	0	2	16	3	3	1	1	0	3	27
17:15	1	0	0	0	0	0	0	1	19	1	0	0	0	0	0	20
17:30	1	0	0	0	0	0	0	1	12	2	1	1	3	0	0	19
17:45	0	0	0	0	0	0	0	0	8	4	0	0	2	0	0	14
Hour	3	1	0	0	0	0	0	4	55	10	4	2	6	0	3	80
18:00	0	0	0	0	0	0	0	0	8	2	3	0	2	0	0	15
18:15	1	0	0	0	0	0	0	1	8	3	1	0	1	0	0	13
18:30	0	0	0	0	0	0	0	0	8	0	0	2	1	0	1	12
18:45	0	0	0	0	0	0	0	0	5	2	1	1	1	0	0	10
Hour	1	0	0	0	0	0	0	1	29	7	5	3	5	0	1	50
Total	14	3	4	0	0	0	2	23	382	147	75	49	117	4	13	787

Site No. 1
Location Local Rd / New Docks(W) / Aran Island Ferries Depature Point(S) / New Docks(E)
Date Tuesday 1 October 2024

Time	To Arm A - Local Rd							Veh. Total	From Arm A - Local Rd							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	2	1	2	2	2	0	0	9	5	1	2	2	0	0	2	12
07:15	2	0	0	1	5	0	0	8	13	3	4	0	0	0	1	21
07:30	2	1	1	1	2	0	0	7	18	4	1	2	0	0	0	25
07:45	4	2	4	1	6	0	0	17	14	3	6	1	1	0	0	25
Hour	10	4	7	5	15	0	0	41	50	11	13	5	1	0	3	83
08:00	2	3	4	3	5	0	0	17	17	6	1	2	1	1	0	28
08:15	2	1	1	1	3	0	0	8	10	3	3	1	1	1	1	20
08:30	4	3	3	2	3	0	0	15	8	1	0	1	1	0	0	11
08:45	6	5	1	0	4	0	0	16	18	2	2	1	4	0	0	27
Hour	14	12	9	6	15	0	0	56	53	12	6	5	7	2	1	86
09:00	5	4	2	2	1	1	1	16	13	6	8	1	3	1	0	32
09:15	9	5	4	1	3	0	0	22	19	13	2	1	4	0	0	39
09:30	8	7	6	1	4	0	0	26	6	10	0	2	0	0	0	18
09:45	3	5	1	2	1	0	0	12	12	3	4	2	3	0	0	24
Hour	25	21	13	6	9	1	1	76	50	32	14	6	10	1	0	113
10:00	5	2	0	0	3	0	2	12	7	4	3	0	2	0	0	16
10:15	4	6	4	2	2	0	1	19	4	5	5	1	2	0	1	18
10:30	4	2	4	2	2	0	0	14	7	3	4	2	1	0	1	18
10:45	6	2	1	1	3	1	0	14	13	4	0	1	5	1	0	24
Hour	19	12	9	5	10	1	3	59	31	16	12	4	10	1	2	76
11:00	9	3	7	2	2	0	0	23	14	3	2	1	5	1	2	28
11:15	21	6	1	1	1	2	0	32	11	9	2	0	4	1	0	27
11:30	13	5	2	1	1	0	1	23	9	11	0	1	4	0	0	25
11:45	7	7	2	0	3	0	0	19	8	7	1	2	2	0	0	20
Hour	50	21	12	4	7	2	1	97	42	30	5	4	15	2	2	100
12:00	15	5	0	0	3	0	0	23	13	4	1	2	3	0	0	23
12:15	8	4	2	2	1	0	0	17	7	3	2	2	3	0	0	17
12:30	20	4	1	2	3	0	1	31	17	2	3	1	0	0	0	23
12:45	13	8	0	2	2	0	0	25	14	8	1	0	3	0	1	27
Hour	56	21	3	6	9	0	1	96	51	17	7	5	9	0	1	90
13:00	23	3	1	0	2	0	0	29	10	3	2	3	1	0	0	19
13:15	15	6	3	1	0	0	1	26	10	1	0	1	3	0	2	17
13:30	18	3	2	1	3	0	0	27	16	4	3	1	1	0	0	25
13:45	7	4	1	1	2	0	1	16	18	2	3	1	2	0	0	26
Hour	63	16	7	3	7	0	2	98	54	10	8	6	7	0	2	87
14:00	18	3	3	3	3	0	0	30	11	5	2	1	3	0	0	22
14:15	9	1	2	2	6	0	0	20	10	4	3	1	1	0	0	19
14:30	9	2	4	0	1	0	0	16	8	5	1	2	1	0	0	17
14:45	14	1	1	1	0	0	0	17	16	3	1	1	3	0	0	24
Hour	50	7	10	6	10	0	0	83	45	17	7	5	8	0	0	82
15:00	15	7	2	3	2	0	0	29	12	6	1	1	4	0	1	25
15:15	8	7	1	0	4	0	0	20	9	1	2	0	1	0	0	13
15:30	15	4	2	1	6	0	0	28	11	2	4	1	3	0	2	23
15:45	16	4	1	1	1	0	0	23	8	1	1	0	5	0	0	15
Hour	54	22	6	5	13	0	0	100	40	10	8	2	13	0	3	76
16:00	25	2	1	0	2	0	0	30	8	1	1	1	2	0	0	13
16:15	10	0	3	0	7	0	0	20	8	2	0	0	4	0	1	15
16:30	10	7	0	0	1	1	3	22	4	5	2	0	1	0	1	13
16:45	6	3	0	0	2	0	1	12	5	1	1	0	3	0	0	10
Hour	51	12	4	0	12	1	4	84	25	9	4	1	10	0	2	51
17:00	18	4	4	1	1	0	3	31	11	3	1	0	3	0	0	18
17:15	21	1	0	0	0	0	0	22	3	4	1	0	0	0	0	8
17:30	12	2	1	1	3	0	0	19	4	1	4	0	4	0	0	13
17:45	9	4	0	0	2	0	0	15	4	1	1	1	2	0	0	9
Hour	60	11	5	2	6	0	3	87	22	9	7	1	9	0	0	48
18:00	8	2	3	0	2	0	0	15	5	1	2	2	3	0	1	14
18:15	10	3	1	0	1	0	0	15	2	1	0	2	1	0	0	6
18:30	8	0	0	2	1	0	1	12	8	1	0	0	4	0	3	16
18:45	6	2	1	1	1	0	0	11	7	0	0	0	2	0	1	10
Hour	32	7	5	3	5	0	1	53	22	3	2	4	10	0	5	46
Total	484	166	90	51	118	5	16	930	485	176	93	48	109	6	21	938

Site No. 1
Location Local Rd / New Docks(W) / Aran Island Ferries Depature Point(S) / New Docks(E)
Date Tuesday 1 October 2024

Time	To Arm B - New Docks(W)							Veh. Total	From Arm B - New Docks(W)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	4	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2
Hour	6	0	1	1	0	0	0	8	1	0	2	0	0	0	0	3
08:00	3	0	0	1	0	0	0	4	1	0	0	1	0	0	0	2
08:15	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	4	1	3	0	0	0	0	8	1	1	0	0	0	0	0	2
Hour	8	1	3	1	0	0	0	13	3	1	0	2	0	0	0	6
09:00	4	0	1	0	0	1	0	6	3	0	0	0	0	1	0	4
09:15	9	3	0	0	0	0	0	12	4	0	3	0	0	0	0	7
09:30	0	2	0	0	0	0	0	2	2	1	0	0	0	0	0	3
09:45	3	0	0	0	1	0	0	4	1	2	0	0	0	0	0	3
Hour	16	5	1	0	1	1	0	24	10	3	3	0	0	1	0	17
10:00	3	1	0	0	0	0	0	4	5	1	0	0	1	0	1	8
10:15	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1
10:30	2	2	1	0	0	0	0	5	1	0	1	0	0	0	0	2
10:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
Hour	9	3	2	0	0	0	0	14	7	2	1	0	1	0	1	12
11:00	5	0	1	0	0	0	0	6	5	0	1	0	0	0	0	6
11:15	4	0	0	0	0	0	0	4	3	2	1	0	0	0	0	6
11:30	1	1	1	0	0	0	0	3	4	1	1	0	0	0	0	6
11:45	2	1	0	0	0	0	0	3	1	3	1	0	0	0	0	5
Hour	12	2	2	0	0	0	0	16	13	6	4	0	0	0	0	23
12:00	5	1	0	0	0	0	0	6	6	1	2	0	0	0	0	9
12:15	3	0	0	0	0	0	0	3	3	2	2	0	0	0	0	7
12:30	7	0	1	0	0	0	0	8	6	0	1	0	0	0	1	8
12:45	6	0	0	0	0	0	0	6	4	1	1	1	0	0	0	7
Hour	21	1	1	0	0	0	0	23	19	4	6	1	0	0	1	31
13:00	5	1	2	0	0	0	0	8	8	2	1	0	0	0	0	11
13:15	2	0	0	0	0	0	1	3	9	1	1	0	0	0	1	12
13:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
13:45	4	0	1	0	0	0	0	5	1	0	0	0	0	0	0	1
Hour	13	1	3	0	0	0	1	18	22	3	2	0	0	0	1	28
14:00	3	1	1	0	0	0	0	5	0	1	1	0	0	0	0	2
14:15	3	0	1	0	0	0	0	4	4	1	3	0	0	0	0	8
14:30	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4
14:45	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7
Hour	9	1	2	0	0	0	0	12	12	3	6	0	0	0	0	21
15:00	2	0	0	0	0	0	0	2	3	0	1	0	0	0	0	4
15:15	2	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0
15:30	3	0	0	0	0	0	0	3	4	1	1	0	0	0	0	6
15:45	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	3
Hour	8	0	2	0	0	0	0	10	9	1	3	0	0	0	0	13
16:00	3	0	0	0	0	0	0	3	6	0	1	0	0	0	0	7
16:15	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
16:30	1	2	0	0	0	0	0	3	3	1	0	0	0	0	0	4
16:45	1	0	0	0	0	0	1	2	0	1	0	0	0	0	0	1
Hour	6	2	0	0	0	0	1	9	13	2	1	0	0	0	0	16
17:00	4	1	1	0	0	0	0	6	2	2	1	0	0	0	0	5
17:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Hour	8	1	1	0	0	0	0	10	5	2	1	0	0	0	0	8
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
Hour	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
Total	124	17	18	2	1	1	2	165	118	27	29	3	1	1	3	182

[illegible]

Site No. 1
Location Local Rd / New Docks(W) / Aran Island Ferries Depature Point(S) / New Docks(E)
Date Tuesday 1 October 2024

Time	To Arm D - New Docks(E)							Veh. Total	From Arm D - New Docks(E)							Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	P/C	
07:00	4	1	1	2	0	0	2	10	2	1	1	2	2	0	0	8
07:15	13	3	4	0	0	0	1	21	2	0	0	1	5	0	0	8
07:30	16	3	1	1	0	0	0	21	4	1	1	1	2	0	0	9
07:45	13	3	5	1	1	0	0	23	3	2	4	1	6	0	0	16
Hour	46	10	11	4	1	0	3	75	11	4	6	5	15	0	0	41
08:00	15	6	1	1	1	1	0	25	2	2	4	2	5	0	0	15
08:15	9	3	3	1	1	1	1	19	1	1	1	0	3	0	0	6
08:30	8	1	0	1	1	0	0	11	4	3	3	2	3	0	0	15
08:45	14	1	1	1	4	0	0	21	5	4	3	0	4	0	0	16
Hour	46	11	5	4	7	2	1	76	12	10	11	4	15	0	0	52
09:00	10	6	4	1	3	0	0	24	3	4	2	2	1	0	1	13
09:15	12	11	6	1	4	0	0	34	7	5	4	1	3	0	0	20
09:30	5	8	0	2	0	0	0	15	6	6	6	1	4	0	0	23
09:45	9	3	4	2	2	0	0	20	2	4	1	2	1	0	0	10
Hour	36	28	14	6	9	0	0	93	18	19	13	6	9	0	1	66
10:00	4	4	2	0	2	0	0	12	2	2	0	0	2	0	1	7
10:15	4	5	4	1	2	0	1	17	4	5	4	2	2	0	1	18
10:30	4	1	2	2	1	0	1	11	3	2	3	2	2	0	0	12
10:45	9	4	0	1	5	1	0	20	5	2	1	1	3	1	0	13
Hour	21	14	8	4	10	1	2	60	14	11	8	5	9	1	2	50
11:00	10	3	1	1	5	1	2	23	5	3	6	2	2	0	0	18
11:15	6	9	2	0	4	1	0	22	18	5	1	1	1	2	0	28
11:30	10	12	1	1	4	0	0	28	11	5	3	1	1	0	1	22
11:45	6	5	1	2	2	0	0	16	7	5	1	0	3	0	0	16
Hour	32	29	5	4	15	2	2	89	41	18	11	4	7	2	1	84
12:00	9	4	2	2	3	0	0	20	10	5	0	0	3	0	0	18
12:15	4	3	1	1	3	0	0	12	5	2	1	2	1	0	0	11
12:30	13	2	2	1	0	0	0	18	17	4	0	2	3	0	0	26
12:45	10	7	1	1	3	0	1	23	11	7	0	2	2	0	0	22
Hour	36	16	6	5	9	0	1	73	43	18	1	6	9	0	0	77
13:00	6	2	1	3	1	0	0	13	16	1	2	0	2	0	0	21
13:15	8	1	0	1	3	0	2	15	6	5	2	1	0	0	1	15
13:30	14	4	3	1	1	0	0	23	14	3	2	1	3	0	0	23
13:45	15	2	2	1	2	0	0	22	7	4	1	1	2	0	1	16
Hour	43	9	6	6	7	0	2	73	43	13	7	3	7	0	2	75
14:00	8	3	0	1	3	0	0	15	18	2	2	3	3	0	0	28
14:15	8	4	4	1	1	0	0	18	6	0	1	2	6	0	0	15
14:30	7	5	1	2	1	0	0	16	7	2	2	0	1	0	0	12
14:45	13	3	1	1	3	0	0	21	10	1	1	1	0	0	0	13
Hour	36	15	6	5	8	0	0	70	41	5	6	6	10	0	0	68
15:00	10	6	0	1	4	0	1	22	11	7	1	3	2	0	0	24
15:15	7	1	0	0	1	0	0	9	8	7	1	0	4	0	0	20
15:30	8	3	4	1	3	0	2	21	11	4	1	1	6	0	0	23
15:45	7	1	1	0	5	0	0	14	13	4	0	1	1	0	0	19
Hour	32	11	5	2	13	0	3	66	43	22	3	5	13	0	0	86
16:00	7	1	2	1	2	0	0	13	21	2	1	0	2	0	0	26
16:15	7	2	0	0	4	0	1	14	6	0	3	0	7	0	0	16
16:30	5	4	2	0	1	0	1	13	9	7	0	0	1	1	3	21
16:45	4	2	1	0	3	0	0	10	6	3	0	0	2	0	2	13
Hour	23	9	5	1	10	0	2	50	42	12	4	0	12	1	5	76
17:00	8	4	0	0	3	0	0	15	17	4	3	1	1	0	3	29
17:15	3	4	1	0	0	0	0	8	20	1	0	0	0	0	0	21
17:30	3	1	4	0	4	0	0	12	13	2	1	1	3	0	0	20
17:45	3	1	1	1	2	0	0	8	8	4	0	0	2	0	0	14
Hour	17	10	6	1	9	0	0	43	58	11	4	2	6	0	3	84
18:00	3	1	2	2	3	0	1	12	8	2	3	0	2	0	0	15
18:15	3	1	0	2	1	0	0	7	9	3	1	0	1	0	0	14
18:30	8	1	0	0	4	0	3	16	8	0	0	2	1	0	1	12
18:45	2	0	0	0	2	0	1	5	5	2	1	1	1	0	0	10
Hour	16	3	2	4	10	0	5	40	30	7	5	3	5	0	1	51
Total	384	165	79	46	108	5	21	808	396	150	79	49	117	4	15	810

APPENDIX C

TRICS Trip Generation Output

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	18	46	0.019	18	46	0.106	18	46	0.125
08:00 - 09:00	18	46	0.068	18	46	0.164	18	46	0.232
09:00 - 10:00	18	46	0.092	18	46	0.088	18	46	0.180
10:00 - 11:00	18	46	0.069	18	46	0.093	18	46	0.162
11:00 - 12:00	18	46	0.076	18	46	0.084	18	46	0.160
12:00 - 13:00	18	46	0.072	18	46	0.060	18	46	0.132
13:00 - 14:00	18	46	0.055	18	46	0.081	18	46	0.136
14:00 - 15:00	18	46	0.077	18	46	0.090	18	46	0.167
15:00 - 16:00	18	46	0.118	18	46	0.089	18	46	0.207
16:00 - 17:00	18	46	0.121	18	46	0.076	18	46	0.197
17:00 - 18:00	18	46	0.144	18	46	0.080	18	46	0.224
18:00 - 19:00	18	46	0.134	18	46	0.084	18	46	0.218
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.045			1.095			2.140

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.

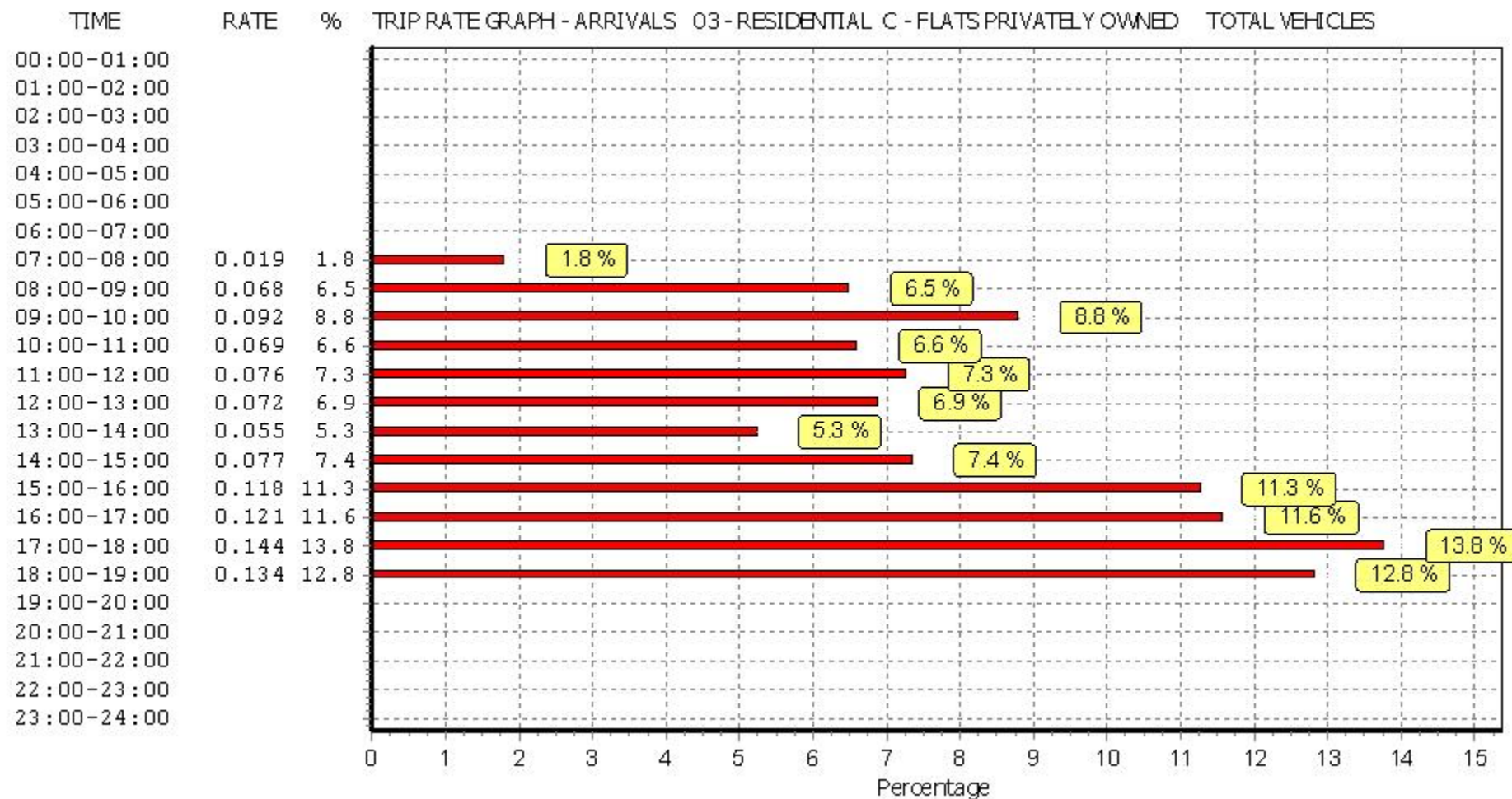
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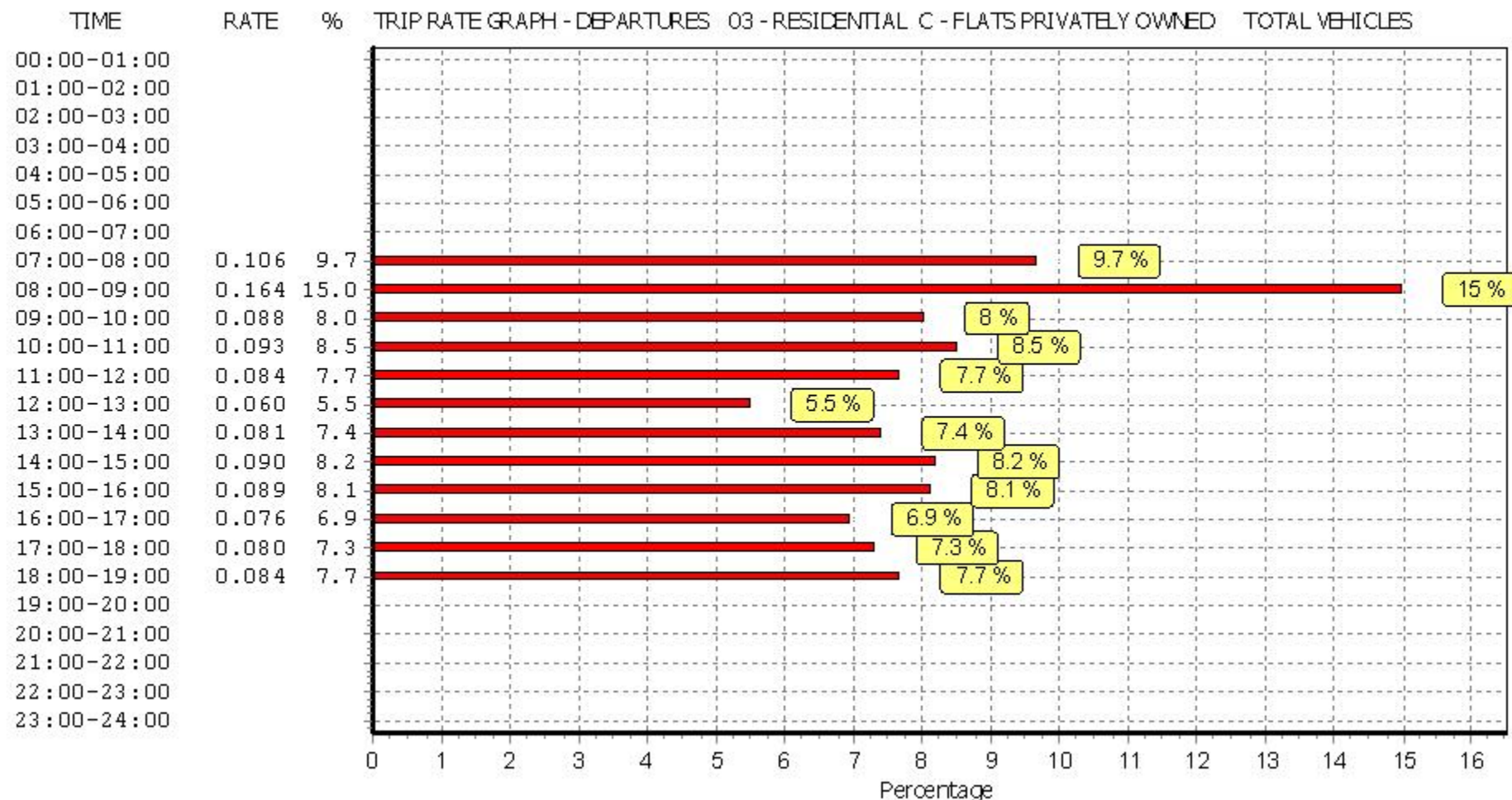
Parameter summary

Trip rate parameter range selected:	12 - 112 (units:)
Survey date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

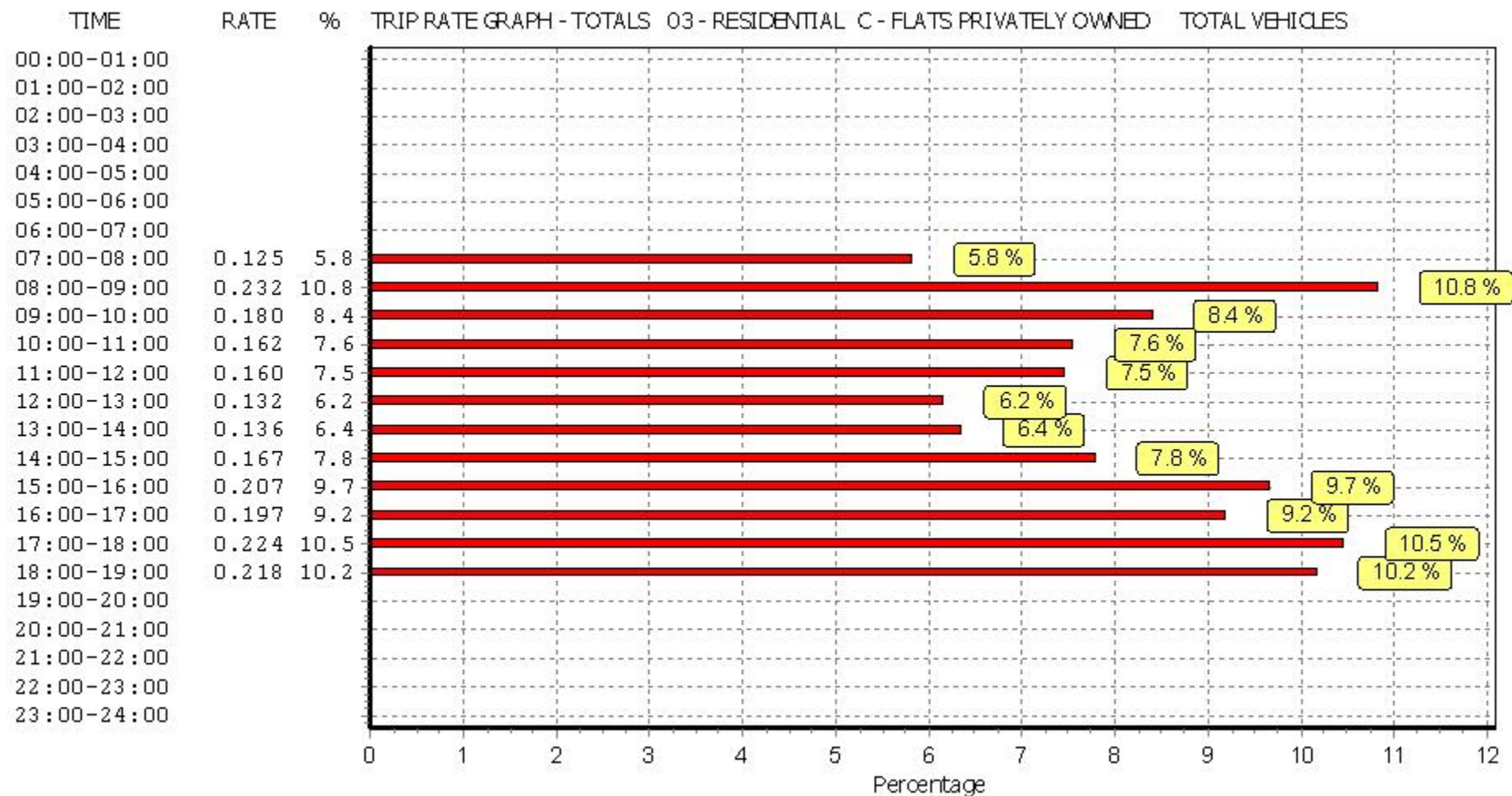
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

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	1	204	0.490	1	204	0.000	1	204	0.490
06:00 - 07:00	4	293	2.137	4	293	1.709	4	293	3.846
07:00 - 08:00	6	299	5.859	6	299	5.469	6	299	11.328
08:00 - 09:00	6	299	6.250	6	299	6.027	6	299	12.277
09:00 - 10:00	6	299	5.971	6	299	5.804	6	299	11.775
10:00 - 11:00	6	299	6.027	6	299	5.971	6	299	11.998
11:00 - 12:00	6	299	7.478	6	299	7.478	6	299	14.956
12:00 - 13:00	6	299	8.482	6	299	8.259	6	299	16.741
13:00 - 14:00	6	299	6.250	6	299	6.473	6	299	12.723
14:00 - 15:00	6	299	7.143	6	299	6.864	6	299	14.007
15:00 - 16:00	6	299	7.478	6	299	7.143	6	299	14.621
16:00 - 17:00	6	299	7.757	6	299	7.980	6	299	15.737
17:00 - 18:00	6	299	7.310	6	299	7.478	6	299	14.788
18:00 - 19:00	6	299	8.426	6	299	8.482	6	299	16.908
19:00 - 20:00	6	299	6.975	6	299	6.752	6	299	13.727
20:00 - 21:00	5	300	2.667	5	300	2.933	5	300	5.600
21:00 - 22:00	5	300	1.867	5	300	2.133	5	300	4.000
22:00 - 23:00	3	273	0.976	3	273	1.585	3	273	2.561
23:00 - 24:00	1	204	1.961	1	204	2.451	1	204	4.412
Total Rates:			101.504			100.991			202.495

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.

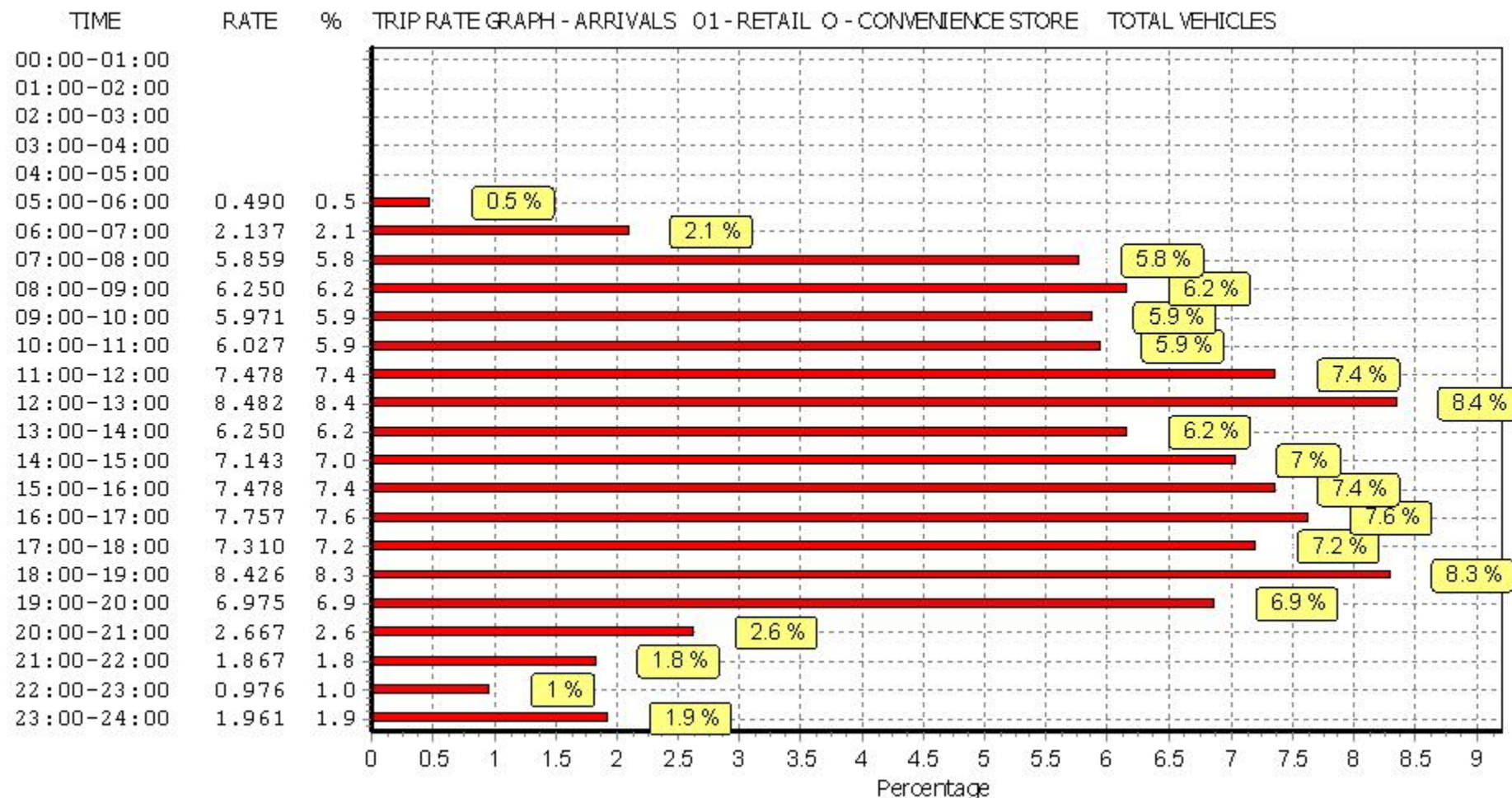
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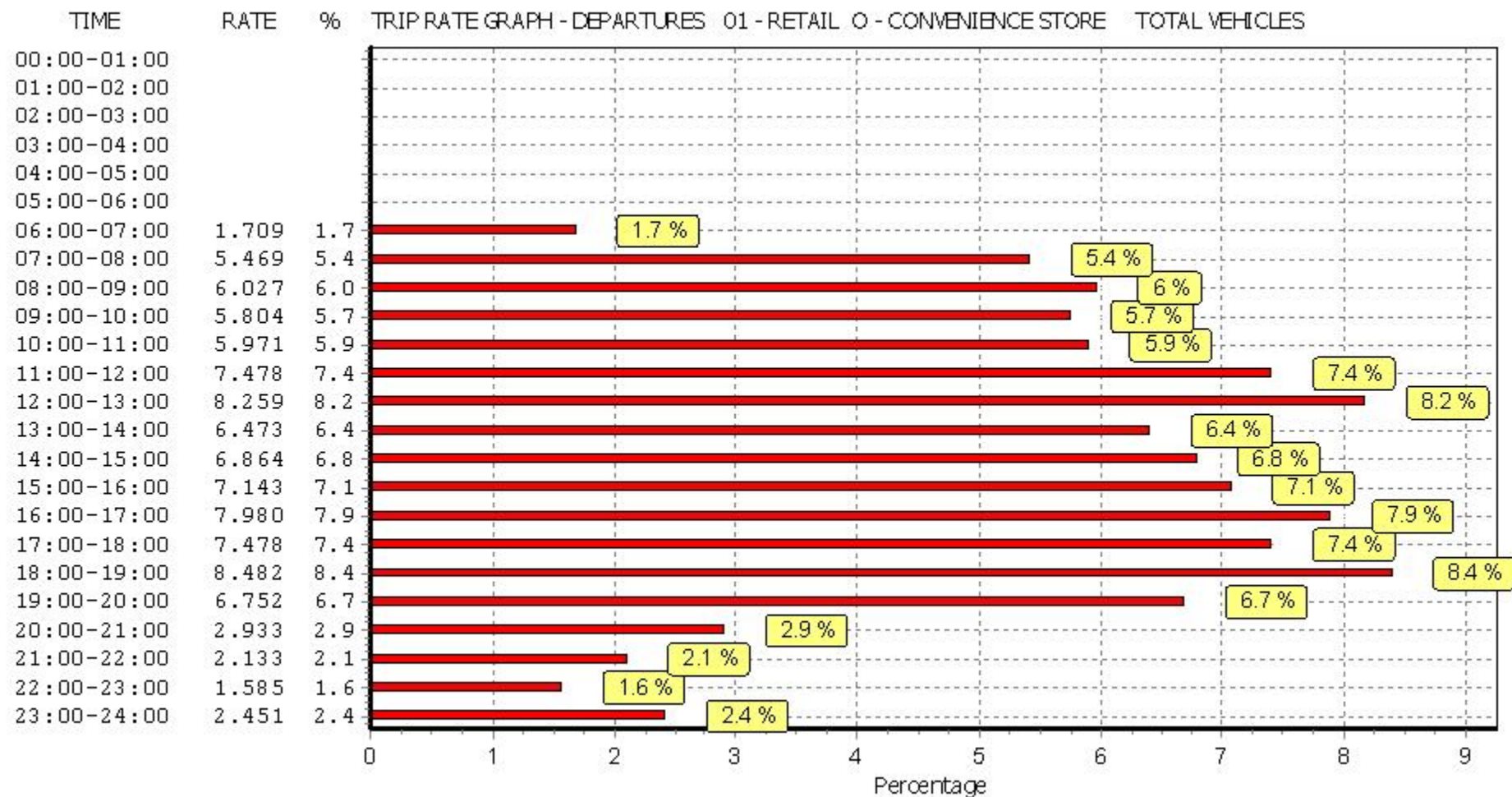
Parameter summary

Trip rate parameter range selected: 204 - 350 (units: sqm)
 Survey date range: 01/01/16 - 15/10/23
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

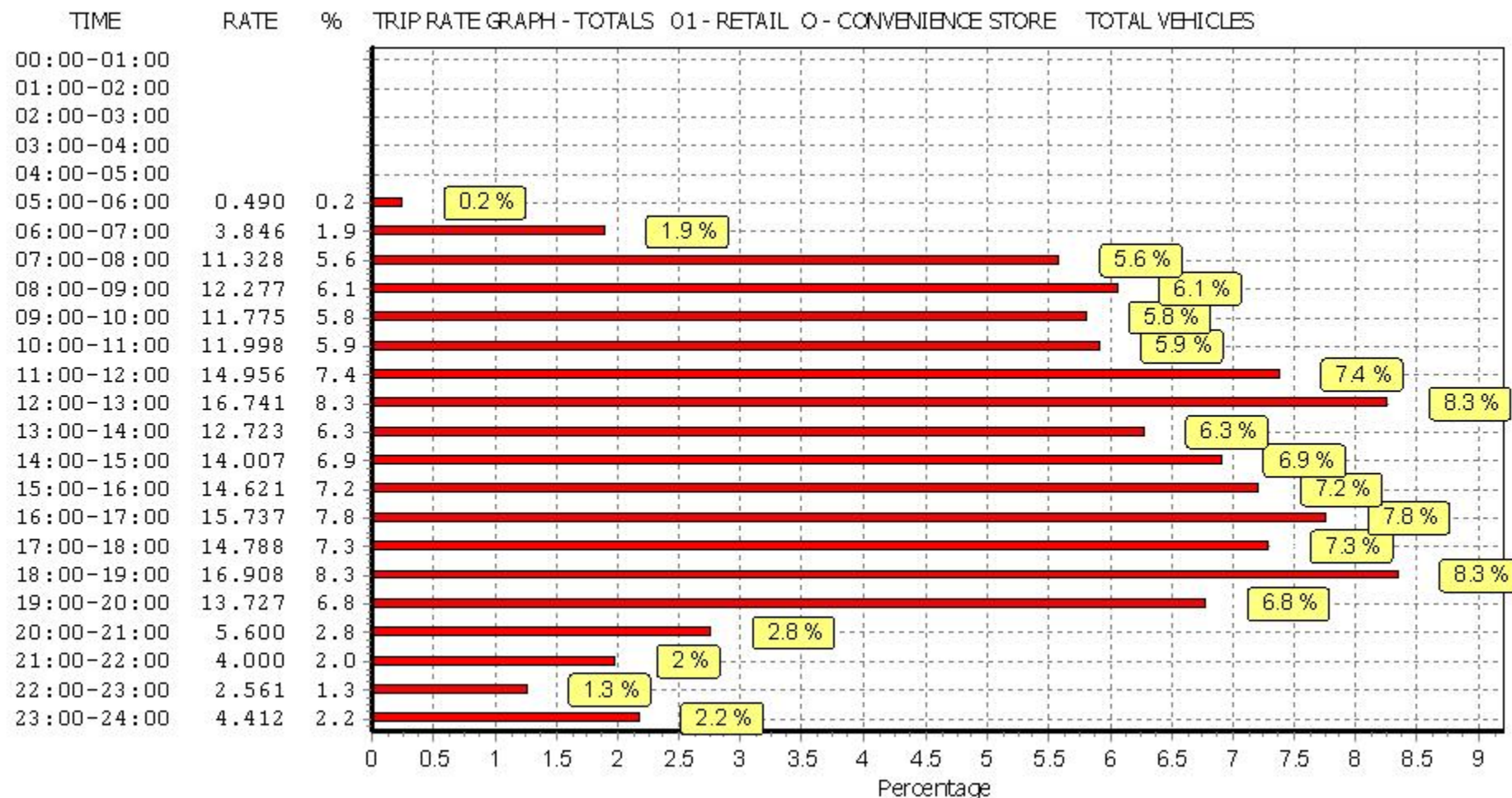
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	375	0.267	2	375	0.000	2	375	0.267
07:00 - 08:00	15	585	2.121	15	585	0.947	15	585	3.068
08:00 - 09:00	15	585	2.908	15	585	2.452	15	585	5.360
09:00 - 10:00	15	585	1.049	15	585	0.924	15	585	1.973
10:00 - 11:00	15	585	0.433	15	585	0.228	15	585	0.661
11:00 - 12:00	15	585	0.411	15	585	0.297	15	585	0.708
12:00 - 13:00	15	585	1.152	15	585	1.312	15	585	2.464
13:00 - 14:00	15	585	0.741	15	585	1.163	15	585	1.904
14:00 - 15:00	15	585	0.319	15	585	0.422	15	585	0.741
15:00 - 16:00	15	585	0.547	15	585	0.593	15	585	1.140
16:00 - 17:00	15	585	1.209	15	585	1.255	15	585	2.464
17:00 - 18:00	15	585	2.224	15	585	2.874	15	585	5.098
18:00 - 19:00	14	616	0.128	14	616	0.650	14	616	0.778
19:00 - 20:00	1	450	0.222	1	450	2.222	1	450	2.444
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.731			15.339			29.070

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.

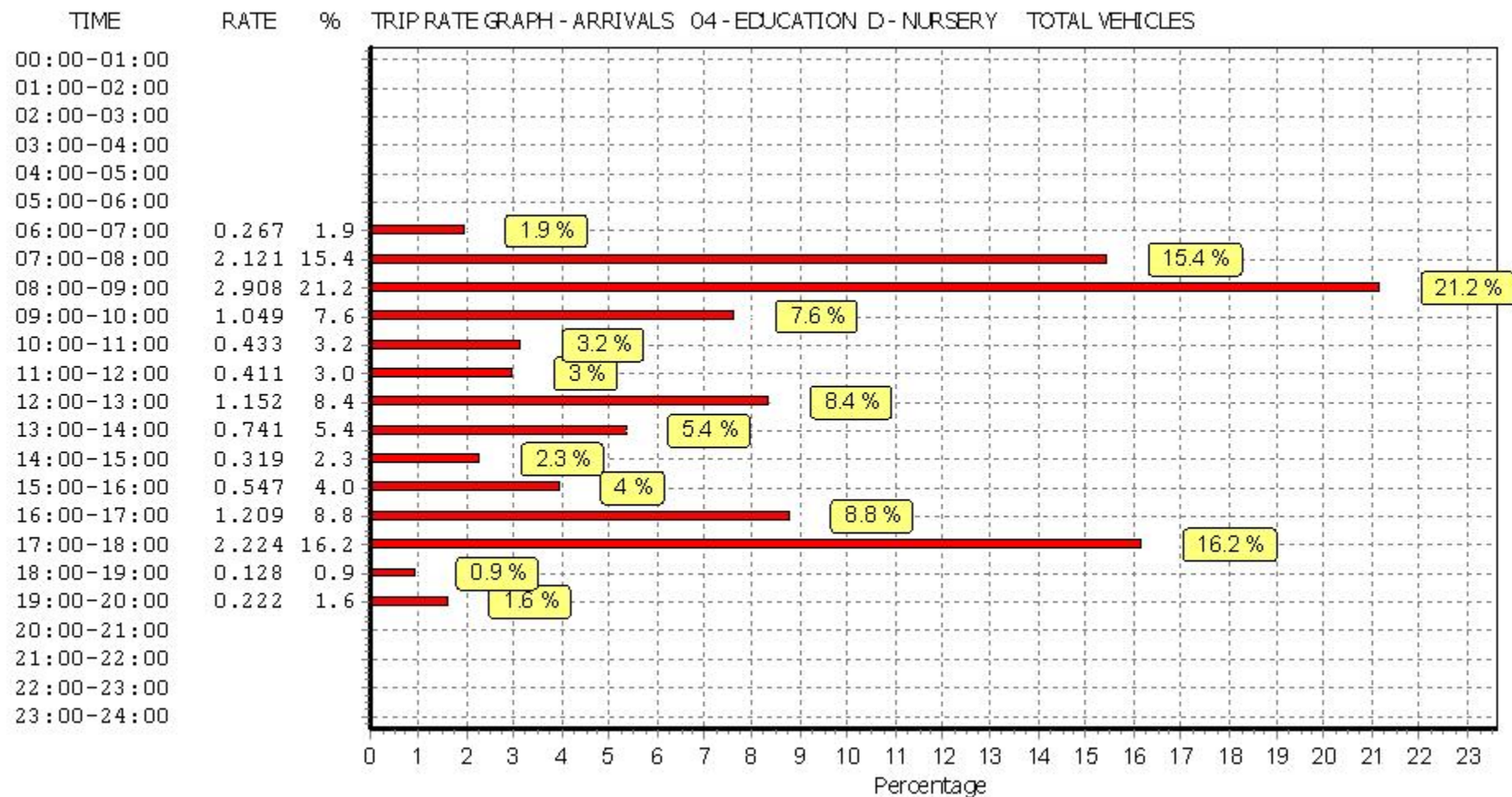
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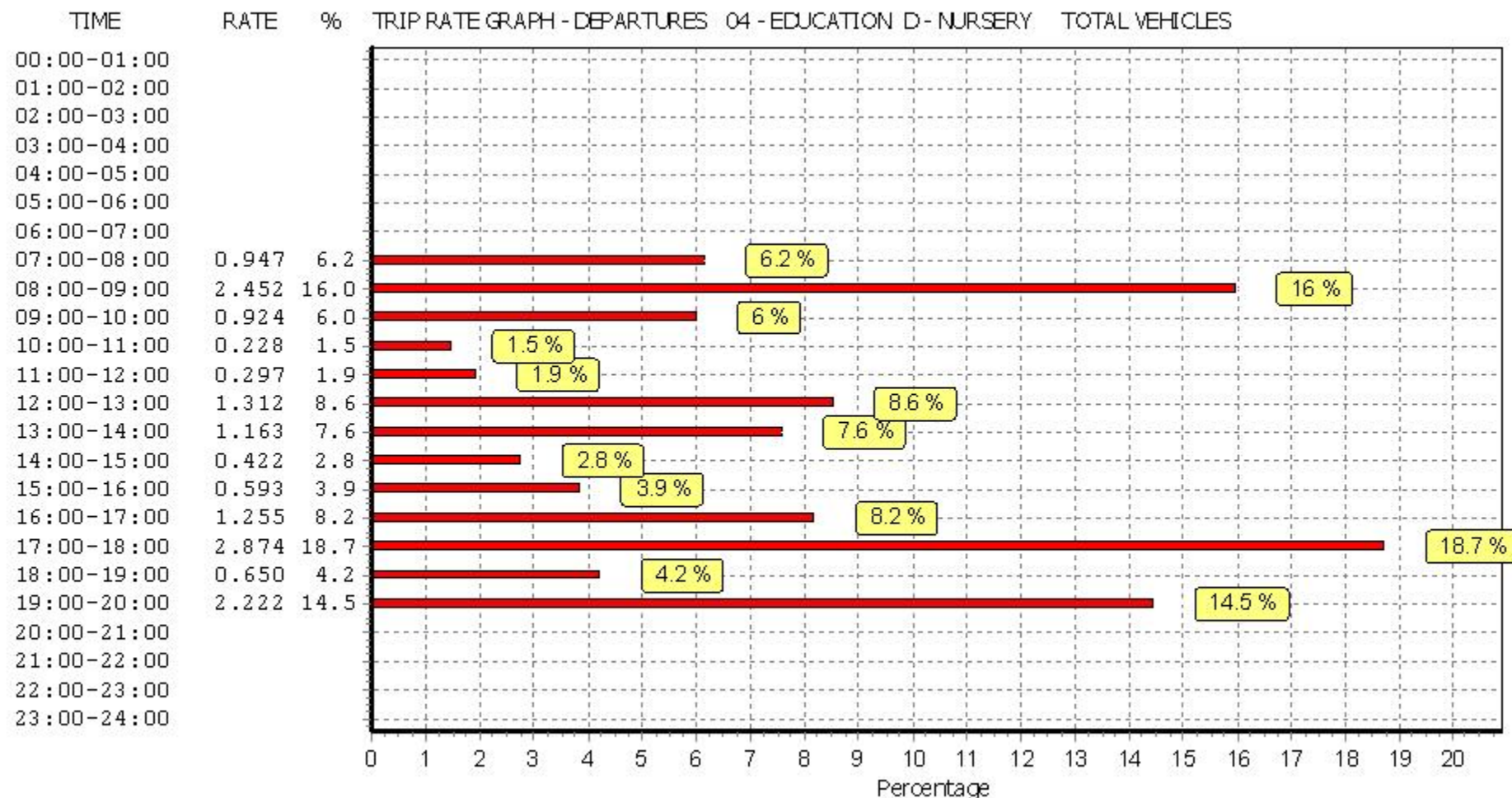
Parameter summary

Trip rate parameter range selected: 150 - 1250 (units: sqm)
 Survey date range: 01/01/16 - 06/09/23
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

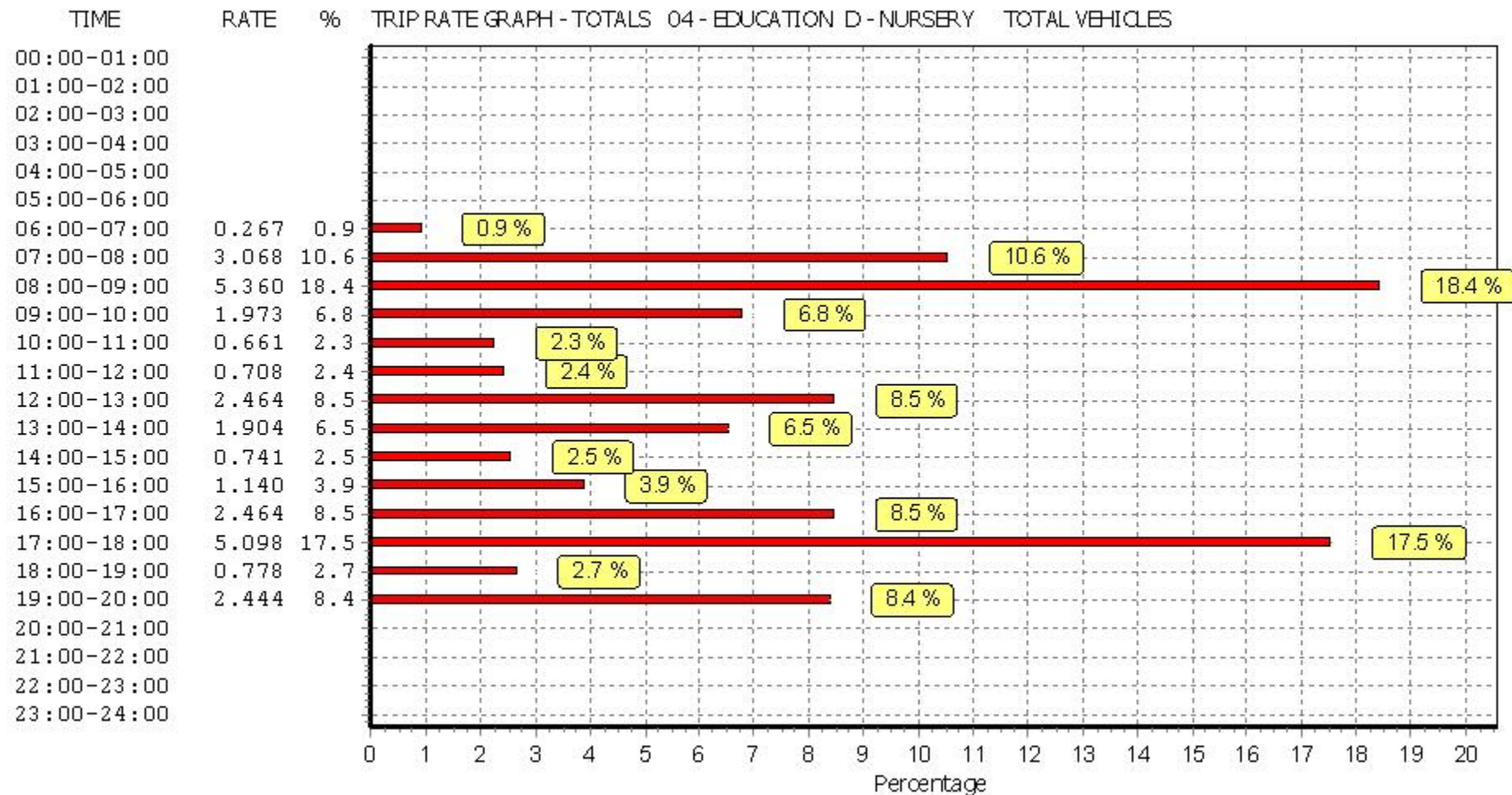
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

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									
07:00 - 08:00									
08:00 - 09:00	2	136	1.103	2	136	0.000	2	136	1.103
09:00 - 10:00	3	111	3.916	3	111	2.108	3	111	6.024
10:00 - 11:00	3	111	4.819	3	111	5.120	3	111	9.939
11:00 - 12:00	3	111	4.518	3	111	3.916	3	111	8.434
12:00 - 13:00	3	111	4.518	3	111	4.518	3	111	9.036
13:00 - 14:00	3	111	4.518	3	111	3.916	3	111	8.434
14:00 - 15:00	3	111	2.711	3	111	3.614	3	111	6.325
15:00 - 16:00	3	111	1.807	3	111	2.711	3	111	4.518
16:00 - 17:00	2	125	1.200	2	125	2.000	2	125	3.200
17:00 - 18:00	1	60	0.000	1	60	5.000	1	60	5.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.110			32.903			62.013

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.

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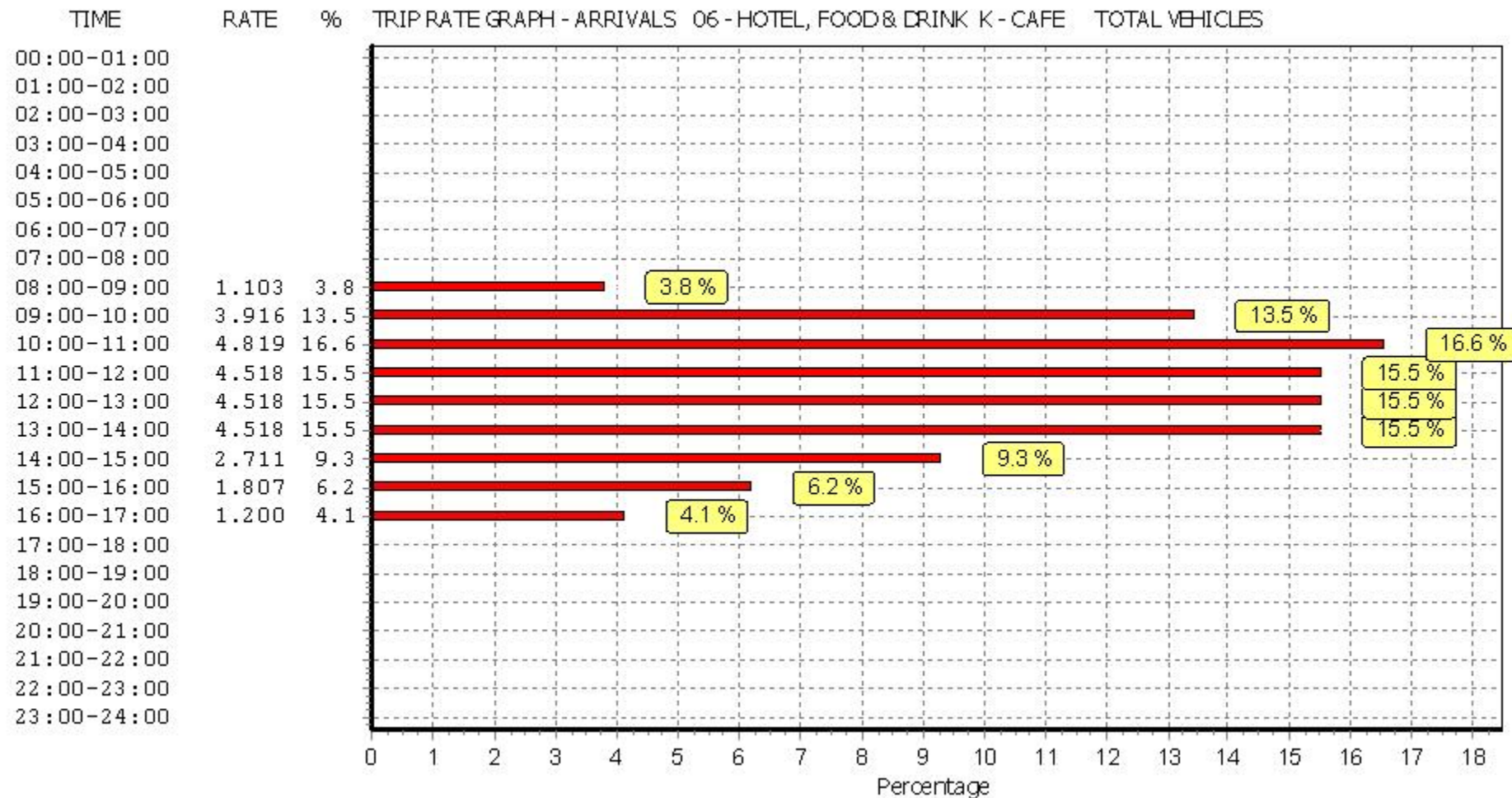
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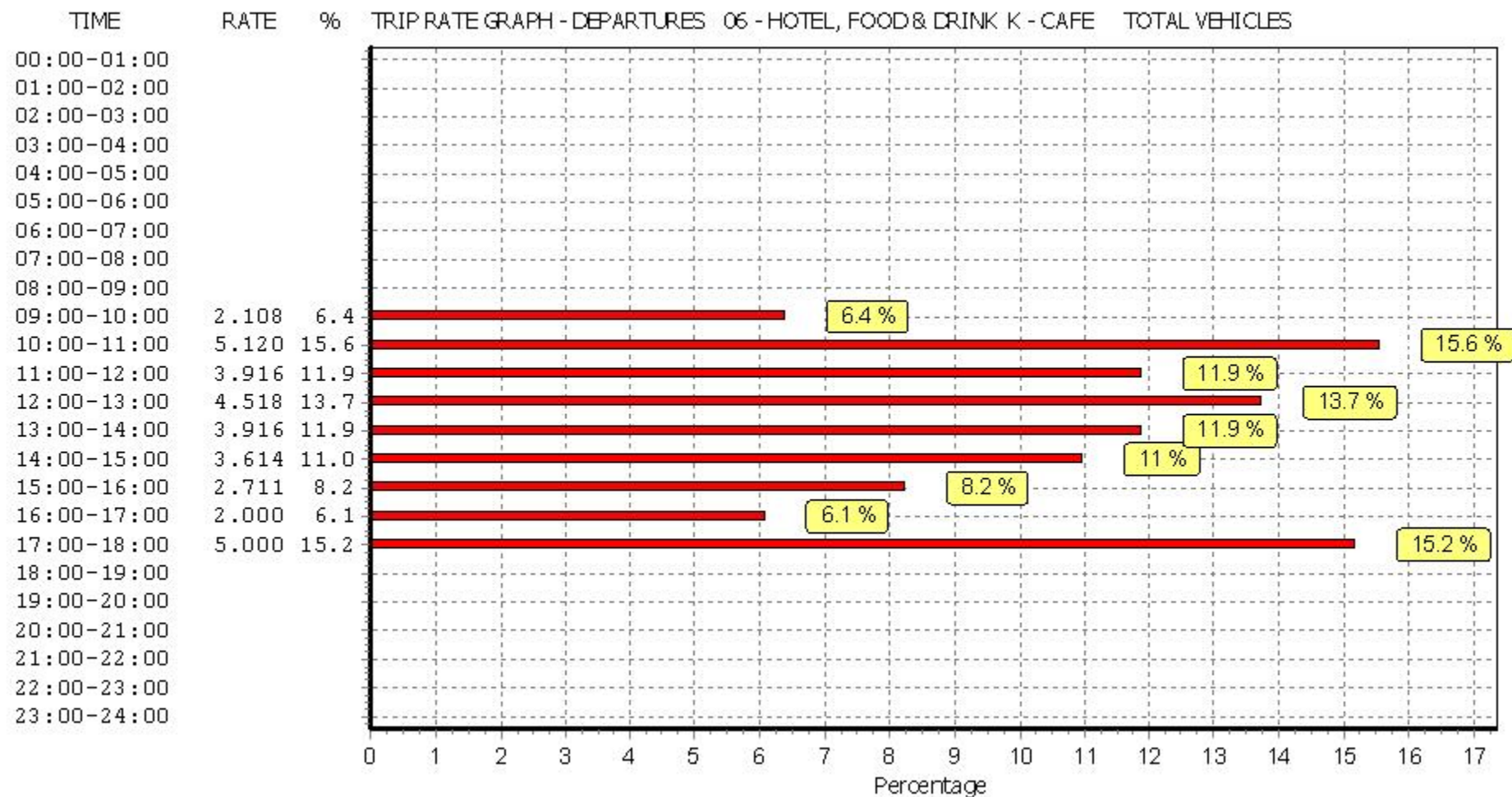
Parameter summary

Trip rate parameter range selected: 60 - 190 (units: sqm)
 Survey date range: 01/01/16 - 20/09/23
 Number of weekdays (Monday-Friday): 3
 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



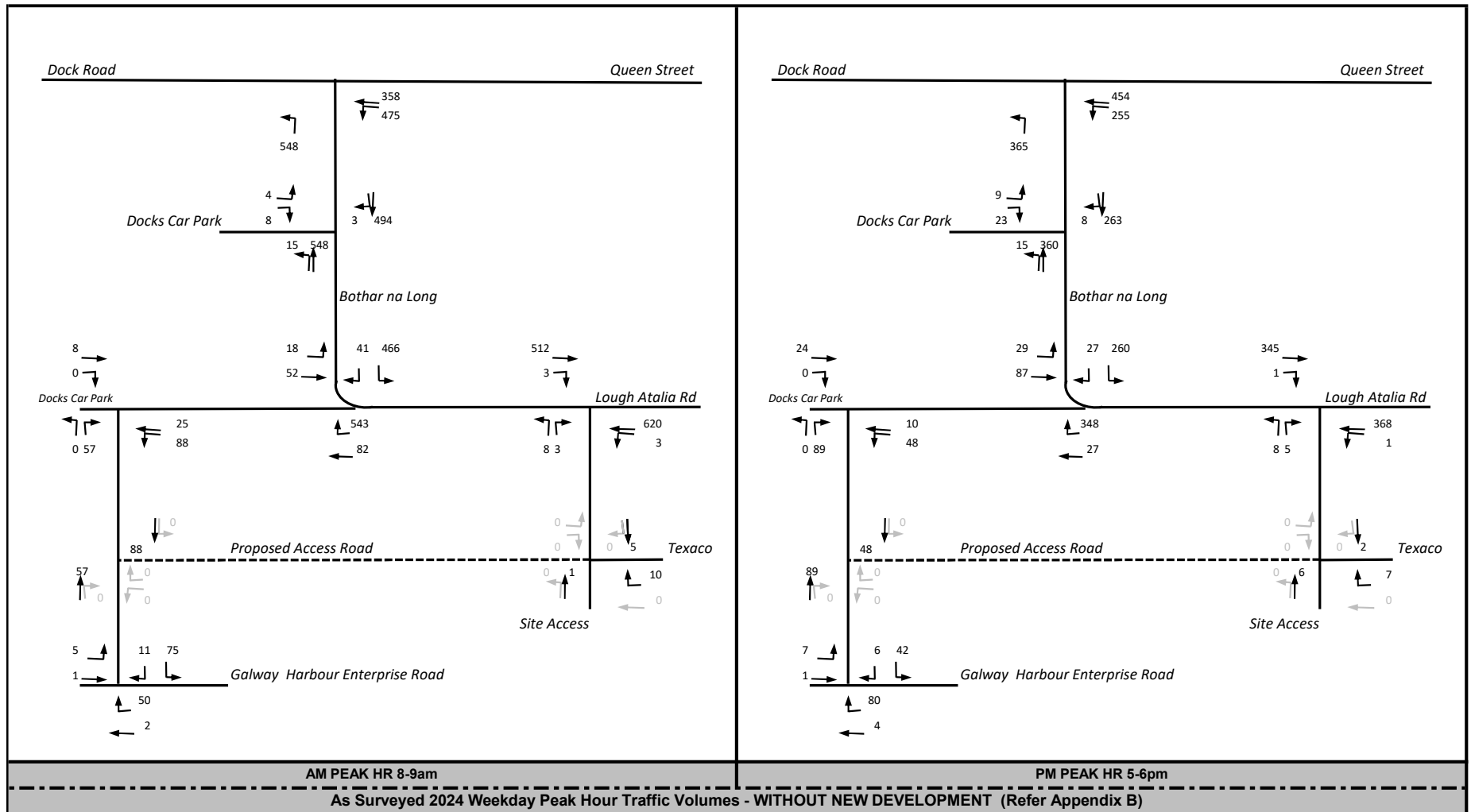
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

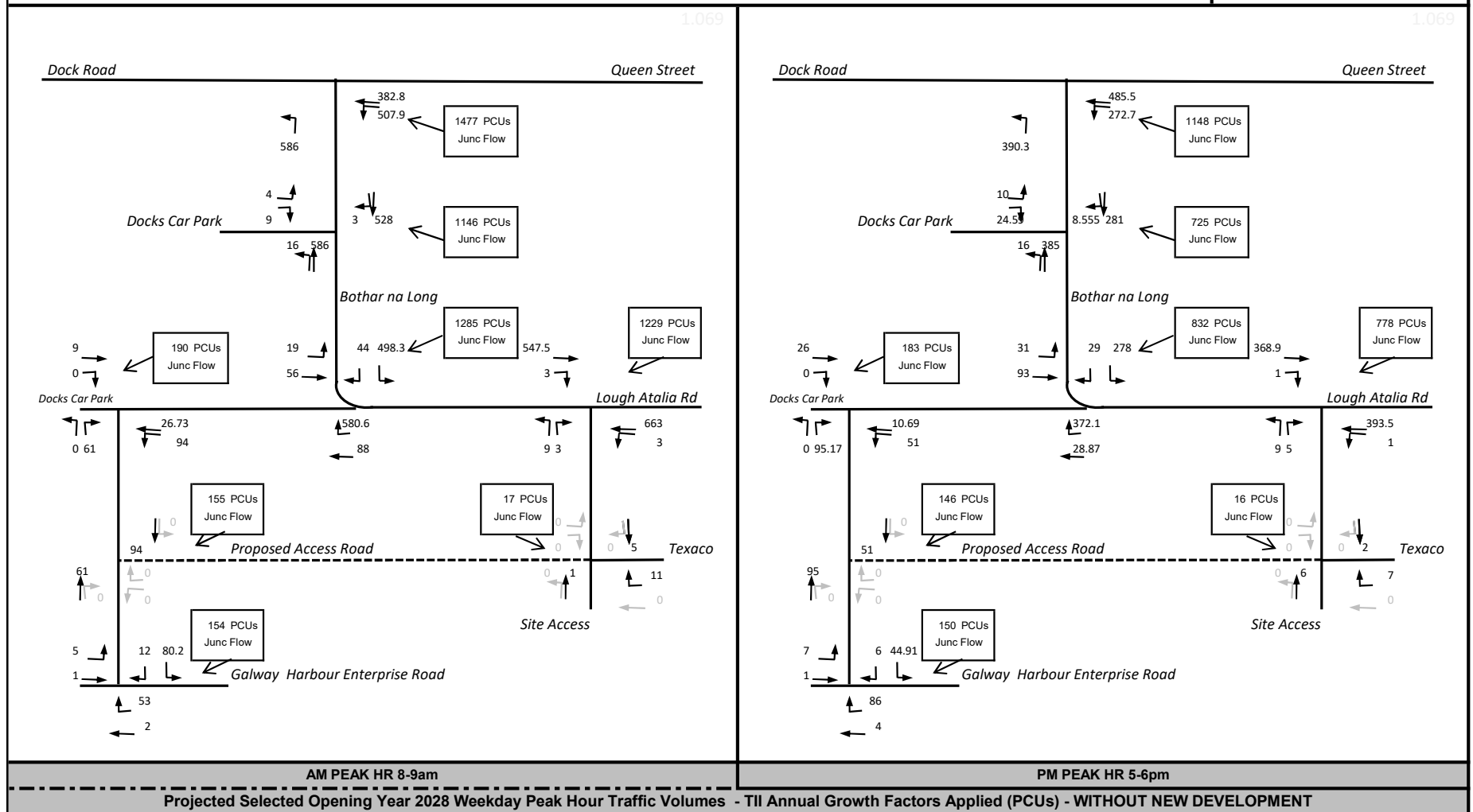


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

APPENDIX D

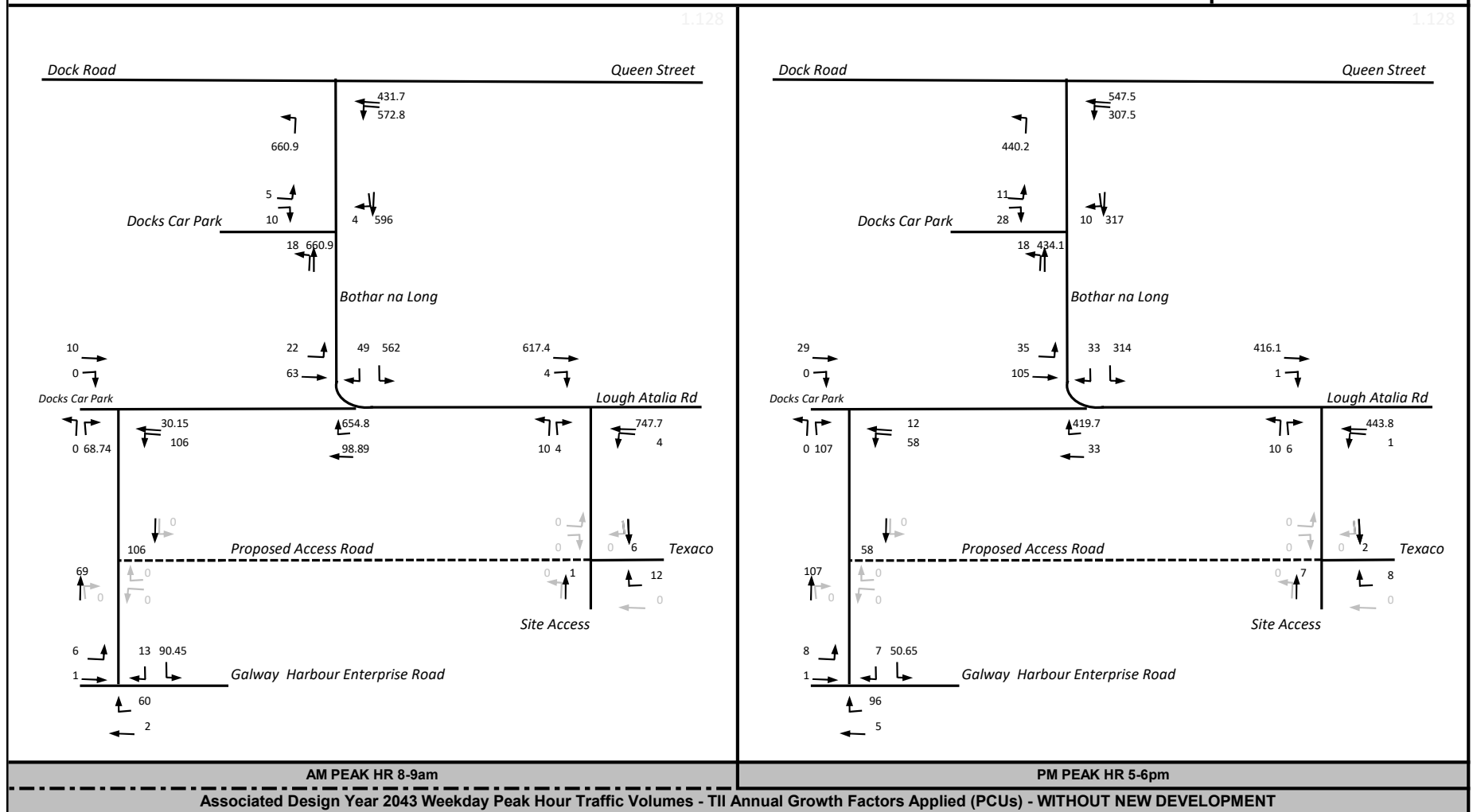
Existing Traffic Flows, Trip Distribution & Network Traffic Flow Diagrams



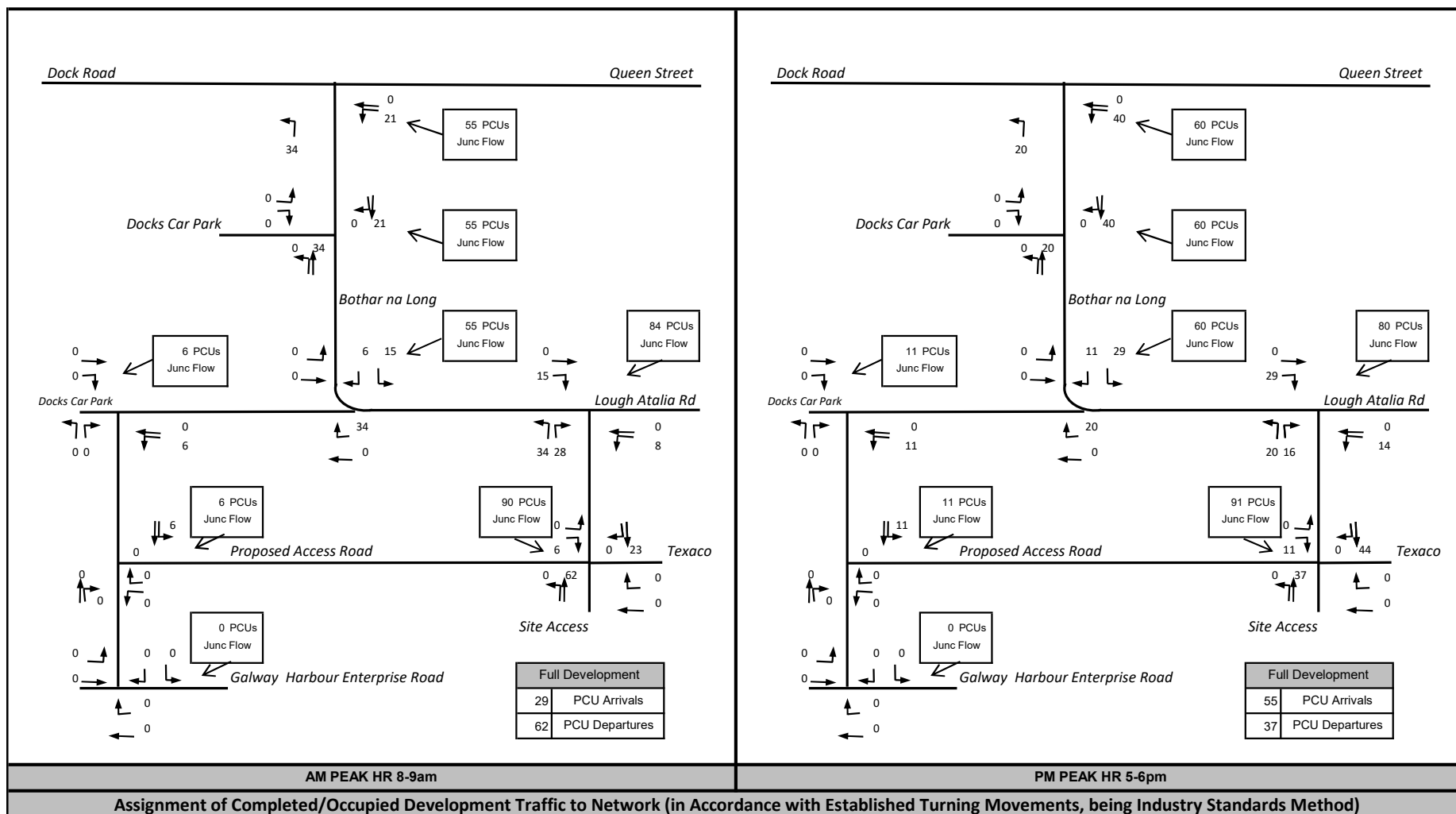


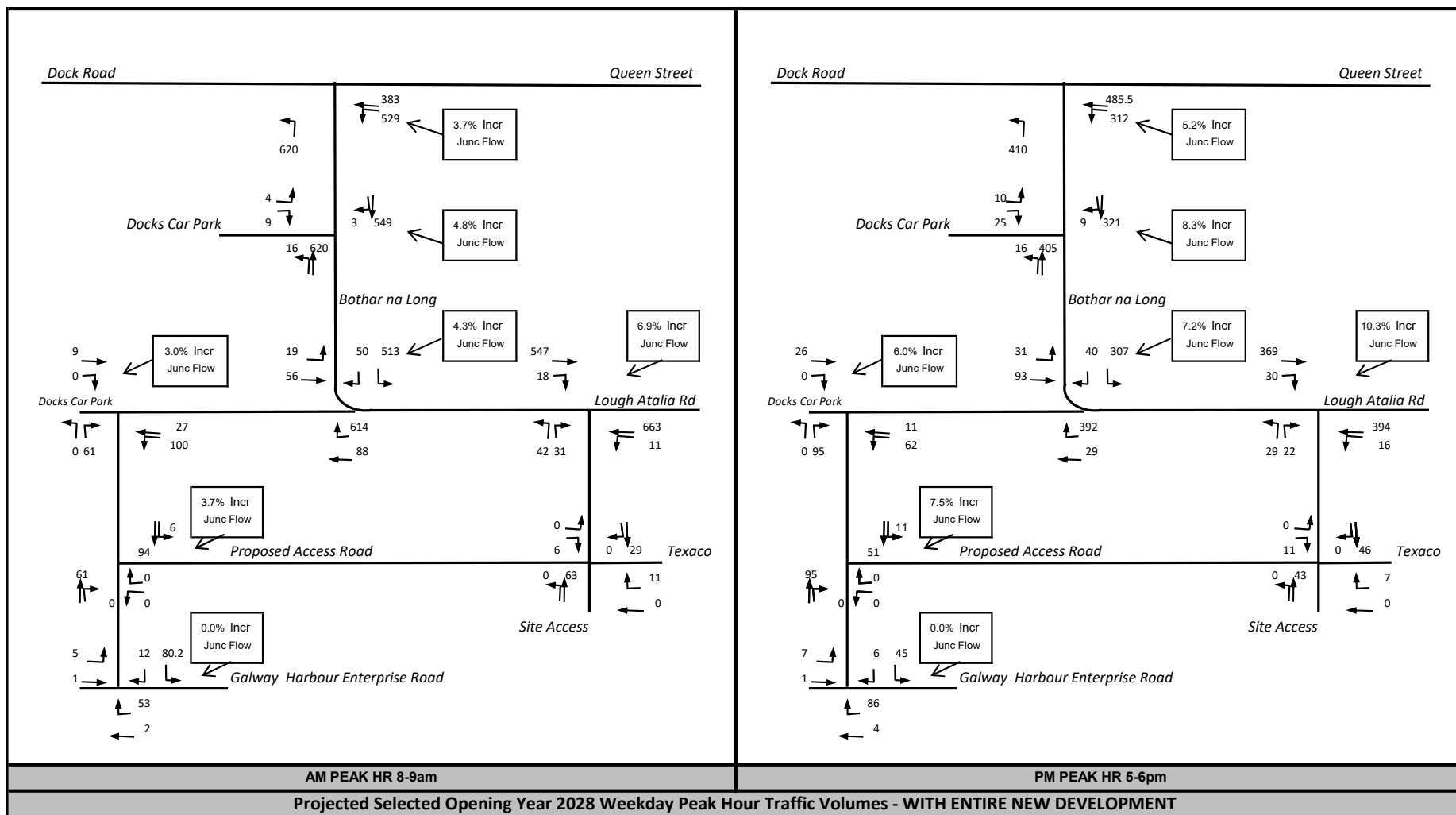
TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3
(Travel Demand Projections, Table 6.1: Central Growth Rates: Annual Growth Factors Metropolitan Area Galway)

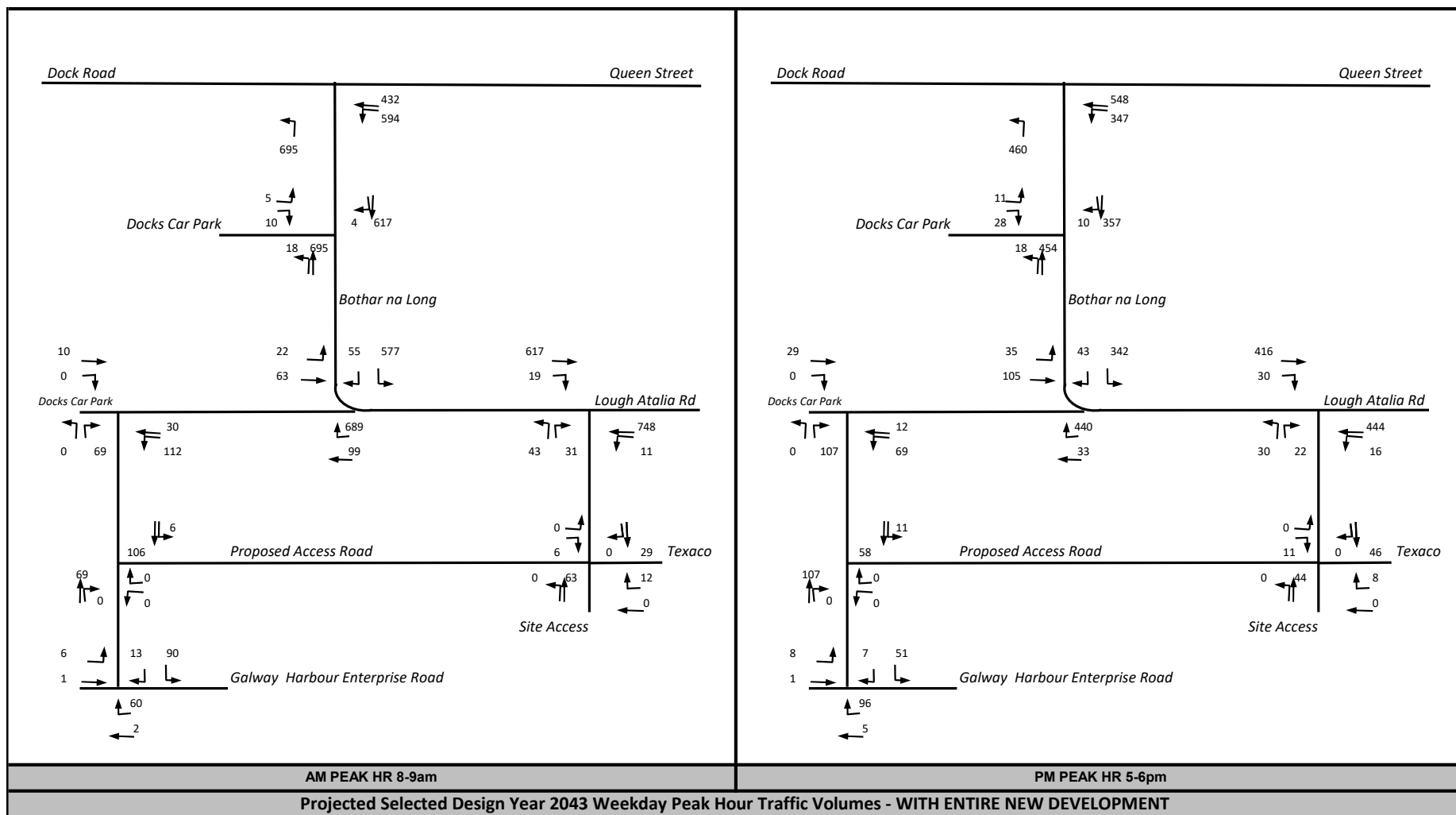
2022 to 2026 = 1.066
2026 to 2041 = 1.128

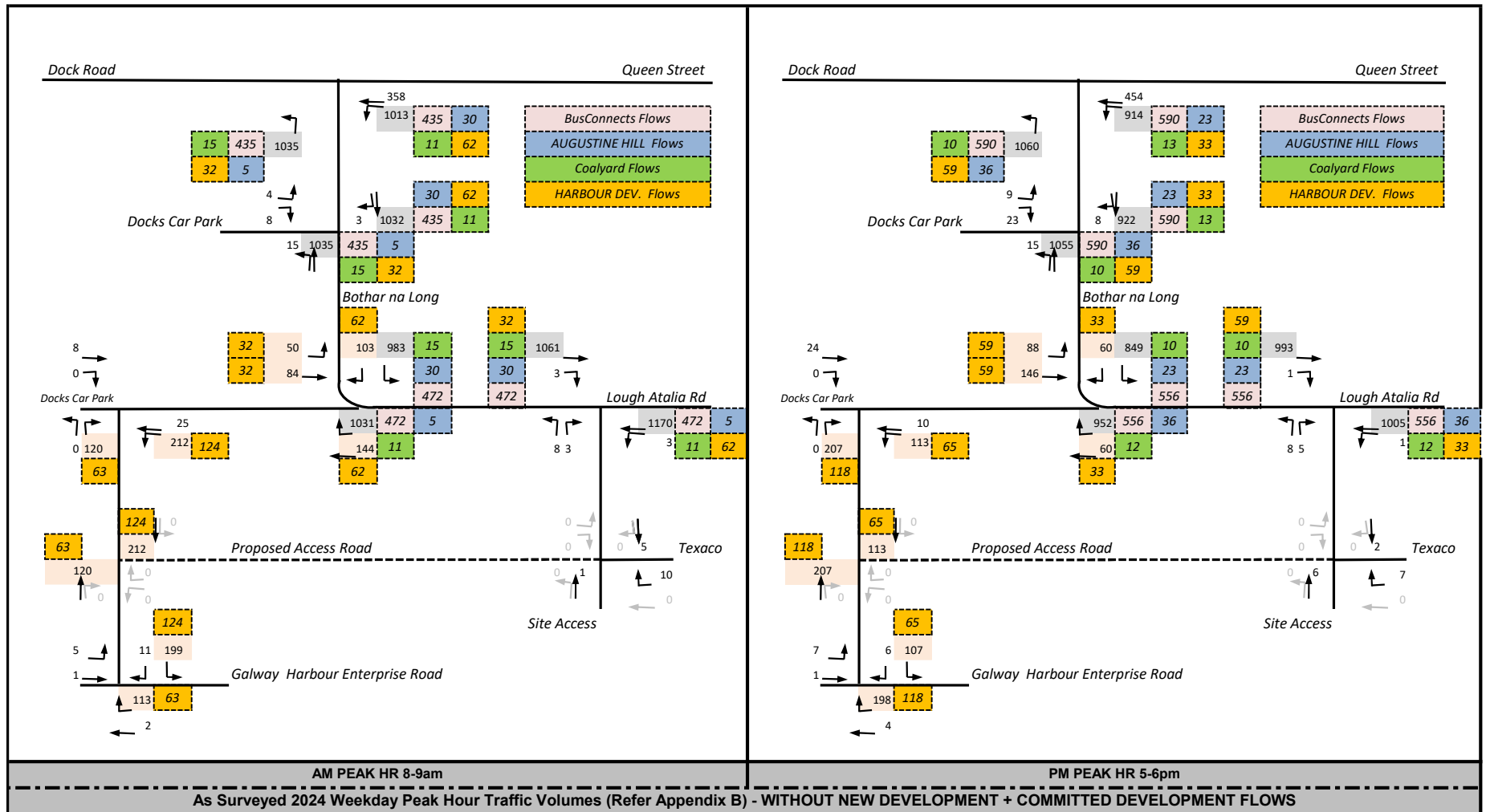


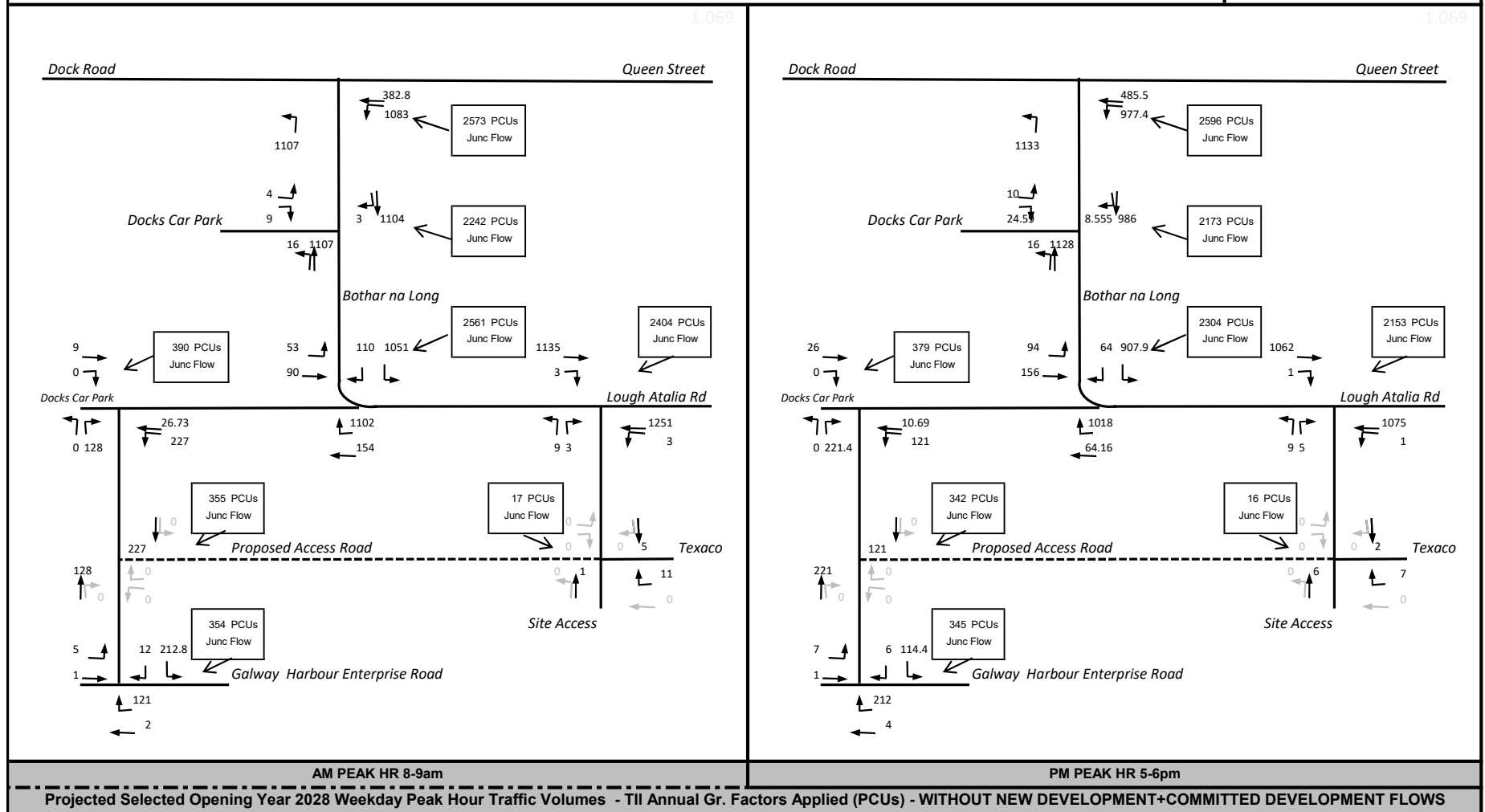
TRICS ASSESSMENT OF WORST-CASE TRAFFIC GENERATED BY PROPOSED DEVELOPMENT (REFER APPENDIX C)						
356 Apartments	356 Apartment	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Vehicular Traffic Generated
	Network Hour	Per Unit	Site	Per Unit	Site	
	Weekday AM Peak Hr 8-9	0.068	24	0.164	58	83
	Weekday PM Peak Hr 5-6	0.144	51	0.080	28	80
	24 Hours	1.045	372	1.095	390	762
263 sqm Retail	156 Retail*	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Vehicular Traffic Generated
	Network Hour	Per Unit	Site	Per Unit	Site	
	Weekday AM Peak Hr 8-9	6.250	10	6.027	9	20
	Weekday PM Peak Hr 5-6	7.310	11	7.478	12	23
	24 Hours	101.504	158	100.991	158	316
258 sqm Café	428 Café*	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Vehicular Traffic Generated
	Network Hour	Per Unit	Site	Per Unit	Site	
	Weekday AM Peak Hr 8-9	1.103	5	0.000	0	5
	Weekday PM Peak Hr 5-6	0.000	0	5.000	21	21
	24 Hours	29.110	125	32.903	141	265
256 sqm Creche	256 Creche*	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Vehicular Traffic Generated
	Network Hour	Per Unit	Site	Per Unit	Site	
	Weekday AM Peak Hr 8-9	2.908	7	2.452	6	14
	Weekday PM Peak Hr 5-6	2.224	6	2.874	7	13
	24 Hours	13.731	35	15.339	39	74
*The vast majority of trips to the Retail, Café & Creche will be internal walking trips. 20% taken as external trips						
Full Development	Total	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Vehicular Traffic Generated
	Network Hour	Per Unit	Site	Per Unit	Site	
	Weekday AM Peak Hr 8-9	29		62		90
	Weekday PM Peak Hr 5-6	55		37		91
	24 Hours	467		491		959

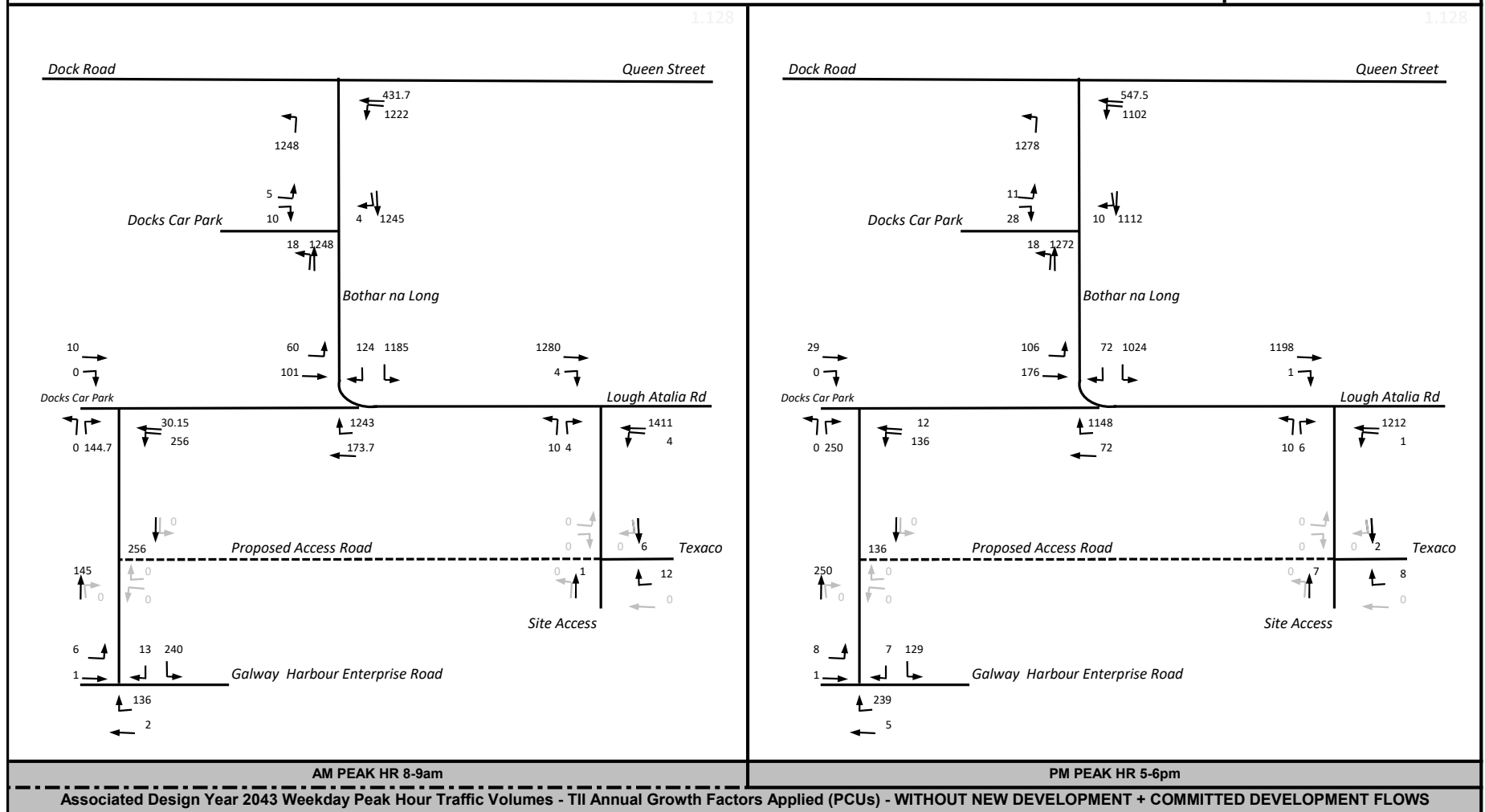






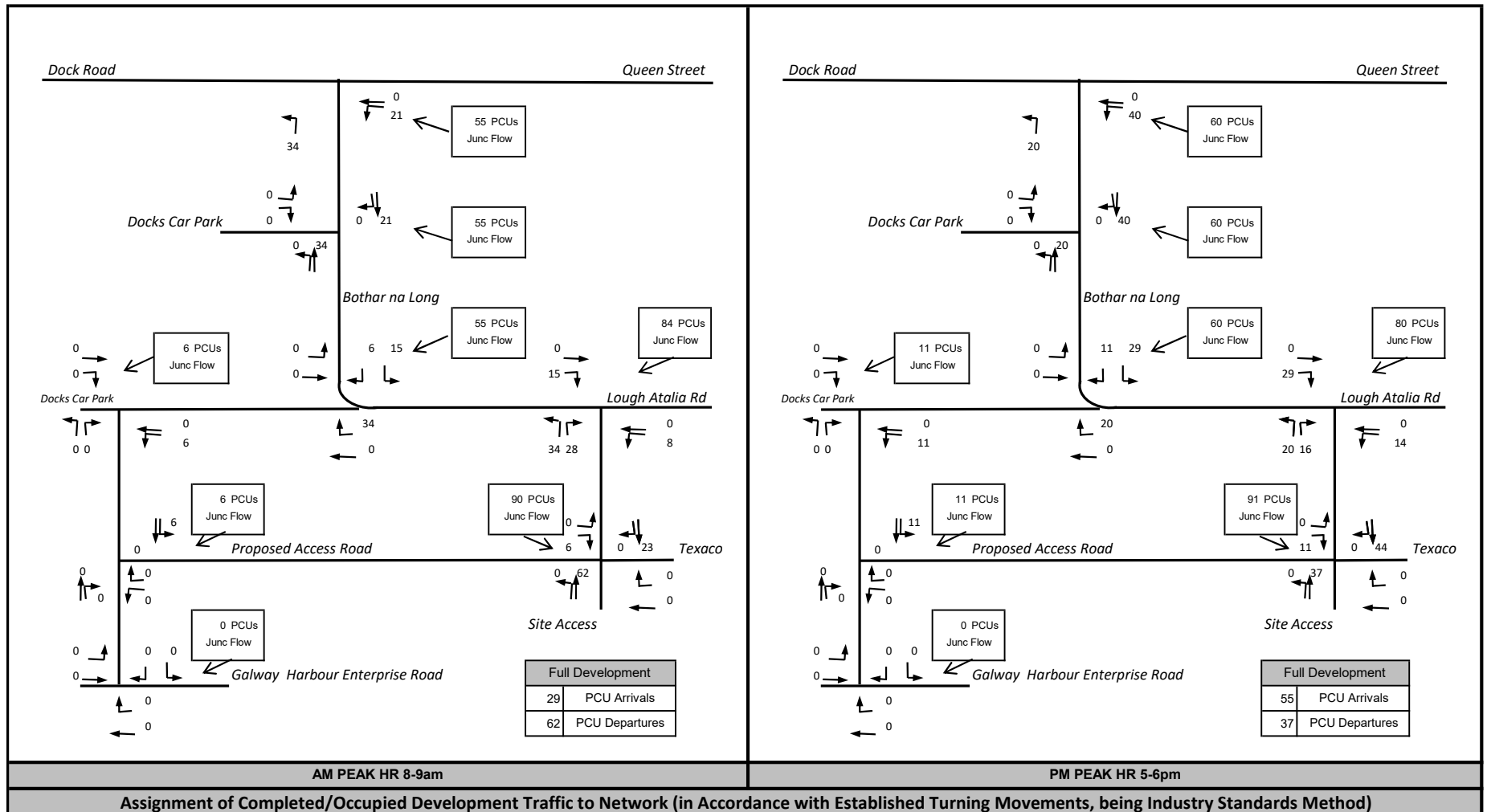


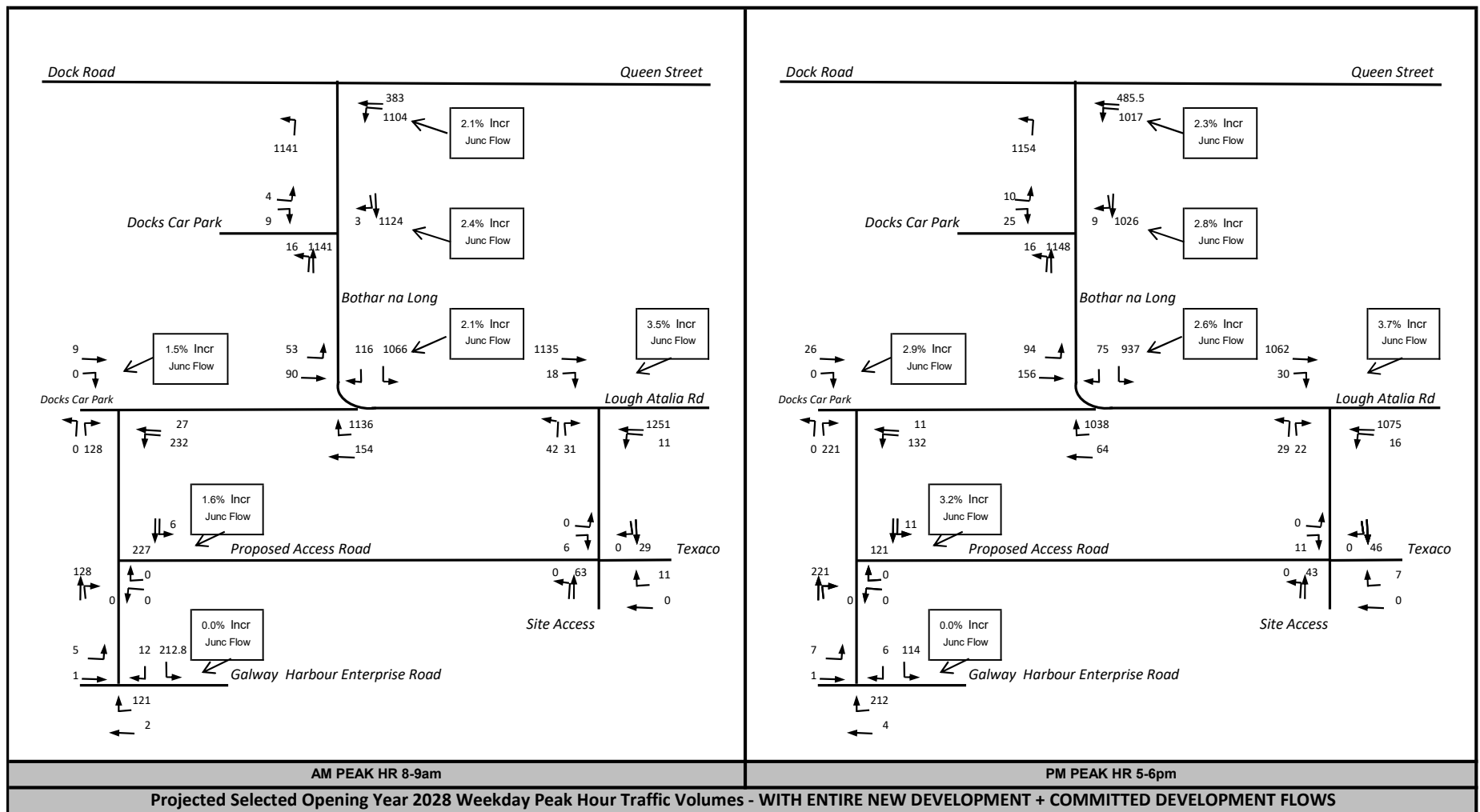


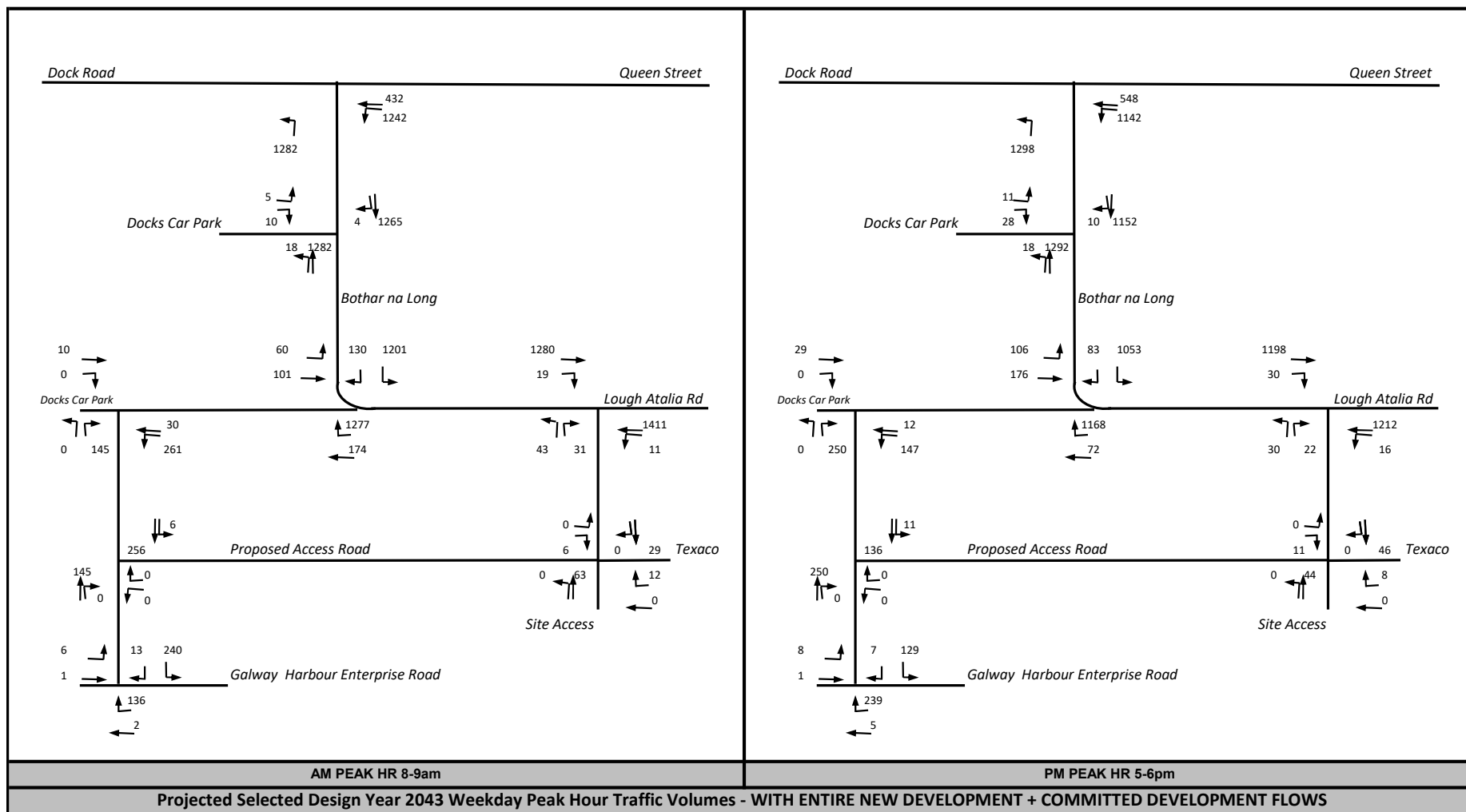


**TRICS ASSESSMENT OF WORST-CASE TRAFFIC GENERATED
BY PROPOSED DEVELOPMENT (REFER APPENDIX C)**

356 Apartment	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Vehicular Traffic Generated	356 Apartments
Network Hour	Per Unit	Site	Per Unit	Site		
Weekday AM Peak Hr 8-9	0.068	24	0.164	58	83	
Weekday PM Peak Hr 5-6	0.144	51	0.080	28	80	
24 Hours	1.045	372	1.095	390	762	
156 Retail*	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Vehicular Traffic Generated	263 sqm Retail
Network Hour	Per Unit	Site	Per Unit	Site		
Weekday AM Peak Hr 8-9	6.250	10	6.027	9	20	
Weekday PM Peak Hr 5-6	7.310	11	7.478	12	23	
24 Hours	101.504	158	100.991	158	316	
428 Café*	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Vehicular Traffic Generated	258 sqm Café
Network Hour	Per Unit	Site	Per Unit	Site		
Weekday AM Peak Hr 8-9	1.103	5	0.000	0	5	
Weekday PM Peak Hr 5-6	0.000	0	5.000	21	21	
24 Hours	29.110	125	32.903	141	265	
256 Creche*	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Vehicular Traffic Generated	256 sqm Creche
Network Hour	Per Unit	Site	Per Unit	Site		
Weekday AM Peak Hr 8-9	2.908	7	2.452	6	14	
Weekday PM Peak Hr 5-6	2.224	6	2.874	7	13	
24 Hours	13.731	35	15.339	39	74	
*The vast majority of trips to the Retail, Café & Creche will be internal walking trips. 20% taken as external trips						
Total	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Vehicular Traffic Generated	Full Development
Network Hour	Per Unit	Site	Per Unit	Site		
Weekday AM Peak Hr 8-9	29		62		90	
Weekday PM Peak Hr 5-6	55		37		91	
24 Hours	467		491		959	







APPENDIX E

JUNCTION10 - PICADY Simulation Capacity Model Output PROPOSED SITE ACCESS JUNCTION

Summary PICADY Results in Order as included herein

Modelled Scenario	Period Max RFC	Period Mean Max Q (PCUs)
Opening Year 2028 AM Peak Hr	0.02	0.0
Opening Year 2028 PM Peak Hr	0.03	0.0
Design Year 2043 AM Peak Hr	0.03	0.0
Design Year 2043 PM Peak Hr	0.03	0.0

All Results Above are WAY below the recommended RFC of 0.85 (85% Capacity) and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or excessive vehicle Queues.

NB - Any Small Changes to Selected Opening Year 2028 or Design Year 2043, or indeed significantly higher traffic volumes experienced, as clearly deductible from the positive results presented, will clearly have no significant implications in terms of the conclusions of the Study.

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021											
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Site Access 2028 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App E Proposed Site Access

Report generation date: 19/01/2025 20:43:09

»2028, AM

»2028, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2028												
Stream B-ACD	D1	0.0	7.45	0.02	A	900 % []	D2	0.0	7.43	0.02	A	900 % []
Stream A-BCD		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Stream D-ABC		0.0	8.67	0.02	A			0.0	8.75	0.03	A	
Stream C-ABD		0.0	0.00	0.00	A			0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	07:45	09:15	15
D2	2028	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Entry Only	Two-way	Two-way		1.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.21	A

Arms

Arms

Arm	Name	Description	Arm type
A	Access Road		Major
B	Petrol Station		Minor
C	Site Access		Major
D	Access Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.00			50.0	✓	0.00
C	6.00			50.0	✓	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	3.00	30	50
D	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	603	-	-	-	-	-	-	0.234	0.334	0.234	-	-	-
B-A	512	0.093	0.236	0.236	-	-	-	0.148	0.337	-	0.236	0.236	0.118
B-C	655	0.100	0.254	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	512	0.093	0.236	0.236	-	-	-	0.148	0.337	0.148	-	-	-
B-D, offside lane	512	0.093	0.236	0.236	-	-	-	0.148	0.337	0.148	-	-	-
C-B	603	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
D-A	574	-	-	-	-	-	-	0.222	-	0.088	-	-	-
D-B, nearside lane	440	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
D-B, offside lane	440	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
D-C	440	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	30	100.000
B		✓	11	100.000
C		✓	64	100.000
D		✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	0	30	0
	B	11	0	0	0
	C	51	0	0	13
	D	0	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	7.45	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.02	8.67	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	500	0.017	8	0.0	7.315	A
A-BCD	0	592	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	23			23			
D-ABC	5	427	0.011	4	0.0	8.512	A
C-ABD	0	598	0.000	0	0.0	0.000	A
C-D	10			10			
C-A	38			38			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	498	0.020	10	0.0	7.373	A
A-BCD	0	589	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	27			27			
D-ABC	5	425	0.013	5	0.0	8.580	A
C-ABD	0	597	0.000	0	0.0	0.000	A
C-D	12			12			
C-A	46			46			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	12	495	0.024	12	0.0	7.454	A
A-BCD	0	586	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	33			33			
D-ABC	7	422	0.016	7	0.0	8.673	A
C-ABD	0	595	0.000	0	0.0	0.000	A
C-D	14			14			
C-A	56			56			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	12	495	0.024	12	0.0	7.454	A
A-BCD	0	586	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	33			33			
D-ABC	7	422	0.016	7	0.0	8.673	A
C-ABD	0	595	0.000	0	0.0	0.000	A
C-D	14			14			
C-A	56			56			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	498	0.020	10	0.0	7.376	A
A-BCD	0	589	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	27			27			
D-ABC	5	425	0.013	5	0.0	8.581	A
C-ABD	0	597	0.000	0	0.0	0.000	A
C-D	12			12			
C-A	46			46			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	500	0.017	8	0.0	7.318	A
A-BCD	0	592	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	23			23			
D-ABC	5	427	0.011	5	0.0	8.516	A
C-ABD	0	598	0.000	0	0.0	0.000	A
C-D	10			10			
C-A	38			38			

2028, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Entry Only	Two-way	Two-way		1.37	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	47	100.000
B		✓	7	100.000
C		✓	43	100.000
D		✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	0	47	0
	B	7	0	0	0
	C	36	0	0	7
	D	0	0	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
	A	0	0	1	0
	B	0	0	0	0
	C	0	0	0	0
	D	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	7.43	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.03	8.75	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	499	0.011	5	0.0	7.297	A
A-BCD	0	595	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	35			35			
D-ABC	8	429	0.019	8	0.0	8.562	A
C-ABD	0	595	0.000	0	0.0	0.000	A
C-D	5			5			
C-A	27			27			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	6	496	0.013	6	0.0	7.351	A
A-BCD	0	594	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	42			42			
D-ABC	10	427	0.023	10	0.0	8.640	A
C-ABD	0	593	0.000	0	0.0	0.000	A
C-D	6			6			
C-A	32			32			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	492	0.016	8	0.0	7.426	A
A-BCD	0	592	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	52			52			
D-ABC	12	424	0.029	12	0.0	8.749	A
C-ABD	0	591	0.000	0	0.0	0.000	A
C-D	8			8			
C-A	40			40			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	492	0.016	8	0.0	7.426	A
A-BCD	0	592	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	52			52			
D-ABC	12	424	0.029	12	0.0	8.749	A
C-ABD	0	591	0.000	0	0.0	0.000	A
C-D	8			8			
C-A	40			40			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	6	496	0.013	6	0.0	7.354	A
A-BCD	0	594	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	42			42			
D-ABC	10	427	0.023	10	0.0	8.641	A
C-ABD	0	593	0.000	0	0.0	0.000	A
C-D	6			6			
C-A	32			32			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	499	0.011	5	0.0	7.300	A
A-BCD	0	595	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	35			35			
D-ABC	8	429	0.019	8	0.0	8.566	A
C-ABD	0	595	0.000	0	0.0	0.000	A
C-D	5			5			
C-A	27			27			

Junctions 10											
PICADY 10 - Priority Intersection Module											
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Filename: Site Access 2043 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App E Proposed Site Access

Report generation date: 19/01/2025 20:46:35

»2043, AM

»2043, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2043												
Stream B-ACD	D1	0.0	7.47	0.03	A	900 % []	D2	0.0	7.44	0.02	A	900 % []
Stream A-BCD		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Stream D-ABC		0.0	8.68	0.02	A			0.0	8.75	0.03	A	
Stream C-ABD		0.0	0.00	0.00	A			0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	AM	ONE HOUR	07:45	09:15	15
D2	2043	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2043, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Entry Only	Two-way	Two-way		1.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.27	A

Arms

Arms

Arm	Name	Description	Arm type
A	Access Road		Major
B	Petrol Station		Minor
C	Site Access		Major
D	Access Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.00			50.0	✓	0.00
C	6.00			50.0	✓	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	3.00	30	50
D	One lane	2.20	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	603	-	-	-	-	-	-	0.234	0.334	0.234	-	-	-
B-A	512	0.093	0.236	0.236	-	-	-	0.148	0.337	-	0.236	0.236	0.118
B-C	655	0.100	0.254	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	512	0.093	0.236	0.236	-	-	-	0.148	0.337	0.148	-	-	-
B-D, offside lane	512	0.093	0.236	0.236	-	-	-	0.148	0.337	0.148	-	-	-
C-B	603	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
D-A	574	-	-	-	-	-	-	0.222	-	0.088	-	-	-
D-B, nearside lane	440	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
D-B, offside lane	440	0.127	0.127	0.289	-	-	-	0.202	0.202	0.080	-	-	-
D-C	440	-	0.127	0.289	0.101	0.202	0.202	0.202	0.202	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	30	100.000
B		✓	12	100.000
C		✓	64	100.000
D		✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	0	30	0
	B	12	0	0	0
	C	51	0	0	13
	D	0	0	6	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.03	7.47	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.02	8.68	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	500	0.018	9	0.0	7.326	A
A-BCD	0	592	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	23			23			
D-ABC	5	427	0.011	4	0.0	8.514	A
C-ABD	0	598	0.000	0	0.0	0.000	A
C-D	10			10			
C-A	38			38			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	498	0.022	11	0.0	7.386	A
A-BCD	0	589	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	27			27			
D-ABC	5	425	0.013	5	0.0	8.582	A
C-ABD	0	597	0.000	0	0.0	0.000	A
C-D	12			12			
C-A	46			46			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	13	495	0.027	13	0.0	7.471	A
A-BCD	0	586	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	33			33			
D-ABC	7	422	0.016	7	0.0	8.676	A
C-ABD	0	595	0.000	0	0.0	0.000	A
C-D	14			14			
C-A	56			56			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	13	495	0.027	13	0.0	7.471	A
A-BCD	0	586	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	33			33			
D-ABC	7	422	0.016	7	0.0	8.676	A
C-ABD	0	595	0.000	0	0.0	0.000	A
C-D	14			14			
C-A	56			56			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	498	0.022	11	0.0	7.390	A
A-BCD	0	589	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	27			27			
D-ABC	5	425	0.013	5	0.0	8.583	A
C-ABD	0	597	0.000	0	0.0	0.000	A
C-D	12			12			
C-A	46			46			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	500	0.018	9	0.0	7.329	A
A-BCD	0	592	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	23			23			
D-ABC	5	427	0.011	5	0.0	8.518	A
C-ABD	0	598	0.000	0	0.0	0.000	A
C-D	10			10			
C-A	38			38			

2043, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Entry Only	Two-way	Two-way		1.43	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2043	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	47	100.000
B		✓	8	100.000
C		✓	43	100.000
D		✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	0	47	0
	B	8	0	0	0
	C	36	0	0	7
	D	0	0	11	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	7.44	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.03	8.75	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	6	499	0.012	6	0.0	7.308	A
A-BCD	0	595	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	35			35			
D-ABC	8	429	0.019	8	0.0	8.563	A
C-ABD	0	595	0.000	0	0.0	0.000	A
C-D	5			5			
C-A	27			27			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	496	0.015	7	0.0	7.364	A
A-BCD	0	594	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	42			42			
D-ABC	10	426	0.023	10	0.0	8.642	A
C-ABD	0	593	0.000	0	0.0	0.000	A
C-D	6			6			
C-A	32			32			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	492	0.018	9	0.0	7.443	A
A-BCD	0	592	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	52			52			
D-ABC	12	423	0.029	12	0.0	8.751	A
C-ABD	0	591	0.000	0	0.0	0.000	A
C-D	8			8			
C-A	40			40			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	492	0.018	9	0.0	7.443	A
A-BCD	0	592	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	52			52			
D-ABC	12	423	0.029	12	0.0	8.751	A
C-ABD	0	591	0.000	0	0.0	0.000	A
C-D	8			8			
C-A	40			40			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	496	0.015	7	0.0	7.367	A
A-BCD	0	594	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	42			42			
D-ABC	10	426	0.023	10	0.0	8.643	A
C-ABD	0	593	0.000	0	0.0	0.000	A
C-D	6			6			
C-A	32			32			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	6	499	0.012	6	0.0	7.308	A
A-BCD	0	595	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	35			35			
D-ABC	8	429	0.019	8	0.0	8.566	A
C-ABD	0	595	0.000	0	0.0	0.000	A
C-D	5			5			
C-A	27			27			

APPENDIX F

JUNCTION10 - PICADY Simulation Capacity Model Output PROPOSED ACCESS ROAD / DOCK ROAD T- JUNCTION

Summary PICADY Results in Order as included herein

Modelled Scenario	Period Max RFC	Period Mean Max Q (PCUs)
Opening Year 2028 AM Peak Hr	0.03	0.0
Opening Year 2028 PM Peak Hr	0.02	0.0
Design Year 2043 AM Peak Hr	0.03	0.0
Design Year 2043 PM Peak Hr	0.02	0.0

All Results Above are WAY below the recommended RFC of 0.85 (85% Capacity) and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or excessive vehicle Queues.

NB - Any Small Changes to Selected Opening Year 2028 or Design Year 2043, or indeed significantly higher traffic volumes experienced, as clearly deductable from the positive results presented, will clearly have no significant implications in terms of the conclusions of the Study.

Junctions 10											
PICADY 10 - Priority Intersection Module											
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Filename: Dock Rd Access Road 2028 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App F Access Road - Dock Road

Report generation date: 20/01/2025 14:43:38

»2028, AM

»2028, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2028												
Stream B-AC	D1	0.0	7.63	0.03	A	798 %	D2	0.0	7.45	0.02	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15
D2	2028	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	798	Stream B-AC	0.57	A

Arms

Arms

Arm	Name	Description	Arm type
A	Dock Road North		Major
B	Access Road		Minor
C	Dock Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			50.0	✓	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	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.086	0.218	0.137	0.311
B-C	655	0.092	0.232	-	-
C-B	603	0.213	0.213	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	100	100.000
B		✓	13	100.000
C		✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	6	94
	B	13	0	0
	C	61	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.63	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	496	0.020	10	0.0	7.397	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	46			46			
A-B	5			5			
A-C	71			71			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	492	0.024	12	0.0	7.492	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	55			55			
A-B	5			5			
A-C	85			85			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	486	0.029	14	0.0	7.628	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	67			67			
A-B	7			7			
A-C	103			103			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	486	0.029	14	0.0	7.628	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	67			67			
A-B	7			7			
A-C	103			103			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	492	0.024	12	0.0	7.493	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	55			55			
A-B	5			5			
A-C	85			85			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	496	0.020	10	0.0	7.397	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	46			46			
A-B	5			5			
A-C	71			71			

2028, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.32	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	62	100.000
B		✓	7	100.000
C		✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	11	51
	B	7	0	0
	C	95	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.45	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	500	0.011	5	0.0	7.281	A
C-AB	0	593	0.000	0	0.0	0.000	A
C-A	72			72			
A-B	8			8			
A-C	38			38			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	496	0.013	6	0.0	7.351	A
C-AB	0	591	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	10			10			
A-C	46			46			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	491	0.016	8	0.0	7.449	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	105			105			
A-B	12			12			
A-C	56			56			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	491	0.016	8	0.0	7.449	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	105			105			
A-B	12			12			
A-C	56			56			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	496	0.013	6	0.0	7.351	A
C-AB	0	591	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	10			10			
A-C	46			46			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	500	0.011	5	0.0	7.284	A
C-AB	0	593	0.000	0	0.0	0.000	A
C-A	72			72			
A-B	8			8			
A-C	38			38			

Junctions 10											
PICADY 10 - Priority Intersection Module											
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Filename: Dock Rd Access Road 2043 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App F Access Road - Dock Road

Report generation date: 20/01/2025 12:09:12

»2048, AM

»2048, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2048												
Stream B-AC	D1	0.0	7.70	0.03	A	726 %	D2	0.0	7.50	0.02	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2048	AM	ONE HOUR	00:00	01:30	15
D2	2048	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2048, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	726	Stream B-AC	0.52	A

Arms

Arms

Arm	Name	Description	Arm type
A	Dock Road North		Major
B	Access Road		Minor
C	Dock Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			50.0	✓	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	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.086	0.218	0.137	0.311
B-C	655	0.092	0.232	-	-
C-B	603	0.213	0.213	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2048	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	112	100.000
B		✓	13	100.000
C		✓	69	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	6	106
	B	13	0	0
	C	69	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	5
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.70	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	494	0.020	10	0.0	7.439	A
C-AB	0	585	0.000	0	0.0	0.000	A
C-A	52			52			
A-B	5			5			
A-C	80			80			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	489	0.024	12	0.0	7.544	A
C-AB	0	581	0.000	0	0.0	0.000	A
C-A	62			62			
A-B	5			5			
A-C	95			95			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	482	0.030	14	0.0	7.695	A
C-AB	0	577	0.000	0	0.0	0.000	A
C-A	76			76			
A-B	7			7			
A-C	117			117			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	482	0.030	14	0.0	7.695	A
C-AB	0	577	0.000	0	0.0	0.000	A
C-A	76			76			
A-B	7			7			
A-C	117			117			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	489	0.024	12	0.0	7.548	A
C-AB	0	581	0.000	0	0.0	0.000	A
C-A	62			62			
A-B	5			5			
A-C	95			95			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	494	0.020	10	0.0	7.440	A
C-AB	0	585	0.000	0	0.0	0.000	A
C-A	52			52			
A-B	5			5			
A-C	80			80			

2048, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2048	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	69	100.000
B		✓	7	100.000
C		✓	107	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	11	58
	B	7	0	0
	C	107	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.50	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	497	0.011	5	0.0	7.316	A
C-AB	0	592	0.000	0	0.0	0.000	A
C-A	81			81			
A-B	8			8			
A-C	44			44			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	493	0.013	6	0.0	7.394	A
C-AB	0	590	0.000	0	0.0	0.000	A
C-A	96			96			
A-B	10			10			
A-C	52			52			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	487	0.016	8	0.0	7.503	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	118			118			
A-B	12			12			
A-C	64			64			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	487	0.016	8	0.0	7.503	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	118			118			
A-B	12			12			
A-C	64			64			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	493	0.013	6	0.0	7.397	A
C-AB	0	590	0.000	0	0.0	0.000	A
C-A	96			96			
A-B	10			10			
A-C	52			52			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	497	0.011	5	0.0	7.319	A
C-AB	0	592	0.000	0	0.0	0.000	A
C-A	81			81			
A-B	8			8			
A-C	44			44			

APPENDIX G

JUNCTION10 - PICADY
Simulation Capacity Model Output
PROPOSED LOUGH ATALIA ROAD / PROPOSED
ACCESS ROAD T-JUNCTION

Summary PICADY Results in Order as included herein

Modelled Scenario	Period Max RFC	Period Mean Max Q (PCUs)
Opening Year 2028 AM Peak Hr	0.18	0.2
Opening Year 2028 PM Peak Hr	0.10	0.1
Design Year 2043 AM Peak Hr	0.20	0.2
Design Year 2043 PM Peak Hr	0.11	0.1

All Results Above are WAY below the recommended RFC of 0.85 (85% Capacity) and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or excessive vehicle Queues.

NB - Any Small Changes to Selected Opening Year 2028 or Design Year 2043, or indeed significantly higher traffic volumes experienced, as clearly deductable from the positive results presented, will clearly have no significant implications in terms of the conclusions of the Study.

Junctions 10											
PICADY 10 - Priority Intersection Module											
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Filename: Lough Atalia - Access Road 2028 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App G Lough Atalia Road - Access Road

Report generation date: 20/01/2025 12:11:27

»2028, AM

»2028, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2028												
Stream B-AC	D1	0.2	11.75	0.18	B	63 %	D2	0.1	8.81	0.10	A	149 %
Stream C-AB		0.1	4.74	0.07	A	[Stream B-AC]		0.2	5.21	0.09	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15
D2	2028	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	63	Stream B-AC	0.74	A

Arms

Arms

Arm	Name	Description	Arm type
A	Lough Atalia Road (East)		Major
B	Access Road		Minor
C	Lough Atalia Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00			50.0	✓	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	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.082	0.208	0.131	0.297
B-C	655	0.087	0.221	-	-
C-B	603	0.203	0.203	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	674	100.000
B		✓	62	100.000
C		✓	566	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	11	663
	B	26	0	36
	C	547	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	11.75	0.2	B
C-AB	0.07	4.74	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	446	0.105	46	0.1	9.002	A
C-AB	30	797	0.037	29	0.1	4.734	A
C-A	397			397			
A-B	8			8			
A-C	499			499			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	416	0.134	56	0.2	9.975	A
C-AB	41	841	0.049	41	0.1	4.553	A
C-A	468			468			
A-B	10			10			
A-C	596			596			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	375	0.182	68	0.2	11.728	B
C-AB	63	903	0.070	63	0.1	4.338	A
C-A	560			560			
A-B	12			12			
A-C	730			730			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	375	0.182	68	0.2	11.750	B
C-AB	63	903	0.070	63	0.1	4.344	A
C-A	560			560			
A-B	12			12			
A-C	730			730			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	416	0.134	56	0.2	9.998	A
C-AB	41	841	0.049	42	0.1	4.563	A
C-A	467			467			
A-B	10			10			
A-C	596			596			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	446	0.105	47	0.1	9.031	A
C-AB	30	797	0.037	30	0.1	4.744	A
C-A	396			396			
A-B	8			8			
A-C	499			499			

2028, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	149	Stream B-AC	0.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	410	100.000
B		✓	43	100.000
C		✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	16	394
	B	18	0	25
	C	369	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	8.81	0.1	A
C-AB	0.09	5.21	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	500	0.065	32	0.1	7.697	A
C-AB	38	735	0.051	37	0.1	5.200	A
C-A	264			264			
A-B	12			12			
A-C	297			297			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	481	0.080	39	0.1	8.127	A
C-AB	49	763	0.065	49	0.1	5.091	A
C-A	310			310			
A-B	14			14			
A-C	354			354			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	456	0.104	47	0.1	8.803	A
C-AB	69	802	0.087	69	0.2	4.960	A
C-A	371			371			
A-B	18			18			
A-C	434			434			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	456	0.104	47	0.1	8.807	A
C-AB	70	802	0.087	70	0.2	4.965	A
C-A	371			371			
A-B	18			18			
A-C	434			434			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	481	0.080	39	0.1	8.133	A
C-AB	50	763	0.065	50	0.1	5.103	A
C-A	310			310			
A-B	14			14			
A-C	354			354			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	500	0.065	32	0.1	7.707	A
C-AB	38	735	0.051	38	0.1	5.211	A
C-A	263			263			
A-B	12			12			
A-C	297			297			

Junctions 10											
PICADY 10 - Priority Intersection Module											
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Filename: Lough Atalia - Access Road 2043 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App G Lough Atalia Road - Access Road

Report generation date: 19/01/2025 22:10:39

»2043, AM

»2043, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2043											
Stream B-AC	D1	0.2	12.97	0.20	B	48 %	D2	0.1	9.25	0.11	A	125 %
Stream C-AB		0.1	4.60	0.08	A	[Stream B-AC]		0.2	5.10	0.09	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	AM	ONE HOUR	08:00	09:30	15
D2	2043	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2043, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	48	Stream B-AC	0.74	A

Arms

Arms

Arm	Name	Description	Arm type
A	Lough Atalia Road (East)		Major
B	Access Road		Minor
C	Lough Atalia Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00			50.0	✓	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	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.082	0.208	0.131	0.297
B-C	655	0.087	0.221	-	-
C-B	603	0.203	0.203	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	759	100.000
B		✓	63	100.000
C		✓	636	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	11	748
	B	26	0	37
	C	617	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	12.97	0.2	B
C-AB	0.08	4.60	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	428	0.111	47	0.1	9.430	A
C-AB	33	826	0.040	32	0.1	4.588	A
C-A	446			446			
A-B	8			8			
A-C	563			563			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	395	0.143	56	0.2	10.637	B
C-AB	47	876	0.053	47	0.1	4.392	A
C-A	525			525			
A-B	10			10			
A-C	672			672			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	347	0.200	69	0.2	12.938	B
C-AB	74	949	0.078	74	0.1	4.168	A
C-A	626			626			
A-B	12			12			
A-C	824			824			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	347	0.200	69	0.2	12.974	B
C-AB	74	949	0.078	74	0.1	4.173	A
C-A	626			626			
A-B	12			12			
A-C	824			824			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	395	0.144	57	0.2	10.670	B
C-AB	47	876	0.053	47	0.1	4.403	A
C-A	525			525			
A-B	10			10			
A-C	672			672			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	428	0.111	48	0.1	9.466	A
C-AB	33	826	0.040	33	0.1	4.597	A
C-A	446			446			
A-B	8			8			
A-C	563			563			

2043, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	125	Stream B-AC	0.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2043	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	460	100.000
B		✓	45	100.000
C		✓	447	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	16	444
	B	19	0	26
	C	416	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	9.25	0.1	A
C-AB	0.09	5.10	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	488	0.069	34	0.1	7.920	A
C-AB	40	753	0.053	40	0.1	5.087	A
C-A	297			297			
A-B	12			12			
A-C	334			334			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	467	0.087	40	0.1	8.432	A
C-AB	53	785	0.068	53	0.1	4.965	A
C-A	348			348			
A-B	14			14			
A-C	399			399			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	439	0.113	49	0.1	9.248	A
C-AB	76	831	0.092	76	0.2	4.821	A
C-A	416			416			
A-B	18			18			
A-C	489			489			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	439	0.113	50	0.1	9.254	A
C-AB	76	831	0.092	76	0.2	4.828	A
C-A	416			416			
A-B	18			18			
A-C	489			489			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	467	0.087	41	0.1	8.438	A
C-AB	54	785	0.068	54	0.1	4.975	A
C-A	348			348			
A-B	14			14			
A-C	399			399			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	488	0.069	34	0.1	7.934	A
C-AB	40	753	0.053	40	0.1	5.096	A
C-A	296			296			
A-B	12			12			
A-C	334			334			

APPENDIX H

JUNCTION10 - PICADY Simulation Capacity Model Output EXISTING DOCKS ROAD / DOCK ROAD JUNCTION

Summary PICADY Results in Order as included herein

Modelled Scenario	Period Max RFC	Period Mean Max Q (PCUs)
Opening Year 2028 AM Peak Hr	0.16	0.2
Opening Year 2028 PM Peak Hr	0.22	0.3
Design Year 2043 AM Peak Hr	0.18	0.2
Design Year 2043 PM Peak Hr	0.25	0.3

All Results Above are WAY below the recommended RFC of 0.85 (85% Capacity) and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or excessive vehicle Queues.

NB - Any Small Changes to Selected Opening Year 2028 or Design Year 2043, or indeed significantly higher traffic volumes experienced, as clearly deductable from the positive results presented, will clearly have no significant implications in terms of the conclusions of the Study.

Junctions 10											
PICADY 10 - Priority Intersection Module											
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Filename: Dock Road - Dock Road 2028 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App H Docks Road - Dock Road

Report generation date: 19/01/2025 22:43:28

»2028, AM

»2028, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2028												
Stream B-AC	D1	0.2	8.61	0.16	A	319 %	D2	0.3	9.17	0.22	A	234 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15
D2	2028	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	319	Stream B-AC	3.03	A

Arms

Arms

Arm	Name	Description	Arm type
A	Dock Road (East)		Major
B	Dock Road		Minor
C	Dock Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			50.0	✓	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	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.094	0.239	0.150	0.341
B-C	655	0.100	0.254	-	-
C-B	603	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	127	100.000
B		✓	74	100.000
C		✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	100	27
	B	74	0	0
	C	9	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	8.61	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	506	0.110	55	0.1	7.985	A
C-AB	0	581	0.000	0	0.0	0.000	A
C-A	7			7			
A-B	75			75			
A-C	20			20			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	503	0.132	66	0.2	8.244	A
C-AB	0	576	0.000	0	0.0	0.000	A
C-A	8			8			
A-B	90			90			
A-C	24			24			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	500	0.163	81	0.2	8.604	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	10			10			
A-B	110			110			
A-C	30			30			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	500	0.163	81	0.2	8.611	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	10			10			
A-B	110			110			
A-C	30			30			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	503	0.132	67	0.2	8.255	A
C-AB	0	576	0.000	0	0.0	0.000	A
C-A	8			8			
A-B	90			90			
A-C	24			24			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	506	0.110	56	0.1	8.008	A
C-AB	0	581	0.000	0	0.0	0.000	A
C-A	7			7			
A-B	75			75			
A-C	20			20			

2028, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	234	Stream B-AC	4.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	74	100.000
B		✓	102	100.000
C		✓	26	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	63	11
	B	102	0	0
	C	26	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	9.17	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	509	0.151	76	0.2	8.300	A
C-AB	0	590	0.000	0	0.0	0.000	A
C-A	20			20			
A-B	47			47			
A-C	8			8			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	507	0.181	92	0.2	8.655	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	23			23			
A-B	57			57			
A-C	10			10			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	505	0.222	112	0.3	9.161	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	29			29			
A-B	69			69			
A-C	12			12			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	505	0.222	112	0.3	9.172	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	29			29			
A-B	69			69			
A-C	12			12			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	507	0.181	92	0.2	8.674	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	23			23			
A-B	57			57			
A-C	10			10			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	509	0.151	77	0.2	8.333	A
C-AB	0	590	0.000	0	0.0	0.000	A
C-A	20			20			
A-B	47			47			
A-C	8			8			

Junctions 10											
PICADY 10 - Priority Intersection Module											
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Filename: Dock Road - Dock Road 2043 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App H Docks Road - Dock Road

Report generation date: 19/01/2025 22:29:59

»2043, AM

»2043, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2043												
Stream B-AC	D1	0.2	8.82	0.18	A	281 %	D2	0.3	9.55	0.25	A	197 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	AM	ONE HOUR	08:00	09:30	15
D2	2043	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2043, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	281	Stream B-AC	3.07	A

Arms

Arms

Arm	Name	Description	Arm type
A	Dock Road (East)		Major
B	Dock Road		Minor
C	Dock Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			50.0	✓	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	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.094	0.239	0.150	0.341
B-C	655	0.100	0.254	-	-
C-B	603	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	142	100.000
B		✓	81	100.000
C		✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	112	30
	B	81	0	0
	C	10	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	8.82	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	504	0.121	60	0.1	8.106	A
C-AB	0	578	0.000	0	0.0	0.000	A
C-A	8			8			
A-B	84			84			
A-C	23			23			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	501	0.145	73	0.2	8.398	A
C-AB	0	573	0.000	0	0.0	0.000	A
C-A	9			9			
A-B	101			101			
A-C	27			27			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	497	0.179	89	0.2	8.813	A
C-AB	0	566	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	123			123			
A-C	33			33			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	497	0.179	89	0.2	8.820	A
C-AB	0	566	0.000	0	0.0	0.000	A
C-A	11			11			
A-B	123			123			
A-C	33			33			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	501	0.145	73	0.2	8.412	A
C-AB	0	573	0.000	0	0.0	0.000	A
C-A	9			9			
A-B	101			101			
A-C	27			27			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	504	0.121	61	0.1	8.131	A
C-AB	0	578	0.000	0	0.0	0.000	A
C-A	8			8			
A-B	84			84			
A-C	23			23			

2043, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.88	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	197	Stream B-AC	4.88	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2043	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	81	100.000
B		✓	115	100.000
C		✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	69	12
	B	115	0	0
	C	29	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	9.55	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	508	0.170	86	0.2	8.507	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	52			52			
A-C	9			9			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	506	0.204	103	0.3	8.928	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	62			62			
A-C	11			11			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	503	0.252	126	0.3	9.539	A
C-AB	0	582	0.000	0	0.0	0.000	A
C-A	32			32			
A-B	76			76			
A-C	13			13			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	503	0.252	127	0.3	9.554	A
C-AB	0	582	0.000	0	0.0	0.000	A
C-A	32			32			
A-B	76			76			
A-C	13			13			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	506	0.204	104	0.3	8.950	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	62			62			
A-C	11			11			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	508	0.170	87	0.2	8.549	A
C-AB	0	589	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	52			52			
A-C	9			9			

APPENDIX I

JUNCTION10 - PICADY Simulation Capacity Model Output EXISTING LOUGH ATALIA ROAD / DOCKS ROAD JUNCTION

Summary PICADY Results in Order as included herein

Modelled Scenario	Period Max RFC	Period Mean Max Q (PCUs)
Opening Year 2028 AM Peak Hr	0.29	0.4
Opening Year 2028 PM Peak Hr	0.35	0.5
Design Year 2043 AM Peak Hr	0.35	0.5
Design Year 2043 PM Peak Hr	0.41	0.7

All Results Above are WAY below the recommended RFC of 0.85 (85% Capacity) and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or excessive vehicle Queues.

NB - Any Small Changes to Selected Opening Year 2028 or Design Year 2043, or indeed significantly higher traffic volumes experienced, as clearly deductable from the positive results presented, will clearly have no significant implications in terms of the conclusions of the Study.

Junctions 10											
PICADY 10 - Priority Intersection Module											
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Filename: Lough Atalia - Dock Road 2028 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App I Lough Atalia Road - Docks Road

Report generation date: 19/01/2025 23:02:32

»2028, AM

»2028, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2028											
Stream B-AC	D1	0.4	15.17	0.29	C	39 %	D2	0.5	13.55	0.35	B	57 %
Stream C-AB		0.5	5.20	0.18	A	[Stream B-AC]		0.2	5.53	0.11	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15
D2	2028	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.46	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	Stream B-AC	1.46	A

Arms

Arms

Arm	Name	Description	Arm type
A	Lough Atalia (East)		Major
B	Dock Road		Minor
C	Lough Atalia Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00			50.0	✓	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	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.082	0.208	0.131	0.297
B-C	655	0.087	0.221	-	-
C-B	603	0.203	0.203	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	696	100.000
B		✓	88	100.000
C		✓	564	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	88	608
	B	56	0	32
	C	514	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	15.17	0.4	C
C-AB	0.18	5.20	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	408	0.162	65	0.2	10.475	B
C-AB	75	777	0.097	74	0.2	5.174	A
C-A	350			350			
A-B	66			66			
A-C	458			458			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	378	0.210	79	0.3	12.040	B
C-AB	104	816	0.128	104	0.3	5.115	A
C-A	403			403			
A-B	79			79			
A-C	547			547			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	334	0.290	96	0.4	15.096	C
C-AB	158	873	0.181	157	0.5	5.099	A
C-A	463			463			
A-B	97			97			
A-C	669			669			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	334	0.290	97	0.4	15.172	C
C-AB	158	874	0.181	158	0.5	5.114	A
C-A	463			463			
A-B	97			97			
A-C	669			669			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	377	0.210	80	0.3	12.113	B
C-AB	105	817	0.128	106	0.3	5.139	A
C-A	402			402			
A-B	79			79			
A-C	547			547			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	408	0.162	67	0.2	10.548	B
C-AB	76	777	0.097	76	0.2	5.198	A
C-A	349			349			
A-B	66			66			
A-C	458			458			

2028, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.39	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	57	Stream B-AC	2.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	417	100.000
B		✓	131	100.000
C		✓	348	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	29	388
	B	93	0	38
	C	308	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	13.55	0.5	B
C-AB	0.11	5.53	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	455	0.217	98	0.3	10.028	B
C-AB	45	702	0.064	45	0.1	5.513	A
C-A	217			217			
A-B	22			22			
A-C	292			292			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	436	0.270	117	0.4	11.267	B
C-AB	58	723	0.081	58	0.2	5.460	A
C-A	254			254			
A-B	26			26			
A-C	349			349			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	410	0.352	144	0.5	13.481	B
C-AB	80	753	0.107	80	0.2	5.399	A
C-A	303			303			
A-B	32			32			
A-C	427			427			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	410	0.352	144	0.5	13.549	B
C-AB	81	753	0.107	81	0.2	5.406	A
C-A	303			303			
A-B	32			32			
A-C	427			427			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	118	436	0.270	118	0.4	11.346	B
C-AB	59	723	0.081	59	0.2	5.475	A
C-A	254			254			
A-B	26			26			
A-C	349			349			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	455	0.217	99	0.3	10.114	B
C-AB	45	702	0.064	45	0.1	5.529	A
C-A	217			217			
A-B	22			22			
A-C	292			292			

Junctions 10											
PICADY 10 - Priority Intersection Module											
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Filename: Lough Atalia - Dock Road 2043 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App I Lough Atalia Road - Docks Road

Report generation date: 19/01/2025 22:57:19

»2043, AM

»2043, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2043											
Stream B-AC	D1	0.5	18.38	0.35	C	24 %	D2	0.7	15.65	0.41	C	40 %
Stream C-AB		0.7	5.14	0.22	A	[Stream B-AC]		0.3	5.49	0.12	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	AM	ONE HOUR	00:00	01:30	15
D2	2043	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2043, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	Stream B-AC	1.70	A

Arms

Arms

Arm	Name	Description	Arm type
A	Lough Atalia (East)		Major
B	Dock Road		Minor
C	Lough Atalia Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00			50.0	✓	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	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.082	0.208	0.131	0.297
B-C	655	0.087	0.221	-	-
C-B	603	0.203	0.203	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	781	100.000
B		✓	97	100.000
C		✓	633	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	99	682
	B	63	0	34
	C	578	55	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	18.38	0.5	C
C-AB	0.22	5.14	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	387	0.189	72	0.2	11.396	B
C-AB	91	802	0.113	90	0.3	5.109	A
C-A	386			386			
A-B	75			75			
A-C	513			513			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	352	0.248	87	0.3	13.553	B
C-AB	129	847	0.152	128	0.4	5.071	A
C-A	440			440			
A-B	89			89			
A-C	613			613			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	303	0.353	106	0.5	18.225	C
C-AB	201	914	0.220	200	0.7	5.126	A
C-A	496			496			
A-B	109			109			
A-C	751			751			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	302	0.353	107	0.5	18.385	C
C-AB	202	915	0.221	202	0.7	5.144	A
C-A	495			495			
A-B	109			109			
A-C	751			751			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	352	0.248	88	0.3	13.687	B
C-AB	129	849	0.153	131	0.4	5.104	A
C-A	440			440			
A-B	89			89			
A-C	613			613			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	387	0.189	73	0.2	11.501	B
C-AB	91	803	0.114	92	0.3	5.140	A
C-A	385			385			
A-B	75			75			
A-C	513			513			

2043, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	40	Stream B-AC	2.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2043	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	469	100.000
B		✓	147	100.000
C		✓	387	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	33	436
	B	105	0	42
	C	343	44	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.41	15.65	0.7	C
C-AB	0.12	5.49	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	443	0.250	109	0.3	10.744	B
C-AB	52	713	0.073	51	0.1	5.477	A
C-A	239			239			
A-B	25			25			
A-C	328			328			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	422	0.313	132	0.4	12.391	B
C-AB	68	737	0.093	68	0.2	5.426	A
C-A	280			280			
A-B	30			30			
A-C	392			392			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	392	0.413	161	0.7	15.521	C
C-AB	95	771	0.124	95	0.3	5.377	A
C-A	331			331			
A-B	36			36			
A-C	480			480			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	392	0.413	162	0.7	15.646	C
C-AB	95	772	0.124	95	0.3	5.384	A
C-A	331			331			
A-B	36			36			
A-C	480			480			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	422	0.313	133	0.5	12.518	B
C-AB	68	737	0.093	69	0.2	5.441	A
C-A	279			279			
A-B	30			30			
A-C	392			392			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	443	0.250	111	0.3	10.867	B
C-AB	52	713	0.073	52	0.1	5.493	A
C-A	239			239			
A-B	25			25			
A-C	328			328			

APPENDIX J

JUNCTION10 - PICADY Simulation Capacity Model Output EXISTING BOTHAR NA LONG / DOCKS CAR PARK JUNCTION

Summary PICADY Results in Order as included herein

Modelled Scenario	Period Max RFC	Period Mean Max Q (PCUs)
Opening Year 2028 AM Peak Hr	0.04	0.0
Opening Year 2028 PM Peak Hr	0.09	0.1
Design Year 2043 AM Peak Hr	0.05	0.1
Design Year 2043 PM Peak Hr	0.11	0.1

All Results Above are WAY below the recommended RFC of 0.85 (85% Capacity) and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or excessive vehicle Queues.

NB - Any Small Changes to Selected Opening Year 2028 or Design Year 2043, or indeed significantly higher traffic volumes experienced, as clearly deductable from the positive results presented, will clearly have no significant implications in terms of the conclusions of the Study.

Junctions 10											
PICADY 10 - Priority Intersection Module											
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Filename: Bothar na Long - Car Park 2028 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App J Bothar na Long - Docks Car Park

Report generation date: 19/01/2025 23:07:03

»2028, AM

»2028, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2028											
Stream B-AC	D1	0.0	11.16	0.04	B	87 %	D2	0.1	9.62	0.09	A	147 %
Stream C-AB		0.0	4.56	0.01	A	[Stream B-AC]		0.0	5.20	0.02	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15
D2	2028	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	87	Stream B-AC	0.15	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bothar na Long (South)		Major
B	Car Park		Minor
C	Bother na Long (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00			50.0	✓	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	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.082	0.208	0.131	0.297
B-C	655	0.087	0.221	-	-
C-B	603	0.203	0.203	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	642	100.000
B		✓	13	100.000
C		✓	553	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	16	626
	B	9	0	4
	C	550	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	11.16	0.0	B
C-AB	0.01	4.56	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	407	0.024	10	0.0	9.055	A
C-AB	5	803	0.006	5	0.0	4.556	A
C-A	412			412			
A-B	12			12			
A-C	471			471			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	378	0.031	12	0.0	9.830	A
C-AB	6	847	0.008	6	0.0	4.331	A
C-A	491			491			
A-B	14			14			
A-C	563			563			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	337	0.042	14	0.0	11.157	B
C-AB	10	910	0.011	10	0.0	4.047	A
C-A	599			599			
A-B	18			18			
A-C	689			689			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	337	0.042	14	0.0	11.160	B
C-AB	10	910	0.011	10	0.0	4.052	A
C-A	599			599			
A-B	18			18			
A-C	689			689			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	378	0.031	12	0.0	9.834	A
C-AB	7	847	0.008	7	0.0	4.340	A
C-A	491			491			
A-B	14			14			
A-C	563			563			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	407	0.024	10	0.0	9.062	A
C-AB	5	803	0.006	5	0.0	4.560	A
C-A	412			412			
A-B	12			12			
A-C	471			471			

2028, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.53	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	147	Stream B-AC	0.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	424	100.000
B		✓	35	100.000
C		✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	16	408
	B	25	0	10
	C	322	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	9.62	0.1	A
C-AB	0.02	5.20	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	457	0.058	26	0.1	8.347	A
C-AB	10	708	0.015	10	0.0	5.193	A
C-A	239			239			
A-B	12			12			
A-C	307			307			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	439	0.072	31	0.1	8.839	A
C-AB	13	730	0.018	13	0.0	5.057	A
C-A	284			284			
A-B	14			14			
A-C	367			367			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	413	0.093	38	0.1	9.612	A
C-AB	19	763	0.024	19	0.0	4.879	A
C-A	346			346			
A-B	18			18			
A-C	449			449			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	413	0.093	39	0.1	9.616	A
C-AB	19	763	0.024	19	0.0	4.883	A
C-A	346			346			
A-B	18			18			
A-C	449			449			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	439	0.072	32	0.1	8.847	A
C-AB	13	731	0.018	13	0.0	5.064	A
C-A	284			284			
A-B	14			14			
A-C	367			367			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	457	0.058	26	0.1	8.358	A
C-AB	10	708	0.015	10	0.0	5.197	A
C-A	239			239			
A-B	12			12			
A-C	307			307			

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021											
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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: Bothar na Long - Car Park 2043 AMPM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2024\24-028 LDA Galway Port\Calculations\Junction Analysis\App J Bothar na Long - Docks Car Park

Report generation date: 19/01/2025 23:10:09

»2043, AM

»2043, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2043											
Stream B-AC	D1	0.1	12.12	0.05	B	67 %	D2	0.1	10.20	0.11	B	121 %
Stream C-AB		0.0	4.42	0.02	A	[Stream B-AC]		0.0	5.12	0.03	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Office-LT\BrianMc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	AM	ONE HOUR	00:00	01:30	15
D2	2043	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2043, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.17	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	67	Stream B-AC	0.17	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bothar na Long (South)		Major
B	Car Park		Minor
C	Bother na Long (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00			50.0	✓	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	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.082	0.208	0.131	0.297
B-C	655	0.087	0.221	-	-
C-B	603	0.203	0.203	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2043	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	719	100.000
B		✓	15	100.000
C		✓	621	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	18	701
	B	10	0	5
	C	617	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	12.12	0.1	B
C-AB	0.02	4.42	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	393	0.029	11	0.0	9.426	A
C-AB	7	830	0.008	7	0.0	4.420	A
C-A	461			461			
A-B	14			14			
A-C	528			528			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	360	0.037	13	0.0	10.388	B
C-AB	10	881	0.011	10	0.0	4.180	A
C-A	549			549			
A-B	16			16			
A-C	630			630			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	314	0.053	16	0.1	12.116	B
C-AB	15	955	0.016	15	0.0	3.884	A
C-A	668			668			
A-B	20			20			
A-C	772			772			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	314	0.053	17	0.1	12.120	B
C-AB	15	955	0.016	15	0.0	3.886	A
C-A	668			668			
A-B	20			20			
A-C	772			772			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	360	0.037	14	0.0	10.396	B
C-AB	10	881	0.011	10	0.0	4.189	A
C-A	549			549			
A-B	16			16			
A-C	630			630			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	393	0.029	11	0.0	9.436	A
C-AB	7	830	0.008	7	0.0	4.424	A
C-A	461			461			
A-B	14			14			
A-C	528			528			

2043, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.56	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	121	Stream B-AC	0.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2043	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	475	100.000
B		✓	39	100.000
C		✓	368	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	18	457
	B	28	0	11
	C	358	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	10.20	0.1	B
C-AB	0.03	5.12	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	445	0.066	29	0.1	8.641	A
C-AB	12	720	0.017	12	0.0	5.119	A
C-A	265			265			
A-B	14			14			
A-C	344			344			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	425	0.083	35	0.1	9.235	A
C-AB	16	746	0.021	16	0.0	4.971	A
C-A	315			315			
A-B	16			16			
A-C	411			411			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	396	0.109	43	0.1	10.198	B
C-AB	22	782	0.028	22	0.0	4.781	A
C-A	383			383			
A-B	20			20			
A-C	503			503			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	396	0.109	43	0.1	10.204	B
C-AB	22	782	0.028	22	0.0	4.786	A
C-A	383			383			
A-B	20			20			
A-C	503			503			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	425	0.083	35	0.1	9.248	A
C-AB	16	746	0.021	16	0.0	4.980	A
C-A	315			315			
A-B	16			16			
A-C	411			411			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	445	0.066	29	0.1	8.657	A
C-AB	12	720	0.017	12	0.0	5.123	A
C-A	265			265			
A-B	14			14			
A-C	344			344			

APPENDIX K

**LinSig
Simulation Capacity Model Output
EXISTING BOTHAR NA LONG / DOCK ROAD /
QUEEN STREET JUNCTION**

Summary PICADY Results in Order as included herein

Modelled Scenario	Period Max DoS	Period Mean Max Q (PCUs)
Opening Year 2028 AM Peak Hr	43.3%	6.1
Opening Year 2028 PM Peak Hr	33.6%	4.3
Design Year 2043 AM Peak Hr	48.5%	7.5
Design Year 2043 PM Peak Hr	37.9%	5.2

All Results Above are WAY below the recommended RFC of 0.85 (85% Capacity) and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or excessive vehicle Queues.

NB - Any Small Changes to Selected Opening Year 2028 or Design Year 2043, or indeed significantly higher traffic volumes experienced, as clearly deductable from the positive results presented, will clearly have no significant implications in terms of the conclusions of the Study.

Basic Results Summary

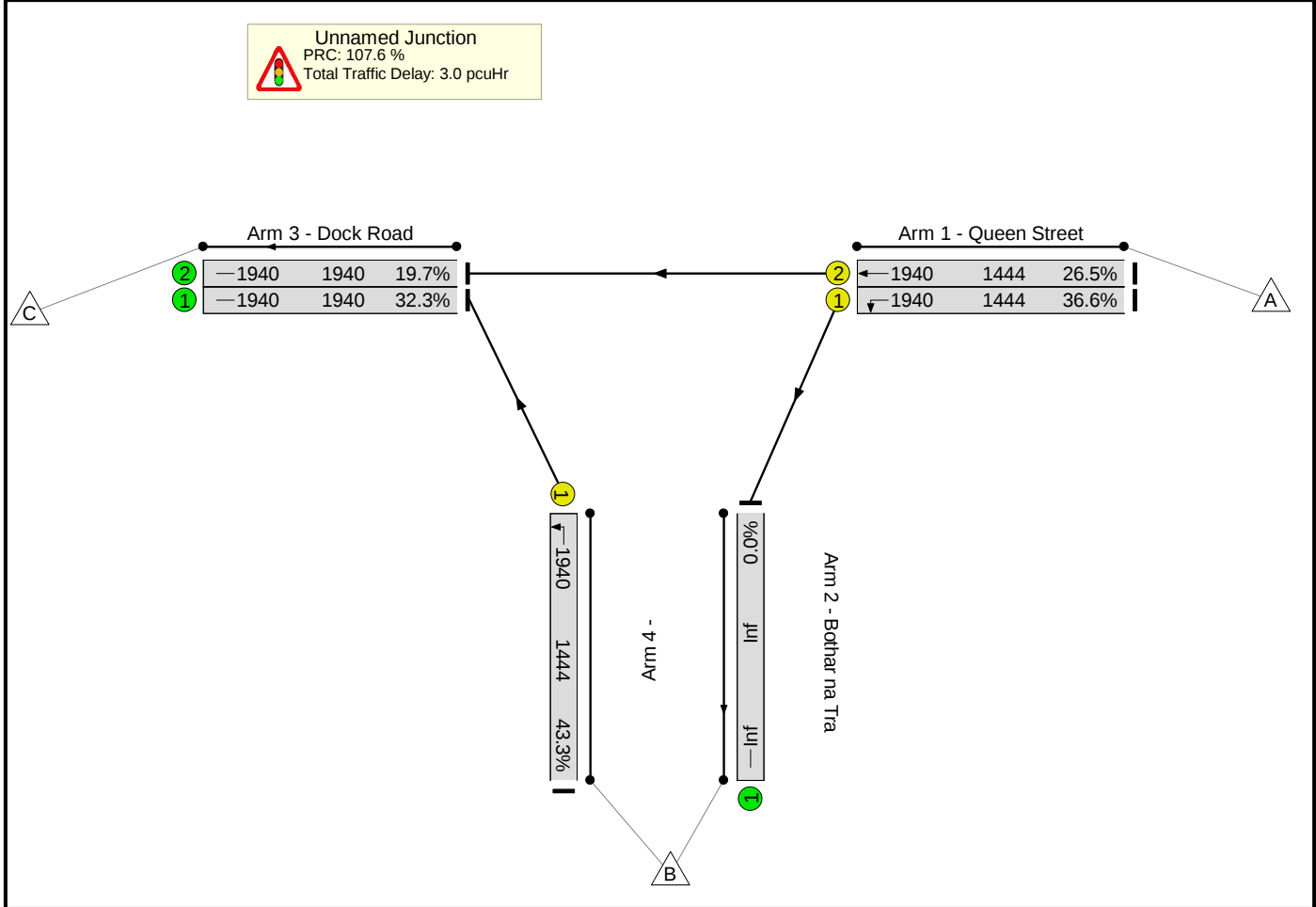
Basic Results Summary

User and Project Details

File name:	Dock Road - Queen Street Junction.lsg3x
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Scenario 1: '2028 AM' (FG1: '2028 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



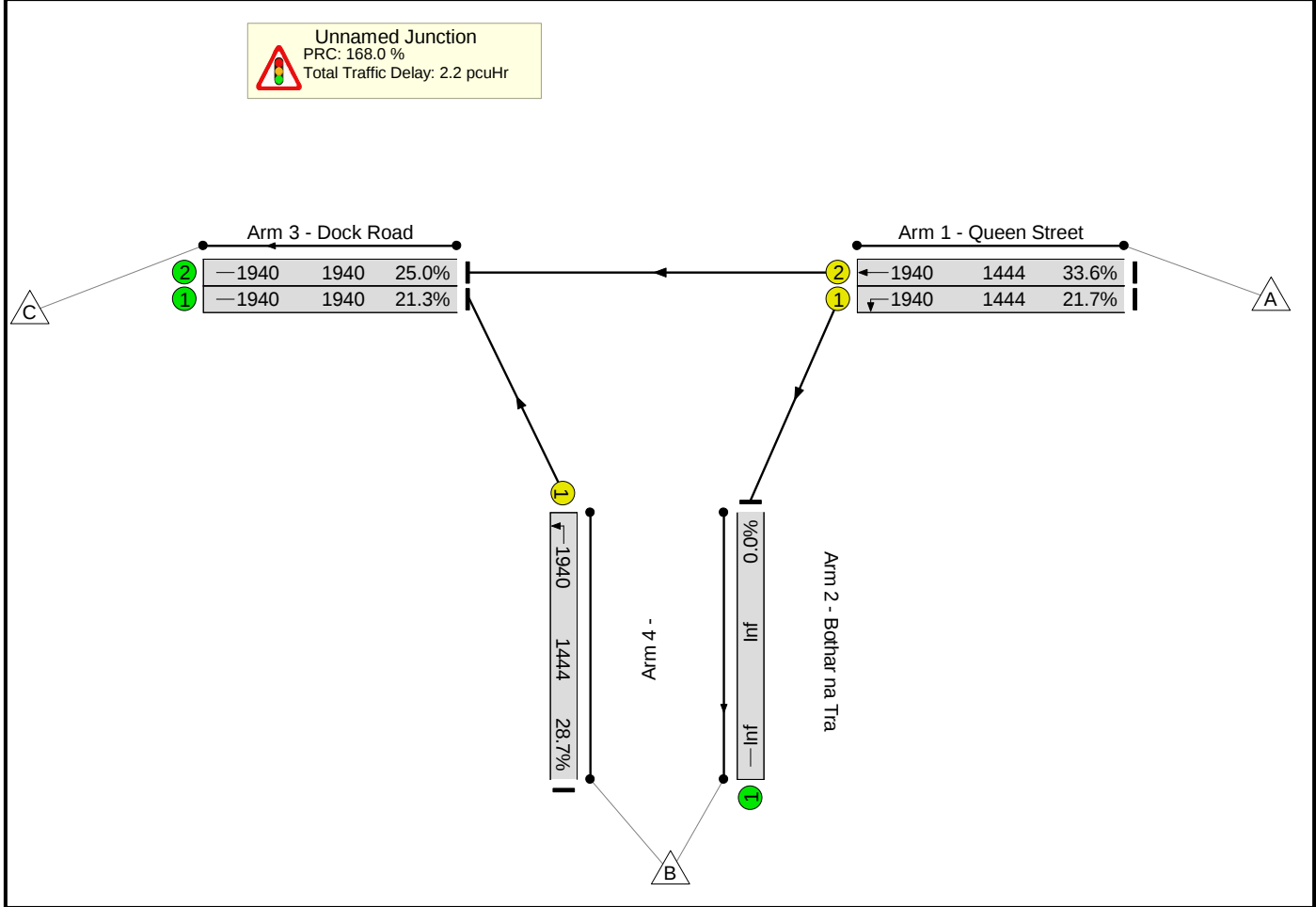
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	43.3%	0	0	0	3.0	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	43.3%	0	0	0	3.0	-	-
1/1	Queen Street Left	U	B		1	66	-	529	1940	1444	36.6%	-	-	-	0.9	6.0	4.8
1/2	Queen Street Ahead	U	A		1	66	-	383	1940	1444	26.5%	-	-	-	0.6	5.4	3.2
2/1	Bothar na Tra Left	U	C		1	66	-	626	1940	1444	43.3%	-	-	-	1.1	6.5	6.1
3/1	Dock Road	U	-		-	-	-	626	1940	1940	32.3%	-	-	-	0.2	1.4	0.2
3/2	Dock Road	U	-		-	-	-	383	1940	1940	19.7%	-	-	-	0.1	1.2	0.1
C1					PRC for Signalled Lanes (%):			107.6	Total Delay for Signalled Lanes (pcuHr):			2.59	Cycle Time (s): 90				
					PRC Over All Lanes (%):			107.6	Total Delay Over All Lanes(pcuHr):			2.95					

Basic Results Summary

Scenario 2: '2028 PM' (FG2: '2028 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



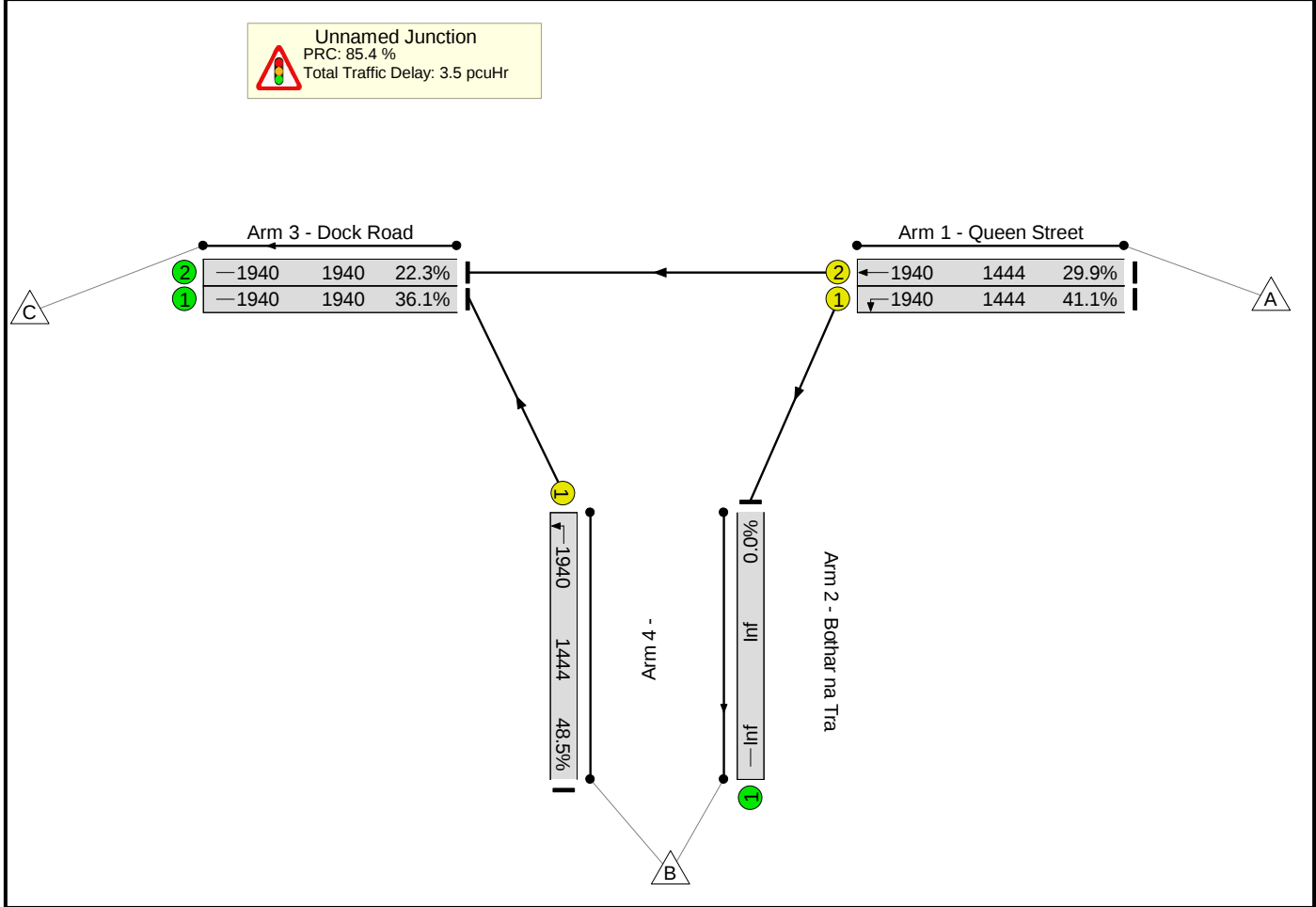
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	33.6%	0	0	0	2.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	33.6%	0	0	0	2.2	-	-
1/1	Queen Street Left	U	B		1	66	-	314	1940	1444	21.7%	-	-	-	0.4	5.1	2.5
1/2	Queen Street Ahead	U	A		1	66	-	485	1940	1444	33.6%	-	-	-	0.8	5.8	4.3
2/1	Bothar na Tra Left	U	C		1	66	-	414	1940	1444	28.7%	-	-	-	0.6	5.5	3.5
3/1	Dock Road	U	-		-	-	-	414	1940	1940	21.3%	-	-	-	0.1	1.2	0.1
3/2	Dock Road	U	-		-	-	-	485	1940	1940	25.0%	-	-	-	0.2	1.2	0.2
C1					PRC for Signalled Lanes (%):			168.0	Total Delay for Signalled Lanes (pcuHr):			1.86	Cycle Time (s): 90				
					PRC Over All Lanes (%):			168.0	Total Delay Over All Lanes(pcuHr):			2.16					

Basic Results Summary

Scenario 3: '2043 AM' (FG3: '2043 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



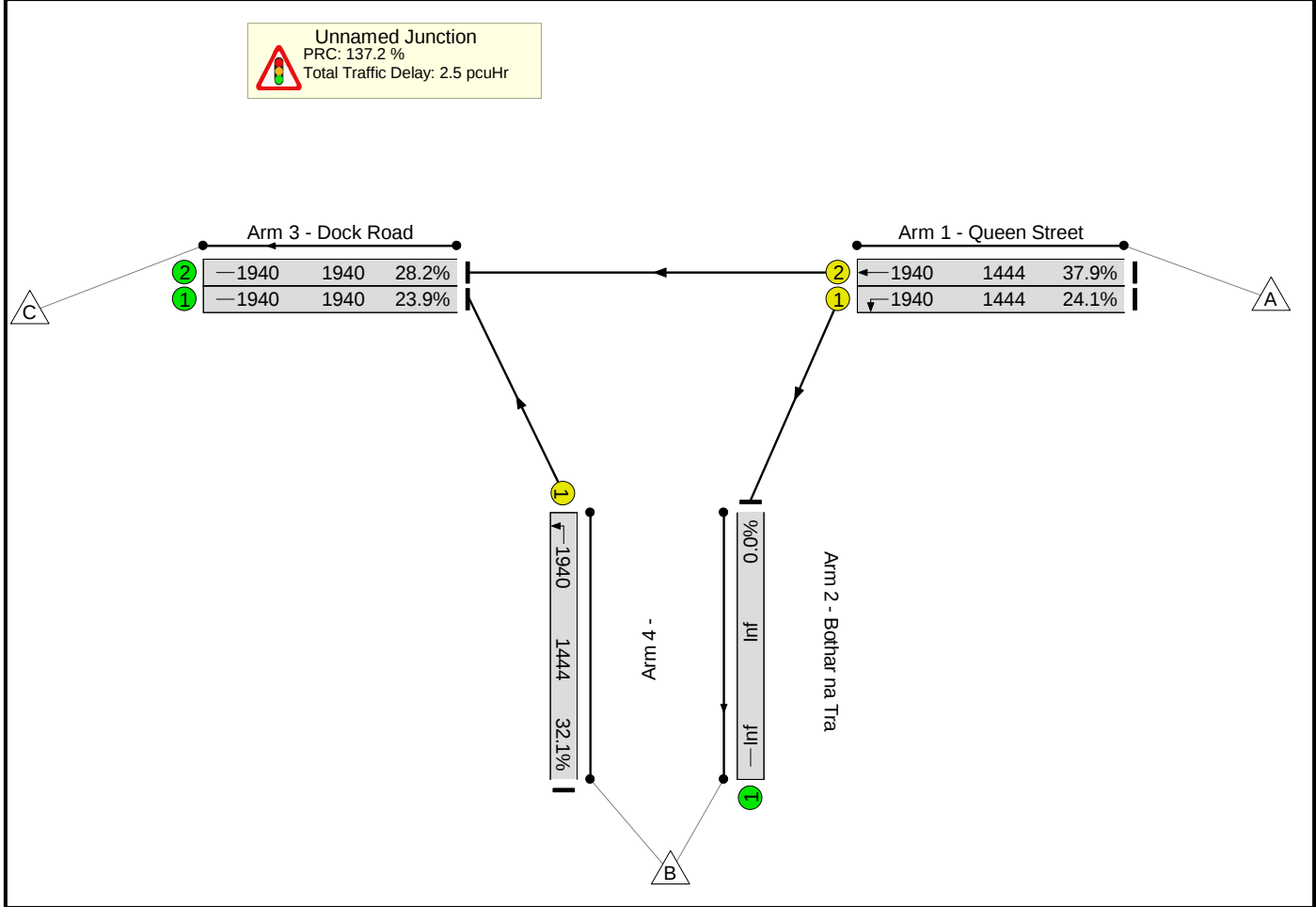
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	48.5%	0	0	0	3.5	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	48.5%	0	0	0	3.5	-	-
1/1	Queen Street Left	U	B		1	66	-	594	1940	1444	41.1%	-	-	-	1.0	6.4	5.8
1/2	Queen Street Ahead	U	A		1	66	-	432	1940	1444	29.9%	-	-	-	0.7	5.6	3.7
2/1	Bothar na Tra Left	U	C		1	66	-	701	1940	1444	48.5%	-	-	-	1.4	7.0	7.5
3/1	Dock Road	U	-		-	-	-	701	1940	1940	36.1%	-	-	-	0.3	1.5	0.3
3/2	Dock Road	U	-		-	-	-	432	1940	1940	22.3%	-	-	-	0.1	1.2	0.1
C1					PRC for Signalled Lanes (%):			85.4	Total Delay for Signalled Lanes (pcuHr):			3.08	Cycle Time (s): 90				
					PRC Over All Lanes (%):			85.4	Total Delay Over All Lanes(pcuHr):			3.51					

Basic Results Summary

Scenario 4: '2043 PM' (FG4: '2043 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	37.9%	0	0	0	2.5	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	37.9%	0	0	0	2.5	-	-
1/1	Queen Street Left	U	B		1	66	-	348	1940	1444	24.1%	-	-	-	0.5	5.2	2.9
1/2	Queen Street Ahead	U	A		1	66	-	548	1940	1444	37.9%	-	-	-	0.9	6.1	5.2
2/1	Bothar na Tra Left	U	C		1	66	-	464	1940	1444	32.1%	-	-	-	0.7	5.7	4.1
3/1	Dock Road	U	-		-	-	-	464	1940	1940	23.9%	-	-	-	0.2	1.2	0.2
3/2	Dock Road	U	-		-	-	-	548	1940	1940	28.2%	-	-	-	0.2	1.3	0.2
C1				PRC for Signalled Lanes (%):			137.2	Total Delay for Signalled Lanes (pcuHr):				2.17	Cycle Time (s): 90				
				PRC Over All Lanes (%):			137.2	Total Delay Over All Lanes(pcuHr):				2.52					