consulting engineers

NRB

Updated Traffic & Transport Assessment Report

(RFI Response Planning Ref 26/60878)

for

Proposed Large Scale Residential Development.

at

Confey, Leixlip,
Co. Kildare.

SUBMISSION ISSUE

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EXECUTIVE SUMMARY

NRB Consulting Engineers Ltd were appointed to address the Traffic/Transport issues associated with a planning application for a Large-Scale Residential Development (LRD) on lands at Confey, Leixlip, Co Kildare. This updated Study responds to Item #4A, Item #5 and Item #8 of the Kildare County Council (KCC) Request for Further Information on the application.

The amended development is a Large-scale Residential Development (LRD) on the zoned site at Confey, now comprising a total of 122 No. Residential Units (81 No. Residential Houses, 41 No. Apartments/Duplexes and a small ancillary Créche). Refer also to amended detailed Development Description included within Section 2.0 herein.

The vehicular access arrangement from the local roads consists of simple priority T junctions from the R149 leading to the site.

Being located adjacent Confey / Leixlip Railway Station, with good quality Bus Services and beside the Royal Canal Greenway, with high quality pedestrian and cyclist provision, the appropriately zoned site is very well placed to take advantage of non-car modes of travel to support the scale of development. It is also within easy access to local Employment including Collinstown Industrial Park and of course Intel.

This updated Traffic and Transport Assessment Report (TTA) has been prepared to address the Traffic and Transport issues associated with the proposal, the capacity of the existing road network and the impact of the increased scale of development locally, responding directly to the KCC RFI (Refer to Section 5.0 herein).

An assessment of current & future non-car modes was also previously undertaken by way of the Travel Plan (included as Appendix J of the original TTA). This should be read as an integral part of the assessment. A DMURS review was undertaken (with the Report included as Appendix K of the original TTA). A Public Transport Demand/Capacity Assessment Report was also prepared (with the Report included as Appendix L of the original TTA). Copy of correspondence with the RSQA Team is included as Appendix K, confirming that the redesign meets best practice design and safety standards.

The main body of the TTA Report has again been prepared in accordance with TII's Traffic & Transport Assessment Guidelines and addresses the worst-case vehicular traffic impact of the proposal locally.

This revised TTA addresses the adequacy of the existing road network to safely and appropriately accommodate the worst-case vehicular demands with the development

fully occupied, taking account of the existing and future traffic demands locally and at the proposed vehicular access.

It is based on updated 2026 Traffic Survey Data undertaken in October 2026 during normal school term.

It also includes a comprehensive assessment of the impact of the development traffic, with an assessment with the adjacent concurrent LRD (KCC Planning REF 26/60746) and with the entire Masterplan Lands (again conscious that the Strategic Transport and Mobility Report prepared by Arup for the Confey Masterplan already addresses this, in addition to assessment undertaken as part of the Confey Urban Design Framework as part of the Leixlip Local Area Plan).

Updated Comprehensive classified turning movement surveys of the existing affected roads and junctions were carried out during the weekday AM and PM Peak Hours in October 2026 to inform this amended NRB study.

These traffic surveys form the basis of the traffic impact part of the assessment. The analysis includes the effects of the existing traffic on the local roads and assesses the impact during the traditional peak commuter peaks periods, in accordance with the TII Traffic and Transport Assessment Guidelines.

The TTA confirms that the road network and the vehicular access junction arrangement are adequate to accommodate the worst-case traffic associated with the increased scale of development, with improvement to the Captains Hill (R149) T-Junction to the west of the site. The assessment also confirms that the construction and full occupation of the subject LRD will otherwise have a negligible and unnoticeable impact upon the operation of the adjacent road network.

Based on all the updated TTA, we conclude that there are no adverse traffic/transport capacity, safety or operational issues associated with the construction and occupation of the proposed development, which would prevent a grant of Planning Permission by Kildare County Council.

1.0 INTRODUCTION

1.1 This updated Traffic and Transport Assessment Report (TTA) has been prepared by NRB Consulting Engineers Ltd and addresses the Traffic/ Transportation issues arising from the proposal to construct and occupy a revised 122-unit residential housing and apartment development on lands at Confey, Leixlip, Co Kildare. This updated Study responds to Item #4A, Item #5 and Item #8 of the Kildare County Council (KCC) Request for Further Information on the application.

1.2 A site location plan for the site is included below as ***Figure 1.1***.



Figure 1.1 - Site Location Plan (Google)

1.3 In describing the Receiving Environment and the Proposed Future Environment, this report addresses the following aspects of the proposed development:

- Relative Scale of the vehicular traffic generated in the context of local conditions and the improving road network (Reflected in the Low Traffic Generation of the Development),
- Location of the development served by improving rail connectivity via the adjacent Confey Station and also the Royal Canal Greenway,
- Traffic & Transportation impact,
- Proposed access junction arrangement being by way of simple priority T Junctions onto the adjacent Regional Road R149,

- Capacity of the proposed vehicular access arrangement to accommodate the worst-case development traffic flows associated with 122 Residential Units,
- The development of the adjacent LRD (KCC Planning REF 26/60746),
- Pedestrian and cyclist permeability and promotion,
- Capacity of the Existing Road Network,
- Adequacy and safety of the existing roads and junctions locally, within the area of influence.

1.4 The Recommendations contained within this TTA are based on the following sources of information and industry-standard practices; -

- TII Traffic & Transport Assessment Guidelines (May 2014),
- Design Manual for Urban Roads and Streets,
- Recent 2026 Traffic Survey Data commissioned, supplemented by Traffic Surveys undertaken during October 2026 during normal school term,
- Relevant Design Guidance,
- Our experience in assessing the impact of Developments of this Nature, and,
- Site Visits and Observations.

1.5 The Report has been prepared in accordance with the requirements of the TII's Traffic & Transport Assessment Guidelines. These are the professional Guidelines used to assess the impact of developments on public roads.

1.6 An assessment of current & future non-car modes was also previously undertaken by way of the Travel Plan (included as Appendix J of the original TTA). This should be read as an integral part of the assessment. A DMURS review was undertaken (with the Report included as Appendix K of the original TTA). A Public Transport Demand/Capacity Assessment Report was also prepared (with the Report included as Appendix L of the original TTA). Copy of correspondence with the RSQA Team is included as Appendix K, confirming that the redesign meets best practice design and safety standards.

2.0 EXISTING CONDITIONS, DEVELOPMENT PROPOSALS & PARKING

Existing Conditions

2.1 The Confey Masterplan (including the subject site) are on greenfield lands located to the north of Leixlip Town. An extract from the Masterplan Documents showing the site in the context of the overall Confey Lands is included below as ***Figure 2.1***.

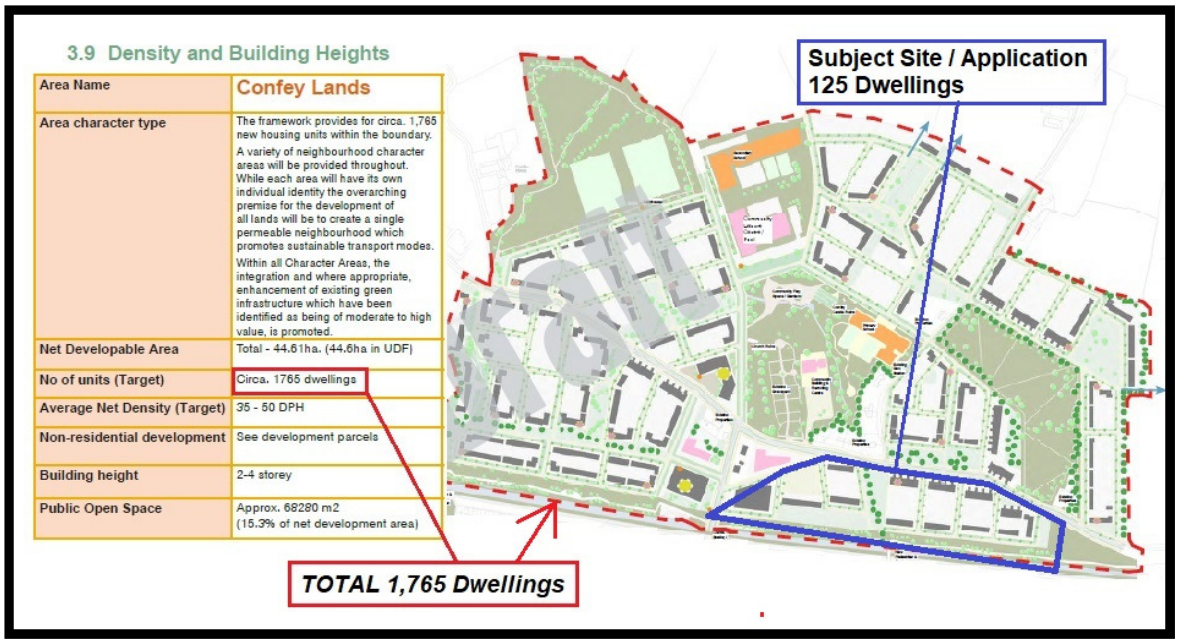


Figure 2.1 – Confey Masterplan Extract Showing Site Context

2.2 Leixlip itself is located around 15km from Dublin City Centre and is connected to the surrounding urban areas by the Dublin / Sligo railway line. The line runs in an east-west orientation parallel to the adjacent Royal Canal, both of which separate the Confey Masterplan lands from Leixlip Town.

2.3 The railway line places the Lands in a strategic position due to the Confey Railway Station which provides a direct high-capacity link to Dublin, Maynooth and other urban nodes along the railway line, connecting with employment, services and community facilities.

2.4 The Royal Canal is a major artery directly to the south of the subject site and the Confey Lands, providing an excellent opportunity for attractive active travel linkages by way of the Royal Canal Greenway. The Cope Bridge and Captains Hill to the west of the site provide a direct vehicular link to Leixlip Town Centre, conscious that there is a stop/go system operating there. Some periodic vehicular queuing occurs here at the signal approaches during peak times.

2.5 The site itself is bound immediately to the north by the Regional Road R149, to the south by the Royal Canal, to the west by the grounds of Confey GAA and to the east by lands in use for agriculture. Google images showing the current status of the R149 adjacent the site are included below as ***Figure 2.2*** and ***Figure 2.3***.



Figure 2.2 – R149, View East at Site



Figure 2.3 – R149, View West at Site

2.6 The R149 consists of a traditional single carriageway road, provided with hedgerows. It is currently moderately trafficked, carrying a weekday AM Peak Hour 2-way flow of 346 PCUs and a weekday PM Peak Hour 2-Way flow of 416 PCUs. In these terms, in consideration of the Link Capacity for a road of this nature, it can be classified as lightly to moderately trafficked. The R149 is currently subject to a 60km/hr speed restriction adjacent the site.

2.7 The R149 runs generally in an east-west orientation parallel to the Royal Canal and connects with Captains Hill some 300m distance west of the subject site. Captains Hill and the Cope Bridge and the Stop-Go Signals constrains peak period traffic movements in the area. Whilst we have classified the existing traffic volumes on the R149 above, it is accepted that the capacity of any road or street, particularly in urban areas, is governed by the capacity of terminal junctions along its length. That is the case here, as with all similar urban-approach areas.

2.8 There are existing other road links and routes in the area connecting east west and north, with connections to Ongar / Blanchardstown, Lucan, Intel and Maynooth all of which are non-reliant upon travelling via Captains Hill. This is important, as the site will also be accessible for a host of other areas and destinations that do not require access to / from Cope Bridge.

DART+ West – Cope Bridge Improvements

2.9 The DART+ West project includes proposals for the replacement and widening of Cope Bridge on the R149 at Leixlip Confey Railway Station. The proposed improvements will facilitate two-way vehicular movements across the bridge (as shown in ***Figure 2.4 below***), removing the existing signal-controlled single-lane arrangement, while also improving pedestrian and cyclist connectivity. These works will address an existing constraint on the local road network and are expected to improve traffic circulation between the Confey lands and Leixlip Town Centre. The proposed bridge improvements represent an important future enhancement to the local transport infrastructure and should be considered in the context of the planned development of the wider Confey Masterplan lands. The DART+ West project is currently anticipated to be completed by approximately 2031.

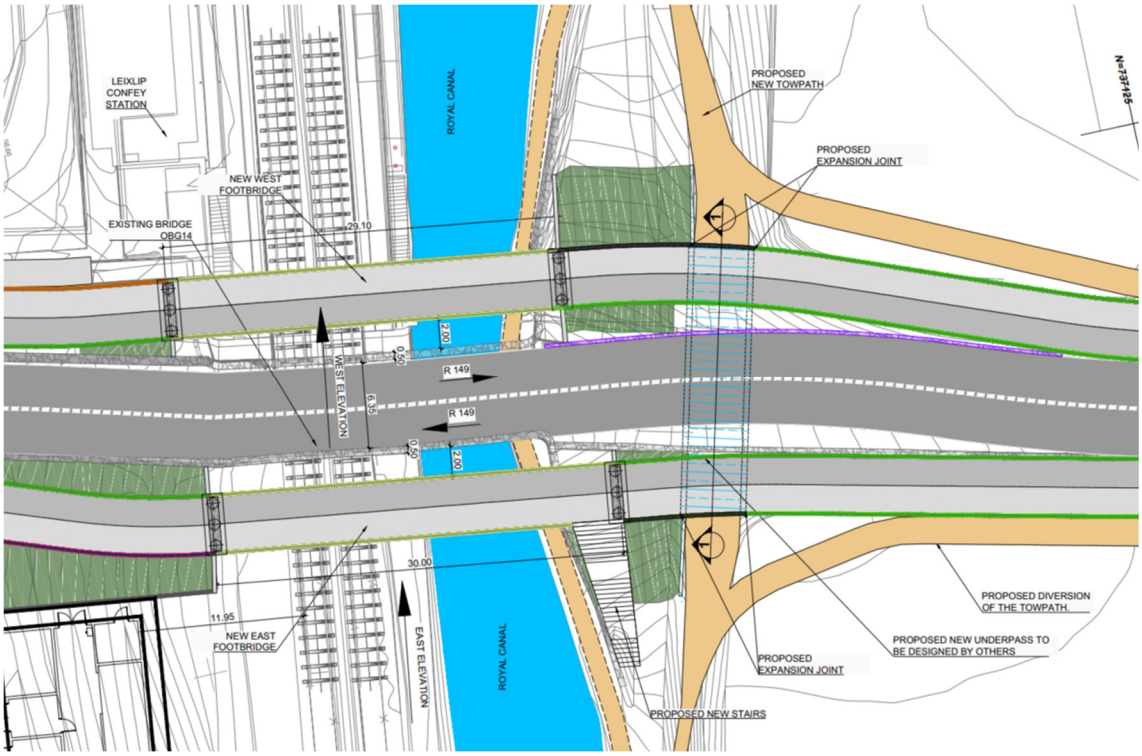


Figure 2.4 – DART+ STRUCTURE DESIGN OBG14 COPE BRIDGE WIDENING
(https://www.dartplus.ie/en-ie/railwayorder/dartwest)

Proposed Development

2.10 The Development is a Large-scale Residential Development (LRD) on the site at Confey, Leixlip, Co Kildare and now consists of the following:

- A total of 122 residential units, comprising 81 no. houses, 22 no. duplex units and 19 no. apartments. The housing element consists of a mix of semi-detached and terraced dwellings, including 56 no. 3-bedroom houses and 25 no. 4-bedroom houses, ranging in height from 2 to 3 storeys.
- The development includes 22 no. duplex units within 11 duplex blocks, comprising 11 no. 2-bedroom and 11 no. 3-bedroom duplex homes, arranged over 3 storeys.
- The apartment element comprises 19 no. units within a single apartment block of up to 5-storeys in height, consisting of 4 no. 1-bedroom apartments and 15 no. 2-bedroom apartments.
- The scheme now includes a small ancillary Créche,
- Provision of car, cycle and motorbike parking will be provided throughout the development.
- Vehicular, pedestrian, and cyclist access points will be provided from the north of the site via R149, with additional pedestrian and cyclist access provided from the south via the Royal Canal Greenway.

- The development will also provide landscaping, public and communal open spaces and all associated site development works to facilitate the project. These include boundary treatments, plant and waste management areas, and other service provisions.

3.0 TRIP GENERATION, ASSIGNMENT & DISTRIBUTION

3.1 The Trip Rate Information Computer System (TRICS) database is ordinarily used to ascertain vehicular trip generation associated with the use of any particular site. The use of TRICS is specifically recommended within the TII Guidelines for Traffic & Transport Assessment, and it represents industry-standard practice for Traffic & Transport Assessments. In this case the worst-case assessment for the proposed development elements has again been on the classifications of Residential Apartments, a list of Irish Housing Sites extracted from within TRICS and also a Créche.

3.2 A robust and onerous assessment has been undertaken of the impact along the local roads in order to ensure that we thoroughly assess the impact, in terms of stress testing the access junction and the road capacity impact of the scheme on the important local links within the overall area. The Trip Rates applied for the Proposed Development in this case are as set out below as ***Table 3.1***.

Table 3.1; - TRICS Summary, Residential Duplexes / Aparts, Houses & Créche

TRAFFIC GENERATED BY 81 RESIDENTIAL HOUSES (Irish TRICS Data)					
81 No. Units	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way Traffic**
Residential Houses	**Per Unit**	**Dev**	**Per Unit**	**Dev**	
Weekday AM 8-9AM	0.207	17	0.593	48	65
Weekday PM Peak Hr	0.525	43	0.318	26	69
24 Hr Day (AADT)	3.364	272	3.541	287	559
TRAFFIC GENERATED BY 41 RESIDENTIAL APTS/DUPLEX					
41 No. Units	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way Traffic**
Apartments / Duplex	**Per Unit**	**Dev**	**Per Unit**	**Dev**	
Weekday AM 8-9AM	0.045	2	0.144	6	7
Weekday PM Peak Hr	0.127	5	0.067	3	8
24 Hr Day (AADT)	1.369	56	1.271	52	108
TRAFFIC GENERATED BY ANCILLARY CRECHE					
220 m² GFA	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way Traffic**
Creche	**Per 100**	**Dev**	**Per 100**	**Dev**	
Weekday AM 8-9AM	3.954	9	3.139	7	16
Weekday PM Peak Hr	2.739	6	3.296	7	13
24 Hr Day (AADT)	18.675	41	20.039	44	85
TOTAL TRAFFIC GENERATED BY DEVELOPMENT (SUM OF THE ABOVE)					
Period	**Arrivals**		**Departures**		**Total 2-Way**
Weekday AM Peak Hr	28		61		89
Weekday PM Peak Hr	54		36		90
24 Hr Day (AADT)	370		383		753

3.3 In preparing a response to the original Opinion, we were also required to undertake an estimation of the overall traffic generated by the Confey Masterplan, and that is again included herein. Though requested as part of the Opinion we highlight that the Strategic Transport and Mobility Report prepared by Arup for the Confey Masterplan already addresses this, in addition to assessment undertaken as part of the Confey Urban Design Framework as part of the Leixlip Local Area Plan.

3.4 Notwithstanding, we have extracted information from the Confey Masterplan document to establish the overall numbers and types of units within the Masterplan lands, and this is included in the extract below as ***Figure 3.1***.

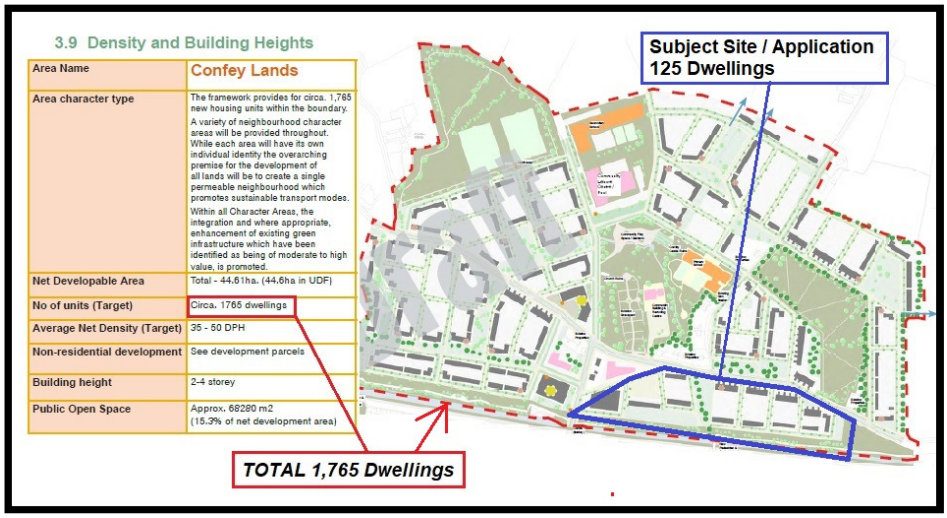


Figure 3.1 – Extract Confey Masterplan Showing Unit Numbers / Types

3.5 Application of the above gives an overall Masterplan Traffic Generation as summarised below as Table 3.1.

Table 3.2; - TRICS Summary, Residential Duplexes/Aparts/ Houses ENTIRE MASTERPLAN

MASTERPLAN: 1,765 UNITS (Assumed 1,235 Houses + 530 Apts/Duplex)					
TRAFFIC GEN BY MASTERPLAN RESIDENTIAL HOUSES (Irish TRICS Data)					
1235 Units Resi Houses	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.207	256	0.593	732	988
Weekday PM Peak Hr	0.525	648	0.318	393	1041
24 Hr Day (AADT)	3.364	4155	3.541	4373	8528
TRAFFIC GENERATED BY MASTERPLAN APTS/DUPLEX					
530 Units Aparts / Duplex	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.045	24	0.144	76	100
Weekday PM Peak Hr	0.127	67	0.067	36	103
24 Hr Day (AADT)	1.369	726	1.271	674	1400
TOTAL TRAFFIC GENERATED BY MASTERPLAN (SUM OF THE ABOVE)					
Period	Arrivals		Departures		Total 2-Way
Weekday AM Peak Hr	279		809		1088
Weekday PM Peak Hr	716		428		1145
24 Hr Day (AADT)	4880		5047		9926

3.6 We have included herein as ***Appendix C*** the TRICS data output for Residential Apartments, Housing and Créche facilities upon which the trip assessments are based.

3.7 In addition, herein we have undertaken an assessment of the effects of the construction and occupation of the adjacent concurrent LRD (KCC Planning Ref 26/60746), with the Traffic Data for this development extracted from the ARUP Study, extract included below as ***Figure 3.2***.

Table 7-3: Vehicle Trip Generation

Use Type		AM Peak (07:45 -08:45)		PM Peak (16:15-17:15)	
		In	Out	In	Out
Residential	Houses	16	55	36	19
	Apartments	4	17	10	6

Figure 3.2 – Extract ARUP TTA Table 7.3, Traffic Generation Ref 26/60746

Assignment/Distribution - Future Year Traffic

3.8 We have again used industry standard hand assignment techniques, with the worst-case traffic as outlined assigned to the roads based on the observed established traffic patterns.

3.9 The standard methodology applied was to firstly ascertain the base background traffic conditions for both the weekday AM and weekday PM Commuter Peak periods. We then used the TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 to establish selected completion / opening year flows for 2030 for the subject site and the adjacent concurrent LRD (2040 for entire Masterplan) and an associated design year 2045 for the subject site and the adjacent concurrent LRD (2055 design year for the entire Masterplan) on the local road network.

3.10 It should be noted that the application of compounded annual traffic growth consistent with the TII Statistical models already includes for traffic associated with new unbuilt committed development locally, increases in car ownership locally and changes in driver behaviour such as modal shift. There is no requirement within the TII Guidelines for Traffic and Transport Assessment to undertake assessment of future zoned lands being developed, with every application having to be considered on its own merits.

3.11 It should be noted that any requirement to use different or higher growth factors than those applied will have no implications whatsoever for the conclusions of the study. Calculations of the relevant compound growth factors using TII PE-PAG-02017 are included in ***Table 3.3*** below (based on tabulated 'Central Growth' for County Kildare). We have also included for a seasonal adjustment to the figures.

Table 3.3 - Traffic Growth Rates, TII Travel Demand Projections Unit 5.3

Year	to Year	Table 6.1:
Surveyed	2030	1.181
Surveyed	2040	1.250
2030	2045	1.192
2040	2055	1.183

4.0 TRAFFIC IMPACT - TRAFFIC CAPACITY ANALYSIS & RESPONSE TO RFI (4A, 5, 8)

4.1 Both the Institution of Highways and Transportation (IHT) Guidelines for Traffic Impact Assessment and the TII Traffic and Transport Assessment Guidelines set out a mechanism for assessment of developments of this nature and determining whether further assessment is indeed required.

4.2 This TII Traffic and Transport Assessment Guidelines require a **Threshold Assessment** of the impact on the local roads to be provided in order to determine whether further, more detailed modelling and assessment of critical junctions is necessary. This is important in this case as the development is located on zoned lands (on the Confey LAP lands consistent with National and Kildare County Policies).

4.3 The professional guidance referenced above sets out specific increases in traffic volume associated with new development, which, if breached, requires further detailed analysis to be undertaken. The recommendation is that, if the expected increase is 5% for networks that are considered heavily trafficked or congested, then further analysis is warranted. In this case, given the location, the 5% threshold has been applied.

4.4 It is demonstrated herein that the proposed subject development, with the relatively low volumes of traffic added to an already busy network, will not result in significant or noticeable levels of new trips on the local roads, with all anticipated traffic increases at and beyond the Newtown Glendale Junction on Captains Hill expected to be well below the Industry-Standard levels above which further assessment is required.

4.5 This analysis below is based on the revised **Traffic Surveys from October 2026** contained herein. Our assessment, included within ***Appendix D*** (Refer Page 4 of same) confirms that the absolute worst case traffic increase at the adjacent network as a result of the revised subject development is as summarised below as ***Table 4.1***.

Table 4.1; - Threshold Assessment, Worst-Case Impact Weekday AM & PM Peak Hr

Assessed Road or Junction	Traffic Increase %		COMMENT
	AM Pk Hr	PM Pk Hr	
Site Access Priority Controlled Junc	NA	NA	Capacity Assessment Included
L5052 / R149 Junction	8.5%	7.9%	>5%, Capacity Assessment Included
Captains Hill / L5051 Junction	5.6%	6.5%	>5%, Capacity Assessment Included
Captains Hill / R148 Junction	2.1%	2.0%	<5% No Further Assessment Required
Allenswood / R149 Junct E of Site	0.7%	1.2%	<5% No Further Assessment Required
L3004 / L3005 R'abt to South East	0.4%	0.6%	<5% No Further Assessment Required

4.6 In response to the RFI we have also undertaken an assessment of the effects of the 2 x con-current LRDs occupied together (being this subject application and the LRD Planning Ref 26/60746). Our assessment of the impact of both schemes is included within ***Appendix E*** (Refer Page 4 of same). This detailed assessment based on the recent traffic data confirms that the absolute worst case traffic increase at the adjacent network as a result both LRD schemes being developed and occupied is as summarised below as ***Table 4.2***.

Table 4.2; - Threshold Assessment, Worst-Case Impact Weekday AM & PM Peak Hr WITH BOTH LRD Schemes Developed and Occupied

Assessed Road or Junction	Traffic Increase %		COMMENT
	AM Pk Hr	PM Pk Hr	
Site Access Priority Controlled Junc	NA	NA	Capacity Assessment Included
L5052 / R149 Junction	8.5%	7.9%	>5%, Capacity Assessment Included
Captains Hill / L5051 Junction	7.4%	8.2%	>5%, Capacity Assessment Included
Captains Hill / R148 Junction	3.3%	2.7%	<5% No Further Assessment Required
Allenswood / R149 Junct E of Site	0.7%	1.2%	<5% No Further Assessment Required
L3004 / L3005 R'abt to South East	1.1%	1.0%	<5% No Further Assessment Required

4.7 The Threshold assessments above clearly confirm that, beyond the Newtown Glendale Junction and the site accesses (where the existing passing traffic volumes are quite low), the impact of the additional traffic is less than 5% in all cases. These worst-case traffic increases are below the IHT and TII Recommended level of 5% above which further assessment is warranted. We have assessed / modelled junctions where the 5% threshold is exceeded.

4.8 To set these increased levels of traffic in context, the day-to-day variation in traffic volume (due to day of week or weather conditions) is accepted as 10%, so, in this context alone, the predicted increases in traffic on the local roads will likely go unnoticed as the increases are below the day-to-day variation.

4.9 It is clear that the introduction of the proposed subject sustainable development will have an acceptable impact upon traffic conditions locally. A similar exercise was undertaken for the Masterplan Lands, with a selected opening/completion year of 2040 for the entire landholding.

4.10 The results of the TII Guideline Recommended Threshold Assessment of the 1,765 Residential Units on the lands using current Trip Rates is included as P4 of ***Appendix F*** herein. This has been included as it was requested by KCC, however it should be remembered that under Assessment Guidelines there is no requirement to assess zoned lands as each application needs to be considered on its merits. Notwithstanding, at this stage (in year 2040) there will have been key upgrades including works to Captains Hill,

a replacement Cope Bridge and also roads upgrades locally, committed works which will more than off-set for the development of the overall Masterplan.

Capacity Modelling of Assessed Junctions

4.11 We have used the TII-approved software package 'Junctions' PiCADY' (**P**riority **I**ntersection **C**apacity and **D**ela**y**) software package (as part of the TRL Package 'Junctions ') to assess the capacity of the modelled junctions.

4.12 Junctions produces results based on Ratio of Flow to Capacity (RFC) and queue length. An RFC greater that 1.00 indicates that a junction is operating at or above capacity, with 0.85 considered to be the guiding RFC reference value. We have included the detailed computer simulation model results for each junction as appendices herein, with the results summarised & tabulated below.

4.13 The detailed output of the models is included herein as ***Appendix G, Appendix H*** and ***Appendix I***, and are summarised below as individual tables.

Table 4.2; R149 / Site Access T-Junctions – PiCADY Results (Worst Case) – Site Only

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	0.1	0.12
2030 Opening Year PM Peak	0.1	0.09
2045 Design Year AM Peak	0.1	0.12
2045 Design Year PM Peak	0.1	0.09

Table 4.3; R149 / Site Access T-Junctions – PiCADY Results (Worst Case) – BOTH LRDs

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	0.1	0.12
2030 Opening Year PM Peak	0.1	0.09
2045 Design Year AM Peak	0.1	0.12
2045 Design Year PM Peak	0.1	0.09

Table 4.4; Existing R149 / L5052 T-Junction – PiCADY Results – Site Only

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak 8-9	0.3	0.24
2030 Opening Year PM Peak 5-6	0.2	0.16
2045 Design Year AM Peak 8-9	0.4	0.28
2045 Design Year PM Peak 5-6	0.2	0.19

Table 4.5; Existing R149 / L5052 T-Junction – PiCADY Results – BOTH LRDs

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak 8-9	0.3	0.25
2030 Opening Year PM Peak 5-6	0.2	0.18
2045 Design Year AM Peak 8-9	0.4	0.28
2045 Design Year PM Peak 5-6	0.3	0.2

Table 4.6; R149 / L1015 Dunboyne Rd T-Junction – PiCADY Results –Site Only

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	2.1	0.68
2030 Opening Year PM Peak	2.7	0.74
2045 Design Year AM Peak	3	0.77
2045 Design Year PM Peak	4	0.82

Table 4.7; R149 / L1015 Dunboyne Rd T-Junction – PiCADY Results BOTH LRDs

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak 8-9	2.3	0.7
2030 Opening Year PM Peak 5-6	2.9	0.75
2045 Design Year AM Peak 8-9	3.4	0.79
2045 Design Year PM Peak 5-6	4.4	0.83

4.14 The results of the modelling shows that each of the junctions has more than adequate capacity to accommodate the worst case traffic conditions with the subject development and the adjacent LRD (Ref 26/60746) fully opened and occupied (up to and beyond the selected Design Year 2045). All of the RFCs are below the guiding RFC value of 0.85 and are well below 1.0 (being 100% i.e. at capacity). No significant queue lengths are anticipated in the models.

Response to RFI Item #4(a)

4.15 We include below the relevant annotated extracts from the KCC RFI, with our response to same set out hereunder.

> **4.** Traffic and Transportation
> (a) Please note that there are concerns about the operational capacity of Cope Bridge, Captains Hill, the R149 and the L1015. The proposed improvements and upgrades to the infrastructure required by the Confey Masterplan Phase 1a have not been provided in this application or by outside parties. The Applicant is requested to comment on these concerns.

Figure 4.1 – Extract Item 4(a) of the KCC RFI

4.16 In response to this Item we include below our understanding of the delivery status of various required Infrastructure elements of the Confey Masterplan (Refer also to Paragraph 2.9 above).

Table 4.8; KCC Confey Masterplan Phase 1A: Infrastructure Delivery

Element	Requirement under Phase 1A (450 Units)	Delivery Mechanism / Status
Cope Bridge	Replacement and Bridge Upgrade Providing for Footpaths / Cycle Lanes in Both Directions	The proposed replacement and widening of Cope Bridge forms part of the DART+ West Railway Order, which was approved in July 2024. Construction of the wider DART+ West project is expected to commence in 2027, with overall completion anticipated around 2031, subject to programme delivery.
Captains Hill / R149 Corridor	Corridor Upgrade for Walking and Cycling	Currently being delivered by KCC under Part 8 (Ref P8202606)
R149 Cope Bridge to the L1015	Footpaths and Cycle Lane along the length	Tying into the Greenway that links to the upgraded Cope Bridge RO Works

4.17 We also highlight that the scheme links to the E-W active travel Greenway which connects directly to Cope Bridge.

> **5.** Traffic and Transport Assessment (TTA): The Applicant is requested to revise the TTA to include:
> (a) Traffic surveys to be undertaken in normal school term, not June,
> (b) TTA to include Cope Bridge, Captains Hill and Leixlip junctions in assessment,
> (c) TTA to include the cumulative effect of the 26/60746 and this application,
> (d) TTA to omit external infrastructure not constructed yet i.e. Cope Bridge upgrade, Part 8 Captains Hill and northern link road,
> (e) TTA to include a revised modal shift of 42% car share not 32%.

Figure 4.2 – Extract Item 5 (a - e) of the KCC RFI

Item 5(a)

4.18 New / additional Traffic Surveys undertaken during October in normal school terms have been undertaken for the purposes of this assessment and are included as ***Appendix B***.

Item 5(b)

4.19 The TTA includes Cope Bridge, Captains Hill and Leixlip Junctions within the area of influence and assessment.

Item 5(c)

4.20 The TTA includes a separate assessment of the cumulative effect of Ref 26/60746 as part of the revised TTA and analysis.

Item 5(d)

4.21 The assessment recognises the constraints associated with the committed but not-yet constructed infrastructure, with the commitment to the improvements as outlined above in ***Table 4.8***. The analysis contained within the TTA makes no reliance on the future committed infrastructure and assumes no associated reduction or change in modal share associated with same.

Item 5(e)

4.22 This TTA makes no allowance for any modal shift, being fully reliant on standard Trip Generation from TRICS with no reduction applied, and we can only assume that this reference in Item 4e is therefore in error.

8. The Applicant is requested to submit a drawing showing that the RSA recommendations including:

RSA 4.1: No footpath provided on R149
4.2: Limited visibility splays onto R149
4.3: Limited internal visibility splays on internal roads

QA 5.1: Accessibility: lack of continuous footpaths
5.2: Lack of dimension for car parking spaces
6.1: Walking: Footpaths
6.2: Lack of permeability links to canal towpath/future greenway
6.3: Lack of footpaths to R149
7.0: Cycling: No provision of cycling to train station

Figure 4.3 – Extract Item 8 of the KCC RFI

4.23 The redesign drawings have been reviewed in consultation with the RSQA Audit Team Lead and Copy of correspondence with the RSQA Team is included as ***Appendix K***, confirming that the redesign meets best practice design and safety standards.

4.24 The above assessment and analysis re-confirms that there are no overly significant road traffic capacity or traffic impact issues that would prevent planning permission being granted by Kildare County Council.

5.0 CONCLUSIONS

5.1 NRB Consulting Engineers Ltd were appointed to address the Traffic/Transport issues associated with a planning application for a Large-Scale Residential Development (LRD) on lands at Confey, Leixlip, Co Kildare. This updated Study responds to Item #4A, Item #5 and Item #8 of the Kildare County Council (KCC) Request for Further Information on the application.

5.2 The amended development is a Large-scale Residential Development (LRD) on the zoned site at Confey, now comprising a total of 122 No. Residential Units (81 No. Residential Houses, 41 No. Apartments/Duplexes and a small ancillary Créche). Refer also to amended detailed Development Description included within Section 2.0 herein.

5.3 The vehicular access arrangement from the local roads consists of simple priority T junctions from the R149 leading to the site.

5.4 Being located adjacent Confey / Leixlip Railway Station, with good quality Bus Services and beside the Royal Canal Greenway, with high quality pedestrian and cyclist provision, the appropriately zoned site is very well placed to take advantage of non-car modes of travel to support the scale of development. It is also within easy access to local Employment including Collinstown Industrial Park and of course Intel.

5.5 This updated Traffic and Transport Assessment Report (TTA) has been prepared to address the Traffic and Transport issues associated with the proposal, the capacity of the existing road network and the impact of the increased scale of development locally, responding directly to the KCC RFI Items 4(a) and Item 5 (Refer to Section 4.0 herein).

5.6 An assessment of current & future non-car modes was also previously undertaken by way of the Travel Plan (included as Appendix J of the original TTA). This should be read as an integral part of the assessment. A DMURS review was undertaken (with the Report included as Appendix K of the original TTA). A Public Transport Demand/Capacity Assessment Report was also prepared (with the Report included as Appendix L of the original TTA). The redesign drawings have been reviewed in consultation with the RSQA Audit Team Lead and Copy of correspondence with the RSQA Team is included as Appendix K, confirming that the redesign meets best practice design and safety standards.

5.7 The main body of the TTA Report has again been prepared in accordance with TII's Traffic & Transport Assessment Guidelines and addresses the worst-case vehicular traffic impact of the proposal locally. This revised TTA addresses the adequacy of the existing road network to safely and appropriately accommodate the worst-case vehicular demands with the development fully occupied, taking account of the existing and future

traffic demands locally and at the proposed vehicular access. It is based on updated 2026 Traffic Survey Data undertaken in October 2026 during normal school term.

5.8 It also includes a comprehensive assessment of the impact of the development traffic, with an assessment with the adjacent concurrent LRD (KCC Planning REF 26/60746) and with the entire Masterplan Lands (again conscious that the Strategic Transport and Mobility Report prepared by Arup for the Confey Masterplan already addresses this, in addition to assessment undertaken as part of the Confey Urban Design Framework as part of the Leixlip Local Area Plan).

5.9 Updated Comprehensive classified turning movement surveys of the existing affected roads and junctions were carried out during the weekday AM and PM Peak Hours in October 2026 to inform this amended NRB study.

5.10 These traffic surveys form the basis of the traffic impact part of the assessment. The analysis includes the effects of the existing traffic on the local roads and assesses the impact during the traditional peak commuter peaks periods, in accordance with the TII Traffic and Transport Assessment Guidelines.

5.11 The TTA confirms that the road network and the vehicular access junction arrangement are adequate to accommodate the worst-case traffic associated with the increased scale of development, with improvement to the Captains Hill (R149) T-Junction to the west of the site. The assessment also confirms that the construction and full occupation of the subject LRD will otherwise have a negligible and unnoticeable impact upon the operation of the adjacent road network.

5.12 Based on all the updated TTA, we conclude that there are no adverse traffic/transport capacity, safety or operational issues associated with the construction and occupation of the proposed development, which would prevent a grant of Planning Permission by Kildare County Council

APPENDICES - CONTENT

A	Proposed Development – Layout & Roads
B	2026 Traffic Survey Data Output, Original and New Surveys
C	TRICS Trip Generation Output - Residential Apartments, Housing & Creche
D	Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams (Subject Scheme)
E	Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams (Both LRDs)
F	Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams (Entire Masterplan)
G	PiCADY Output Data – Capacity Assessment of Site Accesses *(All Scenarios)*
H	PiCADY Output Data – Capacity Assessment of L5052 / R149 T-Junct *(All Scenarios)*
I	PiCADY Output Data – Capacity Assessment of L1015 / R149 T-Junct *(All Scenarios)*
J	Recent Correspondence with the Independent RSQA Team Lead

APPENDIX A

Proposed Development Layout & Roads

Corrigan Hodnett Consulting
Civil & Structural Engineers

Unit B4, Omni Park SC, Santry, Dublin 9. T| +00353 (0) 1 8953782 E| info@corriganhodnett.ie W| www.corriganhodnett.ie

A1

General Notes

1. Do not scale from this drawing. Refer to Architects drawings for all works levels and setting out.
2. This drawing is to be read in conjunction with all other Engineer's and Architect's drawings and specifications. Where discrepancies are observed please notify CHC for clarification.
3. Contractor to check all levels (existing and proposed), setting out and dimensions on site prior to commencement of the works and advise the consultants of any discrepancies.
4. All works to be constructed in accordance with current building control legislation, local authority requirements and good building practice.
5. All Insulation, weathering materials (dpc, dpm, flashings etc), radon barriers and sumps and all sub-floor ducting all to Architect's details.
6. Location of all service pop-ups to be confirmed and set out by the Architect.
7. Refer to Architect's drawings and specifications for fire strategy and all fire protection requirements
8. All materials and products specified must carry CE marking and Declarations of Performance as appropriate.
9. Contractor shall note the recommendations of the site investigation report in respect of all excavation depths, ground water levels and identification of required adequate bearing strata. All foundation formation soft spots or disturbed ground not covered in SI report to be recorded and notified to the Engineer.

FOR PLANNING

PROBLEM 6.2
Temporary cycle track tie in to existing road

PROBLEM 6.3
permeability from site to front of site provided

PROBLEM 6.1
Continuous footpaths

PROBLEM 7.1
Cycle facitilies provided to the front of the site

PROBLEM 5.2
Road , footpath and parking spaces dimensioned

PROBLEM 4.1
Made continuous as part of future upgrade works of the R149

PROBLEM 4.3
Internal Visibility splays at junctions

PROBLEM 4.2
Visibility splays exiting the site

PROBLEM 5.1
Contiouous footpaths

PROBLEM 6.2
Position of access from site to tow path

PROBLEM 4.3
Internal Visibility splays at junctions

PROBLEM 5.3
See vehicle swepth path analysis drawings

ROAD LAYOUT
Scale 1:500

4.1 Problem

Location.
Footpath along R149 to join with the footpath at the G.A.A. grounds

Problem:
It is proposed to provide a footpath along the R149 to the site boundary. There is no footpath to join with at the G.A.A. grounds to allow pedestrians travel onwards to Captain's Hill. This could lead to pedestrians having to travel in the carriageway where they could be struck by passing vehicles.

Solution:
Wider R149 upgraded works when the third party lands to the west of the site are developed. The application includes for upgrade of the canal towpath providing direct VRU access to Captain's Hill as an immediate alternative route.

Recommended measure Accepted: 10.07.2026
These lands are not within the applicants control, however this footpath is to be made continuous as part of the R149 upgrade works.

4.2 Problem

Location.
Visibility for drivers exiting the development

Problem:
It is unclear if the boundary hedging/trees are to be removed as part of the development works. Without adequate clearance, visibility for drivers exiting the development would be limited by that vegetation and could result in side-impact or rear-ends collisions.

Solution:
All roadside hedging/trees along the R149 site boundary are to be removed to facilitate R149 upgrade works. Access sightlines in accordance with DMURS requirements are shown on this drawing.

Recommended measure Accepted: 10.07.2026
visibility splays to be cleared.

4.3 Problem

Location.
Car parking spaces may obscure visibility at internal junctions

Problem.
Car parking spaces may obscure visibility at internal junctions. This could lead to side-impact or rear-end collisions.

Solution:
Layout adjusted and Visibility splays shown at all junctions. as shown on this drawing

Recommended measure Accepted: 10.07.2026
visibility splays to be cleared.

5.1 Issue

Location.
Continuous footpaths

Problem:
The footpaths do not appear to be continuous on some internal roads. This could lead to pedestrians having to step into the carriageway.

Solution:
The footpath layout has been adjusted to take out the step the footpath leads onto the 1.2m the pedestrian refuge at the shared surface interfaces.

Recommended measure Accepted: 10.07.2026
This is a 1.2m wide step in space on a shared street.

5.2 Issue

Location.
Perpendicular parking space/ carriageway widths

Problem:
It is unclear if the carriageway/parking space lengths are sufficient to allow vehicles easily enter/exit perpendicular parking spaces. A lack of space could lead to inaccessibility.

Solution:
Parking spaces carriageway has been reviewed and adjusted as necessary. the width of some spaces have been increase to accommodate turning head. Refer to CHC drawings CHC-00-GR-DR-C-00101-VSPA-Cars. Refer updated drawing CHC-00-GR-DR-C-00102 which includes all car parking space dimensions are requested under further information item no.6.

Recommended measure Accepted: 10.07.2026
Spaces are 5m deep and aisle is 6m wide.

5.3 Issue0

Location.
Accessibility for refuse and emergency vehicles.

Problem:
There are a number of tight radius bends and traffic calming build outs throughout the scheme. There is a risk that refuse vehicles or emergency vehicles may not be able to undertake some manoeuvres without mounting the footpaths and putting pedestrians at risk.

Solution:
Swept path analysis has been carried out and radii have been adjusted. Refer to CHC drawings
CHC-00-GR-DR-C-00101-VSPA-Fire Tender
CHC-00-GR-DR-C-00103-VSPA-Refuce Vehicle
CHC-00-GR-DR-C-00104-VSPA-Cars

Recommended measure Accepted: 10.07.2026
Swept path analysis will be carried out and any amendments required implemented.

6.1 Issue

Location.
Footpath provision at parking areas

Problem:
There appears to be a lack of footpath provision between the parking spaces and the front doors of the adjacent residential units. Pedestrians will have to share space with vehicles. If this area is intended to be a shared use space no pedestrian refuge is shown and the area is not shown to be raised or to have a color contrast with non-shared spaces.

Solution:
Continuous segregated footpaths have been provided for residents from the car parking areas to the adjacent units

Recommended measure Accepted: 10.07.2026
Areas to be adjusted to suit.

6.2 Issue

Location.
Access the towpath and future greenway from the development.

Problem:
It is unclear if the site extends to the towpath of the Royal Canal. There will be a desire line to access the towpath and future greenway from the development. Without a formal link, informal links may develop over time that may not be accessible for all and may not have sufficient hard standing.

Solution:
Permeability links have been provided to the canal towpath/future Greenway. Refer to Landscape architects layouts and details

Recommended measure Accepted: 10.07.2026
Will be reviewed at detailed design stage.

6.3 Issue

Location.
Footpath along the site frontage

Problem:
It is proposed to provide a footpath along the site frontage . Notwithstanding the problem raised in Section 4.1 above there will be desire lines to access this footpath from multiple locations throughout the site. The lack of a formal connections could lead to slips and falls in landscaped areas or breaks in boundary fencing/walls.

Solution:
Permeability links have been provided for vulnerable road user's between the R149 path and the internal footpath network.

Recommended measure Accepted: 10.07.2026
Footpath links will be provided where levels are acceptable.

7.1 Issue

Location.
Cycle facilities along the R149

Problem:
There are no dedicated cycle facilities along the R149. It is unclear if the proposed path is to be a footpath only or a shared use facility and the Royal Canal greenway is not yet constructed to the rear of this development. The current R149 is not a suitable environment for most cyclists however the proximity of the train station would be ideal for cycling being part of a commute.

Solution:
Footpath/ cycleway to be provided along the front of the site and the canal towpath to Captain's Hill. As part of the wider R149 upgrade works when the third party lands to the west of the site are developed a connected cyclepath will lead along the R149 to Captain's Hill.

Recommended measure Accepted: 10.07.2026
Cycle facilities will be provided as part of the R149 upgrade works.

THIS DRAWING SHOULD BE READ ON CONJUNCTION WITH THE STAGE 1 ROAD SAFETY AUDIT AND QUALITY AUDIT PREPARED BY BRUTON CONSULTING ENGINEERS LTD. DOC. REF. 3139R01.

Further Information – Kildare County Council PA Reg. Ref. 26/60878

Issue	Suitability	Date	Description	Designed	Drawn	Approved
P01	S4	13.11.2026	Issued for further information	P.C.	N.N.	P.C.
P01	S2	16.10.2026	Issued for information.	M.H.	N.N.	M.H.

Suitability: S1=Coordination, S2=Information, S4=Planning, D2=Tender, D3=Compliance, A1=Construction, CR=As Constructed

Project
Confey Lands LRD, Leixlip

Drawing Title
Measures to address Quality Audit Problems

CHC Corrigan Hodnett Consulting

Client
Leixlip and Newbridge SPV Limited

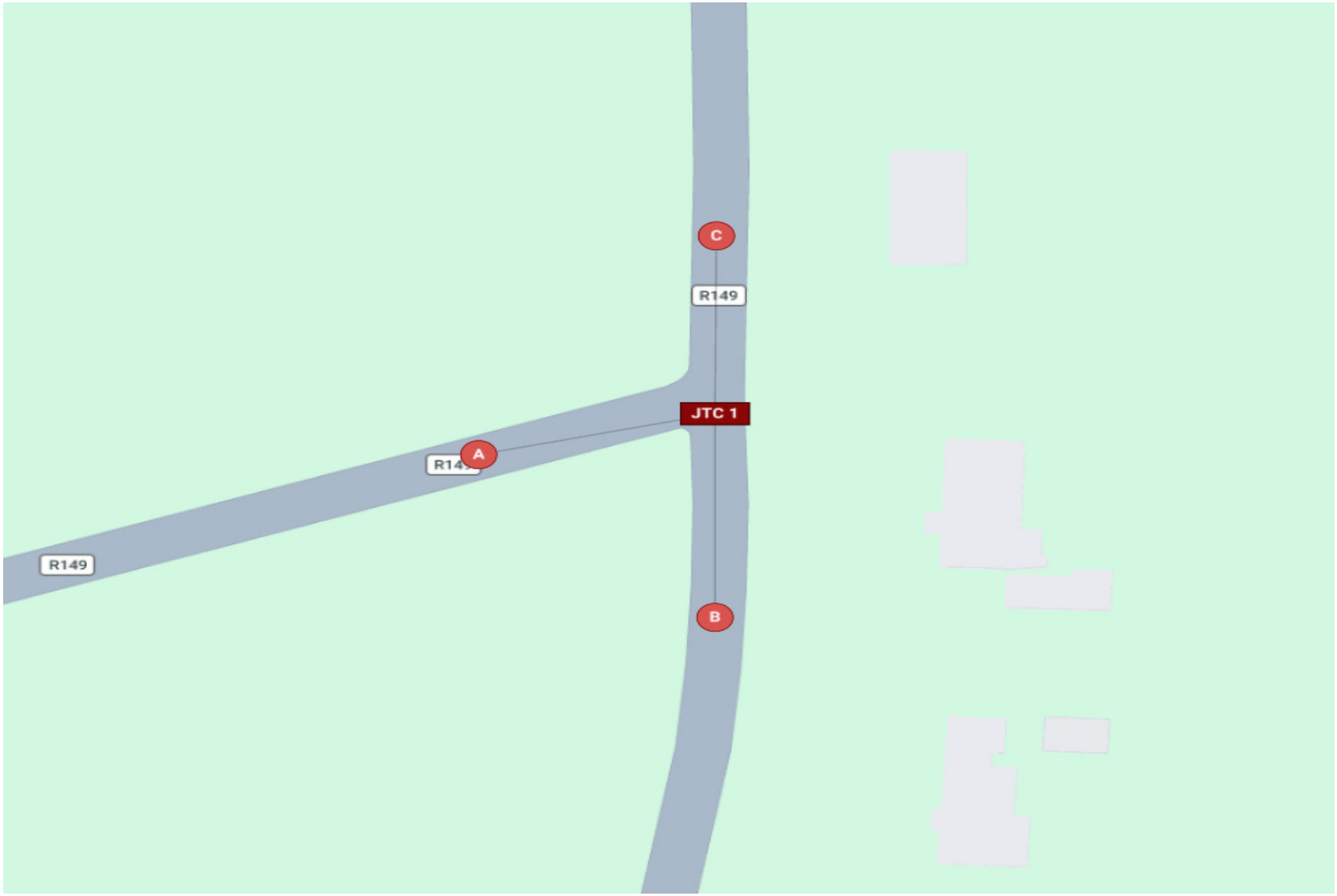
Originator. Area. Level. Type. Role. Number.
CHC – 00 – GR – DR – C – 00105

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APPENDIX B

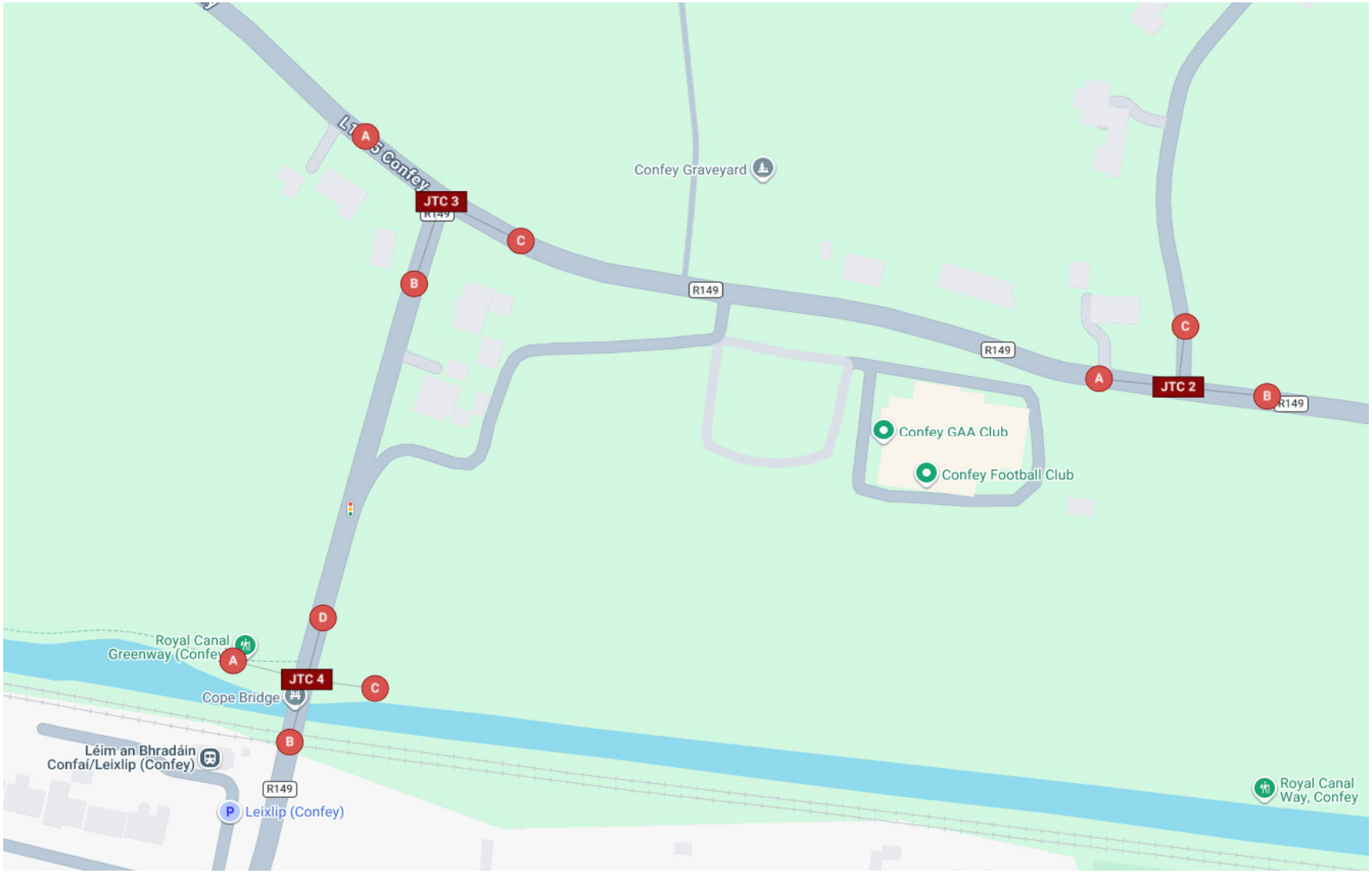
2026 Traffic Survey Data Output, Original and New Surveys

Site/Movement Labelling



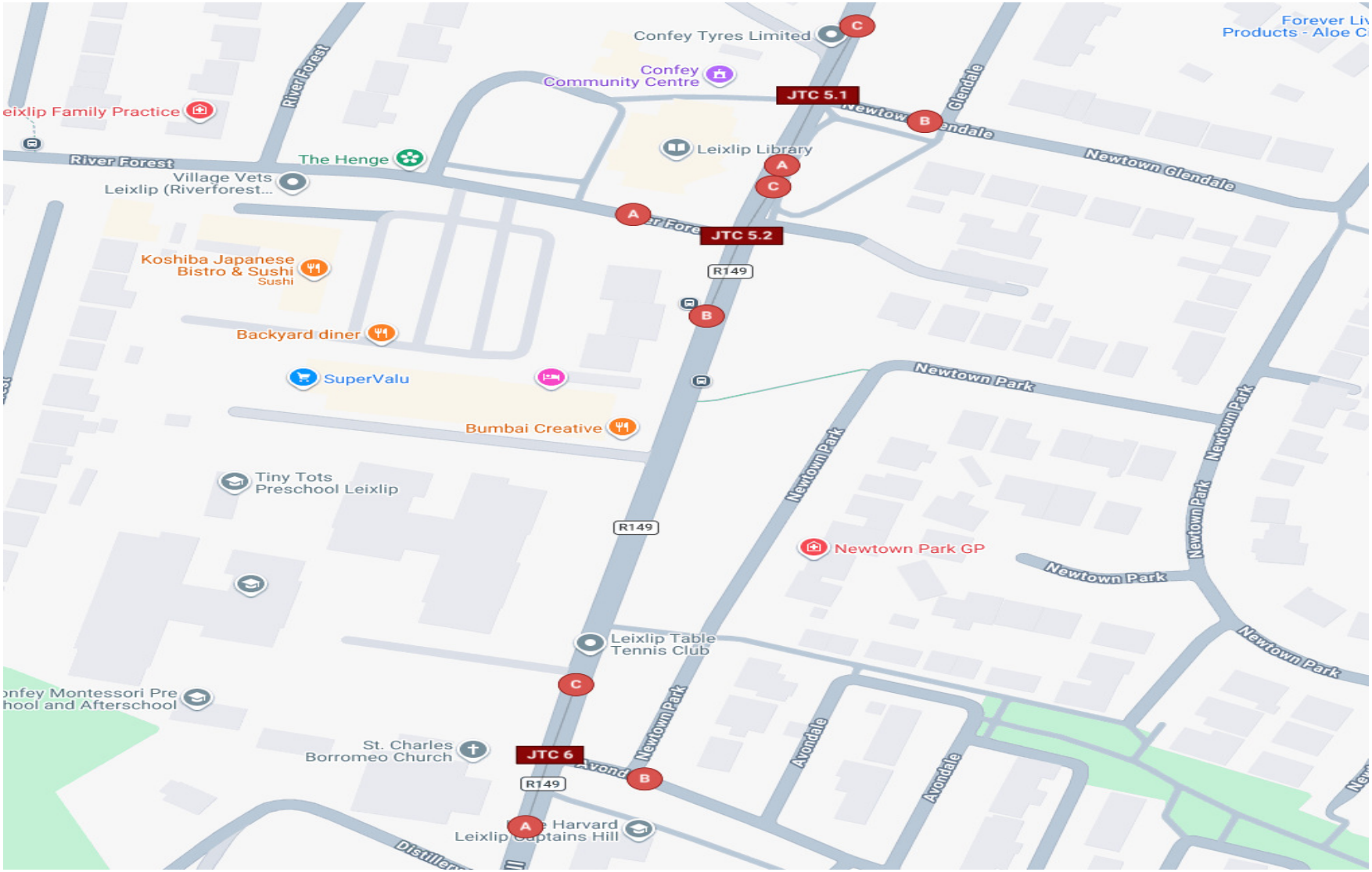
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Client: NRB Consulting Engineers	Job Days: Tuesday	Author: MK	

Site/Movement Labelling



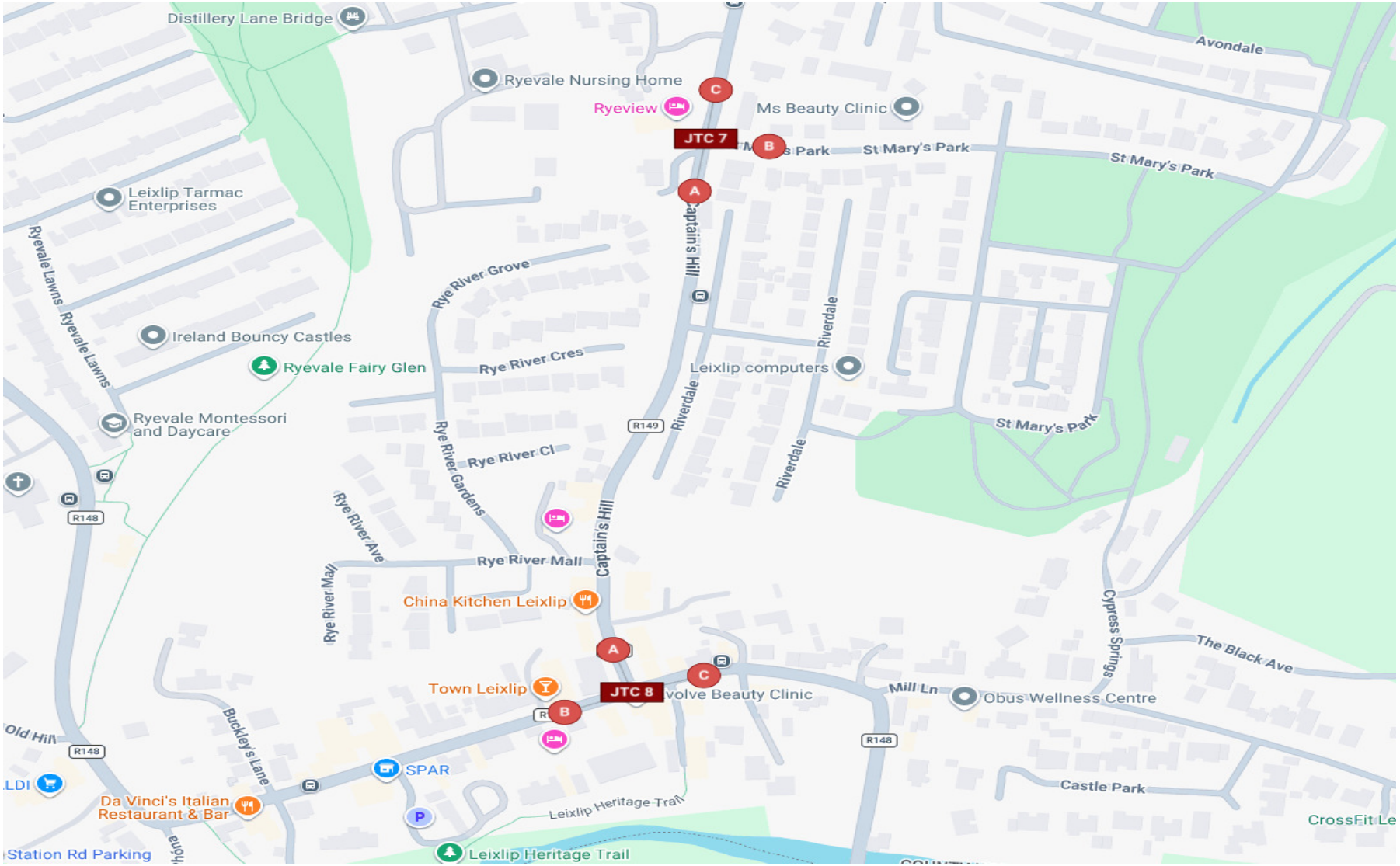
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Client: NRB Consulting Engineers	Job Days: Tuesday	Author: MK	

Site/Movement Labelling



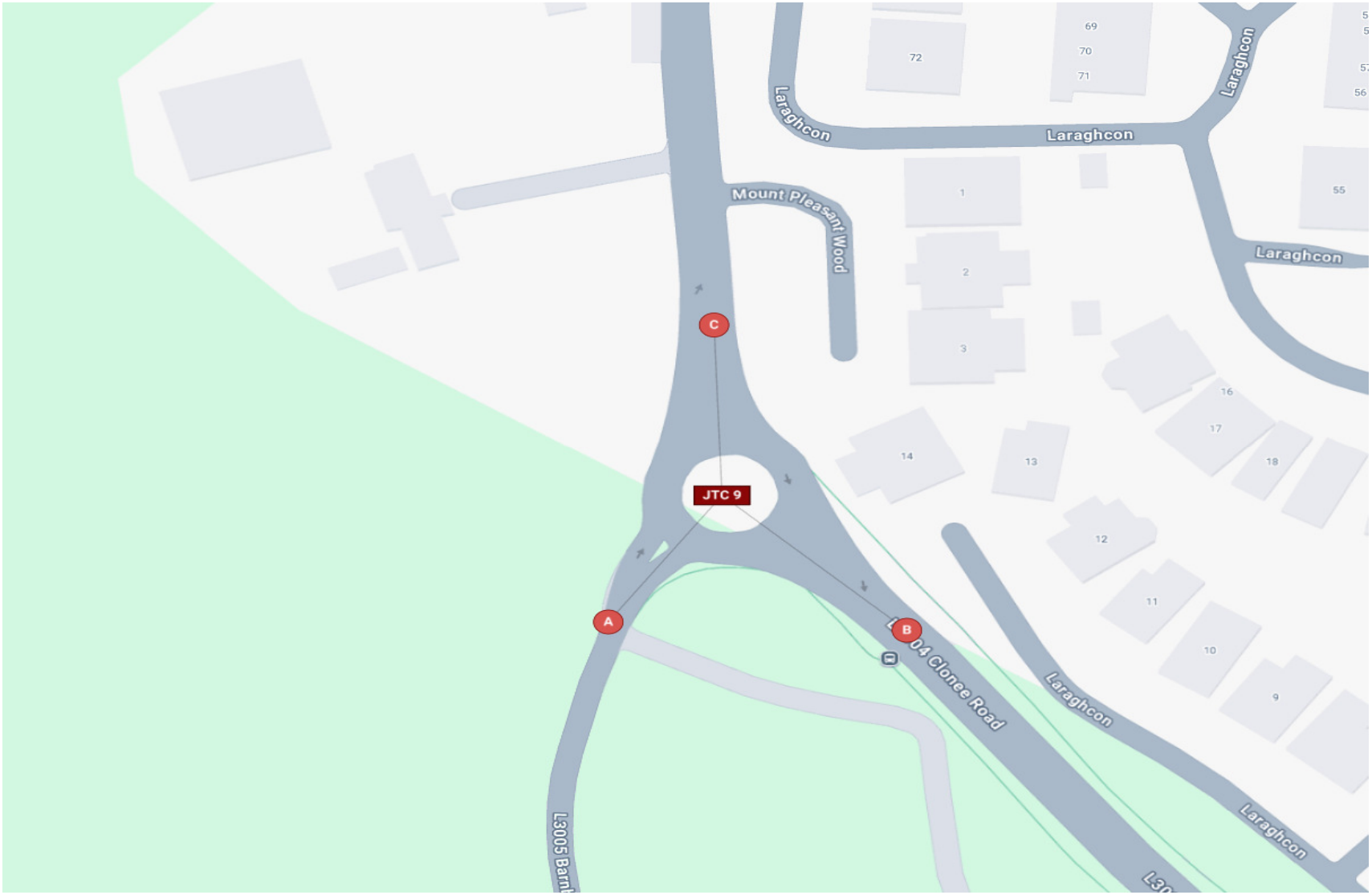
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Client: NRB Consulting Engineers	Job Days: Tuesday	Author: MK	

Site/Movement Labelling



Job number: IDA/260/747	Job Dates: 2026	Drawing No: IDA/260/747-04	IDASO Innovative Data Solutions
Client: NRB Consulting Engineers	Job Days: Tuesday	Author: MK	

Site/Movement Labelling



Job number: IDA/260/747	Job Dates: 16/06/2026	Drawing No: IDA/260/747-05	IDASO Innovative Data Solutions
Client: NRB Consulting Engineers	Job Days: Tuesday	Author: MK	

SITE: Site 1 DATE: Weekday 2026

LOCATION: R149/Clonee Road DAY: Tuesday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
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H/TOT	0	0	70	7	1	1	79	81	0	0	29	7	1	0	37	38	0	0	18	4	0	0	22	22
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H/TOT	0	0	70	13	5	1	89	95	0	0	49	7	0	0	56	56	0	0	36	6	0	0	42	42
P/TOT	1	0	218	32	8	2	261	270	1	0	135	21	2	0	159	160	1	0	89	12	0	0	102	101

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
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P/TOT	4	1	242	36	4	3	290	292	0	3	155	9	0	0	167	165	3	3	179	11	3	0	199	198

SITE: Site 1 DATE: Weekday 2026

LOCATION: R149/Clonee Road DAY: Tuesday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
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08:15	0	0	52	9	4	0	65	69	0	0	65	14	1	0	80	81	0	0	30	4	1	1	36	38
08:30	0	0	40	5	0	0	45	45	0	1	67	12	0	0	80	79	0	0	25	6	1	0	32	33
08:45	0	0	37	7	1	0	45	46	0	0	59	12	0	0	71	71	0	0	27	3	0	0	30	30
H/TOT	0	0	196	29	8	0	233	241	2	1	274	49	2	0	328	327	0	0	114	23	3	1	141	145
09:00	0	0	55	6	1	0	62	63	1	0	68	6	2	0	77	78	0	0	13	2	2	0	17	19
09:15	0	0	51	9	0	0	60	60	1	0	67	11	0	0	79	78	0	0	12	1	1	1	15	17
09:30	0	1	44	11	1	0	57	57	0	0	68	10	1	0	79	80	0	0	18	2	0	0	20	20
09:45	0	0	52	6	2	0	60	62	0	0	52	8	4	1	65	70	0	0	14	4	0	0	18	18
H/TOT	0	1	202	32	4	0	239	242	2	0	255	35	7	1	300	306	0	0	57	9	3	1	70	74
P/TOT	0	1	517	89	18	0	625	642	5	1	699	116	11	1	833	839	0	0	237	49	8	2	296	306

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	70	18	3	0	91	94	0	0	45	8	2	0	55	57	0	0	24	8	0	0	32	32
16:15	0	0	83	9	1	0	93	94	0	0	55	2	2	0	59	61	0	0	29	1	0	1	31	32
16:30	1	0	79	14	1	0	95	95	0	0	73	7	1	0	81	82	1	0	28	4	1	0	34	34
16:45	0	2	93	13	1	0	109	109	0	0	60	8	0	0	68	68	0	0	32	12	0	0	44	44
H/TOT	1	2	325	54	6	0	388	392	0	0	233	25	5	0	263	268	1	0	113	25	1	1	141	142
17:00	0	3	94	15	0	0	112	110	0	0	59	4	2	0	65	67	0	0	31	3	0	0	34	34
17:15	0	0	79	9	0	0	88	88	0	0	66	8	1	0	75	76	0	0	31	1	0	0	32	32
17:30	5	1	83	12	2	0	103	100	0	1	82	13	2	0	98	99	0	0	31	4	0	1	36	37
17:45	0	0	91	11	1	0	103	104	0	0	71	11	1	0	83	84	0	0	24	3	0	0	27	27
H/TOT	5	4	347	47	3	0	406	402	0	1	278	36	6	0	321	326	0	0	117	11	0	1	129	130
18:00	1	0	85	15	1	0	102	102	1	2	68	6	0	0	77	75	0	0	14	1	1	0	16	17
18:15	0	1	82	10	0	0	93	92	0	0	62	6	0	0	68	68	0	0	31	1	0	0	32	32
H/TOT	1	1	167	25	1	0	195	194	1	2	130	12	0	0	145	143	0	0	45	2	1	0	48	49
P/TOT	7	7	839	126	10	0	989	988	1	3	641	73	11	0	729	737	1	0	275	38	2	2	318	321

SITE: Site 2 DATE: Weekday 2026

LOCATION: R149/L5052 DAY: Tuesday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	1	0	19	2	1	0	23	23	0	0	51	3	0	0	54	54	0	0	51	14	1	0	66	67
07:45	0	0	30	2	2	0	34	36	0	0	56	11	1	1	69	71	0	0	36	6	1	0	43	44
H/TOT	1	0	49	4	3	0	57	59	0	0	107	14	1	1	123	125	0	0	87	20	2	0	109	111
08:00	2	0	24	8	0	0	34	32	0	0	28	6	1	0	35	36	0	0	46	11	1	0	58	59
08:15	0	0	18	2	0	0	20	20	0	0	32	3	0	0	35	35	1	0	35	6	1	0	43	43
08:30	0	0	20	1	0	0	21	21	2	0	39	5	1	0	47	46	0	0	37	6	1	1	45	47
08:45	1	0	20	6	0	0	27	26	0	0	30	5	1	0	36	37	2	0	38	3	0	0	43	41
H/TOT	3	0	82	17	0	0	102	99	2	0	129	19	3	0	153	154	3	0	156	26	3	1	189	190
09:00	0	0	14	3	0	0	17	17	0	0	23	7	1	1	32	34	0	0	28	3	2	0	33	35
09:15	0	0	19	1	0	0	20	20	0	0	33	0	2	0	35	37	0	0	23	3	1	0	27	28
09:30	0	0	10	2	1	0	13	14	0	0	32	3	1	0	36	37	0	0	26	6	0	1	33	34
09:45	0	0	7	1	0	0	8	8	0	0	35	5	1	0	41	42	0	0	20	4	0	0	24	24
H/TOT	0	0	50	7	1	0	58	59	0	0	123	15	5	1	144	150	0	0	97	16	3	1	117	121
P/TOT	4	0	181	28	4	0	217	217	2	0	359	48	9	2	420	429	3	0	340	62	8	2	415	422

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	20	5	0	0	25	25	0	0	28	6	0	1	35	36	0	0	40	8	0	0	48	48
16:15	0	0	24	2	0	0	26	26	0	2	46	4	1	0	53	53	0	0	44	3	1	0	48	49
16:30	0	0	30	5	1	0	36	37	1	0	47	3	0	0	51	50	1	1	43	3	1	1	50	51
16:45	0	0	18	1	0	0	19	19	0	0	36	3	0	0	39	39	0	0	59	13	0	0	72	72
H/TOT	0	0	92	13	1	0	106	107	1	2	157	16	1	1	178	178	1	1	186	27	2	1	218	220
17:00	0	0	30	4	0	0	34	34	0	0	31	7	0	0	38	38	0	2	49	8	1	0	60	60
17:15	0	0	16	6	4	0	26	30	0	0	38	6	1	1	46	48	1	1	47	3	1	0	53	53
17:30	1	0	25	1	1	0	28	28	0	2	62	8	1	0	73	73	0	0	39	4	0	1	44	45
17:45	0	1	23	3	0	0	27	26	1	0	31	5	0	0	37	36	0	0	45	5	0	0	50	50
H/TOT	1	1	94	14	5	0	115	118	1	2	162	26	2	1	194	195	1	3	180	20	2	1	207	208
18:00	0	0	33	2	0	0	35	35	0	0	37	4	0	0	41	41	0	0	33	2	1	0	36	37
18:15	0	0	22	1	0	0	23	23	1	0	51	4	0	1	57	57	0	0	40	3	0	0	43	43
H/TOT	0	0	55	3	0	0	58	58	1	0	88	8	0	1	98	98	0	0	73	5	1	0	79	80
P/TOT	1	1	241	30	6	0	279	283	3	4	407	50	3	3	470	471	2	4	439	52	5	2	504	508

SITE: Site 2 DATE: Weekday 2026

LOCATION: R149/L5052 DAY: Tuesday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	8	3	0	35	38
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	23	23
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	10	3	0	58	61
08:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	16	7	1	0	25	25
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	2	0	22	24
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	17	5	1	0	24	24
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	16	16
H/TOT	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	1	1	64	17	4	0	87	89
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	29	29
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	12	3	1	0	16	17
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	9	1	2	0	13	14
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	1	1	0	13	13
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2	0	58	7	4	0	71	73
P/TOT	0	0	1	0	0	0	1	1	0	0	2	1	0	0	3	3	3	1	167	34	11	0	216	223

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	1	0	14	6	0	0	21	20
16:15	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	10	1	0	0	11	11
16:30	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
16:45	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	0	16	1	0	0	17	17
H/TOT	0	0	9	0	0	0	9	9	0	0	2	0	0	0	2	2	1	0	51	8	0	0	60	59
17:00	0	0	2	1	0	0	3	3	0	0	1	0	0	0	1	1	1	0	14	3	0	0	18	17
17:15	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	0	0	11	2	0	0	13	13
17:30	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	8	0	0	0	8	8
17:45	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	0	11	2	0	0	13	13
H/TOT	0	0	8	1	0	0	9	9	0	0	4	0	0	0	4	4	1	0	44	7	0	0	52	51
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	12	3	0	0	16	15
18:15	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	16	1	0	0	17	17
H/TOT	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	28	4	0	0	33	32
P/TOT	1	0	18	1	0	0	20	19	0	0	6	0	0	0	6	6	3	0	123	19	0	0	145	142

SITE: Site 3 DATE: Weekday 2026

LOCATION: R149/L1015 Confey DAY: Tuesday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	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	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	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	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	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	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	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	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	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	1	0	1	1	0	0	3	2
17:00	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
17:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	0	0	0	1	1
17:45	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
H/TOT	0	0	1	2	0	0	3	3	1	1	0	0	1	0	3	3	0	0	3	2	0	0	5	5
18:00	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
P/TOT	0	0	2	3	0	0	5	5	1	1	1	0	1	0	4	4	1	0	5	4	0	0	10	9

SITE: Site 3 DATE: Weekday 2026

LOCATION: R149/L1015 Confey DAY: Tuesday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	73	6	1	0	80	81	0	0	77	21	4	0	102	106	0	0	0	0	0	0	0	0
07:45	0	0	83	11	3	1	98	102	0	0	59	9	2	1	71	74	0	0	0	0	0	0	0	0
H/TOT	0	0	156	17	4	1	178	183	0	0	136	30	6	1	173	180	0	0	0	0	0	0	0	0
08:00	1	0	57	14	1	0	73	73	0	1	63	18	1	0	83	83	0	0	0	0	1	0	1	2
08:15	0	0	46	5	0	0	51	51	0	0	55	9	3	0	67	70	1	0	0	0	0	0	1	0
08:30	2	0	62	6	1	0	71	70	1	0	55	11	1	1	69	70	0	0	0	0	1	0	1	2
08:45	1	0	53	11	1	0	66	66	0	0	47	5	0	0	52	52	0	0	0	0	0	0	0	0
H/TOT	4	0	218	36	3	0	261	260	1	1	220	43	5	1	271	275	1	0	0	0	2	0	3	4
09:00	0	0	35	10	1	1	47	49	0	0	57	5	2	0	64	66	0	0	0	0	0	0	0	0
09:15	0	0	59	3	2	0	64	66	0	0	36	8	1	0	45	46	0	0	0	0	1	0	1	2
09:30	0	0	41	5	2	0	48	50	1	0	36	6	2	1	46	48	0	0	0	0	0	0	0	0
09:45	0	0	53	7	1	0	61	62	0	0	32	6	1	0	39	40	0	0	0	0	0	0	0	0
H/TOT	0	0	188	25	6	1	220	227	1	0	161	25	6	1	194	200	0	0	0	0	1	0	1	2
P/TOT	4	0	562	78	13	2	659	670	2	1	517	98	17	3	638	655	1	0	0	0	3	0	4	6

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	55	9	0	1	65	66	1	0	54	13	0	0	68	67	0	0	1	0	0	0	1	1
16:15	0	2	73	7	1	0	83	83	0	0	53	4	1	0	58	59	0	0	0	0	0	0	0	0
16:30	0	0	78	6	1	0	85	86	1	1	58	3	1	1	65	66	0	0	0	0	0	0	0	0
16:45	0	0	62	5	0	0	67	67	0	0	75	11	0	0	86	86	0	0	0	0	0	0	0	0
H/TOT	0	2	268	27	2	1	300	302	2	1	240	31	2	1	277	278	0	0	1	0	0	0	1	1
17:00	0	0	65	10	0	0	75	75	2	1	70	10	1	0	84	83	0	0	0	0	0	0	0	0
17:15	0	0	56	14	5	1	76	82	1	0	57	9	1	0	68	68	0	1	0	0	0	0	1	0
17:30	0	2	91	9	2	0	104	105	0	0	46	4	0	1	51	52	0	0	0	0	0	0	0	0
17:45	1	1	49	11	0	0	62	61	0	0	64	6	0	0	70	70	0	0	0	0	0	0	0	0
H/TOT	1	3	261	44	7	1	317	323	3	1	237	29	2	1	273	273	0	1	0	0	0	0	1	0
18:00	0	0	74	6	0	0	80	80	0	0	51	7	1	0	59	60	0	0	0	0	0	0	0	0
18:15	1	0	77	5	0	1	84	84	0	0	67	3	0	0	70	70	0	0	0	0	0	0	0	0
H/TOT	1	0	151	11	0	1	164	164	0	0	118	10	1	0	129	130	0	0	0	0	0	0	0	0
P/TOT	2	5	680	82	9	3	781	789	5	2	595	70	5	2	679	681	0	1	1	0	0	0	2	1

SITE: Site 4 DATE: Weekday 2026

LOCATION: The Royal Canal Way/R149 DAY: Tuesday

	MOVEMENT 1 (A => D)								MOVEMENT 2 (A => C)								MOVEMENT 3 (A => B)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
08:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0

	MOVEMENT 1 (A => D)								MOVEMENT 2 (A => C)								MOVEMENT 3 (A => B)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
16:15	2	0	0	0	0	0	2	0	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	2	0	0	0	0	0	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	1
H/TOT	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	1	0	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	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	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	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	1

SITE: Site 4 DATE: Weekday 2026

LOCATION: The Royal Canal Way/R149 DAY: Tuesday

	MOVEMENT 4 (B => A)								MOVEMENT 5 (B => D)								MOVEMENT 6 (B => C)							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	0	0	0	0	0	0	1	0	74	8	1	0	84	84	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	1	0	0	0	75	10	3	1	89	93	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	1	0	149	18	4	1	173	177	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	1	0	1	0	62	15	1	0	79	79	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	41	4	0	0	45	45	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	60	7	1	0	69	69	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	53	13	1	0	67	68	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	2	0	216	39	3	0	260	261	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	1	0	0	0	35	9	1	1	46	48	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	1	0	0	0	63	4	2	0	69	71	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	42	4	2	0	48	50	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	50	7	1	0	58	59	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	2	0	0	0	190	24	6	1	221	228	0	0	0	0	0	0	0	0
P/TOT	4	0	0	0	0	0	4	0	3	0	555	81	13	2	654	666	0	0	0	0	0	0	0	0

	MOVEMENT 4 (B => A)								MOVEMENT 5 (B => D)								MOVEMENT 6 (B => C)							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	3	0	0	0	0	0	3	1	0	0	59	8	0	1	68	69	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	2	66	7	1	0	76	76	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	83	10	1	0	94	95	1	0	0	0	0	0	1	0
16:45	0	0	0	0	0	0	0	0	0	0	60	3	0	0	63	63	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	3	1	0	2	268	28	2	1	301	303	1	0	0	0	0	0	1	0
17:00	0	0	0	0	0	0	0	0	2	0	64	11	0	0	77	75	2	0	0	0	0	0	2	0
17:15	0	0	0	0	0	0	0	0	2	0	66	14	5	1	88	92	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	2	82	9	2	0	95	96	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	3	1	52	12	0	0	68	65	2	0	0	0	0	0	2	0
H/TOT	0	0	0	0	0	0	0	0	7	3	264	46	7	1	328	328	4	0	0	0	0	0	4	0
18:00	0	0	0	0	0	0	0	0	2	0	79	7	0	0	88	86	2	0	0	0	0	0	2	0
18:15	0	0	0	0	0	0	0	0	5	0	79	5	0	1	90	87	3	0	0	0	0	0	3	1
H/TOT	0	0	0	0	0	0	0	0	7	0	158	12	0	1	178	173	5	0	0	0	0	0	5	1
P/TOT	3	0	0	0	0	0	3	1	14	5	690	86	9	3	807	804	10	0	0	0	0	0	10	1

SITE: Site 4 DATE: Weekday 2026

LOCATION: The Royal Canal Way/R149 DAY: Tuesday

	MOVEMENT 7 (C => B)								MOVEMENT 8 (C => A)								MOVEMENT 9 (C => D)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	1	0	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	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	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	MOVEMENT 7 (C => B)								MOVEMENT 8 (C => A)								MOVEMENT 9 (C => D)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	1	0	0	0	0	0	1	0	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	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	1	0	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	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	1	0	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	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	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	3	0	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	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
H/TOT	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
P/TOT	7	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0

SITE: Site 4 DATE: Weekday 2026

LOCATION: The Royal Canal Way/R149 DAY: Tuesday

	MOVEMENT 10 (D => C)								MOVEMENT 11 (D => B)								MOVEMENT 12 (D => A)							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	0	0	0	0	0	0	0	0	78	19	3	0	100	103	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	60	12	3	1	76	80	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	138	31	6	1	176	183	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	1	1	59	17	0	0	78	77	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	62	9	4	0	75	79	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	52	10	1	1	65	66	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	2	0	47	6	0	0	55	53	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	1	220	42	5	1	273	275	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	56	6	2	0	64	66	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	43	8	0	0	51	51	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	35	6	3	1	46	49	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	1	0	34	7	1	0	43	43	1	0	0	0	0	0	1	0
H/TOT	0	0	0	0	0	0	0	0	2	0	168	27	6	1	204	209	1	0	0	0	0	0	1	0
P/TOT	0	0	0	0	0	0	0	0	6	1	526	100	17	3	653	667	1	0	0	0	0	0	1	0

	MOVEMENT 10 (D => C)								MOVEMENT 11 (D => B)								MOVEMENT 12 (D => A)							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	0	0	0	0	0	0	0	0	53	12	0	0	65	65	1	0	0	0	0	0	1	0
16:15	0	0	0	0	0	0	0	0	0	0	54	5	1	0	60	61	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	1	56	2	1	1	62	63	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	71	13	0	0	85	84	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	1	234	32	2	1	272	273	1	0	0	0	0	0	1	0
17:00	1	0	0	0	0	0	1	0	0	1	77	10	1	0	89	89	1	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0	1	1	56	9	1	0	68	68	1	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0	2	0	46	2	0	1	51	50	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	67	8	1	0	76	77	1	0	0	0	0	0	1	0
H/TOT	1	0	0	0	0	0	1	0	3	2	246	29	3	1	284	284	3	0	0	0	0	0	3	0
18:00	0	0	0	0	0	0	0	0	3	0	52	7	1	0	63	62	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	63	3	0	0	67	66	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	0	115	10	1	0	130	128	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	1	0	9	3	595	71	6	2	686	685	4	0	0	0	0	0	4	0

SITE: Site 5.1 DATE: Weekday 2026

LOCATION: R149 Captain's Hill/Newtown Glendale DAY: Tuesday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	1	0	68	8	1	0	78	78	0	0	6	3	0	0	9	9	0	0	24	1	0	0	25	25
07:45	1	0	70	11	3	1	86	89	0	0	5	2	0	0	7	7	0	0	22	5	1	0	28	29
H/TOT	2	0	138	19	4	1	164	167	0	0	11	5	0	0	16	16	0	0	46	6	1	0	53	54
08:00	1	0	59	11	1	0	72	72	1	0	7	1	0	0	9	8	0	0	14	3	1	0	18	19
08:15	0	0	44	5	0	0	49	49	0	0	0	0	1	0	1	2	0	1	24	1	0	0	26	25
08:30	1	0	60	5	1	0	67	67	0	0	6	3	2	0	11	13	0	0	25	2	1	0	28	29
08:45	0	0	47	10	0	0	57	57	0	0	8	0	1	0	9	10	0	1	11	3	0	0	15	14
H/TOT	2	0	210	31	2	0	245	245	1	0	21	4	4	0	30	33	0	2	74	9	2	0	87	87
09:00	0	0	35	8	1	1	45	47	0	0	11	1	0	1	13	14	1	0	29	4	1	0	35	35
09:15	0	0	59	3	2	0	64	66	1	0	29	2	1	0	33	33	0	0	23	2	1	0	26	27
09:30	0	0	41	7	1	0	49	50	0	0	13	1	0	0	14	14	0	0	14	1	0	0	15	15
09:45	0	0	46	6	1	0	53	54	0	0	10	3	0	0	13	13	0	0	23	2	0	0	25	25
H/TOT	0	0	181	24	5	1	211	217	1	0	63	7	1	1	73	74	1	0	89	9	2	0	101	102
P/TOT	4	0	529	74	11	2	620	629	2	0	95	16	5	1	119	123	1	2	209	24	5	0	241	243

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	59	7	0	1	67	68	0	0	21	3	0	0	24	24	0	0	21	3	0	0	24	24
16:15	0	2	69	7	2	0	80	81	0	1	20	1	0	0	22	21	0	0	15	2	0	0	17	17
16:30	0	0	81	9	2	0	92	94	0	0	26	3	0	0	29	29	1	0	23	3	0	0	27	26
16:45	0	0	66	2	0	0	68	68	0	0	32	5	1	0	38	39	1	0	22	2	0	0	25	24
H/TOT	0	2	275	25	4	1	307	311	0	1	99	12	1	0	113	113	2	0	81	10	0	0	93	91
17:00	0	0	64	11	0	0	75	75	1	0	33	2	0	0	36	35	0	0	17	0	0	0	17	17
17:15	1	0	60	10	4	1	76	80	0	0	23	4	0	0	27	27	0	0	27	1	0	0	28	28
17:30	0	2	74	8	2	0	86	87	0	0	34	5	0	0	39	39	0	0	22	1	0	0	23	23
17:45	1	1	59	10	0	0	71	70	0	0	32	3	0	0	35	35	0	0	19	1	0	0	20	20
H/TOT	2	3	257	39	6	1	308	312	1	0	122	14	0	0	137	136	0	0	85	3	0	0	88	88
18:00	0	0	74	6	0	0	80	80	0	0	30	3	0	0	33	33	0	0	25	1	0	0	26	26
18:15	1	0	75	3	0	1	80	80	1	1	24	5	0	0	31	30	1	0	14	0	0	0	15	14
H/TOT	1	0	149	9	0	1	160	160	1	1	54	8	0	0	64	63	1	0	39	1	0	0	41	40
P/TOT	3	5	681	73	10	3	775	783	2	2	275	34	1	0	314	312	3	0	205	14	0	0	222	219

SITE: Site 5.1 DATE: Weekday 2026

LOCATION: R149 Captain's Hill/Newtown Glendale DAY: Tuesday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	8	0	0	0	8	8	0	0	1	1	0	0	2	2	0	0	76	16	3	0	95	98
07:45	0	0	7	0	0	0	7	7	0	0	1	0	0	0	1	1	0	0	52	13	2	1	68	71
H/TOT	0	0	15	0	0	0	15	15	0	0	2	1	0	0	3	3	0	0	128	29	5	1	163	169
08:00	0	0	2	2	0	0	4	4	1	0	1	0	1	0	3	3	1	1	64	17	0	0	83	82
08:15	0	0	8	0	0	0	8	8	0	0	2	1	0	0	3	3	1	0	60	8	4	0	73	76
08:30	0	0	5	1	0	0	6	6	0	0	1	1	0	0	2	2	2	0	50	9	1	1	63	63
08:45	0	0	4	2	1	0	7	8	0	0	1	0	0	0	1	1	0	0	46	7	0	0	53	53
H/TOT	0	0	19	5	1	0	25	26	1	0	5	2	1	0	9	9	4	1	220	41	5	1	272	274
09:00	0	0	4	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	57	4	2	0	63	65
09:15	0	0	4	0	0	0	4	4	0	0	2	1	0	0	3	3	1	0	48	6	0	0	55	54
09:30	0	0	5	0	1	0	6	7	0	0	0	1	1	0	2	3	1	0	36	5	2	1	45	47
09:45	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	1	0	34	6	1	0	42	42
H/TOT	0	0	16	1	1	0	18	19	0	0	2	2	1	0	5	6	3	0	175	21	5	1	205	208
P/TOT	0	0	50	6	2	0	58	60	1	0	9	5	2	0	17	18	7	1	523	91	15	3	640	651

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	1	0	0	0	1	1	0	0	5	2	0	0	7	7	2	0	48	10	0	0	60	58
16:15	0	0	5	0	0	0	5	5	0	0	8	1	0	0	9	9	0	0	49	4	1	0	54	55
16:30	0	0	2	1	0	0	3	3	3	1	6	0	0	0	10	7	2	0	52	3	0	1	58	57
16:45	1	0	1	0	0	0	2	1	0	0	2	1	0	0	3	3	3	0	66	11	1	0	81	80
H/TOT	1	0	9	1	0	0	11	10	3	1	21	4	0	0	29	26	7	0	215	28	2	1	253	250
17:00	0	0	2	1	0	0	3	3	0	0	7	0	1	0	8	9	2	1	66	10	0	0	79	77
17:15	0	0	4	1	1	0	6	7	0	0	7	0	0	0	7	7	1	1	61	9	1	0	73	73
17:30	0	0	4	1	0	0	5	5	0	0	5	1	0	0	6	6	0	0	43	2	0	1	46	47
17:45	1	0	3	1	0	0	5	4	0	0	5	0	0	0	5	5	2	0	58	8	1	0	69	68
H/TOT	1	0	13	4	1	0	19	19	0	0	24	1	1	0	26	27	5	2	228	29	2	1	267	265
18:00	0	0	4	3	0	0	7	7	0	0	8	2	1	0	11	12	1	0	57	5	0	0	63	62
18:15	0	0	5	1	0	0	6	6	1	0	6	1	0	0	8	7	1	0	60	2	0	0	63	62
H/TOT	0	0	9	4	0	0	13	13	1	0	14	3	1	0	19	19	2	0	117	7	0	0	126	124
P/TOT	2	0	31	9	1	0	43	42	4	1	59	8	2	0	74	72	14	2	560	64	4	2	646	639

SITE: Site 5.2 DATE: Weekday 2026

LOCATION: River Forest/R149 Captain's Hill DAY: Tuesday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	7	1	0	0	8	8	0	2	28	2	0	3	35	37	0	0	9	3	0	2	14	16
07:45	2	0	14	0	1	0	17	16	0	0	25	7	0	2	34	36	0	0	8	4	1	1	14	16
H/TOT	2	0	21	1	1	0	25	24	0	2	53	9	0	5	69	73	0	0	17	7	1	3	28	32
08:00	1	0	9	3	0	0	13	12	0	0	30	3	0	1	34	35	0	0	13	2	1	4	20	25
08:15	0	0	3	1	0	0	4	4	0	0	31	3	1	1	36	38	0	0	19	1	0	1	21	22
08:30	0	0	12	1	0	0	13	13	0	0	37	1	0	5	43	48	0	0	29	4	0	2	35	37
08:45	0	0	12	0	0	0	12	12	0	0	25	3	0	1	29	30	0	0	27	1	0	0	28	28
H/TOT	1	0	36	5	0	0	42	41	0	0	123	10	1	8	142	151	0	0	88	8	1	7	104	112
09:00	0	0	13	0	0	0	13	13	0	0	26	4	0	1	31	32	0	0	44	2	1	4	51	56
09:15	0	0	34	0	0	0	34	34	0	0	38	4	1	1	44	46	0	0	28	1	0	0	29	29
09:30	0	0	16	1	0	0	17	17	4	1	36	3	1	3	48	48	0	0	27	6	1	1	35	37
09:45	0	0	11	2	0	0	13	13	0	0	31	3	0	2	36	38	0	0	23	3	0	1	27	28
H/TOT	0	0	74	3	0	0	77	77	4	1	131	14	2	7	159	164	0	0	122	12	2	6	142	150
P/TOT	3	0	131	9	1	0	144	142	4	3	307	33	3	20	370	388	0	0	227	27	4	16	274	294

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	12	1	0	0	13	13	0	0	25	6	0	3	34	37	0	0	28	4	0	1	33	34
16:15	0	1	11	1	0	0	13	12	0	0	19	1	0	1	21	22	0	0	36	3	0	2	41	43
16:30	0	0	15	0	1	0	16	17	0	1	27	2	0	2	32	33	0	2	43	6	1	1	53	54
16:45	0	0	18	0	0	0	18	18	0	0	32	5	0	1	38	39	1	1	48	5	0	2	57	58
H/TOT	0	1	56	2	1	0	60	60	0	1	103	14	0	7	125	131	1	3	155	18	1	6	184	189
17:00	0	0	24	1	0	0	25	25	0	0	46	0	0	2	48	50	0	0	34	6	0	3	43	46
17:15	0	0	12	2	0	0	14	14	0	0	29	3	0	1	33	34	0	0	40	2	0	1	43	44
17:30	0	0	25	6	0	0	31	31	1	0	27	2	0	3	33	35	2	0	52	4	0	2	60	60
17:45	0	0	14	3	0	0	17	17	0	0	30	0	0	2	32	34	1	0	57	11	1	2	72	74
H/TOT	0	0	75	12	0	0	87	87	1	0	132	5	0	8	146	153	3	0	183	23	1	8	218	224
18:00	0	0	20	1	0	0	21	21	1	0	26	2	1	1	31	32	0	0	36	8	0	3	47	50
18:15	2	0	22	4	0	0	28	26	0	0	36	6	0	2	44	46	0	1	49	8	0	3	61	63
H/TOT	2	0	42	5	0	0	49	47	1	0	62	8	1	3	75	78	0	1	85	16	0	6	108	113
P/TOT	2	1	173	19	1	0	196	194	2	1	297	27	1	18	346	362	4	4	423	57	2	20	510	526

SITE: Site 5.2 DATE: Weekday 2026

LOCATION: River Forest/R149 Captain's Hill DAY: Tuesday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	1	0	68	10	1	0	80	80	0	0	94	17	3	0	114	117	0	0	5	1	0	0	6	6
07:45	0	0	61	14	2	1	78	81	0	0	70	17	3	1	91	95	0	0	4	0	0	0	4	4
H/TOT	1	0	129	24	3	1	158	161	0	0	164	34	6	1	205	212	0	0	9	1	0	0	10	10
08:00	0	0	56	9	1	0	66	67	1	1	73	18	1	0	94	94	0	0	5	2	0	0	7	7
08:15	0	0	41	4	1	0	46	47	0	1	79	9	4	0	93	96	1	0	5	0	0	0	6	5
08:30	1	0	54	7	3	0	65	67	1	0	69	9	2	1	82	84	0	0	6	2	0	0	8	8
08:45	0	0	43	10	1	0	54	55	2	1	46	10	0	0	59	57	0	0	10	0	0	0	10	10
H/TOT	1	0	194	30	6	0	231	236	4	3	267	46	7	1	328	331	1	0	26	4	0	0	31	30
09:00	0	0	32	9	1	2	44	47	0	0	65	7	3	0	75	78	0	0	22	0	0	0	22	22
09:15	1	0	55	5	3	0	64	66	1	0	56	9	1	0	67	67	0	0	15	0	0	0	15	15
09:30	0	0	37	7	1	0	45	46	1	0	41	5	2	1	50	52	0	0	8	2	0	0	10	10
09:45	0	0	44	8	1	0	53	54	1	0	43	5	1	0	50	50	0	0	13	3	0	0	16	16
H/TOT	1	0	168	29	6	2	206	213	3	0	205	26	7	1	242	247	0	0	58	5	0	0	63	63
P/TOT	3	0	491	83	15	3	595	610	7	3	636	106	20	3	775	790	1	0	93	10	0	0	104	103

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	67	9	0	1	77	78	1	0	55	10	0	0	66	65	1	0	15	2	0	0	18	17
16:15	0	2	77	7	2	0	88	89	0	0	50	4	1	0	55	56	0	0	15	2	0	0	17	17
16:30	0	0	92	13	1	0	106	107	2	0	58	4	0	1	65	64	1	0	15	2	0	0	18	17
16:45	0	0	80	7	1	0	88	89	2	0	64	12	1	0	79	78	2	0	23	2	0	0	27	25
H/TOT	0	2	316	36	4	1	359	363	5	0	227	30	2	1	265	263	4	0	68	8	0	0	80	76
17:00	1	0	79	14	0	0	94	93	0	1	66	7	0	0	74	73	2	0	14	3	0	0	19	17
17:15	0	0	68	11	4	1	84	89	0	1	64	6	1	0	72	72	1	0	23	4	0	0	28	27
17:30	0	2	80	7	2	0	91	92	0	0	55	1	0	1	57	58	0	0	15	2	0	0	17	17
17:45	1	1	77	11	0	0	90	89	1	0	55	9	1	0	66	66	1	0	21	0	0	0	22	21
H/TOT	2	3	304	43	6	1	359	363	1	2	240	23	2	1	269	269	4	0	73	9	0	0	86	82
18:00	0	0	87	8	0	0	95	95	0	0	65	5	0	0	70	70	1	0	17	1	0	0	19	18
18:15	0	1	77	0	0	1	79	79	0	0	59	2	0	0	61	61	2	0	17	0	0	0	19	17
H/TOT	0	1	164	8	0	1	174	174	0	0	124	7	0	0	131	131	3	0	34	1	0	0	38	35
P/TOT	2	6	784	87	10	3	892	900	6	2	591	60	4	2	665	663	11	0	175	18	0	0	204	193

SITE: Site 6 DATE: Weekday 2026

LOCATION: R149 Captain's Hill/Avondale DAY: Tuesday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	1	0	76	14	1	2	94	96	0	0	2	0	0	0	2	2	0	0	5	2	0	0	7	7
07:45	0	0	69	16	3	2	90	95	0	0	1	1	0	0	2	2	0	0	4	1	0	1	6	7
H/TOT	1	0	145	30	4	4	184	191	0	0	3	1	0	0	4	4	0	0	9	3	0	1	13	14
08:00	0	0	68	10	2	4	84	90	0	0	9	0	0	0	9	9	0	0	8	1	0	0	9	9
08:15	0	0	63	5	2	1	71	74	1	0	2	1	1	0	5	5	0	0	4	0	0	0	4	4
08:30	1	0	89	9	2	2	103	106	0	0	7	0	0	0	7	7	0	0	10	2	0	0	12	12
08:45	0	0	80	10	1	0	91	92	1	0	15	1	0	0	17	16	1	0	11	1	0	0	13	12
H/TOT	1	0	300	34	7	7	349	362	2	0	33	2	1	0	38	37	1	0	33	4	0	0	38	37
09:00	1	1	85	8	1	7	103	110	0	0	17	0	0	0	17	17	0	0	9	0	1	0	10	11
09:15	1	0	74	4	4	0	83	86	0	0	20	2	1	0	23	24	0	0	24	1	0	0	25	25
09:30	0	0	61	10	2	2	75	79	0	0	13	2	0	0	15	15	0	0	23	1	0	0	24	24
09:45	1	0	67	11	1	2	82	84	0	0	5	0	0	0	5	5	0	0	9	0	0	0	9	9
H/TOT	3	1	287	33	8	11	343	359	0	0	55	4	1	0	60	61	0	0	65	2	1	0	68	69
P/TOT	5	1	732	97	19	22	876	912	2	0	91	7	2	0	102	102	1	0	107	9	1	1	119	120

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	98	12	0	2	112	114	0	0	11	1	0	0	12	12	0	0	5	0	0	0	5	5
16:15	0	2	109	10	2	2	125	128	0	0	6	1	0	0	7	7	0	0	8	1	0	0	9	9
16:30	0	2	130	20	2	1	155	157	0	0	11	1	0	0	12	12	0	0	6	2	0	0	8	8
16:45	1	2	119	11	1	2	136	137	0	0	8	1	0	0	9	9	0	0	14	2	0	0	16	16
H/TOT	1	6	456	53	5	7	528	536	0	0	36	4	0	0	40	40	0	0	33	5	0	0	38	38
17:00	2	0	121	20	3	3	149	153	0	0	9	0	0	0	9	9	0	0	6	0	0	0	6	6
17:15	0	0	111	17	1	2	131	134	0	0	11	2	0	0	13	13	1	0	11	1	0	0	13	12
17:30	5	2	110	7	2	2	128	127	0	0	8	0	0	0	8	8	0	0	9	1	0	0	10	10
17:45	2	1	131	21	1	2	158	159	0	0	9	2	0	0	11	11	0	0	3	0	0	0	3	3
H/TOT	9	3	473	65	7	9	566	573	0	0	37	4	0	0	41	41	1	0	29	2	0	0	32	31
18:00	1	0	123	16	0	3	143	145	0	0	6	0	0	0	6	6	1	0	7	0	0	0	8	7
18:15	0	2	126	14	0	4	146	149	0	0	4	1	0	0	5	5	0	0	6	0	0	0	6	6
H/TOT	1	2	249	30	0	7	289	294	0	0	10	1	0	0	11	11	1	0	13	0	0	0	14	13
P/TOT	11	11	1178	148	12	23	1383	1403	0	0	83	9	0	0	92	92	2	0	75	7	0	0	84	82

SITE: Site 6 DATE: Weekday 2026

LOCATION: R149 Captain's Hill/Avondale DAY: Tuesday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2	0	2	120	18	3	3	146	151
07:45	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	97	24	3	3	127	133
H/TOT	0	0	5	0	0	0	5	5	0	0	3	0	0	0	3	3	0	2	217	42	6	6	273	284
08:00	0	0	5	0	0	0	5	5	0	0	3	2	0	0	5	5	0	1	99	19	2	1	122	124
08:15	0	0	3	0	0	0	3	3	0	0	4	1	0	0	5	5	0	0	106	11	5	1	123	129
08:30	0	0	6	1	0	0	7	7	0	0	6	0	1	0	7	8	1	0	100	10	2	5	118	124
08:45	3	0	4	2	1	0	10	9	0	0	3	0	0	0	3	3	0	1	61	12	1	2	77	79
H/TOT	3	0	18	3	1	0	25	24	0	0	16	3	1	0	20	21	1	2	366	52	10	9	440	456
09:00	0	0	3	1	0	0	4	4	1	0	8	2	0	0	11	10	0	0	73	7	3	1	84	88
09:15	0	0	8	0	0	0	8	8	0	0	7	0	0	0	7	7	0	0	97	13	2	1	113	116
09:30	0	0	4	3	0	0	7	7	0	0	2	1	0	0	3	3	0	1	81	4	3	4	93	99
09:45	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	1	0	69	9	2	2	83	86
H/TOT	0	0	17	4	0	0	21	21	1	0	18	3	0	0	22	21	1	1	320	33	10	8	373	389
P/TOT	3	0	40	7	1	0	51	50	1	0	37	6	1	0	45	45	2	5	903	127	26	23	1086	1129

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	4	0	0	0	4	4	0	0	5	0	0	0	5	5	2	0	76	16	0	3	97	98
16:15	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3	1	0	69	5	1	1	77	78
16:30	0	0	6	0	0	0	6	6	0	0	4	1	0	0	5	5	1	1	81	4	0	2	89	90
16:45	0	0	5	1	0	0	6	6	0	0	5	0	0	0	5	5	3	0	92	17	1	2	115	116
H/TOT	0	0	16	1	0	0	17	17	0	0	17	1	0	0	18	18	7	1	318	42	2	8	378	382
17:00	0	0	8	1	0	0	9	9	0	0	5	0	0	0	5	5	1	1	96	6	0	1	105	105
17:15	3	0	3	0	0	0	6	4	0	0	7	0	0	0	7	7	0	1	78	6	1	2	88	90
17:30	0	0	4	1	0	0	5	5	0	0	10	0	0	0	10	10	1	0	91	6	0	4	102	105
17:45	0	0	6	0	0	0	6	6	0	0	8	0	0	0	8	8	1	0	82	8	1	2	94	96
H/TOT	3	0	21	2	0	0	26	24	0	0	30	0	0	0	30	30	3	2	347	26	2	9	389	396
18:00	0	0	5	0	0	0	5	5	0	0	9	1	1	0	11	12	1	0	76	6	0	1	84	84
18:15	0	0	2	0	0	0	2	2	0	0	3	1	0	0	4	4	1	0	86	6	0	2	95	96
H/TOT	0	0	7	0	0	0	7	7	0	0	12	2	1	0	15	16	2	0	162	12	0	3	179	180
P/TOT	3	0	44	3	0	0	50	48	0	0	59	3	1	0	63	64	12	3	827	80	4	20	946	958

SITE: Site 7 DATE: Weekday 2026

LOCATION: R149 Captain's Hill/St Mary's Park DAY: Tuesday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	76	13	2	2	93	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	79	18	3	2	102	107	0	0	0	0	0	0	0	0	0	0	10	1	1	0	12	13
H/TOT	0	0	155	31	5	4	195	204	0	0	0	0	0	0	0	0	0	0	10	1	1	0	12	13
08:00	0	0	77	9	3	4	93	100	1	0	1	0	1	0	3	3	0	0	2	1	0	0	3	3
08:15	0	0	66	9	2	1	78	81	0	0	1	1	0	0	2	2	1	0	3	1	1	0	6	6
08:30	1	0	96	12	2	2	113	116	0	0	1	0	0	0	1	1	0	0	5	1	0	0	6	6
08:45	0	1	102	12	1	0	116	116	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6
H/TOT	1	1	341	42	8	7	400	413	1	0	5	1	1	0	8	8	1	0	16	3	1	0	21	21
09:00	1	0	121	9	2	7	140	148	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6
09:15	0	0	92	7	6	0	105	111	0	0	2	0	0	0	2	2	0	0	3	0	0	0	3	3
09:30	0	0	70	12	2	2	86	90	0	0	1	1	0	0	2	2	0	0	4	0	0	0	4	4
09:45	0	0	80	15	1	1	97	99	0	0	2	1	0	0	3	3	0	0	4	1	0	0	5	5
H/TOT	1	0	363	43	11	10	428	448	0	0	7	2	0	0	9	9	0	0	17	1	0	0	18	18
P/TOT	2	1	859	116	24	21	1023	1065	1	0	12	3	1	0	17	17	1	0	43	5	2	0	51	52

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	116	13	0	2	131	133	0	0	4	1	1	0	6	7	0	0	4	0	1	0	5	6
16:15	0	2	112	11	2	2	129	132	0	0	3	0	0	0	3	3	0	0	3	0	0	0	3	3
16:30	0	2	142	21	2	1	168	170	1	0	3	0	0	0	4	3	0	0	0	0	0	0	0	0
16:45	0	2	124	15	1	2	144	146	0	0	1	1	0	0	2	2	0	0	1	0	0	0	1	1
H/TOT	0	6	494	60	5	7	572	581	1	0	11	2	1	0	15	15	0	0	8	0	1	0	9	10
17:00	1	0	134	19	3	3	160	165	0	0	3	1	0	0	4	4	1	0	2	3	0	0	6	5
17:15	2	1	129	19	1	2	154	155	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2
17:30	0	0	114	8	2	3	127	132	0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4
17:45	2	1	125	24	1	1	154	154	0	0	6	0	0	0	6	6	0	0	0	2	0	0	2	2
H/TOT	5	2	502	70	7	9	595	606	0	0	16	1	0	0	17	17	1	0	8	5	0	0	14	13
18:00	1	0	136	17	0	3	157	159	0	0	5	0	0	0	5	5	0	0	2	0	0	0	2	2
18:15	0	2	128	15	0	4	149	152	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2
H/TOT	1	2	264	32	0	7	306	311	0	0	9	0	0	0	9	9	0	0	4	0	0	0	4	4
P/TOT	6	10	1260	162	12	23	1473	1498	1	0	36	3	1	0	41	41	1	0	20	5	1	0	27	27

SITE: Site 7 DATE: Weekday 2026

LOCATION: R149 Captain's Hill/St Mary's Park DAY: Tuesday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	1	0	1	1	0	0	3	2	0	0	1	0	0	0	1	1	0	2	127	21	4	3	157	163
07:45	0	0	1	0	0	0	1	1	0	0	0	2	2	0	4	6	0	0	101	21	1	4	127	132
H/TOT	1	0	2	1	0	0	4	3	0	0	1	2	2	0	5	7	0	2	228	42	5	7	284	295
08:00	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	1	106	21	2	1	131	133
08:15	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	1	111	12	5	1	130	135
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	111	12	2	5	131	137
08:45	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	1	74	16	1	3	95	98
H/TOT	0	0	3	0	1	0	4	5	0	0	3	0	0	0	3	3	1	3	402	61	10	10	487	503
09:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	90	7	4	1	102	107
09:15	0	0	2	1	0	0	3	3	0	0	3	1	0	0	4	4	0	0	118	15	2	1	136	139
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	103	6	4	4	119	126
09:45	0	0	2	0	0	0	2	2	0	0	3	0	0	0	3	3	1	0	77	10	3	2	93	97
H/TOT	0	0	5	1	0	0	6	6	0	0	7	1	0	0	8	8	2	1	388	38	13	8	450	469
P/TOT	1	0	10	2	1	0	14	14	0	0	11	3	2	0	16	18	3	6	1018	141	28	25	1221	1267

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	1	0	0	0	1	1	1	0	2	0	0	0	3	2	1	0	84	17	0	3	105	107
16:15	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	81	5	1	1	88	90
16:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	1	85	8	0	2	96	97
16:45	0	0	1	0	0	0	1	1	0	0	2	1	1	0	4	5	1	0	100	18	1	2	122	124
H/TOT	0	0	4	0	0	0	4	4	1	0	6	1	1	0	9	9	2	1	350	48	2	8	411	418
17:00	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	86	6	0	0	92	92
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	93	8	1	3	107	110
17:30	1	0	1	0	0	0	2	1	1	0	1	1	0	0	3	2	1	0	114	7	0	3	125	127
17:45	0	0	5	0	0	0	5	5	0	0	3	0	0	0	3	3	1	0	82	9	1	3	96	99
H/TOT	2	0	7	0	0	0	9	7	1	0	4	1	0	0	6	5	2	2	375	30	2	9	420	428
18:00	0	0	0	0	0	0	0	0	2	0	4	0	0	0	6	4	1	0	81	6	0	1	89	89
18:15	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	1	0	97	8	0	2	108	109
H/TOT	0	0	2	0	0	0	2	2	2	0	5	0	0	0	7	5	2	0	178	14	0	3	197	198
P/TOT	2	0	13	0	0	0	15	13	4	0	15	2	1	0	22	19	6	3	903	92	4	20	1028	1044

SITE: Site 8 DATE: Weekday 2026

LOCATION: R149 Captain's Hill/R148 Main St DAY: Tuesday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	83	17	3	2	105	110	1	2	59	7	1	1	71	71	0	0	32	5	0	0	37	37
07:45	0	0	76	8	2	1	87	90	0	0	45	15	0	3	63	66	0	0	38	7	2	2	49	53
H/TOT	0	0	159	25	5	3	192	200	1	2	104	22	1	4	134	137	0	0	70	12	2	2	86	90
08:00	0	1	67	17	1	1	87	88	0	0	43	7	1	0	51	52	0	0	41	3	0	2	46	48
08:15	1	1	82	9	4	0	97	100	0	0	39	4	0	1	44	45	0	0	42	3	2	1	48	51
08:30	1	0	66	10	3	3	83	88	0	0	49	5	1	2	57	60	1	0	55	8	0	1	65	65
08:45	0	1	46	11	1	1	60	61	0	0	39	6	1	2	48	51	0	0	55	5	1	1	62	64
H/TOT	2	3	261	47	9	5	327	337	0	0	170	22	3	5	200	208	1	0	193	19	3	5	221	228
09:00	0	0	46	3	3	1	53	57	1	0	47	6	0	0	54	53	0	0	57	4	1	4	66	71
09:15	1	0	64	9	0	0	74	73	0	0	54	3	3	1	61	65	0	0	42	3	2	0	47	49
09:30	0	0	66	2	2	3	73	78	0	0	47	9	1	1	58	60	0	0	34	3	1	1	39	41
09:45	1	0	51	5	4	1	62	66	0	0	54	5	0	1	60	61	0	0	51	10	0	0	61	61
H/TOT	2	0	227	19	9	5	262	274	1	0	202	23	4	3	233	239	0	0	184	20	4	5	213	222
P/TOT	4	3	647	91	23	13	781	811	2	2	476	67	8	12	567	584	1	0	447	51	9	12	520	540

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	51	7	1	2	61	64	1	0	45	8	1	1	56	57	0	0	55	7	1	2	65	68
16:15	0	0	54	3	0	0	57	57	0	0	40	6	1	1	48	50	0	1	51	7	0	1	60	60
16:30	0	0	41	3	0	0	44	44	0	0	44	7	0	2	53	55	0	0	67	3	0	1	71	72
16:45	0	1	34	6	1	1	43	44	1	0	48	6	0	1	56	56	0	0	70	6	0	0	76	76
H/TOT	0	1	180	19	2	3	205	209	2	0	177	27	2	5	213	218	0	1	243	23	1	4	272	276
17:00	0	0	43	9	0	0	52	52	0	0	65	6	0	0	71	71	1	0	49	3	0	1	54	54
17:15	0	0	52	3	0	2	57	59	0	1	56	2	0	1	60	60	1	1	56	7	0	2	67	68
17:30	1	0	56	6	0	0	63	62	0	1	57	4	1	1	64	65	0	1	63	4	0	1	69	69
17:45	1	0	49	5	0	2	57	58	0	0	48	3	1	2	54	57	1	0	56	10	0	0	67	66
H/TOT	2	0	200	23	0	4	229	231	0	2	226	15	2	4	249	253	3	2	224	24	0	4	257	257
18:00	0	0	43	4	0	2	49	51	0	0	61	5	0	0	66	66	1	0	58	3	0	1	63	63
18:15	0	0	42	3	0	1	46	47	0	0	58	2	0	1	61	62	0	0	50	3	0	1	54	55
H/TOT	0	0	85	7	0	3	95	98	0	0	119	7	0	1	127	128	1	0	108	6	0	2	117	118
P/TOT	2	1	465	49	2	10	529	538	2	2	522	49	4	10	589	599	4	3	575	53	1	10	646	651

SITE: Site 8 DATE: Weekday 2026

LOCATION: R149 Captain's Hill/R148 Main St DAY: Tuesday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	2	61	7	1	3	74	77	1	0	27	8	1	1	38	39	0	0	36	8	2	2	48	52
07:45	4	1	58	10	2	6	81	85	5	0	23	3	2	2	35	35	0	0	40	10	1	0	51	52
H/TOT	4	3	119	17	3	9	155	162	6	0	50	11	3	3	73	74	0	0	76	18	3	2	99	104
08:00	4	0	59	7	1	3	74	75	1	1	22	3	0	0	27	26	0	0	35	7	3	2	47	52
08:15	2	0	71	6	2	1	82	83	0	0	35	5	1	1	42	44	0	0	31	5	2	0	38	40
08:30	0	0	47	8	2	1	58	61	0	0	25	3	1	1	30	32	0	0	49	8	1	1	59	61
08:45	3	0	47	5	1	2	58	59	0	1	48	7	0	2	58	59	0	0	57	3	0	0	60	60
H/TOT	9	0	224	26	6	7	272	278	1	2	130	18	2	4	157	161	0	0	172	23	6	3	204	213
09:00	0	0	48	6	0	0	54	54	1	0	31	3	1	0	36	36	0	0	68	7	1	2	78	81
09:15	1	0	46	3	2	1	53	55	1	0	23	6	1	0	31	31	0	0	54	5	4	0	63	67
09:30	1	1	44	6	2	0	54	55	0	0	35	8	2	1	46	49	0	0	44	9	2	1	56	59
09:45	0	0	38	8	0	2	48	50	0	0	44	4	1	2	51	54	0	0	32	6	1	2	41	44
H/TOT	2	1	176	23	4	3	209	214	2	0	133	21	5	3	164	170	0	0	198	27	8	5	238	251
P/TOT	15	4	519	66	13	19	636	654	9	2	313	50	10	10	394	405	0	0	446	68	17	10	541	568

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	2	1	37	5	0	2	47	47	0	0	53	9	0	1	63	64	0	0	77	7	0	0	84	84
16:15	1	0	24	6	0	0	31	30	1	3	51	4	1	0	60	58	0	1	72	13	2	1	89	91
16:30	2	0	27	0	2	1	32	33	4	0	59	12	0	1	76	74	1	2	80	14	2	1	100	101
16:45	6	2	38	7	1	2	56	53	1	1	50	4	2	0	58	59	0	2	75	10	1	1	89	90
H/TOT	11	3	126	18	3	5	166	163	6	4	213	29	3	2	257	255	1	5	304	44	5	3	362	366
17:00	3	1	31	4	1	1	41	40	0	4	76	11	0	2	93	93	0	0	92	17	3	2	114	119
17:15	1	0	36	5	0	1	43	43	0	2	51	13	0	2	68	69	0	0	84	13	1	0	98	99
17:30	3	0	40	4	0	2	49	49	1	1	69	10	1	1	83	84	0	1	69	7	2	2	81	84
17:45	2	0	31	3	0	0	36	34	0	3	82	6	0	2	93	93	0	0	88	13	1	1	103	105
H/TOT	9	1	138	16	1	4	169	166	1	10	278	40	1	7	337	339	0	1	333	50	7	5	396	407
18:00	0	0	37	2	0	1	40	41	1	1	71	10	0	4	87	90	0	0	82	17	0	2	101	103
18:15	3	1	44	2	0	0	50	47	1	0	78	6	0	3	88	90	0	2	95	10	0	3	110	112
H/TOT	3	1	81	4	0	1	90	88	2	1	149	16	0	7	175	180	0	2	177	27	0	5	211	215
P/TOT	23	5	345	38	4	10	425	417	9	15	640	85	4	16	769	774	1	8	814	121	12	13	969	988

SITE: Site 9 DATE: Weekday 2026

LOCATION: L3005 Barnhill Cross Roads/L3004 Clonee Road DAY: Tuesday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	4	0	0	0	4	4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	4	0	0	0	4	4
08:00	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:00	0	0	0	0	1	0	1	2	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
09:45	0	0	2	0	0	0	2	2	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	1	0	4	5	0	0	1	0	1	0	2	3	0	0	1	1	1	0	3	4
P/TOT	0	0	4	0	2	0	6	8	0	0	1	1	1	0	3	4	0	0	6	1	1	0	8	9

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	5	1	0	0	7	6	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	1	0	0	0	1	1	0	0	0	0	0	0	0	0
17:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2
H/TOT	0	0	3	0	0	0	3	3	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2
18:00	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
18:15	1	0	3	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3
H/TOT	1	0	3	1	0	0	5	4	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	6
P/TOT	2	0	11	2	0	0	15	13	0	0	3	0	0	0	3	3	0	0	7	1	0	0	8	8

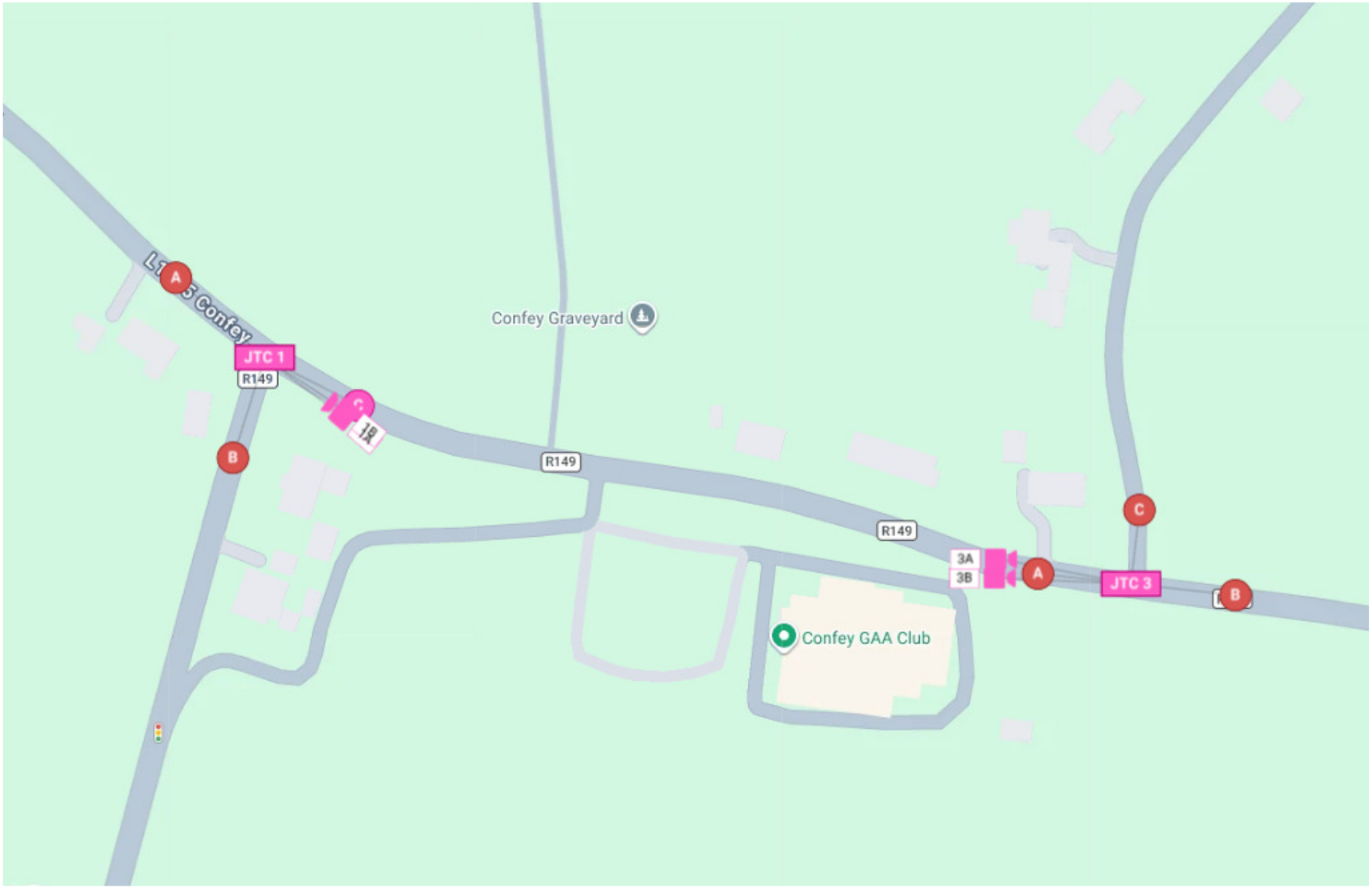
SITE: Site 9 DATE: Weekday 2026

LOCATION: L3005 Barnhill Cross Roads/L3004 Clonee Road DAY: Tuesday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	86	10	1	1	98	100	1	1	70	15	1	1	89	90	0	0	13	0	0	0	13	13
07:45	1	0	70	14	2	0	87	88	1	0	66	14	0	0	81	80	0	0	16	0	0	0	16	16
H/TOT	1	0	156	24	3	1	185	188	2	1	136	29	1	1	170	170	0	0	29	0	0	0	29	29
08:00	0	0	72	9	2	0	83	85	5	0	71	7	3	0	86	85	0	0	13	2	0	0	15	15
08:15	0	0	67	9	5	0	81	86	3	0	45	14	1	0	63	62	0	0	8	1	0	0	9	9
08:30	0	0	65	6	2	0	73	75	4	0	67	9	0	1	81	79	0	0	5	0	0	0	5	5
08:45	0	0	63	7	1	1	72	74	2	0	64	11	1	0	78	77	0	0	1	1	0	0	2	2
H/TOT	0	0	267	31	10	1	309	320	14	0	247	41	5	1	308	303	0	0	27	4	0	0	31	31
09:00	1	0	83	7	1	0	92	92	2	0	66	9	2	0	79	79	0	0	6	0	0	0	6	6
09:15	1	0	65	12	1	0	79	79	1	0	72	9	0	0	82	81	0	0	1	1	0	0	2	2
09:30	1	1	79	11	2	1	95	97	0	0	65	10	2	1	78	81	0	0	0	0	0	0	0	0
09:45	0	0	62	9	1	7	79	87	0	0	55	10	4	0	69	73	0	0	1	0	0	0	1	1
H/TOT	3	1	289	39	5	8	345	355	3	0	258	38	8	1	308	314	0	0	8	1	0	0	9	9
P/TOT	4	1	712	94	18	10	839	863	19	1	641	108	14	3	786	787	0	0	64	5	0	0	69	69

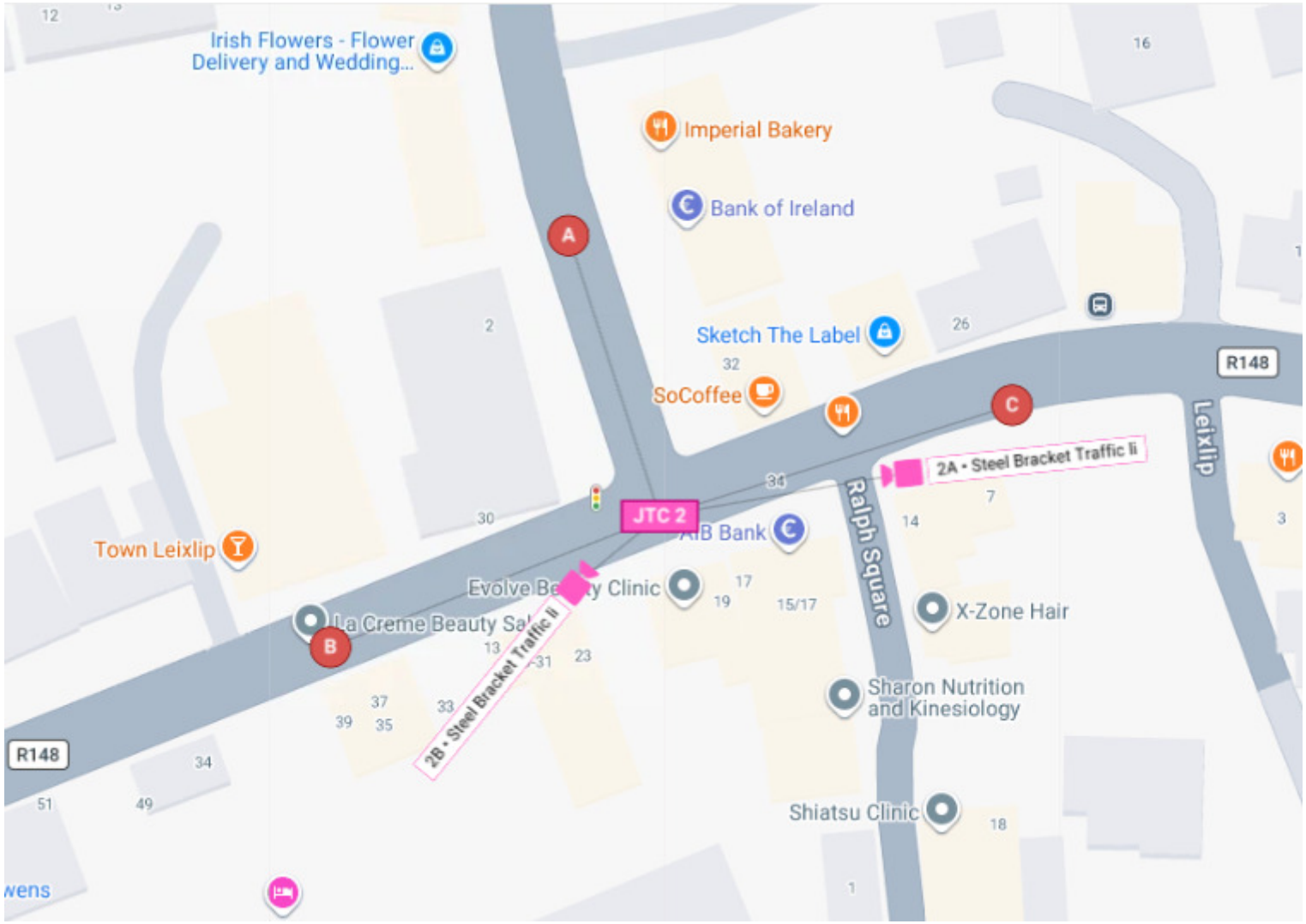
	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	1	0	110	20	3	0	134	136	0	0	45	9	2	0	56	58	0	0	1	0	0	0	1	1
16:15	1	0	108	12	2	0	123	124	0	0	63	4	2	0	69	71	0	0	4	0	0	0	4	4
16:30	1	1	101	12	2	0	117	118	2	0	76	6	0	1	85	84	0	0	3	0	0	0	3	3
16:45	3	1	104	16	2	1	127	127	0	0	73	9	1	0	83	84	0	0	5	0	0	0	5	5
H/TOT	6	2	423	60	9	1	501	505	2	0	257	28	5	1	293	297	0	0	13	0	0	0	13	13
17:00	2	1	112	13	0	1	129	128	0	0	71	3	1	0	75	76	0	0	6	0	0	0	6	6
17:15	4	0	116	13	1	0	134	132	0	1	73	10	0	0	84	83	0	0	4	1	0	0	5	5
17:30	5	1	99	12	1	0	118	114	4	0	76	13	3	1	97	98	0	0	7	0	0	0	7	7
17:45	0	0	98	13	1	1	113	115	0	0	70	9	1	0	80	81	0	0	6	0	0	0	6	6
H/TOT	11	2	425	51	3	2	494	489	4	1	290	35	5	1	336	338	0	0	23	1	0	0	24	24
18:00	1	0	107	13	1	0	122	122	1	2	63	5	0	0	71	69	0	0	10	1	0	0	11	11
18:15	4	1	91	13	0	0	109	105	0	0	71	5	0	0	76	76	0	0	5	0	0	0	5	5
H/TOT	5	1	198	26	1	0	231	227	1	2	134	10	0	0	147	145	0	0	15	1	0	0	16	16
P/TOT	22	5	1046	137	13	3	1226	1221	7	3	681	73	10	2	776	780	0	0	51	2	0	0	53	53

Site/Movement Labelling



Job number: IDA/26/1185	Job Dates: 15/10/2026	Drawing No: IDA/26/1185-01	IDASO Innovative Data Solutions
Client: NRB Consulting Engineers	Job Days: Thursday	Author: MS	

Site/Movement Labelling



Job number: IDA/26/1185	Job Dates: 15/10/2026	Drawing No: IDA/26/1185-02	IDASO Innovative Data Solutions
Client: NRB Consulting Engineers	Job Days: Thursday	Author: MS	

IDASO

261185 - Confey Leixlip **OCTOBER 2026**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/26/1185**

SITE: Site 1 DATE: 15th October 2026

LOCATION: R149/L1015 Confey DAY: Thursday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	37	5	0	1	43	44	0	0	17	8	0	0	25	25	0	0	8	3	1	0	12	13
07:45	0	0	44	4	2	0	50	52	0	0	21	5	2	0	28	30	0	0	6	1	0	0	7	7
H/TOT	0	0	81	9	2	1	93	96	0	0	38	13	2	0	53	55	0	0	14	4	1	0	19	20
08:00	0	0	59	7	1	0	67	68	0	0	22	4	2	0	28	30	0	0	16	3	0	0	19	19
08:15	0	0	42	8	3	0	53	56	0	0	24	9	1	0	34	35	0	0	19	2	0	0	21	21
08:30	0	0	29	4	0	0	33	33	0	1	29	2	0	0	32	31	0	0	10	2	0	0	12	12
08:45	0	0	49	10	3	0	62	65	0	0	25	6	0	0	31	31	0	0	8	1	0	0	9	9
H/TOT	0	0	179	29	7	0	215	222	0	1	100	21	3	0	125	127	0	0	53	8	0	0	61	61
09:00	0	0	37	6	1	0	44	45	0	0	27	2	0	0	29	29	0	0	25	0	0	0	25	25
09:15	0	0	37	7	2	0	46	48	0	0	19	1	1	0	21	22	0	0	20	1	0	0	21	21
09:30	0	0	36	5	0	0	41	41	1	0	10	1	0	0	12	11	0	0	12	1	0	0	13	13
09:45	0	0	23	7	0	0	30	30	0	0	9	1	0	0	10	10	0	0	5	3	0	0	8	8
H/TOT	0	0	133	25	3	0	161	164	1	0	65	5	1	0	72	72	0	0	62	5	0	0	67	67
P/TOT	0	0	393	63	12	1	469	482	1	1	203	39	6	0	250	254	0	0	129	17	1	0	147	148

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	22	5	0	0	27	27	0	0	17	3	0	0	20	20	0	0	20	3	1	0	24	25
16:15	0	0	31	4	0	0	35	35	0	0	9	1	0	0	10	10	0	0	30	4	0	0	34	34
16:30	0	0	32	2	0	0	34	34	0	0	24	4	1	0	29	30	0	0	19	1	0	0	20	20
16:45	0	0	33	5	1	0	39	40	1	0	15	1	0	0	17	16	0	0	10	1	0	0	11	11
H/TOT	0	0	118	16	1	0	135	136	1	0	65	9	1	0	76	76	0	0	79	9	1	0	89	90
17:00	0	1	26	3	1	0	31	31	1	0	19	4	0	0	24	23	0	0	16	2	1	0	19	20
17:15	0	0	42	3	0	0	45	45	0	0	19	2	0	0	21	21	0	0	23	3	0	0	26	26
17:30	0	1	30	3	0	0	34	33	0	0	11	0	0	0	11	11	0	0	14	2	0	0	16	16
17:45	0	0	37	2	0	0	39	39	0	0	5	0	0	0	5	5	0	0	22	3	1	0	26	27
H/TOT	0	2	135	11	1	0	149	148	1	0	54	6	0	0	61	60	0	0	75	10	2	0	87	89
18:00	0	0	22	1	1	0	24	25	0	0	9	2	0	0	11	11	0	0	13	2	0	0	15	15
18:15	0	0	23	2	1	0	26	27	0	1	9	1	0	0	11	10	0	0	11	0	0	0	11	11
H/TOT	0	0	45	3	2	0	50	52	0	1	18	3	0	0	22	21	0	0	24	2	0	0	26	26
P/TOT	0	2	298	30	4	0	334	336	2	1	137	18	1	0	159	157	0	0	178	21	3	0	202	205

SITE: Site 1 DATE: 15th October 2026

LOCATION: R149/L1015 Confey DAY: Thursday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	67	10	0	0	77	77	0	0	78	8	0	0	86	86	0	0	17	0	0	0	17	17
07:45	0	0	77	10	2	0	89	91	0	0	68	10	2	0	80	82	0	0	20	1	0	0	21	21
H/TOT	0	0	144	20	2	0	166	168	0	0	146	18	2	0	166	168	0	0	37	1	0	0	38	38
08:00	0	0	80	7	1	1	89	91	1	0	49	8	1	0	59	59	0	0	22	4	0	0	26	26
08:15	0	0	67	8	1	0	76	77	0	0	49	8	1	0	58	59	0	0	27	5	0	0	32	32
08:30	0	0	35	6	1	0	42	43	0	0	42	5	0	2	49	51	0	0	32	2	2	0	36	38
08:45	0	0	60	6	0	0	66	66	1	0	57	11	1	0	70	70	0	0	25	4	1	0	30	31
H/TOT	0	0	242	27	3	1	273	277	2	0	197	32	3	2	236	239	0	0	106	15	3	0	124	127
09:00	1	0	60	10	1	0	72	72	0	0	46	2	0	0	48	48	0	0	14	3	0	0	17	17
09:15	0	0	48	6	2	0	56	58	0	0	35	3	0	0	38	38	0	0	20	5	0	0	25	25
09:30	0	0	60	4	0	1	65	66	0	0	22	5	1	1	29	31	0	0	17	3	2	0	22	24
09:45	0	0	58	8	0	0	66	66	0	0	33	3	3	0	39	42	0	0	12	2	0	0	14	14
H/TOT	1	0	226	28	3	1	259	262	0	0	136	13	4	1	154	159	0	0	63	13	2	0	78	80
P/TOT	1	0	612	75	8	2	698	707	2	0	479	63	9	3	556	566	0	0	206	29	5	0	240	245

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	51	12	1	1	65	67	0	0	69	16	1	0	86	87	0	0	38	5	2	1	46	49
16:15	1	0	38	6	0	0	45	44	0	0	77	7	2	0	86	88	0	0	32	3	1	0	36	37
16:30	1	0	56	11	0	0	68	67	1	0	66	6	3	1	77	80	0	0	24	5	1	0	30	31
16:45	0	1	80	10	1	0	92	92	0	0	65	13	0	0	78	78	0	1	23	6	0	0	30	29
H/TOT	2	1	225	39	2	1	270	270	1	0	277	42	6	1	327	333	0	1	117	19	4	1	142	146
17:00	0	1	60	12	1	0	74	74	0	1	56	13	3	0	73	75	0	0	41	2	1	0	44	45
17:15	0	0	49	16	3	0	68	71	0	0	54	5	2	0	61	63	0	0	31	2	0	0	33	33
17:30	0	0	78	8	1	0	87	88	0	0	34	6	1	1	42	44	0	0	30	2	0	0	32	32
17:45	0	0	71	5	0	1	77	78	0	1	56	3	0	0	60	59	0	0	21	1	0	0	22	22
H/TOT	0	1	258	41	5	1	306	311	0	2	200	27	6	1	236	241	0	0	123	7	1	0	131	132
18:00	0	0	73	6	3	0	82	85	1	0	58	4	0	0	63	62	0	0	27	5	1	0	33	34
18:15	0	0	58	13	0	0	71	71	0	0	54	2	1	0	57	58	0	0	21	3	0	1	25	26
H/TOT	0	0	131	19	3	0	153	156	1	0	112	6	1	0	120	120	0	0	48	8	1	1	58	60
P/TOT	2	2	614	99	10	2	729	737	2	2	589	75	13	2	683	694	0	1	288	34	6	2	331	338

SITE: Site 2 DATE: 15th October 2026

LOCATION: R149 Captain's Hill/R148 Main St DAY: Thursday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	1	0	81	9	1	1	93	94	0	0	56	12	2	1	71	74	0	0	40	8	3	1	52	56
07:45	0	0	95	16	2	1	114	117	0	0	45	8	0	2	55	57	0	0	54	6	1	0	61	62
H/TOT	1	0	176	25	3	2	207	211	0	0	101	20	2	3	126	131	0	0	94	14	4	1	113	118
08:00	0	0	101	10	5	1	117	123	1	0	46	10	2	0	59	60	0	0	43	0	0	2	45	47
08:15	1	2	74	14	3	1	95	97	0	0	33	1	0	0	34	34	0	0	47	0	1	1	49	51
08:30	0	2	73	9	1	0	85	85	0	0	41	1	2	1	45	48	0	0	70	4	0	1	75	76
08:45	0	1	84	9	0	2	96	97	1	0	65	4	1	2	73	75	0	0	53	3	0	1	57	58
H/TOT	1	5	332	42	9	4	393	402	2	0	185	16	5	3	211	217	0	0	213	7	1	5	226	232
09:00	0	0	64	6	2	1	73	76	0	1	55	7	0	1	64	64	0	0	59	5	1	1	66	68
09:15	0	0	73	9	2	1	85	88	0	0	47	4	1	1	53	55	0	0	52	5	2	1	60	63
09:30	0	0	58	8	0	1	67	68	0	0	56	2	1	1	60	62	0	0	57	2	0	4	63	67
09:45	0	0	51	7	4	3	65	72	0	0	51	6	1	2	60	63	0	0	49	4	1	1	55	57
H/TOT	0	0	246	30	8	6	290	304	0	1	209	19	3	5	237	244	0	0	217	16	4	7	244	255
P/TOT	2	5	754	97	20	12	890	917	2	1	495	55	10	11	574	592	0	0	524	37	9	13	583	605

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	54	6	2	2	64	68	0	0	47	7	2	0	56	58	0	0	46	5	0	2	53	55
16:15	0	0	69	18	1	2	90	93	0	0	65	8	1	2	76	79	0	0	38	5	0	1	44	45
16:30	0	0	71	10	2	0	83	85	0	0	54	3	0	1	58	59	0	0	57	8	2	1	68	71
16:45	0	0	54	9	2	1	66	69	0	0	66	2	0	2	70	72	0	1	56	4	0	0	61	60
H/TOT	0	0	248	43	7	5	303	315	0	0	232	20	3	5	260	268	0	1	197	22	2	4	226	231
17:00	0	0	49	9	0	0	58	58	0	0	36	3	0	0	39	39	0	0	63	4	1	1	69	71
17:15	0	0	53	8	1	2	64	67	0	0	46	4	0	1	51	52	0	0	56	12	0	1	69	70
17:30	0	0	56	5	3	0	64	67	0	0	64	7	0	1	72	73	0	0	48	2	1	1	52	54
17:45	0	1	44	6	1	2	54	56	0	1	39	4	1	2	47	49	0	0	58	7	0	1	66	67
H/TOT	0	1	202	28	5	4	240	248	0	1	185	18	1	4	209	213	0	0	225	25	2	4	256	262
18:00	0	0	56	1	0	0	57	57	0	0	51	2	0	0	53	53	1	0	53	2	0	1	57	57
18:15	0	0	62	1	1	3	67	71	0	0	58	3	0	1	62	63	1	0	55	2	0	1	59	59
H/TOT	0	0	118	2	1	3	124	128	0	0	109	5	0	1	115	116	2	0	108	4	0	2	116	116
P/TOT	0	1	568	73	13	12	667	691	0	1	526	43	4	10	584	597	2	1	530	51	4	10	598	609

SITE: Site 2 DATE: 15th October 2026

LOCATION: R149 Captain's Hill/R148 Main St DAY: Thursday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	1	63	10	2	4	80	85	3	0	26	4	2	1	36	37	0	0	38	3	1	2	44	47
07:45	1	1	59	6	2	3	72	76	1	1	38	6	0	2	48	49	0	0	69	4	0	1	74	75
H/TOT	1	2	122	16	4	7	152	161	4	1	64	10	2	3	84	86	0	0	107	7	1	3	118	122
08:00	1	1	53	3	1	5	64	69	1	0	24	6	1	0	32	32	0	0	65	6	2	0	73	75
08:15	2	1	78	4	1	2	88	89	1	0	28	2	0	1	32	32	0	0	80	8	2	2	92	96
08:30	1	0	52	5	1	1	60	61	0	0	23	4	0	0	27	27	0	0	84	6	2	1	93	96
08:45	1	0	60	4	1	1	67	68	0	1	27	3	1	1	33	34	0	0	56	7	2	0	65	67
H/TOT	5	2	243	16	4	9	279	287	2	1	102	15	2	2	124	125	0	0	285	27	8	3	323	334
09:00	0	0	57	4	2	2	65	69	0	0	37	4	0	1	42	43	0	0	41	9	1	2	53	56
09:15	3	0	60	4	1	1	69	69	1	0	33	3	1	0	38	38	0	0	60	9	0	1	70	71
09:30	0	0	52	8	2	1	63	66	0	0	38	6	1	1	46	48	0	0	48	5	2	1	56	59
09:45	0	0	52	8	2	1	63	66	0	0	30	3	1	3	37	41	0	0	48	12	3	1	64	68
H/TOT	3	0	221	24	7	5	260	270	1	0	138	16	3	5	163	170	0	0	197	35	6	5	243	254
P/TOT	9	4	586	56	15	21	691	718	7	2	304	41	7	10	371	381	0	0	589	69	15	11	684	710

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	1	0	37	5	2	1	46	48	1	0	66	9	0	1	77	77	0	0	74	17	1	0	92	93
16:15	1	1	43	3	0	1	49	49	0	3	61	9	0	0	73	71	0	0	68	15	0	0	83	83
16:30	1	0	31	0	0	0	32	31	0	0	69	5	0	1	75	76	0	1	68	8	1	1	79	80
16:45	1	2	32	6	1	2	44	45	1	1	61	9	1	1	74	75	0	3	79	8	0	1	91	90
H/TOT	4	3	143	14	3	4	171	173	2	4	257	32	1	3	299	299	0	4	289	48	2	2	345	346
17:00	0	1	47	5	0	0	53	52	3	1	71	9	1	2	87	87	0	0	92	26	0	1	119	120
17:15	7	0	46	3	0	2	58	54	0	1	73	10	1	1	86	87	1	2	77	8	3	1	92	94
17:30	1	0	35	6	1	2	45	47	1	1	73	10	0	2	87	88	0	0	83	8	1	1	93	95
17:45	1	0	43	4	0	2	50	51	1	2	73	7	1	0	84	83	0	0	66	11	2	1	80	83
H/TOT	9	1	171	18	1	6	206	204	5	5	290	36	3	5	344	345	1	2	318	53	6	4	384	392
18:00	1	2	36	2	0	0	41	39	1	1	74	6	0	4	86	89	0	2	89	8	2	2	103	106
18:15	1	0	41	3	1	1	47	48	4	0	72	5	0	2	83	82	0	1	72	15	0	2	90	91
H/TOT	2	2	77	5	1	1	88	87	5	1	146	11	0	6	169	171	0	3	161	23	2	4	193	197
P/TOT	15	6	391	37	5	11	465	464	12	10	693	79	4	14	812	815	1	9	768	124	10	10	922	935

261185 - Confey Leixlip **OCTOBER 2026**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/26/1185**

SITE: Site 3 DATE: 15th October 2026

LOCATION: R149/L5052 DAY: Thursday

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	28	6	0	0	34	34	0	0	73	7	0	1	81	82	0	0	68	4	0	0	72	72
07:45	0	0	53	5	0	0	58	58	0	0	64	8	3	0	75	78	0	0	72	10	0	0	82	82
H/TOT	0	0	81	11	0	0	92	92	0	0	137	15	3	1	156	160	0	0	140	14	0	0	154	154
08:00	0	0	60	8	1	0	69	70	0	0	77	7	1	1	86	88	1	0	56	9	1	0	67	67
08:15	0	0	49	10	1	0	60	61	0	0	63	5	3	0	71	74	0	0	62	10	1	0	73	74
08:30	0	0	29	4	0	0	33	33	0	0	34	4	1	0	39	40	0	0	68	6	0	2	76	78
08:45	0	0	42	8	0	0	50	50	0	0	63	9	3	0	75	78	1	0	59	9	2	0	71	72
H/TOT	0	0	180	30	2	0	212	214	0	0	237	25	8	1	271	280	2	0	245	34	4	2	287	291
09:00	0	0	35	7	0	0	42	42	1	0	65	8	2	0	76	77	0	0	48	4	0	0	52	52
09:15	0	0	17	2	3	0	22	25	0	0	61	10	1	0	72	73	0	0	40	6	0	0	46	46
09:30	0	0	25	4	0	0	29	29	0	0	72	7	0	1	80	81	0	0	35	7	2	1	45	48
09:45	0	0	17	3	0	0	20	20	0	0	57	11	0	0	68	68	0	0	38	5	1	0	44	45
H/TOT	0	0	94	16	3	0	113	116	1	0	255	36	3	1	296	299	0	0	161	22	3	1	187	191
P/TOT	0	0	355	57	5	0	417	422	1	0	629	76	14	3	723	739	2	0	546	70	7	3	628	636

	MOVEMENT 1 (A => C)								MOVEMENT 2 (A => B)								MOVEMENT 3 (B => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	18	5	0	0	23	23	0	0	53	9	1	0	63	64	0	0	76	19	2	1	98	101
16:15	0	0	17	3	0	0	20	20	1	0	50	6	0	1	58	58	0	0	88	6	3	0	97	100
16:30	0	0	24	8	0	0	32	32	2	0	65	4	0	0	71	69	1	0	79	10	4	1	95	99
16:45	0	0	30	1	0	0	31	31	0	1	80	14	2	0	97	98	0	1	73	14	0	0	88	87
H/TOT	0	0	89	17	0	0	106	106	3	1	248	33	3	1	289	289	1	1	316	49	9	2	378	387
17:00	0	0	23	6	1	0	30	31	0	2	57	8	1	0	68	68	0	1	83	14	3	0	101	103
17:15	0	0	21	7	1	0	29	30	0	0	71	10	2	0	83	85	0	0	74	7	0	0	81	81
17:30	0	0	27	3	0	0	30	30	0	1	72	8	1	0	82	82	0	0	57	4	1	1	63	65
17:45	0	0	23	1	0	0	24	24	0	0	58	7	0	1	66	67	0	1	65	4	0	0	70	69
H/TOT	0	0	94	17	2	0	113	115	0	3	258	33	4	1	299	302	0	2	279	29	4	1	315	318
18:00	0	0	24	4	2	0	30	32	0	0	53	3	2	0	58	60	1	0	59	8	1	0	69	69
18:15	0	0	30	5	0	0	35	35	0	0	53	7	1	0	61	62	0	0	56	3	0	1	60	61
H/TOT	0	0	54	9	2	0	65	67	0	0	106	10	3	0	119	122	1	0	115	11	1	1	129	130
P/TOT	0	0	237	43	4	0	284	288	3	4	612	76	10	2	707	713	2	3	710	89	14	4	822	835

261185 - Confey Leixlip **OCTOBER 2026**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **IDA/26/1185**

SITE: Site 3 DATE: 15th October 2026

LOCATION: R149/L5052 DAY: Thursday

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	16	16
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	2	0	20	22
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	5	2	0	36	38
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	16	2	0	0	18	18
08:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	13	2	0	0	15	15
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	2	0	19	21
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	4	0	0	14	14
H/TOT	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	54	10	2	0	66	68
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	13	13
09:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	13	1	0	0	14	14
09:30	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6	0	1	0	7	8
09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	6	0	1	0	7	8
H/TOT	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2	0	0	37	2	2	0	41	43
P/TOT	0	0	3	0	0	0	3	3	0	0	3	0	0	0	3	3	0	0	120	17	6	0	143	149

	MOVEMENT 4 (B => C)								MOVEMENT 5 (C => B)								MOVEMENT 6 (C => A)							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	4	0	0	26	26
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	16	16
16:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	14	2	0	0	16	16
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	13	4	0	0	17	17
H/TOT	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	62	13	0	0	75	75
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	10	11
17:15	0	0	1	0	0	0	1	1	0	0	0	0	1	0	1	2	1	0	10	2	2	0	15	16
17:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	1	0	7	2	0	0	10	9
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
H/TOT	0	0	1	0	0	0	1	1	0	0	2	0	1	0	3	4	2	0	34	5	3	0	44	45
18:00	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	8	2	0	0	10	10
18:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	17	2	1	0	20	21
H/TOT	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	25	4	1	0	30	31
P/TOT	0	0	6	0	0	0	6	6	0	0	3	0	1	0	4	5	2	0	121	22	4	0	149	151

APPENDIX C

TRICS Trip Generation Output
(Residential Apartments, Housing & Créche Sites)

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	2 days
	BK	BARKING	1 day
	BM	BROMLEY	3 days
	BN	BARNET	2 days
	BT	BRENT	4 days
	CD	CROYDON	1 day
	CN	CAMDEN	1 day
	EG	EALING	3 days
	EN	ENFIELD	2 days
	GR	GREENWICH	1 day
	HG	HARINGEY	2 days
	HK	HACKNEY	2 days
	HM	HAMMERSMITH AND FULHAM	2 days
	HO	HOUNSLOW	5 days
	HV	HAVERING	1 day
	IS	ISLINGTON	5 days
	KI	KINGSTON	2 days
	KN	KENSINGTON AND CHELSEA	3 days
	LB	LAMBETH	1 day
	MR	MERTON	1 day
	NH	NEWHAM	2 days
	RD	RICHMOND	3 days
	SK	SOUTHWARK	3 days
	TH	TOWER HAMLETS	4 days
	WF	WALTHAM FOREST	6 days
	WH	WANDSWORTH	2 days
02	**SOUTH EAST**		
	BH	BRIGHTON & HOVE	1 day
	BU	BUCKINGHAMSHIRE	1 day
	CT	CENTRAL BEDFORDSHIRE	3 days
	HC	HAMPSHIRE	1 day
	HF	HERTFORDSHIRE	5 days
	OX	OXFORDSHIRE	1 day
	PO	PORTSMOUTH	1 day
	SC	SURREY	3 days
	SS	SOUTHEND ON SEA	2 days
	WS	WEST SUSSEX	1 day
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 day
	DC	DORSET	3 days
	DV	DEVON	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	3 days
	PB	PETERBOROUGH	1 day
	SF	SUFFOLK	4 days
05	**EAST MIDLANDS**		
	DY	DERBY	2 days
	LE	LEICESTERSHIRE	1 day
	NG	NOTTINGHAM	3 days
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	**WEST MIDLANDS**		
	OT	STOKE ON TRENT	1 day
	SH	SHROPSHIRE	2 days
	WM	WEST MIDLANDS	4 days

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07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	BY	BARNSLEY	1 day
	KS	KIRKLEES	1 day
	LS	LEEDS	1 day
	NY	NORTH YORKSHIRE	1 day
	RI	EAST RIDING OF YORKSHIRE	1 day
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	2 days
	GM	GREATER MANCHESTER	3 days
	MS	MERSEYSIDE	4 days
09	**NORTH**		
	CU	CUMBERLAND	1 day
	FU	WESTMORLAND & FURNESS	2 days
	TV	TEES VALLEY	2 days
	TW	TYNE & WEAR	1 day
10	**WALES**		
	CO	CONWY	1 day
	DB	DENBIGHSHIRE	1 day
	FS	FLINTSHIRE	1 day
11	**SCOTLAND**		
	AD	ABERDEEN CITY	2 days
	EB	CITY OF EDINBURGH	1 day
	HI	HIGHLAND	2 days
	SA	SOUTH AYRSHIRE	1 day
	SR	STIRLING	3 days
12	**CONNAUGHT**		
	CS	SLIGO	1 day
	GA	GALWAY	1 day
	MA	MAYO	1 day
13	**MUNSTER**		
	WA	WATERFORD	1 day
14	**LEINSTER**		
	KD	KILDARE	1 day
	LU	LOUTH	4 days
	WT	WESTMEATH	2 days
	WX	WEXFORD	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	14 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	1 day
	MG	MONAGHAN	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	2 days

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

Total Vehicles

Calculation factor: 1 DWELLS

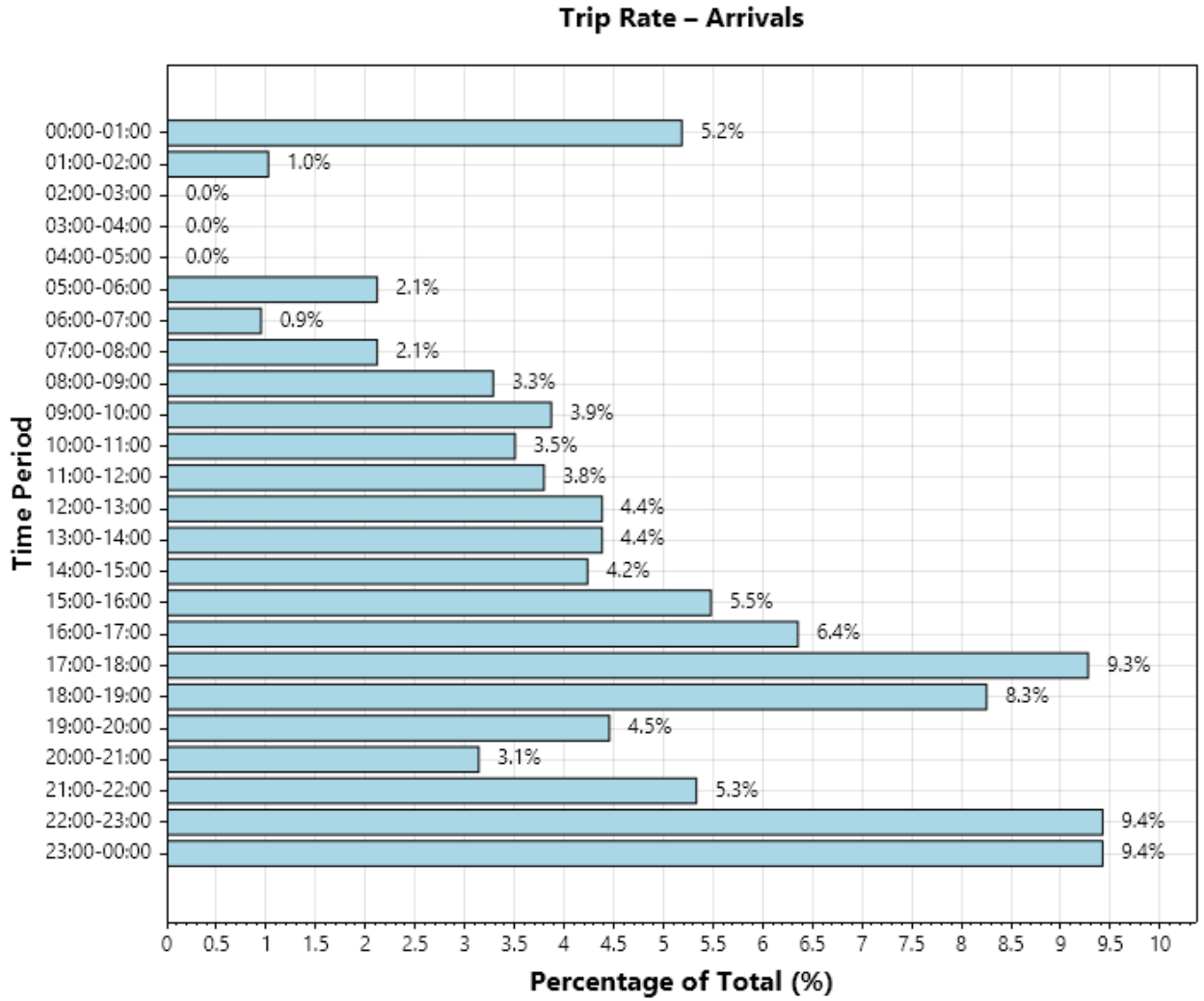
Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	1	70	0.071	0.029	0.100
01:00-02:00	1	70	0.014	0.000	0.014
02:00-03:00	1	70	0.000	0.000	0.000
03:00-04:00	1	70	0.000	0.000	0.000
04:00-05:00	1	70	0.000	0.000	0.000
05:00-06:00	1	70	0.029	0.029	0.058
06:00-07:00	6	129	0.013	0.019	0.032
07:00-08:00	175	91	0.029	0.109	0.138
08:00-09:00	175	91	0.045	0.144	0.189
09:00-10:00	175	91	0.053	0.071	0.124
10:00-11:00	175	91	0.048	0.059	0.107
11:00-12:00	175	91	0.052	0.058	0.110
12:00-13:00	175	91	0.060	0.063	0.123
13:00-14:00	175	91	0.060	0.065	0.125
14:00-15:00	175	91	0.058	0.059	0.117
15:00-16:00	175	91	0.075	0.058	0.133
16:00-17:00	175	91	0.087	0.057	0.144
17:00-18:00	175	91	0.127	0.067	0.194
18:00-19:00	175	91	0.113	0.068	0.181
19:00-20:00	44	141	0.061	0.043	0.104
20:00-21:00	44	141	0.043	0.030	0.073
21:00-22:00	6	123	0.073	0.057	0.130
22:00-23:00	1	70	0.129	0.143	0.272
23:00-00:00	1	70	0.129	0.043	0.172
Total Rates:			1.369	1.271	2.640

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	25/07/1991 - 26/11/2025
Number of weekdays (Monday-Friday):	175
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	26
Surveys manually removed from selection:	0

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Trip Rate Total Vehicles – Arrivals

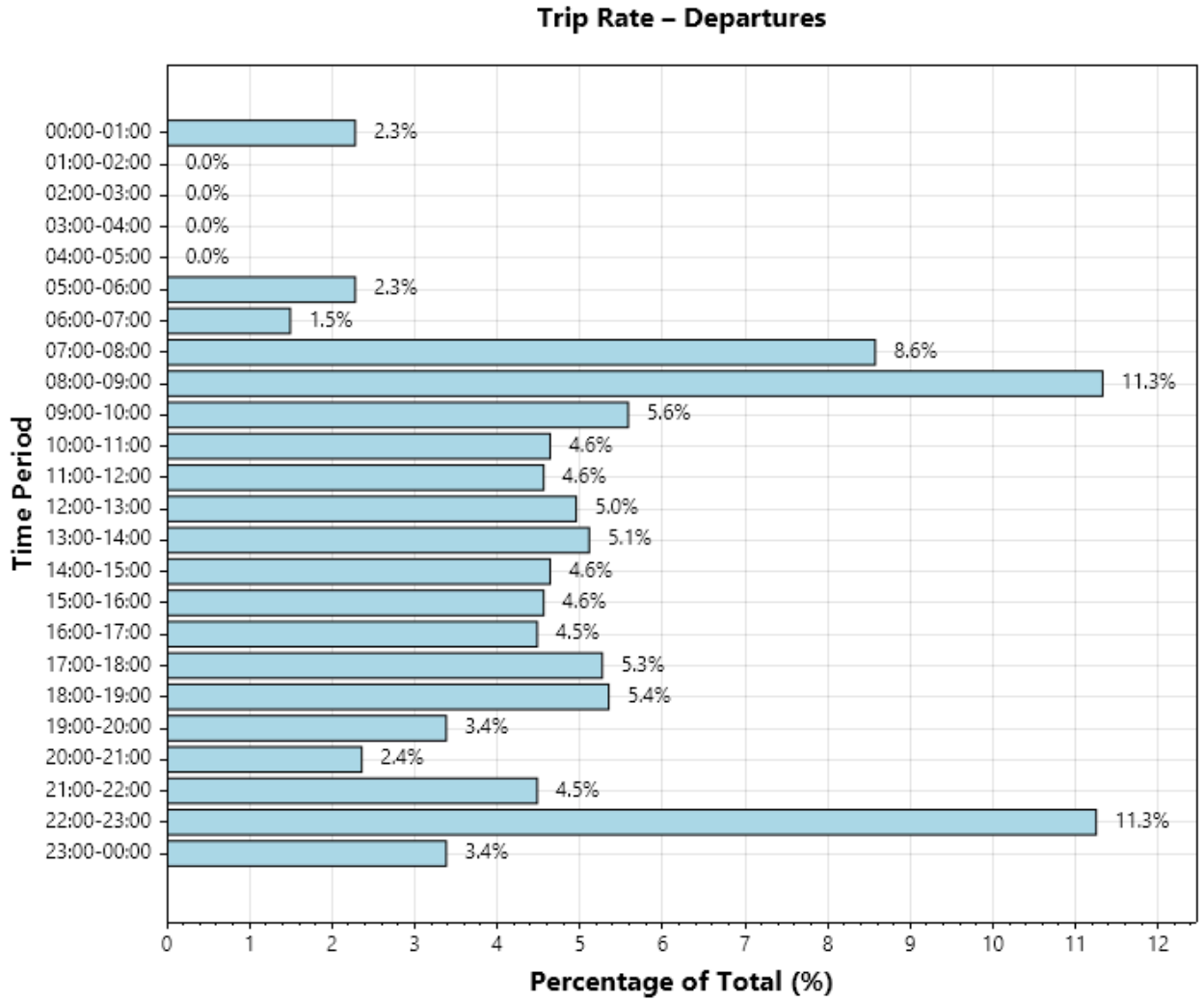


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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Trip Rate Total Vehicles – Departures

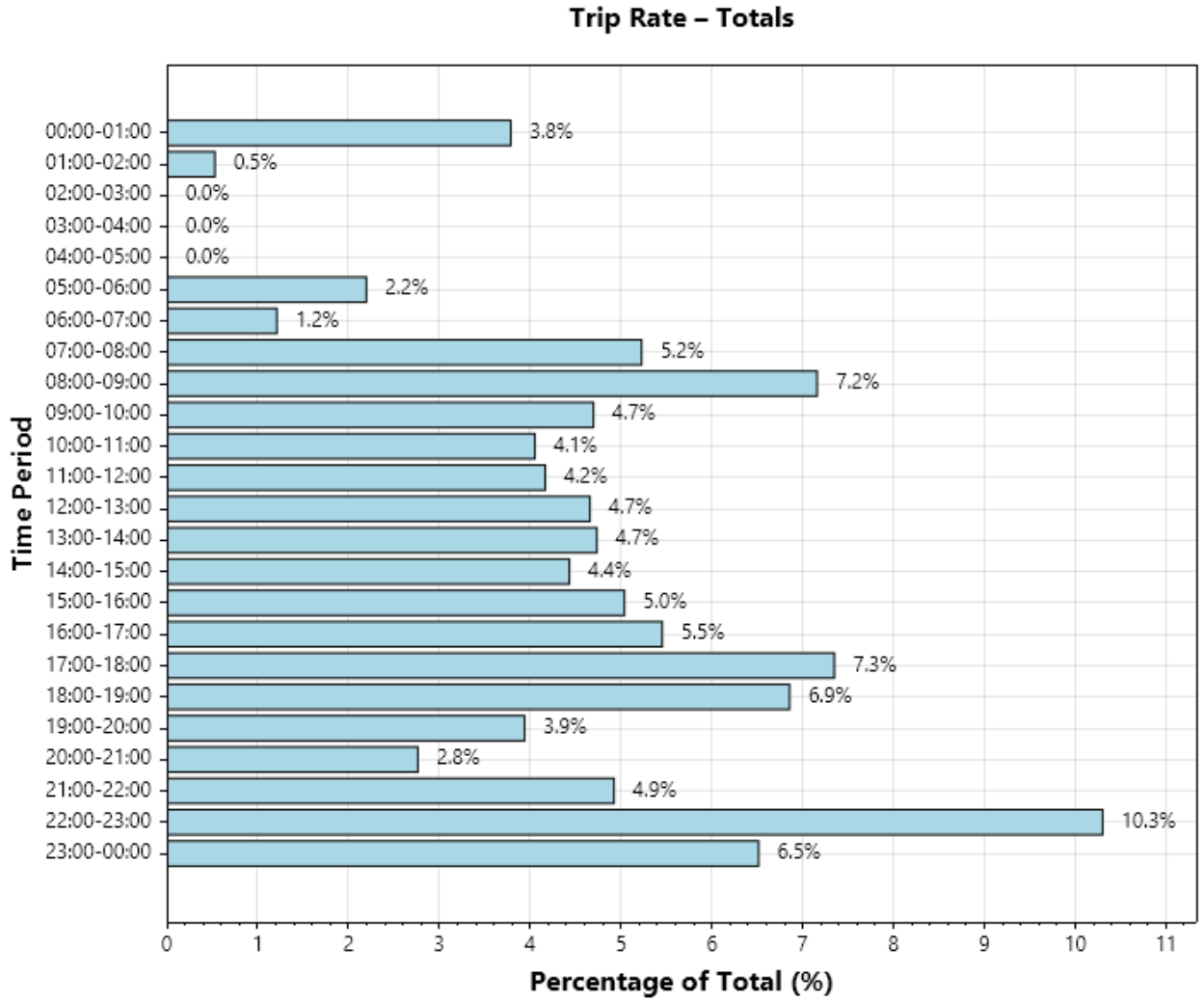


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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Trip Rate Total Vehicles – Totals



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.

Generated on: 2026-07-13 11:19

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Calculation Reference: AUDIT-160301-171026-1048

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

12	CONNAUGHT		
	GA	GALWAY	1 days
	LT	LEITRIM	1 days
	MA	MAYO	1 days
	RO	ROSCOMMON	4 days
13	MUNSTER		
	WA	WATERFORD	1 days
14	LEINSTER		
	CC	CARLOW	1 days
	KD	KILDARE	1 days
	WX	WEXFORD	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	5 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 days
	DN	DONEGAL	4 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	4 days
	AR	ARMAGH	1 days
	DO	DOWN	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 7 to 280 (units:)
Range Selected by User: 4 to 437 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 12/10/16

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

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	4 days
Thursday	6 days
Friday	6 days

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

Selected survey types:

Manual count	27 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	20
No Sub Category	7

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

LIST OF SITES relevant to selection parameters

1 AN-03-A-06 SEMI-DET. ANTRIM
GLENMOUNT ROAD

NEWTOWNABBEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 132

2 AN-03-A-07 SEMI DETACHED/TERRACED HOUSING ANTRIM
CASTLE WAY

ANTRIM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 55

3 AN-03-A-08 HOUSES & FLATS ANTRIM
BALLINDERRY ROAD

LISBURN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 204

4 AN-03-A-09 DETACHED & SEMI-DETACHED ANTRIM
SLOEFIELD DRIVE

CARRICKFERGUS
Edge of Town
No Sub Category
Total Number of dwellings: 151

5 AR-03-A-01 MIXED HOUSES ARMAGH
BIRCHDALE MANOR

LURGAN
Edge of Town
Residential Zone
Total Number of dwellings: 153

6 CC-03-A-01 DETACHED HOUSES CARLOW
R417 ANTHY ROAD

CARLOW
Edge of Town
Residential Zone
Total Number of dwellings: 23

7 CV-03-A-01 DETACHED CAVAN
DUBLIN ROAD

CAVAN
Edge of Town
No Sub Category
Total Number of dwellings: 37

8 DL-03-A-03 TERRACED/SEMI-DET. DUBLIN
RAHENY ROAD
RAHENY
DUBLIN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 206

9 DL-03-A-06 DETACHED DUBLIN
UPPER KILMACUD ROAD
DUNDRUM
DUBLIN
Edge of Town
Residential Zone
Total Number of dwellings: 147

LIST OF SITES relevant to selection parameters (Cont.)

10 DL-03-A-07 SEMI DET./TERRACED DUBLIN
CASTLE DAWSON
BLACKROCK
DUBLIN
Edge of Town Centre
Residential Zone
Total Number of dwellings: 56

11 DL-03-A-08 VARIOUS HOUSES DUBLIN
CASTLE PARK ROAD
DALKEY
DUBLIN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36

12 DL-03-A-09 TERRACED DUBLIN
RATHFARNHAM ROAD
RATHFARNHAM
DUBLIN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Number of dwellings: 8

13 DN-03-A-02 DETACHED DONEGAL
GLENFIN ROAD

BALLYBOFEY
Edge of Town
Residential Zone
Total Number of dwellings: 7

14 DN-03-A-03 DETACHED/SEMI-DETACHED DONEGAL
THE GRANGE
GLENCAR IRISH
LETTERKENNY
Edge of Town
Residential Zone
Total Number of dwellings: 50

15 DN-03-A-04 SEMI-DETACHED DONEGAL
GORTLEE ROAD
GORTLEE
LETTERKENNY
Edge of Town
Residential Zone
Total Number of dwellings: 83

16 DN-03-A-05 DETACHED/SEMI-DETACHED DONEGAL
GORTLEE ROAD
GORTLEE
LETTERKENNY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 146

17 DO-03-A-03 DETACHED/SEMI DETACHED DOWN
OLD MILL HEIGHTS
DUNDONALD
BELFAST
Edge of Town
Residential Zone
Total Number of dwellings: 79

18 GA-03-A-04 SEMi DET. & BUNGALOWS GALWAY
R347 CAHEROYN ROAD

ATHENRY
Edge of Town Centre
Residential Zone
Total Number of dwellings: 21

LIST OF SITES relevant to selection parameters (Cont.)

19 KD-03-A-02 TERRACED/SEMI-D. KILDARE
CEDARWOOD PARK
MORRISTOWN ROAD
NEWBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 71

20 LT-03-A-01 SEMI-DETACHED & DETACHED LEITRIM
ARD NA SI
ATTIRORY
CARRICK-ON-SHANNON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 90

21 MA-03-A-01 SEMI-DET. & TERRACED MAYO
N26 STATION ROAD

BALLINA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 74

22 RO-03-A-01 MIXED HOUSES ROSCOMMON
GALWAY ROAD

ROSCOMMON
Edge of Town
No Sub Category
Total Number of dwellings: 80

23 RO-03-A-02 SEMI DET. & BUNGALOWS ROSCOMMON
SLIGO ROAD

BALLAGHADERREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 31

24 RO-03-A-03 DETACHED HOUSES ROSCOMMON
N61
GREATMEADOW
BOYLE
Edge of Town
No Sub Category
Total Number of dwellings: 23

25 RO-03-A-04 SEMI DET. & BUNGALOWS ROSCOMMON
EAGLE COURT
ARDNANAGH
ROSCOMMON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 39

26 WA-03-A-04 DETACHED WATERFORD
MAYPARK LANE

WATERFORD
Edge of Town
Residential Zone
Total Number of dwellings: 280

27 WX-03-A-01 SEMI-DETACHED WEXFORD
CLONARD ROAD

WEXFORD
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 34

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	86	0.045	27	86	0.217	27	86	0.262
08:00 - 09:00	27	86	0.144	27	86	0.439	27	86	0.583
09:00 - 10:00	27	86	0.175	27	86	0.273	27	86	0.448
10:00 - 11:00	27	86	0.149	27	86	0.174	27	86	0.323
11:00 - 12:00	27	86	0.159	27	86	0.185	27	86	0.344
12:00 - 13:00	27	86	0.229	27	86	0.203	27	86	0.432
13:00 - 14:00	27	86	0.228	27	86	0.240	27	86	0.468
14:00 - 15:00	27	86	0.244	27	86	0.241	27	86	0.485
15:00 - 16:00	27	86	0.288	27	86	0.209	27	86	0.497
16:00 - 17:00	27	86	0.339	27	86	0.213	27	86	0.552
17:00 - 18:00	27	86	0.443	27	86	0.256	27	86	0.699
18:00 - 19:00	27	86	0.351	27	86	0.250	27	86	0.601
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.794			2.900			5.694

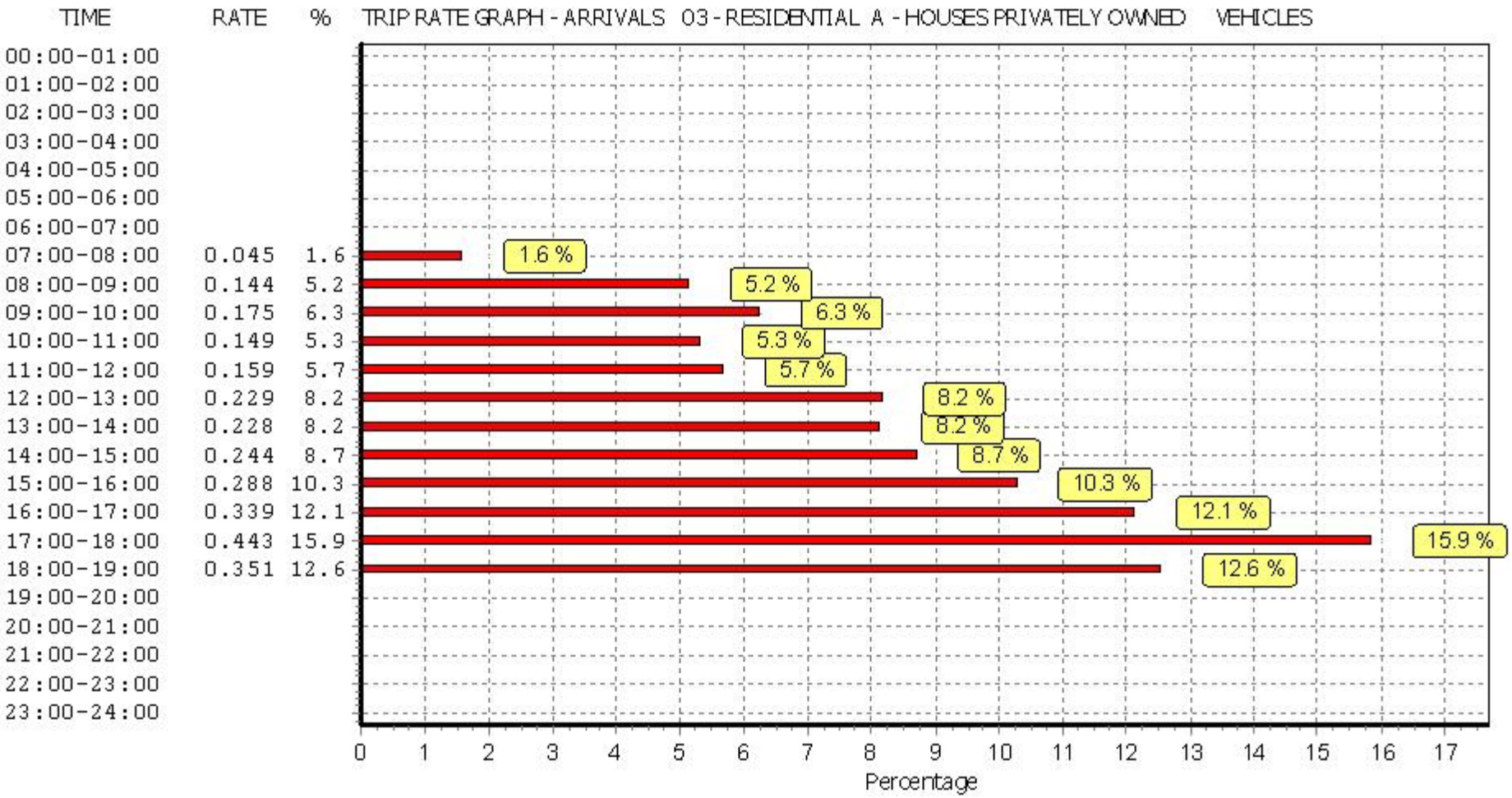
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

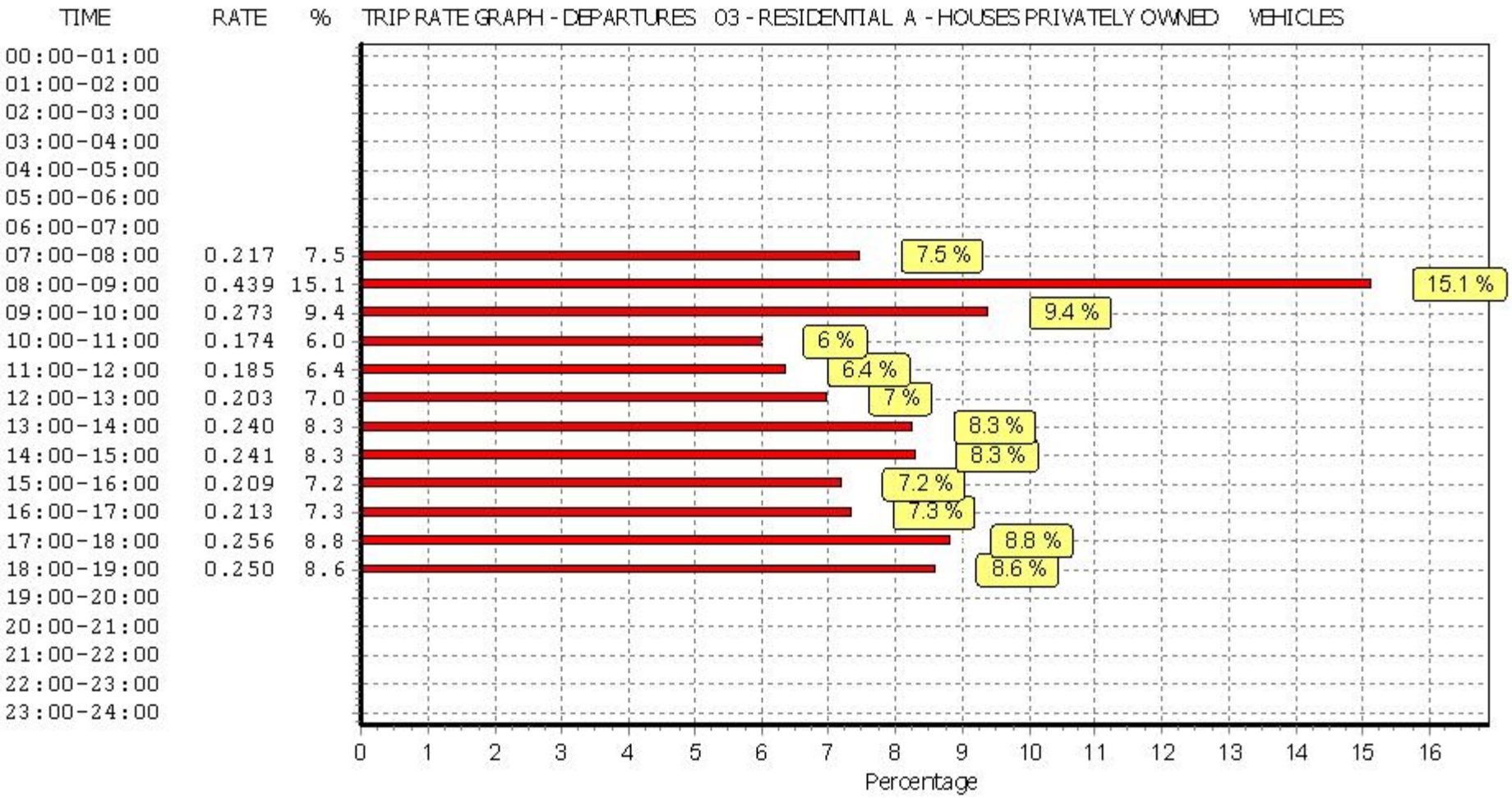
Parameter summary

Trip rate parameter range selected:	7 - 280 (units:)
Survey date date range:	01/01/09 - 12/10/16
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

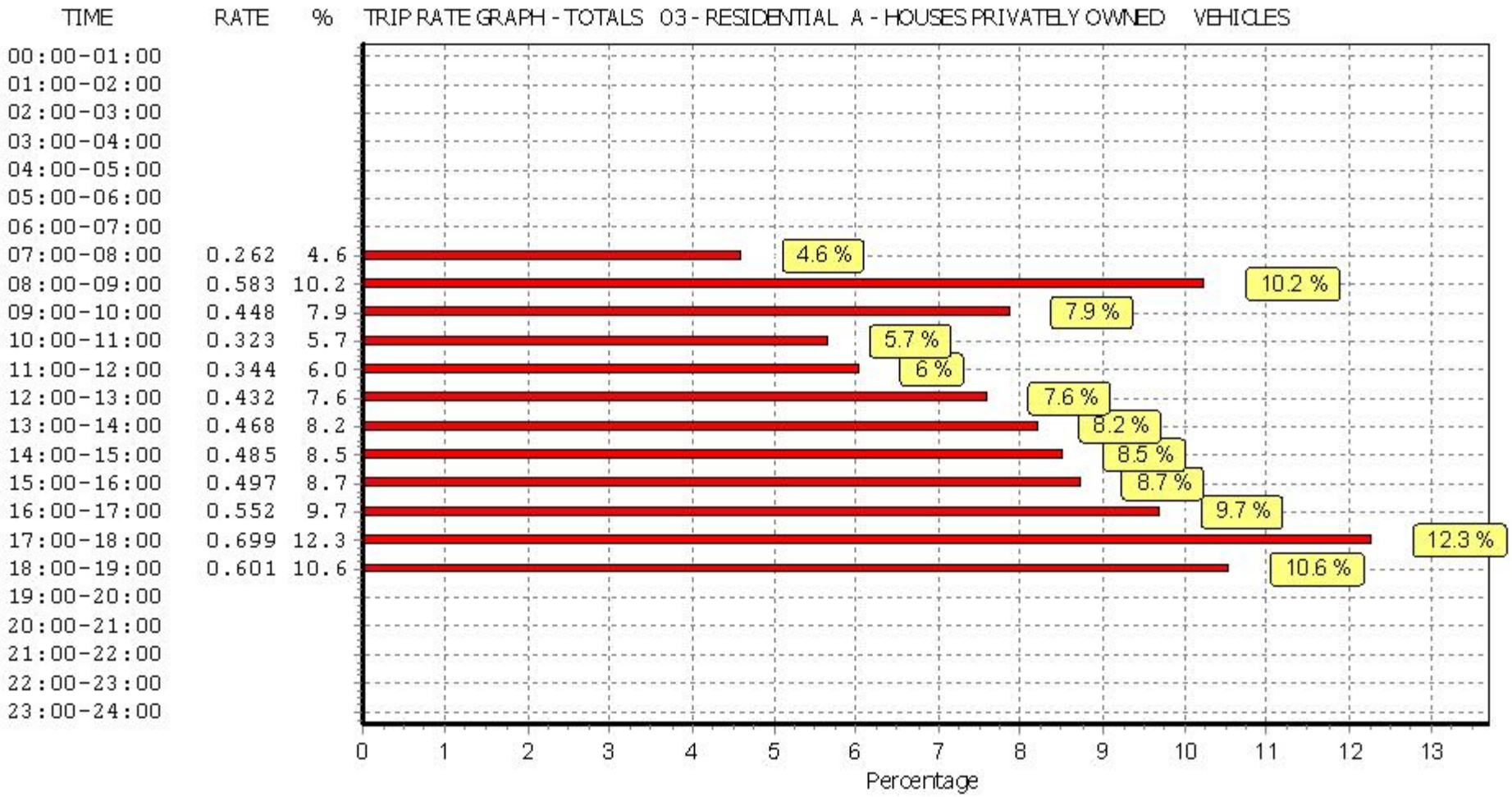
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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 CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: D - NURSERY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	KI	KINGSTON	1 day
	LB	LAMBETH	1 day
	RB	REDBRIDGE	2 days
02	**SOUTH EAST**		
	BH	BRIGHTON & HOVE	1 day
	BU	BUCKINGHAMSHIRE	1 day
	HC	HAMPSHIRE	1 day
	KC	KENT	1 day
	SC	SURREY	3 days
	WS	WEST SUSSEX	1 day
03	**SOUTH WEST**		
	BA	BATH & NORTH EAST SOMERSET	2 days
	BR	BRISTOL CITY	1 day
	DC	DORSET	1 day
	SD	SWINDON	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	1 day
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
	LE	LEICESTERSHIRE	1 day
	LN	LINCOLNSHIRE	1 day
	NM	WEST NORTHAMPTONSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	3 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 day
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	DR	DONCASTER	1 day
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day
	EC	CHESHIRE EAST	1 day
	GM	GREATER MANCHESTER	1 day
09	**NORTH**		
	DH	DURHAM	2 days
	TV	TEES VALLEY	1 day
	TW	TYNE & WEAR	6 days
10	**WALES**		
	BG	BRIDGEND	1 day
	CF	CARDIFF	1 day
	GW	GWYNEDD	1 day
	MM	MONMOUTHSHIRE	1 day
	MT	MERTHYR TYDFIL	1 day
	NW	NEWPORT	1 day
	RC	RHONDDA CYNON TAFF	1 day
	WR	WREXHAM	1 day
11	**SCOTLAND**		
	DU	DUNDEE CITY	1 day
	EA	EAST AYRSHIRE	1 day
	ER	EAST RENFREWSHIRE	7 days
	HI	HIGHLAND	1 day
	SR	STIRLING	1 day

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12	**CONNAUGHT**		
	RO	ROSCOMMON	2 days
14	**LEINSTER**		
	WT	WESTMEATH	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	MG	MONAGHAN	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	DE	DERRY	1 day

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

Total Vehicles

Calculation factor: 100 sqm

Period	Trips per 100 sqm GFA		
	Inbound	Outbound	Total
08:00-09:00	3.954	3.139	7.093
17:00-18:00	2.739	3.296	6.035

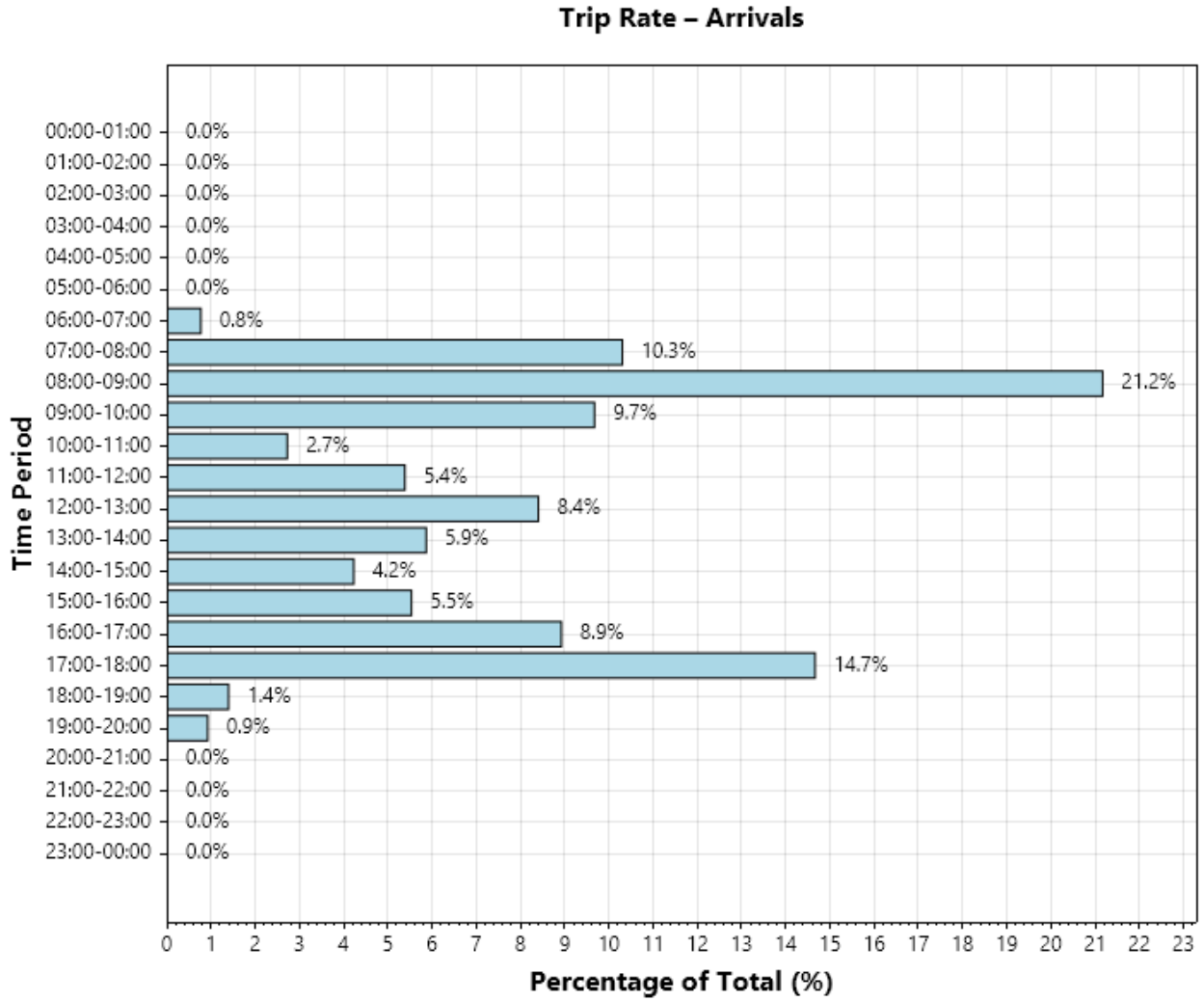
Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	4	347	0.144	0.000	0.144
07:00-08:00	67	513	1.925	1.042	2.967
08:00-09:00	71	515	3.954	3.139	7.093
09:00-10:00	71	515	1.807	1.952	3.759
10:00-11:00	71	515	0.509	0.443	0.952
11:00-12:00	71	515	1.006	0.949	1.955
12:00-13:00	71	515	1.570	1.605	3.175
13:00-14:00	71	515	1.096	1.337	2.433
14:00-15:00	71	515	0.790	0.692	1.482
15:00-16:00	71	515	1.034	1.288	2.322
16:00-17:00	70	512	1.667	1.742	3.409
17:00-18:00	69	518	2.739	3.296	6.035
18:00-19:00	65	535	0.261	0.827	1.088
19:00-20:00	2	290	0.173	1.727	1.900
20:00-21:00	1	450	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			18.675	20.039	38.714

Parameter Summary:

Trip rate parameter range selected:	0.22 - 2350 (units: sqm)
Survey date date range:	17/12/1997 - 18/06/2026
Number of weekdays (Monday-Friday):	71
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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Trip Rate Total Vehicles – Arrivals

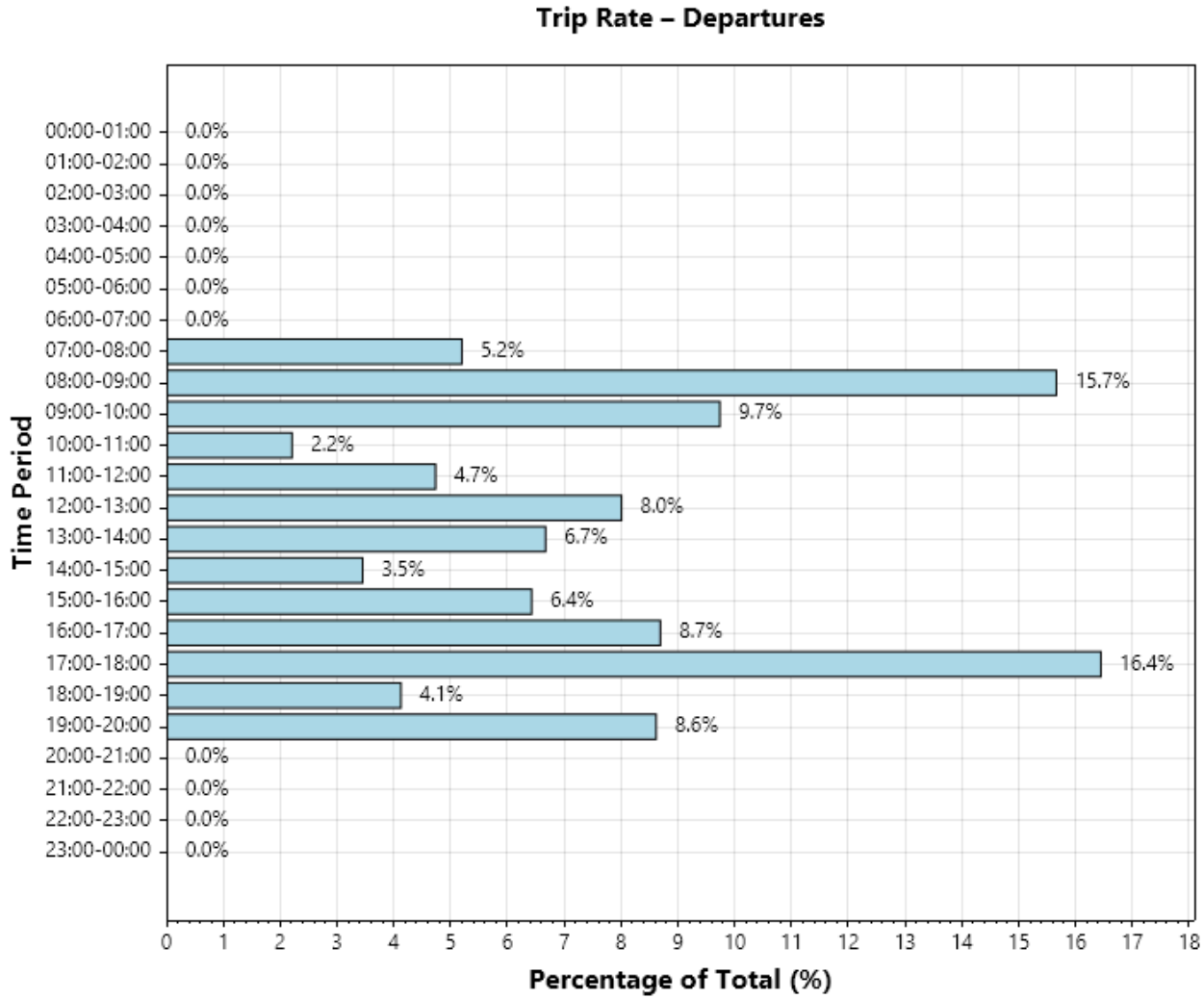


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Generated on: 2026-11-12 08:38

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Trip Rate Total Vehicles – Departures

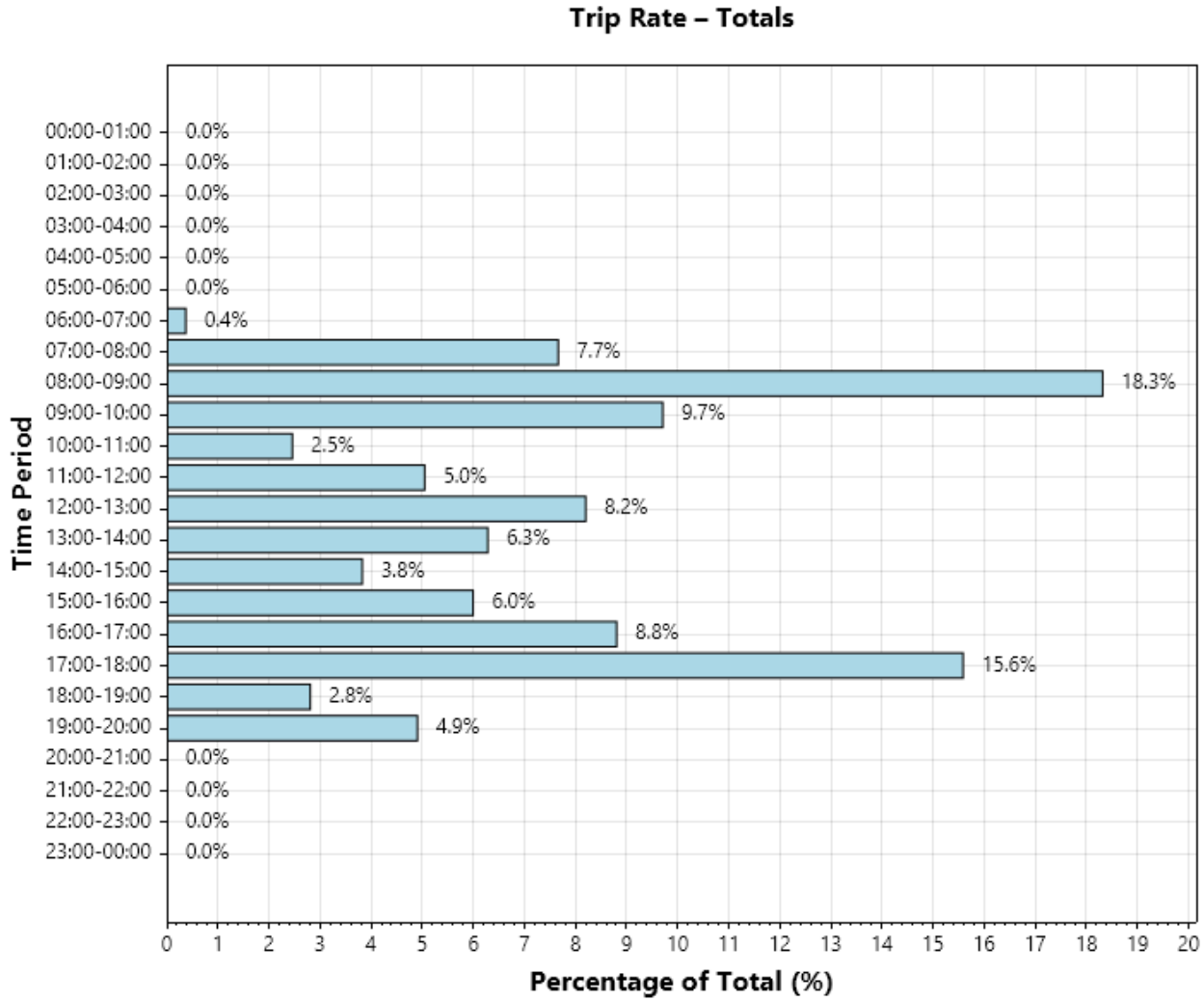


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Generated on: 2026-11-12 08:38

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Trip Rate Total Vehicles – Totals



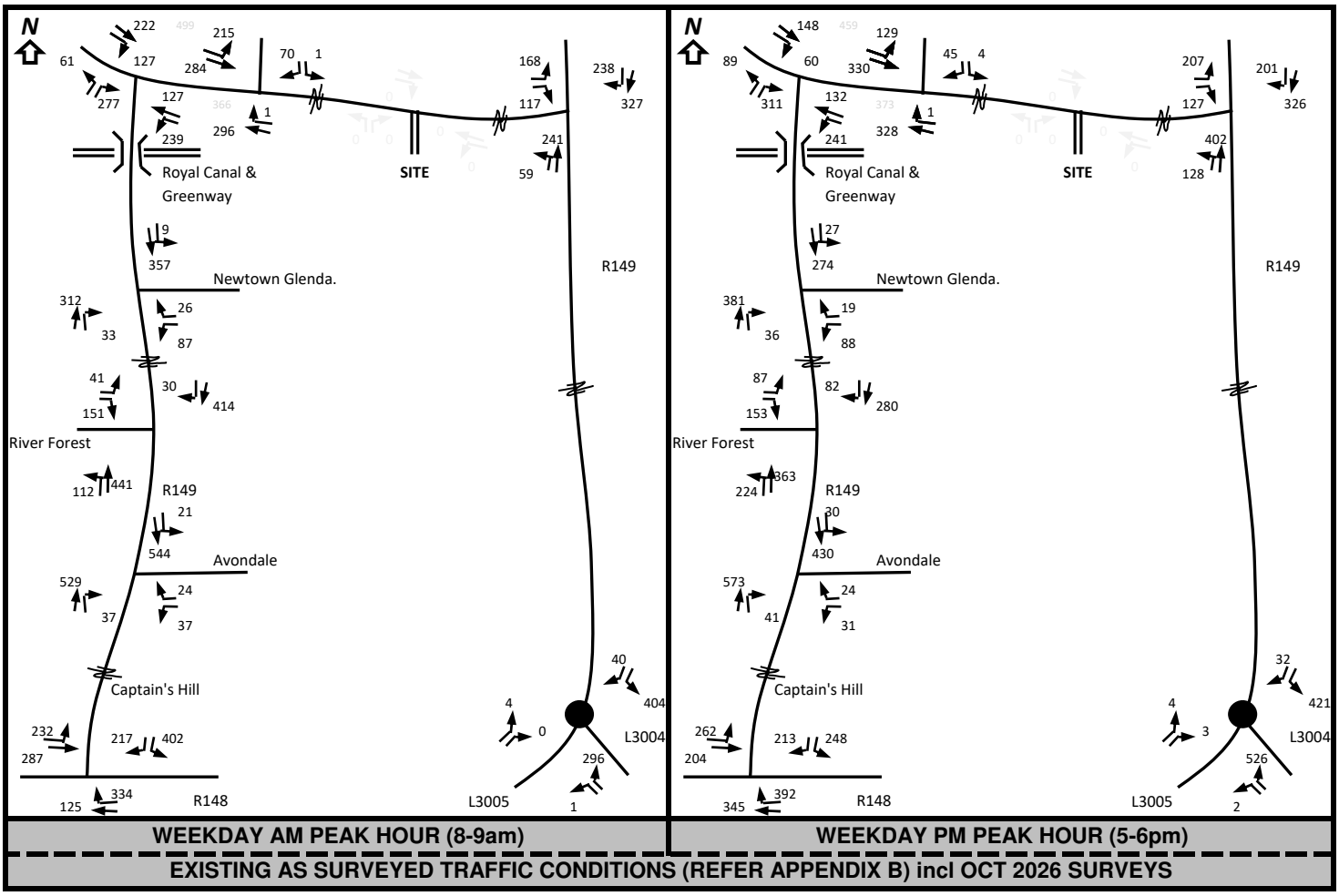
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Generated on: 2026-11-12 08:38

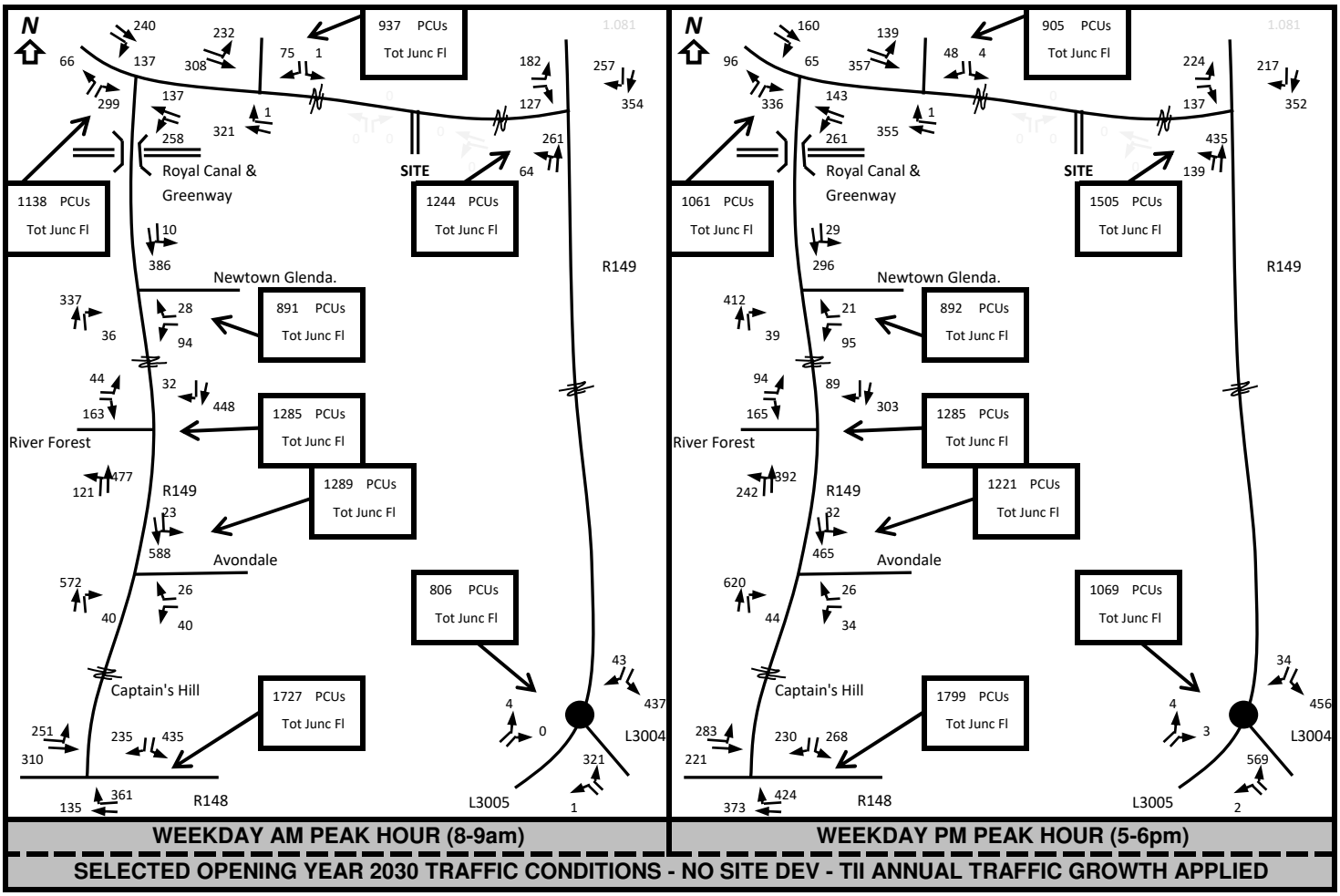
Database right of TRICS Consortium Ltd, 2026. All rights reserved

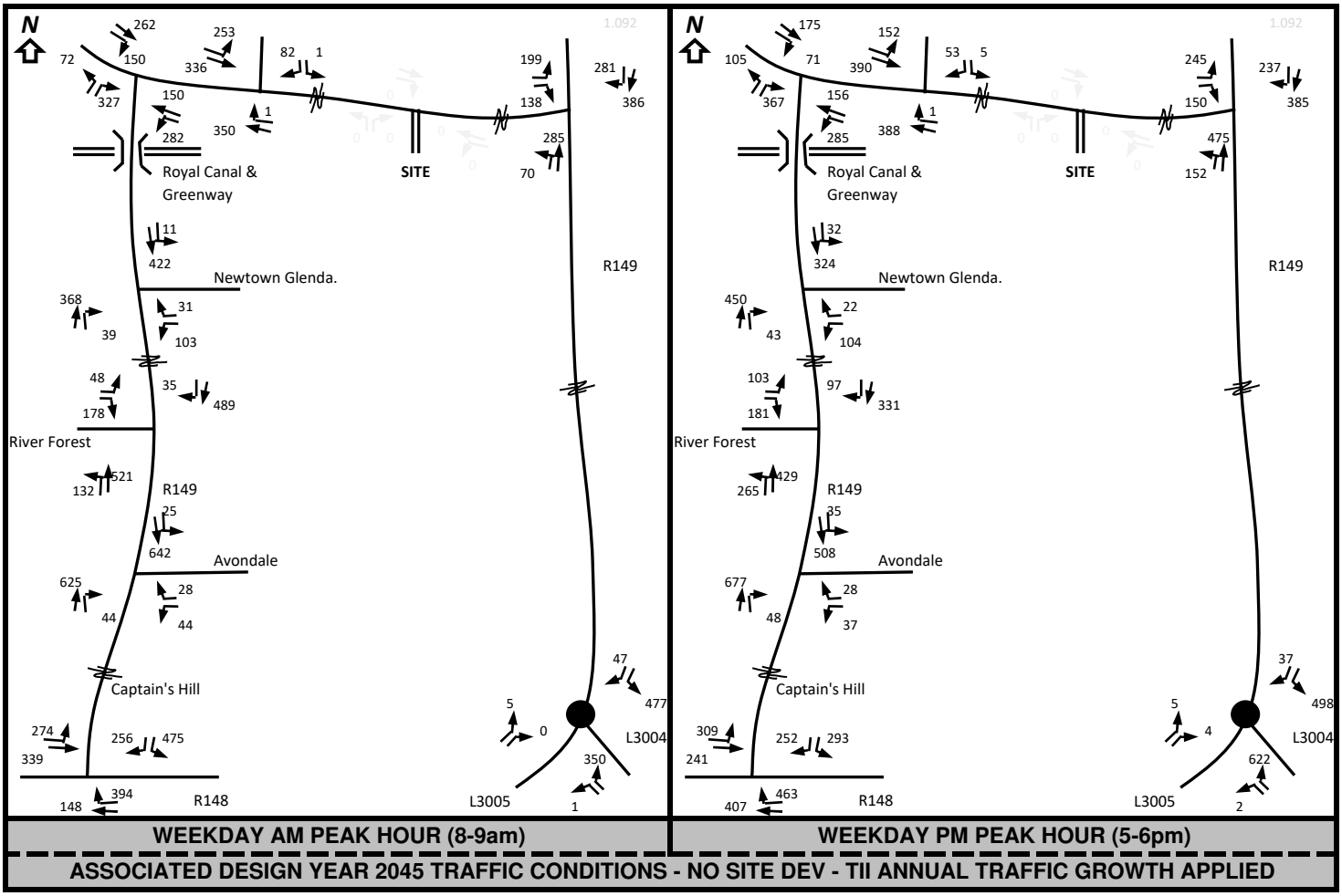
APPENDIX D

Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams – Subject LRD Application

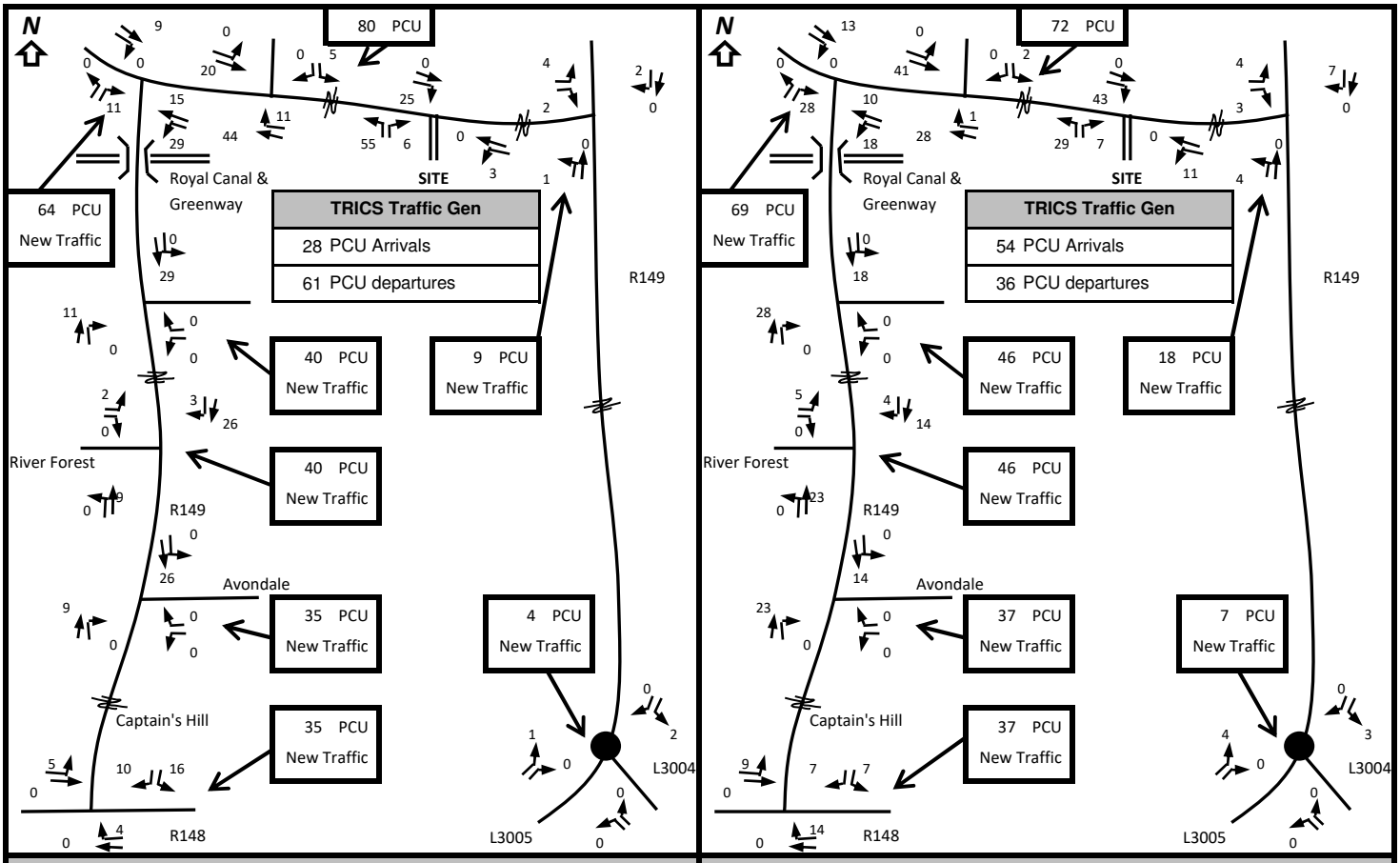


* TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 (Travel Demand Projections 2021, Table 6.2: Central Growth Rates: Annual Growth Factors Co Kildare)	Survey to 2030 = 1.081 2030 to 2045 = 1.092

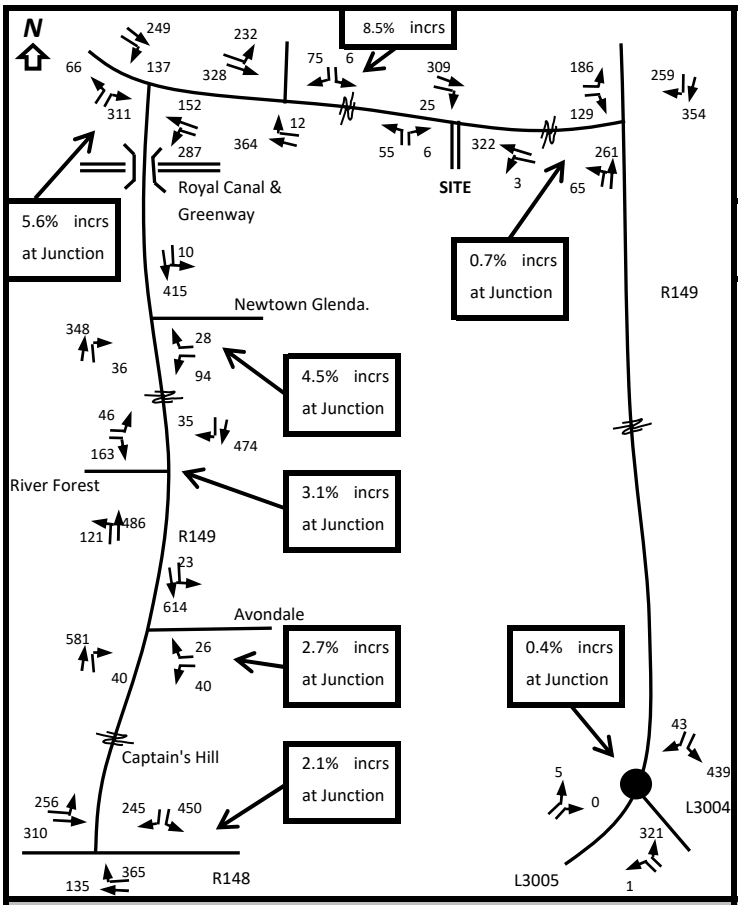

N
1.081
937 PCUs Tot Junc Fl
1138 PCUs Tot Junc Fl
1244 PCUs Tot Junc Fl
891 PCUs Tot Junc Fl
1285 PCUs Tot Junc Fl
1289 PCUs Tot Junc Fl
806 PCUs Tot Junc Fl
1727 PCUs Tot Junc Fl
Royal Canal & Greenway
SITE
Newtown Glenda.
River Forest
Avondale
Captain's Hill
R149
R148
L3004
L3005
WEEKDAY AM PEAK HOUR (8-9am)
905 PCUs Tot Junc Fl
1061 PCUs Tot Junc Fl
1505 PCUs Tot Junc Fl
892 PCUs Tot Junc Fl
1285 PCUs Tot Junc Fl
1221 PCUs Tot Junc Fl
1069 PCUs Tot Junc Fl
1799 PCUs Tot Junc Fl
WEEKDAY PM PEAK HOUR (5-6pm)
SELECTED OPENING YEAR 2030 TRAFFIC CONDITIONS - NO SITE DEV - TII ANNUAL TRAFFIC GROWTH APPLIED


N
1.092
Royal Canal & Greenway
SITE
Newtown Glenda.
River Forest
Avondale
Captain's Hill
R149
R148
L3004
L3005
WEEKDAY AM PEAK HOUR (8-9am)
WEEKDAY PM PEAK HOUR (5-6pm)
ASSOCIATED DESIGN YEAR 2045 TRAFFIC CONDITIONS - NO SITE DEV - TII ANNUAL TRAFFIC GROWTH APPLIED

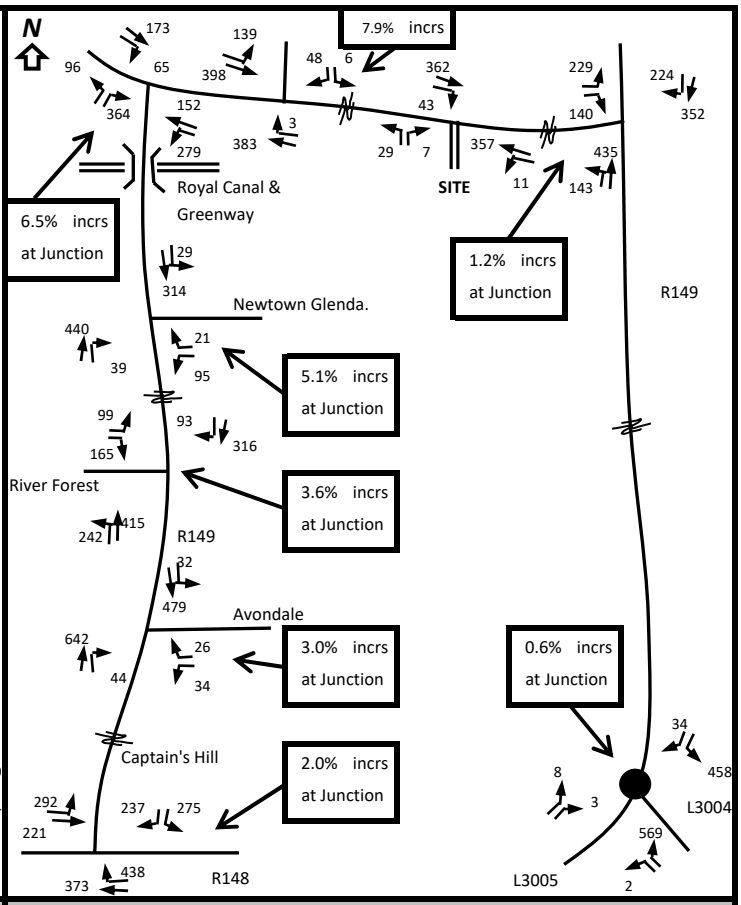
TRAFFIC GENERATED BY 81 RESIDENTIAL HOUSES (Irish TRICS Data)					
81 Units	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
Resi Houses	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.207	17	0.593	48	65
Weekday PM Peak Hr	0.525	43	0.318	26	69
24 Hr Day (AADT)	3.364	272	3.541	287	559
TRAFFIC GENERATED BY 41 RESIDENTIAL APTS/DUPLEX					
41 Units	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
Aparts / Duplex	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.045	2	0.144	6	7
Weekday PM Peak Hr	0.127	5	0.067	3	8
24 Hr Day (AADT)	1.369	56	1.271	52	108
TRAFFIC GENERATED BY ANCILLARY CRECHE					
220 m2 GFA	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
Creche	Per 100	Dev	Per 100	Dev	
Weekday AM 8-9AM	3.954	9	3.139	7	16
Weekday PM Peak Hr	2.739	6	3.296	7	13
24 Hr Day (AADT)	18.675	41	20.039	44	85
TOTAL TRAFFIC GENERATED BY DEVELOPMENT (SUM OF THE ABOVE)					
Period	Arrivals		Departures		Total 2-Way
Weekday AM Peak Hr	28		61		89
Weekday PM Peak Hr	54		36		90
24 Hr Day (AADT)	370		383		753



ASSIGNMENT OF NEW TRAFFIC TO LOCAL NETWORK (ASSIGNED IN PROP TO ESTABLISHED PATTERNS)

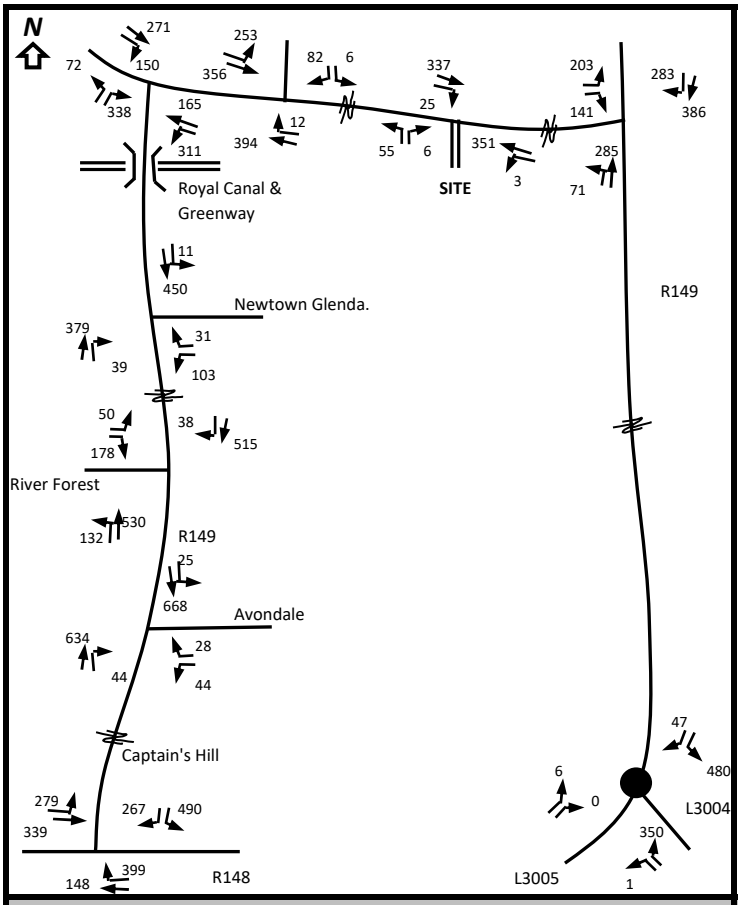


WEEKDAY AM PEAK HOUR (8-9am)

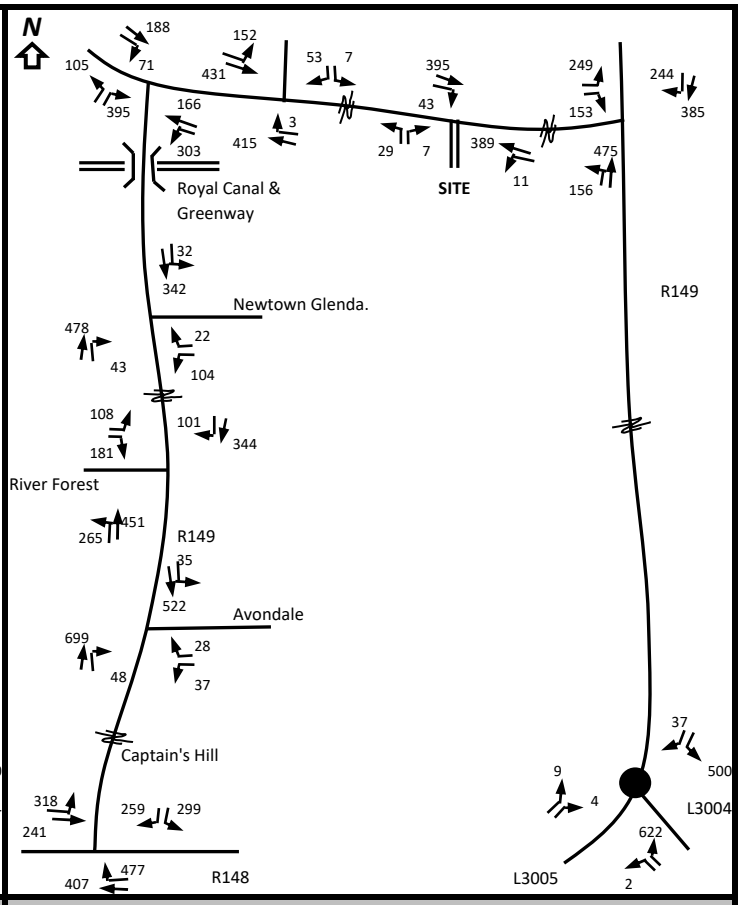


WEEKDAY PM PEAK HOUR (5-6pm)

SELECTED OPE YR 2030 NETWORK TRAFFIC, WITH SUBJECT DEVELOPMENT OPEN / OCCUPIED (PCUs).



WEEKDAY AM PEAK HOUR (8-9am)

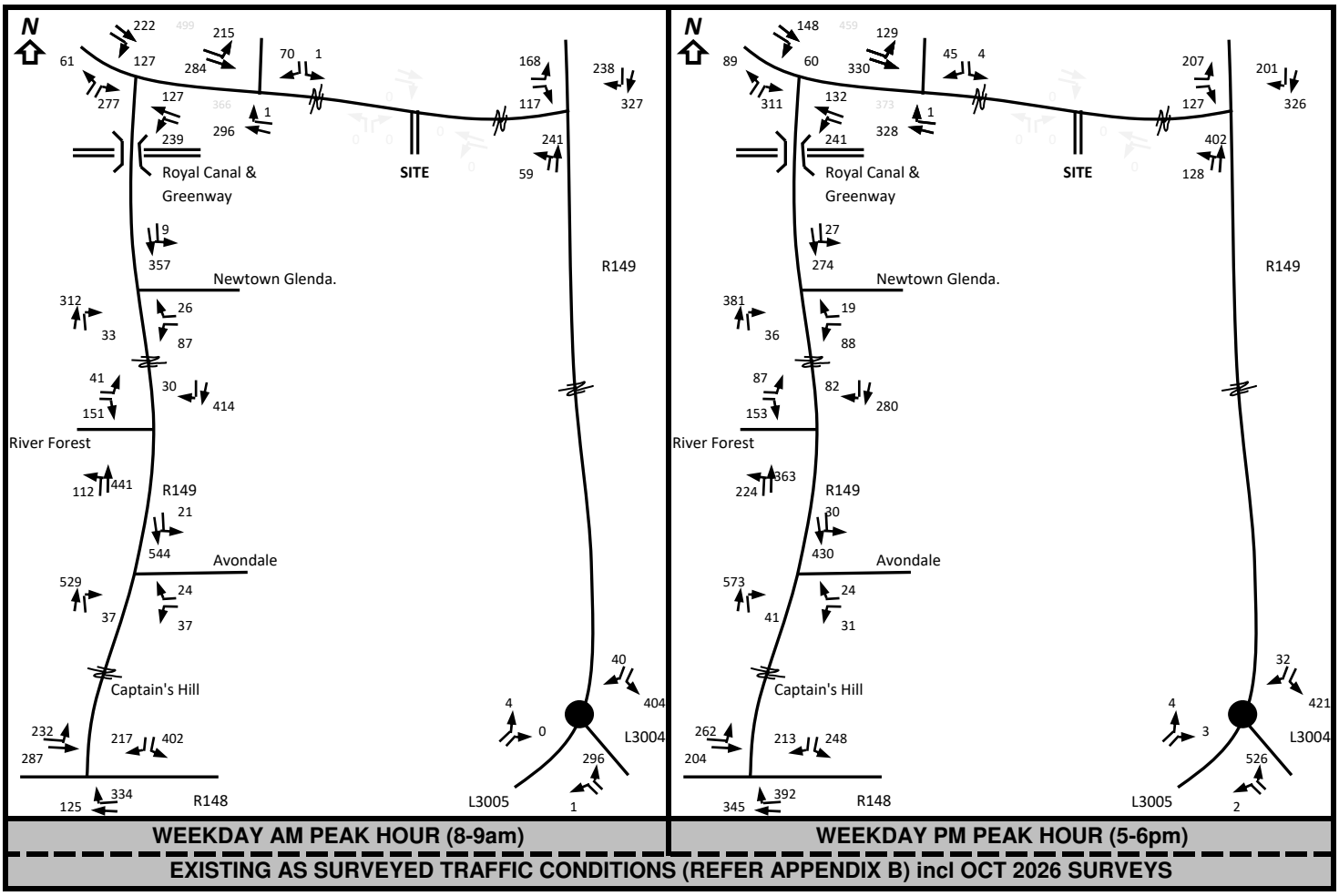


WEEKDAY PM PEAK HOUR (5-6pm)

ASSOCIATED DESIGN YR 2045 NETWORK TRAFFIC, WITH SUBJECT DEVELOPMENT OPEN / OCCUPIED (PCUs).

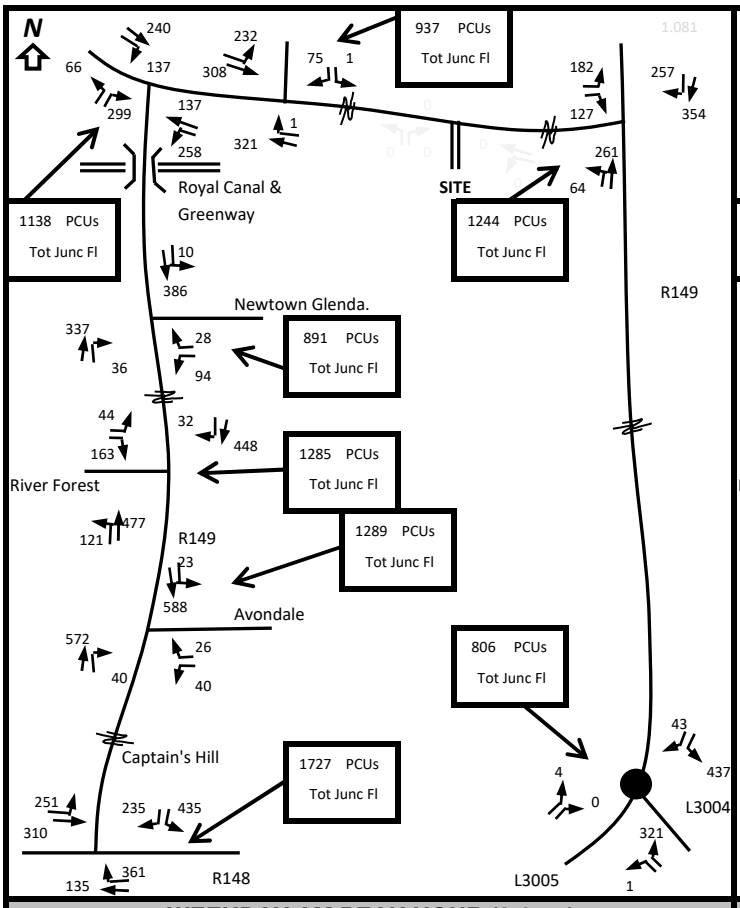
APPENDIX E

Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams – Both LRDs

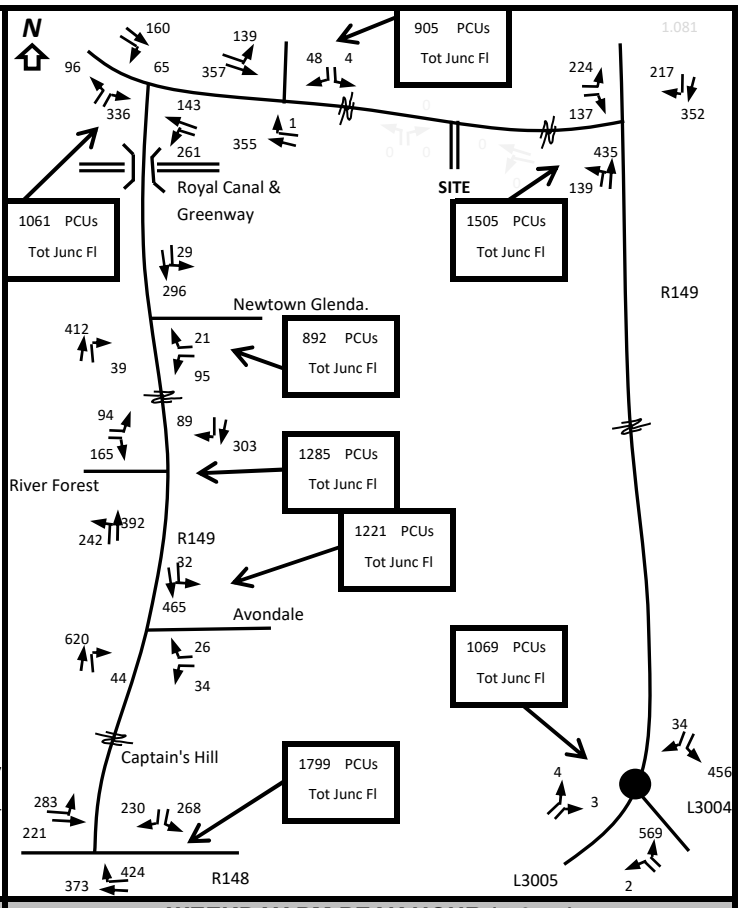


WEEKDAY AM PEAK HOUR (8-9am)	WEEKDAY PM PEAK HOUR (5-6pm)
EXISTING AS SURVEYED TRAFFIC CONDITIONS (REFER APPENDIX B) incl OCT 2026 SURVEYS	

* TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 (Travel Demand Projections 2021, Table 6.2: Central Growth Rates: Annual Growth Factors Co Kildare)	Survey to 2030 = 1.081 2030 to 2045 = 1.092

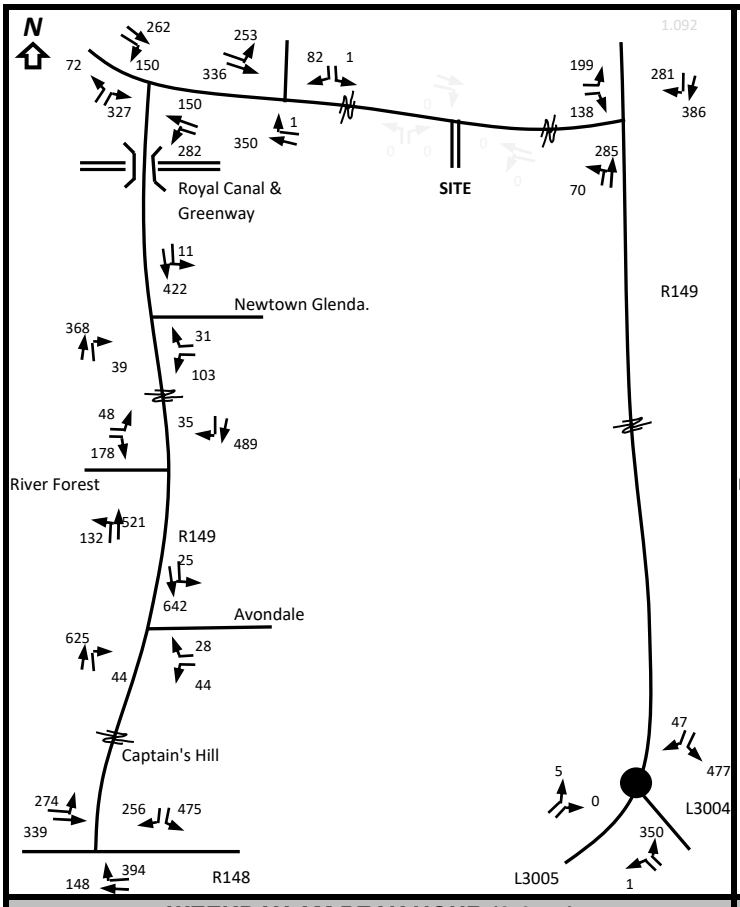


WEEKDAY AM PEAK HOUR (8-9am)

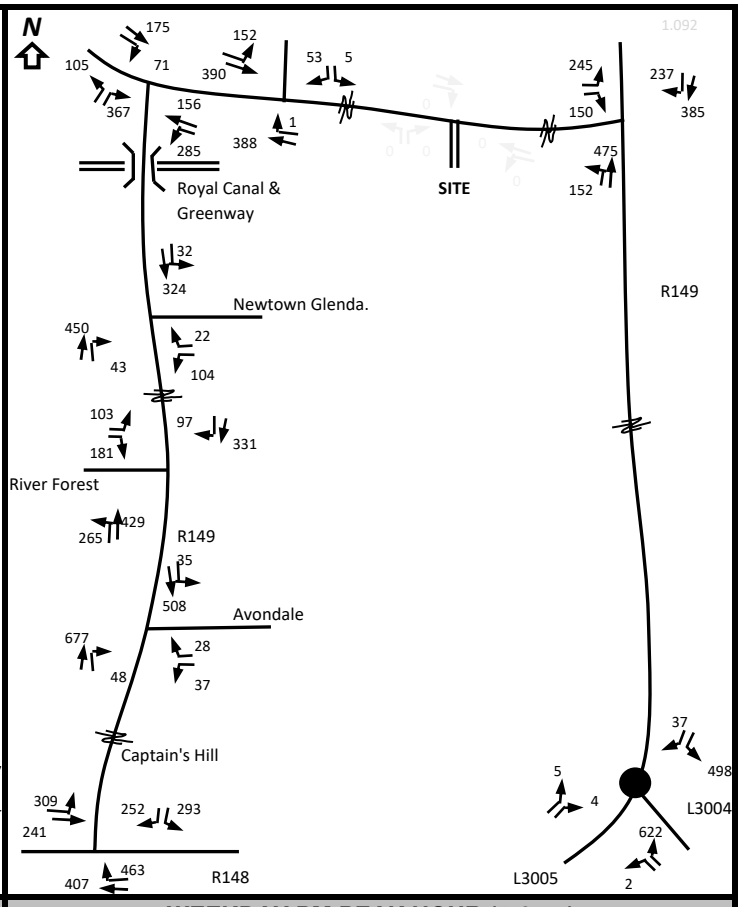


WEEKDAY PM PEAK HOUR (5-6pm)

SELECTED OPENING YEAR 2030 TRAFFIC CONDITIONS - NO SITE DEV - TII ANNUAL TRAFFIC GROWTH APPLIED



WEEKDAY AM PEAK HOUR (8-9am)



WEEKDAY PM PEAK HOUR (5-6pm)

ASSOCIATED DESIGN YEAR 2045 TRAFFIC CONDITIONS - NO SITE DEV - TII ANNUAL TRAFFIC GROWTH APPLIED

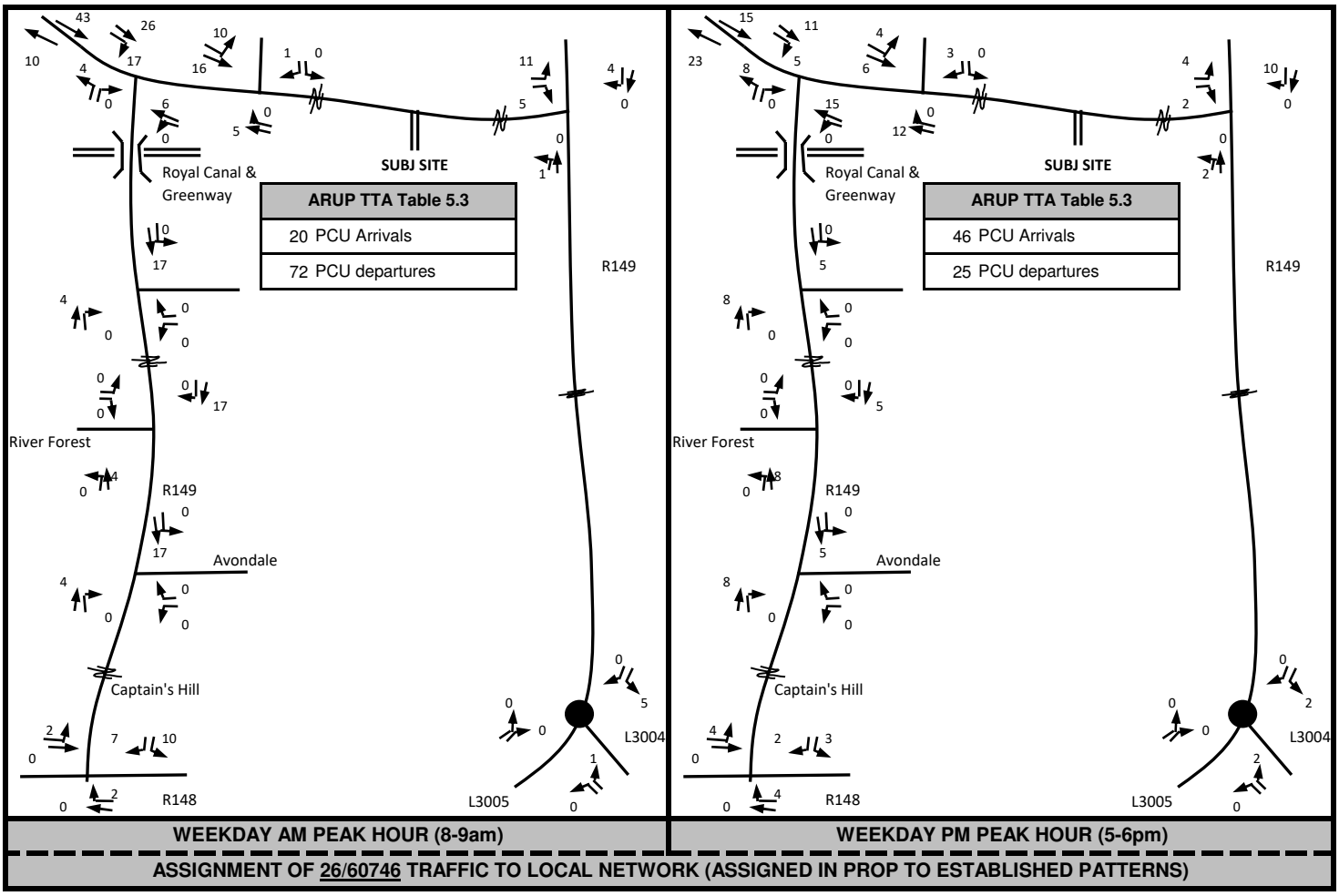
SUBJECT APPLICATION - TRAFFIC GENERATION, 1st PRINCIPLES

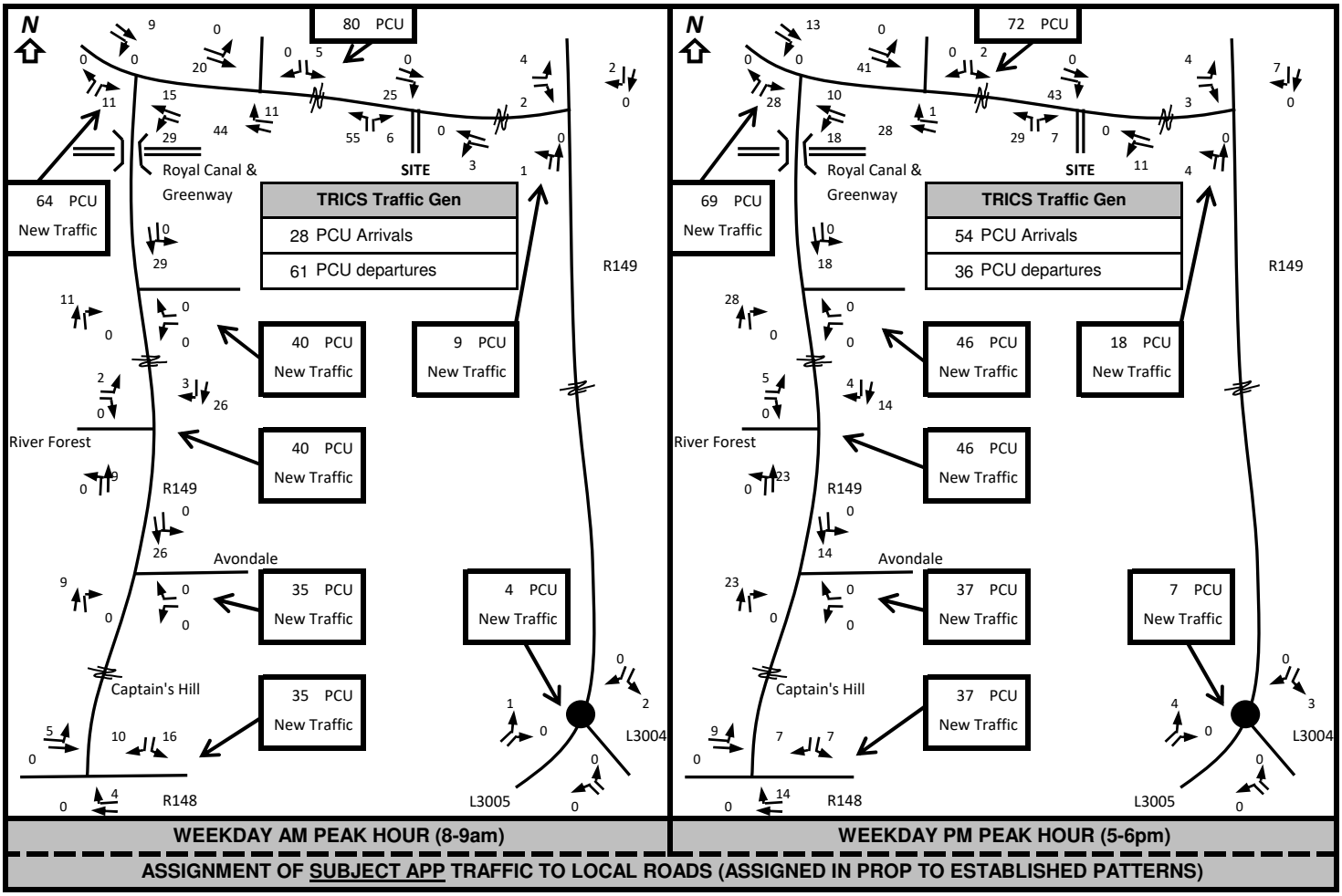
TRAFFIC GENERATED BY 81 RESIDENTIAL HOUSES (Irish TRICS Data)					
81 Units Resi Houses	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.207	17	0.593	48	65
Weekday PM Peak Hr	0.525	43	0.318	26	69
24 Hr Day (AADT)	3.364	272	3.541	287	559
TRAFFIC GENERATED BY 41 RESIDENTIAL APTS/DUPLEX					
41 Units Aparts / Duplex	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
	Per Unit	Dev	Per Unit	Dev	
Weekday AM 8-9AM	0.045	2	0.144	6	7
Weekday PM Peak Hr	0.127	5	0.067	3	8
24 Hr Day (AADT)	1.369	56	1.271	52	108
TRAFFIC GENERATED BY ANCILLARY CRECHE					
220 m2 GFA Creche	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way Traffic
	Per 100	Dev	Per 100	Dev	
Weekday AM 8-9AM	3.954	9	3.139	7	16
Weekday PM Peak Hr	2.739	6	3.296	7	13
24 Hr Day (AADT)	18.675	41	20.039	44	85
TOTAL TRAFFIC GENERATED BY DEVELOPMENT (SUM OF THE ABOVE)					
Period	Arrivals		Departures		Total 2-Way
Weekday AM Peak Hr	28		61		89
Weekday PM Peak Hr	54		36		90
24 Hr Day (AADT)	370		383		753

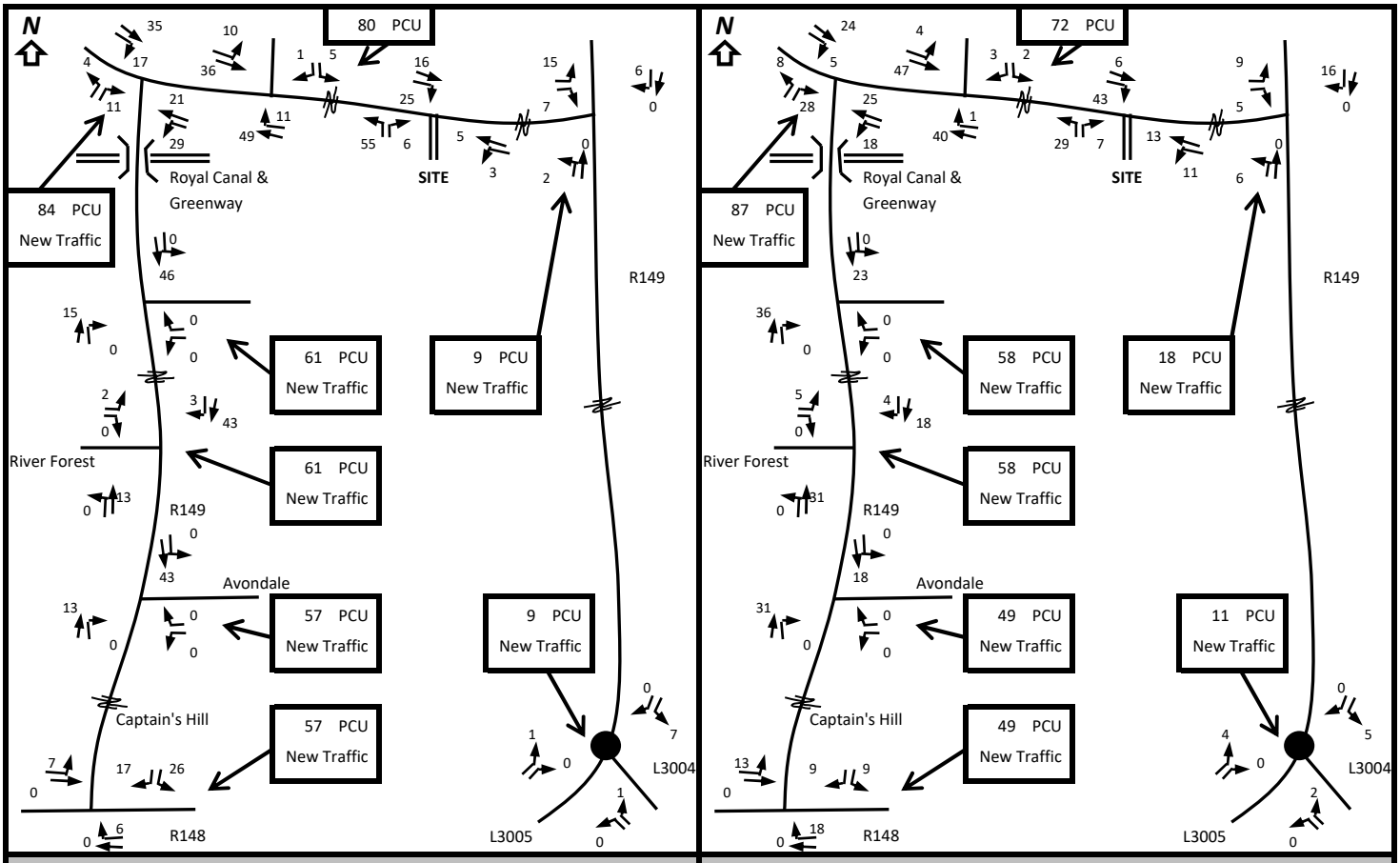
Table 7-3: Vehicle Trip Generation

Use Type		AM Peak (07:45 -08:45)		PM Peak (16:15-17:15)	
		In	Out	In	Out
Residential	Houses	16	55	36	19
	Apartments	4	17	10	6

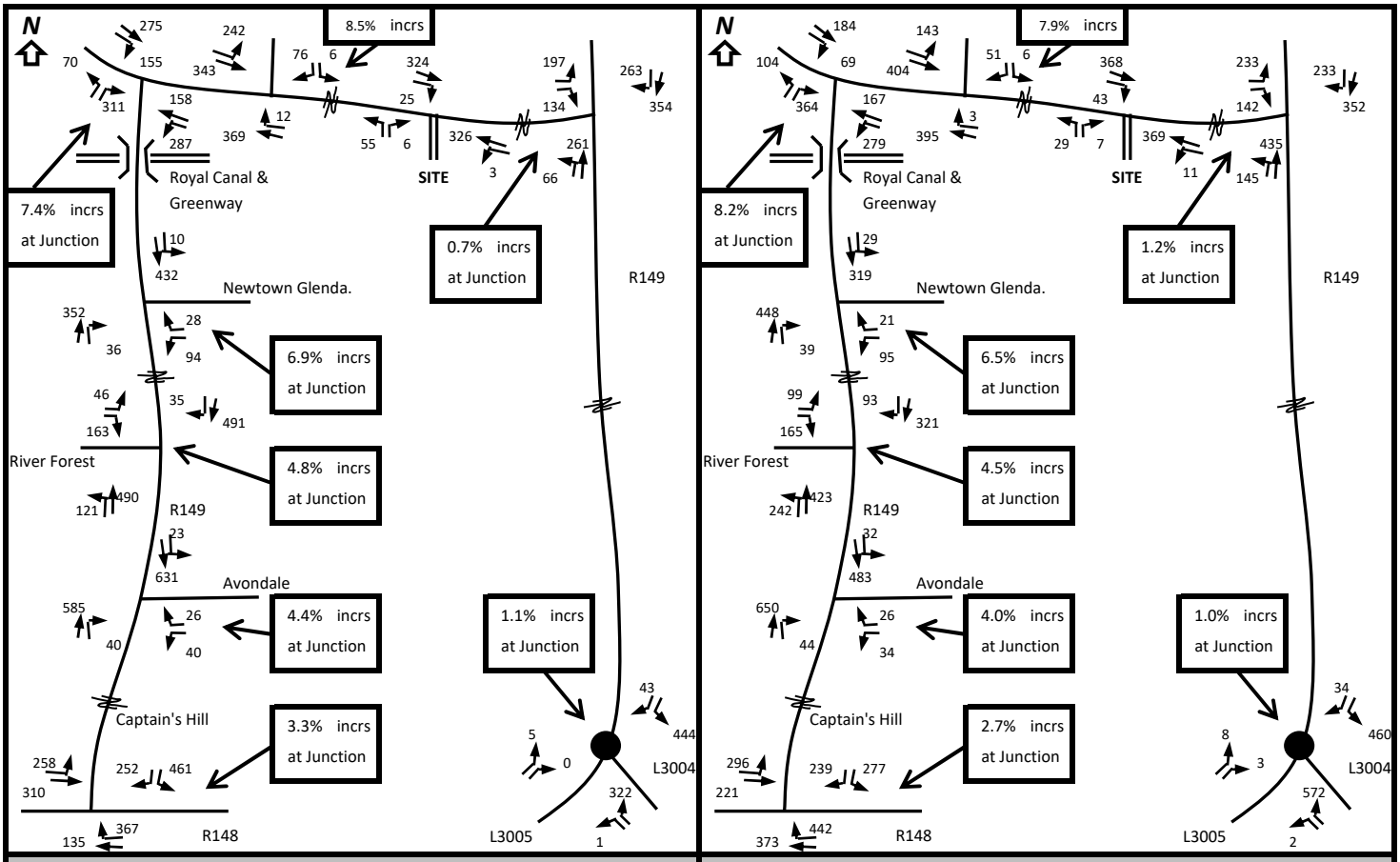
REF 26/60746: - TRAFFIC ASSOCIATED WITH ADJACENT LRD, AS EXTRACTED FROM ARUP TTA


SUBJ SITE
Royal Canal &
Greenway
ARUP TTA Table 5.3
20 PCU Arrivals
72 PCU departures
46 PCU Arrivals
25 PCU departures
R149
River Forest
Avondale
Captain's Hill
R148
L3004
L3005
WEEKDAY AM PEAK HOUR (8-9am)
WEEKDAY PM PEAK HOUR (5-6pm)
ASSIGNMENT OF 26/60746 TRAFFIC TO LOCAL NETWORK (ASSIGNED IN PROP TO ESTABLISHED PATTERNS)

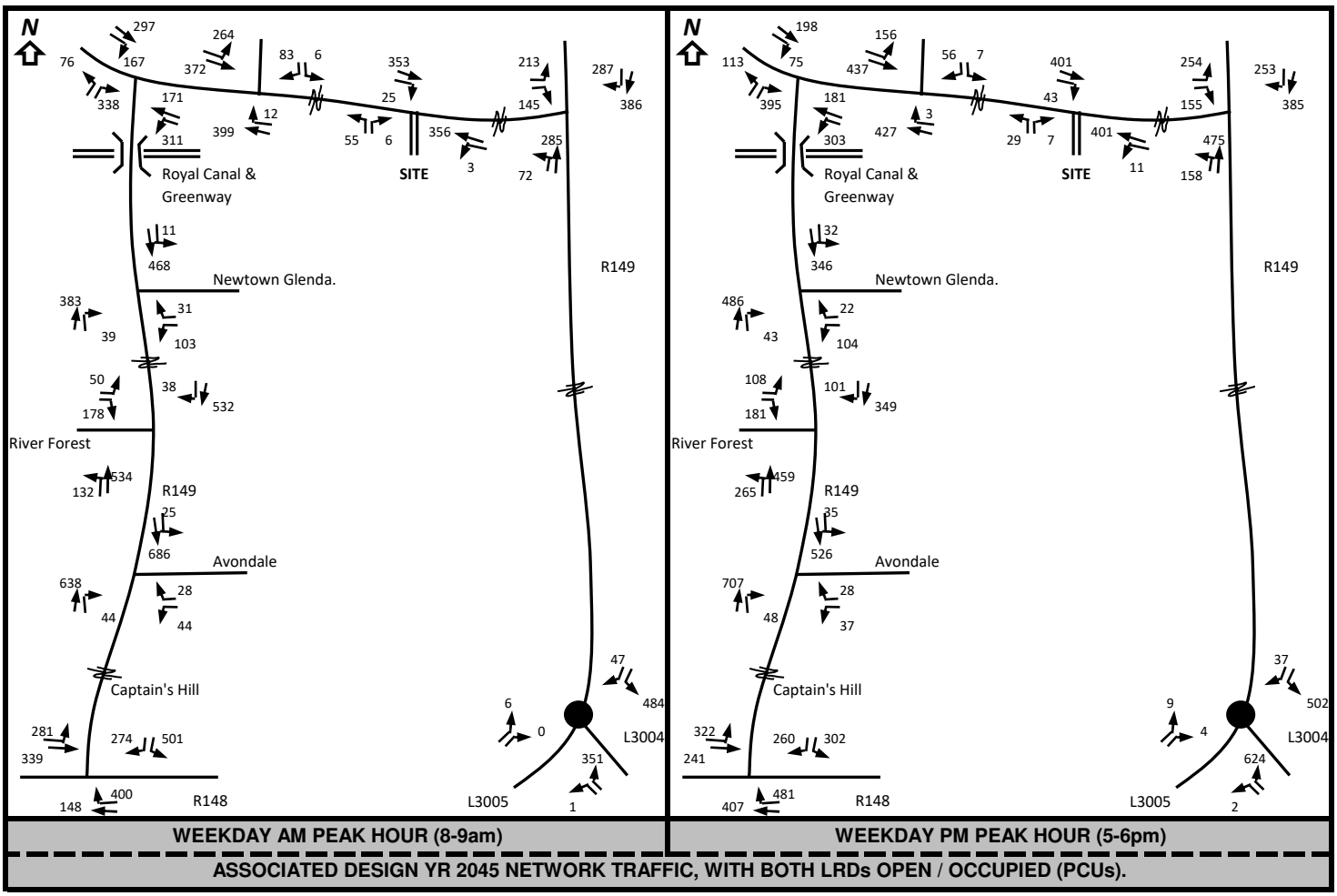

N
80 PCU
72 PCU
SITE
Royal Canal &
Greenway
64 PCU
New Traffic
69 PCU
New Traffic
TRICS Traffic Gen
28 PCU Arrivals
61 PCU departures
54 PCU Arrivals
36 PCU departures
R149
40 PCU
New Traffic
9 PCU
New Traffic
46 PCU
New Traffic
18 PCU
New Traffic
River Forest
Avondale
35 PCU
New Traffic
4 PCU
New Traffic
37 PCU
New Traffic
7 PCU
New Traffic
Captain's Hill
R148
L3004
L3005
WEEKDAY AM PEAK HOUR (8-9am)
WEEKDAY PM PEAK HOUR (5-6pm)
ASSIGNMENT OF SUBJECT APP TRAFFIC TO LOCAL ROADS (ASSIGNED IN PROP TO ESTABLISHED PATTERNS)



ASSIGNMENT OF BOTH LRDs TRAFFIC TO LOCAL ROADS (ASSIGNED IN PROP TO ESTABLISHED PATTERNS)



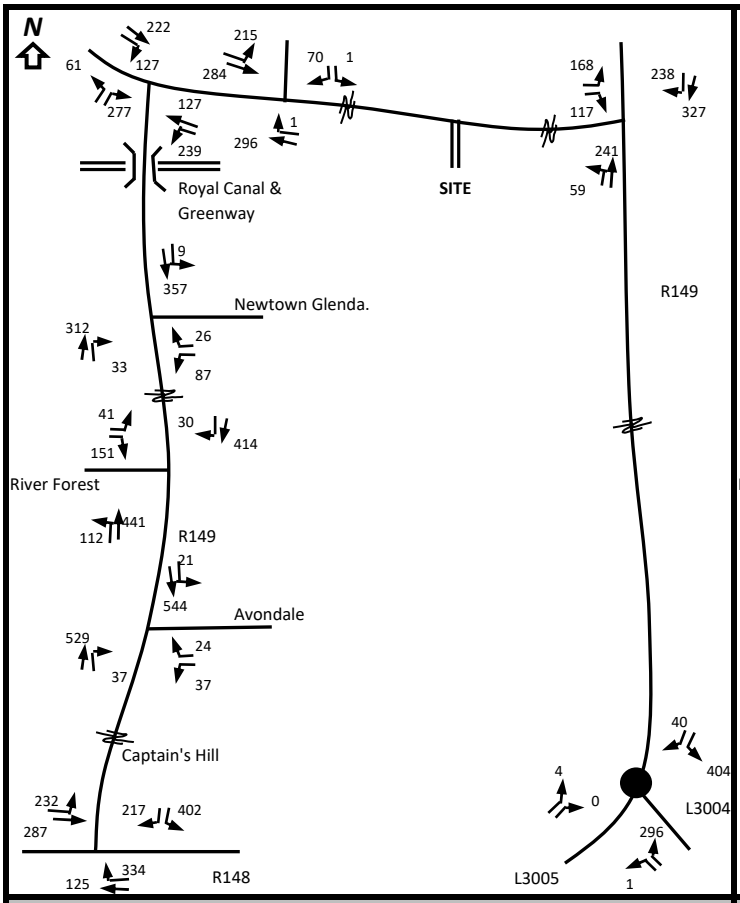
SELECTED OPE YR 2030 NETWORK TRAFFIC, WITH BOTH LRDs OPEN / OCCUPIED (PCUs).


N
Royal Canal &
Greenway
SITE
Newtown Glenda.
River Forest
R149
Avondale
Captain's Hill
R148
L3005
L3004
WEEKDAY AM PEAK HOUR (8-9am)
WEEKDAY PM PEAK HOUR (5-6pm)
ASSOCIATED DESIGN YR 2045 NETWORK TRAFFIC, WITH BOTH LRDs OPEN / OCCUPIED (PCUs).

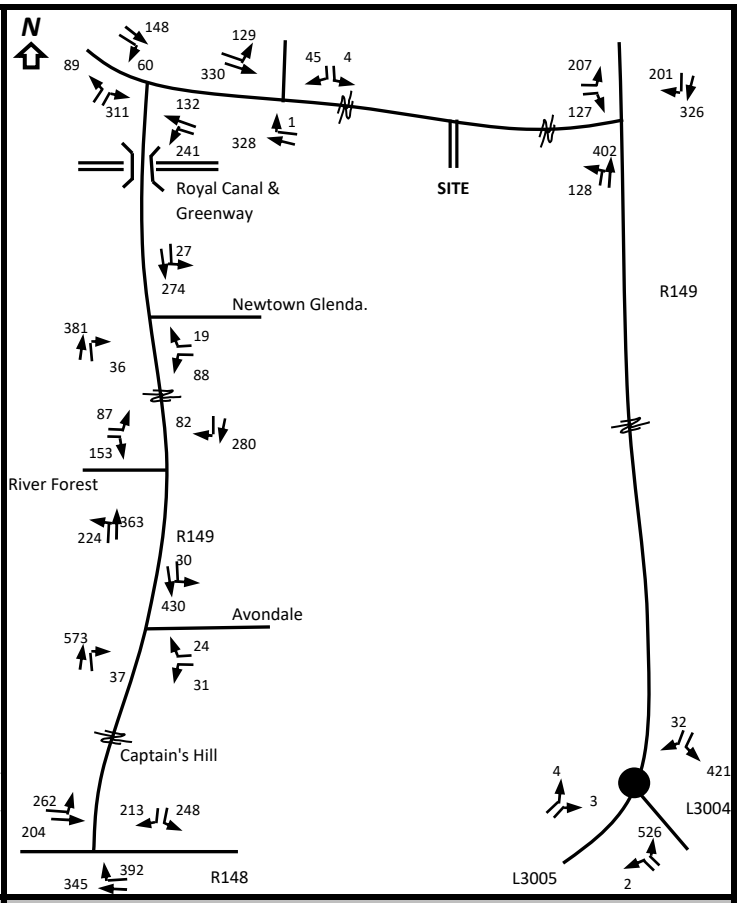
APPENDIX F

Traffic Surveys, Trip Distribution & Network Traffic Flow Diagrams – Entire Masterplan

ASSESSMENT OF MASTERPLAN LANDS (Incl Subject Site)



WEEKDAY AM PEAK HOUR (8-9am)



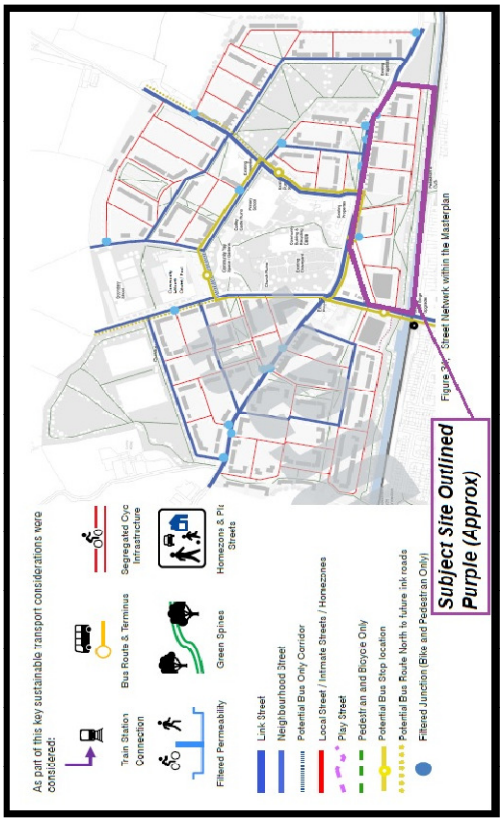
WEEKDAY PM PEAK HOUR (5-6pm)

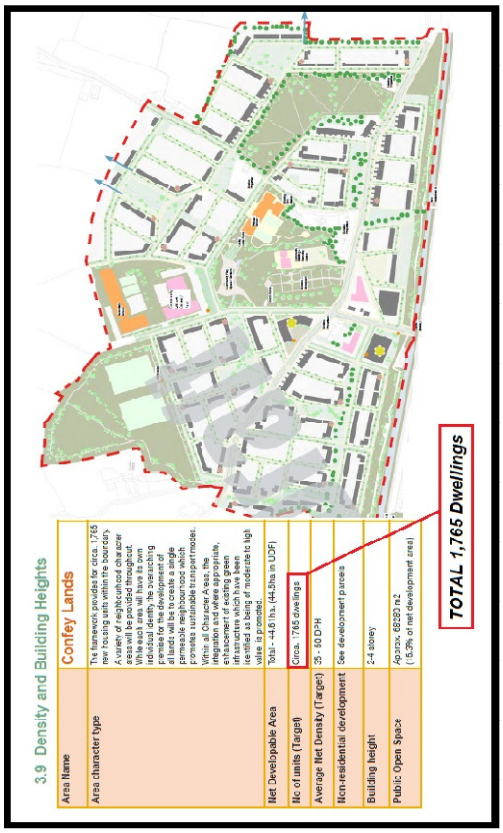
EXISTING AS SURVEYED TRAFFIC CONDITIONS (REFER APPENDIX B)

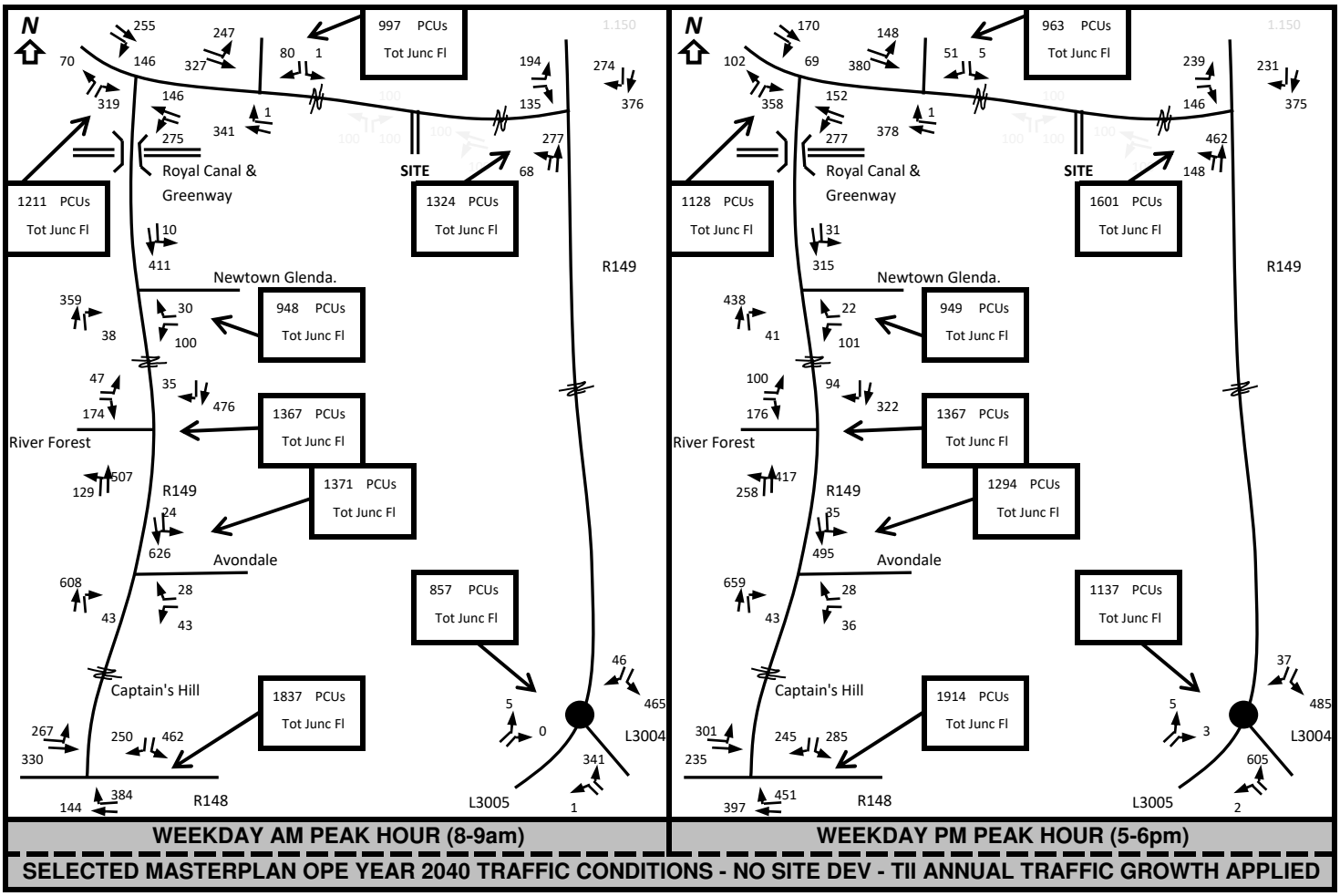
* TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3
(Travel Demand Projections 2021, Table 6.2: Central Growth Rates: Annual Growth Factors Co Kildare)

Survey to 2040 = 1.150
2040 to 2055 = 1.083

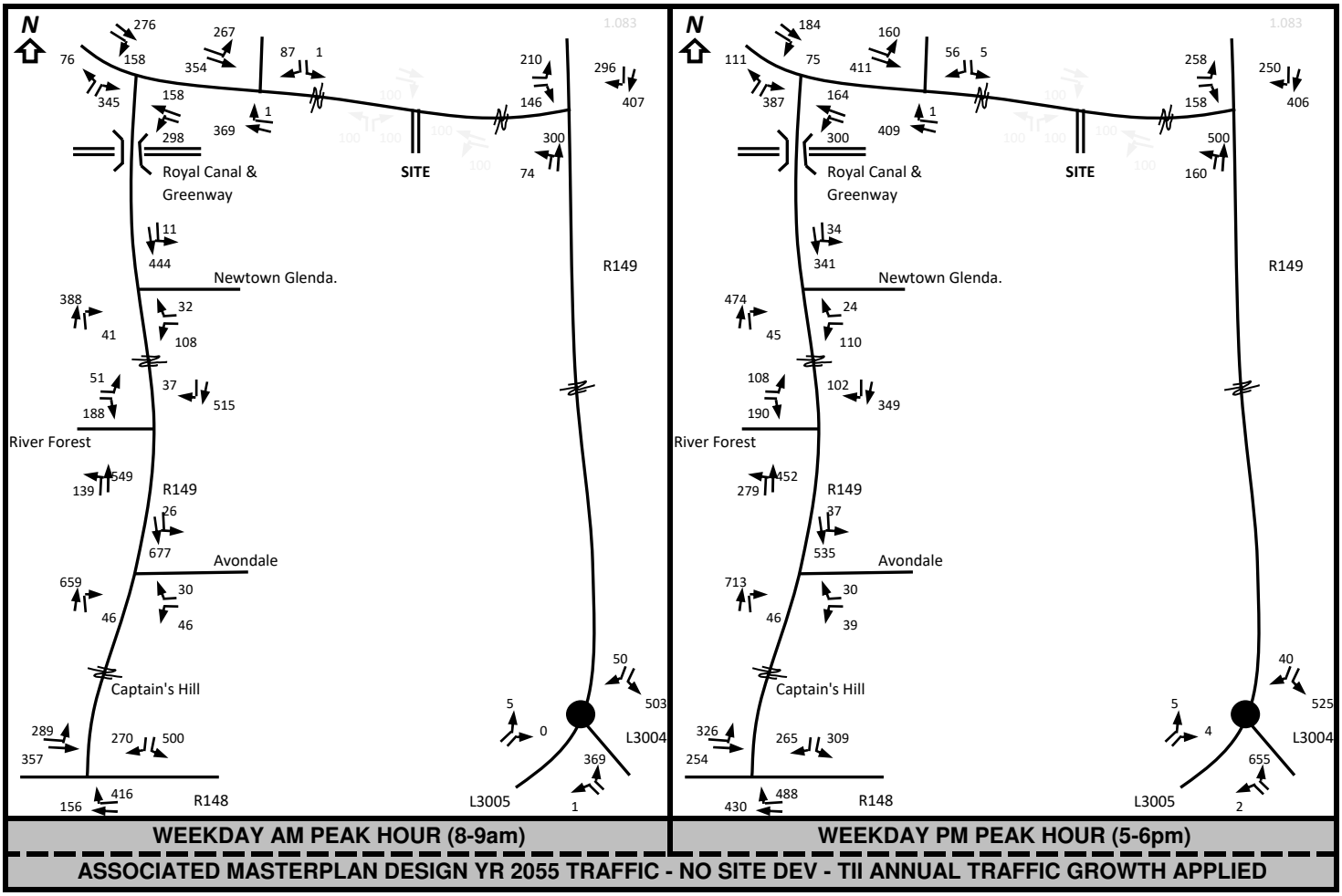
** Seasonal Base Traffic Survey Factor has also been applied*





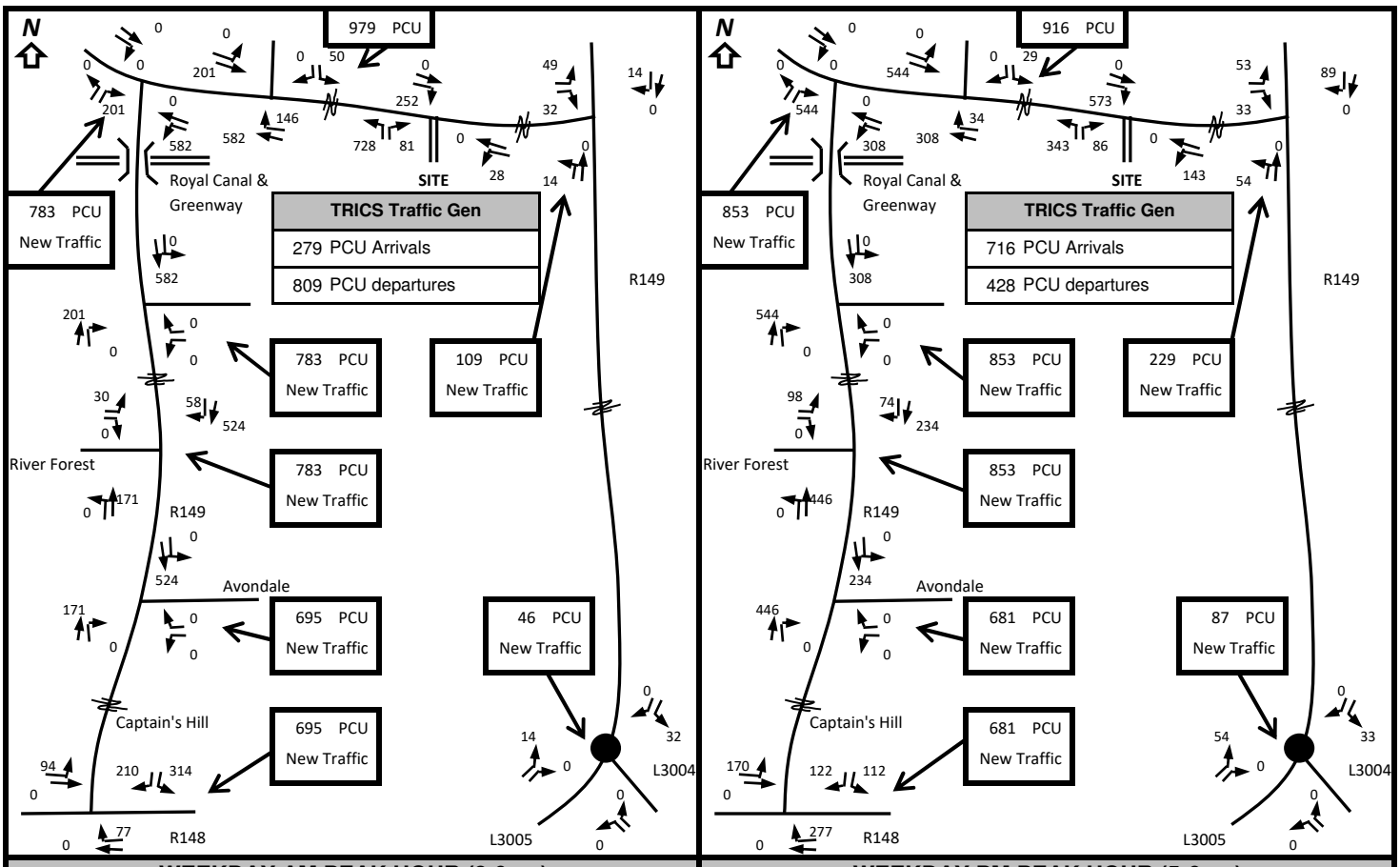


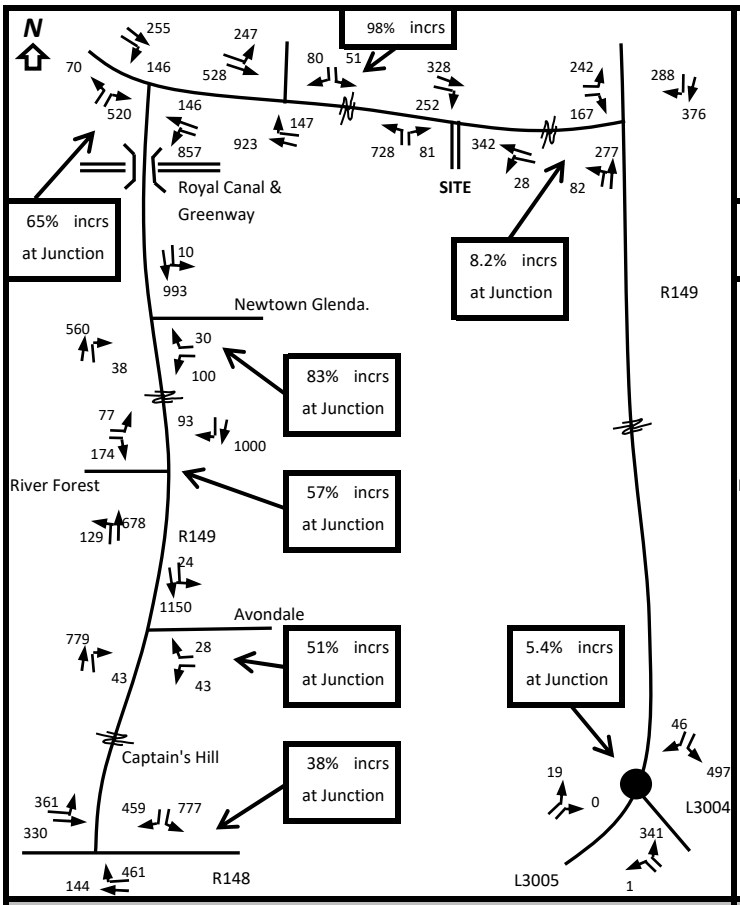
SELECTED MASTERPLAN OPE YEAR 2040 TRAFFIC CONDITIONS - NO SITE DEV - TII ANNUAL TRAFFIC GROWTH APPLIED



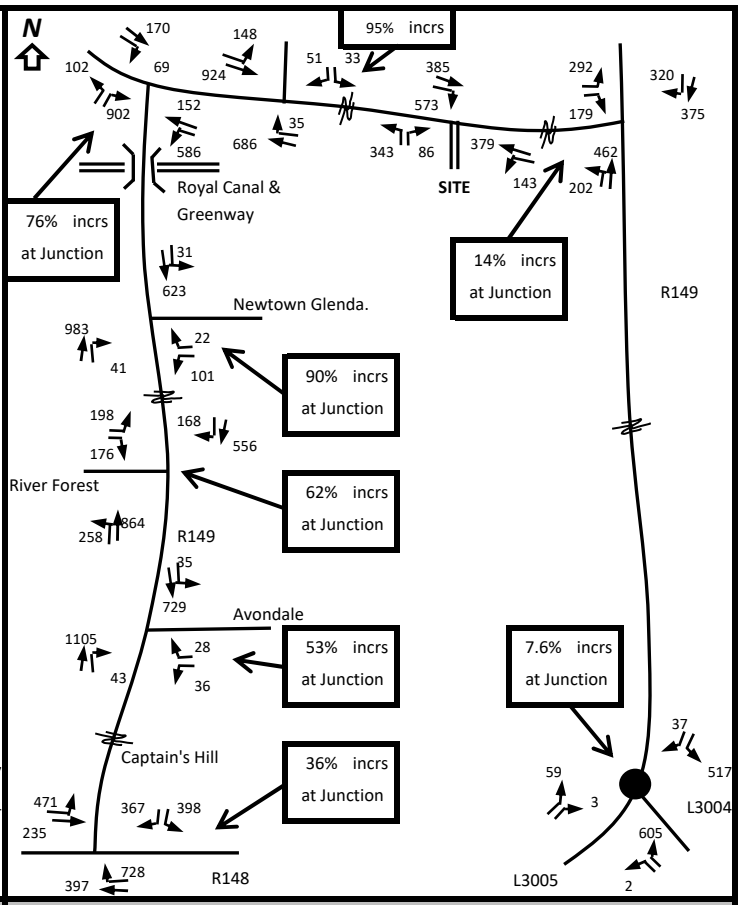
ASSOCIATED MASTERPLAN DESIGN YR 2055 TRAFFIC - NO SITE DEV - TII ANNUAL TRAFFIC GROWTH APPLIED

MASTERPLAN: 1,765 UNITS (Assumed 1,235 Houses + 530 Apts/Duplex)					
TRAFFIC GEN BY MASTERPLAN RESIDENTIAL HOUSES (Irish TRICS Data)					
1235 Units Resi Houses	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way Traffic**
	Per Unit	**Dev**	**Per Unit**	**Dev**	
Weekday AM 8-9AM	0.207	256	0.593	732	988
Weekday PM Peak Hr	0.525	648	0.318	393	1041
24 Hr Day (AADT)	3.364	4155	3.541	4373	8528
TRAFFIC GENERATED BY MASTERPLAN APTS/DUPLEX					
530 Units Aparts / Duplex	**Arrivals (PCUs)**		**Departures (PCUs)**		**Total 2-Way Traffic**
	Per Unit	**Dev**	**Per Unit**	**Dev**	
Weekday AM 8-9AM	0.045	24	0.144	76	100
Weekday PM Peak Hr	0.127	67	0.067	36	103
24 Hr Day (AADT)	1.369	726	1.271	674	1400
TOTAL TRAFFIC GENERATED BY MASTERPLAN (SUM OF THE ABOVE)					
Period	**Arrivals**		**Departures**		**Total 2-Way**
Weekday AM Peak Hr	279		809		1088
Weekday PM Peak Hr	716		428		1145
24 Hr Day (AADT)	4880		5047		9926



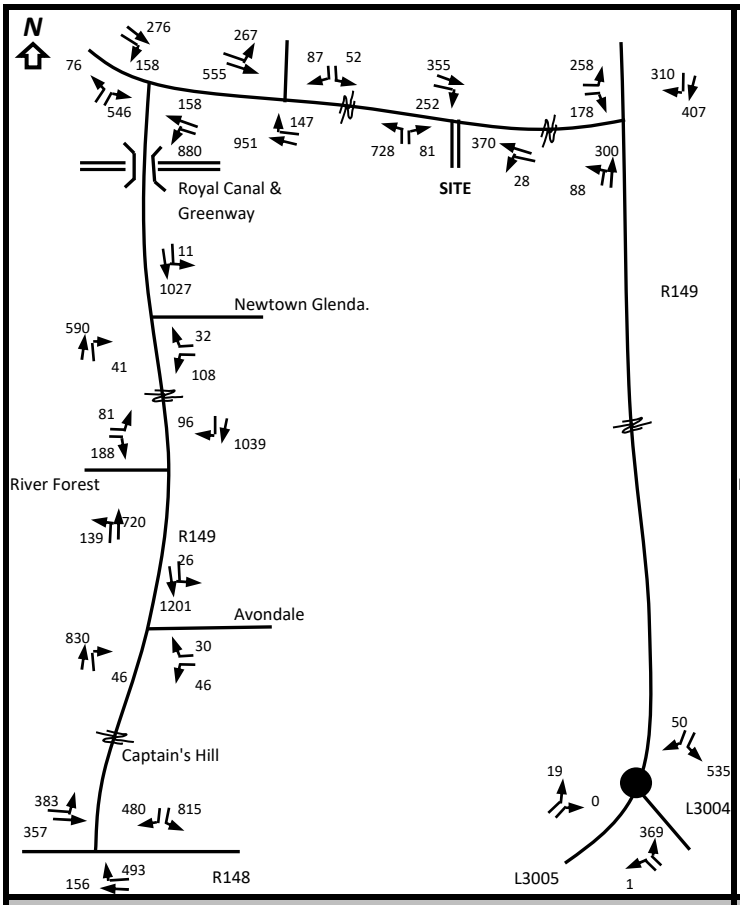


WEEKDAY AM PEAK HOUR (8-9am)

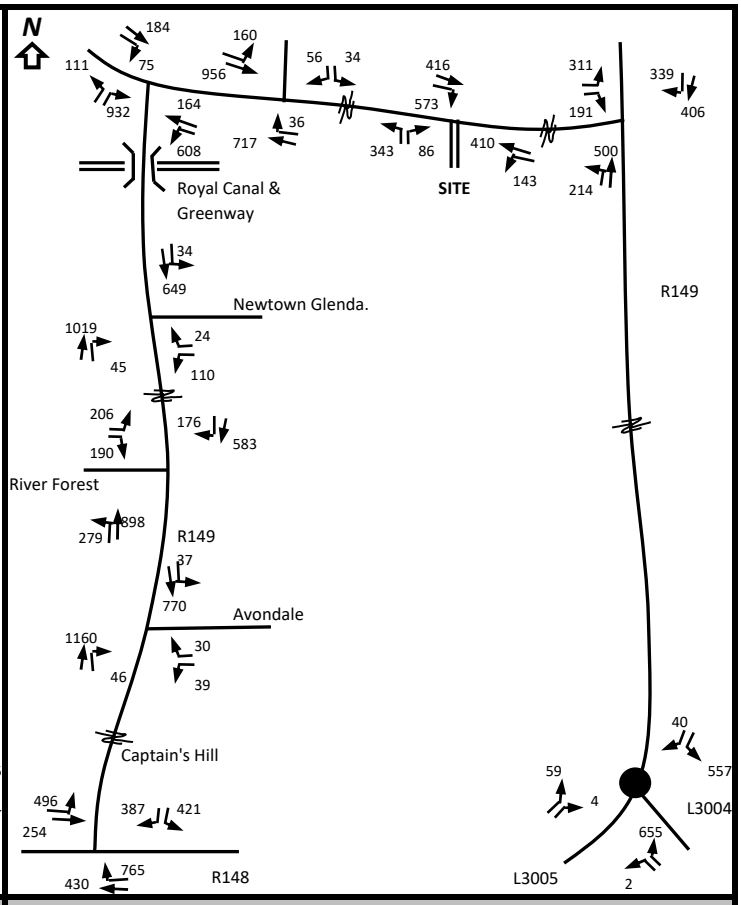


WEEKDAY PM PEAK HOUR (5-6pm)

MASTERPLAN OPE YR 2040 NETWORK TRAFFIC, WITH ENTIRE DEVELOPMENT OPEN / OCCUPIED (PCUs).



WEEKDAY AM PEAK HOUR (8-9am)



WEEKDAY PM PEAK HOUR (5-6pm)

ASSOCIATED MASTERPLAN DESIGN YR 2055 NETWORK TRAFFIC, WITH ENTIRE DEVELOPMENT OPEN / OCCUPIED (PCUs).

APPENDIX G

PiCADY Capacity Model Output Data
(Site Accesses)

Modelling Worst-Case Site Access Junction
(With ALL Traffic Assigned to a Single Access)
Summary PiCADY Results in Order as included herein
(Being the Robust & Worst Case)

Results With Subject Application ONLY Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	0.1	0.12
2030 Opening Year PM Peak	0.1	0.09
2045 Design Year AM Peak	0.1	0.12
2045 Design Year PM Peak	0.1	0.09

Results With Subject LRD AND Adjacent LRD 26/60746 Both Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	0.1	0.12
2030 Opening Year PM Peak	0.1	0.09
2045 Design Year AM Peak	0.1	0.12
2045 Design Year PM Peak	0.1	0.09

All Results Above are below the recommended guiding RFC of 0.85 (85% Capacity) during selected opening & design years and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or Predicted Vehicle Queues.

NB Any Small Changes to Selected Opening Years or Associated Design Years, or indeed significantly higher traffic volumes experienced, will clearly have no significant implications in terms of the conclusions of the Study

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2030 AM PM.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\Site Access
Report generation date: 16/11/2026 10:36:25

»2030, AM
»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030									
Stream B-AC	D1	0.1	7.56	0.12	A	D2	0.1	7.76	0.08	A
Stream C-AB		0.1	6.83	0.05	A		0.1	7.02	0.09	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15
D2	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	Combined Site Access		Minor
C	R149 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	60	60

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	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	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		✓	325	100.000
B		✓	61	100.000
C		✓	334	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	3	322
	B	6	0	55
	C	309	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	7.56	0.1	A
C-AB	0.05	6.83	0.1	A
C-A				
A-B				
A-C				

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-AC	46	579	0.079	46	0.1	6.808	A
C-AB	19	583	0.033	19	0.0	6.511	A
C-A	232			232			
A-B	2			2			
A-C	242			242			

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	55	566	0.097	55	0.1	7.109	A
C-AB	23	575	0.040	23	0.0	6.647	A
C-A	277			277			
A-B	3			3			
A-C	289			289			

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	67	548	0.123	67	0.1	7.557	A
C-AB	28	566	0.050	28	0.1	6.827	A
C-A	339			339			
A-B	3			3			
A-C	355			355			

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	67	548	0.123	67	0.1	7.560	A
C-AB	28	566	0.050	28	0.1	6.827	A
C-A	339			339			
A-B	3			3			
A-C	355			355			

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	55	566	0.097	55	0.1	7.112	A
C-AB	23	575	0.040	23	0.0	6.651	A
C-A	277			277			
A-B	3			3			
A-C	289			289			

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	46	579	0.079	46	0.1	6.821	A
C-AB	19	583	0.033	19	0.0	6.514	A
C-A	232			232			
A-B	2			2			
A-C	242			242			

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	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		✓	368	100.000
B		✓	36	100.000
C		✓	405	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	357
	B	7	0	29
	C	362	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.76	0.1	A
C-AB	0.09	7.02	0.1	A
C-A				
A-B				
A-C				

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-AC	27	548	0.049	27	0.1	6.971	A
C-AB	33	583	0.057	33	0.1	6.668	A
C-A	272			272			
A-B	8			8			
A-C	269			269			

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	32	532	0.061	32	0.1	7.282	A
C-AB	40	578	0.070	40	0.1	6.824	A
C-A	324			324			
A-B	10			10			
A-C	321			321			

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	508	0.078	40	0.1	7.755	A
C-AB	51	574	0.088	50	0.1	7.016	A
C-A	395			395			
A-B	12			12			
A-C	393			393			

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	40	508	0.078	40	0.1	7.757	A
C-AB	51	574	0.088	51	0.1	7.020	A
C-A	395			395			
A-B	12			12			
A-C	393			393			

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	32	532	0.061	32	0.1	7.287	A
C-AB	40	578	0.070	40	0.1	6.830	A
C-A	324			324			
A-B	10			10			
A-C	321			321			

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	27	548	0.049	27	0.1	6.979	A
C-AB	33	583	0.057	33	0.1	6.675	A
C-A	272			272			
A-B	8			8			
A-C	269			269			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2045 AM PM.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\Site Access
Report generation date: 16/11/2026 10:43:19

»2045, AM
»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2045									
Stream B-AC	D1	0.1	7.70	0.12	A	D2	0.1	7.94	0.08	A
Stream C-AB		0.1	6.90	0.05	A		0.1	7.08	0.09	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15
D2	2045	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	Combined Site Access		Minor
C	R149 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	60	60

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	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2045	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		✓	354	100.000
B		✓	61	100.000
C		✓	362	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	3	351
	B	6	0	55
	C	337	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	7.70	0.1	A
C-AB	0.05	6.90	0.1	A
C-A				
A-B				
A-C				

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-AC	46	573	0.080	46	0.1	6.884	A
C-AB	19	578	0.033	19	0.0	6.561	A
C-A	253			253			
A-B	2			2			
A-C	264			264			

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	55	559	0.098	55	0.1	7.209	A
C-AB	23	570	0.040	23	0.0	6.707	A
C-A	302			302			
A-B	3			3			
A-C	316			316			

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	67	539	0.125	67	0.1	7.699	A
C-AB	29	561	0.051	28	0.1	6.900	A
C-A	370			370			
A-B	3			3			
A-C	386			386			

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	67	539	0.125	67	0.1	7.702	A
C-AB	29	561	0.051	29	0.1	6.900	A
C-A	370			370			
A-B	3			3			
A-C	386			386			

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	55	559	0.098	55	0.1	7.216	A
C-AB	23	570	0.040	23	0.0	6.709	A
C-A	302			302			
A-B	3			3			
A-C	316			316			

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	46	573	0.080	46	0.1	6.898	A
C-AB	19	578	0.033	19	0.0	6.567	A
C-A	253			253			
A-B	2			2			
A-C	264			264			

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2045	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		✓	400	100.000
B		✓	36	100.000
C		✓	438	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	389
	B	7	0	29
	C	395	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.94	0.1	A
C-AB	0.09	7.08	0.1	A
C-A				
A-B				
A-C				

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-AC	27	541	0.050	27	0.1	7.070	A
C-AB	33	579	0.058	33	0.1	6.718	A
C-A	296			296			
A-B	8			8			
A-C	293			293			

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	32	523	0.062	32	0.1	7.412	A
C-AB	41	574	0.071	40	0.1	6.881	A
C-A	353			353			
A-B	10			10			
A-C	350			350			

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	497	0.080	40	0.1	7.940	A
C-AB	51	570	0.090	51	0.1	7.080	A
C-A	431			431			
A-B	12			12			
A-C	428			428			

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	40	497	0.080	40	0.1	7.942	A
C-AB	51	570	0.090	51	0.1	7.083	A
C-A	431			431			
A-B	12			12			
A-C	428			428			

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	32	523	0.062	32	0.1	7.417	A
C-AB	41	574	0.071	41	0.1	6.887	A
C-A	353			353			
A-B	10			10			
A-C	350			350			

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	27	541	0.050	27	0.1	7.080	A
C-AB	33	579	0.058	33	0.1	6.728	A
C-A	296			296			
A-B	8			8			
A-C	293			293			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2030 AM PM 2LRDs.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\Site Access
Report generation date: 16/11/2026 11:28:03

»2030, AM
»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030									
Stream B-AC	D1	0.1	7.58	0.12	A	D2	0.1	7.82	0.08	A
Stream C-AB		0.1	6.83	0.05	A		0.1	7.05	0.09	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15
D2	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	Combined Site Access		Minor
C	R149 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	60	60

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	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	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		✓	329	100.000
B		✓	61	100.000
C		✓	349	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	3	326
	B	6	0	55
	C	324	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	7.58	0.1	A
C-AB	0.05	6.83	0.1	A
C-A				
A-B				
A-C				

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-AC	46	578	0.079	46	0.1	6.821	A
C-AB	19	582	0.033	19	0.0	6.515	A
C-A	244			244			
A-B	2			2			
A-C	245			245			

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	55	565	0.097	55	0.1	7.126	A
C-AB	23	575	0.040	23	0.0	6.650	A
C-A	291			291			
A-B	3			3			
A-C	293			293			

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	67	546	0.123	67	0.1	7.582	A
C-AB	28	566	0.050	28	0.1	6.829	A
C-A	356			356			
A-B	3			3			
A-C	359			359			

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	67	546	0.123	67	0.1	7.585	A
C-AB	28	566	0.050	28	0.1	6.832	A
C-A	356			356			
A-B	3			3			
A-C	359			359			

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	55	565	0.097	55	0.1	7.130	A
C-AB	23	575	0.040	23	0.0	6.652	A
C-A	291			291			
A-B	3			3			
A-C	293			293			

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	46	578	0.079	46	0.1	6.832	A
C-AB	19	582	0.033	19	0.0	6.521	A
C-A	244			244			
A-B	2			2			
A-C	245			245			

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	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		✓	380	100.000
B		✓	36	100.000
C		✓	411	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	369
	B	7	0	29
	C	368	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.82	0.1	A
C-AB	0.09	7.05	0.1	A
C-A				
A-B				
A-C				

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-AC	27	546	0.050	27	0.1	7.004	A
C-AB	33	582	0.057	33	0.1	6.690	A
C-A	276			276			
A-B	8			8			
A-C	278			278			

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	32	529	0.061	32	0.1	7.326	A
C-AB	40	576	0.070	40	0.1	6.850	A
C-A	329			329			
A-B	10			10			
A-C	332			332			

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	505	0.079	40	0.1	7.817	A
C-AB	51	572	0.089	51	0.1	7.048	A
C-A	402			402			
A-B	12			12			
A-C	406			406			

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	40	505	0.079	40	0.1	7.818	A
C-AB	51	572	0.089	51	0.1	7.049	A
C-A	402			402			
A-B	12			12			
A-C	406			406			

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	32	529	0.061	32	0.1	7.328	A
C-AB	40	576	0.070	40	0.1	6.853	A
C-A	329			329			
A-B	10			10			
A-C	332			332			

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	27	546	0.050	27	0.1	7.015	A
C-AB	33	582	0.057	33	0.1	6.700	A
C-A	276			276			
A-B	8			8			
A-C	278			278			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2045 AM PM 2LRDs.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\Site Access
Report generation date: 16/11/2026 11:31:45

»2045, AM
»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2045									
Stream B-AC	D1	0.1	7.73	0.13	A	D2	0.1	8.01	0.08	A
Stream C-AB		0.1	6.90	0.05	A		0.1	7.11	0.09	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15
D2	2045	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	Combined Site Access		Minor
C	R149 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	60	60

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	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2045	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		✓	359	100.000
B		✓	61	100.000
C		✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	3	356
	B	6	0	55
	C	353	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	7.73	0.1	A
C-AB	0.05	6.90	0.1	A
C-A				
A-B				
A-C				

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-AC	46	572	0.080	46	0.1	6.901	A
C-AB	19	578	0.033	19	0.0	6.567	A
C-A	265			265			
A-B	2			2			
A-C	268			268			

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	55	558	0.098	55	0.1	7.231	A
C-AB	23	570	0.040	23	0.0	6.713	A
C-A	317			317			
A-B	3			3			
A-C	320			320			

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	67	537	0.125	67	0.1	7.730	A
C-AB	29	560	0.051	29	0.1	6.904	A
C-A	388			388			
A-B	3			3			
A-C	392			392			

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	67	537	0.125	67	0.1	7.733	A
C-AB	29	560	0.051	29	0.1	6.904	A
C-A	388			388			
A-B	3			3			
A-C	392			392			

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	55	558	0.098	55	0.1	7.235	A
C-AB	23	570	0.040	23	0.0	6.717	A
C-A	317			317			
A-B	3			3			
A-C	320			320			

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	46	572	0.080	46	0.1	6.914	A
C-AB	19	578	0.033	19	0.0	6.570	A
C-A	265			265			
A-B	2			2			
A-C	268			268			

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2045	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		✓	412	100.000
B		✓	36	100.000
C		✓	444	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	401
	B	7	0	29
	C	401	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	1	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	8.01	0.1	A
C-AB	0.09	7.11	0.1	A
C-A				
A-B				
A-C				

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-AC	27	538	0.050	27	0.1	7.104	A
C-AB	33	578	0.058	33	0.1	6.740	A
C-A	301			301			
A-B	8			8			
A-C	302			302			

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	32	520	0.062	32	0.1	7.457	A
C-AB	41	572	0.071	40	0.1	6.907	A
C-A	359			359			
A-B	10			10			
A-C	360			360			

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	494	0.080	40	0.1	8.006	A
C-AB	51	567	0.090	51	0.1	7.112	A
C-A	438			438			
A-B	12			12			
A-C	442			442			

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	40	494	0.080	40	0.1	8.007	A
C-AB	51	567	0.090	51	0.1	7.112	A
C-A	438			438			
A-B	12			12			
A-C	442			442			

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	32	520	0.062	32	0.1	7.462	A
C-AB	41	572	0.071	41	0.1	6.913	A
C-A	359			359			
A-B	10			10			
A-C	360			360			

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	27	538	0.050	27	0.1	7.114	A
C-AB	33	578	0.058	34	0.1	6.750	A
C-A	301			301			
A-B	8			8			
A-C	302			302			

APPENDIX H

PiCADY Capacity Model Output Data
(R149 / L5052 T-Junction, Opposite GAA)

Modelling of Capacity of Existing R149 / L5052 T-Junction
Summary PiCADY Results in Order as included herein
(Being the Robust & Worst Case)

Results With Subject Application Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	0.3	0.24
2030 Opening Year PM Peak	0.2	0.16
2045 Design Year AM Peak	0.4	0.28
2045 Design Year PM Peak	0.2	0.19

Results With Subject LRD AND Adjacent LRD 26/60746 Both Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	0.3	0.25
2030 Opening Year PM Peak	0.2	0.18
2045 Design Year AM Peak	0.4	0.28
2045 Design Year PM Peak	0.3	0.2

All Results Above are below the recommended guiding RFC of 0.85 (85% Capacity) during selected opening & design years and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or Predicted Vehicle Queues.

NB Any Small Changes to Selected Opening Years or Associated Design Years, or indeed significantly higher traffic volumes experienced, will clearly have no significant implications in terms of the conclusions of the Study

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2030 AM PM.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\R149 L5052
Report generation date: 18/11/2026 08:37:36

»2030, AM
»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030									
Stream B-AC	D1	0.3	13.26	0.24	B	D2	0.2	12.11	0.16	B
Stream C-AB		0.0	7.56	0.03	A		0.0	7.44	0.01	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15
D2	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		1.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 West		Major
B	Local Road L5052 (Opp GAA)		Minor
C	R149 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	60	60

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	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	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		✓	560	100.000
B		✓	81	100.000
C		✓	376	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	232	328
	B	75	0	6
	C	364	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	13.26	0.3	B
C-AB	0.03	7.56	0.0	A
C-A				
A-B				
A-C				

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-AC	61	420	0.145	60	0.2	10.195	B
C-AB	9	538	0.017	9	0.0	6.939	A
C-A	274			274			
A-B	175			175			
A-C	247			247			

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	73	397	0.183	73	0.2	11.300	B
C-AB	11	521	0.021	11	0.0	7.192	A
C-A	327			327			
A-B	209			209			
A-C	295			295			

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	89	366	0.244	89	0.3	13.218	B
C-AB	14	499	0.027	14	0.0	7.560	A
C-A	400			400			
A-B	255			255			
A-C	361			361			

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	366	0.244	89	0.3	13.255	B
C-AB	14	499	0.027	14	0.0	7.560	A
C-A	400			400			
A-B	255			255			
A-C	361			361			

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	73	397	0.183	73	0.2	11.344	B
C-AB	11	521	0.021	11	0.0	7.193	A
C-A	327			327			
A-B	209			209			
A-C	295			295			

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	61	420	0.145	61	0.2	10.249	B
C-AB	9	538	0.017	9	0.0	6.940	A
C-A	274			274			
A-B	175			175			
A-C	247			247			

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	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		✓	537	100.000
B		✓	54	100.000
C		✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	139	398
	B	48	0	6
	C	383	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	12.11	0.2	B
C-AB	0.01	7.44	0.0	A
C-A				
A-B				
A-C				

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-AC	41	419	0.097	40	0.1	9.688	A
C-AB	2	539	0.004	2	0.0	6.846	A
C-A	288			288			
A-B	105			105			
A-C	300			300			

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	49	395	0.123	48	0.1	10.585	B
C-AB	3	521	0.005	3	0.0	7.086	A
C-A	344			344			
A-B	125			125			
A-C	358			358			

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	59	363	0.164	59	0.2	12.089	B
C-AB	3	497	0.007	3	0.0	7.444	A
C-A	422			422			
A-B	153			153			
A-C	438			438			

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	59	363	0.164	59	0.2	12.106	B
C-AB	3	497	0.007	3	0.0	7.444	A
C-A	422			422			
A-B	153			153			
A-C	438			438			

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	49	395	0.123	49	0.1	10.601	B
C-AB	3	521	0.005	3	0.0	7.089	A
C-A	344			344			
A-B	125			125			
A-C	358			358			

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	41	419	0.097	41	0.1	9.716	A
C-AB	2	539	0.004	2	0.0	6.849	A
C-A	288			288			
A-B	105			105			
A-C	300			300			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2045 AM PM.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\R149 L5052
Report generation date: 18/11/2026 08:38:54

»2045, AM
»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2045									
Stream B-AC	D1	0.4	14.43	0.28	B	D2	0.2	12.99	0.19	B
Stream C-AB		0.0	7.74	0.03	A		0.0	7.62	0.01	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15
D2	2045	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		1.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 West		Major
B	Local Road L5052 (Opp GAA)		Minor
C	R149 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	60	60

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	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2045	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		✓	609	100.000
B		✓	88	100.000
C		✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	253	356
	B	82	0	6
	C	394	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	14.43	0.4	B
C-AB	0.03	7.74	0.0	A
C-A				
A-B				
A-C				

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-AC	66	409	0.162	65	0.2	10.653	B
C-AB	9	530	0.017	9	0.0	7.048	A
C-A	297			297			
A-B	190			190			
A-C	268			268			

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	79	385	0.205	79	0.3	11.980	B
C-AB	11	512	0.021	11	0.0	7.330	A
C-A	354			354			
A-B	227			227			
A-C	320			320			

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	97	351	0.276	96	0.4	14.377	B
C-AB	14	488	0.028	14	0.0	7.742	A
C-A	433			433			
A-B	279			279			
A-C	392			392			

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	97	351	0.276	97	0.4	14.428	B
C-AB	14	488	0.028	14	0.0	7.742	A
C-A	433			433			
A-B	279			279			
A-C	392			392			

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	79	385	0.205	80	0.3	12.038	B
C-AB	11	512	0.021	11	0.0	7.333	A
C-A	354			354			
A-B	227			227			
A-C	320			320			

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	66	409	0.162	67	0.2	10.717	B
C-AB	9	530	0.017	9	0.0	7.048	A
C-A	297			297			
A-B	190			190			
A-C	268			268			

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		0.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2045	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		✓	583	100.000
B		✓	60	100.000
C		✓	418	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	152	431
	B	53	0	7
	C	415	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	12.99	0.2	B
C-AB	0.01	7.62	0.0	A
C-A				
A-B				
A-C				

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-AC	45	409	0.110	45	0.1	10.053	B
C-AB	2	531	0.004	2	0.0	6.949	A
C-A	312			312			
A-B	114			114			
A-C	324			324			

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	54	384	0.140	54	0.2	11.114	B
C-AB	3	511	0.005	3	0.0	7.218	A
C-A	373			373			
A-B	137			137			
A-C	387			387			

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	66	349	0.189	66	0.2	12.969	B
C-AB	3	485	0.007	3	0.0	7.622	A
C-A	457			457			
A-B	167			167			
A-C	475			475			

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	66	349	0.189	66	0.2	12.994	B
C-AB	3	485	0.007	3	0.0	7.622	A
C-A	457			457			
A-B	167			167			
A-C	475			475			

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	54	384	0.140	54	0.2	11.143	B
C-AB	3	511	0.005	3	0.0	7.221	A
C-A	373			373			
A-B	137			137			
A-C	387			387			

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	45	409	0.110	45	0.1	10.090	B
C-AB	2	531	0.004	2	0.0	6.952	A
C-A	312			312			
A-B	114			114			
A-C	324			324			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2030 AM PM 2LRDs.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\R149 L5052
Report generation date: 18/11/2026 08:39:56

»2030, AM
»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030									
Stream B-AC	D1	0.3	13.26	0.24	B	D2	0.2	12.11	0.16	B
Stream C-AB		0.0	7.56	0.03	A		0.0	7.44	0.01	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	AM	ONE HOUR	07:45	09:15	15
D2	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		1.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 West		Major
B	Local Road L5052 (Opp GAA)		Minor
C	R149 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	60	60

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	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	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		✓	560	100.000
B		✓	81	100.000
C		✓	376	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	232	328
	B	75	0	6
	C	364	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	13.26	0.3	B
C-AB	0.03	7.56	0.0	A
C-A				
A-B				
A-C				

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-AC	61	420	0.145	60	0.2	10.195	B
C-AB	9	538	0.017	9	0.0	6.939	A
C-A	274			274			
A-B	175			175			
A-C	247			247			

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	73	397	0.183	73	0.2	11.300	B
C-AB	11	521	0.021	11	0.0	7.192	A
C-A	327			327			
A-B	209			209			
A-C	295			295			

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	89	366	0.244	89	0.3	13.218	B
C-AB	14	499	0.027	14	0.0	7.560	A
C-A	400			400			
A-B	255			255			
A-C	361			361			

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	366	0.244	89	0.3	13.255	B
C-AB	14	499	0.027	14	0.0	7.560	A
C-A	400			400			
A-B	255			255			
A-C	361			361			

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	73	397	0.183	73	0.2	11.344	B
C-AB	11	521	0.021	11	0.0	7.193	A
C-A	327			327			
A-B	209			209			
A-C	295			295			

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	61	420	0.145	61	0.2	10.249	B
C-AB	9	538	0.017	9	0.0	6.940	A
C-A	274			274			
A-B	175			175			
A-C	247			247			

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	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		✓	537	100.000
B		✓	54	100.000
C		✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	139	398
	B	48	0	6
	C	383	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	12.11	0.2	B
C-AB	0.01	7.44	0.0	A
C-A				
A-B				
A-C				

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-AC	41	419	0.097	40	0.1	9.688	A
C-AB	2	539	0.004	2	0.0	6.846	A
C-A	288			288			
A-B	105			105			
A-C	300			300			

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	49	395	0.123	48	0.1	10.585	B
C-AB	3	521	0.005	3	0.0	7.086	A
C-A	344			344			
A-B	125			125			
A-C	358			358			

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	59	363	0.164	59	0.2	12.089	B
C-AB	3	497	0.007	3	0.0	7.444	A
C-A	422			422			
A-B	153			153			
A-C	438			438			

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	59	363	0.164	59	0.2	12.106	B
C-AB	3	497	0.007	3	0.0	7.444	A
C-A	422			422			
A-B	153			153			
A-C	438			438			

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	49	395	0.123	49	0.1	10.601	B
C-AB	3	521	0.005	3	0.0	7.089	A
C-A	344			344			
A-B	125			125			
A-C	358			358			

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	41	419	0.097	41	0.1	9.716	A
C-AB	2	539	0.004	2	0.0	6.849	A
C-A	288			288			
A-B	105			105			
A-C	300			300			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2045 AM PM 2LRDs.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\R149 L5052
Report generation date: 18/11/2026 08:40:57

»2045, AM
»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2045									
Stream B-AC	D1	0.4	14.85	0.28	B	D2	0.3	13.37	0.20	B
Stream C-AB		0.0	7.85	0.03	A		0.0	7.66	0.01	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2045	AM	ONE HOUR	07:45	09:15	15
D2	2045	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		1.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 West		Major
B	Local Road L5052 (Opp GAA)		Minor
C	R149 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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	60	60

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	527	0.092	0.232	0.146	0.331
B-C	662	0.097	0.245	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2045	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		✓	636	100.000
B		✓	89	100.000
C		✓	411	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	264	372
	B	83	0	6
	C	399	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	14.85	0.4	B
C-AB	0.03	7.85	0.0	A
C-A				
A-B				
A-C				

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-AC	67	405	0.165	66	0.2	10.807	B
C-AB	9	525	0.017	9	0.0	7.111	A
C-A	300			300			
A-B	199			199			
A-C	280			280			

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	80	380	0.211	80	0.3	12.216	B
C-AB	11	506	0.022	11	0.0	7.411	A
C-A	359			359			
A-B	237			237			
A-C	334			334			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	345	0.284	97	0.4	14.792	B
C-AB	14	481	0.028	14	0.0	7.852	A
C-A	439			439			
A-B	291			291			
A-C	410			410			

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	98	345	0.284	98	0.4	14.851	B
C-AB	14	481	0.028	14	0.0	7.852	A
C-A	439			439			
A-B	291			291			
A-C	410			410			

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	80	380	0.211	81	0.3	12.281	B
C-AB	11	506	0.022	11	0.0	7.415	A
C-A	359			359			
A-B	237			237			
A-C	334			334			

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	67	405	0.165	67	0.2	10.876	B
C-AB	9	525	0.017	9	0.0	7.112	A
C-A	300			300			
A-B	199			199			
A-C	280			280			

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	R149 L5052 T Junc	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2045	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		✓	593	100.000
B		✓	63	100.000
C		✓	430	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	156	437
	B	56	0	7
	C	427	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	13.37	0.3	B
C-AB	0.01	7.66	0.0	A
C-A				
A-B				
A-C				

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-AC	47	406	0.117	47	0.1	10.208	B
C-AB	2	529	0.004	2	0.0	6.972	A
C-A	321			321			
A-B	117			117			
A-C	329			329			

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	57	380	0.149	56	0.2	11.339	B
C-AB	3	509	0.005	3	0.0	7.247	A
C-A	384			384			
A-B	140			140			
A-C	393			393			

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	69	344	0.202	69	0.3	13.338	B
C-AB	3	483	0.007	3	0.0	7.661	A
C-A	470			470			
A-B	172			172			
A-C	481			481			

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	69	344	0.202	69	0.3	13.367	B
C-AB	3	483	0.007	3	0.0	7.661	A
C-A	470			470			
A-B	172			172			
A-C	481			481			

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	57	380	0.149	57	0.2	11.373	B
C-AB	3	509	0.005	3	0.0	7.250	A
C-A	384			384			
A-B	140			140			
A-C	393			393			

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	47	406	0.117	48	0.1	10.246	B
C-AB	2	529	0.004	2	0.0	6.972	A
C-A	321			321			
A-B	117			117			
A-C	329			329			

APPENDIX I

PiCADY Capacity Model Output Data
(R149 / L1015 Dunboyne Rd T-Junction)

Modelling of Capacity of Existing R149 / L1015 T-Junction
Summary PiCADY Results in Order as included herein
(Being the Robust & Worst Case)

Results With Subject Application Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	2.1	0.68
2030 Opening Year PM Peak	2.7	0.74
2045 Design Year AM Peak	3	0.77
2045 Design Year PM Peak	4	0.82

Results With Subject LRD AND Adjacent LRD 26/60746 Both Fully Complete & Occupied

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2030 Opening Year AM Peak	2.3	0.7
2030 Opening Year PM Peak	2.9	0.75
2045 Design Year AM Peak	3.4	0.79
2045 Design Year PM Peak	4.4	0.83

All Results Above are below the recommended guiding RFC of 0.85 (85% Capacity) during selected opening & design years and therefore no problems whatsoever are anticipated at the Junction in terms of Capacity or Predicted Vehicle Queues.

NB Any Small Changes to Selected Opening Years or Associated Design Years, or indeed significantly higher traffic volumes experienced, will clearly have no significant implications in terms of the conclusions of the Study

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2030 AM PM Trial.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\R149 L1015
Report generation date: 17/11/2026 16:18:36

»2030, AM
»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030									
Stream B-C	D1	0.2	9.17	0.15	A	D2	0.3	10.32	0.23	B
Stream B-A		2.1	22.76	0.68	C		2.7	25.57	0.74	D
Stream C-AB		0.5	8.56	0.29	A		0.2	7.77	0.14	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		7.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	R149 Capts Hill		Minor
C	L1015 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.00	3.00	90	90

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-A	✓	Observed Gap Acceptance	115
B-C			

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	552	0.096	0.243	0.153	0.347
B-C	681	0.100	0.252	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	439	100.000
B		ONE HOUR	✓	377	100.000
C		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	287	152
	B	311	0	66
	C	249	137	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	9.17	0.2	A	61	91
B-A	0.68	22.76	2.1	C	285	428
C-AB	0.29	8.56	0.5	A	140	210
C-A					215	322
A-B					263	395
A-C					139	209

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	546	0.091	49	0.0	0.1	7.311	A
B-A	234	59	554	0.423	231	0.0	0.7	11.166	B
C-AB	110	27	590	0.186	109	0.0	0.2	7.544	A
C-A	181	45			181				
A-B	216	54			216				
A-C	114	29			114				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	515	0.115	59	0.1	0.1	7.971	A
B-A	280	70	532	0.526	278	0.7	1.1	14.249	B
C-AB	135	34	591	0.228	135	0.2	0.3	7.961	A
C-A	212	53			212				
A-B	258	65			258				
A-C	137	34			137				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	471	0.154	72	0.1	0.2	9.126	A
B-A	342	86	501	0.683	339	1.1	2.0	21.840	C
C-AB	174	44	599	0.291	174	0.3	0.5	8.539	A
C-A	251	63			251				
A-B	316	79			316				
A-C	167	42			167				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	469	0.155	73	0.2	0.2	9.170	A
B-A	342	86	501	0.683	342	2.0	2.1	22.757	C
C-AB	174	44	599	0.291	174	0.5	0.5	8.563	A
C-A	251	63			251				
A-B	316	79			316				
A-C	167	42			167				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	513	0.116	60	0.2	0.1	8.020	A
B-A	280	70	532	0.526	283	2.1	1.2	14.863	B
C-AB	135	34	591	0.228	136	0.5	0.3	7.993	A
C-A	212	53			212				
A-B	258	65			258				
A-C	137	34			137				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	544	0.091	50	0.1	0.1	7.355	A
B-A	234	59	554	0.423	236	1.2	0.8	11.497	B
C-AB	110	27	590	0.186	110	0.3	0.2	7.586	A
C-A	181	45			181				
A-B	216	54			216				
A-C	114	29			114				

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		9.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	431	100.000
B		ONE HOUR	✓	460	100.000
C		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	279	152
	B	364	0	96
	C	173	65	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	10.32	0.3	B	88	132
B-A	0.74	25.57	2.7	D	334	501
C-AB	0.14	7.77	0.2	A	62	93
C-A					157	235
A-B					256	384
A-C					139	209

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	538	0.134	72	0.0	0.2	7.859	A
B-A	274	69	582	0.471	270	0.0	0.9	11.653	B
C-AB	50	12	568	0.088	50	0.0	0.1	7.080	A
C-A	129	32			129				
A-B	210	53			210				
A-C	114	29			114				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	22	507	0.170	86	0.2	0.2	8.718	A
B-A	327	82	566	0.579	325	0.9	1.3	15.162	C
C-AB	60	15	559	0.108	60	0.1	0.1	7.367	A
C-A	154	38			154				
A-B	251	63			251				
A-C	137	34			137				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	26	463	0.228	105	0.2	0.3	10.242	B
B-A	401	100	543	0.738	396	1.3	2.6	24.134	C
C-AB	75	19	548	0.137	75	0.1	0.2	7.763	A
C-A	187	47			187				
A-B	307	77			307				
A-C	167	42			167				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	26	462	0.229	106	0.3	0.3	10.315	B
B-A	401	100	543	0.738	400	2.6	2.7	25.568	D
C-AB	75	19	548	0.137	75	0.2	0.2	7.770	A
C-A	187	47			187				
A-B	307	77			307				
A-C	167	42			167				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	22	505	0.171	87	0.3	0.2	8.795	A
B-A	327	82	566	0.579	332	2.7	1.5	16.075	C
C-AB	60	15	559	0.108	60	0.2	0.1	7.375	A
C-A	154	38			154				
A-B	251	63			251				
A-C	137	34			137				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	536	0.135	72	0.2	0.2	7.920	A
B-A	274	69	582	0.471	276	1.5	0.9	12.084	B
C-AB	50	12	568	0.088	50	0.1	0.1	7.092	A
C-A	129	32			129				
A-B	210	53			210				
A-C	114	29			114				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2030 AM PM 2LRDs Trial.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\R149 L1015
Report generation date: 17/11/2026 16:21:04

»2030, AM
»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030									
Stream B-C	D1	0.2	9.43	0.17	A	D2	0.3	10.76	0.25	B
Stream B-A		2.3	24.74	0.70	C		2.9	26.92	0.75	D
Stream C-AB		0.6	8.79	0.33	A		0.2	7.86	0.15	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		7.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	R149 Capts Hill		Minor
C	L1015 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.00	3.00	90	90

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-A	✓	Observed Gap Acceptance	115
B-C			

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	552	0.096	0.243	0.153	0.347
B-C	681	0.100	0.252	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	445	100.000
B		ONE HOUR	✓	381	100.000
C		ONE HOUR	✓	430	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	287	158
	B	311	0	70
	C	275	155	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	9.43	0.2	A	64	96
B-A	0.70	24.74	2.3	C	285	428
C-AB	0.33	8.79	0.6	A	162	243
C-A					233	349
A-B					263	395
A-C					145	217

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	543	0.097	52	0.0	0.1	7.396	A
B-A	234	59	545	0.429	231	0.0	0.7	11.470	B
C-AB	126	32	598	0.211	125	0.0	0.3	7.674	A
C-A	198	49			198				
A-B	216	54			216				
A-C	119	30			119				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	511	0.123	63	0.1	0.1	8.102	A
B-A	280	70	521	0.536	278	0.7	1.1	14.852	B
C-AB	156	39	603	0.259	156	0.3	0.4	8.127	A
C-A	230	58			230				
A-B	258	65			258				
A-C	142	36			142				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	465	0.166	77	0.1	0.2	9.371	A
B-A	342	86	488	0.701	338	1.1	2.2	23.549	C
C-AB	204	51	618	0.330	203	0.4	0.6	8.761	A
C-A	269	67			269				
A-B	316	79			316				
A-C	174	43			174				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	463	0.167	77	0.2	0.2	9.425	A
B-A	342	86	488	0.701	342	2.2	2.3	24.736	C
C-AB	204	51	618	0.330	204	0.6	0.6	8.792	A
C-A	269	67			269				
A-B	316	79			316				
A-C	174	43			174				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	509	0.124	63	0.2	0.1	8.161	A
B-A	280	70	521	0.537	284	2.3	1.2	15.601	C
C-AB	156	39	603	0.259	157	0.6	0.4	8.170	A
C-A	230	58			230				
A-B	258	65			258				
A-C	142	36			142				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	542	0.097	53	0.1	0.1	7.440	A
B-A	234	59	545	0.430	236	1.2	0.8	11.836	B
C-AB	126	32	598	0.211	126	0.4	0.3	7.724	A
C-A	198	49			198				
A-B	216	54			216				
A-C	119	30			119				

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		9.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	446	100.000
B		ONE HOUR	✓	468	100.000
C		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	279	167
	B	364	0	104
	C	184	69	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.25	10.76	0.3	B	95	143
B-A	0.75	26.92	2.9	D	334	501
C-AB	0.15	7.86	0.2	A	66	99
C-A					166	249
A-B					256	384
A-C					153	230

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	535	0.146	78	0.0	0.2	8.019	A
B-A	274	69	577	0.475	270	0.0	0.9	11.844	B
C-AB	53	13	567	0.094	53	0.0	0.1	7.136	A
C-A	137	34			137				
A-B	210	53			210				
A-C	126	31			126				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	503	0.186	93	0.2	0.2	8.962	A
B-A	327	82	560	0.585	325	0.9	1.4	15.537	C
C-AB	64	16	558	0.115	64	0.1	0.1	7.435	A
C-A	163	41			163				
A-B	251	63			251				
A-C	150	38			150				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	29	458	0.250	114	0.2	0.3	10.673	B
B-A	401	100	535	0.749	395	1.4	2.7	25.252	D
C-AB	81	20	548	0.147	80	0.1	0.2	7.853	A
C-A	198	50			198				
A-B	307	77			307				
A-C	184	46			184				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	29	456	0.251	114	0.3	0.3	10.760	B
B-A	401	100	535	0.749	400	2.7	2.9	26.919	D
C-AB	81	20	548	0.147	81	0.2	0.2	7.860	A
C-A	198	50			198				
A-B	307	77			307				
A-C	184	46			184				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	500	0.187	94	0.3	0.2	9.050	A
B-A	327	82	559	0.585	333	2.9	1.5	16.568	C
C-AB	64	16	558	0.115	65	0.2	0.1	7.447	A
C-A	163	41			163				
A-B	251	63			251				
A-C	150	38			150				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	533	0.147	79	0.2	0.2	8.087	A
B-A	274	69	577	0.475	276	1.5	0.9	12.296	B
C-AB	53	13	567	0.094	53	0.1	0.1	7.154	A
C-A	137	34			137				
A-B	210	53			210				
A-C	126	31			126				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2045 AM PM 2LRDs Trial.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\R149 L1015
Report generation date: 17/11/2026 16:23:10

»2045, AM
»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2045									
Stream B-C	D1	0.2	9.95	0.19	A	D2	0.4	11.35	0.28	B
Stream B-A		3.4	34.78	0.79	D		4.4	39.04	0.83	E
Stream C-AB		0.7	9.11	0.36	A		0.2	8.07	0.16	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2045	AM	ONE HOUR	07:45	09:15	15	✓
D2	2045	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		10.50	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	R149 Capts Hill		Minor
C	L1015 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.00	3.00	90	90

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-A	✓	Observed Gap Acceptance	115
B-C			

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	552	0.096	0.243	0.153	0.347
B-C	681	0.100	0.252	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2045	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	482	100.000
B		ONE HOUR	✓	414	100.000
C		ONE HOUR	✓	464	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	311	171
	B	338	0	76
	C	297	167	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	9.95	0.2	A	70	105
B-A	0.79	34.78	3.4	D	310	465
C-AB	0.36	9.11	0.7	A	179	268
C-A					247	370
A-B					285	428
A-C					157	235

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	530	0.108	57	0.0	0.1	7.671	A
B-A	254	64	535	0.475	251	0.0	0.9	12.627	B
C-AB	138	34	599	0.230	136	0.0	0.3	7.840	A
C-A	212	53			212				
A-B	234	59			234				
A-C	129	32			129				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	494	0.138	68	0.1	0.2	8.529	A
B-A	304	76	509	0.596	302	0.9	1.4	17.312	C
C-AB	172	43	607	0.283	171	0.3	0.4	8.345	A
C-A	245	61			245				
A-B	280	70			280				
A-C	154	38			154				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	449	0.186	83	0.2	0.2	9.933	A
B-A	372	93	474	0.785	365	1.4	3.2	31.481	D
C-AB	227	57	627	0.362	226	0.4	0.7	9.067	A
C-A	284	71			284				
A-B	342	86			342				
A-C	188	47			188				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	449	0.186	84	0.2	0.2	9.946	A
B-A	372	93	474	0.786	371	3.2	3.4	34.776	D
C-AB	227	57	627	0.362	227	0.7	0.7	9.110	A
C-A	284	71			284				
A-B	342	86			342				
A-C	188	47			188				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	490	0.139	69	0.2	0.2	8.629	A
B-A	304	76	509	0.597	311	3.4	1.6	19.003	C
C-AB	172	43	607	0.283	173	0.7	0.5	8.402	A
C-A	245	61			245				
A-B	280	70			280				
A-C	154	38			154				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	528	0.108	57	0.2	0.1	7.733	A
B-A	254	64	535	0.476	257	1.6	0.9	13.196	B
C-AB	138	34	599	0.230	138	0.5	0.3	7.903	A
C-A	212	53			212				
A-B	234	59			234				
A-C	129	32			129				

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		13.71	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2045	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	484	100.000
B		ONE HOUR	✓	508	100.000
C		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	303	181
	B	395	0	113
	C	198	75	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.28	11.35	0.4	B	104	156
B-A	0.83	39.04	4.4	E	362	544
C-AB	0.16	8.07	0.2	A	72	109
C-A					178	267
A-B					278	417
A-C					166	249

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	522	0.163	84	0.0	0.2	8.383	A
B-A	297	74	570	0.522	293	0.0	1.1	13.080	B
C-AB	58	15	563	0.103	58	0.0	0.1	7.265	A
C-A	147	37			147				
A-B	228	57			228				
A-C	136	34			136				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	25	486	0.209	101	0.2	0.3	9.537	A
B-A	355	89	551	0.645	352	1.1	1.8	18.264	C
C-AB	70	18	554	0.127	70	0.1	0.2	7.596	A
C-A	175	44			175				
A-B	272	68			272				
A-C	163	41			163				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	31	448	0.278	124	0.3	0.4	11.321	B
B-A	435	109	524	0.829	426	1.8	4.1	34.258	D
C-AB	89	22	544	0.163	88	0.2	0.2	8.062	A
C-A	212	53			212				
A-B	334	83			334				
A-C	199	50			199				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	31	448	0.278	124	0.4	0.4	11.354	B
B-A	435	109	524	0.829	433	4.1	4.4	39.038	E
C-AB	89	22	544	0.163	89	0.2	0.2	8.067	A
C-A	212	53			212				
A-B	334	83			334				
A-C	199	50			199				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	25	481	0.211	102	0.4	0.3	9.693	A
B-A	355	89	550	0.645	365	4.4	2.0	20.735	C
C-AB	70	18	554	0.127	71	0.2	0.2	7.607	A
C-A	175	44			175				
A-B	272	68			272				
A-C	163	41			163				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	519	0.164	85	0.3	0.2	8.479	A
B-A	297	74	569	0.522	301	2.0	1.1	13.815	B
C-AB	58	15	563	0.103	58	0.2	0.1	7.281	A
C-A	147	37			147				
A-B	228	57			228				
A-C	136	34			136				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2045 AM PM Trial.j9
Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2026\26-085 Confey Leixlip\Calculations\RFi Models\R149 L1015
Report generation date: 17/11/2026 16:04:32

»2045, AM
»2045, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2045									
Stream B-C	D1	0.2	9.79	0.18	A	D2	0.3	10.95	0.26	B
Stream B-A		3.1	31.19	0.77	D		4.2	36.46	0.82	E
Stream C-AB		0.6	8.88	0.32	A		0.2	7.97	0.15	A

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

File summary

File Description

Title	
Location	
Site number	
Date	02/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2045	AM	ONE HOUR	07:45	09:15	15	✓
D2	2045	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2045, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		9.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	R149 East		Major
B	R149 Capts Hill		Minor
C	L1015 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0	✓	1.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.00	3.00	90	90

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-A	✓	Observed Gap Acceptance	115
B-C			

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	552	0.096	0.243	0.153	0.347
B-C	681	0.100	0.252	-	-
C-B	632	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2045	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	476	100.000
B		ONE HOUR	✓	410	100.000
C		ONE HOUR	✓	421	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	311	165
	B	338	0	72
	C	271	150	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	9.79	0.2	A	66	99
B-A	0.77	31.19	3.1	D	310	465
C-AB	0.32	8.88	0.6	A	156	235
C-A					230	345
A-B					285	428
A-C					151	227

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	533	0.102	54	0.0	0.1	7.579	A
B-A	254	64	544	0.468	251	0.0	0.9	12.272	B
C-AB	122	30	591	0.206	121	0.0	0.3	7.720	A
C-A	195	49			195				
A-B	234	59			234				
A-C	124	31			124				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	498	0.130	65	0.1	0.1	8.377	A
B-A	304	76	520	0.585	302	0.9	1.4	16.529	C
C-AB	151	38	594	0.254	150	0.3	0.4	8.188	A
C-A	228	57			228				
A-B	280	70			280				
A-C	148	37			148				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	450	0.176	79	0.1	0.2	9.781	A
B-A	372	93	487	0.765	366	1.4	2.9	28.746	D
C-AB	197	49	607	0.324	196	0.4	0.6	8.848	A
C-A	267	67			267				
A-B	342	86			342				
A-C	182	45			182				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	450	0.176	79	0.2	0.2	9.795	A
B-A	372	93	486	0.765	371	2.9	3.1	31.193	D
C-AB	197	49	607	0.324	197	0.6	0.6	8.878	A
C-A	267	67			267				
A-B	342	86			342				
A-C	182	45			182				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	495	0.131	65	0.2	0.2	8.459	A
B-A	304	76	519	0.585	310	3.1	1.5	17.871	C
C-AB	151	38	594	0.254	151	0.6	0.4	8.229	A
C-A	228	57			228				
A-B	280	70			280				
A-C	148	37			148				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	531	0.102	54	0.2	0.1	7.632	A
B-A	254	64	544	0.468	257	1.5	0.9	12.778	B
C-AB	122	30	591	0.206	122	0.4	0.3	7.770	A
C-A	195	49			195				
A-B	234	59			234				
A-C	124	31			124				

2045, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Capts Hill L1015 T Junc	T-Junction	Two-way		13.15	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2045	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	469	100.000
B		ONE HOUR	✓	500	100.000
C		ONE HOUR	✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	303	166
	B	395	0	105
	C	188	71	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	10.95	0.3	B	96	145
B-A	0.82	36.46	4.2	E	362	544
C-AB	0.15	7.97	0.2	A	68	102
C-A					170	254
A-B					278	417
A-C					152	228

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	525	0.151	78	0.0	0.2	8.207	A
B-A	297	74	575	0.518	293	0.0	1.1	12.860	B
C-AB	55	14	564	0.097	54	0.0	0.1	7.205	A
C-A	140	35			140				
A-B	228	57			228				
A-C	125	31			125				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	24	490	0.192	94	0.2	0.2	9.259	A
B-A	355	89	557	0.638	353	1.1	1.7	17.762	C
C-AB	66	17	554	0.120	66	0.1	0.1	7.522	A
C-A	166	42			166				
A-B	272	68			272				
A-C	149	37			149				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	451	0.256	115	0.2	0.3	10.923	B
B-A	435	109	532	0.818	426	1.7	3.9	32.436	D
C-AB	83	21	544	0.153	83	0.1	0.2	7.967	A
C-A	202	50			202				
A-B	334	83			334				
A-C	183	46			183				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	451	0.256	116	0.3	0.3	10.950	B
B-A	435	109	532	0.818	434	3.9	4.2	36.459	E
C-AB	83	21	544	0.153	83	0.2	0.2	7.973	A
C-A	202	50			202				
A-B	334	83			334				
A-C	183	46			183				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	24	486	0.194	95	0.3	0.2	9.394	A
B-A	355	89	556	0.638	364	4.2	1.9	19.904	C
C-AB	66	17	554	0.120	67	0.2	0.1	7.532	A
C-A	166	42			166				
A-B	272	68			272				
A-C	149	37			149				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	522	0.151	79	0.2	0.2	8.293	A
B-A	297	74	574	0.518	300	1.9	1.1	13.547	B
C-AB	55	14	564	0.097	55	0.1	0.1	7.220	A
C-A	140	35			140				
A-B	228	57			228				
A-C	125	31			125				

APPENDIX J

Copy Correspondence with the RSQA Team Lead, Regarding Redesign.

Eoin Reynolds

Subject: FW: Confey

From: norman@brutonceng.ie <norman@brutonceng.ie>
Sent: 19 November 2026 09:21
To: Eoin Reynolds <eoin.reynolds@nrb.ie>
Cc: Seamus Nolan <seamus.nolan@nrb.ie>
Subject: RE: Confey

Perfect, Eoin.

Regards,
Norman Bruton, BE CEng FIEI
Chartered Engineer.
Bruton Consulting Engineers
T: 041 9881456 M: 086 8067075 E: norman@brutonceng.ie

From: Eoin Reynolds <eoin.reynolds@nrb.ie>
Sent: Thursday 19 November 2026 08:45
To: norman@brutonceng.ie
Cc: Seamus Nolan <seamus.nolan@nrb.ie>
Subject: FW: Confey

Hi Norman – do you think this is sufficient for the Fi response, ref Below:

Regards,
Eoin Reynolds
Director

Mobile: +353 (0)87 2996390
Tel: +353 (0)1 292 1941
Email: eoin.reynolds@nrb.ie
Web: www.nrb.ie

NRB Consulting Engineers
5th Floor, 40 Mespil Road, Dublin 4, D04 C2N4
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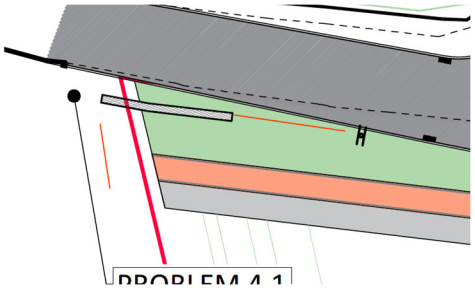
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From: Noel Nugent | Corrigan Hodnett Consulting <noel@corriganhodnett.ie>
Sent: 18 November 2026 17:08
To: Eoin Reynolds <eoin.reynolds@nrb.ie>; norman@brutonceng.ie
Cc: Paul Corrigan | Corrigan Hodnett Consulting <paul@corriganhodnett.ie>
Subject: Confey

Eoin,

Attached is the drawing revised with your comments . Can you get back to me if you need anything else on the drawing.

4.1 is there a masterplan drawing or KCC part 8 scheme drawing to refer to?
There is no Part 8 from Kildare County Council. The road is to be upgraded by the individual contractors as the sites are developed.
4.2 & 4.3 visibility splays not shown on drawings?
Visibility splays are now shown on the drawing
5.1 All ok
5.2 Dimensions not given
Dimensions are now shown on the drawing
6.1 All ok
6.2 Lacks detail, can't comment
There is a footpath up to the tow path on the canal shown on the drawing. This is shown in more detail on the landscape architects drawings.
6.3 All ok
7.1 Need a temporary tie in of the cycle track at western side?



Ive put a temporary footpath and cycle track to give access to the new road . This will be taken away when the other sites along the route are developed.

Other - -query over L shaped buff tactile throughout the internals?
L-shaped tactile paving has been removed from the site as there are no controlled crossings.

Thanks.

Noel Nugent

CHC
Corrigan Hodnett Consulting

Mobile: +353 85 106 6035

Tel: +353 1 9630454

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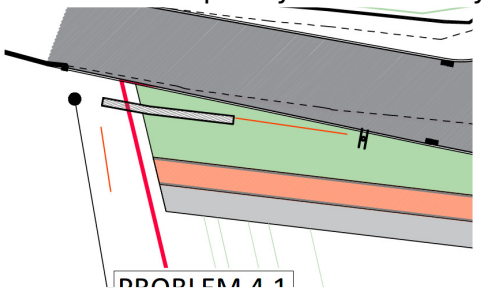
Eoin Reynolds

Subject: FW: Confey - RSQA

From: norman@brutonceng.ie <norman@brutonceng.ie>
Sent: 18 November 2026 09:20
To: Eoin Reynolds <eoin.reynolds@nrb.ie>
Cc: Seamus Nolan <seamus.nolan@nrb.ie>
Subject: RE: Confey - RSQA

Eoin,
I imagine the Co. Co. are looking for the recommendations to be shown on the drawing rather than just locations of the problems?

4.1 is there a masterplan drawing or KCC part 8 scheme drawing to refer to?
4.2 & 4.3 visibility splays not shown on drawings?
5.1 All ok
5.2 Dimensions not given
6.1 All ok
6.2 Lacks detail, can't comment
6.3 All ok
7.1 Need a temporary tie in of the cycle track at western side?



Other - -query over L shaped buff tactile throughout the internals?

Regards,
Norman Bruton, BE CEng FIEI
Chartered Engineer.
Bruton Consulting Engineers
T: 041 9881456 M: 086 8067075 E: norman@brutonceng.ie

From: Eoin Reynolds <eoin.reynolds@nrb.ie>
Sent: Tuesday 17 November 2026 11:03
To: Norman Bruton <norman@brutonceng.ie>
Cc: Seamus Nolan <seamus.nolan@nrb.ie>
Subject: Confey - RSQA

Norman

I trust you are well.
There was a KCC Fi on Confey LRD, and one Item is to do with the RSQA Problems. See extract Fi Item 8 below:

8. The Applicant is requested to submit a drawing showing that the RSA recommendations including:

RSA 4.1: No footpath provided on R149
4.2: Limited visibility splays onto R149
4.3: Limited internal visibility splays on internal roads
QA 5.1: Accessibility: lack of continuous footpaths
5.2: Lack of dimension for car parking spaces
6.1: Walking: Footpaths
6.2: Lack of permeability links to canal towpath/future greenway
6.3: Lack of footpaths to R149
7.0: Cycling: No provision of cycling to train station

Can you confirm that the attached Drawings address to your comfort as Audit team Lead - all of the Issues Raised above?

Regards,
Eoin Reynolds
Director

Mobile: +353 (0)87 2996390
Tel: +353 (0)1 292 1941
Email: eoin.reynolds@nrb.ie
Web: www.nrb.ie

NRB Consulting Engineers
5th Floor, 40 Mespil Road, Dublin 4, D04 C2N4
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