

Traffic and Transport Assessment

Proposed Large-scale Residential Development (LRD) in St. Mochta's Lands, Kellystown LAP, Clonsilla, Co. Dublin

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1. Introduction

1.1 Context

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan on behalf of Castlethorn Developments Luttrellstown Limited, which intends to apply for Permission for a development at a site (c. 4.38ha) at lands in the Townland of Porterstown, Dublin 15.

The proposed development comprises 302no. residential units in a mix of houses, duplex and apartment units consisting of 62no. 2 storey, 3-bedroom houses and 35no. 3 storey, 4-bedroom houses; 205no. Duplex / Apartment Units (98no. 1-bed, 88no. 2-bed and 19no. 3-bed) across 4no. blocks comprising: Block D ranging in height from 5-7 storeys accommodating 57no. apartment units; Block E ranging in height from 5-7 storeys accommodating 77no. apartment units; Block F ranging in height from 4-5 storeys accommodating 39no. apartment and duplex units; Duplex Blocks G1, G2, G3 & G4 3 storeys in height accommodating 32no. apartment units; and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public open space; public lighting; surface car parking spaces; bicycle parking spaces/stores for mid-terrace units; bin stores. Vehicular access to the proposed development is provided by the road network permitted under Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3.

The breakdown of the units is shown in **Table 1** below:

Description	1-bed	2-bed	3-bed	4-bed	Total
House			62	35	97
Apartment / Duplex	98	88	19		205
Total	**98**	**88**	**81**	**35**	**302 units**

Table 1 | *Schedule of Accommodation*

1.2 Scope

This Traffic and Transport Assessment is a comprehensive review of the potential traffic impacts associated with the proposed and nearby assessed developments, including a detailed assessment of the transportation systems provided and the cumulative impact on the surrounding road network.

1.3 Standards

This Traffic and Transport Assessment has been prepared in accordance with best practice and in accordance with the requirements of both *Section 14.17.4 (Objective DMSO113)* of the *Fingal Development Plan 2023 – 2029* and *the Traffic and Transport Assessment Guidelines* published by *Transport for Ireland (TII) / National Roads Authority (NRA)* in May 2014.

1.4 Threshold for Transport Assessment

Section 2.1 of the *Traffic and Transport Assessment Guidelines (May 2014)* requires submission of a Transport Assessment where a proposed development meets one or more of the following criteria:

1- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.

2- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.

3- Residential development in excess of 200 dwellings.

4- Retail and leisure development in excess of 1,000sqm.

5- Office, education, and hospital development in excess of 2,500sqm.

6- Industrial development in excess of 5,000sqm.

7- Distribution and warehousing in excess of 10,000sqm.

Based on the number of units proposed, the threshold no. 3 is met and a Traffic and Transport Assessment is required.

1.5 Site Location

The site is situated in Kellystown, Clonsilla, south of the Royal Canal and the Dublin-Maynooth railway line and west of Diswellstown Road.

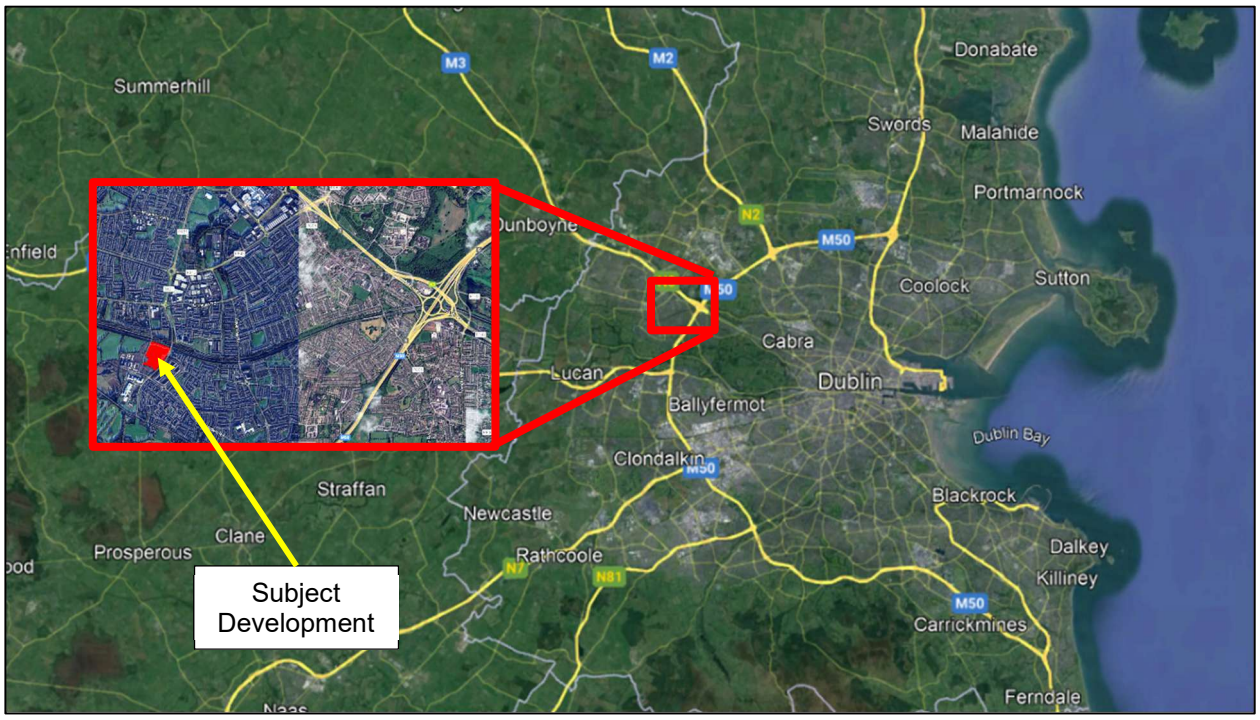


Figure 1 | *Site location Map*

1.6 Programme

It is anticipated that construction of the proposed development will commence in Q3 2026 and be completed in Q2 2029. For the purposes of this report, the opening year is assumed to be 2030.

(Note: The assessment years may lag pending approval of the planning application and may differ from the programme).

1.7 Assessment Years

The years that have been assessed as part of this Traffic and Transport Assessment are the following:

Base Year	:	2025
Opening Year (With / Without Development)	:	2030
Opening Year + 5 Years Forecast (With / Without Development)	:	2035

Opening Year + 15 Years Forecast (With / Without Development): 2045

These assessment years are in line with the 'Transport Assessment Guidelines (May 2014)'. Details of each assessment year is presented later in this report.

1.8 Documents Consulted

The following documents were consulted during the preparation of this Traffic and Transport Assessment:

- BusConnects Routes Map
  https://busconnects.ie/wp-content/uploads/2021/01/swords-area-map.pdf
- Cycle Design Manual
  https://www.nationaltransport.ie/wp-content/uploads/2023/08/Cycle-Design-Manual_Sept.-2023_Low-Res.pdf
- Fingal Development Plan 2023 – 2029
  https://www.fingal.ie/development-plan-2023-2029
- Greater Dublin Area Transport Strategy (2022 – 2042) Standards
  https://www.nationaltransport.ie/wp-content/uploads/2023/01/Greater-Dublin-Area-Transport-Strategy-2022-42-1.pdf
- Greater Dublin Area – Cycle Network Plan
  https://www.nationaltransport.ie/wp-content/uploads/2023/01/2022-GDA-Cycle-Network.pdf
- Implementation Roadmap for the National Planning Framework
  https://npf-cdn-prod.s3.eu-west-1.amazonaws.com/wp-content/uploads/20240502101327/NPF-Implementation-Roadmap.pdf
- Kellystown Local Area Plan (January 2021)
  https://www.fingal.ie/kellystown-local-area-plan
- National Planning Framework – Project Ireland 2040
  www.gov.ie/pdf/?file=https://assets.gov.ie/246231/39baaa8c-48dc-4f24-83bd-84bbcf8ff328.pdf#page=null
- New Dublin Area Bus Network – Bus Connects
  https://busconnects.ie/wp-content/uploads/2021/01/busconnects-final-summary-report-fa.pdf
- Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections. PE-PAG-02017
  https://www.tiipublications.ie/library/PE-PAG-02017-03.pdf
- Smarter Travel: A Sustainable Transport Future
  www.gov.ie/pdf/?file=https://assets.gov.ie/19854/37d829c9748446349ff586045bfbcaba.pdf#page=null
- Spatial Planning and National Roads: Guidelines for Planning Authorities
  https://www.gov.ie/pdf/?file=https://assets.gov.ie/111220/ef2d43a4-d3a0-418a-b0ba-03340e6d083a.pdf#page=null
- Traffic and Transport Assessment & Travel Plan. Kellystown Phase 1 – Strategic Housing Development at Lands in Kellystown, Clonsilla, Dublin 15. Waterman Moylan consulting Engineers. December 2021.
  https://planning.agileapplications.ie/fingal/application-details/91360
- Traffic and Transport Assessment. New sportsground and clubhouse for a relocated St Mochta's Football Club, Dublin 15. Waterman Moylan consulting Engineers. January 2025.
  https://planning.agileapplications.ie/fingal/application-details/100306#documents

1.9 Contents of the Transport Assessment

In accordance with Section 3.3 of the Traffic and Transport Assessment Guidelines (May 2014), the contents of this TTA include:

- **Policy Framework:** Latest Development Plans and Land Area Plans to guide the delivery and management of a package of integrated initiatives which ultimately seek to encourage sustainable

travel practices of all residents and visitors travelling to/from the proposed development at Slane Road, Co. Louth.

- **Site Assessment:** A description of the proposed development, description of the existing and proposed traffic/transportation conditions including information on the current traffic, critical junctions, pedestrians, cycle, and public transport facilities.
- **Travel Characteristics:** Review of existing local travel characteristics and modal split.
- **Transport Improvements:** Description of proposed transportation improvements to local roads, junctions, public transport, cycle, and pedestrian facilities.
- **Transportation Infrastructure:** Assessment of all potential impacts on transport infrastructure (road cycling, walking public transport), based on construction proposals and demand forecasts. The development impact upon any committed transport schemes should also be appraised. Design details should be incorporated where a proposal may have a direct impact upon transport infrastructure.
- **Trip Assignments and Distribution:** The traffic and transportation implications of the development including consideration of trip generation/attraction, mode choice and trip distribution; as well as an analysis of under construction, permitted and future developments in the area.
- **Cumulative Impact:** The impact of the development on the surrounding road network including analysis of junction's capacity.
- **Parking Strategy:** Description of car and cycle parking requirements and provisions.

2. Policy Framework

2.1 National Policies and Strategies

2.1.1 National Planning Framework

The National Planning Framework (NPF) was published in December 2020 and last updated in February 2023. On 5th November 2024, Government agreed to progress and publish a draft schedule of amendments to the First Revision to the National Planning Framework (NPF) arising from the public consultation process which took place from 10th July 2024 to 12th September 2024.

The National Planning Framework is the Government's strategic plan for shaping future growth and development in the country. To deliver the NPF vision and the ten National Strategic Outcomes, it is critical to integrate land use and transport planning.

Over a period of 20 years, the National Planning Framework (NPF) provides a central planning policy strategy that guides future development and investment decisions and informs regional strategies and county development plans. The NPF adopts a strategic approach that promotes sustainable land use and transport strategies in both urban and rural areas.

The objective of this approach is to reduce emissions, address the necessity of adapting to climate change, and protect the environment and its amenities. In that regard, the NPF indicates that it is necessary to apply a tailored approach to urban development, which can be linked to the Rural and Urban Regeneration and Development Fund. Further to National Policy Objectives 7, key considerations will include: The extent of local services and amenities provision, including administration, education – particularly higher education institutes, health, leisure, and retail, will be considered.

The NPF aims to alleviate the environmental pressure caused by urban sprawl and its negative impact on key infrastructures and facilities. It encourages the development of compact, higher density infill and brownfield sites that are well-served by existing facilities, amenities, and public transport services.

Facilitating smart and sustainable growth within existing settlements can improve the liveability of urban areas. The physical format of urban development affects the public realm, traffic and parking, access to amenities, and public transport.

2.1.2 Cycle Design Manual (September 2023)

The Cycle Design Manual (CDM) has been produced by the National Transport Authority (NTA) and overseen by the Department of Transport. It replaces the previous National Cycle Manual published by the NTA in 2011, which is now being withdrawn.

The manual places greater emphasis on the range of cycles that cycle infrastructure will have to accommodate and the recommendations focus on segregating cyclists from traffic where speeds and volumes make roads unsuitable for sharing. Furthermore, there is a general presumption towards segregating pedestrians and cyclists where possible. The manual provides guidance on the design of both on-road and off-road cycle facilities for both urban and rural locations.

In order for cycle infrastructure to cater for the needs of people who currently cycle and to also attract new cycle users to the network, there are five main requirements which designs should fulfil under the headings of: i. Safety ii. Coherence iii. Directness iv. Comfort v. Attractiveness.

2.2 Regional Policies and Strategies

2.2.1 Greater Dublin Area Transport Strategy 2022-2042

The National Transport Authority has prepared and published the Transport Strategy for the Greater Dublin Area, 2022-2042 in accordance with Section 12 of the Dublin Transport Authority Act, 2008.

The strategy details the transportation development across the region, including Dublin, Meath, Wicklow, and Kildare, over the strategy period. It has received approval from the Minister for Transport in accordance with relevant legislation.

The strategy addresses challenges related to population growth, urbanization, and climate change. It presents four objectives: promoting walking, cycling, and public transport as alternatives to private car use for sustainable mobility; developing seamless connections between different transport modes for integrated networks; prioritizing low-carbon and environmentally friendly solutions for climate action; and aligning transport development with land-use planning for spatial planning and accessibility.

The strategy proposes measures to ensure equitable access to transport services. These measures include enhancing public transport services (bus, tram, rail), expanding cycling infrastructure and bike-sharing programs, improving pedestrian facilities, upgrading roads, and developing park-and-ride facilities, and implementing smart mobility solutions.

The strategy acknowledges the significance of land use and transport planning in shaping people's travel choices. It advocates the use of local land use planning principles, such as promoting walking, cycling, and public transport by maximizing high-density residential development and near local amenities, retails areas, schools, and public transport.

In addition, the strategy sets out the requirements for new developments to prioritise walking, cycling and public transport and discourage the use of the private car. Maximum parking standards should be set for all new developments based on the level of public transport accessibility. The strategy therefore recommends that walking and cycling facilities should be easily accessible and retrofitted where practical.

2.2.2 New Dublin Area Bus Network

Following three rounds of public consultation which began in 2017, the National Transport Authority (NTA) published, in September 2020, the new Dublin Area bus network. This new bus network plan is the last version resulting from previous redesign proposals and with consideration given to issues raised by 72,000 submissions. The implementation of the New Network will take place on a phased basis over a number of years starting in 2021, subject to Government funding.

The new Dublin Area bus network will provide a more coherently planned, higher ability, more understandable network, delivering a better overall bus system for the Dublin region. It will consist of spines radiating from the city centre. Spines are very frequent routes made up of individual bus services timetabled to work together along a corridor. At the end of the corridor, the individual services branch off to serve different areas. The network will also include orbitals across the North, West and South areas of Dublin, added local area services, peak only and express services.

The new network will see increased evening and weekend services, with most frequent routes operating every 15 minutes or better on weekdays and Saturdays, most on Sundays also. There will be routes that will run 24 hours a day. These services will operate throughout the night to support the night-time economy across Dublin. Overall, the level of bus services in the Dublin network will increase by 23% as a result of the new network. Other benefits of the New Network include:

- A 23% overall increase in bus services.
- Increased capacity, particularly for all day services.
- A more easily understood city network.
- Better access to bus services for passengers.
- New connections to schools, hospitals, and other essential services.

2.2.3 Greater Dublin Area Cycle Network Plan (2022)

The Greater Dublin Area Cycle Network Plan sets out a strategy to expand the urban cycle network, links cities and towns of over 5,000 people with a safe, connected and inviting cycle network. The proposed cycle network of approximately 3,500km will connect over 200 settlements and 2.8 million people. The network will consist of primary routes (serving the highest demand), secondary and feeder routes (Forecast to have lower demand) as well as Greenway routes (through parks, along waterways etc.)

The Plan will provide many benefits for cyclists and communities across Ireland, including:

- Ensuring delivery of a high-quality cycle network which will promote safety, comfort, and increased participation in cycling.
- Improving sustainable connectivity nationally and providing links with other networks such as CycleConnects, EuroVelo and Northern Ireland networks.
- Supporting both urban and rural economies through increased leisure and tourism cycling.
- Improving public health through well documented benefits of active travel.
- Guiding how local authorities prioritise exchequer-funded investments in cycle infrastructure.
- Making use of existing infrastructure wherever possible including greenways, road infrastructure, and declassified roads where safe and inviting cycle experiences can be provided.

2.3 Local Plans and Strategies

2.3.1 Fingal Development Plan (2023 – 2029)

The Fingal Development Plan (2023 – 2029) sets out the authority's policies and objectives for the development of the County for the period of 2023 to 2029. The Plan seeks to develop and improve in a sustainable manner the social, economic, cultural and environments assets of the county. In the context of the subject development site and the proposed residential scheme a number of most relevant policies and objectives include:

(1) The Role of Transportation Policy in Addressing Climate Change

"Policy CMP1 – Decarbonisation of Motorised Transport: Support the decarbonisation of motorised transport and facilitate modal shift to walking, cycling and public transport and taking account of National and Regional policy and guidance, while supporting an efficient and effective transport system."

"Objective CMO1 – Transition to Sustainable Modes: Work with the NTA, TII and other transport agencies in facilitating the integrated set of transport objectives for the County as set out in this Plan, in line with National and Regional policy including the NTA's GDA Transport Strategy and any subsequent plan to encourage modal shift towards more sustainable modes of transport and patterns of commuting to reduce reliance on the private car."

"Objective CMO2 – Modal Shift: Work with the NTA to develop mode share targets for the County to achieve and monitor a transition to more sustainable modes including walking, cycling and public transport, during the lifetime of this Plan. This includes providing targeted infrastructure in the most appropriate locations and prioritising development at the most accessible locations in order to achieve the appropriate levels of integration and sustainable transport provision."

(2) Integrated Land Use and Transportation

"***Policy CMP3 – Integrated Land-Use and Transport Approach*** *Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport."*

*"**Objective CMO3 – Integration of Public Transport and Development** Support and facilitate high-density, mixed-use development and trip intensive uses along public transport corridors and to ensure the integration of high-quality permeability links and public realm in conjunction with the delivery of public transport services through plan frameworks to generate and reinforce sustainable patterns of compact growth and development in the County."*

(3) Mobility Management

*"**Policy CMP5 – Mobility Management and Travel Planning** Promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for developments focussed on prioritising sustainable modes of travel including walking, cycling and public transport."*

(4) A Sustainable and Integrated Transport Network

*"**Policy CMP6 – Integrated Transport Network:** Support and facilitate sustainable mobility objectives set out in the NPF, RSES, Smarter Travel and the NTA's GDA Transport Strategy and any subsequent plan to ensure the creation of a high-quality and integrated transport network to serves the needs of the County and the wider region."*

(5) Walking and Cycling

***"Policy CMP7 – Pedestrian and Cycling Network** Secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County, including the upgrade of the existing network and support the integration of walking, cycling and physical activity with placemaking including public realm improvements, in collaboration with the NTA, other relevant stakeholders, local communities and adjoining Local Authorities in the context of the impact of development schemes with cross boundary impacts and opportunities where appropriate. Routes within the network shall have regard to NTA and TII national standards and policies."*

*"**Policy CMP8 – Greenway Network** Secure the development of an expanded Greenway network in collaboration with relevant stakeholders including the NTA, adjoining landowners, local communities and adjoining Local Authorities where appropriate and encourage and facilitate opportunities for enhanced linkage and connectivity to adjoining towns and villages and their services, amenities, attractions and public transport nodes and to cross-County, Regional and National Greenway projects."*

*"**Policy CMP9 – Prioritisation of Pedestrians and Cyclists** Support the prioritisation of pedestrians and cyclists and the provision of improved public realm to make walking and cycling safer, healthier, quicker, more direct and more attractive."*

*"**Policy CMP10 – Bicycle Infrastructure** Improve bicycle priority measures and cycle parking infrastructure throughout the County in accordance with best accessibility practice."*

***"Objective CMO6 – Improvements to the Pedestrian and Cyclist Environment** Maintain and improve the pedestrian and cyclist environment and promote the development of a network of pedestrian/cycle routes which link residential areas with schools, employment, recreational destinations, and public transport*

stops to create a pedestrian/cyclist environment that is safe, accessible to all in accordance with best accessibility practice. "

***"Objective CMO7 – Integration of Active Travel with Public Transport** Work with the relevant transport providers, agencies, and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all. "*

*"**Objective CMO8 – Active Travel Strategy** Prepare an Active Travel Strategy to encourage active travel and modal shift to sustainable transport modes. "*

*"**Objective CMO9 – Active Travel Audits** Carry out active travel audits in towns and villages in collaboration with local communities and other relevant stakeholders to inform improvements to the public realm and the pedestrian and cycling network. "*

*"**Objective CMO10 – Bicycle Parking** Provide publicly accessible high-quality cycle parking spaces, both standard bicycle spaces and nonstandard for adapted and cargo bikes, in town and village centres and key destinations and near the entrance to all publicly accessible buildings as required. "*

***"Objective CMO11 – Walking and Cycling Infrastructure** Support the provision of walking and cycling infrastructure, including bike parking, bike repair and support services, to increase footfall and economic activity in town and village centres while reducing emissions and improving quality of life. "*

*"**Objective CMO12 – Walking and Cycling and Green Infrastructure Network** Ensure that new walking and cycling routes are designed, insofar as possible, to function as links in the County's green infrastructure network and that adequate replacement and additional planting of native species and pollinators is provided and that SuDS approaches are used to treat surface water run-off. "*

*"**Objective CMO13 – Walking and Cycling Network and Tourist Trail** Support the formulation and delivery of integrated pedestrian/cycle network plans which connect adjacent communities providing linkages to all modes of transport which will provide links to all destinations of the County creating the nucleus of a slow tourist trail. "*

(6) Public Transport

*"**Policy CMP18 – Public Transport** Support the provision of a high-quality public transportation system that is accessible to all to serve the needs of the County and to enable a significant shift from car-based travel to public transport. "*

*"**Objective CMO23 – Enabling Public Transport Projects** Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders. "*

*"**Objective CMO24 – NTA Strategy** Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network. "*

*"**Objective CMO25 – Level Crossings and Public Transport Schemes** Ensure that appropriate measures are put in place to mitigate the impacts of level crossing closures on the Maynooth rail line including protection measures for public transport and increased priority for cycling and walking."*

*"**Objective CMO26 – Orbital Public Transport** Undertake a feasibility study for the progression of an orbital public transport route linking the Dublin–Belfast rail line, Swords, Dublin Airport, Finglas, Blanchardstown and surrounding areas along the route, during the lifetime of the Plan in consultation with the NTA and other stakeholders."*

*"**Objective CMO27 – Public Transport Routes** Work with the NTA and other relevant national transport agencies to establish future public transport routes that will support the County's medium to long term development, including orbital routes to provide connectivity between key urban centres and outer suburban areas."*

*"**Objective CMO28 – Bus Connectivity** Work with relevant national transport agencies to create bus connectivity between Dublin 15, including the Blanchardstown Centre and Dublin Airport/Swords."*

*"**Objective CMO29 – Integration of Public Transport Services and Development** Work with the NTA, TII and other relevant national transport agencies to optimise accessibility to public transport, increase catchment and maximise permeability through the creation of high-quality walking and cycling routes linking to public transport stops."*

*"**Objective CMO30 – Cycling and Walking Links** Avail of the opportunities provided by any public transport infrastructure works to improve and provide new cycling and walking links, including crossings of motorways and major roads which currently represent major permeability barriers to active travel especially in South Fingal."*

*"**Objective CMO31 – South Fingal Transport Study** Implement the recommendations of the South Fingal Transport Study 2019 in consultation with the relevant stakeholders."*

(7) Park and ride

***"Policy CMP21 – Park and Ride** Support the provision of Park and Ride facilities in conjunction with supporting ancillary infrastructure to accommodate the transition to sustainable mobility modes at suitable locations in accordance with the large-scale transportation projects being delivered under the NTA Strategy."*

(8) Parking

*"**Policy CMP25 – Car Parking Management** Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities."*

*"**Objective CMO32 – Car Parking Standards** Implement appropriate car parking standards for a range of land-use types, where provision is based on factors such as site location, level of public transport accessibility and impact of parking provision on local amenity."*

*"**Objective CMO33 – Accessible Car Parking** Promote appropriate parking arrangements for specific user requirements in town and district centres, public transport nodes and other destinations."*

(9) Roads and Street Design

*"**Policy CMP34 – Road and Street Design** Ensure that roads and streets within the County are designed to balance the needs of all road users, including children and other vulnerable road users and promote road safety, place-making and sustainable movement, providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated."*

*"**Objective CMO45 – Design Manual for Urban Roads and Streets** Design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within DMURS.*

- *Junctions will be designed with corner radii that reduce pedestrian crossing distances to the minimum allowable by DMURS wherever possible.*
- *The narrowest carriageway widths allowable by DMURS will be the default standard in Fingal wherever possible."*

*"**Objective CMO46 – Speed Limits and Traffic Calmed Areas** Expand the 30kph speed limits and traffic calmed areas at appropriate locations throughout the County including in towns and village areas where appropriate and to all residential developments and at schools."*

*"**Objective CMO47 – Road Safety and Rural Roads** Prioritise safety on rural roads and junctions, while having regard to the protection of biodiversity, Green Infrastructure and rural character present in roadside trees, hedgerows and banks."*

*"**Objective CMO48 – Roads and Streets and Green Infrastructure** New roads and streets to incorporate green Infrastructure elements such as sustainable drainage infrastructure, planting of native trees, hedgerows and pollinator species in medians and on roadside verges, as appropriate to the location."*

(10) Enterprise and employment

"***Objective DMSO95 – Retail Impact Assessment:*** *Retail development should be in accordance with the fundamental objective to support the vitality and viability of the retail centre and must demonstrate compliance with the sequential approach. Proposals to amalgamate retail units will be carefully considered. Major retail proposals (exceeding 1,000 sq. m.) are required to provide a detailed Retail Impact Assessment (RIA), a Transport Impact Assessment (TIA) and Screening for Appropriate Assessment, as appropriate*."

*"**Objective DMSO99 – Retail Warehousing:** Only permit retail warehousing on lands zoned for this purpose (RW) or Major Town Centre (MC) and where there is a clear evidence-based need for such uses. In addition, proposals will be required to comply with the Objectives of Section 7.5.4 Retail, of Chapter 7 of this Plan."*

(11) Connectivity and Movement

"**Objective DMSO111 – Mobility Management Plan:** For all new developments which are likely to generate a significant demand for travel, require the preparation and submission of a Mobility Management Plan as part of the development management process. This requirement includes existing developments that are expanding or intensifying their use."

"**Objective DMSO113 – Traffic and Transport Assessment:** Require the provision of a Traffic and Transport Assessment where new development is likely to have a significant effect on travel demand and the capacity of the surrounding transport network including the road network and public transport services network."

2.3.2 Kellystown Local Area Plan – January 2021

The purpose of a Local Area Plan is to examine a specific area in detail, identifying and analysing the various issues affecting the area and then setting principles and objectives for its future development.

The principles can be summarised as sustainable growth, green & blue infrastructure, parks, open spaces & recreation, community building and movement & transport.

In terms of green and blue infrastructure, one of the key objectives is to "r*elocate St Mochta's Football Club to the public open space*".

In terms of creating communities, the LAP sets out to "*ensure that the proposed multi-use games areas (MUGAs) and playing fields in the public open space are available for use by the wider community*".

Regarding movement and transport, the Local Area Plan indicates:

- *Facilitate the development of a new urban neighbourhood that is well connected, walkable and accessible and actively encourages the use of sustainable modes of transportation.*
- *Delivery of the Kellystown Link Road as a key piece of physical infrastructure.*

- *Promote and encourage increased levels of pedestrian and cyclist movement within all Development Areas with less reliance on the private car for journeys.*
- *Support accessible public transport systems for the elderly and mobility impaired, as well as making it possible for older people to use personal forms of transport.*

In particular, in the context of the subject development site, the most relevant Movement and Transport Objectives include:

***"Objective 7.1**: Ensure the streets and roads within the LAP are designed as per Design Manual for Urban Roads and Streets and the National Cycle Manual to function as urban streets and to accommodate multi-modal movements, create a sense of place and contribute to the public realm."*

***"Objective 7.2**: Deliver the Kellystown Link Road and necessary works, as required in the Fingal Development Plan."*

***"Objective 7.4**: Ensure delivery of the appropriate road infrastructure in line with the LAP road hierarchy of streets to develop the lands to their full potential. The design should be in accordance with the principles outlined in the Design Manual for Roads and Streets (DMURS) and the NTA's National Cycle Manual."*

***"Objective 7.5**: Provide safe walking and cycling links to Clonsilla Rail Station and liaise with Irish Rail in providing additional cycle parking at the station."*

***"Objective 7.6**: Provide appropriate pedestrian/cyclist facilities at Porterstown level crossing."*

*"**Objective 7.7:** Reserve an area within the LAP for potential development of a new railway station at Porterstown"*

***"Objective 7.10**: Facilitate walking and cycling routes to the major interchange at Blanchardstown."*

***"Objective 7.13**: To provide a comprehensive network of pedestrian and cyclist facilities with appropriate directional signage within the LAP lands, including crossings and cycling parking, as per the Walking and Cycling Facilities Map."*

***"Objective 7.16**: Promote the provision of reduced parking standards for residential and commercial land uses."*

***"Objective 7.17**: Provide on-street and off-street car parking spaces for disabled drivers and family-friendly and age-friendly car parking spaces."*

***"Objective 7.18**: Provide on-street and off-street Electric Vehicle and cycle charging points and where feasible integrate charging facilities with proposed lighting infrastructure and/or street furniture."*

***"Objective 7.19**: Provide good quality bicycle parking facilities at key locations within the LAP lands such as the neighbourhood centre, the open spaces and schools."*

***"Objective 7.20**: Provide safe and secure bicycle parking for residents in line with Fingal Development Plan Standards."*

***"Objective 7.21**: Upgrade the Diswellstown Road / Kellystown Link Road junction in Phase 1 of the development, to accommodate the forecast growth of traffic from Kellystown, support the delivery of reliable public transport services and facilitate the safe movement of pedestrians and cyclists."*

***"Objective 7.22**: Minimise need for surface parking through innovative design and implementation of a Mobility Management Plan for all residential developments."*

***"Objective 7.23**: Ensure a universal design approach to the built environment including footpaths, roads, pedestrian crossing points and bus stops shelters to ensure access for all."*

*"**Key Objective DA 1.3**: Promote and encourage increased levels of pedestrian and cycle connectivity between the subject lands and the surrounding areas through the provision of new pedestrian and cyclists links."*

*"**Key Objective DA 1.6**: One vehicular access to the site will be from the new Kellystown Link Road, with all internal road networks to be home zones or local access roads only. An emergency access will also be required."*

3. Receiving Environment

3.1 Land use

According to the Fingal Development Plan 2023 – 2029 (FDP), the subject development site is in an area designated with Zoning Objective "*RA – Residential Area: Provide for new residential communities subject to the provision of the necessary social and physical infrastructure*". Figure below presented the land use taken from Blanchardstown South Map - Sheet No. 13 of the Fingal Development Plan 2023 - 2029.

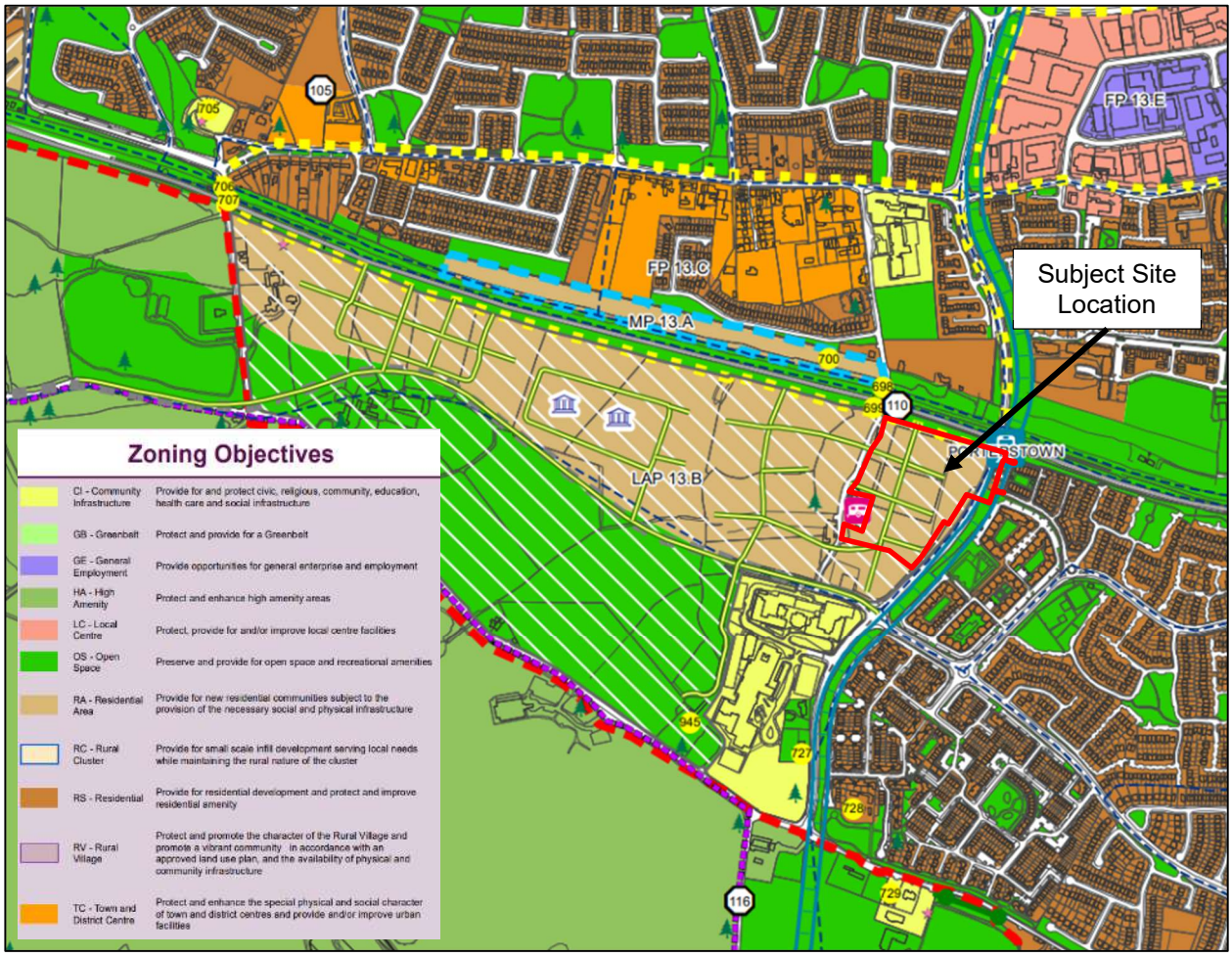


Figure 2 | *Site Location – Land Use*
(Source: Sheet No. 13 of the Fingal Development Plan 2023-2029)

3.2 Site Location and Description

The subject site, located in Porterstown, Clonsilla, Dublin 15, forms part of the Kellystown Development Masterplan which includes an important residential area with some 1,900 no. residential units, a primary school for c. 600 no. pupils, a secondary school for c. 1,000 no. pupils and a local centre of 2,500sqm. All developed on approx. 65 hectares the lands located in Kellystown. **Section 6** below detailed the Kellystown Development Masterplan. The context and the masterplan's requirements are defined in the Kellystown Local Area Plan.

Porterstown is located approximately 1.5 km south-west of Blanchardstown Town Centre, 1.8 km south-west of Blanchardstown Main Street and 9.8 km north-west from O'Connell Street, Dublin.

The subject site is bounded to the west and south by the under construction Kellystown development -Phase 1- (Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3), to the east by the elevated Diswellstown Road and to the north by railway infrastructure. The subject development is proposed to be built on land currently occupied by St Mochta's football club. As part of a separate planning application, a new St Mochta's sportsground is proposed to the south of the site.

The figure below shows the subject site, located within the Kellystown Development Masterplan, and its access roads through the under construction Kellystown development -Phase 1-.

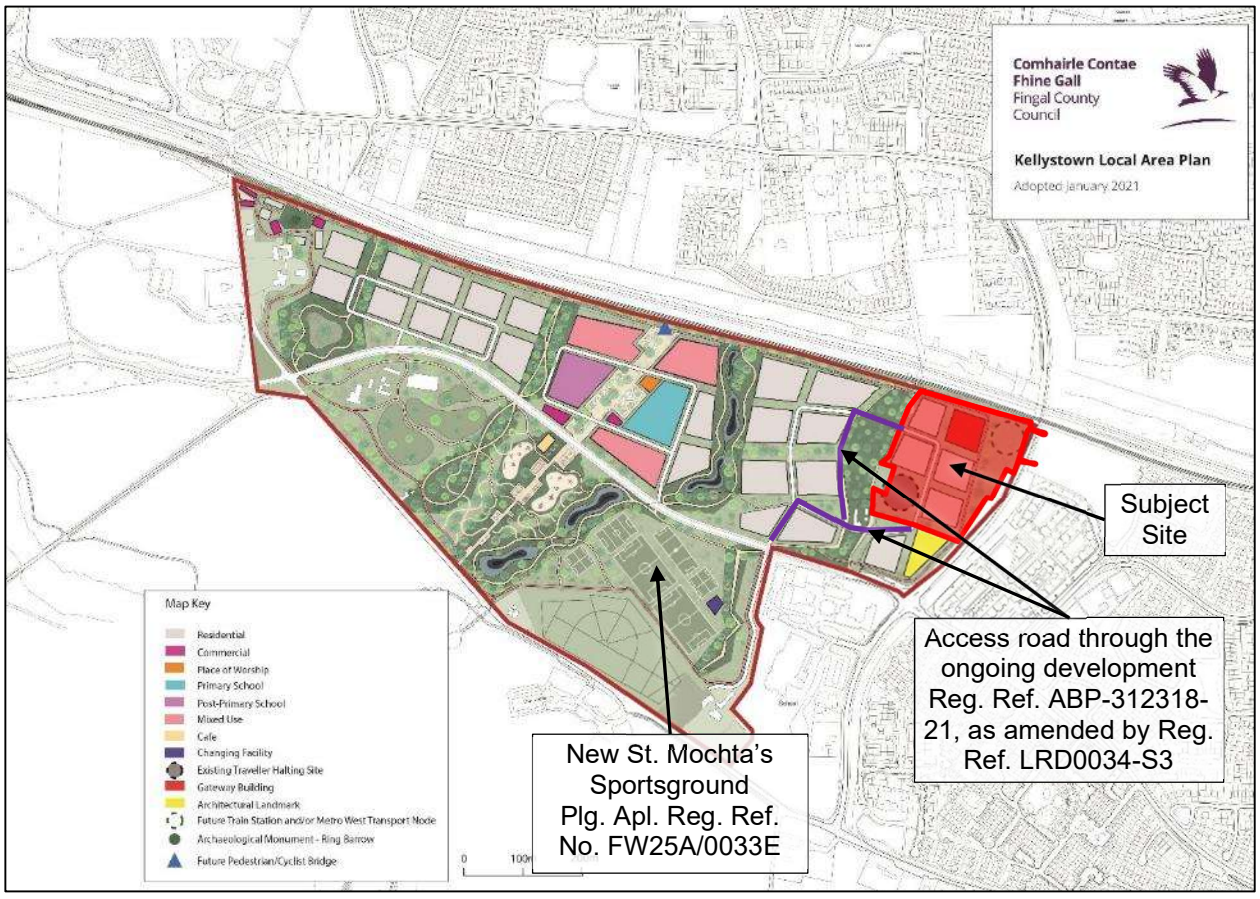


Figure 3 | *Site Access Roads through Kellystown Development Masterplan (Source: Kellystown Development Masterplan)*

3.3 Local Road Network

3.3.1 Roads

Vehicular access to the subject site is proposed off the western extension of Kellystown Link Road via the internal road of the under construction Kellystown Development -Phase 1- (Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3).

The Kellystown Link Road is currently a single carriageway that extends for approximately 280 metres from the signalised crossroads with Diswellstown Road & Porterstown Link Road. As outlined in the Kellystown

Local Area Plan, the Kellystown Link Road will be extended westwards to the junction of the Clonsilla Road (R121) and Luttrellstown Road.

This 280m section of Kellystown Link Road currently provides access to the northern entrance of Scoil Choilm Community National School and links to the road serving the new burial ground site, further west.

Figure 4 below shows the main roads around the subject development.

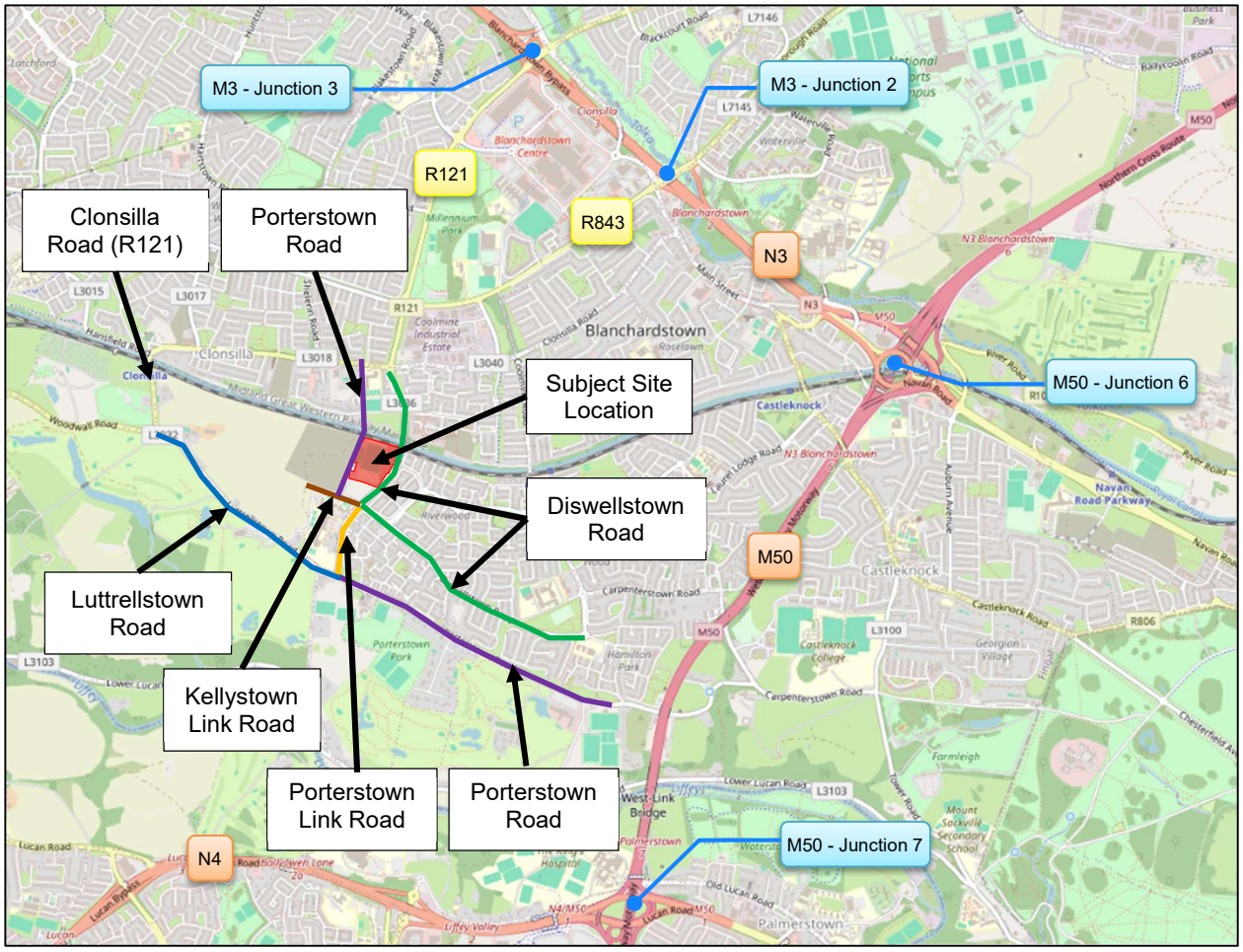


Figure 4 | *Site Location – Surrounding Road*
(Source: Open Street Maps)

Approximately 100m west of the signalised crossroads at the intersection of Kellystown Link Road and Diswellstown Road (Junction 4 in **Figure 5** below), is a priority-controlled junction between Kellystown Link Road & Porterstown Road. The width of Kellystown Link Road on this section is 10.0 metres wide, with footpaths and dedicated cycle lanes extending along both sides.

Porterstown Road is a single carriageway road running south-north. This road is approximately 730m in length from the priority-controlled junction with Kellystown Link Road through to a priority-controlled junction with Clonsilla Road (R121). This road crosses the railway line via an automatic level crossing. To the south of the railway line, Porterstown Road comprises a carriageway of approximately 6.5m wide with footpaths running along the western side of the carriageway for the majority of its length and along the eastern side for some metres. No cycle lane is provided.

Diswellstown Road (S-N) is a single carriageway road running south-north for approximately 800m from the signalised crossroads with Kellystown Link Road through to a four-armed roundabout with R121 Clonsilla Road to the north of the railway line. This road, which crosses the railway line via an elevated

bridge, currently comprises a carriageway of 7.0m wide with footpaths and cycle lanes provided along both sides.

Diswellstown Road, to the south of the signalised crossroads with Kellystown Link Road, extends approximately 400m towards the signalised T-junction with Luttrellstown Road. This section of the Diswellstown Road comprises the same configuration as the northern section, with a 7.0 m wide carriageway with footpaths and cycle lanes along both sides. Currently, this southern section provides a dedicated right turning pocket lane and signalised pedestrian crossing which facilitate access to Luttrellstown Community College and Scoil Choilm Community National School located to the west.

The M50 Motorway is an important orbital motorway around Dublin which is subject to a speed limit of 100kph. It is a 40km, C-shaped ring around Dublin that connects all the National Primary Roads and carries more than 115,000 vehicles per day.

The N3 road is a national primary road, running between Dublin, Cavan and the border with County Fermanagh. The A509 and A46 roads in Northern Ireland form part of an overall route connecting to Fermanagh, and northwest to the border again where the N3 reappears to serve Ballyshannon in County Donegal. The route, known as the Navan Road, as it leaves Dublin, starts at its junction with the M50 motorway (junction 6). The N3/M3 cross the following counties: Fingal, Meath, and Cavan Donegal in Ireland, and Fermanagh in Northern Ireland.

The N4 road is a national primary road in Ireland, running from Dublin to the northwest of Ireland and Sligo town. The M6 to Galway diverges from this route after Kinnegad, while the N5 to Westport diverges at Longford town. This national road originates at an intersection with the M50 motorway at Junction 7. This is also Junction 1 of the N4/M4. The road has three lanes and a bus lane in each direction between the M50 and Junction 5 which is also the start of the M4 motorway at Leixlip. The N4/M4 cross the following Counties: Kildare, Meath, Westmeath, Longford, Leitrim, and Roscommon

3.3.2 Junctions

The primary junctions which currently provide access to the subject development site are:

- **Junction 1** is a priority T-junction located at the intersection of R121 Clonsilla Road & Porterstown Road to the north of the subject site.
- **Junction 2** is a four-armed Roundabout located at the intersection of Clonsilla Road (R121) / Diswellstown Road to the north-east of the subject site.
- **Junction 3** is a priority T-junction located at the intersection of Kellystown Link Road & Porterstown Road to the south of the subject site.
- **Junction 4** is a signalised crossroads located at the intersection of Kellystown Link Road & Diswellstown Road to the west of the subject site.
- **Junction 5** is a four-armed roundabout at the intersection of Diswellstown Road, Riverwood Road & Fernleigh Drive to the east of the site.
- **Junction 6** is a signalised T-junction located at the intersection of Diswellstown Road & Luttrellstown Road to the south of the site.

As part of the Planning Application Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3, a new layout for Junction 4 is proposed, which was designed to serve all potential traffic flows to/from the Eastern Development Area (EA1). Details of this proposal are presented in **Section 4.5.1** below. Further information regarding the Development Areas contained within the confines of the Kellystown Local Area Plan is presented in **Section 6** below.

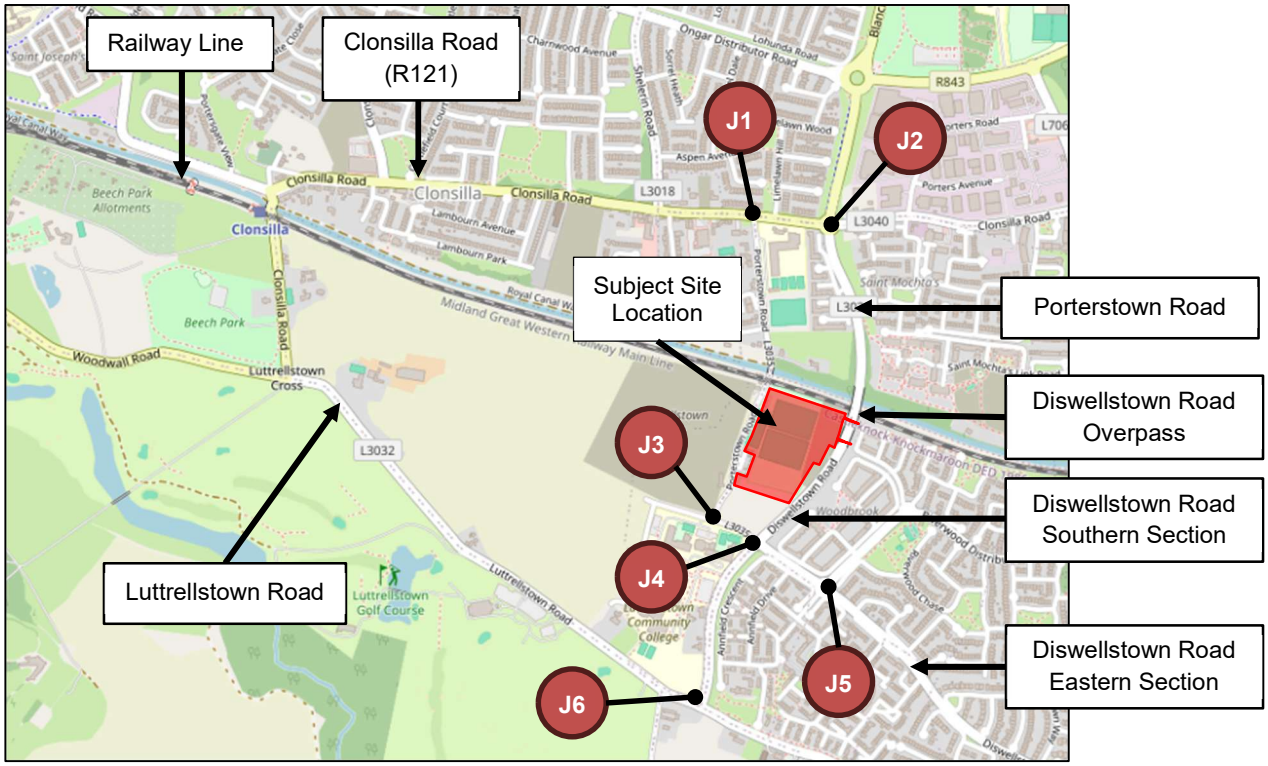


Figure 5 | *Primary Local Junctions*
(Source: Open Street Map)

3.4 Existing Traffic Condition

To quantify the volumes of traffic movements at the above key junctions, a traffic survey was commissioned by the applicant and carried out by TRACSIS on Tuesday 14th January 2025 for a period of 24 hours.

The surveys were carried out on the above date to ensure that the flows were representative of a normal term and therefore not affected by school holidays or other public holidays or events. As such, they provide a reasonable representation of a neutral month during a period of normal school and work activity. The surveys are designed to provide representative values covering morning and evening periods during normal traffic conditions.

The results of the survey indicate that the peak traffic levels through the junctions occurred between the 08:00 and 09:150 during the morning and between the 16:45 and 18:00 during the evening with the following detail:

- Junction 1: AM peak hour from 08:00 to 09:00 and PM peak hour from 16:45 to 17:45
- Junction 2: AM peak hour from 08:00 to 09:00 and PM peak hour from 17:15 to 18:15
- Junction 3: AM peak hour from 08:00 to 09:00 and PM peak hour from 16:45 to 17:45
- Junction 4: AM peak hour from 08:00 to 09:00 and PM peak hour from 16:45 to 17:45
- Junction 5: AM peak hour from 08:15 to 09:15 and PM peak hour from 17:15 to 18:15
- Junction 6: AM peak hour from 08:15 to 09:15 and PM peak hour from 17:00 to 18:00

For the purposes of this report, it has been assumed that the AM and PM peak hours among the junctions are the same and occur between 08:00 and 09:00 in the morning and between 16:45 and 17:45 in the evening.

The peak hour volumes through each junction are shown in **Figure 6** below, and in **Appendix E – Figure A**. Full traffic survey is provided in **Appendix A**.

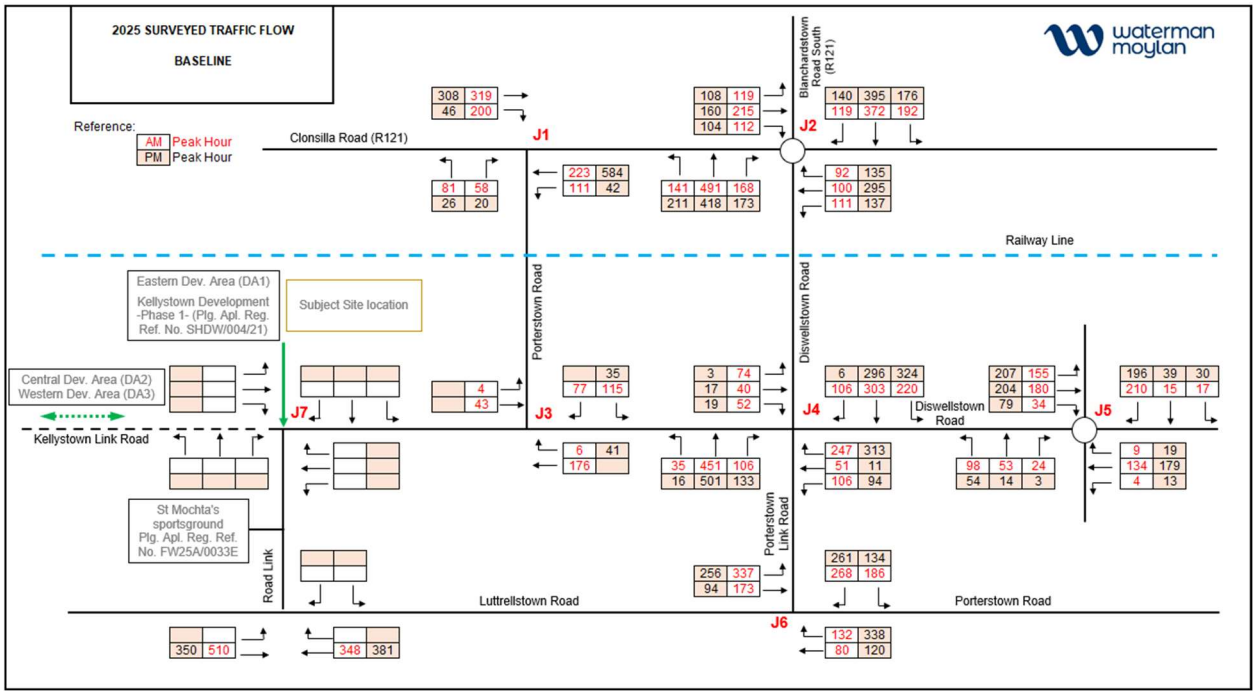


Figure 6 | *2025 Surveyed Traffic Flows.*

3.5 Multi-modal access to the site

3.5.1 Pedestrian Infrastructure and Walking Accessibility

The key to pedestrian accessibility is the provision of short, convenient, and safe routes. Walking is the most common mode of transport. Almost all journeys involve some walking, so improvements to pedestrian facilities can have a wide impact.

The "*Guidelines for Providing for Journeys on Foot*" published by the *Institution of Highways & Transportation* in 2000, indicates that the acceptable walking distances vary between individuals and circumstances. These include an individual's fitness, physical ability, and personal motivation; the size of the city itself and the quality of the surrounding footpath network. Furthermore, the document proposes walking distances and times based on an average walking speed of 1.4 metres per second (approximately 400 metres in five minutes). **Table 2** below provides a summary of these suggestions.

	Town Centre	Commuting / School / Site Seeing	Elsewhere
Desirable	200m (2.5-mintues)	500m (6-minutes)	400m (5-minutes)
Acceptable	400m (5-minutes)	1,000m (12-minutes)	800m (12-minutes)
Preferred Maximum	800m (10-minutes)	2,000m (24-minutes)	1,200 (15-minutes)

Table 2 | *Ideal Walking Distances*

(Source: Guidelines for Providing for Journeys on Foot - Institute of Highways and Transportation)

The existing pedestrian facilities in the surrounding area comprise an inter-connected network of footways linking the various neighbourhoods to each other, to several schools, grocery stores, public transport network and to the Coolmine industrial park.

Figure 7 below illustrates the considerable extent of the pedestrian catchment areas accessible from the subject development, for different walking times: 10 minutes, 15 minutes, and 24 minutes.

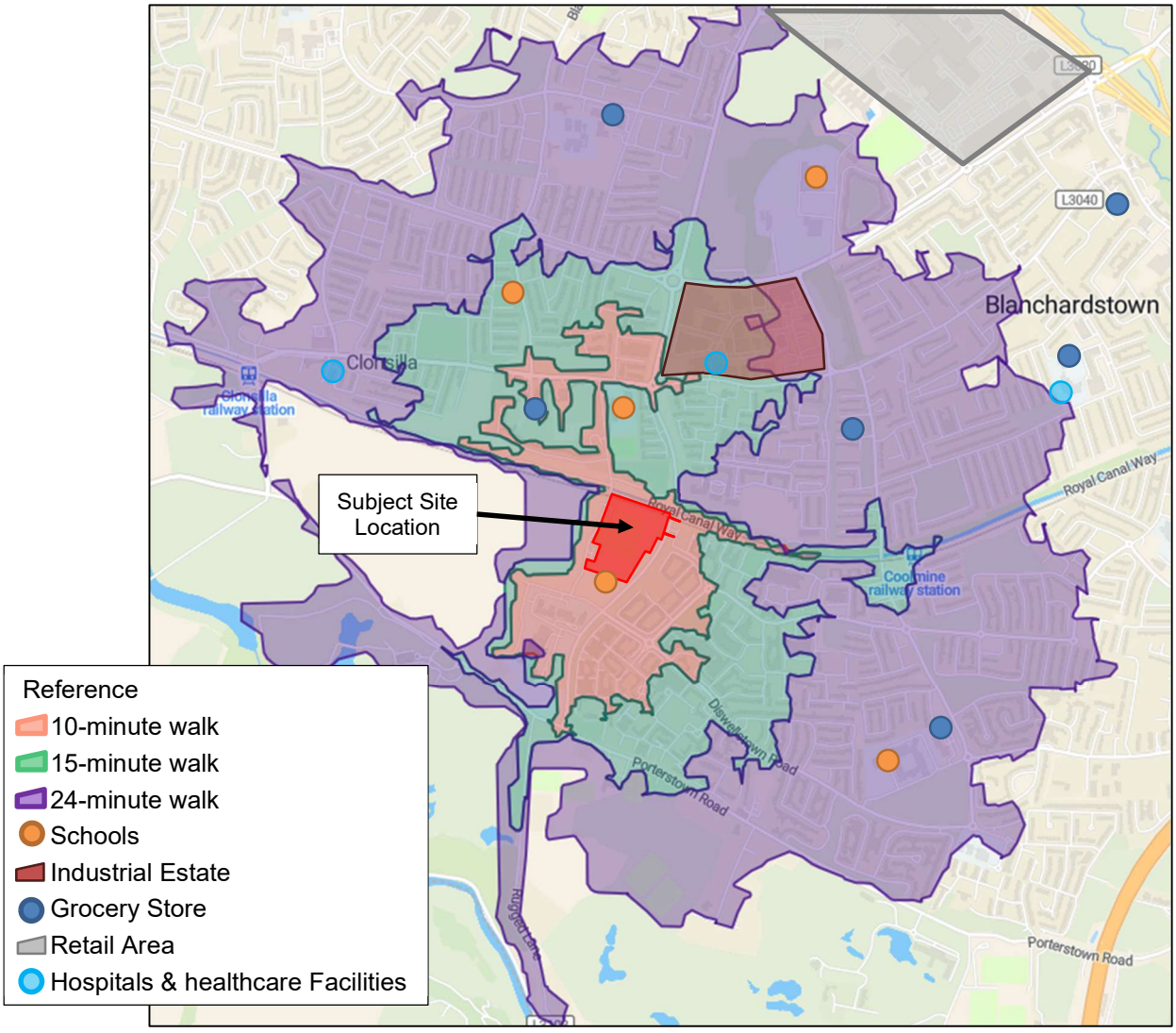


Figure 7 | *Site Accessibility – Isochrone map indicating walking accessibility (Source: Smappen & Google Maps)*

3.5.2 Cycle Infrastructure and Cycling Accessibility

The vicinity of the subject development is equipped with a variety of cycling infrastructure, as shown in **Figure 8** below.

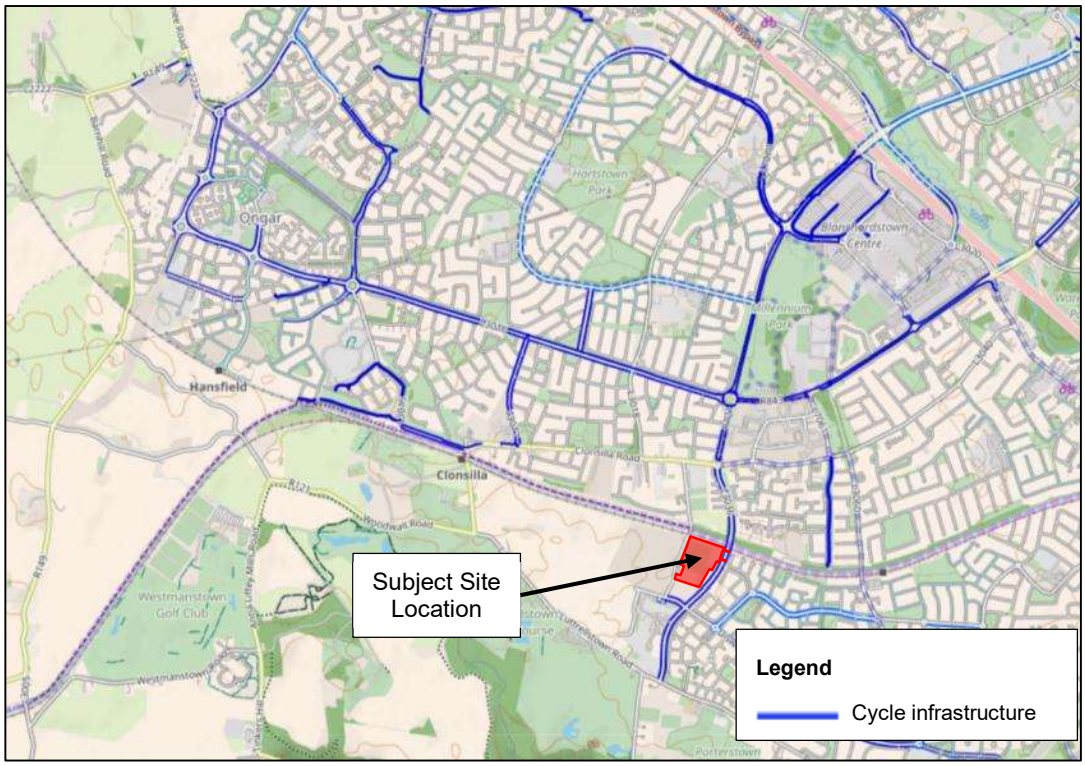


Figure 8 | *Existing Cycle facilities*
(Source: Open Street Map)

A similar catchment exercise has been conducted for the cycling mode of transport, in accordance with the methodology previously employed for walking. A 10-minute cycle equates to a 24-minute walk and provides access to the Coolmine and Clonsilla train stations and to the surrounding public network.

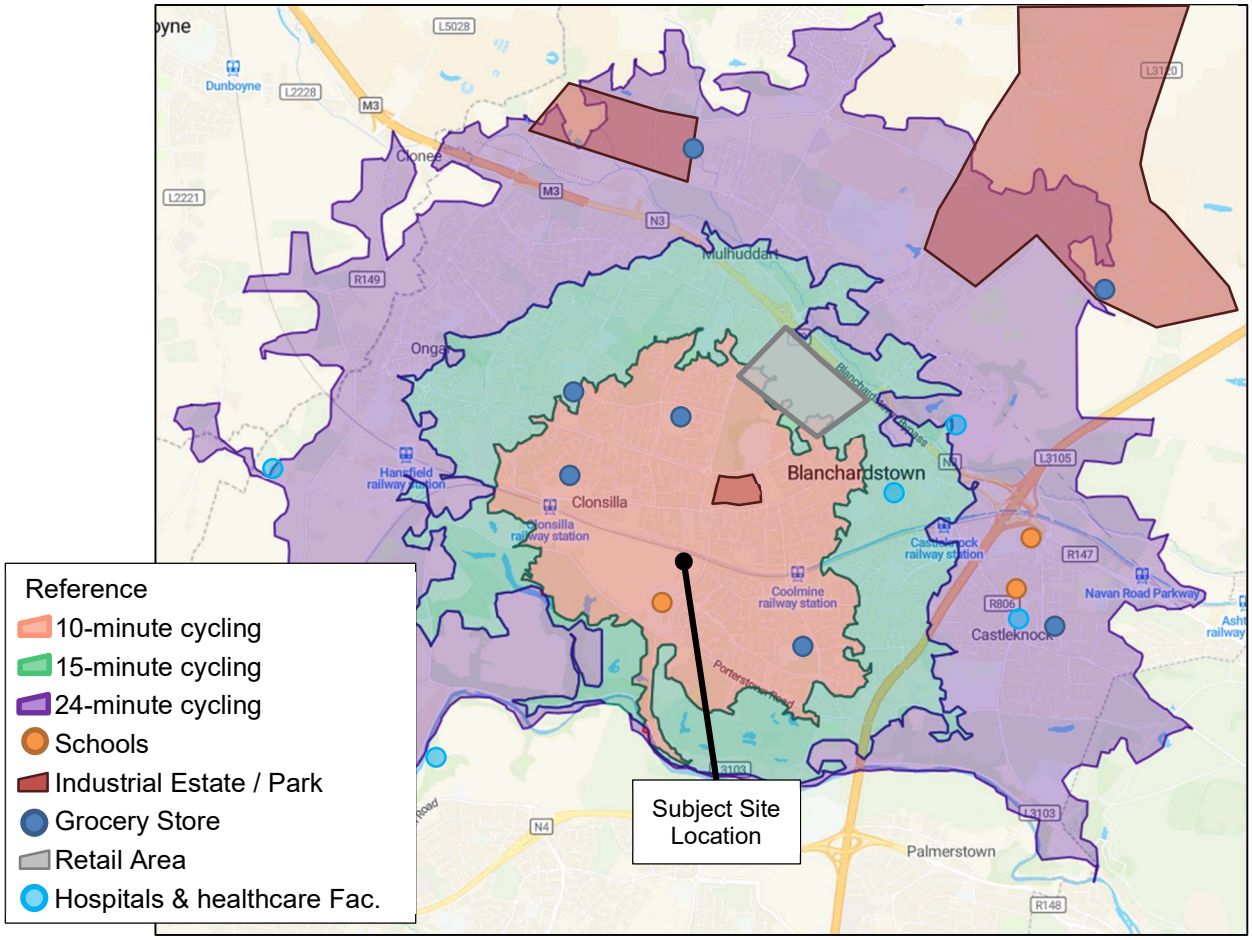


Figure 9 | *Site Accessibility – Isochrone map indicating cycling accessibility (Source: Smappen & Google Maps)*

3.5.3 Bus Network

The nearest bus stops in relation to the subject development is situated along Diswellstown Road (Eastern Section). These are Bus Stop No. 7031 (eastbound) and No. 4895 (westbound). The bus Stops are served by the routes 37 and 70n. The distance from the subject development is approximately 450 metres (or c. 5-minute walking).

Figure 10 below shows the locations of the Bus Stops and walking distances from the development.

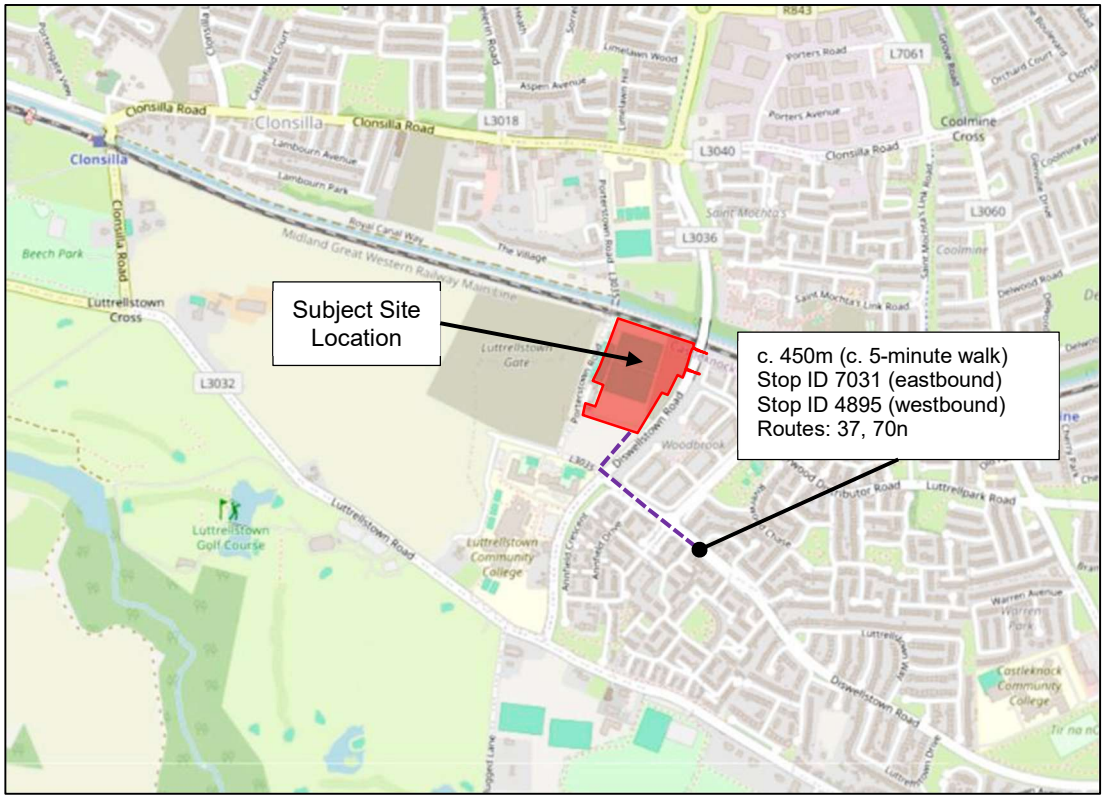


Figure 10 | *Location of the nearest Bus Stops*
(Source: Google Maps and Transport for Ireland)

Table 3 below shows the Bus Frequencies for each Bus route in the area. **Appendix B** incorporates the timetables for each route in the surrounding area.

Bus Route	Description	frequency
70n	Westmoreland Street Towards Tyrrelstown	**Monday to Thursday**: No service **Friday to Saturday**: 00:00, 02:00, 04:00 **Sunday**: No service
37	Blanchardstown Centre Towards Baggot St. / Wilton Terrace	**AM Weekday Frequency** Every 5 to 10 minutes **PM Weekday Frequency** Every 20 minutes **Weekend** Every 30 minutes
	Baggot St. / Wilton Terrace Towards Blanchardstown Centre	**AM Weekday Frequency** Every 20 to 35 minutes **PM Weekday Frequency** Every 5 to 10 minutes **Weekend** Every 30 minutes

Table 3 | *Local Bus Routes Frequencies*
(Source: Transport for Ireland)

3.5.4 Rail Network

There are two rail stations in the vicinity of the subject development site, Clonsilla Rail Station and Coolmine Rail Station. The location of both stations and their relative distance from the subject development site are shown on the in **Figure 11** below.

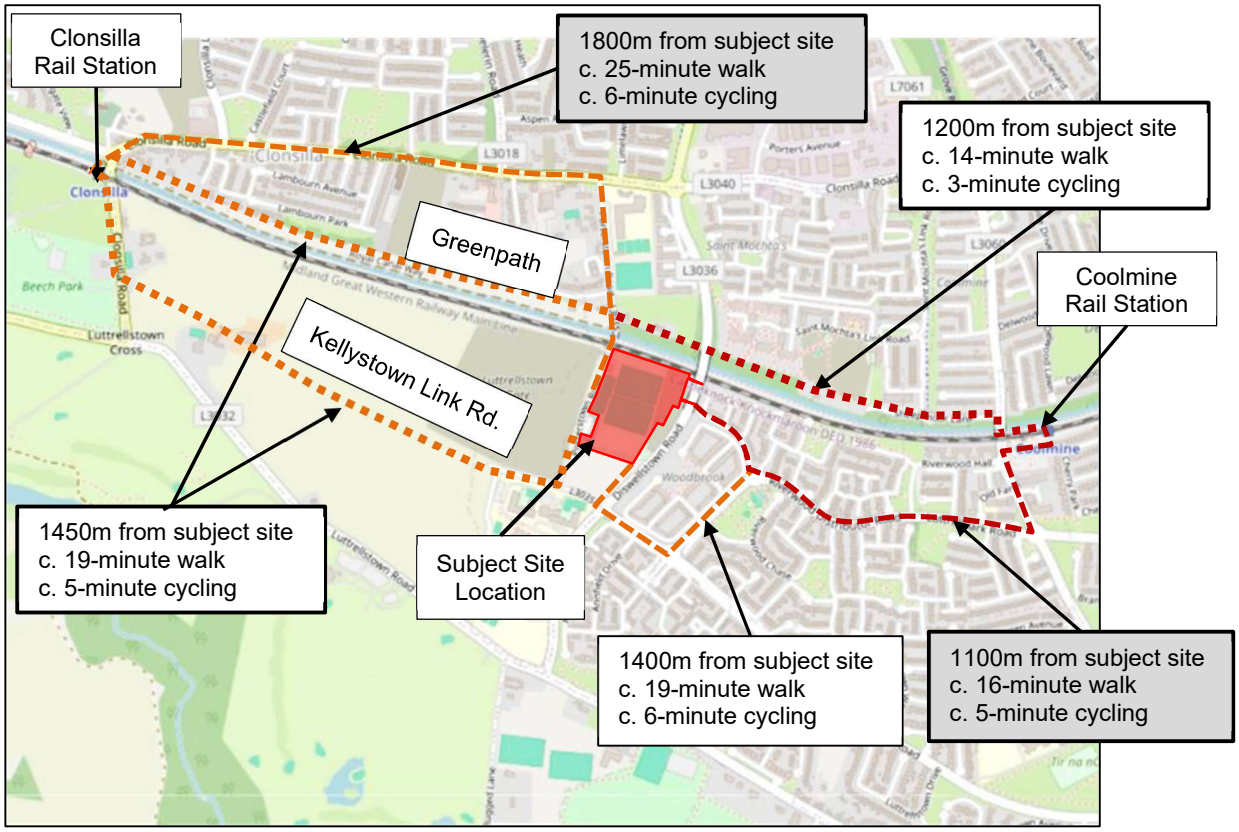


Figure 11 | *Location of Clonsilla and Coolmine Train Station and their routes from the Site* (Source: Google maps and Transport for Ireland)

As can be seen in figure above, there are several ways to arrive to both stations.

Clonsilla Railway Station is located approximately 1800m to the north-west of the site and Coolmine Railway Station is located approx. 1100m to the north-east of the site. These distances can be reached in approx. 25-minute walk or c. 6-minute cycling, and in c. 16-minute walk or some 5-minute cycling, respectively.

Furthermore, there is a greenpath along the north bank of the Royal Canal which may reduce the distance and walking time, currently closed. Moreover, when the future Kellystown Link Road is completed (see **Section 4.5.2** below), it will be possible to access Clonsilla Railway Station through the Kellystown developments.

The rail route serving Clonsilla and Coolmine Rail Station is the Dublin - M3 Parkway – Longford. The first train leaves Clonsilla Rail Station at 5:52 AM and it has a frequency of 3 to 20 minutes on weekdays. On Saturday, the first train leaves the station at 6:24 AM and has a frequency of 3 to 20 minutes. On Sunday the first train leaves the station at 9:12 AM and has a frequency of 3 to 20 minutes.

Appendix B provides timetables for Clonsilla Rail Station.

3.5.5 Nearest Car Sharing Facilities

The nearest GoCar stations over a 1km radius of the subject development are shown in **Figure 12** below. The closest GoCar station is located 1.6km (23-minute walk) from the subject development site at Coolmine Industrial Estate.

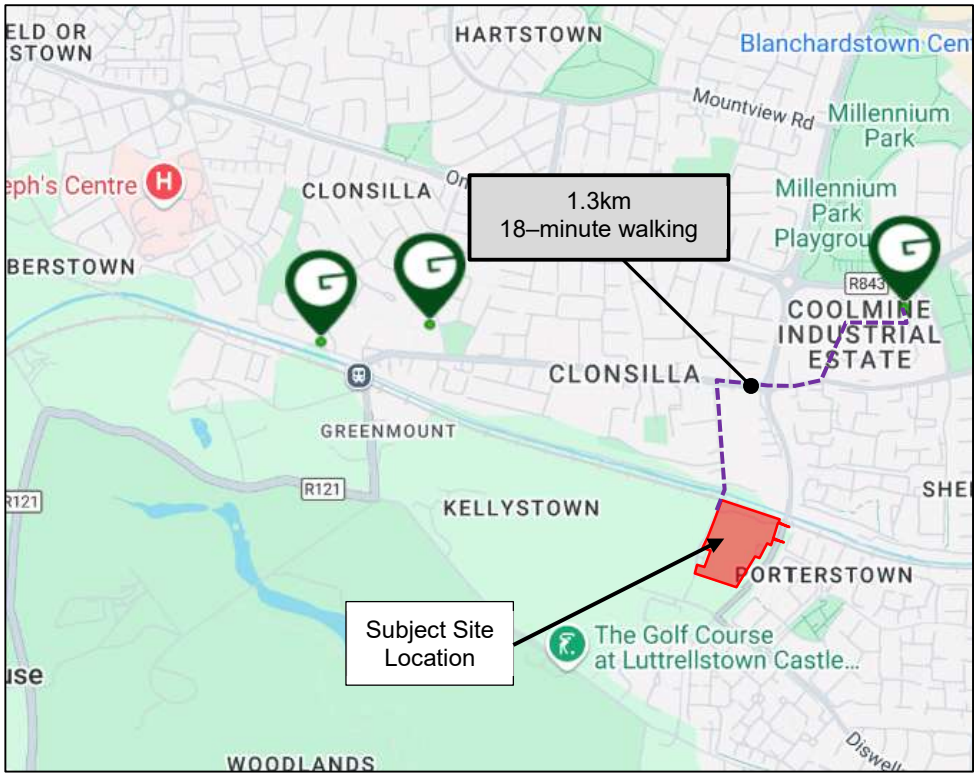


Figure 12 | *Location of the Nearest GoCar Stations*
(Source: Go Car website)

It should be noted that, as part of the Kellystown Development –Phase 1– (Planning Ref. ABP-312318-21, as amended by Ref. LRD0034-S3), which is currently under construction, it is anticipated that GoCar will provide between four and six shared car club vehicles. A letter confirming GoCar's intention to supply these vehicles is included in Appendix A of the Traffic and Transport Assessment (TTA), which was prepared by Waterman Moylan Consulting Engineers and submitted as part of the planning application (Ref. ABP-312318-21). The proposed GoCar facilities within Kellystown Development –Phase 1– will offer convenient and sustainable transport options, enhancing accessibility for future residents of the subject site.

Furthermore, as part of the Subject Planning Application, it is proposed to introduce 2no. car-sharing parking spaces within the site. These spaces will be made available to providers such as GoCar, Yuko, or other similar operators. As indicated above, the inclusion of these shared parking spaces will support convenient and sustainable transport options, thereby enhancing accessibility for future residents of the development.

4. Transportation Improvements

4.1 BusConnects

Bus Connects project currently being promoted by the National Transport Authority aims to deliver a much-enhanced bus service to the Greater Dublin Area (GDA). Some of the route improvements identified in the BusConnects plan are already in place. According to BusConnects the above route types can be defined as follows:

- **Spines routes:** are very frequent routes made up of individual bus services that are timetabled to work together over their common sections.
- **Radials routes:** are other services that operate into Dublin city centre. These services are not part of any Spine and operate to their own timetable.
- **Orbitals routes:** provide connections between suburbs, without having to travel into the city centre.
- **Local routes:** provide connections to Local centres and link to onward transport connections.
- **Peak routes** operate during peak travel periods, providing additional capacity along key bus corridors. Express routes are direct services from outer suburbs to the city centre during peak hours, serving limited stops to get passengers to their destination faster.

The routes proposed to serve the subject development area are the **Radial Route 34** and **Peak-Only Route P65**. A summary of the frequency of these proposed routes is presented below.

Route No.	From	To	AM Weekday Frequency (07:00 to 09:00)	PM Weekday Frequency (17:00 to 19:00)
34	Blanchardstown Centre	Burlington Road	Every 8 to 15 minutes	Every 15 to 20 minutes
P65	Diswellstown Road	City Centre	2 trips from 7 to 8 AM	2 trips from 17 to 18 PM

Table 4 | *Bus Connects Frequencies (Source: Bus Connects website)*

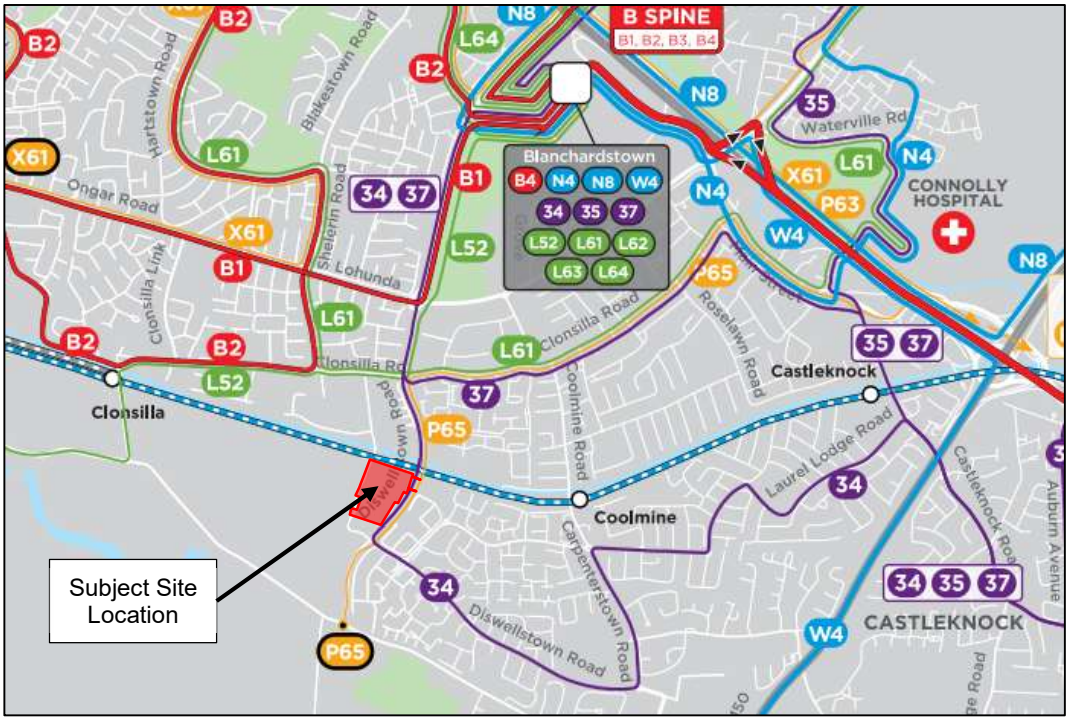


Figure 13 | *Bus Connects Routes Map*
(Source: Bus Connects website)

4.2 DART+ West route

The DART+ West programme is included within the 10-year horizon for the National Development Plan 2021 – 2030. It includes for provision of fast, high-frequency electrified service to the Maynooth Line.

The programme's ambitions are to increase train frequency to a 5-minute all day frequency and to lengthen all trains to eight carriages. This will deliver a more efficient transport system, which will encourage people to shift away from private car usage and consequently alleviate road congestions. In addition, it is also part of the programme to eliminate existing level crossings on the Maynooth Line and to provide appropriate road relief infrastructure when necessary. The closure of the Porterstown Road level crossing is included in the Kellystown Development -Phase 1- (Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3), which comprises a Pedestrian and Cycle Bridge with nested ramps is the emerging preferred option for this location.

According to Objective 7.7 of the Kellystown Local Area Plan 2021, provision must be made to "*reserve an area within the LAP for potential development of a new railway station at Porterstown*". Specifically, within the Eastern Development Area, the LAP notes the "(…) *possibility that a portion of the land at the extreme north-eastern part of the site (next to Diswellstown Road) may be the location of a future train station and/or future Metro West transport node. As such, the land use in this area must be of a temporary nature, of a material which do not require strong foundations, and which can be removed without causing any impact on the surrounding developed land* (…)" (LAP, p. 23).

This requirement is also reflected within the 'Key Objectives' for the area.

> ***DA 1.8*** *Provide for temporary land uses to the north-east portion of land in order to preserve the land for a future transport node at this location.*

Due the Metro West has been excluded from the National Transport Authority's Greater Dublin Area Transport Strategy since 2016, and the DART+ West proposals **do not** include the provision of a new Porterstown station for rail or light rail; the Subject Site does not include proposals for a future station (either

light or heavy rail) at Porterstown or a light rail line along Diswellstown Road. Nevertheless, the Proposed Development does not include any permanent structures within the area identified for a potential future railway station. Further information is provided in Drawing Nos. LS-01-PP, LP-01-IN prepared by Doyle & O'Troithigh, which are included in the current planning application under separated cover.

The proposed non-permanent structures located in the extreme north-eastern part of the site are in compliance with the requirements outlined in Item No. IX of the LRD Opinion Report: "This needs to be referenced- Objective 7.7 Reserve an area within the LAP for potential development of a new railway station at Porterstown. There is an area assigned to Dart West Infrastructure for the Pedestrian/Cycle over bridge- Irish rail engagement".

In addition, Kellystown LAP 2021 also include within the key objectives:

> ***DA 1.9*** *The Eastern Development Area shall incorporate all new Irish Rail infrastructure resulting from any amendments to the level crossing.*

A portion of the subject site is designated for DART+ West infrastructure in its northwest corner (See **Figure 14** below). This area aligns with the proposed level crossing design for the Porterstown pedestrian crossing station (See **Figure 15** below).



Figure 14 | *Subject Site – Area assigned to Dart+West Infrastructure*

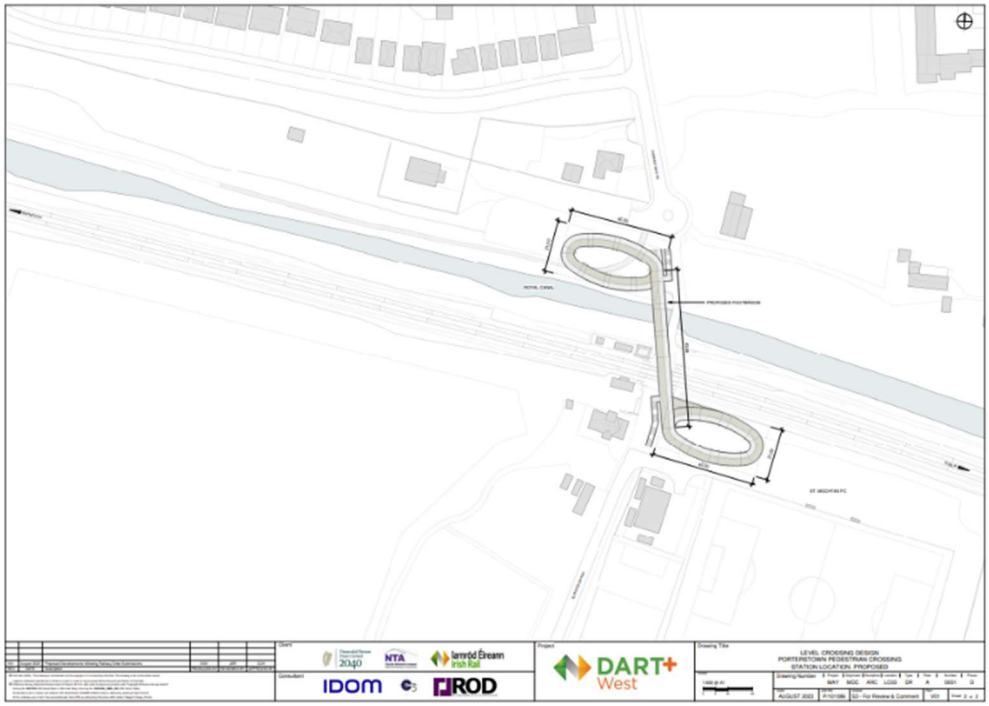


Figure 15 | *Proposed level crossing design Porterstown pedestrian crossing station location*
(Source: Dart+ West, Drawing number: MAY-MDC-ARC-LC03-DR-A-0001-D)

According to the DART+ website, construction of the project was scheduled to begin in 2024, with the service expected to be fully operational by 2029. However, the project has not yet stated, and therefore it is expected to be delayed by one or two years. It is therefore anticipated that the DART+ West route will be constructed and fully operational by 2031.

The latest information regarding the DART+ West Rail is dated on 31 July 2024, which indicated that An Bord Pleanála has approved the plan to extend the DART network to Maynooth in County Kildare, marking a significant milestone for the DART+ West project. This approval comes more than two years after Irish Rail first sought permission. Irish Rail has expressed strong approval of this decision, emphasizing the benefits of providing a sustainable, electrified, and more frequent rail service to customers, which will enhance capacity on the Maynooth and M3 Parkway to city centre rail corridors.

DART+ West Rail is currently subject of a Judicial Review from third party landowners at Ashtown.

In addition, it is anticipated that a new application for the DART+ Depot will be submitted in the future. While the depot was originally proposed as part of the DART+ West project, it was excluded from the Railway Order approval by An Bord Pleanála. A new project has since commenced and is currently at an early stage. Technicians from the DART+ Programme are presently assessing a number of potential sites as part of the process to identify a preferred location. The options assessment has taken into account the full extent of the DART network, including the three DART+ Programme projects: DART+ Coastal, DART+ Southwest, and DART+ West. Furthermore, the study area for the DART+ Depot site selection has been extended to include locations within a 10 km radius of the outermost boundaries of the previous DART+ projects.

4.3 Go Car Facilities

As anticipated in Section 3.5.5 above, as part of the Kellystown Development –Phase 1– (Planning Ref. ABP-312318-21, amended by Ref. LRD0034-S3), which is currently under construction, it is anticipated that GoCar will provide between four and six shared car club vehicles to be allocated within the site.

A letter confirming GoCar's intention to supply these vehicles is included in Appendix A of the Traffic and Transport Assessment (TTA), which was prepared by Waterman Moylan Consulting Engineers and submitted as part of the planning application (Ref. ABP-312318-21).

The proposed GoCar facilities within Kellystown Development –Phase 1– will support convenient and sustainable transport options, thereby enhancing accessibility for future residents of the subject site.

4.4 Walking and cycling

Objective DA 1.3 of the Kellystown Local Area Plan aims to "*promote and encourage increased levels of pedestrian and cycle connectivity between the subject lands and the surrounding areas through the provision of new pedestrian and cycle links*."

"*Figure 7.11: LAP Walking & Cycling Network*" in the Kellystown Local Area Plan, reproduced in **Figure 16** below, outlines a comprehensive walking and cycling network proposed within Kellystown lands and its external connection points to the existing wider network.

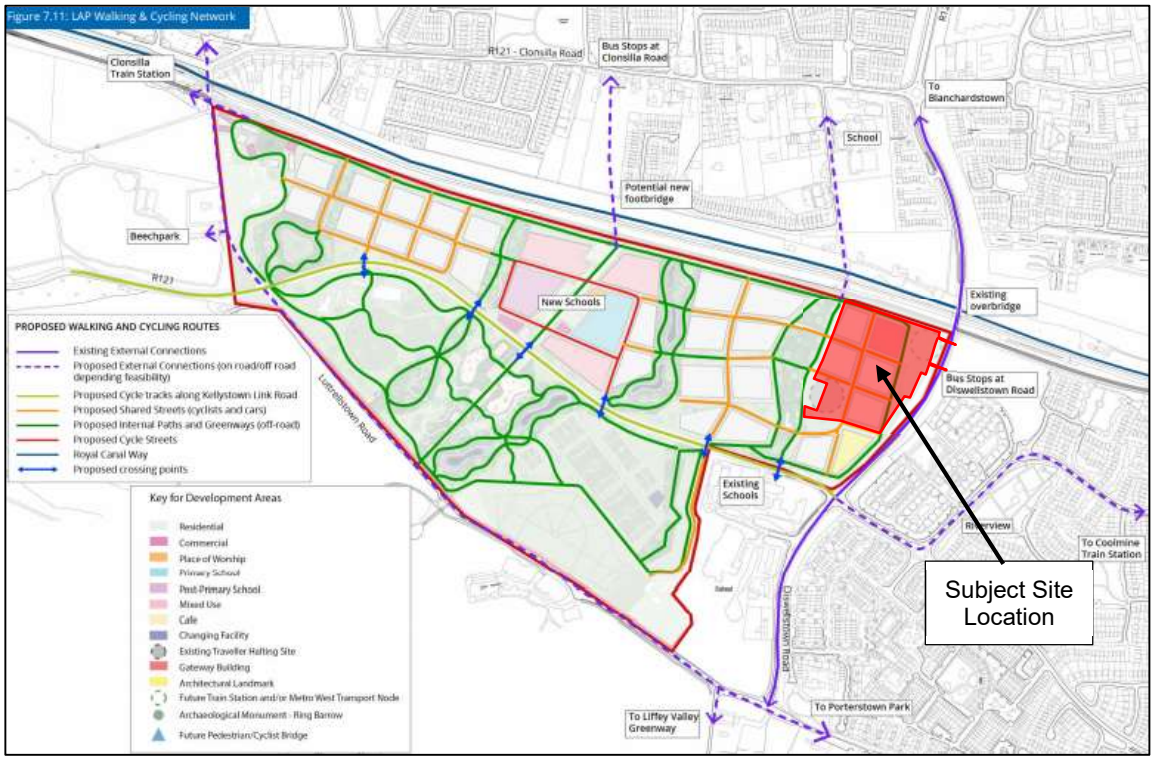


Figure 16 | *Walking and Cycling Proposed within the Kellystown Local Area Plan*
(Source: Reproduction of 'Figure 7.11 - Kellystown Local Area Plan)

4.5 Road Hierarchy

Objective 7.4 of the Kellystown LAP is to *"Ensure delivery of the appropriate road infrastructure in line with the LAP road hierarchy of streets to develop the lands to their full potential. The design should be in accordance with the principles outlined in the Design Manual for Roads and Streets (DMURS) and the NTA's National Cycle Manual."*

Figure 17 below reproduces "*Figure 7.10: LAP Road Hierarchy*" of the Kellystown LAP which shows the internal road hierarchy for the overall Kellystown area, and the main roads connected to it. As illustrated, the proposed roads are predominately Local with the Kellystown Link Road being a Regional Road.

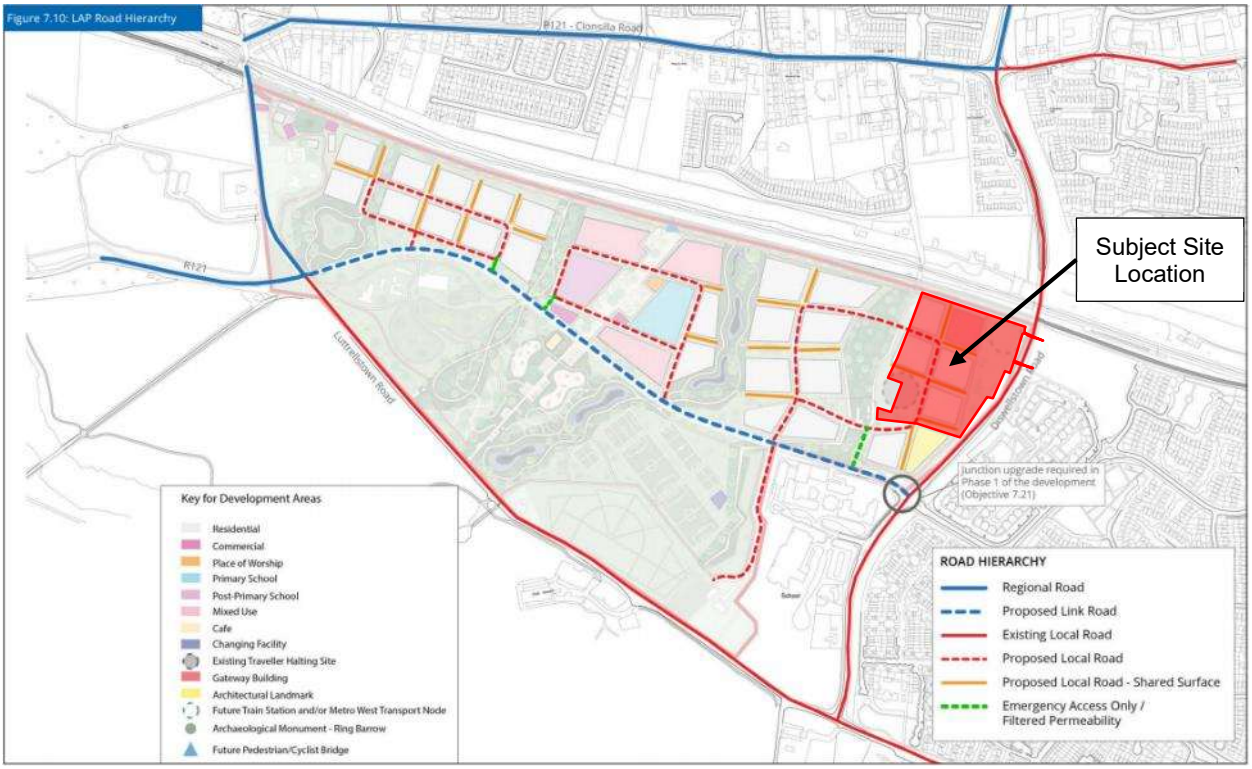


Figure 17 | *Road Hierarchy Proposed within the Kellystown Local Area Plan*
(Source: Figure 7.10 Kellystown Local Area Plan)

4.6 Local Network Improvements

4.6.1 Junction Upgrade – Diswellstown Road / Kellystown Link Road

As part of the Kellystown Development -Phase 1- (Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3), the upgrade of junction Diswellstown Road / Kellystown Link Road (Junction 4 in **Figure 5** above) was proposed.

According to the Traffic and Transport Assessment prepared for the planning application, the new layout has been developed in accordance with comments received from Fingal County Council and the An Bord Pleanála Inspector's reports.

The proposed upgraded junction layout is illustrated in figure below.

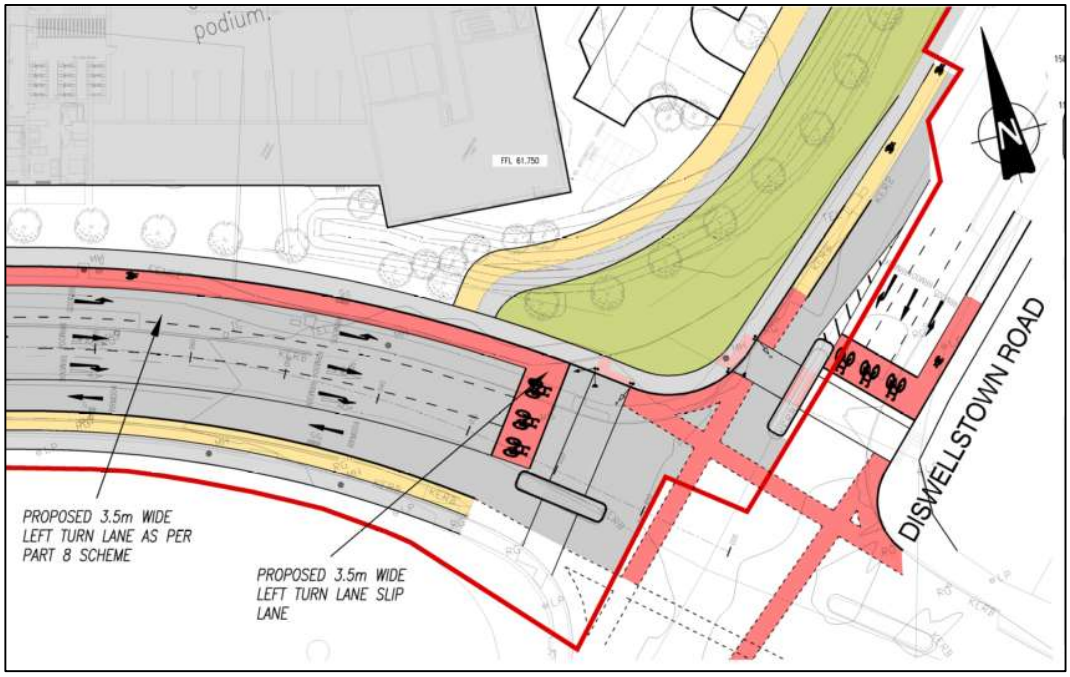


Figure 18 | *Proposed Junction Layout – Diswellstown Road / Kellystown Link Road*
(Source: Kellystown Development -Phase 1-, Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3)

4.6.2 Part 8 – Kellystown Link Road

As part of the Fingal Development Plan 2017 - 2023, the main road improvement proposed in the Kellystown area is the extension of the Kellystown Link Road further west, providing a link from Diswellstown Road to the Clonsilla Road (R121). This will enhance road safety, improve cycle and pedestrian connectivity and enable the development of a new urban neighbourhood in the Kellystown LAP area.

The first phase of the Kellystown Link Road has been previously completed to serve the Porterstown Schools and the future burial ground site and currently extends for 280 metres to the west of the signalised junction with Diswellstown Road.

As part of the 'Part 8 - Kellystown Link Road', the road improvements proposed along the subject development site frontage include:

- Construction of a single carriageway road with footpaths and pedestrian crossings points at convenient locations.
- Construction of dedicated cycle lanes along both sides of the Kellystown Link Road.
- Widening the existing portion of the road from the signalised junction with Diswellstown Road up until the proposed main site entrance to accommodate an additional lane for eastbound traffic, which will operate as a left turning lane approaching the signalised junction with Diswelltown Road.
- Provision of an additional left turning lane on the north-eastern approach of Kellystown Link Road / Diswellstown Road signalised junction.

The road improvements proposed along the site frontage under the 'Part 8 Kellystown Link Road' is illustrated in **Figure 19** below – extracted from '*Public Engagement – Emerging Route Sheet 5 of 5 drawing*' prepared by Clifton Scannell Emerson Associates (CSEA) in August 2020 on behalf of Fingal County Council.

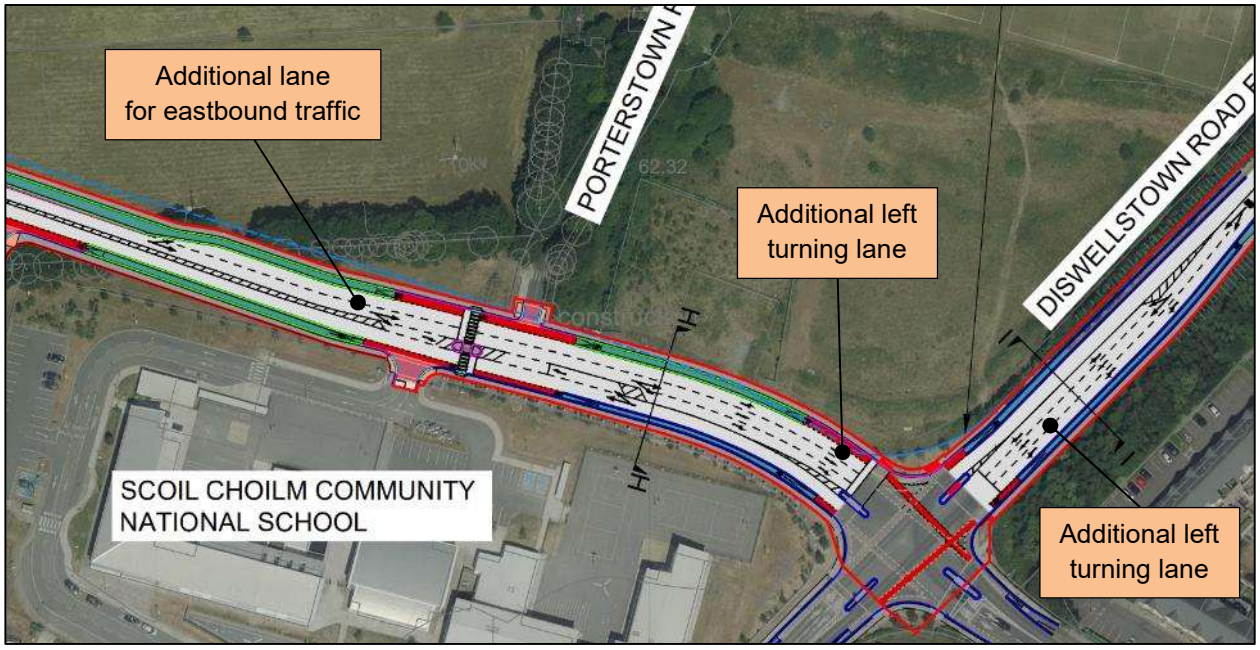


Figure 19 | *Kellystown Link Road*
(Source: Public Engagement – Emerging Route Sheet 5 of 5 drawing')

4.6.3 Porterstown Road Level Crossing

Kellystown Local Area Plan sets out the closure of the Old Porterstown Road level crossing and the creation of a walking and cycling bridge over the rail. Vehicular access to the existing properties along the Old Porterstown Road will be provided along the proposed Kellystown Link Road and the proposed access road to Development Area 1. **Figure 20** below shows the location of the Porterstown Road Level Crossing with the surrounding area considering the subject site.

As set out in **Section 2.3.2** above, one of the key Movement and Transport Objectives included in the Kellystown Local Area plan is ***"Objective 7.6**: Provide appropriate pedestrian/cyclist facilities at Porterstown level crossing."*

The Kellystown Development -Phase 1- (Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3) has considered this chance in the road hierarchy and had proposed an emergency road use with priority for pedestrians and cyclists. The proposed junction Porterstown Road and Kellystown Link Road is shown in **Figure 21** below.

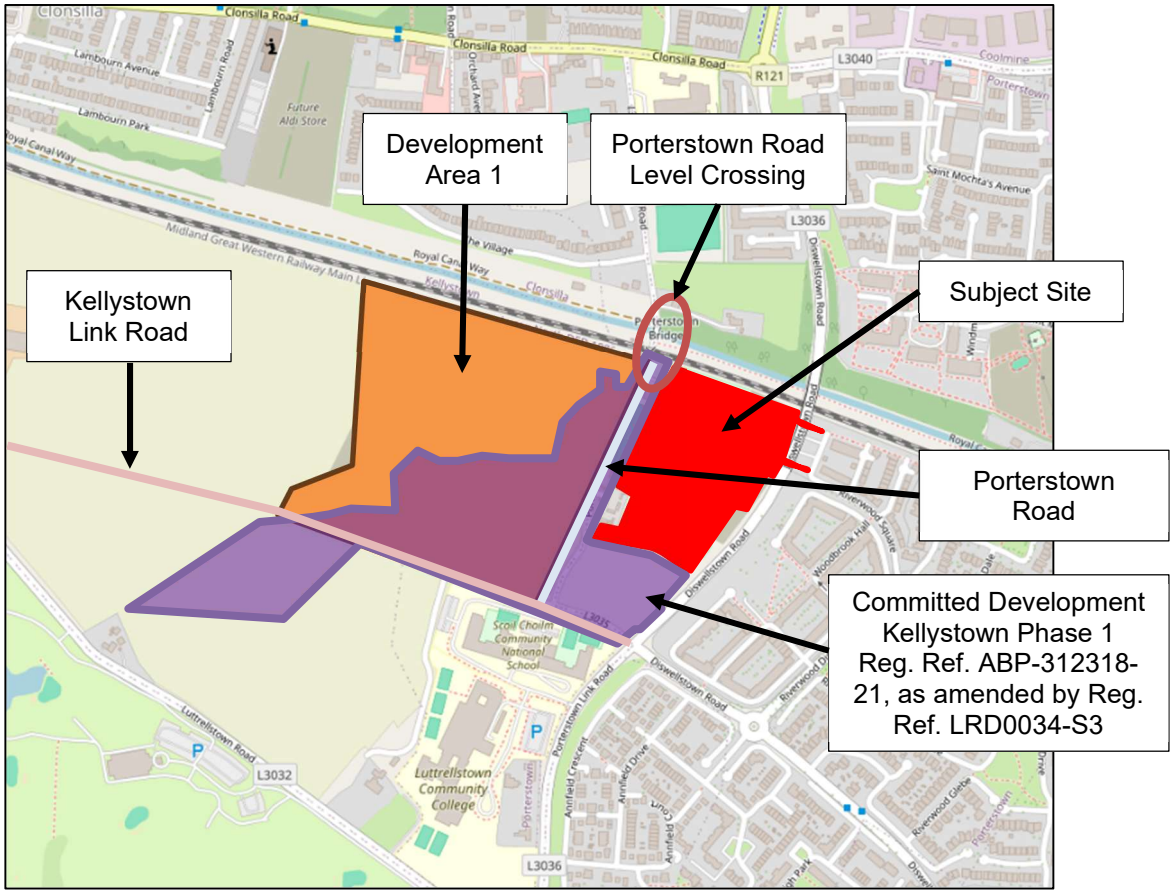


Figure 20 | *Porterstown Road Level Crossing*
(Source: Open Street Map)

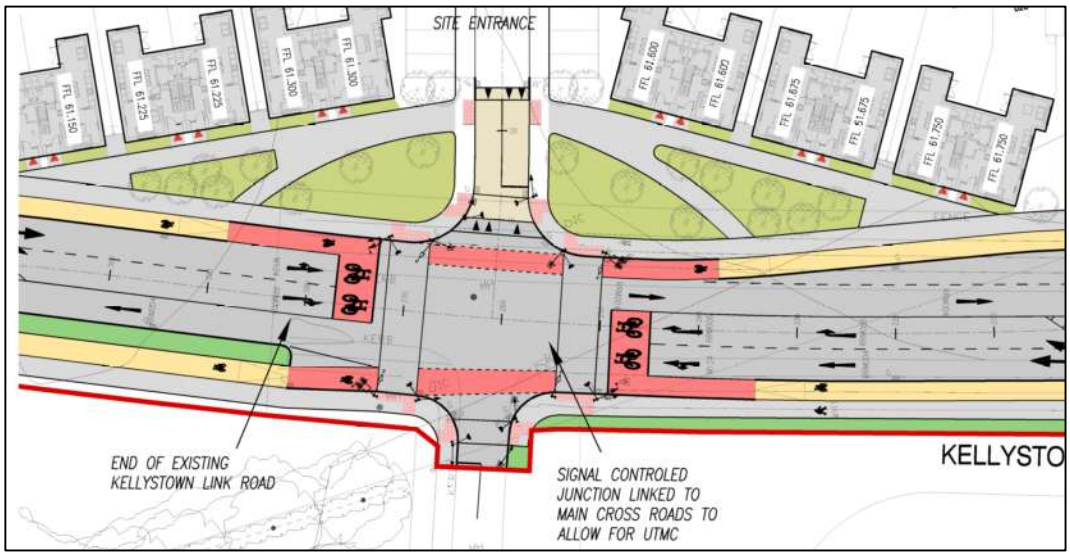


Figure 21 | *Proposed junction of Porterstown Road and Kellystown Link Road.*
(Source: Kellystown Development -Phase 1-, Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3)

5. Proposed Development

5.1 Development Description

The proposed development will consist of the construction of 302 No. residential units comprising 97 No. houses and 205 No. apartment / duplex units. The breakdown of the units is shown in **Table 1** below:

Description	1-bed	2-bed	3-bed	4-bed	Total
House			62	35	97
Apartment / Duplex	98	88	19		205
Total	**98**	**88**	**81**	**35**	**302 units**

Table 5 | *Schedule of Accommodation*

The access to the site is from Kellystown Link Road, via the internal street of the under construction Kellystown Development -Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3).

The development includes associated car, motorcycle and bicycle parking, storage, services and plant areas, and landscaping. The proposed application includes all site landscaping works, boundary treatments, lighting, servicing, signage, and associated and ancillary works, including site development works and services above and below ground.

5.2 Internal Layout and Vehicular Access

The internal Road Layout has been designed following the transport objectives of the Kellystown Local Area Plan, as required by the LRD Opinion Report. The road layout provides a good accessibility to the surrounding Kellystown -Phase 1- Development.

In addition, the internal roads have been designed to comply with DMURS as required by the County Development Plan and indicated in the LRD Opinion Report. The internal roads generally vary between 4.8m and 5.5m in width. All footpaths are 2.0m wide and connect the internal spaces.

The proposed development includes “home-zones” (also called shared surfaces), which have been designed primarily to meet the needs of pedestrians, cyclists, children, and residents. The aim is to reduce the speed and dominance of cars.

Figure 22 below shows the shared surfaces and the segregated roads included in the subject development.

The “home-zones” consist of a shared-surface carriageway with a differentiated rolling surface (in texture and level) to make it easily identifiable by the driver. This was done in accordance with Section 4.3.4 of DMRUS, which indicates:

- *Use a variety of materials and finishes that indicate that the carriageway is an extension of the pedestrian domain.* A different finish from the rest of the pavement has been chosen to identify these areas.
- *Avoid raised kerb lines. Any Kerb line should be fully embedded within the street surface.* Small ramps have been used to start and terminate the shared spaces, raising them over the other pavements.
- *Minimise the width of the vehicular carriageway and /or corner radii.* A reduction in the width of the carriageway has been implemented, from 5.50 m to 4.80 m.

Furthermore, it has been included calming measures through the site as narrow the carriageways on both, home-zones and segregated roads, to encourage drivers to reduce the speed and raised tables on segregated roads to provide a safe environment for pedestrian crossing.

Moreover, the implementation of calming measures through the site has been proposed, including the reduction of the width of carriageways within both home zones and segregated roads. This initiative is designed to encourage drivers to reduce their speed. Additionally, the installation of raised tables has been included on segregated roads to reduce the car speed and to provide a secure environment for pedestrians.

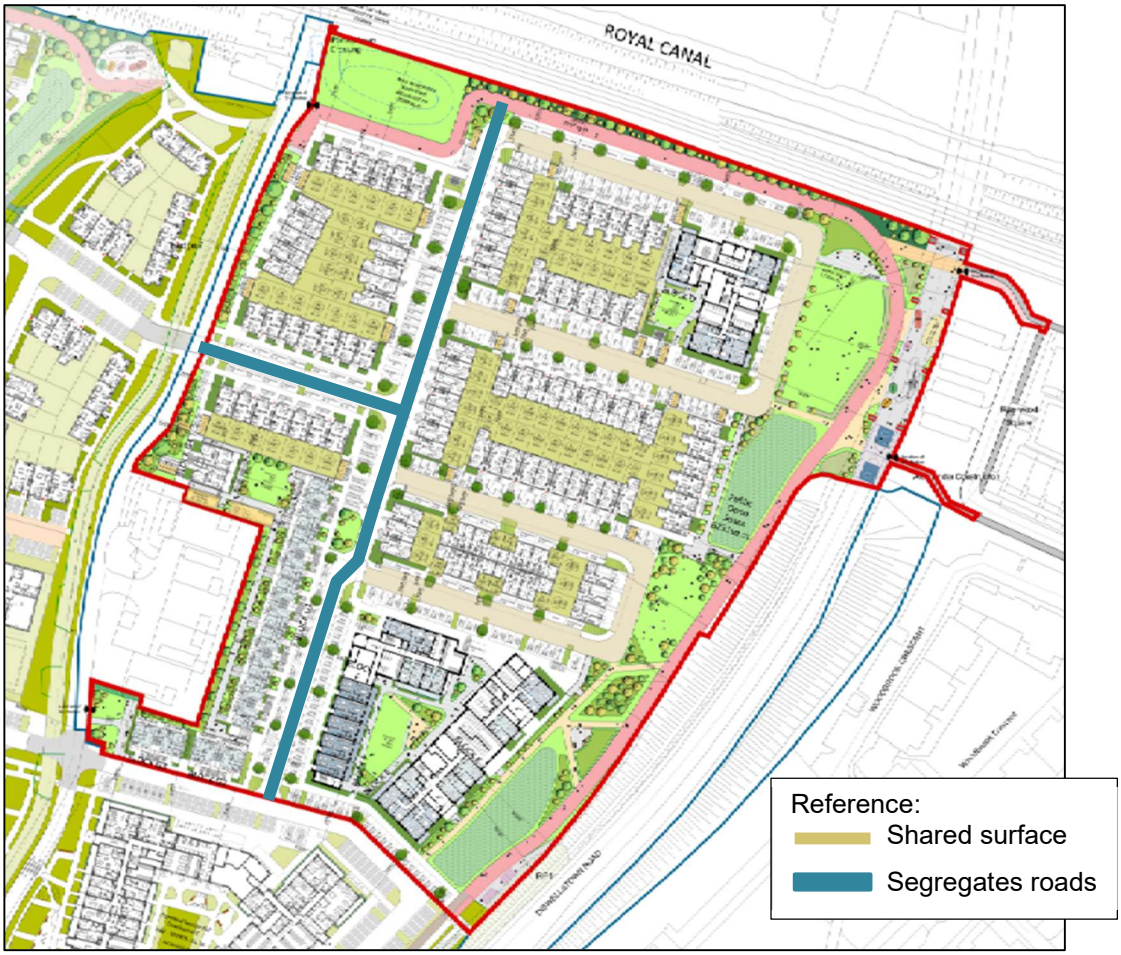


Figure 22 | *Proposed development - Internal roads*

All internal roads within the proposed development have been designed with a speed limit of 30km/h. The shared road will have a speed limit of 20km/h. All junctions within the development itself will be priority junctions with raised tables where appropriate.

The low design speeds and traffic calming measures will ensure the safe operation of these junctions and a safe/secure environment for pedestrians and cyclists.

The design and layout of the proposal has been prepared to fully comply with the current relevant design standards and specifications applicable to this form of development.

The development includes sufficient parallel and perpendicular parking spaces, as outlined in local guidelines (refer to **Section 10** below).

Additionally, all road intersections within the development itself have been designed as priority junctions. The visibility splays of which these junctions have been designed in accordance with the requirements set out in the Design Manual for Urban Roads and Streets (DMURS), which recommends visibility splays of 23m x 2.4m on roads without bus routes. The internal junctions have been designed with low speeds to ensure safe operation.

Vehicular access is provided off Kellystown Link Road via the internal roads of the ongoing Kellystown Development -Phase 1- as can be seen in **Figure 23** below.

The main junction located at Kellystown Link Road has been designed to provide access for residents of the entire Kellystown development, which includes the Phase 1 development, the subject site and the potential future development in the surrounding area. The junction was designed as part of the traffic and transport assessment carried out by Waterman Moylan Consulting Engineers as part of the Kellystown Development -Phase 1-. Further information about the potential and committed development in the surrounding area is indicated in **Section 6** below.

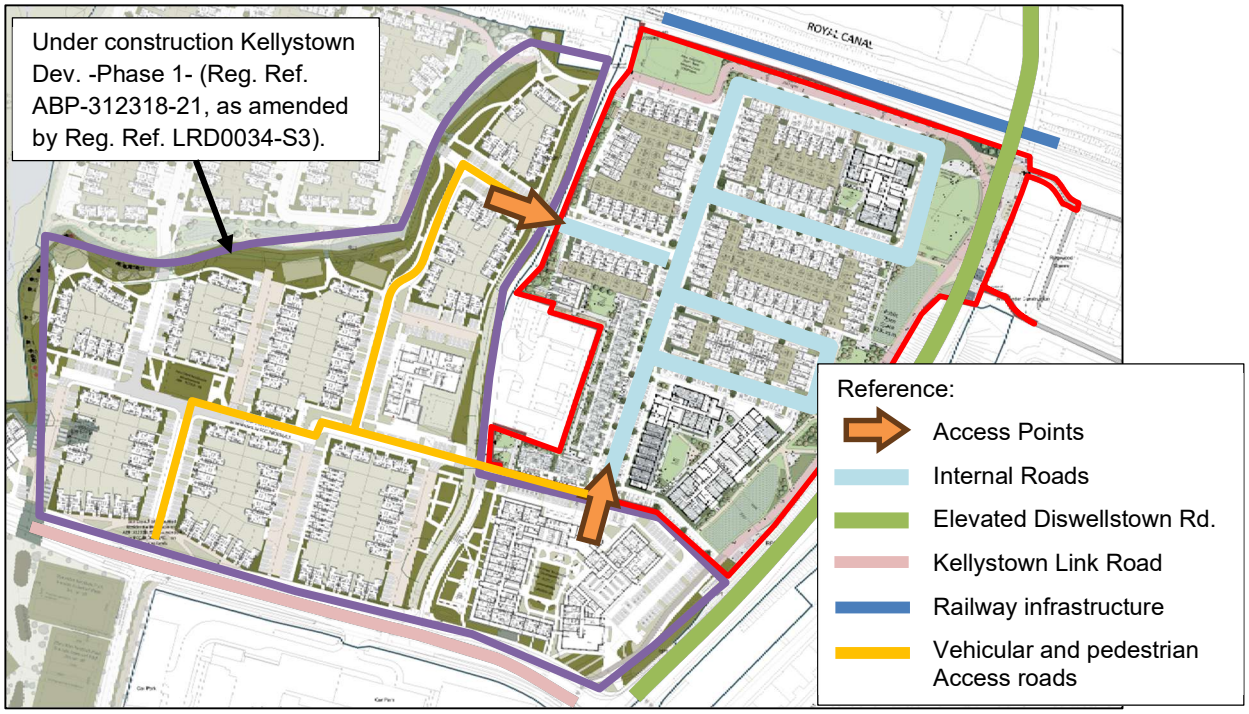


Figure 23 | *Proposed development – Vehicular Access*

5.3 Pedestrian and Cyclist Infrastructure

The internal pedestrian and cyclist infrastructure has been designed following the transport objectives of the Kellystown Local Area Plan, as required by the LRD Opinion Report. The road layout provides a good accessibility to the surrounding Kellystown -Phase 1- Development.

The proposed development has been designed with a well-interconnected footpath network providing permeability through the site, to the adjacent Kellystown Development -Phase 1- and to the surrounding area.

In addition, it has been improved based on the received LRD Opinion Report, which the Item No. III indicates that "*The applicant should extend the red line boundary into Riverwood to connect to existing footpaths* ".

All footpaths within the proposed development have been designed as 2.0m wide. This is in accordance with Section 4.3.1 of the DMURS which suggests that a minimum 1.8m footpath should be provided.

There is a cycle path around the subject site connectivity the internal residential units with the main shared pedestrian/cyclist path on Porterstown Road. In addition, the development includes sufficient cycling parking spaces, as outlined in local guidelines (refer to **Section 10** below).

The main pedestrian and cycle paths are shown in the figure below.

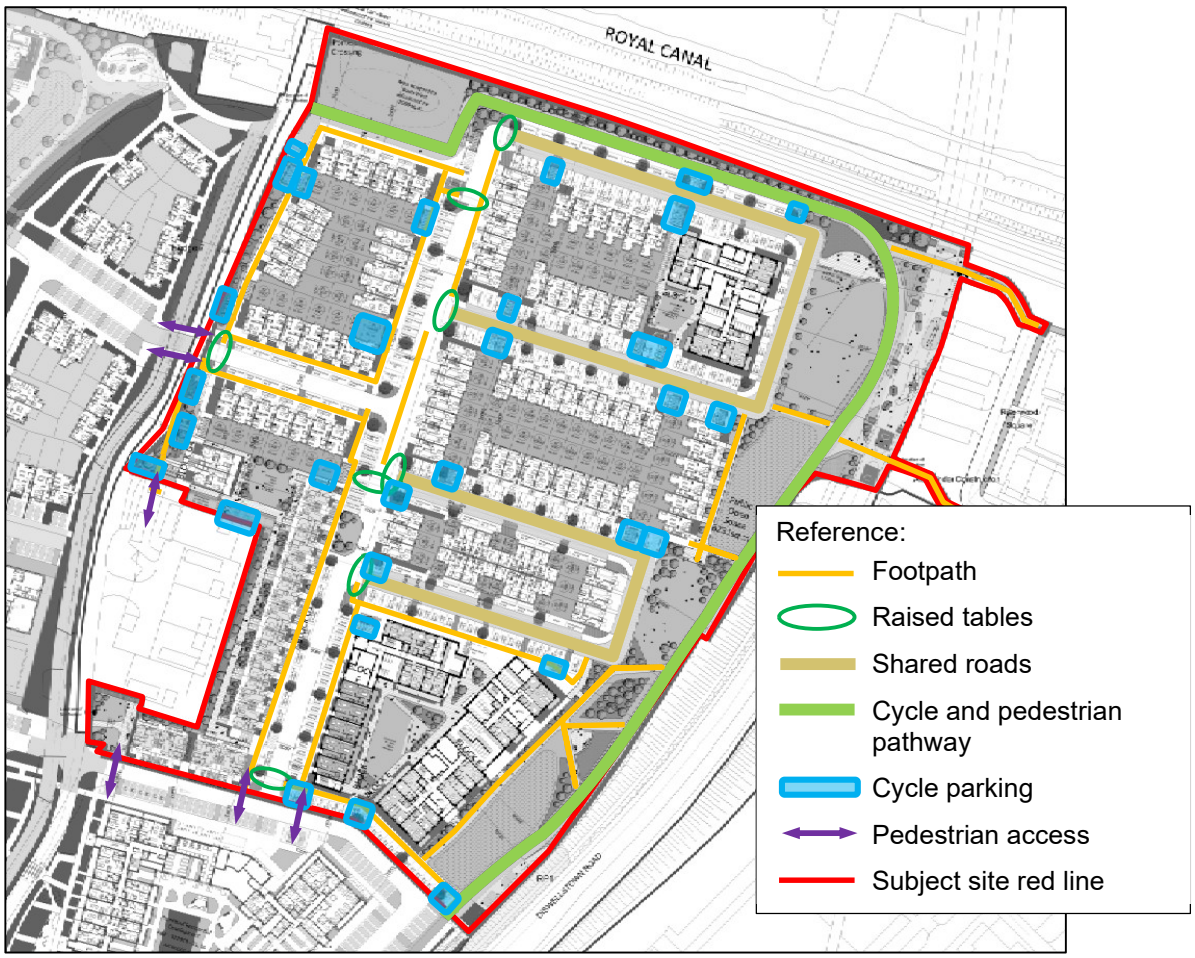


Figure 24 | *Proposed Development – Pedestrian and Cycle Infrastructure*.

5.4 Car Sharing Facilities

The proposed development includes the allocation of two dedicated car parking spaces specifically designated for car-sharing use. These spaces will be made available to operators such as GoCar, Yuko, or other similar service providers. The inclusion of these shared parking bays is intended to support sustainable and convenient transport options, thereby enhancing accessibility for future residents of the development.

With this objective, an expression of interest was submitted to GoCar to explore the possibility of their participation in the scheme. On 27th May 2025, a formal letter was received from GoCar confirming their interest in providing a car-sharing service within the development. This correspondence substantiates the potential use of the two designated parking spaces for shared vehicle provision. The GoCar letter of support is included in **Appendix C** of this report.

5.5 DMURS

Waterman Moylan Consulting Engineers considers that the proposed development is consistent with the principles and guidance outlined in the Design Manual for Urban Roads and Streets (DMURS), details of the specific design features are set out in the Waterman Moylan Report No. *15-038r.031 DMURS Report,* which is included in the documentation package.

6. Committed and Potential Future Developments: Kellystown LAP (Jan 2021)

The Kellystown Local Area Plan identifies 3 No. development areas with specific objectives for each:

- Eastern Development Area (DA1): is bounded to the north by the Dublin-Maynooth railway line/Royal Canal, to the east by Porterstown Link Road, to the south by Luttrellstown Community College, Choilm Community National School and the alignment of the Kellystown Link Road, and to the west by Central Development Area (DA2).
- Central Development Area (DA2): is bounded to the east by the Eastern Development Area (DA1), to the west by the Western development Area (DA3), to the north by the Dublin-Maynooth railway line/Roycal Canal and to the south by the alignment of the Kellystown Link Road.
- Western Development Area (DA3): is bounded to the west by the R121, to the north by the Dublin-Maynooth railway line/Royal Canal, to the east by the Central Development Area (DA2) and to the south by the alignment of the Kellystown Link Road.

According to proposed residential densities as set out in the Local Area Plan, Kellystown has capacity to accommodate circa 1,055 to 1,583 new residential units in the identified Development Areas, with a range of densities varying from low density at the Central Development Area (DA2) and higher densities at the Eastern and Western Development Areas (DA1 and DA3). A small civic/commercial centre, a new primary school and a new secondary school are also proposed in the Central Development Area (DA2).

The subject site is located within the DA1, and it is bounded by the under construction Kellystown Development -Phase 1-. **Figure 25** below illustrates the Development Areas in Kellystown as part of the Kellystown Local Area Plan.

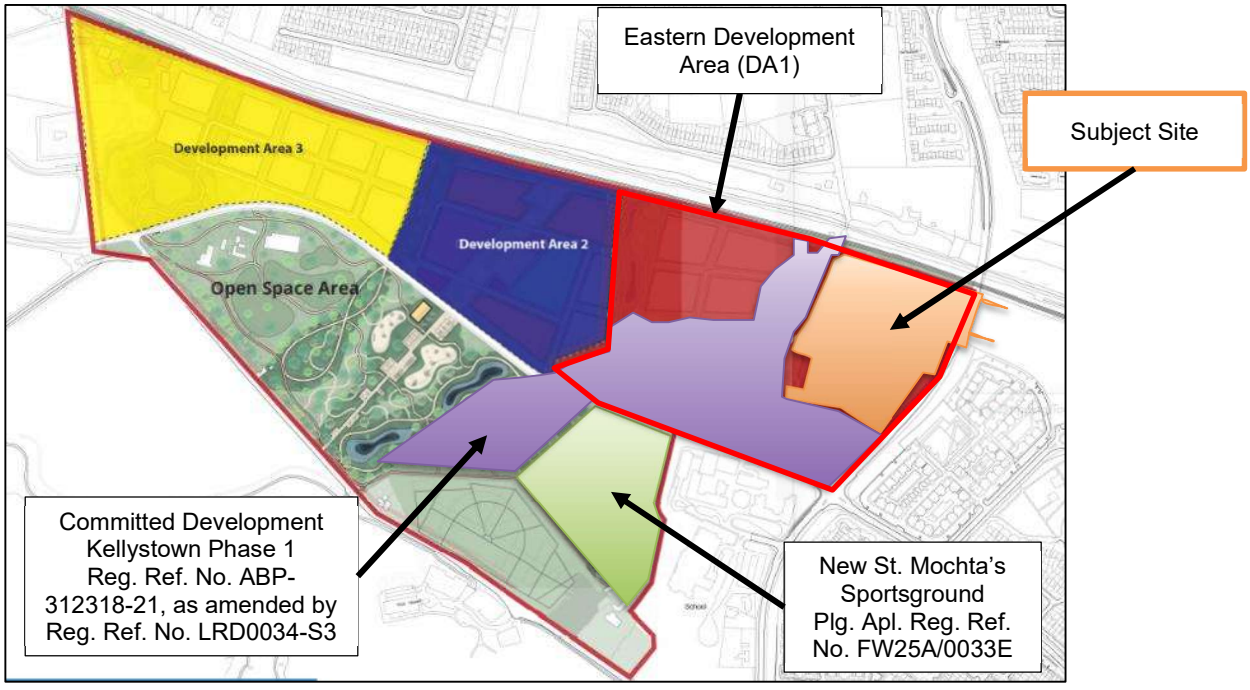


Figure 25 | *Development Areas in Kellystown*
(Source: Kellystown Local Area Plan)

As can be seen in the above figure, the Eastern Development Area (DA1) encompasses both Kellystown -Phase 1- and the subject site.

6.1 Eastern Development Area (DA1)

According to the key objective DA 1.4 for the Eastern Development Area (DA1), this area shall "*provide for a mixed typology of high-quality residential units including apartments, duplexes and townhouses*", with an approximate range of units varying from 571 to 857.

For the purpose of this report, and in order to undertake a robust and conservative assessment of the surrounding road network, it was assumed that 857 no. residential units will be delivered at the Eastern Development Area (DA1).

The under construction Kellystown Development -Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3) and the subject site fall within the Eastern Development Area (DA1). Therefore, the remaining number of units within the Eastern Development Area (DA1) is 181, as indicated in table below.

Eastern Development Area (DA1)	No. Residential Units/Spaces
DA1 - Phase 1 - Under construction	374 units
DA1 - Subject Site	302 units
DA1 - Remaining No. units	181 units

Table 6 | *Eastern Development Area (DA1) – Proposed developments.*

The Kellystown Development -Phase 1- received Grant Permission by An Bord Pleanála in March 2023 (Reg. Ref. ABP-312318-21). The proposed development comprises a total of 349 residential units. However, Condition No. 2 on page 8 of the Grant of Permission issued by An Bord Pleanála stipulates that the number of units must be reduced to 347. In addition, Large-Scale Residential Development Amendment (Plg. Apl. Reg. Ref. No. LRD0034/S3) to a consented Strategic Housing Development requested in May 2024, which received Gran Permission by Fingal County Council in August 2024. The proposed amended development adds a total of 28 no. apartments units. The 374 No. units indicated in **Table 6** above has considered both Planning Applications.

Waterman Moylan is currently in the process of preparing the design documentation for a new planning application comprising a mix of 99no. residential units, instead of the indicated units within remaining area of Development Area 1 (DA1). However, for the purposes of this Traffic and Transport Assessment, it is assumed that the remaining area of DA1 will accommodate the total number of units as outlined in **Table 6** above. This assumption is intended to provide more robust results.

As indicated in **Section 1.6** above, it is anticipated that construction of the proposed development will commence in Q3 2026 and be completed in Q2 2029. For the purposes of this report, the opening year is assumed to be 2030. It is therefore expected that the Kellystown Development -Phase 1- will be complete and fully occupied for the opening year of the subject site.

For this Traffic and Transport Assessment, it has been assumed that the remaining developments at DA1 will be to be fully completed and occupied before 2030 -opening year- scenario.

6.2 Central Development Area (DA2)

According to the key objectives DA 2.1, DA 2.4, DA 2.8, 10.1 and 10.2 for the Central Development Area (DA2), this area shall provide for a mixed typology of high-quality residential units including apartments, duplexes and townhouses, with an approximate range of units varying from 119 to 179, together with a local centre of c. 2,500sqm, a new primary school to accommodate c. 600 pupils (16-24 classrooms) and a new secondary school capable of catering c.1,000 pupils.

For the purpose of this TTA, and in order to undertake a robust and conservative assessment of the surrounding transport network, it has been assumed that 179 no. residential units will be delivered within the Central Development Area (DA2).

Central Development Area (DA2)	No. Residential Units / GFA / No. Pupils
DA2 – Residential Development	179 units
DA2 – Local Centre	2,500 sqm
DA2 – Primary School	c. 600 pupils (16-24 classrooms)
DA2 – Secondary School	1,000 pupils

Table 7 | *Central Development Area (DA2) – Proposed developments at part of the Kellystown LAP*

For this Traffic and Transport Assessment, it has been assumed that DA2 developments will be fully completed and occupied before 2035 -opening year + 5 years- scenario.

6.3 Western Development Area (DA3)

According to the key objective DA 3.3 for the Western Development Area (DA3), this area shall provide for a mixed typology of high-quality residential units primarily comprising apartments and duplexes, with an approximate range of units varying from 365 to 547.

For the purpose of this TTA, and in order to undertake a robust and conservative assessment of the surrounding transport network, it was assumed that 547 no. residential units will be delivered at the Western Development Area (DA3).

Development Area	No. Residential Units
DA3 – Residential Development	547 units

Table 8 | *Western Development Area (DA3) – Proposed developments at part of the Kellystown LAP*

For this Traffic and Transport Assessment, it has been assumed that DA3 developments will be fully completed and occupied before 2035 -opening year + 5 years- scenario.

6.4 Open Space Area

A new St Mochta's sportsground is proposed within the open space area (Planning Application Reg. Ref. No. FW25A/0033E). The Traffic and Transport Assessment has been prepared by Waterman Moylan as part of the planning application documentation for the proposed Sports Facilities for St. Mochtas F.C. & Residential Development at Lands in Kellystown, Clonsilla, Dublin 15.

The development consists of a football club site with a total area of 4.03Ha, comprising a clubhouse of 532.8sqm, two 11-a-side football pitch, a 9-a-side football pitch, a 7-a-side football pitch, and two 5-a-side football pitch. In addition, it is proposed 97 no. car parking spaces (including 5 no. accessible car parking spaces), 5 no. motorcycle parking spaces, and 114 no. cycle parking spaces including 6 larger cycle parking spaces for cargo bikes.

With the construction of the new St Mochta's sportsground is proposed to upgrade the road link between Kellystown Link Road and Luttrellstown Road with a 5-metre-wide carriageway and raised footpath and cyclepath.

It is anticipated that construction of the proposed development will commence in late 2025. Consequently, the opening year is expected to be before 2030 -opening year- scenario.

6.5 Overall Kellystown Development

The developments expected to be completed on Kellystown lands before 2030 -opening year- scenario are summarised below.

Kellystown Development	Typology of Use	No. Residential Units / GFA / No. Pupils
DA1 - Phase 1 - Under construction	Residential	374 units
DA1 - Remaining No. units	Residential	181 units
Open Space Area	St Mochta's sportsground	4.03Ha football club
Total Kellystown Developments expected to be completed before 2030 -opening year- scenario		555 residential units 4.03Ha football club

Table 9 | *Kellystown Development expected to be completed before 2030 -opening year- scenario*

As indicated above, Waterman Moylan is currently in the process of preparing the design documentation for a new planning application comprising a mix of 99no. residential units, , instead of the indicated units within remaining area of Development Area 1 (DA1). However, for the purposes of this Traffic and Transport Assessment, it is assumed that the remaining area of DA1 will accommodate the total number of units as outlined in **Table 6** above. This assumption is intended to provide more robust results.

In addition, the developments expected to be completed between 2030 -opening year- scenario and 2035 -opening year + 5 years- scenario are summarised below.

Kellystown Development	Typology of Use	No. Residential Units / GFA / No. Pupils
DA2	Residential	179 units
DA2	Local Centre	2,500 sqm
DA2	Primary School	600 pupils
DA2	Secondary School	1,000 pupils
DA3	Residential	547 units
Total Kellystown Developments expected to be completed between 2030 -opening year- scenario and 2035 -opening year + 5 years- scenario		726 residential units 2,500 sqm of local centre 600 pupils' primary school 1,000 pupils' secondary school

Table 10 | *Kellystown Development expected to be completed between 2030 -opening year- scenario and 2035 -opening year + 5 years- scenario*

7. Modal Split

7.1 Existing Travel Patterns

To understand the vehicle ownership and mode of travel choice of the residents in the area, public information from the 2022 Census has been consulted. The Census was conducted by the Central Statistics Office on 3rd April 2022, and distributed information in small areas that divide the territory.

To accurately approximate the future behaviour of the residents of the subject site, it is important to select a range number of small areas. Therefore, 23 representative areas have been selected to reflect the Subject Development. **Figure 26** below shows the selected small areas and the subject site location. The number of houses and respective population in each consulted Small Area is provided in **Appendix D**.

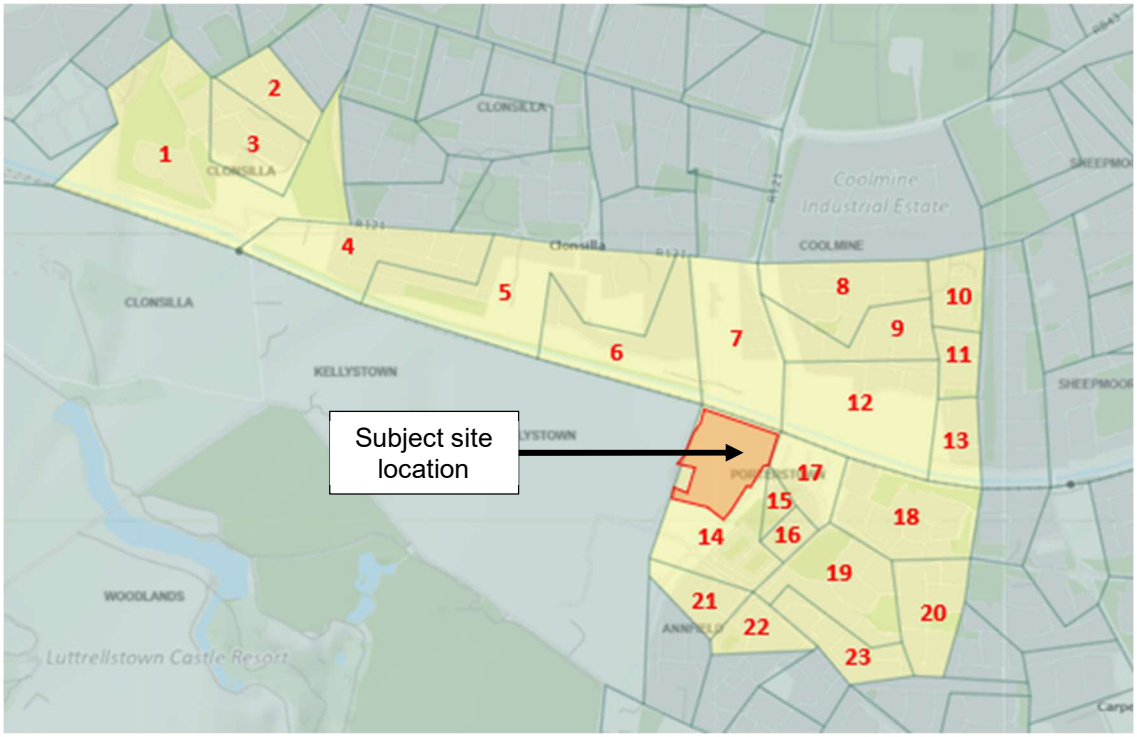


Figure 26 | *Consulted Small Area (Source: 2022 Census)*

According to the 2022 Census information, the selected small area generates a total of 4698 trips for commuting to work, school, or college. The modal split was 54.2% car, 21.4% public transport (bus and train), 19.8% walking and 4.6% cycling.

In addition, 2022 Census indicates that are 2968 vehicles in the Small Areas. With a population of 7257 people in 2370 houses, there is an average of 1 car for every 2.44 people or 1.25 cars per housing unit.

7.2 Expected travel patterns

The Kellystown Local Area Plan supports the implementation of the National Planning Framework (NPF) and the Transport Strategy for Greater Dublin Area 2016 - 2035 for the development contained within the Kellystown lads. Both Transport Strategies include the promotion of more sustainable modes of transport (e.g. public transport and active travel) as a priority.

The Kellystown Local Area Plan (January 2021) assumed that the Kellystown development would be completed and fully occupied by 2027. Although the current plan has deviated from the original targets the expected travel patterns are possible as remain acceptable the assumptions made in the Kellystown Local

Area Plan. The transport analysis carried out in the Kellystown Local Area Plan includes the "*(…) combination of various strategic transport schemes (e.g. DART Expansion, BusConnects, GDA cycle network plan) (…)*". As indicated in **Section 4** above, the strategic transport schemes are still expected to be implemented in the surrounding area of the subject site. Therefore, for the purposes of this Traffic and Transport Assessment, it has been assumed that the future Kellystown Development will be completed and fully occupied by 2035, and the expected travel patterns set out in the Kellystown Local Area Plan (January 2021) are still valid.

In light of the above, the AM & PM origin and destination mode share for the entire Kellystown development for the future opening year has been extracted from *Appendix 5 - Kellystown LAP Traffic Modelling Assessment* of the Kellystown Adopted Local Area Plan.

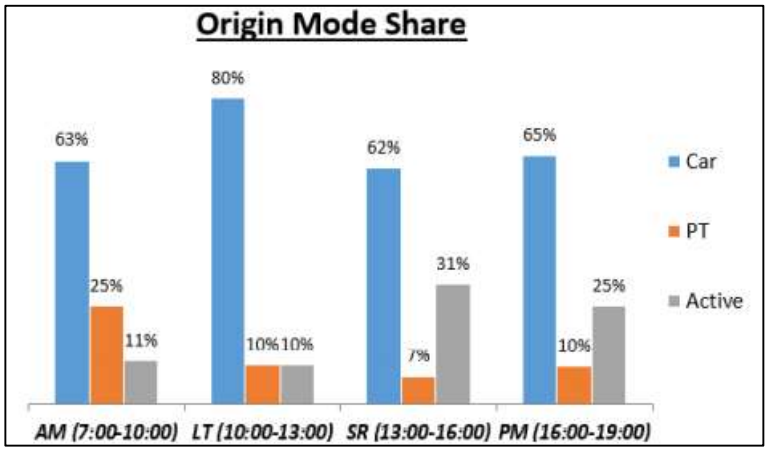


Figure 27 | *Kellystown Origin Mode Share*
(Source: Appendix 5 - Kellystown Local Area Plan, January 2021).

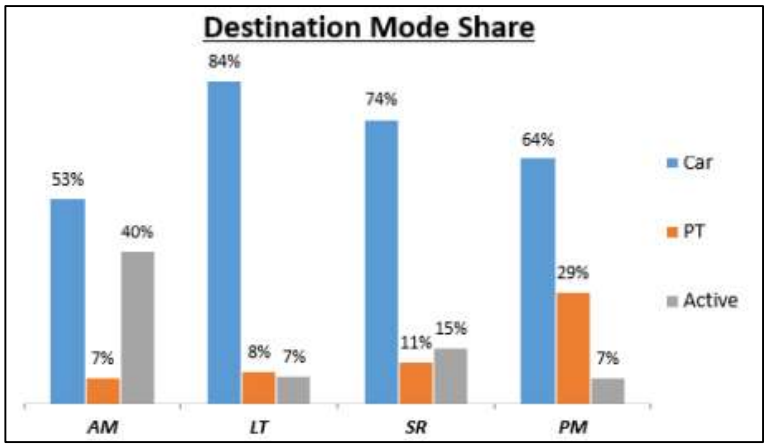


Figure 28 | *Kellystown Destination Mode Share*
(Source: Appendix 5 - Kellystown Local Area Plan, January 2021).

Considering the information shown in **Figure 27** and **Figure 28** above, the relevant mode share which were used in this Traffic and Transport Assessment for both peak hours, the AM and PM, are summarised in **Table 11** below.

Mode	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Car	53%	63%	64%	65%

Public Transport	7%	25%	29%	10%
Active	40%	11%	7%	25%
Total	100%	100%	100%	100%

Table 11 | *Kellystown Origin and Destination Mode Share AM and PM Peaks* (Source: Appendix 5 - Kellystown Local Area Plan, January 2021).

Chapter 7 of the Kellystown Local Area Plan (January 2021) states that, for the opening year, the majority of the Public Transport trips, with origin and destination at Kellystown, will be undertaken by DART: "*25% of trips leaving Kellystown in the AM peak will use public transport – with the majority of these trips travelling on rail towards the city centre via the upgraded DART Expansion Network*". For the purpose of the subject Traffic and Transport Assessment, it was assumed that the DART trips will represent 70% whilst the remaining 30% will be undertaken by bus.

8. Trip Generation and Distribution

8.1 Trip Rates

To assess the potential impact of traffic generated by the Subject Development, trip rates from previously approved Traffic and Transport Assessment prepared by Waterman Moylan for the under construction Kellystown Development -Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3) have been used.

The decision to use the trip rates previously approved development was to be consistent in terms of the expected level of traffic to be generated by the developments located within the Kellystown land and its surrounding area.

The trip rates used for the subject site is indicated in table below.

Land Use Category	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Mixed Private Residential Development	0.140 per unit	0.348 per unit	0.329 per unit	0.208 per unit

Table 12 | *AM & PM Peak Hours - Trip Rates*
(Source: Kellystown Development -Phase 1-, Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3)

Trip rates presented in the table above represent the trip to/from the Subject Development considering all modal splits. To ascertain the proportion of these trip rates attributable to car travel, the modal split of the surrounding area could be used (refer to **Section 7** above). However, in order to ensure a robust assessment, it is assumed that the Trip Rates presented in **Table 12** above represent trips to/from the Subject Development by car only.

8.2 Trip Distribution: Kellystown Local Area Plan (January 2021)

To ascertain the level of expected car trips to/from the subject site, as well as through each assessed junction in the local road network, the car trips are distributed based on the trip distribution set out in the Traffic and Transport Assessment carried out by Waterman Moylan Consulting Engineer for the approved Kellystown Development -Phase 1- (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3). Furthermore, the mentioned trip distribution has been based on the transport modelling results from the Kellystown Local Area Plan (January 2021).

Figure 29 below illustrates the distribution of the overall trips leaving Kellystown Development in the AM peak. This data was obtained by using the NTA Eastern Regional Model (ERM) and represent the AM key pattern of travel for residents leaving Kellystown.

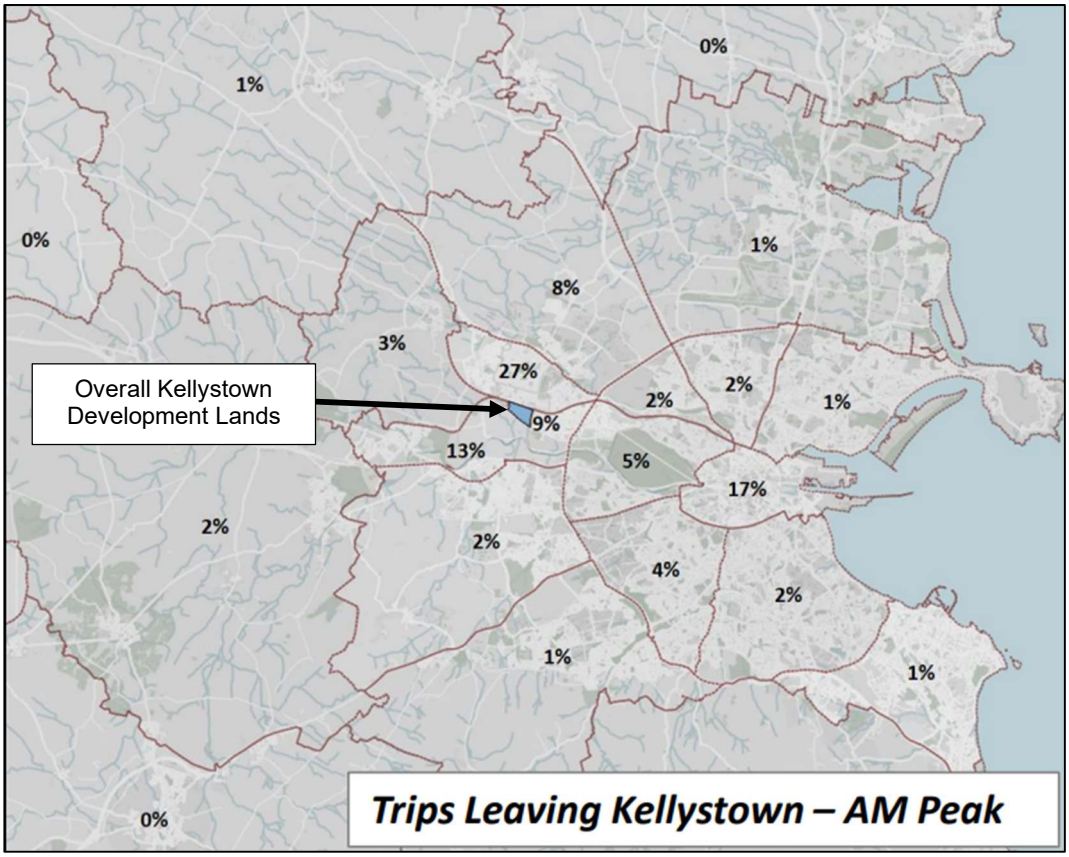


Figure 29 | *All-mode Trips Leaving Kellystown – AM Peak –*
(Source: Appendix 5 - Kellystown Local Area Plan, January 2021).

The key conclusion obtained from the transport modelling results are:

- 52% travel within the N3/N4/M50 boundary, of which:
  - 9% remain within the Kellystown development and represents local school trips.
  - 27% travel north towards local employments in Ongar, Coolmine and Blanchardstown.
  - 13% travel south towards Lucan and Leixlip and
  - The remaining 3% travel west towards West Ongar.
- 33% travel within the M50 boundary, of which:
  - 17% travel east towards Dublin city centre.
  - The remaining 16% travel within the areas surrounding the city centre. (6% towards South/Southwest, 5% towards West and 5% towards North/Northeast/Northwest).
- 15% travel towards other sectors outside the M50 boundary.

Appendix 5 of the Kellystown Local Area Plan (January 2021) sets out the mode share of trips leaving Kellystown during the AM peak hour for each destination sector (see **Figure 30** below).

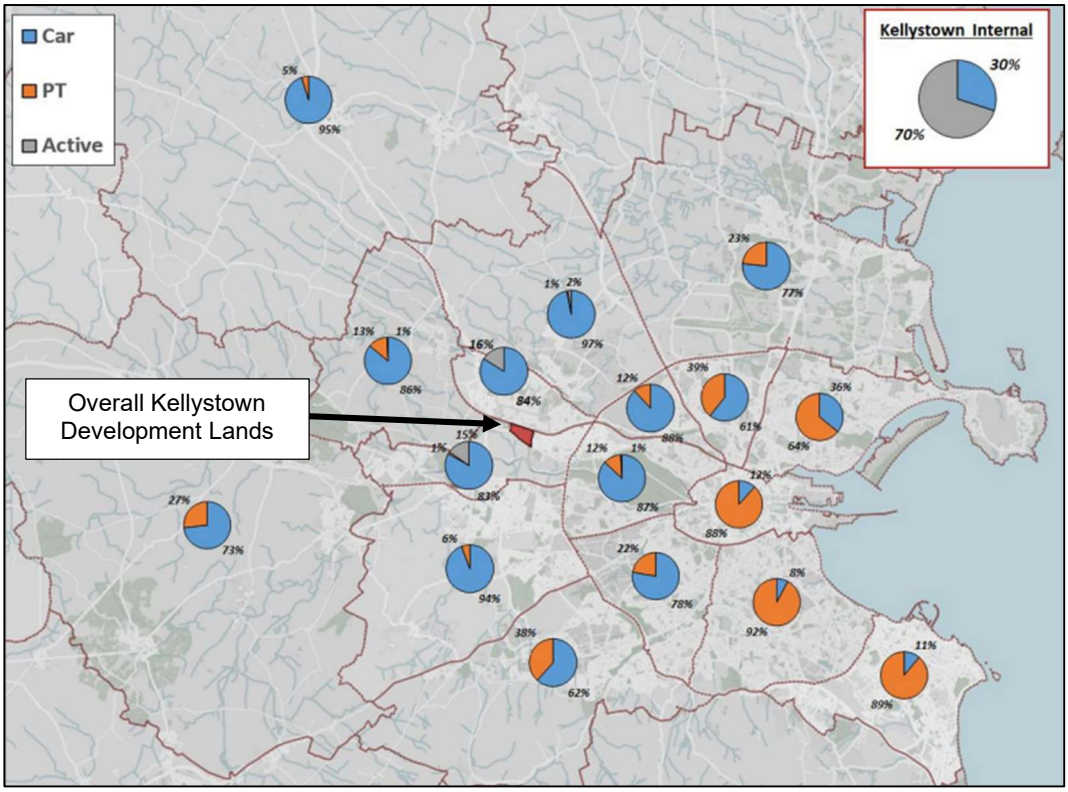


Figure 30 | *Trips Leaving Kellystown Mode Share – AM Peak – Extracted from Kellystown Area* (Source: Appendix 5 - Kellystown Local Area Plan, January 2021).

As can be seen in figure above, the majority of trips traveling towards southeast/northeast of Dublin city centre and Dublin city centre itself, are undertaken by public transport whilst the trips to Coolmine, Clonsilla, Blanchardstown, Ongar, Lucan, Leixlip, south Lucan and west of Dublin city centre are mostly undertaken by private car.

8.2.1 Trip Distribution: 2030 -opening year- scenario

Trip distribution for the 2030 -opening year- scenario has been done considering the following:

- Trip distribution shown in the Kellystown Local Area Plan (January 2021).
- Kellystown Development -Phase 1- has been completed and Porterstown Road has been changed its hierarchy to pedestrian and cyclist only.
- The new St Mochta's sportsground has been completed and the link road between Kellystown Link Road and Luttrellstown Road has been upgraded.
- Kellystown Link Road from Diswellstown Road to Clonsilla Road (R121) has not been completed.

In this scenario, 9% of trips are internal local trips, 86% of trips to/from the site have been considered to travel eastwards to Diswellstown Road (Junction 4) and 5% of trips will travel southward direction and then turning westbound on Luttrellstown Road towards Lucan, Leixlip and west Ongar.

Of the 86% of trips arriving at Junction 4, it is estimated that 49% will turn north onto Diswellstown Road towards Junction 2, 21% will continue on Diswellstown Road towards the M50, Dublin Centre and the surrounding areas, and 16% will turn south onto Porterstown Link Road towards Junction 6.

Of the trips arriving at Junction 2, it is assumed that 3% will proceed westbound on Clonsilla Road (R121) towards Ongar, 31% will continue northbound towards Coolmine and Blanchardstown, and 15% will turn east onto Clonsilla Road towards the M50.

Of the trips arriving at Junction 2, it is estimated that 3% will proceed westbound on Clonsilla Road (R121) towards Ongar, 31% will continue northbound towards Coolmine and Blanchardstown, and 15% will turn east onto Clonsilla Road towards the M50.

It is estimated that 8% of trips arriving at Junction 6 will turn west onto Luttrellstown Road towards Lucan, Leixlip, and west Ongar, while another 8% will head east on Porterstown Road towards the areas surrounding the city centre.

Given the assumption made above, **Figure 31** below shows the trip distribution for the developments situated in the Eastern Development Area (DA1). This information can also be found in **Appendix E – Figure C**.

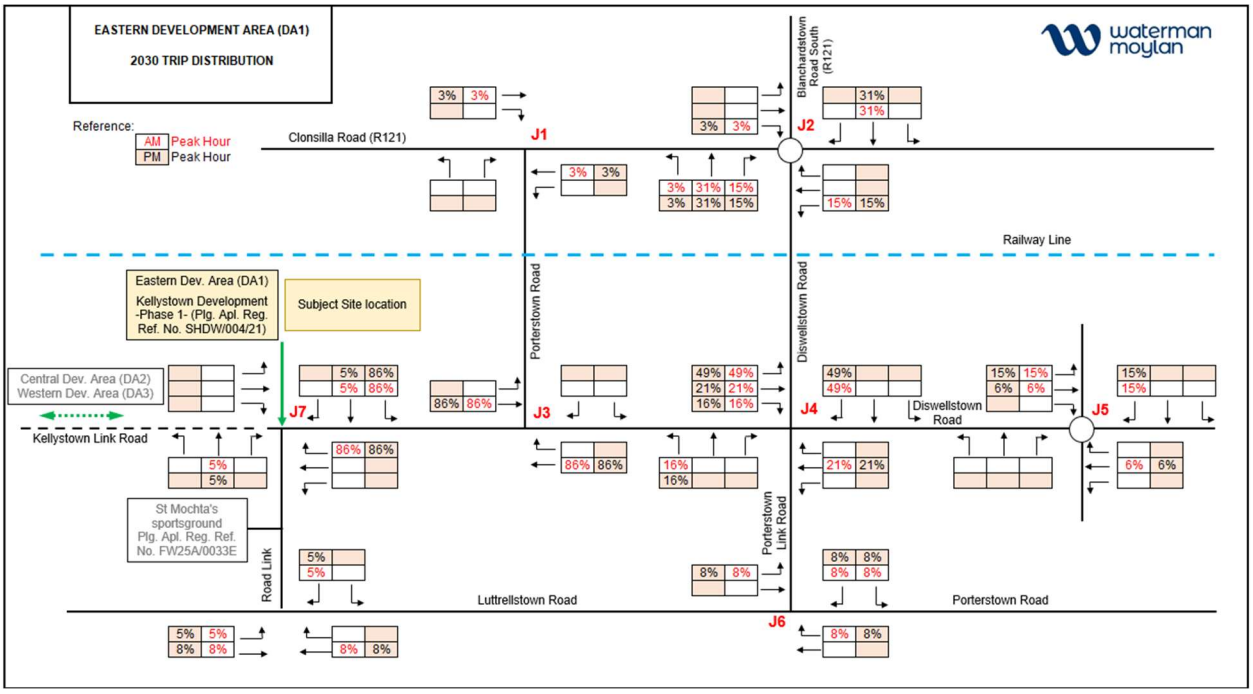


Figure 31 | *Trip Distribution – Eastern Development Area (DA1) – 2030 -opnening year- scenario*

In addition, **Figure 32** below shows the trip distribution for the proposed new St Mochta's sportsground. This information can also be found in **Appendix E – Figure D**.

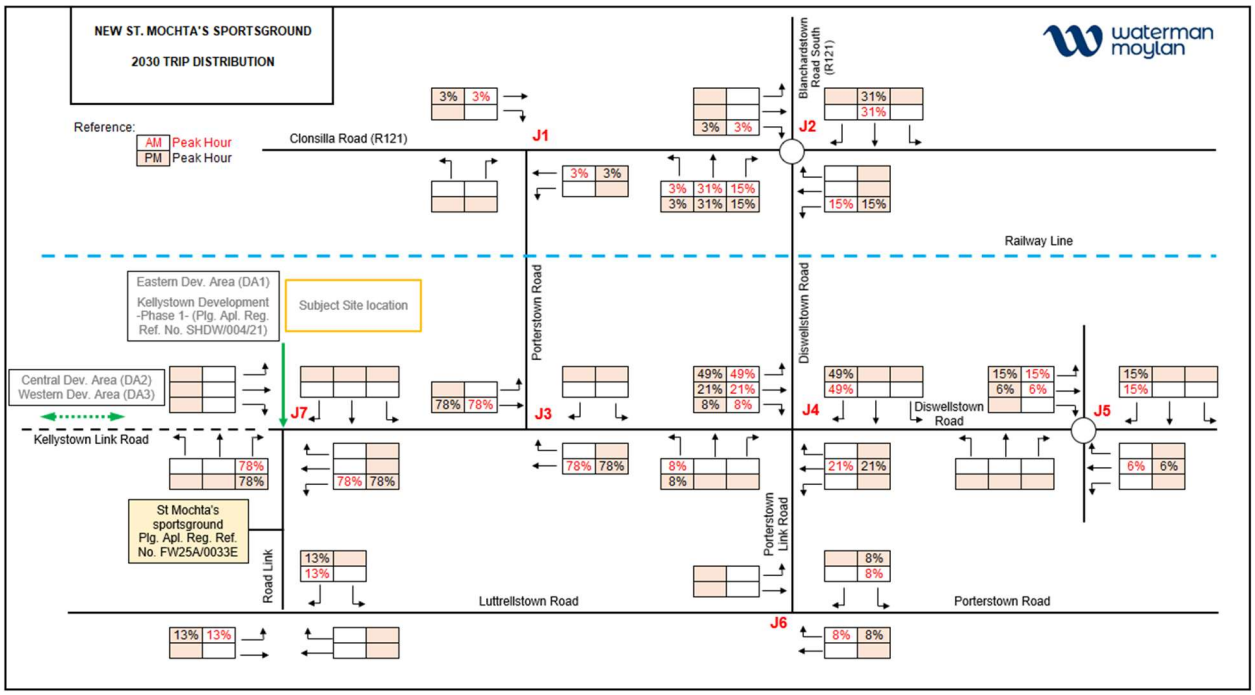


Figure 32 | *Trip Distribution – New St Mochta's sportsground - 2030 -opening year- scenario*

8.2.2 Trip Distribution: 2035 and 2045 scenarios

Trip distribution for both scenarios, the 2035 -opening year + 5 years- and and 2045 -opening year + 15 years-, has been done considering the following:

- Trip distribution shown in the Kellystown Local Area Plan (January 2021).
- Kellystown Development -Phase 1- has been completed and Porterstown Road has been changed its hierarchy to pedestrian and cyclist only.
- The new St Mochta's sportsground has been completed and the link road between Kellystown Link Road and Luttrellstown Road has been upgraded.
- Kellystown development areas have been completed and fully occupancy, and the Kellystown Link Road from Diswellstown Road to Clonsilla Road (R121) has been completed.

In this situation, the traffic distribution is expected to be similar to the 2030 -opening year- scenario. However, it is assumed that the trips to the DA1 towards Lucan, Leixlip and West Ongar will turn directly west at Junction 7 onto the Kellystown Link towards Road Clonsilla Road (R121), and vice-versa.

Given the assumption made above, **Figure 33** below shows the trip distribution for the developments situated in the Eastern Developmetn Area (DA1). This information can also be found in **Appendix E – Figure E**.

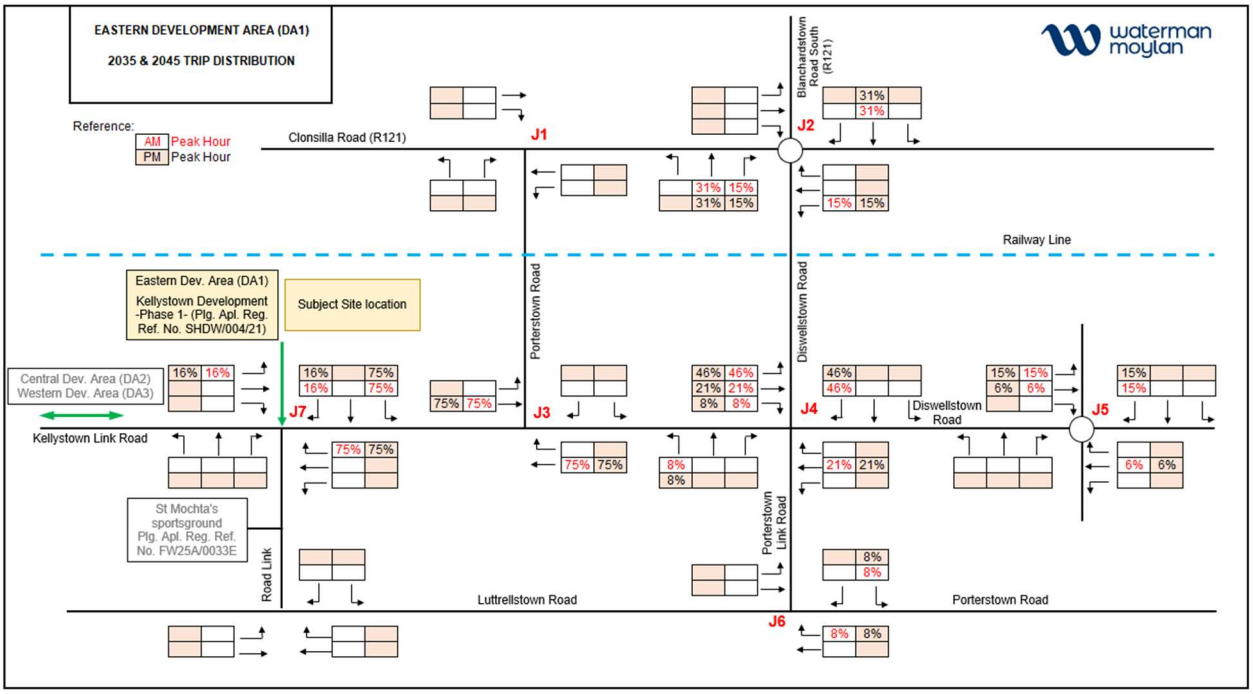


Figure 33 | *Trip Distribution – Eastern Development Area (DA1) – 2035* -opening year + 5 years- *& 2045*- opening year + 15 years- *scenarios*

In addition, **Figure 34** below shows trip distribution for the developments situated in Central Development Area (DA2) & Western Development Area (DA3). This information can also be found in **Appendix E – Figure F**.

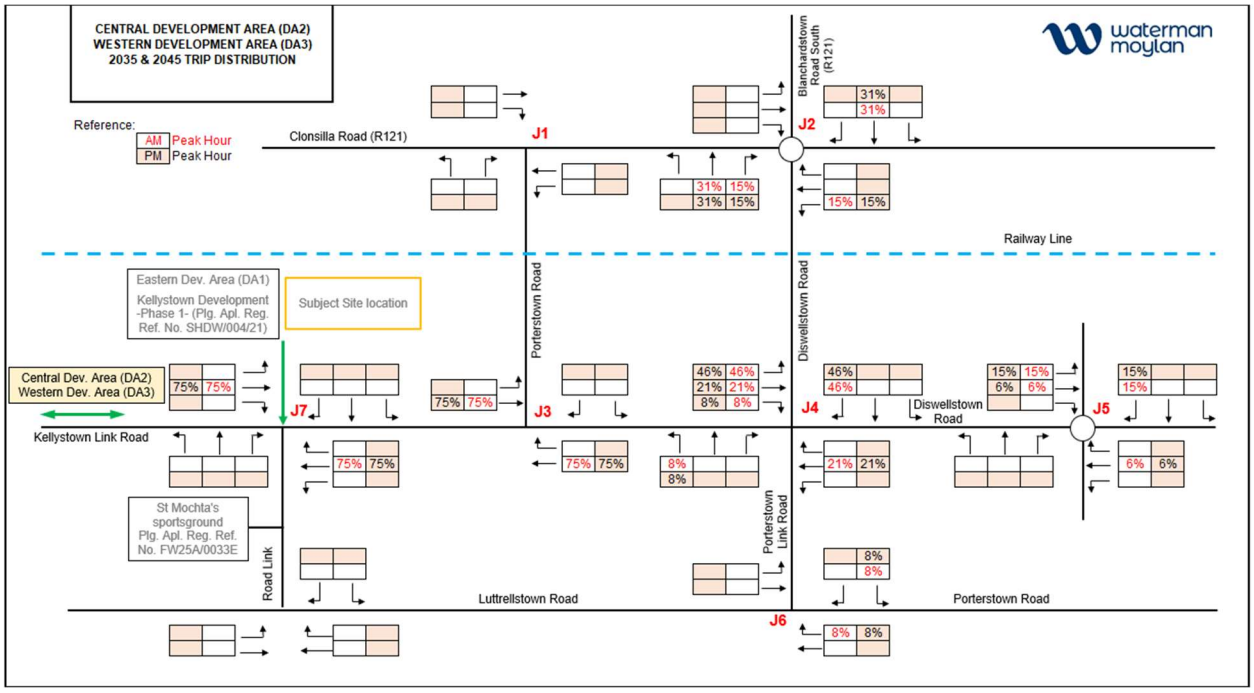


Figure 34 | *Trip Distribution – Central Development Area (DA2) & Western Development Area (DA3) – 2035* -opening year + 5 years- *& 2045*-opening year + 15 years- *scenarios*

Finally, **Figure 35** below shows the trip distribution for the proposed new St Mochta's sportsground. This information can also be found in **Appendix E – Figure G**.

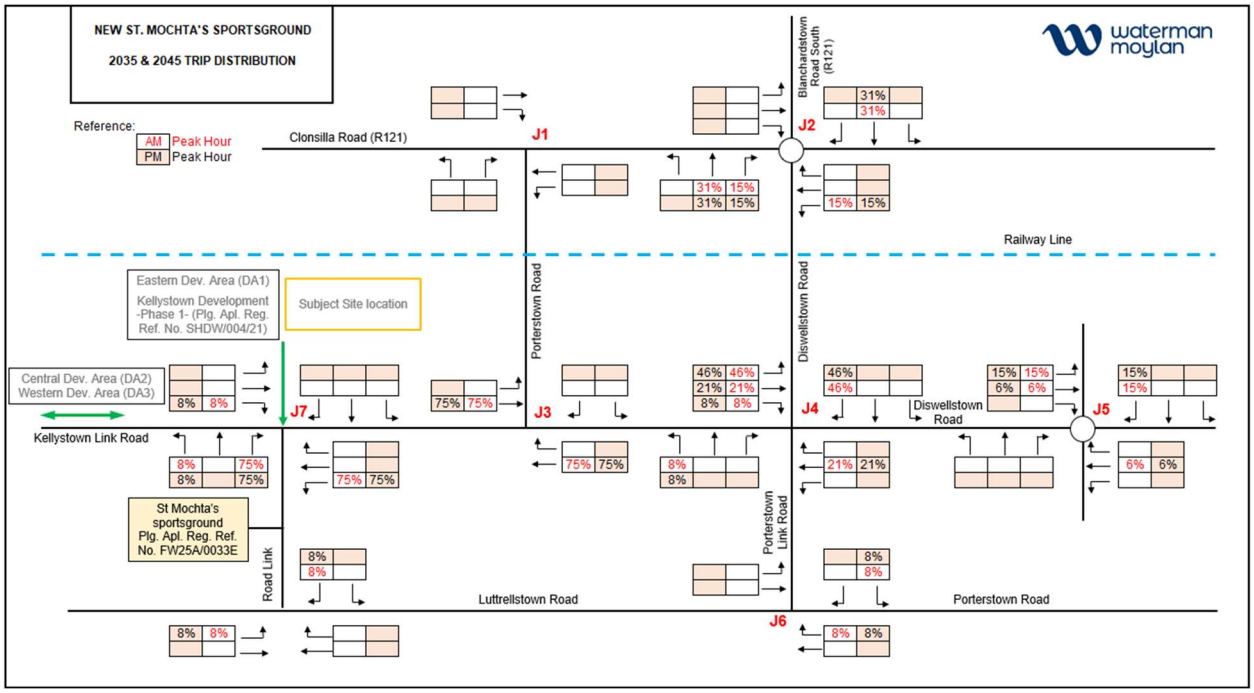


Figure 35 | *Trip Distribution – New St Mochta's sportsground - 2035* -opening year + 5 years- *& 2045*- opening year + 15 years- *scenarios*

8.3 Subject Development

The proposed development will consist of the construction of 302 No. residential units comprising 97 No. houses and 205 No. apartment / duplex units. The AM and PM peak hour trip generation to/from the proposed development is shown in Table below.

Land Use Category	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
97 no. houses	14	34	32	21
205 no. apartment / duplex units	29	72	68	43
Total (302 no. mix units)	**43**	**106**	**100**	**64**

Table 13 | *Trip Generation – Subject Development*

It has been estimated that the proposed development will generate a total of 149 vehicular movements in the AM peak hour (43 inbound and 106 outbound) and a total of 164 vehicular movements in the PM peak hour (100 inbound and 64 outbound).

Figure 31 above shows the trip distribution for the 2030 -opening year-. Traffic flows are presented in **Figure 36** below and in **Appendix E – Figure H**.

Figure 33 above shows the trip distribution for both scenarios, the 2035 -opening year + 5 years- and the 2045 -opening year + 15 years-. Traffic flows are presented in **Figure 37** below and in **Appendix E – Figure I**.

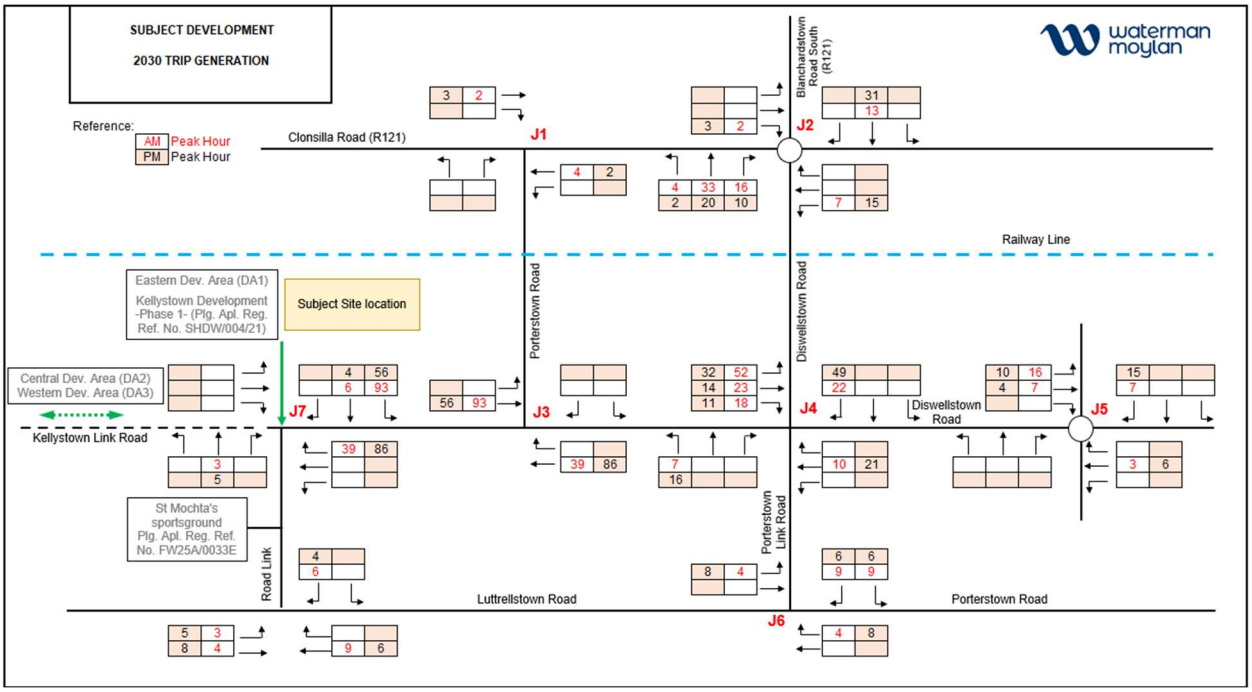


Figure 36 | Trip Generation – *Subject Site – 2030 -opening year- scenarios*

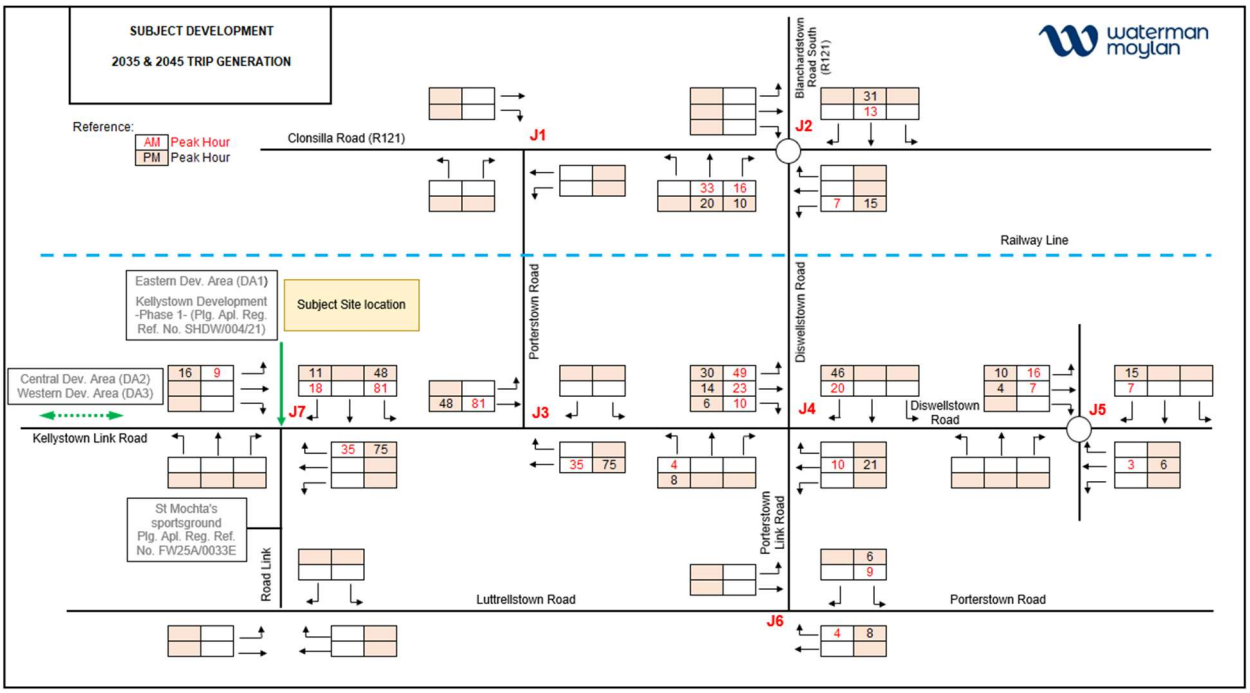


Figure 37 | Trip Generation – *Subject Site – 2035* -opening year + 5 years- *& 2045*-opening year + 15 years- *scenarios*

8.4 Kellystown Developments

8.4.1 Kellystown Development -Phase 1- Under construction (Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3)

Trip generation to/from the Kellystown Development -Phase 1- has been calculated in the approved Traffic and Transport Assessment prepared by Waterman Moylan Consulting Engineers as part of the Planning Application Reg. Ref. No. ABP-312318-21. The proposed development comprises a total of 349 residential units. However, Condition No. 2 on page 8 of the Grant of Permission issued by An Bord Pleanála stipulates that the number of units must be reduced to 347.

In addition, trip generation to/from the amended Kellystown Development -Phase 1- has been calculated in the approved Engineering Assessment Report prepared by Waterman Moylan Consulting Engineers as part of the Planning Application Reg. Ref. No. LRD0034-S3. The proposed amended development adds a total of 28 no. apartments units.

Trip generation to/from the Kellystown Development – Phase 1 – has been calculated based on the trip rates outlined in **Section 8.1** above. These rates are derived from the approved Traffic and Transport Assessment prepared by Waterman Moylan Consulting Engineers as part of the planning application under Reg. Ref. No. ABP-312318-21.

The calculated trips for the development are reproduced in **Table 14** below.

Development	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
346 no. residential units	49	120	114	72
28 no. residential units	4	9	10	6
374 no. residential units	53	130	124	78

Table 14 | *Trip Generation – Kellystown Development -Phase 1- Under construction*
(Source: Kellystown Development -Phase 1-, Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3)

It was estimated that Kellystown Development -Phase 1- will generate a total of 183 car trips in the AM peak hour (53 inbound and 130 outbound) and a total of 202 car trips in the PM peak hour (124 inbound and 78 outbound).

Figure 31 above shows the trip distribution for the 2030 -opening year- scenario. Traffic flows are presented in **Appendix E – Figure J**.

Figure 33 above shows the trip distribution for both scenarios, the 2035 -opening year + 5 years- scenario and the 2045 -opening year + 15 years- scenario. Traffic flows are presented in **Appendix E – Figure K**.

8.4.2 Eastern Development Area (DA1) – Residential units

Trips to/from the potential future residential development within Eastern Development Area (DA1) of Kellystown are presented in **Table 15** below. These have been based on:

- The remaining number of units within the Eastern Development Area, as indicated in **Section 6.1** above: 181 no. residential units.
- The TRICS car trip rates from **Table 12** above.

Development	AM Peak Hour	PM Peak Hour

	In	Out	In	Out
181 no. residential units	26	62	60	38

Table 15 | *Trip Generation – Remaining units within DA1*

It has been estimated that the remaining number of units within the Eastern Development Area that will generate a total of 88 car trips in the AM peak hour (26 inbound and 62 outbound) and a total of 98 car trips in the PM peak hour (60 inbound and 38 outbound).

Figure 31 above shows the trip distribution for the 2030 -opening year- scenario. Traffic flows are presented in **Appendix E – Figure L**.

Figure 33 above shows the trip distribution for both scenarios, the 2035 -opening year + 5 years- scenario and the 2045 -opening year + 15 years- scenario. Traffic flows are presented in **Appendix E – Figure M**.

8.4.3 Central Development Area (DA2) – Residential units

Trips to/from the potential future residential development within Central Development Area (DA2) of Kellystown are presented in **Table 16** below. These have been based on:

- A potential future residential development comprising of 179 residential units.
- The TRICS car trip rates from **Table 12** above.

Development	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
179 no. residential units	26	62	59	38

Table 16 | *Trip Generation – DA2 – Residential units*

It has been estimated that the residential units within the Central Development Area (DA2) will generate a total of 88 car trips in the AM peak hour (26 inbound and 62 outbound) and a total of 97 car trips in the PM peak hour (59 inbound and 38 outbound).

As indicate in **Section 6** above, it has been assumed that the Central Development Area will be fully occupied before 2035. Based on that, **Figure 34** above shows the trip distribution for both scenarios, the 2035 -opening year + 5 years- scenario and the 2045 -opening year + 15 years- scenario. Traffic flows are presented in **Appendix E – Figure N**.

8.4.4 Central Development Area (DA2) – Retail Area

According to the Kellystown Local Area Plan, the future Local Centre to be located in the heart of the Central Development Area (DA2) of Kellystown is "*supported on the lands to provide everyday shopping facilities and other local facilities and services (e.g. newsagent, doctor, pharmacy, hairdresser, etc.)".*

The LAP also anticipates that *"weekly shopping activities will be undertaken outside the LAP lands at the nearby Blanchardstown Shopping Centre or within the nearby centre of Clonsilla which provides for Level 4 retail provision".*

As such, based on the above LAP statement, it was considered reasonable to assume that the future Local Centre will be constructed to primarily serve the future Kellystown residents and will primarily attract internal trips (within the LAP boundary). Therefore, it has been assumed in this TTA that the future Local Centre will attract only a few external trips – from outside the LAP area, and these will be non-primary pass-by trips – a linked trip that arises from visiting the new facility without having to deviate significantly from the

existing route being taken; a form of trip that does not result in any additional load to the studied area, since it already exists on the network.

Therefore, no additional trips have been assumed for the future Local Centre once all trips to this facility will be generated internally within the LAP or externally as non-primary pass-by.

8.4.5 Central Development Area (DA2) – Primary and Secondary Schools

As set out in the Kellystown LAP, a Primary School and a Secondary School are included as part of the key objectives for the LAP area, and based on the potential capacity of such schools, the inclusion of these facilities in the subject assessment was considered appropriate.

According to the approved Traffic and Transport Assessment prepared for the Kellystown Development -Phase 1-, a standard primary school in such areas is typically designed with 16 or 24 classrooms to cater for 400 / 600 pupils and a standard secondary school is typically designed to cater for 650 to 1,000 pupils. Based on the assessment made for the Kellystown Development -Phase 1-, the following car trips are proposed.

Development	AM Peak Hour	
	In	Out
Primary and Secondary School	216	216

Table 17 | *Trip Generation –DA2 – Primary and Secondary Schools*

It was estimated that the residential units within the Central Development Area (DA2) will generate a total of 432 car trips in the AM peak hour (216 inbound and 216 outbound).

As indicate in **Section 6** above, it is assumed that the Central Development Area will be fully occupied before 2035. Based on that, **Figure 34** above shows the trip distribution for both scenarios, the 2035 -opening year + 5 years- scenario and the 2045 -opening year + 15 years- scenario. Traffic flows are presented in **Appendix E – Figure O**.

8.4.6 Western Development Area (DA3) – Residential units

Trips to/from the potential future residential development within Western Development Area (DA3) of Kellystown are presented in **Table 18** below. These have been based on:

- A potential future residential development comprising of 547 residential units.
- The TRICS car trip rates from **Table 12** above.

Development	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
547 no. residential units	77	190	180	114

Table 18 | *Trip Generation – DA3 – Residential units*

It was estimated that the residential units within the Western Development Area (DA3) will generate a total of 267 car trips in the AM peak hour (77 inbound and 190 outbound) and a total of 294 car trips in the PM peak hour (180 inbound and 114 outbound).

As indicate in **Section 6** above, it is assumed that the Western Development Area will be fully occupied before 2035. Based on that, **Figure 34** above shows the trip distribution for both scenarios, the 2035 -opening year + 5 years- scenario and the 2045 -opening year + 15 years- scenario. Traffic flows are presented in **Appendix E – Figure P**.

8.4.7 St Mochta's sportsground (Plg. Apl. Reg. Ref. No. FW25A/0033E)

Trip generation to/from the Potential Future St. Mochta's Sportsground have been calculated in the Traffic and Transport Assessment (TTA) prepared by Waterman Moylan Consulting Engineers as part of the Planning Application Reg. Ref. No. FW25A/0033E. Trips to/from the new St. Mochta's Sportsground are presented **Table 19** below.

Development	PM Peak Hour	
	Arrivals	Departures
Sportsground (7-no. 5-a-side football pitch)	46	46

Table 19 | *St Mochta's sportsground – Trip Generation*

(Source: New sportsground and clubhouse for a relocated St Mochta's Football Club, Plg. Apl. Reg. Ref. No. FW25A/0033E)

It has been estimated that the area with the subject development will generate a total of 92 vehicle movements during the PM peak hour (46 arrivals and 46 departures).

Figure 32 above shows the trip distribution for the 2030 -opening year-. Traffic flows are presented in **Appendix E – Figure Q**.

Figure 35 above shows the trip distribution for both scenarios, the 2035 -opening year + 5 years- scenario and the 2045 -opening year + 15 years- scenario. Traffic flows are presented in **Appendix E – Figure R**.

8.5 Summary of Peak Hour Trips

Table 20 below shows a summary of the overall Kellystown trips expected to be generated during the AM and PM peak hours.

Mode	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Subject Development - Total (302 no. mix units)	*43*	*106*	*100*	*64*
Kellystown Development -Phase 1- Under construction	53	130	124	78
Eastern Development Area (DA1)	26	62	60	38
Central Development Area (DA2)	26	62	59	38
Central Development Area (DA2) – Primary and Secondary Schools	216	216	-	-
Western Development Area (DA3) – 547 no. residential units	77	190	180	114
St Mochta's sportsground	-	-	46	46
TOTAL	**441**	**766**	**569**	**378**

Table 20 | *Summary of Peak Hour Trips*

It has been estimated that the area will generate a total of 1,207 vehicle movements during the AM peak hour (441 arrivals and 766 departures) and 947 vehicles movements during the PM peak hour (569 arrivals and 378 departures).

Section 7.3 of the Kellystown Local Area Plan (January 2021) sets out the predicted volume of car trips leaving the Kellystown development during the AM peak hour as being c. 625, 141 car trips less then what has been estimated in **Table 20** above. It is understanding that this difference is a result of the total number

of residential units for the overall Kellystown development assumed in both reports: the Local Area Plan estimated trips for a full Kellystown development based on approx. 1,200 residential units, whilst the trip generation calculation presented in this report has been undertaken for a full Kellystown development comprising of 1,900 residential units. Therefore, as the subject report is based on a higher number of units for the overall Kellystown, the trip generation calculation presented above is considered conservative.

The figures below show the overall trip flows to/from the overall Kellystown development, considering the committed ad potential future development in the area, but not including the subject development.

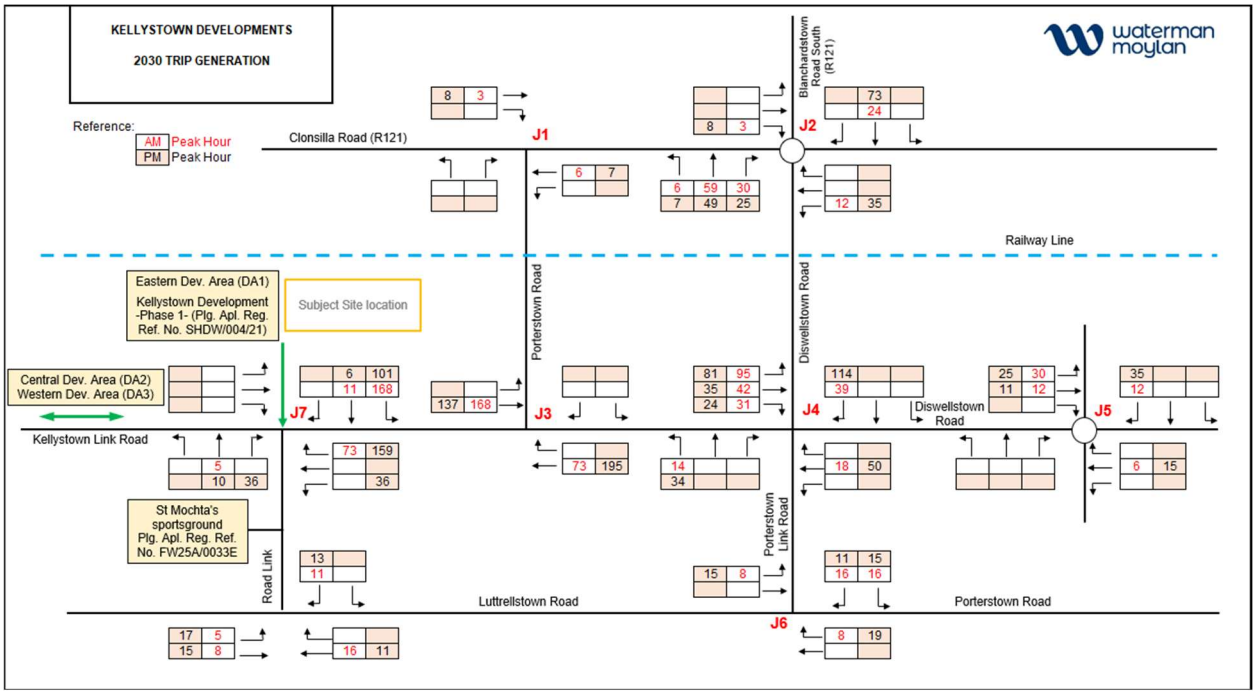


Figure 38 | *Trip Generation – Overall Kellystown Development – 2030 -opening year- scenario*

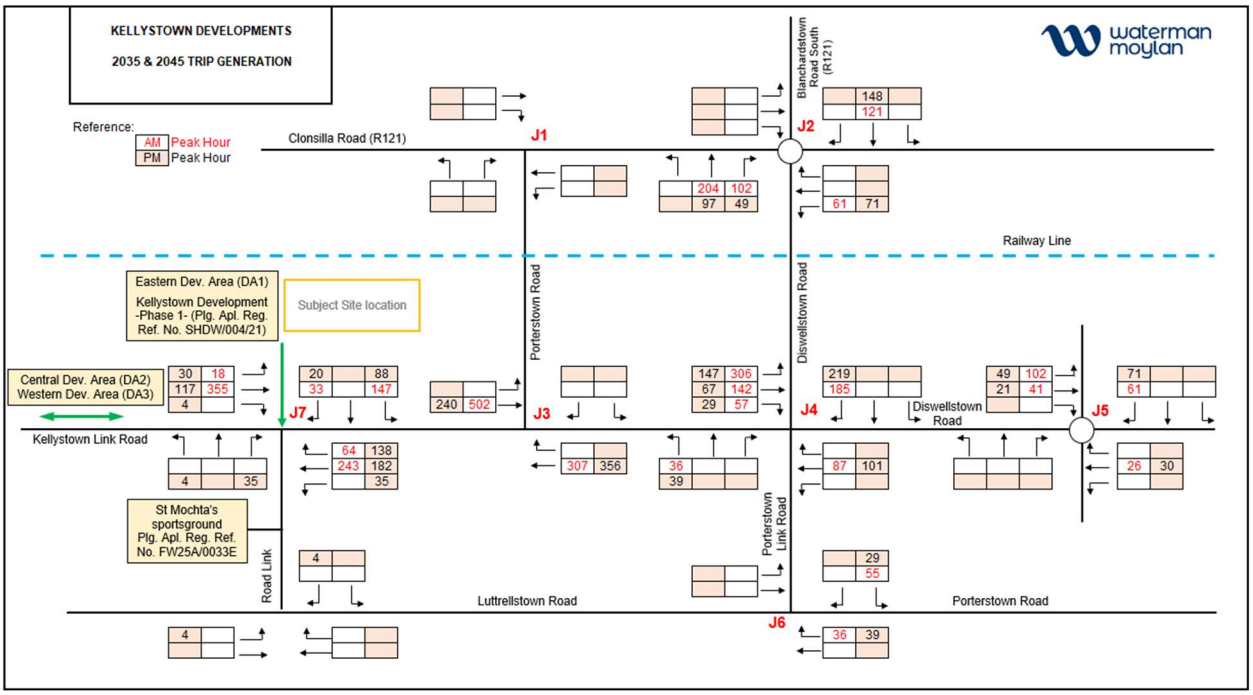


Figure 39 | *Trip Generation – Overall Kellystown Development – 2035* -opening year + 5 years- *& 2045*- opening year + 15 years- *scenarios*

8.6 Traffic Growth rates

It has been assumed within this TTA that the proposed development will be constructed with assumed year of opening is 2030.

As per methodology adopted in the 'Transport Assessment Guidelines (May 2014)', which the subject TTA is based on, the surveyed junctions were also assessed for the future design years 2035 (Opening year + 5 years) and 2045 (opening year +15 years).

The traffic growth rates used to factor up the 2025 base year traffic movements (refer to **Section 3.4** above) are in accordance with *Table 6.1: Link-Based Growth Rates: Metropolitan Area Annual Growth Rates'* within the *TII Publications – Project Appraisal Guidelines for National Roads, Unit 5.3 – Travel Demand Projections (October 2021)* and with the *Appendix 4* of the *Implementation Roadmap for the National Planning Framework (July 2018)* which defines the Dublin Metropolitan Area.

According to the approved Traffic and Transport Assessment prepared by Waterman Moylan Consulting Engineers for the Kellystown Development -Phase 1- (Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3), the area can be considered to have central growth rates for the first five years. With the DART and Bus Connects programmes in place, public transport services in the Kellystown LAP area will be significantly enhanced, potentially reducing the absolute increase in car trips compared to a scenario without these public transport measures. Therefore, low growth factors were applied to derive the 2035 and beyond baseline traffic flows, reflecting the impact of the Bus Connects and DART programmes and their associated reduction in car-based trips.

The factors considered in the current assessment are shown below:

- Base line: 2025
- Opening year: 2030 = 1.084 (Central growth factor from 2025 to 2030)
- Opening year + 5: 2035 = 1.102 (Low growth factor from 2025 to 2035)
- Opening year + 15: 2045 = 1.134 (Low growth factor from 2025 to 2045)

It is important to note that the potential future car trips to be generated by the overall Kellystown LAP are calculated separately in this report and therefore, factoring up the baseline traffic does not account for the Kellystown LAP car trips.

8.7 Baseline traffic redistributed on the road network

With the planned closure of the Old Porterstown Road level crossing and the construction of a pedestrian and cycle bridge over the railway (refer to **Section 4.5.3** above), a redistribution of the surveyed traffic flows will be necessary.

Considering the 2025 surveyed traffic flows (refer to **Section 3.4** above) and the changes to Porterstown Road, **Figure 40** below (also **Appendix E – Figure B**) shows the baseline traffic that is redistributed on the road network and below that the consideration for this redistribution.

The redistribution of traffic flows was undertaken on the assumption that Junction 3 would be unavailable for journeys to/ from Porterstown Road. Consequently, these journeys have been redistributed across the remainder of the road network.

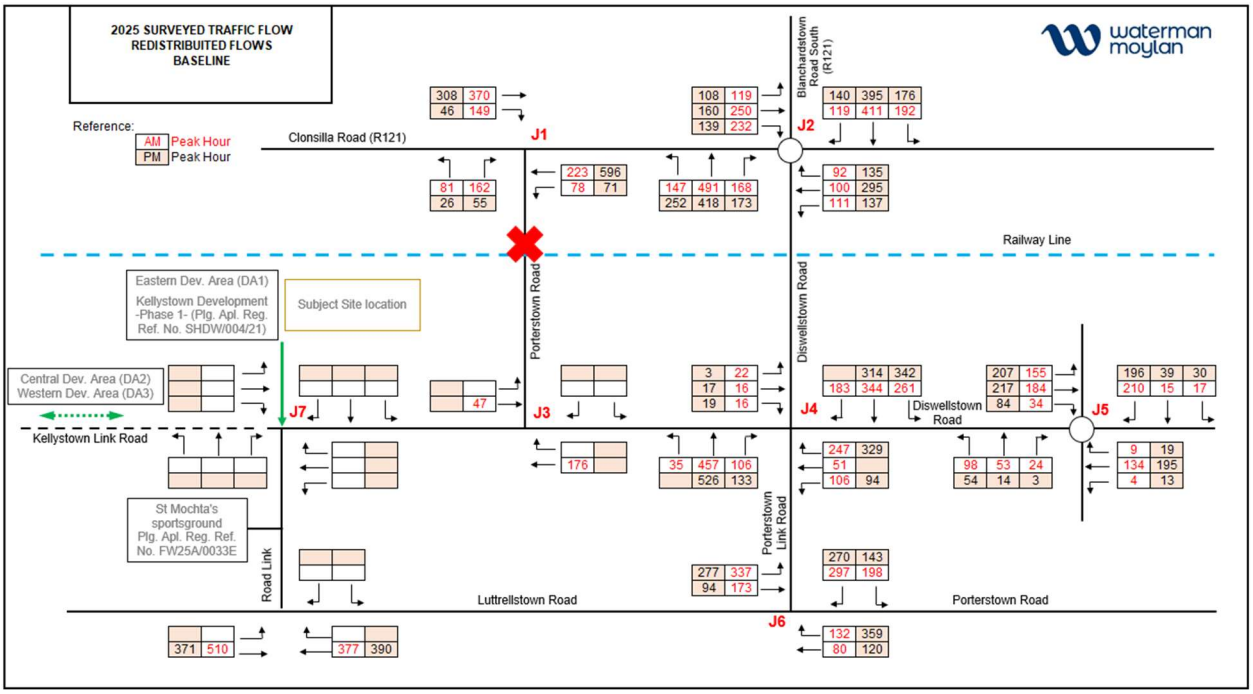


Figure 40 | 2025 Surveyed Traffic Flows Redistributed

It is important to note that close to Junction 1 is St. Mochta's National School as can be seen in **Figure 41** below and near to Junction 3 are the Scoil Choilm Community National and Luttrellstown College School as can be seen in **Figure 42** below. The mentioned schools are important trip attractors, and they have been considered for the redistribution of traffic flows.

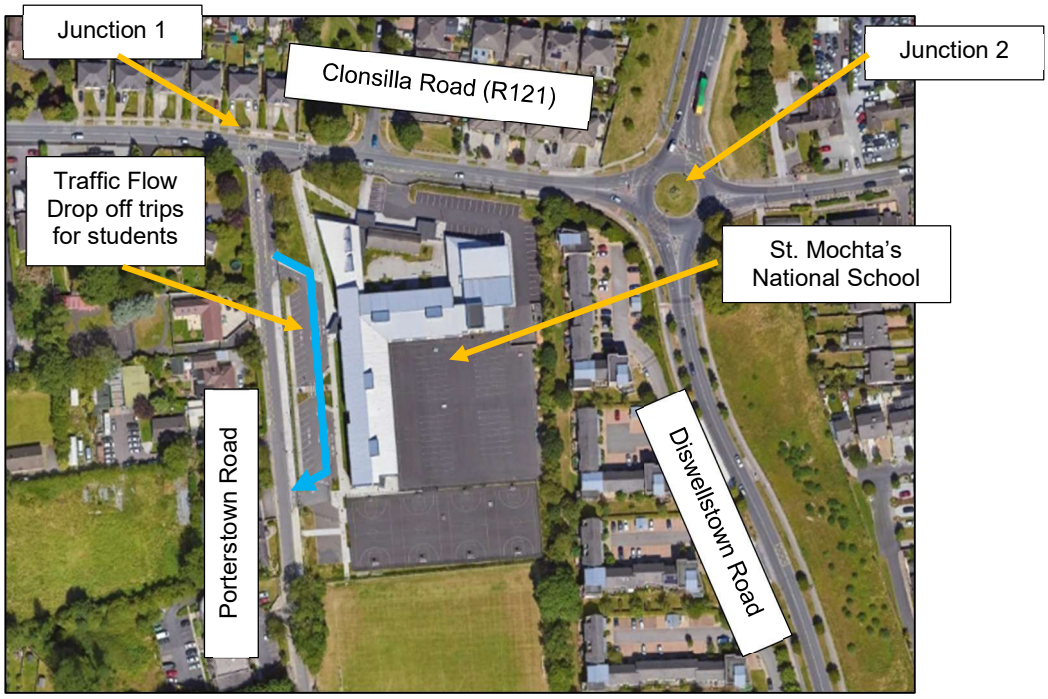


Figure 41 | *St. Mochta's National School*

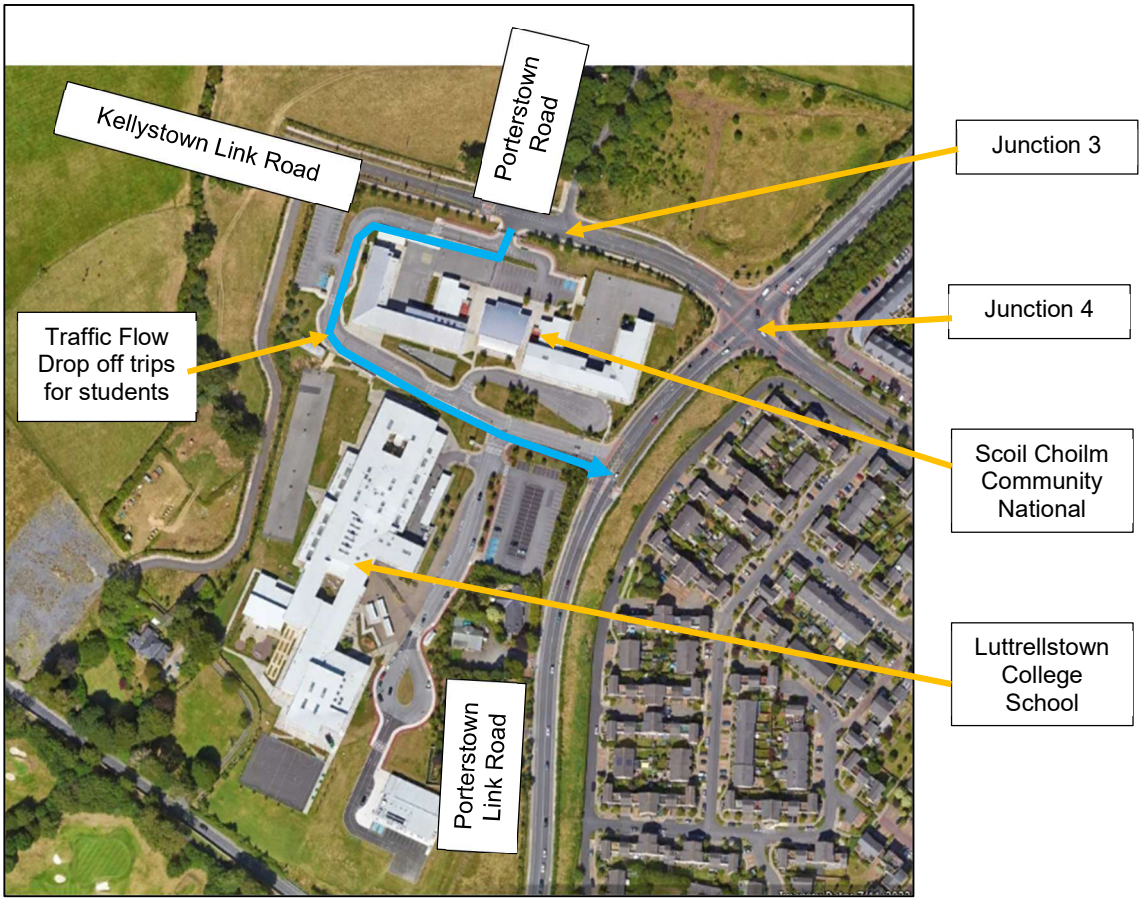


Figure 42 | *Scoil Choilm Community National & Luttrellstown College School*

The following considerations have been made with regard to the redistribution of the traffic flows observed during the AM peak hour at Junction 3:

- It has been considered that the 77 trips turning right from Porterstown Road onto westbound Kellystown Link Road (Refer to **Figure 6**) are destined for the Scoil Choilm Community National and Luttrellstown College School. Traffic redistribution has been done with the assumption that 50% of these trips involve drivers traveling from the east on Clonsilla Road (R121) and turning right at Junction 1, while the remaining 50% involve drivers traveling from the west on Clonsilla Road (R121) and turning left at Junction 1. It is assumed that drivers traveling from the east on Clonsilla Road (R121) will continue straight ahead, turn right at Junction 2, and then turn right at Junction 4. It is assumed that the latter group is made up of drivers travelling southbound on Blanchardstown Road South (R121), therefore, will continue straight ahead at Junction 2 and will turn right at Junction 4.
- Regarding the 115 trips turning left onto Kellystown Link Road from Porterstown Road (Refer to **Figure 6**), it has been assumed that 80% of these are parents who have dropped off their children at St Mochta's National School, 10% are from the residential units along Porterstown Road and 10% are from drivers traveling from the east on Clonsilla Road (R121) and turning right at Junction 1 then left towards junction 4. 80% of vehicles dropping off children at St Mochta's National School are assumed to return to Junction 1 then head towards Junction 2. Part of them will turn right at Junction 2 and part of them continue straight ahead. For the 10% of trips from the residential units and the 10% traveling eastbound on Clonsilla Road (R121), it is assumed that will turn right at Junction 2. Of the overall trips arriving at Junction 4, it is assumed trip distribution is consistent with surveyed traffic flows.
- The 4 trips turning left onto Porterstown Road from the west direction on Kellystown Link Road (Refer to **Figure 6**) will continue ahead towards Junction 5.

- It has been considered that the 6 trips turning right onto Porterstown Road from the east direction on Kellystown Link Road (Refer to **Figure 6**) are residents of the developments along Porterstown Road. In addition, it has been assumed that the 6 trips are drivers using northbound of Porterstown Link Road, who will continue straight ahead at Junction 4 and subsequently turn left at Junction 2 and Junction 1.

The following considerations have been made regarding the redistribution of the traffic flows observed during the PM peak hour at Junction 3:

- Regarding the 35 trips turning left onto east direction on Kellystown Link Road (Refer to **Figure 6**), it is assumed that these trips originate from the residential units along Porterstown Road. Therefore, these trips will turn right at Junction 1 and then right at Junction 2. At Junction 4, it is assumed that the trip distribution will be consistent with surveyed traffic flows.
- It has been assumed that the 41 trips turning right onto Porterstown Road (Refer to **Figure 6**) are destined for the residential areas along Porterstown Road and other residential areas passing Junction 1. In addition, considering the traffic flow behaviour, as observed in the 2025 traffic survey, has revealed that these 41 trips are a consequence of vehicles arriving from the east and the south at junction 4. Trips arriving from the westbound Diswellstown Road will turn right at Junction 4 to the north. Trips arriving from the Northbound Porterstown Link Road will continue straight ahead at Junction 4. The total of tris arriving at Junction 2 will turn left onto Clonsilla Road (R121), with 70 % of these subsequently turning left at Junction 1 and the remaining 30% continuing straight ahead.

9. Junction Assessment

9.1 Assessed Junctions

The junctions assessed as part of this TTA are the following:

- **Junction 1 (Priority T-junction):** R121 Clonsilla Road/Porterstown Road.
- **Junction 2 (Four-armed Roundabout):** R121 Clonsilla Road/Diswellstown Road.
- **Junction 3 (Priority T-junction):** Kellystown Link Road/Porterstown Road.
- **Junction 4 (Signalised Crossroads):** Kellystown Link Road/Diswellstown Road.
- **Junction 5 (Four-armed Roundabout):** Diswellstown Road/Riverwood Road/Fernleigh Drive.
- **Junction 6 (Signalised T-junction):** Diswellstown Road/Luttrellstown Road.
- **Junction 7 (Signalised Crossroads):** Access to the Subject Site / Kellystown Link Road / Access to the Central Dev. Area (DA1) & Under construction Kellystown Development -Phase 1- (Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3). Junction layout is shown in **Figure 18** above.

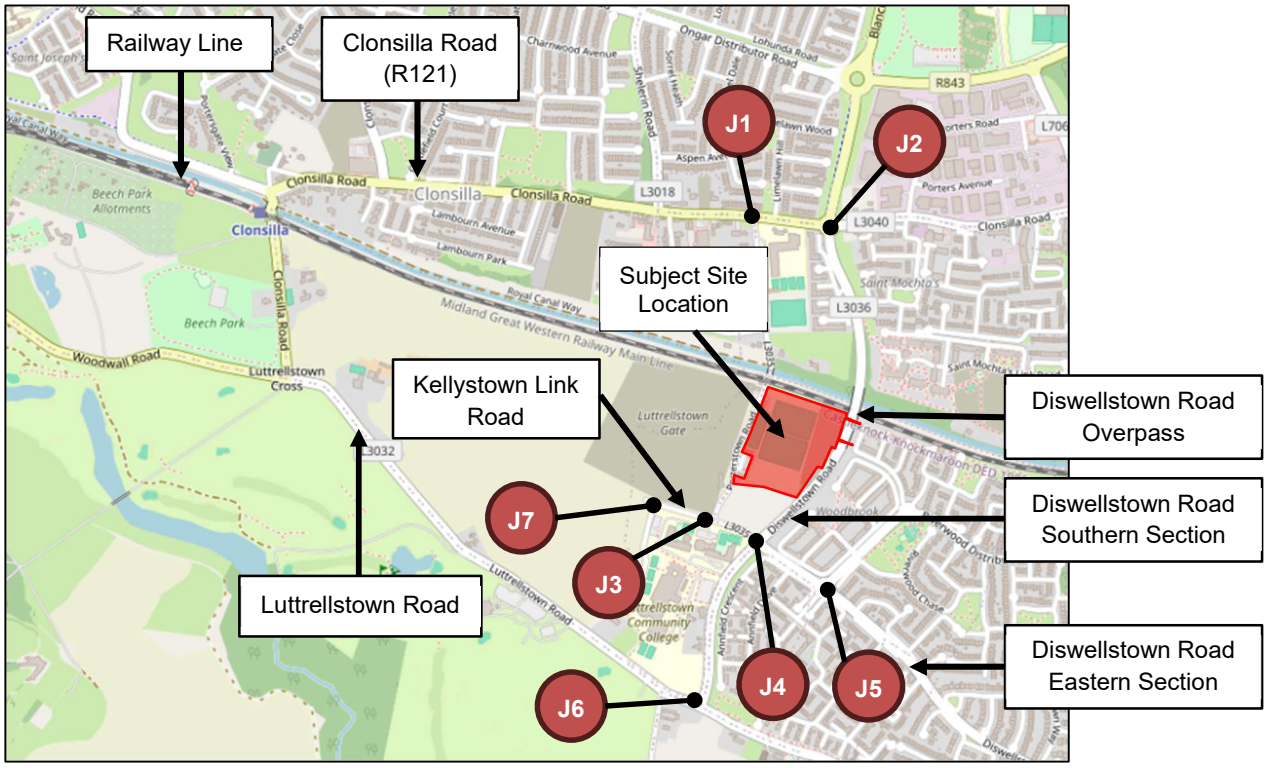


Figure 43 | *Existing Road Network*
(Source: Open Street Map)

9.2 Cumulative Impact

The TII document *Traffic and Transport Assessment Guidelines (2014)* provides thresholds in relation to the impact of a proposed development on the local road network. These thresholds are introduced in **Section 1.5** of this TTA.

According to *Traffic and Transport Assessment Guidelines (2014)*, the impact of new developments is considered to be significant if the level of traffic generated by them exceeds the thresholds of 10% for normal operating networks and 5% for congested networks. When such levels of impact are generated, a

more detailed assessment should be carried out to determine the specific impact on the operational performance of the network.

Therefore, an assessment was conducted to determine the potential level of impact on the junctions in the local road network. This assessment was carried considering the traffic flows surveyed in 2025 (refer to **Section 3.4** above) and the traffic flows generated by the Subject Development (refer to **Section 7.2** above). The summary of this calculation is presented in the following table.

Junction	Existing Two-way Flows (2025)		Additional Two-way Flows		% Expected Increase	
	AM P.H.	PM P.H.	AM P.H.	PM P.H.	AM P.H.	PM P.H.
1	992	1,026	6	5	0.60%	0.49%
2	2232	2452	75	81	3.36%	3.30%
3	421	76	132	142	31.35%	186.84%
4	1,791	1,733	132	143	7.37%	8.25%
5	933	1037	33	35	3.54%	3.38%
6	1176	1203	26	28	2.21%	2.33%
7	-	-	141	151	-	-

Table 21 | *Surveyed Two-way Traffic and Expected Traffic Increase.*

As can be seen in table above, it is anticipated that junction 3 will experience a two-way traffic increase of over than 10% during a peak hour. However, it is important to note that junction Porterstown Road / Kellystown Link Road, currently is a priority-controlled T-junction but will be upgraded to only allow emergency vehicles, pedestrian and cyclist movements, as outlined in **Section 4.5.3** above.

Junction 4 would experience with traffic increases of more than 5% in both peak hours.

Junction 7 would experience an increase in traffic as it is the main access to the Eastern Development Area, which currently has no traffic flow. However, the junction was assessed in the traffic and transport assessment carried out by Waterman Moylan Consulting Engineers as part of the Kellystown Development -Phase 1- (Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3) considering the traffic flow to/from all Eastern Development Area. It is therefore considered to be working well, and no further assessment is required.

Regarding junctions 1, 2, 5 and 6 are below the 5% threshold and therefore no further assessment is required.

9.3 Modelling Background

There are various modelling software packages available to assess every type of junction. Waterman Moylan uses ARCADY, TRANSYT and PICADY to analyse roundabouts, signalised and priority junctions, respectively.

ARCADY is a software for modelling roundabouts. This programme utilises roundabouts geometry and traffic flows input by the user to determine Ratio of Flow to Capacity (RFC) and queue length for each link on the roundabout.

TRANSYT (Traffic Network Study Tool) software is a widely accepted software for modelling signalled controlled junctions. This programme utilises the phases input by the user and optimises their timings over a cycle time. The outputs of a TRANSYT assessment include a Degree of Saturation percentage (DOS%) figure and queue length for each link on the road network.

PICADY is a software for modelling priority-controlled junctions. This programme utilises junction's geometry and traffic flows input by the user to determine Ratio of Flow to Capacity (RFC) and queue length for each link on the junction.

The results of the model include the following:

- DOS% / RFC ratio represent the ratio of demand flow to capacity. The practical capacity threshold is typically set at 0.85. A value below 0.85 indicates that the junction is operating in an efficient and stable state. A value between 0.85 and 1 represents variable operation and can be considered to be operating adequately if queuing and delay are deemed to be within an acceptable range. However, a junction is typically considered to be operating satisfactorily when the DOS%/RFC of each link does not exceed 0.9. A value exceeding 1 indicates a congested condition.
- Max Queue Length: This represents the maximum queue length of vehicles waiting to enter the junction on each arm.
- Average Delay: This shows the average amount of traffic delay at the junction per vehicle over the peak hour period.
- PCU: Passenger Car Unit. 1 car / LGV equals 1 PCU, 1 Medium HGV equals 1.5 PCU, 1 Bus equals 2.0 PCU, 1 Large HGV equals 2.3 PCU. 1 PCU equals 5.75m.

9.4 Assessment Scenarios

The performance of the junctions has been analysed for the critical AM Peak Hour and PM Peak Hour (08:00 – 09:00 and 17:00 – 18:00) for the following scenarios:

- **2025 BASELINE TRAFFIC FLOW**: 2025 surveyed traffic flows which is shown in **Figure 6** above.
- **2030 DO NOTHING** (DN-2030) -Opening Year, without development-: with 2025 base year factored up (refer to **Section 8.6** above) + traffic to/from the Kellystown Developments (refer to **Section 8.4** above). Traffic flows are shown in **Appendix E** – **Figure U**.
- **2035 DO NOTHING** (DN-2035) -Opening Year + 5 years, without development-: with 2025 base year factored up (refer to **Section 8.6** above) + traffic to/from the Kellystown Developments (refer to **Section 8.4** above). Traffic flows are shown in **Appendix E** – **Figure V**.
- **2045 DO NOTHING** (DN-2045) -Opening Year + 15 years, without development-: with 2025 base year factored up (refer to **Section 8.6** above) + traffic to/from the Kellystown Developments (refer to **Section 8.4** above). Traffic flows are shown in **Appendix E** – **Figure W**.
- **2030 DO SOMETHING** (DS-2030) -Opening Year, with development-: DN-2030 + traffic flow to/from the subject site (refer to **Section 8.3** above). Traffic flows are shown in **Appendix E** – **Figure X**.
- **2035 DO SOMETHING** (DS-2035) -Opening Year + 5 years, with development-: DN-2035 + traffic flow to/from the subject site (refer to **Section 8.3** above). Traffic flows are shown in **Appendix E** – **Figure Y**.
- **2045 DO SOMETHING** (DS-2045) -Opening Year + 15 years, with development-: DN-2045 + traffic flow to/from the subject site (refer to **Section 8.3** above). Traffic flows are shown in **Appendix E** – **Figure Z**.

9.5 Junction Modelling Results

The main results of the traffic assessment for each section are presented below. Further details can be found in **Appendix F**.

9.5.1 Junction 4: Kellystown Link Road/Diswellstown Road

Junction 4 is an existing signalised crossroads located at the intersection of Kellystown Link Road and Diswellstown Road. As indicated in **Section 4.5.1** above, this junction will be upgraded as part of the Kellystown Development -Phase 1- (Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3).

Given that the Kellystown Development - Phase 1- will be completed for the opening year of the subject site, the junction modelling has been carried out considering the upgrade layout as detailed in **Section 4.5.1** above. Therefore, the junction was modelled on its proposed configuration and is analysed using the TRANSYT model. The results of the analysis are presented below.

The TRANSYT analysis was carried out using a 5-phase signal cycle (4 no. traffic phases and 1 no. pedestrian phase) distributed in 5 stages, as shown in figure below. A cycle time of 120 seconds was considered.

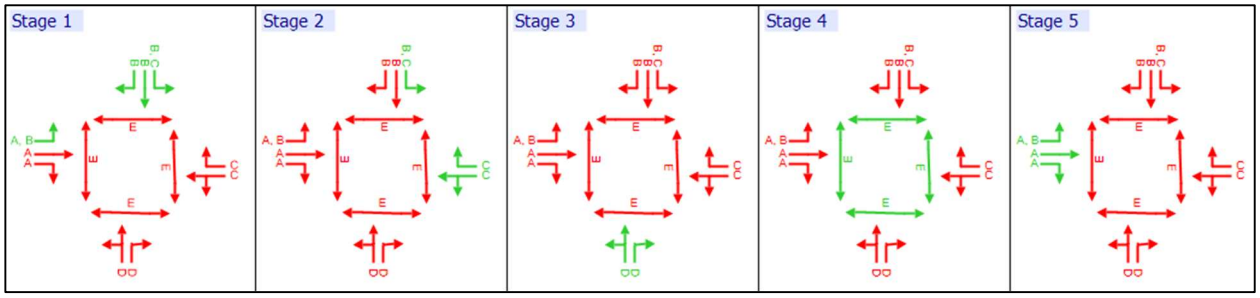


Figure 44 | *Junction 4 – Stage sequence*

The arms of the junction were labelled as follows within the TRANSYT model:

- Arm A: Kellystown Link Road (W)
- Arm B: Diswellstown Road (N).
- Arm C: Diswellstown Road (E).
- Arm D: Porterstown Link Road (S).

Stream	AM Peak Hour			PM Peak Hour		
	DOS (%)	Delay (s)	Queue (PCU)	DOS (%)	Delay (s)	Queue (PCU)
2025 BASELINE TRAFFIC FLOWS						
Arm A (S)	8	47.96	0.47	12	54.33	0.54
Arm A (R)	8	47.96	0.47	13	54.65	0.6
Arm A (L)	3	24.48	0.47	0	30.47	0
Arm B (L)	34	24.42	5.89	35	22.05	7.41
Arm B (S)	74	51.5	11.53	61	46.5	9.8
Arm B (R)	39	39.24	5.16	0	0	0
Arm C (S / L)	50	50.38	4.96	19	37.75	2.53
Arm C (R)	78	66.88	9.16	66	48.43	10.49 +
Arm D (S / L)	73	39.29	15.04 +	65	35.67	15.06 +
Arm D (R)	16	25.41	2.34	17	26.13	3.01
2030 DO NOTHING						

Arm A (S)	28	51.77	1.84	36	60.39	1.78
Arm A (R)	23	50.64	1.47	31	59.14	1.5
Arm A (L)	18	26.38	2.7	14	31.84	2.06
Arm B (L)	37	24.92	6.48	38	22.54	8.16
Arm B (S)	80	56.57	13.15 +	66	48.36	10.83
Arm B (R)	51	42.01	6.98	23	38.31	3.11
Arm C (S / L)	60	53.93	6.18	31	39.57	4.25
Arm C (R)	85	76.89	10.79 +	71	51.02	11.77 +
Arm D (S / L)	81	44.64	17.93 +	75	39.53	18.52 +
Arm D (R)	17	25.59	2.57	18	26.33	3.26
2030 DO SOMETHING						
Arm A (S)	39	54.5	2.65	45	63.98	2.33
Arm A (R)	31	52.51	2.09	39	61.63	1.9
Arm A (L)	26	27.55	3.99	19	32.54	2.89
Arm B (L)	37	24.92	6.48	38	22.54	8.16
Arm B (S)	80	56.57	13.15 +	66	48.36	10.83
Arm B (R)	56	43.38	7.76	33	39.9	4.56
Arm C (S / L)	63	55.38	6.63	35	40.31	4.9
Arm C (R)	85	76.89	10.79 +	71	51.02	11.77 +
Arm D (S / L)	82	45.56	18.42 +	77	40.56	19.31 +
Arm D (R)	17	25.59	2.57	18	26.33	3.26
2035 DO NOTHING						
Arm A (S)	76	76.89	6.29	58	71.04	3.17
Arm A (R)	36	53.61	2.39	35	60.22	1.68
Arm A (L)	50	32.19	8.77	24	33.37	3.83
Arm B (L)	38	25.04	6.67	39	22.64	8.4
Arm B (S)	82	57.93	13.49 +	67	48.84	11.15
Arm B (R)	83	59.99	14.08 +	44	42.05	6.37
Arm C (S / L)	83	72.42	10.09	41	41.56	5.9
Arm C (R)	86	79.54	11.14 +	72	51.68	12.02 +
Arm D (S / L)	86	49.61	20.11 +	76	40.5	19.27 +
Arm D (R)	17	25.64	2.62	19	26.38	3.33
2035 DO SOMETHING						
Arm A (S)	87	98.96	8.33	68	79.22	3.93
Arm A (R)	40	54.93	2.76	39	61.63	1.9
Arm A (L)	57	34.14	10.49	29	34.12	4.66
Arm B (L)	38	25.04	6.67	39	22.64	8.4
Arm B (S)	82	57.93	13.49 +	67	48.84	11.15
Arm B (R)	88	66.81	15.62 +	53	44.22	7.95
Arm C (S / L)	86	78.17	10.96 +	45	42.46	6.59
Arm C (R)	86	79.54	11.14 +	72	51.68	12.02 +
Arm D (S / L)	86	50.4	20.36 +	77	41.05	19.76 +
Arm D (R)	17	25.64	2.62	19	26.38	3.33
2045 DO NOTHING						
Arm A (S)	76	76.89	6.29	58	71.04	3.17
Arm A (R)	36	53.61	2.39	36	60.45	1.71
Arm A (L)	50	32.22	8.8	24	33.37	3.83
Arm B (L)	39	25.23	6.86	40	22.84	8.65
Arm B (S)	84	60.84	14.27 +	69	49.71	11.54
Arm B (R)	84	61.44	14.40 +	44	42.05	6.37
Arm C (S / L)	84	75.09	10.54 +	42	41.68	5.99
Arm C (R)	89	85.92	12.02 +	74	52.87	12.56 +

Arm D (S / L)	88	52.85	21.26 +	78	41.65	20.09 +
Arm D (R)	18	25.7	2.69	19	26.45	3.42
2045 DO SOMETHING						
Arm A (S)	87	98.96	8.33	68	79.22	3.93
Arm A (R)	40	54.93	2.76	40	61.9	1.95
Arm A (L)	58	34.19	10.52	29	34.12	4.66
Arm B (L)	39	25.23	6.86	40	22.84	8.65
Arm B (S)	84	60.84	14.27 +	69	49.71	11.54
Arm B (R)	89	69.05	16.16 +	53	44.22	7.95
Arm C (S / L)	87	81.74	11.42 +	46	42.59	6.75
Arm C (R)	89	85.92	12.02 +	74	52.87	12.56 +
Arm D (S / L)	89	53.86	21.72 +	79	42.28	20.60 +
Arm D (R)	18	25.7	2.69	19	26.45	3.42

Table 22 | *Junction 4 – Assessment Result*

The analysis summarised above indicates that, in all scenarios, the signalised junction 4 would operate within capacity during both peak hours, with a low level of congestions for the 2045 Do Something scenario.

The highest DOS occur during the AM peak hour for the 2045 DO SOMETHING scenarios. The highest DOS is 89%, with a queue of 21.72 vehicles observed in the straight-ahead / left-turn lane on Porterstown Link Road (S). However, given that the average waiting time at the junction is 53.86 seconds, cars would only wait one cycle time to cross the junction. In addition, it is important to note that this situation will occur during short periods of time.

Furthermore, it is important to note that all scenarios have been modelled considering the worst-case scenario where all trips to/from the site are done with private vehicles, as indicated in **Section 8.1** above. However, it is anticipated that with the modal split proposed in the Kellystown Local Area Plan (see **Section 7.2** above) will lead to a reduction in traffic demand and enhance the operational efficiency of the junction.

10. Parking Assessment

To determine the appropriate amount of car and cycle parking for the proposed development, reference will be made to the following guidelines/policies:

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (July 2023)
- Greater Dublin Area Transport Strategy (2022 – 2042) Standards *(Car Parking only)*
- Fingal Development Plan 2023 – 2029 Standards / Kellystown Local Area Plan (January 2021)

10.1 Car Parking

10.1.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The chapter 5.3.4 Car Parking – Quantum, Form and Location. In this chapter considers three areas:

> (i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 of that document (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced, or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.
>
> (ii) In accessible locations, defined in Chapter 3 of that document (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.
>
> (iii) In intermediate and peripheral locations, defined in Chapter 3 of that document (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

The table 3.1 of Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities define:

> **City – Centre:** The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork.
>
> **City - Urban Neighbourhoods**: The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations, (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential

densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.

City - Suburban/Urban Extension: Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).

The table 3.8 of Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities indicate:

High-Capacity Public Transport Node or Interchange: Lands within 1,000 metres (1km) walking distance of an existing or planned high-capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor' stop.

Accessible Location: Lands within 500 metres (i.e. up to 5–6-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services.

Intermediate Location: Lands within 500-1,000 metres (i.e. 10–12-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services; and Lands within 500 metres (i.e. 6-minute walk) of a reasonably frequent (minimum 15-minute peak hour frequency) urban bus service.

Peripheral: Lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages.

The subject site falls in Accessible Location, based on the information provided in **Chapters 3** and **4** above: The nearest bus stop is approx. 450m away (c. 5-minute walking) which is served by the routes 37 and 70n. The route 37 has a frequency of 5-10 minutes during both peak hours. With the implementation of BusConnects routes, the route 64 will run every 8-15 minutes during the AM and PM peak hours. Furthermore, the nearest Railway Station is located approx. 1100 m from the Subject Site, which is served by the Dublin - M3 Parkway – Longford route. The frequency of service is 3-15 minutes during both peak hours. Following the implementation of the DART+ West service, it is expected the rail frequency will be increased to five minutes during all day.

As a result, for Accessible Location, the guidelines identify a maximum rate of 1.5no. car parking spaces per dwelling. Based on these maximum standards, **Table 23** below outlines the resultant maximum car parking quantum for the proposed development.

Land Use	No. Units	Car Parking Spaces Maximum	
		Resident / Visitor Ratio	Resident / Visitor
Houses	97	1.5	146
Duplexes / Apartments	205	1.5	308
Total car parking spaces			454

Table 23 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) – Maximum number of Car Parking Spaces*

10.1.2 Sustainable Urban Housing: Design Standards for New Apartments (July 2023)

The parking requirements in reference to "Sustainable Urban Housing: Design Standards for New Apartments' (DSNA) (July 2023 version) are assessed below.

Chapter 2 of the Design Standard for New Apartments sets out the following “types of location” which are defined by site’s accessibility and proximity to public transport and town/city centres:

1) Central and/or Accessible Urban Locations

- Sites within walking distance (i.e., up to 15 minutes or 1,000-1,500m), of principal city centres, or significant employment locations, that may include hospitals and third level institutions.
- Sites within reasonable walking distance (i.e., up to 10 minutes or 800-1,000m) to/from high-capacity urban public transport stops (such as DART or Luas).
- Sites within easy walking distance (i.e., up to 5 minutes or 400-500m) to/from high frequency (i.e., min 10-minute peak hour frequency) urban bus service.

2) Intermediate Urban Locations

- Sites within or close to i.e., within reasonable walking distance (i.e., up to 10 minutes or 800-1,000m), of principal town or suburban centres or employment locations, that may include hospitals and third level institutions.
- Sites within walking distance (i.e., between 10-15 minutes or 1,000-1,500m) of high-capacity urban public transport stops (such as DART, commuter rail or Luas) or within reasonable walking distance (i.e., between 5-10 minutes or up to 1,000m) of high frequency (i.e., min 10 minutes peak hour frequency) urban bus services or where such services can be provided.
- Sites within easy walking distance (i.e., up to 5 minutes or 400-500m) of reasonably frequent (min 15-minute peak hour frequency) urban bus services.

3) Peripheral and/or Less Accessible Urban Locations

- Sites in suburban development areas that do not meet proximity or accessibility criteria.
- Sites in small towns or villages.

Chapter 4 of the Design Standard for New Apartments sets out the quantum of car parking or the requirement for any such provision for apartment developments.

1) Central and/or Accessible Urban Locations

In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced, or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in proximity.

2) Intermediate Urban Locations

In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.

3) Peripheral and/or Less Accessible Urban Locations

As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required.

Based on the above description and considering the information in ***Chapter 3*** and ***4*** above, it is considered that the present development is in an *Intermediate Urban Locations*.

The nearest Railway Station is located approx. 1100 m from the Subject Site, which is served by the Dublin - M3 Parkway – Longford route. The frequency of service is 3-15 minutes during both peak hours. Following the implementation of the DART+ West service, it is expected the rail frequency will be increased to five minutes during all day. Furthermore, the nearest bus stop is approx. 450m away (c. 5-minute walking) which is served by the routes 37 and 70n. The route 37 has a frequency of 5-10 minutes during both peak hours. With the implementation of BusConnects routes, the route 64 will run every 8-15 minutes during the AM and PM peak hours.

Considering the above, it is necessary to reduce overall car parking standard and apply an appropriate maximum car parking standard.

10.1.3 Greater Dublin Area Transport Strategy (2022 – 2042) Standards

In January 2023, the National Transport Authority (NTA) issued the GDA Transport Strategy 2022 – 2042.

Figure 14.1 of the Transport Strategy set out the maximum parking provision for the Greater Dublin Area. **Table 24** below shows proposed maximum residential parking standards.

Location	Maximum Parking Provision
Central Dublin (Inside Canals and including Docklands)	Zero to 0.5 spaces per unit
Locations between the M50 and Canals	Zero to 1.5 spaces per unit
Locations Between the Metropolitan Boundary and the M50	**Up to 1.5 space per unit**
Hinterland Towns	Up to 2 spaces per unit
Small Settlements / Areas with low accessibility levels	Subject to local assessment

Table 24 | *Greater Dublin Area Transport Strategy (2022 – 2042) Standards – Car Parking Spaces Standard.*

Section 14.12.2 and Measure TM12 of the GDATS sets out the following with regards to the above parking standard:

*"**Section 14.12.2 Residential Car Parking Standards**: Table 14.1 sets out the proposed residential standards by location for the GDA, which the NTA recommends is incorporated into all Development Plans."*

*"**Measure TM12 – Residential Parking Standards**: It is recommended that local authorities incorporate maximum residential parking standards into their Development Plans guided by the provisions set out in Table 14.1."*

With the information from the **Table 24**, the table below outlines the required parking for the proposed development based on the *Greater Dublin Area Transport Strategy (2022 – 2042) Standards*.

Land Use	No. Units	Car Parking Spaces Maximum	
		Resident / Visitor Ratio	Resident / Visitor
Houses	97	1.5	146
Duplexes / Apartments	205	1.5	308
Total car parking spaces			454

Table 25 | *Greater Dublin Area Transport Strategy (2022 – 2042) Standards – Maximum number of Car Parking Spaces*

10.1.4 Fingal Development Plan 2023 – 2029 Standards / Kellystown Local Area Plan

Standards for car parking in new developments are set out in Table 14.19 of the Fingal Development Plan 2023-2029. The plan provides for the creation of two distinct parking zones to ensure adequate residential parking and to control destination parking. This approach also allows greater flexibility in the application of parking standards to sites in areas with varying levels of road and public transport provision. The areas defined by the Fingal Development Plan are:

- Zone 1: Relates to developments within 800m of Bus Connects spine route, or 1600m of an existing or planned Luas/Dart/Metro Rail station or within an area covered by a Section 49 scheme, or in lands zoned Major Town Centre.
- Zone 2: Relates to all other areas within the County.

The car parking ratios are set out in table below:

Land Use Category	Zone 1	Zone 2 (Norm)
Residential (1 – 2 Bedroom)	0.5 resident space per unit without visitor spaces **(Maximum)**	1 resident space per unit 1 visitor space per 5 units **(Norm)**
Residential (3 – 3+Bedroom)	1 resident space per unit without visitor spaces **(Maximum)**	2 resident space per unit 1 visitor space per 5 units **(Norm)**

Table 26 | *Fingal Development Plan 2023 - 2029 - Car Parking Standards.*

Note that the table above includes all types of residential units, including traditional houses and multi-unit apartment schemes.

As set out in **Section 3** of this report, the proposed development is in *Zone 1*: The nearest Railway Station is located approx. 1100 m from the Subject Site, which is served by the Dublin - M3 Parkway – Longford route. The frequency of service is 3-15 minutes during both peak hours. Following the implementation of the DART+ West service, it is expected the rail frequency will be increased to five minutes during all day.

Regarding to the Kellystown Local Area Plan, Section 7.7 indicates that the Residents Car Parking spaces is based on the Fingal Development Plan, indicating that:

> "*Based on both sets of guidelines* [Final Development Plan and Design standards for New Apartments] *and given the walking and cycling accessibility, as well as proximity to high frequency public transport services, a reduced car parking ratio is considered appropriate for Kellystown LAP. Providing reduced car parking will have benefits in terms of minimising car use; increasing the physical activity of future residents; safeguarding the environment; improving air quality and road safety outcomes; and maximising the use of available space*.

Table below set out the maximum car parking spaces following the Fingal Development Plan 2023-2029.

Land Use		No. Units	Car Parking Spaces Ratio		Car Parking Spaces Maximum	
			Resident	Visitor	Resident	Visitor
3-bed	Houses	62	1	0	62	0
4-bed	Houses	35	1	0	35	0
1-bed	Apartments / Duplex	98	0.5	0	49	0
2-bed	Apartments / Duplex	88	0.5	0	44	0
3-bed	Apartments / Duplex	19	1	0	19	0
Total car parking spaces					**209**	**0**

Table 27 | *Fingal Development Plan 2023 - 2029 – Maximum number of car parking spaces*

In addition to the above, the current Fingal Development Plan also sets out the following with regards to car parking:

- **Accessible Car Parking:** a minimum 5% of car parking spaces provided should be set aside for disabled car parking in non-residential developments.
- **Motorcycle Parking:** Parking spaces should be provided based on one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments.
- **Electric Vehicle Parking:** All multi-unit residential developments shall incorporate EV charging points at 20% and of the proposed parking spaces and appropriate infrastructure (e.g. ducting) to allow for future fit out of a charging point at all parking spaces. Non-residential development shall be required to provide functioning EV charging points at a minimum of 10% of all spaces and all other spaces shall incorporate appropriate infrastructure (ducting) to allow for future fit out of a charging point at all spaces.

10.1.5 Car parking proposed

Based on the County Development Plan and the national policies indicated above, it is proposed an appropriate level of car parking for this location.

The car parking provision detailed below is intended to address Items XIII, XIV, XV, and XVII of the LRD Opinion Report.

Table below shows the car parking spaces breakdown.

Land Use		No. Units	Car Parking Spaces Ratio		Car Parking Spaces Proposed	
			Resident	Visitor	Resident	Visitor
3-bed	Houses	62	1.00	1 car / 10 units	62	30
4-bed	Houses	35	1.26		44	
1-bed	Apartments / Duplex	98	0.50		49	
2-bed	Apartments / Duplex	88	0.50		44	
3-bed	Apartments / Duplex	19	0.50		8	
Car Sharing parking spaces						2
ESB Parking Spaces						2

Total residents and visitor car parking spaces	**207**	**34**
Total car parking spaces	**241**	

Table 28 | *Car Parking Spaces Proposed*

The subject site includes a total of 241 No. car parking spaces, encompassing 207 no. car parking spaces destinated for residents, 30 no. for visitors, 2no. for car sharing use (i.e. GoCar), and 2no. for reserved for maintained of the ESB units. Of the total provision, the proposed parking allocation includes:

- **Accessible Car Parking:** 10 No. accessible car parking spaces are distributed through the development.
- **Electric Vehicle Parking:** 48 No. EV parking spaces are distributed through the development. This represents 20% of the total number of proposed car parking spaces.

In addition, it is proposed:

- **Motorcycle Parking:** 21 no. parking spaces.

The proposed car parking spaces are within the range set out in the Fingal Development Plan for Zone 1 and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities for Accessible Location.

The proposed development is within Zone 1 of the Fingal Development Plan 2023-2029 as the Coolmine Rail Station is approx. 1,100 metres away from the site and the Clonsilla Rail Station is currently 1,800 metres from the site via the road network of the surrounding developments. Upon completion of the Kellystown Link Road, the distance between the site and Clonsilla Rail Station will be reduce to some 1450 metres. The greenway along the north bank of the Royal Canal, which has the potential to reduce both distance and walking time, is currently closed.

Furthermore, the proposed development fall within accessible location of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities due the nearest bus stop is approx. 450m away (c. 5-minute walk) which is served by the routes 37 and 70n. The route 37 has a frequency of 5-10 minutes during both peak hours. With the implementation of BusConnects routes, the route 64 will run every 8-15 minutes during the AM and PM peak hours.

It is important to note that certain residents within the site will be situated at a greater distance from Coolmine Rail Station, beyond the boundary designated as Zone 1 in the Fingal Development Plan (as referenced in Section 10.1.4 above).

Consequently, the proposed car parking provision is considered to offer an appropriate balance between the relevant standards, considering the site's location, current and future accessibility for residents, and the range of housing typologies proposed.

The visitor car parking spaces will be managed in accordance with the Mobility Management Plan prepared by Waterman Moylan Consulting Engineers (Report No. 15-038.030), which is submitted as part of this Planning Application.

10.2 Cycle Parking

10.2.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The chapter *5.3.5 Bicycle Parking and Storage* indicate that in areas of high and medium accessibility, planning authorities must ensure that new residential developments have high quality cycle parking and cycle storage facilities for both residents and visitors. Access to secure storage of bicycles is a key concern for residents in more compact housing developments.

It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended:

(i) **Quantity** – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

(ii) **Design** – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.

In line with the quantity of cycle parking, the table below shows the breakdown of cycle parking spaces in accordance with the guideline.

Land Use		No. Units	Cycle Parking Spaces Ratio		Cycle Parking Spaces Required	
			Resident	Visitor	Resident	Visitor
3-bed	Houses -Mid-terrace-	38	3	1 / 2 units	114	19
4-bed	Houses -Mid-terrace-	22	4	1 / 2 units	88	11
1-bed	Apartments / Duplex	98	1	1 / 2 units	98	49
2-bed	Apartments / Duplex	88	2	1 / 2 units	176	44
3-bed	Apartments / Duplex	19	3	1 / 2 units	57	10
Total resident Cycle parking spaces					**533**	**133**

Table 29 | *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) – Cycle Parking Spaces Required*

10.2.2 Sustainable Urban Housing: Design Standards for New Apartments (July 2023)

Only to have a reference for the number of cycle spaces associated with the plan "Sustainable Urban Housing: Design Standards for New Apartments' (DSNA) (July 2023 version), the parking requirements are assessed below. The following extract from the standard summarises the bicycle parking guidelines for new apartments:

"*Quantity – a general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units. Any deviation from these standards shall*

be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc."

The table below outlines the required parking for the proposed development based on the *Sustainable Urban Housing: Design Standards for New Apartments (July 2023)*.

Land Use		No. Units	Cycle Parking Spaces Ratio		Cycle Parking Spaces Required	
			Resident	Visitor	Resident	Visitor
3-bed	Houses -Mid-terrace-	38				
4-bed	Houses -Mid-terrace-	22				
1-bed	Apartments / Duplex	98	1	1 / 2 units	98	49
2-bed	Apartments / Duplex	88	2	1 / 2 units	176	44
3-bed	Apartments / Duplex	19	3	1 / 2 units	57	10
Total resident Cycle parking spaces					**331**	**103**

Table 30 | *Sustainable Urban Housing: Design Standards for New Apartments (July 2023) – Cycle Parking Spaces Required*

10.2.3 Fingal Development Plan 2023 – 2029 Standards

Standards for cycle parking in new developments are set out in Table 14.17 of the Fingal Development plan 2023-2029, which is reproduced below.

Land Use	Cycle Parking Standard (Minimum)	
	Largescale Stay	Short-Stay
Residential (1 – 2 Bedroom)	1 + 1 per bedroom	0.5 per unit (For apartment blocks only)
Residential (3 – 3+Bedroom)	2 + 1 per bedroom	0.5 per unit (For apartment blocks only)

Table 31 | *Fingal Development Plan 2017 - 2023 - Cycle Parking Standards*

With regard to the house units, part of them is provided with access to their rear garden with the possibility of storing the bicycle and it is not considered necessary to provide any external cycle storage.

Table 32 below outlines the required cycle parking spaces for the proposed development.

Land Use		No. Units	Cycle Parking Spaces Ratio		Cycle Parking Spaces Required	
			Resident	Visitor	Resident	Visitor
3-bed	Houses -Mid-terrace-	38	5	0	190	0
4-bed	Houses -Mid-terrace-	22	6	0	136	0
1-bed	Apartments / Duplex	98	2	1 / 2 units	196	49
2-bed	Apartments / Duplex	88	3	1 / 2 units	264	44
3-bed	Apartments / Duplex	19	5	1 / 2 units	95	10

Total resident Cycle parking spaces	**873**	**103**

Table 32 | *Fingal Development Plan 2023 - 2029 – Required Cycle Parking Spaces.*

10.2.4 Cycle parking proposed

Based on the guidelines/policies indicated above, it is considered that the *Fingal Development Plan 2023-2029 Standards* are the most required standard for the subject development and is the reference for determining the proposed the cycle parking. Compliance with the *Fingal Development Plan 2023-2029 Standards* will satisfy the requirements of the other standards.

It is considered that the end-terrace house units, which are designed with private side access to rear gardens on one side, will be able to park their bicycles in the rear gardens of the units without having to pass through the interior of the houses. Bicycle parking spaces for the mid-terrace units are proposed with the integration of bicycle lockers at the front of the units.

The proposed Cycle Parking is shown in the table below.

Land Use		No. Units	Cycle Parking Spaces Ratio		Cycle Parking Spaces Proposed	
			Resident	Visitor	Resident	Visitor
3-bed	Houses -Mid-Terrace-	38	5	0	190	
4-bed	Houses -Mid-Terrace-	22	6	0	136	
1-bed	Apartments / Duplex	98	2.04	1 / 2 units	200	49
2-bed	Apartments / Duplex	88	3.01	1 / 2 units	265	44
3-bed	Apartments / Duplex	19	5	1 / 2 units	95	9
Total resident and visitor cycle parking spaces					**889**	**104**
Total cycle parking spaces					**993**	

Table 33 | *Cycle Parking Spaces – Proposed*

The subject development included a total of 993 no. cycle parking spaces for apartments. Of these, 889 no. are for residents and 104 no. for visitors. The house units, those are provided with access to their rear garden with the possibility of storage the cycle and it is not considered necessary to provide any external bicycle store.

11. Conclusion

11.1 Summary

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan as part of the planning application documentation a proposed new Largescale Residential Development (LRD) for St. Mochta's, in lands within the Kellystown Local Area Plan (LAP), Clonsilla, Dublin 15.

The proposed development will consist of the construction of 302 No. residential units comprising 97 No. houses and 205 No. apartment / duplex units.

The access to the site is from Kellystown Link Road, via the internal street of the Kellystown Development -Phase 1- (Reg. Ref. No. ABP-312318-21, as amended by Reg. Ref. No. LRD0034-S3).

The development includes associated car, motorcycle and bicycle parking, storage, services and plant areas, and landscaping. The proposed application includes all site landscaping works, boundary treatments, lighting, servicing, signage, and associated and ancillary works, including site development works and services above and below ground

It is anticipated that construction of the proposed development will commence in Q3 2026 and be completed in Q2 2029. For the purposes of this report, the opening year is assumed to be 2030.

11.2 Conclusion

The following conclusions can be drawn from the Traffic and Transport Assessment:

Road Network Assessment

The analysis of the road network considered the generation to/from the Subject Development and the trips to/from the committed and potential future development in the surrounding area, which include Kellystown Developments set out in the Kellystown Local Area Plan:

- Eastern Development Area (DA1): Comprising a maximum of 857 no. residential units. The under construction Kellystown Development -Phase 1- and the subject site fall within the Eastern Development Area (DA1).
- Central Development Area (DA2): including a total of 179 no. residential units, a local centre of c. 2,500sqm, a new primary school to accommodate c. 600 pupils (16-24 classrooms) and a new secondary school capable of catering c.1,000 pupils.
- Western Development Area (DA3): Comprising a maximum of 547 no. residential units.

Considering the trip rates from TRICS proposed by a previously approved Traffic and Transport Assessment, it is estimated that the proposed development will generate a total of 149 vehicular movements in the AM peak hour (43 inbound and 106 outbound) and a total of 164 vehicular movements in the PM peak hour (100 inbound and 64 outbound).

The following junctions were assessed as part of this Traffic and Transport Assessment:

- **Junction 1:** a priority T-junction located at the intersection of R121 Clonsilla Road & Porterstown Road to the north of the subject site.
- **Junction 2:** a four-armed Roundabout located at the intersection of Clonsilla Road (R121) / Diswellstown Road to the north-east of the subject site.
- **Junction 3:** a priority T-junction located at the intersection of Kellystown Link Road & Porterstown Road to the south of the subject site.

- **Junction 4:** a signalised crossroads located at the intersection of Kellystown Link Road & Diswellstown Road to the west of the subject site.
- **Junction 5:** a four-armed roundabout at the intersection of Diswellstown Road, Riverwood Road & Fernleigh Drive to the east of the site.
- **Junction 6:** a signalised T-junction located at the intersection of Diswellstown Road & Luttrellstown Road to the south of the site.

In accordance with the TII guidelines, an assessment was conducted to determine the potential level of impact on each of the key junctions in the local road network. This assessment was carried with the traffic flows surveyed in 2025 and the traffic flows generated by the subject development.

The results indicate that junction 3 will experience a two-way traffic increase of over than 10% during a peak hour. However, it is important to note that junction Porterstown Road / Kellystown Link Road, currently is a priority-controlled T-junction but will be upgraded to only allow emergency vehicles, pedestrian and cyclist movements, as outlined in **Section 4.5.3** above.

Junction 7 would have an increase in traffic as it is the main access to the Eastern Development Area, which currently has no traffic flow. However, the junction was assessed in the traffic and transport assessment carried out by Waterman Moylan Consulting Engineers as part of the Kellystown Development -Phase 1- considering the traffic flow to/from all Eastern Development Area. It is therefore considered to be working well, and no further assessment is required.

Regarding junctions 1, 2, 5 and 6 are below the 5% threshold and therefore no further assessment is required.

Finally, Junction 4 would experience with traffic increases of more than 5% in both peak hours.

The scenarios that have been assessed as part of this report are in line with the *Transport Assessment Guidelines (May 2014)*:

- Base Year : 2025.
- Opening Year – (With / Without Proposed Development) : 2030.
- Opening Year + 5 Years Forecast (With / Without Development) : 2035.
- Opening Year + 15 Years Forecast (With / Without Development) : 2045.

The factors considered in the current assessment are shown below:

- Base line: 2025
- Opening year: 2030 = 1.084 (Central growth factor from 2025 to 2030)
- Opening year + 5: 2035 = 1.102 (Low growth factor from 2025 to 2035)
- Opening year + 15: 2045 = 1.134 (Low growth factor from 2025 to 2045)

The assessment years are outlined below:

- **2025 BASELINE TRAFFIC FLOW**: 2025 surveyed traffic flows.
- **2030 DO NOTHING** (DN-2030) -Opening Year, without development-: with 2025 base year factored up + traffic to/from the Kellystown Developments.
- **2035 DO NOTHING** (DN-2035) -Opening Year + 5 years, without development-: with 2025 base year factored up + traffic to/from the Kellystown Developments.
- **2045 DO NOTHING** (DN-2045) -Opening Year + 15 years, without development-: with 2025 base year factored up + traffic to/from the Kellystown Developments.
- **2030 DO SOMETHING** (DS-2030) -Opening Year, with development-: DN-2030 + traffic flow to/from the subject site.

- **2035 DO SOMETHING** (DS-2035) -Opening Year + 5 years, with development-: DN-2035 + traffic flow to/from the subject site.
- **2045 DO SOMETHING** (DS-2045) -Opening Year + 15 years, with development-: DN-2045 + traffic flow to/from the subject site.

The results of the analysis demonstrated that all junctions would operate within their respective capacities for all years and scenarios analysed.

Parking Assessment

The car parking proposed in table above reflects a total of 241 No. car parking spaces comprehensive 208 No. Car parking spaces for residents and 29 no. spaces for visitors. The car parking spaces indicated in table above, include:

- **Accessible Car Parking:** 10 No. accessible car parking spaces are distributed through the development.
- **Electric Vehicle Parking:** 48 No. EV parking spaces are distributed through the development. This represents 20% of the total number of proposed car parking spaces.
- **Car sharing parking:** 2 No. car parking spaces reserved for sharing cars.
- **ESB Parking Spaces:** 2 No car parking spaces.

In addition, it is proposed:

- **Motorcycle Parking:** 26 no. parking spaces.

In addition, it is proposed a total of 977 no. cycle parking spaces for apartments. Of these, 873 no. are for residents and 104 no. for visitors. The house units, those are provided with access to their rear garden with the possibility of storage the cycle and it is not considered necessary to provide any external bicycle store.

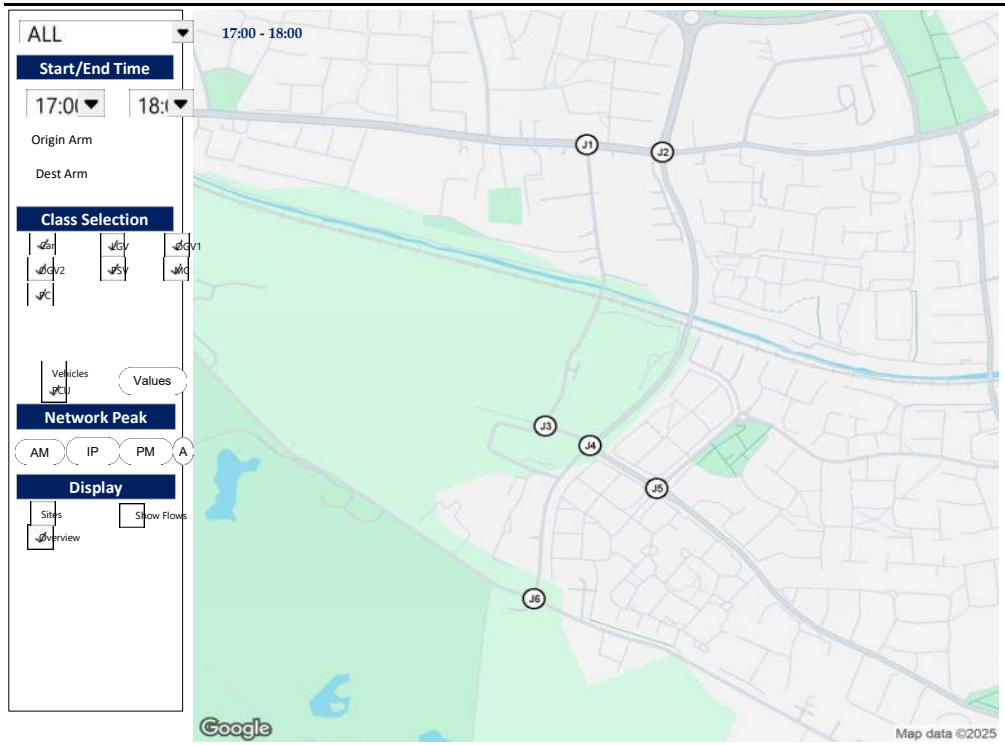
APPENDICES

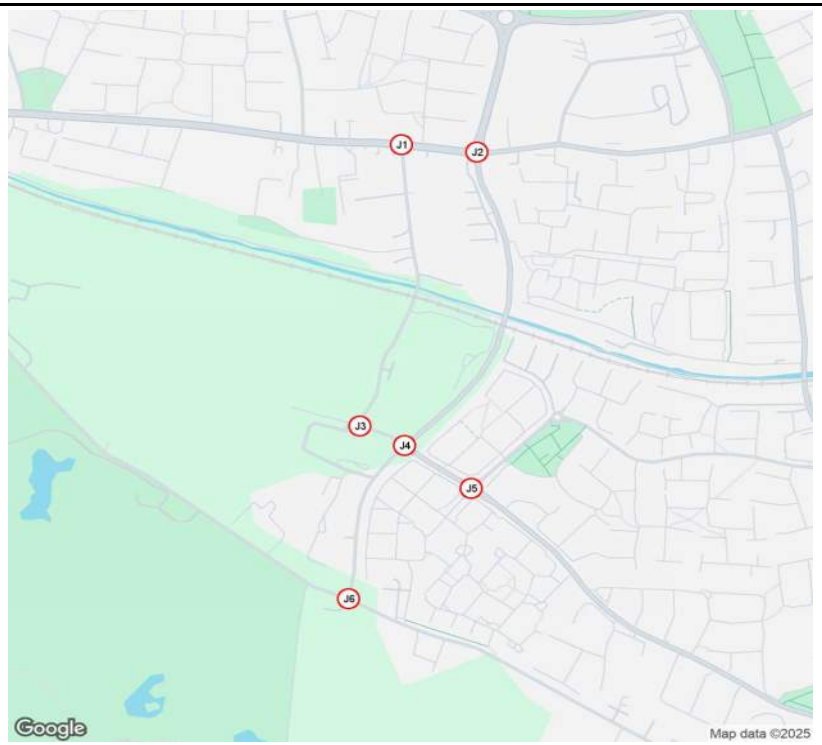
A. Traffic Survey

TRAFFIC DATA
Transport Data Collection and Analytics

Project Details

3959-IRE Kellystown
Junction Turning Count
14/01/2025





Site	Location
Site J1	53.38285,-6.40600
Site J2	53.38267,-6.40344
Site J3	53.37655,-6.40741
Site J4	53.37611,-6.40590
Site J5	53.37514,-6.40362
Site J6	53.37267,-6.40781

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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

Origin Arm A R121 Clonsilla Road(E)

	Destination : Arm A R121 Clonsilla Road(E)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1

	Destination : Arm B Porterstown Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	2	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0
01:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	1	1	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	1	1	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	1	0	0	0	0	0	0	1
05:30	1	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	3	0	0	0	0	0	0	3
06:45	1	0	0	0	0	0	0	1
1 Hr	4	0	0	0	0	0	0	4
07:00	0	0	0	0	0	0	1	1
07:15	1	0	0	0	0	0	0	1
07:30	3	0	0	0	0	0	0	3
07:45	5	1	0	0	0	0	1	7
1 Hr	9	1	0	0	0	0	2	12

	Destination : Arm C R121 Clonsilla Road(W)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	10	0	0	0	0	0	0	10
00:15	11	0	0	0	0	0	1	12
00:30	1	0	0	0	0	0	0	1
00:45	4	0	0	0	0	0	0	4
1 Hr	26	0	0	0	0	0	1	27
01:00	5	0	0	0	0	0	0	5
01:15	6	0	0	0	0	0	0	6
01:30	2	1	0	0	0	0	0	3
01:45	3	0	0	0	0	0	0	3
1 Hr	16	1	0	0	0	0	0	17
02:00	3	0	0	0	0	0	0	3
02:15	1	1	0	0	0	0	0	2
02:30	2	0	0	0	0	0	0	2
02:45	3	0	0	0	0	0	0	3
1 Hr	9	1	0	0	0	0	0	10
03:00	1	1	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0
03:30	3	1	0	0	0	0	0	4
03:45	2	0	0	0	0	0	0	2
1 Hr	6	2	0	0	0	0	0	8
04:00	2	0	0	0	0	0	0	2
04:15	1	0	0	0	0	0	0	1
04:30	1	0	0	0	0	0	0	1
04:45	7	0	0	0	0	0	0	7
1 Hr	11	0	0	0	0	0	0	11
05:00	1	0	0	0	0	0	0	1
05:15	2	1	0	0	0	0	0	3
05:30	3	0	0	0	0	0	0	3
05:45	4	1	0	0	0	0	0	5
1 Hr	10	2	0	0	0	0	0	12
06:00	5	1	1	0	0	0	0	7
06:15	9	3	0	0	1	0	0	13
06:30	7	2	0	0	0	0	0	9
06:45	16	2	0	0	0	0	0	18
1 Hr	37	8	1	0	1	0	0	47
07:00	14	5	1	0	0	0	0	20
07:15	24	2	1	0	1	0	0	28
07:30	25	4	0	0	0	0	0	29
07:45	36	4	0	0	0	0	1	41
1 Hr	99	15	2	0	1	0	1	118

	Arm Totals
00:00	10
00:15	12
00:30	3
00:45	4
1 Hr	29
01:00	5
01:15	7
01:30	3
01:45	4
1 Hr	19
02:00	3
02:15	2
02:30	2
02:45	3
1 Hr	10
03:00	2
03:15	2
03:30	4
03:45	2
1 Hr	10
04:00	2
04:15	1
04:30	1
04:45	7
1 Hr	11
05:00	1
05:15	4
05:30	4
05:45	5
1 Hr	14
06:00	7
06:15	13
06:30	12
06:45	19
1 Hr	51
07:00	21
07:15	29
07:30	32
07:45	49
1 Hr	131

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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

| | | |

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

17:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	134	12	0	0	0	0	1	147	159
17:15	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	130	14	0	0	0	0	2	146	157
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	128	16	0	0	1	0	0	145	150
17:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	121	8	1	0	0	0	5	135	142
1 Hr	0	0	0	0	0	0	0	0	32	3	0	0	0	0	0	35	513	50	1	0	1	0	8	573	608
18:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	119	9	0	0	0	0	1	129	136
18:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	115	9	0	0	1	0	4	129	135
18:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	102	11	0	0	0	0	4	117	129
18:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	125	7	0	0	0	0	0	132	144
1 Hr	0	0	0	0	0	0	0	0	35	2	0	0	0	0	0	37	461	36	0	0	1	0	9	507	544
19:00	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	123	4	0	0	1	1	2	131	148
19:15	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	118	5	0	0	0	1	0	124	140
19:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	70	6	0	0	0	0	1	77	85
19:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	98	3	0	0	0	0	0	101	105
1 Hr	0	0	0	0	0	0	0	0	41	4	0	0	0	0	0	45	409	18	0	0	1	2	3	433	478
20:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	87	4	0	0	0	0	0	91	99
20:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	89	6	0	0	1	0	0	96	97
20:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	64	1	1	0	0	0	0	66	69
20:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	67	2	0	0	0	0	0	69	71
1 Hr	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	307	13	1	0	1	0	0	322	336
21:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	86	4	0	0	0	0	1	91	93
21:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	51	1	0	0	0	0	0	52	53
21:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	49	3	0	0	1	0	0	53	57
21:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	55	1	0	0	0	0	1	57	60
1 Hr	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	241	9	0	0	1	0	2	253	263
22:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	49	6	0	0	0	1	0	56	60
22:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	31	1	0	0	1	0	0	33	34
22:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	25	2	0	0	0	0	0	27	28
22:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	28	0	0	0	0	0	0	28	30
1 Hr	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	133	9	0	0	1	1	0	144	152
23:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	24	0	0	0	0	0	1	25	27
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	1	1	16	16
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	1	0	0	18	18
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	9
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	62	2	0	0	1	1	2	68	70
Total	1	0	0	0	0	0	0	1	456	37	5	0	2	0	7	507	4917	431	32	2	24	21	47	5474	5982

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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

Origin Arm B Porterstown Road

	Destination : Arm A R121 Clonsilla Road(E)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	1	0	0	0	0	0	0	1
00:15	1	0	0	0	0	0	0	1
00:30	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0
05:15	1	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0
05:45	3	0	0	0	0	0	0	3
1 Hr	4	0	0	0	0	0	0	4
06:00	2	1	0	0	0	0	0	3
06:15	4	0	0	0	0	0	0	4
06:30	7	0	0	0	0	0	0	7
06:45	0	0	0	0	0	0	0	0
1 Hr	13	1	0	0	0	0	0	14
07:00	6	0	0	0	0	0	0	6
07:15	5	3	0	0	0	0	0	8
07:30	3	1	0	0	0	0	0	4
07:45	8	0	0	0	0	0	0	8
1 Hr	22	4	0	0	0	0	0	26

	Destination : Arm B Porterstown Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0

	Destination : Arm C R121 Clonsilla Road(W)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	2	0	0	0	0	0	0	2
1 Hr	2	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0
03:15	1	1	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	1	1	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	1
05:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	1	1
06:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	1
07:00	0	0	0	0	0	0	0	0
07:15	1	1	0	0	0	0	0	2
07:30	2	1	0	0	0	0	0	3
07:45	2	0	0	0	0	0	0	2
1 Hr	5	2	0	0	0	0	0	7

	Arm Totals
00:00	1
00:15	2
00:30	1
00:45	0
1 Hr	4
01:00	0
01:15	0
01:30	0
01:45	2
1 Hr	2
02:00	0
02:15	0
02:30	1
02:45	1
1 Hr	2
03:00	0
03:15	2
03:30	0
03:45	0
1 Hr	2
04:00	0
04:15	0
04:30	0
04:45	1
1 Hr	1
05:00	0
05:15	1
05:30	1
05:45	4
1 Hr	6
06:00	3
06:15	4
06:30	8
06:45	0
1 Hr	15
07:00	6
07:15	10
07:30	7
07:45	10
1 Hr	33

TRACSIS **TRAFFIC DATA**
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

08:00	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	14
08:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	7
08:30	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	26	0	0	0	1	0	0	27	46
08:45	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0	42	0	0	0	1	0	0	43	69
1 Hr	55	3	0	0	0	0	0	58	0	0	0	0	0	0	0	0	74	1	0	0	3	0	0	78	136
09:00	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	36
09:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	9
09:30	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	11
09:45	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	7
1 Hr	32	3	0	0	0	0	0	35	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28	63
10:00	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	9
10:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	8
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
10:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	5
1 Hr	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	24
11:00	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	12
11:15	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5	8
11:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	9
11:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5
1 Hr	16	3	1	0	0	0	0	20	0	0	0	0	0	0	0	0	9	4	1	0	0	0	0	14	34
12:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7
12:15	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5
12:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	6
12:45	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
1 Hr	8	3	0	0	0	0	1	12	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9	21
13:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	7
13:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
13:30	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	32	1	0	0	1	0	0	34	53
13:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	7
1 Hr	31	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	35	3	0	0	2	0	0	40	71
14:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	7
14:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
14:30	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	35	1	0	0	1	0	0	37	54
14:45	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	25
1 Hr	29	4	1	0	0	0	0	34	0	0	0	0	0	0	0	0	52	2	0	0	1	0	0	55	89
15:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	15
15:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	7
15:30	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0	26	0	1	0	0	0	14	41	49
15:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14	19
1 Hr	23	1	1	0	0	0	0	25	0	0	0	0	0	0	0	0	48	1	2	0	0	0	14	65	90
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	13
16:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	14
16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	10
16:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	14
1 Hr	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	33	4	0	0	0	0	0	37	51

TRAFFIC DATA
Transport Data Collection and Analytics

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3959-IRE Kellystown
Junction Turning Count
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Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6
17:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	9
17:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	17
17:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	12	0	0	0	0	0	1	13	20
1 Hr	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0	30	0	0	0	0	0	1	31	52
18:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	15
18:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	13
18:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	25
18:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	12
1 Hr	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0	42	3	0	0	0	0	0	45	65
19:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	25
19:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	12
19:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	12
19:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4
1 Hr	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	30	53
20:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	23
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
20:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
1 Hr	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20	31
21:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	15
21:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
21:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
21:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
1 Hr	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	26
22:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
23:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
23:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5
Total	350	31	3	0	0	0	1	385	0	0	0	0	0	0	0	0	442	25	3	0	6	0	17	493	878

TRAFFIC DATA
Transport Data Collection and Analytics

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3959-IRE Kellystown
Junction Turning Count
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Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

Origin Arm C R121 Clonsilla Road(W)

	Destination : Arm A R121 Clonsilla Road(E)								**Destination :** Arm B Porterstown Road								**Destination :** Arm C R121 Clonsilla Road(W)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Totals
00:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:15	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1 Hr	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
01:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
1 Hr	15	0	0	0	0	0	0	15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	16
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1 Hr	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1 Hr	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
04:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1 Hr	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
05:00	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:15	5	2	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8
05:30	18	1	0	0	0	1	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
05:45	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
1 Hr	50	8	0	0	0	1	1	60	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	61
06:00	26	5	1	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
06:15	43	7	1	0	0	2	1	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
06:30	47	6	0	0	0	0	2	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
06:45	50	14	1	0	1	1	4	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
1 Hr	166	32	3	0	1	3	7	212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212
07:00	61	9	1	0	0	0	3	74	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	75
07:15	104	13	0	0	0	0	2	119	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	122
07:30	117	13	0	0	0	0	3	133	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	135
07:45	119	10	1	1	1	1	2	135	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	147
1 Hr	401	45	2	1	1	1	10	461	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0	479

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08:00	99	7	1	0	2	0	1	110	53	2	0	0	0	0	4	59	0	0	0	0	0	0	0	0	169
08:15	88	10	2	0	0	0	1	101	42	2	0	0	1	0	4	49	0	0	0	0	0	0	0	0	150
08:30	41	4	0	0	0	0	2	47	53	1	0	0	1	0	1	56	0	0	0	0	0	0	0	0	103
08:45	52	7	1	0	0	1	1	62	41	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	103
1 Hr	280	28	4	0	2	1	5	320	189	5	0	0	2	0	9	205	0	0	0	0	0	0	0	0	525
09:00	79	4	0	0	3	1	1	88	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	96
09:15	84	10	0	0	0	0	0	94	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	99
09:30	74	11	2	0	0	0	0	87	4	2	0	0	0	0	1	7	0	0	0	0	0	0	0	0	94
09:45	69	8	1	1	1	1	0	81	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	85
1 Hr	306	33	3	1	4	2	1	350	19	4	0	0	0	0	1	24	0	0	0	0	0	0	0	0	374
10:00	55	6	1	0	0	2	2	66	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	68
10:15	65	5	0	0	0	0	1	71	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	72
10:30	65	7	1	0	0	1	0	74	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	76
10:45	70	4	1	0	0	1	0	76	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	77
1 Hr	255	22	3	0	0	4	3	287	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	293
11:00	58	5	2	0	1	1	0	67	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	70
11:15	48	6	2	0	0	1	0	57	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	62
11:30	62	4	1	1	0	0	1	69	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	71
11:45	57	4	0	0	1	0	1	63	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1	68
1 Hr	225	19	5	1	2	2	2	256	11	1	1	0	1	0	0	14	1	0	0	0	0	0	0	1	271
12:00	67	9	0	0	0	0	0	76	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	79
12:15	66	5	0	0	0	0	0	71	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	75
12:30	78	7	0	0	0	2	0	87	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	92
12:45	62	13	1	0	0	0	0	76	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	80
1 Hr	273	34	1	0	0	2	0	310	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	326
13:00	60	4	0	0	1	0	0	65	13	1	0	0	0	0	2	16	0	0	0	0	0	0	0	0	81
13:15	72	8	0	0	0	1	0	81	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	103
13:30	55	9	2	0	0	0	0	66	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	74
13:45	62	9	4	0	0	1	1	77	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	94
1 Hr	249	30	6	0	1	2	1	289	58	3	0	0	0	0	2	63	0	0	0	0	0	0	0	0	352
14:00	73	5	1	0	1	0	1	81	19	0	0	0	0	0	1	20	0	0	0	0	0	0	0	0	101
14:15	76	8	1	0	0	1	1	87	32	1	0	0	1	0	0	34	0	0	0	0	0	0	0	0	121
14:30	54	7	0	0	0	1	0	62	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	69
14:45	55	10	2	0	1	1	0	69	5	0	0	0	0	0	0	5	0	1	0	0	0	0	0	1	75
1 Hr	258	30	4	0	2	3	2	299	62	2	0	0	1	0	1	66	0	1	0	0	0	0	0	1	366
15:00	59	3	2	0	2	0	0	66	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	78
15:15	84	6	2	0	0	0	1	93	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	108
15:30	90	7	0	0	0	0	1	98	15	0	1	0	0	0	0	16	0	0	0	0	0	0	0	0	114
15:45	96	4	0	0	0	0	0	100	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	107
1 Hr	329	20	4	0	2	0	2	357	47	2	1	0	0	0	0	50	0	0	0	0	0	0	0	0	407
16:00	75	7	1	0	1	0	0	84	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	90
16:15	59	6	0	0	0	0	1	66	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	72
16:30	72	7	0	1	0	0	0	80	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	92
16:45	74	5	0	0	0	0	0	79	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	93
1 Hr	280	25	1	1	1	0	1	309	35	3	0	0	0	0	0	38	0	0	0	0	0	0	0	0	347

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17:00	64	3	0	0	1	0	1	69	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	76							
17:15	66	4	0	0	0	0	2	72	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	80							
17:30	81	8	0	0	0	0	0	89	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	106							
17:45	74	7	0	0	0	0	1	82	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	94							
1 Hr	285	22	0	0	1	0	4	312	42	2	0	0	0	0	0	44	0	0	0	0	0	0	0	0	356							
18:00	75	3	1	0	1	0	0	80	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	85							
18:15	64	2	0	0	0	0	1	67	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	71							
18:30	75	4	0	0	0	0	2	81	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	93							
18:45	89	2	0	0	0	0	0	91	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	97							
1 Hr	303	11	1	0	1	0	3	319	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0	346							
19:00	73	1	0	0	0	1	0	75	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	76							
19:15	79	6	0	0	0	0	0	85	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	92							
19:30	69	5	0	0	0	1	1	76	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	79							
19:45	75	5	0	0	0	0	0	80	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	88							
1 Hr	296	17	0	0	0	2	1	316	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	335							
20:00	62	3	0	0	0	0	0	65	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	69							
20:15	51	0	0	0	0	0	1	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52							
20:30	45	2	0	0	0	0	0	47	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	48							
20:45	50	2	1	0	1	0	0	54	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	60							
1 Hr	208	7	1	0	1	0	1	218	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	229							
21:00	41	1	0	0	0	0	1	43	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	45							
21:15	27	2	0	0	0	0	1	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30							
21:30	35	2	0	0	1	0	0	38	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	40							
21:45	40	1	0	0	1	0	1	43	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	45							
1 Hr	143	6	0	0	2	0	3	154	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	160							
22:00	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27							
22:15	23	2	0	0	0	0	0	25	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	27							
22:30	27	0	0	0	0	0	0	27	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28							
22:45	12	0	1	0	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14							
1 Hr	88	3	1	0	1	0	0	93	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	96							
23:00	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15							
23:15	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10							
23:30	7	0	0	0	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8							
23:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8							
1 Hr	38	1	0	0	1	0	0	40	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	41							
Total	4505	397	39	4	23	23	47	5038	567	27	2	0	4	0	13	613	1	1	0	0	0	0	0	2	5653							

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Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

ORIGIN SUMMARY

	Origin : Arm A R121 Clonsilla Road(E)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	10	0	0	0	0	0	0	10
00:15	11	0	0	0	0	0	1	12
00:30	3	0	0	0	0	0	0	3
00:45	4	0	0	0	0	0	0	4
1 Hr	28	0	0	0	0	0	1	29
01:00	5	0	0	0	0	0	0	5
01:15	7	0	0	0	0	0	0	7
01:30	2	1	0	0	0	0	0	3
01:45	4	0	0	0	0	0	0	4
1 Hr	18	1	0	0	0	0	0	19
02:00	3	0	0	0	0	0	0	3
02:15	1	1	0	0	0	0	0	2
02:30	2	0	0	0	0	0	0	2
02:45	3	0	0	0	0	0	0	3
1 Hr	9	1	0	0	0	0	0	10
03:00	1	1	0	0	0	0	0	2
03:15	1	1	0	0	0	0	0	2
03:30	3	1	0	0	0	0	0	4
03:45	2	0	0	0	0	0	0	2
1 Hr	7	3	0	0	0	0	0	10
04:00	2	0	0	0	0	0	0	2
04:15	1	0	0	0	0	0	0	1
04:30	1	0	0	0	0	0	0	1
04:45	7	0	0	0	0	0	0	7
1 Hr	11	0	0	0	0	0	0	11
05:00	1	0	0	0	0	0	0	1
05:15	3	1	0	0	0	0	0	4
05:30	4	0	0	0	0	0	0	4
05:45	4	1	0	0	0	0	0	5
1 Hr	12	2	0	0	0	0	0	14
06:00	5	1	1	0	0	0	0	7
06:15	9	3	0	0	1	0	0	13
06:30	10	2	0	0	0	0	0	12
06:45	17	2	0	0	0	0	0	19
1 Hr	41	8	1	0	1	0	0	51
07:00	14	5	1	0	0	0	1	21
07:15	25	2	1	0	1	0	0	29
07:30	28	4	0	0	0	0	0	32
07:45	42	5	0	0	0	0	2	49
1 Hr	109	16	2	0	1	0	3	131

	Origin : Arm B Porterstown Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	1	0	0	0	0	0	0	1
00:15	2	0	0	0	0	0	0	2
00:30	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0
1 Hr	4	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	2	0	0	0	0	0	0	2
1 Hr	2	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1
02:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0
03:15	1	1	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	1	1	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0
05:15	1	0	0	0	0	0	0	1
05:30	1	0	0	0	0	0	0	1
05:45	4	0	0	0	0	0	0	4
1 Hr	6	0	0	0	0	0	0	6
06:00	2	1	0	0	0	0	0	3
06:15	4	0	0	0	0	0	0	4
06:30	7	0	0	0	0	0	1	8
06:45	0	0	0	0	0	0	0	0
1 Hr	13	1	0	0	0	0	1	15
07:00	6	0	0	0	0	0	0	6
07:15	6	4	0	0	0	0	0	10
07:30	5	2	0	0	0	0	0	7
07:45	10	0	0	0	0	0	0	10
1 Hr	27	6	0	0	0	0	0	33

	Origin : Arm C R121 Clonsilla Road(W)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	6	0	0	0	0	0	0	6
00:15	8	1	0	0	0	0	0	9
00:30	3	0	0	0	0	0	0	3
00:45	3	0	0	0	0	0	0	3
1 Hr	20	1	0	0	0	0	0	21
01:00	3	0	0	0	0	0	0	3
01:15	6	0	0	0	0	0	0	6
01:30	3	0	0	0	0	0	0	3
01:45	4	0	0	0	0	0	0	4
1 Hr	16	0	0	0	0	0	0	16
02:00	1	0	0	0	0	0	0	1
02:15	3	1	0	0	0	0	0	4
02:30	1	0	0	0	0	0	0	1
02:45	5	0	0	0	0	0	0	5
1 Hr	10	1	0	0	0	0	0	11
03:00	1	0	0	0	0	0	0	1
03:15	2	1	0	0	0	0	0	3
03:30	1	0	0	0	0	0	0	1
03:45	6	0	0	0	0	0	0	6
1 Hr	10	1	0	0	0	0	0	11
04:00	5	0	0	0	0	0	0	5
04:15	3	1	0	0	0	0	0	4
04:30	5	0	0	0	0	0	0	5
04:45	4	0	0	0	0	0	0	4
1 Hr	17	1	0	0	0	0	0	18
05:00	8	2	0	0	0	0	0	10
05:15	6	2	0	0	0	0	0	8
05:30	18	1	0	0	0	1	1	21
05:45	19	3	0	0	0	0	0	22
1 Hr	51	8	0	0	0	1	1	61
06:00	26	5	1	0	0	0	0	32
06:15	43	7	1	0	0	2	1	54
06:30	47	6	0	0	0	0	2	55
06:45	50	14	1	0	1	1	4	71
1 Hr	166	32	3	0	1	3	7	212
07:00	62	9	1	0	0	0	3	75
07:15	106	14	0	0	0	0	2	122
07:30	118	14	0	0	0	0	3	135
07:45	131	10	1	1	1	1	2	147
1 Hr	417	47	2	1	1	1	10	479

	Origin Totals
00:00	17
00:15	23
00:30	7
00:45	7
1 Hr	54
01:00	8
01:15	13
01:30	6
01:45	10
1 Hr	37
02:00	4
02:15	6
02:30	4
02:45	9
1 Hr	23
03:00	3
03:15	7
03:30	5
03:45	8
1 Hr	23
04:00	7
04:15	5
04:30	6
04:45	12
1 Hr	30
05:00	11
05:15	13
05:30	26
05:45	31
1 Hr	81
06:00	42
06:15	71
06:30	75
06:45	90
1 Hr	278
07:00	102
07:15	161
07:30	174
07:45	206
1 Hr	643

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

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TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

17:00	146	12	0	0	0	0	1	159	6	0	0	0	0	0	0	6	71	3	0	0	1	0	1	76	241
17:15	139	16	0	0	0	0	2	157	9	0	0	0	0	0	0	9	73	5	0	0	0	0	2	80	246
17:30	133	16	0	0	1	0	0	150	16	1	0	0	0	0	0	17	97	9	0	0	0	0	0	106	273
17:45	127	9	1	0	0	0	5	142	18	1	0	0	0	0	1	20	86	7	0	0	0	0	1	94	256
1 Hr	545	53	1	0	1	0	8	608	49	2	0	0	0	0	1	52	327	24	0	0	1	0	4	356	1016
18:00	125	10	0	0	0	0	1	136	13	2	0	0	0	0	0	15	80	3	1	0	1	0	0	85	236
18:15	120	10	0	0	1	0	4	135	12	1	0	0	0	0	0	13	68	2	0	0	0	0	1	71	219
18:30	114	11	0	0	0	0	4	129	23	2	0	0	0	0	0	25	87	4	0	0	0	0	2	93	247
18:45	137	7	0	0	0	0	0	144	12	0	0	0	0	0	0	12	94	3	0	0	0	0	0	97	253
1 Hr	496	38	0	0	1	0	9	544	60	5	0	0	0	0	0	65	329	12	1	0	1	0	3	346	955
19:00	138	6	0	0	1	1	2	148	25	0	0	0	0	0	0	25	74	1	0	0	0	1	0	76	249
19:15	134	5	0	0	0	1	0	140	12	0	0	0	0	0	0	12	86	6	0	0	0	0	0	92	244
19:30	77	7	0	0	0	0	1	85	12	0	0	0	0	0	0	12	72	5	0	0	0	1	1	79	176
19:45	101	4	0	0	0	0	0	105	4	0	0	0	0	0	0	4	83	5	0	0	0	0	0	88	197
1 Hr	450	22	0	0	1	2	3	478	53	0	0	0	0	0	0	53	315	17	0	0	0	2	1	335	866
20:00	94	5	0	0	0	0	0	99	23	0	0	0	0	0	0	23	66	3	0	0	0	0	0	69	191
20:15	90	6	0	0	1	0	0	97	3	0	0	0	0	0	0	3	51	0	0	0	0	0	1	52	152
20:30	67	1	1	0	0	0	0	69	4	0	0	0	0	0	0	4	46	2	0	0	0	0	0	48	121
20:45	69	2	0	0	0	0	0	71	1	0	0	0	0	0	0	1	56	2	1	0	1	0	0	60	132
1 Hr	320	14	1	0	1	0	0	336	31	0	0	0	0	0	0	31	219	7	1	0	1	0	1	229	596
21:00	88	4	0	0	0	0	1	93	15	0	0	0	0	0	0	15	43	1	0	0	0	0	1	45	153
21:15	52	1	0	0	0	0	0	53	3	0	0	0	0	0	0	3	27	2	0	0	0	0	1	30	86
21:30	51	5	0	0	1	0	0	57	3	1	0	0	0	0	0	4	37	2	0	0	1	0	0	40	101
21:45	58	1	0	0	0	0	1	60	4	0	0	0	0	0	0	4	42	1	0	0	1	0	1	45	109
1 Hr	249	11	0	0	1	0	2	263	25	1	0	0	0	0	0	26	149	6	0	0	2	0	3	160	449
22:00	53	6	0	0	0	1	0	60	0	1	0	0	0	0	0	1	26	1	0	0	0	0	0	27	88
22:15	32	1	0	0	1	0	0	34	1	0	0	0	0	0	0	1	25	2	0	0	0	0	0	27	62
22:30	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28	56
22:45	30	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	12	0	1	0	1	0	0	14	44
1 Hr	141	9	0	0	1	1	0	152	1	1	0	0	0	0	0	2	91	3	1	0	1	0	0	96	250
23:00	26	0	0	0	0	0	1	27	2	0	0	0	0	0	0	2	14	1	0	0	0	0	0	15	44
23:15	13	1	0	0	0	1	1	16	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10	27
23:30	17	0	0	0	1	0	0	18	1	0	0	0	0	0	0	1	7	0	0	0	1	0	0	8	27
23:45	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8	18
1 Hr	64	2	0	0	1	1	2	70	5	0	0	0	0	0	0	5	39	1	0	0	1	0	0	41	116
Total	5374	468	37	2	26	21	54	5982	792	56	6	0	6	0	18	878	5073	425	41	4	27	23	60	5653	12513

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

DESTINATION SUMMARY

	Destination : Arm A R121 Clonsilla Road(E)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	7	0	0	0	0	0	0	7
00:15	9	1	0	0	0	0	0	10
00:30	4	0	0	0	0	0	0	4
00:45	3	0	0	0	0	0	0	3
1 Hr	23	1	0	0	0	0	0	24
01:00	3	0	0	0	0	0	0	3
01:15	6	0	0	0	0	0	0	6
01:30	3	0	0	0	0	0	0	3
01:45	3	0	0	0	0	0	0	3
1 Hr	15	0	0	0	0	0	0	15
02:00	1	0	0	0	0	0	0	1
02:15	3	1	0	0	0	0	0	4
02:30	1	0	0	0	0	0	0	1
02:45	6	0	0	0	0	0	0	6
1 Hr	11	1	0	0	0	0	0	12
03:00	1	0	0	0	0	0	0	1
03:15	2	1	0	0	0	0	0	3
03:30	1	0	0	0	0	0	0	1
03:45	6	0	0	0	0	0	0	6
1 Hr	10	1	0	0	0	0	0	11
04:00	5	0	0	0	0	0	0	5
04:15	3	1	0	0	0	0	0	4
04:30	5	0	0	0	0	0	0	5
04:45	5	0	0	0	0	0	0	5
1 Hr	18	1	0	0	0	0	0	19
05:00	8	2	0	0	0	0	0	10
05:15	6	2	0	0	0	0	0	8
05:30	18	1	0	0	0	1	1	21
05:45	22	3	0	0	0	0	0	25
1 Hr	54	8	0	0	0	1	1	64
06:00	28	6	1	0	0	0	0	35
06:15	47	7	1	0	0	2	1	58
06:30	54	6	0	0	0	0	2	62
06:45	50	14	1	0	1	1	4	71
1 Hr	179	33	3	0	1	3	7	226
07:00	67	9	1	0	0	0	3	80
07:15	109	16	0	0	0	0	2	127
07:30	120	14	0	0	0	0	3	137
07:45	128	10	1	1	1	1	2	144
1 Hr	424	49	2	1	1	1	10	488

	Destination : Arm B Porterstown Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	2	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0
01:45	2	0	0	0	0	0	0	2
1 Hr	3	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	1	1	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	1	1	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	2	0	0	0	0	0	0	2
05:30	1	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	0	3
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	3	0	0	0	0	0	0	3
06:45	1	0	0	0	0	0	0	1
1 Hr	4	0	0	0	0	0	0	4
07:00	1	0	0	0	0	0	1	2
07:15	3	1	0	0	0	0	0	4
07:30	4	1	0	0	0	0	0	5
07:45	17	1	0	0	0	0	1	19
1 Hr	25	3	0	0	0	0	2	30

	Destination : Arm C R121 Clonsilla Road(W)							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	10	0	0	0	0	0	0	10
00:15	12	0	0	0	0	0	1	13
00:30	1	0	0	0	0	0	0	1
00:45	4	0	0	0	0	0	0	4
1 Hr	27	0	0	0	0	0	1	28
01:00	5	0	0	0	0	0	0	5
01:15	6	0	0	0	0	0	0	6
01:30	2	1	0	0	0	0	0	3
01:45	5	0	0	0	0	0	0	5
1 Hr	18	1	0	0	0	0	0	19
02:00	3	0	0	0	0	0	0	3
02:15	1	1	0	0	0	0	0	2
02:30	3	0	0	0	0	0	0	3
02:45	3	0	0	0	0	0	0	3
1 Hr	10	1	0	0	0	0	0	11
03:00	1	1	0	0	0	0	0	2
03:15	1	1	0	0	0	0	0	2
03:30	3	1	0	0	0	0	0	4
03:45	2	0	0	0	0	0	0	2
1 Hr	7	3	0	0	0	0	0	10
04:00	2	0	0	0	0	0	0	2
04:15	1	0	0	0	0	0	0	1
04:30	1	0	0	0	0	0	0	1
04:45	7	0	0	0	0	0	0	7
1 Hr	11	0	0	0	0	0	0	11
05:00	1	0	0	0	0	0	0	1
05:15	2	1	0	0	0	0	0	3
05:30	4	0	0	0	0	0	0	4
05:45	5	1	0	0	0	0	0	6
1 Hr	12	2	0	0	0	0	0	14
06:00	5	1	1	0	0	0	0	7
06:15	9	3	0	0	1	0	0	13
06:30	7	2	0	0	0	0	1	10
06:45	16	2	0	0	0	0	0	18
1 Hr	37	8	1	0	1	0	1	48
07:00	14	5	1	0	0	0	0	20
07:15	25	3	1	0	1	0	0	30
07:30	27	5	0	0	0	0	0	32
07:45	38	4	0	0	0	0	1	43
1 Hr	104	17	2	0	1	0	1	125

	Dest Totals
00:00	17
00:15	23
00:30	7
00:45	7
1 Hr	54
01:00	8
01:15	13
01:30	6
01:45	10
1 Hr	37
02:00	4
02:15	6
02:30	4
02:45	9
1 Hr	23
03:00	3
03:15	7
03:30	5
03:45	8
1 Hr	23
04:00	7
04:15	5
04:30	6
04:45	12
1 Hr	30
05:00	11
05:15	13
05:30	26
05:45	31
1 Hr	81
06:00	42
06:15	71
06:30	75
06:45	90
1 Hr	278
07:00	102
07:15	161
07:30	174
07:45	206
1 Hr	643

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

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TRACSIS | **TRAFFIC DATA**
Transport Data Collection and Analytics

Return To Dashboard
Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J1 - R121 Clonsilla Road(E) / Porterstown Road / R121 Clonsilla Road(W)

17:00	66	3	0	0	1	0	1	71	19	0	0	0	0	0	0	19	138	12	0	0	0	0	1	151	241
17:15	69	4	0	0	0	0	2	75	16	3	0	0	0	0	0	19	136	14	0	0	0	0	2	152	246
17:30	89	9	0	0	0	0	0	98	21	1	0	0	0	0	0	22	136	16	0	0	1	0	0	153	273
17:45	80	8	0	0	0	0	1	89	18	1	0	0	0	0	0	19	133	8	1	0	0	0	6	148	256
1 Hr	304	24	0	0	1	0	4	333	74	5	0	0	0	0	0	79	543	50	1	0	1	0	9	604	1016
18:00	79	3	1	0	1	0	0	84	11	1	0	0	0	0	0	12	128	11	0	0	0	0	1	140	236
18:15	70	3	0	0	0	0	1	74	9	1	0	0	0	0	0	10	121	9	0	0	1	0	4	135	219
18:30	79	5	0	0	0	0	2	86	24	0	0	0	0	0	0	24	121	12	0	0	0	0	4	137	247
18:45	93	2	0	0	0	0	0	95	17	1	0	0	0	0	0	18	133	7	0	0	0	0	0	140	253
1 Hr	321	13	1	0	1	0	3	339	61	3	0	0	0	0	0	64	503	39	0	0	1	0	9	552	955
19:00	82	1	0	0	0	1	0	84	16	2	0	0	0	0	0	18	139	4	0	0	1	1	2	147	249
19:15	85	6	0	0	0	0	0	91	23	0	0	0	0	0	0	23	124	5	0	0	0	1	0	130	244
19:30	75	5	0	0	0	1	1	82	10	1	0	0	0	0	0	11	76	6	0	0	0	0	1	83	176
19:45	77	5	0	0	0	0	0	82	11	1	0	0	0	0	0	12	100	3	0	0	0	0	0	103	197
1 Hr	319	17	0	0	0	2	1	339	60	4	0	0	0	0	0	64	439	18	0	0	1	2	3	463	866
20:00	71	3	0	0	0	0	0	74	11	1	0	0	0	0	0	12	101	4	0	0	0	0	0	105	191
20:15	51	0	0	0	0	0	1	52	1	0	0	0	0	0	0	1	92	6	0	0	1	0	0	99	152
20:30	47	2	0	0	0	0	0	49	4	0	0	0	0	0	0	4	66	1	1	0	0	0	0	68	121
20:45	50	2	1	0	1	0	0	54	8	0	0	0	0	0	0	8	68	2	0	0	0	0	0	70	132
1 Hr	219	7	1	0	1	0	1	229	24	1	0	0	0	0	0	25	327	13	1	0	1	0	0	342	596
21:00	48	1	0	0	0	0	1	50	4	0	0	0	0	0	0	4	94	4	0	0	0	0	1	99	153
21:15	28	2	0	0	0	0	1	31	1	0	0	0	0	0	0	1	53	1	0	0	0	0	0	54	86
21:30	37	3	0	0	1	0	0	41	4	2	0	0	0	0	0	6	50	3	0	0	1	0	0	54	101
21:45	41	1	0	0	1	0	1	44	5	0	0	0	0	0	0	5	58	1	0	0	0	0	1	60	109
1 Hr	154	7	0	0	2	0	3	166	14	2	0	0	0	0	0	16	255	9	0	0	1	0	2	267	449
22:00	26	2	0	0	0	0	0	28	4	0	0	0	0	0	0	4	49	6	0	0	0	1	0	56	88
22:15	23	2	0	0	0	0	0	25	3	0	0	0	0	0	0	3	32	1	0	0	1	0	0	34	62
22:30	27	0	0	0	0	0	0	27	2	0	0	0	0	0	0	2	25	2	0	0	0	0	0	27	56
22:45	12	0	1	0	1	0	0	14	2	0	0	0	0	0	0	2	28	0	0	0	0	0	0	28	44
1 Hr	88	4	1	0	1	0	0	94	11	0	0	0	0	0	0	11	134	9	0	0	1	1	0	145	250
23:00	16	1	0	0	0	0	0	17	2	0	0	0	0	0	0	2	24	0	0	0	0	0	1	25	44
23:15	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	14	1	0	0	0	1	1	17	27
23:30	8	0	0	0	1	0	0	9	0	0	0	0	0	0	0	0	17	0	0	0	1	0	0	18	27
23:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	18
1 Hr	42	1	0	0	1	0	0	44	3	0	0	0	0	0	0	3	63	2	0	0	1	1	2	69	116
Total	4856	428	42	4	23	23	48	5424	1023	64	7	0	6	0	20	1120	5360	457	35	2	30	21	64	5969	12513

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

Origin Arm A R121 Blanchardstown Road South

	Destination : Arm A R121 Blanchardstown Road South								Destination : Arm B Clonsilla Road								Destination : Arm C Diswellstown Road								Destination : Arm D R121 Clonsilla Road								Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
00:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	10	1	0	0	0	0	0	11	4	0	0	0	0	0	0	4	18
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	2	0	0	0	0	0	0	2	9
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	5
1 Hr	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	21	1	0	0	0	0	1	23	9	0	0	0	0	0	0	9	36
01:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	8
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4	10
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3
1 Hr	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	12	2	0	0	0	0	0	14	6	1	0	0	0	0	0	7	25
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1	6
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2	4
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	10	1	0	0	0	0	0	11	2	1	0	0	0	0	0	3	16
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	0	1	0	0	0	0	0	1	4
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5	3	1	0	0	0	0	9	0	1	0	0	0	0	0	1	11
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	4	0	0	0	0	0	9	1	0	0	0	0	0	0	1	11
04:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	7
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1	6
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2	7
1 Hr	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	16	6	0	0	0	0	0	22	5	0	0	0	0	0	0	5	31
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	9
05:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	13	2	0	0	0	0	0	15	3	0	0	0	0	0	0	3	22
05:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	18	1	0	0	0	0	0	19	3	0	0	0	0	0	0	3	32
05:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	34	7	1	0	1	1	0	44	3	0	0	0	0	0	0	3	59
1 Hr	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	72	11	1	0	1	1	0	86	9	0	0	0	0	0	0	9	122
06:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	45	7	0	0	1	0	1	54	3	0	0	0	0	0	0	3	64
06:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	79	12	1	0	1	0	0	93	6	1	0	0	1	0	0	8	107
06:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	75	8	1	0	1	0	1	86	5	0	0	0	0	0	0	5	98
06:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	67	15	0	0	1	0	0	83	3	0	0	0	0	0	0	3	97
1 Hr	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	31	266	42	2	0	4	0	2	316	17	1	0	0	1	0	0	19	366
07:00	0	0	0	0	0	0	0	0	17	5	2	0	0	0	0	24	73	18	1	0	3	0	0	95	3	2	0	0	0	0	0	5	124
07:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	72	11	0	2	2	0	0	87	10	0	0	0	1	0	0	11	108
07:30	0	0	1	0	0	0	0	1	9	2	0	1	0	0	0	12	79	14	0	0	5	0	0	98	7	1	0	0	0	0	0	8	119
07:45	0	0	0	0	0	0	0	0	19	3	0	0	0	1	0	23	71	12	3	0	3	0	0	89	13	1	0	0	0	0	0	14	126
1 Hr	0	0	1	0	0	0	0	1	54	11	2	1	0	1	0	69	295	55	4	2	13	0	0	369	33	4	0	0	1	0	0	38	477
08:00	0	0	0	0	0	0	0	0	18	2	1	0	0	0	0	21	76	6	0	2	5	0	0	89	11	7	1	0	0	0	0	19	129
08:15	0	0	0	0	0	0	0	0	49	6	0	0	1	0	0	56	90	4	0	2	1	0	0	97	30	2	1	0	1	0	0	34	187
08:30	1	0	0	0	0	0	0	1	59	6	0	0	0	0	0	65	73	5	0	1	3	0	0	82	29	2	0	0	0	0	0	31	179
08:45	0	0	0	0	0	0	0	0	41	8	0	0	0	0	0	49	76	6	1	0	2	0	0	85	29	4	0	0	0	0	0	33	167
1 Hr	1	0	0	0	0	0	0	1	167	22	1	0	1	0	0	191	315	21	1	5	11	0	0	353	99	15	2	0	1	0	0	117	662
09:00	1	0	0	0	0	0	0	1	64	8	2	0	0	0	0	74	52	13	0	1	1	0	0	67	11	3	0	0	0	0	0	14	156
09:15	0	0	0	0	0	0	0	0	65	14	0	0	1	0	0	80	78	12	1	0	1	0	0	92	13	3	1	1	1	0	0	19	191
09:30	0	0	0	0	0	0	0	0	23	4	3	0	0	0	0	30	63	10	4	1	1	0	0	79	12	3	0	0	0	0	0	15	124
09:45	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29	47	11	2	1	3	0	1	65	11	1	1	0	0	0	0	13	107
1 Hr	1	0	0	0	0	0	0	1	179	28	5	0	1	0	0	213	240	46	7	3	6	0	1	303	47	10	2	1	1	0	0	61	578
10:00	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25	34	5	4	0	1	1	0	45	15	4	0	0	0	0	0	19	89
10:15	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	47	8	1	0	1	0	0	57	17	4	0	0	1	0	0	22	98
10:30	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17	60	5	1	0	1	0	0	67	19	2	1	0	0	0	0	22	106
10:45	0	0	0	0	0	0	0	0	15	2	1	0	0	0	0	18	51	6	1	2	0	0	0	60	16	3	0	0	0	0	0	19	97
1 Hr	0	0	0	0	0	0	0	0	67	11	1	0	0	0	0	79	192	24	7	2	3	1	0	229	67	13	1	0	1	0	0	82	390
11:00	0	0	1	0	0	0	0	1	16	4	0	0	0	0	0	20	52	9	0	0	2	0	2	65	14	1	0	1	0	0	0	16	102
11:15	0	0	0	0	0	0	0	0	19	1	2	0	0	0	0	22	61	9	1	0	1	0	0	72	20	2	0	0	0	0	0	22	116
11:30	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13	47	9	1	0	1	0	0	58	18	1	0	0	0	0	0	19	90
11:45	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22	64	10	1	2	0	1	1	79	16	1	0	0	0	0	0	17	118
1 Hr	0	0	1	0	0	0	0	1	63	12	2	0	0	0	0	77	224	37	3	2	4	1	3	274	68	5	0	1	0	0	0	74	426

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard
Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

12:00	1	0	0	0	0	0	0	1	14	2	0	1	0	0	0	17	48	3	1	0	1	0	0	53	27	1	0	0	0	0	0	28	99
12:15	0	0	0	0	0	0	0	0	12	9	0	0	0	0	1	22	65	7	3	1	1	0	0	77	18	2	1	0	1	1	0	23	122
12:30	0	0	0	0	0	0	0	0	22	1	1	0	0	0	0	24	55	7	1	0	1	0	0	64	15	4	0	0	0	0	0	19	107
12:45	0	0	0	0	0	0	0	0	21	6	1	1	0	0	0	29	65	3	1	2	0	0	0	71	21	3	0	0	0	0	0	24	124
1 Hr	1	0	0	0	0	0	0	1	69	18	2	2	0	0	1	92	233	20	6	3	3	0	0	265	81	10	1	0	1	1	0	94	452
13:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	87	5	0	0	1	1	0	94	29	1	1	0	0	0	0	31	139
13:15	1	0	0	0	0	0	0	1	18	1	0	0	0	0	0	19	87	7	0	1	0	0	1	96	25	1	0	0	1	0	0	27	143
13:30	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	75	4	0	0	1	1	0	81	26	3	2	0	0	1	0	32	136
13:45	0	0	0	0	0	0	0	0	27	5	0	0	0	0	0	32	80	5	1	0	1	1	0	88	19	8	0	0	0	0	0	27	147
1 Hr	1	0	0	0	0	0	0	1	81	7	0	0	0	0	0	88	329	21	1	1	3	3	1	359	99	13	3	0	1	1	0	117	565
14:00	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18	78	9	0	0	0	0	0	87	31	1	0	0	0	0	0	32	137
14:15	0	0	0	0	0	0	0	0	18	4	1	0	0	0	0	23	83	12	0	2	2	0	0	99	25	2	0	0	1	0	0	28	150
14:30	0	0	0	0	0	0	0	0	24	3	3	0	0	0	0	30	84	7	1	0	2	0	0	94	20	3	1	0	0	0	0	24	148
14:45	0	0	0	0	0	0	0	0	29	4	2	0	0	0	0	35	84	13	0	0	3	1	1	102	19	2	1	0	0	0	1	23	160
1 Hr	0	0	0	0	0	0	0	0	86	14	6	0	0	0	0	106	329	41	1	2	7	1	1	382	95	8	2	0	1	0	1	107	595
15:00	0	0	0	0	0	0	0	0	33	2	0	0	0	0	0	35	106	11	0	0	2	0	0	119	24	5	0	0	0	1	0	30	184
15:15	0	0	0	0	0	0	0	0	25	2	0	1	0	0	0	28	102	6	1	2	1	0	0	112	34	2	0	0	2	0	0	38	178
15:30	0	0	0	0	0	0	0	0	22	2	1	0	0	0	0	25	89	3	0	0	1	0	0	93	32	5	0	0	0	0	0	37	155
15:45	0	0	0	0	0	0	0	0	33	4	1	0	0	0	0	38	86	5	1	0	1	0	0	93	27	3	0	0	0	0	0	30	161
1 Hr	0	0	0	0	0	0	0	0	113	10	2	1	0	0	0	126	383	25	2	2	5	0	0	417	117	15	0	0	2	1	0	135	678
16:00	0	0	0	0	0	0	0	0	38	3	0	0	0	1	0	42	86	8	2	0	2	0	0	98	34	1	0	0	0	0	0	35	175
16:15	0	0	0	0	0	0	0	0	30	3	0	0	0	0	0	33	85	4	0	0	1	0	0	90	24	1	1	0	1	0	0	27	150
16:30	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26	76	9	2	0	1	0	1	89	18	7	0	0	0	0	0	25	140
16:45	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32	83	11	0	0	1	0	1	96	23	2	0	0	0	1	0	26	154
1 Hr	0	0	0	0	0	0	0	0	121	11	0	0	0	1	0	133	330	32	4	0	5	0	2	373	99	11	1	0	1	1	0	113	619
17:00	0	0	0	0	0	0	0	0	22	5	0	0	0	0	0	27	86	8	0	0	1	0	0	95	14	3	0	0	0	0	0	17	139
17:15	0	0	0	0	0	0	0	0	40	3	0	0	0	1	0	44	83	10	0	0	0	0	0	93	25	4	0	0	0	0	0	29	166
17:30	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27	100	8	0	0	1	1	0	110	23	3	0	0	1	0	0	27	164
17:45	0	0	0	0	0	0	0	0	43	4	0	0	0	0	0	47	89	6	0	0	1	0	0	96	34	3	1	0	0	0	0	38	181
1 Hr	0	0	0	0	0	0	0	0	129	15	0	0	0	1	0	145	358	32	0	0	3	1	0	394	96	13	1	0	1	0	0	111	650
18:00	0	0	0	0	0	0	0	0	52	6	0	0	0	2	0	60	90	3	0	0	1	0	0	94	40	5	0	0	0	0	0	45	199
18:15	0	0	0	0	0	0	0	0	37	4	0	0	0	0	0	41	84	6	0	0	0	0	0	90	23	2	0	0	1	0	0	26	157
18:30	0	0	0	0	0	0	0	0	27	6	1	0	0	2	0	36	84	9	1	0	0	1	0	95	33	4	0	0	0	0	0	37	168
18:45	0	0	0	0	0	0	0	0	40	2	1	0	0	0	1	44	90	4	0	0	0	0	0	94	37	3	0	0	0	0	0	40	178
1 Hr	0	0	0	0	0	0	0	0	156	18	2	0	0	4	1	181	348	22	1	0	1	1	0	373	133	14	0	0	1	0	0	148	702
19:00	0	0	0	0	0	0	0	0	42	1	0	0	0	1	0	44	79	1	0	0	1	0	1	82	49	3	0	0	1	0	0	53	179
19:15	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	34	92	8	0	0	0	0	0	100	50	1	0	0	0	1	0	52	186
19:30	0	0	0	0	0	0	0	0	27	3	0	0	0	1	0	31	78	7	1	0	1	0	1	88	27	3	0	0	0	0	0	30	149
19:45	0	0	0	0	0	0	0	0	32	1	0	0	0	1	0	34	93	0	0	0	0	0	0	93	24	2	0	0	0	0	0	26	153
1 Hr	0	0	0	0	0	0	0	0	134	6	0	0	0	3	0	143	342	16	1	0	2	0	2	363	150	9	0	0	1	1	0	161	667
20:00	0	0	0	0	0	0	0	0	27	1	0	0	0	1	0	29	63	5	0	0	1	0	1	70	30	4	0	0	0	0	0	34	133
20:15	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	64	3	0	0	0	0	0	67	24	1	0	0	1	0	0	26	116
20:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	45	2	0	0	1	1	0	49	12	1	1	0	0	0	0	14	83
20:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	41	5	1	0	0	0	0	47	16	1	0	0	0	0	0	17	78
1 Hr	0	0	0	0	0	0	0	0	82	3	0	0	0	1	0	86	213	15	1	0	2	1	1	233	82	7	1	0	1	0	0	91	410
21:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	53	2	0	0	1	0	0	56	20	2	0	0	0	0	0	22	93
21:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	48	2	0	0	0	0	1	51	18	0	0	0	0	0	0	18	84
21:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	41	2	0	0	1	0	0	44	17	4	0	0	1	0	0	22	79
21:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	40	2	0	0	0	0	0	42	13	0	0	0	0	0	0	13	66
1 Hr	0	0	0	0	0	0	0	0	54	0	0	0	0	0	0	54	182	8	0	0	2	0	1	193	68	6	0	0	1	0	0	75	322
22:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	36	1	0	0	1	0	0	38	20	1	0	0	0	0	0	21	68
22:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	29	1	0	0	0	0	0	30	13	0	0	0	1	0	0	14	46
22:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	21	2	0	0	1	0	0	24	9	0	0	0	0	0	0	9	44
22:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	16	0	0	0	0	0	0	16	11	1	0	0	0	0	0	12	31
1 Hr	1	0	0	0	0	0	0	1	24	0	0	0	0	0	0	24	102	4	0	0	2	0	0	108	53	2	0	0	1	0	0	56	189
23:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	15	0	0	0	1	0	0	16	15	0	0	0	0	0	0	15	35
23:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	20	0	0	0	0	0	0	20	4	0	0	0	0	1	0	5	29
23:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	14	0	0	0	1	0	0	15	11	0	0	0	1	0	0	12	30
23:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	17	1	0	0	0	0	0	18	4	0	0	0	0	0	0	4	26
1 Hr	1	0	0	0	0	0	0	1	14	0	0	0	0	0	0	14	66	1	0	0	2	0	0	69	34	0	0	0	1	1	0	36	120
Total	8	0	2	0	0	0	0	10	1656	193	24	4	2	11	2	1892	4883	486	43	22	79	10	15	5538	1469	159	14	2	18	6	1	1669	9109

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

Origin Arm B Clonsilla Road

	Destination : Arm A R121 Blanchardstown Road South								**Destination :** Arm B Clonsilla Road								**Destination :** Arm C Diswellstown Road								**Destination :** Arm D R121 Clonsilla Road								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	6	0	0	0	0	0	0	6	11
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	8
00:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4
00:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	6
1 Hr	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	16	0	0	0	0	0	0	16	29
01:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	9
01:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
01:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4
1 Hr	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10	20
02:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
1 Hr	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	13
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	4
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7	10
04:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
04:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	1	0	0	0	0	0	0	1	6
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	6
1 Hr	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8	5	0	0	0	0	0	0	5	16
05:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
05:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
05:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	10	2	1	1	0	0	0	0	4	14
1 Hr	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	8	6	0	0	0	0	0	14	3	2	1	0	0	0	0	6	26
06:00	1	2	2	0	0	0	0	5	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	1	1	0	0	0	0	0	2	24
06:15	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	5	1	0	0	0	0	0	6	26
06:30	6	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	5	2	0	0	0	0	0	7	30
06:45	11	0	1	0	0	0	0	12	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	9	2	0	0	0	0	0	11	45
1 Hr	25	4	4	0	0	0	0	33	0	0	0	0	0	0	0	0	60	6	0	0	0	0	0	66	20	6	0	0	0	0	0	26	125
07:00	5	4	0	0	0	0	0	9	1	0	0	0	0	0	0	1	20	2	0	0	1	0	0	23	6	4	1	0	0	0	0	11	44
07:15	9	4	0	0	1	0	1	15	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	11	1	1	0	0	0	0	13	47
07:30	4	1	1	0	0	1	0	7	0	0	0	0	0	0	0	0	17	5	0	0	0	0	0	22	21	3	0	0	1	0	0	25	54
07:45	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	35	2	1	0	0	0	1	39	20	1	0	0	0	0	1	22	74
1 Hr	31	9	1	0	1	1	1	44	1	0	0	0	0	0	0	1	88	12	1	0	1	0	1	103	58	9	2	0	1	0	1	71	219
08:00	17	3	3	0	0	0	0	23	0	0	0	0	0	0	0	0	27	0	0	1	0	0	0	28	18	2	0	0	1	0	0	21	72
08:15	14	0	1	0	0	0	0	15	0	0	0	0	0	0	0	0	23	2	0	0	0	0	1	26	15	2	1	0	0	0	0	18	59
08:30	25	2	0	0	1	0	0	28	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30	26	3	0	0	0	0	0	29	87
08:45	17	2	1	0	1	0	0	21	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	29	0	0	0	1	0	1	31	79
1 Hr	73	7	5	0	2	0	0	87	0	0	0	0	0	0	0	0	104	5	0	1	0	0	1	111	88	7	1	0	2	0	1	99	297
09:00	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	33	1	1	0	0	0	0	35	73
09:15	27	4	1	0	0	0	0	32	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	25	4	0	0	0	0	0	29	83
09:30	16	3	1	0	0	0	0	20	0	1	0	0	0	0	0	1	12	5	0	0	0	0	0	17	29	4	0	0	0	0	0	33	71
09:45	15	5	1	0	0	0	0	21	1	0	0	0	0	0	0	1	15	3	1	0	0	0	0	19	20	4	0	0	0	0	0	24	65
1 Hr	76	14	3	0	0	0	0	93	1	1	0	0	0	0	0	2	63	12	1	0	0	0	0	76	107	13	1	0	0	0	0	121	292
10:00	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	18	1	1	0	0	0	0	20	28	4	0	0	0	0	1	33	68
10:15	10	2	1	0	0	1	0	14	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	33	1	1	0	0	1	0	36	73
10:30	18	6	1	0	0	0	0	25	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20	24	2	1	0	0	0	0	27	72
10:45	23	3	0	0	0	0	0	26	0	0	0	0	0	0	0	0	19	2	1	0	0	0	0	22	27	5	2	0	0	1	0	35	83
1 Hr	63	14	2	0	0	1	0	80	0	0	0	0	0	0	0	0	78	5	2	0	0	0	0	85	112	12	4	0	0	2	1	131	296
11:00	25	5	1	1	0	0	0	32	0	0	0	0	0	0	0	0	24	1	1	0	0	0	0	26	45	3	1	0	0	1	1	51	109
11:15	24	3	1	0	0	0	0	28	0	0	0	0	0	0	0	0	21	3	0	1	0	1	0	26	46	5	1	0	0	0	0	52	106
11:30	23	2	0	0	0	0	0	25	1	0	0	0	0	0	0	1	22	4	0	0	0	1	0	27	46	3	0	0	0	0	0	49	102
11:45	14	1	1	0	0	0	0	16	0	0	0	0	0	0	0	0	15	2	1	0	0	0	0	18	43	3	0	0	0	0	0	46	80
1 Hr	86	11	3	1	0	0	0	101	1	0	0	0	0	0	0	1	82	10	2	1	0	2	0	97	180	14	2	0	0	1	1	198	397

TRAFFIC DATA
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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

12:00	15	2	1	0	0	0	0	18	1	0	0	0	0	0	0	1	29	10	0	0	0	0	0	39	41	5	0	0	0	0	0	46	104
12:15	14	5	0	1	0	0	1	21	0	0	0	0	0	0	0	0	28	6	1	0	0	0	2	37	31	4	0	0	0	1	1	37	95
12:30	30	7	0	0	0	0	0	37	0	0	0	0	0	0	0	0	37	4	0	0	0	0	0	41	33	4	0	0	0	1	0	38	116
12:45	31	5	0	0	0	1	0	37	0	0	1	0	0	0	0	1	30	2	0	0	0	0	0	32	49	3	1	0	0	0	2	55	125
1 Hr	90	19	1	1	0	1	1	113	1	0	1	0	0	0	0	2	124	22	1	0	0	0	2	149	154	16	1	0	0	2	3	176	440
13:00	22	7	0	0	0	0	0	29	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	33	40	3	0	0	0	0	1	44	106
13:15	22	4	1	0	0	0	0	27	0	0	0	0	0	0	0	0	39	2	0	0	0	0	0	41	49	2	0	0	1	0	0	52	120
13:30	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	31	55	3	0	0	0	0	1	59	113
13:45	20	5	0	0	0	0	0	25	0	0	0	0	0	0	0	0	20	5	0	0	0	0	0	25	39	5	1	0	0	2	1	48	98
1 Hr	85	18	1	0	0	0	0	104	0	0	0	0	0	0	0	0	121	9	0	0	0	0	0	130	183	13	1	0	1	2	3	203	437
14:00	20	6	2	0	0	1	0	29	1	0	0	0	0	0	0	1	30	2	0	0	0	0	0	32	49	3	0	0	0	0	0	52	114
14:15	25	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0	35	3	0	0	0	0	0	38	29	5	2	0	0	0	0	36	102
14:30	31	4	1	0	0	0	0	36	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25	37	3	0	0	0	0	0	40	101
14:45	25	3	0	0	0	1	0	29	0	0	0	0	0	0	0	0	39	3	1	0	0	0	0	43	51	3	0	0	0	2	1	57	129
1 Hr	101	16	3	0	0	2	0	122	1	0	0	0	0	0	0	1	127	10	1	0	0	0	0	138	166	14	2	0	0	2	1	185	446
15:00	18	9	2	0	0	0	0	29	1	0	0	0	0	0	0	1	24	3	0	0	2	0	0	29	52	5	1	0	0	0	1	59	118
15:15	26	2	1	0	0	0	0	29	0	0	0	0	0	0	0	0	30	1	0	0	0	0	0	31	44	2	1	0	0	0	0	47	107
15:30	20	3	2	0	1	0	1	27	0	0	0	0	0	0	0	0	32	3	0	0	0	0	0	35	57	3	2	0	0	0	0	62	124
15:45	29	4	0	0	0	0	0	33	1	0	0	0	0	0	0	1	47	3	0	0	0	0	0	50	47	3	0	0	0	0	0	50	134
1 Hr	93	18	5	0	1	0	1	118	2	0	0	0	0	0	0	2	133	10	0	0	2	0	0	145	200	13	4	0	0	0	1	218	483
16:00	36	5	1	0	0	0	1	43	0	0	0	0	0	0	0	0	36	3	0	0	0	0	0	39	40	5	0	0	0	0	1	46	128
16:15	28	5	1	0	0	1	1	36	0	0	0	0	0	0	0	0	32	6	0	0	0	0	0	38	62	4	1	0	0	0	1	68	142
16:30	28	4	1	0	0	0	0	33	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	38	50	6	0	0	0	0	2	58	129
16:45	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0	34	2	0	0	0	1	0	37	56	6	0	0	0	0	1	63	120
1 Hr	110	16	3	0	0	1	2	132	0	0	0	0	0	0	0	0	138	13	0	0	0	1	0	152	208	21	1	0	0	0	5	235	519
17:00	21	4	1	0	0	0	1	27	1	0	0	0	0	0	0	1	38	3	0	0	0	0	0	41	57	4	0	0	0	0	1	62	131
17:15	29	3	1	0	0	1	0	34	1	0	0	0	0	0	0	1	33	2	0	0	0	0	0	35	75	5	0	0	0	0	0	80	150
17:30	21	4	1	0	0	0	0	26	0	0	0	0	0	0	0	0	45	3	0	0	0	0	0	48	77	6	0	0	0	0	0	83	157
17:45	33	3	0	0	0	0	0	36	1	0	0	0	0	0	0	1	24	3	0	0	0	0	0	27	74	4	0	0	0	0	3	81	145
1 Hr	104	14	3	0	0	1	1	123	3	0	0	0	0	0	0	3	140	11	0	0	0	0	0	151	283	19	0	0	0	0	4	306	583
18:00	35	3	0	0	0	1	0	39	0	0	0	0	0	0	0	0	24	3	0	0	0	1	0	28	50	3	0	0	0	0	1	54	121
18:15	24	7	0	0	0	0	0	31	0	0	0	0	0	0	0	0	24	4	0	0	0	0	0	28	56	4	0	0	0	0	4	64	123
18:30	23	2	0	0	0	0	1	26	0	0	0	0	0	0	0	0	43	3	0	0	0	1	0	47	55	6	0	0	0	1	1	63	136
18:45	25	2	0	0	0	1	0	28	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33	63	3	0	0	0	0	0	66	127
1 Hr	107	14	0	0	0	2	1	124	0	0	0	0	0	0	0	0	123	11	0	0	0	2	0	136	224	16	0	0	0	1	6	247	507
19:00	27	7	0	0	0	0	1	35	1	0	0	0	0	0	0	1	35	0	0	0	0	0	0	35	55	2	0	0	0	1	2	60	131
19:15	21	5	0	0	0	0	0	26	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	34	62	2	0	0	0	0	0	64	124
19:30	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	37	33	4	0	0	0	0	1	38	98
19:45	27	2	0	0	0	1	0	30	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	56	1	0	0	0	0	0	57	112
1 Hr	97	15	0	0	0	1	1	114	1	0	0	0	0	0	0	1	131	0	0	0	0	0	0	131	206	9	0	0	0	1	3	219	465
20:00	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	43	2	0	0	0	0	0	45	101
20:15	27	1	0	0	0	0	0	28	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29	48	3	0	0	0	0	2	53	110
20:30	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	35	1	0	0	0	0	0	36	77
20:45	22	0	0	0	0	0	0	22	1	0	0	0	0	0	0	1	22	2	0	0	0	0	0	24	45	1	0	0	0	0	0	46	93
1 Hr	94	4	0	0	0	0	0	98	1	0	0	0	0	0	0	1	98	4	0	0	0	0	0	102	171	7	0	0	0	0	2	180	381
21:00	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	39	1	0	0	0	0	1	41	87
21:15	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	29	1	0	0	0	0	0	30	70
21:30	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	27	0	0	0	0	0	0	27	51
21:45	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	33	0	0	0	0	0	0	33	68
1 Hr	67	2	0	0	0	0	0	69	0	0	0	0	0	0	0	0	75	1	0	0	0	0	0	76	128	2	0	0	0	0	1	131	276
22:00	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	30	4	0	0	0	1	0	35	60
22:15	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	18	1	0	0	0	0	0	19	46
22:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	12	2	0	0	0	0	0	14	32
22:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	15	0	0	0	0	0	0	15	29
1 Hr	45	1	0	0	0	0	0	46	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	38	75	7	0	0	0	1	0	83	167
23:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	10	0	0	0	0	0	0	10	26
23:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8	1	0	0	0	0	0	9	19
23:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	11
23:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5	11
1 Hr	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	27	2	0	0	0	0	0	29	67
Total	1398	198	34	2	4	10	8	1654	12	1	1	0	0	0	0	14	1761	150	9	2	3	5	4	1934	2638	202	20	0	4	12	33	2909	6511

TRAFFIC DATA
Transport Data Collection and Analytics

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Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

Origin Arm C Diswellstown Road

	Destination : Arm A R121 Blanchardstown Road South								**Destination :** Arm B Clonsilla Road								**Destination :** Arm C Diswellstown Road								**Destination :** Arm D R121 Clonsilla Road								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	6	0	0	0	1	1	0	8	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
00:15	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	13
00:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7
00:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
1 Hr	20	2	0	0	1	1	0	24	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	33
01:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
01:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
01:45	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
1 Hr	7	1	1	0	0	0	0	9	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	15
02:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
02:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	6	2	0	0	0	0	0	8	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	11
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
03:15	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1 Hr	10	2	0	0	0	0	0	12	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	16
04:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	4	2	0	0	0	0	0	6	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:30	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7
1 Hr	19	4	0	0	0	0	0	23	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	27
05:00	10	0	1	0	0	0	0	11	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
05:15	13	2	1	0	0	0	0	16	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
05:30	19	2	0	0	1	0	0	22	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	27
05:45	33	2	0	0	0	0	0	35	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	50
1 Hr	75	6	2	0	1	0	0	84	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	111
06:00	28	1	0	0	0	0	0	29	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	38
06:15	46	5	0	0	0	0	0	51	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	63
06:30	50	8	0	0	0	0	0	58	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	70
06:45	45	12	2	0	0	0	0	59	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	83
1 Hr	169	26	2	0	0	0	0	197	41	5	0	0	0	0	0	46	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	254
07:00	68	10	0	0	1	0	0	79	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	96
07:15	70	12	1	1	1	0	1	86	18	5	0	0	0	0	0	23	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	120
07:30	90	10	2	1	2	0	0	105	19	5	0	0	0	0	0	24	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	140
07:45	107	9	0	0	1	0	0	117	27	5	0	0	0	1	0	33	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	25	175
1 Hr	335	41	3	2	5	0	1	387	76	15	0	0	0	1	0	92	0	0	0	0	0	0	0	0	48	4	0	0	0	0	0	52	531
08:00	119	4	0	1	2	0	0	126	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0	26	4	0	0	0	0	0	30	191
08:15	114	6	0	0	2	0	0	122	41	5	2	0	1	0	0	49	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	38	209
08:30	106	7	0	2	0	0	0	115	38	2	0	0	0	0	0	40	1	0	0	0	0	0	0	1	35	0	0	0	0	0	0	35	191
08:45	110	3	1	0	3	0	0	117	40	2	0	0	0	0	0	42	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	38	197
1 Hr	449	20	1	3	7	0	0	480	152	11	2	0	1	0	0	166	1	0	0	0	0	0	0	1	136	5	0	0	0	0	0	141	788
09:00	96	8	2	1	1	0	0	108	40	5	0	0	0	0	0	45	0	0	0	0	0	0	0	0	26	1	0	0	0	0	1	28	181
09:15	84	4	2	1	2	0	0	93	37	2	1	0	0	0	0	40	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	156
09:30	74	9	0	0	3	0	0	86	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0	8	6	0	0	0	0	0	14	129
09:45	67	6	1	1	0	1	0	76	27	5	2	1	0	0	0	35	0	1	0	0	0	0	0	1	17	0	0	0	0	0	0	17	129
1 Hr	321	27	5	3	6	1	0	363	131	14	3	1	0	0	0	149	0	1	0	0	0	0	0	1	72	9	0	0	0	0	1	82	595
10:00	54	7	1	0	0	1	0	63	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	98
10:15	52	4	0	0	1	1	0	58	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0	14	2	0	0	1	0	0	17	96
10:30	59	5	1	0	1	0	0	66	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	102
10:45	43	4	1	1	0	0	0	49	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7	82
1 Hr	208	20	3	1	2	2	0	236	85	8	0	0	0	0	0	93	0	0	0	0	0	0	0	0	44	3	1	0	1	0	0	49	378
11:00	49	5	0	1	2	0	0	57	19	3	2	0	0	1	0	25	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	16	98
11:15	47	10	3	1	1	0	0	62	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0	9	2	0	0	0	1	0	12	97
11:30	50	6	0	0	1	1	0	58	22	3	1	0	0	0	0	26	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	94
11:45	53	2	0	0	0	0	0	55	27	7	0	0	0	0	0	34	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	107
1 Hr	199	23	3	2	4	1	0	232	90	14	3	0	0	1	0	108	0	0	0	0	0	0	0	0	48	6	1	0	0	1	0	56	396

TRAFFIC DATA
Transport Data Collection and Analytics

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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

| | | |

TRAFFIC DATA
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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

Origin Arm D R121 Clonsilla Road

	Destination : Arm A R121 Blanchardstown Road South								**Destination :** Arm B Clonsilla Road								**Destination :** Arm C Diswellstown Road								**Destination :** Arm D R121 Clonsilla Road								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8
00:15	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	10
00:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5
00:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1 Hr	10	1	0	0	0	0	0	11	8	0	0	0	0	0	0	8	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	27
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
01:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
01:30	2	0	1	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1 Hr	8	0	1	0	0	0	0	9	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	15
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1 Hr	6	0	0	0	0	0	0	6	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12
03:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
1 Hr	6	1	0	0	0	0	1	8	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13
04:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1 Hr	14	1	0	0	0	0	0	15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
05:00	6	2	0	0	0	0	0	8	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	13
05:15	5	2	0	0	0	0	0	7	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:30	9	1	0	0	0	0	0	10	7	0	0	0	0	0	0	7	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	21
05:45	8	1	0	0	0	0	0	9	10	0	0	0	0	0	1	11	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	30
1 Hr	28	6	0	0	0	0	0	34	22	0	0	0	0	0	1	23	16	0	0	0	0	1	0	17	0	0	0	0	0	0	0	0	74
06:00	9	5	0	0	0	0	0	14	13	1	1	0	0	1	0	16	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0	42
06:15	25	3	1	0	0	1	0	30	11	1	0	0	0	1	0	13	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	61
06:30	35	4	0	0	0	0	0	39	7	1	0	0	0	1	0	9	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0	72
06:45	20	6	0	0	1	1	0	28	10	3	1	0	0	0	2	16	25	5	0	0	0	0	1	31	0	0	0	0	0	0	0	0	75
1 Hr	89	18	1	0	1	2	0	111	41	6	2	0	0	3	2	54	73	11	0	0	0	0	1	85	0	0	0	0	0	0	0	0	250
07:00	21	8	0	0	0	0	0	29	25	1	0	0	0	0	2	28	36	3	0	0	0	0	2	41	0	0	0	0	0	0	0	0	98
07:15	37	11	0	0	0	0	0	48	39	4	0	0	0	0	2	45	39	2	0	0	0	0	1	42	0	0	0	0	0	0	0	0	135
07:30	37	6	0	0	0	0	0	43	46	5	0	0	0	0	2	53	42	2	0	0	0	0	1	45	0	0	0	0	0	0	0	0	141
07:45	32	4	1	1	0	0	0	38	50	4	0	0	0	0	2	56	61	5	0	0	0	0	0	66	0	0	0	0	0	0	0	0	160
1 Hr	127	29	1	1	0	0	0	158	160	14	0	0	0	0	8	182	178	12	0	0	0	0	4	194	0	0	0	0	0	0	0	0	534
08:00	33	4	0	0	1	0	0	38	48	2	2	0	1	0	1	54	38	1	0	0	1	0	0	40	0	0	0	0	0	0	0	0	132
08:15	22	2	1	0	0	0	0	25	47	8	1	0	0	0	0	56	25	2	0	0	0	0	0	27	1	0	0	0	0	0	0	1	109
08:30	25	1	0	0	0	0	0	26	50	5	0	0	0	0	0	55	24	1	0	0	0	0	1	26	0	0	0	0	0	0	0	0	107
08:45	23	4	1	0	0	0	0	28	45	3	0	0	0	0	2	50	16	3	0	0	0	1	1	21	0	0	0	0	0	0	0	0	99
1 Hr	103	11	2	0	1	0	0	117	190	18	3	0	1	0	3	215	103	7	0	0	1	1	2	114	1	0	0	0	0	0	0	1	447
09:00	39	1	0	0	1	0	0	41	36	2	0	0	1	0	1	40	27	2	0	0	0	1	0	30	0	0	0	0	0	0	0	0	111
09:15	29	4	0	0	0	0	0	33	30	1	0	0	1	0	1	33	34	4	0	0	0	0	0	38	1	0	0	0	0	0	0	1	105
09:30	32	5	1	0	0	0	0	38	35	4	0	0	0	0	0	39	19	4	0	0	0	0	0	23	0	0	0	0	0	0	0	0	100
09:45	23	2	0	1	1	1	0	28	36	6	0	0	0	0	0	42	14	3	0	0	0	0	0	17	1	0	0	0	0	0	0	1	88
1 Hr	123	12	1	1	2	1	0	140	137	13	0	0	2	0	2	154	94	13	0	0	0	1	0	108	2	0	0	0	0	0	0	2	404
10:00	30	4	1	0	0	1	1	37	21	3	0	0	0	1	1	26	11	1	0	0	0	1	0	13	1	0	0	0	0	0	0	1	77
10:15	26	3	0	0	0	0	0	29	27	2	0	0	0	0	0	29	19	1	0	0	0	0	1	21	0	0	0	0	0	0	0	0	79
10:30	22	6	1	0	0	0	0	29	19	2	0	0	0	0	0	21	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0	76
10:45	31	0	0	0	0	1	0	32	27	3	1	0	0	0	0	31	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	89
1 Hr	109	13	2	0	0	2	1	127	94	10	1	0	0	1	1	107	80	4	0	0	0	1	1	86	1	0	0	0	0	0	0	1	321
11:00	32	2	1	0	1	0	0	36	30	5	1	0	0	1	0	37	5	1	0	0	0	0	0	6	0	1	0	0	0	0	0	1	80
11:15	20	1	1	0	0	0	0	22	17	1	0	0	0	1	0	19	14	3	1	0	0	0	0	18	0	0	0	0	0	0	0	0	59
11:30	31	2	1	1	0	0	0	35	37	2	0	0	0	0	0	39	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	90
11:45	20	2	0	0	1	0	0	23	28	2	1	0	0	0	1	32	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	68
1 Hr	103	7	3	1	2	0	0	116	112	10	2	0	0	2	1	127	47	5	1	0	0	0	0	53	0	1	0	0	0	0	0	1	297

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard
Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

| | | |

TRAFFIC DATA
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14/01/2025

Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

ORIGIN SUMMARY

	Origin : Arm A R121 Blanchardstown Road South								Origin : Arm B Clonsilla Road								Origin : Arm C Diswellstown Road								Origin : Arm D R121 Clonsilla Road								Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
00:00	17	1	0	0	0	0	0	18	10	1	0	0	0	0	0	11	8	0	0	0	1	1	0	10	8	0	0	0	0	0	0	8	47
00:15	8	0	0	0	0	0	1	9	8	0	0	0	0	0	0	8	12	1	0	0	0	0	0	13	9	1	0	0	0	0	0	10	40
00:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7	5	0	0	0	0	0	0	5	20
00:45	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	18
1 Hr	34	1	0	0	0	0	1	36	28	1	0	0	0	0	0	29	29	2	0	0	1	1	0	33	26	1	0	0	0	0	0	27	125
01:00	8	0	0	0	0	0	0	8	9	0	0	0	0	0	0	9	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2	23
01:15	9	1	0	0	0	0	0	10	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6	23
01:30	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	3	0	1	0	0	0	0	4	15
01:45	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	4	3	0	1	0	0	0	0	4	3	0	0	0	0	0	0	3	14
1 Hr	22	3	0	0	0	0	0	25	20	0	0	0	0	0	0	20	13	1	1	0	0	0	0	15	14	0	1	0	0	0	0	15	75
02:00	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	9
02:15	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4	3	1	0	0	0	0	0	4	17
02:30	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	11
02:45	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2	7	0	0	0	0	0	0	7	15
1 Hr	14	2	0	0	0	0	0	16	13	0	0	0	0	0	0	13	9	2	0	0	0	0	0	11	11	1	0	0	0	0	0	12	52
03:00	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	1	0	0	0	0	0	1	2	9
03:15	0	2	0	0	0	0	0	2	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	5	2	1	0	0	0	0	0	3	13
03:30	2	1	1	0	0	0	0	4	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	11
03:45	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8	6	0	0	0	0	0	0	6	17
1 Hr	5	5	1	0	0	0	0	11	10	0	0	0	0	0	0	10	12	4	0	0	0	0	0	16	11	1	0	0	0	0	1	13	50
04:00	7	4	0	0	0	0	0	11	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	21
04:15	6	0	1	0	0	0	0	7	2	0	0	0	0	0	0	2	6	2	0	0	0	0	0	8	3	1	0	0	0	0	0	4	21
04:30	4	2	0	0	0	0	0	6	5	0	1	0	0	0	0	6	8	1	0	0	0	0	0	9	6	0	0	0	0	0	0	6	27
04:45	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4	24
1 Hr	24	6	1	0	0	0	0	31	14	1	1	0	0	0	0	16	23	4	0	0	0	0	0	27	18	1	0	0	0	0	0	19	93
05:00	8	1	0	0	0	0	0	9	1	1	0	0	0	0	0	2	11	0	1	0	0	0	0	12	11	2	0	0	0	0	0	13	36
05:15	19	3	0	0	0	0	0	22	1	1	0	0	0	0	0	2	19	2	1	0	0	0	0	22	8	2	0	0	0	0	0	10	56
05:30	31	1	0	0	0	0	0	32	8	0	0	0	0	0	0	8	24	2	0	0	1	0	0	27	19	1	0	0	0	1	0	21	88
05:45	48	8	1	0	1	1	0	59	6	7	1	0	0	0	0	14	47	3	0	0	0	0	0	50	28	1	0	0	0	0	1	30	153
1 Hr	106	13	1	0	1	1	0	122	16	9	1	0	0	0	0	26	101	7	2	0	1	0	0	111	66	6	0	0	0	1	1	74	333
06:00	55	7	0	0	1	0	1	64	17	5	2	0	0	0	0	24	37	1	0	0	0	0	0	38	31	9	1	0	0	1	0	42	168
06:15	90	14	1	0	2	0	0	107	22	4	0	0	0	0	0	26	55	8	0	0	0	0	0	63	53	5	1	0	0	2	0	61	257
06:30	85	10	1	0	1	0	1	98	27	2	1	0	0	0	0	30	60	10	0	0	0	0	0	70	64	7	0	0	0	1	0	72	270
06:45	80	16	0	0	1	0	0	97	39	5	1	0	0	0	0	45	67	14	2	0	0	0	0	83	55	14	1	0	1	1	3	75	300
1 Hr	310	47	2	0	5	0	2	366	105	16	4	0	0	0	0	125	219	33	2	0	0	0	0	254	203	35	3	0	1	5	3	250	995
07:00	93	25	3	0	3	0	0	124	32	10	1	0	1	0	0	44	85	10	0	0	1	0	0	96	82	12	0	0	0	0	4	98	362
07:15	91	12	0	2	3	0	0	108	36	8	1	0	1	0	1	47	99	17	1	1	1	0	1	120	115	17	0	0	0	0	3	135	410
07:30	95	17	1	1	5	0	0	119	42	9	1	0	1	1	0	54	120	15	2	1	2	0	0	140	125	13	0	0	0	0	3	141	454
07:45	103	16	3	0	3	1	0	126	68	3	1	0	0	0	2	74	155	18	0	0	1	1	0	175	143	13	1	1	0	0	2	160	535
1 Hr	382	70	7	3	14	1	0	477	178	30	4	0	3	1	3	219	459	60	3	2	5	1	1	531	465	55	1	1	0	0	12	534	1761
08:00	105	15	2	2	5	0	0	129	62	5	3	1	1	0	0	72	178	10	0	1	2	0	0	191	119	7	2	0	3	0	1	132	524
08:15	169	12	1	2	3	0	0	187	52	4	2	0	0	0	1	59	193	11	2	0	3	0	0	209	95	12	2	0	0	0	0	109	564
08:30	162	13	0	1	3	0	0	179	80	6	0	0	1	0	0	87	180	9	0	2	0	0	0	191	99	7	0	0	0	0	1	107	564
08:45	146	18	1	0	2	0	0	167	71	4	1	0	2	0	1	79	187	6	1	0	3	0	0	197	84	10	1	0	0	1	3	99	542
1 Hr	582	58	4	5	13	0	0	662	265	19	6	1	4	0	2	297	738	36	3	3	8	0	0	788	397	36	5	0	3	1	5	447	2194
09:00	128	24	2	1	1	0	0	156	67	5	1	0	0	0	0	73	162	14	2	1	1	0	1	181	102	5	0	0	2	1	1	111	521
09:15	156	29	2	1	3	0	0	191	72	10	1	0	0	0	0	83	142	8	3	1	2	0	0	156	94	9	0	0	1	0	1	105	535
09:30	98	17	7	1	1	0	0	124	57	13	1	0	0	0	0	71	109	17	0	0	3	0	0	129	86	13	1	0	0	0	0	100	424
09:45	85	14	3	1	3	0	1	107	51	12	2	0	0	0	0	65	111	12	3	2	0	1	0	129	74	11	0	1	1	1	0	88	389
1 Hr	467	84	14	4	8	0	1	578	247	40	5	0	0	0	0	292	524	51	8	4	6	1	1	595	356	38	1	1	4	2	2	404	1869
10:00	71	12	4	0	1	1	0	89	58	8	1	0	0	0	1	68	86	10	1	0	0	1	0	98	63	8	1	0	0	3	2	77	332
10:15	80	15	1	0	2	0	0	98	64	5	2	0	0	2	0	73	85	8	0	0	2	1	0	96	72	6	0	0	0	0	1	79	346
10:30	93	10	2	0	1	0	0	106	62	8	2	0	0	0	0	72	93	7	1	0	1	0	0	102	65	10	1	0	0	0	0	76	356
10:45	82	11	2	2	0	0	0	97	69	10	3	0	0	1	0	83	73	6	2	1	0	0	0	82	84	3	1	0	0	1	0	89	351
1 Hr	326	48	9	2	4	1	0	390	253	31	8	0	0	3	1	296	337	31	4	1	3	2	0	378	284	27	3	0	0	4	3	321	1385
11:00	82	14	1	1	2	0	2	102	94	9	3	1	0	1	1	109	81	10	3	1	2	1	0	98	67	9	2	0	1	1	0	80	389
11:15	100	12	3	0	1	0	0	116	91	11	2	1	0	1	0	106	78	13	3	1	1	1	0	97	51	5	2	0	0	1	0	59	378
11:30	75	13	1	0	1	0	0	90	92	9	0	0	0	1	0	102	80	11	1	0	1	1	0	94	83	5	1	1	0	0	0	90	376
11:45	98	15	1	2	0	1	1	118	72	6	2	0	0	0	0	80	98	9	0	0	0	0	0	107	61	4	1	0	1	0	1	68	373
1 Hr	355	54	6	3	4	1	3	426	349	35	7	2	0	3	1	397	337	43	7	2	4	3	0	396	262	23	6	1	2	2	1	297	1516

TRAFFIC DATA
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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

12:00	90	6	1	1	1	0	0	99	86	17	1	0	0	0	0	104	101	16	3	1	3	0	0	124	74	7	0	0	0	0	0	81	408
12:15	95	18	4	1	2	1	1	122	73	15	1	1	0	1	4	95	110	15	3	0	1	0	0	129	67	6	0	0	0	0	0	73	419
12:30	92	12	2	0	1	0	0	107	100	15	0	0	0	1	0	116	126	9	0	1	0	0	0	136	91	6	0	0	0	2	0	99	458
12:45	107	12	2	3	0	0	0	124	110	10	2	0	0	1	2	125	105	9	1	0	1	0	0	116	69	14	1	0	0	0	0	84	449
1 Hr	384	48	9	5	4	1	1	452	369	57	4	1	0	3	6	440	442	49	7	2	5	0	0	505	301	33	1	0	0	2	0	337	1734
13:00	129	7	1	0	1	1	0	139	93	12	0	0	0	0	1	106	88	11	2	0	3	1	2	107	69	3	1	0	1	0	0	74	426
13:15	131	9	0	1	1	0	1	143	110	8	1	0	1	0	0	120	98	11	0	1	2	0	0	112	74	12	0	0	0	1	0	87	462
13:30	124	7	2	0	1	2	0	136	107	5	0	0	0	0	1	113	103	11	1	2	0	0	0	117	83	9	3	0	0	0	0	95	461
13:45	126	18	1	0	1	1	0	147	79	15	1	0	0	2	1	98	91	11	0	0	0	1	0	103	70	9	4	0	0	1	1	85	433
1 Hr	510	41	4	1	4	4	1	565	389	40	2	0	1	2	3	437	380	44	3	3	5	2	2	439	296	33	8	0	1	2	1	341	1782
14:00	124	13	0	0	0	0	0	137	100	11	2	0	0	1	0	114	87	4	2	0	1	1	0	95	79	6	1	0	1	0	2	89	435
14:15	126	18	1	2	3	0	0	150	89	11	2	0	0	0	0	102	120	5	1	0	1	0	0	127	71	8	2	0	0	1	0	82	461
14:30	128	13	5	0	2	0	0	148	91	9	1	0	0	0	0	101	161	14	1	2	1	0	0	179	90	7	0	0	0	1	0	98	526
14:45	132	19	3	0	3	1	2	160	115	9	1	0	0	3	1	129	121	11	0	0	4	0	0	136	84	15	1	0	1	1	0	102	527
1 Hr	510	63	9	2	8	1	2	595	395	40	6	0	0	4	1	446	489	34	4	2	7	1	0	537	324	36	4	0	2	3	2	371	1949
15:00	163	18	0	0	2	1	0	184	95	17	3	0	2	0	1	118	109	17	2	1	0	0	0	129	68	3	2	0	2	0	0	75	506
15:15	161	10	1	3	3	0	0	178	100	5	2	0	0	0	0	107	142	12	2	0	6	1	0	163	96	6	2	0	0	0	1	105	553
15:30	143	10	1	0	1	0	0	155	109	9	4	0	1	0	1	124	166	19	1	1	2	1	0	190	113	8	1	0	0	0	1	123	592
15:45	146	12	2	0	1	0	0	161	124	10	0	0	0	0	0	134	173	23	0	0	5	0	0	201	107	5	0	0	0	0	0	112	608
1 Hr	613	50	4	3	7	1	0	678	428	41	9	0	3	0	2	483	590	71	5	2	13	2	0	683	384	22	5	0	2	0	2	415	2259
16:00	158	12	2	0	2	1	0	175	112	13	1	0	0	0	2	128	131	21	2	0	2	0	0	156	82	9	1	0	1	0	0	93	552
16:15	139	8	1	0	2	0	0	150	122	15	2	0	0	1	2	142	171	26	0	0	1	0	0	198	63	6	0	0	0	0	0	69	559
16:30	118	18	2	0	1	0	1	140	114	12	1	0	0	0	2	129	154	19	0	0	1	1	1	176	79	5	0	1	0	0	0	85	530
16:45	135	16	0	0	1	1	1	154	108	10	0	0	0	1	1	120	168	19	0	0	2	2	0	191	84	5	0	0	0	0	0	89	554
1 Hr	550	54	5	0	6	2	2	619	456	50	4	0	0	2	7	519	624	85	2	0	6	3	1	721	308	25	1	1	1	0	0	336	2195
17:00	122	16	0	0	1	0	0	139	117	11	1	0	0	0	2	131	172	22	0	0	1	0	0	195	62	3	0	0	1	0	1	67	532
17:15	148	17	0	0	0	1	0	166	138	10	1	0	0	1	0	150	186	17	0	0	0	0	0	203	83	5	0	0	0	0	1	89	608
17:30	147	14	0	0	2	1	0	164	143	13	1	0	0	0	0	157	185	18	1	0	1	0	0	205	98	11	0	0	0	0	0	109	635
17:45	166	13	1	0	1	0	0	181	132	10	0	0	0	0	3	145	185	15	0	0	1	0	0	201	78	9	0	0	0	0	1	88	615
1 Hr	583	60	1	0	4	2	0	650	530	44	3	0	0	1	5	583	728	72	1	0	3	0	0	804	321	28	0	0	1	0	3	353	2390
18:00	182	14	0	0	1	2	0	199	109	9	0	0	0	2	1	121	180	11	0	0	0	1	0	192	83	3	1	0	1	0	1	89	601
18:15	144	12	0	0	1	0	0	157	104	15	0	0	0	0	4	123	147	12	1	0	2	0	1	163	73	4	0	0	0	0	0	77	520
18:30	144	19	2	0	0	3	0	168	121	11	0	0	0	2	2	136	159	8	0	0	3	1	0	171	79	4	0	0	0	0	2	85	560
18:45	167	9	1	0	0	0	1	178	120	6	0	0	0	1	0	127	166	14	0	0	3	1	1	185	107	2	0	0	0	0	0	109	599
1 Hr	637	54	3	0	2	5	1	702	454	41	0	0	0	5	7	507	652	45	1	0	8	3	2	711	342	13	1	0	1	0	3	360	2280
19:00	170	5	0	0	2	1	1	179	118	9	0	0	0	1	3	131	145	6	1	0	2	0	1	155	92	1	0	0	0	1	0	94	559
19:15	175	10	0	0	0	1	0	186	117	7	0	0	0	0	0	124	137	8	0	0	1	0	0	146	84	4	0	0	0	0	0	88	544
19:30	132	13	1	0	1	1	1	149	92	5	0	0	0	0	1	98	107	8	0	0	1	0	0	116	83	7	0	0	0	1	1	92	455
19:45	149	3	0	0	0	1	0	153	108	3	0	0	0	1	0	112	145	6	0	0	1	0	0	152	88	5	0	0	0	0	0	93	510
1 Hr	626	31	1	0	3	4	2	667	435	24	0	0	0	2	4	465	534	28	1	0	5	0	1	569	347	17	0	0	0	2	1	367	2068
20:00	120	10	0	0	1	1	1	133	97	4	0	0	0	0	0	101	108	8	0	0	1	0	0	117	76	2	0	0	0	0	0	78	429
20:15	110	5	0	0	1	0	0	116	103	5	0	0	0	0	2	110	95	6	0	0	1	0	0	102	52	0	0	0	0	0	1	53	381
20:30	76	4	1	0	1	1	0	83	74	3	0	0	0	0	0	77	81	4	0	0	0	0	0	85	49	2	0	0	0	0	2	53	298
20:45	71	6	1	0	0	0	0	78	90	3	0	0	0	0	0	93	64	2	0	0	1	1	0	68	52	2	1	0	1	0	0	56	295
1 Hr	377	25	2	0	3	2	1	410	364	15	0	0	0	0	2	381	348	20	0	0	3	1	0	372	229	6	1	0	1	0	3	240	1403
21:00	88	4	0	0	1	0	0	93	84	2	0	0	0	0	1	87	91	2	1	0	0	0	0	94	53	2	0	0	0	0	0	55	329
21:15	81	2	0	0	0	0	1	84	68	2	0	0	0	0	0	70	41	3	0	0	1	0	0	45	26	2	0	0	0	0	0	28	227
21:30	71	6	0	0	2	0	0	79	50	1	0	0	0	0	0	51	44	2	0	0	1	1	0	48	40	3	0	0	1	0	0	44	222
21:45	64	2	0	0	0	0	0	66	68	0	0	0	0	0	0	68	61	3	0	0	0	0	0	64	38	1	0	0	1	0	1	41	239
1 Hr	304	14	0	0	3	0	1	322	270	5	0	0	0	0	1	276	237	10	1	0	2	1	0	251	157	8	0	0	2	0	1	168	1017
22:00	65	2	0	0	1	0	0	68	55	4	0	0	0	1	0	60	34	3	0	0	1	0	0	38	28	2	0	0	0	0	0	30	196
22:15	44	1	0	0	1	0	0	46	43	3	0	0	0	0	0	46	28	3	0	0	0	0	0	31	23	2	0	0	0	0	0	25	148
22:30	41	2	0	0	1	0	0	44	29	3	0	0	0	0	0	32	25	3	0	0	0	0	0	28	30	0	0	0	0	0	0	30	134
22:45	30	1	0	0	0	0	0	31	29	0	0	0	0	0	0	29	21	0	0	0	1	0	0	22	5	0	1	0	1	0	0	7	89
1 Hr	180	6	0	0	3	0	0	189	156	10	0	0	0	1	0	167	108	9	0	0	2	0	0	119	86	4	1	0	1	0	0	92	567
23:00	34	0	0	0	1	0	0	35	26	0	0	0	0	0	0	26	16	0	0	0	1	1	0	18	15	1	0	0	0	0	0	16	95
23:15	28	0	0	0	0	1	0	29	18	1	0	0	0	0	0	19	7	0	0	0	0	0	0	7	9	0	0	0	0	0	0	9	64
23:30	28	0	0	0	2	0	0	30	11	0	0	0	0	0	0	11	15	0	1	0	0	0	0	16	9	0	0	0	1	0	0	10	67
23:45	25	1	0	0	0	0	0	26	10	1	0	0	0	0	0	11	13	0	0	0	1	0	0	14	10	0	0	0	0	0	0	10	61
1 Hr	115	1	0	0	3	1	0	120	65	2	0	0	0	0	0	67	51	0	1	0	2	1	0	55	43	1	0	0	1	0	0	45	287
Total	8016	838	83	28	99	27	18	9109	5809	551	64	4	11	27	45	6511	7984	741	56	21	89	22	8	8921	5251	450	42	4	23	24	44	5838	30379

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3959-IRE Kellystown
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Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

DESTINATION SUMMARY

	Destination : Arm A R121 Blanchardstown Road South								Destination : Arm B Clonsilla Road								Destination : Arm C Diswellstown Road								Destination : Arm D R121 Clonsilla Road								Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
00:00	12	0	0	0	1	1	0	14	8	0	0	0	0	0	0	8	13	2	0	0	0	0	0	15	10	0	0	0	0	0	0	10	47
00:15	13	2	0	0	0	0	0	15	4	0	0	0	0	0	0	4	8	0	0	0	0	0	1	9	12	0	0	0	0	0	0	12	40
00:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3	20
00:45	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6	18
1 Hr	39	3	0	0	1	1	0	44	15	0	0	0	0	0	0	15	32	2	0	0	0	0	1	35	31	0	0	0	0	0	0	31	125
01:00	9	1	0	0	0	0	0	10	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5	23
01:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6	8	0	0	0	0	0	0	8	23
01:30	6	0	1	0	0	0	0	7	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3	15
01:45	4	0	1	0	0	0	0	5	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	4	14
1 Hr	24	1	2	0	0	0	0	27	10	0	0	0	0	0	0	10	16	2	0	0	0	0	0	18	19	1	0	0	0	0	0	20	75
02:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	9
02:15	5	1	0	0	0	0	0	6	2	1	0	0	0	0	0	3	6	0	0	0	0	0	0	6	1	1	0	0	0	0	0	2	17
02:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3	11
02:45	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3	15
1 Hr	16	2	0	0	0	0	0	18	7	1	0	0	0	0	0	8	14	1	0	0	0	0	0	15	10	1	0	0	0	0	0	11	52
03:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4	1	2	0	0	0	0	0	3	9
03:15	5	3	0	0	0	0	0	8	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	13
03:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	3	1	0	0	0	0	0	4	11
03:45	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2	17
1 Hr	18	3	0	0	0	0	1	22	6	1	0	0	0	0	0	7	7	3	1	0	0	0	0	11	7	3	0	0	0	0	0	10	50
04:00	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1	5	4	0	0	0	0	0	9	2	0	0	0	0	0	0	2	21
04:15	6	3	0	0	0	0	0	9	5	0	1	0	0	0	0	6	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	21
04:30	12	1	0	0	0	0	0	13	4	0	0	0	0	0	0	4	5	2	1	0	0	0	0	8	2	0	0	0	0	0	0	2	27
04:45	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	6	0	0	0	0	0	0	6	24
1 Hr	35	6	0	0	0	0	0	41	10	0	1	0	0	0	0	11	23	6	1	0	0	0	0	30	11	0	0	0	0	0	0	11	93
05:00	16	3	1	0	0	0	0	20	4	0	0	0	0	0	0	4	10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1	36
05:15	19	4	1	0	0	0	0	24	12	1	0	0	0	0	0	13	13	2	0	0	0	0	0	15	3	1	0	0	0	0	0	4	56
05:30	32	3	0	0	1	0	0	36	21	0	0	0	0	0	0	21	25	1	0	0	0	1	0	27	4	0	0	0	0	0	0	4	88
05:45	41	3	0	0	0	0	0	44	33	1	0	0	0	0	1	35	48	13	1	0	1	1	0	64	7	2	1	0	0	0	0	10	153
1 Hr	108	13	2	0	1	0	0	124	70	2	0	0	0	0	1	73	96	17	1	0	1	2	0	117	15	3	1	0	0	0	0	19	333
06:00	38	8	2	0	0	0	0	48	28	1	1	0	0	1	0	31	69	12	0	0	1	0	1	83	5	1	0	0	0	0	0	6	168
06:15	78	10	1	0	0	1	0	90	24	4	0	0	0	1	0	29	106	14	1	0	1	0	0	122	12	3	0	0	1	0	0	16	257
06:30	91	12	1	0	0	0	0	104	21	5	0	0	0	1	0	27	113	10	1	0	1	0	1	126	11	2	0	0	0	0	0	13	270
06:45	76	18	3	0	1	1	0	99	36	5	1	0	0	0	2	44	111	23	0	0	1	0	1	136	18	3	0	0	0	0	0	21	300
1 Hr	283	48	7	0	1	2	0	341	109	15	2	0	0	3	2	131	399	59	2	0	4	0	3	467	46	9	0	0	1	0	0	56	995
07:00	94	22	0	0	1	0	0	117	55	6	2	0	0	0	2	65	129	23	1	0	4	0	2	159	14	6	1	0	0	0	0	21	362
07:15	116	27	1	1	2	0	2	149	66	10	0	0	0	0	2	78	127	16	0	2	2	0	1	148	32	1	1	0	1	0	0	35	410
07:30	131	17	4	1	2	1	0	156	74	12	0	1	0	0	2	89	138	21	0	0	5	0	1	165	39	4	0	0	1	0	0	44	454
07:45	152	13	1	1	1	0	0	168	96	12	0	0	0	2	2	112	167	19	4	0	3	0	1	194	54	6	0	0	0	0	1	61	535
1 Hr	493	79	6	3	6	1	2	590	291	40	2	1	0	2	8	344	561	79	5	2	14	0	5	666	139	17	2	0	2	0	1	161	1761
08:00	169	11	3	1	3	0	0	187	99	6	3	0	1	0	1	110	141	7	0	3	6	0	0	157	55	13	1	0	1	0	0	70	524
08:15	150	8	2	0	2	0	0	162	137	19	3	0	2	0	0	161	138	8	0	2	1	0	1	150	84	4	2	0	1	0	0	91	564
08:30	157	10	0	2	1	0	0	170	147	13	0	0	0	0	0	160	127	7	0	1	3	0	1	139	90	5	0	0	0	0	0	95	564
08:45	150	9	3	0	4	0	0	166	126	13	0	0	0	0	2	141	117	11	1	0	2	1	1	133	95	5	0	0	1	0	1	102	542
1 Hr	626	38	8	3	10	0	0	685	509	51	6	0	3	0	3	572	523	33	1	6	12	1	3	579	324	27	3	0	3	0	1	358	2194
09:00	154	11	2	1	2	0	0	170	140	15	2	0	1	0	1	159	95	17	0	1	1	1	0	115	70	5	1	0	0	0	1	77	521
09:15	140	12	3	1	2	0	0	158	132	17	1	0	2	0	1	153	132	18	1	0	1	0	0	152	60	9	1	1	1	0	0	72	535
09:30	122	17	2	0	3	0	0	144	85	11	3	0	0	0	0	99	94	19	4	1	1	0	0	119	49	13	0	0	0	0	0	62	424
09:45	105	13	2	2	1	2	0	125	91	13	2	1	0	0	0	107	76	18	3	1	3	0	1	102	49	5	1	0	0	0	0	55	389
1 Hr	521	53	9	4	8	2	0	597	448	56	8	1	3	0	2	518	397	72	8	3	6	1	1	488	228	32	3	1	1	0	1	266	1869
10:00	96	14	2	0	0	2	1	115	65	8	0	0	0	1	1	75	63	7	5	0	1	2	0	78	54	9	0	0	0	0	1	64	332
10:15	88	9	1	0	1	2	0	101	62	7	0	0	0	0	0	69	87	11	1	0	1	0	1	101	64	7	1	0	2	1	0	75	346
10:30	99	17	3	0	1	0	0	120	53	7	0	0	0	0	0	60	104	7	1	0	1	0	0	113	57	4	2	0	0	0	0	63	356
10:45	97	7	1	1	0	1	0	107	66	7	2	0	0	0	0	75	96	8	2	2	0	0	0	108	49	8	3	0	0	1	0	61	351
1 Hr	380	47	7	1	2	5	1	443	246	29	2	0	0	1	1	279	350	33	9	2	3	2	1	400	224	28	6	0	2	2	1	263	1385
11:00	106	12	3	2	3	0	0	126	65	12	3	0	0	2	0	82	81	11	1	0	2	0	2	97	72	7	2	1	0	1	1	84	389
11:15	91	14	5	1	1	0	0	112	58	3	2	0	0	1	0	64	96	15	2	1	1	1	0	116	75	9	1	0	0	1	0	86	378
11:30	104	10	1	1	1	1	0	118	70	8	1	0	0	0	0	79	84	14	1	0	1	1	0	101	72	6	0	0	0	0	0	78	376
11:45	87	5	1	0	1	0	0	94	73	13	1	0	0	0	1	88	92	12	2	2	0	1	1	110	77	4	0	0	0	0	0	81	373
1 Hr	388	41	10	4	6	1	0	450	266	36	7	0	0	3	1	313	353	52	6	3	4	3	3	424	296	26	3	1	0	2	1	329	1516

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14/01/2025

Site J2 - R121 Blanchardstown Road South / Clonsilla Road / Diswellstown Road / R121 Clonsilla Road

12:00	95	13	4	1	3	0	0	116	78	10	0	1	0	0	0	89	90	14	1	0	1	0	0	106	88	9	0	0	0	0	0	97	408
12:15	96	15	2	1	1	0	1	116	68	18	0	0	0	0	1	87	111	13	4	1	1	0	2	132	70	8	2	0	1	2	1	84	419
12:30	127	13	0	1	0	1	0	142	98	8	1	0	0	1	0	108	113	11	1	0	1	0	0	126	71	10	0	0	0	1	0	82	458
12:45	106	12	2	0	1	1	0	122	77	14	2	1	0	0	0	94	111	11	1	2	0	0	0	125	97	8	1	0	0	0	2	108	449
1 Hr	424	53	8	3	5	2	1	496	321	50	3	2	0	1	1	378	425	49	7	3	3	0	2	489	326	35	3	0	1	3	3	371	1734
13:00	101	15	3	0	3	0	2	124	65	4	0	0	1	1	0	71	130	8	0	0	1	1	0	140	83	6	1	0	0	0	1	91	426
13:15	102	18	1	1	2	1	0	125	71	3	0	0	0	0	0	74	148	12	0	1	0	0	1	162	92	7	0	0	2	0	0	101	462
13:30	109	12	4	2	0	0	0	127	91	9	0	0	0	0	0	100	121	4	0	0	1	1	0	127	96	7	2	0	0	1	1	107	461
13:45	93	13	2	0	0	1	0	109	79	12	0	0	0	1	1	93	114	13	3	0	1	1	0	132	80	15	1	0	0	2	1	99	433
1 Hr	405	58	10	3	5	2	2	485	306	28	0	0	1	2	1	338	513	37	3	1	3	3	1	561	351	35	4	0	2	3	3	398	1782
14:00	98	11	3	0	2	2	0	116	63	6	1	0	0	0	1	71	130	13	1	0	0	0	1	145	99	4	0	0	0	0	0	103	435
14:15	114	9	2	0	1	0	0	126	82	9	2	0	0	1	0	94	137	17	0	2	2	0	0	158	73	7	2	0	1	0	0	83	461
14:30	170	18	2	2	1	1	0	194	96	8	3	0	0	0	0	107	120	9	1	0	2	0	0	132	84	8	1	0	0	0	0	93	526
14:45	138	19	0	0	2	2	0	161	88	10	3	0	1	0	0	102	136	19	1	0	3	1	1	161	90	6	1	0	2	2	2	103	527
1 Hr	520	57	7	2	6	5	0	597	329	33	9	0	1	1	1	374	523	58	3	2	7	1	2	596	346	25	4	0	3	2	2	382	1949
15:00	116	19	3	0	1	0	0	139	73	6	3	1	0	0	0	83	147	15	0	0	5	0	0	167	99	15	1	0	0	1	1	117	506
15:15	142	10	5	0	6	1	1	165	82	9	0	1	0	0	0	92	169	8	1	2	1	0	0	181	106	6	1	0	2	0	0	115	553
15:30	159	16	2	0	3	1	1	182	87	11	3	1	0	0	0	102	156	7	0	0	1	0	1	165	129	12	2	0	0	0	0	143	592
15:45	156	16	0	0	4	0	0	176	113	11	1	0	0	0	0	125	165	9	1	0	1	0	0	176	116	14	0	0	1	0	0	131	608
1 Hr	573	61	10	0	14	2	2	662	355	37	7	3	0	0	0	402	637	39	2	2	8	0	1	689	450	47	4	0	3	1	1	506	2259
16:00	127	23	3	0	3	0	1	157	101	9	1	0	0	1	0	112	141	14	2	0	2	0	0	159	114	9	0	0	0	0	1	124	552
16:15	139	20	1	0	1	1	1	163	85	15	0	0	0	0	0	100	141	10	0	0	1	0	0	152	130	10	2	0	1	0	1	144	559
16:30	125	21	1	0	1	0	0	148	89	8	0	1	0	0	0	98	141	11	2	0	1	0	1	156	110	14	0	0	0	1	3	128	530
16:45	109	12	0	0	2	0	0	123	105	7	0	0	0	0	0	112	147	16	0	0	1	1	1	166	134	15	0	0	0	3	1	153	554
1 Hr	500	76	5	0	7	1	2	591	380	39	1	1	0	1	0	422	570	51	4	0	5	1	2	633	488	48	2	0	1	4	6	549	2195
17:00	121	17	1	0	2	0	1	142	87	11	0	0	0	0	1	99	134	12	0	0	1	0	0	147	131	12	0	0	0	0	1	144	532
17:15	141	13	1	0	0	1	0	156	119	9	0	0	0	1	1	130	139	13	0	0	0	0	0	152	156	14	0	0	0	0	0	170	608
17:30	158	17	2	0	1	0	0	178	97	13	0	0	0	0	0	110	168	14	0	0	1	1	0	184	150	12	0	0	1	0	0	163	635
17:45	154	17	0	0	1	0	1	173	124	10	0	0	0	0	0	134	135	10	0	0	1	0	0	146	148	10	1	0	0	0	3	162	615
1 Hr	574	64	4	0	4	1	2	649	427	43	0	0	0	1	2	473	576	49	0	0	3	1	0	629	585	48	1	0	1	0	4	639	2390
18:00	141	9	0	0	1	1	0	152	128	9	1	0	0	3	1	142	144	7	0	0	1	1	0	153	141	12	0	0	0	0	1	154	601
18:15	121	14	0	0	2	0	1	138	91	10	1	0	0	0	0	102	132	10	0	0	0	0	0	142	124	9	0	0	1	0	4	138	520
18:30	135	9	0	0	3	1	1	149	87	8	1	0	0	2	2	100	154	13	1	0	0	2	0	170	127	12	0	0	0	1	1	141	560
18:45	125	12	0	0	3	2	1	143	120	3	1	0	0	0	1	125	160	6	0	0	0	0	0	166	155	10	0	0	0	0	0	165	599
1 Hr	522	44	0	0	9	4	3	582	426	30	4	0	0	5	4	469	590	36	1	0	1	3	0	631	547	43	0	0	1	1	6	598	2280
19:00	129	13	1	0	2	0	2	147	107	1	0	0	0	2	0	110	141	1	0	0	1	0	1	144	148	6	0	0	1	1	2	158	559
19:15	108	12	0	0	1	0	0	121	106	5	0	0	0	0	0	111	157	8	0	0	0	0	0	165	142	4	0	0	0	1	0	147	544
19:30	109	8	0	0	1	1	1	120	82	8	0	0	0	1	0	91	135	8	1	0	1	0	1	146	88	9	0	0	0	0	1	98	455
19:45	137	10	0	0	1	1	0	149	103	4	0	0	0	1	0	108	145	0	0	0	0	0	0	145	105	3	0	0	0	0	0	108	510
1 Hr	483	43	1	0	5	2	3	537	398	18	0	0	0	4	0	420	578	17	1	0	2	0	2	600	483	22	0	0	1	2	3	511	2068
20:00	95	6	0	0	1	0	0	102	91	6	0	0	0	1	0	98	110	5	0	0	1	0	1	117	105	7	0	0	0	0	0	112	429
20:15	84	6	0	0	1	0	0	91	70	1	0	0	0	0	1	72	108	4	0	0	0	0	0	112	98	5	0	0	1	0	2	106	381
20:30	72	4	0	0	0	0	0	76	59	2	0	0	0	0	2	63	83	4	0	0	1	1	0	89	66	3	1	0	0	0	0	70	298
20:45	75	3	0	0	2	1	0	81	41	1	0	0	0	0	0	42	84	7	2	0	0	0	0	93	77	2	0	0	0	0	0	79	295
1 Hr	326	19	0	0	4	1	0	350	261	10	0	0	0	1	3	275	385	20	2	0	2	1	1	411	346	17	1	0	1	0	2	367	1403
21:00	85	2	1	0	0	0	0	88	49	1	0	0	0	0	0	50	91	3	0	0	1	0	0	95	91	4	0	0	0	0	1	96	329
21:15	46	5	0	0	1	0	0	52	40	1	0	0	0	0	0	41	76	2	0	0	0	0	1	79	54	1	0	0	0	0	0	55	227
21:30	51	3	0	0	2	1	0	57	40	1	0	0	0	0	0	41	60	3	0	0	1	0	0	64	54	5	0	0	1	0	0	60	222
21:45	53	3	0	0	1	0	1	58	42	1	0	0	0	0	0	43	74	2	0	0	0	0	0	76	62	0	0	0	0	0	0	62	239
1 Hr	235	13	1	0	4	1	1	255	171	4	0	0	0	0	0	175	301	10	0	0	2	0	1	314	261	10	0	0	1	0	1	273	1017
22:00	42	3	0	0	1	0	0	46	29	0	0	0	0	0	0	29	53	2	0	0	1	0	0	56	58	6	0	0	0	1	0	65	196
22:15	44	4	0	0	0	0	0	48	16	1	0	0	0	0	0	17	40	3	0	0	0	0	0	43	38	1	0	0	1	0	0	40	148
22:30	37	3	0	0	0	0	0	40	26	0	0	0	0	0	0	26	35	3	0	0	1	0	0	39	27	2	0	0	0	0	0	29	134
22:45	22	0	1	0	2	0	0	25	8	0	0	0	0	0	0	8	24	0	0	0	0	0	0	24	31	1	0	0	0	0	0	32	89
1 Hr	145	10	1	0	3	0	0	159	79	1	0	0	0	0	0	80	152	8	0	0	2	0	0	162	154	10	0	0	1	1	0	166	567
23:00	29	0	0	0	1	1	0	31	7	0	0	0	0	0	0	7	26	1	0	0	1	0	0	28	29	0	0	0	0	0	0	29	95
23:15	17	0	0	0	0	0	0	17	8	0	0	0	0	0	0	8	24	0	0	0	0	0	0	24	13	1	0	0	0	1	0	15	64
23:30	20	0	1	0	1	0	0	22	7	0	0	0	0	0	0	7	16	0	0	0	1	0	0	17	20	0	0	0	1	0	0	21	67
23:45	16	0	0	0	1	0	0	17	9	0	0	0	0	0	0	9	22	1	0	0	0	0	0	23	11	1	0	0	0	0	0	12	61
1 Hr	82	0	1	0	3	1	0	87	31	0	0	0	0	0	0	31	88	2	0	0	2	0	0	92	73	2	0	0	1	1	0	77	287
Total	7720	832	99	23	104	34	20	8832	5471	524	52	8	8	25	30	6118	8109	735	57	24	84	19	29	9057	5760	489	37	2	26	22	36	6372	30379

TRACSIS | **TRAFFIC DATA**
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J3 - Porterstown Road / Bóthar Bhaile an Phóirtéaraigh / Car Park Access

Origin Arm A Porterstown Road

	Destination : Arm A Porterstown Road								**Destination :** Arm B Bóthar Bhaile an Phóirtéaraigh								**Destination :** Arm C Car Park Access								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
06:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	3	0	0	0	0	0	0	3	9
1 Hr	0	0	0	0	0	0	0	0	9	2	0	0	0	0	2	13	3	0	0	0	0	0	0	3	16

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J3 - Porterstown Road / Bóthar Bhaile an Phóirtéaraigh / Car Park Access

08:00	0	0	0	0	0	0	0	0		35	3	0	0	0	0	6	44		20	0	0	0	0	0	0	20		64
08:15	0	0	0	0	0	0	0	0		35	2	0	0	0	0	12	49		31	1	0	0	0	0	0	32		81
08:30	0	0	0	0	0	0	0	0		18	0	0	0	0	0	1	19		17	0	0	0	0	0	0	17		36
08:45	0	0	0	0	0	0	0	0		18	0	0	0	0	0	0	18		8	0	0	0	0	0	0	8		26
1 Hr	0	0	0	0	0	0	0	0		106	5	0	0	0	0	19	130		76	1	0	0	0	0	0	77		207
09:00	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		2
09:15	0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		1	0	0	0	0	0	0	1		4
09:30	0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		3
09:45	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		2
1 Hr	0	0	0	0	0	0	0	0		10	0	0	0	0	0	0	10		1	0	0	0	0	0	0	1		11
10:00	0	0	0	0	0	0	0	0		3	1	0	0	0	0	0	4		0	0	0	0	0	0	0	0		4
10:15	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1		2
10:30	0	0	0	0	0	0	0	0		0	1	0	0	0	0	0	1		1	0	0	0	0	0	0	1		2
10:45	0	1	0	0	0	0	0	1		1	0	0	0	0	0	0	1		0	1	0	0	0	0	0	1		3
1 Hr	0	1	0	0	0	0	0	1		5	2	0	0	0	0	0	7		2	1	0	0	0	0	0	3		11
11:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
11:15	0	0	0	0	0	0	0	0		1	1	0	0	0	0	0	2		0	0	0	0	0	0	0	0		2
11:30	0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		1	0	0	0	0	0	0	1		4
11:45	0	0	0	0	0	0	0	0		2	1	0	0	0	0	0	3		0	0	0	0	0	0	1	1		4
1 Hr	0	0	0	0	0	0	0	0		6	2	0	0	0	0	0	8		1	0	0	0	0	0	1	2		10
12:00	1	0	0	0	0	0	0	1		3	0	0	0	0	0	0	3		0	0	0	0	0	0	0	0		4
12:15	0	0	0	0	0	0	0	0		1	1	0	0	0	0	0	2		0	1	0	0	0	0	0	1		3
12:30	0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		2
12:45	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
1 Hr	1	0	0	0	0	0	0	1		6	1	0	0	0	0	0	7		0	1	0	0	0	0	0	1		9
13:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
13:15	0	0	0	0	0	0	0	0		2	0	0	0	0	0	1	3		3	0	0	0	0	0	0	3		6
13:30	0	0	0	0	0	0	0	0		3	0	0	0	0	0	1	4		2	0	0	0	0	0	0	2		6
13:45	1	0	0	0	0	0	0	1		5	0	0	0	0	0	0	5		3	0	0	0	0	0	0	3		9
1 Hr	1	0	0	0	0	0	0	1		10	0	0	0	0	0	2	12		8	0	0	0	0	0	0	8		21
14:00	0	0	0	0	0	0	0	0		0	1	0	0	0	0	1	2		3	0	0	0	0	0	0	3		5
14:15	0	0	0	0	0	0	0	0		6	0	0	0	0	0	0	6		5	0	0	0	0	0	0	5		11
14:30	0	0	0	0	0	0	0	0		19	0	0	0	0	0	0	19		2	0	0	0	0	0	0	2		21
14:45	0	0	0	0	0	0	0	0		4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		4
1 Hr	0	0	0	0	0	0	0	0		29	1	0	0	0	0	1	31		10	0	0	0	0	0	0	10		41
15:00	1	0	0	0	0	0	0	1		5	0	0	0	0	0	0	5		3	0	0	0	0	0	0	3		9
15:15	0	0	0	0	0	0	0	0		9	0	1	0	0	0	0	10		3	0	0	0	0	0	0	3		13
15:30	2	0	0	0	0	0	0	2		10	0	0	0	0	0	0	10		2	0	0	0	0	0	0	2		14
15:45	0	0	0	0	0	0	0	0		4	0	0	0	0	0	1	5		0	0	0	0	0	0	0	0		5
1 Hr	3	0	0	0	0	0	0	3		28	0	1	0	0	0	1	30		8	0	0	0	0	0	0	8		41
16:00	1	0	0	0	0	0	0	1		6	1	0	0	0	0	1	8		0	0	0	0	0	0	0	0		9
16:15	0	0	0	0	0	0	0	0		3	2	0	0	0	0	0	5		0	0	0	0	0	0	0	0		5
16:30	0	0	0	0	0	0	0	0		11	0	0	0	0	0	1	12		0	0	0	0	0	0	0	0		12
16:45	0	0	0	0	0	0	0	0		8	1	0	0	0	0	0	9		0	0	0	0	0	0	0	0		9
1 Hr	1	0	0	0	0	0	0	1		28	4	0	0	0	0	2	34		0	0	0	0	0	0	0	0		35

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17:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	16
17:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	9	0	0	0	0	0	0	0	0	9
1 Hr	0	0	0	0	0	0	0	0	34	1	0	0	0	0	1	36	0	0	0	0	0	0	0	0	36
18:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
1 Hr	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0	21
19:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8
19:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8
19:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
19:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	25
20:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
20:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	9
21:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	12
21:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
21:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	16
22:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	1	0	0	0	0	0	7	349	20	1	0	0	0	28	398	109	3	0	0	0	0	1	113	518

TRAFFIC DATA
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Site J3 - Porterstown Road / Bóthar Bhaile an Phóirtéaraigh / Car Park Access

Origin Arm B Bóthar Bhaile an Phóirtéaraigh

	Destination : Arm A Porterstown Road								**Destination :** Arm B Bóthar Bhaile an Phóirtéaraigh								**Destination :** Arm C Car Park Access								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4	5
07:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9	11
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20	20
1 Hr	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	32	1	0	0	0	0	0	33	37

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08:00	0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		22	0	0	0	0	0	0	22		23
08:15	1	0	0	0	0	0	0	1		2	0	0	0	0	0	0	2		31	0	0	0	0	0	0	31		34
08:30	2	0	0	0	0	0	0	2		5	0	0	0	0	0	0	5		52	3	0	0	0	0	0	55		62
08:45	3	0	0	0	0	0	0	3		2	0	0	0	0	0	0	2		66	2	0	0	0	0	0	68		73
1 Hr	6	0	0	0	0	0	0	6		10	0	0	0	0	0	0	10		171	5	0	0	0	0	0	176		192
09:00	4	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		6
09:15	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		1
09:30	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		1
09:45	3	1	0	0	0	0	0	4		0	0	0	0	0	0	0	0		1	0	1	0	0	0	0	2		6
1 Hr	7	1	0	0	0	0	0	8		0	0	0	0	0	0	0	0		5	0	1	0	0	0	0	6		14
10:00	1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1		3
10:15	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		3
10:30	3	1	0	0	0	0	0	4		0	0	0	0	0	0	0	0		0	2	0	0	0	0	0	2		6
10:45	1	1	0	0	0	0	0	2		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		2
1 Hr	7	2	0	0	0	0	0	9		1	0	0	0	0	0	0	1		2	2	0	0	0	0	0	4		14
11:00	1	1	0	0	0	0	0	2		0	1	0	0	0	0	0	1		2	0	0	0	0	0	0	2		5
11:15	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		2
11:30	4	2	0	0	0	0	0	6		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		6
11:45	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		2
1 Hr	8	3	0	0	0	0	0	11		0	1	0	0	0	0	0	1		3	0	0	0	0	0	0	3		15
12:00	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		2	0	0	0	0	0	0	2		4
12:15	0	1	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		1
12:30	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		4
12:45	0	0	0	0	0	0	6	6		0	0	0	0	0	0	0	0		5	0	0	0	0	0	0	5		11
1 Hr	3	1	0	0	0	0	6	10		0	0	0	0	0	0	0	0		10	0	0	0	0	0	0	10		20
13:00	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		10	0	0	0	0	0	0	10		11
13:15	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		33	0	0	0	0	0	0	33		35
13:30	5	1	0	0	0	0	0	6		1	0	0	0	0	0	0	1		10	0	0	0	0	0	0	10		17
13:45	3	1	0	0	0	0	0	4		0	1	0	0	0	0	0	1		23	0	0	0	0	0	0	23		28
1 Hr	11	2	0	0	0	0	0	13		1	1	0	0	0	0	0	2		76	0	0	0	0	0	0	76		91
14:00	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		32	1	0	0	0	0	0	33		34
14:15	4	1	0	0	0	0	1	6		2	0	0	0	0	0	0	2		30	0	0	0	0	0	0	30		38
14:30	2	0	0	0	0	0	0	2		2	0	0	0	0	0	0	2		7	0	0	0	0	0	0	7		11
14:45	3	0	0	0	0	0	0	3		1	0	0	0	0	0	0	1		1	0	0	0	0	0	0	1		5
1 Hr	10	1	0	0	0	0	1	12		5	0	0	0	0	0	0	5		70	1	0	0	0	0	0	71		88
15:00	4	0	0	0	0	0	0	4		3	0	0	0	0	0	0	3		2	0	0	0	0	0	0	2		9
15:15	3	0	0	0	0	0	11	14		6	0	0	0	0	0	0	6		5	0	0	0	0	0	0	5		25
15:30	13	1	0	0	0	0	14	28		3	0	0	0	0	0	0	3		0	1	0	0	0	0	0	1		32
15:45	6	1	0	0	0	0	3	10		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		10
1 Hr	26	2	0	0	0	0	28	56		12	0	0	0	0	0	0	12		7	1	0	0	0	0	0	8		76
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		0
16:15	5	0	0	0	0	0	0	5		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		5
16:30	4	0	0	0	0	0	1	5		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		6
16:45	5	0	0	0	0	0	0	5		1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		6
1 Hr	14	0	0	0	0	0	1	15		2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		17

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J3 - Porterstown Road / Bóthar Bhaile an Phóirtéaraigh / Car Park Access

17:00	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
17:30	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
17:45	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
1 Hr	39	1	0	0	0	0	3	43	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
18:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:15	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
18:30	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
18:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1 Hr	20	3	0	0	0	0	0	23	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
19:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
19:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
19:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
19:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1 Hr	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
20:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1 Hr	17	0	0	0	0	0	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
21:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	208	16	0	0	0	0	41	265	36	2	0	0	0	0	0	38	377	10	1	0	0	0	0	388	691						

TRACSIS | **TRAFFIC DATA**
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J3 - Porterstown Road / Bóthar Bhaile an Phóirtéaraigh / Car Park Access

Origin Arm C Car Park Access

	Destination : Arm A Porterstown Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0

	Destination : Arm B Bóthar Bhaile an Phóirtéaraigh							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2

	Destination : Arm C Car Park Access							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0

	Arm Totals
00:00	0
00:15	0
00:30	0
00:45	0
1 Hr	0
01:00	0
01:15	0
01:30	0
01:45	0
1 Hr	0
02:00	0
02:15	0
02:30	0
02:45	0
1 Hr	0
03:00	0
03:15	0
03:30	0
03:45	0
1 Hr	0
04:00	0
04:15	0
04:30	0
04:45	0
1 Hr	0
05:00	1
05:15	0
05:30	0
05:45	0
1 Hr	1
06:00	0
06:15	0
06:30	0
06:45	0
1 Hr	0
07:00	0
07:15	1
07:30	0
07:45	1
1 Hr	2

TRAFFIC DATA
Transport Data Collection and Analytics

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3959-IRE Kellystown
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Site J3 - Porterstown Road / Bóthar Bhaile an Phóirtéaraigh / Car Park Access

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	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:30	3	0	0	0	0	0	0	3	13	2	0	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	19
08:45	1	0	0	0	0	0	0	1	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	24
1 Hr	4	0	0	0	0	0	0	4	40	3	0	0	0	0	1	44	0	0	0	0	0	0	0	0	0	0	0	0	0	48
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	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	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	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14:30	4	0	0	0	0	0	0	4	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	17
14:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1 Hr	4	0	0	0	0	0	0	4	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	28
15:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	8	0	0	0	0	0	0	8	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	15
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	10	0	0	0	0	0	0	10	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	20
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	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	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA
Transport Data Collection and Analytics

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3959-IRE Kellystown
Junction Turning Count
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Site J3 - Porterstown Road / Bóthar Bhaile an Phóirtéaraigh / Car Park Access

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	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	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	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	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	1	0	0	0	0	0	21	79	6	0	0	0	0	2	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108

TRACSIS | **TRAFFIC DATA**
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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J3 - Porterstown Road / Bóthar Bhaile an Phóirtéaraigh / Car Park Access

ORIGIN SUMMARY

	Origin : Arm A Porterstown Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
06:15	3	0	0	0	0	0	0	3
06:30	1	0	0	0	0	0	0	1
06:45	1	0	0	0	0	0	0	1
1 Hr	5	0	0	0	0	0	0	5
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	1
07:30	4	2	0	0	0	0	0	6
07:45	8	0	0	0	0	0	1	9
1 Hr	12	2	0	0	0	0	2	16

	Origin : Arm B Bóthar Bhaile an Phóirtéaraigh							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0
03:15	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	1	1
06:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	1
07:00	1	0	0	0	0	0	0	1
07:15	4	1	0	0	0	0	0	5
07:30	11	0	0	0	0	0	0	11
07:45	20	0	0	0	0	0	0	20
1 Hr	36	1	0	0	0	0	0	37

	Origin : Arm C Car Park Access							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2

	Origin Totals
00:00	0
00:15	1
00:30	1
00:45	0
1 Hr	2
01:00	0
01:15	0
01:30	0
01:45	0
1 Hr	0
02:00	0
02:15	0
02:30	1
02:45	0
1 Hr	1
03:00	0
03:15	1
03:30	0
03:45	0
1 Hr	1
04:00	0
04:15	0
04:30	0
04:45	1
1 Hr	1
05:00	1
05:15	0
05:30	0
05:45	0
1 Hr	1
06:00	0
06:15	3
06:30	2
06:45	1
1 Hr	6
07:00	1
07:15	7
07:30	17
07:45	30
1 Hr	55

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| | | |

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17:00	16	0	0	0	0	0	0	16	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	19
17:15	7	0	0	0	0	0	0	7	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	16
17:30	4	0	0	0	0	0	0	4	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	21
17:45	7	1	0	0	0	0	1	9	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	24
1 Hr	34	1	0	0	0	0	1	36	40	1	0	0	0	0	3	44	0	0	0	0	0	0	0	0	80
18:00	5	1	0	0	0	0	0	6	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8
18:15	4	0	0	0	0	0	0	4	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	14
18:30	5	0	0	0	0	0	0	5	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	13
18:45	5	1	0	0	0	0	0	6	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	10
1 Hr	19	2	0	0	0	0	0	21	21	3	0	0	0	0	0	24	0	0	0	0	0	0	0	0	45
19:00	8	0	0	0	0	0	0	8	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	14
19:15	8	0	0	0	0	0	0	8	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	17
19:30	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	10
19:45	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	10
1 Hr	25	0	0	0	0	0	0	25	25	0	0	0	0	0	0	25	1	0	0	0	0	0	0	1	51
20:00	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8
20:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
20:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
20:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10
1 Hr	9	0	0	0	0	0	0	9	17	0	0	0	0	0	1	18	0	0	0	0	0	0	0	0	27
21:00	12	0	0	0	0	0	0	12	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	14
21:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
21:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1 Hr	16	0	0	0	0	0	0	16	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	21
22:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
Total	464	24	1	0	0	0	29	518	621	28	1	0	0	0	41	691	99	7	0	0	0	0	2	108	1317

TRAFFIC DATA
Transport Data Collection and Analytics

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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J3 - Porterstown Road / Bóthar Bhaile an Phóirtéaraigh / Car Park Access

DESTINATION SUMMARY

	Destination : Arm A Porterstown Road							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0
03:15	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	1	1
06:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	1	1
07:00	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2

	Destination : Arm B Bóthar Bhaile an Phóirtéaraigh							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
05:00	1	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0
06:15	3	0	0	0	0	0	0	3
06:30	1	0	0	0	0	0	0	1
06:45	1	0	0	0	0	0	0	1
1 Hr	5	0	0	0	0	0	0	5
07:00	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	1	3
07:30	5	2	0	0	0	0	0	7
07:45	6	0	0	0	0	0	1	7
1 Hr	13	2	0	0	0	0	2	17

	Destination : Arm C Car Park Access							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
07:15	3	1	0	0	0	0	0	4
07:30	9	0	0	0	0	0	0	9
07:45	23	0	0	0	0	0	0	23
1 Hr	35	1	0	0	0	0	0	36

	Dest Totals
00:00	0
00:15	1
00:30	1
00:45	0
1 Hr	2
01:00	0
01:15	0
01:30	0
01:45	0
1 Hr	0
02:00	0
02:15	0
02:30	1
02:45	0
1 Hr	1
03:00	0
03:15	1
03:30	0
03:45	0
1 Hr	1
04:00	0
04:15	0
04:30	0
04:45	1
1 Hr	1
05:00	1
05:15	0
05:30	0
05:45	0
1 Hr	1
06:00	0
06:15	3
06:30	2
06:45	1
1 Hr	6
07:00	1
07:15	7
07:30	17
07:45	30
1 Hr	55

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08:00	0	0	0	0	0	0	0	0		36	3	0	0	0	0	6	45		42	0	0	0	0	0	0	42		87
08:15	1	0	0	0	0	0	0	1		42	2	0	0	0	0	12	56		62	1	0	0	0	0	0	63		120
08:30	5	0	0	0	0	0	0	5		36	2	0	0	0	0	2	40		69	3	0	0	0	0	0	72		117
08:45	4	0	0	0	0	0	0	4		42	1	0	0	0	0	0	43		74	2	0	0	0	0	0	76		123
1 Hr	10	0	0	0	0	0	0	10		156	8	0	0	0	0	20	184		247	6	0	0	0	0	0	253		447
09:00	5	0	0	0	0	0	0	5		2	0	0	0	0	0	0	2		2	0	0	0	0	0	0	2		9
09:15	0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		2	0	0	0	0	0	0	2		5
09:30	0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	3		1	0	0	0	0	0	0	1		4
09:45	3	1	0	0	0	0	0	4		2	0	0	0	0	0	0	2		1	0	1	0	0	0	0	2		8
1 Hr	8	1	0	0	0	0	0	9		10	0	0	0	0	0	0	10		6	0	1	0	0	0	0	7		26
10:00	1	0	0	0	0	0	0	1		4	1	0	0	0	0	0	5		1	0	0	0	0	0	0	1		7
10:15	2	0	0	0	0	0	0	2		2	0	0	0	0	0	0	2		2	0	0	0	0	0	0	2		6
10:30	3	1	0	0	0	0	0	4		0	1	0	0	0	0	0	1		1	2	0	0	0	0	0	3		8
10:45	1	3	0	0	0	0	0	4		1	0	0	0	0	0	0	1		0	1	0	0	0	0	0	1		6
1 Hr	7	4	0	0	0	0	0	11		7	2	0	0	0	0	0	9		4	3	0	0	0	0	0	7		27
11:00	1	1	0	0	0	0	0	2		0	1	0	0	0	0	0	1		2	0	0	0	0	0	0	2		5
11:15	1	0	0	0	0	0	0	1		1	3	0	0	0	0	0	4		1	0	0	0	0	0	0	1		6
11:30	4	2	0	0	0	0	0	6		3	0	0	0	0	0	0	3		1	0	0	0	0	0	0	1		10
11:45	2	0	0	0	0	0	0	2		2	1	0	0	0	0	1	4		0	0	0	0	0	0	1	1		7
1 Hr	8	3	0	0	0	0	0	11		6	5	0	0	0	0	1	12		4	0	0	0	0	0	1	5		28
12:00	3	0	0	0	0	0	0	3		3	0	0	0	0	0	0	3		2	0	0	0	0	0	0	2		8
12:15	0	1	0	0	0	0	0	1		1	1	0	0	0	0	0	2		0	1	0	0	0	0	0	1		4
12:30	1	0	0	0	0	0	0	1		2	0	0	0	0	0	0	2		3	0	0	0	0	0	0	3		6
12:45	0	0	0	0	0	0	6	6		0	0	0	0	0	0	0	0		5	0	0	0	0	0	0	5		11
1 Hr	4	1	0	0	0	0	6	11		6	1	0	0	0	0	0	7		10	1	0	0	0	0	0	11		29
13:00	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		10	0	0	0	0	0	0	10		11
13:15	2	0	0	0	0	0	0	2		2	0	0	0	0	0	1	3		36	0	0	0	0	0	0	36		41
13:30	6	1	0	0	0	0	0	7		5	0	0	0	0	0	1	6		12	0	0	0	0	0	0	12		25
13:45	4	1	0	0	0	0	0	5		5	1	0	0	0	0	0	6		26	0	0	0	0	0	0	26		37
1 Hr	13	2	0	0	0	0	0	15		12	1	0	0	0	0	2	15		84	0	0	0	0	0	0	84		114
14:00	1	0	0	0	0	0	0	1		0	1	0	0	0	0	1	2		35	1	0	0	0	0	0	36		39
14:15	4	1	0	0	0	0	1	6		11	0	0	0	0	0	0	11		35	0	0	0	0	0	0	35		52
14:30	6	0	0	0	0	0	0	6		34	0	0	0	0	0	0	34		9	0	0	0	0	0	0	9		49
14:45	3	0	0	0	0	0	0	3		13	0	0	0	0	0	0	13		1	0	0	0	0	0	0	1		17
1 Hr	14	1	0	0	0	0	1	16		58	1	0	0	0	0	1	60		80	1	0	0	0	0	0	81		157
15:00	6	0	0	0	0	0	0	6		10	0	0	0	0	0	0	10		5	0	0	0	0	0	0	5		21
15:15	4	0	0	0	0	0	11	15		16	0	1	0	0	0	0	17		8	0	0	0	0	0	0	8		40
15:30	23	1	0	0	0	0	14	38		19	1	0	0	0	0	0	20		2	1	0	0	0	0	0	3		61
15:45	6	1	0	0	0	0	3	10		4	0	0	0	0	0	1	5		0	0	0	0	0	0	0	0		15
1 Hr	39	2	0	0	0	0	28	69		49	1	1	0	0	0	1	52		15	1	0	0	0	0	0	16		137
16:00	1	0	0	0	0	0	0	1		6	1	0	0	0	0	1	8		0	0	0	0	0	0	0	0		9
16:15	5	0	0	0	0	0	0	5		3	2	0	0	0	0	0	5		0	0	0	0	0	0	0	0		10
16:30	4	0	0	0	0	0	1	5		12	0	0	0	0	0	1	13		0	0	0	0	0	0	0	0		18
16:45	5	0	0	0	0	0	0	5		9	1	0	0	0	0	0	10		0	0	0	0	0	0	0	0		15
1 Hr	15	0	0	0	0	0	1	16		30	4	0	0	0	0	2	36		0	0	0	0	0	0	0	0		52

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17:00	0	0	0	0	0	0	3	3	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	19
17:15	9	0	0	0	0	0	0	9	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	16
17:30	16	1	0	0	0	0	0	17	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	21
17:45	14	0	0	0	0	0	0	14	8	1	0	0	0	0	1	10	0	0	0	0	0	0	0	0	24
1 Hr	39	1	0	0	0	0	3	43	35	1	0	0	0	0	1	37	0	0	0	0	0	0	0	0	80
18:00	1	1	0	0	0	0	0	2	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	8
18:15	8	1	0	0	0	0	0	9	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	14
18:30	7	1	0	0	0	0	0	8	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	13
18:45	4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	10
1 Hr	20	3	0	0	0	0	0	23	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0	45
19:00	6	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	14
19:15	9	0	0	0	0	0	0	9	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	17
19:30	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	10
19:45	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	10
1 Hr	24	0	0	0	0	0	0	24	26	0	0	0	0	0	0	26	1	0	0	0	0	0	0	1	51
20:00	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	8
20:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
20:30	3	0	0	0	0	0	1	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
20:45	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1 Hr	17	0	0	0	0	0	1	18	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	27
21:00	1	0	0	0	0	0	0	1	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	14
21:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
21:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	4	0	0	0	0	0	0	4	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	21
22:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
23:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	234	18	0	0	0	0	41	293	464	28	1	0	0	0	30	523	486	13	1	0	0	0	1	501	1317

TRACSIS **TRAFFIC DATA**
Transport Data Collection and Analytics

Return To Dashboard
Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J4 - Diswellstown Road(NE) / Diswellstown Road(SE) / Unnamed Road / Bóthar Bhaile an Phóirtéaraigh

Origin Arm A Diswellstown Road(NE)

	Destination : Arm A Diswellstown Road(NE)								**Destination :** Arm B Diswellstown Road(SE)								**Destination :** Arm C Unnamed Road								**Destination :** Arm D Bóthar Bhaile an Phóirtéaraigh								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	17
00:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	9
00:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
1 Hr	0	0	0	0	0	0	0	0	15	0	0	0	0	0	1	16	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0	35
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	17
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	14
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0	11
04:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	6
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
1 Hr	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	18	4	1	0	0	0	0	23	0	0	0	0	0	0	0	0	27
05:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	11
05:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	15
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	22	1	0	0	0	1	0	24	0	0	0	0	0	0	0	0	25
05:45	0	0	0	0	0	0	0	0	9	1	0	0	1	0	0	11	36	8	0	0	0	1	0	45	0	0	0	0	0	0	0	0	56
1 Hr	0	0	0	0	0	0	0	0	12	2	0	0	1	0	0	15	79	11	0	0	0	2	0	92	0	0	0	0	0	0	0	0	107
06:00	0	0	0	0	0	0	0	0	3	2	0	0	1	0	0	6	65	11	0	0	0	0	1	77	0	0	0	0	0	0	0	0	83
06:15	0	0	0	0	0	0	0	0	17	2	1	0	1	0	0	21	90	10	0	0	0	0	0	100	0	0	0	0	0	0	0	0	121
06:30	1	0	0	0	0	0	0	1	8	1	0	0	1	0	0	10	99	10	1	0	0	0	0	110	0	0	0	0	0	0	0	0	121
06:45	0	0	0	0	0	0	0	0	21	2	0	0	1	0	0	24	97	17	0	0	0	0	0	114	0	0	0	0	0	0	0	0	138
1 Hr	1	0	0	0	0	0	0	1	49	7	1	0	4	0	0	61	351	48	1	0	0	0	1	401	0	0	0	0	0	0	0	0	463
07:00	0	0	0	0	0	0	0	0	28	4	1	0	4	0	2	39	95	17	0	0	0	0	1	113	0	0	0	0	0	0	0	0	152
07:15	0	0	0	0	0	0	0	0	22	3	0	0	1	0	0	26	98	15	0	2	1	0	0	116	3	1	0	0	0	0	0	4	146
07:30	0	0	0	0	0	0	0	0	28	9	1	0	3	0	0	41	83	11	0	0	0	0	2	96	3	0	0	0	0	0	0	3	140
07:45	0	0	0	0	0	0	0	0	31	11	2	0	4	0	0	48	103	8	0	0	1	0	1	113	6	0	0	0	0	0	0	6	167
1 Hr	0	0	0	0	0	0	0	0	109	27	4	0	12	0	2	154	379	51	0	2	2	0	4	438	12	1	0	0	0	0	0	13	605
08:00	0	0	0	0	0	0	0	0	41	5	0	0	4	0	1	51	96	4	2	1	1	0	1	105	15	0	0	0	0	0	0	15	171
08:15	0	0	0	0	0	0	0	0	33	3	0	0	2	0	0	38	66	3	0	4	0	0	2	75	19	0	0	0	0	0	0	19	132
08:30	0	0	0	0	0	0	0	0	66	4	0	0	3	0	0	73	56	3	0	0	0	0	2	61	38	2	0	0	0	0	1	41	175
08:45	0	0	0	0	0	0	0	0	46	2	0	0	1	1	0	50	46	6	1	1	1	0	1	56	32	0	0	0	0	0	0	32	138
1 Hr	0	0	0	0	0	0	0	0	186	14	0	0	10	1	1	212	264	16	3	6	2	0	6	297	104	2	0	0	0	0	1	107	616
09:00	0	0	0	0	0	0	0	0	46	6	0	0	0	1	0	53	72	9	1	1	0	0	0	83	1	0	0	0	0	0	0	1	137
09:15	0	0	0	0	0	0	0	0	44	12	0	0	2	0	0	58	87	7	1	0	0	0	0	95	1	0	0	0	0	0	0	1	154
09:30	1	0	0	0	0	0	0	1	34	11	0	0	1	0	0	46	64	8	2	1	0	0	0	75	1	0	0	0	0	0	0	1	123
09:45	0	0	0	0	0	0	0	0	29	7	1	0	2	0	0	39	46	8	4	1	0	0	1	60	1	1	0	0	0	0	0	2	101
1 Hr	1	0	0	0	0	0	0	1	153	36	1	0	5	1	0	196	269	32	8	3	0	0	1	313	4	1	0	0	0	0	0	5	515
10:00	0	0	0	0	0	0	0	0	25	1	1	0	1	0	0	28	36	3	4	0	1	1	0	45	1	0	0	0	0	0	0	1	74
10:15	0	0	0	0	0	0	0	0	31	8	1	0	1	0	0	41	47	8	0	0	0	0	0	55	1	0	0	0	0	0	0	1	97
10:30	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	28	71	5	0	0	1	0	0	77	1	0	0	0	0	0	0	1	106
10:45	0	0	0	0	0	0	0	0	40	5	2	0	0	0	0	47	54	6	0	2	0	0	0	62	2	0	0	0	0	0	0	2	111
1 Hr	0	0	0	0	0	0	0	0	121	17	4	0	2	0	0	144	208	22	4	2	2	1	0	239	5	0	0	0	0	0	0	5	388
11:00	0	0	0	0	0	0	0	0	35	6	1	0	1	0	0	43	50	4	0	0	1	1	1	57	2	1	0	0	0	0	0	3	103
11:15	0	0	0	0	0	0	0	0	47	10	0	0	1	1	0	59	45	6	2	1	0	0	0	54	1	0	0	0	0	0	0	1	114
11:30	0	0	0	0	0	0	0	0	34	4	1	0	1	1	0	41	54	8	0	0	0	0	0	62	1	0	0	0	0	0	0	1	104
11:45	0	0	0	0	0	0	0	0	38	5	1	0	0	0	2	46	48	9	1	2	0	1	0	61	0	0	0	0	0	0	0	0	107
1 Hr	0	0	0	0	0	0	0	0	154	25	3	0	3	2	2	189	197	27	3	3	1	2	1	234	4	1	0	0	0	0	0	5	428

TRAFFIC DATA
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3959-IRE Kellystown
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Site J4 - Diswellstown Road(NE) / Diswellstown Road(SE) / Unnamed Road / Bóthar Bhaile an Phóirtéaraigh

| | | |

TRAFFIC DATA
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3959-IRE Kellystown
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14/01/2025

Site J4 - Diswellstown Road(NE) / Diswellstown Road(SE) / Unnamed Road / Bóthar Bhaile an Phóirtéaraigh

Origin Arm B Diswellstown Road(SE)

	Destination : Arm A Diswellstown Road(NE)								**Destination :** Arm B Diswellstown Road(SE)								**Destination :** Arm C Unnamed Road								**Destination :** Arm D Bóthar Bhaile an Phóirtéaraigh								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
00:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
00:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1 Hr	4	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	10
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1 Hr	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
04:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13
05:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4
05:15	9	1	1	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12
05:30	10	1	0	0	1	0	0	12	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	25
05:45	28	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0	55
1 Hr	50	2	1	0	1	0	0	54	0	0	0	0	0	0	0	0	39	2	0	0	0	0	1	42	0	0	0	0	0	0	0	0	96
06:00	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0	32
06:15	25	2	0	0	0	0	0	27	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	21	0	0	0	0	0	0	0	0	48
06:30	14	7	0	0	0	0	0	21	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27	0	0	0	0	0	0	0	0	48
06:45	14	2	1	0	0	0	0	17	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	39
1 Hr	64	13	1	0	0	0	0	78	0	0	0	0	0	0	0	0	77	12	0	0	0	0	0	89	0	0	0	0	0	0	0	0	167
07:00	42	5	0	0	1	0	0	48	0	0	0	0	0	0	0	0	22	6	0	0	0	0	1	29	0	0	0	0	0	0	0	0	77
07:15	38	9	0	0	2	0	0	49	0	0	0	0	0	0	0	0	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0	80
07:30	56	10	0	0	4	0	0	70	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	1	0	0	0	0	0	0	1	92
07:45	75	4	0	0	0	0	0	79	0	0	0	0	0	0	0	0	39	2	0	0	0	0	1	42	5	0	0	0	0	0	0	5	126
1 Hr	211	28	0	0	7	0	0	246	0	0	0	0	0	0	0	0	111	10	0	0	0	0	2	123	6	0	0	0	0	0	0	6	375
08:00	69	0	0	0	1	0	1	71	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29	2	0	0	0	0	0	0	2	102
08:15	57	1	2	0	1	0	1	62	0	0	0	0	0	0	0	0	27	1	0	0	0	0	3	31	6	0	0	0	0	0	0	6	99
08:30	58	2	0	0	0	0	0	60	0	0	0	0	0	0	0	0	19	0	0	0	0	0	2	21	13	0	0	0	0	0	3	16	97
08:45	48	3	0	0	1	0	0	52	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	29	27	2	0	0	0	0	0	29	110
1 Hr	232	6	2	0	3	0	2	245	0	0	0	0	0	0	0	0	103	2	0	0	0	0	5	110	48	2	0	0	0	0	3	53	408
09:00	80	5	0	0	1	0	0	86	0	0	0	0	0	0	0	0	41	3	1	0	0	0	0	45	2	0	0	0	0	0	0	2	133
09:15	39	1	1	0	0	0	0	41	0	0	0	0	0	0	0	0	30	0	0	0	0	0	1	31	0	0	0	0	0	0	0	0	72
09:30	42	8	0	0	3	0	0	53	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	69
09:45	40	4	0	0	0	1	0	45	0	0	0	0	0	0	0	0	22	6	0	0	0	0	0	28	2	0	1	0	0	0	0	3	76
1 Hr	201	18	1	0	4	1	0	225	0	0	0	0	0	0	0	0	109	9	1	0	0	0	1	120	4	0	1	0	0	0	0	5	350
10:00	39	4	0	0	0	1	0	44	0	0	0	0	0	0	0	0	26	2	2	0	0	0	0	30	0	0	0	0	0	0	0	0	74
10:15	32	5	0	0	2	0	0	39	0	0	0	0	0	0	0	0	28	3	0	0	0	0	0	31	2	0	0	0	0	0	0	2	72
10:30	35	4	0	0	1	0	0	40	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	1	3	0	0	0	0	0	4	61
10:45	22	4	1	0	0	1	0	28	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	1	0	0	0	0	0	1	39
1 Hr	128	17	1	0	3	2	0	151	0	0	0	0	0	0	0	0	80	6	2	0	0	0	0	88	3	4	0	0	0	0	0	7	246
11:00	26	3	0	0	1	0	0	30	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	1	2	0	0	0	0	0	3	47
11:15	42	6	2	0	1	1	0	52	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21	1	0	0	0	0	0	0	1	74
11:30	30	5	0	0	1	1	0	37	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18	2	1	0	0	0	0	0	3	58
11:45	30	6	0	0	1	0	0	37	0	0	0	0	0	0	0	0	21	2	1	0	0	0	0	24	0	0	0	0	0	0	0	0	61
1 Hr	128	20	2	0	4	2	0	156	0	0	0	0	0	0	0	0	68	8	1	0	0	0	0	77	4	3	0	0	0	0	0	7	240

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Site J4 - Diswellstown Road(NE) / Diswellstown Road(SE) / Unnamed Road / Bóthar Bhaile an Phóirtéaraigh

Origin Arm C Unnamed Road

	Destination : Arm A Diswellstown Road(NE)								**Destination :** Arm B Diswellstown Road(SE)								**Destination :** Arm C Unnamed Road								**Destination :** Arm D Bóthar Bhaile an Phóirtéaraigh								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	6	0	0	0	0	1	0	7	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:15	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
00:30	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1 Hr	20	2	0	0	0	1	0	23	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
01:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1 Hr	7	2	0	0	0	0	0	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
02:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
02:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	7	1	0	0	0	0	0	8	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	13
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5
03:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1 Hr	8	2	1	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	12
04:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1 Hr	14	2	0	0	0	0	0	16	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
05:00	8	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15	12	1	0	0	0	0	0	13	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
05:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	13
05:45	19	3	0	0	0	0	0	22	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
1 Hr	50	5	1	0	0	0	0	56	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	59
06:00	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
06:15	31	4	0	0	0	0	0	35	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
06:30	42	3	1	0	0	0	0	46	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
06:45	55	9	0	0	0	0	1	65	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
1 Hr	151	18	1	0	0	0	1	171	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192
07:00	46	4	1	1	0	0	0	52	8	3	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63
07:15	58	8	1	0	0	0	1	68	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	78
07:30	70	7	2	1	0	0	0	80	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	105
07:45	70	9	0	0	0	1	0	80	11	2	0	0	0	1	0	14	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	103
1 Hr	244	28	4	2	0	1	1	280	46	6	0	0	0	1	0	53	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	349
08:00	94	6	0	1	1	0	0	102	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	129
08:15	114	7	1	0	1	0	0	123	27	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	160
08:30	115	7	0	2	1	0	0	125	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	158
08:45	88	2	0	0	2	0	0	92	31	1	0	0	0	0	0	32	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	136
1 Hr	411	22	1	3	5	0	0	442	101	5	0	0	0	0	0	106	0	0	0	0	0	0	0	0	34	1	0	0	0	0	0	35	583
09:00	80	8	2	1	1	0	0	92	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	112
09:15	60	4	3	1	1	0	0	69	19	1	2	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
09:30	75	9	0	1	0	0	0	85	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
09:45	62	8	3	1	0	0	0	74	11	7	1	0	0	0	0	19	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	94
1 Hr	277	29	8	4	2	0	0	320	53	12	3	0	0	0	0	68	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	392
10:00	43	4	2	0	0	0	0	49	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	58
10:15	52	5	0	0	0	1	0	58	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
10:30	57	1	2	0	0	0	0	60	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	81
10:45	51	4	0	1	0	0	0	56	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
1 Hr	203	14	4	1	0	1	0	223	48	5	0	0	0	0	0	53	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	278
11:00	48	4	3	1	0	0	0	56	15	5	0	0	0	0	0	20	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	77
11:15	34	6	0	1	0	0	0	41	21	1	0	0	1	0	0	23	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	65
11:30	60	5	1	0	0	0	0	66	18	4	1	0	0	0	0	23	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	91
11:45	71	6	0	0	0	0	0	77	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	83
1 Hr	213	21	4	2	0	0	0	240	58	10	1	0	1	0	0	70	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	316

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Origin Arm D Bóthar Bhaile an Phóirtéaraigh

	Destination : Arm A Diswellstown Road(NE)								**Destination :** Arm B Diswellstown Road(SE)								**Destination :** Arm C Unnamed Road								**Destination :** Arm D Bóthar Bhaile an Phóirtéaraigh								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
07:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	7
1 Hr	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	14
08:00	15	0	0	0	0	0	0	15	4	2	0	0	0	0	0	6	15	1	0	0	0	0	6	22	0	0	0	0	0	0	0	0	43
08:15	20	0	0	0	0	0	0	20	5	1	0	0	0	0	0	6	18	1	0	0	0	0	11	30	0	0	0	0	0	0	0	0	56
08:30	12	2	0	0	0	0	1	15	6	0	0	0	0	0	1	7	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	27
08:45	24	1	0	0	0	0	0	25	22	0	0	0	0	0	0	22	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	56
1 Hr	71	3	0	0	0	0	1	75	37	3	0	0	0	0	1	41	47	2	0	0	0	0	17	66	0	0	0	0	0	0	0	0	182
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	4
09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	11
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1 Hr	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	8
11:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
11:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1 Hr	5	2	0	0	0	0	0	7	2	2	0	0	0	0	1	5	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	14

TRAFFIC DATA
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3959-IRE Kellystown
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ORIGIN SUMMARY

	Origin : Arm A Diswellstown Road(NE)								Origin : Arm B Diswellstown Road(SE)								Origin : Arm C Unnamed Road								Origin : Arm D Bóthar Bhaile an Phóirtéaraigh								Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
00:00	15	2	0	0	0	0	0	17	1	0	0	0	1	0	0	2	8	0	0	0	0	1	0	9	0	0	0	0	0	0	0	0	28
00:15	8	0	0	0	0	0	1	9	4	0	0	0	0	0	0	4	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	23
00:30	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1	15
00:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	10
1 Hr	32	2	0	0	0	0	1	35	9	0	0	0	1	0	0	10	27	2	0	0	0	1	0	30	1	0	0	0	0	0	0	1	76
01:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	9
01:15	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8
01:30	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10
01:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6
1 Hr	15	2	0	0	0	0	0	17	6	0	0	0	0	0	0	6	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	33
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
02:15	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	11
02:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	13
02:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
1 Hr	13	1	0	0	0	0	0	14	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13	1	0	0	0	0	0	0	1	29
03:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
03:15	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0	8
03:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6
03:45	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9
1 Hr	8	3	0	0	0	0	0	11	6	0	0	0	0	0	0	6	9	2	1	0	0	0	0	12	0	0	0	0	0	0	0	0	29
04:00	5	3	0	0	0	0	0	8	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	13
04:15	5	1	0	0	0	0	0	6	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	15
04:30	5	0	1	0	0	0	0	6	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	17
04:45	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	12
1 Hr	22	4	1	0	0	0	0	27	12	1	0	0	0	0	0	13	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	57
05:00	11	0	0	0	0	0	0	11	3	0	0	0	0	0	1	4	8	0	1	0	0	0	0	9	2	0	0	0	0	0	0	2	26
05:15	12	3	0	0	0	0	0	15	10	1	1	0	0	0	0	12	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	41
05:30	23	1	0	0	0	1	0	25	22	2	0	0	1	0	0	25	11	1	0	0	0	0	1	13	0	0	0	0	0	0	0	0	63
05:45	45	9	0	0	1	1	0	56	54	1	0	0	0	0	0	55	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0	134
1 Hr	91	13	0	0	1	2	0	107	89	4	1	0	1	0	1	96	51	6	1	0	0	0	1	59	2	0	0	0	0	0	0	2	264
06:00	68	13	0	0	1	0	1	83	28	4	0	0	0	0	0	32	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0	140
06:15	107	12	1	0	1	0	0	121	42	6	0	0	0	0	0	48	36	4	0	0	0	0	0	40	3	0	0	0	0	0	0	3	212
06:30	108	11	1	0	1	0	0	121	38	10	0	0	0	0	0	48	45	4	1	0	0	0	0	50	1	0	0	0	0	0	0	1	220
06:45	118	19	0	0	1	0	0	138	33	5	1	0	0	0	0	39	67	9	0	0	0	0	1	77	1	0	0	0	0	0	0	1	255
1 Hr	401	55	2	0	4	0	1	463	141	25	1	0	0	0	0	167	171	19	1	0	0	0	1	192	5	0	0	0	0	0	0	5	827
07:00	123	21	1	0	4	0	3	152	64	11	0	0	1	0	1	77	54	7	1	1	0	0	0	63	0	0	0	0	0	0	0	0	292
07:15	123	19	0	2	2	0	0	146	68	10	0	0	2	0	0	80	68	8	1	0	0	0	1	78	1	0	0	0	0	0	0	1	305
07:30	114	20	1	0	3	0	2	140	77	11	0	0	4	0	0	92	94	8	2	1	0	0	0	105	4	2	0	0	0	0	0	6	343
07:45	140	19	2	0	5	0	1	167	119	6	0	0	0	0	1	126	90	11	0	0	0	2	0	103	7	0	0	0	0	0	0	7	403
1 Hr	500	79	4	2	14	0	6	605	328	38	0	0	7	0	2	375	306	34	4	2	0	2	1	349	12	2	0	0	0	0	0	14	1343
08:00	152	9	2	1	5	0	2	171	99	1	0	0	1	0	1	102	119	8	0	1	1	0	0	129	34	3	0	0	0	0	6	43	445
08:15	118	6	0	4	2	0	2	132	90	2	2	0	1	0	4	99	151	7	1	0	1	0	0	160	43	2	0	0	0	0	11	56	447
08:30	160	9	0	0	3	0	3	175	90	2	0	0	0	0	5	97	145	10	0	2	1	0	0	158	23	2	0	0	0	0	2	27	457
08:45	124	8	1	1	2	1	1	138	104	5	0	0	1	0	0	110	131	3	0	0	2	0	0	136	55	1	0	0	0	0	0	56	440
1 Hr	554	32	3	6	12	1	8	616	383	10	2	0	3	0	10	408	546	28	1	3	5	0	0	583	155	8	0	0	0	0	19	182	1789
09:00	119	15	1	1	0	1	0	137	123	8	1	0	1	0	0	133	98	10	2	1	1	0	0	112	2	0	0	0	0	0	0	2	384
09:15	132	19	1	0	2	0	0	154	69	1	1	0	0	0	1	72	79	5	5	1	1	0	0	91	3	0	0	0	0	0	0	3	320
09:30	100	19	2	1	1	0	0	123	58	8	0	0	3	0	0	69	83	11	0	1	0	0	0	95	3	0	0	0	0	0	1	4	291
09:45	76	16	5	1	2	0	1	101	64	10	1	0	0	1	0	76	74	15	4	1	0	0	0	94	2	0	0	0	0	0	0	2	273
1 Hr	427	69	9	3	5	1	1	515	314	27	3	0	4	1	1	350	334	41	11	4	2	0	0	392	10	0	0	0	0	0	1	11	1268
10:00	62	4	5	0	2	1	0	74	65	6	2	0	0	1	0	74	50	6	2	0	0	0	0	58	3	1	0	0	0	0	0	4	210
10:15	79	16	1	0	1	0	0	97	62	8	0	0	2	0	0	72	62	7	0	0	0	1	0	70	1	0	0	0	0	0	0	1	240
10:30	97	8	0	0	1	0	0	106	52	8	0	0	1	0	0	61	77	2	2	0	0	0	0	81	1	1	0	0	0	0	0	2	250
10:45	96	11	2	2	0	0	0	111	32	5	1	0	0	1	0	39	64	4	0	1	0	0	0	69	1	0	0	0	0	0	0	1	220
1 Hr	334	39	8	2	4	1	0	388	211	27	3	0	3	2	0	246	253	19	4	1	0	1	0	278	6	2	0	0	0	0	0	8	920
11:00	87	11	1	0	2	1	1	103	41	5	0	0	1	0	0	47	64	9	3	1	0	0	0	77	2	0	0	0	0	0	0	2	229
11:15	93	16	2	1	1	1	0	114	61	9	2	0	1	1	0	74	56	7	0	1	1	0	0	65	1	4	0	0	0	0	0	5	258
11:30	89	12	1	0	1	1	0	104	47	9	0	0	1	1	0	58	79	10	2	0	0	0	0	91	3	0	0	0	0	0	0	3	256
11:45	86	14	2	2	0	1	2	107	51	8	1	0	1	0	0	61	77	6	0	0	0	0	0	83	2	1	0	0	0	0	1	4	255
1 Hr	355	53	6	3	4	4	3	428	200	31	3	0	4	2	0	240	276	32	5	2	1	0	0	316	8	5	0	0	0	0	1	14	998

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DESTINATION SUMMARY

	Destination : Arm A Diswellstown Road(NE)								**Destination :** Arm B Diswellstown Road(SE)								**Destination :** Arm C Unnamed Road								**Destination :** Arm D Bóthar Bhaile an Phóirtéaraigh								Dest
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	6	0	0	0	1	1	0	8	8	0	0	0	0	0	0	8	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	28
00:15	12	1	0	0	0	0	0	13	3	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	23
00:30	5	1	0	0	0	0	0	6	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	15
00:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	10
1 Hr	25	2	0	0	1	1	0	29	22	0	0	0	0	0	1	23	21	2	0	0	0	0	0	23	1	0	0	0	0	0	0	1	76
01:00	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9
01:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8
01:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	10
01:45	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6
1 Hr	13	2	0	0	0	0	0	15	4	0	0	0	0	0	0	4	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	33
02:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	11
02:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	13
02:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
1 Hr	9	1	0	0	0	0	0	10	9	0	0	0	0	0	0	9	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1	29
03:00	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
03:15	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	8
03:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
03:45	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9
1 Hr	12	2	1	0	0	0	0	15	4	0	0	0	0	0	0	4	6	3	0	0	0	0	0	9	1	0	0	0	0	0	0	1	29
04:00	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	13
04:15	6	2	0	0	0	0	0	8	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	15
04:30	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	17
04:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	12
1 Hr	25	3	0	0	0	0	0	28	5	0	0	0	0	0	0	5	19	4	1	0	0	0	0	24	0	0	0	0	0	0	0	0	57
05:00	12	0	1	0	0	0	0	13	2	0	0	0	0	0	0	2	10	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	26
05:15	21	2	1	0	0	0	0	24	0	2	0	0	0	0	0	2	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	41
05:30	21	2	0	0	1	0	0	24	1	0	0	0	0	0	0	1	34	2	0	0	0	1	0	37	0	0	0	0	0	0	1	1	63
05:45	47	3	0	0	0	0	0	50	10	1	0	0	1	0	0	12	62	9	0	0	0	1	0	72	0	0	0	0	0	0	0	0	134
1 Hr	101	7	2	0	1	0	0	111	13	3	0	0	1	0	0	17	119	13	0	0	0	2	1	135	0	0	0	0	0	0	1	1	264
06:00	34	4	0	0	0	0	0	38	3	2	0	0	1	0	0	6	82	13	0	0	0	0	1	96	0	0	0	0	0	0	0	0	140
06:15	56	6	0	0	0	0	0	62	23	2	1	0	1	0	0	27	109	14	0	0	0	0	0	123	0	0	0	0	0	0	0	0	212
06:30	57	10	1	0	0	0	0	68	11	2	0	0	1	0	0	14	124	13	1	0	0	0	0	138	0	0	0	0	0	0	0	0	220
06:45	69	11	1	0	0	0	1	82	33	2	0	0	1	0	0	36	117	20	0	0	0	0	0	137	0	0	0	0	0	0	0	0	255
1 Hr	216	31	2	0	0	0	1	250	70	8	1	0	4	0	0	83	432	60	1	0	0	0	1	494	0	0	0	0	0	0	0	0	827
07:00	88	9	1	1	1	0	0	100	36	7	1	0	4	0	2	50	117	23	0	0	0	0	2	142	0	0	0	0	0	0	0	0	292
07:15	96	17	1	0	2	0	1	117	32	3	0	0	1	0	0	36	128	16	0	2	1	0	0	147	4	1	0	0	0	0	0	5	305
07:30	126	17	2	1	4	0	0	150	47	10	1	0	3	0	0	61	106	14	0	0	0	0	2	122	10	0	0	0	0	0	0	10	343
07:45	147	13	0	0	0	1	0	161	43	13	2	0	4	1	0	63	146	10	0	0	1	0	2	159	20	0	0	0	0	0	0	20	403
1 Hr	457	56	4	2	7	1	1	528	158	33	4	0	12	1	2	210	497	63	0	2	2	0	6	570	34	1	0	0	0	0	0	35	1343
08:00	178	6	0	1	2	0	1	188	64	9	0	0	4	0	1	78	139	6	2	1	1	0	7	156	23	0	0	0	0	0	0	23	445
08:15	191	8	3	0	2	0	1	205	65	4	0	0	2	0	0	71	111	5	0	4	0	0	16	136	35	0	0	0	0	0	0	35	447
08:30	185	11	0	2	1	0	1	200	96	6	0	0	3	0	1	106	80	3	0	0	0	0	4	87	57	3	0	0	0	0	4	64	457
08:45	160	6	0	0	3	0	0	169	99	3	0	0	1	1	0	104	84	6	1	1	1	0	1	94	71	2	0	0	0	0	0	73	440
1 Hr	714	31	3	3	8	0	3	762	324	22	0	0	10	1	2	359	414	20	3	6	2	0	28	473	186	5	0	0	0	0	4	195	1789
09:00	160	13	2	1	2	0	0	178	61	8	0	0	0	1	0	70	115	12	2	1	0	0	0	130	6	0	0	0	0	0	0	6	384
09:15	99	5	4	1	1	0	0	110	63	13	2	0	2	0	0	80	120	7	1	0	0	0	1	129	1	0	0	0	0	0	0	1	320
09:30	118	17	0	1	3	0	0	139	44	13	0	0	1	0	0	58	81	8	2	1	0	0	1	93	1	0	0	0	0	0	0	1	291
09:45	102	12	3	1	0	1	0	119	42	14	2	0	2	0	0	60	68	14	4	1	0	0	1	88	4	1	1	0	0	0	0	6	273
1 Hr	479	47	9	4	6	1	0	546	210	48	4	0	5	1	0	268	384	41	9	3	0	0	3	440	12	1	1	0	0	0	0	14	1268
10:00	82	8	2	0	0	1	0	93	31	3	1	0	1	0	0	36	65	6	6	0	1	1	0	79	2	0	0	0	0	0	0	2	210
10:15	84	10	0	0	2	1	0	97	42	10	1	0	1	0	0	54	75	11	0	0	0	0	0	86	3	0	0	0	0	0	0	3	240
10:30	92	5	2	0	1	0	0	100	44	5	0	0	0	0	0	49	88	6	0	0	1	0	0	95	3	3	0	0	0	0	0	6	250
10:45	73	8	1	1	0	1	0	84	53	5	2	0	0	0	0	60	65	6	0	2	0	0	0	73	2	1	0	0	0	0	0	3	220
1 Hr	331	31	5	1	3	3	0	374	170	23	4	0	2	0	0	199	293	29	6	2	2	1	0	333	10	4	0	0	0	0	0	14	920
11:00	76	7	3	1	1	0	0	88	50	11	1	0	1	0	0	63	64	4	0	0	1	1	1	71	4	3	0	0	0	0	0	7	229
11:15	76	14	2	1	1	1	0	95	68	12	0	0	2	1	0	83	64	10	2	1	0	0	0	77	3	0	0	0	0	0	0	3	258
11:30	92	10	1	0	1	1	0	105	53	8	2	0	1	1	0	65	69	11	0	0	0	0	0	80	4	2	0	0	0	0	0	6	256
11:45	102	12	0	0	1	0	0	115	43	6	1	0	0	0	3	53	69	11	2	2	0	1	0	85	2	0	0	0	0	0	0	2	255
1 Hr	346	43	6	2	4	2	0	403	214	37	4	0	4	2	3	264	266	36	4	3	1	2	1	313	13	5	0	0	0	0	0	18	998

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J4 - Diswellstown Road(NE) / Diswellstown Road(SE) / Unnamed Road / Bóthar Bhaile an Phóirtéaraigh

12:00	108	17	3	1	2	0	1	132	53	6	0	0	1	0	1	61	79	4	1	0	0	0	0	84	4	0	0	0	0	0	0	4	281
12:15	111	10	3	0	1	0	0	125	63	8	0	0	1	0	0	72	75	10	3	1	0	0	0	89	0	1	0	0	0	0	0	1	287
12:30	119	9	0	1	0	0	1	130	72	9	3	0	1	0	0	85	71	8	1	0	1	0	0	81	4	0	0	0	0	0	0	4	300
12:45	101	8	2	0	1	0	0	112	68	5	1	1	0	0	0	75	81	5	0	1	0	0	0	87	5	0	0	0	0	0	5	10	284
1 Hr	439	44	8	2	4	0	2	499	256	28	4	1	3	0	1	293	306	27	5	2	1	0	0	341	13	1	0	0	0	0	5	19	1152
13:00	83	11	1	0	3	1	2	101	82	1	0	0	1	0	0	84	61	7	0	0	0	0	0	68	11	0	0	0	0	0	0	11	264
13:15	88	7	0	1	2	0	0	98	71	3	0	0	0	0	1	75	73	8	0	1	0	1	1	84	35	0	0	0	0	0	0	35	292
13:30	105	13	1	2	0	0	1	122	83	8	0	0	1	0	0	92	84	4	0	0	0	1	1	90	16	1	0	0	0	0	0	17	321
13:45	85	10	0	0	0	1	0	96	77	5	1	0	1	1	0	85	59	7	1	0	0	0	0	67	26	1	0	0	0	0	0	27	275
1 Hr	361	41	2	3	5	2	3	417	313	17	1	0	3	1	1	336	277	26	1	1	0	2	2	309	88	2	0	0	0	0	0	90	1152
14:00	88	5	1	0	1	1	1	97	58	11	0	0	0	0	1	70	86	9	0	0	0	1	1	97	34	1	0	0	0	0	0	35	299
14:15	127	5	1	0	1	0	0	134	82	6	1	0	1	0	0	90	80	10	0	2	1	0	0	93	36	1	0	0	0	0	1	38	355
14:30	152	16	1	2	1	0	0	172	94	2	0	0	2	0	0	98	74	7	2	0	0	0	0	83	11	0	0	0	0	0	0	11	364
14:45	124	8	0	0	4	0	0	136	74	8	0	0	2	0	0	84	108	8	1	0	2	1	1	121	5	0	0	0	0	0	0	5	346
1 Hr	491	34	3	2	7	1	1	539	308	27	1	0	5	0	1	342	348	34	3	2	3	2	2	394	86	2	0	0	0	0	1	89	1364
15:00	115	17	3	1	2	0	0	138	75	8	0	0	2	0	0	85	121	11	0	0	3	0	0	135	9	0	0	0	0	0	0	9	367
15:15	138	11	1	0	4	1	2	157	82	5	1	0	0	0	0	88	119	8	0	1	1	0	0	129	17	0	0	0	0	0	11	28	402
15:30	181	25	1	1	3	1	9	221	93	1	0	0	1	0	1	96	71	6	1	1	0	0	0	79	13	2	0	0	0	0	14	29	425
15:45	138	16	0	0	5	0	0	159	106	12	0	0	0	0	0	118	98	12	0	0	0	1	2	113	6	1	0	0	0	0	0	7	397
1 Hr	572	69	5	2	14	2	11	675	356	26	1	0	3	0	1	387	409	37	1	2	4	1	2	456	45	3	0	0	0	0	25	73	1591
16:00	135	24	2	0	1	0	0	162	122	11	1	0	2	0	0	136	85	5	3	0	0	0	0	93	0	0	0	0	0	0	0	0	391
16:15	180	25	0	0	2	0	1	208	106	6	0	0	2	0	0	114	94	9	0	0	0	0	0	103	5	0	0	0	0	0	0	5	430
16:30	134	14	0	0	1	1	0	150	127	6	1	0	1	0	1	136	71	6	1	0	0	0	0	78	5	0	0	0	0	0	0	5	369
16:45	178	19	0	0	0	1	1	199	107	9	0	0	1	1	2	120	83	7	0	0	0	0	1	91	5	0	0	0	0	0	0	5	415
1 Hr	627	82	2	0	4	2	2	719	462	32	2	0	6	1	3	506	333	27	4	0	0	0	1	365	15	0	0	0	0	0	0	15	1605
17:00	184	22	0	0	1	0	0	207	106	12	0	0	0	0	0	118	94	7	0	0	0	0	0	101	1	0	0	0	0	0	3	4	430
17:15	162	16	0	0	1	0	4	183	100	6	0	0	1	0	0	107	103	12	0	0	0	1	0	116	9	0	0	0	0	0	0	9	415
17:30	207	21	1	0	1	0	0	230	121	6	0	0	1	1	1	130	98	5	0	0	0	0	1	104	16	1	0	0	0	0	0	17	481
17:45	155	13	0	0	0	0	0	168	100	8	0	0	1	0	1	110	117	4	0	0	0	0	1	122	15	0	0	0	0	0	0	15	415
1 Hr	708	72	1	0	3	0	4	788	427	32	0	0	3	1	2	465	412	28	0	0	0	1	2	443	41	1	0	0	0	0	3	45	1741
18:00	171	13	0	0	0	1	1	186	128	5	0	0	0	1	1	135	86	5	0	0	1	0	0	92	1	1	0	0	0	0	0	2	415
18:15	140	10	1	0	2	0	3	156	121	7	0	0	0	0	1	129	90	6	0	0	0	0	0	96	9	1	0	0	0	0	0	10	391
18:30	167	9	0	0	3	2	1	182	88	10	0	0	0	1	0	99	116	4	0	0	0	1	1	122	7	1	0	0	0	0	0	8	411
18:45	154	12	0	0	3	1	0	170	104	7	1	0	0	0	0	112	100	4	0	0	0	0	0	104	5	0	0	0	0	0	0	5	391
1 Hr	632	44	1	0	8	4	5	694	441	29	1	0	0	2	2	475	392	19	0	0	1	1	1	414	22	3	0	0	0	0	0	25	1608
19:00	135	6	0	0	2	1	1	145	122	4	0	0	1	0	0	127	95	1	0	0	0	0	0	96	6	0	0	0	0	0	0	6	374
19:15	128	8	0	0	1	0	0	137	134	3	0	0	0	1	0	138	120	6	0	0	0	0	0	126	9	0	0	0	0	0	0	9	410
19:30	103	7	0	0	1	0	1	112	104	8	1	0	1	0	1	115	101	4	0	0	0	0	0	105	4	0	0	0	0	0	0	4	336
19:45	135	6	0	0	1	0	0	142	115	4	0	0	0	0	0	119	89	2	0	0	0	0	0	91	7	0	0	0	0	0	0	7	359
1 Hr	501	27	0	0	5	1	2	536	475	19	1	0	2	1	1	499	405	13	0	0	0	0	0	418	26	0	0	0	0	0	0	26	1479
20:00	105	8	0	0	1	0	0	114	79	5	0	0	1	0	1	86	72	0	0	0	0	0	0	72	2	0	0	0	0	0	0	2	274
20:15	94	5	0	0	1	0	0	100	77	2	0	0	0	0	0	79	96	3	0	0	0	0	0	99	2	0	0	0	0	0	0	2	280
20:30	83	2	0	0	0	0	0	85	73	1	0	0	1	1	0	76	40	3	0	0	0	0	0	43	3	0	0	0	0	0	0	3	207
20:45	57	1	0	0	1	1	0	60	61	6	1	0	0	0	0	68	57	3	1	0	0	0	0	61	10	0	0	0	0	0	0	10	199
1 Hr	339	16	0	0	3	1	0	359	290	14	1	0	2	1	1	309	265	9	1	0	0	0	0	275	17	0	0	0	0	0	0	17	960
21:00	88	2	1	0	0	0	0	91	94	2	0	0	1	0	0	97	38	1	0	0	0	0	0	39	2	0	0	0	0	0	0	2	229
21:15	39	1	0	0	1	0	0	41	51	2	0	0	0	0	1	54	38	0	0	0	0	0	0	38	1	0	0	0	0	0	1	2	135
21:30	43	2	0	0	1	1	0	47	45	2	0	0	1	0	0	48	32	2	0	0	0	0	0	34	0	0	0	0	0	0	0	0	129
21:45	60	2	0	0	0	0	0	62	52	2	0	0	0	0	0	54	41	3	0	0	0	0	0	44	2	0	0	0	0	0	0	2	162
1 Hr	230	7	1	0	2	1	0	241	242	8	0	0	2	0	1	253	149	6	0	0	0	0	0	155	5	0	0	0	0	0	1	6	655
22:00	36	3	0	0	1	0	0	40	42	3	0	0	1	0	1	47	29	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	116
22:15	25	4	0	0	0	0	0	29	29	0	0	0	0	0	0	29	25	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0	86
22:30	24	2	0	0	1	0	0	27	33	0	0	0	1	0	0	34	11	3	0	0	0	0	0	14	1	0	0	0	0	0	0	1	76
22:45	22	0	0	0	0	1	0	23	24	0	0	0	0	0	0	24	13	0	0	0	0	0	0	13	1	0	0	0	0	0	0	1	61
1 Hr	107	9	0	0	2	1	0	119	128	3	0	0	2	0	1	134	78	6	0	0	0	0	0	84	2	0	0	0	0	0	0	2	339
23:00	16	0	0	0	1	0	0	17	16	1	0	0	1	0	0	18	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1	50
23:15	7	0	0	0	0	0	0	7	17	0	0	0	0	0	0	17	11	0	0	0	0	0	0	11	1	0	0	0	0	0	0	1	36
23:30	15	0	1	0	1	0	0	17	12	0	0	0	1	0	0	13	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	39
23:45	12	0	0	0	0	0	0	12	12	1	0	0	0	0	0	13	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	37
1 Hr	50	0	1	0	2	0	0	53	57	2	0	0	2	0	0	61	43	0	0	0	0	0	0	43	5	0	0	0	0	0	0	5	162
Total	7785	701	56	21	89	23	35	8710	4958	411	29	1	71	12	23	5505	5888	506	39	23	16	12	50	6534	623	28	1	0	0	0	40	692	21441

TRACSIS **TRAFFIC DATA**
Transport Data Collection and Analytics

Return To Dashboard
Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

Origin Arm A Riverwood Road

	Destination : Arm A Riverwood Road								**Destination :** Arm B Diswellstown Road(SE)								**Destination :** Arm C Fernleigh Drive								**Destination :** Arm D Diswellstown Road(NW)								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
00:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
1 Hr	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	9
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	5
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7	7
05:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	12
05:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29	30
1 Hr	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	42	3	1	0	0	0	0	46	49
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	16
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	17	3	0	0	0	0	0	20	22
06:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	13	2	0	0	0	0	0	15	18
06:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	15	4	1	0	0	0	0	20	21
1 Hr	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	2	1	0	0	0	0	0	3	59	10	1	0	0	0	0	70	77
07:00	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	33	37
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	20	5	0	0	2	0	0	27	30
07:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	30	3	0	0	3	0	0	36	42
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	1	0	0	0	0	0	0	1	45	2	0	0	0	0	0	47	51
1 Hr	0	0	0	0	0	0	0	0	11	1	0	0	0	1	1	14	3	0	0	0	0	0	0	3	126	12	0	0	5	0	0	143	160
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	45	3	0	0	0	0	0	48	55
08:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	39	1	0	0	0	0	1	41	51
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	50	1	0	0	0	0	0	51	56
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	1	0	0	0	0	0	6	42	2	0	0	0	0	0	44	53
1 Hr	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	15	1	0	0	0	0	0	16	176	7	0	0	0	0	1	184	215
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	68	5	1	0	0	0	0	74	82
09:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4	30	1	0	0	0	0	0	31	40
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	27	5	0	0	0	0	0	32	38
09:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	32	3	1	0	0	1	0	37	40
1 Hr	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	13	0	0	0	0	0	0	13	157	14	2	0	0	1	0	174	200
10:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4	29	2	0	0	0	1	0	32	37
10:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	32	3	0	0	1	0	0	36	39
10:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	23	7	0	0	0	0	0	30	38
10:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	16	18
1 Hr	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9	8	0	0	0	0	0	0	8	96	16	0	0	1	1	0	114	132

TRAFFIC DATA
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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

11:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16	19
11:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	27	2	0	0	0	0	0	29	32
11:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	3	1	0	0	0	0	0	4	22	5	0	0	0	0	0	27	35
11:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	25	4	0	0	0	0	0	29	37
1 Hr	1	0	0	0	0	0	0	1	10	3	0	0	0	0	0	13	7	1	0	0	0	0	0	8	87	14	0	0	0	0	0	101	123
12:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	25	4	1	0	0	0	0	30	36
12:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7	24	3	1	0	0	0	0	28	36
12:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	22	1	0	0	0	0	0	23	28
12:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2	24	5	0	0	0	0	0	29	35
1 Hr	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	13	0	0	0	0	0	0	13	95	13	2	0	0	0	0	110	135
13:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1	15	4	0	0	0	0	0	19	25
13:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3	41	1	0	0	0	0	0	42	48
13:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2	27	3	0	0	0	0	0	30	36
13:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4	31	3	0	0	0	0	0	34	41
1 Hr	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15	9	1	0	0	0	0	0	10	114	11	0	0	0	0	0	125	150
14:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	27	2	0	0	0	0	0	29	34
14:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4	41	2	0	0	0	0	0	43	53
14:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	21	3	0	0	0	0	0	24	28
14:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	7	5	0	0	0	0	0	0	5	42	4	0	0	1	0	0	47	59
1 Hr	0	0	0	0	0	0	0	0	18	0	0	0	0	0	1	19	12	0	0	0	0	0	0	12	131	11	0	0	1	0	0	143	174
15:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	32	4	0	0	0	0	0	36	42
15:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	4	25	5	0	0	1	0	0	31	38
15:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4	34	7	1	0	2	0	0	44	56
15:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6	25	2	0	0	0	0	0	27	40
1 Hr	1	0	0	0	0	0	0	1	19	1	0	0	0	0	0	20	17	0	0	0	0	0	0	17	116	18	1	0	3	0	0	138	176
16:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	5	1	0	0	0	0	0	6	30	8	0	0	1	0	0	39	54
16:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6	52	5	0	0	0	0	0	57	69
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9	31	1	0	0	0	1	0	33	47
16:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	8	0	0	0	0	0	0	8	42	1	0	0	0	1	0	44	59
1 Hr	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	28	1	0	0	0	0	0	29	155	15	0	0	1	2	0	173	229
17:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4	38	5	0	0	0	0	0	43	53
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	10	1	0	0	0	0	0	11	35	3	0	0	0	1	0	39	53
17:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	12	0	0	0	0	0	0	12	52	1	1	0	0	0	0	54	79
17:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	7	2	0	0	0	0	1	10	55	2	0	0	0	0	0	57	75
1 Hr	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30	33	3	0	0	0	0	1	37	180	11	1	0	0	1	0	193	260
18:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7	44	2	0	0	0	0	0	46	59
18:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5	42	3	0	0	0	1	1	47	56
18:30	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	12	0	0	0	0	0	0	12	51	1	0	0	0	0	1	53	69
18:45	1	0	0	0	0	0	0	1	7	0	0	0	0	0	1	8	14	0	0	0	0	0	0	14	42	4	0	0	0	0	0	46	69
1 Hr	1	0	0	0	0	0	0	1	19	1	1	0	0	0	1	22	38	0	0	0	0	0	0	38	179	10	0	0	0	1	2	192	253
19:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	1	0	0	0	0	1	8	30	0	0	0	0	0	0	30	44
19:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	2	0	0	0	0	1	8	42	2	0	0	0	0	0	44	55
19:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	5	0	0	0	0	0	0	5	33	5	0	0	0	0	0	38	51
19:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	9	0	0	0	0	0	0	9	37	2	0	0	0	0	0	39	55
1 Hr	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	24	25	3	0	0	0	0	2	30	142	9	0	0	0	0	0	151	205
20:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8	33	2	0	0	0	0	0	35	46
20:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5	24	0	0	0	0	0	0	24	34
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	24	1	0	0	0	0	0	25	28
20:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	26	1	0	0	0	0	0	27	36
1 Hr	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11	20	1	0	0	0	0	0	21	107	4	0	0	0	0	0	111	144
21:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	14	0	0	0	0	0	0	14	20
21:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	11	0	0	0	0	0	0	11	15
21:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	12	0	0	0	0	0	0	12	18
21:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	12
1 Hr	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	10	0	0	0	0	0	0	10	46	1	0	0	0	0	0	47	65
22:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8	12
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	4
22:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	5	7
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	9
1 Hr	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7	18	3	0	0	0	0	0	21	32

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	4
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	11	0	0	0	0	0	0	11	17
Total	5	0	0	0	0	0	0	5	248	17	1	0	0	1	3	270	267	13	0	0	0	0	3	283	2049	182	8	0	11	6	3	2259	2817

Origin Arm B Diswellstown Road(SE)

	Destination : Arm A Riverwood Road								**Destination :** Arm B Diswellstown Road(SE)								**Destination :** Arm C Fernleigh Drive								**Destination :** Arm D Diswellstown Road(NW)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Totals
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	1	0	0	4	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	9
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	7
05:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	16
1 Hr	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	1	0	0	27	28
06:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	10
06:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17	18
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	15	2	0	0	0	0	0	17	18
06:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15	17
1 Hr	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	9	0	0	0	0	0	58	63
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	1	0	0	25	25
07:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	30	35
07:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	4	0	0	1	0	0	37	42
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	55	3	0	0	1	0	0	59	62
1 Hr	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	137	11	0	0	3	0	0	151	164
08:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	1	0	0	0	1	32	34
08:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	28	1	1	0	1	0	0	31	35
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	22	1	0	0	0	0	0	23	25
08:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	2	0	0	2	0	0	39	42
1 Hr	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	115	4	2	0	3	0	1	125	136
09:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	34	2	0	0	1	0	0	37	42
09:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	25	1	0	0	0	0	0	26	32
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	28	4	1	0	3	0	0	36	40
09:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	27	3	0	0	0	0	0	30	35
1 Hr	10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8	114	10	1	0	4	0	0	129	149

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

| | | |

TRAFFIC DATA
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3959-IRE Kellystown
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| | | |

TRAFFIC DATA
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3959-IRE Kellystown
Junction Turning Count
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Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

| | | |

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard
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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

	Arm A Riverwood Road								Arm B Diswellstown Road(SE)								Arm C Fernleigh Drive								Arm D Diswellstown Road(NW)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Totals
21:00	5	0	0	0	0	0	0	5	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	13
21:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	6
21:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	7
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
1 Hr	7	0	0	0	0	0	0	7	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	30
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
22:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	5
22:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5
22:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	5
1 Hr	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	17
23:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
1 Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5
Total	294	15	0	0	0	0	8	317	154	15	0	0	0	0	2	171	1	0	0	0	0	0	0	1	759	71	3	0	0	0	0	833	1322

Origin Arm D Diswellstown Road(NW)

	Destination : Arm A Riverwood Road								Destination : Arm B Diswellstown Road(SE)								Destination : Arm C Fernleigh Drive								Destination : Arm D Diswellstown Road(NW)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Totals
00:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8
00:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
1 Hr	11	0	0	0	0	0	0	11	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	22
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
02:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	9
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
05:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	4	0	0	0	0	0	0	4	3	0	0	0	1	1	0	5	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	13
1 Hr	5	2	0	0	0	0	0	7	5	0	0	0	1	1	0	7	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	18
06:00	2	2	0	0	0	0	0	4	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
06:15	10	1	0	0	0	0	0	11	8	1	1	0	1	0	0	11	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	25
06:30	5	1	0	0	0	0	0	6	5	0	0	0	1	0	2	8	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	18
06:45	13	1	0	0	0	0	0	14	15	1	0	0	1	0	0	17	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	33
1 Hr	30	5	0	0	0	0	0	35	28	2	1	0	4	0	2	37	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1	82
07:00	10	1	0	0	0	0	0	11	19	5	1	0	4	0	2	31	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	49
07:15	18	1	0	0	0	0	0	19	12	3	0	0	1	0	0	16	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	40
07:30	23	0	0	0	0	0	0	23	21	7	1	0	3	0	0	32	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	59
07:45	14	5	0	0	1	1	0	21	25	7	2	0	3	0	0	37	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	64
1 Hr	65	7	0	0	1	1	0	74	77	22	4	0	11	0	2	116	18	3	0	0	0	0	0	21	1	0	0	0	0	0	0	1	212

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

| | | |

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard
Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

20:00	33	1	0	0	0	0	0	34	30	1	0	0	1	0	0	32	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	81
20:15	30	1	0	0	0	0	0	31	32	0	0	0	0	0	0	32	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0	84
20:30	36	0	0	0	0	0	0	36	25	0	0	0	1	1	0	27	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	78
20:45	20	3	0	0	0	0	0	23	28	0	1	0	0	0	0	29	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	66
1 Hr	119	5	0	0	0	0	0	124	115	1	1	0	2	1	0	120	59	6	0	0	0	0	0	65	0	0	0	0	0	0	0	0	309
21:00	43	0	0	0	0	0	0	43	38	1	0	0	1	0	0	40	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	93
21:15	19	2	0	0	0	0	0	21	24	0	0	0	0	0	1	25	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	59
21:30	18	2	0	0	0	0	0	20	20	0	0	0	1	0	0	21	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	49
21:45	18	0	0	0	0	0	0	18	25	0	0	0	0	0	0	25	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	50
1 Hr	98	4	0	0	0	0	0	102	107	1	0	0	2	0	1	111	36	2	0	0	0	0	0	38	0	0	0	0	0	0	0	0	251
22:00	17	1	0	0	0	0	0	18	18	1	0	0	1	0	0	20	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	45
22:15	15	0	0	0	0	0	0	15	12	0	0	0	0	0	0	12	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	32
22:30	13	0	0	0	0	0	0	13	10	0	0	0	1	0	0	11	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	33
22:45	10	0	0	0	0	0	0	10	9	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	24
1 Hr	55	1	0	0	0	0	0	56	49	1	0	0	2	0	0	52	25	0	0	0	0	0	0	25	1	0	0	0	0	0	0	1	134
23:00	8	0	0	0	0	0	0	8	4	1	0	0	1	0	0	6	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	18
23:15	7	0	0	0	0	0	0	7	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	17
23:30	4	0	0	0	0	0	0	4	6	0	0	0	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
23:45	5	1	0	0	0	0	0	6	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	14
1 Hr	24	1	0	0	0	0	0	25	24	1	0	0	2	0	0	27	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2	60
Total	2028	177	11	0	6	7	4	2233	2172	172	17	1	65	5	6	2438	752	65	1	0	0	1	0	819	15	0	0	0	0	0	0	15	5505

ORIGIN SUMMARY

	Origin : Arm A Riverwood Road							Total	**Origin :** Arm B Diswellstown Road(SE)							Total	**Origin :** Arm C Fernleigh Drive							Total	**Origin :** Arm D Diswellstown Road(NW)							Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	2	0	0	0	0	0	0	2	1	0	0	0	1	0	0	2	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8	15
00:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	10
00:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8	10
00:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5
1 Hr	9	0	0	0	0	0	0	9	4	0	0	0	1	0	0	5	4	0	0	0	0	0	0	4	22	0	0	0	0	0	0	22	40
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4
01:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4
01:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
1 Hr	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	13
02:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	5
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9	13
03:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
1 Hr	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	12
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
04:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	5
04:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	8
04:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	3	0	0	0	0	0	0	3	8	1	0	0	0	0	0	9	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5	19
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	6
05:15	5	1	1	0	0	0	0	7	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	14
05:30	11	1	0	0	0	0	0	12	6	0	0	0	1	0	0	7	8	1	0	0	0	0	1	10	1	1	0	0	0	0	0	2	31
05:45	29	1	0	0	0	0	0	30	16	0	0	0	0	0	0	16	13	0	0	0	0	0	0	13	10	1	0	0	1	1	0	13	72
1 Hr	45	3	1	0	0	0	0	49	27	0	0	0	1	0	0	28	26	1	0	0	0	0	1	28	13	3	0	0	1	1	0	18	123
06:00	15	1	0	0	0	0	0	16	9	1	0	0	0	0	0	10	15	2	0	0	0	0	1	18	3	2	0	0	1	0	0	6	50
06:15	18	4	0	0	0	0	0	22	15	3	0	0	0	0	0	18	8	1	0	0	0	0	1	10	21	2	1	0	1	0	0	25	75
06:30	15	3	0	0	0	0	0	18	15	3	0	0	0	0	0	18	12	9	0	0	0	0	0	21	13	2	0	0	1	0	2	18	75
06:45	16	4	1	0	0	0	0	21	14	3	0	0	0	0	0	17	11	1	0	0	0	0	0	12	30	2	0	0	1	0	0	33	83
1 Hr	64	12	1	0	0	0	0	77	53	10	0	0	0	0	0	63	46	13	0	0	0	0	2	61	67	8	1	0	4	0	2	82	283

TRAFFIC DATA
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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

| | | |

TRAFFIC DATA
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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

	Riverwood Road								Diswellstown Road(SE)								Fernleigh Drive								Diswellstown Road(NW)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Dest Totals
19:00	42	1	0	0	0	0	1	44	34	1	0	0	2	1	0	38	25	2	0	0	0	0	0	27	120	5	0	0	1	0	0	126	235
19:15	50	4	0	0	0	0	1	55	58	2	0	0	1	0	0	61	21	2	0	0	0	0	0	23	130	3	0	0	0	1	0	134	273
19:30	45	6	0	0	0	0	0	51	38	1	0	0	1	0	0	40	24	0	0	0	0	0	0	24	102	8	1	0	1	0	0	112	227
19:45	52	3	0	0	0	0	0	55	46	2	0	0	1	0	0	49	16	2	0	0	0	0	0	18	114	4	0	0	0	0	0	118	240
1 Hr	189	14	0	0	0	0	2	205	176	6	0	0	5	1	0	188	86	6	0	0	0	0	0	92	466	20	1	0	2	1	0	490	975
20:00	44	2	0	0	0	0	0	46	43	1	0	0	1	0	0	45	21	0	0	0	0	0	0	21	75	5	0	0	1	0	0	81	193
20:15	34	0	0	0	0	0	0	34	48	0	0	0	1	0	0	49	11	2	1	0	0	0	1	15	82	2	0	0	0	0	0	84	182
20:30	26	2	0	0	0	0	0	28	19	1	0	0	0	0	0	20	5	1	0	0	0	0	0	6	75	1	0	0	1	1	0	78	132
20:45	35	1	0	0	0	0	0	36	28	1	0	0	1	1	0	31	10	1	0	0	0	0	0	11	61	4	1	0	0	0	0	66	144
1 Hr	139	5	0	0	0	0	0	144	138	3	0	0	3	1	0	145	47	4	1	0	0	0	1	53	293	12	1	0	2	1	0	309	651
21:00	20	0	0	0	0	0	0	20	16	0	0	0	0	0	0	16	12	1	0	0	0	0	0	13	90	2	0	0	1	0	0	93	142
21:15	15	0	0	0	0	0	0	15	16	1	0	0	1	0	0	18	6	0	0	0	0	0	0	6	56	2	0	0	0	0	1	59	98
21:30	18	0	0	0	0	0	0	18	14	0	0	0	1	1	0	16	6	1	0	0	0	0	0	7	46	2	0	0	1	0	0	49	90
21:45	11	1	0	0	0	0	0	12	13	0	0	0	0	0	0	13	4	0	0	0	0	0	0	4	49	1	0	0	0	0	0	50	79
1 Hr	64	1	0	0	0	0	0	65	59	1	0	0	2	1	0	63	28	2	0	0	0	0	0	30	241	7	0	0	2	0	1	251	409
22:00	11	1	0	0	0	0	0	12	13	0	0	0	1	0	0	14	2	0	0	0	0	0	0	2	42	2	0	0	1	0	0	45	73
22:15	3	1	0	0	0	0	0	4	7	1	0	0	0	0	0	8	4	1	0	0	0	0	0	5	32	0	0	0	0	0	0	32	49
22:30	5	2	0	0	0	0	0	7	6	0	0	0	1	0	0	7	5	0	0	0	0	0	0	5	32	0	0	0	1	0	0	33	52
22:45	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5	24	0	0	0	0	0	0	24	47
1 Hr	28	4	0	0	0	0	0	32	35	1	0	0	2	0	0	38	16	1	0	0	0	0	0	17	130	2	0	0	2	0	0	134	221
23:00	4	0	0	0	0	0	0	4	3	0	0	0	1	0	0	4	1	0	0	0	0	0	0	1	16	1	0	0	1	0	0	18	27
23:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	17	0	0	0	0	0	0	17	25
23:30	5	0	0	0	0	0	0	5	2	0	0	0	1	0	0	3	1	0	0	0	0	0	0	1	10	0	0	0	1	0	0	11	20
23:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	13	1	0	0	0	0	0	14	24
1 Hr	17	0	0	0	0	0	0	17	12	0	0	0	2	0	0	14	5	0	0	0	0	0	0	5	56	2	0	0	2	0	0	60	96
Total	2569	212	9	0	11	7	9	2817	2192	186	13	1	61	8	4	2465	1208	101	3	0	0	0	10	1322	4967	414	29	1	71	13	10	5505	12109

DESTINATION SUMMARY

	Destination : Arm A Riverwood Road								Destination : Arm B Diswellstown Road(SE)								Destination : Arm C Fernleigh Drive								Destination : Arm D Diswellstown Road(NW)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Dest Totals
00:00	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	3	0	0	0	1	0	0	4	15
00:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	10
00:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	10
00:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	5
1 Hr	12	0	0	0	0	0	0	12	12	0	0	0	0	0	0	12	5	0	0	0	0	0	0	5	10	0	0	0	1	0	0	11	40
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	4
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	4
01:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6	13
02:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
02:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	13
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
1 Hr	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6	12
04:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	5
04:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	8
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
1 Hr	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13	19
05:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	6
05:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	13	14
05:30	1	1	0	0	0	0	1	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	23	2	0	0	1	0	0	26	31
05:45	7	0	0	0	0	0	0	7	4	0	0	0	1	1	0	6	3	1	0	0	0	0	0	4	54	1	0	0	0	0	0	55	72
1 Hr	8	2	0	0	0	0	1	11	9	0	0	0	1	1	0	11	3	1	0	0	0	0	0	4	91	4	1	0	1	0	0	97	123

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

| | | |

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J5 - Riverwood Road / Diswellstown Road(SE) / Fernleigh Drive / Diswellstown Road(NW)

18:00	65	3	0	0	0	1	0	69	49	1	0	0	0	0	0	50	31	2	0	0	0	0	0	33	85	9	0	0	0	0	0	94	246
18:15	48	2	0	0	0	0	0	50	53	4	0	0	0	0	0	57	32	4	0	0	0	0	1	37	80	5	0	0	2	1	1	89	233
18:30	43	5	0	0	0	0	0	48	46	4	1	0	0	1	0	52	26	2	0	0	0	0	0	28	112	3	0	0	5	0	1	121	249
18:45	41	5	1	0	0	0	0	47	64	1	0	0	0	0	1	66	47	2	0	0	0	0	0	49	96	9	0	0	1	1	0	107	269
1 Hr	197	15	1	0	0	1	0	214	212	10	1	0	0	1	1	225	136	10	0	0	0	0	1	147	373	26	0	0	8	2	2	411	997
19:00	71	1	0	0	0	0	0	72	60	3	0	0	1	0	0	64	27	2	0	0	0	0	1	30	63	3	0	0	2	1	0	69	235
19:15	57	3	0	0	0	1	0	61	67	0	0	0	0	0	0	67	35	3	0	0	0	0	1	39	100	5	0	0	1	0	0	106	273
19:30	48	3	1	0	0	0	0	52	63	5	0	0	1	0	0	69	24	1	0	0	0	0	0	25	74	6	0	0	1	0	0	81	227
19:45	50	2	0	0	0	0	0	52	55	2	0	0	0	0	0	57	36	1	0	0	0	0	0	37	87	6	0	0	1	0	0	94	240
1 Hr	226	9	1	0	0	1	0	237	245	10	0	0	2	0	0	257	122	7	0	0	0	0	2	131	324	20	0	0	5	1	0	350	975
20:00	39	1	0	0	0	0	0	40	39	1	0	0	1	0	0	41	25	3	0	0	0	0	0	28	80	3	0	0	1	0	0	84	193
20:15	38	1	0	0	0	0	1	40	39	0	0	0	0	0	0	39	25	1	0	0	0	0	0	26	73	2	1	0	1	0	0	77	182
20:30	38	1	0	0	0	0	0	39	26	0	0	0	1	1	0	28	18	2	0	0	0	0	0	20	43	2	0	0	0	0	0	45	132
20:45	28	3	0	0	0	0	0	31	33	0	1	0	0	0	0	34	20	1	0	0	0	0	0	21	53	3	0	0	1	1	0	58	144
1 Hr	143	6	0	0	0	0	1	150	137	1	1	0	2	1	0	142	88	7	0	0	0	0	0	95	249	10	1	0	3	1	0	264	651
21:00	49	0	0	0	0	0	0	49	40	2	0	0	1	0	0	43	15	1	0	0	0	0	0	16	34	0	0	0	0	0	0	34	142
21:15	21	2	0	0	0	0	0	23	29	0	0	0	0	0	1	30	17	1	0	0	0	0	0	18	26	0	0	0	1	0	0	27	98
21:30	20	2	0	0	0	0	0	22	25	0	0	0	1	0	0	26	14	0	0	0	0	0	0	14	25	1	0	0	1	1	0	28	90
21:45	19	0	0	0	0	0	0	19	27	0	0	0	0	0	0	27	7	1	0	0	0	0	0	8	24	1	0	0	0	0	0	25	79
1 Hr	109	4	0	0	0	0	0	113	121	2	0	0	2	0	1	126	53	3	0	0	0	0	0	56	109	2	0	0	2	1	0	114	409
22:00	19	1	0	0	0	0	0	20	21	1	0	0	1	0	0	23	10	0	0	0	0	0	0	10	18	1	0	0	1	0	0	20	73
22:15	16	0	0	0	0	0	0	16	13	0	0	0	0	0	0	13	8	1	0	0	0	0	0	9	9	2	0	0	0	0	0	11	49
22:30	15	0	0	0	0	0	0	15	11	0	0	0	1	0	0	12	10	0	0	0	0	0	0	10	12	2	0	0	1	0	0	15	52
22:45	12	0	0	0	0	0	0	12	9	0	0	0	0	0	0	9	6	0	0	0	0	0	0	6	20	0	0	0	0	0	0	20	47
1 Hr	62	1	0	0	0	0	0	63	54	1	0	0	2	0	0	57	34	1	0	0	0	0	0	35	59	5	0	0	2	0	0	66	221
23:00	9	0	0	0	0	0	0	9	5	1	0	0	1	0	0	7	3	0	0	0	0	0	0	3	7	0	0	0	1	0	0	8	27
23:15	8	0	0	0	0	0	0	8	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5	25
23:30	4	0	0	0	0	0	0	4	6	0	0	0	1	0	0	7	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	9	20
23:45	5	1	0	0	0	0	0	6	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7	24
1 Hr	26	1	0	0	0	0	0	27	26	1	0	0	2	0	0	29	11	0	0	0	0	0	0	11	27	0	0	0	2	0	0	29	96
Total	2491	205	11	0	6	7	12	2732	2580	205	18	1	65	6	11	2886	1150	96	1	0	0	1	4	1252	4715	407	24	1	72	14	6	5239	12109

TRACSIS **TRAFFIC DATA**
Transport Data Collection and Analytics

Return To Dashboard
Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J6 - Unnamed Road / Porterstown Road(ESE) / Access Road / Porterstown Road(WNW)

Origin Arm A Unnamed Road

	Destination : Arm A Unnamed Road								**Destination :** Arm B Porterstown Road(ESE)								**Destination :** Arm C Access Road								**Destination :** Arm D Porterstown Road(WNW)								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
00:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	12
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	5
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	5
1 Hr	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	23
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
01:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
1 Hr	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	13
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	3
1 Hr	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	9
04:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	4
04:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	6
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	4
04:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	8
1 Hr	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	10	3	1	0	0	0	0	14	22
05:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	12
05:15	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	14
05:30	0	0	0	0	0	0	0	0	14	2	0	0	0	1	1	18	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	40
05:45	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	23	0	0	0	0	0	0	0	0	34	7	0	0	0	0	0	41	64
1 Hr	0	0	0	0	0	0	0	0	45	8	0	0	0	1	1	55	0	0	0	0	0	0	0	0	66	8	0	0	0	0	1	75	130
06:00	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	25	0	0	0	0	0	0	0	0	61	11	0	0	0	0	1	73	98
06:15	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	39	0	0	0	0	0	0	0	0	70	9	0	0	0	0	0	79	118
06:30	0	0	0	0	0	0	0	0	56	6	1	0	0	0	0	63	0	0	0	0	0	0	0	0	71	10	0	0	0	0	0	81	144
06:45	0	0	0	0	0	0	0	0	49	5	0	0	0	0	0	54	0	0	0	0	0	0	0	0	68	14	0	0	0	0	0	82	136
1 Hr	0	0	0	0	0	0	0	0	161	19	1	0	0	0	0	181	0	0	0	0	0	0	0	0	270	44	0	0	0	0	1	315	496
07:00	0	0	0	0	0	0	0	0	52	7	0	0	0	0	1	60	0	0	0	0	0	0	0	0	71	18	0	0	0	0	1	90	150
07:15	0	0	0	0	0	0	0	0	51	6	0	0	0	0	0	57	0	0	0	0	0	0	0	0	77	13	0	2	1	0	0	93	150
07:30	0	0	0	0	0	0	0	0	45	4	0	0	0	0	1	50	0	0	0	0	0	0	0	0	55	9	0	0	0	0	0	64	114
07:45	0	0	0	0	0	0	0	0	61	2	0	0	1	0	1	65	0	0	0	0	0	0	0	0	64	6	0	0	0	0	1	71	136
1 Hr	0	0	0	0	0	0	0	0	209	19	0	0	1	0	3	232	0	0	0	0	0	0	0	0	267	46	0	2	1	0	2	318	550
08:00	0	0	0	0	0	0	0	0	75	1	1	0	0	0	0	77	0	0	0	0	0	0	0	0	65	4	1	1	0	0	0	71	148
08:15	0	0	0	0	0	0	0	0	50	1	0	1	0	0	0	52	0	0	0	0	0	0	0	0	62	5	0	2	0	0	0	69	121
08:30	0	0	0	0	0	0	0	0	30	1	0	0	0	0	1	32	0	0	0	0	0	0	0	0	62	5	0	1	0	0	0	68	100
08:45	0	0	0	0	0	0	0	0	46	1	1	0	0	0	1	49	0	0	0	0	0	0	0	0	50	6	0	1	0	0	0	57	106
1 Hr	0	0	0	0	0	0	0	0	201	4	2	1	0	0	2	210	0	0	0	0	0	0	0	0	239	20	1	5	0	0	0	265	475
09:00	0	0	0	0	0	0	0	0	47	5	1	0	0	0	0	53	0	0	0	0	0	0	0	0	60	5	1	1	0	0	0	67	120
09:15	0	0	0	0	0	0	0	0	60	2	1	0	0	0	0	63	0	0	0	0	0	0	0	0	57	4	0	0	0	0	0	61	124
09:30	0	0	0	0	0	0	0	0	41	3	0	0	0	0	0	44	0	0	0	0	0	0	0	0	33	5	1	1	0	0	0	40	84
09:45	0	0	0	0	0	0	0	0	31	5	3	0	0	0	0	39	1	0	0	0	0	0	0	1	40	10	1	1	0	0	1	53	93
1 Hr	0	0	0	0	0	0	0	0	179	15	5	0	0	0	0	199	1	0	0	0	0	0	0	1	190	24	3	3	0	0	1	221	421
10:00	0	0	0	0	0	0	0	0	22	2	4	0	1	0	0	29	0	0	0	0	0	0	0	0	30	2	1	0	0	1	0	34	63
10:15	0	0	0	0	0	0	0	0	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0	39	7	1	0	0	0	0	47	78
10:30	0	0	0	0	0	0	0	0	44	3	0	0	0	0	0	47	0	0	0	0	0	0	0	0	43	4	0	0	1	0	0	48	95
10:45	0	0	0	0	0	0	0	0	31	4	0	0	0	0	0	35	0	0	0	0	0	0	0	0	33	2	0	1	0	0	0	36	71
1 Hr	0	0	0	0	0	0	0	0	127	10	4	0	1	0	0	142	0	0	0	0	0	0	0	0	145	15	2	1	1	1	0	165	307

TRAFFIC DATA
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3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J6 - Unnamed Road / Porterstown Road(ESE) / Access Road / Porterstown Road(WNW)

11:00	0	0	0	0	0	0	0	0	20	2	0	0	1	1	0	24	0	0	0	0	0	0	0	0	43	2	0	1	0	0	0	46	70
11:15	0	0	0	0	0	0	0	0	17	3	1	1	0	0	0	22	0	0	0	0	0	0	0	0	37	6	1	0	0	0	0	44	66
11:30	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	33	0	0	0	0	0	0	0	0	46	10	0	0	0	0	0	56	89
11:45	0	0	0	0	0	0	0	0	17	3	1	1	0	0	0	22	0	0	0	0	0	0	0	0	43	7	2	0	0	1	0	53	75
1 Hr	0	0	0	0	0	0	0	0	85	10	2	2	1	1	0	101	0	0	0	0	0	0	0	0	169	25	3	1	0	1	0	199	300
12:00	0	0	0	0	0	0	0	0	22	0	0	1	0	0	0	23	0	0	0	0	0	0	0	0	44	3	1	0	0	0	0	48	71
12:15	0	0	0	0	0	0	0	0	18	3	1	0	0	0	0	22	0	0	0	0	0	0	0	0	46	5	1	1	1	0	0	54	76
12:30	0	0	0	0	0	0	0	0	32	3	2	0	1	0	0	38	0	0	0	0	0	0	0	0	45	7	0	0	0	0	0	52	90
12:45	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	48	4	0	1	0	0	0	53	71
1 Hr	0	0	0	0	0	0	0	0	89	7	3	1	1	0	0	101	0	0	0	0	0	0	0	0	183	19	2	2	1	0	0	207	308
13:00	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0	44	4	0	0	0	0	0	48	64
13:15	0	0	0	0	0	0	0	0	20	2	0	0	0	1	0	23	0	0	0	0	0	0	0	0	49	5	0	1	0	0	0	55	78
13:30	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0	68	2	0	0	0	1	0	71	94
13:45	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	16	0	0	0	0	0	0	0	0	36	6	0	0	0	0	0	42	58
1 Hr	0	0	0	0	0	0	0	0	69	7	1	0	0	1	0	78	0	0	0	0	0	0	0	0	197	17	0	1	0	1	0	216	294
14:00	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0	57	7	0	0	0	1	0	65	87
14:15	0	0	0	0	0	0	0	0	20	3	0	0	1	0	0	24	0	0	0	0	0	0	0	0	51	8	0	2	0	0	0	61	85
14:30	0	0	0	0	0	0	0	0	25	1	1	0	0	0	0	27	0	0	0	0	0	0	0	0	71	5	1	0	0	0	0	77	104
14:45	0	0	0	0	0	0	0	0	30	3	0	0	2	0	0	35	0	0	0	0	0	0	0	0	74	5	1	0	0	1	0	81	116
1 Hr	0	0	0	0	0	0	0	0	96	8	1	0	3	0	0	108	0	0	0	0	0	0	0	0	253	25	2	2	0	2	0	284	392
15:00	0	0	0	0	0	0	0	0	28	1	0	0	3	0	0	32	0	0	0	0	0	0	0	0	65	9	0	0	0	0	0	74	106
15:15	0	0	0	0	0	0	0	0	31	2	0	0	1	0	0	34	0	0	0	0	0	0	0	0	77	7	0	0	0	0	0	84	118
15:30	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	78	6	1	2	0	0	0	87	110
15:45	0	0	0	0	0	0	0	0	37	1	0	0	0	0	1	39	0	0	0	0	0	0	0	0	70	8	0	0	0	1	1	80	119
1 Hr	0	0	0	0	0	0	0	0	119	4	0	0	4	0	1	128	0	0	0	0	0	0	0	0	290	30	1	2	0	1	1	325	453
16:00	0	0	0	0	0	0	0	0	25	1	2	0	0	0	0	28	0	0	0	0	0	0	0	0	46	4	1	0	0	0	0	51	79
16:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	69	5	0	0	0	0	0	74	84
16:30	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	41	6	1	0	1	0	0	49	66
16:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	60	6	0	0	0	0	0	66	78
1 Hr	0	0	0	0	0	0	0	0	62	3	2	0	0	0	0	67	0	0	0	0	0	0	0	0	216	21	2	0	1	0	0	240	307
17:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	68	2	0	0	0	0	1	71	86
17:15	0	0	0	0	0	0	0	0	22	4	0	0	0	0	0	26	0	0	0	0	0	0	0	0	74	8	0	0	0	1	0	83	109
17:30	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0	53	3	0	0	0	0	0	56	81
17:45	0	0	0	0	0	0	0	0	66	2	0	0	0	0	2	70	0	0	0	0	0	0	0	0	50	2	0	0	0	0	2	54	124
1 Hr	0	0	0	0	0	0	0	0	126	8	0	0	0	0	2	136	0	0	0	0	0	0	0	0	245	15	0	0	0	1	3	264	400
18:00	0	0	0	0	0	0	0	0	32	1	0	0	1	0	0	34	0	0	0	0	0	0	0	0	47	6	0	0	0	0	0	53	87
18:15	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	28	0	0	0	0	0	0	0	0	67	5	0	0	0	0	0	72	100
18:30	0	0	0	0	0	0	0	0	43	1	0	0	0	0	1	45	0	0	0	0	0	0	0	0	58	2	0	0	0	0	0	60	105
18:45	0	0	0	0	0	0	0	0	59	2	0	0	0	0	0	61	0	0	0	0	0	0	0	0	42	4	0	0	0	1	0	47	108
1 Hr	0	0	0	0	0	0	0	0	161	5	0	0	1	0	1	168	0	0	0	0	0	0	0	0	214	17	0	0	0	1	0	232	400
19:00	0	0	0	0	0	0	0	0	42	1	0	0	0	0	0	43	0	0	0	0	0	0	0	0	48	0	0	0	0	0	0	48	91
19:15	0	0	0	0	0	0	0	0	45	2	0	0	0	0	0	47	0	0	0	0	0	0	0	0	60	3	0	0	0	0	0	63	110
19:30	0	0	0	0	0	0	0	0	40	2	0	0	0	0	0	42	0	0	0	0	0	0	0	0	58	3	0	0	0	0	0	61	103
19:45	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	46	2	0	0	0	0	0	48	86
1 Hr	0	0	0	0	0	0	0	0	165	5	0	0	0	0	0	170	0	0	0	0	0	0	0	0	212	8	0	0	0	0	0	220	390
20:00	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	40	70
20:15	0	0	0	0	0	0	0	0	47	1	0	0	0	0	0	48	0	0	0	0	0	0	0	0	39	2	0	0	0	0	0	41	89
20:30	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	25	39
20:45	0	0	0	0	0	0	0	0	19	2	1	0	0	0	0	22	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	44
1 Hr	0	0	0	0	0	0	0	0	108	5	1	0	0	0	0	114	0	0	0	0	0	0	0	0	123	5	0	0	0	0	0	128	242
21:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29	38
21:15	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25	37
21:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26	34
21:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	33	3	0	0	0	0	0	36	48
1 Hr	0	0	0	0	0	0	0	0	40	1	0	0	0	0	0	41	0	0	0	0	0	0	0	0	110	6	0	0	0	0	0	116	157
22:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	27
22:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20	32
22:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	16
22:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	11
1 Hr	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	52	7	0	0	0	0	0	59	86

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3959-IRE Kellystown
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22:00	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	20
22:15	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	16
22:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	9
22:45	8	0	0	0	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	13
1 Hr	39	1	0	0	0	1	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	58
23:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	10
23:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	8
23:30	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	8
23:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1 Hr	14	0	1	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	28
Total	2319	183	21	3	15	7	8	2556	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1037	71	6	0	9	3	7	1133	3689

Origin Arm C Access Road

	Destination : Arm A Unnamed Road							Total	**Destination :** Arm B Porterstown Road(ESE)							Total	**Destination :** Arm C Access Road							Total	**Destination :** Arm D Porterstown Road(WNW)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	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	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	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	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	0	0	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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08:00	83	6	1	1	0	0	0	91	52	3	1	0	1	1	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149
08:15	104	7	1	1	0	0	0	113	60	0	0	0	0	0	2	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175
08:30	75	7	0	1	0	0	0	83	34	2	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
08:45	75	1	0	0	0	0	0	76	31	3	0	0	3	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
1 Hr	337	21	2	3	0	0	0	363	177	8	1	0	4	1	2	193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	556
09:00	53	6	0	1	0	0	0	60	34	3	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97
09:15	35	3	4	1	0	0	0	43	13	0	1	0	0	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
09:30	45	8	0	1	0	0	0	54	16	3	0	0	0	0	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
09:45	34	10	1	0	0	0	0	45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
1 Hr	167	27	5	3	0	0	0	202	75	7	1	0	0	0	2	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	287
10:00	27	3	1	0	0	0	0	31	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
10:15	37	5	0	0	1	0	0	43	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
10:30	40	2	0	0	0	0	0	42	22	0	0	0	0	1	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
10:45	40	4	0	1	1	0	0	46	19	2	0	0	0	1	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
1 Hr	144	14	1	1	2	0	0	162	63	5	0	0	0	2	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232
11:00	28	6	2	1	0	0	0	37	15	1	0	0	0	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
11:15	28	5	0	1	0	0	0	34	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
11:30	46	7	2	0	0	0	0	55	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
11:45	34	5	0	0	0	0	0	39	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
1 Hr	136	23	4	2	0	0	0	165	45	5	0	0	0	0	1	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216
12:00	31	5	1	0	1	0	0	38	18	4	0	0	0	0	1	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
12:15	38	5	0	0	0	0	0	43	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
12:30	50	4	1	1	0	0	1	57	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
12:45	33	3	1	0	0	0	0	37	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
1 Hr	152	17	3	1	1	0	1	175	58	8	0	0	0	0	1	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	242
13:00	31	3	0	0	0	1	0	35	7	1	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
13:15	28	2	0	0	0	0	0	30	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
13:30	37	10	0	2	0	1	1	51	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
13:45	53	4	0	0	0	0	0	57	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
1 Hr	149	19	0	2	0	2	1	173	69	4	0	0	0	0	1	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	247
14:00	31	3	0	0	0	0	0	34	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
14:15	52	1	1	0	0	0	0	54	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
14:30	33	3	0	2	0	0	1	39	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
14:45	36	2	0	0	0	0	0	38	35	1	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
1 Hr	152	9	1	2	0	0	1	165	85	5	0	0	0	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	255
15:00	56	4	1	0	1	0	0	62	36	1	0	0	1	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
15:15	56	5	0	1	0	0	0	62	25	0	0	0	1	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88
15:30	39	8	0	0	0	1	0	48	24	0	0	0	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
15:45	40	16	0	0	0	0	0	56	6	2	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
1 Hr	191	33	1	1	1	1	0	228	91	3	0	0	2	0	2	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	326
16:00	55	10	1	0	0	0	0	66	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83
16:15	49	8	0	0	0	0	0	57	17	1	0	0	0	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
16:30	58	8	0	0	0	0	1	67	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88
16:45	65	9	0	0	1	0	1	76	13	0	1	0	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
1 Hr	227	35	1	0	1	0	2	266	66	3	1	0	1	0	1	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	338
17:00	53	6	0	0	0	0	1	60	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83
17:15	56	7	0	0	0	0	0	63	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
17:30	73	6	0	0	0	0	2	81	20	2	1	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
17:45	48	6	0	0	0	0	0	54	34	2	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
1 Hr	230	25	0	0	0	0	3	258	86	7	1	0	0	0	0	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	352
18:00	67	3	0	0	0	0	0	70	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
18:15	44	4	2	0	0	0	0	50	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
18:30	50	7	0	0	0	0	0	57	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
18:45	62	5	0	0	0	0	0	67	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79
1 Hr	223	19	2	0	0	0	0	244	42	2	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288
19:00	57	4	0	0	0	0	0	61	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
19:15	55	5	0	0	0	0	0	60	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
19:30	48	2	0	0	0	0	0	50	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
19:45	51	2	0	0	0	0	0	53	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
1 Hr	211	13	0	0	0	0	0	224	45	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	269

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19:00	90	1	0	0	0	0	0	91	67	2	0	0	0	0	1	70	0	0	0	0	0	0	0	0	70	4	0	0	0	0	0	74	235
19:15	105	5	0	0	0	0	0	110	61	1	0	0	0	0	0	62	0	0	0	0	0	0	0	0	64	5	0	0	0	0	0	69	241
19:30	98	5	0	0	0	0	0	103	35	1	0	0	0	0	0	36	0	0	0	0	0	0	0	0	63	2	0	0	0	0	0	65	204
19:45	84	2	0	0	0	0	0	86	54	0	0	0	0	1	0	55	0	0	0	0	0	0	0	0	59	2	0	0	0	0	0	61	202
1 Hr	377	13	0	0	0	0	0	390	217	4	0	0	0	1	1	223	0	0	0	0	0	0	0	0	256	13	0	0	0	0	0	269	882
20:00	70	0	0	0	0	0	0	70	64	2	0	0	0	0	0	66	0	0	0	0	0	0	0	0	41	3	0	0	0	0	0	44	180
20:15	86	3	0	0	0	0	0	89	50	2	0	0	0	0	0	52	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34	175
20:30	36	3	0	0	0	0	0	39	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0	39	4	0	0	0	0	0	43	111
20:45	39	4	1	0	0	0	0	44	33	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	40	1	0	0	0	0	0	41	118
1 Hr	231	10	1	0	0	0	0	242	175	5	0	0	0	0	0	180	0	0	0	0	0	0	0	0	151	11	0	0	0	0	0	162	584
21:00	37	1	0	0	0	0	0	38	46	0	1	0	0	0	0	47	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30	115
21:15	36	1	0	0	0	0	0	37	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	79
21:30	32	2	0	0	0	0	0	34	22	3	0	0	0	0	0	25	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	77
21:45	45	3	0	0	0	0	0	48	50	2	0	0	0	0	0	52	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	123
1 Hr	150	7	0	0	0	0	0	157	139	6	1	0	0	0	0	146	0	0	0	0	0	0	0	0	88	3	0	0	0	0	0	91	394
22:00	27	0	0	0	0	0	0	27	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	67
22:15	29	3	0	0	0	0	0	32	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	67
22:30	13	3	0	0	0	0	0	16	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	42
22:45	10	1	0	0	0	0	0	11	12	0	0	0	0	1	0	13	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	32
1 Hr	79	7	0	0	0	0	0	86	56	1	0	0	0	1	0	58	0	0	0	0	0	0	0	0	62	2	0	0	0	0	0	64	208
23:00	15	0	0	0	0	0	0	15	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	31
23:15	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	25
23:30	6	0	0	0	0	0	0	6	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	19
23:45	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	17
1 Hr	43	0	0	0	0	0	0	43	27	0	1	0	0	0	0	28	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	92
Total	5616	501	39	23	16	11	19	6225	3356	254	27	3	24	10	15	3689	1	0	0	0	0	0	0	1	4133	386	27	17	13	7	21	4604	14519

DESTINATION SUMMARY

	Destination : Arm A Unnamed Road								**Destination :** Arm B Porterstown Road(ESE)								**Destination :** Arm C Access Road								**Destination :** Arm D Porterstown Road(WNW)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Dest Totals
00:00	7	0	0	0	0	1	0	8	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	23
00:15	10	1	0	0	0	0	0	11	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	18
00:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
00:45	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	11
1 Hr	27	2	0	0	0	1	0	30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	58
01:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	8
01:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	5
01:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5
01:45	3	1	0	0	0	0	0	4	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8
1 Hr	8	2	0	0	0	0	0	10	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	26
02:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	7
02:15	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	6
02:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	9
02:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
1 Hr	10	2	0	0	0	0	0	12	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	24
03:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5
03:15	3	1	1	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	8
03:30	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
03:45	4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	7
1 Hr	11	1	1	0	0	0	0	13	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	24
04:00	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	7
04:15	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	11
04:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	8
04:45	2	1	0	0	0	0	0	3	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	13
1 Hr	12	2	0	0	0	0	0	14	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0	11	3	1	0	0	0	0	15	39
05:00	8	0	1	0	0	0	0	9	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	23
05:15	12	2	0	0	0	0	0	14	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	30
05:30	13	1	0	0	0	0	0	14	16	2	0	0	0	1	1	20	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	56
05:45	17	3	0	0	0	0	0	20	23	4	0	0	0	0	0	27	0	0	0	0	0	0	0	0	39	7	0	0	0	0	0	46	93
1 Hr	50	6	1	0	0	0	0	57	54	8	0	0	0	1	1	64	0	0	0	0	0	0	0	0	72	8	0	0	0	0	1	81	202

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J6 - Unnamed Road / Porterstown Road(ESE) / Access Road / Porterstown Road(WNW)

| | | |

TRAFFIC DATA
Transport Data Collection and Analytics

Return To Dashboard

Convert to PCU

3959-IRE Kellystown
Junction Turning Count
14/01/2025

Site J6 - Unnamed Road / Porterstown Road(ESE) / Access Road / Porterstown Road(WNW)

18:00	140	7	0	0	0	0	1	148	42	1	0	0	1	0	0	44	0	0	0	0	0	0	0	0	70	10	0	0	0	0	0	80	272
18:15	113	7	2	0	0	1	1	124	37	2	0	0	0	0	0	39	0	0	0	0	0	0	0	0	92	9	0	0	0	0	0	101	264
18:30	124	9	0	0	0	0	1	134	53	2	0	0	0	0	1	56	0	0	0	0	0	0	0	0	78	4	0	0	0	0	2	84	274
18:45	119	10	0	0	0	0	1	130	71	2	0	0	0	0	0	73	0	0	0	0	0	0	0	0	47	5	0	0	0	1	0	53	256
1 Hr	496	33	2	0	0	1	4	536	203	7	0	0	1	0	1	212	0	0	0	0	0	0	0	0	287	28	0	0	0	1	2	318	1066
19:00	110	5	0	0	0	0	0	115	55	1	0	0	0	0	0	56	0	0	0	0	0	0	0	0	62	1	0	0	0	0	1	64	235
19:15	100	6	0	0	0	0	0	106	54	2	0	0	0	0	0	56	0	0	0	0	0	0	0	0	76	3	0	0	0	0	0	79	241
19:30	73	3	0	0	0	0	0	76	55	2	0	0	0	0	0	57	0	0	0	0	0	0	0	0	68	3	0	0	0	0	0	71	204
19:45	91	2	0	0	0	0	0	93	46	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0	60	2	0	0	0	1	0	63	202
1 Hr	374	16	0	0	0	0	0	390	210	5	0	0	0	0	0	215	0	0	0	0	0	0	0	0	266	9	0	0	0	1	1	277	882
20:00	84	5	0	0	0	0	0	89	38	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	53	0	0	0	0	0	0	53	180
20:15	62	4	0	0	0	0	0	66	52	2	0	0	0	0	0	54	0	0	0	0	0	0	0	0	53	2	0	0	0	0	0	55	175
20:30	55	4	0	0	0	0	0	59	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30	111
20:45	57	1	0	0	0	0	0	58	25	2	1	0	0	0	0	28	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32	118
1 Hr	258	14	0	0	0	0	0	272	134	7	1	0	0	0	0	142	0	0	0	0	0	0	0	0	165	5	0	0	0	0	0	170	584
21:00	60	1	1	0	0	0	0	62	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	38	1	0	0	0	0	0	39	115
21:15	27	2	0	0	0	0	0	29	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	31	79
21:30	32	2	0	0	0	0	0	34	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34	77
21:45	57	3	0	0	0	0	0	60	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	45	3	0	0	0	0	0	48	123
1 Hr	176	8	1	0	0	0	0	185	56	1	0	0	0	0	0	57	0	0	0	0	0	0	0	0	145	7	0	0	0	0	0	152	394
22:00	28	2	0	0	0	0	0	30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	67
22:15	26	1	0	0	0	0	0	27	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23	67
22:30	22	0	0	0	0	0	0	22	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15	42
22:45	16	0	0	0	0	1	0	17	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	32
1 Hr	92	3	0	0	0	1	0	96	36	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0	69	7	0	0	0	0	0	76	208
23:00	12	0	0	0	0	0	0	12	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	31
23:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	25
23:30	10	0	1	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	19
23:45	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	17
1 Hr	34	0	1	0	0	0	0	35	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	46	92
Total	5348	497	43	20	20	11	18	5957	3198	214	27	4	20	6	21	3490	1	0	0	0	0	0	0	1	4559	430	23	19	13	11	16	5071	14519

B. Timetables

37

From Blanchardstown Centre Towards Baggot St. / Wilton Terrace

Lárionad Bhaile Bhlainséir, Sráidbhaile Chaisleán Cnucha, Baile an Ásaigh, Bóthar na hUaimhe, Bóthar na gCloch, Droichead Uí Chonaill, Sráid Bhagóid / Ardán Wilton

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
05:35	05:55	06:10	06:25	06:30	07:00	07:30	08:00	09:00	09:30	10:00	10:30
06:40	06:55	07:00	07:05	08:30	09:00	09:30	10:00	11:00	11:30	12:00	12:30
07:15	07:25	07:30	07:30t	10:30	11:00	11:25	11:45	13:00	13:30	14:00	14:30
07:32	07:40	07:48	07:55	12:05	12:25	12:45	13:05	15:00	15:30	16:00	16:30
08:05	08:15	08:25	08:35	13:25	13:45	14:05	14:25	17:00	17:30	18:00	18:30
08:55	09:15	09:35	09:55	14:45	15:05	15:25	15:45	19:00	19:30	20:00	20:30
10:15	10:35	10:55	11:15	16:05	16:25	16:45	17:05	21:00	21:30	22:00	22:30
11:35	11:55	12:15	12:35	17:25	17:45	18:05	18:25	23:00c	23:30c		
13:00	13:25	13:45	14:05	18:45	19:05	19:25	19:55				
14:25	14:45	15:05	15:25	20:25	20:55	21:25	21:55				
15:45	16:05	16:25	16:45	22:25	22:55c	23:30c					
17:05	17:25	17:45	18:05								
18:25	18:45	19:05	19:30								
20:00	20:30	21:00	21:30								
22:00	22:30	23:00c	23:30c								

Route Variations

t From Laurel Lodge during term time only
c To city centre

Blanchardstown Centre » 19 mins » **Castleknock Village** » 6 mins » **Ashtown** » 5 mins » **Navan Rd. Garda Station** » 8 mins » **Stoneybatter** » 6 mins » **O'Connell Bridge** » 8 mins » **Baggot St. / Wilton Terrace**

All times are off peak estimates

Areas Served

Blanchardstown Centre
Carpenterstown
Laurel Lodge Rd.
Oak Lawn
Castleknock Village (Myos)
Castleknock Rd. (Park Gate)
Ashtown Park Gate
Navan Rd. (Ashtown Roundabout)
Navan Rd. (St. Vincent's Home)
Navan Rd. (Baggot Rd.)
Navan Rd. (Cabra Garda Station)
Skreen Rd. (Navan Rd.)
Blackhorse Ave. (Regal Park)
Blackhorse Ave. (McKee Barracks)
Aughrim St. Church/Prussia St.
Stoneybatter (Stanhope St. School)
Usher's Quay/C.Y.C
Wood Quay/Upr. Ormond Quay
Aston Quay/Bachelors Walk
Dawson St./Kildare St.
Lwr. Baggot St. (Pembroke St.)/ Leeson St.
Baggot St./Wilton Terrace

Route Information

For buses going towards Blanchardstown Centre, the first bus stop is Baggot St. (Grand Canal).

37

From Baggot St. / Wilton Terrace Towards Blanchardstown Centre

Sráid Bhagóid / Ardán Wilton, Droichead Uí Chonaill, Bóthar na gCloch, Bóthar na hUaimhe, Baile an Ásaigh, Sráidbhaile Chaisleán Cnucha, Lárionad Bhaile Bhlainséir

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:15	06:35	06:55	07:15	06:30	07:00	07:30	08:00	09:00	09:30	10:00	10:30
07:35	07:55	08:15	08:35	08:30	09:00	09:30	10:00	11:00	11:30	12:00	12:30
08:55	09:15	09:35	09:55	10:30	11:00	11:30	11:55	13:00	13:30	14:00	14:30
10:15	10:35	10:55	11:15	12:15	12:35	12:55	13:15	15:00	15:30	16:00	16:30
11:35	11:55	12:15	12:35	13:35	13:55	14:15	14:35	17:00	17:30	18:00	18:30
12:55	13:15	13:35	13:55	14:55	15:15	15:35	15:55	19:00	19:30	20:00	20:30
14:15	14:35	14:55	15:15	16:15	16:35	16:55	17:15	21:00	21:30	22:00	22:30
15:35	15:55	16:15	16:35	17:35	17:55	18:15	18:35	23:00	23:20		
16:45	16:55	17:05	17:10	18:55	19:15	19:45	20:15				
17:15	17:25	17:35	17:45	20:45	21:15	21:45	22:15				
18:00	18:15	18:35	18:55	22:45	23:15						
19:15	19:45	20:15	20:45								
21:15	21:45	22:15	22:45								
23:15											

Baggot St. / Wilton Terrace » 8 mins » **O'Connell Bridge** » 6 mins » **Stoneybatter** » 8 mins » **Navan Rd. Garda Station** » 5 mins » **Ashtown** » 6 mins » **Castleknock Village** » 19 mins » **Blanchardstown Centre**

All times are off peak estimates

Areas Served

Baggot St./Wilton Terrace
Lwr. Baggot St. (Pembroke St.)/ Leeson St.
Dawson St./Kildare St.
Aston Quay/Bachelors Walk
Wood Quay/Upr. Ormond Quay
Usher's Quay/C.Y.C
Stoneybatter (Stanhope St. School)
Aughrim St. Church/Prussia St.
Blackhorse Ave.(McKee Barracks)
Blackhorse Ave. (Regal Park)
Skreen Rd. (Navan Rd.)
Navan Rd. (Cabra Garda Station)
Navan Rd. (Baggot Rd.)
Navan Rd. (St. Vincent's Home)
Navan Rd. (Ashtown Roundabout)
Ashtown Park Gate
Castleknock Rd. (Park Gate)
Castleknock Village (Myos)
Oak Lawn
Laurel Lodge Rd.
Carpenterstown
Blanchardstown Centre

Route Information

For buses going towards Blanchardstown Centre, the first bus stop is Baggot St. (Grand Canal).

70n

From Westmoreland Street Towards Tyrrelstown

Buses leave terminus at

Buses may depart more frequently if demand is high

Monday – Thursday	Friday - Saturday	Sunday
No Service	00:00 02:00 04:00	No Service

Adult Leap Fare: €2.40	**Student/Young Adult Leap Fare: €1.20**	**Child Leap Fare: €1.00**
Adult Cash Fare: €3.10	**Student/Young Adult Cash Fare: €3.10**	**Child Cash Fare: €1.40**

Version TT 24.1

Pick-up Points

Stop 57 Dalymount, Cabra Road, Stop 1666 Ashtown Roundabout, Navan Road, Stop 1673, St. Brigid's Church, Castleknock Road

Route Information

Parnell Square West, North Circular Road, Navan Road, Laurel Lodge, Carpenterstown, Blanchardstown Road South, Little Pace, Clonee Village, Dunboyne, Damastown Road, Ladyswell Road, Castlecurragh, Corduff Park, Blanchardstown Road North, Tyrrelstown.

14

Baile Átha Cliath – Ollphairc M3 – An Longfort – Luan go hAoine (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Monday to Friday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday								
DUGA na CANÁLACH MÓIRE	**Ime**									
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..	07:26	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	**Ime**									
DUBLIN PEARSE	Dep	..	..	..	..	..	..	..	07:29	..
Sráid na Teamhrach	**Ime**									
Tara Street	Dep	..	..	..	..	..	..	..	07:31	..
STÁISIÚN UÍ CHONGHAILE BÁC Ⓐ Ⓛ	**Ist**									
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..	..	07:35	..
STÁISIÚN UÍ CHONGHAILE BÁC	**Ime**									
DUBLIN CONNOLLY	Dep	05:25	..	06:17	06:38	06:55	07:05	07:25	07:36	..
Droim Chonrach	**Ime**									
Drumcondra	Dep	05:30	..	06:22	06:43	07:01	07:09	07:30	07:41	..
CEANTAR na nDUGAÍ	**Ime**									
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	07:51
Droichead Broome Ⓤ	**Ime**									
Broombridge	Dep	05:35	..	06:27	06:48	07:06	07:14	07:35	Go Coilcheoill To Hazelhatch	07:59
Baile Pheiléid	**Ime**									
Pelletstown	Dep	05:37	..	06:29	06:50	..	07:17	07:37		08:01
Baile an Âsaigh	**Ime**									
Ashtown	Dep	05:40	..	06:32	06:53	..	07:19	07:40		08:04
Ollphairc Bhóthar na hUaimhe	**Ime**									
Navan Road Parkway	Dep	05:42	..	06:34	06:55	..	07:21	07:42	..	08:06
Caisleán Cnucha	**Ime**									
Castleknock	Dep	05:45	..	06:37	06:58	..	07:25	07:45	..	08:09
Cúil Mhín	**Ime**									
Coolmine	Dep	05:48	..	06:40	07:01	..	07:27	07:48	..	08:12
CLUAIN SAILEACH	**Ist**									
CLONSILLA	Arr	05:51	..	06:43	07:04	..	07:31	07:51	..	08:15
CLUAIN SAILEACH	**Ime**									
CLONSILLA	Dep	05:52	06:37	06:44	07:05	..	07:31	07:52	..	08:16
Páirc Hans	**Ime**									
Hansfield	Dep	..	06:41	..	..	..	..	..	..	08:19
Dún Búinne	**Ime**									
Dunboyne	Dep	..	06:45	..	..	..	..	..	..	08:23
OLLPHÁIRC M3	**Ist**									
M3 PARKWAY	Arr	..	06:45	..	..	..	..	..	..	08:29
Léim an Bhradáin (Confaí)	**Ime**									
Leixlip Confey	Dep	05:57	..	06:49	07:10	..	07:37	07:57	..	..
Léim an Bhradáin (Droichead Louisa)	**Ime**									
Leixlip Louisa Bridge	Dep	06:00	..	06:52	07:13	..	07:40	08:00	..	..
MAIGH NUAD	**Ist**									
MAYNOOTH	Arr	06:09	..	07:01	07:22	07:29	07:48	08:08	..	..
Cill Choca	**Ime**									
Kilcock	Dep	..	..	..	..	07:36	..	..	..	..
An Bóthar Buí	**Ime**									
Enfield	Dep	..	..	..	..	..	..	..	..	..
AN MUILEANN gCEARR	**Ist**									
MULLINGAR	Arr	..	..	..	..	08:13	..	..	..	..
Meathas Troim	**Ime**									
Edgeworthstown	Dep	..	..	..	..	08:43	..	..	..	..
AN LONGFORT	**Ist**									
LONGFORD	Arr	..	..	..	..	08:53	..	..	..	..
						Go Sligeach To Sligo				

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14

Baile Átha Cliath – Ollphairc M3 – An Longfort – Luan go hAoine (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Monday to Friday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	07:48	..	..	08:10	..	..	08:31	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	07:50	..	08:04	08:13	..	08:23	08:34	..	..	09:10
Sráid na Teamhrach	Ime										
Tara Street	Dep	07:52	..	08:06	08:15	..	08:25	08:36	..	..	09:12
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	07:55	..	08:09	08:18	..	08:28	08:39	..	..	09:15
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	07:56	08:03	08:11	08:19	..	08:29	08:40	..	09:05	09:17
Droim Chonrach	Ime										
Drumcondra	Dep	08:01	..	08:16	08:25	..	08:34	08:46	..	09:11	09:22
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	08:26	..	..	09:00	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	Go Collchoill To Hazelhatch	08:11	08:21	Go Droichead Nua To Newbridge	08:34	08:39	Go Collchoill To Hazelhatch	09:08	09:17	09:27
Baile Pheiléid	Ime										
Pelletstown	Dep		..	08:24		08:36	08:42		..	..	09:30
Baile an Ásaigh	Ime										
Ashtown	Dep		..	08:26		08:39	08:44		..	..	09:32
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	..	..	08:28		08:41	08:46	..	..	..	09:34
Caisleán Cnucha	Ime										
Castleknock	Dep	..	..	08:32	..	08:44	08:50	..	..	..	09:38
Cúil Mhín	Ime										
Coolmine	Dep	..	..	08:34	..	08:47	08:52	..	..	..	09:40
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	..	08:19	08:38	..	08:50	08:56	..	09:18	..	09:44
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	..	08:20	08:38	..	08:51	08:56	..	09:18	..	09:44
Páirc Hans	Ime										
Hansfield	Dep	..	..	..	..	08:54	..	..	09:21	..	..
Dún Búinne	Ime										
Dunboyne	Dep	..	..	..	..	08:58	..	..	09:25	..	..
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	..	..	..	09:03	..	..	09:31	..	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	..	..	08:44	..	..	09:02	..	..	..	09:50
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	..	..	08:47	..	..	09:05	..	..	..	09:53
MAIGH NUAD	Ist										
MAYNOOTH	Arr	..	08:34	08:56	..	..	09:14	..	..	09:35	10:02
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	..	..	09:43	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	..	..	09:53	..
AN MUILEANN gCEARR	Ist										
MULLINGAR	Arr	..	..	..	..	..	..	..	..	10:18	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	..	..	10:38	..
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	..	..	..	..	..	..	10:48	..
										Go Sligeach To Sligo	

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14

Baile Átha Cliath – Ollphairc M3 – An Longfort – Luan go hAoine (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Monday to Friday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	09:11	..	09:31	..	..	10:30	..	..	..	
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	09:14	..	09:34	..	..	10:33	..	..	..	
Sráid na Teamhrach	Ime										
Tara Street	Dep	09:16	..	09:37	..	..	10:36	..	..	..	
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	09:19	..	09:40	..	..	10:38	..	..	..	
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	09:20	..	09:41	09:50	10:17	10:39	10:47	..	11:05	
Droim Chonrach	Ime										
Drumcondra	Dep	09:26	..	09:47	09:55	10:21	10:45	10:51	..	11:11	
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	09:35	..	..	..	..	..	..	..	
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	Go Collchoill To Hazelhatch	09:43	Go Collchoill To Hazelhatch	10:00	10:26	Go Collchoill To Hazelhatch	10:56	..	11:16	
Baile Pheiléid	Ime										
Pelletstown	Dep		09:45		10:02	10:28		10:58	..	..	
Baile an Ásaigh	Ime										
Ashtown	Dep		09:48		10:05	10:30		11:00	..	..	
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	..	09:50	..	10:07	10:33	..	11:03	..	..	
Caisleán Cnucha	Ime										
Castleknock	Dep	..	09:53	..	10:10	10:36	..	11:06	..	..	
Cúil Mhín	Ime										
Coolmine	Dep	..	09:56	..	10:13	10:39	..	11:09	..	..	
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	..	09:59	..	10:16	10:42	..	11:12	..	..	
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	..	10:00	..	10:17	10:43	..	11:13	11:19	..	
Páirc Hans	Ime										
Hansfield	Dep	..	10:03	..	..	..	..	..	11:22	..	
Dún Búinne	Ime										
Dunboyne	Dep	..	10:07	..	..	..	..	..	11:27	..	
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	10:13	..	..	..	..	..	11:31	..	
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	..	..	..	10:22	10:48	..	11:18	..	..	
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	..	..	..	10:25	10:51	..	11:21	..	..	
MAIGH NUAD	Ist										
MAYNOOTH	Arr	..	..	..	10:34	11:01	..	11:31	..	11:37	
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	..	..	11:45	
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	..	..	11:54	
AN MUILEANN gCEARR	Ist										
MULLINGAR	Arr	..	..	..	..	..	..	..	..	12:20	
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	..	..	12:40	
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	..	..	..	..	..	..	12:50	
										Go Sligeach To Sligo	

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14

Baile Átha Cliath – Ollphairc M3 – An Longfort – Luan go hAoine (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Monday to Friday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	11:30	..	..	..	12:30	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	11:33	..	..	..	12:33	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	11:35	..	..	..	12:35	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	11:38	..	..	..	12:38	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	11:17	11:39	11:50	..	12:17	12:39	12:45	..	13:05	13:17
Droim Chonrach	Ime										
Drumcondra	Dep	11:21	11:45	11:54	..	12:21	12:45	12:49	..	13:11	13:21
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	11:26	Go Collcheoill To Hazelhatch	11:59	..	12:26	Go Collcheoill To Hazelhatch	12:54	..	13:17	13:26
Baile Pheiléid	Ime										
Pelletstown	Dep	11:28		12:01	..	12:28		12:56	..	..	13:28
Baile an Ásaigh	Ime										
Ashtown	Dep	11:30		12:03	..	12:30		12:58	..	..	13:30
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	11:33	..	12:06	..	12:33	..	13:01	..	..	13:33
Caisleán Cnucha	Ime										
Castleknock	Dep	11:36	..	12:09	..	12:36	..	13:04	..	..	13:36
Cúil Mhín	Ime										
Coolmine	Dep	11:39	..	12:12	..	12:39	..	13:07	..	..	13:39
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	11:42	..	12:15	..	12:42	..	13:10	..	..	13:42
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	11:43	..	12:16	12:19	12:43	..	13:11	13:19	..	13:43
Páirc Hans	Ime										
Hansfield	Dep	..	..	..	12:22	..	..	..	13:22	..	..
Dún Búinne	Ime										
Dunboyne	Dep	..	..	..	12:27	..	..	..	13:27	..	..
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	..	..	12:31	..	..	..	13:31	..	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	11:48	..	12:21	..	12:48	..	13:16	..	..	13:48
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	11:51	..	12:24	..	12:51	..	13:19	..	..	13:51
MAIGH NUAD	Ist										
MAYNOOTH	Arr	12:00	..	12:33	..	13:01	..	13:28	..	13:37	14:00
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	..	..	13:45	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	..	..	13:55	..
AN MUILEANN gCEARR	Ist										
MULLINGAR	Arr	..	..	..	..	..	..	..	..	14:20	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	..	..	14:40	..
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	..	..	..	..	..	..	14:51	..
										Go Sligeach To Sligo	

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		Luan go hAoine Monday to Friday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	13:30	..	..	..	..	14:30	..	..	15:09	15:30
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	13:33	..	..	..	..	14:33	..	..	15:11	15:33
Sráid na Teamhrach	Ime										
Tara Street	Dep	13:35	..	..	..	..	14:35	..	..	15:13	15:35
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	13:38	..	..	..	..	14:38	..	..	15:16	15:38
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	13:39	13:47	..	14:17	14:30	14:39	..	15:05	15:17	15:39
Droim Chonrach	Ime										
Drumcondra	Dep	13:45	13:51	..	14:21	14:34	14:45	..	15:11	15:21	15:45
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	Go Droichead Nua To Newbridge	13:56	..	14:26	14:39	Go Collcheoill To Hazelhatch	..	15:16	15:26	Go Collcheoill To Hazelhatch
Baile Pheiléid	Ime										
Pelletstown	Dep		13:58	..	14:28	14:41		..	..	15:28	
Baile an Ásaigh	Ime										
Ashtown	Dep		14:00	..	14:30	14:43		..	..	15:30	
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep		14:03	..	14:33	14:46	..	..	..	15:33	..
Caisleán Cnucha	Ime										
Castleknock	Dep	..	14:06	..	14:36	14:49	..	..	..	15:36	..
Cúil Mhín	Ime										
Coolmine	Dep	..	14:09	..	14:39	14:52	..	..	..	15:39	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	..	14:12	..	14:42	14:55	..	..	..	15:42	..
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	..	14:13	14:19	14:43	14:56	..	15:19	..	15:43	..
Páirc Hans	Ime										
Hansfield	Dep	..	..	14:22	..	..	..	15:22	..	..	..
Dún Búinne	Ime										
Dunboyne	Dep	..	..	14:27	..	..	..	15:27	..	..	..
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	..	14:31	..	..	..	15:31	..	..	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	..	14:18	..	14:48	15:01	..	..	..	15:48	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	..	14:21	..	14:51	15:04	..	..	..	15:51	..
MAIGH NUAD	Ist										
MAYNOOTH	Arr	..	14:30	..	15:00	15:13	..	..	15:36	16:01	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	..	15:45	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	..	15:54	..	..
AN MUILEANN gCEARR	Ist										
MULLINGAR	Arr	..	..	..	..	..	..	..	16:20	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	..	16:40	..	..
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	..	..	..	..	..	16:50	..	..
									Go Sligeach To Sligo		

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14

Baile Átha Cliath – Ollphairc M3 – An Longfort – Luan go hAoine (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Monday to Friday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	15:39	..	..	..	..	..	..	16:28	16:39	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	15:41	..	..	16:00	..	16:12	..	16:31	16:42	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	15:43	..	..	16:02	..	16:14	..	16:33	16:44	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	15:46	..	..	16:04	..	16:18	..	16:36	16:47	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	15:47	..	16:00	16:05	16:16	16:20	..	16:37	16:48	..
Droim Chonrach	Ime										
Drumcondra	Dep	15:51	..	16:07	16:10	16:21	16:26	..	16:43	16:53	..
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	15:55	..	..	..	..	16:27	..	..	16:54
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	15:56	16:03	16:13	16:16	Go Colbhoill To Hazelhatch	16:31	16:35	Go Colbhoill To Hazelhatch	16:58	17:02
Baile Pheiléid	Ime										
Pelletstown	Dep	15:58	16:05	..	16:18		16:33	16:37		17:00	17:04
Baile an Ásaigh	Ime										
Ashtown	Dep	16:00	16:07	..	16:20		16:35	16:39		17:02	17:06
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	16:03	16:10	..	16:23	..	16:38	16:42	..	17:05	17:09
Caisleán Cnucha	Ime										
Castleknock	Dep	16:06	16:13	..	16:26	..	16:41	16:45	..	17:08	17:12
Cúil Mhín	Ime										
Coolmine	Dep	16:09	16:16	..	16:29	..	16:45	16:48	..	17:11	17:15
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	16:12	16:19	..	16:32	..	16:48	16:51	..	17:14	17:18
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	16:13	16:20	..	16:33	..	16:49	16:52	..	17:15	17:19
Páirc Hans	Ime										
Hansfield	Dep	..	16:23	..	..	..	..	16:55	..	..	17:22
Dún Búinne	Ime										
Dunboyne	Dep	..	16:27	..	..	..	..	16:59	..	..	17:26
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	16:32	..	..	..	..	17:04	..	..	17:31
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	16:18	..	..	16:38	..	16:54	..	..	17:21	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	16:21	..	..	16:41	..	16:57	..	..	17:23	..
MAIGH NUAD	Ist										
MAYNOOTH	Arr	16:31	..	16:35	16:51	..	17:05	..	..	17:33	..
Cill Choca	Ime										
Kilcock	Dep	..	..	16:43	..	..	..	..	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	16:52	..	..	..	..	..	..	..
AN MUILEANN gCEARR	Ist										
MULLINGAR	Arr	..	..	17:20	..	..	..	..	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	17:40	..	..	..	..	..	..	..
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	17:50	..	..	..	..	..	..	..
				Go Sligeach To Sligo							

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14

Baile Átha Cliath – Ollphairc M3 – An Longfort – Luan go hAoine (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Monday to Friday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	..	..	17:09	..	..	17:29	17:39	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	..	..	17:12	..	..	17:32	17:41	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	17:14	..	..	17:34	17:43	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	..	..	17:17	..	..	17:38	17:46	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	16:52	17:05	17:08	17:18	..	17:30	17:39	17:47	..	18:00
Droim Chonrach	Ime										
Drumcondra	Dep	16:58	..	17:14	17:22	..	17:35	17:44	17:52	..	18:04
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	17:25	..	..	..	17:55	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	Go Droichead Nua To Newbridge	17:18	Go Colbhoill To Hazelhatch	17:27	17:33	17:40	Go Droichead Nua To Newbridge	17:57	18:03	18:09
Baile Pheiléid	Ime										
Pelletstown	Dep		..		17:29	17:35	17:42		17:59	18:05	18:11
Baile an Ásaigh	Ime										
Ashtown	Dep		..		17:31	17:37	17:44		18:01	18:07	18:13
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep		..	..	17:34	17:40	17:47		18:04	18:10	18:16
Caisleán Cnucha	Ime										
Castleknock	Dep	..	..	..	17:37	17:43	17:50	..	18:07	18:13	18:19
Cúil Mhín	Ime										
Coolmine	Dep	..	..	..	17:40	17:46	17:53	..	18:11	18:16	18:22
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	..	..	..	17:43	17:49	17:56	..	18:14	18:19	18:25
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	..	..	..	17:44	17:50	17:57	..	18:15	18:20	18:26
Páirc Hans	Ime										
Hansfield	Dep	..	..	..	..	17:53	..	..	..	18:23	..
Dún Búinne	Ime										
Dunboyne	Dep	..	..	..	..	17:57	..	..	..	18:27	..
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	..	..	..	18:02	..	..	..	18:32	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	..	..	..	17:49	..	18:03	..	18:21	..	18:31
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	..	17:33	..	17:51	..	18:05	..	18:24	..	18:34
MAIGH NUAD	Ist										
MAYNOOTH	Arr	..	17:40	..	18:01	..	18:15	..	18:34	..	18:43
Cill Choca	Ime										
Kilcock	Dep	..	17:52	..	18:11	..	..	..	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	18:01	..	18:22	..	..	..	..	..	..
AN MUILEANN gCEARR	Ist										
MULLINGAR	Arr	..	18:26	..	18:51	..	..	..	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	18:47	..	19:29	..	..	..	..	..	..
AN LONGFORT	Ist										
LONGFORD	Arr	..	18:57	..	19:40	..	..	..	..	..	..
			Go Sligeach To Sligo								

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Dublin – M3 Parkway – Longford – Monday to Friday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday									
				Ó Bhré From Bray							
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	..	18:11	..	..	..	18:40	..	..	19:10
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	..	18:13	..	..	..	18:43	..	..	19:13
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	18:15	..	..	..	18:45	..	..	19:16
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	..	18:18	..	..	..	18:48	..	..	19:19
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	18:10	18:16	18:21	..	18:32	18:45	18:49	..	19:17	19:20
Droim Chonrach	Ime										
Drumcondra	Dep	18:16	..	18:26	..	18:37	18:50	18:55	..	19:21	19:25
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	18:27	..	..	..	18:55	..	..
Droichead Broome Ⓤ	Ime	Go Collcheoill To Hazelhatch				Go Droichead Nua To Newbridge		Go Collcheoill To Hazelhatch			Go Collcheoill To Hazelhatch
Broombridge	Dep		..	18:31	18:35		18:55		19:03	19:26	
Baile Pheiléid	Ime										
Pelletstown	Dep		..	18:33	18:37		18:57		19:05	19:28	
Baile an Ásaigh	Ime										
Ashtown	Dep		..	18:35	18:39		18:59		19:07	19:30	
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep		..	18:38	18:42		19:02		19:10	19:33	
Caisleán Cnucha	Ime										
Castleknock	Dep		..	18:41	18:45		19:05		19:13	19:36	
Cúil Mhín	Ime										
Coolmine	Dep		..	18:44	18:48		19:08		19:16	19:39	
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr		..	18:47	18:51		19:11		19:19	19:42	
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep		..	18:48	18:52		19:12		19:20	19:43	
Páirc Hans	Ime										
Hansfield	Dep		..	..	18:55		..		19:23	..	
Dún Búinne	Ime										
Dunboyne	Dep		..	..	18:59		..		19:27	..	
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr		..	..	19:04		..		19:32	..	
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep		..	18:54	..		19:18		..	19:48	
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep		..	18:56	..		19:21		..	19:51	
MAIGH NUAD	Ist										
MAYNOOTH	Arr	..	18:49	19:06	..		19:30		..	20:00	
Cill Choca	Ime										
Kilcock	Dep	..	18:57	..	..		..		..	..	
An Bóthar Buí	Ime										
Enfield	Dep	..	19:06	..	..		..		..	..	
AN MUILEANN gCEARR	Ist										
MULLINGAR	Arr	..	19:31	..	..		..		..	..	
Meathas Troim	Ime										
Edgeworthstown	Dep	..	19:50	..	..		..		..	..	
AN LONGFORT	Ist										
LONGFORD	Arr	..	19:59	..	..		..		..	..	

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		Luan go hAoine Monday to Friday								
DUGA na CANÁLACH MÓIRE	Ime									
GRAND CANAL DOCK	Dep	..	..	..	..	19:45	..	..	20:30	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime									
DUBLIN PEARSE	Dep	..	..	..	..	19:48	..	..	20:33	..
Sráid na Teamhrach	Ime									
Tara Street	Dep	..	..	..	..	19:50	..	..	20:36	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist									
DUBLIN CONNOLLY	Arr	..	..	..	..	19:53	..	..	20:39	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime									
DUBLIN CONNOLLY	Dep	..	19:30	19:47	..	19:54	20:17	..	20:40	20:55
Droim Chonrach	Ime									
Drumcondra	Dep	..	19:39	19:51	..	20:00	20:21	..	20:45	20:59
CEANTAR na nDUGAÍ	Ime									
DOCKLANDS	Dep	19:25	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime					Go Collcheoill To Hazelhatch			Go Collcheoill To Hazelhatch	
Broombridge	Dep	19:33	19:44	19:56	..		20:26	..		21:04
Baile Pheiléid	Ime									
Pelletstown	Dep	19:35	..	19:58	..		20:28	..		21:06
Baile an Ásaigh	Ime									
Ashtown	Dep	19:37	..	20:00	..		20:30	..		21:08
Ollphairc Bhóthar na hUaimhe	Ime									
Navan Road Parkway	Dep	19:40	..	20:03	..	..	20:33	..	..	21:11
Caisleán Cnucha	Ime									
Castleknock	Dep	19:43	..	20:06	..	..	20:36	..	..	21:14
Cúil Mhín	Ime									
Coolmine	Dep	19:46	..	20:09	..	..	20:39	..	..	21:17
CLUAIN SAILEACH	Ist									
CLONSILLA	Arr	19:49	..	20:12	..	..	20:42	..	..	21:20
CLUAIN SAILEACH	Ime									
CLONSILLA	Dep	19:50	..	20:13	20:22	..	20:43	20:56	..	21:20
Páirc Hans	Ime									
Hansfield	Dep	19:53	..	..	20:25	..	..	20:59	..	..
Dún Búinne	Ime									
Dunboyne	Dep	19:57	..	..	20:30	..	..	21:04	..	..
OLLPHÁIRC M3	Ist									
M3 PARKWAY	Arr	20:02	..	..	20:33	..	..	21:07	..	..
Léim an Bhradáin (Confaí)	Ime									
Leixlip Confey	Dep	..	..	20:18	..	..	20:48	..	..	21:26
Léim an Bhradáin (Droichead Louisa)	Ime									
Leixlip Louisa Bridge	Dep	..	..	20:21	..	..	20:51	..	..	21:29
MAIGH NUAD	Ist									
MAYNOOTH	Arr	..	20:04	20:31	..	..	21:01	..	..	21:38
Cill Choca	Ime									
Kilcock	Dep	..	20:12	..	..	..	..	..	..	21:45
An Bóthar Buí	Ime									
Enfield	Dep	..	20:21	..	..	..	..	..	..	21:54
AN MUILEANN gCEARR	Ist									
MULLINGAR	Arr	..	20:46	..	..	..	..	..	..	22:21
Meathas Troim	Ime									
Edgeworthstown	Dep	..	21:10	..	..	..	..	..	..	..
AN LONGFORT	Ist									
LONGFORD	Arr	..	21:20	..	..	..	..	..	..	..
			Go Sligeach To Sligo							

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14

Baile Átha Cliath – Ollphairc M3 – An Longfort – Luan go hAoine (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Monday to Friday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday								
DUGA na CANÁLACH MÓIRE	Ime									
GRAND CANAL DOCK	Dep	21:12	..	21:30	22:12	..	22:30	23:18	..	23:30
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime									
DUBLIN PEARSE	Dep	21:15	..	21:33	22:14	..	22:33	23:21	..	23:33
Sráid na Teamhrach	Ime									
Tara Street	Dep	21:17	..	21:36	22:16	..	22:36	23:23	..	23:36
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist									
DUBLIN CONNOLLY	Arr	21:19	..	21:39	22:19	..	22:39	23:25	..	23:39
STÁISIÚN UÍ CHONGHAILE BÁC	Ime									
DUBLIN CONNOLLY	Dep	21:20	..	21:40	22:20	..	22:40	23:28	..	23:40
Droim Chonrach	Ime									
Drumcondra	Dep	21:25	..	21:45	22:24	..	22:45	23:32	..	23:45
CEANTAR na nDUGAÍ	Ime									
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime									
Broombridge	Dep	21:30	..	Go Collcheill To Hazelhatch	22:30	..	Go Collcheill To Hazelhatch	23:38	..	Go Collcheill To Hazelhatch
Baile Pheiléid	Ime									
Pelletstown	Dep	21:32	..		22:32	..		23:40	..	
Baile an Ásaigh	Ime									
Ashtown	Dep	21:34	..		22:34	..		23:42	..	
Ollphairc Bhóthar na hUaimhe	Ime									
Navan Road Parkway	Dep	21:37	..	..	22:37	..	..	23:45	..	..
Caisleán Cnucha	Ime									
Castleknock	Dep	21:40	..	..	22:40	..	..	23:48	..	..
Cúil Mhín	Ime									
Coolmine	Dep	21:43	..	..	22:43	..	..	23:51	..	..
CLUAIN SAILEACH	Ist									
CLONSILLA	Arr	21:46	..	..	22:47	..	..	23:55	..	..
CLUAIN SAILEACH	Ime									
CLONSILLA	Dep	21:47	21:49	..	22:47	22:49	..	23:55	23:57	..
Páirc Hans	Ime									
Hansfield	Dep	..	21:52	..	..	22:52	..	..	00:00	..
Dún Búinne	Ime									
Dunboyne	Dep	..	21:57	..	..	22:57	..	..	00:05	..
OLLPHÁIRC M3	Ist									
M3 PARKWAY	Arr	..	22:02	..	..	23:02	..	..	00:10	..
Léim an Bhradáin (Confaí)	Ime									
Leixlip Confey	Dep	21:53	..	..	22:53	..	..	00:01	..	..
Léim an Bhradáin (Droichead Louisa)	Ime									
Leixlip Louisa Bridge	Dep	21:55	..	..	22:55	..	..	00:04	..	..
MAIGH NUAD	Ist									
MAYNOOTH	Arr	22:06	..	..	23:05	..	..	00:13	..	..
Cill Choca	Ime									
Kilcock	Dep	..	..	..	..	..	..	..	..	..
An Bóthar Buí	Ime									
Enfield	Dep	..	..	..	..	..	..	..	..	..
AN MUILEANN gCEARR	Ist									
MULLINGAR	Arr	..	..	..	..	..	..	..	..	..
Meathas Troim	Ime									
Edgeworthstown	Dep	..	..	..	..	..	..	..	..	..
AN LONGFORT	Ist									
LONGFORD	Arr	..	..	..	..	..	..	..	..	..

Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus connection to/from Dublin Airport available nearby.
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14

Baile Átha Cliath – Ollphairc M3 – An Longfort – Dé Sathairn (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Saturday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Sathairn Saturday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	05:58	07:00	..	07:20	07:44	..	08:17	08:47	..	09:05
Droim Chonrach	Ime										
Drumcondra	Dep	06:02	07:04	..	07:24	07:48	..	08:21	08:51	..	09:11
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	06:07	07:09	..	07:29	07:53	..	08:26	08:56	..	09:17
Baile Pheiléid	Ime										
Pelletstown	Dep	06:09	07:11	..	07:31	07:55	..	08:28	08:58	..	..
Baile an Ásaigh	Ime										
Ashtown	Dep	06:11	07:13	..	07:33	07:57	..	08:30	09:00	..	..
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	06:13	07:16	..	07:36	08:00	..	08:32	09:03	..	..
Caisleán Cnucha	Ime										
Castleknock	Dep	06:17	07:19	..	07:39	08:03	..	08:36	09:06	..	..
Cúil Mhín	Ime										
Coolmine	Dep	06:20	07:22	..	07:42	08:06	..	08:39	09:09	..	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	06:23	07:25	..	07:45	08:09	..	08:42	09:12	..	..
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	06:24	07:26	07:30	07:46	08:10	08:15	08:43	09:13	09:16	..
Páirc Hans	Ime										
Hansfield	Dep	..	..	07:33	..	..	08:18	..	..	09:19	..
Dún Búinne	Ime										
Dunboyne	Dep	..	..	07:37	..	..	08:22	..	..	09:23	..
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	..	07:42	..	..	08:27	..	..	09:28	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	06:29	07:31	..	07:51	08:15	..	08:48	09:18	..	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	06:32	07:34	..	07:54	08:18	..	08:51	09:21	..	..
MAIGH NUAD	Ist										
MAYNOOTH	Arr	06:41	07:43	..	08:03	08:27	..	09:00	09:30	..	09:37
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	..	..	..	09:44
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	..	..	..	09:54
An Muileann gCearr	Ist										
Mullingar	Arr	..	..	..	..	..	..	..	..	..	10:19
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	..	..	..	10:40
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	..	..	..	..	..	..	..	10:50
											Go Sligeach To Sligo

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14 Baile Átha Cliath – Ollphairc M3 – An Longfort – Dé Sathairn (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Saturday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Sathairn Saturday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	09:17	09:47	..	10:17	10:47	..	11:05	11:17	11:47	..
Droim Chonrach	Ime										
Drumcondra	Dep	09:21	09:51	..	10:21	10:51	..	11:11	11:21	11:51	..
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	09:26	09:56	..	10:26	10:56	..	11:17	11:26	11:56	..
Baile Pheiléid	Ime										
Pelletstown	Dep	09:28	09:58	..	10:28	10:58	..	..	11:28	11:58	..
Baile an Ásaigh	Ime										
Ashtown	Dep	09:30	10:00	..	10:30	11:00	..	..	11:30	12:00	..
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	09:33	10:03	..	10:33	11:03	..	..	11:33	12:03	..
Caisleán Cnucha	Ime										
Castleknock	Dep	09:36	10:06	..	10:36	11:06	..	..	11:36	12:06	..
Cúil Mhín	Ime										
Coolmine	Dep	09:39	10:09	..	10:39	11:09	..	..	11:39	12:09	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	09:42	10:12	..	10:42	11:12	..	..	11:42	12:12	..
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	09:43	10:13	10:16	10:43	11:13	11:16	..	11:43	12:13	12:16
Páirc Hans	Ime										
Hansfield	Dep	..	..	10:19	..	..	11:19	..	..	..	12:19
Dún Búinne	Ime										
Dunboyne	Dep	..	..	10:23	..	..	11:23	..	..	..	12:23
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	..	10:28	..	..	11:28	..	..	..	12:28
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	09:48	10:18	..	10:48	11:18	..	..	11:48	12:18	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	09:51	10:21	..	10:51	11:21	..	..	11:51	12:21	..
MAIGH NUAD	Ist										
MAYNOOTH	Arr	10:00	10:30	..	11:00	11:30	..	11:37	12:00	12:30	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	11:45	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	11:54	..	..	..
An Muileann gCearr	Ist										
Mullingar	Arr	..	..	..	..	..	..	12:20	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	12:40	..	..	..
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	..	..	..	..	12:50	..	..	..
								Go Sligeach			
								To Sligo			

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14 Baile Átha Cliath – Ollphairc M3 – An Longfort – Dé Sathairn (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Saturday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Sathairn Saturday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	12:17	12:47	..	13:05	13:17	13:47	..	14:17	14:47	..
Droim Chonrach	Ime										
Drumcondra	Dep	12:21	12:51	..	13:11	13:21	13:51	..	14:21	14:51	..
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	12:26	12:56	..	13:16	13:26	13:56	..	14:26	14:56	..
Baile Pheiléid	Ime										
Pelletstown	Dep	12:28	12:58	..	..	13:28	13:58	..	14:28	14:58	..
Baile an Ásaigh	Ime										
Ashtown	Dep	12:30	13:00	..	..	13:30	14:00	..	14:30	15:00	..
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	12:33	13:03	..	..	13:33	14:03	..	14:33	15:03	..
Caisleán Cnucha	Ime										
Castleknock	Dep	12:36	13:06	..	..	13:36	14:06	..	14:36	15:06	..
Cúil Mhín	Ime										
Coolmine	Dep	12:39	13:09	..	..	13:39	14:09	..	14:39	15:09	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	12:42	13:12	..	..	13:42	14:12	..	14:42	15:12	..
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	12:43	13:13	13:16	..	13:43	14:13	14:16	14:43	15:13	15:16
Páirc Hans	Ime										
Hansfield	Dep	..	..	13:19	..	..	..	14:19	..	..	15:19
Dún Búinne	Ime										
Dunboyne	Dep	..	..	13:23	..	..	..	14:23	..	..	15:23
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	..	13:28	..	..	..	14:28	..	..	15:28
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	12:48	13:18	..	..	13:48	14:18	..	14:48	15:18	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	12:51	13:21	..	..	13:51	14:21	..	14:51	15:21	..
MAIGH NUAD	Ist										
MAYNOOTH	Arr	13:00	13:30	..	13:36	14:00	14:30	..	15:00	15:30	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	13:45	..	..	..	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	13:54	..	..	..	..	..	..
An Muileann gCearr	Ist										
Mullingar	Arr	..	..	..	14:20	..	..	..	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	14:40	..	..	..	..	..	..
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	..	14:50	..	..	..	..	..	..
					Go Sligeach						
					To Sligo						

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Baile Átha Cliath – Ollphairc M3 – An Longfort – Dé Sathairn (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
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		Dé Sathairn Saturday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	15:05	15:17	15:47	..	16:05	16:17	16:47	..	17:05	17:17
Droim Chonrach	Ime										
Drumcondra	Dep	15:11	15:21	15:51	..	16:11	16:21	16:51	..	..	17:21
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	15:17	15:26	15:56	..	16:17	16:26	16:56	..	17:17	17:26
Baile Pheiléid	Ime										
Pelletstown	Dep	..	15:28	15:58	..	..	16:28	16:58	..	..	17:28
Baile an Ásaigh	Ime										
Ashtown	Dep	..	15:30	16:00	..	..	16:30	17:00	..	..	17:30
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	..	15:33	16:03	..	..	16:33	17:03	..	..	17:33
Caisleán Cnucha	Ime										
Castleknock	Dep	..	15:36	16:06	..	..	16:36	17:06	..	..	17:36
Cúil Mhín	Ime										
Coolmine	Dep	..	15:39	16:09	..	..	16:39	17:09	..	..	17:39
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	..	15:42	16:12	..	..	16:42	17:12	..	..	17:42
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	..	15:43	16:13	16:16	..	16:43	17:13	17:16	..	17:43
Páirc Hans	Ime										
Hansfield	Dep	..	..	..	16:19	..	..	..	17:19	..	..
Dún Búinne	Ime										
Dunboyne	Dep	..	..	..	16:23	..	..	..	17:23	..	..
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	..	..	16:28	..	..	..	17:28	..	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	..	15:48	16:18	..	..	16:48	17:18	..	..	17:48
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	..	15:51	16:21	..	..	16:51	17:21	..	17:32	17:51
MAIGH NUAD	Ist										
MAYNOOTH	Arr	15:36	16:00	16:30	..	16:36	17:00	17:30	..	17:39	18:00
Cill Choca	Ime										
Kilcock	Dep	15:45	..	..	..	16:44	..	..	..	17:53	..
An Bóthar Buí	Ime										
Enfield	Dep	15:54	..	..	..	16:53	..	..	..	18:01	..
An Muileann gCearr	Ist										
Mullingar	Arr	16:20	..	..	..	17:19	..	..	..	18:28	..
Meathas Troim	Ime										
Edgeworthstown	Dep	16:40	..	..	..	17:39	..	..	..	18:47	..
AN LONGFORT	Ist										
LONGFORD	Arr	16:50	..	..	..	17:50	..	..	..	18:58	..
		Go Sligeach				Go Sligeach				Go Sligeach	
		To Sligo				To Sligo				To Sligo	

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14

Baile Átha Cliath – Ollphairc M3 – An Longfort – Dé Sathairn (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Saturday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Sathairn Saturday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	17:47	..	18:17	18:47	..	19:17	19:32	19:47	..	20:17
Droim Chonrach	Ime										
Drumcondra	Dep	17:51	..	18:21	18:51	..	19:21	19:39	19:51	..	20:21
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	17:56	..	18:26	18:56	..	19:26	19:44	19:56	..	20:26
Baile Pheiléid	Ime										
Pelletstown	Dep	17:58	..	18:28	18:58	..	19:28	..	19:58	..	20:28
Baile an Ásaigh	Ime										
Ashtown	Dep	18:00	..	18:30	19:00	..	19:30	..	20:00	..	20:30
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	18:03	..	18:33	19:03	..	19:33	..	20:03	..	20:33
Caisleán Cnucha	Ime										
Castleknock	Dep	18:06	..	18:36	19:06	..	19:36	..	20:06	..	20:36
Cúil Mhín	Ime										
Coolmine	Dep	18:09	..	18:39	19:09	..	19:39	..	20:09	..	20:39
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	18:12	..	18:42	19:12	..	19:42	..	20:12	..	20:42
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	18:13	18:16	18:43	19:13	19:16	19:43	..	20:13	20:16	20:43
Páirc Hans	Ime										
Hansfield	Dep	..	18:19	..	..	19:19	..	..	..	20:19	..
Dún Búinne	Ime										
Dunboyne	Dep	..	18:23	..	..	19:23	..	..	..	20:23	..
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	18:28	..	..	19:28	..	..	..	20:28	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	18:18	..	18:48	19:18	..	19:48	..	20:18	..	20:48
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	18:21	..	18:51	19:21	..	19:51	..	20:21	..	20:51
MAIGH NUAD	Ist										
MAYNOOTH	Arr	18:30	..	19:00	19:30	..	20:00	20:04	20:30	..	21:00
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	20:12	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	20:21	..	..	..
An Muileann gCearr	Ist										
Mullingar	Arr	..	..	..	..	..	..	20:47	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	21:10	..	..	..
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	..	..	..	..	21:20	..	..	..
								Go Sligeach			
								To Sligo			

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14

Baile Átha Cliath – Ollphàirc M3 – An Longfort – Dé Sathairn (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Saturday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Sathairn Saturday						
DUGA na CANÁLACH MÓIRE	Ime							
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime							
DUBLIN PEARSE	Dep	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime							
Tara Street	Dep	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist							
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime							
DUBLIN CONNOLLY	Dep	..	21:20	..	22:17	..	23:27	..
Droim Chonrach	Ime							
Drumcondra	Dep	..	21:24	..	22:21	..	23:31	..
CEANTAR na nDUGAÍ	Ime							
DOCKLANDS	Dep	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime							
Broombridge	Dep	..	21:29	..	22:26	..	23:36	..
Baile Pheiléid	Ime							
Pelletstown	Dep	..	21:31	..	22:28	..	23:38	..
Baile an Ásaigh	Ime							
Ashtown	Dep	..	21:33	..	22:30	..	23:40	..
Ollphàirc Bhóthar na hUaimhe	Ime							
Navan Road Parkway	Dep	..	21:36	..	22:33	..	23:43	..
Caisleán Cnucha	Ime							
Castleknock	Dep	..	21:39	..	22:36	..	23:46	..
Cúil Mhín	Ime							
Coolmine	Dep	..	21:42	..	22:39	..	23:49	..
CLUAIN SAILEACH	Ist							
CLONSILLA	Arr	..	21:45	..	22:42	..	23:52	..
CLUAIN SAILEACH	Ime							
CLONSILLA	Dep	20:50	21:46	21:48	22:43	22:46	23:53	23:57
Páirc Hans	Ime							
Hansfield	Dep	20:53	..	21:51	..	22:49	..	00:00
Dún Búinne	Ime							
Dunboyne	Dep	20:57	..	21:55	..	22:53	..	00:04
OLLPHÁIRC M3	Ist							
M3 PARKWAY	Arr	21:02	..	22:00	..	22:58	..	00:09
Léim an Bhradáin (Confaí)	Ime							
Leixlip Confey	Dep	..	21:51	..	22:48	..	23:58	..
Léim an Bhradáin (Droichead Louisa)	Ime							
Leixlip Louisa Bridge	Dep	..	21:54	..	22:51	..	00:01	..
MAIGH NUAD	Ist							
MAYNOOTH	Arr	..	22:03	..	23:00	..	00:10	..
Cill Choca	Ime							
Kilcock	Dep	..	..	..	..	..	..	..
An Bóthar Buí	Ime							
Enfield	Dep	..	..	..	..	..	..	..
An Muileann gCearr	Ist							
Mullingar	Arr	..	..	..	..	..	..	..
Meathas Troim	Ime							
Edgeworthstown	Dep	..	..	..	..	..	..	..
AN LONGFORT	Ist							
LONGFORD	Arr	..	..	..	..	..	..	..

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14

Baile Átha Cliath – Ollphàirc M3 – An Longfort – Dé Domhnaigh (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Sunday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Domhnaigh Sunday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	08:45	..	09:05	09:48	..	10:50	..	11:17	11:47	..
Droim Chonrach	Ime										
Drumcondra	Dep	08:50	..	09:11	09:53	..	10:55	..	11:22	11:52	..
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	08:55	..	09:17	09:58	..	11:00	..	11:27	11:57	..
Baile Pheiléid	Ime										
Pelletstown	Dep	08:57	..	..	10:00	..	11:02	..	11:29	11:59	..
Baile an Ásaigh	Ime										
Ashtown	Dep	09:00	..	..	10:03	..	11:05	..	11:32	12:02	..
Ollphàirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	09:02	..	..	10:05	..	11:07	..	11:34	12:04	..
Caisleán Cnucha	Ime										
Castleknock	Dep	09:05	..	..	10:08	..	11:10	..	11:37	12:07	..
Cúil Mhín	Ime										
Coolmine	Dep	09:08	..	..	10:11	..	11:13	..	11:40	12:10	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	09:12	..	..	10:14	..	11:16	..	11:43	12:13	..
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	09:12	09:20	..	10:15	10:19	11:17	11:21	11:44	12:14	12:18
Páirc Hans	Ime										
Hansfield	Dep	..	09:23	..	..	10:22	..	11:24	..	..	12:21
Dún Búinne	Ime										
Dunboyne	Dep	..	09:28	..	..	10:27	..	11:29	..	..	12:26
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	09:32	..	..	10:31	..	11:33	..	..	12:30
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	09:17	..	..	10:20	..	11:22	..	11:49	12:19	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	09:21	..	..	10:23	..	11:25	..	11:52	12:22	..
MAIGH NUAD	Ist										
MAYNOOTH	Arr	09:29	..	09:36	10:32	..	11:34	..	12:00	12:31	..
Cill Choca	Ime										
Kilcock	Dep	..	..	09:44	..	..	..	..	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	09:53	..	..	..	..	..	..	..
An Muileann gCearr	Ist										
Mullingar	Arr	..	..	10:19	..	..	..	..	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	10:39	..	..	..	..	..	..	..
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	10:50	..	..	..	..	..	..	..
				Go Sligeach							
				To Sligo							

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Baile Átha Cliath – Ollphàirc M3 – An Longfort – Dé Domhnaigh (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Sunday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Domhnaigh Sunday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	12:17	12:47	..	13:05	13:17	13:47	..	14:17	14:47	..
Droim Chonrach	Ime										
Drumcondra	Dep	12:22	12:52	..	13:11	13:22	13:52	..	14:22	14:52	..
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	12:27	12:57	..	13:16	13:27	13:57	..	14:27	14:57	..
Baile Pheiléid	Ime										
Pelletstown	Dep	12:29	12:59	..	..	13:29	13:59	..	14:29	14:59	..
Baile an Âsaigh	Ime										
Ashtown	Dep	12:32	13:02	..	..	13:32	14:02	..	14:32	15:02	..
Ollphàirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	12:34	13:04	..	..	13:34	14:04	..	14:34	15:04	..
Caisleán Cnucha	Ime										
Castleknock	Dep	12:37	13:07	..	..	13:37	14:07	..	14:37	15:07	..
Cúil Mhín	Ime										
Coolmine	Dep	12:40	13:10	..	..	13:40	14:10	..	14:40	15:10	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	12:43	13:13	..	..	13:43	14:13	..	14:43	15:13	..
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	12:44	13:14	13:18	..	13:44	14:14	14:18	14:44	15:14	15:18
Páirc Hans	Ime										
Hansfield	Dep	..	..	13:21	..	..	..	14:21	..	..	15:21
Dún Búinne	Ime										
Dunboyne	Dep	..	..	13:26	..	..	..	14:26	..	..	15:26
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	..	13:30	..	..	..	14:30	..	..	15:30
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	12:49	13:19	..	..	13:49	14:19	..	14:49	15:19	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	12:52	13:22	..	..	13:52	14:22	..	14:52	15:22	..
MAIGH NUAD	Ist										
MAYNOOTH	Arr	13:01	13:31	..	13:36	14:01	14:31	..	15:01	15:30	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	13:44	..	..	..	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	13:53	..	..	..	..	..	..
An Muileann gCearr	Ist										
Mullingar	Arr	..	..	..	14:19	..	..	..	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	14:39	..	..	..	..	..	..
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	..	14:49	..	..	..	..	..	..
					Go Sligeach To Sligo						

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14

Baile Átha Cliath – Ollphàirc M3 – An Longfort – Dé Domhnaigh (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Sunday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Domhnaigh Sunday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	15:05	15:17	15:47	..	16:05	16:17	16:47	..	17:05	17:17
Droim Chonrach	Ime										
Drumcondra	Dep	15:11	15:22	15:52	..	16:11	16:22	16:52	..	..	17:22
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	15:17	15:27	15:57	..	16:17	16:27	16:57	..	17:17	17:27
Baile Pheiléid	Ime										
Pelletstown	Dep	..	15:29	15:59	..	..	16:29	16:59	..	..	17:29
Baile an Âsaigh	Ime										
Ashtown	Dep	..	15:32	16:02	..	..	16:32	17:02	..	..	17:32
Ollphàirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	..	15:34	16:04	..	..	16:34	17:04	..	..	17:34
Caisleán Cnucha	Ime										
Castleknock	Dep	..	15:37	16:07	..	..	16:37	17:07	..	..	17:37
Cúil Mhín	Ime										
Coolmine	Dep	..	15:40	16:10	..	..	16:40	17:10	..	..	17:40
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	..	15:43	16:13	..	..	16:43	17:13	..	..	17:43
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	..	15:44	16:14	16:18	..	16:44	17:14	17:18	..	17:44
Páirc Hans	Ime										
Hansfield	Dep	..	..	..	16:21	..	..	..	17:21	..	..
Dún Búinne	Ime										
Dunboyne	Dep	..	..	..	16:26	..	..	..	17:26	..	..
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	..	..	16:30	..	..	..	17:30	..	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	..	15:49	16:19	..	..	16:49	17:19	..	..	17:49
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	..	15:52	16:22	..	..	16:52	17:22	..	17:33	17:52
MAIGH NUAD	Ist										
MAYNOOTH	Arr	15:37	16:01	16:31	..	16:37	17:01	17:31	..	17:40	18:01
Cill Choca	Ime										
Kilcock	Dep	15:44	..	..	..	16:44	..	..	..	17:51	..
An Bóthar Buí	Ime										
Enfield	Dep	15:54	..	..	..	16:54	..	..	..	18:00	..
An Muileann gCearr	Ist										
Mullingar	Arr	16:19	..	..	..	17:19	..	..	..	18:26	..
Meathas Troim	Ime										
Edgeworthstown	Dep	16:40	..	..	..	17:39	..	..	..	18:46	..
AN LONGFORT	Ist										
LONGFORD	Arr	16:50	..	..	..	17:50	..	..	..	18:57	..
		Go Sligeach To Sligo				Go Sligeach To Sligo				Go Sligeach To Sligo	

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14 Baile Átha Cliath – Ollphairc M3 – An Longfort – Dé Domhnaigh (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Sunday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Domhnaigh Sunday									
DUGA na CANÁLACH MÓIRE	Ime										
GRAND CANAL DOCK	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime										
DUBLIN PEARSE	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist										
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	17:47	..	18:17	18:47	..	19:17	..	19:30	20:17	..
Droim Chonrach	Ime										
Drumcondra	Dep	17:52	..	18:22	18:52	..	19:22	..	19:39	20:22	..
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	17:57	..	18:27	18:57	..	19:27	..	19:44	20:27	..
Baile Pheiléid	Ime										
Pelletstown	Dep	17:59	..	18:29	18:59	..	19:29	..	..	20:29	..
Baile an Ásaigh	Ime										
Ashtown	Dep	18:02	..	18:32	19:02	..	19:32	..	..	20:32	..
Ollphairc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	18:04	..	18:34	19:04	..	19:34	..	..	20:34	..
Caisleán Cnucha	Ime										
Castleknock	Dep	18:07	..	18:37	19:07	..	19:37	..	..	20:37	..
Cúil Mhín	Ime										
Coolmine	Dep	18:10	..	18:40	19:10	..	19:40	..	..	20:40	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	18:13	..	18:43	19:13	..	19:43	..	..	20:43	..
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	18:14	18:18	18:44	19:14	19:18	19:44	19:52	..	20:44	20:48
Páirc Hans	Ime										
Hansfield	Dep	..	18:21	..	..	19:21	..	19:55	..	..	20:51
Dún Búinne	Ime										
Dunboyne	Dep	..	18:26	..	..	19:26	..	20:00	..	..	20:56
OLLPHÁIRC M3	Ist										
M3 PARKWAY	Arr	..	18:30	..	..	19:30	..	20:04	..	..	21:00
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	18:19	..	18:49	19:19	..	19:49	..	..	20:49	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	18:22	..	18:52	19:22	..	19:52	..	..	20:52	..
MAIGH NUAD	Ist										
MAYNOOTH	Arr	18:31	..	19:01	19:31	..	20:01	..	20:06	21:01	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	..	20:14	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	..	20:23	..	..
An Muileann gCearr	Ist										
Mullingar	Arr	..	..	..	..	..	..	..	20:48	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	..	21:12	..	..
AN LONGFORT	Ist										
LONGFORD	Arr	..	..	..	..	..	..	..	21:22	..	..
									Go Sligeach To Sligo		

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14 Baile Átha Cliath – Ollphairc M3 – An Longfort – Dé Domhnaigh (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Dublin – M3 Parkway – Longford – Sunday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Domhnaigh Sunday					
DUGA na CANÁLACH MÓIRE	Ime						
GRAND CANAL DOCK	Dep	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ime						
DUBLIN PEARSE	Dep	..	..	..	..	..	..
Sráid na Teamhrach	Ime						
Tara Street	Dep	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC ⒶⓁ	Ist						
DUBLIN CONNOLLY	Arr	..	..	..	..	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime						
DUBLIN CONNOLLY	Dep	21:17	..	22:17	..	23:27	..
Droim Chonrach	Ime						
Drumcondra	Dep	21:22	..	22:22	..	23:32	..
CEANTAR na nDUGAÍ	Ime						
DOCKLANDS	Dep	..	..	..	..	..	..
Droichead Broome Ⓤ	Ime						
Broombridge	Dep	21:27	..	22:27	..	23:37	..
Baile Pheiléid	Ime						
Pelletstown	Dep	21:29	..	22:29	..	23:39	..
Baile an Ásaigh	Ime						
Ashtown	Dep	21:32	..	22:32	..	23:42	..
Ollphairc Bhóthar na hUaimhe	Ime						
Navan Road Parkway	Dep	21:34	..	22:34	..	23:44	..
Caisleán Cnucha	Ime						
Castleknock	Dep	21:37	..	22:37	..	23:47	..
Cúil Mhín	Ime						
Coolmine	Dep	21:40	..	22:40	..	23:50	..
CLUAIN SAILEACH	Ist						
CLONSILLA	Arr	21:43	..	22:43	..	23:53	..
CLUAIN SAILEACH	Ime						
CLONSILLA	Dep	21:44	21:48	22:44	22:48	23:54	23:57
Páirc Hans	Ime						
Hansfield	Dep	..	21:51	..	22:51	..	00:00
Dún Búinne	Ime						
Dunboyne	Dep	..	21:56	..	22:56	..	00:05
OLLPHÁIRC M3	Ist						
M3 PARKWAY	Arr	..	22:00	..	23:00	..	00:09
Léim an Bhradáin (Confaí)	Ime						
Leixlip Confey	Dep	21:49	..	22:49	..	23:59	..
Léim an Bhradáin (Droichead Louisa)	Ime						
Leixlip Louisa Bridge	Dep	21:52	..	22:52	..	00:02	..
MAIGH NUAD	Ist						
MAYNOOTH	Arr	22:01	..	23:01	..	00:11	..
Cill Choca	Ime						
Kilcock	Dep	..	..	..	..	..	..
An Bóthar Buí	Ime						
Enfield	Dep	..	..	..	..	..	..
An Muileann gCearr	Ist						
Mullingar	Arr	..	..	..	..	..	..
Meathas Troim	Ime						
Edgeworthstown	Dep	..	..	..	..	..	..
An Longfort	Ist						
Longford	Arr	..	..	..	..	..	..

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14

An Longfort - Ollpháirc M3 - Baile Átha Cliath - Luan go hAoine (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Monday to Friday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday									
AN LONGFORT	Ime										
LONGFORD	Dep	..	..	..	..	..	..	..	05:38	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	..	05:50	..	..
An Muileann gCearr	Ime										
Mullingar	Dep	..	..	..	..	..	..	..	06:10	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	..	06:35	..	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	..	06:45	..	..
MAIGH NUAD	Ime										
MAYNOOTH	Dep	05:57	..	06:17	..	06:32	..	..	06:53	..	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	06:04	..	06:24	..	06:39	..	..	07:00	..	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	06:07	..	06:27	..	06:42	..	..	07:03	..	..
OLLPHÁIRC M3	Ime										
M3 PARKWAY	Dep	..	06:17	..	..	..	..	06:50	..	07:07	..
Dún Búinne	Ime										
Dunboyne	Dep	..	06:20	..	..	..	..	06:53	..	07:10	..
Páirc Hans	Ime										
Hansfield	Dep	..	06:25	..	..	..	..	06:58	..	07:15	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	06:12	06:29	06:32	..	06:47	..	07:01	07:09	07:18	..
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	06:13	..	06:33	..	06:48	..	07:02	07:09	07:18	..
Cúil Mhín	Ime										
Coolmine	Dep	06:16	..	06:36	..	06:51	..	07:05	07:13	07:22	..
Caisleán Cnucha	Ime										
Castleknock	Dep	06:19	..	06:39	..	06:54	..	07:08	07:15	07:24	..
Ollpháirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	06:22	..	06:42	Ó Dhroichead Nua From Newbridge	06:57	Ó Cholluichoill From Hazelhatch	07:11	07:18	07:27	Ó Dhroichead Nua From Newbridge
Baile an Ásaigh	Ime										
Ashtown	Dep	06:24	..	06:44		06:59		07:13	07:21	07:30	
Baile Pheiléid	Ime										
Pelletstown	Dep	06:27	..	06:47		07:02		07:16	07:24	07:32	
Droichead Broome (U)	Ime										
Broombridge	Dep	06:29	..	06:49		07:04		07:18	07:26	07:35	
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	07:29	..	07:46	..
Droim Chonrach	Ime										
Drumcondra	Dep	06:35	..	06:55	07:00	07:10	07:18	..	07:33	..	07:46
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist										
DUBLIN CONNOLLY	Arr	06:41	..	07:01	07:09	07:17	07:24	..	07:39	..	07:52
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	..	..	..	07:10	..	07:25	..	07:41	..	07:53
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	07:13	..	07:28	..	07:44	..	07:57
STÁISIÚN na bPIARSACH BÁC (A)	Ist										
DUBLIN PEARSE	Arr	..	..	..	07:15	..	07:30	..	07:46	..	07:58
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	..	..	07:20	..	07:34	..	..	..	08:02

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14

An Longfort - Ollpháirc M3 - Baile Átha Cliath - Luan go hAoine (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Monday to Friday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday									
								Ó Sligeach From Sligo			
AN LONGFORT	Ime										
LONGFORD	Dep	..	..	06:12	..	..	..	06:50	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	06:24	..	..	..	07:01	..	..	..
An Muileann gCearr	Ime										
Mullingar	Dep	..	..	06:44	..	..	..	07:20	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	07:10	..	..	..	07:49	..	..	..
Cill Choca	Ime										
Kilcock	Dep	..	..	07:20	..	..	..	08:00	..	..	..
MAIGH NUAD	Ime										
MAYNOOTH	Dep	07:12	..	07:27	..	07:43	07:54	08:12	..	..	08:15
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	07:19	..	07:35	..	07:50	08:01	..	..	..	08:22
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	07:22	..	07:39	..	07:54	08:05	..	..	..	08:26
OLLPHÁIRC M3	Ime										
M3 PARKWAY	Dep	..	..	..	07:40	..	..	..	08:16	..	..
Dún Búinne	Ime										
Dunboyne	Dep	..	..	..	07:43	..	..	..	08:19	..	..
Páirc Hans	Ime										
Hansfield	Dep	..	..	..	07:48	..	..	..	08:24	..	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	07:28	..	07:44	07:51	07:59	08:10	..	08:27	..	08:32
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	07:28	..	07:45	07:52	08:00	08:11	..	08:28	..	08:33
Cúil Mhín	Ime										
Coolmine	Dep	07:32	..	07:50	07:55	08:04	08:15	..	08:31	..	08:36
Caisleán Cnucha	Ime										
Castleknock	Dep	07:34	..	07:52	07:58	08:07	08:18	..	08:34	..	08:39
Ollpháirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	07:37	Ó Dhroichead Nua From Newbridge	07:56	08:01	08:11	08:21	..	08:37	Ó Cholluichoill From Hazelhatch	08:42
Baile an Ásaigh	Ime										
Ashtown	Dep	07:40		07:59	08:04	08:14	08:24	..	08:39		08:45
Baile Pheiléid	Ime										
Pelletstown	Dep	07:42		08:02	08:06	08:17	08:27	..	08:42		08:48
Droichead Broome (U)	Ime										
Broombridge	Dep	07:45		08:05	08:09	08:20	08:30	08:35	08:44		08:51
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	08:19	..	..	..	08:55	..	..
Droim Chonrach	Ime										
Drumcondra	Dep	07:51	08:05	08:12	..	08:26	08:37	08:43	..	08:47	08:58
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist										
DUBLIN CONNOLLY	Arr	07:58	08:13	08:19	..	08:33	08:43	08:49	..	08:53	09:03
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	..	08:14	08:21	..	..	08:45	..	..	08:54	09:05
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	08:17	08:25	..	..	08:48	..	..	08:57	09:09
STÁISIÚN na bPIARSACH BÁC (A)	Ist										
DUBLIN PEARSE	Arr	..	08:19	08:27	..	..	08:50	..	..	08:59	09:11
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	08:23	..	..	..	08:54	..	..	09:03	..
							Go Bré To Bray				

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14

An Longfort - Ollphàirc M3 - Baile Átha Cliath - Luan go hAoine (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Monday to Friday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday								
					Ó Sligeach From Sligo					
AN LONGFORT	Ime									
LONGFORD	Dep	..	..	..	07:51	..	..	..	..	..
Meathas Troim	Ime									
Edgeworthstown	Dep	..	..	..	08:03	..	..	..	..	..
An Muileann gCearr	Ime									
Mullingar	Dep	..	..	..	08:22	..	..	..	..	..
An Bóthar Buí	Ime									
Enfield	Dep	..	..	..	08:47	..	..	..	..	..
Cill Choca	Ime									
Kilcock	Dep	..	..	..	08:57	..	..	..	..	..
MAIGH NUAD	Ime									
MAYNOOTH	Dep	..	..	08:40	09:05	..	09:10	..	..	09:41
Léim an Bhradáin (Droichead Louisa)	Ime									
Leixlip Louisa Bridge	Dep	..	..	08:47	..	..	09:17	..	..	09:48
Léim an Bhradáin (Confaí)	Ime									
Leixlip Confey	Dep	..	..	08:50	..	..	09:20	..	..	09:51
OLLPHÁIRC M3	Ime									
M3 PARKWAY	Dep	..	08:35	..	..	09:08	..	..	09:40	..
Dún Búinne	Ime									
Dunboyne	Dep	..	08:38	..	..	09:11	..	..	09:43	..
Páirc Hans	Ime									
Hansfield	Dep	..	08:43	..	..	09:16	..	..	09:48	..
CLUAIN SAILEACH	Ist									
CLONSILLA	Arr	..	08:46	08:55	..	09:19	09:26	..	09:51	09:57
CLUAIN SAILEACH	Ime									
CLONSILLA	Dep	..	08:46	08:56	..	09:19	09:27	..	09:51	09:58
Cúil Mhín	Ime									
Coolmine	Dep	..	08:50	08:59	..	09:23	09:30	..	..	10:01
Caisleán Cnucha	Ime									
Castleknock	Dep	..	08:52	09:02	..	09:25	09:33	..	..	10:04
Ollphàirc Bhóthar na hUaimhe	Ime									
Navan Road Parkway	Dep	Ó Chollchoill From Hazelhatch	08:55	09:05	..	09:28	09:36	Ó Dhroichead Nua From Newbridge	..	10:07
Baile an Ásaigh	Ime									
Ashtown	Dep		08:58	09:07	..	09:31	09:38		..	10:09
Baile Pheiléid	Ime									
Pelletstown	Dep		09:00	09:10	..	09:33	09:41		..	10:12
Droichead Broome Ⓤ	Ime									
Broombridge	Dep		09:03	09:12	09:24	09:36	09:43		..	10:14
CEANTAR na nDUGAÍ	Ime									
DOCKLANDS	Dep	..	09:13	..	..	09:46	..	..	..	..
Droim Chonrach	Ime									
Drumcondra	Dep	09:04	..	09:18	09:30	..	09:49	09:55	10:05	10:20
STÁISIÚN UÍ CHONGHAILE BÁC Ⓐ Ⓛ	Ist									
DUBLIN CONNOLLY	Arr	09:11	..	09:24	09:40	..	09:57	10:02	10:11	10:27
STÁISIÚN UÍ CHONGHAILE BÁC	Ime									
DUBLIN CONNOLLY	Dep	09:13	..	..	..	..	..	10:03	..	10:29
Sráid na Teamhrach	Ime									
Tara Street	Dep	09:16	..	..	..	..	..	10:07	..	10:32
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ist									
DUBLIN PEARSE	Arr	09:18	..	..	..	..	..	10:09	..	10:34
DUGA na CANÁLACH MÓIRE	Ist									
GRAND CANAL DOCK	Arr	09:22	..	..	..	..	..	10:12	..	10:38

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		Luan go hAoine Monday to Friday								
							Ó Sligeach From Sligo			
AN LONGFORT	Ime									
LONGFORD	Dep	..	..	..	..	..	10:17	..	..	..
Meathas Troim	Ime									
Edgeworthstown	Dep	..	..	..	..	..	10:39	..	..	..
An Muileann gCearr	Ime									
Mullingar	Dep	..	..	..	..	..	10:58	..	..	..
An Bóthar Buí	Ime									
Enfield	Dep	..	..	..	..	..	11:23	..	..	..
Cill Choca	Ime									
Kilcock	Dep	..	..	..	..	..	11:33	..	..	..
MAIGH NUAD	Ime									
MAYNOOTH	Dep	10:09	..	..	10:39	11:09	11:40	..	..	11:50	12:10
Léim an Bhradáin (Droichead Louisa)	Ime									
Leixlip Louisa Bridge	Dep	10:16	..	..	10:46	11:16	..	..	..	11:57	12:17
Léim an Bhradáin (Confaí)	Ime									
Leixlip Confey	Dep	10:18	..	..	10:49	11:18	..	..	..	11:59	12:19
OLLPHÁIRC M3	Ime									
M3 PARKWAY	Dep	..	..	10:40	..	..	..	..	11:40	..	..
Dún Búinne	Ime									
Dunboyne	Dep	..	..	10:43	..	..	..	..	11:43	..	..
Páirc Hans	Ime									
Hansfield	Dep	..	..	10:48	..	..	..	..	11:48	..	..
CLUAIN SAILEACH	Ist									
CLONSILLA	Arr	10:25	..	10:52	10:55	11:24	..	..	11:52	12:05	12:25
CLUAIN SAILEACH	Ime									
CLONSILLA	Dep	10:25	..	..	10:55	11:24	..	..	..	12:05	12:25
Cúil Mhín	Ime									
Coolmine	Dep	10:29	..	..	10:59	11:28	..	..	..	12:09	12:29
Caisleán Cnucha	Ime									
Castleknock	Dep	10:32	..	..	11:02	11:31	..	..	..	12:12	12:32
Ollphàirc Bhóthar na hUaimhe	Ime									
Navan Road Parkway	Dep	10:35	Ó Chollchoill From Hazelhatch	..	11:05	11:34	..	Ó Chollchoill From Hazelhatch	..	12:15	12:35
Baile an Ásaigh	Ime									
Ashtown	Dep	10:37		..	11:07	11:36	..		..	12:17	12:37
Baile Pheiléid	Ime									
Pelletstown	Dep	10:39		..	11:09	11:38	..		..	12:19	12:39
Droichead Broome Ⓤ	Ime									
Broombridge	Dep	10:42		..	11:12	11:41	11:59		..	12:22	12:42
CEANTAR na nDUGAÍ	Ime									
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	Ime									
Drumcondra	Dep	10:47	11:06	..	11:17	11:47	12:04	12:08	..	12:27	12:47
STÁISIÚN UÍ CHONGHAILE BÁC Ⓐ Ⓛ	Ist									
DUBLIN CONNOLLY	Arr	10:53	11:13	..	11:23	11:53	12:09	12:14	..	12:33	12:53
STÁISIÚN UÍ CHONGHAILE BÁC	Ime									
DUBLIN CONNOLLY	Dep	..	11:14	..	..	..	..	12:15	..	..	..
Sráid na Teamhrach	Ime									
Tara Street	Dep	..	11:18	..	..	..	..	12:18	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ist									
DUBLIN PEARSE	Arr	..	11:19	..	..	..	..	12:20	..	..	..
DUGA na CANÁLACH MÓIRE	Ist									
GRAND CANAL DOCK	Arr	..	11:23	..	..	..	..	12:23	..	..	..

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		Luan go hAoine Monday to Friday									
						Ó Sligeach From Sligo					
AN LONGFORT	lme										
LONGFORD	Dep	..	..	..	..	12:17	..	..	..	..	..
Meathas Troim	lme										
Edgeworthstown	Dep	..	..	..	..	12:39	..	..	..	..	..
An Muileann gCearr	lme										
Mullingar	Dep	..	..	..	..	12:58	..	..	..	..	..
An Bóthar Buí	lme										
Enfield	Dep	..	..	..	..	13:22	..	..	..	..	..
Cill Choca	lme										
Kilcock	Dep	..	..	..	..	13:32	..	..	..	..	..
MAIGH NUAD	lme										
MAYNOOTH	Dep	..	..	12:39	13:10	13:40	..	..	13:48	14:09	..
Léim an Bhradáin (Droichead Louisa)	lme										
Leixlip Louisa Bridge	Dep	..	..	12:46	13:17	..	..	..	13:55	14:16	..
Léim an Bhradáin (Confaí)	lme										
Leixlip Confey	Dep	..	..	12:48	13:19	..	..	..	13:57	14:18	..
OLLPHÁIRC M3	lme										
M3 PARKWAY	Dep	..	12:40	..	..	..	..	13:40	..	..	..
Dún Búinne	lme										
Dunboyne	Dep	..	12:43	..	..	..	..	13:43	..	..	..
Páirc Hans	lme										
Hansfield	Dep	..	12:48	..	..	..	..	13:48	..	..	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	..	12:52	12:54	13:25	..	..	13:52	14:03	14:24	..
CLUAIN SAILEACH	lme										
CLONSILLA	Dep	..	..	12:54	13:25	..	..	..	14:03	14:24	..
Cúil Mhín	lme										
Coolmine	Dep	..	..	12:58	13:29	..	..	..	14:07	14:28	..
Caisleán Cnucha	lme										
Castleknock	Dep	..	..	13:01	13:32	..	..	..	14:10	14:30	..
Ollpháirc Bhóthar na hUaimhe	lme										
Navan Road Parkway	Dep	Ó Chollchoill From Hazelhatch	..	13:04	13:35	..	Ó Chollchoill From Hazelhatch	..	14:13	14:33	Ó Chollchoill From Hazelhatch
Baile an Ásaigh	lme										
Ashtown	Dep		..	13:06	13:37	..		..	14:15	14:35	
Baile Pheiléid	lme										
Pelletstown	Dep		..	13:08	13:39	..		..	14:17	14:38	
Droichead Broome (U)	lme										
Broombridge	Dep		..	13:11	13:42	13:59		..	14:20	14:40	
CEANTAR na nDUGAÍ	lme										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	lme										
Drumcondra	Dep	13:06	..	13:17	13:47	14:04	14:08	..	14:25	14:46	15:06
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist										
DUBLIN CONNOLLY	Arr	13:13	..	13:23	13:53	14:09	14:14	..	14:31	14:53	15:13
STÁISIÚN UÍ CHONGHAILE BÁC	lme										
DUBLIN CONNOLLY	Dep	13:14	..	..	..	..	14:15	..	..	14:54	15:14
Sráid na Teamhrach	lme										
Tara Street	Dep	13:18	..	..	..	..	14:18	..	..	14:58	15:18
STÁISIÚN na bPIARSACH BÁC (A)	Ist										
DUBLIN PEARSE	Arr	13:19	..	..	..	..	14:20	..	..	14:59	15:19
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	13:23	..	..	..	..	14:23	..	..	15:02	15:23

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14 An Longfort - Ollpháirc M3 - Baile Átha Cliath - Luan go hAoine (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Monday to Friday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday						Ó Sligeach From Sligo			
AN LONGFORT	lme										
LONGFORD	Dep	..	..	..	..	..	..	14:17	..	..	..
Meathas Troim	lme										
Edgeworthstown	Dep	..	..	..	..	..	..	14:39	..	..	..
An Muileann gCearr	lme										
Mullingar	Dep	..	..	..	..	..	..	14:58	..	..	..
An Bóthar Buí	lme										
Enfield	Dep	..	..	..	..	..	..	15:23	..	..	..
Cill Choca	lme										
Kilcock	Dep	..	..	..	..	..	..	15:33	..	..	..
MAIGH NUAD	lme										
MAYNOOTH	Dep	..	14:39	15:09	..	15:30	..	15:42	..	16:08	..
Léim an Bhradáin (Droichead Louisa)	lme										
Leixlip Louisa Bridge	Dep	..	14:46	15:16	..	15:37	..	..	..	16:15	..
Léim an Bhradáin (Confaí)	lme										
Leixlip Confey	Dep	..	14:48	15:18	..	15:39	..	..	..	16:17	..
OLLPHÁIRC M3	lme										
M3 PARKWAY	Dep	14:40	..	..	..	..	15:42	..	..	..	..
Dún Búinne	lme										
Dunboyne	Dep	14:43	..	..	..	..	15:45	..	..	..	..
Páirc Hans	lme										
Hansfield	Dep	14:48	..	..	..	..	15:50	..	..	..	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	14:52	14:54	15:24	..	15:45	15:53	..	..	16:23	..
CLUAIN SAILEACH	lme										
CLONSILLA	Dep	..	14:54	15:24	..	15:46	15:53	..	..	16:23	..
Cúil Mhín	lme										
Coolmine	Dep	..	14:58	15:28	..	15:50	15:57	..	..	16:27	..
Caisleán Cnucha	lme										
Castleknock	Dep	..	15:00	15:30	..	15:52	15:59	..	..	16:29	..
Ollpháirc Bhóthar na hUaimhe	lme										
Navan Road Parkway	Dep	..	15:03	15:33	Ó Dhroichead Nua From Newbridge	15:55	16:02	..	Ó Chollchoill From Hazelhatch	16:32	Ó Chollchoill From Hazelhatch
Baile an Ásaigh	lme										
Ashtown	Dep	..	15:05	15:35		15:58	16:04	..		16:34	
Baile Pheiléid	lme										
Pelletstown	Dep	..	15:08	15:38		16:00	16:07	..		16:37	
Droichead Broome (U)	lme										
Broombridge	Dep	..	15:10	15:40		16:03	16:09	16:15		16:40	
CEANTAR na nDUGAÍ	lme										
DOCKLANDS	Dep	..	..	..	..	..	16:19	..	..	..	..
Droim Chonrach	lme										
Drumcondra	Dep	..	15:16	15:46	16:06	16:10	..	16:21	16:25	16:46	17:06
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist										
DUBLIN CONNOLLY	Arr	..	15:23	15:53	16:13	16:17	..	16:28	16:32	16:53	17:13
STÁISIÚN UÍ CHONGHAILE BÁC	lme										
DUBLIN CONNOLLY	Dep	..	15:24	15:54	16:14	16:18	..	..	..	..	17:14
Sráid na Teamhrach	lme										
Tara Street	Dep	..	15:28	15:58	16:18	16:21	..	..	..	..	17:18
STÁISIÚN na bPIARSACH BÁC (A)	Ist										
DUBLIN PEARSE	Arr	..	15:29	15:59	16:19	16:22	..	..	..	..	17:19
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	15:32	16:02	16:23	16:31	..	..	..	..	17:23
				Go Dún Laoghaire To D'Laoire							

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An Longfort - Ollpháirc M3 - Baile Átha Cliath - Luan go hAoine (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024
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		Luan go hAoine Monday to Friday									
										Ó Sligeach From Sligo	
AN LONGFORT	Ime										
LONGFORD	Dep	..	..	..	..	..	..	..	..	16:17	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	..	..	16:39	..
An Muileann gCearr	Ime										
Mullingar	Dep	..	..	..	..	..	..	..	..	16:58	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	..	..	17:29	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	..	..	17:39	..
MAIGH NUAD	Ime										
MAYNOOTH	Dep	..	16:39	16:59	..	..	17:12	..	..	17:46	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	..	16:46	17:06	..	..	17:19	..	..	..	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	..	16:48	17:08	..	..	17:21	..	..	..	..
OLLPHÁIRC M3	Ime										
M3 PARKWAY	Dep	16:40	..	..	..	17:10	..	..	17:36	..	..
Dún Búinne	Ime										
Dunboyne	Dep	16:43	..	..	..	17:13	..	..	17:39	..	..
Páirc Hans	Ime										
Hansfield	Dep	16:48	..	..	..	17:18	..	..	17:44	..	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	16:51	16:54	17:14	..	17:21	17:27	..	17:47	..	..
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	16:51	16:54	17:14	..	17:21	17:27	..	17:47	..	..
Cúil Mhín	Ime										
Coolmine	Dep	16:55	16:58	17:18	..	17:25	17:30	..	17:51	..	..
Caisleán Cnucha	Ime										
Castleknock	Dep	16:57	17:00	17:20	..	17:27	17:32	..	17:53	..	..
Ollpháirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	17:00	17:03	17:23	Ó Cholchoill From Hazelhatch	17:30	17:35	Ó Cholchoill From Hazelhatch	17:56	..	Ó Cholchoill From Hazelhatch
Baile an Ásaigh	Ime										
Ashtown	Dep	17:02	17:05	17:25		17:32	17:38		17:58	..	
Baile Pheiléid	Ime										
Pelletstown	Dep	17:05	17:08	17:28		17:35	17:40		18:01	..	
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	17:07	17:10	17:30		17:37	17:42		18:03	18:07	
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	17:16	..	..	..	17:46	..	..	18:12	..	..
Droim Chonrach	Ime										
Drumcondra	Dep	..	17:16	17:36	17:39	..	17:48	17:53	..	18:12	18:17
STÁISIÚN UÍ CHONGHAILE BÁC Ⓐ Ⓛ	Ist										
DUBLIN CONNOLLY	Arr	..	17:23	17:43	17:48	..	17:56	18:00	..	18:18	18:23
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	..	17:24	..	..	..	..	..	..	..	18:24
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	17:28	..	..	..	..	..	..	..	18:27
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ist										
DUBLIN PEARSE	Arr	..	17:29	..	..	..	..	..	..	..	18:29
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	17:32	..	..	..	..	..	..	..	18:33

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		Luan go hAoine Monday to Friday									
AN LONGFORT	Ime										
LONGFORD	Dep	..	..	..	..	..	..	..	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	..	..	..	..
An Muileann gCearr	Ime										
Mullingar	Dep	..	..	..	..	..	..	..	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	..	..	..	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	..	..	..	..
MAIGH NUAD	Ime										
MAYNOOTH	Dep	17:51	..	..	18:22	..	18:41	..	18:58	..	19:25
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	17:58	..	..	18:29	..	18:48	..	19:05	..	19:32
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	18:00	..	..	18:31	..	18:50	..	19:07	..	19:34
OLLPHÁIRC M3	Ime										
M3 PARKWAY	Dep	..	..	18:10	..	18:40	..	..	..	19:12	..
Dún Búinne	Ime										
Dunboyne	Dep	..	..	18:13	..	18:43	..	..	..	19:15	..
Páirc Hans	Ime										
Hansfield	Dep	..	..	18:18	..	18:48	..	..	..	19:20	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	18:06	..	18:21	18:37	18:51	18:55	..	19:13	19:23	19:40
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	18:06	..	18:21	18:37	18:51	18:56	..	19:13	19:23	19:40
Cúil Mhín	Ime										
Coolmine	Dep	18:10	..	18:25	18:41	18:55	18:59	..	19:17	19:27	19:44
Caisleán Cnucha	Ime										
Castleknock	Dep	18:12	..	18:27	18:43	18:57	19:01	..	19:20	19:29	19:46
Ollpháirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	18:15	Ó Dhroichead Nua From Newbridge	18:30	18:46	19:00	19:04	Ó Cholchoill From Hazelhatch	19:23	19:32	19:49
Baile an Ásaigh	Ime										
Ashtown	Dep	18:17		18:32	18:48	19:02	19:06		19:25	19:34	19:51
Baile Pheiléid	Ime										
Pelletstown	Dep	18:20		18:35	18:51	19:05	19:09		19:28	19:37	19:54
Droichead Broome Ⓤ	Ime										
Broombridge	Dep	18:22		18:37	18:53	19:07	19:11		19:30	19:39	19:56
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	18:47	..	19:16	..	..	..	..	..
Droim Chonrach	Ime										
Drumcondra	Dep	18:28	18:51	..	18:59	..	19:17	19:21	19:36	19:45	20:02
STÁISIÚN UÍ CHONGHAILE BÁC Ⓐ Ⓛ	Ist										
DUBLIN CONNOLLY	Arr	18:35	18:56	..	19:06	..	19:24	19:26	19:43	19:52	20:09
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	..	18:57	..	..	..	..	19:27	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	19:01	..	..	..	..	19:31	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	Ist										
DUBLIN PEARSE	Arr	..	19:02	..	..	..	..	19:32	..	..	..
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	19:04	..	..	..	..	19:35	..	..	..

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		Luan go hAoine Monday to Friday									
					Ó Sligeach From Sligo						
AN LONGFORT	lme										
LONGFORD	Dep	..	..	..	18:23	..	..	..	..	..	..
Meathas Troim	lme										
Edgeworthstown	Dep	..	..	..	18:46	..	..	..	..	..	..
An Muileann gCearr	lme										
Mullingar	Dep	..	..	..	19:08	..	..	..	..	..	..
An Bóthar Buí	lme										
Enfield	Dep	..	..	..	19:41	..	..	..	..	..	..
Cill Choca	lme										
Kilcock	Dep	..	..	..	19:51	..	..	..	..	..	..
MAIGH NUAD	lme										
MAYNOOTH	Dep	..	..	19:39	19:58	..	20:10	..	..	20:39	..
Léim an Bhradáin (Droichead Louisa)	lme										
Leixlip Louisa Bridge	Dep	..	..	19:47	..	..	20:17	..	..	20:46	..
Léim an Bhradáin (Confaí)	lme										
Leixlip Confey	Dep	..	..	19:50	..	..	20:19	..	..	20:48	..
OLLPHÁIRC M3	lme										
M3 PARKWAY	Dep	..	19:40	..	..	20:07	..	..	20:37	..	21:12
Dún Búinne	lme										
Dunboyne	Dep	..	19:43	..	..	20:10	..	..	20:40	..	21:15
Páirc Hans	lme										
Hansfield	Dep	..	19:48	..	..	20:14	..	..	20:44	..	21:19
CLUAIN SAILEACH	lst										
CLONSILLA	Arr	..	19:51	19:56	..	20:17	20:25	..	20:47	20:54	21:22
CLUAIN SAILEACH	lme										
CLONSILLA	Dep	..	19:51	19:56	..	..	20:25	..	..	20:54	..
Cúil Mhín	lme										
Coolmine	Dep	..	19:55	20:00	..	..	20:29	..	..	20:58	..
Caisleán Cnucha	lme										
Castleknock	Dep	..	19:57	20:02	..	..	20:31	..	..	21:00	..
Ollpháirc Bhóthar na hUaimhe	lme										
Navan Road Parkway	Dep	Ó Cholchoill From Hazelhatch	20:00	20:05	..	..	20:34	Ó Cholchoill From Hazelhatch	..	21:03	..
Baile an Ásaigh	lme										
Ashtown	Dep		20:02	20:07	..	..	20:36		..	21:05	..
Baile Pheiléid	lme										
Pelletstown	Dep		20:05	20:10	..	..	20:39		..	21:08	..
Droichead Broome Ⓤ	lme										
Broombridge	Dep		20:07	20:12	20:19	..	20:41		..	21:10	..
CEANTAR na nDUGAÍ	lme										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	lme										
Drumcondra	Dep	20:09	20:13	20:18	20:26	..	20:47	21:09	..	21:16	..
STÁISIÚN UÍ CHONGHAILE BÁC Ⓐ Ⓛ	lst										
DUBLIN CONNOLLY	Arr	20:15	20:21	20:24	20:32	..	20:55	21:15	..	21:23	..
STÁISIÚN UÍ CHONGHAILE BÁC	lme										
DUBLIN CONNOLLY	Dep	20:16	..	20:25	..	..	..	21:16	..	21:24	..
Sráid na Teamhrach	lme										
Tara Street	Dep	20:19	..	20:29	..	..	..	21:19	..	21:28	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	lst										
DUBLIN PEARSE	Arr	20:21	..	20:30	..	..	..	21:21	..	21:29	..
DUGA na CANÁLACH MÓIRE	lst										
GRAND CANAL DOCK	Arr	20:25	..	20:33	..	..	..	21:24	..	21:32	..

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14

An Longfort - Ollpháirc M3 - Baile Átha Cliath - Luan go hAoine (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Monday to Friday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Luan go hAoine Monday to Friday									
			Ó Sligeach From Sligo								
AN LONGFORD	lme										
LONGFORD	Dep	..	20:20	..	..	..	..	..	..	..	..
Meathas Troim	lme										
Edgeworthstown	Dep	..	20:31	..	..	..	..	..	..	..	..
An Muileann gCearr	lme										
Mullingar	Dep	..	20:52	..	..	..	..	..	..	..	..
An Bóthar Buí	lme										
Enfield	Dep	..	21:17	..	..	..	..	..	..	..	..
Cill Choca	lme										
Kilcock	Dep	..	21:27	..	..	..	..	..	..	..	..
MAIGH NUAD	lme										
MAYNOOTH	Dep	21:09	21:34	..	..	22:17	..	..	23:13	..	..
Léim an Bhradáin (Droichead Louisa)	lme										
Leixlip Louisa Bridge	Dep	21:16	..	..	..	22:24	..	..	23:20	..	..
Léim an Bhradáin (Confaí)	lme										
Leixlip Confey	Dep	21:18	..	..	..	22:26	..	..	23:23	..	..
OLLPHÁIRC M3	lme										
M3 PARKWAY	Dep	..	..	..	22:10	..	..	23:10	..	..	..
Dún Búinne	lme										
Dunboyne	Dep	..	..	..	22:13	..	..	23:13	..	..	..
Páirc Hans	lme										
Hansfield	Dep	..	..	..	22:18	..	..	23:18	..	..	..
CLUAIN SAILEACH	lst										
CLONSILLA	Arr	21:24	..	..	22:22	22:32	..	23:22	23:29	..	..
CLUAIN SAILEACH	lme										
CLONSILLA	Dep	21:24	..	..	..	22:32	..	..	23:30	..	..
Cúil Mhín	lme										
Coolmine	Dep	21:28	..	..	..	22:36	..	..	23:34	..	..
Caisleán Cnucha	lme										
Castleknock	Dep	21:30	..	..	..	22:38	..	..	23:37	..	..
Ollpháirc Bhóthar na hUaimhe	lme										
Navan Road Parkway	Dep	21:33	..	Ó Cholchoill From Hazelhatch	..	22:41	Ó Cholchoill From Hazelhatch	..	23:40	..	..
Baile an Ásaigh	lme										
Ashtown	Dep	21:35	..		..	22:43		..	23:43	..	..
Baile Pheiléid	lme										
Pelletstown	Dep	21:38	..		..	22:46		..	23:45	..	..
Droichead Broome Ⓤ	lme										
Broombridge	Dep	21:40	21:54		..	22:48		..	23:48	..	..
CEANTAR na nDUGAÍ	lme										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	lme										
Drumcondra	Dep	21:46	22:00	22:06	..	22:54	23:11	..	23:53	..	..
STÁISIÚN UÍ CHONGHAILE BÁC Ⓐ Ⓛ	lst										
DUBLIN CONNOLLY	Arr	21:53	22:07	22:14	..	23:01	23:16	..	23:59	..	..
STÁISIÚN UÍ CHONGHAILE BÁC	lme										
DUBLIN CONNOLLY	Dep	21:54	..	22:17	..	23:02	23:17	..	..	..	..
Sráid na Teamhrach	lme										
Tara Street	Dep	21:58	..	22:20	..	23:06	23:20	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	lst										
DUBLIN PEARSE	Arr	21:59	..	22:22	..	23:07	23:22	..	..	..	..
DUGA na CANÁLACH MÓIRE	lst										
GRAND CANAL DOCK	Arr	22:02	..	22:24	..	23:10	23:25	..	..	..	..

Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus connection to/from Dublin Airport available nearby.
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14

An Longfort – Ollpháirc M3 – Baile Átha Cliath – Dé Sathairn (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Longford – M3 Parkway – Dublin – Saturday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Sathairn Saturday									
								O Sligeach From Sligo			
AN LONGFORT	Ime										
LONGFORD	Dep	..	..	..	..	..	..	07:52	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	08:04	..	..	..
An Muileann gCearr	Ime										
Mullingar	Dep	..	..	..	..	..	..	08:24	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	08:48	..	..	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	08:58	..	..	..
MAIGH NUAD	Ime										
MAYNOOTH	Dep	06:50	..	07:50	08:20	..	08:48	09:05	09:10	..	09:38
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	06:57	..	07:57	08:27	..	08:55	..	09:18	..	09:45
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	07:00	..	08:00	08:30	..	08:58	..	09:21	..	09:48
OLLPHÁIRC M3	Ime										
M3 PARKWAY	Dep	..	07:50	..	..	08:48	..	..	..	09:38	..
Dún Búinne	Ime										
Dunboyne	Dep	..	07:53	..	..	08:51	..	..	..	09:41	..
Páirc Hans	Ime										
Hansfield	Dep	..	07:58	..	..	08:56	..	..	..	09:46	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	07:05	08:02	08:05	08:35	09:00	09:03	..	09:27	09:50	09:53
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	07:06	..	08:06	08:36	..	09:04	..	09:27	..	09:54
Cúil Mhín	Ime										
Coolmine	Dep	07:09	..	08:09	08:39	..	09:07	..	09:30	..	09:57
Caisleán Cnucha	Ime										
Castleknock	Dep	07:12	..	08:12	08:42	..	09:10	..	09:33	..	10:00
Ollpháirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	07:15	..	08:15	08:45	..	09:13	..	09:36	..	10:03
Baile an Ásaigh	Ime										
Ashtown	Dep	07:17	..	08:17	08:47	..	09:15	..	09:38	..	10:05
Baile Pheiléid	Ime										
Pelletstown	Dep	07:20	..	08:20	08:50	..	09:18	..	09:41	..	10:08
Droichead Broome (U)	Ime										
Broombridge	Dep	07:22	..	08:22	08:52	..	09:20	09:28	09:43	..	10:10
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	Ime										
Drumcondra	Dep	07:28	..	08:28	08:58	..	09:26	09:34	09:49	..	10:16
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist										
DUBLIN CONNOLLY	Arr	07:34	..	08:34	09:04	..	09:32	09:43	09:55	..	10:22
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC (A)	Ist										
DUBLIN PEARSE	Arr	..	..	..	..	..	..	..	..	..	..
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	..	..	..	..	..	..	..	..	..

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14

An Longfort – Ollpháirc M3 – Baile Átha Cliath – Dé Sathairn (gan saoire phoiblí san áireamh) – Bailí ó 14.10.2024
go dtí go bhfógrófar a mhalairt
Longford – M3 Parkway – Dublin – Saturday (excluding public holidays) – Valid from 14.10.2024 until further notice

		Dé Sathairn Saturday									
								O Sligeach From Sligo			
AN LONGFORT	Ime										
LONGFORD	Dep	..	..	..	..	..	..	10:17	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	10:39	..	..	..
An Muileann gCearr	Ime										
Mullingar	Dep	..	..	..	..	..	..	10:58	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	11:23	..	..	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	11:33	..	..	..
MAIGH NUAD	Ime										
MAYNOOTH	Dep	10:08	..	10:38	11:08	..	11:40	11:45	12:08	..	12:38
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	10:15	..	10:45	11:15	..	..	11:52	12:15	..	12:45
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	10:18	..	10:48	11:18	..	..	11:55	12:18	..	12:48
OLLPHÁIRC M3	Ime										
M3 PARKWAY	Dep	..	10:38	..	..	11:38	..	..	..	12:38	..
Dún Búinne	Ime										
Dunboyne	Dep	..	10:41	..	..	11:41	..	..	..	12:41	..
Páirc Hans	Ime										
Hansfield	Dep	..	10:46	..	..	11:46	..	..	..	12:46	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	10:23	10:50	10:53	11:23	11:50	..	12:00	12:23	12:50	12:53
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	10:24	..	10:54	11:24	..	..	12:01	12:24	..	12:54
Cúil Mhín	Ime										
Coolmine	Dep	10:27	..	10:57	11:27	..	..	12:04	12:27	..	12:57
Caisleán Cnucha	Ime										
Castleknock	Dep	10:30	..	11:00	11:30	..	..	12:07	12:30	..	13:00
Ollpháirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	10:33	..	11:03	11:33	..	..	12:10	12:33	..	13:03
Baile an Ásaigh	Ime										
Ashtown	Dep	10:35	..	11:05	11:35	..	..	12:12	12:35	..	13:05
Baile Pheiléid	Ime										
Pelletstown	Dep	10:38	..	11:08	11:38	..	..	12:15	12:38	..	13:08
Droichead Broome (U)	Ime										
Broombridge	Dep	10:40	..	11:10	11:40	..	12:00	12:17	12:40	..	13:10
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	Ime										
Drumcondra	Dep	10:46	..	11:16	11:46	..	12:05	12:23	12:46	..	13:16
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist										
DUBLIN CONNOLLY	Arr	10:52	..	11:22	11:52	..	12:11	12:29	12:52	..	13:22
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC (A)	Ist										
DUBLIN PEARSE	Arr	..	..	..	..	..	..	..	..	..	..
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	..	..	..	..	..	..	..	..	..

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14

An Longfort - Ollpháirc M3 - Baile Átha Cliath - Dé Sathairn (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Saturday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Dé Sathairn Saturday									
				O Sligeach From Sligo						O Sligeach From Sligo	
AN LONGFORT	Ime										
LONGFORD	Dep	..	..	12:20	..	..	..	..	..	14:17	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	12:39	..	..	..	..	..	14:40	..
An Muileann gCearr	Ime										
Mullingar	Dep	..	..	12:58	..	..	..	..	..	14:58	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	13:23	..	..	..	..	..	15:23	..
Cill Choca	Ime										
Kilcock	Dep	..	..	13:33	..	..	..	..	..	15:33	..
MAIGH NUAD	Ime										
MAYNOOTH	Dep	13:08	..	13:40	13:45	14:08	..	14:38	15:08	15:39	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	13:15	..	..	13:52	14:15	..	14:45	15:15	..	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	13:18	..	..	13:55	14:18	..	14:48	15:18	..	..
OLLPHÁIRC M3	Ime										
M3 PARKWAY	Dep	..	13:38	..	..	..	14:38	..	..	..	15:48
Dún Búinne	Ime										
Dunboyne	Dep	..	13:41	..	..	..	14:41	..	..	..	15:51
Páirc Hans	Ime										
Hansfield	Dep	..	13:46	..	..	..	14:46	..	..	..	15:56
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	13:23	13:50	..	14:00	14:23	14:50	14:53	15:23	..	16:00
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	13:24	..	..	14:01	14:24	..	14:54	15:24	..	..
Cúil Mhín	Ime										
Coolmine	Dep	13:27	..	..	14:04	14:27	..	14:57	15:27	..	..
Caisleán Cnucha	Ime										
Castleknock	Dep	13:30	..	..	14:07	14:30	..	15:00	15:30	..	..
Ollpháirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	13:33	..	..	14:10	14:33	..	15:03	15:33	..	..
Baile an Ásaigh	Ime										
Ashtown	Dep	13:35	..	..	14:12	14:35	..	15:05	15:35	..	..
Baile Pheiléid	Ime										
Pelletstown	Dep	13:38	..	..	14:15	14:38	..	15:08	15:38	..	..
Droichead Broome (U)	Ime										
Broombridge	Dep	13:40	..	14:00	14:17	14:40	..	15:10	15:40	15:59	..
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	Ime										
Drumcondra	Dep	13:46	..	14:05	14:23	14:46	..	15:16	15:46	16:05	..
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist										
DUBLIN CONNOLLY	Arr	13:52	..	14:11	14:29	14:52	..	15:22	15:52	16:11	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC (A)	Ist										
DUBLIN PEARSE	Arr	..	..	..	..	..	..	..	..	..	..
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	..	..	..	..	..	..	..	..	..

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An Longfort - Ollpháirc M3 - Baile Átha Cliath - Dé Sathairn (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Saturday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Dé Sathairn Saturday									
							O Sligeach From Sligo				
AN LONGFORT	Ime										
LONGFORD	Dep	..	..	..	..	..	16:17	..	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	16:40	..	..	..	..
An Muileann gCearr	Ime										
Mullingar	Dep	..	..	..	..	..	16:58	..	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	17:29	..	..	..	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	17:39	..	..	..	..
MAIGH NUAD	Ime										
MAYNOOTH	Dep	15:50	16:20	..	16:50	17:20	17:47	..	17:55	18:20	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	15:57	16:27	..	16:58	17:27	..	..	18:02	18:27	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	16:00	16:30	..	17:01	17:30	..	..	18:05	18:30	..
OLLPHÁIRC M3	Ime										
M3 PARKWAY	Dep	..	..	16:48	..	..	..	17:48	..	..	18:48
Dún Búinne	Ime										
Dunboyne	Dep	..	..	16:51	..	..	..	17:51	..	..	18:51
Páirc Hans	Ime										
Hansfield	Dep	..	..	16:56	..	..	..	17:56	..	..	18:56
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	16:05	16:35	17:00	17:07	17:35	..	18:00	18:10	18:35	19:00
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	16:06	16:36	..	17:07	17:36	..	..	18:11	18:36	..
Cúil Mhín	Ime										
Coolmine	Dep	16:09	16:39	..	17:10	17:39	..	..	18:14	18:39	..
Caisleán Cnucha	Ime										
Castleknock	Dep	16:12	16:42	..	17:13	17:42	..	..	18:17	18:42	..
Ollpháirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	16:15	16:45	..	17:16	17:45	..	..	18:20	18:45	..
Baile an Ásaigh	Ime										
Ashtown	Dep	16:17	16:47	..	17:18	17:47	..	..	18:22	18:47	..
Baile Pheiléid	Ime										
Pelletstown	Dep	16:20	16:50	..	17:21	17:50	..	..	18:25	18:50	..
Droichead Broome (U)	Ime										
Broombridge	Dep	16:22	16:52	..	17:23	17:52	18:07	..	18:27	18:52	..
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	Ime										
Drumcondra	Dep	16:28	16:58	..	17:29	17:58	18:13	..	18:33	18:58	..
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist										
DUBLIN CONNOLLY	Arr	16:34	17:04	..	17:35	18:04	18:18	..	18:39	19:04	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC (A)	Ist										
DUBLIN PEARSE	Arr	..	..	..	..	..	..	..	..	..	..
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	..	..	..	..	..	..	..	..	..

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14

An Longfort - Ollpháirc M3 - Baile Átha Cliath - Dé Sathairn (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Saturday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Dé Sathairn Saturday									
					Ó Sligeach From Sligo						
AN LONGFORT	Ime										
LONGFORD	Dep	..	..	..	18:23	..	..	..	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	18:46	..	..	..	..	..	..
An Muileann gCearr	Ime										
Mullingar	Dep	..	..	..	19:06	..	..	..	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	19:32	..	..	..	..	..	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	19:42	..	..	..	..	..	..
MAIGH NUAD	Ime										
MAYNOOTH	Dep	18:50	19:20	..	19:49	19:55	20:15	..	20:38	..	21:08
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	18:57	19:27	..	..	20:02	20:22	..	20:45	..	21:15
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	19:00	19:30	..	..	20:05	20:25	..	20:48	..	21:18
OLLPHÁIRC M3	Ime										
M3 PARKWAY	Dep	..	..	19:40	..	..	..	20:33	..	21:08	..
Dún Búinne	Ime										
Dunboyne	Dep	..	..	19:43	..	..	..	20:36	..	21:11	..
Páirc Hans	Ime										
Hansfield	Dep	..	..	19:48	..	..	..	20:41	..	21:16	..
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	19:05	19:35	19:52	..	20:10	20:30	20:45	20:53	21:20	21:23
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	19:06	19:36	..	..	20:11	20:31	..	20:54	..	21:24
Cúil Mhín	Ime										
Coolmine	Dep	19:09	19:39	..	..	20:14	20:34	..	20:57	..	21:27
Caisleán Cnucha	Ime										
Castleknock	Dep	19:12	19:42	..	..	20:17	20:37	..	21:00	..	21:30
Ollpháirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	19:15	19:45	..	..	20:20	20:40	..	21:03	..	21:33
Baile an Ásaigh	Ime										
Ashtown	Dep	19:17	19:47	..	..	20:22	20:42	..	21:05	..	21:35
Baile Pheiléid	Ime										
Pelletstown	Dep	19:20	19:50	..	..	20:25	20:45	..	21:08	..	21:38
Droichead Broome (U)	Ime										
Broombridge	Dep	19:22	19:52	..	20:10	20:27	20:47	..	21:10	..	21:40
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	Ime										
Drumcondra	Dep	19:28	19:58	..	20:17	20:33	20:53	..	21:16	..	21:46
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist										
DUBLIN CONNOLLY	Arr	19:34	20:05	..	20:24	20:39	21:02	..	21:23	..	21:52
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC (A)	Ist										
DUBLIN PEARSE	Arr	..	..	..	..	..	..	..	..	..	..
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	..	..	..	..	..	..	..	..	..

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14

An Longfort - Ollpháirc M3 - Baile Átha Cliath - Dé Sathairn (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Saturday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Dé Sathairn Saturday					
		Ó Sligeach From Sligo					
AN LONGFORT	Ime						
LONGFORD	Dep	20:20	..	..	..	..	
Meathas Troim	Ime						
Edgeworthstown	Dep	20:32	..	..	..	..	
An Muileann gCearr	Ime						
Mullingar	Dep	20:53	..	..	..	..	
An Bóthar Buí	Ime						
Enfield	Dep	21:17	..	..	..	..	
Cill Choca	Ime						
Kilcock	Dep	21:27	..	..	..	..	
MAIGH NUAD	Ime						
MAYNOOTH	Dep	21:34	..	22:08	..	23:10	
Léim an Bhradáin (Droichead Louisa)	Ime						
Leixlip Louisa Bridge	Dep	..	..	22:15	..	23:17	
Léim an Bhradáin (Confaí)	Ime						
Leixlip Confey	Dep	..	..	22:18	..	23:20	
OLLPHÁIRC M3	Ime						
M3 PARKWAY	Dep	..	22:08	..	23:10	..	
Dún Búinne	Ime						
Dunboyne	Dep	..	22:11	..	23:13	..	
Páirc Hans	Ime						
Hansfield	Dep	..	22:16	..	23:18	..	
CLUAIN SAILEACH	Ist						
CLONSILLA	Arr	..	22:20	22:23	23:22	23:25	
CLUAIN SAILEACH	Ime						
CLONSILLA	Dep	..	..	22:24	..	23:26	
Cúil Mhín	Ime						
Coolmine	Dep	..	..	22:27	..	23:29	
Caisleán Cnucha	Ime						
Castleknock	Dep	..	..	22:30	..	23:32	
Ollpháirc Bhóthar na hUaimhe	Ime						
Navan Road Parkway	Dep	..	..	22:33	..	23:35	
Baile an Ásaigh	Ime						
Ashtown	Dep	..	..	22:35	..	23:37	
Baile Pheiléid	Ime						
Pelletstown	Dep	..	..	22:38	..	23:40	
Droichead Broome (U)	Ime						
Broombridge	Dep	21:54	..	22:40	..	23:42	
CEANTAR na nDUGAÍ	Ime						
DOCKLANDS	Dep	..	..	..	..	..	
Droim Chonrach	Ime						
Drumcondra	Dep	22:01	..	22:46	..	23:48	
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist						
DUBLIN CONNOLLY	Arr	22:07	..	22:52	..	23:55	
STÁISIÚN UÍ CHONGHAILE BÁC	Ime						
DUBLIN CONNOLLY	Dep	..	..	..	..	..	
Sráid na Teamhrach	Ime						
Tara Street	Dep	..	..	..	..	..	
STÁISIÚN na bPIARSACH BÁC (A)	Ist						
DUBLIN PEARSE	Arr	..	..	..	..	..	
DUGA na CANÁLACH MÓIRE	Ist						
GRAND CANAL DOCK	Arr	..	..	..	..	..	

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14

An Longfort - Ollpháirc M3 - Baile Átha Cliath - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Sunday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Dé Domhnaigh Sunday									
								O Sligeach From Sligo			
AN LONGFORT	Ime										
LONGFORD	Dep	..	..	..	..	..	..	10:17	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	..	..	..	..	10:39	..	..	..
An Muileann gCearr	Ime										
Mullingar	Dep	..	..	..	..	..	..	10:58	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	..	..	..	..	11:22	..	..	..
Cill Choca	Ime										
Kilcock	Dep	..	..	..	..	..	..	11:32	..	..	..
MAIGH NUAD	Ime										
MAYNOOTH	Dep	08:07	..	09:40	..	10:40	..	11:40	11:44	12:08	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	08:14	..	09:47	..	10:47	..	..	11:51	12:15	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	08:17	..	09:50	..	10:50	..	..	11:54	12:18	..
OLLPHÁIRC M3	Ime										
M3 PARKWAY	Dep	..	09:40	..	10:40	..	11:40	..	..	..	12:40
Dún Búinne	Ime										
Dunboyne	Dep	..	09:43	..	10:43	..	11:43	..	..	..	12:43
Páirc Hans	Ime										
Hansfield	Dep	..	09:47	..	10:47	..	11:47	..	..	..	12:47
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	08:22	09:50	09:56	10:50	10:55	11:50	..	12:00	12:23	12:50
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	08:23	..	09:56	..	10:56	..	..	12:00	12:24	..
Cúil Mhín	Ime										
Coolmine	Dep	08:26	..	09:59	..	10:59	..	..	12:03	12:27	..
Caisleán Cnucha	Ime										
Castleknock	Dep	08:29	..	10:02	..	11:02	..	..	12:06	12:30	..
Ollpháirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	08:32	..	10:05	..	11:05	..	..	12:09	12:33	..
Baile an Ásaigh	Ime										
Ashtown	Dep	08:34	..	10:07	..	11:07	..	..	12:11	12:35	..
Baile Pheiléid	Ime										
Pelletstown	Dep	08:37	..	10:10	..	11:10	..	..	12:14	12:38	..
Droichead Broome (U)	Ime										
Broombridge	Dep	08:39	..	10:12	..	11:12	..	12:00	12:16	12:40	..
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	Ime										
Drumcondra	Dep	08:45	..	10:18	..	11:18	..	12:05	12:22	12:46	..
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist										
DUBLIN CONNOLLY	Arr	08:51	..	10:24	..	11:24	..	12:11	12:28	12:52	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC (A)	Ist										
DUBLIN PEARSE	Arr	..	..	..	..	..	..	..	..	..	..
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	..	..	..	..	..	..	..	..	..

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		Dé Domhnaigh Sunday									
				O Sligeach From Sligo							
AN LONGFORT	Ime										
LONGFORD	Dep	..	..	12:20	..	..	..	..	..	..	..
Meathas Troim	Ime										
Edgeworthstown	Dep	..	..	12:33	..	..	..	..	..	..	..
An Muileann gCearr	Ime										
Mullingar	Dep	..	..	12:51	..	..	..	..	..	..	..
An Bóthar Buí	Ime										
Enfield	Dep	..	..	13:16	..	..	..	..	..	..	..
Cill Choca	Ime										
Kilcock	Dep	..	..	13:26	..	..	..	..	..	..	..
MAIGH NUAD	Ime										
MAYNOOTH	Dep	12:40	13:10	13:33	..	13:40	14:10	..	14:40	15:10	..
Léim an Bhradáin (Droichead Louisa)	Ime										
Leixlip Louisa Bridge	Dep	12:47	13:17	..	..	13:47	14:17	..	14:47	15:17	..
Léim an Bhradáin (Confaí)	Ime										
Leixlip Confey	Dep	12:50	13:20	..	..	13:50	14:20	..	14:50	15:20	..
OLLPHÁIRC M3	Ime										
M3 PARKWAY	Dep	..	..	..	13:40	..	..	14:40	..	..	15:40
Dún Búinne	Ime										
Dunboyne	Dep	..	..	..	13:43	..	..	14:43	..	..	15:43
Páirc Hans	Ime										
Hansfield	Dep	..	..	..	13:47	..	..	14:47	..	..	15:47
CLUAIN SAILEACH	Ist										
CLONSILLA	Arr	12:55	13:25	..	13:50	13:56	14:25	14:50	14:55	15:25	15:50
CLUAIN SAILEACH	Ime										
CLONSILLA	Dep	12:56	13:26	..	..	13:56	14:26	..	14:56	15:26	..
Cúil Mhín	Ime										
Coolmine	Dep	12:59	13:29	..	..	13:59	14:29	..	14:59	15:29	..
Caisleán Cnucha	Ime										
Castleknock	Dep	13:02	13:32	..	..	14:02	14:32	..	15:02	15:32	..
Ollpháirc Bhóthar na hUaimhe	Ime										
Navan Road Parkway	Dep	13:05	13:35	..	..	14:05	14:35	..	15:05	15:35	..
Baile an Ásaigh	Ime										
Ashtown	Dep	13:07	13:37	..	..	14:07	14:37	..	15:07	15:37	..
Baile Pheiléid	Ime										
Pelletstown	Dep	13:10	13:40	..	..	14:10	14:40	..	15:10	15:40	..
Droichead Broome (U)	Ime										
Broombridge	Dep	13:12	13:42	13:53	..	14:12	14:42	..	15:12	15:42	..
CEANTAR na nDUGAÍ	Ime										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	Ime										
Drumcondra	Dep	13:18	13:48	13:59	..	14:18	14:48	..	15:18	15:48	..
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist										
DUBLIN CONNOLLY	Arr	13:24	13:54	14:05	..	14:24	14:54	..	15:24	15:54	..
STÁISIÚN UÍ CHONGHAILE BÁC	Ime										
DUBLIN CONNOLLY	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	Ime										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC (A)	Ist										
DUBLIN PEARSE	Arr	..	..	..	..	..	..	..	..	..	..
DUGA na CANÁLACH MÓIRE	Ist										
GRAND CANAL DOCK	Arr	..	..	..	..	..	..	..	..	..	..

(A) Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus connection to/from Dublin Airport available nearby.
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14

An Longfort - Ollpháirc M3 - Baile Átha Cliath - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Sunday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Dé Domhnaigh Sunday									
		O Sligeach From Sligo						O Sligeach From Sligo			
AN LONGFORT	lme										
LONGFORD	Dep	14:17	..	..	..	..	..	16:17	..	..	..
Meathas Troim	lme										
Edgeworthstown	Dep	14:39	..	..	..	..	..	16:39	..	..	..
An Muileann gCearr	lme										
Mullingar	Dep	14:58	..	..	..	..	..	16:58	..	..	..
An Bóthar Buí	lme										
Enfield	Dep	15:23	..	..	..	..	..	17:29	..	..	..
Cill Choca	lme										
Kilcock	Dep	15:33	..	..	..	..	..	17:39	..	..	..
MAIGH NUAD	lme										
MAYNOOTH	Dep	15:39	15:43	16:10	..	16:40	17:10	17:46	..	17:52	18:10
Léim an Bhradáin (Droichead Louisa)	lme										
Leixlip Louisa Bridge	Dep	..	15:50	16:17	..	16:47	17:17	..	..	17:59	18:17
Léim an Bhradáin (Confaí)	lme										
Leixlip Confey	Dep	..	15:53	16:20	..	16:49	17:20	..	..	18:02	18:20
OLLPHÁIRC M3	lme										
M3 PARKWAY	Dep	..	..	..	16:40	..	..	..	17:50	..	..
Dún Búinne	lme										
Dunboyne	Dep	..	..	..	16:43	..	..	..	17:53	..	..
Páirc Hans	lme										
Hansfield	Dep	..	..	..	16:47	..	..	..	17:57	..	..
CLUAIN SAILEACH	lst										
CLONSILLA	Arr	..	15:58	16:25	16:50	16:55	17:25	..	18:00	18:07	18:25
CLUAIN SAILEACH	lme										
CLONSILLA	Dep	..	15:59	16:26	..	16:56	17:26	..	..	18:08	18:26
Cúil Mhín	lme										
Coolmine	Dep	..	16:02	16:29	..	16:59	17:29	..	..	18:11	18:29
Caisleán Cnucha	lme										
Castleknock	Dep	..	16:05	16:32	..	17:01	17:32	..	..	18:14	18:32
Ollpháirc Bhóthar na hUaimhe	lme										
Navan Road Parkway	Dep	..	16:08	16:35	..	17:04	17:35	..	..	18:17	18:35
Baile an Ásaigh	lme										
Ashtown	Dep	..	16:10	16:37	..	17:07	17:37	..	..	18:19	18:37
Baile Pheiléid	lme										
Pelletstown	Dep	..	16:13	16:40	..	17:09	17:40	..	..	18:22	18:40
Droichead Broome Ⓤ	lme										
Broombridge	Dep	16:00	16:15	16:42	..	17:12	17:42	18:07	..	18:24	18:42
CEANTAR na nDUGAÍ	lme										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	lme										
Drumcondra	Dep	16:07	16:21	16:48	..	17:18	17:48	18:14	..	18:30	18:48
STÁISIÚN UÍ CHONGHAILE BÁC Ⓐ Ⓛ	lst										
DUBLIN CONNOLLY	Arr	16:13	16:27	16:54	..	17:24	17:54	18:20	..	18:36	18:54
STÁISIÚN UÍ CHONGHAILE BÁC	lme										
DUBLIN CONNOLLY	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	lme										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	lst										
DUBLIN PEARSE	Arr	..	..	..	..	..	..	..	..	..	..
DUGA na CANÁLACH MÓIRE	lst										
GRAND CANAL DOCK	Arr	..	..	..	..	..	..	..	..	..	..

Ⓐ Ceangal bus go/ó Aerfort Bhaile Átha Cliath ar fáil in aice láimhe / Bus connection to/from Dublin Airport available nearby.
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14

An Longfort - Ollpháirc M3 - Baile Átha Cliath - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
Longford - M3 Parkway - Dublin - Sunday (excluding public holidays) - Valid from 14.10.2024 until further notice

		Dé Domhnaigh Sunday									
						O Sligeach From Sligo					
AN LONGFORT	lme										
LONGFORD	Dep	..	..	..	..	18:23	..	..	..	..	..
Meathas Troim	lme										
Edgeworthstown	Dep	..	..	..	..	18:46	..	..	..	..	..
An Muileann gCearr	lme										
Mullingar	Dep	..	..	..	..	19:06	..	..	..	..	..
An Bóthar Buí	lme										
Enfield	Dep	..	..	..	..	19:32	..	..	..	..	..
Cill Choca	lme										
Kilcock	Dep	..	..	..	..	19:42	..	..	..	..	..
MAIGH NUAD	lme										
MAYNOOTH	Dep	..	18:40	19:15	..	19:49	19:55	..	20:25	..	21:10
Léim an Bhradáin (Droichead Louisa)	lme										
Leixlip Louisa Bridge	Dep	..	18:47	19:23	..	..	20:02	..	20:32	..	21:17
Léim an Bhradáin (Confaí)	lme										
Leixlip Confey	Dep	..	18:50	19:26	..	..	20:05	..	20:35	..	21:20
OLLPHÁIRC M3	lme										
M3 PARKWAY	Dep	18:40	..	..	19:35	..	..	20:25	..	21:10	..
Dún Búinne	lme										
Dunboyne	Dep	18:43	..	..	19:38	..	..	20:28	..	21:13	..
Páirc Hans	lme										
Hansfield	Dep	18:47	..	..	19:42	..	..	20:32	..	21:17	..
CLUAIN SAILEACH	lst										
CLONSILLA	Arr	18:50	18:55	19:32	19:45	..	20:10	20:35	20:40	21:20	21:25
CLUAIN SAILEACH	lme										
CLONSILLA	Dep	..	18:56	19:32	..	..	20:11	..	20:41	..	21:26
Cúil Mhín	lme										
Coolmine	Dep	..	18:59	19:35	..	..	20:14	..	20:44	..	21:29
Caisleán Cnucha	lme										
Castleknock	Dep	..	19:02	19:38	..	..	20:17	..	20:47	..	21:32
Ollpháirc Bhóthar na hUaimhe	lme										
Navan Road Parkway	Dep	..	19:05	19:41	..	..	20:20	..	20:50	..	21:35
Baile an Ásaigh	lme										
Ashtown	Dep	..	19:07	19:43	..	..	20:22	..	20:52	..	21:37
Baile Pheiléid	lme										
Pelletstown	Dep	..	19:10	19:46	..	..	20:25	..	20:55	..	21:40
Droichead Broome Ⓤ	lme										
Broombridge	Dep	..	19:12	19:48	..	20:10	20:27	..	20:57	..	21:42
CEANTAR na nDUGAÍ	lme										
DOCKLANDS	Dep	..	..	..	..	..	..	..	..	..	..
Droim Chonrach	lme										
Drumcondra	Dep	..	19:18	19:54	..	20:17	20:33	..	21:03	..	21:48
STÁISIÚN UÍ CHONGHAILE BÁC Ⓐ Ⓛ	lst										
DUBLIN CONNOLLY	Arr	..	19:26	19:59	..	20:24	20:40	..	21:09	..	21:54
STÁISIÚN UÍ CHONGHAILE BÁC	lme										
DUBLIN CONNOLLY	Dep	..	..	..	..	..	..	..	..	..	..
Sráid na Teamhrach	lme										
Tara Street	Dep	..	..	..	..	..	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC Ⓐ	lst										
DUBLIN PEARSE	Arr	..	..	..	..	..	..	..	..	..	..
DUGA na CANÁLACH MÓIRE	lst										
GRAND CANAL DOCK	Arr	..	..	..	..	..	..	..	..	..	..

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14 An Longfort - Ollpháirc M3 - Baile Átha Cliath - Dé Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 14.10.2024 go dtí go bhfógrófar a mhalairt
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		Dé Domhnaigh Sunday				
		Ó Sligeach From Sligo				
AN LONGFORT	Ime					
LONGFORD	Dep	20:20	..	..	..	..
Meathas Troim	Ime					
Edgeworthstown	Dep	20:32	..	..	..	..
An Muileann gCearr	Ime					
Mullingar	Dep	20:53	..	..	..	..
An Bóthar Buí	Ime					
Enfield	Dep	21:17	..	..	..	..
Cill Choca	Ime					
Kilcock	Dep	21:27	..	..	..	..
MAIGH NUAD	Ime					
MAYNOOTH	Dep	21:35	..	22:10	..	23:10
Léim an Bhradáin (Droichead Louisa)	Ime					
Leixlip Louisa Bridge	Dep	..	..	22:17	..	23:17
Léim an Bhradáin (Confaí)	Ime					
Leixlip Confey	Dep	..	..	22:20	..	23:20
OLLPHÁIRC M3	Ime					
M3 PARKWAY	Dep	..	22:10	..	23:10	..
Dún Búinne	Ime					
Dunboyne	Dep	..	22:13	..	23:13	..
Páirc Hans	Ime					
Hansfield	Dep	..	22:17	..	23:17	..
CLUAIN SAILEACH	Ist					
CLONSILLA	Arr	..	22:20	22:25	23:20	23:25
CLUAIN SAILEACH	Ime					
CLONSILLA	Dep	..	..	22:26	..	23:26
Cúil Mhín	Ime					
Coolmine	Dep	..	..	22:29	..	23:29
Caisleán Cnucha	Ime					
Castleknock	Dep	..	..	22:32	..	23:32
Ollpháirc Bhóthar na hUaimhe	Ime					
Navan Road Parkway	Dep	..	..	22:35	..	23:35
Baile an Ásaigh	Ime					
Ashtown	Dep	..	..	22:37	..	23:37
Baile Pheiléid	Ime					
Pelletstown	Dep	..	..	22:40	..	23:40
Droichead Broome (U)	Ime					
Broombridge	Dep	21:54	..	22:42	..	23:42
CEANTAR na nDUGAÍ	Ime					
DOCKLANDS	Dep	..	..	..	..	..
Droim Chonrach	Ime					
Drumcondra	Dep	22:01	..	22:48	..	23:48
STÁISIÚN UÍ CHONGHAILE BÁC (A)(L)	Ist					
DUBLIN CONNOLLY	Arr	22:08	..	22:54	..	23:55
STÁISIÚN UÍ CHONGHAILE BÁC	Ime					
DUBLIN CONNOLLY	Dep	..	..	..	..	..
Sráid na Teamhrach	Ime					
Tara Street	Dep	..	..	..	..	..
STÁISIÚN na bPIARSACH BÁC (A)	Ist					
DUBLIN PEARSE	Arr	..	..	..	..	..
DUGA na CANÁLACH MÓIRE	Ist					
GRAND CANAL DOCK	Arr	..	..	..	..	..

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C. GoCar Letter of Support

Castlethorn Construction Company Limited
Usher House,
Main Street,
Dundrum
Dublin 14
D14 N7Y8

27th May 2025

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a car sharing service in the Kellystown, Clonilla, Dublin 15 development. GoCar representatives have discussed the project with representatives of Waterman Moylan on behalf of Castlethorn Construction Company Limited and are excited to provide 2 car sharing spaces to service this location. The development consists of 302 unit dwellings, made up of 97 houses, 26 duplexes and 179 apartments within the Kellystown, Clonilla, Dublin 15 area. The developer proposes to have available two (2) vehicles for service, both at surface level for the wider communities and residents within the development.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 1200 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise, and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary and walk and use public transport more often than car owners.

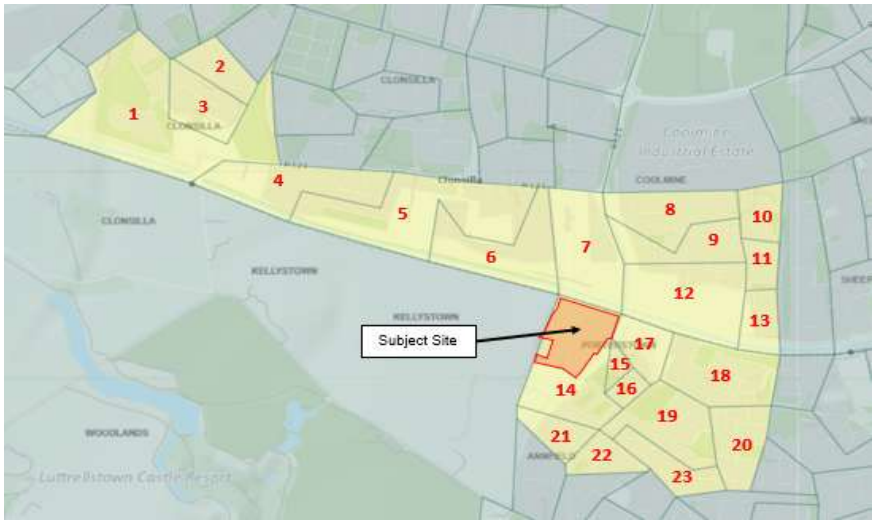
By having GoCar car sharing vehicles in a development such as this, the residents therein will have access to pay-as-you go driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

Daniel Ralston
Business Account Manager
GoCar Carsharing Ltd
Mobile: 086 0414 991
E: daniel.ralston@gocar.ie

D. 2022 Census – Small Area Results

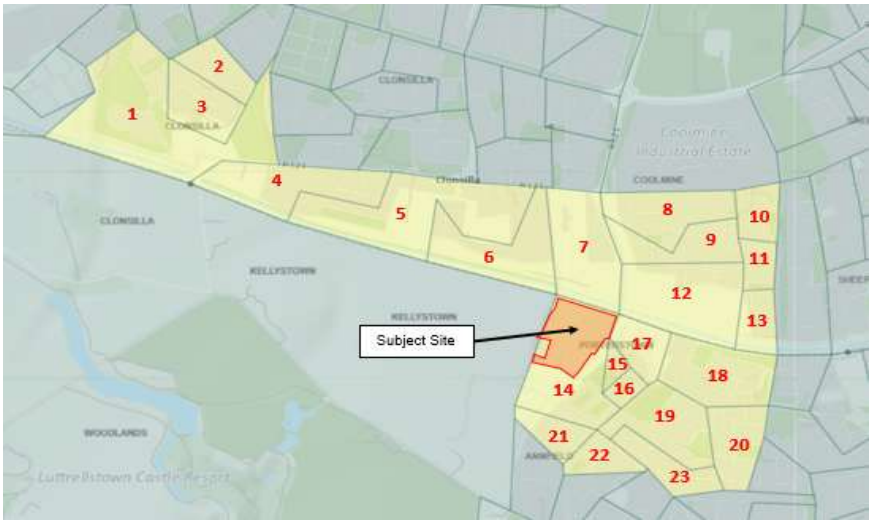
Car Ownership									
Zone	House	Persons	0	1	2	3	4	Total	Total car/house
1	73	232	4	24	29	5	5	117	1.603
2	97	338	4	34	44	6	5	160	1.649
3	101	306	4	37	42	10	5	171	1.693
4	120	373	10	48	43	8	3	170	1.417
5	92	269	8	28	35	9	2	133	1.446
6	103	321	9	36	38	7	0	133	1.291
7	71	196	10	26	16	1	0	61	0.859
8	133	427	9	48	50	7	2	177	1.331
9	141	495	4	53	44	7	3	174	1.234
10	116	284	22	63	13	0	0	89	0.767
11	87	272	13	38	12	0	2	70	0.805
12	161	446	25	87	23	1	0	136	0.845
13	97	281	20	39	23	2	1	95	0.979
14	119	370	17	50	31	5	0	127	1.067
15	72	195	5	44	17	0	0	78	1.083
16	70	198	10	32	14	3	0	69	0.986
17	88	233	10	53	20	1	0	96	1.091
18	128	427	6	50	58	9	1	197	1.539
19	98	340	3	41	39	10	4	165	1.684
20	110	396	5	52	42	6	3	166	1.509
21	95	296	7	47	33	4	0	125	1.316
22	99	224	12	47	24	5	0	110	1.111
23	99	338	8	30	50	5	1	149	1.505
Total	**2370**	**7257**	**198**	**883**	**633**	**97**	**36**	**2968**	**1.25**



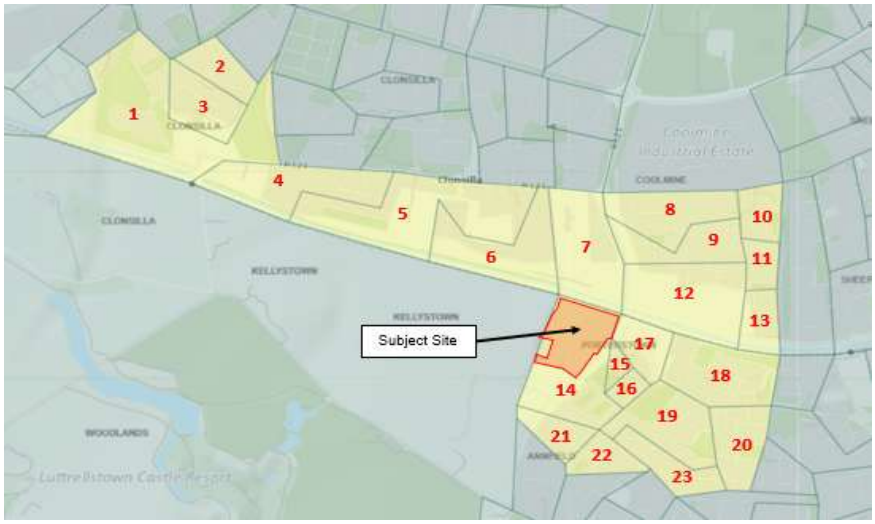
Modal Split									
Zone	House	Persons	On foot	Bike	Bus, minibus or coach	Train, DART or LUAS	Motors (*)	Other or not stated	Total travels
1	73	232	23	7	11	20	81	33	142
2	97	338	17	9	19	33	137	45	215
3	101	306	16	7	12	36	131	35	202
4	120	373	33	4	19	25	122	41	203
5	92	269	30	8	12	12	86	38	148
6	103	321	45	10	17	9	95	45	176
7	71	196	33	6	22	7	49	39	117
8	133	427	64	11	17	20	162	71	274
9	141	495	72	16	30	25	152	99	295
10	116	284	32	12	30	23	71	60	168
11	87	272	41	8	16	27	58	53	150
12	161	446	65	15	30	26	132	72	268
13	97	281	33	11	19	31	93	36	187
14	119	370	52	11	50	23	114	39	250
15	72	195	38	3	22	8	76	15	147
16	70	198	31	5	13	15	68	27	132
17	88	233	19	6	19	26	87	33	157
18	128	427	57	15	20	45	161	53	298
19	98	340	31	11	17	31	167	31	257
20	110	396	69	13	23	22	160	34	287
21	95	296	45	11	24	20	101	32	201
22	99	224	29	2	21	14	94	29	160
23	99	338	55	15	20	24	150	34	264
Total	**2370**	**7257**	**930**	**216**	**483**	**522**	**2547**	**994**	**4698**
			19.8%	**4.6%**	**10.3%**	**11.1%**	**54.2%**		**100%**

(*) Includes Motorcylce or Scooter, Car Drivers, Car Passengers, and Vans

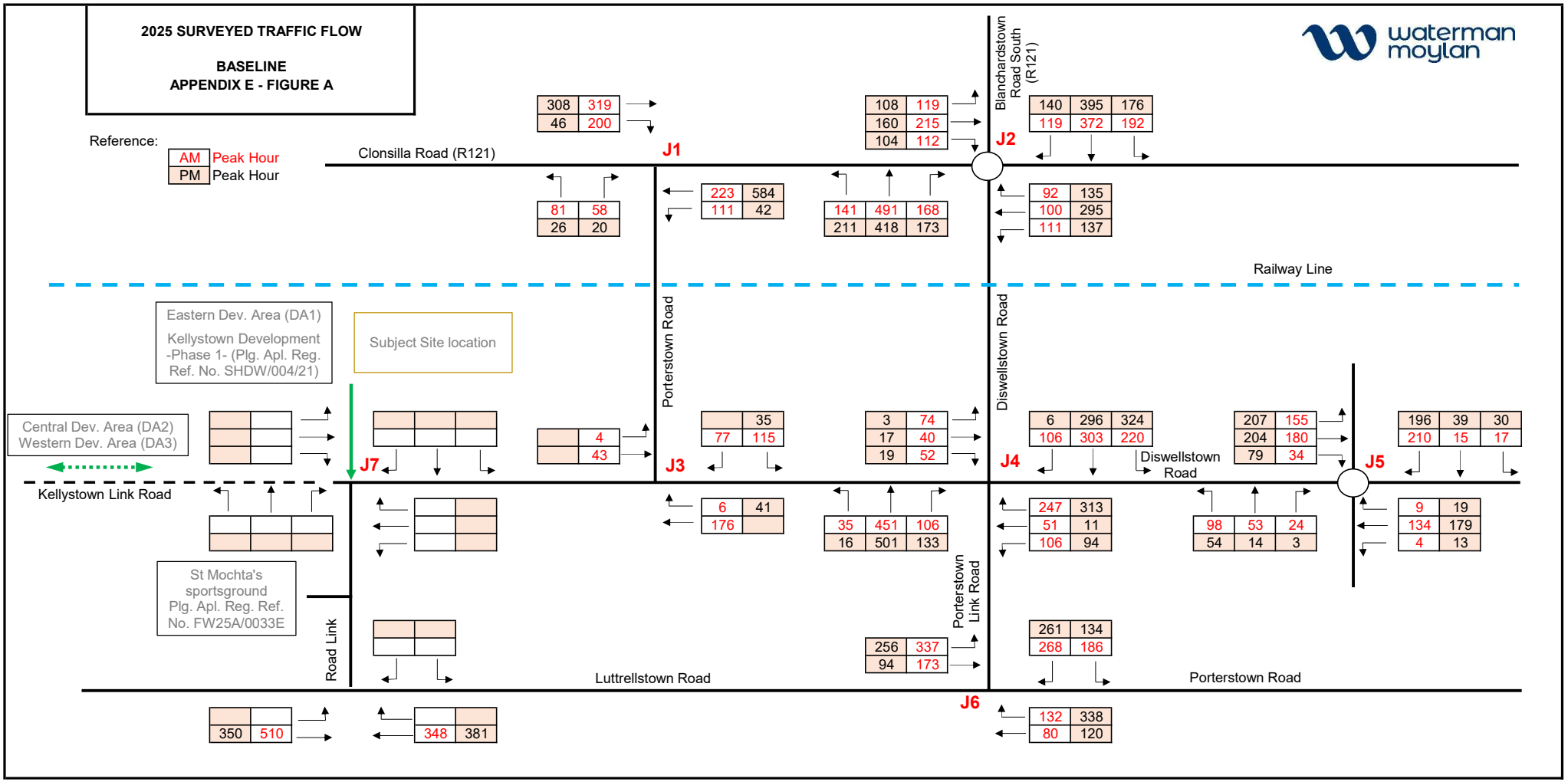
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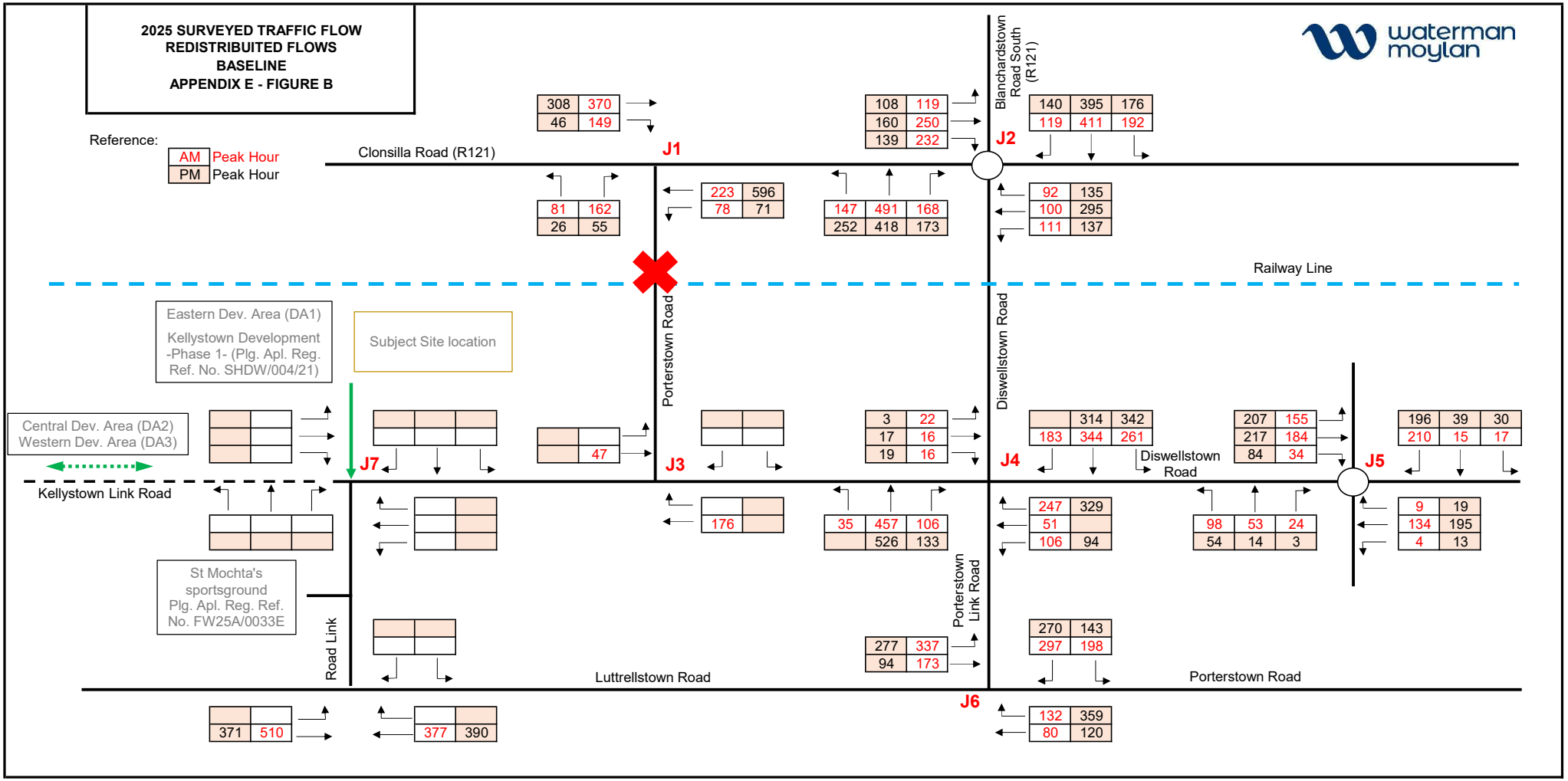


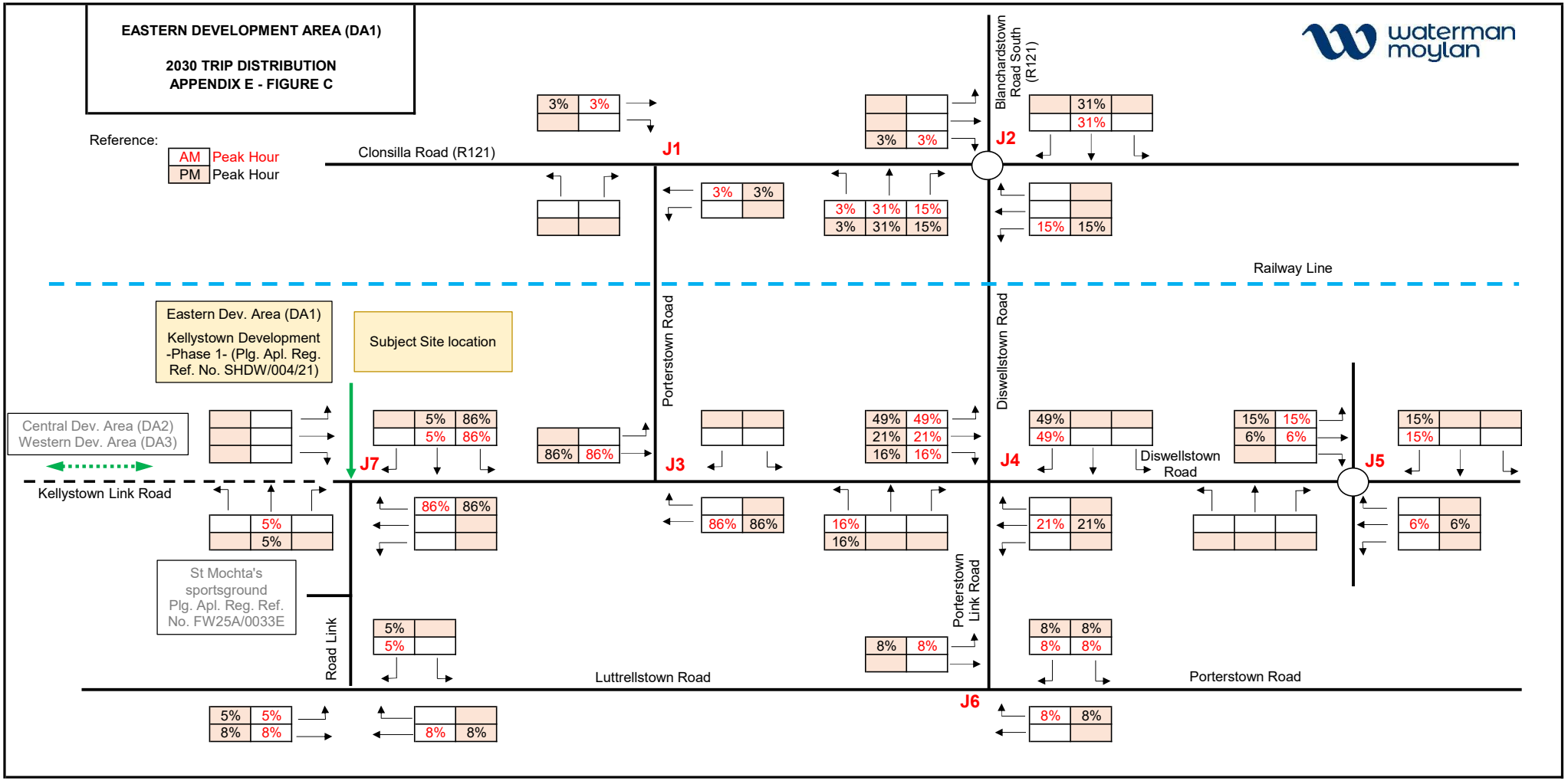
Time Distribution of Trips								
Zone	House	Persons	before 7:00	7:00 – 8:00	8:00 – 9:00	After 9:00	Not Stated	Total travels
1	73	232	30	45	48	8	20	151
2	97	338	42	89	57	14	20	222
3	101	306	43	79	50	19	9	200
4	120	373	37	58	68	23	27	213
5	92	269	20	48	54	18	30	170
6	103	321	41	55	54	11	34	195
7	71	196	33	34	37	4	30	138
8	133	427	61	66	103	21	53	304
9	141	495	65	81	108	24	76	354
10	116	284	35	55	62	12	42	206
11	87	272	31	43	54	13	52	193
12	161	446	58	65	86	24	65	298
13	97	281	65	39	50	15	29	198
14	119	370	37	80	84	32	22	255
15	72	195	37	41	46	15	8	147
16	70	198	18	37	55	13	24	147
17	88	233	33	50	49	7	13	152
18	128	427	47	83	124	17	15	286
19	98	340	32	79	100	24	14	249
20	110	396	49	86	113	17	12	277
	95	296	39	45	79	21	16	200
	99	224	33	55	51	17	14	170
	99	338	42	82	106	11	20	261
Total	**2370**	**7257**	**928**	**1395**	**1638**	**380**	**645**	**4986**
			18.6%	**28.0%**	**32.9%**	**7.6%**	**12.9%**	**100.0%**

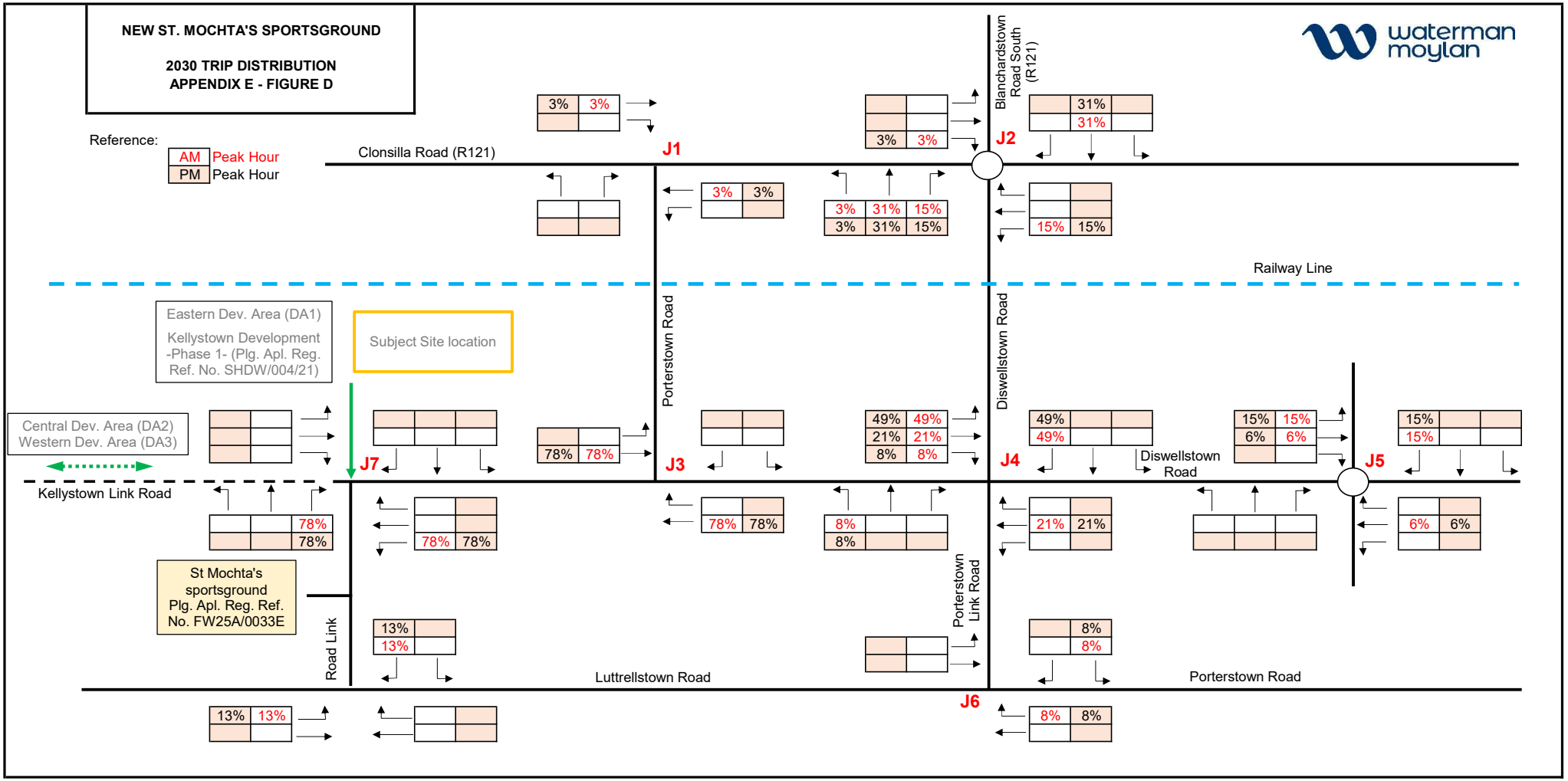


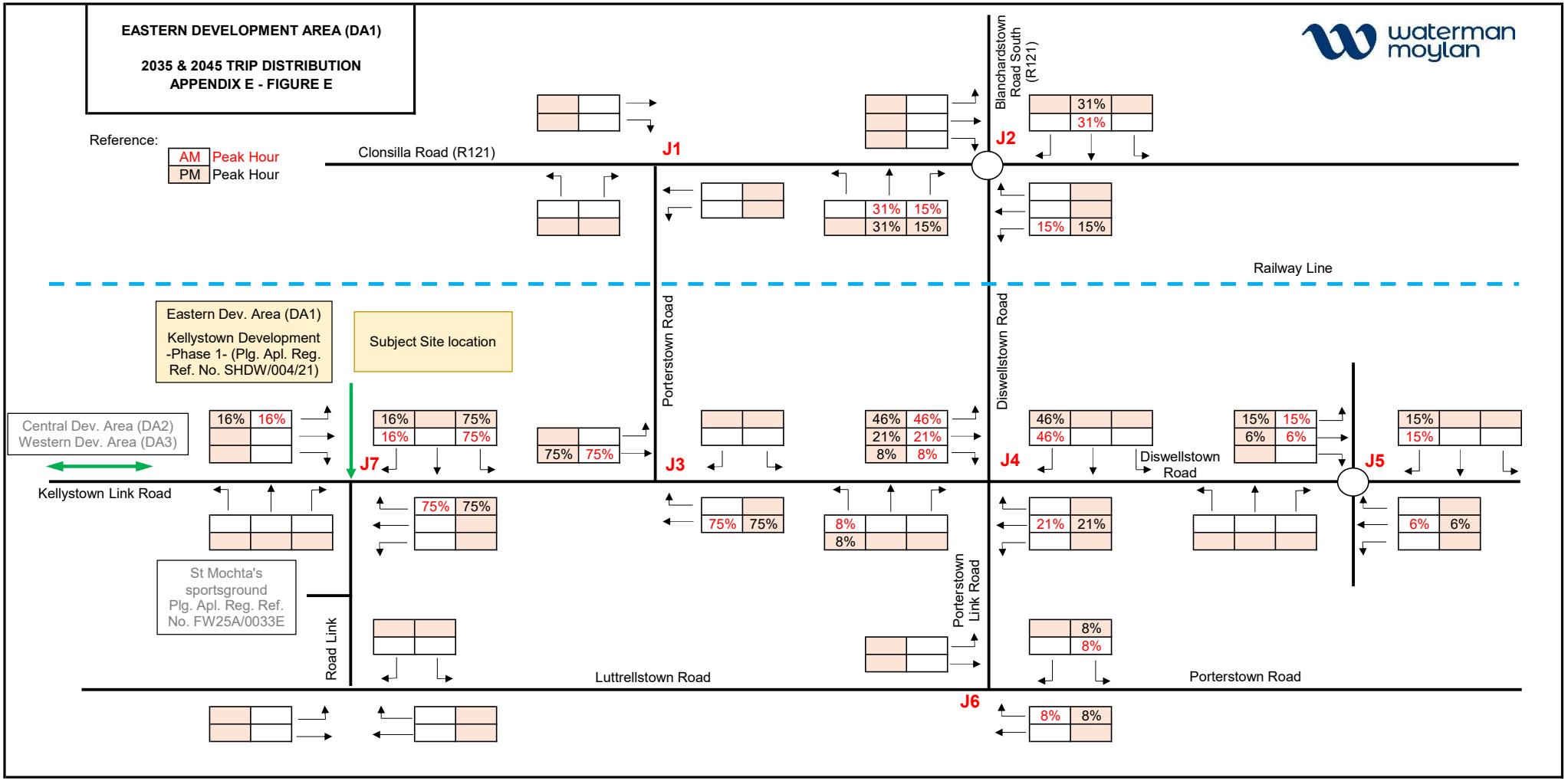
E. Traffic Flows Distribution

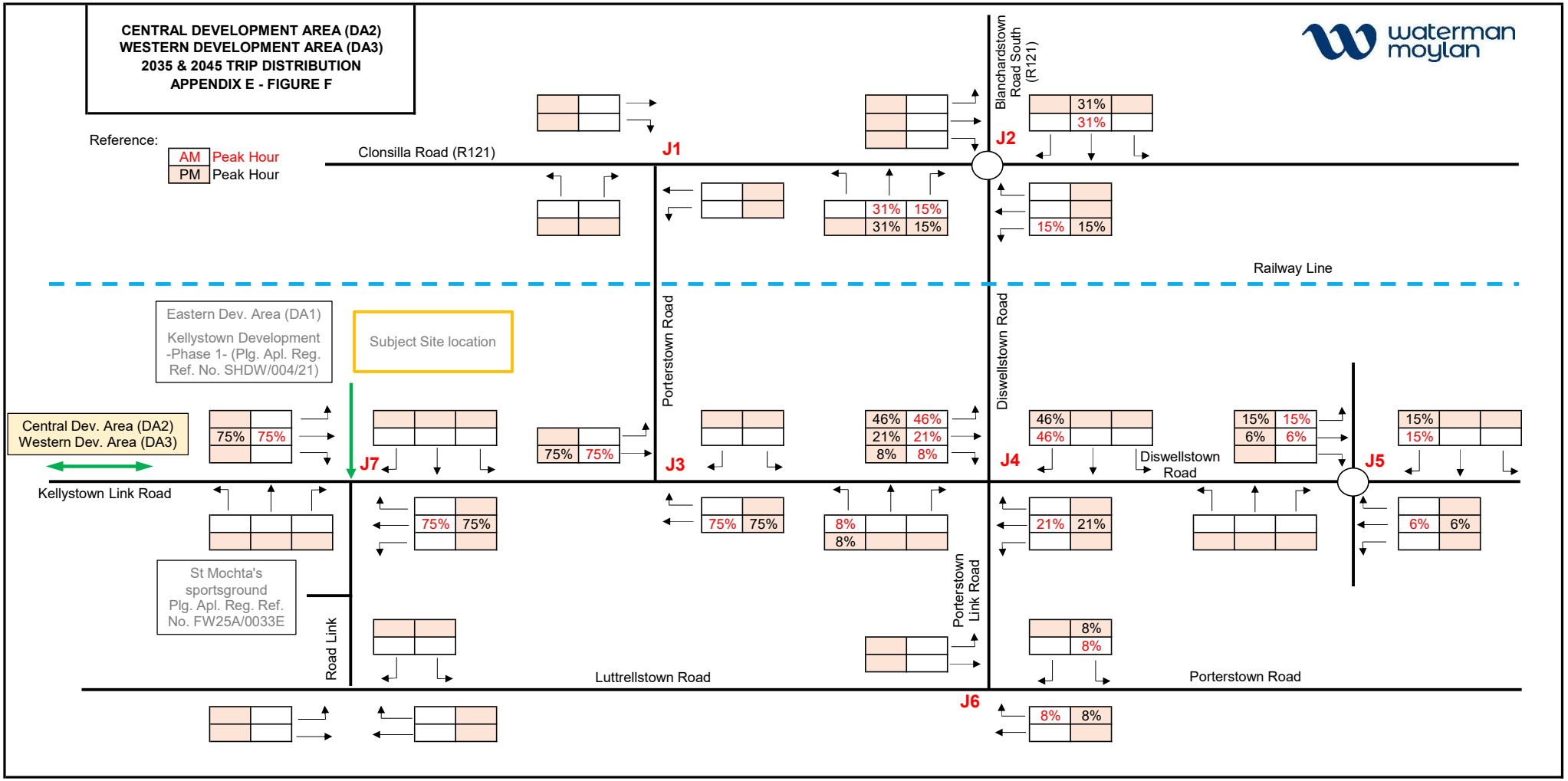

2025 SURVEYED TRAFFIC FLOW
BASELINE
APPENDIX E - FIGURE A
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
Railway Line
Porterstown Road
Diswellstown Road
Diswellstown Road
Kellystown Link Road
Road Link
Luttrellstown Road
Porterstown Link Road
Porterstown Road
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
J1
J2
J3
J4
J5
J6
J7
308 319
46 200
108 119
160 215
104 112
140 395 176
119 372 192
81 58
26 20
223 584
111 42
141 491 168
211 418 173
92 135
100 295
111 137
4
43
35
77 115
3 74
17 40
19 52
6 296 324
106 303 220
207 155
204 180
79 34
196 39 30
210 15 17
6 41
176
35 451 106
16 501 133
247 313
51 11
106 94
98 53 24
54 14 3
9 19
134 179
4 13
256 337
94 173
261 134
268 186
350 510
348 381
132 338
80 120

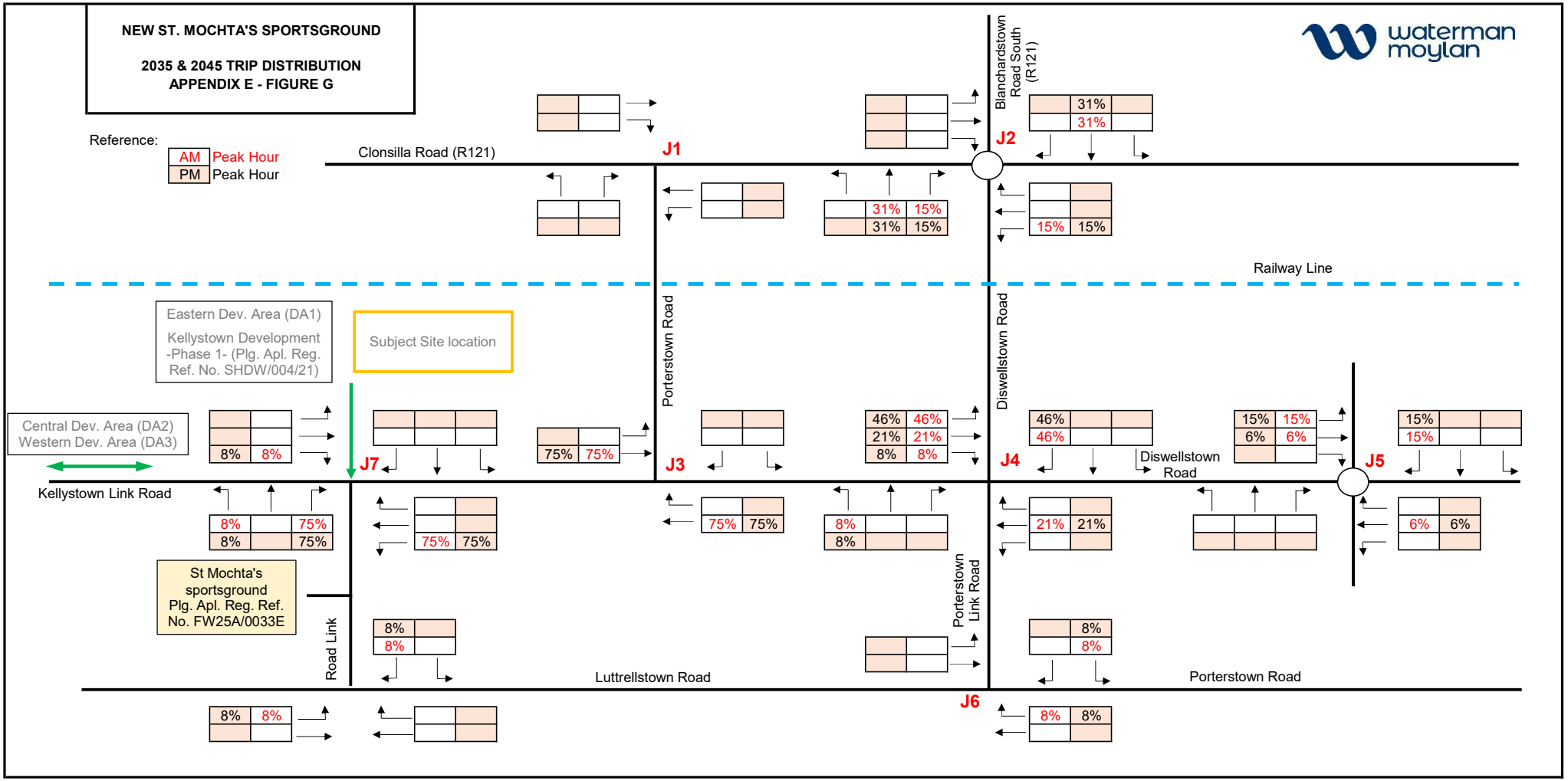

2025 SURVEYED TRAFFIC FLOW
REDISTRIBUITED FLOWS
BASELINE
APPENDIX E - FIGURE B
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
Railway Line
Porterstown Road
Diswellstown Road
Diswellstown Road
Kellystown Link Road
Road Link
Luttrellstown Road
Porterstown Link Road
Porterstown Road
J1
J2
J3
J4
J5
J6
J7
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
308 370
46 149
81 162
26 55
223 596
78 71
108 119
160 250
139 232
147 491 168
252 418 173
140 395 176
119 411 192
92 135
100 295
111 137
47
3 22
17 16
19 16
314 342
183 344 261
207 155
217 184
84 34
196 39 30
210 15 17
176
35 457 106
526 133
247 329
51
106 94
98 53 24
54 14 3
9 19
134 195
4 13
277 337
94 173
270 143
297 198
371 510
377 390
132 359
80 120

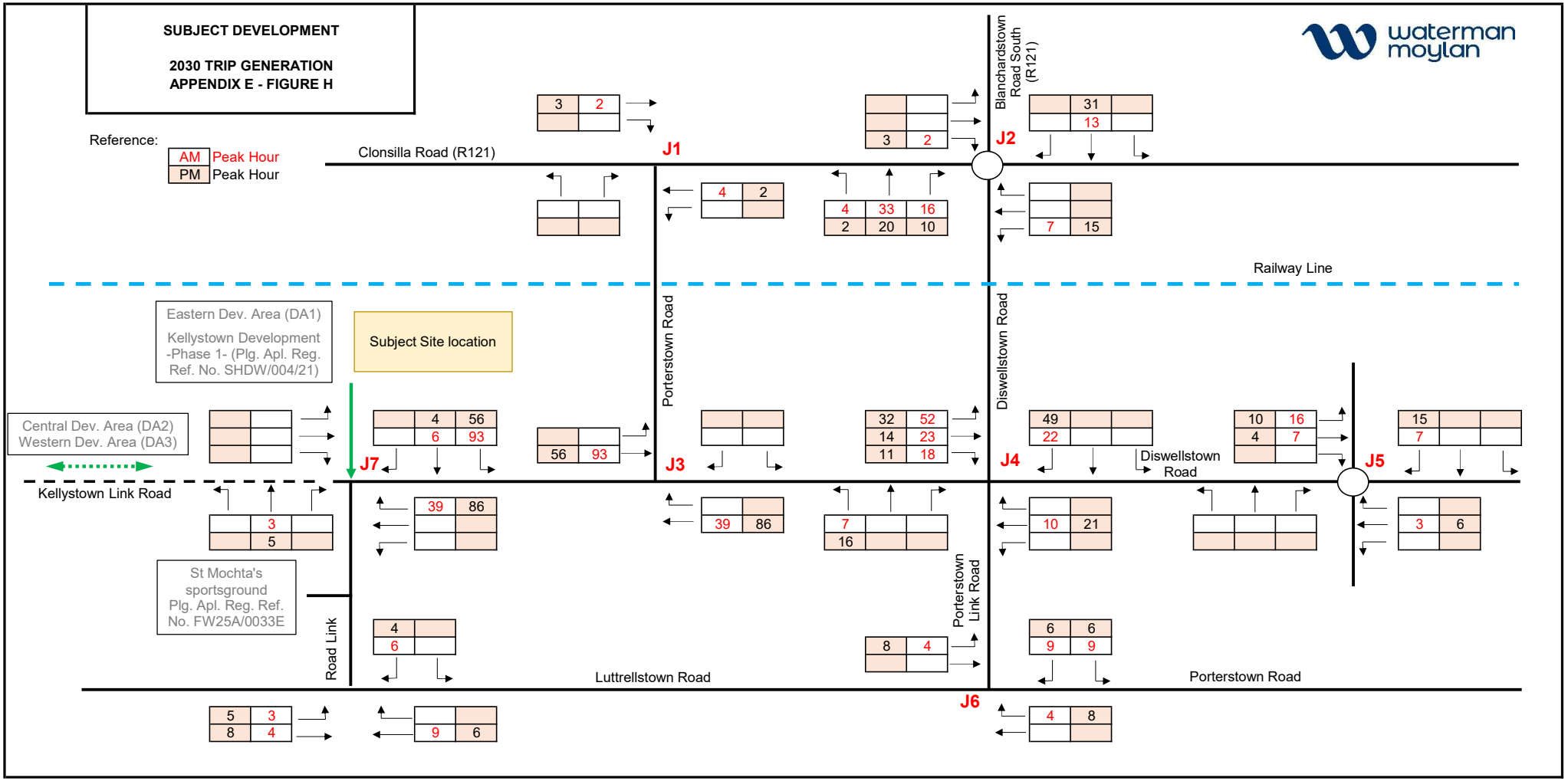

EASTERN DEVELOPMENT AREA (DA1)
2030 TRIP DISTRIBUTION
APPENDIX E - FIGURE C
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
J1
J2
J3
J4
J5
J6
J7
Railway Line
Porterstown Road
Diswellstown Road
Diswellstown Road
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Kellystown Link Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Luttrellstown Road
Porterstown Link Road
Porterstown Road
3% 3%
3% 3%
3% 3%
3% 31% 15%
3% 31% 15%
31% 31%
15% 15%
5% 86%
5% 86%
86% 86%
86% 86%
49% 49%
21% 21%
16% 16%
49% 49%
15% 15%
6% 6%
15% 15%
5% 5%
86% 86%
86% 86%
16% 16%
21% 21%
6% 6%
5% 5%
8% 8%
8% 8%
5% 5%
8% 8%
8% 8%

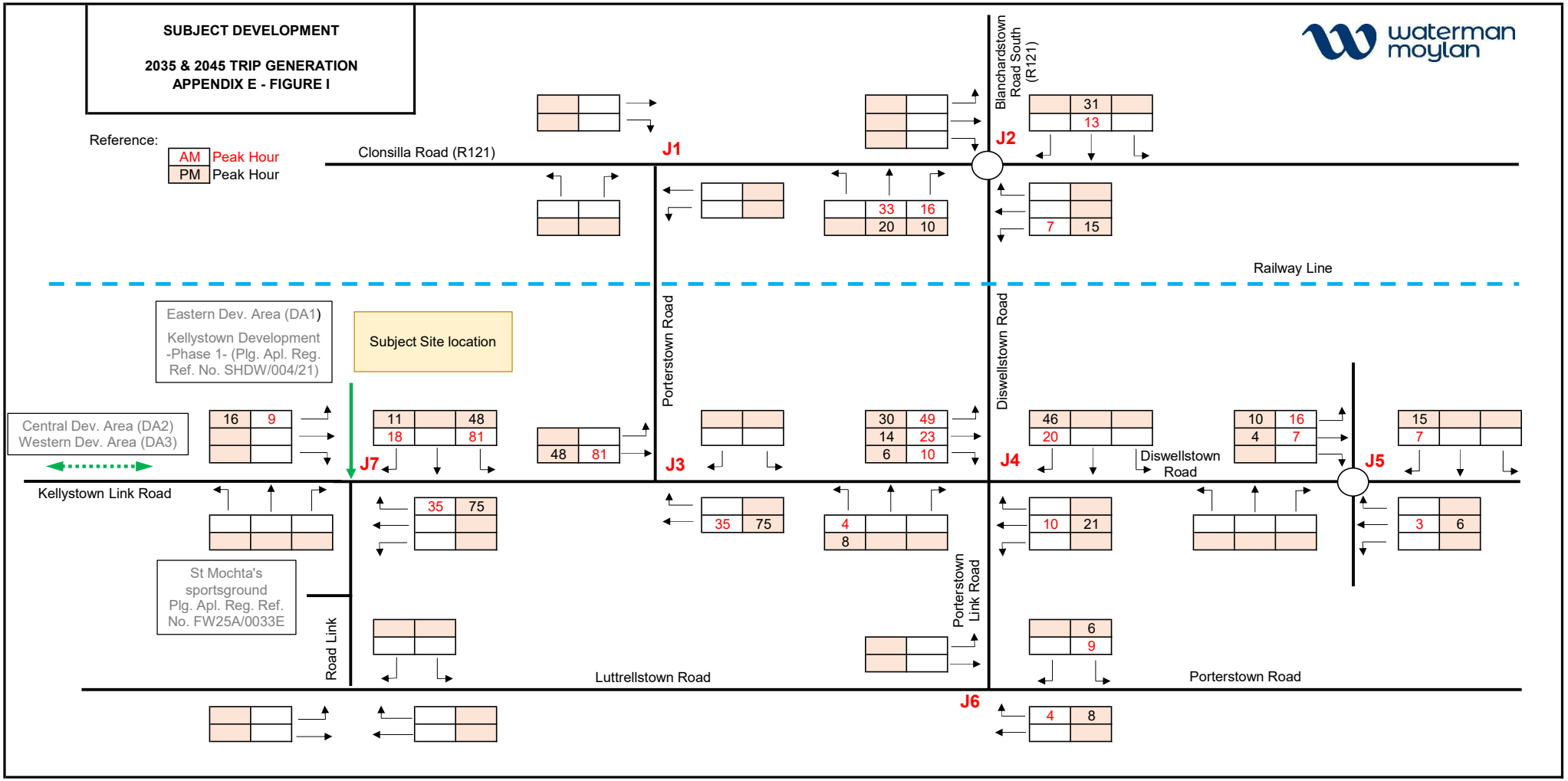

NEW ST. MOCHTA'S SPORTSGROUND
2030 TRIP DISTRIBUTION
APPENDIX E - FIGURE D
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
J1
J2
J3
J4
J5
J6
J7
Railway Line
Porterstown Road
Diswellstown Road
Diswellstown Road
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Kellystown Link Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Luttrellstown Road
Porterstown Link Road
Porterstown Road
3% 3%
3% 3%
3% 3%
3% 31% 15%
3% 31% 15%
31% 31%
15% 15%
78% 78%
78% 78%
78% 78%
49% 49%
21% 21%
8% 8%
49% 49%
21% 21%
8% 8%
15% 15%
6% 6%
15% 15%
6% 6%
13% 13%
13% 13%
8% 8%
8% 8%

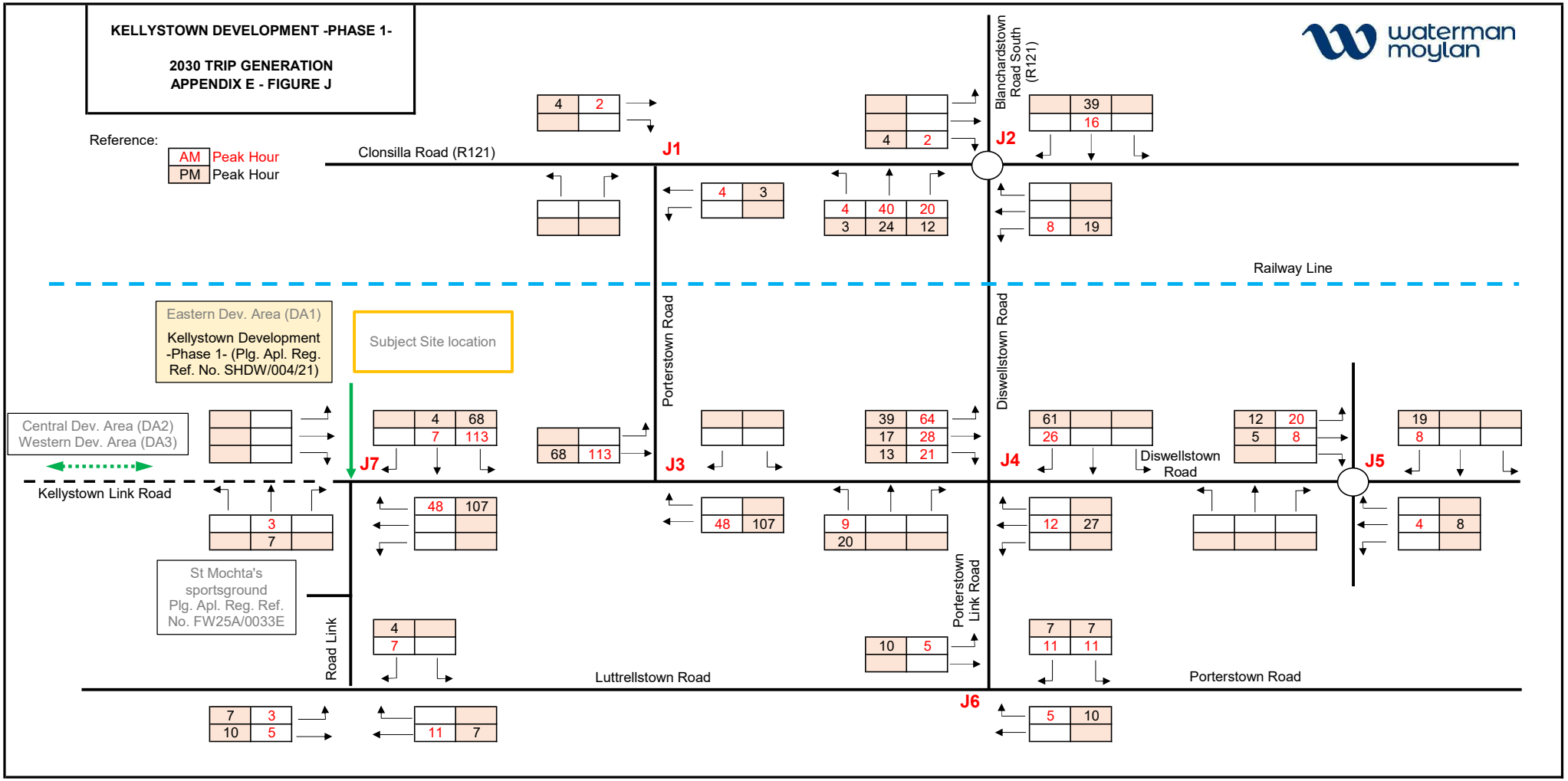

EASTERN DEVELOPMENT AREA (DA1)
2035 & 2045 TRIP DISTRIBUTION
APPENDIX E - FIGURE E
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Porterstown Road
Diswellstown Road
J7
J3
J4
J5
Diswellstown Road
Kellystown Link Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Link Road
Luttrellstown Road
J6
Porterstown Road
16% 16%
16% 75%
16% 75%
75% 75%
46% 46%
21% 21%
8% 8%
31% 31%
31% 15%
31% 15%
15% 15%
46% 46%
15% 15%
6% 6%
15% 15%
75% 75%
75% 75%
8% 8%
21% 21%
6% 6%
8% 8%
8% 8%

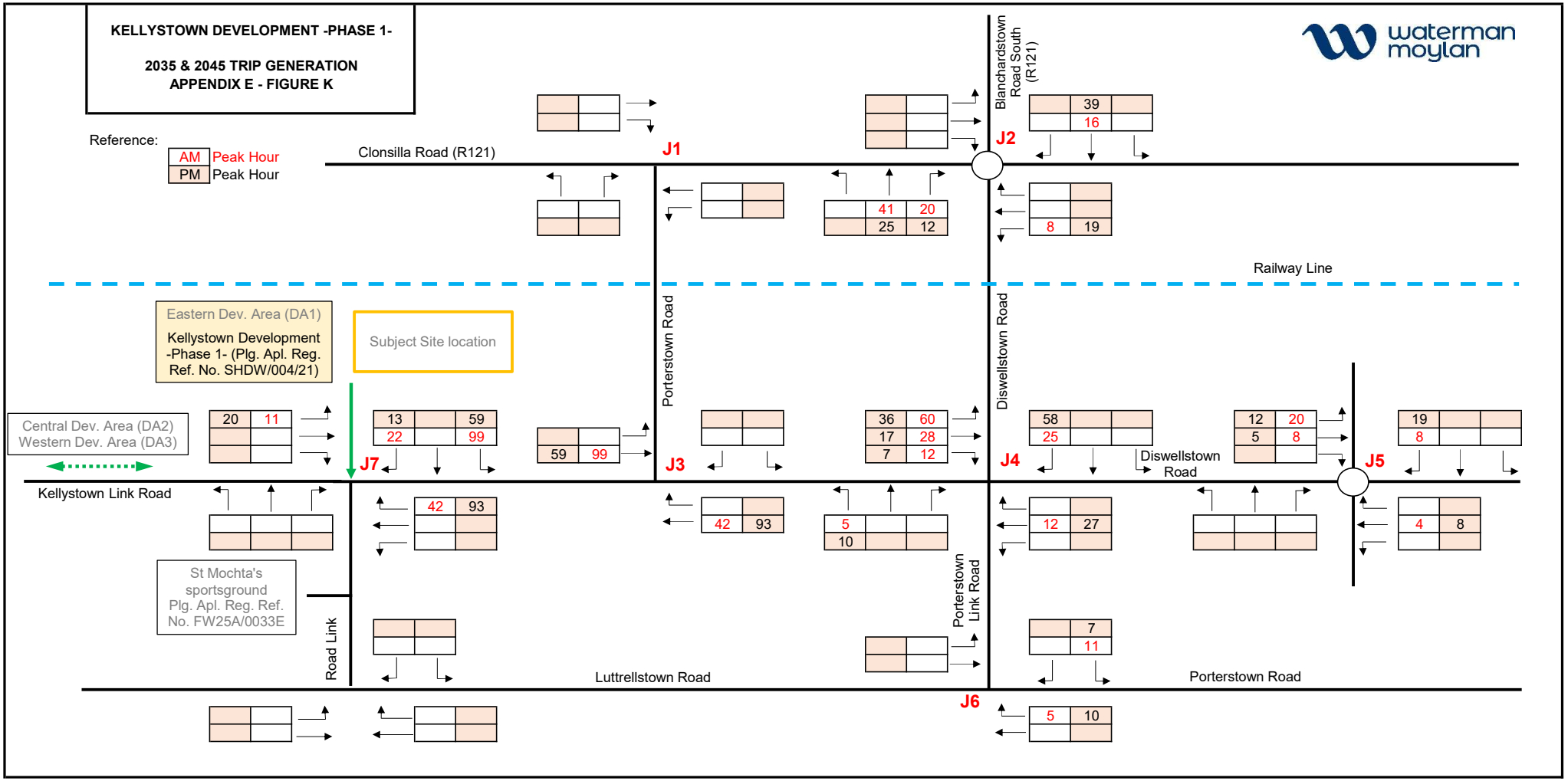

CENTRAL DEVELOPMENT AREA (DA2)
WESTERN DEVELOPMENT AREA (DA3)
2035 & 2045 TRIP DISTRIBUTION
APPENDIX E - FIGURE F
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Porterstown Road
Diswellstown Road
J3
J4
J5
J7
Kellystown Link Road
Diswellstown Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Link Road
Luttrellstown Road
Porterstown Road
J6
31%
31%
31%
15%
31%
15%
15%
15%
75%
75%
75%
75%
75%
75%
46%
46%
21%
21%
8%
8%
46%
46%
15%
15%
6%
6%
15%
15%
75%
75%
75%
75%
8%
8%
21%
21%
6%
6%
8%
8%
8%
8%

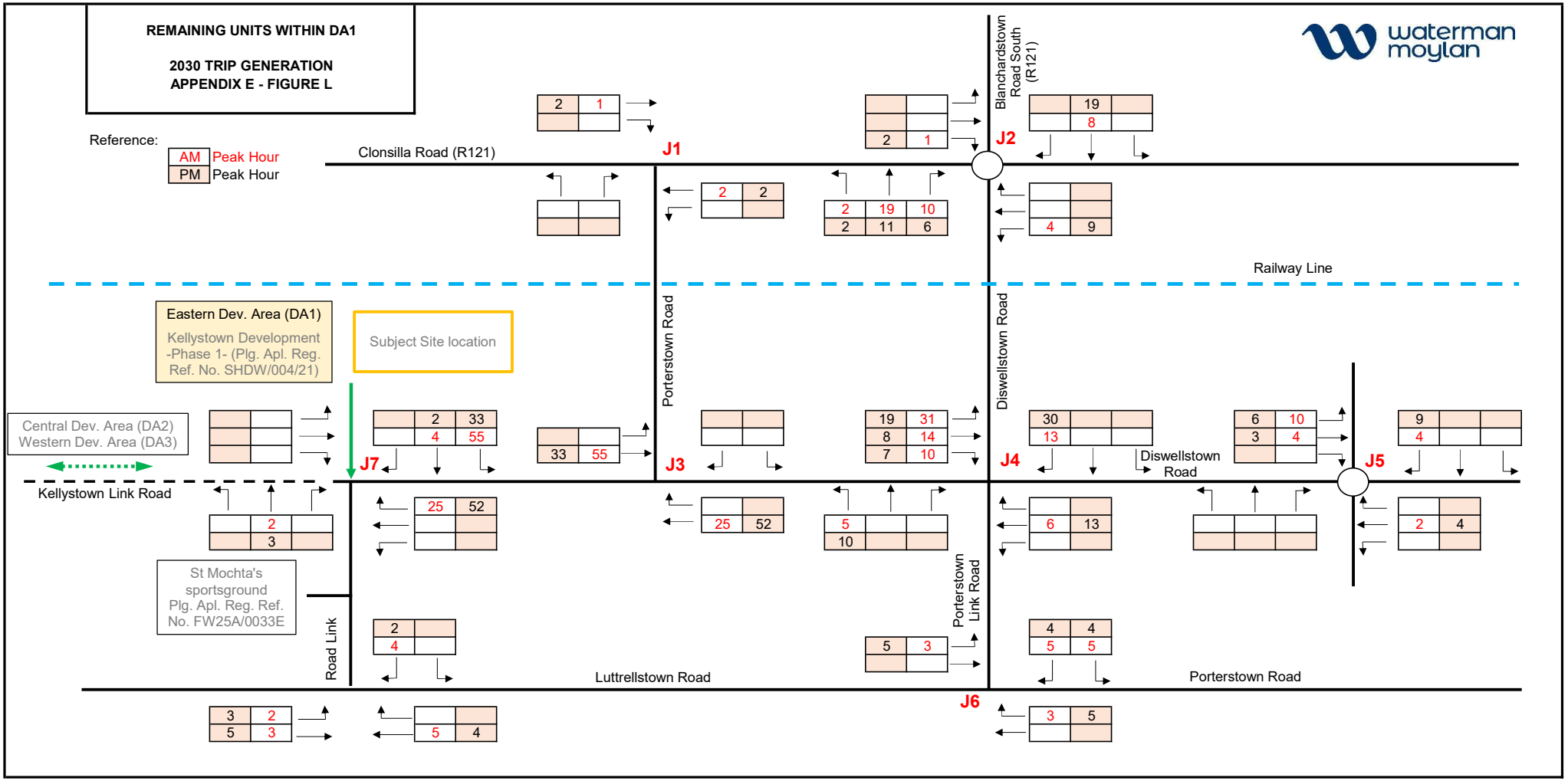

NEW ST. MOCHTA'S SPORTSGROUND
2035 & 2045 TRIP DISTRIBUTION
APPENDIX E - FIGURE G
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Porterstown Road
Diswellstown Road
J3
J4
J5
J7
Kellystown Link Road
Diswellstown Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Link Road
Luttrellstown Road
Porterstown Road
J6
31%
31%
31%
15%
31%
15%
15%
15%
46%
46%
46%
21%
8%
8%
15%
15%
6%
6%
15%
15%
8%
8%
75%
75%
8%
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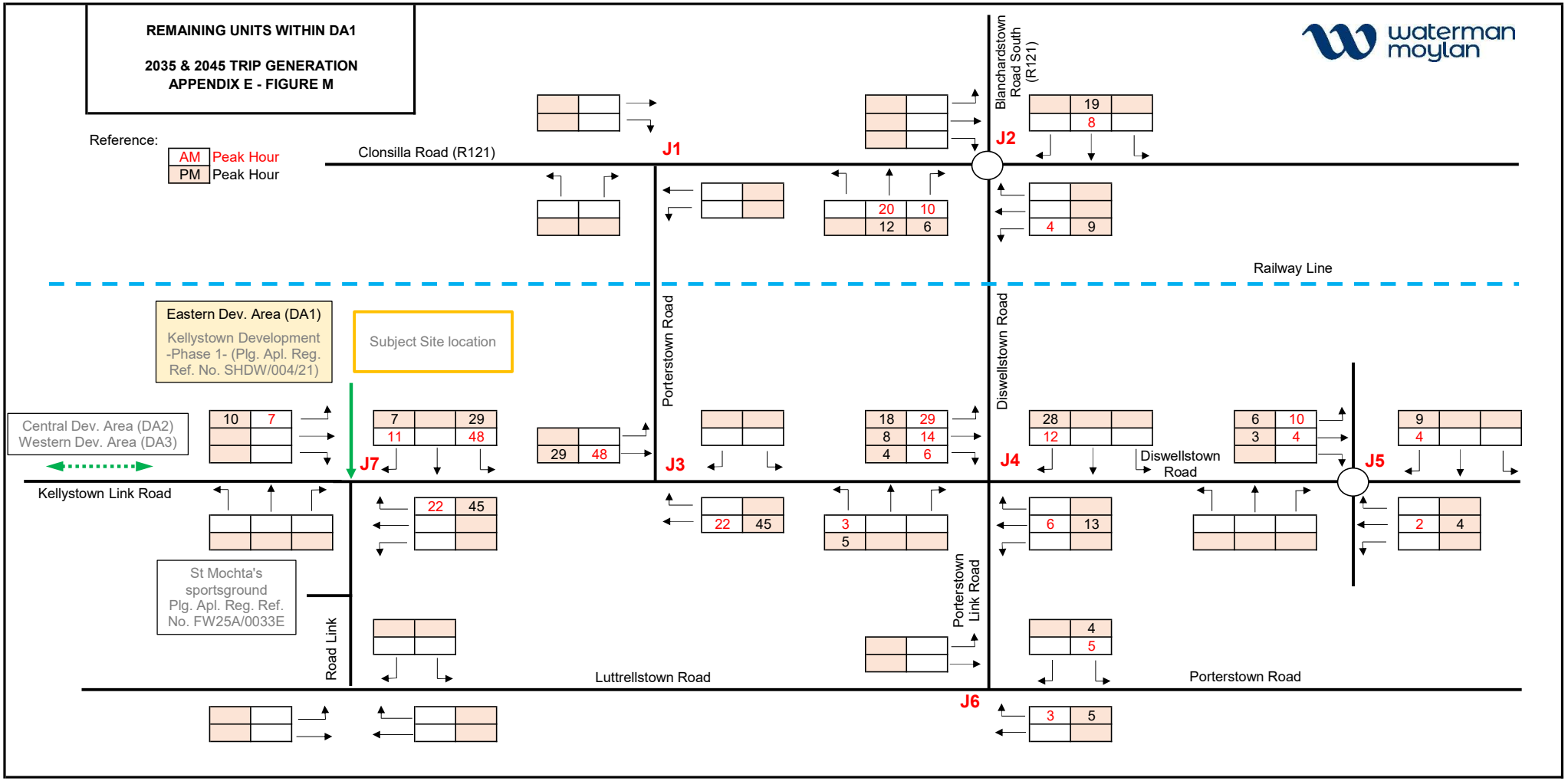

SUBJECT DEVELOPMENT
2030 TRIP GENERATION
APPENDIX E - FIGURE H
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Porterstown Road
Diswellstown Road
J3
J4
J5
J7
Kellystown Link Road
Diswellstown Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Link Road
Luttrellstown Road
Porterstown Road
J6
3 2
3 2
31 13
4 2
4 33 16
2 20 10
7 15
4 56
6 93
56 93
32 52
14 23
11 18
49 22
10 16
4 7
15 7
39 86
39 86
7 16
10 21
3 6
3 5
4 6
8 4
6 6
9 9
5 3
8 4
9 6
4 8

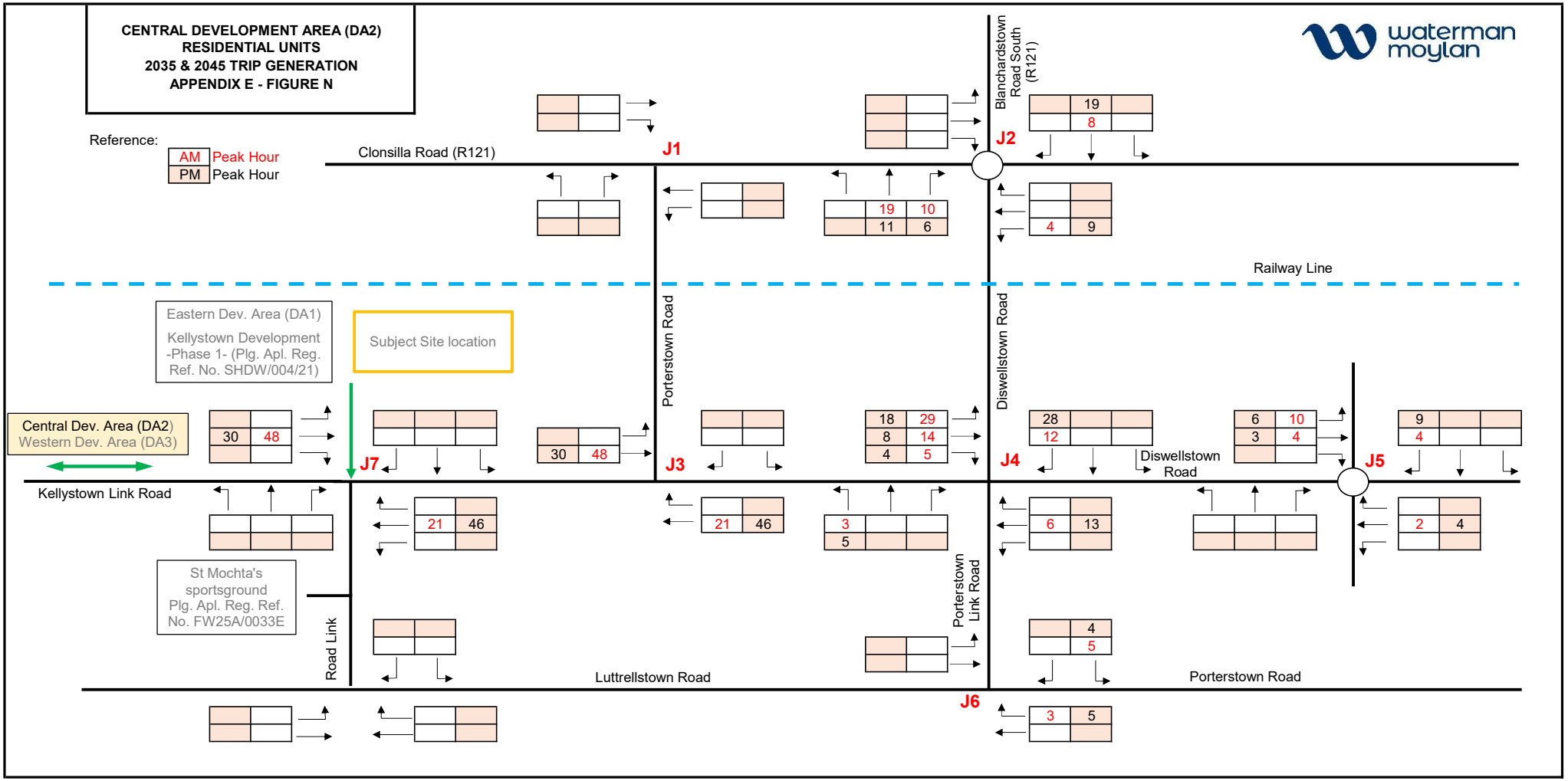

SUBJECT DEVELOPMENT
2035 & 2045 TRIP GENERATION
APPENDIX E - FIGURE I
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
31
13
33
16
20
10
7
15
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Porterstown Road
Diswellstown Road
Central Dev. Area (DA2)
Western Dev. Area (DA3)
16
9
11
18
48
81
48
81
J7
J3
30
49
14
23
6
10
46
20
J4
Diswellstown Road
10
16
4
7
15
7
J5
Kellystown Link Road
35
75
35
75
4
8
10
21
3
6
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Link Road
6
9
Luttrellstown Road
Porterstown Road
J6
4
8

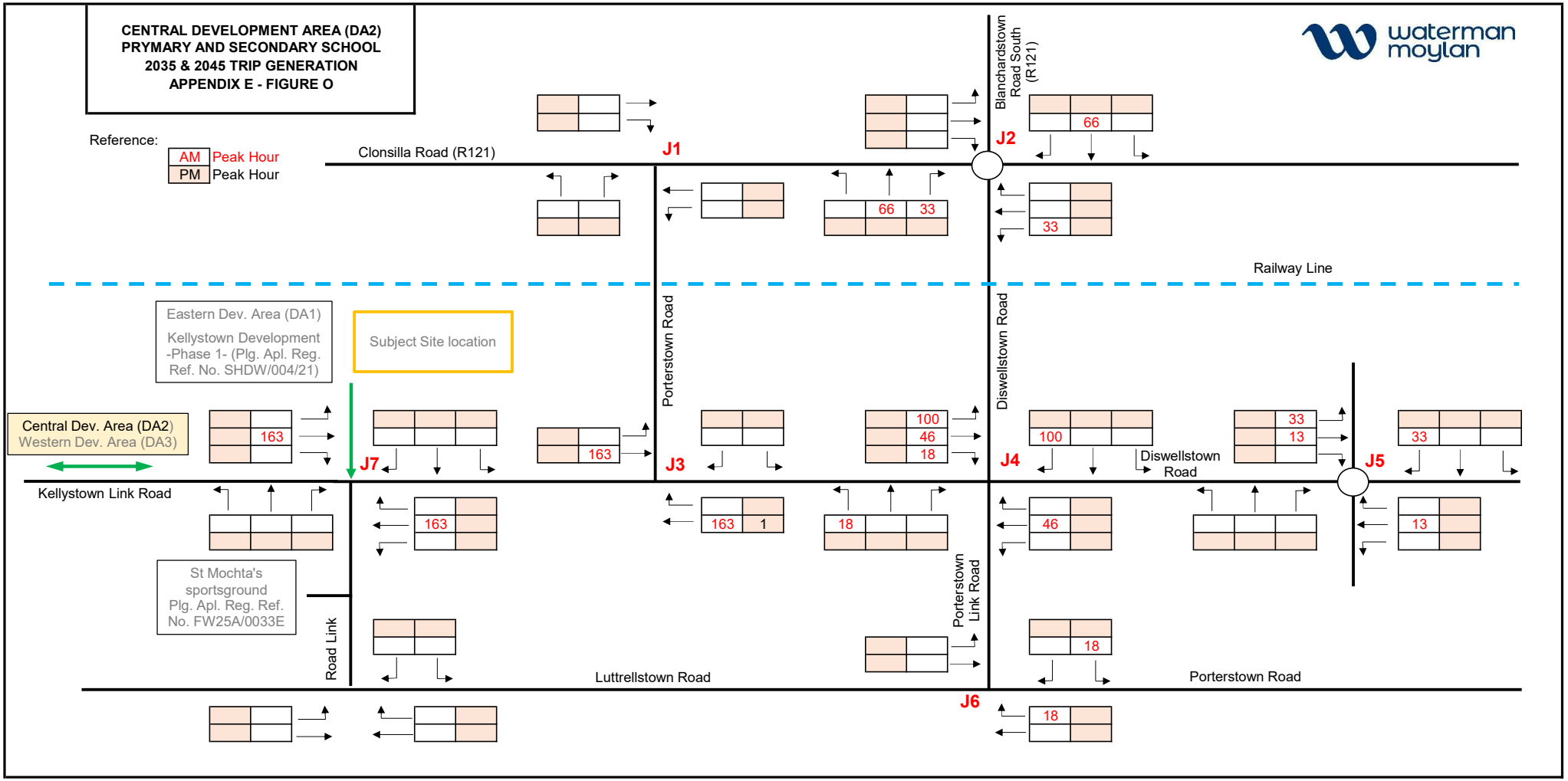

KELLYSTOWN DEVELOPMENT -PHASE 1-
2030 TRIP GENERATION
APPENDIX E - FIGURE J
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Porterstown Road
Diswellstown Road
J7
J3
J4
J5
Diswellstown Road
Kellystown Link Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Link Road
Luttrellstown Road
J6
Porterstown Road

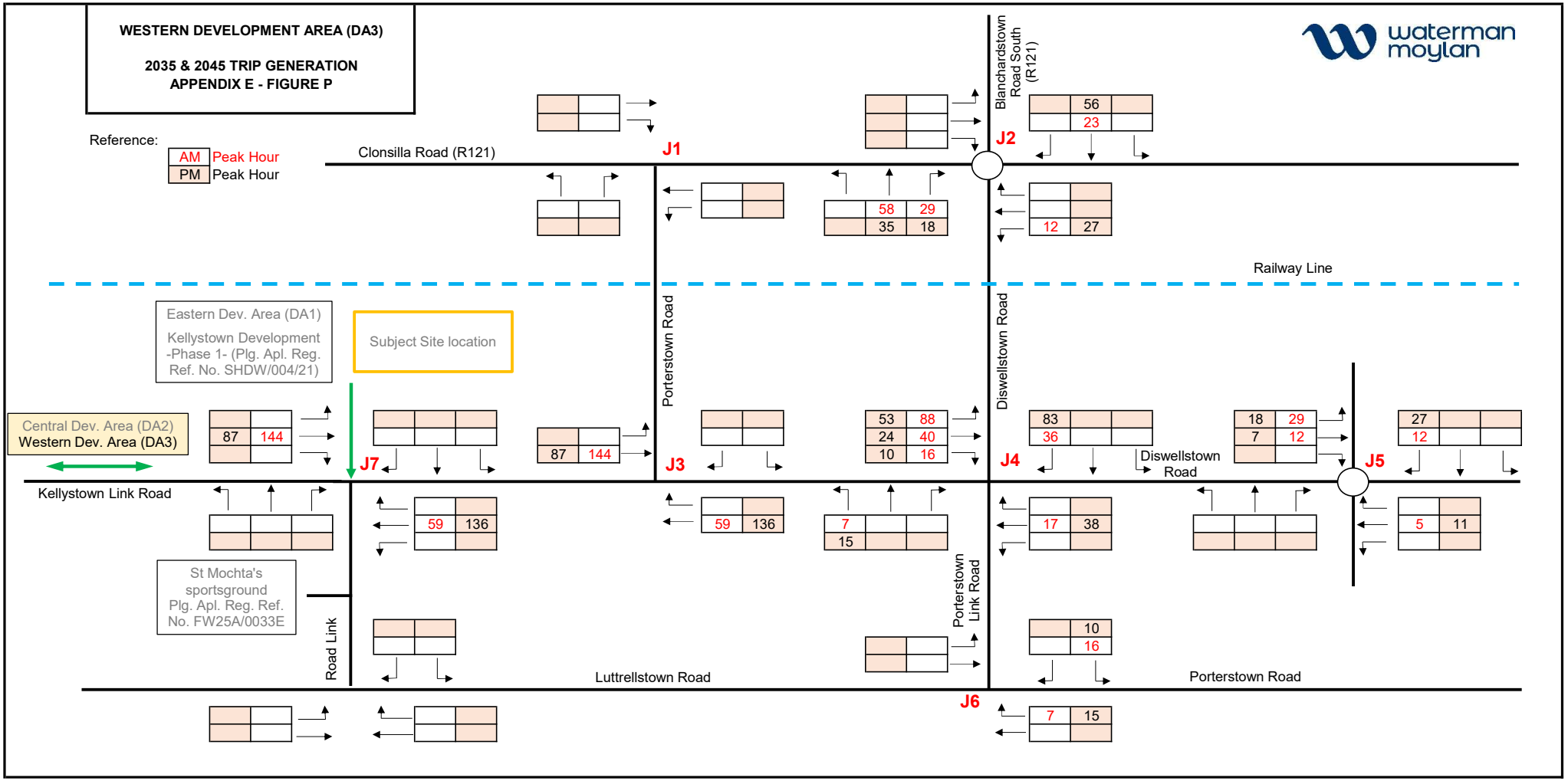

KELLYSTOWN DEVELOPMENT -PHASE 1-
2035 & 2045 TRIP GENERATION
APPENDIX E - FIGURE K
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Porterstown Road
Diswellstown Road
J3
J4
J5
J7
Kellystown Link Road
Diswellstown Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Link Road
Luttrellstown Road
Porterstown Road
J6
39
16
41
20
25
12
8
19
20
11
13
22
59
99
59
99
36
60
17
28
7
12
58
25
12
20
5
8
19
8
42
93
42
93
5
10
12
27
4
8
7
11
5
10

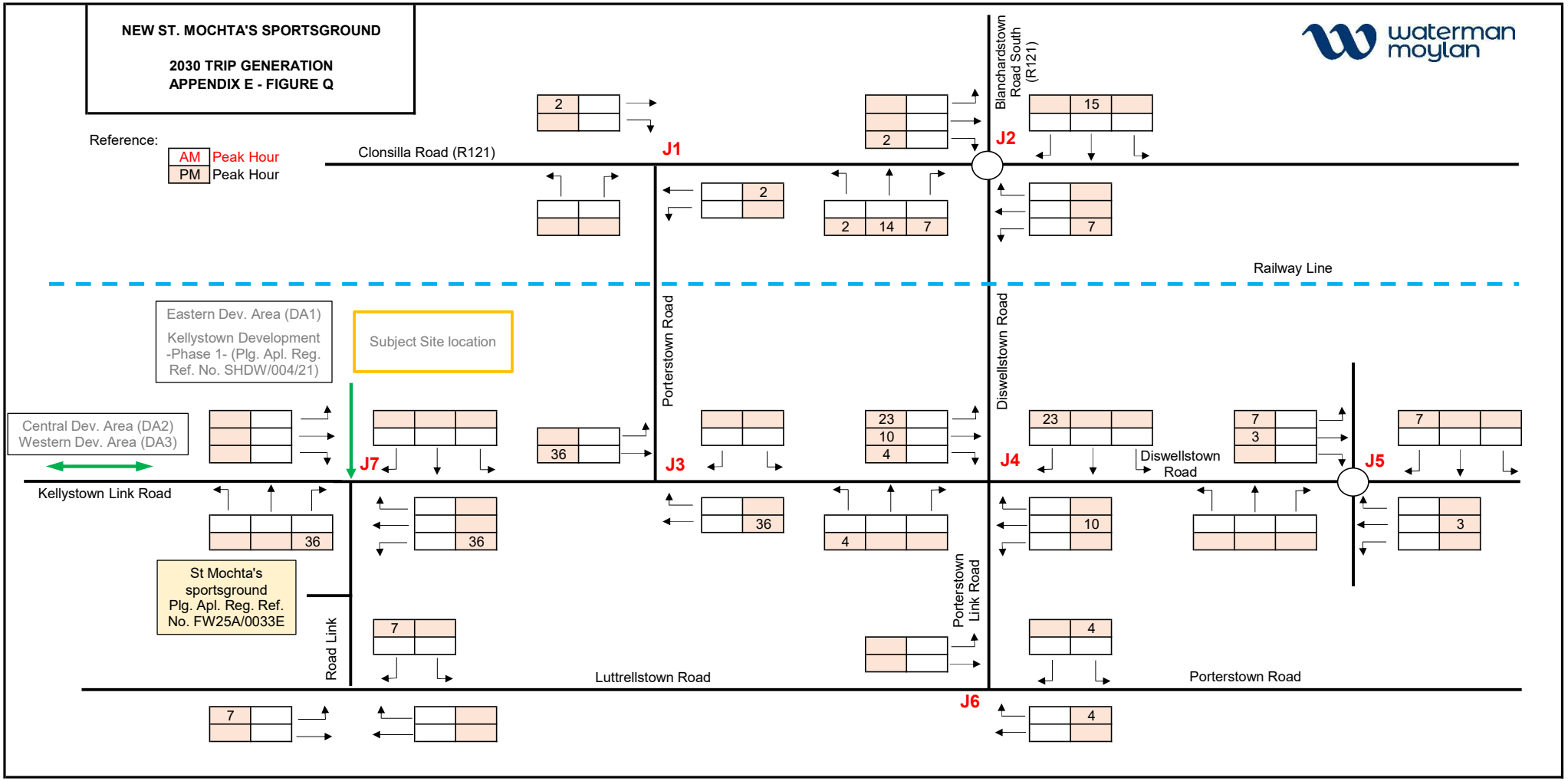

REMAINING UNITS WITHIN DA1
2030 TRIP GENERATION
APPENDIX E - FIGURE L
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
J1
J2
J3
J4
J5
J6
J7
Railway Line
Porterstown Road
Diswellstown Road
Diswellstown Road
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Kellystown Link Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Luttrellstown Road
Porterstown Link Road
Porterstown Road

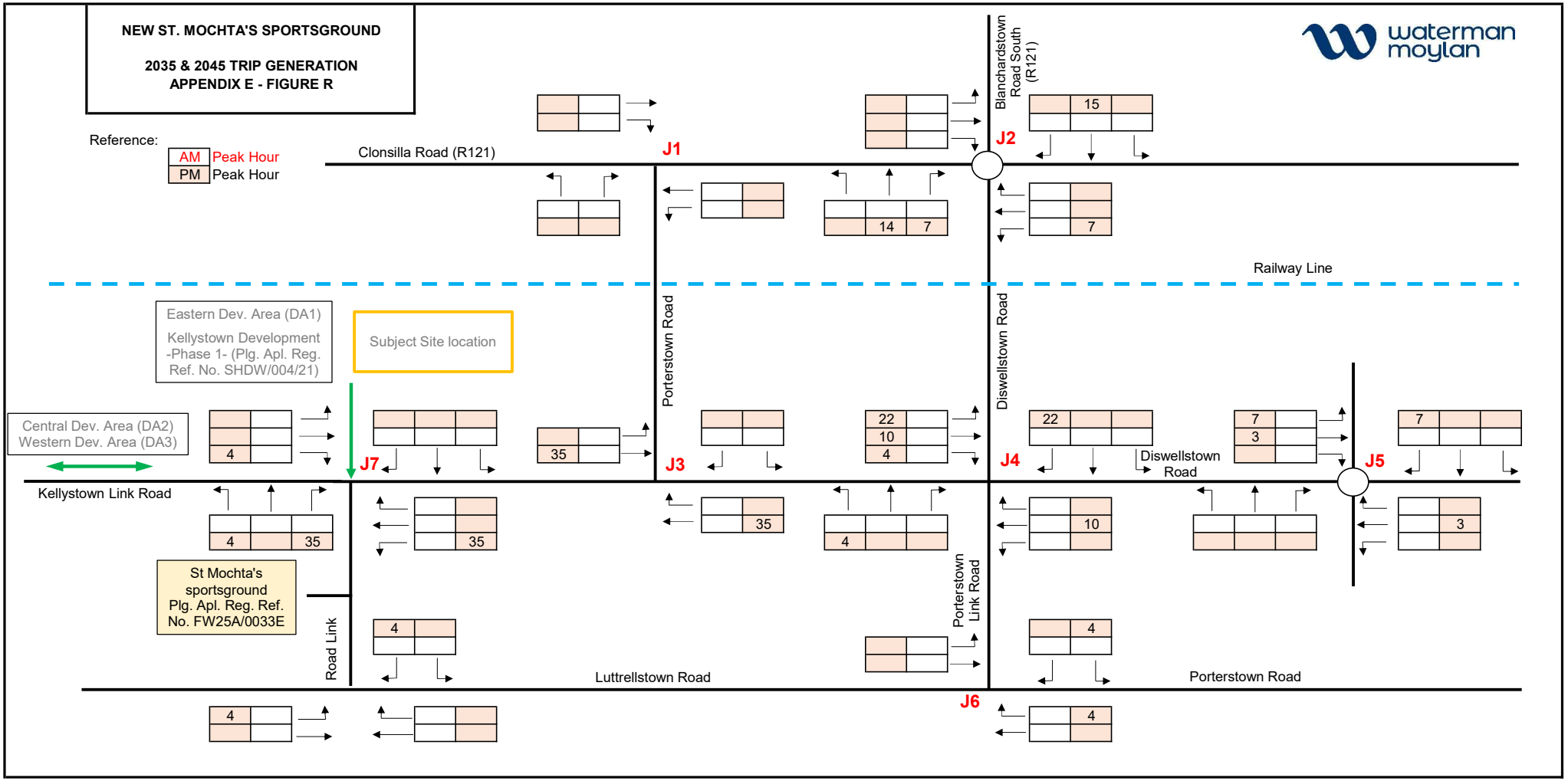

REMAINING UNITS WITHIN DA1
2035 & 2045 TRIP GENERATION
APPENDIX E - FIGURE M
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Porterstown Road
Diswellstown Road
J7
J3
J4
J5
Diswellstown Road
Kellystown Link Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Link Road
Luttrellstown Road
J6
Porterstown Road

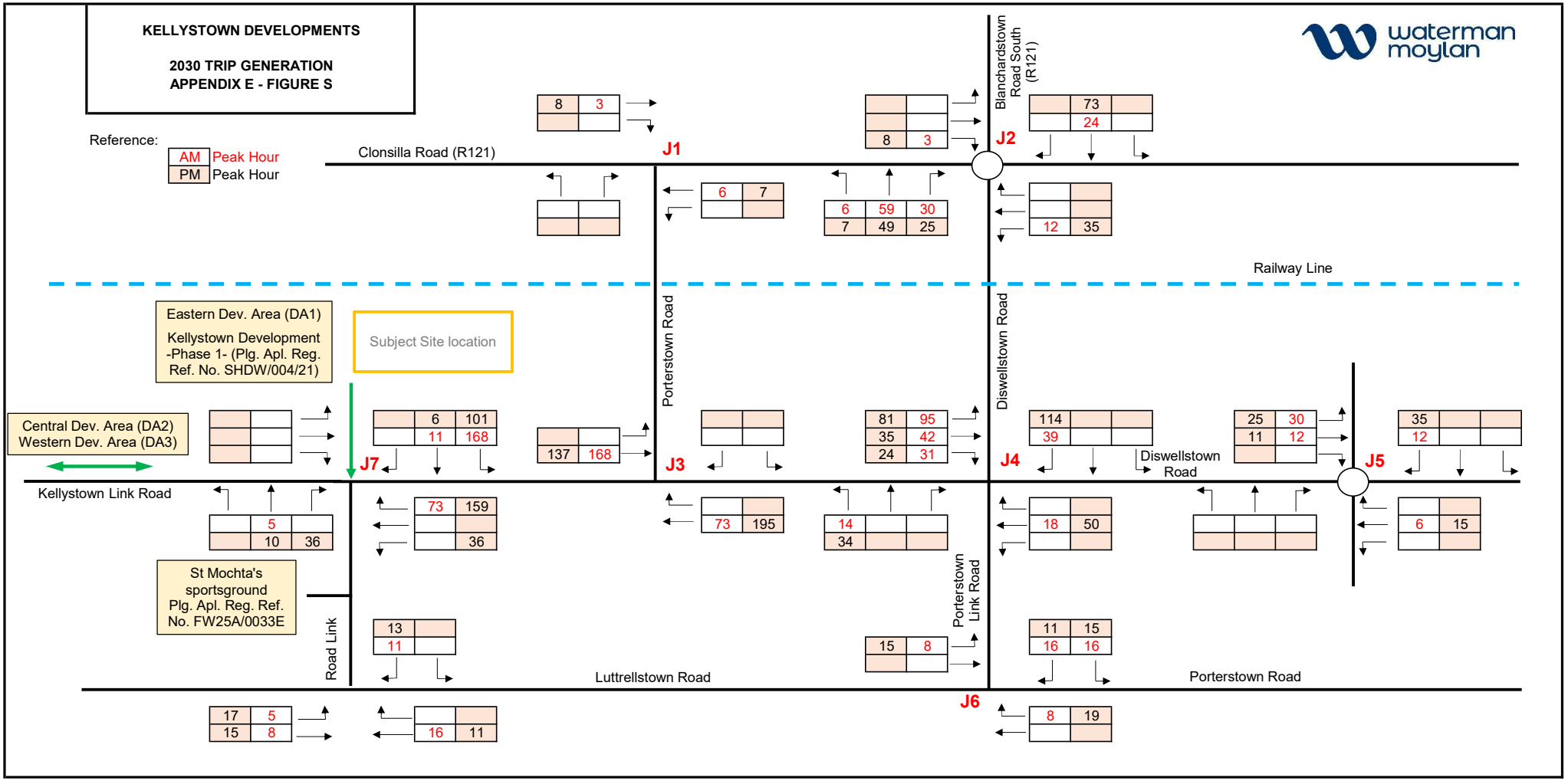

CENTRAL DEVELOPMENT AREA (DA2)
RESIDENTIAL UNITS
2035 & 2045 TRIP GENERATION
APPENDIX E - FIGURE N
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Porterstown Road
Diswellstown Road
J3
J4
J5
J7
Kellystown Link Road
Diswellstown Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Link Road
Luttrellstown Road
Porterstown Road
J6
19
8
19
10
11
6
4
9
30
48
30
48
18
29
8
14
4
5
28
12
6
10
3
4
9
4
21
46
21
46
3
5
6
13
2
4
4
5
3
5

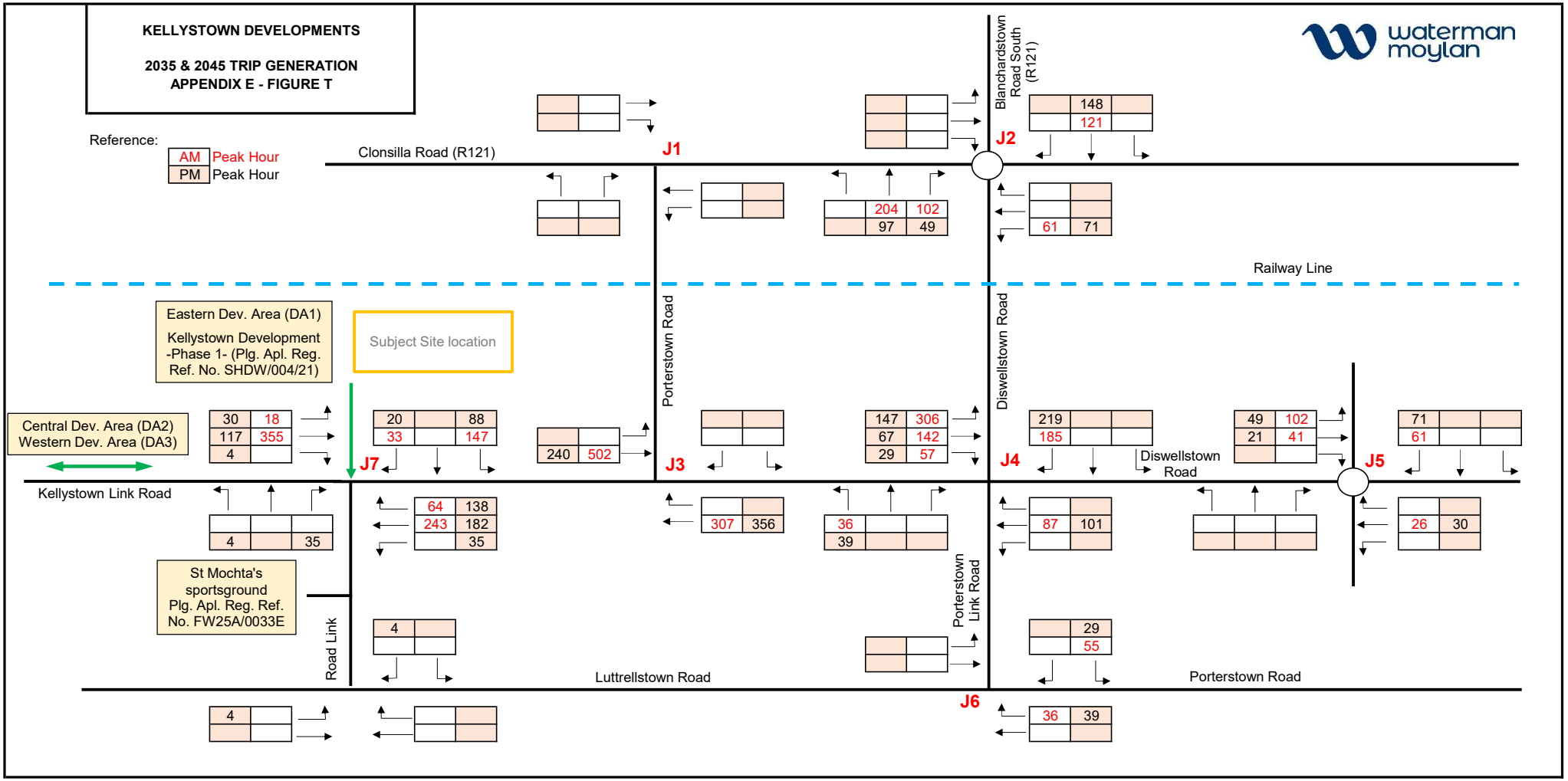

CENTRAL DEVELOPMENT AREA (DA2)
PRYMARY AND SECONDARY SCHOOL
2035 & 2045 TRIP GENERATION
APPENDIX E - FIGURE O
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Porterstown Road
Diswellstown Road
J3
J4
J5
J7
Kellystown Link Road
Diswellstown Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Link Road
Luttrellstown Road
Porterstown Road
J6
66
33
163
100
46
18
1
13

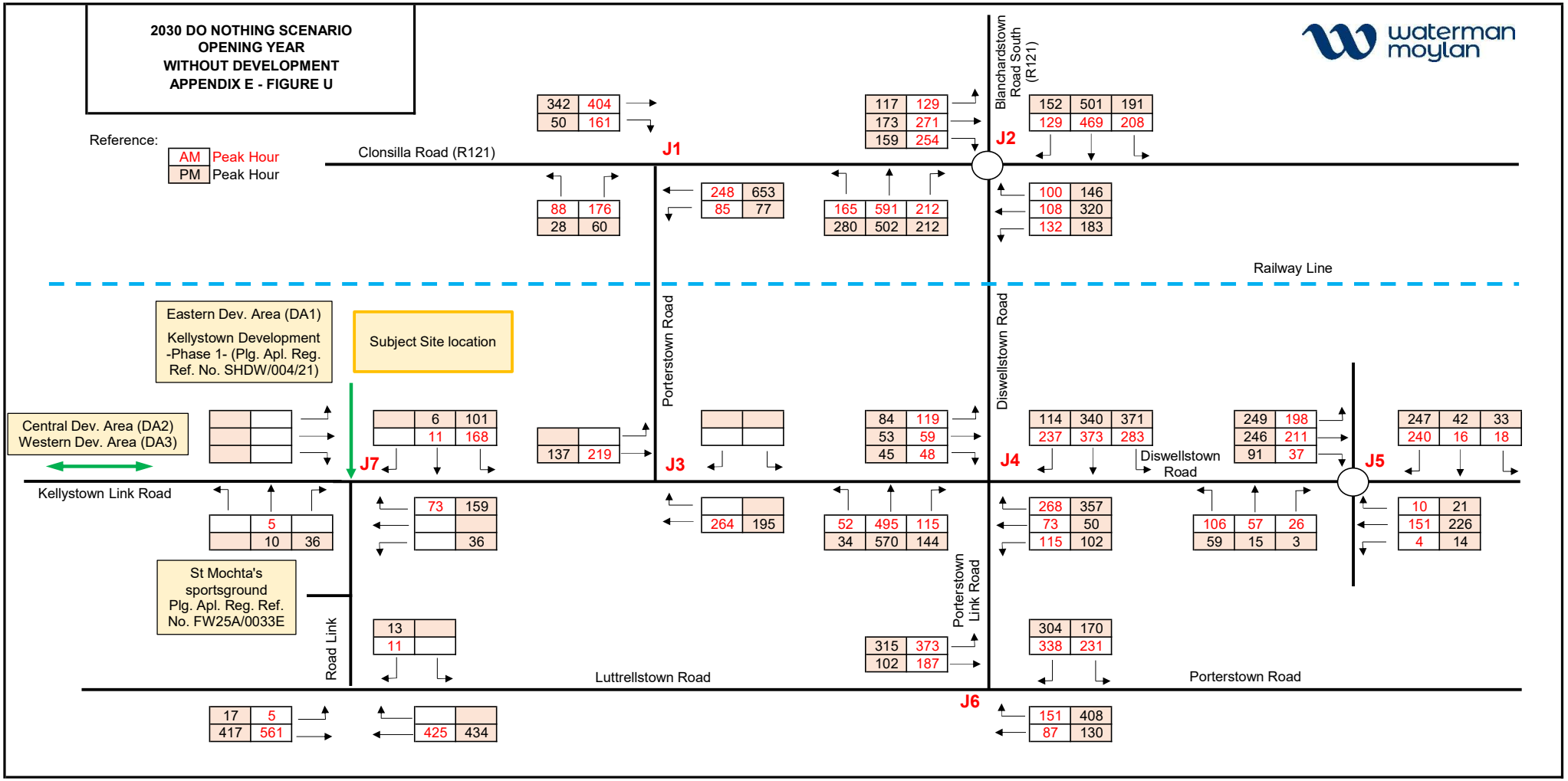

WESTERN DEVELOPMENT AREA (DA3)
2035 & 2045 TRIP GENERATION
APPENDIX E - FIGURE P
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
56
23
58
29
35
18
12
27
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Porterstown Road
Diswellstown Road
Central Dev. Area (DA2)
Western Dev. Area (DA3)
87
144
J7
J3
J4
J5
53
88
24
40
10
16
83
36
18
29
7
12
27
12
Diswellstown Road
Kellystown Link Road
59
136
7
15
17
38
5
11
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Link Road
10
16
Luttrellstown Road
Porterstown Road
J6
7
15


NEW ST. MOCHTA'S SPORTSGROUND
2030 TRIP GENERATION
APPENDIX E - FIGURE Q
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
J1
J2
J3
J4
J5
J6
J7
Railway Line
Porterstown Road
Diswellstown Road
Diswellstown Road
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Kellystown Link Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Luttrellstown Road
Porterstown Link Road
Porterstown Road
2
2
15
2
2
14
7
7
2
36
23
10
4
23
7
3
7
36
36
4
10
3
7
4
7
4

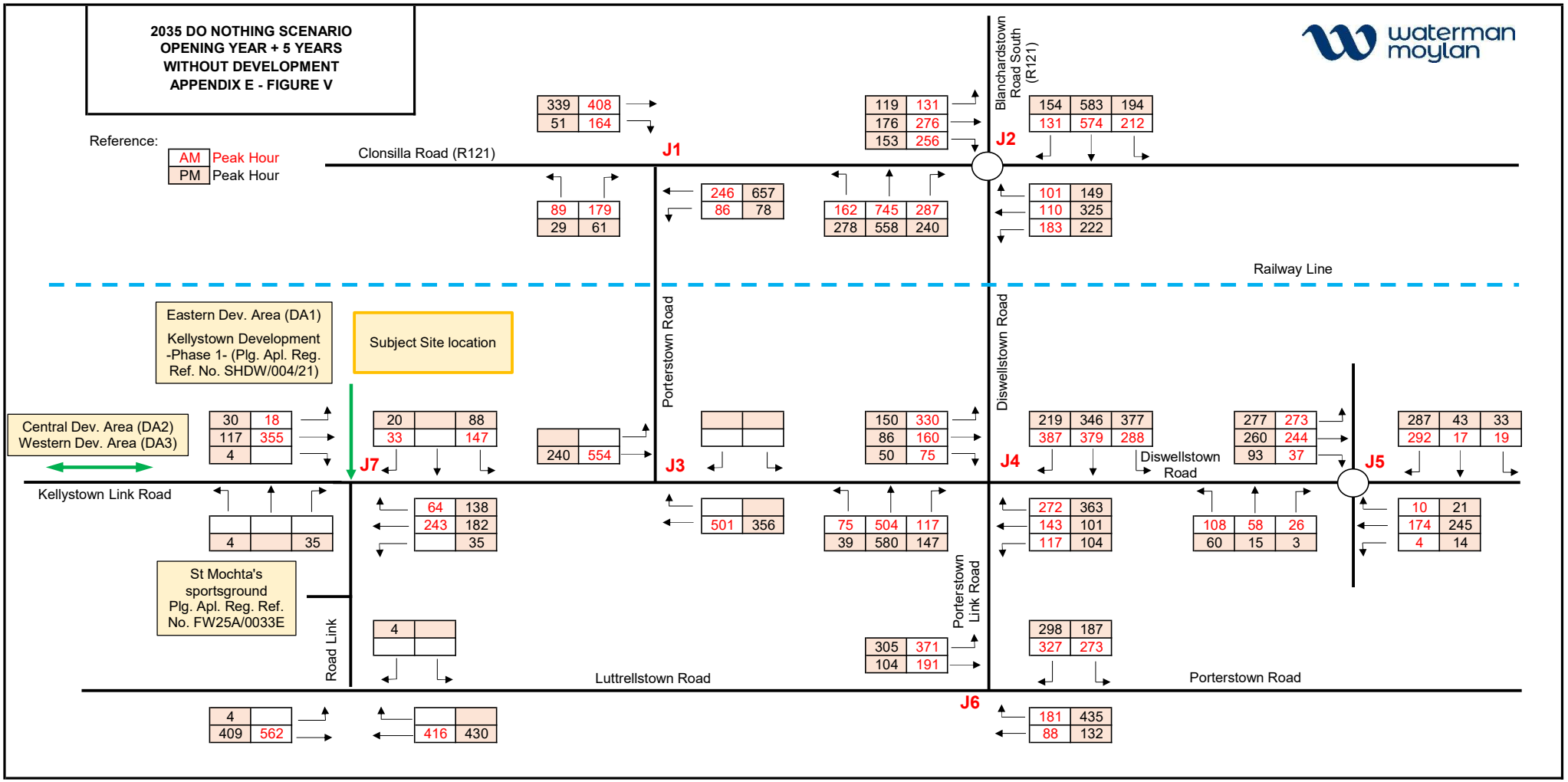

NEW ST. MOCHTA'S SPORTSGROUND
2035 & 2045 TRIP GENERATION
APPENDIX E - FIGURE R
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
15
14
7
7
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Porterstown Road
Diswellstown Road
Central Dev. Area (DA2)
Western Dev. Area (DA3)
4
J7
35
J3
22
10
4
22
J4
Diswellstown Road
7
3
J5
7
Kellystown Link Road
4
35
35
35
4
10
3
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
4
Porterstown Link Road
4
Luttrellstown Road
Porterstown Road
J6
4
4

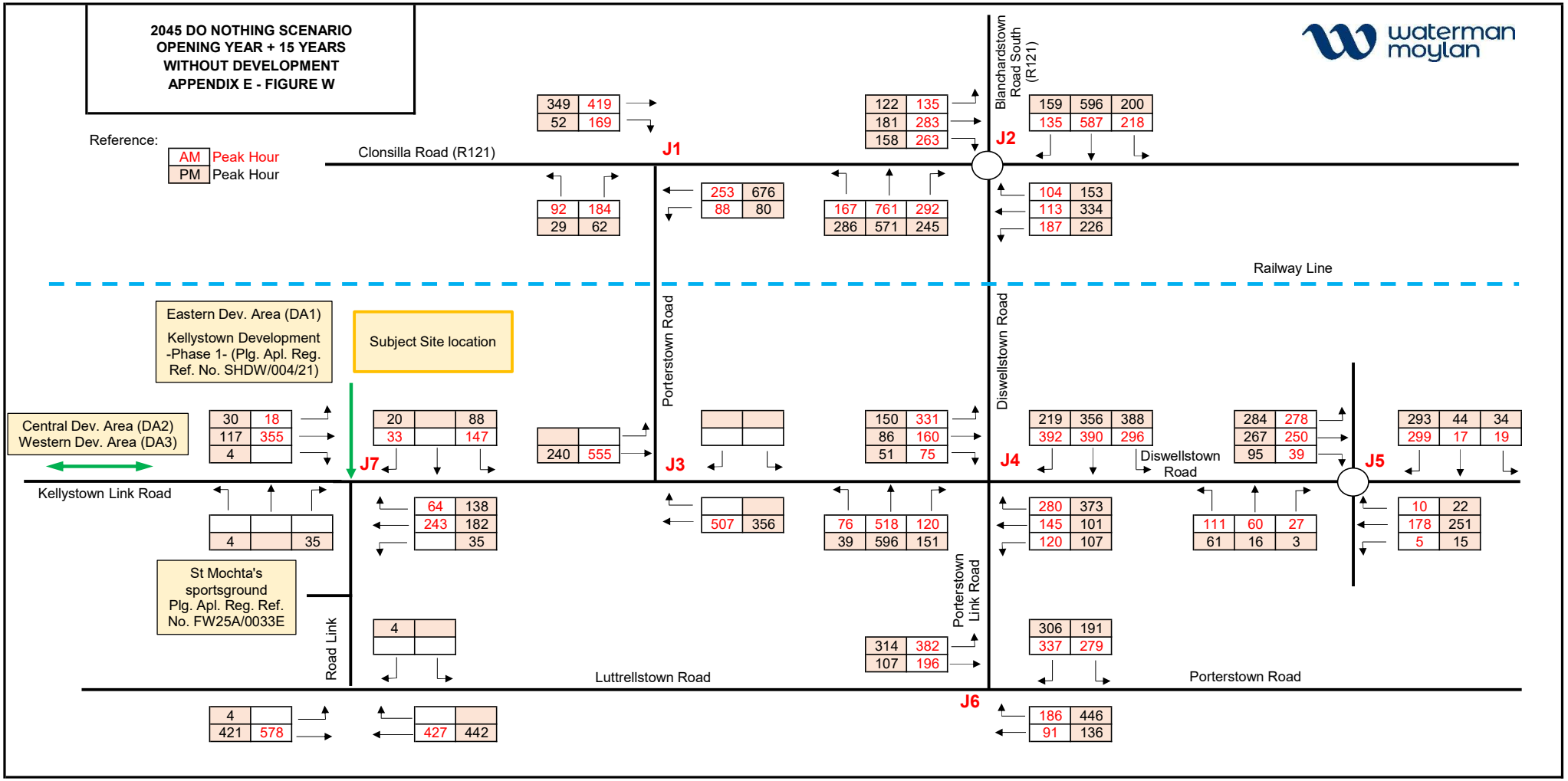

KELLYSTOWN DEVELOPMENTS
2030 TRIP GENERATION
APPENDIX E - FIGURE S
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Kellystown Link Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Porterstown Road
Diswellstown Road
Diswellstown Road
Porterstown Link Road
Luttrellstown Road
Porterstown Road
J1
J2
J3
J4
J5
J6
J7

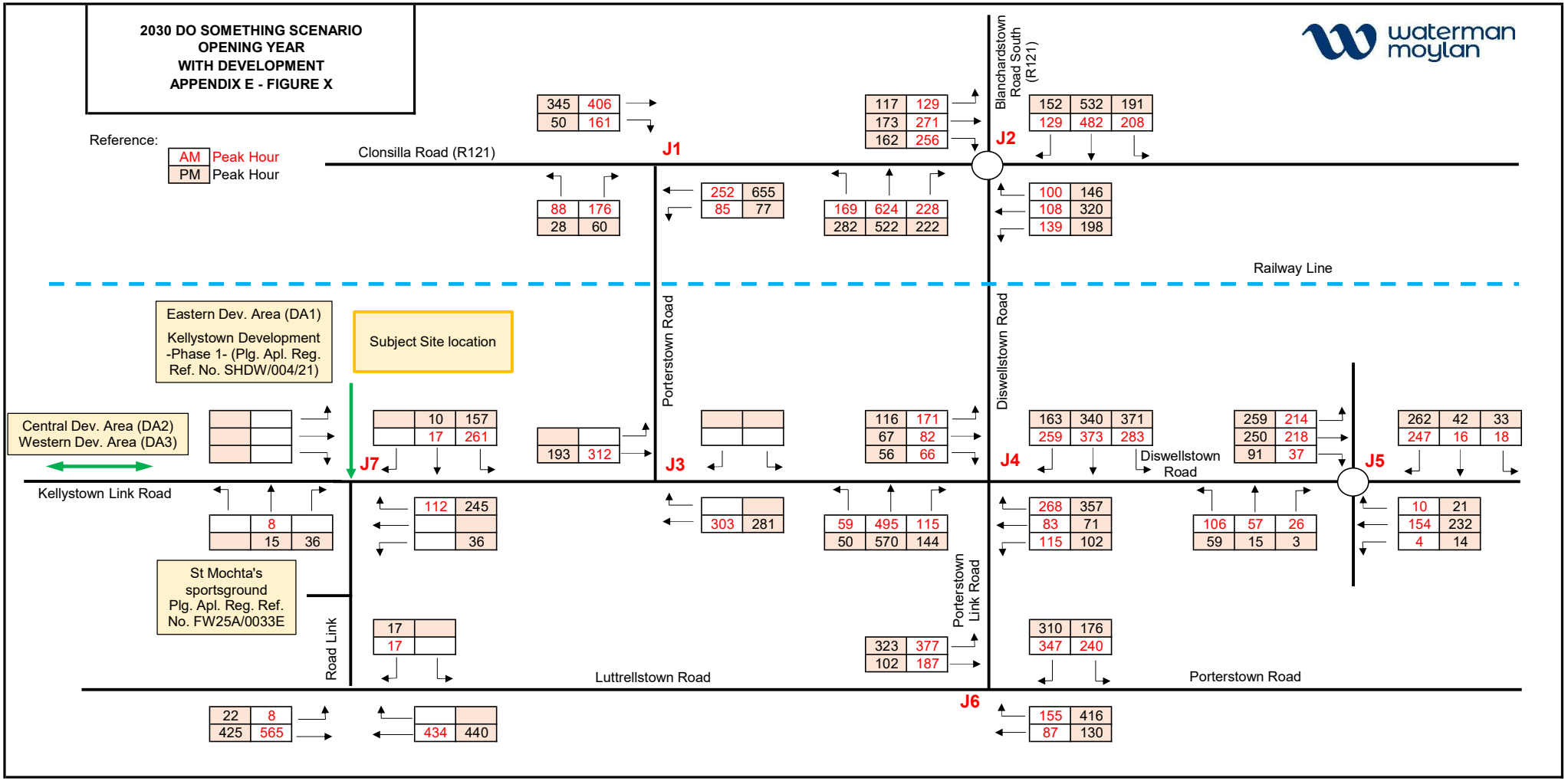

KELLYSTOWN DEVELOPMENTS
2035 & 2045 TRIP GENERATION
APPENDIX E - FIGURE T
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
J1
J2
Blanchardstown Road South (R121)
148
121
204
102
97
49
61
71
Railway Line
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Porterstown Road
Diswellstown Road
Central Dev. Area (DA2)
Western Dev. Area (DA3)
30
18
117
355
4
20
33
88
147
240
502
J7
J3
147
306
67
142
29
57
219
185
J4
Diswellstown Road
49
102
21
41
J5
71
61
Kellystown Link Road
4
35
64
243
138
182
35
307
356
36
39
87
101
26
30
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
4
Porterstown Link Road
29
55
Luttrellstown Road
Porterstown Road
J6
4
36
39

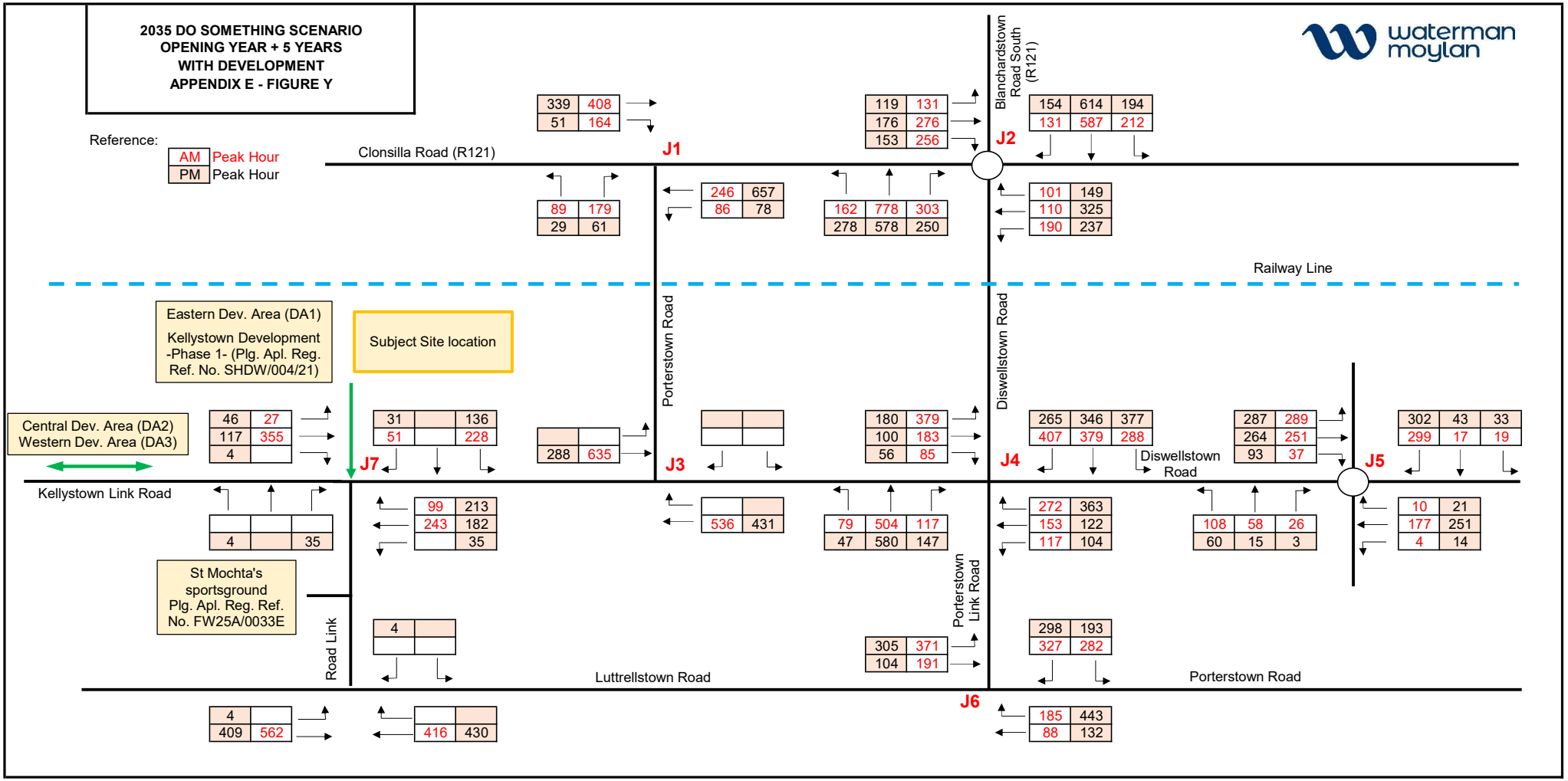

2030 DO NOTHING SCENARIO
OPENING YEAR
WITHOUT DEVELOPMENT
APPENDIX E - FIGURE U
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
Railway Line
Porterstown Road
Diswellstown Road
Diswellstown Road
Kellystown Link Road
Road Link
Luttrellstown Road
Porterstown Link Road
Porterstown Road
J1
J2
J3
J4
J5
J6
J7
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
342 404
50 161
88 176
28 60
248 653
85 77
117 129
173 271
159 254
165 591 212
280 502 212
152 501 191
129 469 208
100 146
108 320
132 183
6 101
11 168
137 219
84 119
53 59
45 48
114 340 371
237 373 283
249 198
246 211
91 37
247 42 33
240 16 18
5
10 36
73 159
36
264 195
52 495 115
34 570 144
268 357
73 50
115 102
106 57 26
59 15 3
10 21
151 226
4 14
13
11
315 373
102 187
304 170
338 231
17 5
417 561
425 434
151 408
87 130

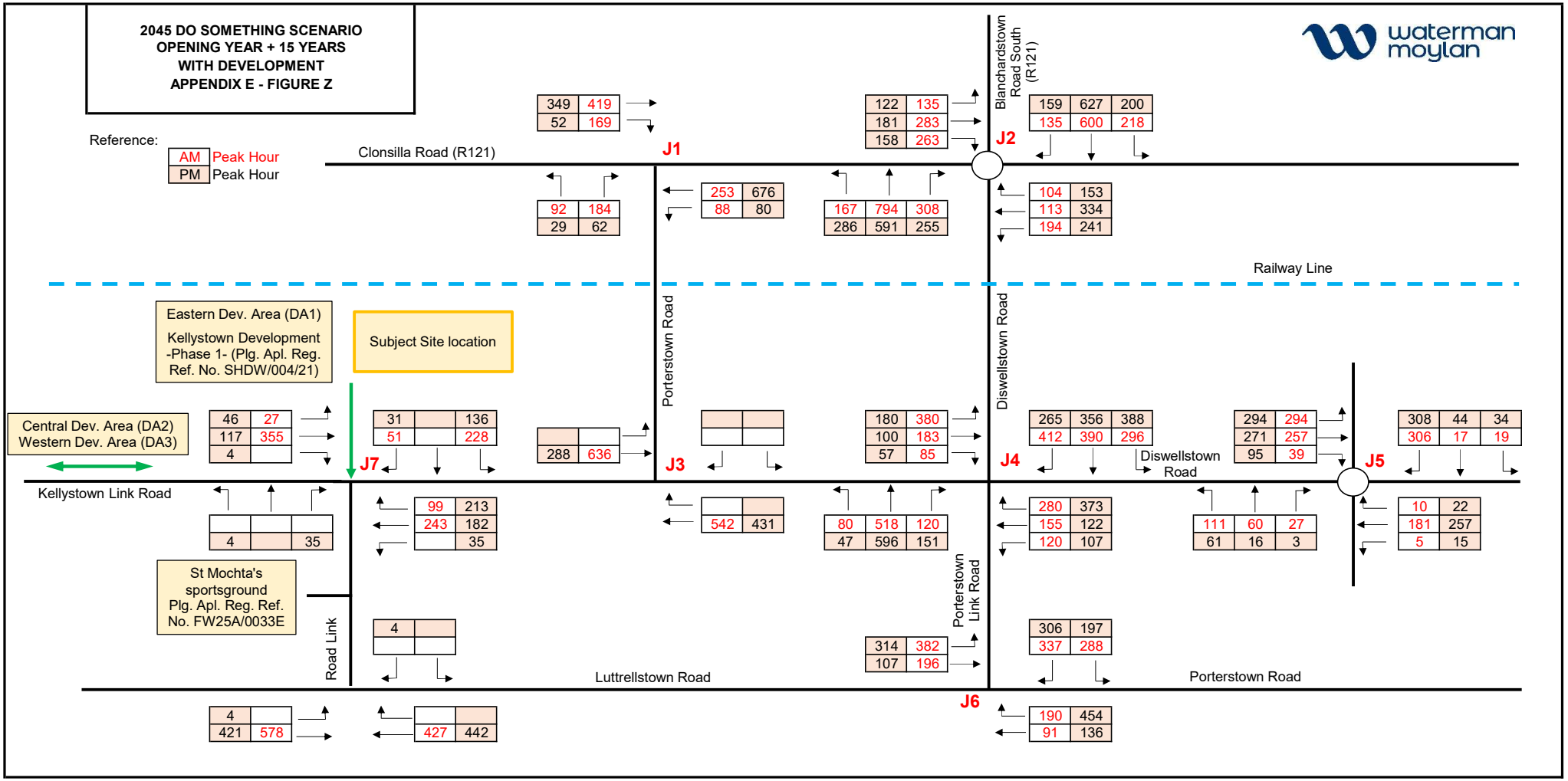
2035 DO NOTHING SCENARIO
OPENING YEAR + 5 YEARS
WITHOUT DEVELOPMENT
APPENDIX E - FIGURE V




2045 DO NOTHING SCENARIO
OPENING YEAR + 15 YEARS
WITHOUT DEVELOPMENT
APPENDIX E - FIGURE W
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
Railway Line
Porterstown Road
Diswellstown Road
Diswellstown Road
Kellystown Link Road
Road Link
Luttrellstown Road
Porterstown Link Road
Porterstown Road
J1
J2
J3
J4
J5
J6
J7
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
349 419
52 169
92 184
29 62
253 676
88 80
122 135
181 283
158 263
167 761 292
286 571 245
159 596 200
135 587 218
104 153
113 334
187 226
30 18
117 355
4
20 88
33 147
240 555
150 331
86 160
51 75
219 356 388
392 390 296
284 278
267 250
95 39
293 44 34
299 17 19
4 35
64 138
243 182
35
507 356
76 518 120
39 596 151
280 373
145 101
120 107
111 60 27
61 16 3
10 22
178 251
5 15
4
314 382
107 196
306 191
337 279
4 421 578
427 442
186 446
91 136


2030 DO SOMETHING SCENARIO
OPENING YEAR
WITH DEVELOPMENT
APPENDIX E - FIGURE X
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
Railway Line
Porterstown Road
Diswellstown Road
Diswellstown Road
Kellystown Link Road
Road Link
Luttrellstown Road
Porterstown Link Road
Porterstown Road
J1
J2
J3
J4
J5
J6
J7
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
345 406
50 161
88 176
28 60
252 655
85 77
117 129
173 271
162 256
169 624 228
282 522 222
152 532 191
129 482 208
100 146
108 320
139 198
10 157
17 261
193 312
116 171
67 82
56 66
163 340 371
259 373 283
259 214
250 218
91 37
262 42 33
247 16 18
8
15 36
112 245
36
303 281
59 495 115
50 570 144
268 357
83 71
115 102
106 57 26
59 15 3
10 21
154 232
4 14
17
17
323 377
102 187
310 176
347 240
22 8
425 565
434 440
155 416
87 130


2035 DO SOMETHING SCENARIO
OPENING YEAR + 5 YEARS
WITH DEVELOPMENT
APPENDIX E - FIGURE Y
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
Railway Line
Porterstown Road
Diswellstown Road
Diswellstown Road
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
Kellystown Link Road
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
Road Link
Luttrellstown Road
Porterstown Link Road
Porterstown Road
J1
J2
J3
J4
J5
J6
J7
339 408
51 164
89 179
29 61
246 657
86 78
119 131
176 276
153 256
162 778 303
278 578 250
154 614 194
131 587 212
101 149
110 325
190 237
46 27
117 355
4
31 136
51 228
288 635
180 379
100 183
56 85
265 346 377
407 379 288
287 289
264 251
93 37
302 43 33
299 17 19
4 35
99 213
243 182
35
536 431
79 504 117
47 580 147
272 363
153 122
117 104
108 58 26
60 15 3
10 21
177 251
4 14
4
305 371
104 191
298 193
327 282
4
409 562
416 430
185 443
88 132


2045 DO SOMETHING SCENARIO
OPENING YEAR + 15 YEARS
WITH DEVELOPMENT
APPENDIX E - FIGURE Z
waterman moylan
Reference:
AM Peak Hour
PM Peak Hour
Clonsilla Road (R121)
Blanchardstown Road South (R121)
Railway Line
Porterstown Road
Diswellstown Road
Diswellstown Road
Kellystown Link Road
Road Link
Luttrellstown Road
Porterstown Link Road
Porterstown Road
J1
J2
J3
J4
J5
J6
J7
Eastern Dev. Area (DA1)
Kellystown Development -Phase 1- (Plg. Apl. Reg. Ref. No. SHDW/004/21)
Subject Site location
Central Dev. Area (DA2)
Western Dev. Area (DA3)
St Mochta's sportsground Plg. Apl. Reg. Ref. No. FW25A/0033E
349 419
52 169
92 184
29 62
253 676
88 80
122 135
181 283
158 263
167 794 308
286 591 255
159 627 200
135 600 218
104 153
113 334
194 241
46 27
117 355
4
31 136
51 228
288 636
180 380
100 183
57 85
265 356 388
412 390 296
294 294
271 257
95 39
308 44 34
306 17 19
4 35
99 213
243 182
35
542 431
80 518 120
47 596 151
280 373
155 122
120 107
111 60 27
61 16 3
10 22
181 257
5 15
4
314 382
107 196
306 197
337 288
4
421 578
427 442
190 454
91 136

F. Junction Modelling Results

TRANSYT 16

Version: 16.0.1.8473
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Junction 4 - AM_PM_v2.t16
Path: M:\Projects\15\15-038\Design\Traffic\2025-01 - St. Mochta's LRD\Junction modelling\Junction 4
Report generation date: 19/02/2025 15:02:00

»A1 - AM Peak Hour : D1 - 2025 BASELINE TRAFFIC FLOWS, AM :
»A1 - AM Peak Hour : D3 - 2030 DO NOTHING, AM :
»A1 - AM Peak Hour : D5 - 2030 DO SOMETHING, AM :
»A1 - AM Peak Hour : D7 - 2035 DO NOTHING, AM :
»A1 - AM Peak Hour : D9 - 2035 DO SOMETHING, AM :
»A1 - AM Peak Hour : D11 - 2045 DO NOTHING, AM :
»A1 - AM Peak Hour : D13 - 2045 DO SOMETHING, AM :
»A2 - PM Peak Hour : D2 - 2025 BASELINE TRAFFIC FLOWS, PM :
»A2 - PM Peak Hour : D4 - 2030 DO NOTHING, PM :
»A2 - PM Peak Hour : D6 - 2030 DO SOMETHING, PM :
»A2 - PM Peak Hour : D8 - 2035 DO NOTHING, PM :
»A2 - PM Peak Hour : D10 - 2035 DO SOMETHING, PM :
»A2 - PM Peak Hour : D12 - 2045 DO NOTHING, PM :
»A2 - PM Peak Hour : D14 - 2045 DO SOMETHING, PM :

Summary of network performance

	AM	
	Total delay (PCU-hr/hr)	Highest DOS
	AM Peak Hour - 2025 BASELINE TRAFFIC FLOWS	
Network	44.34	78% (TS C/2)
	AM Peak Hour - 2030 DO NOTHING	
Network	51.35	85% (TS C/2)
	AM Peak Hour - 2030 DO SOMETHING	
Network	53.29	85% (TS C/2)
	AM Peak Hour - 2035 DO NOTHING	
Network	64.42	86% (TS C/2)
	AM Peak Hour - 2035 DO SOMETHING	
Network	68.80	88% (TS B/3)
	AM Peak Hour - 2045 DO NOTHING	
Network	67.00	89% (TS C/2)
	AM Peak Hour - 2045 DO SOMETHING	
Network	71.61	89% (TS C/2)

	PM	
	Total delay (PCU-hr/hr)	Highest DOS
	PM Peak Hour - 2025 BASELINE TRAFFIC FLOWS	
Network	39.26	66% (TS C/2)
	PM Peak Hour - 2030 DO NOTHING	
Network	45.92	75% (TS D/1)
	PM Peak Hour - 2030 DO SOMETHING	
Network	47.99	77% (TS D/1)
	PM Peak Hour - 2035 DO NOTHING	
Network	50.26	76% (TS D/1)
	PM Peak Hour - 2035 DO SOMETHING	
Network	52.42	77% (TS D/1)
	PM Peak Hour - 2045 DO NOTHING	
Network	51.34	78% (TS D/1)
	PM Peak Hour - 2045 DO SOMETHING	
Network	53.51	79% (TS D/1)

File summary

File description

File title	Junction 4
Location	Kellystown Link Road/Diswellstown Road, Clonsilla, Dublin 15
Site number	4
UTCRegion	
Driving side	Left
Date	24/01/2025
Version	2
Status	(new file)
Identifier	
Client	Castlethorn Developments Luttrellstown Unlimited
Jobnumber	15-038
Enumerator	DOMAIN\f.demaio
Description	

Model and Results

Enable controller offsets	Enable fuel consumption	Enable quick flares	Display journey time results	Display OD matrix distances	Display level of service results	Display blocking and starvation results	Display end of red and green queue results	Display excess queue results	Display separate uniform and random results	Display unweighted results	Display TRANSYT 12 style timings	Display effective greens in results	Display Red-With-Amber	Display End-Of-Green Amber	c m
			✓			✓	✓	✓	✓	✓	✓	✓			

Units

Cost units	Speed units	Distance units	Fuel economy units	Fuel rate units	Mass units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
£	kph	m	mpg	l/h	kg	PCU	PCU	perHour	s	-Hour	perHour

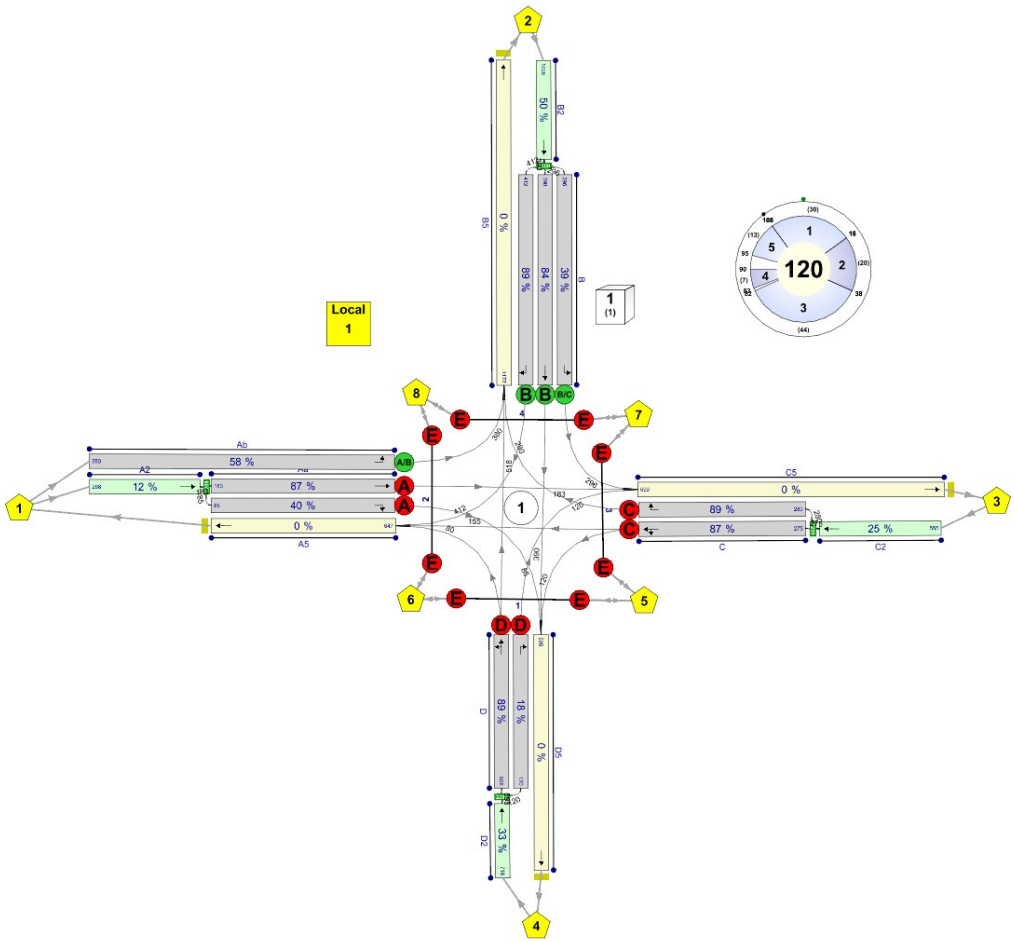
Sorting

Show names instead of IDs	Sorting direction	Sorting type	Ignore prefixes when sorting	Analysis/demand set sorting	Link grouping	Source grouping	Colour Analysis/Demand Sets
	Ascending	Numerical		ID	Normal	Normal	✓

Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Average animation capture interval (s)	Use quick response	Do flow sampling	Uniform vehicle generation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	10000	10000	-1	3	60	✓			0	0	0.00

Network Diagrams



Junction 4
Diagram produced using TRANSYT 16.0.1.8473

A1 - AM Peak Hour
D1 - 2025 BASELINE TRAFFIC FLOWS, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:09	19/02/2025 14:58:10	1.03	08:00	120	650.08	44.34	78.41	C/2	0	0	C/2	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
AM Peak Hour			✓	D1, D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2025 BASELINE TRAFFIC FLOWS	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	1800	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											1800
	3	1	(untitled)											1800
Ab	1	1	(untitled)											1800
B	1	1	(untitled)											1800
	2	1	(untitled)											1800
	3	1	(untitled)											1800
C	1	1	(untitled)											1800
	2	1	(untitled)											1800
D	1	1	(untitled)											1800
	2	1	(untitled)											1800
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	16	16
	3	16	16
Ab	1	22	22
B	1	261	261
	2	344	344
	3	183	183
C	1	157	157
	2	247	247
D	1	492	492
	2	106	106
A2	1	32	32
B2	1	788	788
C2	1	404	404
D2	1	598	598
A5	1	269	269
B5	1	726	726
C5	1	383	383
D5	1	466	466

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	22	16	16	0	0	0	0
	2	183	0	261	344	0	0	0	0
	3	51	247	0	106	0	0	0	0
	4	35	457	106	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	457
	10		4	1	D2/1, D/1, A5/1	Normal	35
	11		4	3	D2/1, D/2, C5/1	Normal	106
	12		3	4	C2/1, C/1, D5/1	Normal	106
	13		3	1	C2/1, C/1, A5/1	Normal	51
	14		3	2	C2/1, C/2, B5/1	Normal	247
	15		1	3	A2/1, Aa/2, C5/1	Normal	16
	16		1	4	A2/1, Aa/3, D5/1	Normal	16
	17		1	2	Ab/1, B5/1	Normal	22
	18		2	1	B2/1, B/3, A5/1	Normal	183
	19		2	4	B2/1, B/2, D5/1	Normal	344
	20		2	3	B2/1, B/1, C5/1	Normal	261

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	13	0	0	Unknown	
	B	(untitled)	7	30	0	0	Unknown	
	C	(untitled)	7	20	0	0	Unknown	
	D	(untitled)	7	44	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	18, 38, 82, 90, 108	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

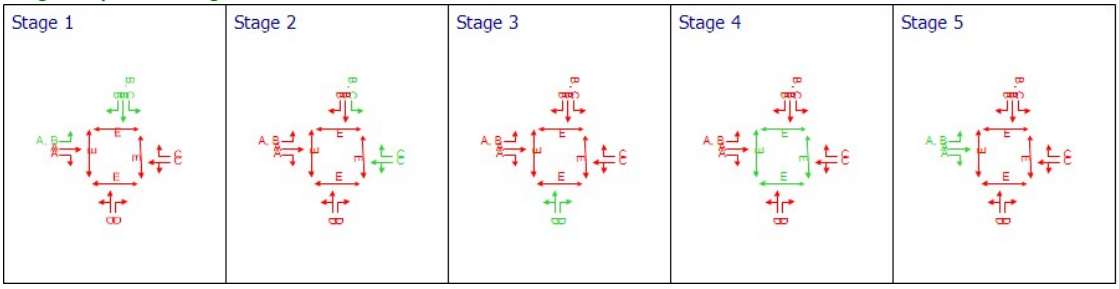
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	108	18	30	1	7
	2	✓	2	C	18	38	20	1	7
	3	✓	3	D	38	82	44	1	7
	4	✓	4	E	83	90	7	1	7
	5	✓	5	A	95	108	13	1	7

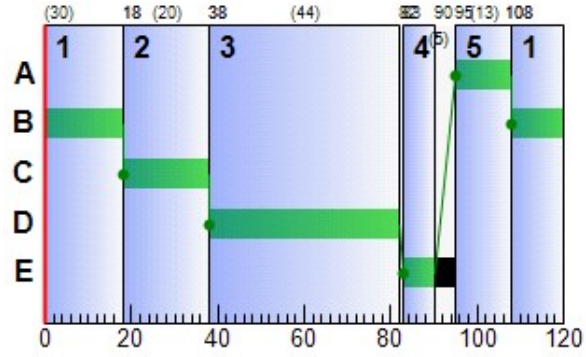
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	95	108	13
Aa	3	1	1	A	95	108	13
Ab	1	1	1	A	95	108	13
B	1	1	1	B	108	18	30
B	2	1	1	B	108	18	30
B	3	1	1	B	108	18	30
C	1	1	1	C	18	38	20
C	2	1	1	C	18	38	20
D	1	1	1	D	38	82	44
D	2	1	1	D	38	82	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	108	0	7
	2	✓	2	C	18	0	7
	3	✓	3	D	38	0	7
	4	✓	4	E	82	1	8
	5	✓	5	A	90	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	108	18	38	82	90

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:09	19/02/2025 14:58:10	1.03	08:00	120	650.08	44.34	78.41	C/2	0	0	C/2	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	78	28	5510	1267	14.59	317.17	20.51	337.68

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	18	1600	56	49.50	312.40	312.40

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		16	1800	13	13.00	8	1213	57.56	47.96	87.94
	3	Right-turn Lane	1	1	A		16	1800	13	13.00	8	1213	57.56	47.96	87.94
Ab	1	Left-turn Lane	1	1	A	B	22	1800	43	43.00	3	2900	36.48	24.48	62.43
B	1	Left-turn Lane	1	1	B	C	261	1800	50	0.00	34	193	32.82	24.42	66.60
	2	Straight ahead Lane	1	1	B		344	1800	30	0.00	74	35	59.90	51.50	98.53
	3	Right-turn Lane	1	1	B		183	1800	30	0.00	39	154	47.64	39.24	83.05
C	1	Straight ahead & Left-turn Lane	1	1	C		157	1800	20	0.00	50	101	57.58	50.38	93.58
	2	Right-turn Lane	1	1	C		247	1800	20	0.00	78	28	74.08	66.88	109.58
D	1	Straight ahead & Left-turn Lane	1	1	D		492 <	1800	44	0.00	73	37	42.89	39.29	89.87
	2	Right-turn Lane	1	1	D		106	1800	44	0.00	16	537	29.01	25.41	65.26
A2	1	Kellystown Link Road (W) - Feeder	1				32	2209	120	120.00	1	6803	5.48	0.01	0.00
B2	1	Diswellstown Road (N) - Feeder	1				788	2209	120	0.00	36	180	5.35	0.45	0.00
C2	1	Diswellstown Road (E) - Feeder	1				404	2209	120	0.00	18	447	6.20	0.18	0.00
D2	1	Portestown Link Road (S) - Feeder	1				598	2209	120	72.00	27	269	3.98	0.30	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					269	Unrestricted	120	34.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					726	Unrestricted	120	26.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					383	Unrestricted	120	8.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					466	Unrestricted	120	48.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
2	1	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
3	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
4	1	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	544.91	40.50	13.45	18.36	3.98	317.17	20.51	0.00	337.68
Bus									
Tram									
Pedestrians	14.80	24.93	0.59	22.00	0.00	312.40	0.00	0.00	312.40
TOTAL	559.71	65.43	8.55	40.36	3.98	629.57	20.51	0.00	650.08

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - AM Peak Hour
D3 - 2030 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:06	19/02/2025 14:58:07	1.26	08:00	120	755.12	51.35	85.08	C/2	0	0	C/2	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
AM Peak Hour			✓	D1, D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	1800	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											1800
	3	1	(untitled)											1800
Ab	1	1	(untitled)											1800
B	1	1	(untitled)											1800
	2	1	(untitled)											1800
	3	1	(untitled)											1800
C	1	1	(untitled)											1800
	2	1	(untitled)											1800
D	1	1	(untitled)											1800
	2	1	(untitled)											1800
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	59	59
	3	48	48
Ab	1	119	119
B	1	283	283
	2	373	373
	3	237	237
C	1	188	188
	2	268	268
D	1	547	547
	2	115	115
A2	1	107	107
B2	1	893	893
C2	1	456	456
D2	1	662	662
A5	1	362	362
B5	1	882	882
C5	1	457	457
D5	1	536	536

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	119	59	48	0	0	0	0
	2	237	0	283	373	0	0	0	0
	3	73	268	0	115	0	0	0	0
	4	52	495	115	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	495
	10		4	1	D2/1, D/1, A5/1	Normal	52
	11		4	3	D2/1, D/2, C5/1	Normal	115
	12		3	4	C2/1, C/1, D5/1	Normal	115
	13		3	1	C2/1, C/1, A5/1	Normal	73
	14		3	2	C2/1, C/2, B5/1	Normal	268
	15		1	3	A2/1, Aa/2, C5/1	Normal	59
	16		1	4	A2/1, Aa/3, D5/1	Normal	48
	17		1	2	Ab/1, B5/1	Normal	119
	18		2	1	B2/1, B/3, A5/1	Normal	237
	19		2	4	B2/1, B/2, D5/1	Normal	373
	20		2	3	B2/1, B/1, C5/1	Normal	283

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	13	0	0	Unknown	
	B	(untitled)	7	30	0	0	Unknown	
	C	(untitled)	7	20	0	0	Unknown	
	D	(untitled)	7	44	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	18, 38, 82, 90, 108	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

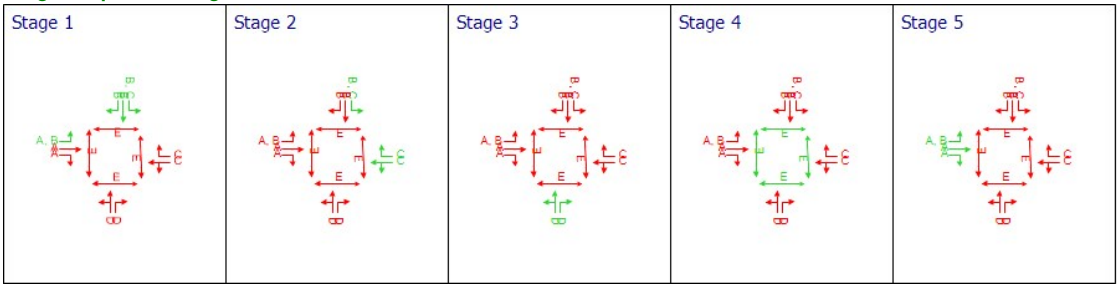
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	108	18	30	1	7
	2	✓	2	C	18	38	20	1	7
	3	✓	3	D	38	82	44	1	7
	4	✓	4	E	83	90	7	1	7
	5	✓	5	A	95	108	13	1	7

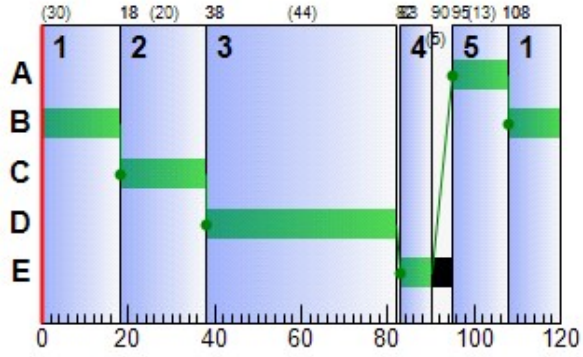
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	95	108	13
Aa	3	1	1	A	95	108	13
Ab	1	1	1	A	95	108	13
B	1	1	1	B	108	18	30
B	2	1	1	B	108	18	30
B	3	1	1	B	108	18	30
C	1	1	1	C	18	38	20
C	2	1	1	C	18	38	20
D	1	1	1	D	38	82	44
D	2	1	1	D	38	82	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	108	0	7
	2	✓	2	C	18	0	7
	3	✓	3	D	38	0	7
	4	✓	4	E	82	1	8
	5	✓	5	A	90	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	108	18	38	82	90

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:06	19/02/2025 14:58:07	1.26	08:00	120	755.12	51.35	85.08	C/2	0	0	C/2	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	85	18	6592	1267	16.03	416.79	25.93	442.72

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	18	1600	56	49.50	312.40	312.40

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		59	1800	13	10.00	28	256	61.37	51.77	92.61
	3	Right-turn Lane	1	1	A		48	1800	13	11.00	23	338	60.24	50.64	91.11
Ab	1	Left-turn Lane	1	1	A	B	119	1800	43	0.00	18	455	38.38	26.38	66.96
B	1	Left-turn Lane	1	1	B	C	283	1800	50	0.00	37	170	33.32	24.92	67.59
	2	Straight ahead Lane	1	1	B		373 <	1800	30	0.00	80	25	64.97	56.57	103.97
	3	Right-turn Lane	1	1	B		237	1800	30	0.00	51	96	50.41	42.01	87.18
C	1	Straight ahead & Left-turn Lane	1	1	C		188	1800	20	0.00	60	68	61.13	53.93	97.43
	2	Right-turn Lane	1	1	C		268 <	1800	20	0.00	85	18	84.09	76.89	118.10
D	1	Straight ahead & Left-turn Lane	1	1	D		547 <	1800	44	0.00	81	23	48.24	44.64	96.71
	2	Right-turn Lane	1	1	D		115	1800	44	0.00	17	487	29.19	25.59	65.86
A2	1	Kellystown Link Road (W) - Feeder	1				107	2209	120	0.00	5	1964	5.51	0.04	0.00
B2	1	Diswellstown Road (N) - Feeder	1				893	2209	120	10.00	40	147	5.45	0.55	0.00
C2	1	Diswellstown Road (E) - Feeder	1				456	2209	120	5.00	21	384	6.23	0.21	0.00
D2	1	Portestown Link Road (S) - Feeder	1				662	2209	120	84.00	30	234	4.03	0.35	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					362	Unrestricted	120	25.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					882	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					457	Unrestricted	120	7.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					536	Unrestricted	120	45.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
2	1	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
3	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
4	1	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	663.35	51.46	12.89	22.82	6.53	416.79	25.93	0.00	442.72
Bus									
Tram									
Pedestrians	14.80	24.93	0.59	22.00	0.00	312.40	0.00	0.00	312.40
TOTAL	678.15	76.39	8.88	44.82	6.53	729.19	25.93	0.00	755.12

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - AM Peak Hour
D5 - 2030 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:07	19/02/2025 14:58:08	1.03	08:00	120	784.33	53.29	85.08	C/2	0	0	C/2	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
AM Peak Hour			✓	D1, D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	1800	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											1800
	3	1	(untitled)											1800
Ab	1	1	(untitled)											1800
B	1	1	(untitled)											1800
	2	1	(untitled)											1800
	3	1	(untitled)											1800
C	1	1	(untitled)											1800
	2	1	(untitled)											1800
D	1	1	(untitled)											1800
	2	1	(untitled)											1800
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	82	82
	3	66	66
Ab	1	171	171
B	1	283	283
	2	373	373
	3	259	259
C	1	198	198
	2	268	268
D	1	554	554
	2	115	115
A2	1	148	148
B2	1	915	915
C2	1	466	466
D2	1	669	669
A5	1	401	401
B5	1	934	934
C5	1	480	480
D5	1	554	554

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	171	82	66	0	0	0	0
	2	259	0	283	373	0	0	0	0
	3	83	268	0	115	0	0	0	0
	4	59	495	115	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	495
	10		4	1	D2/1, D/1, A5/1	Normal	59
	11		4	3	D2/1, D/2, C5/1	Normal	115
	12		3	4	C2/1, C/1, D5/1	Normal	115
	13		3	1	C2/1, C/1, A5/1	Normal	83
	14		3	2	C2/1, C/2, B5/1	Normal	268
	15		1	3	A2/1, Aa/2, C5/1	Normal	82
	16		1	4	A2/1, Aa/3, D5/1	Normal	66
	17		1	2	Ab/1, B5/1	Normal	171
	18		2	1	B2/1, B/3, A5/1	Normal	259
	19		2	4	B2/1, B/2, D5/1	Normal	373
	20		2	3	B2/1, B/1, C5/1	Normal	283

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	13	0	0	Unknown	
	B	(untitled)	7	30	0	0	Unknown	
	C	(untitled)	7	20	0	0	Unknown	
	D	(untitled)	7	44	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	18, 38, 82, 90, 108	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

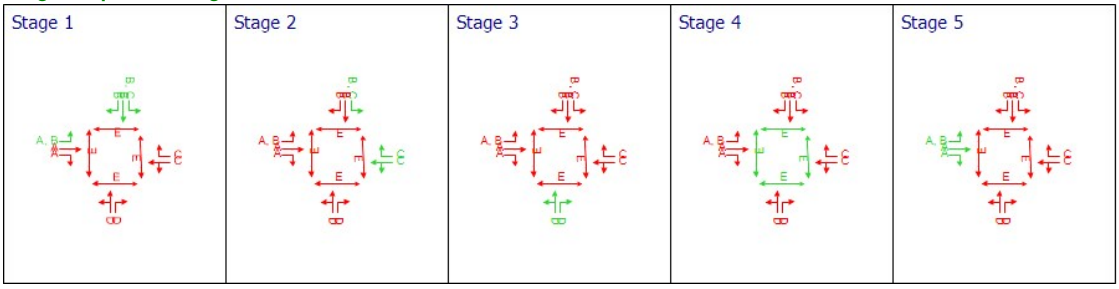
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	108	18	30	1	7
	2	✓	2	C	18	38	20	1	7
	3	✓	3	D	38	82	44	1	7
	4	✓	4	E	83	90	7	1	7
	5	✓	5	A	95	108	13	1	7

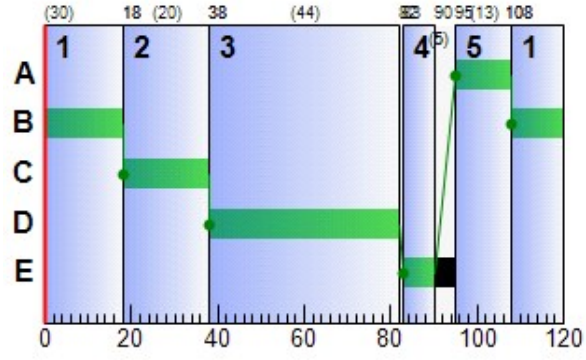
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	95	108	13
Aa	3	1	1	A	95	108	13
Ab	1	1	1	A	95	108	13
B	1	1	1	B	108	18	30
B	2	1	1	B	108	18	30
B	3	1	1	B	108	18	30
C	1	1	1	C	18	38	20
C	2	1	1	C	18	38	20
D	1	1	1	D	38	82	44
D	2	1	1	D	38	82	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	108	0	7
	2	✓	2	C	18	0	7
	3	✓	3	D	38	0	7
	4	✓	4	E	82	1	8
	5	✓	5	A	90	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	108	18	38	82	90

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:07	19/02/2025 14:58:08	1.03	08:00	120	784.33	53.29	85.08	C/2	0	0	C/2	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	85	18	6936	1267	16.24	444.38	27.55	471.93

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	18	1600	56	49.50	312.40	312.40

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		82	1800	13	0.00	39	156	64.10	54.50	95.66
	3	Right-turn Lane	1	1	A		66	1800	13	0.00	31	218	62.11	52.51	93.49
Ab	1	Left-turn Lane	1	1	A	B	171	1800	43	0.00	26	286	39.55	27.55	68.97
B	1	Left-turn Lane	1	1	B	C	283	1800	50	0.00	37	170	33.32	24.92	67.59
	2	Straight ahead Lane	1	1	B		373 <	1800	30	0.00	80	25	64.97	56.57	103.97
	3	Right-turn Lane	1	1	B		259	1800	30	0.00	56	80	51.78	43.38	88.79
C	1	Straight ahead & Left-turn Lane	1	1	C		198	1800	20	0.00	63	59	62.58	55.38	99.01
	2	Right-turn Lane	1	1	C		268 <	1800	20	0.00	85	18	84.09	76.89	118.10
D	1	Straight ahead & Left-turn Lane	1	1	D		554 <	1800	44	0.00	82	22	49.16	45.56	97.84
	2	Right-turn Lane	1	1	D		115	1800	44	0.00	17	487	29.19	25.59	65.86
A2	1	Kellystown Link Road (W) - Feeder	1				148	2209	120	0.00	7	1393	5.53	0.06	0.00
B2	1	Diswellstown Road (N) - Feeder	1				915	2209	120	10.00	41	141	5.47	0.58	0.00
C2	1	Diswellstown Road (E) - Feeder	1				466	2209	120	5.00	21	374	6.24	0.22	0.00
D2	1	Portestown Link Road (S) - Feeder	1				669	2209	120	86.00	30	230	4.04	0.35	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					401	Unrestricted	120	24.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					934	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					480	Unrestricted	120	7.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					554	Unrestricted	120	44.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
2	1	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
3	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
4	1	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	703.66	54.75	12.85	24.32	6.98	444.38	27.55	0.00	471.93
Bus									
Tram									
Pedestrians	14.80	24.93	0.59	22.00	0.00	312.40	0.00	0.00	312.40
TOTAL	718.46	79.68	9.02	46.32	6.98	756.78	27.55	0.00	784.33

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - AM Peak Hour
D7 - 2035 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:08	19/02/2025 14:58:08	0.68	08:00	120	950.08	64.42	86.35	C/2	0	0	C/2	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
AM Peak Hour			✓	D1, D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	1800	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											1800
	3	1	(untitled)											1800
Ab	1	1	(untitled)											1800
B	1	1	(untitled)											1800
	2	1	(untitled)											1800
	3	1	(untitled)											1800
C	1	1	(untitled)											1800
	2	1	(untitled)											1800
D	1	1	(untitled)											1800
	2	1	(untitled)											1800
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	160	160
	3	75	75
Ab	1	330	330
B	1	288	288
	2	379	379
	3	387	387
C	1	260	260
	2	272	272
D	1	579	579
	2	117	117
A2	1	235	235
B2	1	1054	1054
C2	1	532	532
D2	1	696	696
A5	1	605	605
B5	1	1106	1106
C5	1	565	565
D5	1	571	571

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	330	160	75	0	0	0	0
	2	387	0	288	379	0	0	0	0
	3	143	272	0	117	0	0	0	0
	4	75	504	117	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	504
	10		4	1	D2/1, D/1, A5/1	Normal	75
	11		4	3	D2/1, D/2, C5/1	Normal	117
	12		3	4	C2/1, C/1, D5/1	Normal	117
	13		3	1	C2/1, C/1, A5/1	Normal	143
	14		3	2	C2/1, C/2, B5/1	Normal	272
	15		1	3	A2/1, Aa/2, C5/1	Normal	160
	16		1	4	A2/1, Aa/3, D5/1	Normal	75
	17		1	2	Ab/1, B5/1	Normal	330
	18		2	1	B2/1, B/3, A5/1	Normal	387
	19		2	4	B2/1, B/2, D5/1	Normal	379
	20		2	3	B2/1, B/1, C5/1	Normal	288

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	13	0	0	Unknown	
	B	(untitled)	7	30	0	0	Unknown	
	C	(untitled)	7	20	0	0	Unknown	
	D	(untitled)	7	44	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	18, 38, 82, 90, 108	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

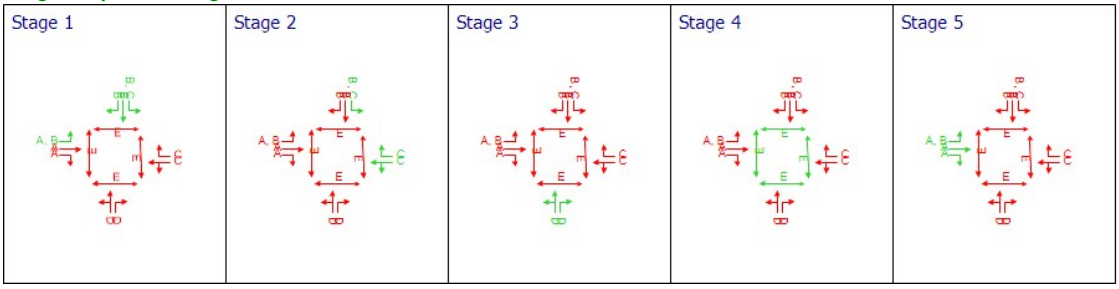
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	108	18	30	1	7
	2	✓	2	C	18	38	20	1	7
	3	✓	3	D	38	82	44	1	7
	4	✓	4	E	83	90	7	1	7
	5	✓	5	A	95	108	13	1	7

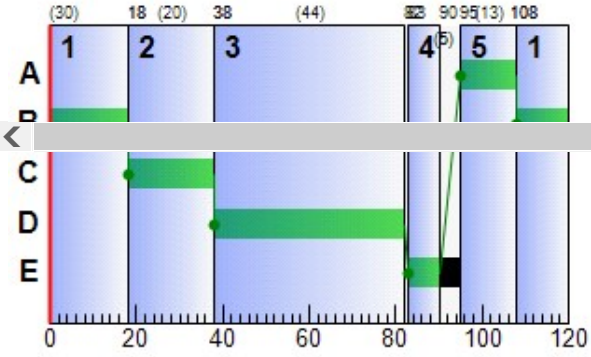
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	95	108	13
Aa	3	1	1	A	95	108	13
Ab	1	1	1	A	95	108	13
B	1	1	1	B	108	18	30
B	2	1	1	B	108	18	30
B	3	1	1	B	108	18	30
C	1	1	1	C	18	38	20
C	2	1	1	C	18	38	20
D	1	1	1	D	38	82	44
D	2	1	1	D	38	82	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	108	0	7
	2	✓	2	C	18	0	7
	3	✓	3	D	38	0	7
	4	✓	4	E	82	1	8
	5	✓	5	A	90	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	108	18	38	82	90

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:08	19/02/2025 14:58:08	0.68	08:00	120	950.08	64.42	86.35	C/2	0	0	C/2	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	86	16	8211	1267	18.60	602.37	35.31	637.68

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	18	1600	56	49.50	312.40	312.40

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		160	1800	13	0.00	76	31	86.49	76.89	115.71
	3	Right-turn Lane	1	1	A		75	1800	13	0.00	36	180	63.21	53.61	94.58
Ab	1	Left-turn Lane	1	1	A	B	330	1800	43	0.00	50	100	44.19	32.19	77.98
B	1	Left-turn Lane	1	1	B	C	288	1800	50	0.00	38	166	33.44	25.04	68.00
	2	Straight ahead Lane	1	1	B		379 <	1800	30	0.00	82	23	66.33	57.93	105.14
	3	Right-turn Lane	1	1	B		387 <	1800	30	0.00	83	20	68.39	59.99	107.20
C	1	Straight ahead & Left-turn Lane	1	1	C		260	1800	20	0.00	83	21	79.62	72.42	114.30
	2	Right-turn Lane	1	1	C		272 <	1800	20	0.00	86	16	86.74	79.54	120.10
D	1	Straight ahead & Left-turn Lane	1	1	D		579 <	1800	44	0.00	86	17	53.21	49.61	102.29
	2	Right-turn Lane	1	1	D		117	1800	44	0.00	17	477	29.24	25.64	65.99
A2	1	Kellystown Link Road (W) - Feeder	1				235	2209	120	0.00	11	840	5.57	0.10	0.00
B2	1	Diswellstown Road (N) - Feeder	1				1054	2209	120	18.00	48	110	5.64	0.74	0.00
C2	1	Diswellstown Road (E) - Feeder	1				532	2209	120	10.00	24	315	6.28	0.26	0.00
D2	1	Portestown Link Road (S) - Feeder	1				696	2209	120	93.00	32	217	4.06	0.37	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					605	Unrestricted	120	22.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					1106	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					565	Unrestricted	120	7.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					571	Unrestricted	120	42.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
2	1	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
3	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
4	1	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	847.11	70.66	11.99	30.27	12.15	602.37	35.31	0.00	637.68
Bus									
Tram									
Pedestrians	14.80	24.93	0.59	22.00	0.00	312.40	0.00	0.00	312.40
TOTAL	861.91	95.58	9.02	52.27	12.15	914.77	35.31	0.00	950.08

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - AM Peak Hour
D9 - 2035 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:08	19/02/2025 14:58:09	1.13	08:00	120	1014.67	68.80	87.53	B/3	0	0	B/3	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
AM Peak Hour			✓	D1, D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	1800	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											1800
	3	1	(untitled)											1800
Ab	1	1	(untitled)											1800
B	1	1	(untitled)											1800
	2	1	(untitled)											1800
	3	1	(untitled)											1800
C	1	1	(untitled)											1800
	2	1	(untitled)											1800
D	1	1	(untitled)											1800
	2	1	(untitled)											1800
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	183	183
	3	85	85
Ab	1	379	379
B	1	288	288
	2	379	379
	3	407	407
C	1	270	270
	2	272	272
D	1	583	583
	2	117	117
A2	1	268	268
B2	1	1074	1074
C2	1	542	542
D2	1	700	700
A5	1	639	639
B5	1	1155	1155
C5	1	588	588
D5	1	581	581

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	379	183	85	0	0	0	0
	2	407	0	288	379	0	0	0	0
	3	153	272	0	117	0	0	0	0
	4	79	504	117	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	504
	10		4	1	D2/1, D/1, A5/1	Normal	79
	11		4	3	D2/1, D/2, C5/1	Normal	117
	12		3	4	C2/1, C/1, D5/1	Normal	117
	13		3	1	C2/1, C/1, A5/1	Normal	153
	14		3	2	C2/1, C/2, B5/1	Normal	272
	15		1	3	A2/1, Aa/2, C5/1	Normal	183
	16		1	4	A2/1, Aa/3, D5/1	Normal	85
	17		1	2	Ab/1, B5/1	Normal	379
	18		2	1	B2/1, B/3, A5/1	Normal	407
	19		2	4	B2/1, B/2, D5/1	Normal	379
	20		2	3	B2/1, B/1, C5/1	Normal	288

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	13	0	0	Unknown	
	B	(untitled)	7	30	0	0	Unknown	
	C	(untitled)	7	20	0	0	Unknown	
	D	(untitled)	7	44	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	18, 38, 82, 90, 108	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

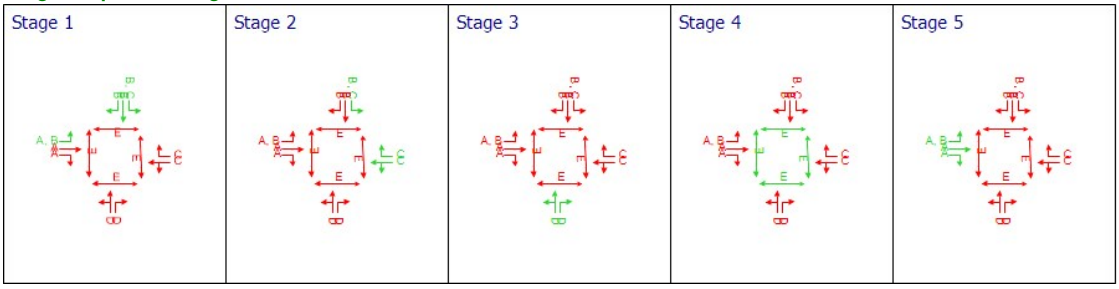
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	108	18	30	1	7
	2	✓	2	C	18	38	20	1	7
	3	✓	3	D	38	82	44	1	7
	4	✓	4	E	83	90	7	1	7
	5	✓	5	A	95	108	13	1	7

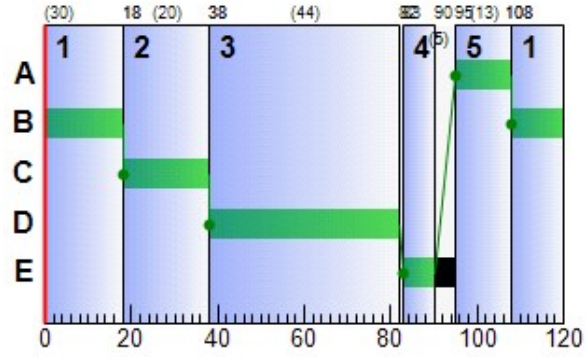
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	95	108	13
Aa	3	1	1	A	95	108	13
Ab	1	1	1	A	95	108	13
B	1	1	1	B	108	18	30
B	2	1	1	B	108	18	30
B	3	1	1	B	108	18	30
C	1	1	1	C	18	38	20
C	2	1	1	C	18	38	20
D	1	1	1	D	38	82	44
D	2	1	1	D	38	82	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	108	0	7
	2	✓	2	C	18	0	7
	3	✓	3	D	38	0	7
	4	✓	4	E	82	1	8
	5	✓	5	A	90	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	108	18	38	82	90

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:08	19/02/2025 14:58:09	1.13	08:00	120	1014.67	68.80	87.53	B/3	0	0	B/3	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	88	14	8510	1267	19.80	664.50	37.78	702.27

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	18	1600	56	49.50	312.40	312.40

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		183	1800	13	0.00	87	15	108.56	98.96	131.98
	3	Right-turn Lane	1	1	A		85	1800	13	0.00	40	147	64.53	54.93	96.22
Ab	1	Left-turn Lane	1	1	A	B	379	1800	43	0.00	57	74	46.14	34.14	81.59
B	1	Left-turn Lane	1	1	B	C	288	1800	50	0.00	38	166	33.44	25.04	68.00
	2	Straight ahead Lane	1	1	B		379 <	1800	30	0.00	82	23	66.33	57.93	105.14
	3	Right-turn Lane	1	1	B		407 <	1800	30	0.00	88	14	75.21	66.81	113.03
C	1	Straight ahead & Left-turn Lane	1	1	C		270 <	1800	20	0.00	86	17	85.37	78.17	119.08
	2	Right-turn Lane	1	1	C		272 <	1800	20	0.00	86	16	86.74	79.54	120.10
D	1	Straight ahead & Left-turn Lane	1	1	D		583 <	1800	44	0.00	86	16	54.00	50.40	102.99
	2	Right-turn Lane	1	1	D		117	1800	44	0.00	17	477	29.24	25.64	65.99
A2	1	Kellystown Link Road (W) - Feeder	1				268	2209	120	0.00	12	724	5.58	0.11	0.00
B2	1	Diswellstown Road (N) - Feeder	1				1074	2209	120	31.00	49	106	5.67	0.77	0.00
C2	1	Diswellstown Road (E) - Feeder	1				542	2209	120	10.00	25	308	6.28	0.26	0.00
D2	1	Portestown Link Road (S) - Feeder	1				700	2209	120	94.00	32	216	4.06	0.38	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					639	Unrestricted	120	22.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					1155	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					588	Unrestricted	120	7.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					581	Unrestricted	120	42.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
2	1	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
3	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
4	1	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	882.75	76.22	11.58	31.80	15.00	664.50	37.78	0.00	702.27
Bus									
Tram									
Pedestrians	14.80	24.93	0.59	22.00	0.00	312.40	0.00	0.00	312.40
TOTAL	897.55	101.15	8.87	53.80	15.00	976.90	37.78	0.00	1014.67

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - AM Peak Hour
D11 - 2045 DO NOTHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:09	19/02/2025 14:58:09	0.58	08:00	120	988.04	67.00	88.89	C/2	0	0	C/2	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
AM Peak Hour			✓	D1, D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	1800	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											1800
	3	1	(untitled)											1800
Ab	1	1	(untitled)											1800
B	1	1	(untitled)											1800
	2	1	(untitled)											1800
	3	1	(untitled)											1800
C	1	1	(untitled)											1800
	2	1	(untitled)											1800
D	1	1	(untitled)											1800
	2	1	(untitled)											1800
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	160	160
	3	75	75
Ab	1	331	331
B	1	296	296
	2	390	390
	3	392	392
C	1	265	265
	2	280	280
D	1	594	594
	2	120	120
A2	1	235	235
B2	1	1078	1078
C2	1	545	545
D2	1	714	714
A5	1	613	613
B5	1	1129	1129
C5	1	576	576
D5	1	585	585

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	331	160	75	0	0	0	0
	2	392	0	296	390	0	0	0	0
	3	145	280	0	120	0	0	0	0
	4	76	518	120	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	518
	10		4	1	D2/1, D/1, A5/1	Normal	76
	11		4	3	D2/1, D/2, C5/1	Normal	120
	12		3	4	C2/1, C/1, D5/1	Normal	120
	13		3	1	C2/1, C/1, A5/1	Normal	145
	14		3	2	C2/1, C/2, B5/1	Normal	280
	15		1	3	A2/1, Aa/2, C5/1	Normal	160
	16		1	4	A2/1, Aa/3, D5/1	Normal	75
	17		1	2	Ab/1, B5/1	Normal	331
	18		2	1	B2/1, B/3, A5/1	Normal	392
	19		2	4	B2/1, B/2, D5/1	Normal	390
	20		2	3	B2/1, B/1, C5/1	Normal	296

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	13	0	0	Unknown	
	B	(untitled)	7	30	0	0	Unknown	
	C	(untitled)	7	20	0	0	Unknown	
	D	(untitled)	7	44	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	18, 38, 82, 90, 108	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

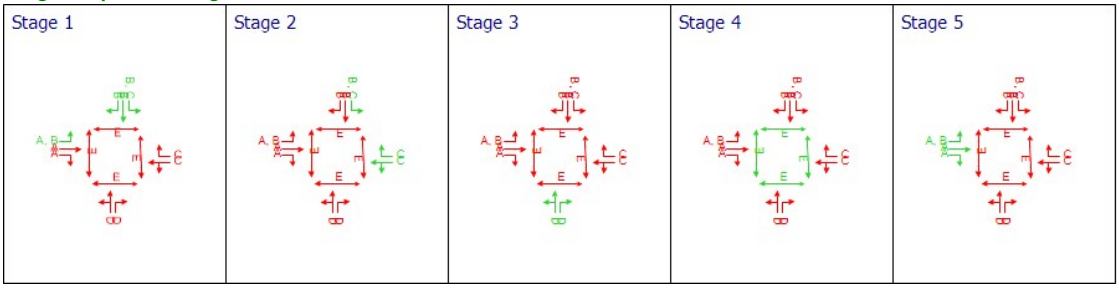
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	108	18	30	1	7
	2	✓	2	C	18	38	20	1	7
	3	✓	3	D	38	82	44	1	7
	4	✓	4	E	83	90	7	1	7
	5	✓	5	A	95	108	13	1	7

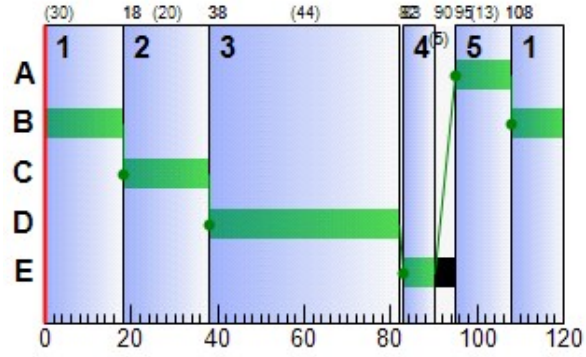
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	95	108	13
Aa	3	1	1	A	95	108	13
Ab	1	1	1	A	95	108	13
B	1	1	1	B	108	18	30
B	2	1	1	B	108	18	30
B	3	1	1	B	108	18	30
C	1	1	1	C	18	38	20
C	2	1	1	C	18	38	20
D	1	1	1	D	38	82	44
D	2	1	1	D	38	82	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	108	0	7
	2	✓	2	C	18	0	7
	3	✓	3	D	38	0	7
	4	✓	4	E	82	1	8
	5	✓	5	A	90	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	108	18	38	82	90

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:09	19/02/2025 14:58:09	0.58	08:00	120	988.04	67.00	88.89	C/2	0	0	C/2	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	89	13	8378	1267	19.33	638.93	36.71	675.64

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	18	1600	56	49.50	312.40	312.40

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		160	1800	13	0.00	76	31	86.49	76.89	115.71
	3	Right-turn Lane	1	1	A		75	1800	13	0.00	36	180	63.21	53.61	94.58
Ab	1	Left-turn Lane	1	1	A	B	331	1800	43	0.00	50	99	44.22	32.22	78.14
B	1	Left-turn Lane	1	1	B	C	296	1800	50	0.00	39	158	33.63	25.23	68.41
	2	Straight ahead Lane	1	1	B		390 <	1800	30	0.00	84	19	69.24	60.84	107.92
	3	Right-turn Lane	1	1	B		392 <	1800	30	0.00	84	19	69.84	61.44	108.39
C	1	Straight ahead & Left-turn Lane	1	1	C		265 <	1800	20	0.00	84	19	82.29	75.09	116.49
	2	Right-turn Lane	1	1	C		280 <	1800	20	0.00	89	13	93.12	85.92	125.13
D	1	Straight ahead & Left-turn Lane	1	1	D		594 <	1800	44	0.00	88	14	56.45	52.85	105.47
	2	Right-turn Lane	1	1	D		120	1800	44	0.00	18	463	29.30	25.70	66.10
A2	1	Kellystown Link Road (W) - Feeder	1				235	2209	120	0.00	11	840	5.57	0.10	0.00
B2	1	Diswellstown Road (N) - Feeder	1				1078	2209	120	21.00	49	105	5.67	0.78	0.00
C2	1	Diswellstown Road (E) - Feeder	1				545	2209	120	21.00	25	305	6.29	0.27	0.00
D2	1	Portestown Link Road (S) - Feeder	1				714	2209	120	98.00	32	209	4.07	0.39	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					613	Unrestricted	120	22.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					1129	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					576	Unrestricted	120	7.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					585	Unrestricted	120	42.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
2	1	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
3	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
4	1	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	863.67	73.78	11.71	31.02	13.97	638.93	36.71	0.00	675.64
Bus									
Tram									
Pedestrians	14.80	24.93	0.59	22.00	0.00	312.40	0.00	0.00	312.40
TOTAL	878.47	98.71	8.90	53.02	13.97	951.33	36.71	0.00	988.04

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A1 - AM Peak Hour
D13 - 2045 DO SOMETHING, AM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:04	19/02/2025 14:58:06	2.84	08:00	120	1056.12	71.61	88.89	C/2	0	0	C/2	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
AM Peak Hour			✓	D1, D3,D5,D7,D9,D11,D13	✓	D13	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	AM				08:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	1800	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	1800	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	1800	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	1800	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	1800	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											1800
	3	1	(untitled)											1800
Ab	1	1	(untitled)											1800
B	1	1	(untitled)											1800
	2	1	(untitled)											1800
	3	1	(untitled)											1800
C	1	1	(untitled)											1800
	2	1	(untitled)											1800
D	1	1	(untitled)											1800
	2	1	(untitled)											1800
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	183	183
	3	85	85
Ab	1	380	380
B	1	296	296
	2	390	390
	3	412	412
C	1	275	275
	2	280	280
D	1	598	598
	2	120	120
A2	1	268	268
B2	1	1098	1098
C2	1	555	555
D2	1	718	718
A5	1	647	647
B5	1	1178	1178
C5	1	599	599
D5	1	595	595

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	380	183	85	0	0	0	0
	2	412	0	296	390	0	0	0	0
	3	155	280	0	120	0	0	0	0
	4	80	518	120	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	518
	10		4	1	D2/1, D/1, A5/1	Normal	80
	11		4	3	D2/1, D/2, C5/1	Normal	120
	12		3	4	C2/1, C/1, D5/1	Normal	120
	13		3	1	C2/1, C/1, A5/1	Normal	155
	14		3	2	C2/1, C/2, B5/1	Normal	280
	15		1	3	A2/1, Aa/2, C5/1	Normal	183
	16		1	4	A2/1, Aa/3, D5/1	Normal	85
	17		1	2	Ab/1, B5/1	Normal	380
	18		2	1	B2/1, B/3, A5/1	Normal	412
	19		2	4	B2/1, B/2, D5/1	Normal	390
	20		2	3	B2/1, B/1, C5/1	Normal	296

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	13	0	0	Unknown	
	B	(untitled)	7	30	0	0	Unknown	
	C	(untitled)	7	20	0	0	Unknown	
	D	(untitled)	7	44	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	18, 38, 82, 90, 108	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

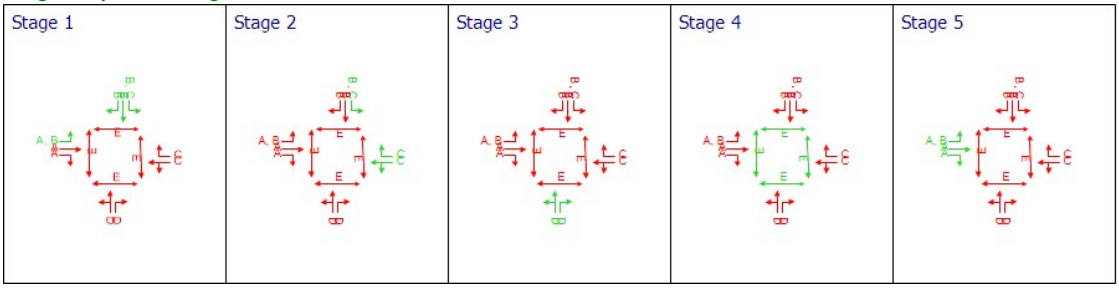
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	108	18	30	1	7
	2	✓	2	C	18	38	20	1	7
	3	✓	3	D	38	82	44	1	7
	4	✓	4	E	83	90	7	1	7
	5	✓	5	A	95	108	13	1	7

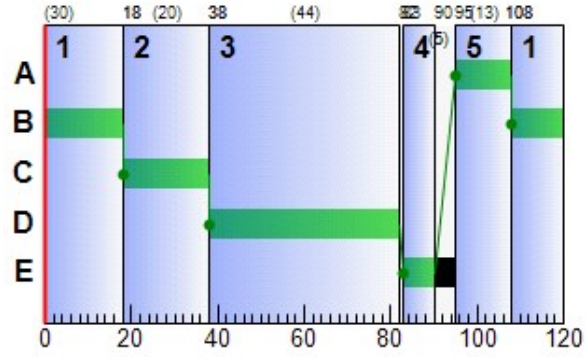
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	95	108	13
Aa	3	1	1	A	95	108	13
Ab	1	1	1	A	95	108	13
B	1	1	1	B	108	18	30
B	2	1	1	B	108	18	30
B	3	1	1	B	108	18	30
C	1	1	1	C	18	38	20
C	2	1	1	C	18	38	20
D	1	1	1	D	38	82	44
D	2	1	1	D	38	82	44

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	108	0	7
	2	✓	2	C	18	0	7
	3	✓	3	D	38	0	7
	4	✓	4	E	82	1	8
	5	✓	5	A	90	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	108	18	38	82	90

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
1	19/02/2025 14:58:04	19/02/2025 14:58:06	2.84	08:00	120	1056.12	71.61	88.89	C/2	0	0	C/2	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
08:00-09:00	89	13	8677	1267	20.58	704.44	39.28	743.72

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
08:00-09:00	18	1600	56	49.50	312.40	312.40

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		183	1800	13	0.00	87	15	108.56	98.96	131.98
	3	Right-turn Lane	1	1	A		85	1800	13	0.00	40	147	64.53	54.93	96.22
Ab	1	Left-turn Lane	1	1	A	B	380	1800	43	0.00	58	74	46.19	34.19	81.65
B	1	Left-turn Lane	1	1	B	C	296	1800	50	0.00	39	158	33.63	25.23	68.41
	2	Straight ahead Lane	1	1	B		390 <	1800	30	0.00	84	19	69.24	60.84	107.92
	3	Right-turn Lane	1	1	B		412 <	1800	30	0.00	89	13	77.45	69.05	115.17
C	1	Straight ahead & Left-turn Lane	1	1	C		275 <	1800	20	0.00	87	15	88.94	81.74	121.69
	2	Right-turn Lane	1	1	C		280 <	1800	20	0.00	89	13	93.12	85.92	125.13
D	1	Straight ahead & Left-turn Lane	1	1	D		598 <	1800	44	0.00	89	13	57.46	53.86	106.56
	2	Right-turn Lane	1	1	D		120	1800	44	0.00	18	463	29.30	25.70	66.10
A2	1	Kellystown Link Road (W) - Feeder	1				268	2209	120	0.00	12	724	5.58	0.11	0.00
B2	1	Diswellstown Road (N) - Feeder	1				1098	2209	120	35.00	50	101	5.70	0.80	0.00
C2	1	Diswellstown Road (E) - Feeder	1				555	2209	120	21.00	25	298	6.29	0.27	0.00
D2	1	Portestown Link Road (S) - Feeder	1				718	2209	120	100.00	33	208	4.07	0.39	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					647	Unrestricted	120	21.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					1178	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					599	Unrestricted	120	7.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					595	Unrestricted	120	42.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
2	1	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	55.83	49.50	6.00	100	0
3	1	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	58.50	49.50	6.00	100	0
4	1	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0
	2	(untitled)	1	1	E	200	11000	7	18	450	51.50	49.50	6.00	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	899.30	79.59	11.30	32.56	17.05	704.44	39.28	0.00	743.72
Bus									
Tram									
Pedestrians	14.80	24.93	0.59	22.00	0.00	312.40	0.00	0.00	312.40
TOTAL	914.10	104.51	8.75	54.56	17.05	1016.84	39.28	0.00	1056.12

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A2 - PM Peak Hour
D2 - 2025 BASELINE TRAFFIC FLOWS, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:15	19/02/2025 14:58:15	0.72	18:00	120	575.82	39.26	65.67	C/2	0	0	C/2	D2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
PM Peak Hour			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2025 BASELINE TRAFFIC FLOWS	PM				18:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	2149	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	2109	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	2105	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	2149	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	2131	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	2147	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	2209	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	2142	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											2209
	3	1	(untitled)											2149
Ab	1	1	(untitled)											2109
B	1	1	(untitled)											2105
	2	1	(untitled)											2209
	3	1	(untitled)											2149
C	1	1	(untitled)											2131
	2	1	(untitled)											2147
D	1	1	(untitled)											2209
	2	1	(untitled)											2142
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	17	17
	3	19	19
Ab	1	3	3
B	1	342	342
	2	314	314
	3	0	0
C	1	94	94
	2	329	329
D	1	526	526
	2	133	133
A2	1	36	36
B2	1	656	656
C2	1	423	423
D2	1	659	659
A5	1	0	0
B5	1	858	858
C5	1	492	492
D5	1	427	427

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	3	17	19	0	0	0	0
	2	0	0	342	314	0	0	0	0
	3	0	329	0	94	0	0	0	0
	4	0	526	133	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	526
	10		4	1	D2/1, D/1, A5/1	Normal	0
	11		4	3	D2/1, D/2, C5/1	Normal	133
	12		3	4	C2/1, C/1, D5/1	Normal	94
	13		3	1	C2/1, C/1, A5/1	Normal	0
	14		3	2	C2/1, C/2, B5/1	Normal	329
	15		1	3	A2/1, Aa/2, C5/1	Normal	17
	16		1	4	A2/1, Aa/3, D5/1	Normal	19
	17		1	2	Ab/1, B5/1	Normal	3
	18		2	1	B2/1, B/3, A5/1	Normal	0
	19		2	4	B2/1, B/2, D5/1	Normal	314
	20		2	3	B2/1, B/1, C5/1	Normal	342

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	10, 37, 80, 91, 103	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

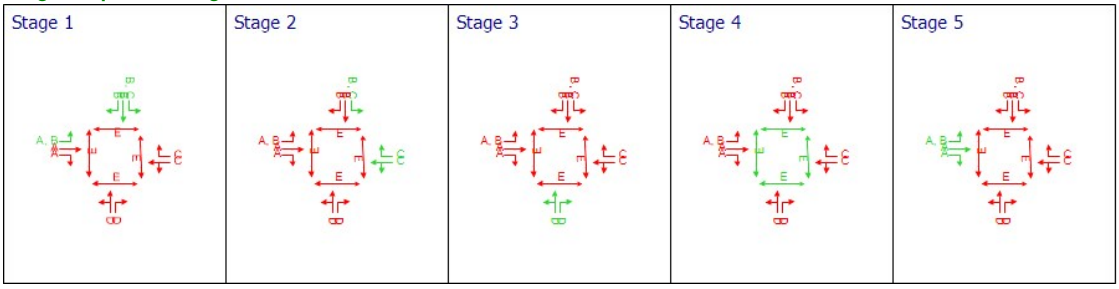
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	103	10	27	1	7
	2	✓	2	C	10	37	27	1	7
	3	✓	3	D	37	80	43	1	7
	4	✓	4	E	81	91	10	1	7
	5	✓	5	A	96	103	7	1	7

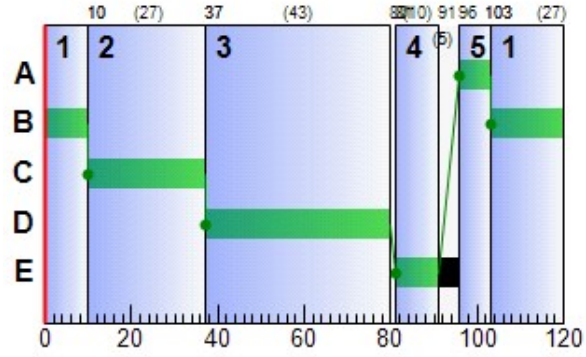
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	96	103	7
Aa	3	1	1	A	96	103	7
Ab	1	1	1	A	96	103	7
B	1	1	1	B	103	10	27
B	2	1	1	B	103	10	27
B	3	1	1	B	103	10	27
C	1	1	1	C	10	37	27
C	2	1	1	C	10	37	27
D	1	1	1	D	37	80	43
D	2	1	1	D	37	80	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	103	0	7
	2	✓	2	C	10	0	7
	3	✓	3	D	37	0	7
	5	✓	5	A	91	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	103	10	37	80	91

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:15	19/02/2025 14:58:15	0.72	18:00	120	575.82	39.26	65.67	C/2	0	0	C/2	D2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	66	52	5328	1256	12.47	262.11	18.35	280.46

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
18:00-19:00	15	1600	80	46.80	295.36	295.36

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		17	2209	7	7.00	12	766	63.93	54.33	93.67
	3	Right-turn Lane	1	1	A		19	2149	7	7.00	13	654	64.25	54.65	93.94
Ab	1	Left-turn Lane	1	1	A	B	3	2109	34	34.00	0	20404	42.47	30.47	69.85
B	1	Left-turn Lane	1	1	B	C	342	2105	54	0.00	35	182	30.45	22.05	63.88
	2	Straight ahead Lane	1	1	B		314	2209	27	0.00	61	64	54.90	46.50	92.30
	3	Right-turn Lane	1	1	B		0	2149	27	28.00	0	Unrestricted	0.00	0.00	0.00
C	1	Straight ahead & Left-turn Lane	1	1	C		94	2131	27	0.00	19	429	44.95	37.75	79.66
	2	Right-turn Lane	1	1	C		329 <	2147	27	0.00	66	52	55.63	48.43	94.46
D	1	Straight ahead & Left-turn Lane	1	1	D		526 <	2209	43	0.00	65	54	39.27	35.67	84.64
	2	Right-turn Lane	1	1	D		133	2142	43	0.00	17	491	29.73	26.13	66.29
A2	1	Kellystown Link Road (W) - Feeder	1				36	2209	120	120.00	2	6036	5.48	0.01	0.00
B2	1	Diswellstown Road (N) - Feeder	1				656	2209	120	0.00	30	237	5.24	0.34	0.00
C2	1	Diswellstown Road (E) - Feeder	1				423	2209	120	1.00	19	422	6.21	0.19	0.00
D2	1	Portestown Link Road (S) - Feeder	1				659	2209	120	68.00	30	235	4.03	0.35	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					0	Unrestricted	120	120.00	0	Unrestricted	0.00	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					858	Unrestricted	120	28.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					492	Unrestricted	120	9.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					427	Unrestricted	120	53.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
2	1	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
3	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
4	1	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	535.07	36.29	14.74	16.47	1.99	262.11	18.35	0.00	280.46
Bus									
Tram									
Pedestrians	14.80	23.73	0.62	20.80	0.00	295.36	0.00	0.00	295.36
TOTAL	549.87	60.02	9.16	37.27	1.99	557.47	18.35	0.00	575.82

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A2 - PM Peak Hour
D4 - 2030 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:12	19/02/2025 14:58:12	0.85	18:00	120	676.29	45.92	74.57	D/1	0	0	D/1	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
PM Peak Hour			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO NOTHING	PM				18:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	2149	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	2109	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	2105	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	2149	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	2131	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	2147	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	2209	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	2142	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											2209
	3	1	(untitled)											2149
Ab	1	1	(untitled)											2109
B	1	1	(untitled)											2105
	2	1	(untitled)											2209
	3	1	(untitled)											2149
C	1	1	(untitled)											2131
	2	1	(untitled)											2147
D	1	1	(untitled)											2209
	2	1	(untitled)											2142
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	53	53
	3	45	45
Ab	1	84	84
B	1	371	371
	2	340	340
	3	114	114
C	1	152	152
	2	357	357
D	1	604	604
	2	144	144
A2	1	98	98
B2	1	825	825
C2	1	509	509
D2	1	748	748
A5	1	198	198
B5	1	1011	1011
C5	1	568	568
D5	1	487	487

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	84	53	45	0	0	0	0
	2	114	0	371	340	0	0	0	0
	3	50	357	0	102	0	0	0	0
	4	34	570	144	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	570
	10		4	1	D2/1, D/1, A5/1	Normal	34
	11		4	3	D2/1, D/2, C5/1	Normal	144
	12		3	4	C2/1, C/1, D5/1	Normal	102
	13		3	1	C2/1, C/1, A5/1	Normal	50
	14		3	2	C2/1, C/2, B5/1	Normal	357
	15		1	3	A2/1, Aa/2, C5/1	Normal	53
	16		1	4	A2/1, Aa/3, D5/1	Normal	45
	17		1	2	Ab/1, B5/1	Normal	84
	18		2	1	B2/1, B/3, A5/1	Normal	114
	19		2	4	B2/1, B/2, D5/1	Normal	340
	20		2	3	B2/1, B/1, C5/1	Normal	371

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	10, 37, 80, 91, 103	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

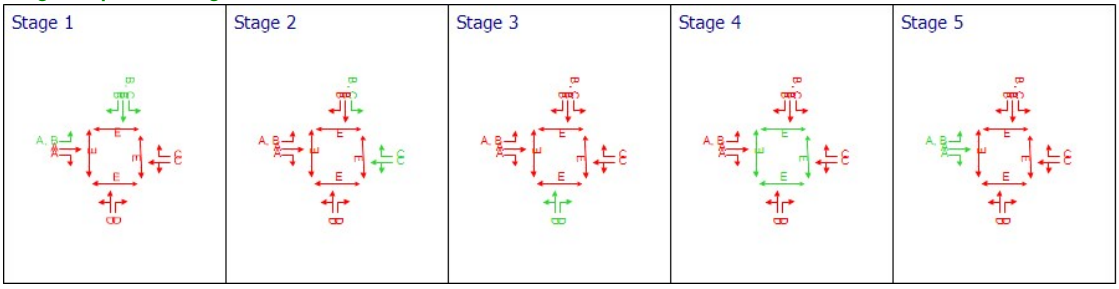
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	103	10	27	1	7
	2	✓	2	C	10	37	27	1	7
	3	✓	3	D	37	80	43	1	7
	4	✓	4	E	81	91	10	1	7
	5	✓	5	A	96	103	7	1	7

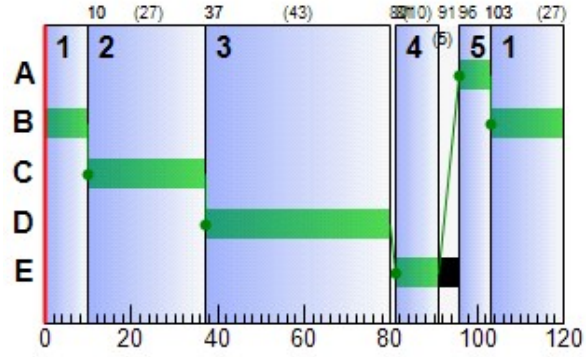
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	96	103	7
Aa	3	1	1	A	96	103	7
Ab	1	1	1	A	96	103	7
B	1	1	1	B	103	10	27
B	2	1	1	B	103	10	27
B	3	1	1	B	103	10	27
C	1	1	1	C	10	37	27
C	2	1	1	C	10	37	27
D	1	1	1	D	37	80	43
D	2	1	1	D	37	80	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	103	0	7
	2	✓	2	C	10	0	7
	3	✓	3	D	37	0	7
	4	✓	4	E	80	1	8
	5	✓	5	A	91	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	103	10	37	80	91

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:12	19/02/2025 14:58:12	0.85	18:00	120	676.29	45.92	74.57	D/1	0	0	D/1	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	75	34	6708	1256	13.48	356.75	24.18	380.93

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
18:00-19:00	15	1600	80	46.80	295.36	295.36

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		53	2209	7	5.00	36	178	69.99	60.39	99.61
	3	Right-turn Lane	1	1	A		45	2149	7	5.00	31	218	68.74	59.14	98.72
Ab	1	Left-turn Lane	1	1	A	B	84	2109	34	0.00	14	632	43.84	31.84	72.73
B	1	Left-turn Lane	1	1	B	C	371	2105	54	0.00	38	160	30.94	22.54	64.89
	2	Straight ahead Lane	1	1	B		340	2209	27	0.00	66	52	56.76	48.36	94.40
	3	Right-turn Lane	1	1	B		114	2149	27	0.00	23	340	46.71	38.31	80.55
C	1	Straight ahead & Left-turn Lane	1	1	C		152	2131	27	0.00	31	227	46.77	39.57	82.40
	2	Right-turn Lane	1	1	C		357 <	2147	27	0.00	71	40	58.22	51.02	97.52
D	1	Straight ahead & Left-turn Lane	1	1	D		604 <	2209	43	0.00	75	34	43.13	39.53	90.55
	2	Right-turn Lane	1	1	D		144	2142	43	0.00	18	445	29.93	26.33	66.92
A2	1	Kellystown Link Road (W) - Feeder	1				98	2209	120	0.00	4	2154	5.51	0.04	0.00
B2	1	Diswellstown Road (N) - Feeder	1				825	2209	120	0.00	37	168	5.38	0.49	0.00
C2	1	Diswellstown Road (E) - Feeder	1				509	2209	120	14.00	23	334	6.26	0.24	0.00
D2	1	Portestown Link Road (S) - Feeder	1				748	2209	120	80.00	34	195	4.10	0.42	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					198	Unrestricted	120	30.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					1011	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					568	Unrestricted	120	9.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					487	Unrestricted	120	52.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
2	1	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
3	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
4	1	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	677.81	47.72	14.20	21.90	3.23	356.75	24.18	0.00	380.93
Bus									
Tram									
Pedestrians	14.80	23.73	0.62	20.80	0.00	295.36	0.00	0.00	295.36
TOTAL	692.61	71.44	9.69	42.70	3.23	652.11	24.18	0.00	676.29

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A2 - PM Peak Hour
D6 - 2030 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:13	19/02/2025 14:58:13	0.34	18:00	120	707.39	47.99	76.55	D/1	0	0	D/1	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
PM Peak Hour			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2030 DO SOMETHING	PM				18:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	2149	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	2109	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	2105	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	2149	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	2131	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	2147	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	2209	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	2142	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											2209
	3	1	(untitled)											2149
Ab	1	1	(untitled)											2109
B	1	1	(untitled)											2105
	2	1	(untitled)											2209
	3	1	(untitled)											2149
C	1	1	(untitled)											2131
	2	1	(untitled)											2147
D	1	1	(untitled)											2209
	2	1	(untitled)											2142
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	67	67
	3	56	56
Ab	1	116	116
B	1	371	371
	2	340	340
	3	163	163
C	1	173	173
	2	357	357
D	1	620	620
	2	144	144
A2	1	123	123
B2	1	874	874
C2	1	530	530
D2	1	764	764
A5	1	284	284
B5	1	1043	1043
C5	1	582	582
D5	1	498	498

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	116	67	56	0	0	0	0
	2	163	0	371	340	0	0	0	0
	3	71	357	0	102	0	0	0	0
	4	50	570	144	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	570
	10		4	1	D2/1, D/1, A5/1	Normal	50
	11		4	3	D2/1, D/2, C5/1	Normal	144
	12		3	4	C2/1, C/1, D5/1	Normal	102
	13		3	1	C2/1, C/1, A5/1	Normal	71
	14		3	2	C2/1, C/2, B5/1	Normal	357
	15		1	3	A2/1, Aa/2, C5/1	Normal	67
	16		1	4	A2/1, Aa/3, D5/1	Normal	56
	17		1	2	Ab/1, B5/1	Normal	116
	18		2	1	B2/1, B/3, A5/1	Normal	163
	19		2	4	B2/1, B/2, D5/1	Normal	340
	20		2	3	B2/1, B/1, C5/1	Normal	371

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	10, 37, 80, 91, 103	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

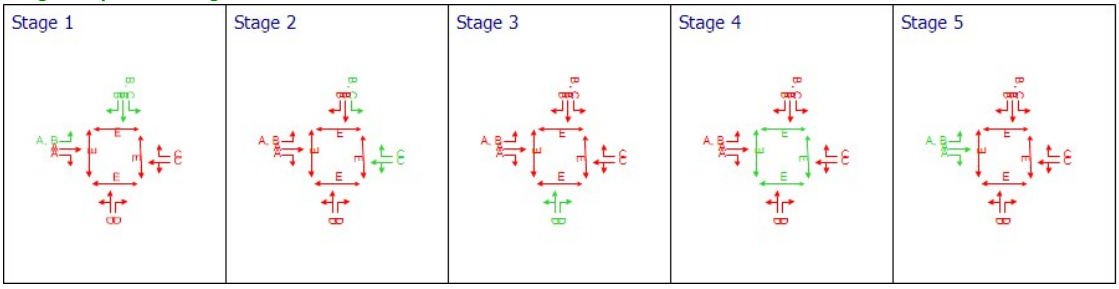
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	103	10	27	1	7
	2	✓	2	C	10	37	27	1	7
	3	✓	3	D	37	80	43	1	7
	4	✓	4	E	81	91	10	1	7
	5	✓	5	A	96	103	7	1	7

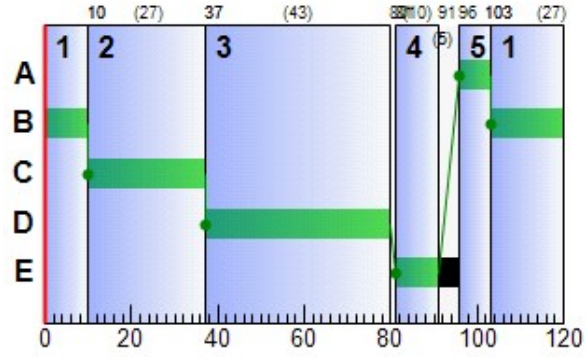
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	96	103	7
Aa	3	1	1	A	96	103	7
Ab	1	1	1	A	96	103	7
B	1	1	1	B	103	10	27
B	2	1	1	B	103	10	27
B	3	1	1	B	103	10	27
C	1	1	1	C	10	37	27
C	2	1	1	C	10	37	27
D	1	1	1	D	37	80	43
D	2	1	1	D	37	80	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	103	0	7
	2	✓	2	C	10	0	7
	3	✓	3	D	37	0	7
	4	✓	4	E	80	1	8
	5	✓	5	A	91	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	103	10	37	80	91

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:13	19/02/2025 14:58:13	0.34	18:00	120	707.39	47.99	76.55	D/1	0	0	D/1	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	77	31	7105	1256	13.78	386.11	25.92	412.03

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
18:00-19:00	15	1600	80	46.80	295.36	295.36

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		67	2209	7	0.00	45	120	73.58	63.98	103.04
	3	Right-turn Lane	1	1	A		56	2149	7	5.00	39	156	71.23	61.63	100.55
Ab	1	Left-turn Lane	1	1	A	B	116	2109	34	0.00	19	430	44.54	32.54	73.75
B	1	Left-turn Lane	1	1	B	C	371	2105	54	0.00	38	160	30.94	22.54	64.89
	2	Straight ahead Lane	1	1	B		340	2209	27	0.00	66	52	56.76	48.36	94.40
	3	Right-turn Lane	1	1	B		163	2149	27	0.00	33	208	48.30	39.90	82.93
C	1	Straight ahead & Left-turn Lane	1	1	C		173	2131	27	0.00	35	187	47.51	40.31	83.63
	2	Right-turn Lane	1	1	C		357 <	2147	27	0.00	71	40	58.22	51.02	97.52
D	1	Straight ahead & Left-turn Lane	1	1	D		620 <	2209	43	0.00	77	31	44.16	40.56	91.95
	2	Right-turn Lane	1	1	D		144	2142	43	0.00	18	445	29.93	26.33	66.92
A2	1	Kellystown Link Road (W) - Feeder	1				123	2209	120	0.00	6	1696	5.52	0.05	0.00
B2	1	Diswellstown Road (N) - Feeder	1				874	2209	120	0.00	40	153	5.43	0.53	0.00
C2	1	Diswellstown Road (E) - Feeder	1				530	2209	120	14.00	24	317	6.28	0.26	0.00
D2	1	Portestown Link Road (S) - Feeder	1				764	2209	120	82.00	35	189	4.11	0.43	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					284	Unrestricted	120	22.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					1043	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					582	Unrestricted	120	9.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					498	Unrestricted	120	52.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
2	1	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
3	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
4	1	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	719.01	51.16	14.05	23.57	3.62	386.11	25.92	0.00	412.03
Bus									
Tram									
Pedestrians	14.80	23.73	0.62	20.80	0.00	295.36	0.00	0.00	295.36
TOTAL	733.81	74.88	9.80	44.37	3.62	681.47	25.92	0.00	707.39

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A2 - PM Peak Hour
D8 - 2035 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:13	19/02/2025 14:58:13	0.82	18:00	120	741.53	50.26	76.42	D/1	0	0	D/1	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
PM Peak Hour			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO NOTHING	PM				18:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	2149	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	2109	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	2105	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	2149	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	2131	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	2147	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	2209	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	2142	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											2209
	3	1	(untitled)											2149
Ab	1	1	(untitled)											2109
B	1	1	(untitled)											2105
	2	1	(untitled)											2209
	3	1	(untitled)											2149
C	1	1	(untitled)											2131
	2	1	(untitled)											2147
D	1	1	(untitled)											2209
	2	1	(untitled)											2142
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	86	86
	3	50	50
Ab	1	150	150
B	1	377	377
	2	346	346
	3	219	219
C	1	205	205
	2	363	363
D	1	619	619
	2	147	147
A2	1	136	136
B2	1	942	942
C2	1	568	568
D2	1	766	766
A5	1	359	359
B5	1	1093	1093
C5	1	610	610
D5	1	500	500

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	150	86	50	0	0	0	0
	2	219	0	377	346	0	0	0	0
	3	101	363	0	104	0	0	0	0
	4	39	580	147	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	580
	10		4	1	D2/1, D/1, A5/1	Normal	39
	11		4	3	D2/1, D/2, C5/1	Normal	147
	12		3	4	C2/1, C/1, D5/1	Normal	104
	13		3	1	C2/1, C/1, A5/1	Normal	101
	14		3	2	C2/1, C/2, B5/1	Normal	363
	15		1	3	A2/1, Aa/2, C5/1	Normal	86
	16		1	4	A2/1, Aa/3, D5/1	Normal	50
	17		1	2	Ab/1, B5/1	Normal	150
	18		2	1	B2/1, B/3, A5/1	Normal	219
	19		2	4	B2/1, B/2, D5/1	Normal	346
	20		2	3	B2/1, B/1, C5/1	Normal	377

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	10, 37, 80, 91, 103	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

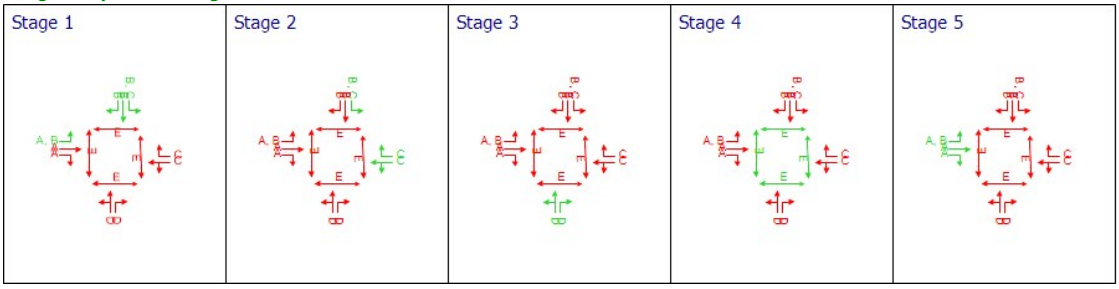
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	103	10	27	1	7
	2	✓	2	C	10	37	27	1	7
	3	✓	3	D	37	80	43	1	7
	4	✓	4	E	81	91	10	1	7
	5	✓	5	A	96	103	7	1	7

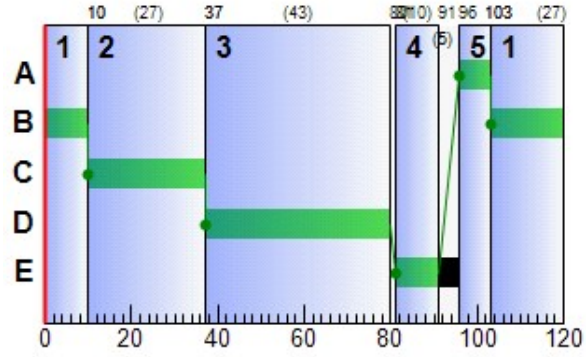
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	96	103	7
Aa	3	1	1	A	96	103	7
Ab	1	1	1	A	96	103	7
B	1	1	1	B	103	10	27
B	2	1	1	B	103	10	27
B	3	1	1	B	103	10	27
C	1	1	1	C	10	37	27
C	2	1	1	C	10	37	27
D	1	1	1	D	37	80	43
D	2	1	1	D	37	80	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	103	0	7
	2	✓	2	C	10	0	7
	3	✓	3	D	37	0	7
	4	✓	4	E	80	1	8
	5	✓	5	A	91	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	103	10	37	80	91

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:13	19/02/2025 14:58:13	0.82	18:00	120	741.53	50.26	76.42	D/1	0	0	D/1	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	76	31	7536	1256	14.07	418.35	27.82	446.17

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
18:00-19:00	15	1600	80	46.80	295.36	295.36

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		86	2209	7	0.00	58	71	80.64	71.04	109.07
	3	Right-turn Lane	1	1	A		50	2149	7	5.00	35	187	69.82	60.22	99.50
Ab	1	Left-turn Lane	1	1	A	B	150	2109	34	0.00	24	310	45.37	33.37	75.61
B	1	Left-turn Lane	1	1	B	C	377	2105	54	0.00	39	156	31.04	22.64	65.34
	2	Straight ahead Lane	1	1	B		346	2209	27	0.00	67	49	57.24	48.84	94.96
	3	Right-turn Lane	1	1	B		219	2149	27	0.00	44	129	50.45	42.05	86.20
C	1	Straight ahead & Left-turn Lane	1	1	C		205	2131	27	0.00	41	143	48.76	41.56	85.27
	2	Right-turn Lane	1	1	C		363 <	2147	27	0.00	72	38	58.88	51.68	98.10
D	1	Straight ahead & Left-turn Lane	1	1	D		619 <	2209	43	0.00	76	31	44.10	40.50	91.88
	2	Right-turn Lane	1	1	D		147	2142	43	0.00	19	434	29.98	26.38	66.95
A2	1	Kellystown Link Road (W) - Feeder	1				136	2209	120	0.00	6	1524	5.52	0.05	0.00
B2	1	Diswellstown Road (N) - Feeder	1				942	2209	120	0.00	43	135	5.50	0.61	0.00
C2	1	Diswellstown Road (E) - Feeder	1				568	2209	120	16.00	26	289	6.30	0.28	0.00
D2	1	Portestown Link Road (S) - Feeder	1				766	2209	120	82.00	35	188	4.11	0.43	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					359	Unrestricted	120	27.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					1093	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					610	Unrestricted	120	8.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					500	Unrestricted	120	52.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
2	1	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
3	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
4	1	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	765.45	54.98	13.92	25.36	4.10	418.35	27.82	0.00	446.17
Bus									
Tram									
Pedestrians	14.80	23.73	0.62	20.80	0.00	295.36	0.00	0.00	295.36
TOTAL	780.25	78.70	9.91	46.16	4.10	713.71	27.82	0.00	741.53

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A2 - PM Peak Hour
D10 - 2035 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:13	19/02/2025 14:58:14	1.35	18:00	120	773.79	52.42	77.41	D/1	0	0	D/1	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
PM Peak Hour			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2035 DO SOMETHING	PM				18:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	2149	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	2109	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	2105	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	2149	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	2131	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	2147	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	2209	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	2142	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											2209
	3	1	(untitled)											2149
Ab	1	1	(untitled)											2109
B	1	1	(untitled)											2105
	2	1	(untitled)											2209
	3	1	(untitled)											2149
C	1	1	(untitled)											2131
	2	1	(untitled)											2147
D	1	1	(untitled)											2209
	2	1	(untitled)											2142
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	100	100
	3	56	56
Ab	1	180	180
B	1	377	377
	2	346	346
	3	265	265
C	1	226	226
	2	363	363
D	1	627	627
	2	147	147
A2	1	156	156
B2	1	988	988
C2	1	589	589
D2	1	774	774
A5	1	434	434
B5	1	1123	1123
C5	1	624	624
D5	1	506	506

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	180	100	56	0	0	0	0
	2	265	0	377	346	0	0	0	0
	3	122	363	0	104	0	0	0	0
	4	47	580	147	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	580
	10		4	1	D2/1, D/1, A5/1	Normal	47
	11		4	3	D2/1, D/2, C5/1	Normal	147
	12		3	4	C2/1, C/1, D5/1	Normal	104
	13		3	1	C2/1, C/1, A5/1	Normal	122
	14		3	2	C2/1, C/2, B5/1	Normal	363
	15		1	3	A2/1, Aa/2, C5/1	Normal	100
	16		1	4	A2/1, Aa/3, D5/1	Normal	56
	17		1	2	Ab/1, B5/1	Normal	180
	18		2	1	B2/1, B/3, A5/1	Normal	265
	19		2	4	B2/1, B/2, D5/1	Normal	346
	20		2	3	B2/1, B/1, C5/1	Normal	377

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	10, 37, 80, 91, 103	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

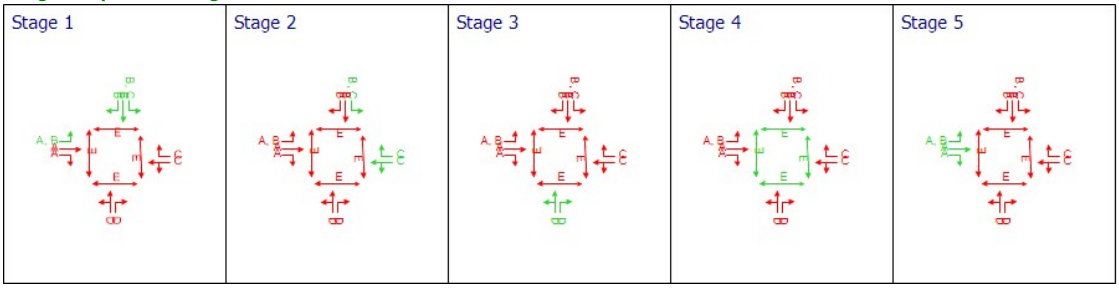
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	103	10	27	1	7
	2	✓	2	C	10	37	27	1	7
	3	✓	3	D	37	80	43	1	7
	4	✓	4	E	81	91	10	1	7
	5	✓	5	A	96	103	7	1	7

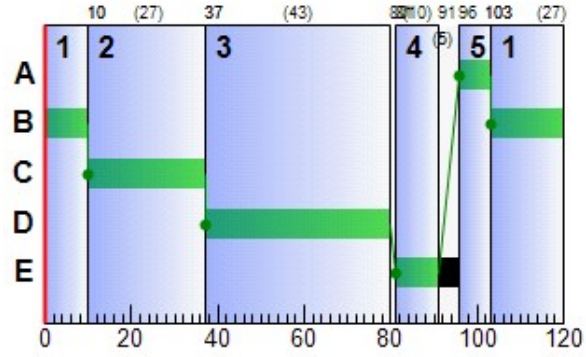
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	96	103	7
Aa	3	1	1	A	96	103	7
Ab	1	1	1	A	96	103	7
B	1	1	1	B	103	10	27
B	2	1	1	B	103	10	27
B	3	1	1	B	103	10	27
C	1	1	1	C	10	37	27
C	2	1	1	C	10	37	27
D	1	1	1	D	37	80	43
D	2	1	1	D	37	80	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	103	0	7
	2	✓	2	C	10	0	7
	3	✓	3	D	37	0	7
	4	✓	4	E	80	1	8
	5	✓	5	A	91	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:13	19/02/2025 14:58:14	1.35	18:00	120	773.79	52.42	77.41	D/1	0	0	D/1	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	77	29	7881	1256	14.44	448.95	29.48	478.43

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
18:00-19:00	15	1600	80	46.80	295.36	295.36

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		100	2209	7	0.00	68	47	88.82	79.22	115.87
	3	Right-turn Lane	1	1	A		56	2149	7	5.00	39	156	71.23	61.63	100.55
Ab	1	Left-turn Lane	1	1	A	B	180	2109	34	0.00	29	242	46.12	34.12	76.69
B	1	Left-turn Lane	1	1	B	C	377	2105	54	0.00	39	156	31.04	22.64	65.34
	2	Straight ahead Lane	1	1	B		346	2209	27	0.00	67	49	57.24	48.84	94.96
	3	Right-turn Lane	1	1	B		265	2149	27	0.00	53	89	52.62	44.22	88.96
C	1	Straight ahead & Left-turn Lane	1	1	C		226	2131	27	0.00	45	120	49.66	42.46	86.49
	2	Right-turn Lane	1	1	C		363 <	2147	27	0.00	72	38	58.88	51.68	98.10
D	1	Straight ahead & Left-turn Lane	1	1	D		627 <	2209	43	0.00	77	29	44.65	41.05	92.54
	2	Right-turn Lane	1	1	D		147	2142	43	0.00	19	434	29.98	26.38	66.95
A2	1	Kellystown Link Road (W) - Feeder	1				156	2209	120	0.00	7	1316	5.53	0.06	0.00
B2	1	Diswellstown Road (N) - Feeder	1				988	2209	120	0.00	45	124	5.56	0.66	0.00
C2	1	Diswellstown Road (E) - Feeder	1				589	2209	120	16.00	27	275	6.32	0.30	0.00
D2	1	Portestown Link Road (S) - Feeder	1				774	2209	120	84.00	35	185	4.12	0.44	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					434	Unrestricted	120	23.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					1123	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					624	Unrestricted	120	8.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					506	Unrestricted	120	51.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
2	1	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
3	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
4	1	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	801.83	58.34	13.74	26.89	4.72	448.95	29.48	0.00	478.43
Bus									
Tram									
Pedestrians	14.80	23.73	0.62	20.80	0.00	295.36	0.00	0.00	295.36
TOTAL	816.63	82.07	9.95	47.69	4.72	744.31	29.48	0.00	773.79

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A2 - PM Peak Hour
D12 - 2045 DO NOTHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:14	19/02/2025 14:58:15	1.30	18:00	120	757.64	51.34	78.40	D/1	0	0	D/1	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
PM Peak Hour			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO NOTHING	PM				18:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	2149	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	2109	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	2105	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	2149	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	2131	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	2147	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	2209	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	2142	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											2209
	3	1	(untitled)											2149
Ab	1	1	(untitled)											2109
B	1	1	(untitled)											2105
	2	1	(untitled)											2209
	3	1	(untitled)											2149
C	1	1	(untitled)											2131
	2	1	(untitled)											2147
D	1	1	(untitled)											2209
	2	1	(untitled)											2142
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	86	86
	3	51	51
Ab	1	150	150
B	1	388	388
	2	356	356
	3	219	219
C	1	208	208
	2	373	373
D	1	635	635
	2	151	151
A2	1	137	137
B2	1	963	963
C2	1	581	581
D2	1	786	786
A5	1	359	359
B5	1	1119	1119
C5	1	625	625
D5	1	514	514

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	150	86	51	0	0	0	0
	2	219	0	388	356	0	0	0	0
	3	101	373	0	107	0	0	0	0
	4	39	596	151	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	596
	10		4	1	D2/1, D/1, A5/1	Normal	39
	11		4	3	D2/1, D/2, C5/1	Normal	151
	12		3	4	C2/1, C/1, D5/1	Normal	107
	13		3	1	C2/1, C/1, A5/1	Normal	101
	14		3	2	C2/1, C/2, B5/1	Normal	373
	15		1	3	A2/1, Aa/2, C5/1	Normal	86
	16		1	4	A2/1, Aa/3, D5/1	Normal	51
	17		1	2	Ab/1, B5/1	Normal	150
	18		2	1	B2/1, B/3, A5/1	Normal	219
	19		2	4	B2/1, B/2, D5/1	Normal	356
	20		2	3	B2/1, B/1, C5/1	Normal	388

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	10, 37, 80, 91, 103	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

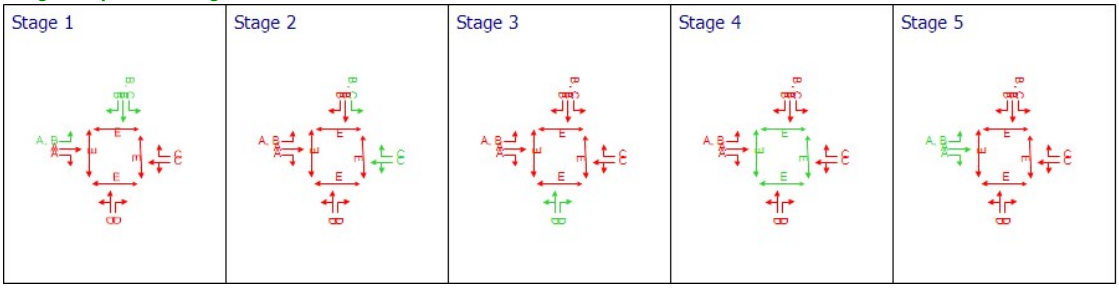
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	103	10	27	1	7
	2	✓	2	C	10	37	27	1	7
	3	✓	3	D	37	80	43	1	7
	4	✓	4	E	81	91	10	1	7
	5	✓	5	A	96	103	7	1	7

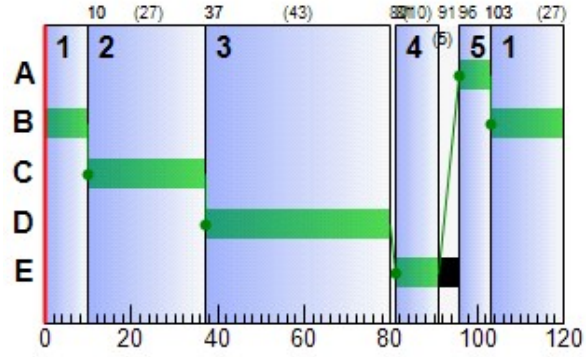
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	96	103	7
Aa	3	1	1	A	96	103	7
Ab	1	1	1	A	96	103	7
B	1	1	1	B	103	10	27
B	2	1	1	B	103	10	27
B	3	1	1	B	103	10	27
C	1	1	1	C	10	37	27
C	2	1	1	C	10	37	27
D	1	1	1	D	37	80	43
D	2	1	1	D	37	80	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	103	0	7
	2	✓	2	C	10	0	7
	3	✓	3	D	37	0	7
	4	✓	4	E	80	1	8
	5	✓	5	A	91	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	103	10	37	80	91

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:14	19/02/2025 14:58:15	1.30	18:00	120	757.64	51.34	78.40	D/1	0	0	D/1	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	78	28	7701	1256	14.27	433.61	28.67	462.28

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
18:00-19:00	15	1600	80	46.80	295.36	295.36

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		86	2209	7	0.00	58	71	80.64	71.04	109.07
	3	Right-turn Lane	1	1	A		51	2149	7	5.00	36	181	70.05	60.45	99.66
Ab	1	Left-turn Lane	1	1	A	B	150	2109	34	0.00	24	310	45.37	33.37	75.61
B	1	Left-turn Lane	1	1	B	C	388	2105	54	0.00	40	149	31.24	22.84	65.73
	2	Straight ahead Lane	1	1	B		356	2209	27	0.00	69	45	58.11	49.71	96.00
	3	Right-turn Lane	1	1	B		219	2149	27	0.00	44	129	50.45	42.05	86.20
C	1	Straight ahead & Left-turn Lane	1	1	C		208	2131	27	0.00	42	139	48.88	41.68	85.33
	2	Right-turn Lane	1	1	C		373 <	2147	27	0.00	74	34	60.07	52.87	99.51
D	1	Straight ahead & Left-turn Lane	1	1	D		635 <	2209	43	0.00	78	28	45.25	41.65	93.39
	2	Right-turn Lane	1	1	D		151	2142	43	0.00	19	420	30.05	26.45	66.97
A2	1	Kellystown Link Road (W) - Feeder	1				137	2209	120	0.00	6	1512	5.52	0.05	0.00
B2	1	Diswellstown Road (N) - Feeder	1				963	2209	120	0.00	44	129	5.53	0.63	0.00
C2	1	Diswellstown Road (E) - Feeder	1				581	2209	120	21.00	26	280	6.31	0.29	0.00
D2	1	Portestown Link Road (S) - Feeder	1				786	2209	120	85.00	36	181	4.13	0.45	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					359	Unrestricted	120	27.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					1119	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					625	Unrestricted	120	8.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					514	Unrestricted	120	51.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
2	1	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
3	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
4	1	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	782.00	56.60	13.82	26.01	4.53	433.61	28.67	0.00	462.28
Bus									
Tram									
Pedestrians	14.80	23.73	0.62	20.80	0.00	295.36	0.00	0.00	295.36
TOTAL	796.80	80.33	9.92	46.81	4.53	728.97	28.67	0.00	757.64

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

A2 - PM Peak Hour
D14 - 2045 DO SOMETHING, PM

Summary

Data Errors and Warnings

No errors or warnings

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:10	19/02/2025 14:58:12	2.39	18:00	120	790.26	53.51	79.39	D/1	0	0	D/1	B2/1

Analysis Set Details

Name	Use Simulation	Description	Use specific Demand Set(s)	Specific Demand Set(s)	Optimise specific Demand Set(s)	Demand Set(s) to optimise	Include in report	Locked
PM Peak Hour			✓	D2,D4,D6,D8,D10,D12,D14	✓	D14	✓	

Demand Set Details

Scenario name	Time Period name	Description	Composite	Demand sets	Start time (HH:mm)	Locked	Run automatically
2045 DO SOMETHING	PM				18:00		✓

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic node
Aa	Kellystown Link Road (W) - Straight ahead- & Right-turn Lane		1
Ab	Kellystown Link Road (W) - Left-turn Lane		1
B	Diswellstown Road (N) - All movements		1
C	Diswellstown Road (E) - All movements		1
D	Portestown Link Road (S) - All movementes		1
A2	Kellystown Link Road (W) - Feeder		1
B2	Diswellstown Road (N) - Feeder		1
C2	Diswellstown Road (E) - Feeder		1
D2	Portestown Link Road (S) - Feeder		1
A5	Kellystown Link Road (W) - Exit Lane		
B5	Diswellstown Road (N) - Exit Lane		
C5	Diswellstown Road (E) - Exit Lane		
D5	Portestown Link Road (S) - Exit Lane		

Traffic Streams

Arm	Traffic Stream	Name	Description	Auto length	Length (m)	Has Saturation Flow	Saturation flow source	Saturation flow (PCU/hr)	Is signal controlled	Is give way	Traffic type	Allow Nearside Turn On Red
Aa	2	Straight ahead Lane			80.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			80.00	✓	Sum of lanes	2149	✓		Normal	
Ab	1	Left-turn Lane			100.00	✓	Sum of lanes	2109	✓		Normal	
B	1	Left-turn Lane			70.00	✓	Sum of lanes	2105	✓		Normal	
	2	Straight ahead Lane			70.00	✓	Sum of lanes	2209	✓		Normal	
	3	Right-turn Lane			70.00	✓	Sum of lanes	2149	✓		Normal	
C	1	Straight ahead & Left-turn Lane			60.00	✓	Sum of lanes	2131	✓		Normal	
	2	Right-turn Lane			60.00	✓	Sum of lanes	2147	✓		Normal	
D	1	Straight ahead & Left-turn Lane			30.00	✓	Sum of lanes	2209	✓		Normal	
	2	Right-turn Lane			30.00	✓	Sum of lanes	2142	✓		Normal	
A2	1	Kellystown Link Road (W) - Feeder		✓	45.59	✓	Sum of lanes	2209			Normal	
B2	1	Diswellstown Road (N) - Feeder		✓	40.82	✓	Sum of lanes	2209			Normal	
C2	1	Diswellstown Road (E) - Feeder		✓	50.17	✓	Sum of lanes	2209			Normal	
D2	1	Portestown Link Road (S) - Feeder		✓	30.68	✓	Sum of lanes	2209			Normal	
A5	1	Kellystown Link Road (W) - Exit Lane		✓	164.44						Normal	
B5	1	Diswellstown Road (N) - Exit Lane		✓	219.38						Normal	
C5	1	Diswellstown Road (E) - Exit Lane		✓	210.24						Normal	
D5	1	Portestown Link Road (S) - Exit Lane		✓	185.72						Normal	

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Surface condition	Site quality factor	Gradient (%)	Width (m)	Use connector turning radius	Proportion that turn (%)	Turning radius (m)	Nearside lane	Saturation flow (PCU/hr)
Aa	2	1	(untitled)											2209
	3	1	(untitled)											2149
Ab	1	1	(untitled)											2109
B	1	1	(untitled)											2105
	2	1	(untitled)											2209
	3	1	(untitled)											2149
C	1	1	(untitled)											2131
	2	1	(untitled)											2147
D	1	1	(untitled)											2209
	2	1	(untitled)											2142
A2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
B2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
C2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
D2	1	1	(untitled)		✓	N/A	Clearly Good	0	3.00	✓	0	99999.00		2209
A5	1	1	(untitled)											
B5	1	1	(untitled)											
C5	1	1	(untitled)											
D5	1	1	(untitled)											

Modelling

Arm	Traffic Stream	Traffic model	Stop weighting multiplier (%)	Delay weighting multiplier (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (PCU)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	NetworkDefault	100	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Initial queue (PCU)	Type of Vehicle-in-Service	Vehicle-in-Service	Type of random parameter	Random parameter	Auto cycle time	Cycle time
(ALL)	(ALL)	0.00	NetworkDefault	Not-Included	NetworkDefault	0.50	✓	120

Normal traffic - Modelling

Arm	Traffic Stream	Stop weighting (%)	Delay weighting (%)
(ALL)	(ALL)	100	100

Normal traffic - Advanced

Arm	Traffic Stream	Dispersion type for Normal Traffic
(ALL)	(ALL)	NetworkDefault

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)
Aa	2	100	100
	3	57	57
Ab	1	180	180
B	1	388	388
	2	356	356
	3	265	265
C	1	229	229
	2	373	373
D	1	643	643
	2	151	151
A2	1	157	157
B2	1	1009	1009
C2	1	602	602
D2	1	794	794
A5	1	434	434
B5	1	1149	1149
C5	1	639	639
D5	1	520	520

Signals

Arm	Traffic Stream	Controller stream	Phase	Second phase enabled	Second phase
Aa	2	1	A		
	3	1	A		
Ab	1	1	A	✓	B
B	1	1	B	✓	C
	2	1	B		
	3	1	B		
C	1	1	C		
	2	1	C		
D	1	1	D		
	2	1	D		

Pedestrian Crossings

Pedestrian Crossings

Crossing	Name	Description	Traffic node	Allow walk on red	Crossing type	Length (m)	Cruise time (seconds)	Cruise speed (kph)
1	(untitled)		1		Farside	12.00	8.00	5.40
2	(untitled)		1		Farside	8.00	5.33	5.40
3	(untitled)		1		Farside	12.00	8.00	5.40
4	(untitled)		1		Farside	1.00	1.00	5.40

Pedestrian Crossings - Signals

Crossing	Controller stream	Phase	Second phase enabled
(ALL)	1	E	

Pedestrian Crossings - Sides

Crossing	Side	Saturation flow (Ped/hr)
(ALL)	(ALL)	11000

Pedestrian Crossings - Modelling

Crossing	Side	Delay weighting (%)	Assignment Cost Weighting (%)	Exclude from results calculation	Max queue storage (Ped)	Has queue limit	Has degree of saturation limit
(ALL)	(ALL)	100	100		0.00		

Local OD Matrix - Local Matrix: 1

Local Matrix Options

OD Matrix	Name	Use for point to point table	Auto calculate	Allocation mode	Allow paths past exit locations	Allow looped paths on arms	Allow looped paths on traffic nodes	Copy flows	Matrix to copy flows from	Limit paths by length	Path length limit multiplier	Limit paths by number	Path number limit	Limit paths by flow	Low path flow threshold
1	(untitled)	✓	✓	Path Equalisation	✓		✓			✓	1.25				

Normal Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	180	100	57	0	0	0	0
	2	265	0	388	356	0	0	0	0
	3	122	373	0	107	0	0	0	0
	4	47	596	151	0	0	0	0	0
	5	0	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0	0
	7	0	0	0	0	0	0	0	0
	8	0	0	0	0	0	0	0	0

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Pedestrian Input Flows (PCU/hr)

		To							
		1	2	3	4	5	6	7	8
From	1	0	0	0	0	0	0	0	0
	2	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	200	200	0
	6	0	0	0	0	200	0	0	200
	7	0	0	0	0	200	0	0	200
	8	0	0	0	0	0	200	200	0

Locations

OD Matrix	Location	Name	Entries	Exits	Colour
1	1	(untitled)	Ab/1, A2/1	A5/1	#0000FF
	2	(untitled)	B2/1	B5/1	#FF0000
	3	(untitled)	C2/1	C5/1	#00FF00
	4	(untitled)	D2/1	D5/1	#FFFF00
	5	(untitled)	3:2E, 1:1E	3:2X, 1:1X	#FF00FF
	6	(untitled)	1:2E, 2:1E	1:2X, 2:1X	#008000
	7	(untitled)	3:1E, 4:2E	3:1X, 4:2X	#FFA500
	8	(untitled)	4:1E, 2:2E	4:1X, 2:2X	#00FFFF

Normal Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Normal Calculated Flow (PCU/hr)
1	9		4	2	D2/1, D/1, B5/1	Normal	596
	10		4	1	D2/1, D/1, A5/1	Normal	47
	11		4	3	D2/1, D/2, C5/1	Normal	151
	12		3	4	C2/1, C/1, D5/1	Normal	107
	13		3	1	C2/1, C/1, A5/1	Normal	122
	14		3	2	C2/1, C/2, B5/1	Normal	373
	15		1	3	A2/1, Aa/2, C5/1	Normal	100
	16		1	4	A2/1, Aa/3, D5/1	Normal	57
	17		1	2	Ab/1, B5/1	Normal	180
	18		2	1	B2/1, B/3, A5/1	Normal	265
	19		2	4	B2/1, B/2, D5/1	Normal	356
	20		2	3	B2/1, B/1, C5/1	Normal	388

Pedestrian Paths and Flows

OD Matrix	Path	Description	From location	To location	Path items	Allocation type	Pedestrian calculated flow (Ped/hr)
1	21		5	7	3:2E, 3:1X	Normal	200
	22		7	5	3:1E, 3:2X	Normal	200
	23		5	6	1:1E, 1:2X	Normal	200
	24		6	5	1:2E, 1:1X	Normal	200
	25		8	7	4:1E, 4:2X	Normal	200
	26		7	8	4:2E, 4:1X	Normal	200
	27		8	6	2:2E, 2:1X	Normal	200
	28		6	8	2:1E, 2:2X	Normal	200

Signal Timings

Network Default: 120s cycle time; 120 steps

Phases

Controller stream	Phase	Name	Street minimum green (s)	Maximum green (s)	Relative start displacement (s)	Relative end displacement (s)	Type	Blackout Time (s)
1	A	(untitled)	7	300	0	0	Unknown	
	B	(untitled)	7	300	0	0	Unknown	
	C	(untitled)	7	300	0	0	Unknown	
	D	(untitled)	7	300	0	0	Unknown	
	E	(untitled)	7	15	0	0	Pedestrian	5

Stage Sequences

Controller stream	Sequence	Name	Multiple cycling	Stage IDs	Stage ends	Minimum possible cycle time (s)	Exclude from analysis
1	1	(untitled)	Single	1, 2, 3, 4, 5	10, 37, 80, 91, 103	41	
	2	(untitled)	Single	1, 2, 3, 5, 4	23, 46, 69, 92, 115	41	
	3	(untitled)	Single	1, 2, 4, 3, 5	23, 46, 70, 98, 0	41	
	4	(untitled)	Single	1, 2, 4, 5, 3	23, 46, 70, 98, 0	41	
	5	(untitled)	Single	1, 2, 5, 3, 4	23, 46, 69, 92, 115	41	
	6	(untitled)	Single	1, 2, 5, 4, 3	23, 46, 69, 93, 0	41	
	7	(untitled)	Single	1, 3, 2, 4, 5	23, 46, 69, 93, 0	41	
	8	(untitled)	Single	1, 3, 2, 5, 4	23, 46, 69, 92, 115	41	
	9	(untitled)	Single	1, 3, 4, 2, 5	23, 46, 70, 98, 0	41	
	10	(untitled)	Single	1, 3, 4, 5, 2	23, 46, 70, 98, 0	41	

Intergreen Matrix for Controller Stream 1

		To				
		A	B	C	D	E
From	A		0	0	0	1
	B	0		0	0	1
	C	0	0		0	1
	D	0	0	0		1
	E	5	5	5	5	

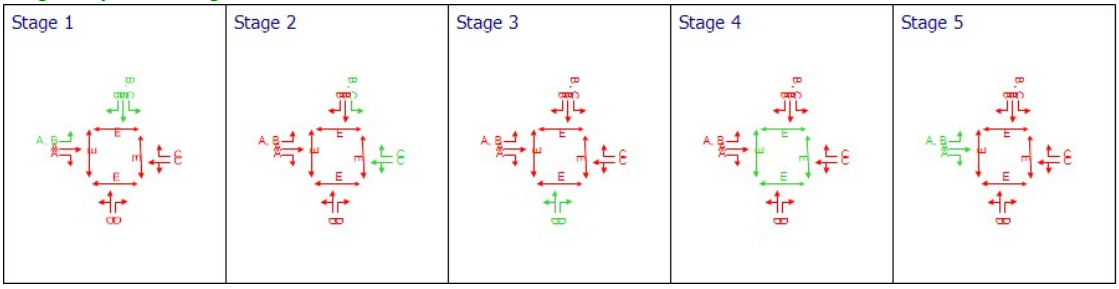
Resultant Stages

Controller stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Stage start (s)	Stage end (s)	Stage duration (s)	User stage minimum (s)	Stage minimum (s)
1	1	✓	1	B	103	10	27	1	7
	2	✓	2	C	10	37	27	1	7
	3	✓	3	D	37	80	43	1	7
	4	✓	4	E	81	91	10	1	7
	5	✓	5	A	96	103	7	1	7

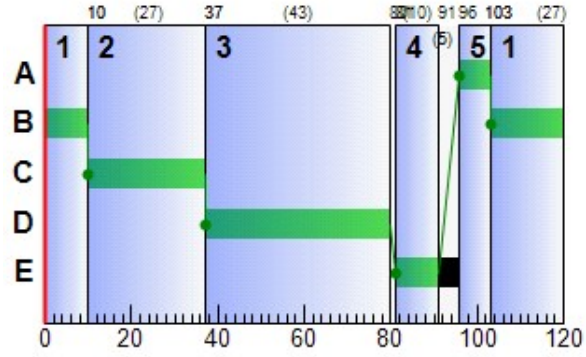
Traffic Stream Green Times

Arm	Traffic Stream	Traffic Node	Controller Stream	Phase	Green Period 1		
					Start	End	Duration
Aa	2	1	1	A	96	103	7
Aa	3	1	1	A	96	103	7
Ab	1	1	1	A	96	103	7
B	1	1	1	B	103	10	27
B	2	1	1	B	103	10	27
B	3	1	1	B	103	10	27
C	1	1	1	C	10	37	27
C	2	1	1	C	10	37	27
D	1	1	1	D	37	80	43
D	2	1	1	D	37	80	43

Stage Sequence Diagram for Controller Stream 1



Phase Timings Diagram for Controller Stream 1



TRANSYT 12 Tables

Resultant Stages

Controller Stream	Resultant Stage	Is base stage	Library Stage ID	Phases in this stage	Call to stage (s)	Preceding interstage (s)	Inclusive stage minimum (s)
1	1	✓	1	B	103	0	7
	2	✓	2	C	10	0	7
	3	✓	3	D	37	0	7
	4	✓	4	E	80	1	8
	5	✓	5	A	91	5	12

Resultant Phase Green Periods

Controller Stream	Phase	Green period	Starting stage	Ending stage	Start lag (s)	End lag (s)
1	A	1	5	1	5	0
	B	1	1	2	0	0
	C	1	2	3	0	0
	D	1	3	4	0	0
	E	1	4	5	1	0

Stage Timings (TRANSYT 12 timings)

Network Default: 120s cycle time; 120 steps

Controller Stream	Number of Stages	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
1	5	103	10	37	80	91

Network Results

Run Summary

Analysis set used	Run start time	Run finish time	Run duration (s)	Modelling start time (HH:mm)	Network Cycle Time (s)	Performance Index (£ per hr)	Total network delay (PCU-hr/hr)	Highest DOS (%)	Item with highest DOS	Number of oversaturated items	Percentage of oversaturated items (%)	Item with worst signalised PRC	Item wi wors unsignal PRC
2	19/02/2025 14:58:10	19/02/2025 14:58:12	2.39	18:00	120	790.26	53.51	79.39	D/1	0	0	D/1	B2/1

Network Results: Vehicle summary

Time Segment	Degree of saturation (%)	Practical reserve capacity (%)	Calculated flow entering (PCU/hr)	Actual green (s (per cycle))	Mean Delay per Veh (s)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Performance Index (£ per hr)
18:00-19:00	79	26	8046	1256	14.64	464.54	30.36	494.90

Network Results: Pedestrian summary

Time Segment	Degree of saturation (%)	Calculated Flow Entering (Ped/hr)	Actual green (s (per cycle))	Mean Delay Per Ped (s)	Weighted cost of delay (£ per hr)	Performance Index (£ per hr)
18:00-19:00	15	1600	80	46.80	295.36	295.36

Final Prediction Table

Traffic Stream Results

				SIGNALS			FLOWS		PERFORMANCE				PER PCU		
Arm	Traffic Stream	Name	Traffic node	Controller stream	Phase	Second phase	Calculated flow entering (PCU/hr)	Calculated sat flow (PCU/hr)	Actual green (s (per cycle))	Wasted time total (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Veh (s)	Mean stops per Veh (%)
Aa	2	Straight ahead Lane	1	1	A		100	2209	7	0.00	68	47	88.82	79.22	115.87
	3	Right-turn Lane	1	1	A		57	2149	7	4.00	40	151	71.50	61.90	101.31
Ab	1	Left-turn Lane	1	1	A	B	180	2109	34	0.00	29	242	46.12	34.12	76.69
B	1	Left-turn Lane	1	1	B	C	388	2105	54	0.00	40	149	31.24	22.84	65.73
	2	Straight ahead Lane	1	1	B		356	2209	27	0.00	69	45	58.11	49.71	96.00
	3	Right-turn Lane	1	1	B		265	2149	27	0.00	53	89	52.62	44.22	88.96
C	1	Straight ahead & Left-turn Lane	1	1	C		229	2131	27	0.00	46	117	49.79	42.59	86.85
	2	Right-turn Lane	1	1	C		373 <	2147	27	0.00	74	34	60.07	52.87	99.51
D	1	Straight ahead & Left-turn Lane	1	1	D		643 <	2209	43	0.00	79	26	45.88	42.28	94.18
	2	Right-turn Lane	1	1	D		151	2142	43	0.00	19	420	30.05	26.45	66.97
A2	1	Kellystown Link Road (W) - Feeder	1				157	2209	120	0.00	7	1307	5.53	0.06	0.00
B2	1	Diswellstown Road (N) - Feeder	1				1009	2209	120	0.00	46	119	5.58	0.68	0.00
C2	1	Diswellstown Road (E) - Feeder	1				602	2209	120	21.00	27	267	6.33	0.31	0.00
D2	1	Portestown Link Road (S) - Feeder	1				794	2209	120	87.00	36	178	4.14	0.46	0.00
A5	1	Kellystown Link Road (W) - Exit Lane					434	Unrestricted	120	22.00	0	Unrestricted	19.73	0.00	0.00
B5	1	Diswellstown Road (N) - Exit Lane					1149	Unrestricted	120	0.00	0	Unrestricted	26.33	0.00	0.00
C5	1	Diswellstown Road (E) - Exit Lane					639	Unrestricted	120	8.00	0	Unrestricted	25.23	0.00	0.00
D5	1	Portestown Link Road (S) - Exit Lane					520	Unrestricted	120	51.00	0	Unrestricted	22.29	0.00	0.00

Pedestrian Crossing Results

				SIGNALS		FLOWS		PERFORMANCE			PER PED		QUEUES	WEIGHTS	PEN
Pedestrian	Side	Name	Traffic node	Controller stream	Phase	Calculated Flow Entering (Ped/hr)	Calculated sat flow (Ped/hr)	Actual green (s (per cycle))	Degree of saturation (%)	Practical reserve capacity (%)	JourneyTime (s)	Mean Delay per Ped (s)	Mean max queue (Ped)	Delay weighting (%)	Co tra pen (£ p
1	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
2	1	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	53.13	46.80	5.83	100	0
3	1	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	55.80	46.80	5.83	100	0
4	1	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0
	2	(untitled)	1	1	E	200	11000	10	15	588	48.80	46.80	5.83	100	0

Network Results

	Distance travelled (PCU-km/hr)	Time spent (PCU-hr/hr)	Mean journey speed (kph)	Uniform delay (PCU-hr/hr)	Random plus oversat delay (PCU-hr/hr)	Weighted cost of delay (£ per hr)	Weighted cost of stops (£ per hr)	Excess queue penalty (£ per hr)	Performance Index (£ per hr)
Normal traffic	818.38	59.99	13.64	27.55	5.16	464.54	30.36	0.00	494.90
Bus									
Tram									
Pedestrians	14.80	23.73	0.62	20.80	0.00	295.36	0.00	0.00	295.36
TOTAL	833.18	83.72	9.95	48.35	5.16	759.90	30.36	0.00	790.26

- *< = adjusted flow warning (upstream links/traffic streams are over-saturated)*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link/traffic stream excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

UK and Ireland Office Locations

