Proposed Large-Scale Residential Development

LDA Wilton, Sarsfield Road, Cork

Client: Land Development Agency

Traffic and Transportation Assessment & Mobility Management Plan

PROPOSED LRD, LDA WILTON, SARSFILED ROAD, CORK

Description:

Traffic and Transport Assessment & MMP

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20th February 2025

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PROPOSED LRD, LDA WILTON, SARSFIELD ROAD, CORK

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1 INTRODUCTION

1.1 Purpose of Report

1.1.1 ILTP Consulting were commissioned by Reddy Architecture on behalf of the Land Development Agency (LDA) to undertake a Traffic and Transport Assessment (TTA) and Mobility Management Plan (MMP) to from part of a planning application for a proposed Large-Scale Residential Development (LRD) on lands at Sarsfield Road, Wilton, Cork.

1.1.2 The purpose of this report is to assess the potential impact of the proposed development on the surrounding road network and identify measures to mitigate these impacts and promote sustainable transport patterns.

1.2 Methodology

1.2.1 ILTP coordinated traffic count surveys undertaken in April 2024 in order to collate the full set of traffic data considered necessary to support the planning application for the proposed development.

1.2.2 ILTP calculated the estimated trip rates from the proposed development and added these figures to the base flows. LinSig traffic modelling software was also utilised to assess the capacity of junctions in the vicinity of the proposed development access.

1.2.3 From these results a conclusion could be drawn as to the impact that the development will have on the adjoining road network.

1.2.4 A study of public transport provisions in the area was also carried out to determine the likely usage of public transport services by residents of the new development.

1.2.5 As part of this TTA ILTP have prepared a Mobility Management Plan for the proposed development, with the specific objectives of reducing in overall terms both the amount of trips generated by the development, and maximising the use of more sustainable modes of travel.

1.3 Report Structure

1.3.1 Chapter 2 sets out the planning context for the proposed development.

1.3.2 A review of the existing site and wider environment is presented in Chapter 3.

1.3.3 Chapter 4 presents a description of proposed access arrangements for the development.

1.3.4 An assessment of car and cycle parking provision and arrangements is made in Chapter 5.

1.3.5 Chapter 6 describes the data taken from traffic count surveys and site appraisals for the proposed development.

1.3.6 Trip Generation and Trip Distribution figures for the development are set out in Chapter 7.

1.3.7 Traffic Impact Assessment and Traffic Modelling results are presented in Chapter 8.

1.3.8 The Mobility Management Plan is included in Chapter 9.

1.3.9 The summary and conclusions are outlined in Chapter 10.

2 PLANNING CONTEXT

2.1 Overview

2.1.1 This study is being prepared having regard to key policy documents at national, regional and local levels:

- *National Planning Framework and National Development Plan*
- *Climate Action Plan 2024*
- *Regional Spatial and Economic Strategy for the Southern Region*
- *Cork City Development Plan 2022 - 2028*
- *Cork City Metropolitan Area Transport Strategy (CMATS)*
- *Design Manual for Urban Roads and Streets (DMURS)*
- *Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities 2022*
- *Other Key National Policy*

2.2 National Planning Framework and National Development Plan

2.2.1 The *National Planning Framework – Project Ireland 2040* is the overarching Government spatial planning policy that replaces the *National Spatial Strategy*.

2.2.2 The main strategy of the NPF for Ireland's cities of Cork, Limerick, Galway and Waterford is as follows:

> *"Supporting ambitious growth targets to enable the four cities of Cork, Limerick, Galway and Waterford to each grow by at least 50% to 2040 and to enhance their significant potential to become cities of scale."*

2.2.3 The core focus of this policy is also to ensure more sustainable, dense and compact growth within existing urban centres as an alternative to continuing sprawl on greenfield sites:

> *"A major new policy emphasis on renewing and developing existing settlements will be required, rather than continual expansion and sprawl of cities and towns out into the countryside, at the expense of town centres and smaller villages. The target is for at least 40% of all new housing to be delivered within the existing builtup areas of cities, towns and villages on infill and/or brownfield sites."*

2.2.4 The NPF, in Section 2.6, sets out the following advantages of providing more compact high-quality urban development and minimising sprawl:

1. *"The 'liveability' or quality of life of urban places – how people experience living in cities, towns and villages. This includes the quality of the built environment, including the public realm, traffic and parking issues, access to amenities and public transport and a sense of personal safety and well-being;*
2. *Making the continuous regeneration and development of existing built up areas as attractive and as viable as greenfield development. This requires greater certainty and cost equalisation as a result of a steady supply of sites and land and investment in infrastructure and amenities through more active land management in urban areas;*
3. *Tackling legacies such as concentrations of disadvantage in central urban areas through holistic social as well as physical regeneration and by encouraging more mixed tenure and integrated communities;*

4. *Linking regeneration and redevelopment initiatives to climate action, to support a reduced carbon footprint through greater energy efficiency and use of renewables."*

2.2.5 The *National Development Plan 2018 – 2027* includes proposals for implementation and delivery of key transport infrastructure in Cork city within the lifetime of the plan. This includes the M20 Limerick Cork and N28 Cork to Ringaskiddy national routes, and also the full Cork city BusConnects scheme by 2027, details of which are set out below.

2.2.6 The NDP also includes for undertaking appraisal, planning and design of a light rail corridor for Cork city towards the later stages of the period of the *Cork Metropolitan Area Transport Strategy*, which is up to 2040.

2.3 Climate Action Plan 2024

2.3.1 The Climate Action Plan 2024 (CAP) - following on from the National Mitigation Plan, the CAP sets out actions for Ireland to achieve the level of decarbonisation required to achieve its 2030 targets for carbon emissions and creating a pathway towards achieving net-zero emissions by 2050, in line with our international commitments under the Paris Agreement. Decarbonising transport is a key tenet of the Plan, which identifies a range of actions in the following areas:

- Mode Shift
- Conversion of Public Fleet
- Incentives & Regulation
- EV Charging Network
- Use of Biofuels
- CNG Network
- Emerging Technologies
- Demand Management

2.4 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities 2022

2.4.1 These updated standards, hereafter referred to as the "Apartment Guidelines 2022", include a default policy for car parking provision to be minimised, substantially reduced or wholly eliminated in highly accessible areas coupled with a significant uptake in the quantity and quality of cycle parking provision and design.

2.5 Sustainable and Compact Settlement - Guidelines for Planning Authorities 2024

2.5.1 The Sustainable and Compact Settlement guidance for local authorities provides additional guidance on assessing accessibility to public transport and services. In respect to public transport accessibility the same general principle as set out in the apartment guidelines apply, however these guidelines included for both existing and planned public transport high capacity urban transport facilities. As set out in Table 3.8 of this guidance document defined "planned public Transport" as including facilities where a public authority has published the preferred route option and stop location for planned public transport.

2.5.2 The proposed development land is already well served by existing public transport there are also plans to further enhance the public transport in the area through the BusConnects programme and planned the Light Rail Line. Therefore the proposed land will over time be served by further enhancement to public transport.

2.6 The National Investment Framework for Transport in Ireland

2.6.1 The National Investment Framework for Transport in Ireland (NIFTI), published in December 2021, update the Strategic Investment Framework for Land Transport (SIFLT) and sets out the Department of Transport's framework for prioritising future investment in the land transport network to support the delivery of the National Strategic Outcomes of the National Development Plan and Climate Action Plan.

2.7 Regional Spatial and Economic Strategy for the Southern Region

2.7.1 The *Regional Spatial and Economic Strategy for the Southern Region* calls for compact growth within the metropolitan areas of cities in the region. This is proposed to be achieved by Regional Policy Objective (RPO) 10, which includes:

> *"Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling."*
>
> *"Creation of continually updated databases identifying brownfield, infill sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets. Through active land management initiatives, identify strategic locations for residential growth responding to the growth targets and achievement of compact growth and employment growth."*
>
> The Cork Metropolitan Area Strategic Plan (MASP) is shown in Figure 2.1:

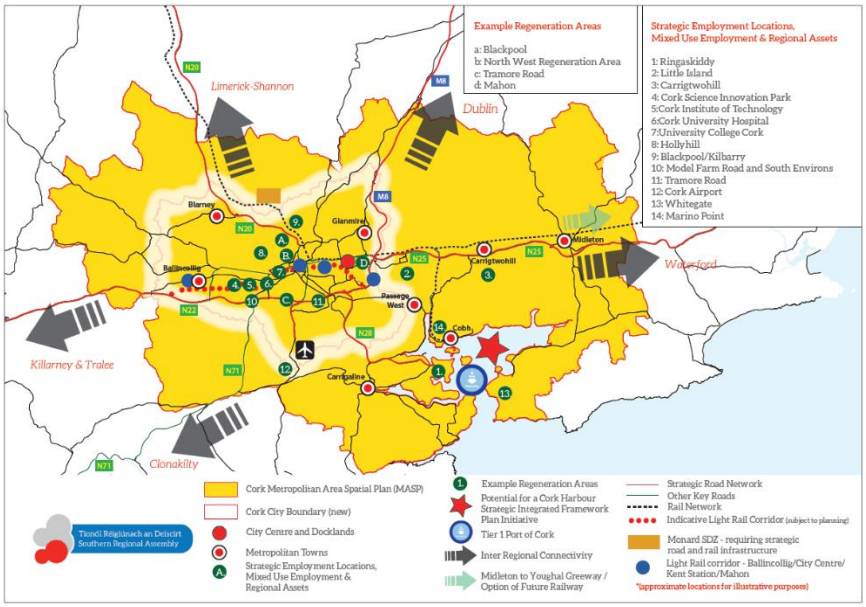


Figure 2.1: Cork City Metropolitan Area Strategic Plan (MASP) (Source: *Regional Spatial and Economic Strategy for the Southern Region*)

2.7.2 The RSES also emphasises the critical need to implement the Cork Metropolitan Area Transport Strategy.

2.8 Cork City Development Plan 2022 - 2028

2.8.1 The *Cork City Development Plan* sets out the development context for the proposed development. The CDP zoning objectives for the area are shown in Figure 2.2.

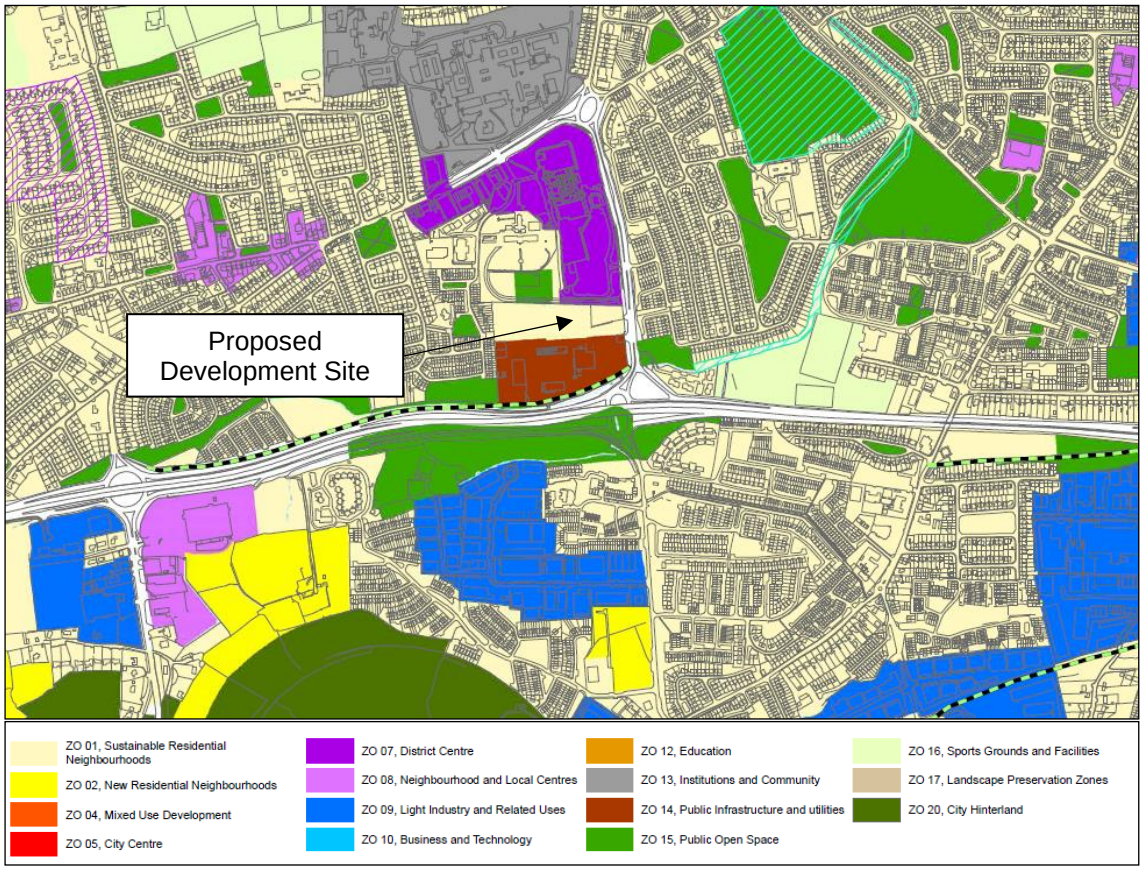


Figure 2.2: Proposed Development in context of CCC Development Plan (Source: *Cork City Development Plan*)

2.8.2 The subject site has a zoning objective of *"ZO01 Sustainable Residential Neighbourhoods"*.

2.8.3 These Government and Council policies and objectives reinforce the need for quality high density residential development on derelict, underused and regeneration sites in Cork city. In addition, the targeted reductions in private car mode share in the Cork Transport Strategy will serve to reduce traffic flows on the wider road network over time.

2.9 Cork Metropolitan Area Transport Strategy

2.9.1 In March 2020 the National Transport Authority (NTA), in association with Cork City Council, published the *Cork Metropolitan Area Transport Strategy* (CMATS) which aims to address the current and future transport requirements of Cork city and the wider environs up to 2040. The CMATS outlines a series of proposed measures for active travel, public transport and general traffic in Cork, to be implemented on a phased basis.

2.9.2 The CMATS states:

"This Strategy will deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected, and internationally competitive European city region as envisaged by the National Planning Framework 2040."

2.9.3 The guiding principles of the CMATS relevant to the proposed development are set out under various core areas, which include the following:

"Principle 02 - To prioritise sustainable and active travel and reduce car dependency within the CMA."

"Principle 03 - To provide a high level of public transport connectivity to key destinations within high demand corridors."

"Principle 06 - To increase public transport capacity and frequencies where needed to achieve the strategy outcomes."

2.9.4 The CMATS firstly sets out the existing transport infrastructure for the metropolitan area. This includes five high frequency bus routes running at 10 to 30 minute intervals, one of which is Route 208 linking Mayfield and Curraheen (via City Centre) which routes within 800m of the subject site to the north (see Figure 2.3).

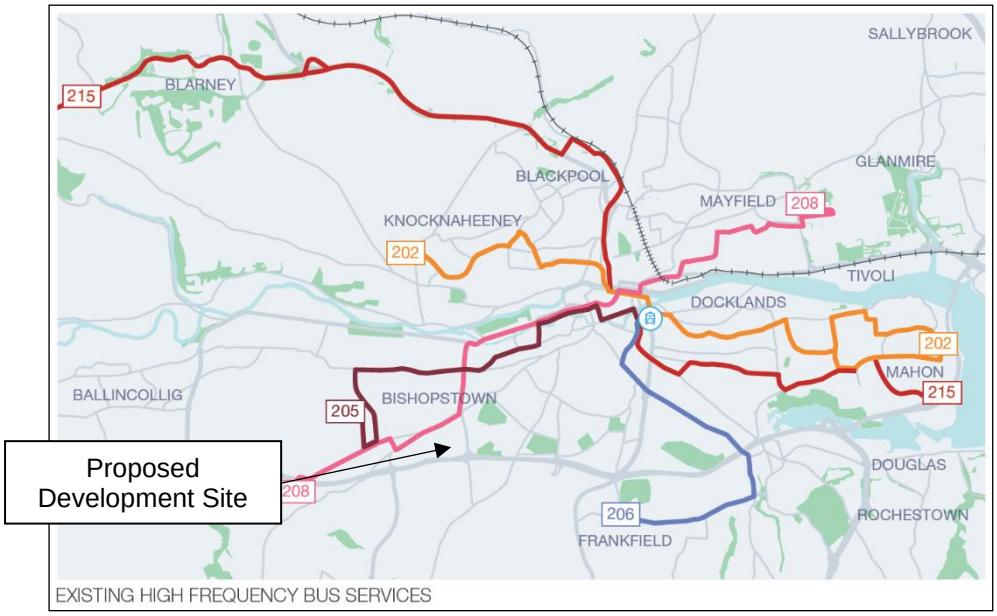


Figure 2.3: Existing High Frequency Bus Services for Cork City (Source: *Cork Metropolitan Area Strategic Plan*)

2.9.5 The wider existing public transport network for Cork city is shown in Figure 2.4.

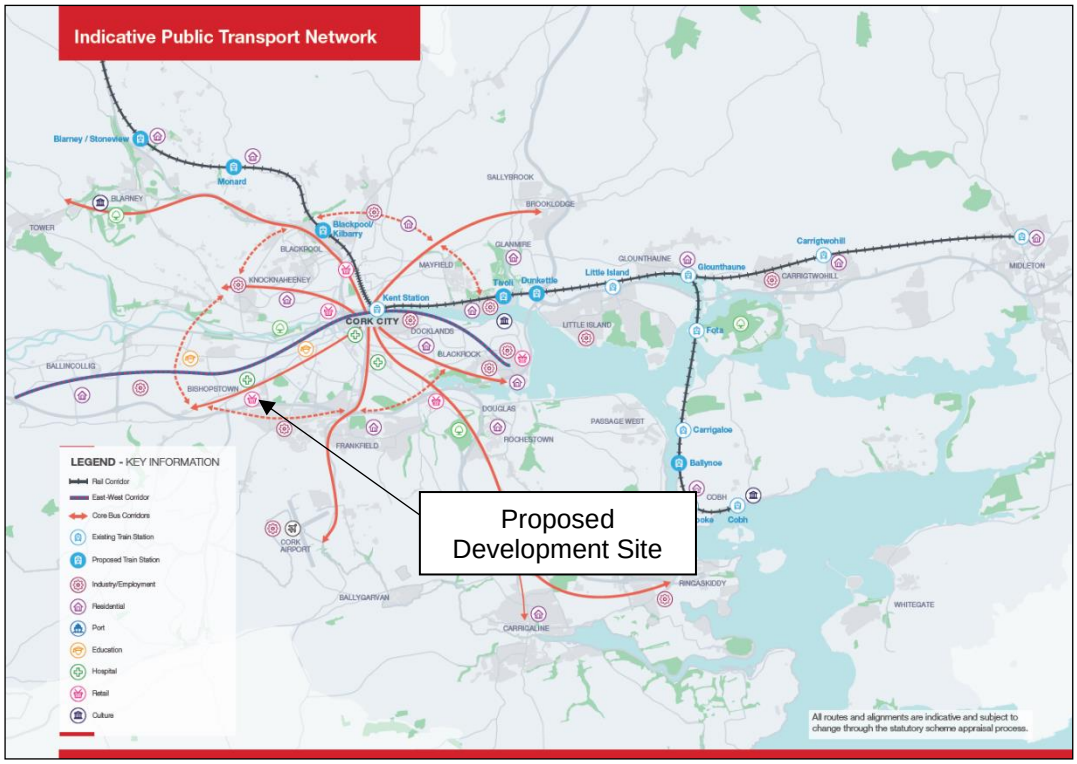


Figure 2.4: Wider Existing Public Transport Network for Cork City (Source: *Cork Metropolitan Area Strategic Plan*)

2.9.6 The CMATS includes plans for significant improvements to the transportation network of Cork city. This includes the implementation of high priority high frequency Bus Connects corridors throughout the city, to be delivered by 2027. The planned Bus Connects routes are shown in Figure 2.5, which includes a route along Sarsfield Road directly serving the subject site.

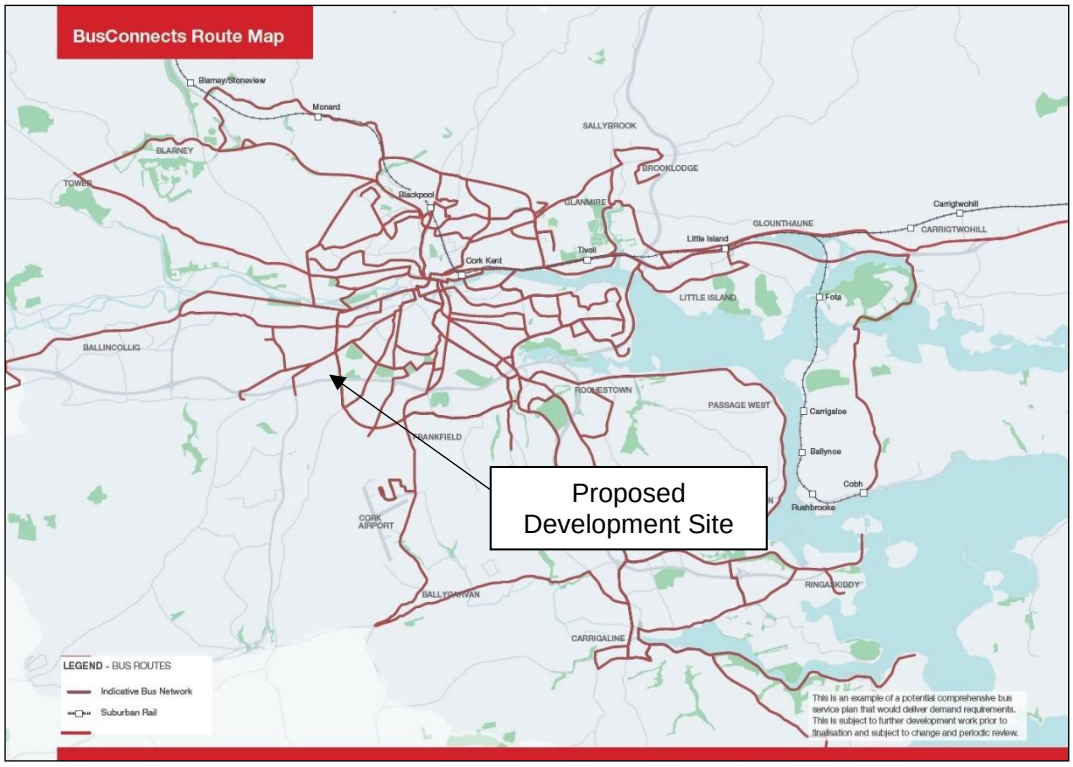


Figure 2.5: Proposed Bus Connects Routes for Cork City (Source: *Cork Metropolitan Area Strategic Plan*)

2.9.7 The NTA & CCC undertook a third round of consultation on the preferred Route Option for the BusConnects corridors for the city. This round of consultation commenced on 6th November 2023 until 18th December 2023.

2.9.8 It is anticipated that following consideration of the various submission the proposed scheme will go forward to An Bord Pleanála for planning approval.

2.10 Proposed Light Rail Network

2.10.1 A light rail corridor for Cork City is planned as part of the CMATS, to be delivered by 2040 which is within the lifetime of the plan. The proposed route links Mahon and Ballincollig which and is proposed to be located to the north of the subject site (see Figure 2.6).

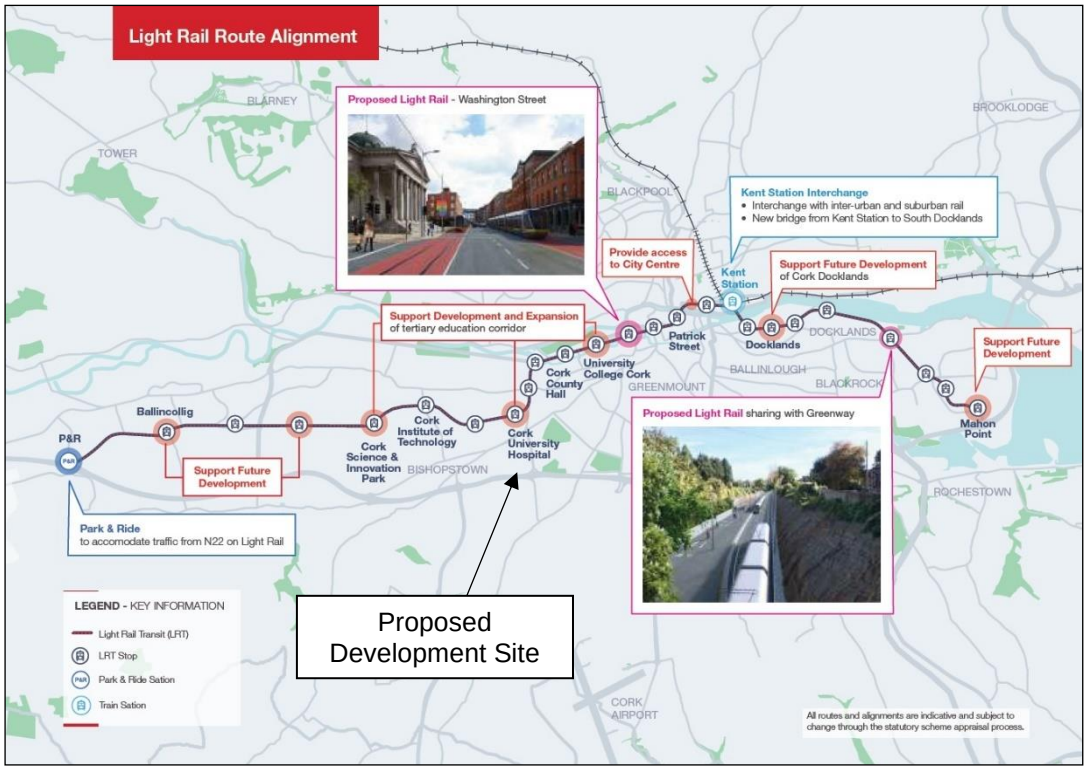


Figure 2.6: Proposed Light Rail Corridor for Cork City (Source: *Cork Metropolitan Area Strategic Plan*)

2.10.2 There are also significant improvements planned for the bicycle network in the vicinity of the subject lands, as set out in the CMATS. The planned network in the vicinity of the subject site is shown in Figure 2.7 and includes a secondary cycle route along Sarsfield Road which borders the site to the east.

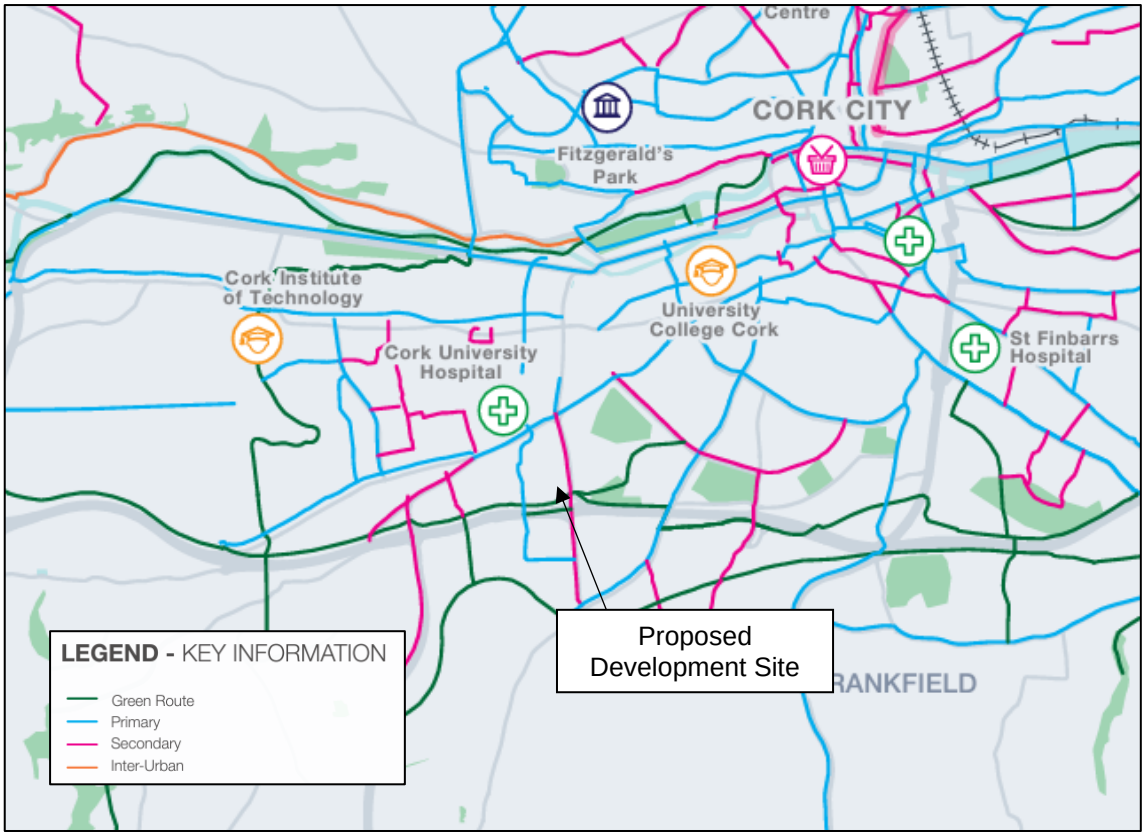


Figure 2.7: Proposed Cycle Network in vicinity of Subject Site (Source: *Cork Metropolitan Area Strategic Plan*)

2.10.3 This would further promote sustainable travel patterns to and from the proposed development over time.

2.11 Design Manual for Urban Roads and Streets (DMURS)

2.11.1 The Design Manual for Urban Roads and Streets (DMURS) sets out the manner in which roads and streets in suburban areas should be designed to prioritise the needs of Pedestrians, cyclists and public transport users and reduce the dominance of the private car.

2.12 Cycle Design Manual (2023)

2.12.1 Cycle Design Manual (CDM) published NTA in August 2023 replaces the previous National Cycle Manual, published by the NTA in 2011. The new manual places more 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. There is also a general presumption towards segregating pedestrians and cyclists where possible.

3 REVIEW OF EXISTING SITE & ENVIRONMENT

3.1 Description of Site and Receiving Environment

3.1.1 The site of the proposed development is located off the R641 (Sarsfield Road) in Wilton, Cork. The site is bounded by a private road to the north, Sarsfield Road to the East, an ESB Networks plant to the south and a residential area (Cardinal Court) to the west.

3.1.2 The proposed development site is located approximately 2.5km southwest of Cork City Centre. The N40 (Cork South Ring Road) is located approximately 200m to the south of the subject site. The Wilton Shopping Centre is located 200m to the north and the Cork university Hospital is located a further 400m beyond that.

3.1.3 The location of the proposed development site is shown in Figure 3.1.

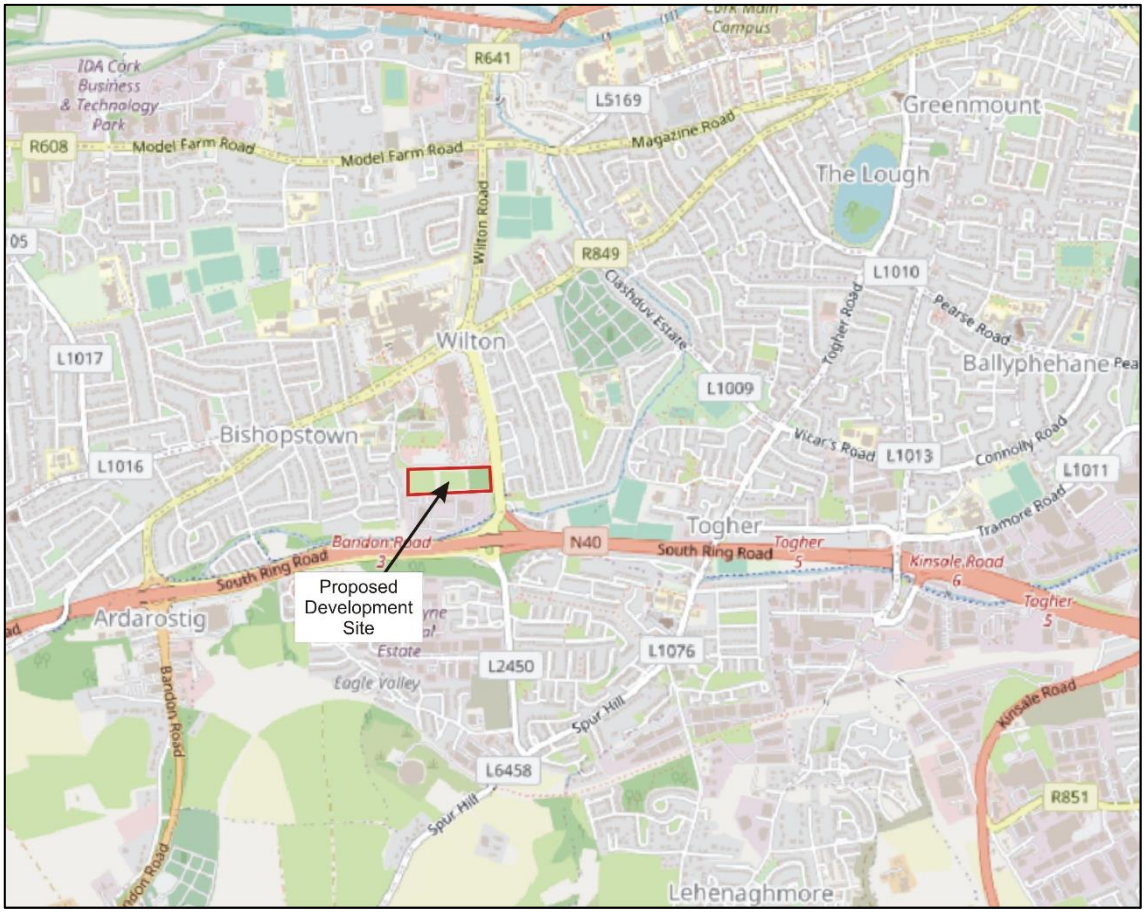


Figure 3.1: Site Location

3.2 Review of Existing and Planned Transport Infrastructure

3.2.1 The subject site is within walking distance of various city and regional bus routes. Figure 3.2 shows the bus routes in the vicinity of the proposed development site. It also includes the existing frequencies of these buses as well as the updated frequencies which will be delivered as part of the proposed BusConnects upgrades. (dashed lines indicate routes with lower frequencies).

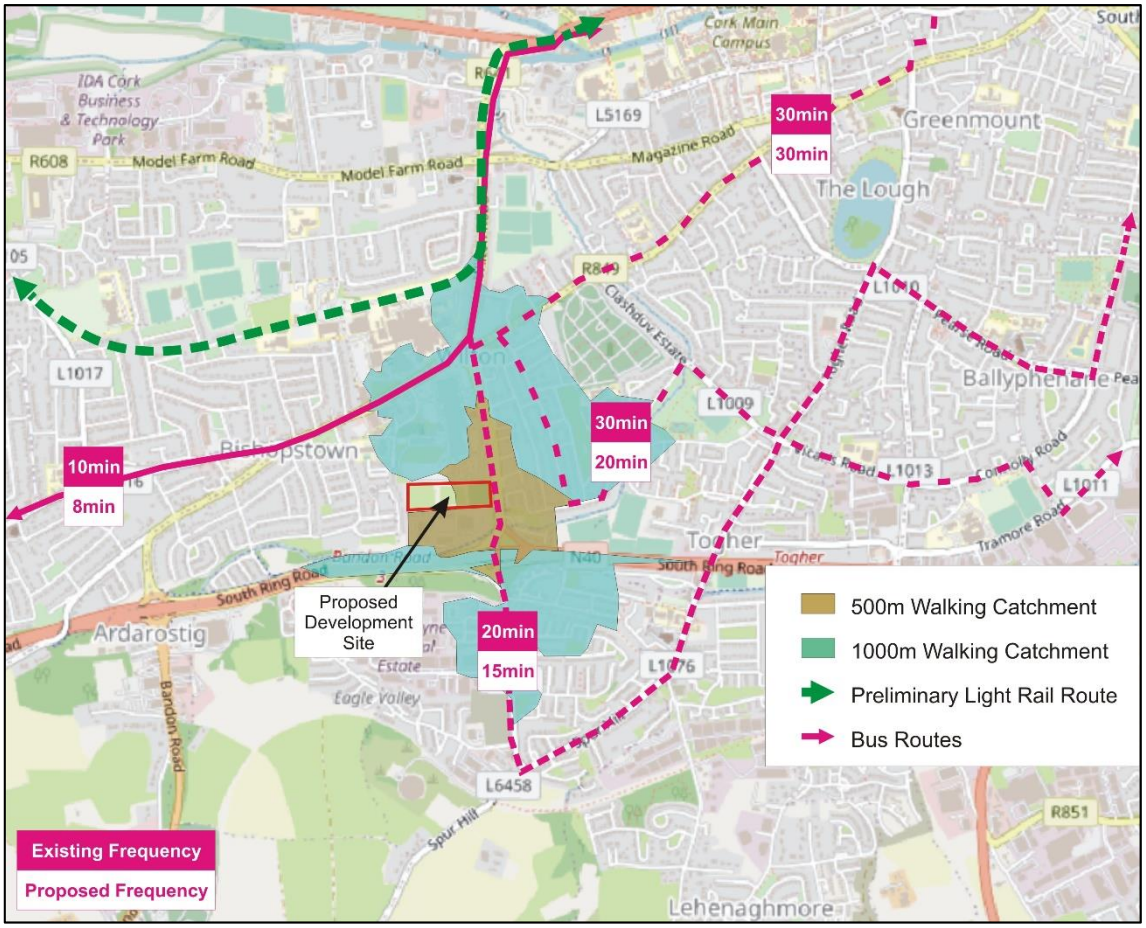


Figure 3.2: Bus Routes (Existing & Planned) & Proposed LRT Route in the vicinity of Proposed Development Site

4 REVIEW OF PROPOSED DEVELOPMENT AND ACCESS ARRANGEMENTS

4.1 Review of Proposed Development

4.1.1 The proposed development consists of 348 residential units, 332 apartments and 16 houses. A creche intended to serve residents of the development is also proposed. The proposed development layout is shown in Figure 4.1.

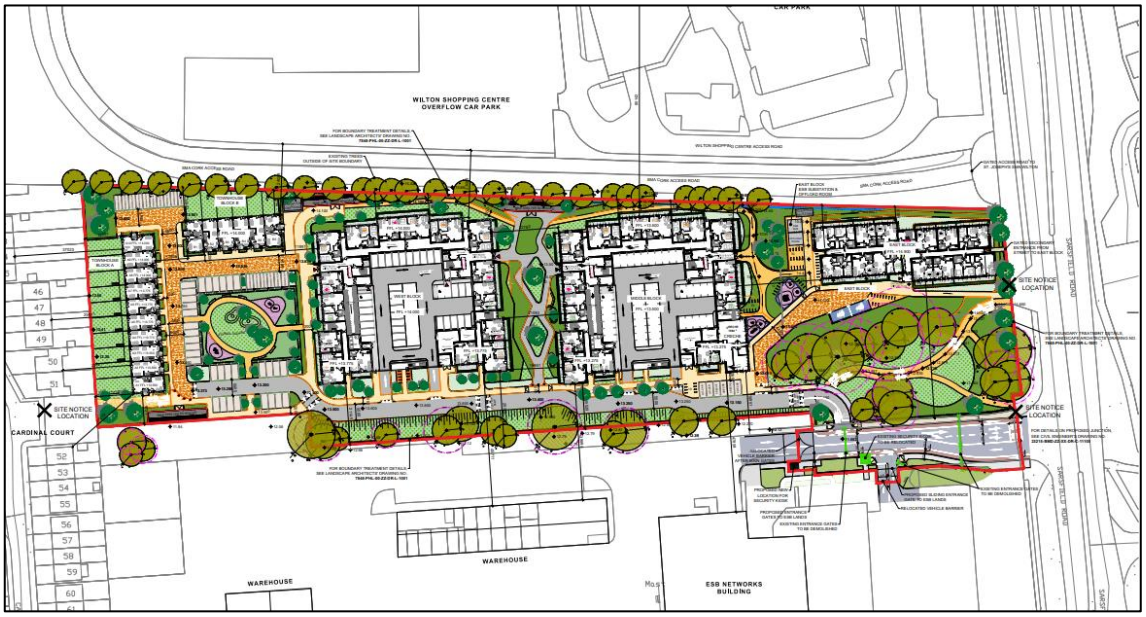


Figure 4.1: Proposed Development Site Layout

4.2 Delivering Sustainable Land Use and Transport Planning

4.2.1 In terms of promoting the delivery of sustainable travel, the following criteria were applied to the subject lands in descending order of priority.

- Reduced the need to travel
- Reduce the distance travelled
- Reduce time spent travelling
- Promote walking as cycle use
- Located new development in areas well served by public transport
- Make appropriate provision for the private car

4.2.2 The provision of new residential development in an area well served by local facilities helps reduce the need to travel in the first instance. The promotion of increased working from home likewise reduces the overall demand on the transport network.

4.2.3 Reducing the distance travelled can have a significant impact on reducing the demand for travel on the wider transport network. Put simply, if the overall distance travelled per trip was reduced by 20% this would reduce the overall demand on both the public transport and road networks by 20%.

4.2.4 Reducing the time spent travelling has clear economic and environmental benefits. It also has wider societal benefits through ensuring greater time is available for family life, community participation and personal wellness.

4.2.5 Promoting travel by walk and cycle modes ahead of public transport and the private car is clearly preferable on a cost basis and provides associated health and fitness benefits.

4.2.6 Where other modes of travel are required, the emphasis should be to promote the use of public transport ahead of the private car.

4.3 Review of Proposed Access Arrangements

4.3.1 It is proposed that the development will be accessed via the existing access road of the R641 which currently serves the ESB site to the south. A new entrance for pedestrians, cyclists and vehicles will be created approximately 80m west along the current ESB access route from the existing signalised junction with the R641. An additional pedestrian and cycle only access will be provided directly on the R641.

4.3.2 Cork City Council's Active Travel Unit is planning to implement a new cycle route between Sarsfield Road and Munster Technological University (MTU). It is likely that this active travel scheme will be delivered in advance or in tandem with the proposed LRD scheme. The applicant will coordinate with Cork City Council to ensure that detailed design of the proposed LRD access arrangements off Sarsfield Road are appropriately integrated with the planned active travel scheme.

4.3.3 Provisions will also be made for a future pedestrian and cycle only link to Cardinal Court to the west of the proposed development site. The proposed access arrangement on to Sarsfield Road is shown in Figure 4.2.

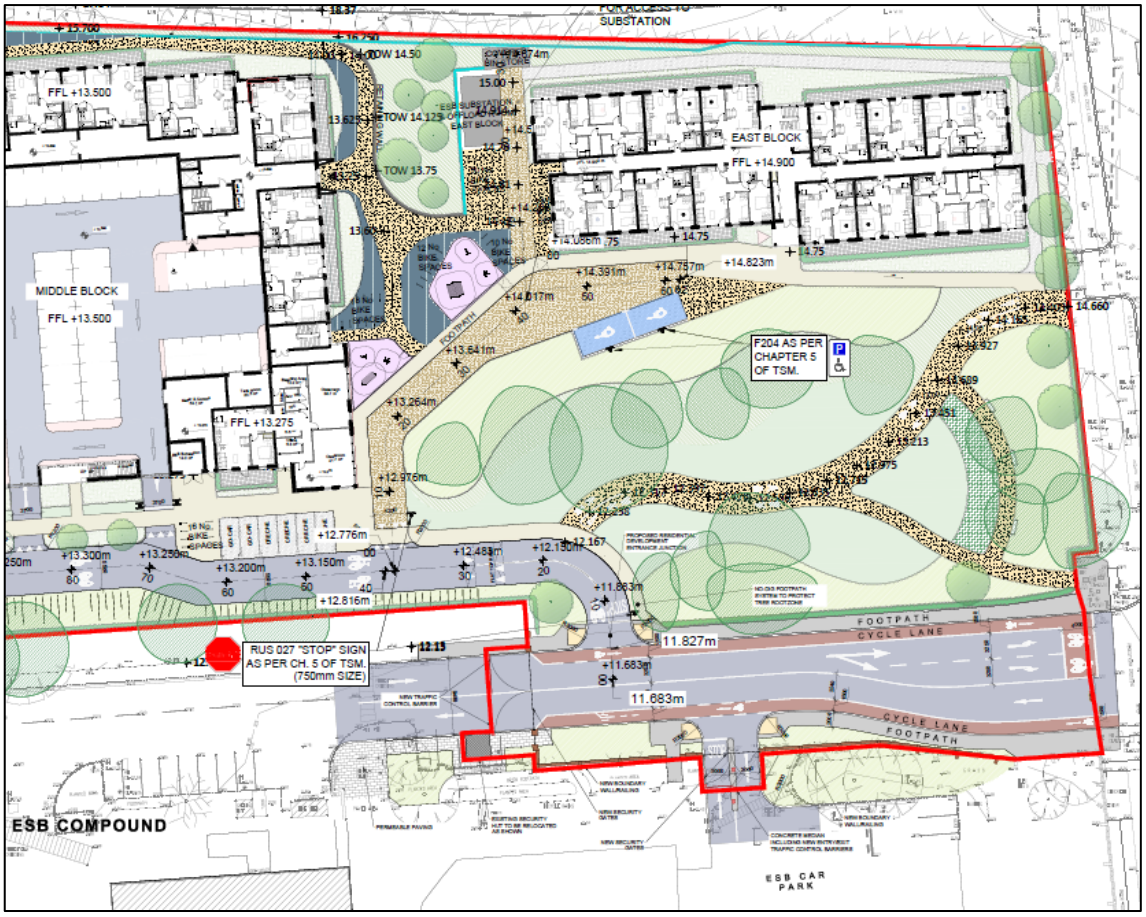


Figure 4.2: Proposed Access Arrangements and Provision for Future Integration with Planned Active Travel Scheme

4.4 DMURS Compatibility

4.4.1 The proposed development site layout is designed to include provision for a new pedestrian and cycle link through the lands which would provide increased permeability in the area. As well as increasing access to the surrounding facilities this will also improve connectivity to the wider area and provide improved access to public transport services.

4.4.2 The proposals to include walk and cycle permeability through the proposed development site is fully in accordance with the principles set out in the Design Manual for Urban Roads and Streets (DMURS), which puts pedestrians and cyclists at the top of user priority list, followed by access to public transport and then vehicular access to the wider road network.

4.4.3 Provision for a new pedestrian and cycle route through the site as part of the proposed development will allow future pedestrian and cycle connectivity and linkages in the area to be provided which will benefit both the existing residents and new residents of the proposed development.

4.4.4 A full DMURS compatibility statement will be produced to be included as part of the final planning application submission.

4.5 Apartment Guidelines - Transport Accessibility, Capacity and Frequency

4.5.1 The *Sustainable Urban Housing: Design Standards for New Apartments* guidelines, published in 2022 and updated in 2023, provide further clarification and guidance on development locations and their accessibility to public transport and services such as high employment centres. These urban locations are described in the guidelines as follows:

1) "Central and/or Accessible Urban Locations

Such locations are generally suitable for small- to large-scale (will vary subject to location) and higher density development (will also vary), that may wholly comprise apartments, including:

- *Sites within walking distance (i.e. up to 15 minutes of 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); and*
- *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 services.*

The range of locations outlined above is not exhaustive and will require local assessment that further considers these and other relevant planning factors.

2) Intermediate Urban Locations

Such locations are generally suitable for smaller-scale (will vary subject to location), higher density development that may wholly comprise apartments, or alternatively, medium-high density residential development of any scale that includes apartments to some extent (will also vary, but broadly >45 dwellings per hectare net) including:

- *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 minute 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.*

The range of locations is not exhaustive and will require local assessment that further considers these and other relevant planning factors.

3) Peripheral and/or Less Accessible Urban Locations

Such locations are generally suitable for limited, very small-scale (will vary subject to location), higher density development that may wholly comprise apartments, or residential development of any scale that will include a minority of apartments at low-medium densities (will also vary, but broadly <45 dwellings per hectare net), including:

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

The range of locations outlined above is not exhaustive and will require local assessment that further considers these and other relevant planning factors."

4.5.2 The proposed development site is located near the Wilton Shopping Centre and within 1,000m of Cork University Hospital and therefore can be considered as an accessible urban location.

4.6 Application of Guidelines to Proposed Development Lands

4.6.1 There are several bus services in the area that provide access by public transport to a wide range of destinations. The proposed walking and cycle facilities also provide improved linkage to the public transport services in the area for both the new and existing residents.

4.6.2 The subject lands are, therefore, well served by an existing public transport service.

4.7 Sustainable and Compact Settlement - Guidelines for Planning Authorities 2024

4.7.1 The Sustainable and Compact Settlement guidance for local authorities provides additional guidance on assessing accessibility to public transport and services. In respect to public transport accessibility the same general principle as set out in the apartment guidelines apply, however these guidelines included for both existing and planned public transport high capacity urban transport facilities. As set out in Table 3.8 of this guidance document "Planned public transport" includes facilities where a public authority has published the preferred route option and stop location for planned public transport.

4.7.2 The proposed development land is well served by public transport. There are also plans to further enhance the public transport in the area through the BusConnects programme. Therefore the proposed land will over time be served by further enhancement to public transport.

4.8 Summary of Transport and Connectivity Strategy

The proposed development site is currently well served by the public transport services that are already in place. The travel demands by private car from the proposed development will be further mitigated over time through the implementation of the MMP measures, set out later in this report.

5 CAR AND CYCLE PARKING PROVISION

5.1 Car Parking Standards

5.1.1 The current Cork City Council (CCC) Development Plan includes the parking standards shown in Figure 5.1 for the currently proposed development. From the outset it should be noted that these are maximum standards.

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Accessible to mass transit (existing /committed public transport)	City Suburbs and Urban Towns	Hinterland Villages and Hinterland
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated.				
RESIDENTIAL DEVELOPMENT				
Residential (1-2 Bedroom)	0.5	1.0	1.25	1.25
Residential (3 - 3+ Bedroom Unit)	1.0	2.0	2.25	2.25
Docklands	These areas have different car parking standards. Please refer to Chapter 10.			
Tivoli				
Elderly Person Dwellings/ Warden Supervised Group/ Housing Schemes/ Sheltered Housing	0.25	0.5	0.5	0.5
Residential Institutional	None	1 per 20 Bed Spaces	1 per 10 Bed Spaces	1 per 10 Bed Spaces
Student Housing	None	1 per 20 Bed Spaces	1 per 10 Bed Spaces	n/a

Figure 5.1: Residential Car Parking Standards (Maximum)

5.1.2 There are no minimum car parking requirements in the CDP. The current policy and legislation encourage new residential development to reduce onsite car parking particularly in areas that are served by existing of planned public transport and that are close to existing town and city centres.

5.2 Car Parking Current Proposed Provision

5.2.1 The proposed car parking provision of 148 car parking spaces consists of a 1:1 ratio of car parking spaces to the 16 housing units and a 1:0.4 ratio of car parking spaces per apartment unit. Of these 4 no spaces will be allocated for the proposed creche and 2 spaces allocated to a car shares scheme. This car parking provision is generally consistent with national policy for new residential developments and is consequently below the maximum CDP standards.

5.2.2 The usage of car parking will be monitor with a view to reducing same over time to coincide with planned improvements to public transport and cycle infrastructure in the area.

5.3 Proposed Cycle Parking Provision

5.3.1 It is proposed that cycle parking for the residential elements of the development will be provided in accordance with in accordance with the Cork City Development Plan standards. Additional cycle facilities, such e-bikes and cargo bikes will also be provided as part of the overall development.

5.3.2 The CDP requires a minimum of 0.5 cycle parking per unit, in suburban areas and 1 cycle space per apartment in inner urban or city centre area. It is proposed to include 503 cycle parking proposed development with is approximately a ratio of 1.5 cycle spaces per apartments. The proposed cycle parking is in excess of the maximum cycle parking requirement as set out in Table 11.14 of the CDP.

5.3.3 Details of cycle parking locations and facilities will be shown on the architect's drawings. In total 503 no. cycle parking spaces will be provided. Additional cycle parking can be provided if required and this can be implemented over a period of time if required through the MMP process as set out in this report.

5.4 Proposed EV Charging

5.4.1 There is significant growth in EV car numbers particularly over recent years and EVs are set to become the dominant means of vehicle fuelling over the coming years. Approximately 85% of EV charging takes place at home.

5.4.2 The CDP requires that 20% of car parking space will require EV charge facilities, it also requires that appropriate infrastructure (ducting) to be put in place to enable future charging points to be installed at every space. For the proposed development it is proposed that a minimum of 30% of car parking spaces (44no.) will have EV charge facilities. The appropriate infrastructure for future provision of additional EV charging facilities will also be provided.

5.4.3 The initial provision of 30% EV spaces is in excess of the CDP minimum standards but is in line with Climate Action Plan targets for private car fleet electrification. As this is a mainly residential development the preference is that most of these charge facilities will be slower (domestic) charges that will enable overnight charging to occur.

5.5 Car Park Management Strategy

5.5.1 The following car parking management strategy is proposed for the development.

5.5.2 The 16 houses will each be allocated a dedicated car parking space which will be individual assigned.

5.5.3 Up to 4 car parking spaces will be assigned to the creche and where required childcare staff can be assigned these spaces if required. These spaces will be required to display a valid permit issued by the management company

5.5.4 Two Go-Car or similar car share facility spaces will be provided for the residents who have occasional need to use a car. These will be located adjacent to the creche car parking making them accessible to all residents and also to local residents in the area who may wish to use the car share scheme.

5.5.5 The remainder of the surface car parking will be available to the residents on a first come first served basis. The under-croft car parking will be allocated on a need's basis by the management company.

5.5.6 The overall car parking proposals are set out in detail on the architect's layout plans. The overall use of the car parking will be monitored through the Mobility Management Plan (MMP) process and if deemed necessary car parking spaces can be reduced over time and reallocated to other travel modes.

6 ASSESSMENT OF EXISTING TRAFFIC CONDITIONS

6.1 Introduction

6.1.1 In order to assess the traffic impact of the proposed development it was first necessary to assess the current traffic situation in the area. Site appraisals and fully classified traffic counts in the environs of the proposed development were undertaken on behalf of the applicant in April 2024

6.1.2 The scope and extent of the traffic count surveys was agreed with CCC at pre-planning stage.

6.1.3 ILTP carried out LinSig traffic model analysis of the junctions adjoining the proposed development to project the impact of additional traffic flows from the proposed development on the capacity of the junctions.

6.1.4 From these results a conclusion could be drawn as to the impact that the development will have on the adjoining road network.

6.1.5 The junctions surveyed were as follows:

- Wilton Road – Glasheen Road – Sarsfield Road – Bishopstown Road Junction
- Sarsfield Road – Wilton Shopping Centre Junction
- Sarsfield Road – ESB Access Road Junction
- Sarsfield Road (R641) – Cork South Ring Road (N40) Junction

6.1.6 The Junction Turning Count (JTC) surveys were carried out in accordance with the National Transport Authority's (NTA) *Project Appraisal Guidelines Unit 5.2 - Data Collection (PE-PAG-02016) Dec 2023,* which specify that data collection should be carried out during a "neutral" or representative month, avoiding national and local holiday periods, local school holidays, mid-terms and any other abnormal periods.

6.1.7 The survey took place for 12 hours (07:00 am to 07:00 pm). All results obtained were classified into periods of 15 minutes which allowed for the identification of the AM and PM peak hours.

6.2 Review Traffic Survey Results

6.2.1 ILTP coordinated detailed traffic count surveys undertaken on April 24th 2024, in order to collate the full set of traffic data considered necessary to support the planning application for the proposed development.

6.2.2 The purpose of the surveys was to measure current traffic flows at the site and neighbouring junctions during the peak periods. This was of critical interest in gauging the effect the proposed development would have on existing traffic patterns and volumes in the area during peak flow periods.

6.2.3 ILTP also observed traffic, pedestrian and cyclist patterns and behaviours in the vicinity of the proposed development.

6.2.4 The turning counts and flows for the AM 08:00 – 09:00 peak hour traffic count are shown in Figure 6.1.

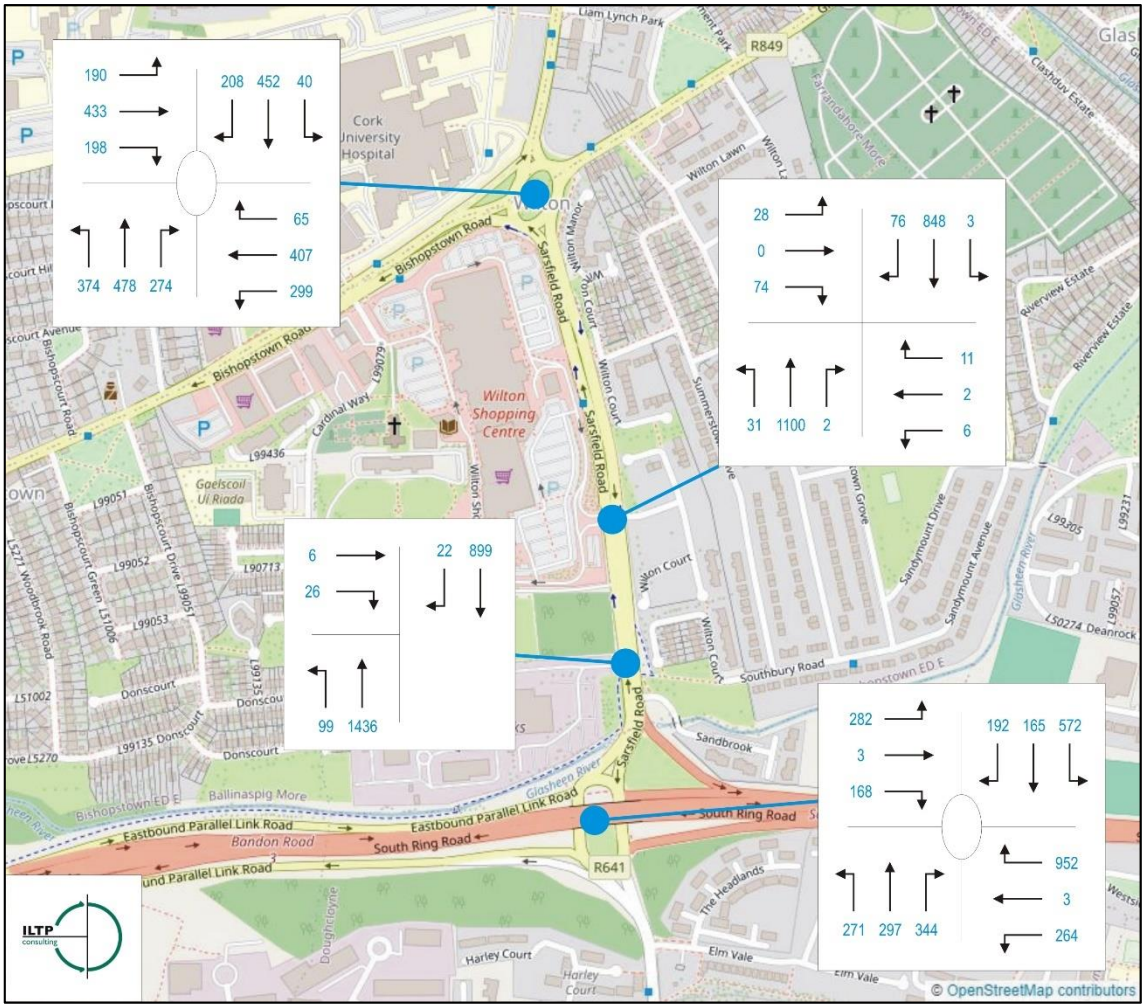


Figure 6.1: Recorded Turning Counts (veh / hr) – AM Peak Hour

6.2.5 The corresponding turning counts for the PM 17:00 – 18:00 peak hour are shown in Figure 6.2.

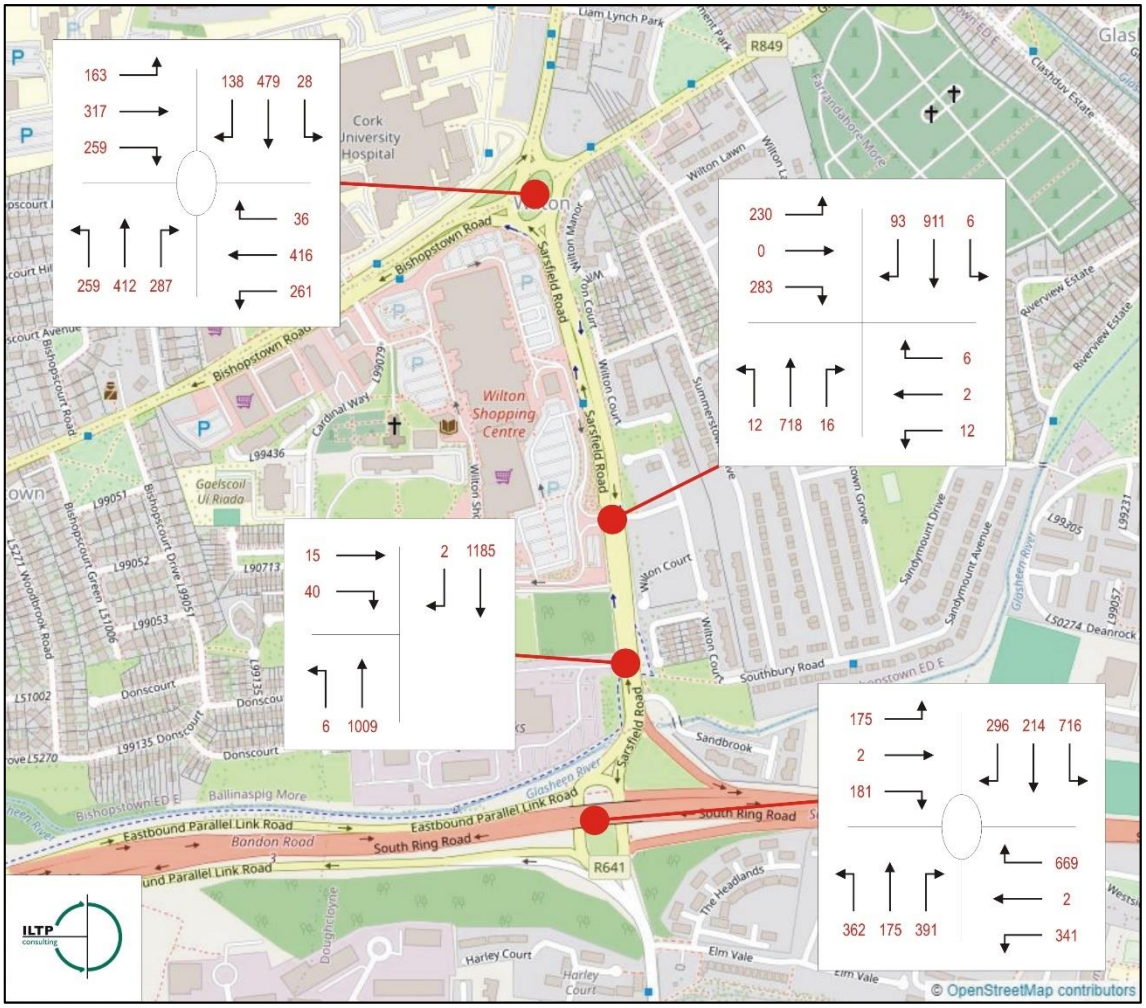


Figure 6.2: Recorded Turning Counts (veh / hr) – PM Peak Hour

6.2.6 The 2024 traffic surveys show that the existing ESB traffic is 121VPH inbound and 32VPH outbound in the AM peak hour. In the PM peak hour the recorded flows are 8VPH inbound and 65VPH outbound on the existing ESB access.

6.2.7 The recorded two-way traffic flows through the existing R641/ESB Access Road junction were 2488VPH in the AM Peak and 2257VPH in the PM peak.

6.2.8 Note that the traffic counts exclude traffic using the free-flow east west flyover on the N40 as these do not pass through the at grade roundabout and the traffic to and from the proposed development will utilise these slip roads and roundabout.

6.3 Additional Check Traffic Surveys 2024

6.3.1 Additional check surveys were carried out on Tuesday 19th November 2024. These surveys were carried out to the same specifications as the previous surveys conducted on 24th April 2024 and included 12 hour (07:00 – 19:00) junction turning counts and a public transport boarding and alighting survey of the nearby bus stops.

6.3.2 The purpose of the check survey was to validate the data captured during the previous survey was reflective of a typical day. For the purposes of validation, two-way 12 hour traffic flows were compared at the four surveyed junctions.

6.3.3 Table 6.1 shows the comparison of the April and November 12 hour two-way traffic flow data.

Table 6.1: 12 Hour Two-Way Traffic Flow Data Comparison

Location	Description	April 12hr	November 12hr	% Change
1	Wilton Roundabout	36,835	36,021	-2.21%
2	Shopping Centre Access	30,108	31,233	+3.74%
3	ESB Access Road	40,089	41,041	+2.37%
4	N40 Interchange	38,179	38,443	+0.69%

6.3.4 The results show that the data recorded during the check surveys was consistent with the data recorded in April 2024, ensuring that the original surveys were robust and reflective of the existing conditions in the vicinity of the proposed development site. The April 2024 traffic surveys were used for the traffic assessments as they were undertaken in a neutral month period and in mid-week. A neutral month is a period generally regarded as being a period that reflect average traffic condition on the overall road network. The use of data from mid-week (Tuesday, Wednesday or Thursday) is also deemed more desirable as it avoid fluctuation that can arise on data collected on a Monday or Friday. This is particularly important on post the Covid period where home working is more likely to arise on a Monday or Friday.

6.4 Comparison of TII Permanent Traffic Counter Data

6.4.1 A further data verification was also undertaken using other data sources. TII has a large number of permanent traffic counters spread across the national road network. Vehicle movements are detected as they pass over loops embedded into the road surface. There is one of these permanent counters located on the N40 Cork South Ring Road to the east of the Sarsfield Road Junction. Table 6.2 shows a comparison of data from this traffic counter taken from the weeks of both the original and repeat traffic counts. It shows that the level of traffic on the N40 on the survey days was representative of the typical traffic situation.

Table 6.2: TII Traffic Counter Data Comparison

N40 Between Jn 4 Sarsfield Road and Jn 5 Togher, Cork **All Directions**

	Mon	Tue	Wed	Thu	Fri	Average Workday
0700-1900	2024-04-22	2024-04-23	2024-04-24	2024-04-25	2024-04-26	
	75464	78772	79908	79800	79569	78703

Wed
2024-04-24
79908

	Mon	Tue	Wed	Thu	Fri	Average Workday
0700-1900	2024-11-18	2024-11-19	2024-11-20	2024-11-21	2024-11-22	
	76783	79828	80894	66796	77323	76325

Tue
2024-11-19
79828

Represents Day of Survey

Percentage Difference	-0.1%

6.4.2 The TII data from this counter to further validates the robustness of the traffic data used in the traffic assessments undertaken in this report.

6.5 Public Transport Survey Results

6.5.1 In addition to the Junction Turning Count surveys, the following bus stops on Sarsfield Road were surveyed:

- Stop ID: 243311 (Sarsfield Road Northbound)
- Stop ID: 243351 (Sarsfield Road Southbound)

6.5.2 The surveys took place over the same 12 hour period as the JTC surveys and the following information was recorded:

- Arrival Time
- Passengers Alighting
- Passengers Boarding
- Bus Operator
- Bus Route Number

6.5.3 Stop ID: 243311 (Sarsfield Road Northbound) is served by the 214 (Glanmire to CUH via City Centre) and the 219 (Southern Orbital – Mahon to CIT via Douglas) bus routes. As this stop is located towards the end of these routes, the number of people alighting vastly outnumbered those boarding at this stop. In total 3 no. passengers boarded and 145 no. passengers alighted at this stop over the course of the 12 hour survey period. (0700-1900)

6.5.4 Stop ID: 243351 (Sarsfield Road Southbound) is also served by the 214 and the 219 routes travelling on the opposite direction. As a result, this stop is located very close to the beginning of the two bus routes and in this case the numbers boarding outnumbered those alighting. In total 143 no. passengers boarded and 6 no. passengers alighted at this stop over the course of the 12 hour survey period. (0700-1900)

6.5.5 It was noted that buses only stopped if there was a demand at a particular stop. The citybound and eastbound orbital bus stops are located very close to the beginning of their respective routes and therefore there is significant spare capacity to meet the expected additional demand generated by the proposed development.

6.5.6 Check surveys were also carried out in November along with the updated JTC surveys. Similar bus patronage patterns were observed during these surveys.

7 PROJECTED TRIP GENERATION AND TRIP DISTRIBUTION FOR PROPOSED DEVELOPMENT

7.1 Projected Trip Generation for Proposed Development

7.1.1 The proposed development will generate an increased level of traffic on the local road network.

7.1.2 To calculate the likely increase in traffic volumes trip rates were established for each proposed land use type and quantum using ILTP's own experience of comparable developments of similar size and nature in Ireland, and with reference to the Trip Rate Information Computer System (TRICS) database. Trip rates were also discussed during the pre-planning consultation with CCC and the trip rates were also calculated with these discussions in mind.

7.2 Trip Generation for Proposed LRD Development

7.2.1 The trip generation is shown in Table 7.1. It shows that the proposed LRD development will generate and addition 131no. vehicular trips in the AM peak hour and an additional 137no. vehicular trips in the PM peak hour.

Table 7.1: Proposed Trip Generation

Type	Rate Type	Number	AM Rate		PM Rate		AM Trips		PM Trips	
		of Units	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Apartments	**per Unit**	332	0.082	0.242	0.221	0.123	27	80	73	41
Houses(Duplex)	**per Unit**	16	0.254	0.625	0.569	0.278	4	10	9	4
Creche	**per 100sqm**	156	3.585	2.95	2.885	3.585	6	5	5	6
Total		348					37	95	87	51

7.2.2 It should be noted that these projected trip rates are quite robust and do not take into account any of Mobility Management Plan (MMP) measures set out later in the report.

7.3 Projected Trip Distribution for Proposed Development

7.3.1 In assessing the proposed Trip Distribution for vehicular trips to and from the proposed development ILTP have accounted for various factors which include:

- Recorded AM and PM peak hour traffic flows during April 2024 JTC surveys
- Employment areas in vicinity of proposed development
- Location and proximity of key routes to and from Cork city centre
- Consultation with Cork City Council's Transportation Department during pre-planning meetings.

7.3.2 From these assessments ILTP have applied traffic trip distribution profiles for trips arriving to and departing from the proposed development having regard to the location of the proposed development, the provision of key attractors in the area and the location of the proposed development. The trip distribution is shown in Figure 7.1. The trip distribution is as follows:

- 30% to and from Sarsfield Road north, which includes:
  - 10% to and from Bishopstown Road
  - 10% to and from Glasheen Road
  - 10% to and from Wilton Road
- 70% to and from Sarsfield Road south, which includes:
  - 25% to and from N40 West
  - 40% to and from N40 East
  - 5% to and from Sarsfield Road south of N40 interchange

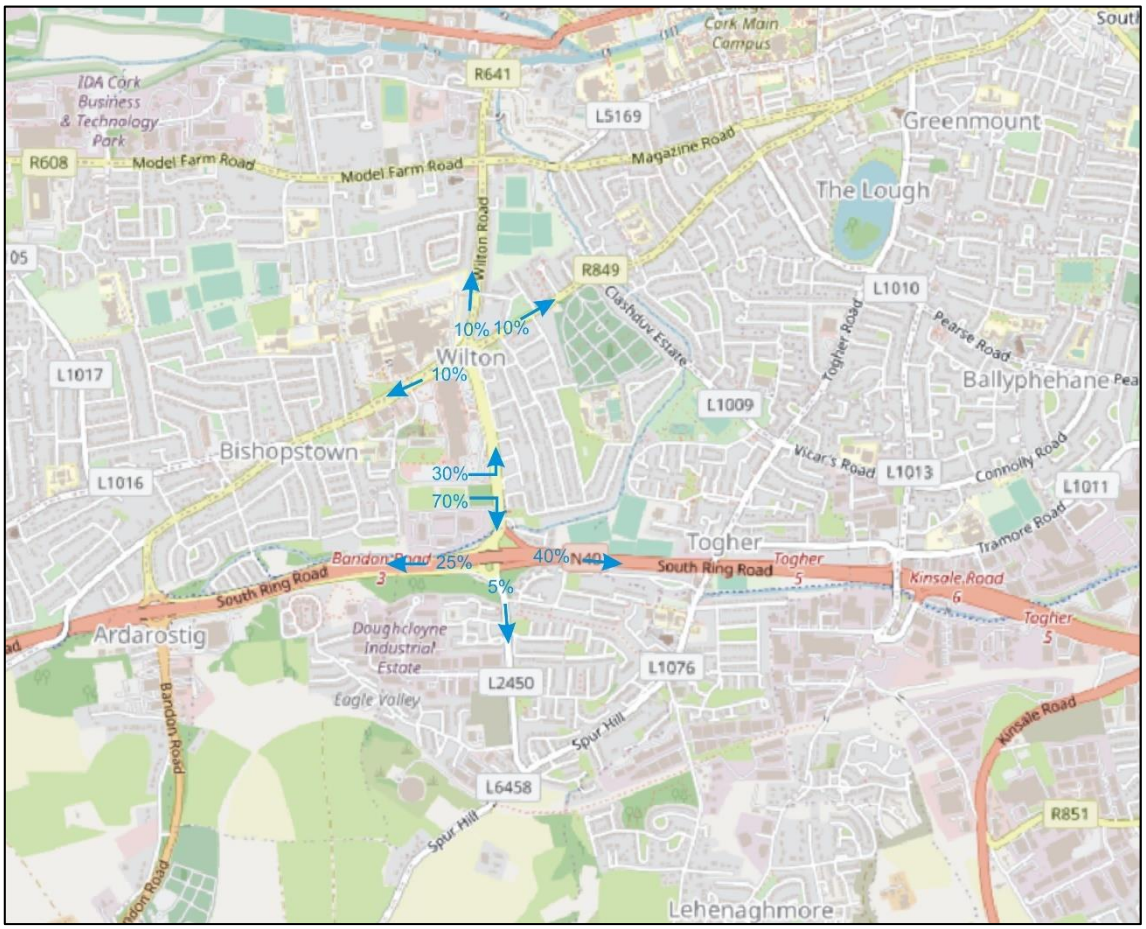


Figure 7.1: Proposed Vehicular Trip Distribution

8 TRAFFIC IMPACT ASSESSMENT AND MODELLING RESULTS

8.1 Traffic Impact of Proposed LRD Development

8.1.1 From the Trip Generation and Trip Distribution projections set out above, the additional traffic flows and likely additional movements on the adjoining road network could be estimated. The additional trips from the proposed development are shown in Figure 8.1 at the proposed ESB access off Sarsfield Road.

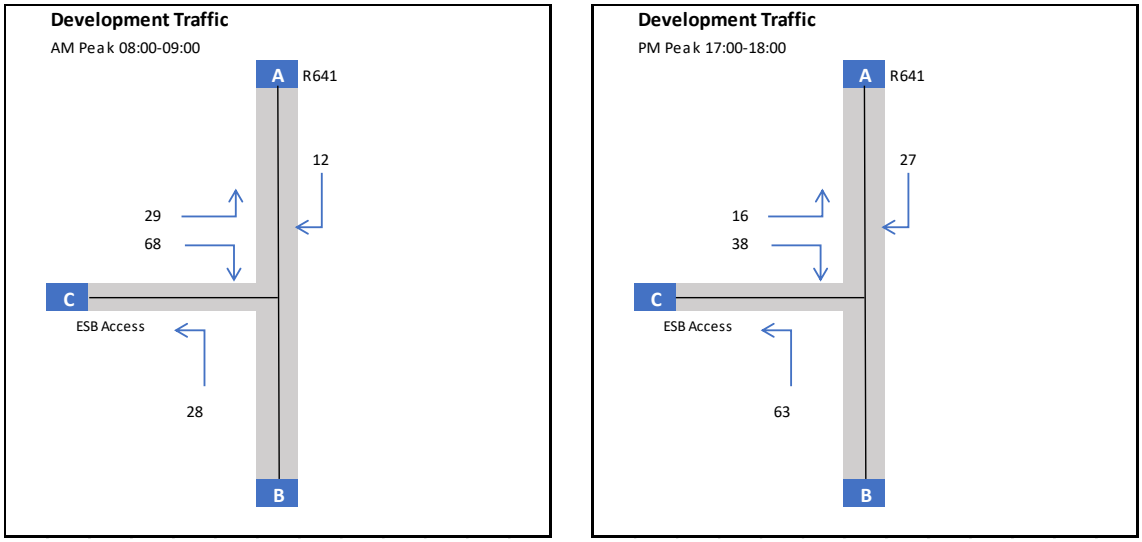


Figure 8.1: Additional AM and PP Peak Hour Trips Generated by the proposed Development on to Sarsfield Road.

8.1.2 Based on Figure 8.1, it is estimated that the proposed development will increase two-way flows on the adjoining Sarsfield Road by up to 86 no. vehicles during the AM peak hour, and 89 no. vehicles during the PM peak hour.

8.1.3 The total two way traffic flows on Sarsfield Road north of the ESB access is 2,363VPH in the AM peak and 2211VPH in the PM peak.

8.1.4 The traffic flow increases estimated from the proposed LRD development on Sarsfield Road north of the ESB access is 41VPH in the AM Peak and 43VPH in the PM peak. This represents an increase of 1.73% and 1.94% in traffic flows in the AM and PM peak hours respectively.

8.1.5 The total two way traffic flows on Sarsfield Road south of the ESB access and north of the N20 interchange is 2,525VPH in the AM peak and 2,289VPH in the PM peak.

8.1.6 The traffic flow increases estimated from the proposed LRD development on Sarsfield Road south of the ESB access is 96VPH in the AM Peak and 101VPH in the PM peak. This represents an increase of 3.8% and 4.4% in traffic flows in the AM and PM peak hours respectively.

8.1.7 These vehicles will use the R641/N20 interchange to access and egress the proposed Development and will therefore dissipate very quickly on to the wider road network.

8.1.8 The total number of vehicle entering and exiting the at grade section of the R641/N20 interchange in 7,091VPH in the Am peak and 7,103VPH in the PM peak. The additional two way traffic movements from the proposed LRD development that will use the interchange is estimated at 96VPH in the AM peak and 101VPH in the PM peak. The additional traffic from the proposed LRD development would represent an increase of 1.3% in the AM peak hour and an increase of 1.4% in the PM peak hour in overall traffic using the slip roads and at grade roundabout.

8.2 Therefore the traffic impact on the R461/N20 interchange will be very small.

8.2.1 The recorded two-way traffic flow on the N20 between Sarsfield Road and Bandon Road on the survey date was 8,062VPh in the AM peak and 8,151VPH in the PM peak. We can conclude that beyond this junction the traffic impact of the proposed LRD development will be negligible on the national road network.

8.3 Assessment of Impact on Adjoining Roads in context of Traffic Impact Assessment Thresholds

8.3.1 The projected increases in traffic as a result of the proposed development have been assessed with regard to the vehicle movement threshold levels above which a Transport Assessment is automatically required, as defined in the *TII Traffic and Transport Assessment Guidelines* (May 2014), which include:

> *"Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.*
>
> *Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive."*
>
> *Residential development in excess of 200 dwellings.*
>
> *Retail and leisure development in excess of 1,000m^2."*

8.3.2 The overall impact of the proposed development on Sarsfield Road forecasted to be below the 5% threshold level and less that 2% on the N40 National Road. Therefore the traffic impacts of the proposed LRD development on the Sarsfield Road and the N20 interchange will be sub threshold in terms of traffic impact. It is therefore not proposed or warranted to undertake any changes to the existing road network in the area as result of this development.

8.4 Assessment of Future Traffic Conditions

8.4.1 Subject to planning, the Opening Year of the proposed development is projected to be 2028, and the corresponding Design Year is taken to be 2043, which is 15 years after the Opening Year.

8.4.2 For future year scenarios ILTP have applied the TII Central Growth Rates for the Cork Metropolitan Area, as shown in Table 8.1. These growth rates allow for the planned population and employment growths forecasted for various parts of the country. The application of the TII growth forecast therefore account for the likely cumulative traffic impact of other proposed developments in the wider area.

Table 8.1: TII Traffic Growth Rates (Source: *TII Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections PE-PAG-02017 May 2019*)

Table 6.1: Link-Based Growth Rates: Metropolitan Area Annual Growth Rates

Metropolitan Area	Low Sensitivity Growth Rates						Central Growth Rates						High Sensitivity Growth Rates					
	2016-2030		2030-2040		2040-2050		2016-2030		2030-2040		2040-2050		2016-2030		2030-2040		2040-2050	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
Dublin	1.0146	1.0280	1.0034	1.0116	1.0028	1.0144	1.0162	1.0295	1.0051	1.0136	1.0044	1.0162	1.0191	1.0328	1.0087	1.0172	1.0093	1.0256
Cork	1.0153	1.0279	1.0072	1.0128	1.0065	1.0164	1.0169	1.0294	1.0090	1.0149	1.0083	1.0182	1.0202	1.0328	1.0125	1.0185	1.0166	1.0276
Galway	1.0154	1.0201	1.0077	1.0164	1.0079	1.0203	1.0169	1.0217	1.0097	1.0182	1.0095	1.0220	1.0203	1.0250	1.0131	1.0217	1.0178	1.0313
Limerick	1.0158	1.0313	1.0052	1.0113	1.0050	1.0158	1.0174	1.0329	1.0070	1.0134	1.0069	1.0177	1.0218	1.0364	1.0106	1.0171	1.0146	1.0273
Waterford	1.0123	1.0301	1.0031	1.0131	1.0029	1.0175	1.0140	1.0317	1.0052	1.0153	1.0050	1.0194	1.0173	1.0352	1.0091	1.0194	1.0122	1.0300

8.4.3 While the traffics assessments in this report assume moderate traffic growth over time this is likely to represent a worse case scenario.

8.4.4 Traffic patterns and growth rates in cities show very different patterns to overall growth rates on the wider road network. In particular, traffic flows at peak hour periods to and from city centres generally show little if any growth over time. This is consistent with the wider traffic trends for other cities in Ireland.

8.4.5 For example, the NTA / DCC annual Cordon Count (*Canal Cordon Report 2018 - Report on Trends in Mode Share of Vehicles and People Crossing the Canal Cordon 2006 to 2018*, April 2019) shows that in overall terms there has been a significant decline since 2006 in the number of vehicles coming into Dublin during the Cordon Count period. Car numbers crossing the canal cordon have continued to decline over the years.

8.4.6 The decline in private car usage is promoted and supported by policy objectives at national, regional and local levels. This will in turn lead to a move away from car dependency particularly in urban locations served public transport such as the proposed development.

8.4.7 This will be particularly true in town centre locations and on radial routes into and out of city centres. It is further noted that the current Cork City Development Plan and the Cork Transport Strategy target an ongoing reduction in private car trips in Cork City.

8.5 Capacity Assessment of Sarsfield Road-ESB Access Junction

8.5.1 ILTP performed an analysis of the capacity of the Sarsfield Road-ESB Access Junction using the LinSig Version 3 signalised junction modelling software.

8.5.2 The results of the scenarios modelled in LinSig are presented in terms of Degree of Saturation. Values over 90% for an urban signalised junction are typically regarded as experiencing occasional traffic congestion, with queues of vehicles beginning to form. It should be noted that at many urban junctions the Degree of Saturation exceeds 100% for a portion of the peak period. The extent and duration of the queues which form as a result are managed, to minimise interference spreading through the network.

8.5.3 The LinSig Model is based on the 1-hour time periods, 08:00 – 09:00 and 17:00 – 18:00 peak hour periods. The ILTP LinSig model for the junction is displayed in Figure 8.2. Operational data for the junction was requested from the planning authority but was not available at time of writing. Therefore the following assumptions have been made:

- Cycle times have been assumed based on the operational requirements of the site
- It has been assumed that the right turn into the site operates every cycle in the AM and PM
- It has been assumed that the pedestrian phases operate every cycle in the AM and PM
- Phases and stages have assumed from google street view and presumed best practice
- Intergreen times have been determined for analysis of the geometry on google streetview

8.5.4 Once the operational data is received from the planning authority, further refinement of the traffic model with be carried out.

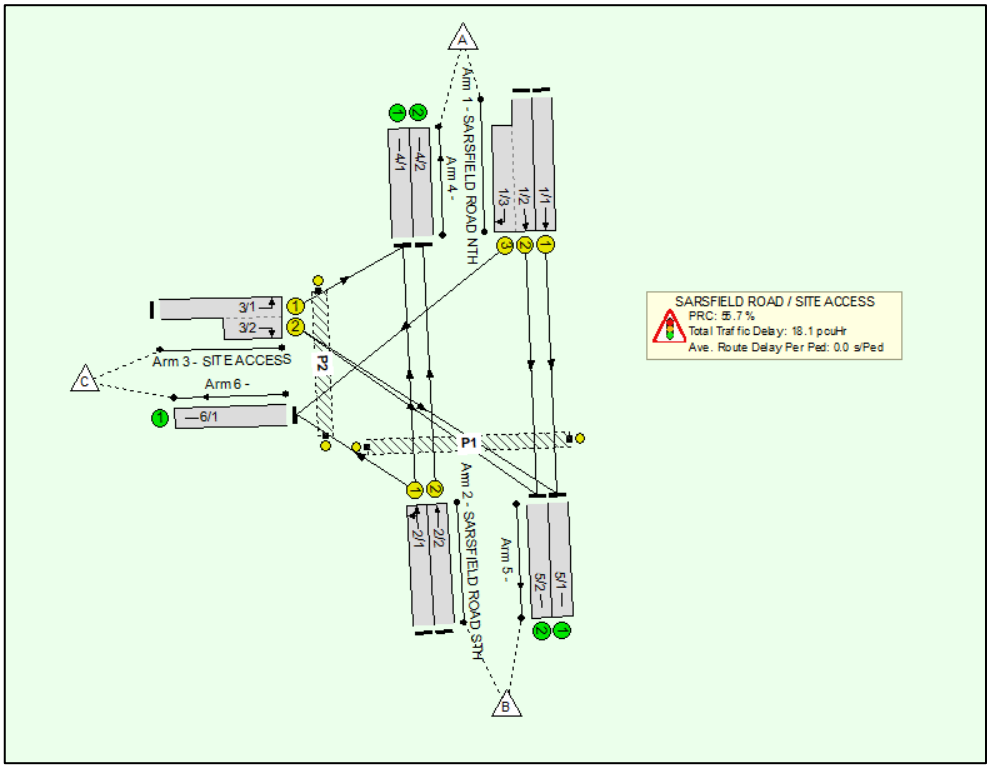


Figure 8.2: LinSig Model for Sarsfield Road-ESB Access Junction

8.5.5 Five scenarios were assessed:

- 2024 Base Year (2024 Survey Results)
- 2028 Opening Year
- 2028 Opening Year with Proposed Development Traffic
- 2043 Design Year
- 2043 Design Year with Proposed Development Traffic

8.5.6 The traffic inputs for the future year scenarios are shown in Figures 8.3 to 8.6 below. Note that the inputs for base year scenarios are as per the traffic count data shown in Figures 6.1 and 6.2.

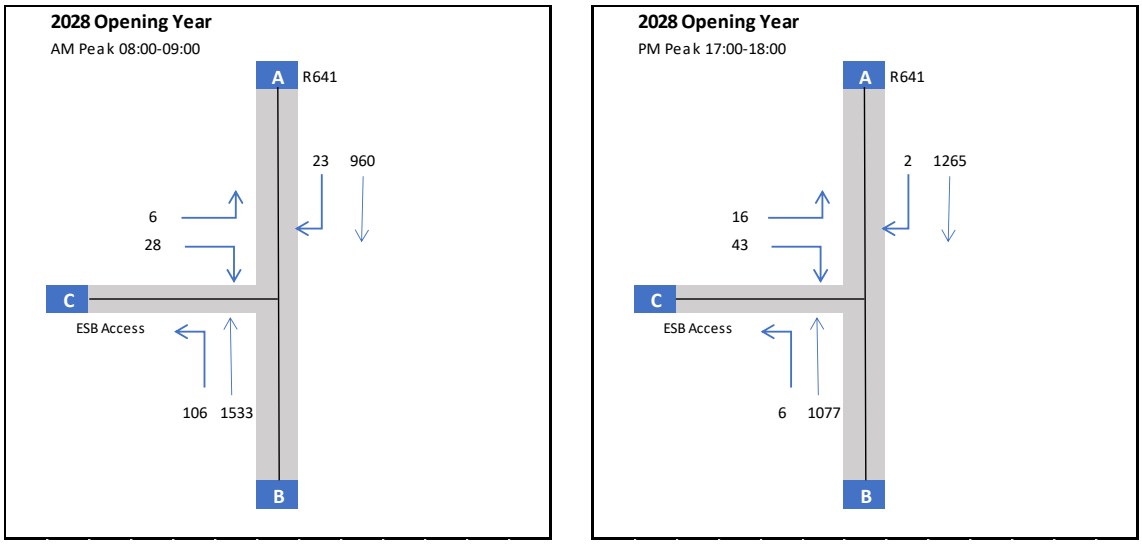


Figure 8.3: LinSig Model Inputs 2028 Opening Year

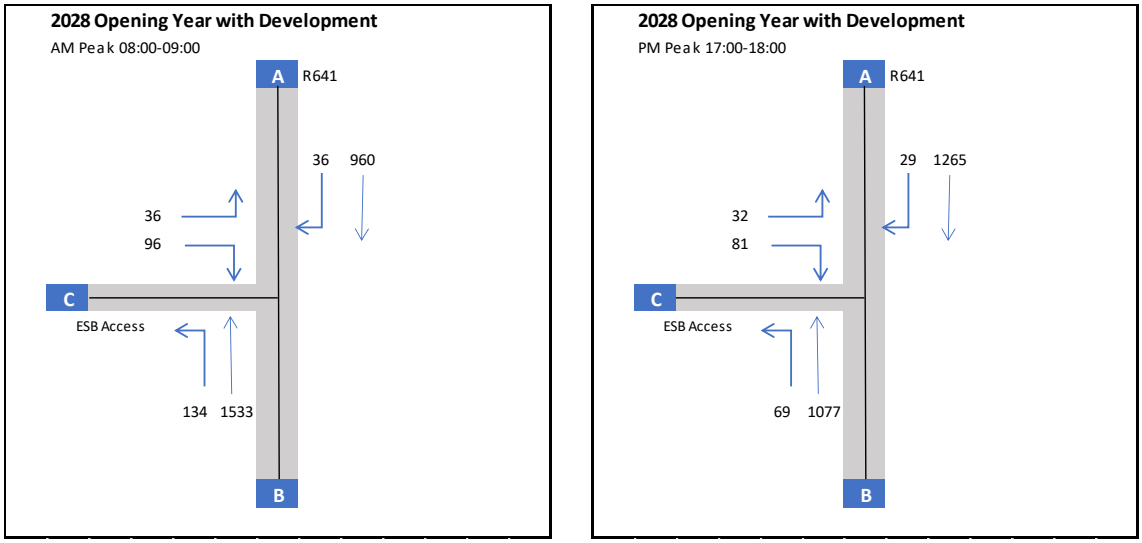


Figure 8.4: LinSig Model Inputs 2028 Opening Year with Proposed Development Traffic

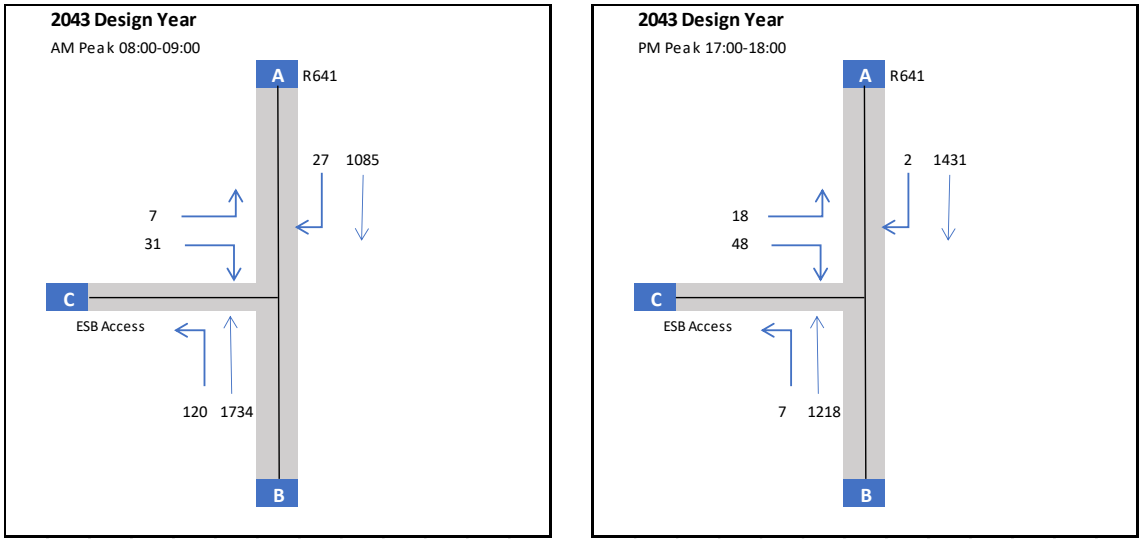


Figure 8.5: LinSig Model Inputs 2043 Design Year

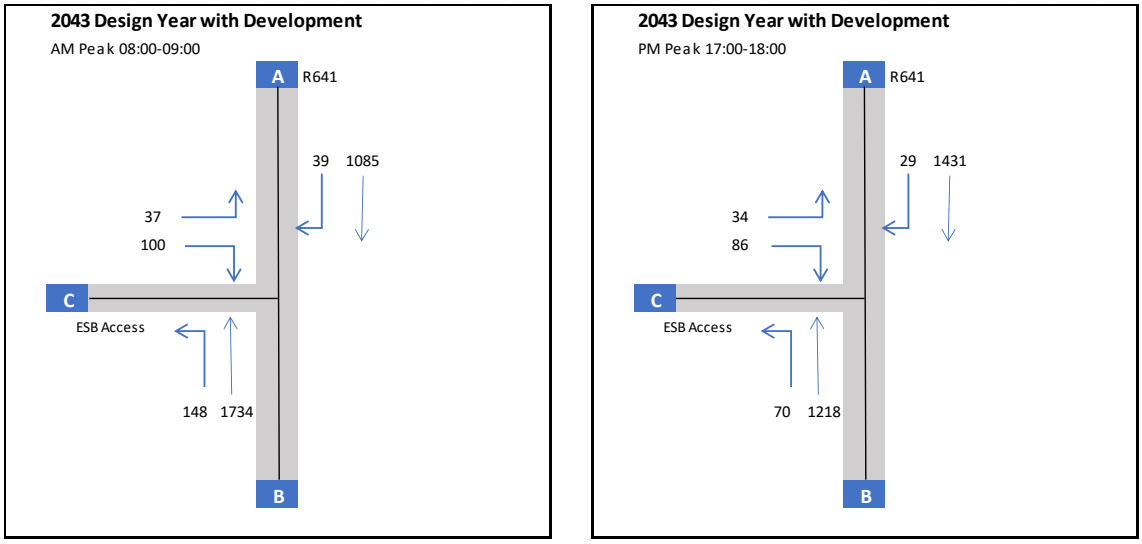


Figure 8.6: LinSig Model Inputs 2043 Design Year with Proposed Development Traffic

8.5.7 The results of the various scenarios modelled in LinSig are presented in Table 8.2 in terms of Degree of Saturation.

Table 8.2: Sarsfield Road-ESB Access Junction Performance Assessment – LinSig Traffic Model Output Results

Scenario		Sarsfield Road North (A)		Sarsfield Road South (B)		ESB Access Road (C)	
		Degree of Saturation (%)	Mean Max Queue	Degree of Saturation (%)	Mean Max Queue	Degree of Saturation (%)	Mean Max Queue
Base Year (2024)	**AM**	35.1%	8.0	65.6%	21.8	21.9%	1.1
	PM	44.4%	11.6	43.2%	11.6	33.8%	1.7
Opening Year (2028)	**AM**	37.4%	8.7	70.1%	24.4	23.6%	1.2
	PM	47.3%	12.8	46.0%	12.7	36.3%	1.9
Opening Year (2028), with Development	**AM**	39.8%	9.2	73.2%	26.2	68.9%	4.7
	PM	51.0%	14.0	51.5%	14.8	51.0%	3.5
Design Year (2043)	**AM**	42.2%	10.3	79.3%	30.9	26.1%	1.3
	PM	53.5%	15.3	52.0%	15.2	40.5%	2.1
Design Year (2043), with Development	**AM**	43.3%	10.6	81.6%	32.4	76.8%	5.3
	PM	56.7%	16.7	57.1%	17.2	57.8%	3.9

8.5.8 The main LinSig model results show that the Sarsfield Road-ESB Access Junction operates within the design capacity of the junction both without and with the proposed development in place. The model shows the highest Degree of Saturation is during the Design Year AM peak hour for the Sarsfield Road approach arm, at 81.6% with the proposed development in place. The results also show that further optimisation of the signal timings of this junction for the respective approach arms with the proposed development in place would enhance the overall capacity of the junction

8.5.9 The LinSig traffic modelling analysis undertaken shows that the junction can satisfactorily accommodate the projected additional traffic from the proposed development.

8.5.10 The full LinSig outputs are included in Appendix A.

8.6 Capacity Assessment of Sarsfield Road-N40 Interchange

8.6.1 ILTP performed an analysis of the capacity of the Sarsfield Road-ESB Access Junction using the LinSig Version 3 signalised junction modelling software. The ILTP LinSig model for the junction is displayed in Figure 8.7.

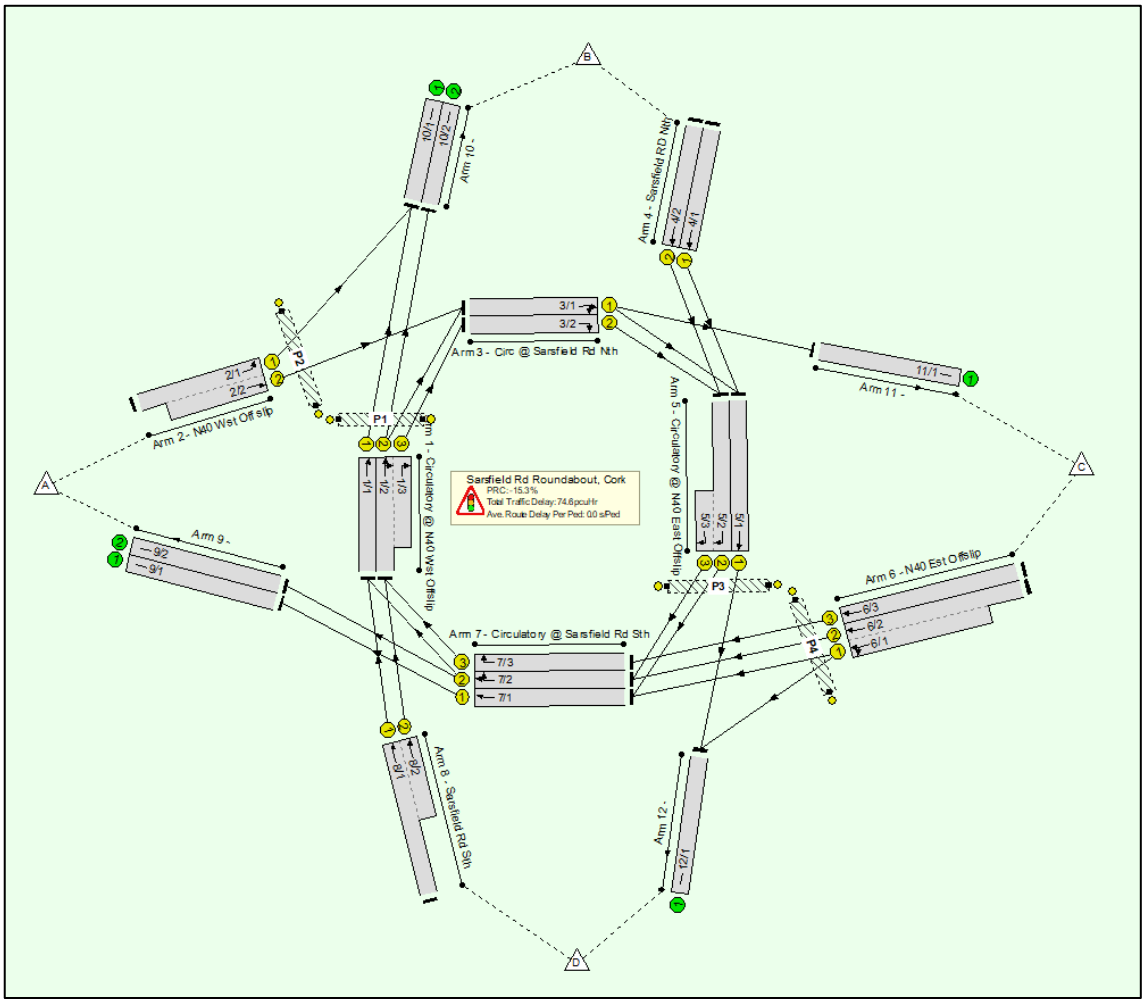


Figure 8.7: LinSig Model for Sarsfield Road-N40 Interchange

8.6.2 Five scenarios were assessed:

- 2024 Base Year (2024 Survey Results)
- 2028 Opening Year
- 2028 Opening Year with Proposed Development Traffic
- 2043 Design Year
- 2043 Design Year with Proposed Development Traffic

8.6.3 The traffic inputs for the future year scenarios are shown in Figures 8.8 to 8.11 below. Note that the inputs for base year scenarios are as per the traffic count data shown in Figures 6.1 and 6.2.

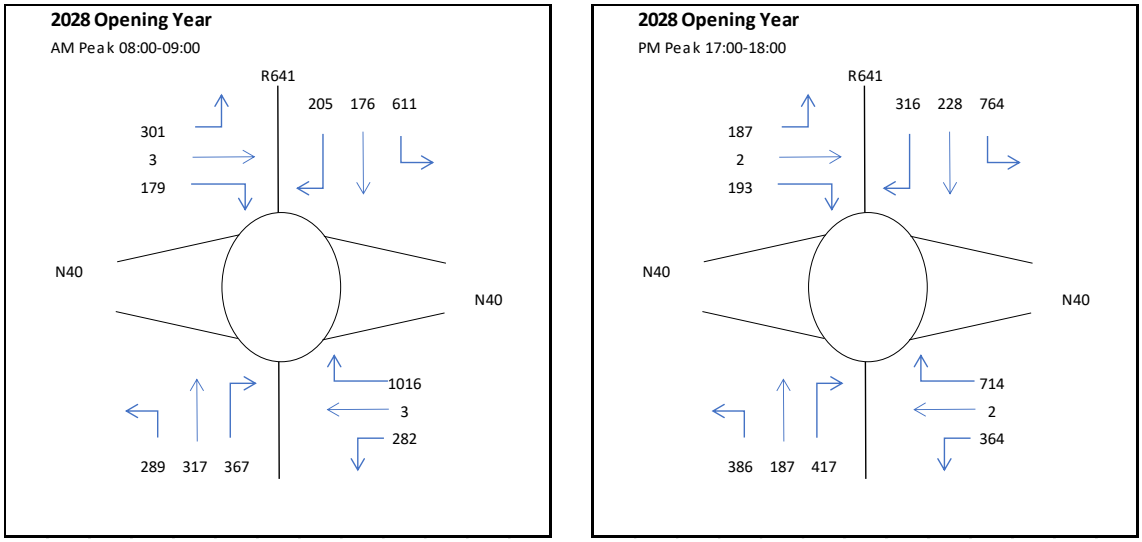


Figure 8.8: LinSig Model Inputs 2028 Opening Year

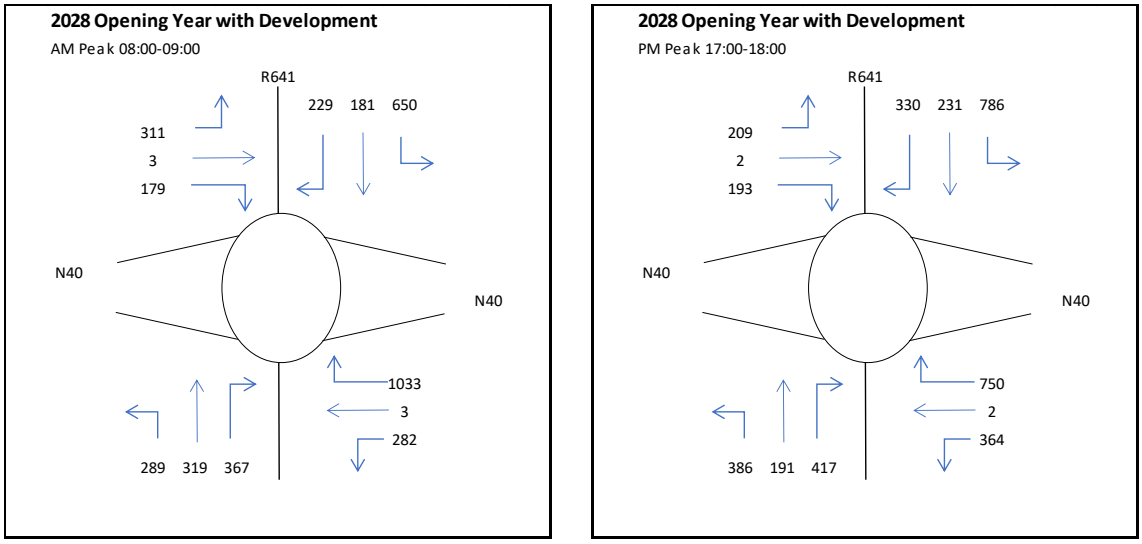


Figure 8.9: LinSig Model Inputs 2028 Opening Year with Proposed Development Traffic

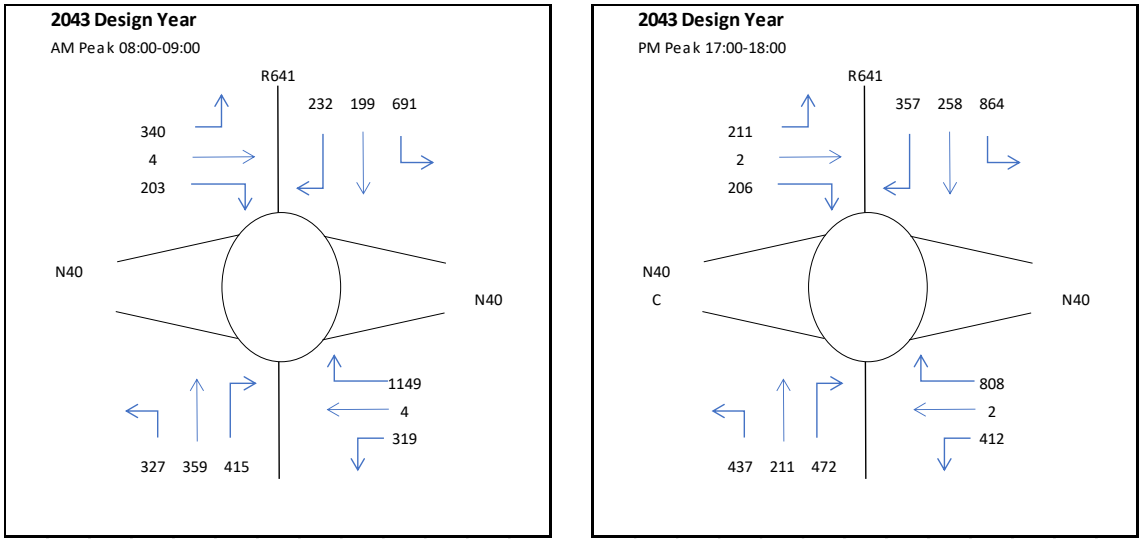


Figure 8.10: LinSig Model Inputs 2043 Design Year

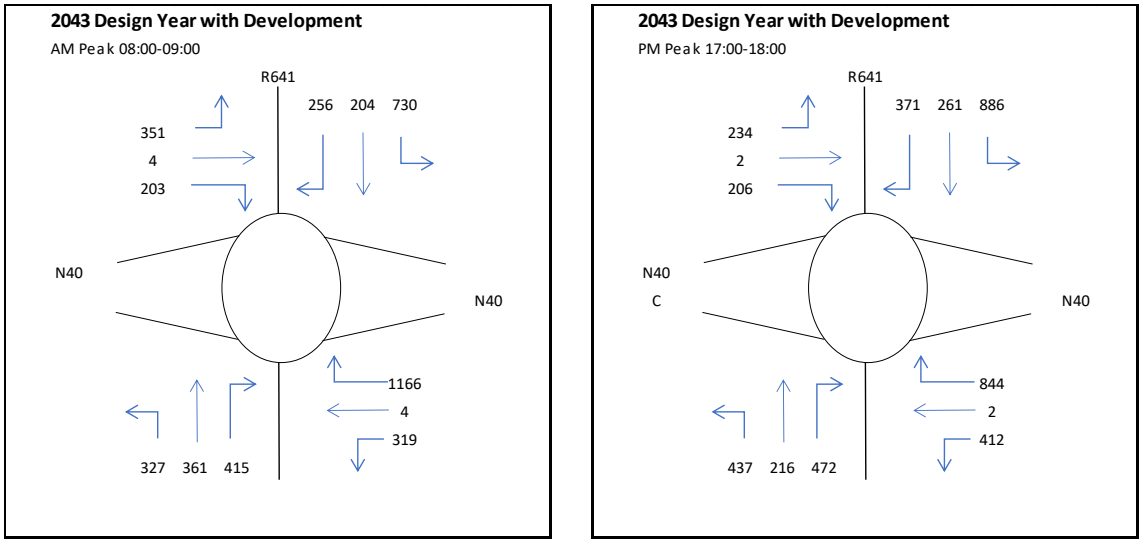


Figure 8.11: LinSig Model Inputs 2043 Design Year with Proposed Development Traffic

8.6.4 The results of the various scenarios modelled in LinSig are presented in Table 8.3 in terms of Degree of Saturation.

Table 8.3: Sarsfield Road-N40 Interchange Performance Assessment – LinSig Traffic Model Output Preliminary Results for Approach Arms

Scenario		N40 West Off Slip (A)		Sarsfield Road North (B)		N40 East Off Slip (C)		Sarsfield Road South (D)	
		Degree of Saturation (%)	Mean Max Queue	Degree of Saturation (%)	Mean Max Queue	Degree of Saturation (%)	Mean Max Queue	Degree of Saturation (%)	Mean Max Queue
Base Year (2024)	**AM**	79.3%	6.3	36.9%	2.9	55.8%	6.8	59.4%	5.5
	PM	60.1%	3.5	44.9%	4.3	58.6%	6.0	54.0%	5.3
Opening Year (2028)	**AM**	77.6%	6.4	39.4%	3.1	63.0%	8.1	59.3%	5.9
	PM	64.3%	3.9	50.6%	4.8	56.3%	6.1	54.1%	5.3
Opening Year (2028), with Development	**AM**	80.2%	6.9	44.0%	3.6	63.0%	8.1	61.6%	6.1
	PM	64.6%	4.0	63.5%	5.7	58.7%	6.5	59.7%	5.9
Design Year (2043)	**AM**	98.7%	15.9	49.2%	4.1	70.0%	9.1	74.8%	5.8
	PM	86.1%	11.5	64.4	6.2	63.7%	6.5	72.0%	9.6
Design Year (2043), with Development	**AM**	101.5%	20.2	50.5%	4.4	70.9%	9.4	77.3%	9.3
	PM	90.1%	6.0	66.9%	6.5	60.7%	6.6	75.4%	10.4

8.6.5 The main LinSig model results show that the Sarsfield Road-N40 Interchange operates within the design capacity of the junction in the opening year with and without the proposed development in place.

8.6.6 It is noted that the Degree of Saturation exceeds 95% on the N40 west off slip in the Design Year. However, as previously stated, this is the case at many urban junctions. It is also noted that the degree of saturation exceeds 95% both with and without the development traffic in places.

8.6.7 The results also show that further optimisation of the signal timings of this junction for the respective approach arms with the proposed development in place would enhance the overall capacity of the junction.

8.6.8 It should also be noted that increased cycle times would also mitigate some of the loss of capacity, and traffic signal controllers (such as MOVA or SCOOT) automatically do this on site. However, for an impact assessment it is necessary to compare like with like so the cycle times have remained consistent across all scenarios.

8.6.9 The LinSig traffic modelling analysis undertaken shows that the interchange can satisfactorily accommodate the projected additional traffic from the proposed development. The full LinSig outputs are included in Appendix A.

9 MOBILITY MANAGEMENT PLAN

9.1 Introduction

9.1.1 A Travel Plan or Mobility Management Plan (MMP) is a wide range of policies, programmes, services and products that influence how, why, when & where people travel to make travel behaviour more sustainable.

9.1.2 Figure 9.1 represent graphically the interlinking approaches and strategies utilised in the preparation of a Travel Plan / Mobility Management Plan. Within this Travel Plan / MMP we have sought to consider transportation demand, transportation supply and land use.

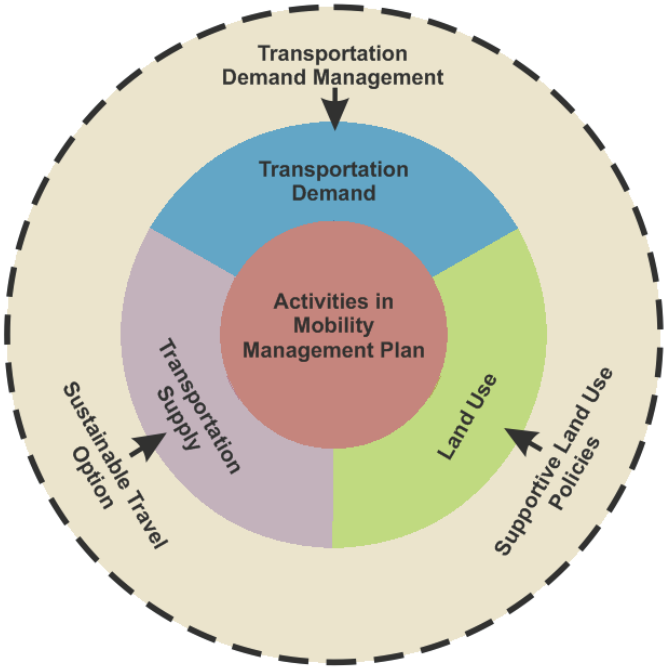


Figure 9.1: Mobility Management Plan Strategies

9.1.3 Mobility Management can be described, as a transport demand management mechanism that seeks to provide for the transportation needs of people and goods. It can be applied as a strategic demand management tool or as a site-specific tool measure. The aim is to reduce the demand for and use of cars by increasing the attractiveness and practicality of other modes of transport. Mobility Management encourages individuals, companies or institutions to satisfy their transport needs by the efficient and integrated use of available transport facilities.

9.1.4 The UK Dept of Transport has produced a document entitled *'Making residential travel plans work – guidelines for new development'*." This document has guided the preparation and drafting of this Travel Plan / MMP strategy. In addition, the DTO guideline document "*Route to Sustainable Commuting: an Employer's guide to travel plans*" and "*A Sustainable Transport Future*" produced by the Department of Transport have influenced the preparation of this ravel Plan / MMP.

9.1.5 The use of a Travel Plan / MMP is an important element in meeting targets set down in the *National Sustainable Mobility Policy* document.

9.1.6 The Department of Transport published the policy document *National Sustainable Movement Policy* in April 2022. This document sets down the policies and measures required to reduce travel demand and ensure that a far greater proportion of travel is done using sustainable modes of transport.

9.2 Mode Share – NTA National Household Travel Survey 2022

9.2.1 The NTA published the results of its latest National Household Travel Survey in May 2024. It found that 57% of trips taken in Irelands Regional Cites (Cork, Galway, Limerick and Waterford) are by car. The full modal spit is as follows:

- Car 57%
- Walk 31%
- Bus/Coach 5%
- Cycle 3%
- Truck/Van 2%
- Other 2%

9.2.2 The report also noted the following key findings:

- While car is the main mode of transport used by those living in Regional Cities at 57%, it is less dominant than in all other regions with the exception of Dublin City and Suburbs.
- Levels of walking (31%) and are significantly higher in Regional Cities than the national average (20%).
- The main reasons for travel among those living in Regional Cities is work/business at 21% and education at 19%.
- When it comes to the proximity of amenities, almost all of those living in Regional Cities (97%) reported living within a 15-minute walk to a shop.
- The majority of trips (78%) made by those living in Regional Cities take less than 30 minutes and just over half of all trips (51%) are to travel a distance of less than 3 kilometres.

9.3 Mode Share Targets – CMATS (Cork Metropolitan Area Transport Strategy)

9.3.1 CMATS outlines its mode share targets for the Cork Metropolitan area in 2040 as follows:

- Car 49.3%
- Walking 21%
- Public Transport 25.7%
- Cycling 4%

9.4 Proposed Mode Share Targets

9.4.1 The mode share targets for the proposed development have been developed with reference to the NTA Household Travel Survey data and the 2040 targets set out in CMATS. Achievement of these targets can be further reinforced through support measures as detailed in this MMP.

9.4.2 The opening year mode share target for car travel (drive and passenger) is set at 50% which is deemed appropriate for given the location of the proposed development and the high ratio of apartments being provided. The opening year mode share targets for the proposed development are shown in Figure 9.2.

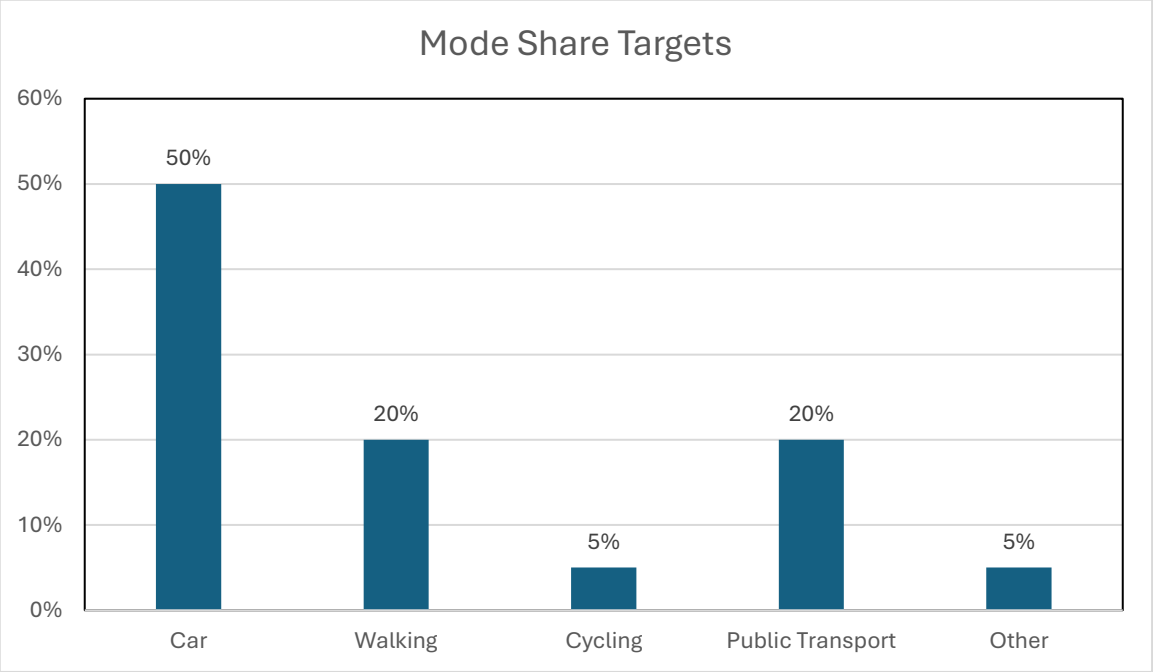


Figure 9.2: Anticipated Mode Share Targets – Opening Year

9.5 Travel Plan / Mobility Management Plan Targets

9.5.1 The mode share targets anticipated for the proposed development are set out in Figure 9.2. This is consistent with wider transport objectives to encourage and maximise greater use of sustainable travel modes in developments which are appropriately located and well served by sustainable travel modes.

9.5.2 It is considered that these are realistic mode share targets for the proposed development, particularly given the close proximity of the proposed development to public transport services, combined with the reduced car parking and increased cycle parking provision.

9.6 Travel Plan / Mobility Management Plan Objectives

9.6.1 A Travel Plan / Mobility Management Plan would have the effect of reducing in overall terms both the amount of trips generated by the proposed development, and would ensure that greater numbers use public transport. The mobility management strategy would therefore act as a form of mitigation by reducing the overall level of traffic that would be on the surrounding roads in the future.

9.6.2 This Travel Plan / Mobility Management Plan includes provision for the appointment of a Travel Plan Coordinator, details of access to the appointed Travel Plan Coordinator by the residents in the development and a report submitted on an annual basis on the achievement of the actual travel behaviour relative to the objectives of the Travel Plan / MMP.

9.7 Travel Plan / Mobility Management Plan Measures and Action Plan

9.7.1 In order to promote sustainable travel patterns and meet the proposed modal split targets a number of measures are recommended. These include:

- Appointment of a Travel Plan Coordinator
- Appropriate Car Parking and Cycle Parking Provision
- Promote Public Transport
- Promote Walking and Cycling initiatives
- Promote Walking initiatives
- Car Sharing
- Car Club & Electric Car Facilities

Appointment of a Travel Plan Coordinator

9.7.2 The appointment of an active Travel Plan Coordinator is regarded as the principle means of developing and implementing a Travel Plan / MMP.

9.7.3 It is proposed that a Travel Plan Coordinator be appointed for the development by the management company, whose objective will be to encourage and facilitate sustainable travel for residents and visitors to the development.

9.7.4 The Travel Plan Coordinator will have a role in promoting and monitoring the Travel Plan / MMP. The Travel Plan Coordinator role will involve the ongoing implementation of the Travel Plan initiatives.

9.7.5 ***Recommendation:*** A Travel Plan Coordinator for the development will be appointed after the occupation of the first phase of the development.

9.7.6 **Recommendation:** The Travel Plan process will be subject to an annual review process to identify any amendments to the Travel Plan / MMP process as necessary.

9.7.7 ***Recommendation:*** The Travel Plan Coordinator will record Travel Modal Split through a resident travel survey on an annual basis. Surveys should be conducted over the same period every year, so conditions and results are comparable.

Appropriate Car Parking and Cycle Parking Provision

9.7.8 It is proposed as part of this application that car and cycle parking be provided having regards the CCC CDP requirements. The proposals include for modest car parking provision and high cycle parking provision to increase greater mode transfer from private car to cycling.

Public Transport Initiatives

9.7.9 As has been outlined in this report there are bus services within a short walk of the development. It is vital that such facilities are promoted and their usage maximised. The roll out of integrated ticketing and real-time travel information increases further the attractiveness of public transport.

9.7.10 ***Recommendation:*** Information on public transport serving the development will be made available to residents. Such information will be displayed on notice boards, where relevant.

9.7.11 ***Recommendation:*** Information on the tax benefits of commuter public transport tickets will be made available to all residents.

Walking and Cycling Initiatives

9.7.12 The proposed development includes for the provision of bicycle parking facilities for all residential units. In addition to the provision of on-site facilities cycling can be further encouraged through various initiatives which include promoting education and awareness on cycling and providing information on cycle routes in the area. Further discussion of the proposed walking and cycling facilities within the development can be round in ILTP's *DMURS and Cycle Design Manual Compatibility Statement* included as part of this application.

9.7.13 ***Recommendation:*** The Travel Plan Coordinator will implement appropriate walking and cycling initiatives that encourage a greater uptake of walking and cycling as more sustainable alternatives to the private car. This includes promoting education and awareness on cycling and circulating information on walking and cycle routes in the area. In addition, information on the Bike to Work scheme will be made available for all residents.

Car Sharing

9.7.14 Car sharing provides an opportunity to save on fuel costs, and also to save time for parents travelling to school with children. This also serves to reduce congestion on the roads, particularly in and around the development itself during peak traffic hours. Car sharing also facilitates social interaction between residents.

9.7.15 As a potential strategy, the Travel Plan Coordinator could circulate information to all residents highlighting the benefits of car sharing and request information from residents in respect of their ability to car share. An initial meeting with possible car sharing partners could then be arranged to discuss arrangements for pick-up and collection, scheduling, contact details and agreeing trial periods. The Travel Plan Coordinator will also evaluate on an ongoing basis the needs of residents and opportunities to reduce car dependency and maximise car sharing.

9.7.16 ***Recommendation:*** A formal procedure will be put in place and coordinated and monitored on an ongoing basis by the Travel Plan Coordinator to promote car sharing with the view to maximising the number of residents that travel in each car and minimising the number of vehicular trips.

Car Club and Electric Car Facilities

9.7.17 The proposed development also includes provision for dedicated electric car charge points at basement level to enable those residents who own electric cars to charge them overnight. In addition, a Car Club or 'Go Car' type facility is also included in the development in order to reduce the need for car ownership whilst making cars available for residents to meet periodic car needs.

9.8 Monitoring and Review

9.8.1 The functioning of the Travel Plan / Mobility Management Plan will be overseen on an ongoing basis. This will ensure that travel notice boards are kept up to date and that new residents are provided with travel packs and a full induction session.

9.8.2 More formal measurements of the travel behaviour will be undertaken on an annual basis. This will determine if the objectives of the Travel Plan / MMP are being met. Input from the Local Authority and the Management Company will be sought.

9.8.3 The modal split for the development will also be surveyed on an annual basis to ascertain if targets are being met and to identify methods by which the modal split may be further improved.

9.8.4 Following on from this analysis, measures required to remedy any deficiencies will be identified and implemented.

10 OUTLINE CONSTRUCTION STAGE TRAFFIC IMPACT ASSESSMENT & MMP

10.1 Construction Activity

10.1.1 The separate Construction Management Plan (CMP) report sets out the construction as occurring in a single phase.

10.1.2 The likely traffic impacts associated with the construction phase of the proposed development have been assessed in this section.

10.1.3 The works will be phased in such a way as to allow the external road network to remain open with existing capacity maintained at all times. Any short terms road closures or traffic management measures required to facilitate construction or services provision will need to be agreed in advance with CCC's Roads & Traffic Department.

10.1.4 The following assumptions were made as part of the evaluation process:

- 07:00 to 18:00 operation per day Monday - Friday
- 08:00 to 14:00 operation Saturday

10.1.5 A more detailed construction traffic management plan will be prepared by the contractor undertaking the construction works and submitted to CCC's Planning Department for approval prior to commencement of construction of the development.

10.2 Proposed Haul Route for Construction Traffic

10.2.1 Various route proposals for accessing the site were considered. It was decided that the route with the least impact on the adjoining residential street network would be the most prudent, as it would reduce conflict with other vehicles and local residents.

10.2.2 The site adjoins the R641 Regional Road which means that all HGV movement associated with the construction stage of the proposed development can be required to only use the regional and national road networks to the south of the proposed development.

10.2.3 The proposed Haul Route for the construction works for the proposed development is shown in Figure10.1 which will direct all movement to and from the proposed development to the N40 South Ring Road.

Figure 10.1: Proposed Primary Haul Route for Construction Works for Proposed Development

10.2.4 No HGV construction traffic will be required use any local roads or streets to access and egress the site.

10.3 Construction Stage Traffic Assessment

10.3.1 The estimated large construction vehicle (HGVs) movements during the construction phase of the overall development are set out in the CMP.

10.3.2 Construction traffic is spread over a period of time with the most intense HGV movements typically occurring during site clearance works. For traffic assessment purposes it was assumed as a worst-case scenario that all 17,136 cubic meters of excavated material would be removed off site. Assuming 8 cubic meters per load this would require 2,148 loads to be transported off site which would generate 4,296 movements on the adjacent regional road. It is assumed that the excavation would take place over a 3month period (13weeks) and would generate 330 movement per week or approximately 60 movement per day (5.5days).

10.3.3 In addition, other large construction vehicles would generate approximately 30 movement per week or 6 movement per hour during this period also.

10.3.4 The peak construction related HGV movement, likely occur during 2027, between 300 to 360 HGV movements to and from the site per week are expected to arise. The site construction will operate for approximately 60 hours per week and these movement will be spread throughout the day, exporting and importing construction materials to and from the site. This would average at 6HGV movement per hour at the peak construction period. All these HGV movements would be required to use the proposed haul route.

10.4 Construction Workers Traffic Estimates

10.4.1 Excluding HGV drivers, it is estimated that the construction works would require personnel parking on site, including full time construction workers and contractors.

10.4.2 It is projected that the works will result in approximately 300 construction workers on site during the typical construction period, with a maximum of 350 construction personnel on site concurrently during the period of peak construction activity. Given typical construction working hours the majority of these personnel are expected to arrive to site in advance of the 08:00 – 09:00 morning peak hour and depart after the 17:00 - 18:00 evening peak hour periods.

10.4.3 Some construction workers will arrive on foot, cycle or use public transport. In addition, many construction workers come to site in groups by car or van. . Based on the estimates set out in the CMP, vehicular movements carrying construction personnel can be broken down as follows:

350 peak staff working on site (Max):

- 40% arrive during AM Peak hour 140
  - 30% arrive via public transport, walk or cycle 42
  - 70% arrive via car/van 98
- Average Car Occupancy = 2.2 (including driver)
- Maximum additional movements AM Peak (350 staff) 42 cars/vans

With up to 300 staff normally on site:

- Normal additional movements AM Peak 38 cars/vans

10.5 Overall Construction Traffic Impact

10.5.1 Overall, the traffic movements for construction related traffic and construction workers at the peak stage of construction would equate to approximately 1 vehicle every minute arriving or departing the site during the morning and evening peak hours. This level of traffic will in overall terms will have no material traffic impact on Sarsfield Road or the surrounding road network.

10.5.2 This volume of construction traffic during peak traffic hours is lower than the peak volumes projected for the operational phase of the development and therefore construction related traffic has no material additional impact on existing levels of traffic on the surrounding road network. Therefore, in Traffic Impact Assessment terms, the most onerous scenario to assess in terms of capacity and traffic impact is the operational stage of the development.

10.6 Construction Traffic Management Measures

10.6.1 The Construction Traffic Management Plan will include detailed measures to mitigate the impact of construction traffic, which include:

<u>General:</u>

- Inside the site boundary, a clear pedestrian access will be provided to the areas of work and appropriate signage placed. Pedestrian boundaries will be delineated with pedestrian barriers.

- Tracked excavators will be moved to and from the site on low-loaders and will not be permitted to drive onto the adjacent roadway.

- Vehicles delivering or removing material with potential for dust emissions to an off-site location shall be enclosed or covered with tarpaulin to restrict the escape of dust.

- All public and private roads and footpaths shall at all times be kept entirely free of excavated materials, debris and rubbish.

- A wheel wash facility will be employed at the exit of the site so that traffic leaving the site compound will not generate dust or cause the build-up of aggregates and fine material in the public domain.

- The applicant is committed to implementing sustainable construction practices and as such will be seeking to reduce the quantities of waste material being carried off the site to a minimum.

- A site liaison officer will be identified as a single contact point for the Planning Authority and local community to deal with any issues that may arise in a prompt and efficient manner.

- Construction work will be limited to normal working hours; that are 07.00 – 18.00hrs on weekdays and 08.00 – 14.00hrs on Saturdays. It is proposed that any hours of work outside of these times would only be allowed following prior agreement with the local authority.

- All deliveries of materials, plant and machinery to the site and removals of waste or other material will take place within the permitted hours of work. Vehicle movements will be planned to ensure arrival and departure times are maintained inside the agreed working hours.

- Deliveries will be co-ordinated to prevent queuing of vehicles adversely affecting traffic flow and to minimise disruption to local traffic. They will be timed and coordinated to avoid conflict with collection of waste, other deliveries (particularly to adjoining owners), and rush hour traffic. Large deliveries will be scheduled outside peak traffic hours to minimise disruption.

- No daytime or night-time parking of site vehicles or construction staff vehicles will be permitted outside the site gate.

- Any damages to existing roads or footpaths caused during construction will be made good and to the requirements of CCC.

- The contractor shall confine his activities to the area of the site occupied by the works and the builders' compound, as far as practicably possible, during any particular phase of the works.

- Establishment and maintenance of a truck holding area within the site.

- All construction workers will be encouraged to use public transport, and to car share.

<u>Safety on the Public Road:</u>

- Inside the site boundary, all construction vehicles will give way to pedestrians.

- Any works completed outside site boundary will be fully barriered with such work covered by a method statement and agreed in advance with the local authority.
- Flagmen shall be used to control the movement of construction vehicles to and from the site, where required.
- For works outside the boundary which may impede traffic / pedestrians on the public road, a separate traffic management plan will be completed and agreed in advance with the local authority.
- The roads will be monitored throughout the works and a road sweeper will be employed when required for the duration should the roads become dirty. The contractor will liaise with the local authority and all adjoining owners / residents in respect of the timing and movement of the road sweeper activity.
- All deliveries must be notified to the site in advance so that the site will be organised, for the offloading and dictate which crane will be unloading. This is to ensure that delivery trucks, on entering the site, cannot block any of the public roads adjacent to the site. A banksman will be assigned to control all deliveries of required.
- Any works on public roads outside the site will be co-ordinated with Cork City Council and the adjoining residents, businesses and relevant stakeholders.
- Secure site hoarding will be employed around any works outside of the site, with controlled access points.
- Firm, level, and well-drained pedestrian walkways will be provided.
- Measures will be implemented to ensure drivers driving out onto public roads can see both ways along the footway before they move on to it.
- Footpaths will not be blocked resulting in pedestrians having to step onto the carriageway during.

10.7 Other Mitigation Measures

10.7.1 The following have been identified for implementation of additional mitigation measures:

- Proposed Site Car Parking
- Car Sharing
- Public Transport
- Walking and Cycling
- Sustainable Construction Practices (Minimising Construction Waste)

10.8 Proposed On-Site Car Parking

10.8.1 It is good practice from a sustainable development perspective to apply measures to restrain private car usage. Measures such as parking control are important in encouraging alternative forms of travel to the private car.

(a) It is proposed to provide the required car parking on site for construction staff traveling to the site. These parking spaces will be allocated to particular staff members or car registration numbers.

(b) In addition, there will be no parking permitted by construction staff on the adjoining streets, or at undesignated parking areas within the site. This will be included as part of the construction contract.

10.8.2 These proposed measures will be strictly enforced by site management.

10.9 Car-sharing

10.9.1 Car-sharing is particularly relevant for the proposed construction works as there is significant potential for a number of staff to travel to site together in one vehicle.

10.9.2 The use of car-sharing by construction staff travelling to the site by private car will be actively encouraged and promoted on an ongoing basis by site management and the Mobility Manager.

10.9.3 Prior to commencement on site, and on an ongoing basis throughout the works, the Mobility Manager would provide information to staff highlighting the benefits of car sharing and request information from staff in respect of their ability to car share. An initial meeting with possible car sharing partners could then be arranged to discuss arrangements for pick-up and collection, scheduling, contact details and agreeing trial periods.

10.9.4 The Mobility Manager will also evaluate on an ongoing basis the needs of staff and opportunities to reduce car dependency and maximise car sharing.

10.10 Public Transport

10.10.1 The proposed development site is strategically located and well served by public transport. All construction staff will be encouraged to use public transport throughout the works. The Mobility Manager will provide details to construction staff of the available public transport facilities (bus) serving the site.

10.11 Walking and Cycling

10.11.1 The safe and secure movement of pedestrians and vulnerable road users through the construction site will be of the highest priority during the works. It is proposed to provide showers, lockers and changing facilities on site, which would be important for staff members who walk or cycle to work. Secure cycle parking facilities will also be provided on site. The extent of provision will be actively monitored on an ongoing basis throughout the construction works to ensure adequate provision is available.

10.12 Evaluation and Reporting

10.12.1 The functioning of the Construction Stage traffic management plan will be overseen on an ongoing basis during the whole of the construction works to ensure the objectives and targets of the Mobility Management Plan are being met and to identify and implement any required measures to remedy any deficiencies.

10.13 Summary of Construction Traffic and Transport Assessment

10.13.1 The overall level of traffic generated by the construction works will be relatively low. A construction traffic management plan will be submitted agreed with the planning authority, prior to the commencement of construction, to ensure that the existing road network continues to operate efficiently throughout the construction process.

10.13.2 As set out in this report, large construction traffic will be directed via designated construction traffic routes with access off the R641 and travel via the N40 south ring road. This will ensure that construction traffic will not impact other local roads in the area. The proposed construction phasing and traffic management plan will help minimise the impact on local residents and ensure that the adjoining road network remains operational at all times.

10.13.3 A construction stage MMP will also be prepared and monitored throughout the development to ensure that the construction traffic impact is kept to a minimum and appropriately managed and to ensure that no construction parking will take place on adjacent residential streets.

11 SUMMARY AND CONCLUSIONS

11.1 Summary

11.1.1 ILTP Consulting were commissioned by Reddy Architecture on behalf of the Land Development Agency (LDA) to undertake a Traffic and Transport Assessment (TTA) and Mobility Management Plan (MMP) to from part of a planning application for a proposed Large-Scale Residential Development (LRD) on lands at Wilton, Cork.

11.1.2 The proposed development consists of a residential development comprising of 348 no. residential units, in addition to a creche and public open space.

11.1.3 ILTP met with Cork City Council on various dates, to discuss the planning application and items relating to traffic and transport. CCC support in principle to providing vehicular access to the proposed development site from Sarsfield Road. ILTP also agreed the scope to the TTA assessment with CCC.

11.1.4 ILTP coordinated traffic count surveys undertaken in April 2024 in order to collate the full set of traffic data considered necessary to support the planning application for the proposed development. The traffic survey data was further validated through repeat surveys undertaken in November 2024 and by TII permanent traffic count data.

11.1.5 It is considered that background traffic at the subject site will not grow over time. This is in line with traffic volume trends in the vicinity of the subject site and is also underpinned by the policies and objectives as set at National, Regional and Local level.

11.1.6 Furthermore, current Government and CCC modal shift targets that require a shift to more sustainable forms of transport are likely to yield a reduction in background traffic in the short to medium term in urban areas.

11.1.7 To ensure a robust Traffic Impact Assessment of the proposed development however, ILTP did not include for any reduction in background traffic volumes for future year scenarios below current levels. Instead ILTP applied a worse-case scenario by applying the NTA traffic growth rates to the recorded 2024 traffic count survey data in order to create opening and design year scenarios. In addition additional traffic generated by the proposed development was added to existing traffic conditions.

11.1.8 Based on the traffic conditions observed during site visits and the traffic surveys, the location of the development, and the proximity to the main road network, ILTP estimated a 70/30 split in Trip Distribution for traffic exiting the development on the Sarsfield Road with the majority of car-based trips coming to and from the south ring road.

11.1.9 ILTP carried out LinSig traffic model analysis of the junctions adjoining the proposed development to project the impact of additional traffic flows from the proposed development on the capacity of the junctions. The LinSig Traffic Models show that all arms of the junction are operating within capacity with both the recorded background traffic and projected development traffic in place.

11.1.10 The proposed internal layout, car parking provision and Mobility Management Plan (MMP) will further promote greater use of more sustainable travel modes. In addition, car club and electric car parking points are to be provided. Generous cycle parking is provided for within the development and provision is made for some visitor car parking spaces also.

11.1.11 The MMP includes for the appointment of a Travel Plan Coordinator for the development, which will ultimately come under the remit of the Management Company, which will ensure active participation of all users in promoting sustainable travel patterns.

11.2 Conclusions

11.2.1 The proposed development fully accords with the policies as set down in the Cork City Development Plan and Cork Metropolitan Area Transport Strategy. The proposed development is fully supported by National, Regional and Local Plan policies and has evolved in a manner so that it fully supports the principles for sustainable transport as set out in Smarter Travel and DMURS.

11.2.2 While the TTA assumed robust, worst case scenario assumptions in respect to traffic flows and traffic generation, it demonstrates that with the proposed access and egress arrangements the overall traffic impact can be accommodated in the road network. The proposed development will promote sustainable travel patterns by virtue of its location, layout, design and proximity to the public transport and cycle networks. These will be complimented with a Mobility Management Plan and the appointment of a Travel Plan Coordinator to promote sustainable travel patterns. The proposed development is located and designed such that it will not have any significant traffic impact on the existing developments in the area. The access and internal layout are designed in accordance with DMURS and includes for good permeability and will promote and facilitate sustainable travel patterns as part of the overall development.

A APPENDIX A

A.1 LinSig Model Outputs

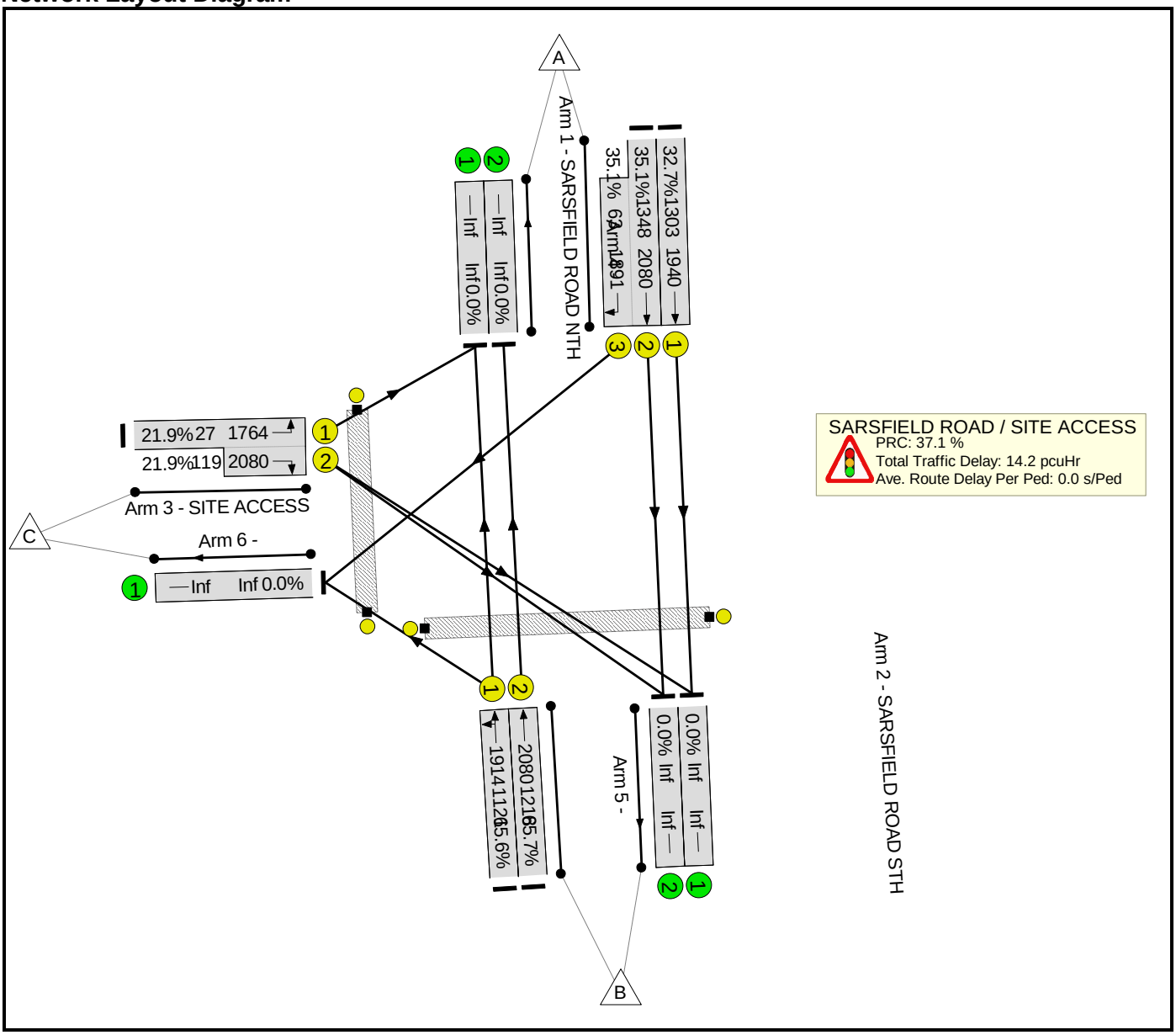
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	SARSFIELD ROAD - ACCESS ROAD.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2024 AM' (FG1: 'BASE YEAR AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

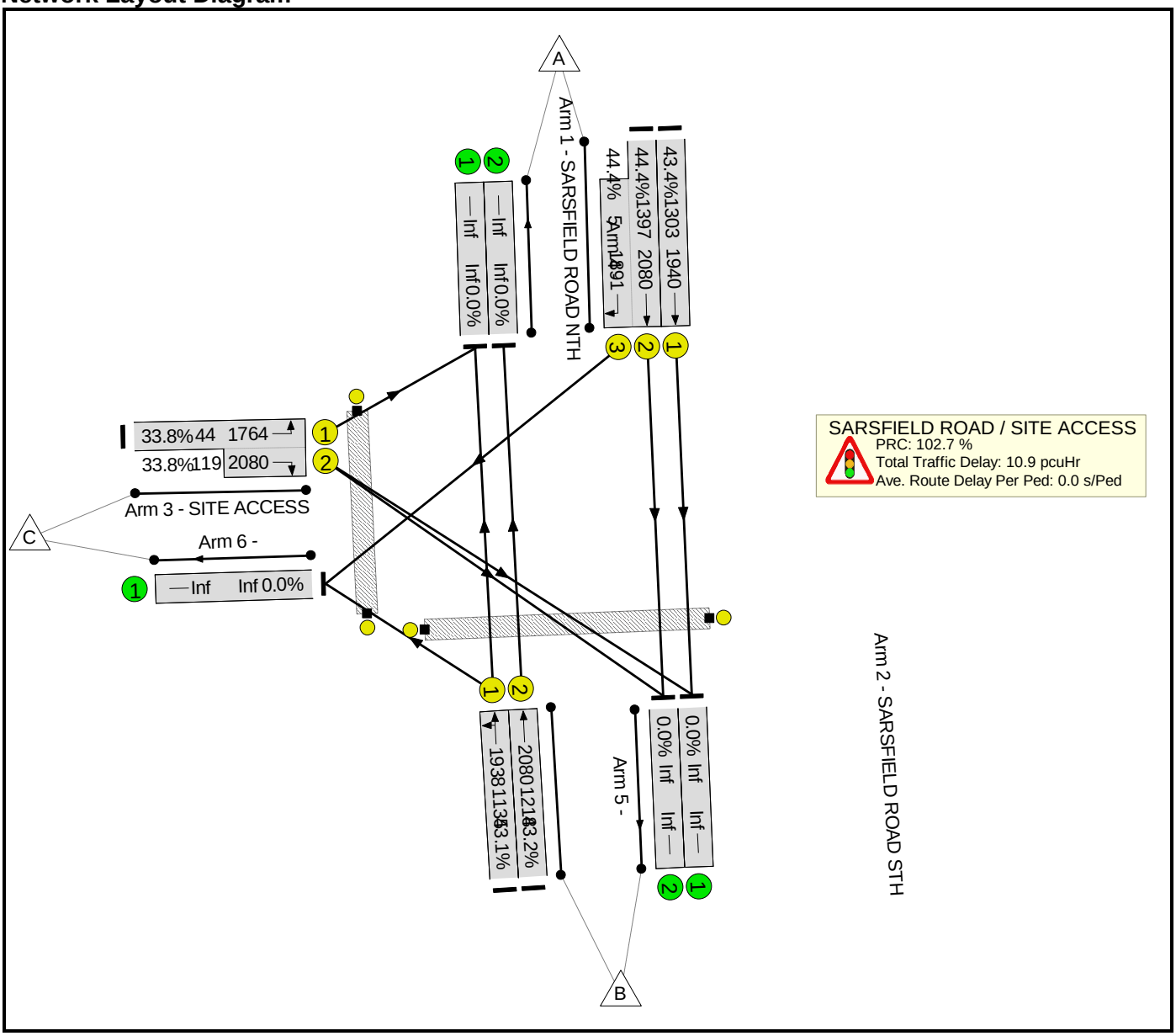
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**	**0**	**0**	**0**	**14.2**	**-**	**-**
SARSFIELD ROAD / SITE ACCESS	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**	**0**	**0**	**0**	**14.2**	**-**	**-**
1/1	SARSFIELD ROAD NTH Ahead	U	A		1	93	-	426	1940	1303	32.7%	-	-	-	1.4	11.7	7.1
1/2+1/3	SARSFIELD ROAD NTH Ahead Right	U	A B		1	93:7	-	495	2080:1891	1348+63	35.1 : 35.1%	-	-	-	1.9	14.1	8.0
2/1	SARSFIELD ROAD STH Ahead Left	U	C		1	81	-	735	1914	1121	65.6%	-	-	-	4.9	24.1	20.1
2/2	SARSFIELD ROAD STH Ahead	U	C		1	81	-	800	2080	1218	65.7%	-	-	-	5.3	23.8	21.8
3/1+3/2	SITE ACCESS Left Right	U	D		1	7	-	32	1764:2080	27+119	21.9 : 21.9%	-	-	-	0.7	78.7	1.1
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 37.1 Total Delay for Signalled Lanes (pcuHr): 14.25 Cycle Time (s): 140
PRC Over All Lanes (%): 37.1 Total Delay Over All Lanes(pcuHr): 14.25

Basic Results Summary

Scenario 2: '2024 PM' (FG2: 'BASE YEAR PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.4%**	**0**	**0**	**0**	**10.9**	**-**	**-**
SARSFIELD ROAD / SITE ACCESS	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.4%**	**0**	**0**	**0**	**10.9**	**-**	**-**
1/1	SARSFIELD ROAD NTH Ahead	U	A		1	93	-	565	1940	1303	43.4%	-	-	-	2.1	13.1	10.4
1/2+1/3	SARSFIELD ROAD NTH Ahead Right	U	A B		1	93:7	-	622	2080:1891	1397+5	44.4 : 44.4%	-	-	-	2.3	13.2	11.6
2/1	SARSFIELD ROAD STH Ahead Left	U	C		1	81	-	489	1938	1135	43.1%	-	-	-	2.6	18.9	10.8
2/2	SARSFIELD ROAD STH Ahead	U	C		1	81	-	526	2080	1218	43.2%	-	-	-	2.7	18.7	11.6
3/1+3/2	SITE ACCESS Left Right	U	D		1	7	-	55	1764:2080	44+119	33.8 : 33.8%	-	-	-	1.2	79.9	1.7
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

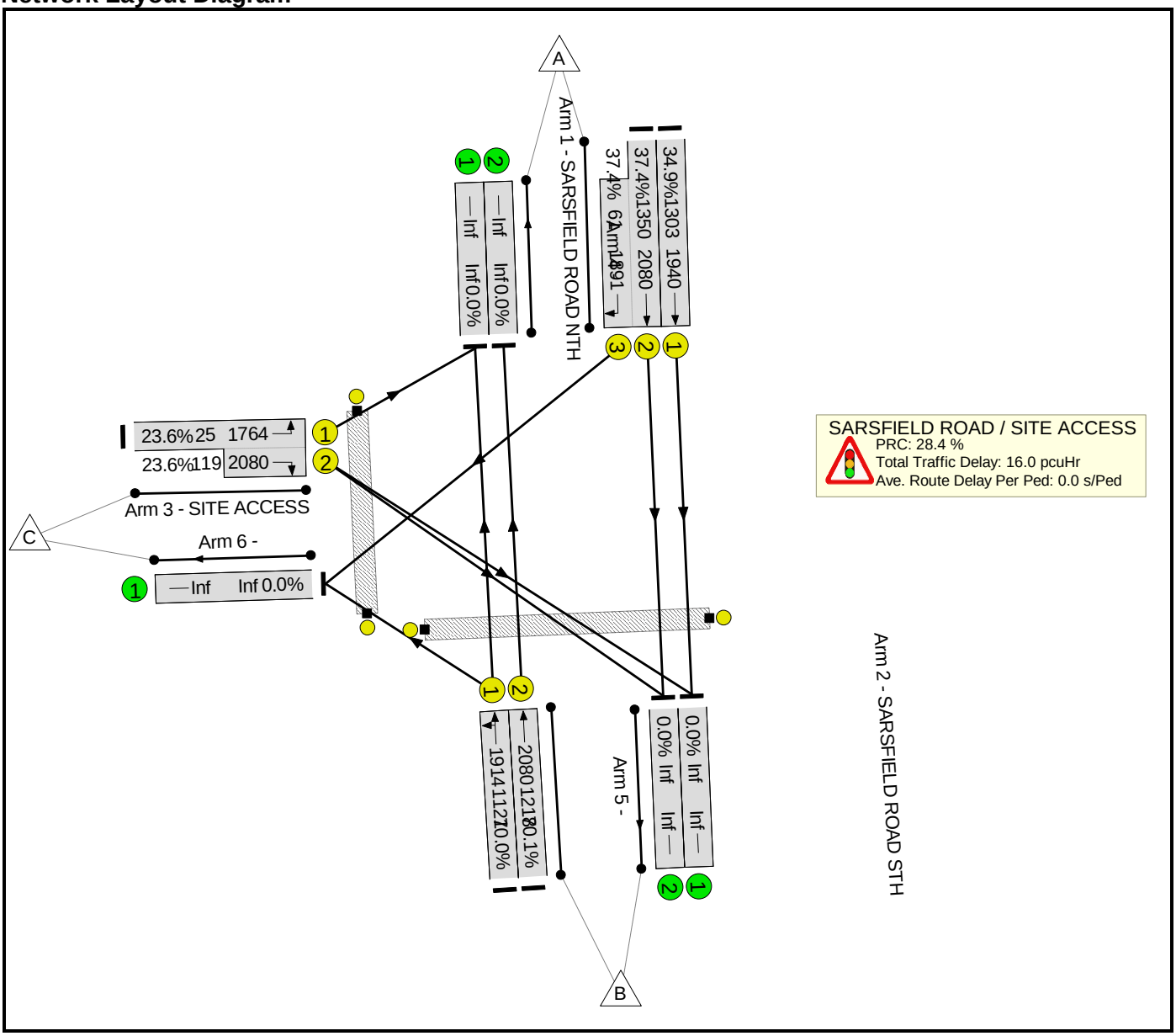
C1 PRC for Signalled Lanes (%): 102.7 Total Delay for Signalled Lanes (pcuHr): 10.86 Cycle Time (s): 140

PRC Over All Lanes (%): 102.7 Total Delay Over All Lanes(pcuHr): 10.86

Basic Results Summary

Scenario 3: '2028 AM' (FG5: '2028 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

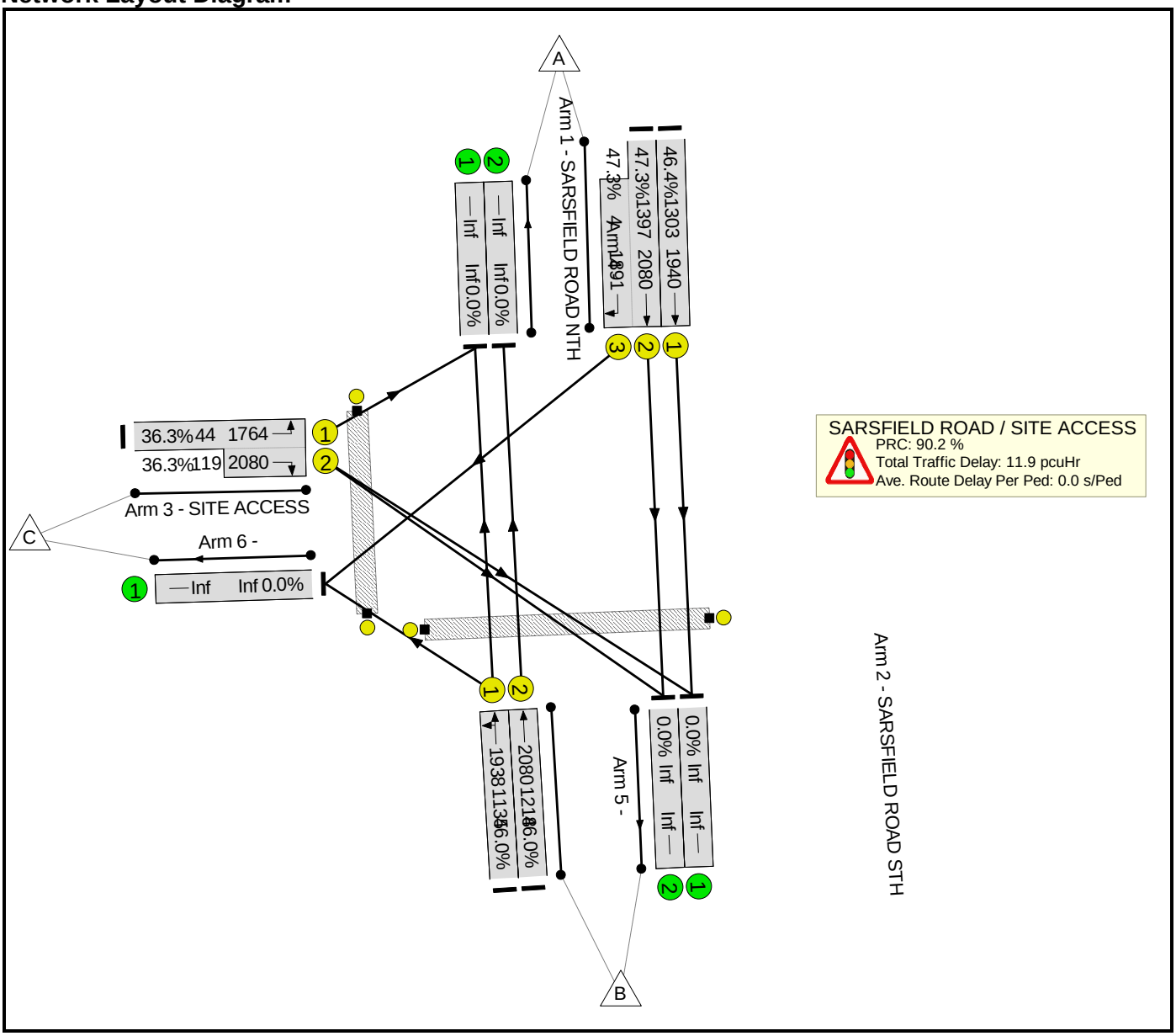
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.1%**	**0**	**0**	**0**	**16.0**	**-**	**-**
SARSFIELD ROAD / SITE ACCESS	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.1%**	**0**	**0**	**0**	**16.0**	**-**	**-**
1/1	SARSFIELD ROAD NTH Ahead	U	A		1	93	-	455	1940	1303	34.9%	-	-	-	1.5	12.0	7.9
1/2+1/3	SARSFIELD ROAD NTH Ahead Right	U	A B		1	93:7	-	528	2080:1891	1350+61	37.4 : 37.4%	-	-	-	2.1	14.3	8.7
2/1	SARSFIELD ROAD STH Ahead Left	U	C		1	81	-	785	1914	1121	70.0%	-	-	-	5.6	25.7	22.5
2/2	SARSFIELD ROAD STH Ahead	U	C		1	81	-	854	2080	1218	70.1%	-	-	-	6.0	25.3	24.4
3/1+3/2	SITE ACCESS Left Right	U	D		1	7	-	34	1764:2080	25+119	23.6 : 23.6%	-	-	-	0.7	79.3	1.2
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 28.4 Total Delay for Signalled Lanes (pcuHr): 15.97 Cycle Time (s): 140
PRC Over All Lanes (%): 28.4 Total Delay Over All Lanes(pcuHr): 15.97

Basic Results Summary

Scenario 4: '2028 PM' (FG6: '2028 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.3%**	**0**	**0**	**0**	**11.9**	**-**	**-**
SARSFIELD ROAD / SITE ACCESS	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.3%**	**0**	**0**	**0**	**11.9**	**-**	**-**
1/1	SARSFIELD ROAD NTH Ahead	U	A		1	93	-	604	1940	1303	46.4%	-	-	-	2.3	13.5	11.5
1/2+1/3	SARSFIELD ROAD NTH Ahead Right	U	A B		1	93:7	-	663	2080:1891	1397+4	47.3 : 47.3%	-	-	-	2.5	13.7	12.8
2/1	SARSFIELD ROAD STH Ahead Left	U	C		1	81	-	522	1938	1135	46.0%	-	-	-	2.8	19.4	11.9
2/2	SARSFIELD ROAD STH Ahead	U	C		1	81	-	561	2080	1218	46.0%	-	-	-	3.0	19.2	12.7
3/1+3/2	SITE ACCESS Left Right	U	D		1	7	-	59	1764:2080	44+119	36.3 : 36.3%	-	-	-	1.3	80.7	1.9
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

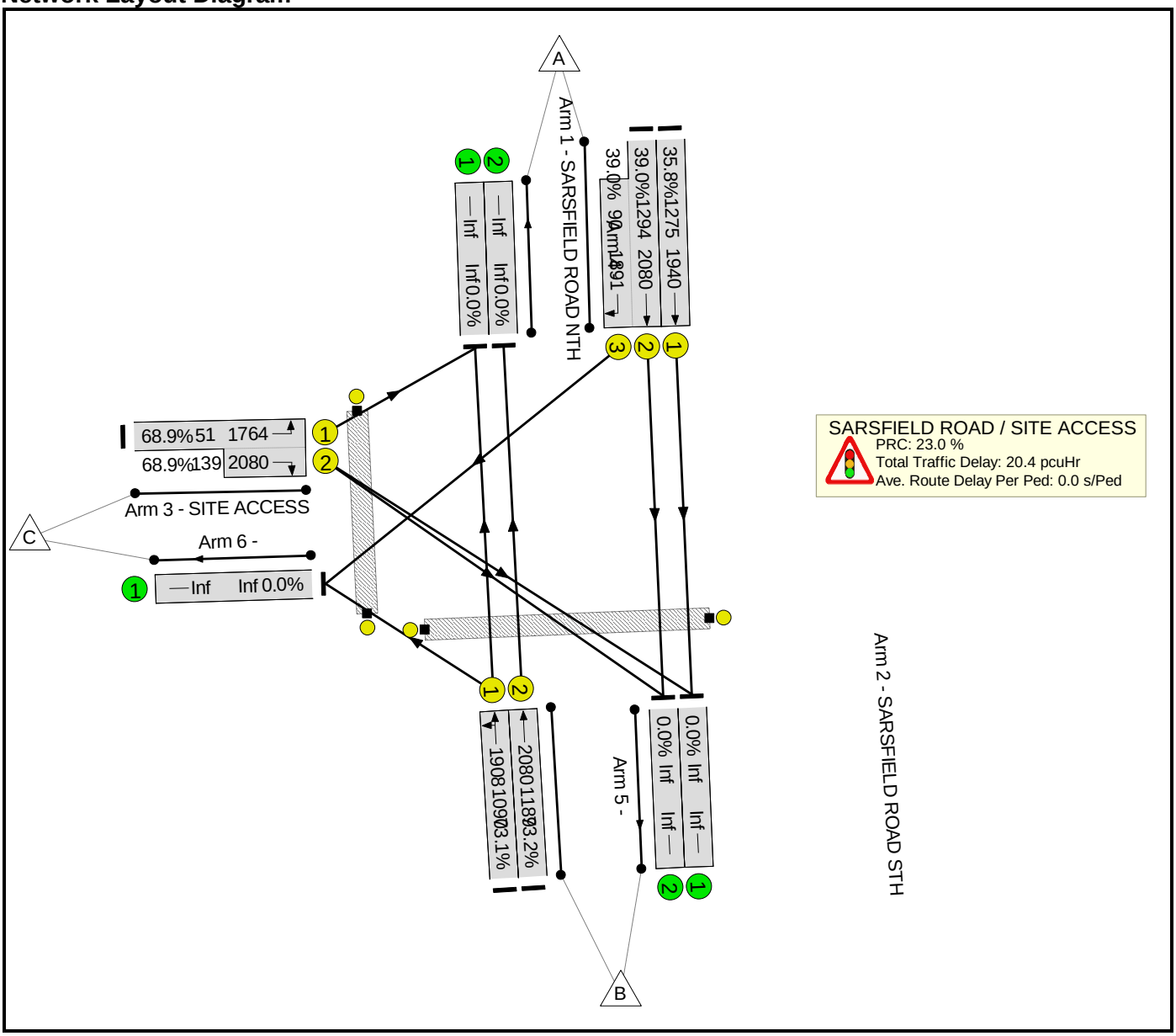
C1 PRC for Signalled Lanes (%): 90.2 Total Delay for Signalled Lanes (pcuHr): 11.91 Cycle Time (s): 140

PRC Over All Lanes (%): 90.2 Total Delay Over All Lanes(pcuHr): 11.91

Basic Results Summary

Scenario 5: '2028 + DEVELOPMENT AM' (FG7: '2028 + DEVELOPMENT AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

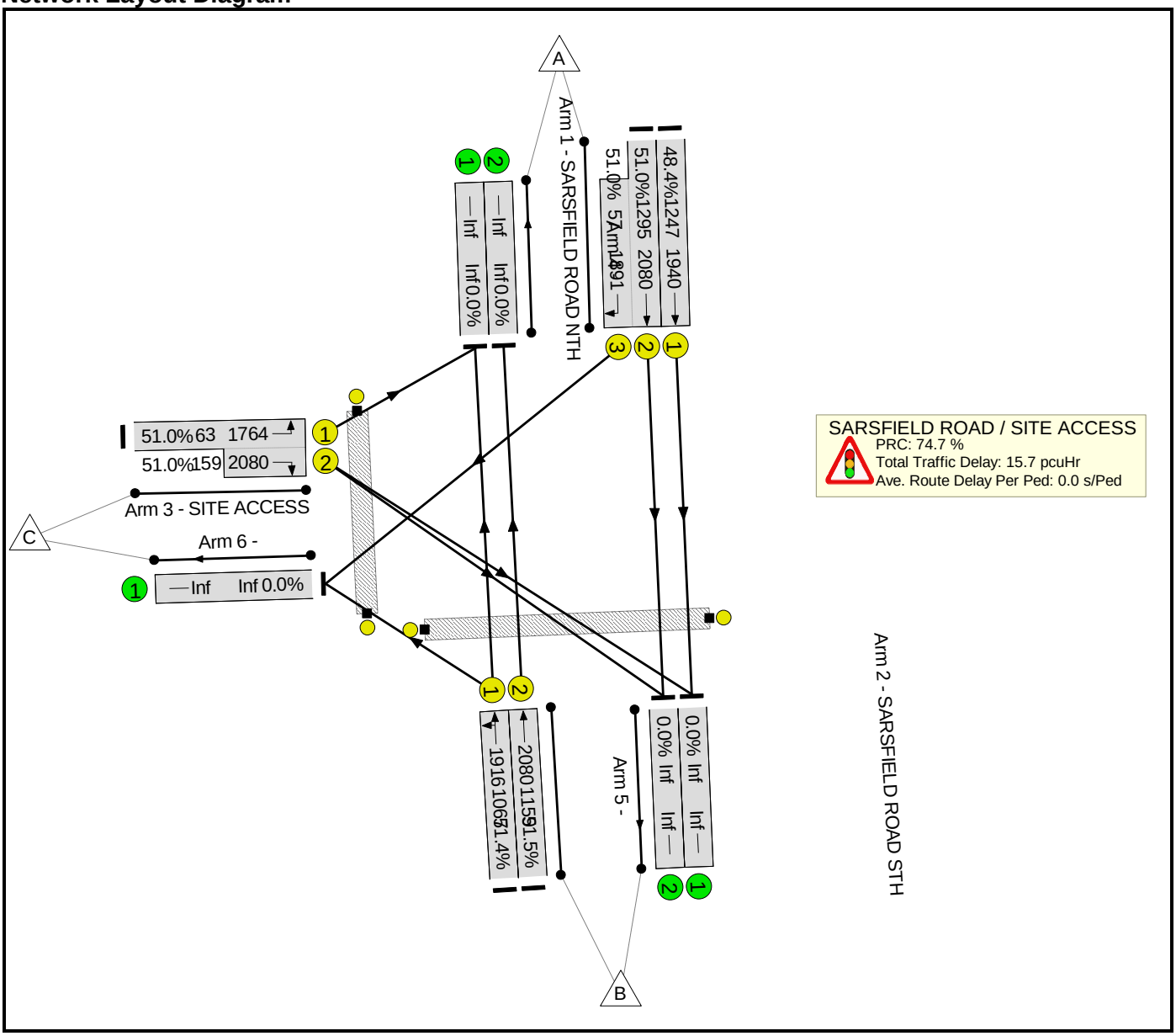
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**	**0**	**0**	**0**	**20.4**	**-**	**-**
SARSFIELD ROAD / SITE ACCESS	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**	**0**	**0**	**0**	**20.4**	**-**	**-**
1/1	SARSFIELD ROAD NTH Ahead	U	A		1	91	-	456	1940	1275	35.8%	-	-	-	1.6	13.0	8.1
1/2+1/3	SARSFIELD ROAD NTH Ahead Right	U	A B		1	91:7	-	539	2080:1891	1294+90	39.0 : 39.0%	-	-	-	2.5	16.4	9.2
2/1	SARSFIELD ROAD STH Ahead Left	U	C		1	79	-	797	1908	1090	73.1%	-	-	-	6.2	28.2	24.1
2/2	SARSFIELD ROAD STH Ahead	U	C		1	79	-	870	2080	1189	73.2%	-	-	-	6.7	27.7	26.2
3/1+3/2	SITE ACCESS Left Right	U	D		1	9	-	131	1764:2080	51+139	68.9 : 68.9%	-	-	-	3.4	92.2	4.7
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 23.0 Total Delay for Signalled Lanes (pcuHr): 20.38 Cycle Time (s): 140
PRC Over All Lanes (%): 23.0 Total Delay Over All Lanes(pcuHr): 20.38

Basic Results Summary

Scenario 6: '2028 + DEVELOPMENT PM' (FG8: '2028 + DEVELOPMENT PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.5%**	**0**	**0**	**0**	**15.7**	**-**	**-**
SARSFIELD ROAD / SITE ACCESS	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.5%**	**0**	**0**	**0**	**15.7**	**-**	**-**
1/1	SARSFIELD ROAD NTH Ahead	U	A		1	89	-	604	1940	1247	48.4%	-	-	-	2.6	15.8	12.5
1/2+1/3	SARSFIELD ROAD NTH Ahead Right	U	A B		1	89:7	-	690	2080:1891	1295+57	51.0 : 51.0%	-	-	-	3.4	17.9	14.0
2/1	SARSFIELD ROAD STH Ahead Left	U	C		1	77	-	549	1916	1067	51.4%	-	-	-	3.5	22.7	13.6
2/2	SARSFIELD ROAD STH Ahead	U	C		1	77	-	597	2080	1159	51.5%	-	-	-	3.7	22.5	14.8
3/1+3/2	SITE ACCESS Left Right	U	D		1	11	-	113	1764:2080	63+159	51.0 : 51.0%	-	-	-	2.4	76.9	3.5
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

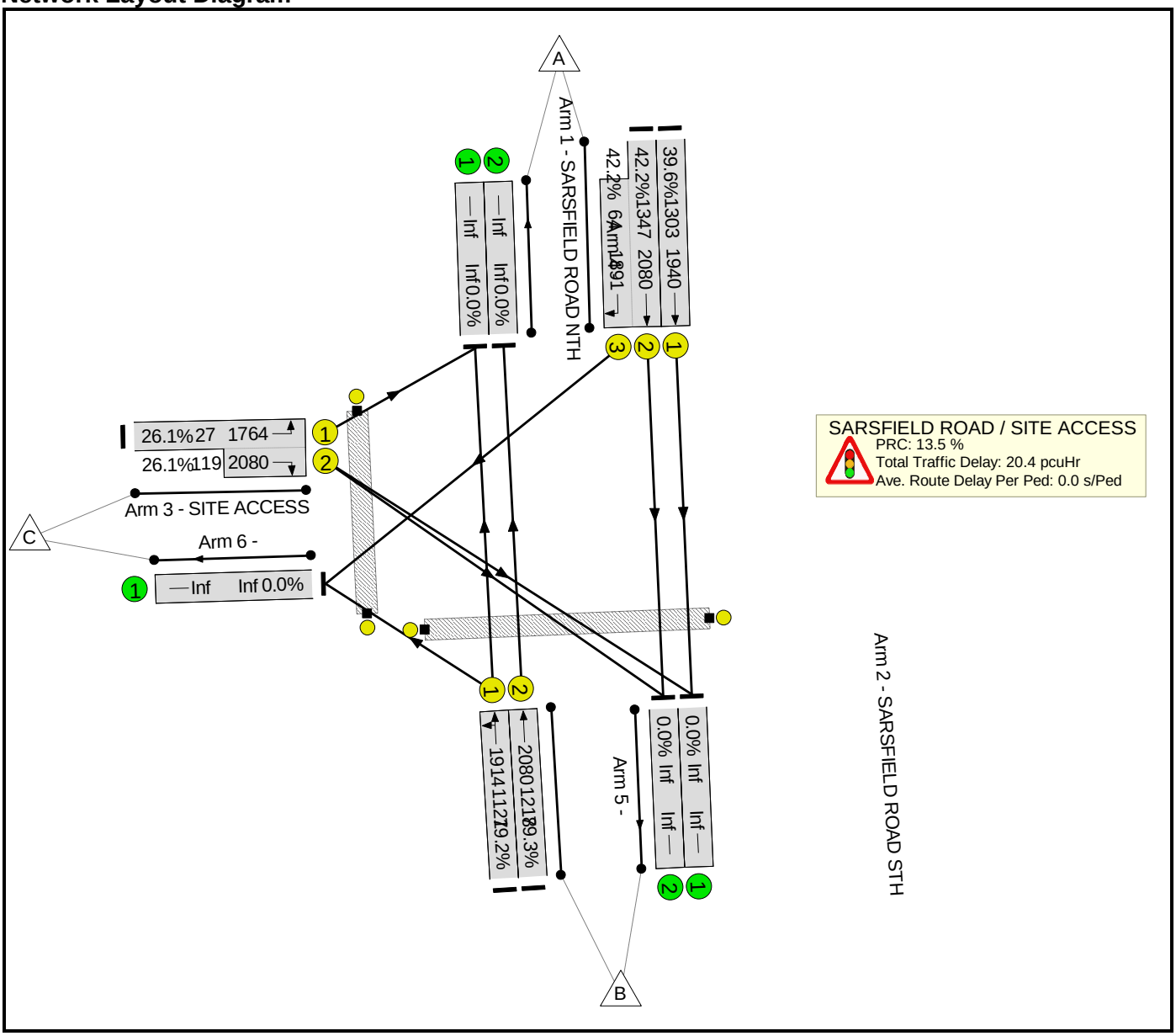
C1 PRC for Signalled Lanes (%): 74.7 Total Delay for Signalled Lanes (pcuHr): 15.68 Cycle Time (s): 140

PRC Over All Lanes (%): 74.7 Total Delay Over All Lanes(pcuHr): 15.68

Basic Results Summary

Scenario 7: '2043 AM' (FG9: '2043 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

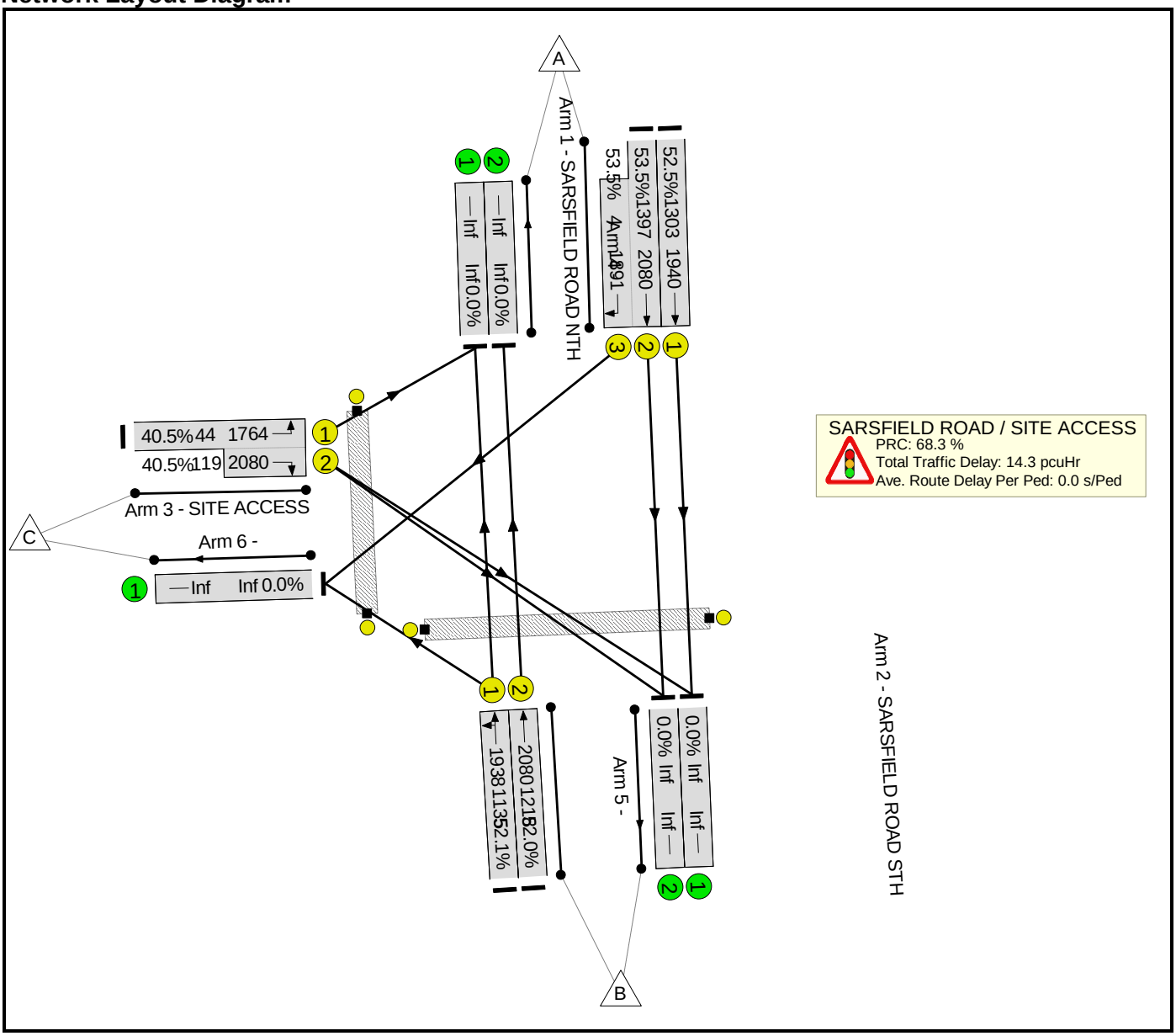
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**	**0**	**0**	**0**	**20.4**	**-**	**-**
SARSFIELD ROAD / SITE ACCESS	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**	**0**	**0**	**0**	**20.4**	**-**	**-**
1/1	SARSFIELD ROAD NTH Ahead	U	A		1	93	-	516	1940	1303	39.6%	-	-	-	1.8	12.6	9.2
1/2+1/3	SARSFIELD ROAD NTH Ahead Right	U	A B		1	93:7	-	596	2080:1891	1347+64	42.2 : 42.2%	-	-	-	2.5	15.0	10.3
2/1	SARSFIELD ROAD STH Ahead Left	U	C		1	81	-	888	1914	1121	79.2%	-	-	-	7.4	30.0	28.5
2/2	SARSFIELD ROAD STH Ahead	U	C		1	81	-	966	2080	1218	79.3%	-	-	-	7.9	29.5	30.9
3/1+3/2	SITE ACCESS Left Right	U	D		1	7	-	38	1764:2080	27+119	26.1 : 26.1%	-	-	-	0.8	79.7	1.3
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 13.5 Total Delay for Signalled Lanes (pcuHr): 20.44 Cycle Time (s): 140
PRC Over All Lanes (%): 13.5 Total Delay Over All Lanes(pcuHr): 20.44

Basic Results Summary

Scenario 8: '2043 PM' (FG10: '2043 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.5%**	**0**	**0**	**0**	**14.3**	**-**	**-**
SARSFIELD ROAD / SITE ACCESS	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.5%**	**0**	**0**	**0**	**14.3**	**-**	**-**
1/1	SARSFIELD ROAD NTH Ahead	U	A		1	93	-	684	1940	1303	52.5%	-	-	-	2.8	14.6	14.0
1/2+1/3	SARSFIELD ROAD NTH Ahead Right	U	A B		1	93:7	-	749	2080:1891	1397+4	53.5 : 53.5%	-	-	-	3.1	14.7	15.3
2/1	SARSFIELD ROAD STH Ahead Left	U	C		1	81	-	591	1938	1135	52.1%	-	-	-	3.4	20.6	14.2
2/2	SARSFIELD ROAD STH Ahead	U	C		1	81	-	634	2080	1218	52.0%	-	-	-	3.6	20.4	15.2
3/1+3/2	SITE ACCESS Left Right	U	D		1	7	-	66	1764:2080	44+119	40.5 : 40.5%	-	-	-	1.5	81.9	2.1
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

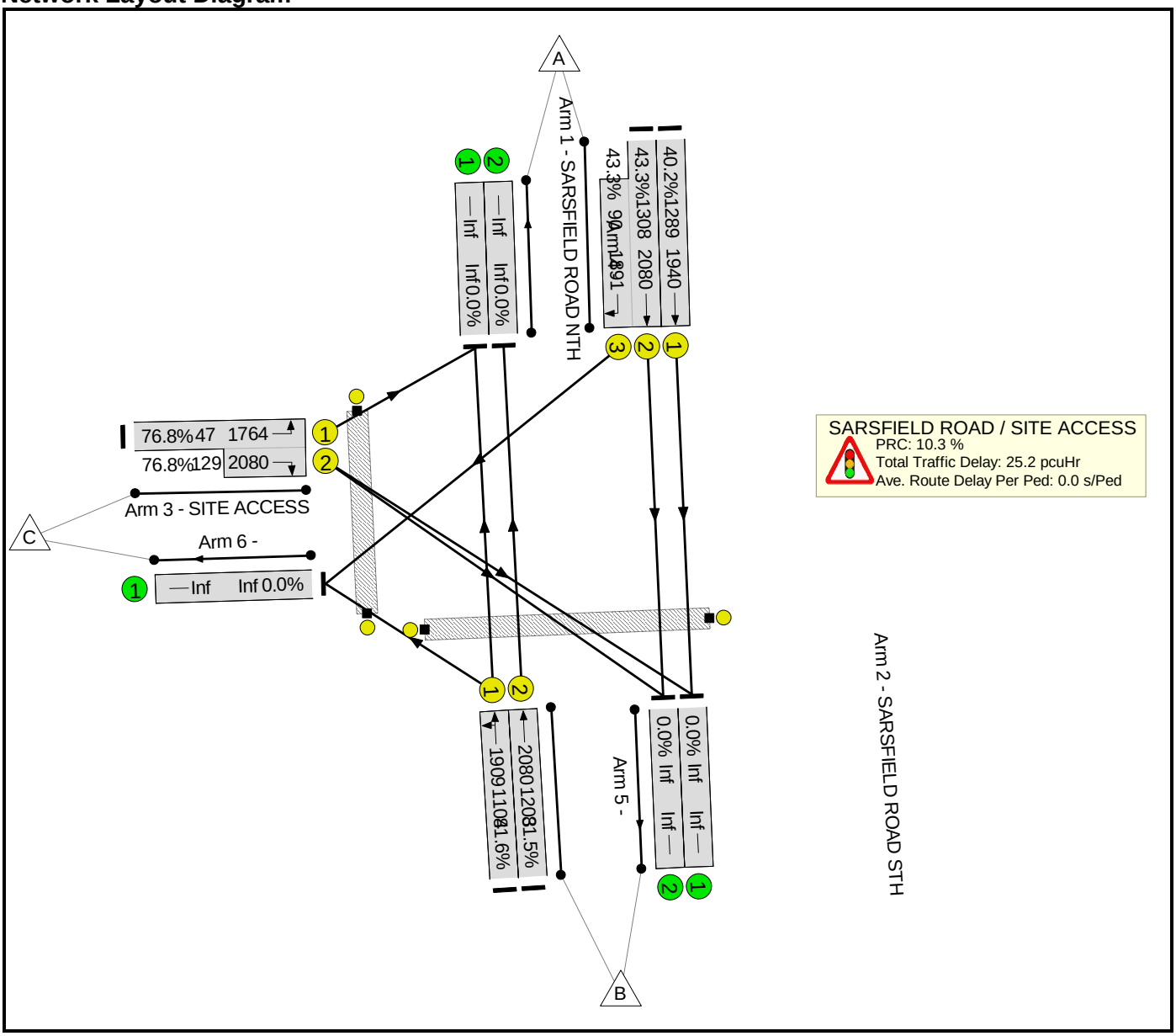
C1 PRC for Signalled Lanes (%): 68.3 Total Delay for Signalled Lanes (pcuHr): 14.29 Cycle Time (s): 140

PRC Over All Lanes (%): 68.3 Total Delay Over All Lanes(pcuHr): 14.29

Basic Results Summary

Scenario 9: '2043 + DEVELOPMENT AM' (FG11: '2043 + DEVELOPMENT AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

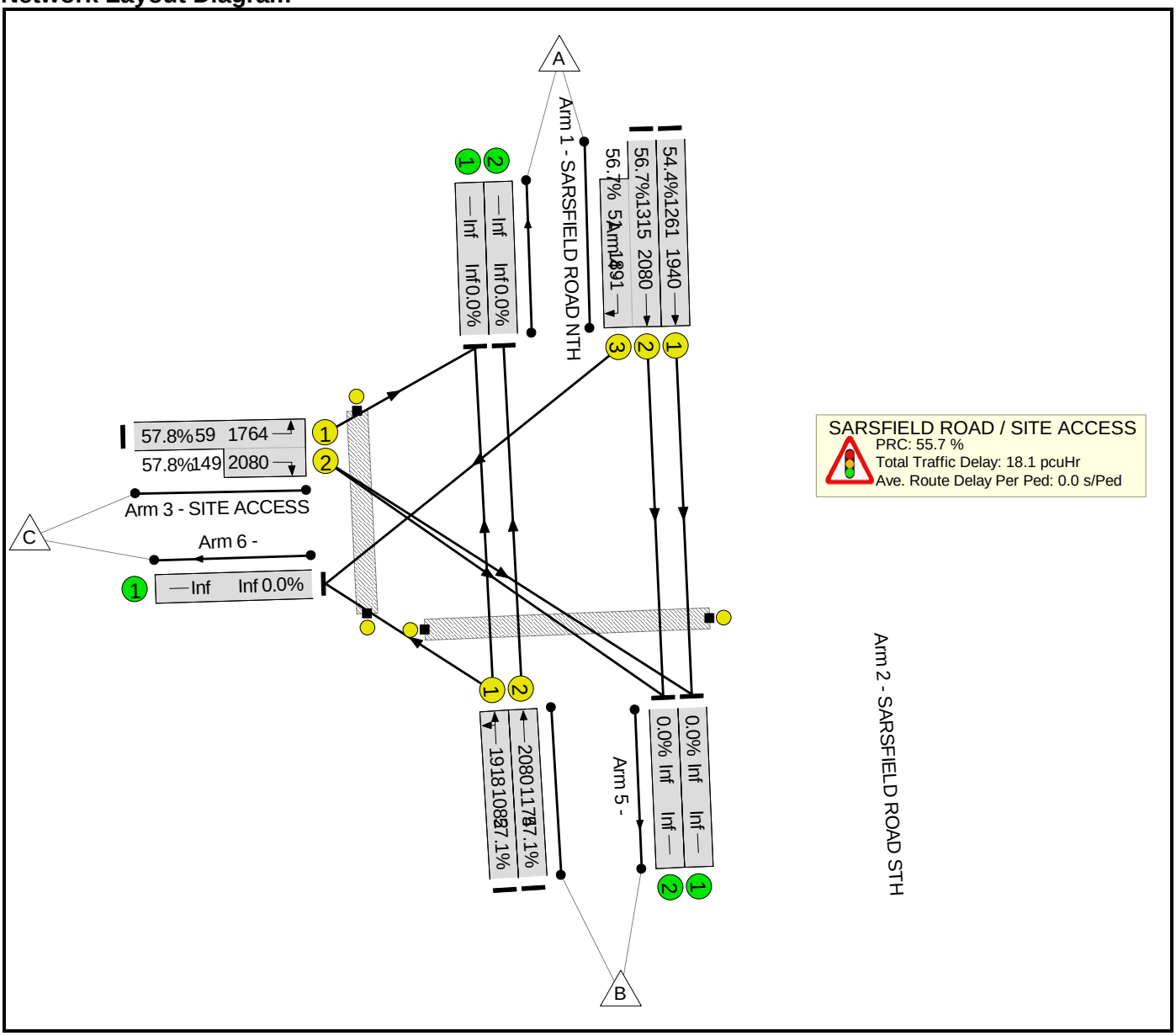
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**	**0**	**0**	**0**	**25.2**	**-**	**-**
SARSFIELD ROAD / SITE ACCESS	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**	**0**	**0**	**0**	**25.2**	**-**	**-**
1/1	SARSFIELD ROAD NTH Ahead	U	A		1	92	-	518	1940	1289	40.2%	-	-	-	1.9	13.1	9.5
1/2+1/3	SARSFIELD ROAD NTH Ahead Right	U	A B		1	92:7	-	606	2080:1891	1308+90	43.3 : 43.3%	-	-	-	2.8	16.5	10.6
2/1	SARSFIELD ROAD STH Ahead Left	U	C		1	80	-	901	1909	1104	81.6%	-	-	-	8.1	32.2	29.9
2/2	SARSFIELD ROAD STH Ahead	U	C		1	80	-	981	2080	1203	81.5%	-	-	-	8.6	31.5	32.4
3/1+3/2	SITE ACCESS Left Right	U	D		1	8	-	135	1764:2080	47+129	76.8 : 76.8%	-	-	-	3.9	104.9	5.3
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 10.3 Total Delay for Signalled Lanes (pcuHr): 25.23 Cycle Time (s): 140
PRC Over All Lanes (%): 10.3 Total Delay Over All Lanes(pcuHr): 25.23

Basic Results Summary

Scenario 10: '2043 + DEVELOPMENT PM' (FG12: '2043 + DEVELOPMENT PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.8%**	**0**	**0**	**0**	**18.1**	**-**	**-**
SARSFIELD ROAD / SITE ACCESS	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.8%**	**0**	**0**	**0**	**18.1**	**-**	**-**
1/1	SARSFIELD ROAD NTH Ahead	U	A		1	90	-	686	1940	1261	54.4%	-	-	-	3.1	16.4	14.9
1/2+1/3	SARSFIELD ROAD NTH Ahead Right	U	A B		1	90:7	-	774	2080:1891	1315+51	56.7 : 56.7%	-	-	-	3.9	18.3	16.7
2/1	SARSFIELD ROAD STH Ahead Left	U	C		1	78	-	618	1918	1082	57.1%	-	-	-	4.0	23.5	15.9
2/2	SARSFIELD ROAD STH Ahead	U	C		1	78	-	670	2080	1174	57.1%	-	-	-	4.3	23.2	17.2
3/1+3/2	SITE ACCESS Left Right	U	D		1	10	-	120	1764:2080	59+149	57.8 : 57.8%	-	-	-	2.7	81.9	3.9
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 55.7 Total Delay for Signalled Lanes (pcuHr): 18.12 Cycle Time (s): 140

PRC Over All Lanes (%): 55.7 Total Delay Over All Lanes(pcuHr): 18.12

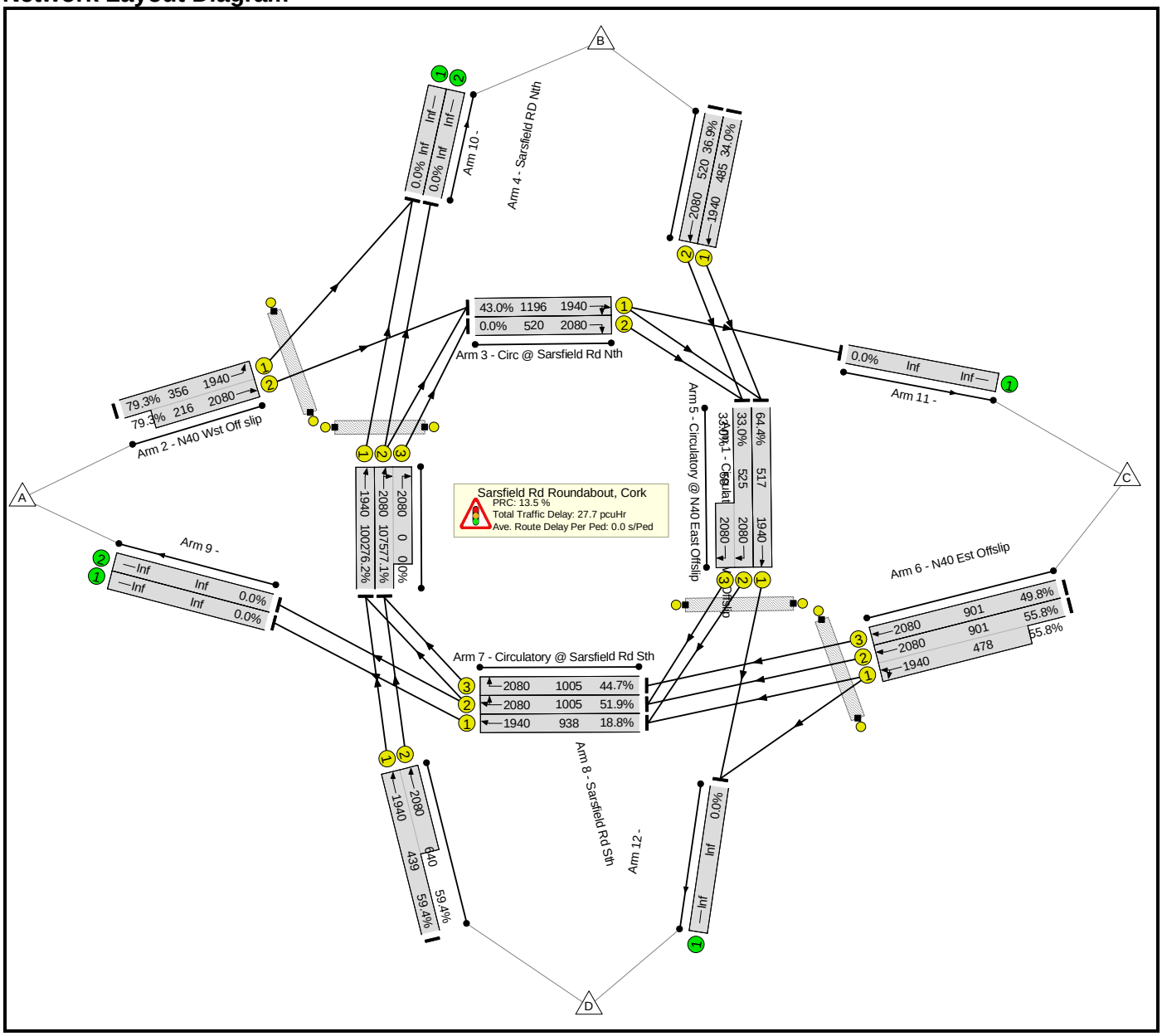
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	SARSFIELD ROUNDABOUT REV 1.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2024 AM' (FG1: '2024 BASE FLOWS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**79.3%**	**0**	**0**	**0**	**27.7**	-	-
Sarsfield Rd Roundabout, Cork	-	-	-		-	-	-	-	-	-	**79.3%**	**0**	**0**	**0**	**27.7**	-	-
1/1	Circulatory @ N40 Wst Offslip Ahead	U	A		1	30	-	764	1940	1002	76.2%	-	-	-	2.9	13.5	10.9
1/2+1/3	Circulatory @ N40 Wst Offslip Right Ahead	U	A		1	30	-	829	2080:2080	1075+0	77.1 : 0.0%	-	-	-	3.1	13.4	10.5
2/1+2/2	N40 Wst Off slip Ahead Left	U	B		1	10	-	453	1940:2080	356+216	79.3 : 79.3%	-	-	-	4.7	37.6	6.3
3/1	Circ @ Sarsfield Rd Nth Right Ahead	U	E		1	36	-	515	1940	1196	43.0%	-	-	-	0.8	5.7	4.8
3/2	Circ @ Sarsfield Rd Nth Right	U	F		1	14	-	0	2080	520	0.0%	-	-	-	0.0	0.0	0.0
4/1	Sarsfield RD Nth Ahead	U	F		1	14	-	165	1940	485	34.0%	-	-	-	1.1	24.1	2.5
4/2	Sarsfield RD Nth Ahead	U	F		1	14	-	192	2080	520	36.9%	-	-	-	1.3	24.1	2.9
5/1	Circulatory @ N40 East Offslip Ahead	U	G		1	15	-	333	1940	517	64.4%	-	-	-	2.1	22.6	4.2
5/2+5/3	Circulatory @ N40 East Offslip Right	U	G		1	15	-	192	2080:2080	525+58	33.0 : 33.0%	-	-	-	0.5	8.6	0.5
6/2+6/1	N40 Est Offslip Ahead Left	U	H		1	25	-	770	2080:1940	901+478	55.8 : 55.8%	-	-	-	3.2	15.1	6.8
6/3	N40 Est Offslip Ahead	U	H		1	25	-	449	2080	901	49.8%	-	-	-	2.0	16.3	5.9
7/1	Circulatory @ Sarsfield Rd Sth Ahead	U	K		1	28	-	176	1940	938	18.8%	-	-	-	0.3	7.0	2.7

Basic Results Summary

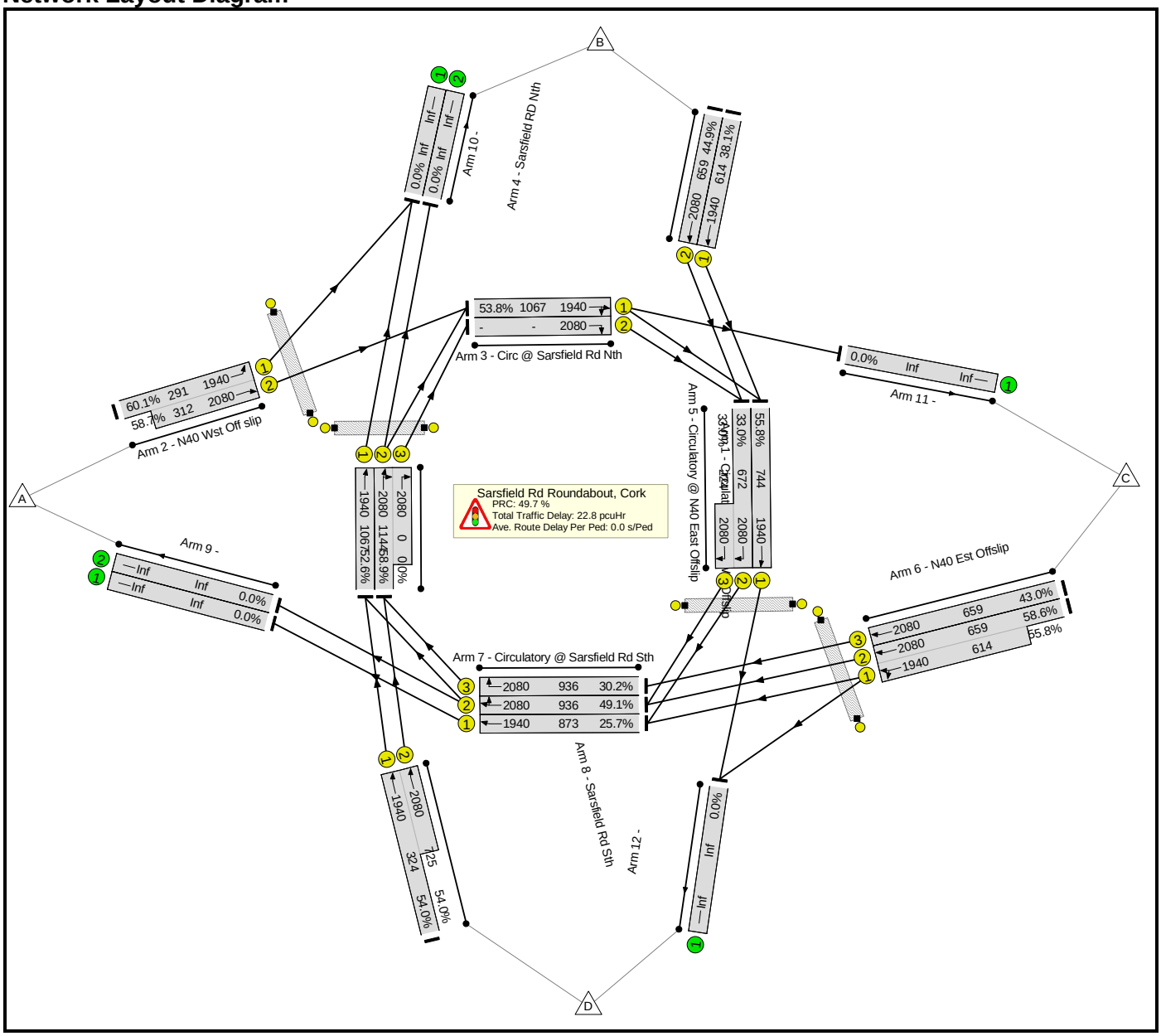
7/2	Circulatory @ Sarsfield Rd Sth Right Ahead	U	K		1	28	-	522	2080	1005	51.9%	-	-	-	1.4	9.5	2.6
7/3	Circulatory @ Sarsfield Rd Sth Right	U	K		1	28	-	449	2080	1005	44.7%	-	-	-	1.1	8.8	2.0
8/1+8/2	Sarsfield Rd Sth Ahead	U	L		1	22	-	641	1940:2080	439+640	59.4 : 59.4%	-	-	-	3.2	17.7	5.5
Ped Link: P1	Unnamed Ped Link	-	C		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	20	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	13.5	Total Delay for Signalled Lanes (pcuHr):	10.68	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	109.1	Total Delay for Signalled Lanes (pcuHr):	3.21	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	39.8	Total Delay for Signalled Lanes (pcuHr):	7.81	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	51.5	Total Delay for Signalled Lanes (pcuHr):	5.97	Cycle Time (s):	60
	PRC Over All Lanes (%):	13.5	Total Delay Over All Lanes(pcuHr):	27.68		

Basic Results Summary

Scenario 2: '2024 PM' (FG2: '2024 BASE FLOWS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**60.1%**	**0**	**0**	**0**	**22.8**	-	-
Sarsfield Rd Roundabout, Cork	-	-	-		-	-	-	-	-	-	**60.1%**	**0**	**0**	**0**	**22.8**	-	-
1/1	Circulatory @ N40 Wst Offslip Ahead	U	A		1	32	-	561	1940	1067	52.6%	-	-	-	1.0	6.3	2.3
1/2+1/3	Circulatory @ N40 Wst Offslip Right Ahead	U	A		1	32	-	674	2080:2080	1144+0	58.9 : 0.0%	-	-	-	1.6	8.7	4.3
2/1+2/2	N40 Wst Off slip Ahead Left	U	B		1	8	-	358	1940:2080	291+312	60.1 : 58.7%	-	-	-	3.1	31.1	3.5
3/1	Circ @ Sarsfield Rd Nth Right Ahead	U	E		1	32	-	574	1940	1067	53.8%	-	-	-	1.3	8.1	5.3
3/2	Circ @ Sarsfield Rd Nth Right	U	F		1	18	-	0	2080	-	-	-	-	-	-	-	-
4/1	Sarsfield RD Nth Ahead	U	F		1	18	-	234	1940	614	38.1%	-	-	-	1.3	20.7	3.3
4/2	Sarsfield RD Nth Ahead	U	F		1	18	-	296	2080	659	44.9%	-	-	-	1.8	21.3	4.3
5/1	Circulatory @ N40 East Offslip Ahead	U	G		1	22	-	415	1940	744	55.8%	-	-	-	1.7	15.0	4.2
5/2+5/3	Circulatory @ N40 East Offslip Right	U	G		1	22	-	296	2080:2080	672+224	33.0 : 33.0%	-	-	-	0.6	7.3	0.7
6/2+6/1	N40 Est Offslip Ahead Left	U	H		1	18	-	729	2080:1940	659+614	58.6 : 55.8%	-	-	-	4.1	20.4	6.0
6/3	N40 Est Offslip Ahead	U	H		1	18	-	283	2080	659	43.0%	-	-	-	1.7	21.0	4.1
7/1	Circulatory @ Sarsfield Rd Sth Ahead	U	K		1	26	-	224	1940	873	25.7%	-	-	-	0.7	11.8	3.8

Basic Results Summary

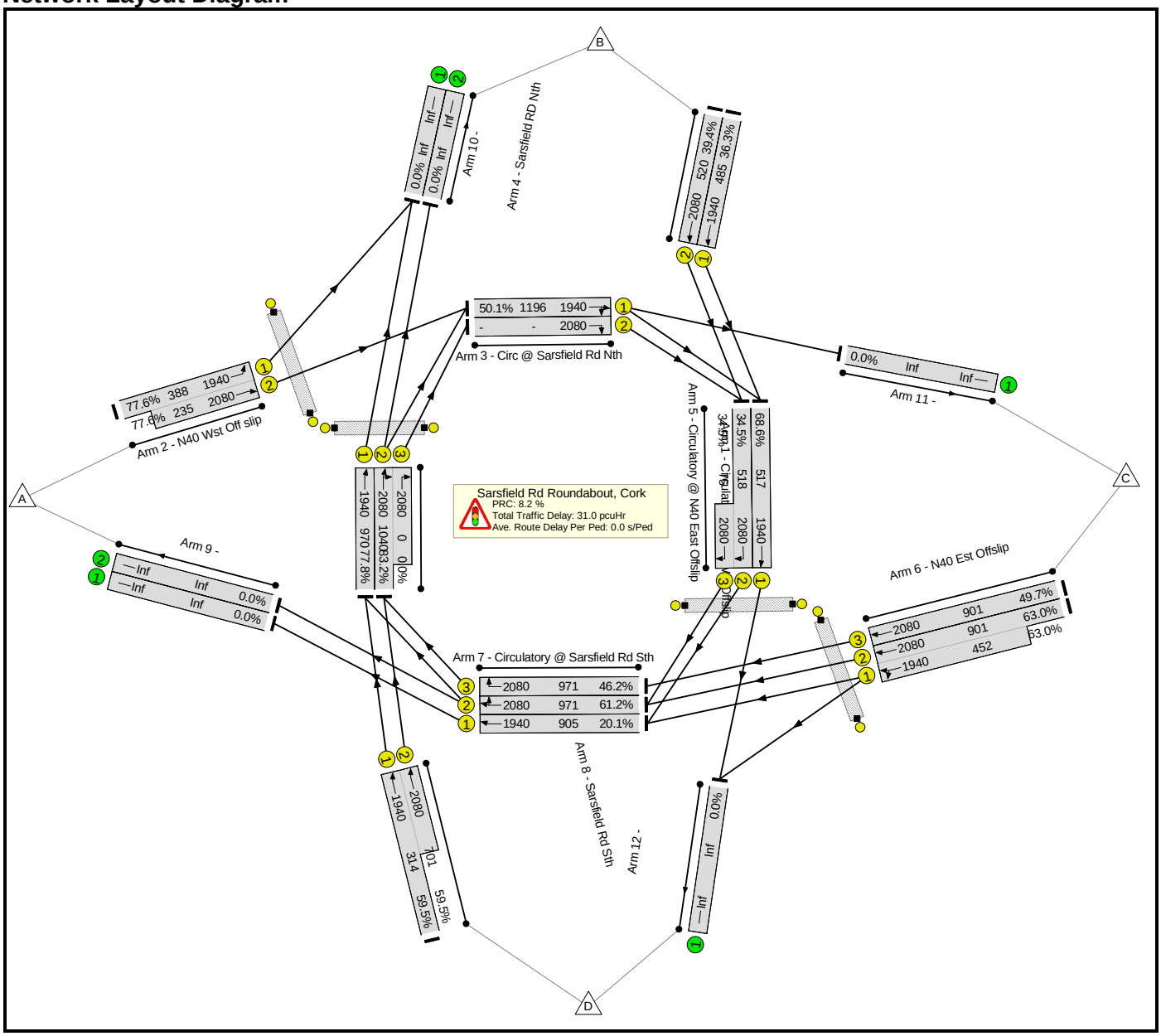
7/2	Circulatory @ Sarsfield Rd Sth Right Ahead	U	K		1	26	-	460	2080	936	49.1%	-	-	-	1.0	7.5	2.3
7/3	Circulatory @ Sarsfield Rd Sth Right	U	K		1	26	-	283	2080	936	30.2%	-	-	-	0.4	5.5	0.6
8/1+8/2	Sarsfield Rd Sth Ahead	U	L		1	24	-	566	1940:2080	324+725	54.0 : 54.0%	-	-	-	2.5	15.9	5.3
Ped Link: P1	Unnamed Ped Link	-	C		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	23	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	27	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	49.7	Total Delay for Signalled Lanes (pcuHr):	5.70	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	67.3	Total Delay for Signalled Lanes (pcuHr):	4.38	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	53.6	Total Delay for Signalled Lanes (pcuHr):	8.11	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	66.8	Total Delay for Signalled Lanes (pcuHr):	4.62	Cycle Time (s):	60
	PRC Over All Lanes (%):	49.7	Total Delay Over All Lanes(pcuHr):	22.82		

Basic Results Summary

Scenario 3: '2028 OPENING AM' (FG5: '2028 OPENING YEAR AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**83.2%**	**0**	**0**	**0**	**31.0**	-	-
Sarsfield Rd Roundabout, Cork	-	-	-		-	-	-	-	-	-	**83.2%**	**0**	**0**	**0**	**31.0**	-	-
1/1	Circulatory @ N40 Wst Offslip Ahead	U	A		1	29	-	755	1940	970	77.8%	-	-	-	3.5	16.7	7.1
1/2+1/3	Circulatory @ N40 Wst Offslip Right Ahead	U	A		1	29	-	865	2080:2080	1040+0	83.2 : 0.0%	-	-	-	4.7	19.7	11.8
2/1+2/2	N40 Wst Off slip Ahead Left	U	B		1	11	-	483	1940:2080	388+235	77.6 : 77.6%	-	-	-	4.7	34.7	6.4
3/1	Circ @ Sarsfield Rd Nth Right Ahead	U	E		1	36	-	599	1940	1196	50.1%	-	-	-	0.7	4.3	3.2
3/2	Circ @ Sarsfield Rd Nth Right	U	F		1	14	-	0	2080	-	-	-	-	-	-	-	-
4/1	Sarsfield RD Nth Ahead	U	F		1	14	-	176	1940	485	36.3%	-	-	-	1.2	24.4	2.7
4/2	Sarsfield RD Nth Ahead	U	F		1	14	-	205	2080	520	39.4%	-	-	-	1.4	24.4	3.1
5/1	Circulatory @ N40 East Offslip Ahead	U	G		1	15	-	355	1940	517	68.6%	-	-	-	3.0	30.7	4.5
5/2+5/3	Circulatory @ N40 East Offslip Right	U	G		1	15	-	205	2080:2080	518+75	34.5 : 34.5%	-	-	-	0.5	9.3	0.6
6/2+6/1	N40 Est Offslip Ahead Left	U	H		1	25	-	853	2080:1940	901+452	63.0 : 63.0%	-	-	-	3.8	16.2	8.1
6/3	N40 Est Offslip Ahead	U	H		1	25	-	448	2080	901	49.7%	-	-	-	2.0	16.2	5.8
7/1	Circulatory @ Sarsfield Rd Sth Ahead	U	K		1	27	-	182	1940	905	20.1%	-	-	-	0.9	18.0	3.1

Basic Results Summary

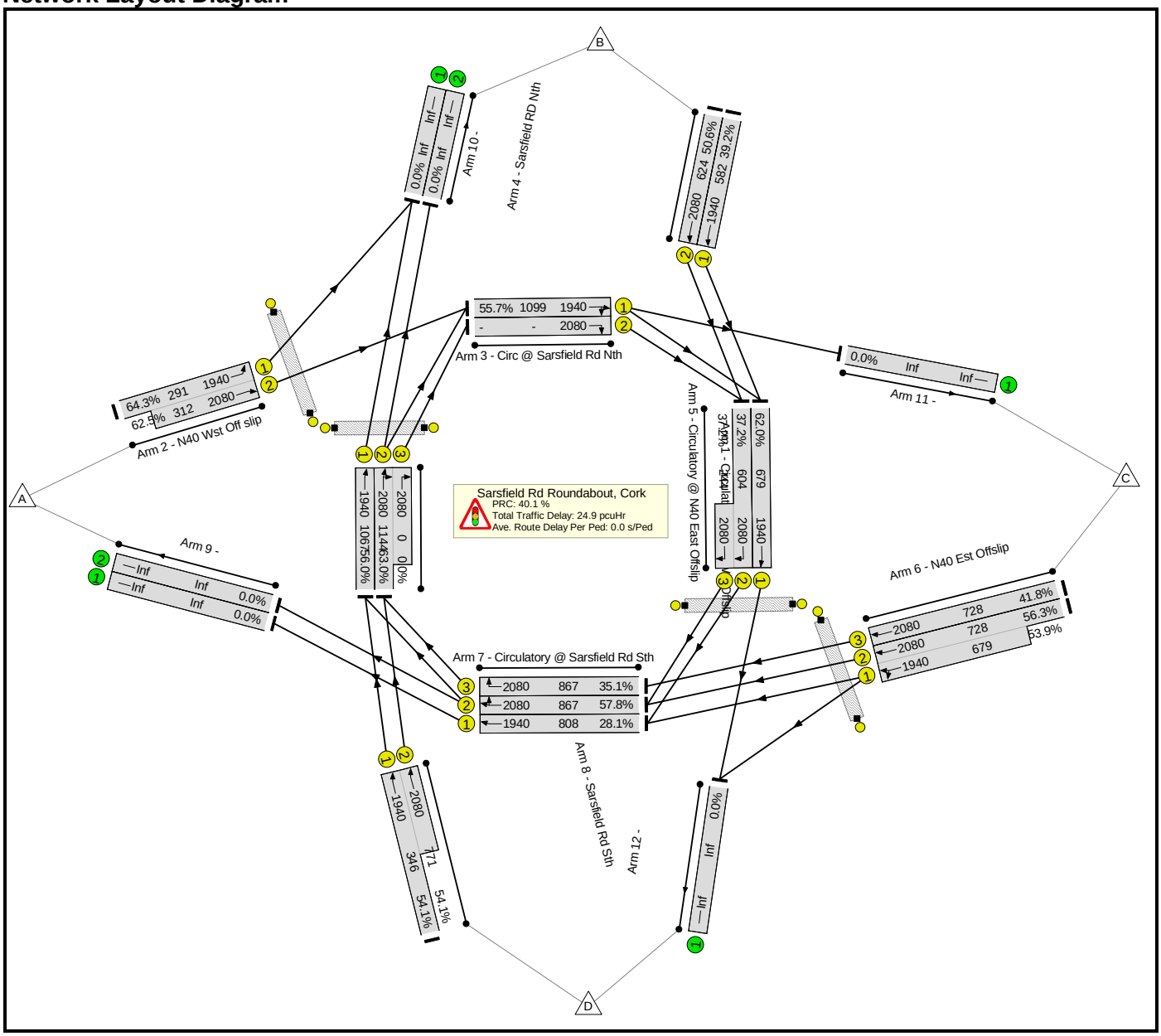
7/2	Circulatory @ Sarsfield Rd Sth Right Ahead	U	K		1	27	-	594	2080	971	61.2%	-	-	-	1.0	6.1	1.6
7/3	Circulatory @ Sarsfield Rd Sth Right	U	K		1	27	-	448	2080	971	46.2%	-	-	-	0.5	4.2	0.6
8/1+8/2	Sarsfield Rd Sth Ahead	U	L		1	23	-	604	1940:2080	314+701	59.5 : 59.5%	-	-	-	2.9	17.4	5.9
Ped Link: P1	Unnamed Ped Link	-	C		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	20	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	8.2	Total Delay for Signalled Lanes (pcuHr):	12.89	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	79.7	Total Delay for Signalled Lanes (pcuHr):	3.29	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	31.2	Total Delay for Signalled Lanes (pcuHr):	9.42	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	47.1	Total Delay for Signalled Lanes (pcuHr):	5.36	Cycle Time (s):	60
	PRC Over All Lanes (%):	8.2	Total Delay Over All Lanes(pcuHr):	30.96		

Basic Results Summary

Scenario 4: '2028 OPENING PM' (FG6: '2028 OPENING YEAR PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**64.3%**	**0**	**0**	**0**	**24.9**	-	-
Sarsfield Rd Roundabout, Cork	-	-	-		-	-	-	-	-	-	**64.3%**	**0**	**0**	**0**	**24.9**	-	-
1/1	Circulatory @ N40 Wst Offslip Ahead	U	A		1	32	-	597	1940	1067	56.0%	-	-	-	1.1	6.8	3.0
1/2+1/3	Circulatory @ N40 Wst Offslip Right Ahead	U	A		1	32	-	721	2080:2080	1144+0	63.0 : 0.0%	-	-	-	1.9	9.6	5.5
2/1+2/2	N40 Wst Off slip Ahead Left	U	B		1	8	-	382	1940:2080	291+312	64.3 : 62.5%	-	-	-	3.4	32.1	3.9
3/1	Circ @ Sarsfield Rd Nth Right Ahead	U	E		1	33	-	612	1940	1099	55.7%	-	-	-	1.3	7.8	5.4
3/2	Circ @ Sarsfield Rd Nth Right	U	F		1	17	-	0	2080	-	-	-	-	-	-	-	-
4/1	Sarsfield RD Nth Ahead	U	F		1	17	-	228	1940	582	39.2%	-	-	-	1.4	21.7	3.3
4/2	Sarsfield RD Nth Ahead	U	F		1	17	-	316	2080	624	50.6%	-	-	-	2.0	23.2	4.8
5/1	Circulatory @ N40 East Offslip Ahead	U	G		1	20	-	421	1940	679	62.0%	-	-	-	2.1	17.8	4.5
5/2+5/3	Circulatory @ N40 East Offslip Right	U	G		1	20	-	316	2080:2080	604+244	37.2 : 37.2%	-	-	-	0.7	7.5	0.7
6/2+6/1	N40 Est Offslip Ahead Left	U	H		1	20	-	776	2080:1940	728+679	56.3 : 53.9%	-	-	-	4.0	18.6	6.1
6/3	N40 Est Offslip Ahead	U	H		1	20	-	304	2080	728	41.8%	-	-	-	1.6	19.1	4.2
7/1	Circulatory @ Sarsfield Rd Sth Ahead	U	K		1	24	-	227	1940	808	28.1%	-	-	-	0.8	12.5	3.9

Basic Results Summary

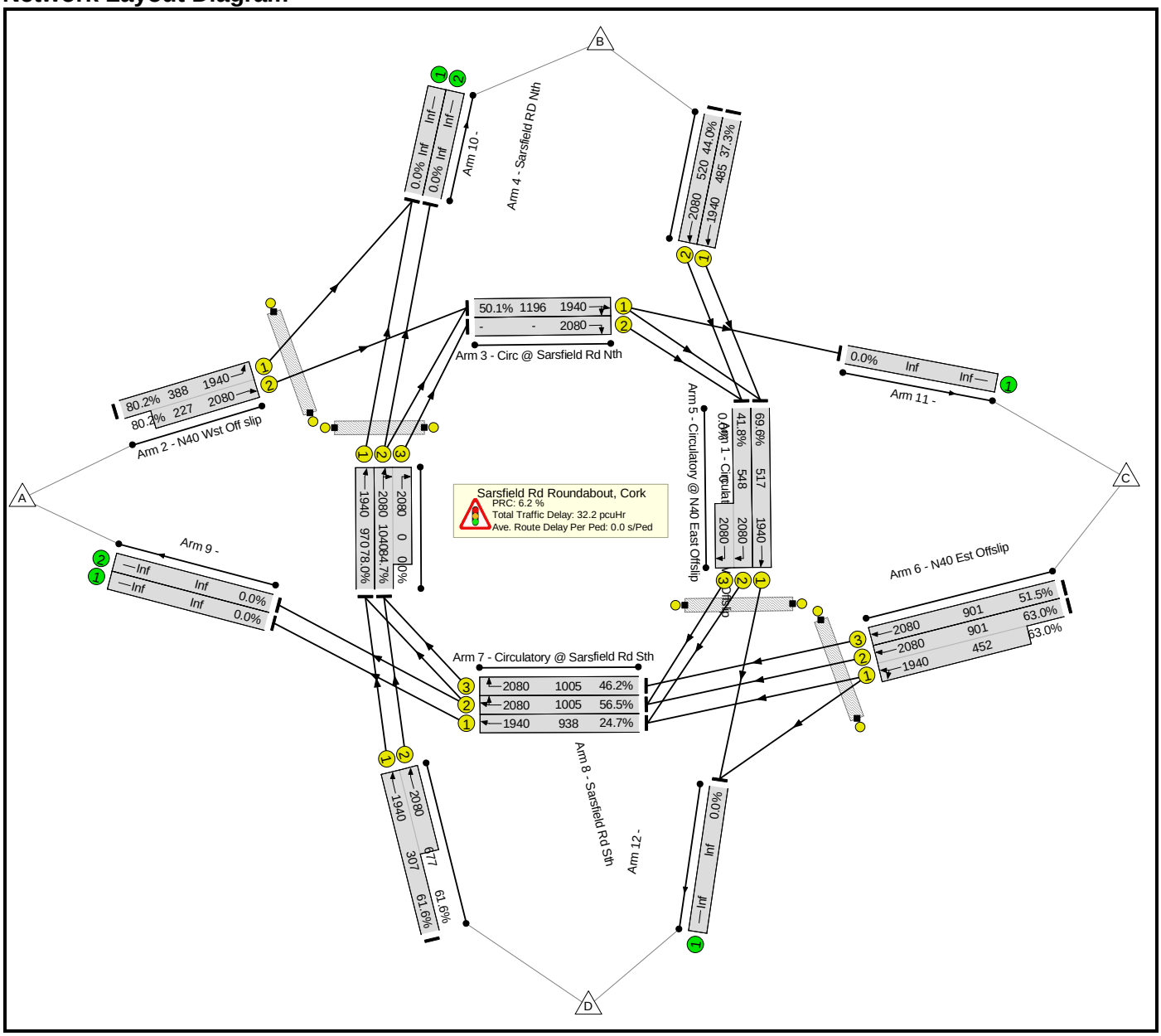
7/2	Circulatory @ Sarsfield Rd Sth Right Ahead	U	K		1	24	-	501	2080	867	57.8%	-	-	-	1.5	10.6	3.2
7/3	Circulatory @ Sarsfield Rd Sth Right	U	K		1	24	-	304	2080	867	35.1%	-	-	-	0.6	7.7	1.0
8/1+8/2	Sarsfield Rd Sth Ahead	U	L		1	26	-	604	1940:2080	346+771	54.1 : 54.1%	-	-	-	2.4	14.5	5.3
Ped Link: P1	Unnamed Ped Link	-	C		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	25	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	40.1	Total Delay for Signalled Lanes (pcuHr):	6.44	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	61.7	Total Delay for Signalled Lanes (pcuHr):	4.74	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	45.2	Total Delay for Signalled Lanes (pcuHr):	8.35	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	55.7	Total Delay for Signalled Lanes (pcuHr):	5.33	Cycle Time (s):	60
	PRC Over All Lanes (%):	40.1	Total Delay Over All Lanes(pcuHr):	24.87		

Basic Results Summary

Scenario 5: '2028 + DEVELOPMENT AM' (FG7: '2028 OPENING + DEVELOPMENT AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**84.7%**	**0**	**0**	**0**	**32.2**	-	-
Sarsfield Rd Roundabout, Cork	-	-	-		-	-	-	-	-	-	**84.7%**	**0**	**0**	**0**	**32.2**	-	-
1/1	Circulatory @ N40 Wst Offslip Ahead	U	A		1	29	-	757	1940	970	78.0%	-	-	-	3.5	16.7	7.2
1/2+1/3	Circulatory @ N40 Wst Offslip Right Ahead	U	A		1	29	-	881	2080:2080	1040+0	84.7 : 0.0%	-	-	-	4.9	20.0	12.5
2/1+2/2	N40 Wst Off slip Ahead Left	U	B		1	11	-	493	1940:2080	388+227	80.2 : 80.2%	-	-	-	5.0	36.5	6.9
3/1	Circ @ Sarsfield Rd Nth Right Ahead	U	E		1	36	-	599	1940	1196	50.1%	-	-	-	0.7	4.3	3.2
3/2	Circ @ Sarsfield Rd Nth Right	U	F		1	14	-	0	2080	-	-	-	-	-	-	-	-
4/1	Sarsfield RD Nth Ahead	U	F		1	14	-	181	1940	485	37.3%	-	-	-	1.2	24.5	2.8
4/2	Sarsfield RD Nth Ahead	U	F		1	14	-	229	2080	520	44.0%	-	-	-	1.6	25.1	3.6
5/1	Circulatory @ N40 East Offslip Ahead	U	G		1	15	-	360	1940	517	69.6%	-	-	-	3.1	30.9	4.5
5/2+5/3	Circulatory @ N40 East Offslip Right	U	G		1	15	-	229	2080:2080	548+0	41.8 : 0.0%	-	-	-	0.7	10.4	0.8
6/2+6/1	N40 Est Offslip Ahead Left	U	H		1	25	-	853	2080:1940	901+452	63.0 : 63.0%	-	-	-	3.8	16.2	8.1
6/3	N40 Est Offslip Ahead	U	H		1	25	-	464	2080	901	51.5%	-	-	-	2.1	16.5	6.1
7/1	Circulatory @ Sarsfield Rd Sth Ahead	U	K		1	28	-	232	1940	938	24.7%	-	-	-	1.3	19.6	4.0

Basic Results Summary

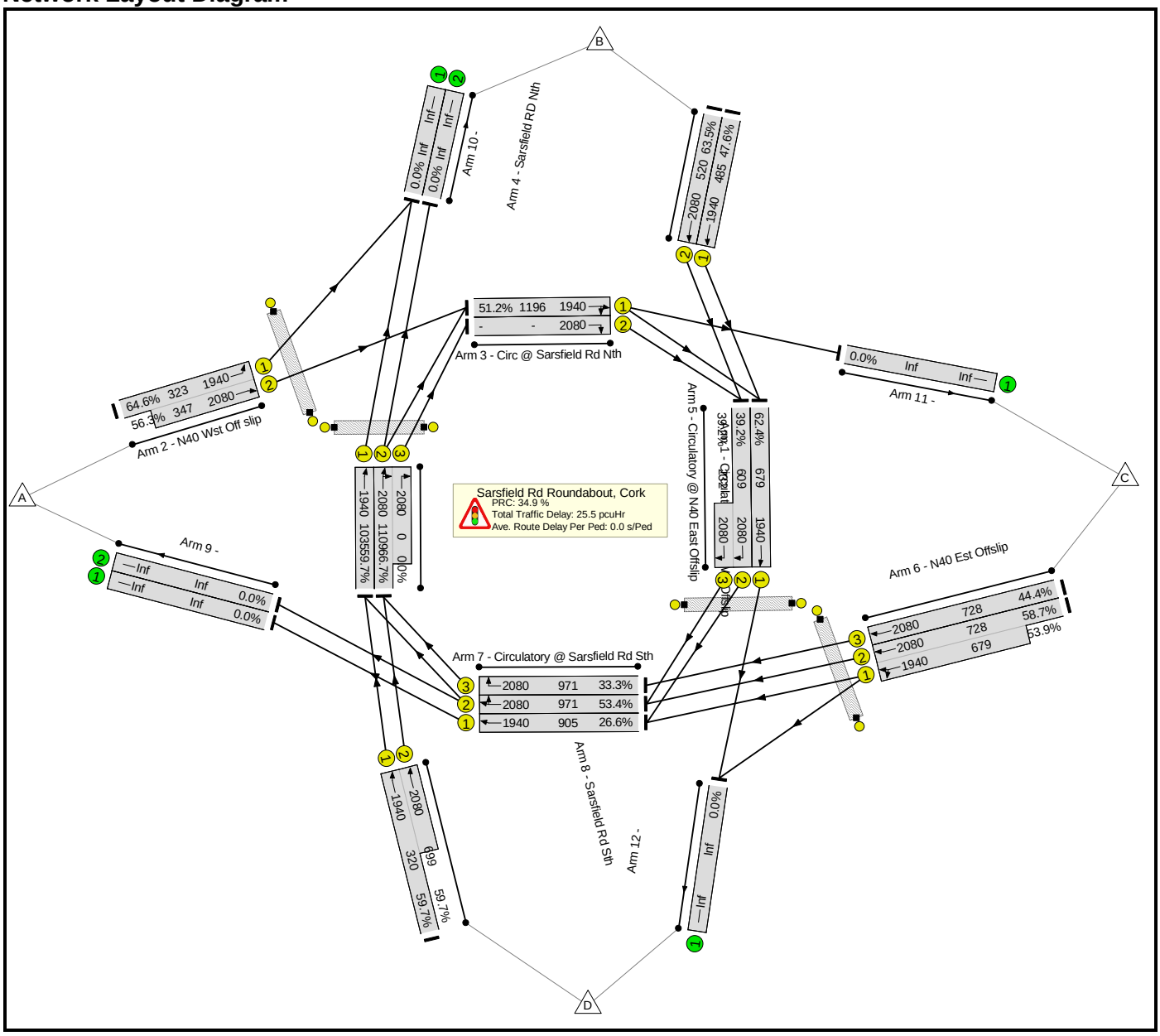
7/2	Circulatory @ Sarsfield Rd Sth Right Ahead	U	K		1	28	-	568	2080	1005	56.5%	-	-	-	0.7	4.5	0.9
7/3	Circulatory @ Sarsfield Rd Sth Right	U	K		1	28	-	464	2080	1005	46.2%	-	-	-	0.5	3.7	0.7
8/1+8/2	Sarsfield Rd Sth Ahead	U	L		1	22	-	606	1940:2080	307+677	61.6 : 61.6%	-	-	-	3.1	18.5	6.1
Ped Link: P1	Unnamed Ped Link	-	C		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	30	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	20	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	6.2	Total Delay for Signalled Lanes (pcuHr):	13.39	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	79.7	Total Delay for Signalled Lanes (pcuHr):	3.56	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	29.3	Total Delay for Signalled Lanes (pcuHr):	9.71	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	46.0	Total Delay for Signalled Lanes (pcuHr):	5.58	Cycle Time (s):	60
	PRC Over All Lanes (%):	6.2	Total Delay Over All Lanes(pcuHr):	32.24		

Basic Results Summary

Scenario 6: '2028 + DEVELOPMENT PM' (FG8: '2028 OPENING + DEVELOPMENT PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**66.7%**	**0**	**0**	**0**	**25.5**	-	-
Sarsfield Rd Roundabout, Cork	-	-	-		-	-	-	-	-	-	**66.7%**	**0**	**0**	**0**	**25.5**	-	-
1/1	Circulatory @ N40 Wst Offslip Ahead	U	A		1	31	-	618	1940	1035	59.7%	-	-	-	1.6	9.5	8.1
1/2+1/3	Circulatory @ N40 Wst Offslip Right Ahead	U	A		1	31	-	740	2080:2080	1109+0	66.7 : 0.0%	-	-	-	2.1	10.3	7.5
2/1+2/2	N40 Wst Off slip Ahead Left	U	B		1	9	-	404	1940:2080	323+347	64.6 : 56.3%	-	-	-	3.4	29.9	4.0
3/1	Circ @ Sarsfield Rd Nth Right Ahead	U	E		1	36	-	612	1940	1196	51.2%	-	-	-	1.0	5.6	2.4
3/2	Circ @ Sarsfield Rd Nth Right	U	F		1	14	-	0	2080	-	-	-	-	-	-	-	-
4/1	Sarsfield RD Nth Ahead	U	F		1	14	-	231	1940	485	47.6%	-	-	-	1.7	26.2	3.7
4/2	Sarsfield RD Nth Ahead	U	F		1	14	-	330	2080	520	63.5%	-	-	-	2.7	29.5	5.7
5/1	Circulatory @ N40 East Offslip Ahead	U	G		1	20	-	424	1940	679	62.4%	-	-	-	1.5	12.5	4.2
5/2+5/3	Circulatory @ N40 East Offslip Right	U	G		1	20	-	330	2080:2080	609+232	39.2 : 39.2%	-	-	-	0.4	4.6	0.4
6/2+6/1	N40 Est Offslip Ahead Left	U	H		1	20	-	793	2080:1940	728+679	58.7 : 53.9%	-	-	-	4.1	18.7	6.5
6/3	N40 Est Offslip Ahead	U	H		1	20	-	323	2080	728	44.4%	-	-	-	1.7	19.4	4.5
7/1	Circulatory @ Sarsfield Rd Sth Ahead	U	K		1	27	-	241	1940	905	26.6%	-	-	-	1.0	14.4	4.1

Basic Results Summary

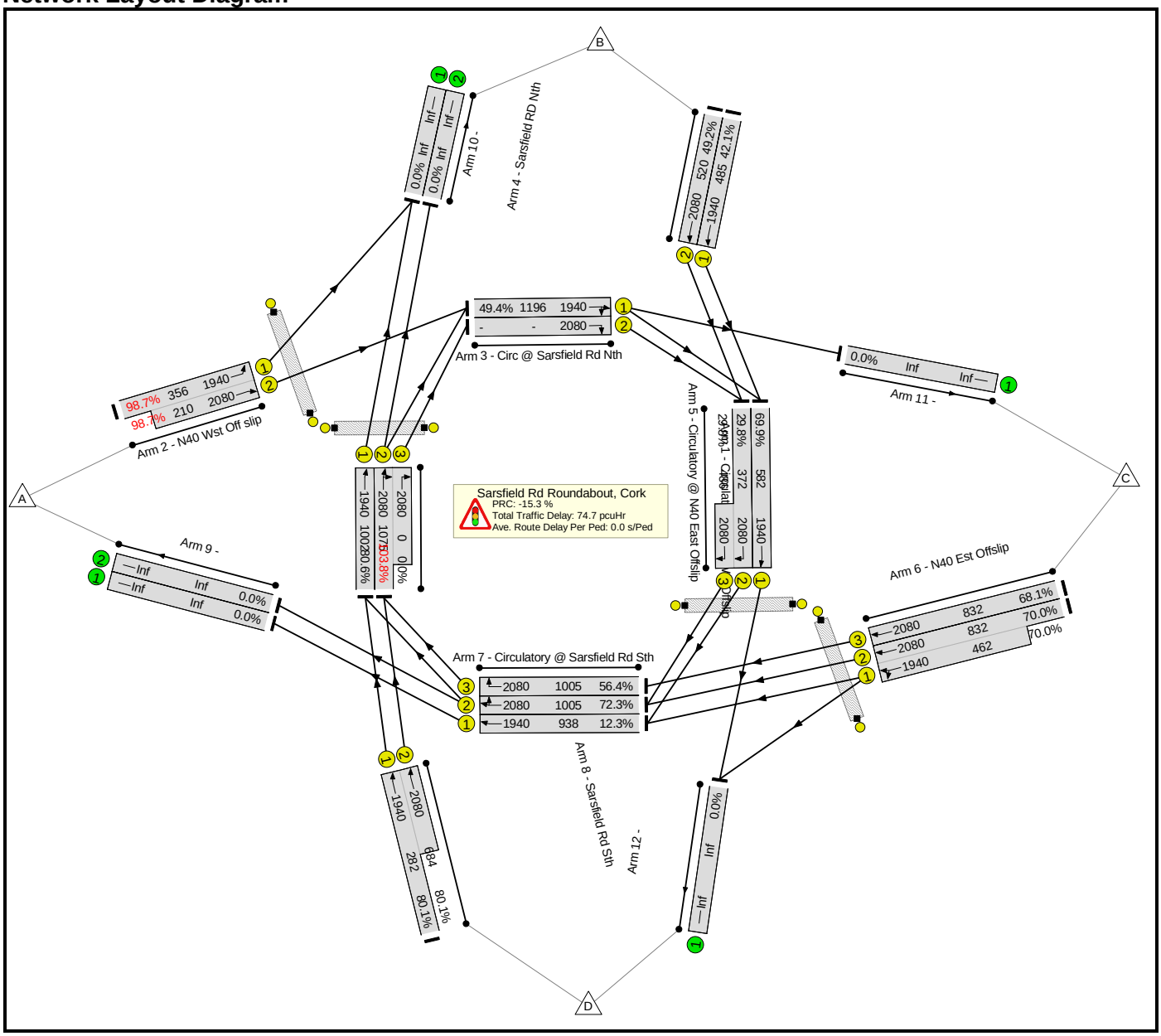
7/2	Circulatory @ Sarsfield Rd Sth Right Ahead	U	K		1	27	-	518	2080	971	53.4%	-	-	-	1.0	7.0	2.4
7/3	Circulatory @ Sarsfield Rd Sth Right	U	K		1	27	-	323	2080	971	33.3%	-	-	-	0.4	4.2	0.5
8/1+8/2	Sarsfield Rd Sth Ahead	U	L		1	23	-	608	1940:2080	320+699	59.7 : 59.7%	-	-	-	2.9	17.4	5.9
Ped Link: P1	Unnamed Ped Link	-	C		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	36	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	25	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	34.9	Total Delay for Signalled Lanes (pcuHr):	7.12	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	41.8	Total Delay for Signalled Lanes (pcuHr):	5.34	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	44.1	Total Delay for Signalled Lanes (pcuHr):	7.76	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	50.9	Total Delay for Signalled Lanes (pcuHr):	5.29	Cycle Time (s):	60
	PRC Over All Lanes (%):	34.9	Total Delay Over All Lanes(pcuHr):	25.51		

Basic Results Summary

Scenario 7: '2043 AM' (FG9: '2043 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**103.8%**	**0**	**0**	**0**	**74.7**	-	-
Sarsfield Rd Roundabout, Cork	-	-	-		-	-	-	-	-	-	**103.8%**	**0**	**0**	**0**	**74.7**	-	-
1/1	Circulatory @ N40 Wst Offslip Ahead	U	A		1	30	-	808	1940	1002	80.6%	-	-	-	4.1	18.4	14.5
1/2+1/3	Circulatory @ N40 Wst Offslip Right Ahead	U	A		1	30	-	1115	2080:2080	1075+0	103.8 : 0.0%	-	-	-	33.6	108.4	49.6
2/1+2/2	N40 Wst Off slip Ahead Left	U	B		1	10	-	558	1940:2080	356+210	98.7 : 98.7%	-	-	-	13.8	88.8	15.9
3/1	Circ @ Sarsfield Rd Nth Right Ahead	U	E		1	36	-	622	1940	1196	49.4%	-	-	-	1.0	6.1	2.7
3/2	Circ @ Sarsfield Rd Nth Right	U	F		1	14	-	0	2080	-	-	-	-	-	-	-	-
4/1	Sarsfield RD Nth Ahead	U	F		1	14	-	204	1940	485	42.1%	-	-	-	1.4	25.3	3.2
4/2	Sarsfield RD Nth Ahead	U	F		1	14	-	256	2080	520	49.2%	-	-	-	1.9	26.0	4.1
5/1	Circulatory @ N40 East Offslip Ahead	U	G		1	17	-	407	1940	582	69.9%	-	-	-	1.9	17.2	5.0
5/2+5/3	Circulatory @ N40 East Offslip Right	U	G		1	17	-	256	2080:2080	372+486	29.8 : 29.8%	-	-	-	0.4	6.2	0.4
6/2+6/1	N40 Est Offslip Ahead Left	U	H		1	23	-	905	2080:1940	832+462	70.0 : 70.0%	-	-	-	4.7	18.9	9.1
6/3	N40 Est Offslip Ahead	U	H		1	23	-	567	2080	832	68.1%	-	-	-	3.4	21.6	8.8
7/1	Circulatory @ Sarsfield Rd Sth Ahead	U	K		1	28	-	115	1940	938	12.3%	-	-	-	0.4	12.5	1.9

Basic Results Summary

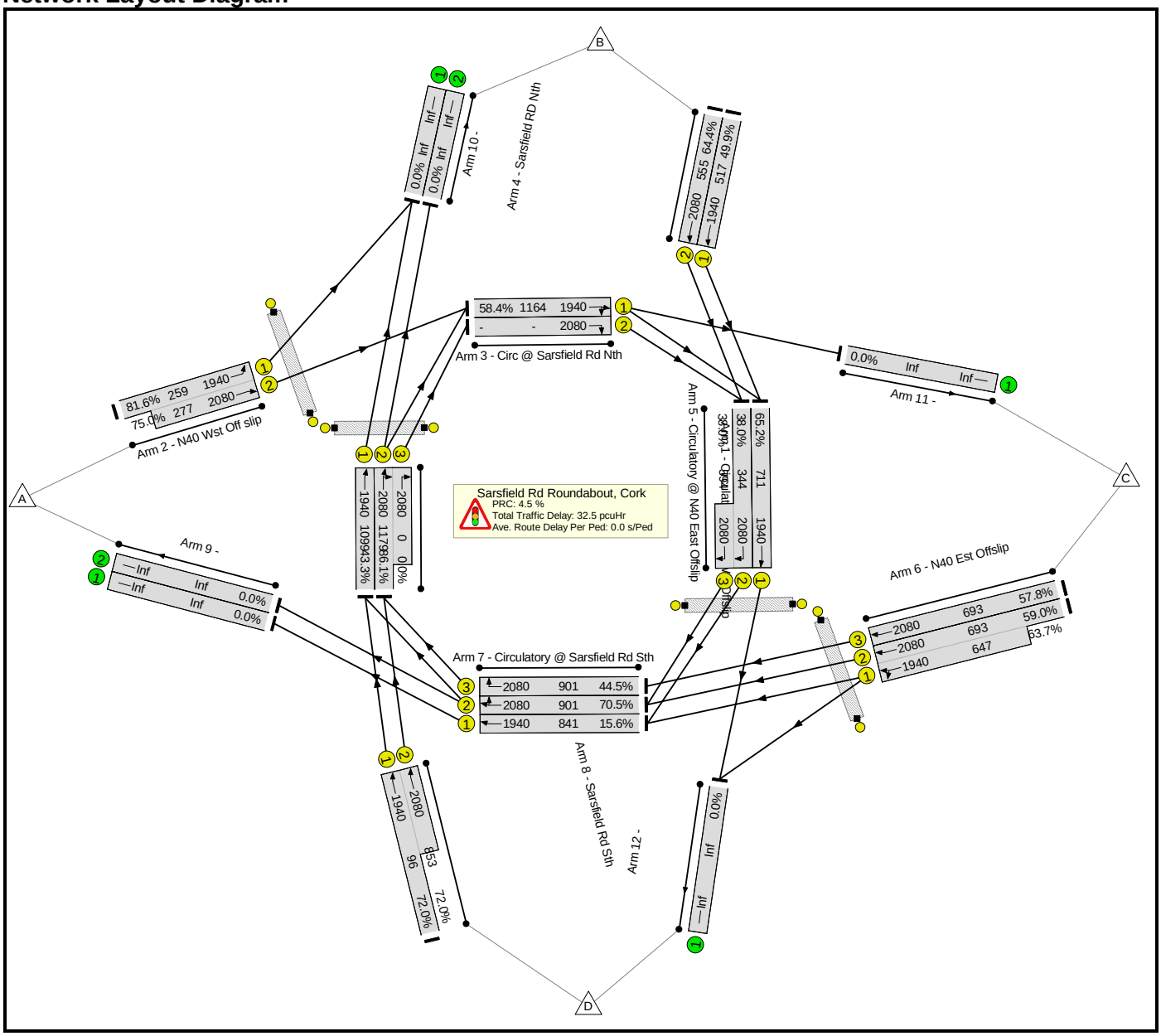
7/2	Circulatory @ Sarsfield Rd Sth Right Ahead	U	K		1	28	-	727	2080	1005	72.3%	-	-	-	2.0	9.9	4.2
7/3	Circulatory @ Sarsfield Rd Sth Right	U	K		1	28	-	567	2080	1005	56.4%	-	-	-	0.9	5.6	1.1
8/1+8/2	Sarsfield Rd Sth Ahead	U	L		1	22	-	774	1940:2080	282+684	80.1 : 80.1%	-	-	-	5.1	23.9	10.0
Ped Link: P1	Unnamed Ped Link	-	C		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	22	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	-15.3	Total Delay for Signalled Lanes (pcuHr):	51.47	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	82.0	Total Delay for Signalled Lanes (pcuHr):	4.29	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	28.7	Total Delay for Signalled Lanes (pcuHr):	10.53	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	12.4	Total Delay for Signalled Lanes (pcuHr):	8.43	Cycle Time (s):	60
	PRC Over All Lanes (%):	-15.3	Total Delay Over All Lanes(pcuHr):	74.72		

Basic Results Summary

Scenario 8: '2043 PM' (FG10: '2043 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**86.1%**	**0**	**0**	**0**	**32.5**	-	-
Sarsfield Rd Roundabout, Cork	-	-	-		-	-	-	-	-	-	**86.1%**	**0**	**0**	**0**	**32.5**	-	-
1/1	Circulatory @ N40 Wst Offslip Ahead	U	A		1	33	-	476	1940	1099	43.3%	-	-	-	1.1	8.0	7.0
1/2+1/3	Circulatory @ N40 Wst Offslip Right Ahead	U	A		1	33	-	1015	2080:2080	1179+0	86.1 : 0.0%	-	-	-	4.6	16.4	11.5
2/1+2/2	N40 Wst Off slip Ahead Left	U	B		1	7	-	419	1940:2080	259+277	81.6 : 75.0%	-	-	-	4.7	40.1	5.1
3/1	Circ @ Sarsfield Rd Nth Right Ahead	U	E		1	35	-	680	1940	1164	58.4%	-	-	-	1.2	6.5	3.4
3/2	Circ @ Sarsfield Rd Nth Right	U	F		1	15	-	0	2080	-	-	-	-	-	-	-	-
4/1	Sarsfield RD Nth Ahead	U	F		1	15	-	258	1940	517	49.9%	-	-	-	1.8	25.5	4.1
4/2	Sarsfield RD Nth Ahead	U	F		1	15	-	357	2080	555	64.4%	-	-	-	2.8	28.5	6.2
5/1	Circulatory @ N40 East Offslip Ahead	U	G		1	21	-	464	1940	711	65.2%	-	-	-	1.6	12.2	4.5
5/2+5/3	Circulatory @ N40 East Offslip Right	U	G		1	21	-	357	2080:2080	344+594	38.0 : 38.0%	-	-	-	0.4	4.2	0.4
6/2+6/1	N40 Est Offslip Ahead Left	U	H		1	19	-	821	2080:1940	693+647	59.0 : 63.7%	-	-	-	4.6	20.2	6.5
6/3	N40 Est Offslip Ahead	U	H		1	19	-	401	2080	693	57.8%	-	-	-	2.5	22.7	6.1
7/1	Circulatory @ Sarsfield Rd Sth Ahead	U	K		1	25	-	131	1940	841	15.6%	-	-	-	0.5	14.3	2.3

Basic Results Summary

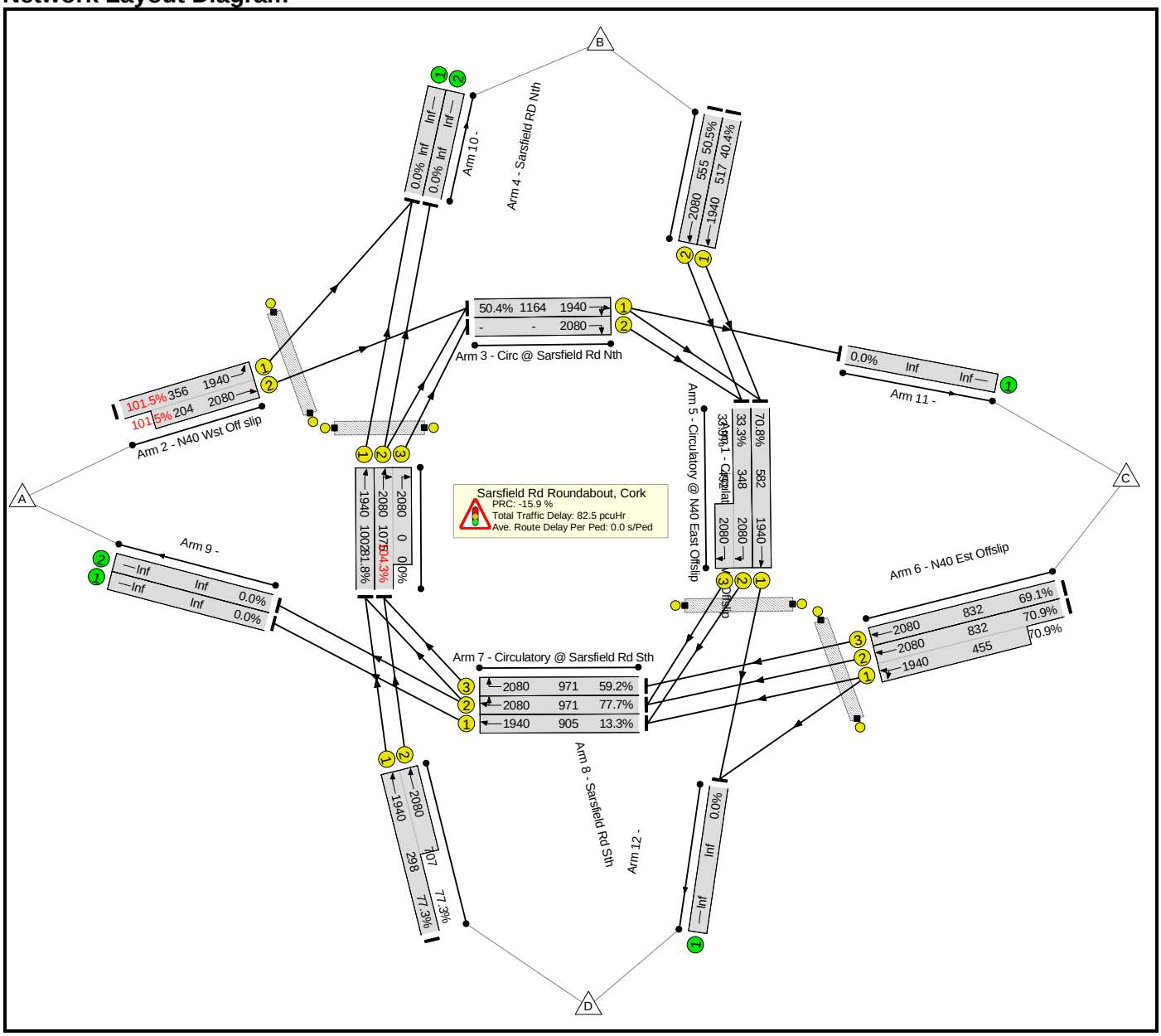
7/2	Circulatory @ Sarsfield Rd Sth Right Ahead	U	K		1	25	-	635	2080	901	70.5%	-	-	-	2.2	12.6	5.5
7/3	Circulatory @ Sarsfield Rd Sth Right	U	K		1	25	-	401	2080	901	44.5%	-	-	-	0.6	5.3	0.8
8/1+8/2	Sarsfield Rd Sth Ahead	U	L		1	25	-	683	1940:2080	96+853	72.0 : 72.0%	-	-	-	3.8	20.0	9.6
Ped Link: P1	Unnamed Ped Link	-	C		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	38	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	26	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	10.36	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	39.8	Total Delay for Signalled Lanes (pcuHr):	5.88	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	38.0	Total Delay for Signalled Lanes (pcuHr):	9.13	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	25.1	Total Delay for Signalled Lanes (pcuHr):	7.14	Cycle Time (s):	60
	PRC Over All Lanes (%):	4.5	Total Delay Over All Lanes(pcuHr):	32.50		

Basic Results Summary

Scenario 9: '2043 + DEVELOPMENT AM' (FG11: '2043 + DEVELOPMENT AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**104.3%**	**0**	**0**	**0**	**82.5**	-	-
Sarsfield Rd Roundabout, Cork	-	-	-		-	-	-	-	-	-	**104.3%**	**0**	**0**	**0**	**82.5**	-	-
1/1	Circulatory @ N40 Wst Offslip Ahead	U	A		1	30	-	820	1940	1002	81.8%	-	-	-	4.3	19.1	14.8
1/2+1/3	Circulatory @ N40 Wst Offslip Right Ahead	U	A		1	30	-	1121	2080:2080	1075+0	104.3 : 0.0%	-	-	-	36.0	115.8	52.1
2/1+2/2	N40 Wst Off slip Ahead Left	U	B		1	10	-	568	1940:2080	356+204	101.5 : 101.5%	-	-	-	18.0	114.3	20.2
3/1	Circ @ Sarsfield Rd Nth Right Ahead	U	E		1	35	-	622	1940	1164	50.4%	-	-	-	1.1	6.7	2.9
3/2	Circ @ Sarsfield Rd Nth Right	U	F		1	15	-	0	2080	-	-	-	-	-	-	-	-
4/1	Sarsfield RD Nth Ahead	U	F		1	15	-	209	1940	517	40.4%	-	-	-	1.4	23.9	3.2
4/2	Sarsfield RD Nth Ahead	U	F		1	15	-	280	2080	555	50.5%	-	-	-	2.0	25.2	4.4
5/1	Circulatory @ N40 East Offslip Ahead	U	G		1	17	-	412	1940	582	70.8%	-	-	-	2.0	17.8	5.1
5/2+5/3	Circulatory @ N40 East Offslip Right	U	G		1	17	-	280	2080:2080	348+492	33.3 : 33.3%	-	-	-	0.5	7.0	0.5
6/2+6/1	N40 Est Offslip Ahead Left	U	H		1	23	-	913	2080:1940	832+455	70.9 : 70.9%	-	-	-	4.8	19.1	9.4
6/3	N40 Est Offslip Ahead	U	H		1	23	-	575	2080	832	69.1%	-	-	-	3.5	21.9	8.9
7/1	Circulatory @ Sarsfield Rd Sth Ahead	U	K		1	27	-	120	1940	905	13.3%	-	-	-	0.5	13.6	2.0

Basic Results Summary

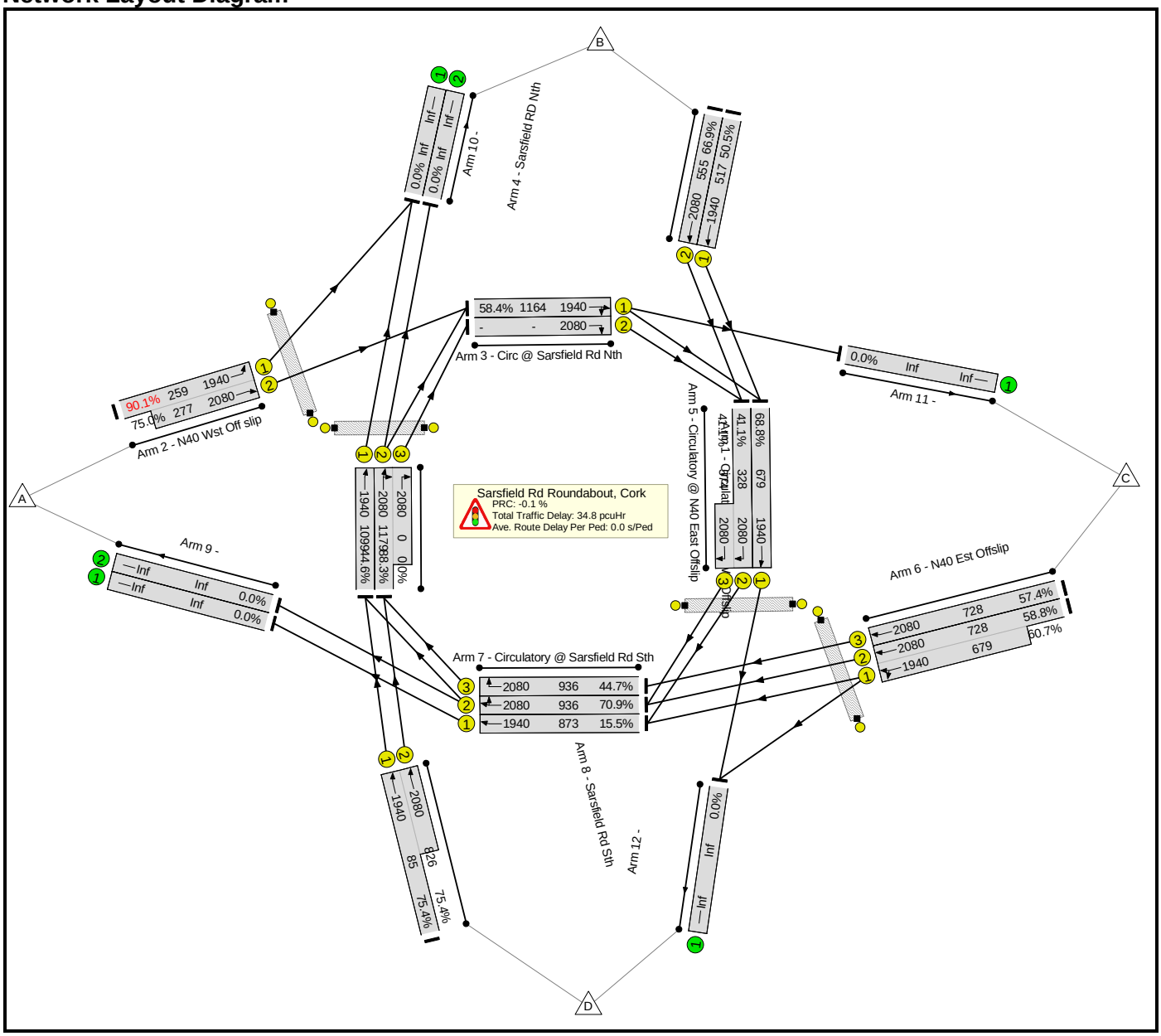
7/2	Circulatory @ Sarsfield Rd Sth Right Ahead	U	K		1	27	-	754	2080	971	77.7%	-	-	-	2.6	12.3	5.4
7/3	Circulatory @ Sarsfield Rd Sth Right	U	K		1	27	-	575	2080	971	59.2%	-	-	-	1.0	6.0	1.2
8/1+8/2	Sarsfield Rd Sth Ahead	U	L		1	23	-	776	1940:2080	298+707	77.3 : 77.3%	-	-	-	4.7	21.7	9.3
Ped Link: P1	Unnamed Ped Link	-	C		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	35	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	22	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	-15.9	Total Delay for Signalled Lanes (pcuHr):	58.42	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	78.3	Total Delay for Signalled Lanes (pcuHr):	4.43	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	10.93	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	15.9	Total Delay for Signalled Lanes (pcuHr):	8.67	Cycle Time (s): 60
	PRC Over All Lanes (%):	-15.9	Total Delay Over All Lanes(pcuHr):	82.45	

Basic Results Summary

Scenario 10: '2043 + DEVELOPMENT PM' (FG12: '2043 + DEVELOPMENT PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**90.1%**	**0**	**0**	**0**	**34.8**	-	-
Sarsfield Rd Roundabout, Cork	-	-	-		-	-	-	-	-	-	**90.1%**	**0**	**0**	**0**	**34.8**	-	-
1/1	Circulatory @ N40 Wst Offslip Ahead	U	A		1	33	-	490	1940	1099	44.6%	-	-	-	1.1	8.4	7.4
1/2+1/3	Circulatory @ N40 Wst Offslip Right Ahead	U	A		1	33	-	1041	2080:2080	1179+0	88.3 : 0.0%	-	-	-	5.3	18.3	12.4
2/1+2/2	N40 Wst Off slip Ahead Left	U	B		1	7	-	441	1940:2080	259+277	90.1 : 75.0%	-	-	-	5.3	43.5	6.0
3/1	Circ @ Sarsfield Rd Nth Right Ahead	U	E		1	35	-	680	1940	1164	58.4%	-	-	-	1.2	6.3	3.6
3/2	Circ @ Sarsfield Rd Nth Right	U	F		1	15	-	0	2080	-	-	-	-	-	-	-	-
4/1	Sarsfield RD Nth Ahead	U	F		1	15	-	261	1940	517	50.5%	-	-	-	1.9	25.6	4.1
4/2	Sarsfield RD Nth Ahead	U	F		1	15	-	371	2080	555	66.9%	-	-	-	3.0	29.3	6.5
5/1	Circulatory @ N40 East Offslip Ahead	U	G		1	20	-	467	1940	679	68.8%	-	-	-	1.8	13.8	4.9
5/2+5/3	Circulatory @ N40 East Offslip Right	U	G		1	20	-	371	2080:2080	328+574	41.1 : 41.1%	-	-	-	0.5	5.1	0.5
6/2+6/1	N40 Est Offslip Ahead Left	U	H		1	20	-	840	2080:1940	728+679	58.8 : 60.7%	-	-	-	4.5	19.2	6.6
6/3	N40 Est Offslip Ahead	U	H		1	20	-	418	2080	728	57.4%	-	-	-	2.5	21.6	6.2
7/1	Circulatory @ Sarsfield Rd Sth Ahead	U	K		1	26	-	135	1940	873	15.5%	-	-	-	0.5	12.5	2.3

Basic Results Summary

7/2	Circulatory @ Sarsfield Rd Sth Right Ahead	U	K		1	26	-	664	2080	936	70.9%	-	-	-	2.3	12.3	5.6
7/3	Circulatory @ Sarsfield Rd Sth Right	U	K		1	26	-	418	2080	936	44.7%	-	-	-	0.7	5.6	0.9
8/1+8/2	Sarsfield Rd Sth Ahead	U	L		1	24	-	687	1940:2080	85+826	75.4 : 75.4%	-	-	-	4.2	22.2	10.4
Ped Link: P1	Unnamed Ped Link	-	C		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	38	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	J		1	25	-	0	-	0	0.0%	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	11.77	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	34.6	Total Delay for Signalled Lanes (pcuHr):	6.08	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	30.9	Total Delay for Signalled Lanes (pcuHr):	9.31	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	19.3	Total Delay for Signalled Lanes (pcuHr):	7.62	Cycle Time (s):	60
	PRC Over All Lanes (%):	-0.1	Total Delay Over All Lanes(pcuHr):	34.78		

B APPENDIX B

B.1 Traffic Survey Data

15387 / Wilton, Cork
April 2024
General Location Plan

Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	A to D - R641 Wilton Road to R849 Glasheen Road								Veh. Total	A to C - R641 Wilton Road to R641 Sarsfield Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	4	1	0	0	0	0	0	0	5	80	11	1	1	0	0	0	0	93
07:15	8	0	1	0	0	0	0	0	9	88	13	3	2	0	0	0	1	107
07:30	15	2	1	0	0	0	0	0	18	99	10	4	2	0	1	0	0	116
07:45	8	2	0	0	0	0	0	1	11	110	11	5	1	0	1	0	1	129
Hour	35	5	2	0	0	0	0	1	43	377	45	13	6	0	2	0	2	445
08:00	13	1	0	0	0	0	0	0	14	112	9	0	3	0	0	0	1	125
08:15	8	1	1	0	0	0	0	0	10	106	4	1	0	0	0	0	0	111
08:30	8	0	0	0	0	0	0	2	10	102	3	3	0	0	0	0	0	108
08:45	7	1	0	0	0	0	0	0	8	95	10	3	1	0	0	0	0	109
Hour	36	3	1	0	0	0	0	2	42	415	26	7	4	0	0	0	1	453
09:00	5	2	1	0	0	0	0	0	8	97	9	2	5	0	0	0	0	113
09:15	9	1	0	0	0	0	0	0	10	88	11	2	3	0	0	0	0	104
09:30	7	0	1	0	0	0	0	0	8	87	14	1	0	1	0	0	0	103
09:45	10	1	1	0	0	0	0	0	12	81	14	2	1	0	0	0	0	98
Hour	31	4	3	0	0	0	0	0	38	353	48	7	9	1	0	0	0	418
10:00	8	0	0	0	0	0	0	0	8	80	14	1	0	2	0	0	0	97
10:15	7	1	0	0	0	0	0	0	8	104	10	4	2	0	1	0	1	122
10:30	3	3	0	0	0	0	0	0	6	90	12	1	1	0	0	0	0	104
10:45	12	4	0	0	0	0	0	0	16	97	15	2	0	0	0	0	0	114
Hour	30	8	0	0	0	0	0	0	38	371	51	8	3	2	1	0	1	437
11:00	5	1	0	0	0	0	0	0	6	96	7	1	0	0	0	0	0	104
11:15	11	1	0	0	0	0	0	0	12	79	8	3	0	0	0	0	0	90
11:30	8	1	3	0	0	0	0	0	12	72	8	2	3	0	0	0	0	85
11:45	7	1	1	0	0	0	0	0	9	87	11	3	0	0	0	0	0	101
Hour	31	4	4	0	0	0	0	0	39	334	34	9	3	0	0	0	0	380
12:00	7	0	1	0	0	0	0	0	8	97	15	3	0	0	0	0	0	115
12:15	5	0	0	0	0	0	0	0	5	100	16	5	0	0	0	0	0	121
12:30	7	1	1	0	0	0	0	0	9	111	14	2	0	0	0	0	0	127
12:45	7	0	1	0	0	0	0	0	8	88	9	5	1	0	1	0	0	104
Hour	26	1	3	0	0	0	0	0	30	396	54	15	1	0	1	0	0	467
13:00	4	0	1	0	0	0	0	0	5	101	6	1	1	0	0	0	0	109
13:15	10	1	0	0	0	0	0	0	11	119	10	0	1	0	0	0	0	130
13:30	5	0	1	0	0	0	0	0	6	125	9	2	0	1	0	0	0	137
13:45	8	0	0	0	0	0	0	0	8	103	7	2	1	0	1	0	0	114
Hour	27	1	2	0	0	0	0	0	30	448	32	5	3	1	1	0	0	490
14:00	8	2	0	0	0	0	0	0	10	89	13	2	0	0	1	0	1	106
14:15	7	3	0	0	0	0	0	0	10	100	5	4	0	0	1	0	0	110
14:30	4	0	0	0	0	0	0	0	4	126	8	2	0	0	0	0	0	136
14:45	8	1	0	0	0	0	0	0	9	143	9	1	2	0	0	0	0	155
Hour	27	6	0	0	0	0	0	0	33	458	35	9	2	0	2	0	1	507
15:00	11	1	0	0	0	0	0	0	12	126	10	2	0	0	0	0	1	139
15:15	7	0	0	0	0	0	0	0	7	121	8	1	2	0	0	0	0	132
15:30	5	1	0	0	0	0	0	0	6	117	7	2	1	0	1	0	0	128
15:45	3	1	0	0	0	0	0	0	4	112	16	3	1	0	1	0	0	133
Hour	26	3	0	0	0	0	0	0	29	476	41	8	4	0	2	0	1	532
16:00	12	1	0	0	0	0	0	0	13	121	16	1	2	0	0	0	0	140
16:15	12	1	0	0	0	0	0	0	13	114	12	0	0	0	1	0	2	129
16:30	11	1	0	0	0	1	0	0	13	115	8	0	1	0	3	0	2	129
16:45	9	2	0	0	0	0	0	0	11	102	5	0	0	0	0	0	2	109
Hour	44	5	0	0	0	1	0	0	50	452	41	1	3	0	4	0	6	507
17:00	2	0	0	0	0	0	0	0	2	84	3	1	0	0	0	0	0	88
17:15	8	1	0	0	0	0	0	0	9	135	4	3	0	0	2	0	2	146
17:30	11	0	0	0	0	0	0	0	11	125	5	0	0	0	0	0	2	132
17:45	5	0	0	0	0	1	0	1	7	107	8	1	0	0	1	0	0	117
Hour	26	1	0	0	0	1	0	1	29	451	20	5	0	0	3	0	4	483
18:00	11	0	0	0	0	0	0	0	11	122	5	2	0	0	0	0	0	129
18:15	9	0	0	0	0	0	0	0	9	131	7	1	0	0	0	0	0	139
18:30	7	0	0	0	0	0	0	0	7	128	9	1	0	0	0	0	0	138
18:45	12	0	0	0	0	0	0	0	12	97	2	0	0	0	0	0	0	99
Hour	39	0	0	0	0	0	0	0	39	478	23	4	0	0	0	0	0	505
Total	378	41	15	0	0	2	0	4	440	5009	450	91	38	4	16	0	16	5624

Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	A to B - R641 Wilton Road to R849 Bishopstown Road								Veh. Total	A to A - R641 Wilton Road to R641 Wilton Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	31	7	2	0	1	0	0	0	41	0	0	1	0	0	0	0	0	1
07:15	32	7	0	0	2	0	0	0	41	0	0	0	0	0	0	0	0	0
07:30	41	7	1	0	0	0	0	1	50	0	0	0	0	0	0	0	0	0
07:45	31	8	0	0	3	0	0	0	42	0	0	0	0	0	0	0	0	0
Hour	135	29	3	0	6	0	0	1	174	0	0	1	0	0	0	0	0	1
08:00	43	4	0	0	1	0	0	0	48	0	0	0	0	0	0	0	0	0
08:15	60	2	0	3	0	0	0	0	65	0	0	0	0	0	0	0	0	0
08:30	46	3	2	0	2	0	0	0	53	0	0	1	0	0	0	0	0	1
08:45	36	4	0	0	2	0	0	0	42	0	0	0	0	0	0	0	0	0
Hour	185	13	2	3	5	0	0	0	208	0	0	1	0	0	0	0	0	1
09:00	56	4	0	0	1	1	0	0	62	0	0	0	0	0	0	0	0	0
09:15	44	6	0	0	2	0	0	0	52	0	0	0	0	0	0	0	0	0
09:30	52	3	3	0	0	0	0	0	58	0	0	0	0	0	0	0	0	0
09:45	44	6	0	0	3	1	0	1	55	0	0	0	0	0	0	0	0	0
Hour	196	19	3	0	6	2	0	1	227	0	0	0	0	0	0	0	0	0
10:00	41	3	0	0	2	0	0	0	46	0	0	0	0	0	0	0	0	0
10:15	36	6	1	0	3	0	0	0	46	0	0	0	0	0	0	0	0	0
10:30	39	6	1	0	3	0	0	0	49	0	0	0	0	0	0	0	0	0
10:45	53	6	1	0	3	0	0	0	63	0	0	0	0	0	0	0	0	0
Hour	169	21	3	0	11	0	0	0	204	0	0	0	0	0	0	0	0	0
11:00	44	6	0	0	2	0	0	0	52	0	0	0	0	0	0	0	0	0
11:15	51	4	0	0	0	0	0	1	56	0	0	0	0	0	0	0	0	0
11:30	37	2	0	0	2	0	0	0	41	0	0	0	0	0	0	0	0	0
11:45	38	3	0	0	5	0	0	0	46	1	0	0	0	0	0	0	0	1
Hour	170	15	0	0	9	0	0	1	195	1	0	0	0	0	0	0	0	1
12:00	45	3	2	0	1	1	0	0	52	0	0	0	0	0	0	0	0	0
12:15	45	2	1	0	2	1	0	0	51	0	0	0	0	0	0	0	0	0
12:30	54	5	0	0	1	1	0	1	62	0	0	0	0	0	0	0	0	0
12:45	56	3	1	0	3	1	0	2	66	0	0	0	0	0	0	0	0	0
Hour	200	13	4	0	7	4	0	3	231	0	0	0	0	0	0	0	0	0
13:00	37	3	1	0	2	0	0	0	43	0	0	0	0	0	0	0	0	0
13:15	37	7	0	0	2	0	0	1	47	1	0	0	0	0	0	0	0	1
13:30	39	7	0	0	1	0	0	0	47	0	0	0	0	0	0	0	0	0
13:45	47	4	1	0	5	0	0	1	58	0	0	1	0	0	0	0	0	1
Hour	160	21	2	0	10	0	0	2	195	1	0	1	0	0	0	0	0	2
14:00	57	5											0	0	0	0	0	0
14:15	59	0											0	0	0	0	0	0
14:30	44	4											0	0	0	0	0	0
14:45	33	3											0	0	0	0	0	0
Hour	193	12											0	0	0	0	0	0
15:00	47	5											0	0	0	0	0	0
15:15	39	2											0	0	0	0	0	0
15:30	33	3											0	0	0	0	0	0
15:45	42	1											0	0	0	0	0	0
Hour	161	11											0	0	0	0	0	0
16:00	21	5											0	0	0	0	0	0
16:15	35	4											0	0	0	0	0	0
16:30	22	2											0	0	0	0	0	0
16:45	30	4											0	0	0	0	0	0
Hour	108	15											0	0	0	0	0	0
17:00	15	1											0	0	0	0	0	0
17:15	31	3											0	0	0	0	0	0
17:30	25	2											0	0	0	0	0	0
17:45	45	3											0	0	0	0	0	0
Hour	116	9											0	0	0	0	0	0
18:00	33	1											0	0	0	0	0	0
18:15	27	2											0	0	0	0	0	0
18:30	38	2	0	0	1	0	0	2	43	0	0	0	0	0	0	0	0	0
18:45	43	1	0	0	3	1	0	0	48	0	0	0	0	0	0	0	0	0
Hour	141	6	0	0	4	1	0	2	91	0	0	0	0	0	0	0	0	0
Total	1934	184	17	3	58	7	0	10	1525	2	0	3	0	0	0	0	0	5

Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	B to A - R849 Bishopstown Road to R641 Wilton Road								Veh. Total	B to D - R849 Bishopstown Road to R849 Glasheen Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	32	4	0	0	4	0	0	2	42	20	1	0	0	1	0	0	1	23
07:15	42	7	2	0	2	0	0	1	54	39	6	0	0	0	0	0	0	45
07:30	35	4	2	0	3	0	0	0	44	38	2	0	0	1	0	0	0	41
07:45	32	2	1	0	4	0	0	1	40	69	5	1	0	0	0	0	0	75
Hour	141	17	5	0	13	0	0	4	180	166	14	1	0	2	0	0	1	184
08:00	42	4	0	0	2	0	0	2	50	60	9	0	0	1	1	0	0	71
08:15	73	7	0	0	2	0	0	0	82	102	1	1	0	0	0	0	0	104
08:30	21	3	1	0	0	0	0	0	25	133	3	0	0	1	0	0	1	138
08:45	28	4	3	0	0	0	0	0	35	107	10	1	0	2	1	0	0	121
Hour	164	18	4	0	4	0	0	2	192	402	23	2	0	4	2	0	1	434
09:00	37	3	0	0	0	0	0	1	41	66	5	0	1	3	0	0	0	75
09:15	41	0	0	0	0	0	0	0	41	47	4	1	1	0	0	0	1	54
09:30	38	3	2	0	0	0	0	0	43	34	2	2	0	1	0	0	0	39
09:45	34	8	1	0	0	0	0	0	43	40	2	1	0	0	1	0	0	44
Hour	150	14	3	0	0	0	0	1	168	187	13	4	2	4	1	0	1	212
10:00	29	9	2	0	0	0	0	0	40	35	4	0	0	1	2	0	0	42
10:15	32	4	1	1	0	0	0	0	38	42	5	2	0	0	0	0	0	49
10:30	50	4	1	0	0	0	0	0	55	24	1	3	0	1	0	0	0	29
10:45	40	7	2	0	0	1	0	0	50	38	5	0	0	1	0	0	0	44
Hour	151	24	6	1	0	1	0	0	183	139	15	5	0	3	2	0	0	164
11:00	48	3	0	1	0	0	0	0	52	39	3	0	1	2	0	0	0	45
11:15	35	4	1	0	0	0	0	1	41	31	4	1	1	0	1	0	1	39
11:30	43	4	2	0	0	0	0	0	49	44	2	3	0	2	0	0	0	51
11:45	48	7	2	0	0	0	0	0	57	44	7	3	0	0	1	0	1	56
Hour	174	18	5	1	0	0	0	1	199	158	16	7	2	4	2	0	2	191
12:00	38	5	1	0	0	2	0	0	46	51	6	2	0	1	0	0	0	60
12:15	32	3	1	0	0	0	0	2	38	43	3	0	0	0	0	0	2	48
12:30	43	6	0	0	1	0	0	0	50	56	4	1	0	2	1	0	0	64
12:45	36	10	2	0	0	0	0	0	48	47	8	2	0	0	2	0	1	60
Hour	149	24	4	0	1	2	0	2	182	197	21	5	0	3	3	0	3	232
13:00	46	7	1	0	0	1	0	0	55	72	3	1	0	1	1	0	1	79
13:15	46	0	2	0	0	0	0	0	48	42	8	1	0	0	0	0	1	52
13:30	54	8	1	0	0	2	0	0	65	60	5	0	0	2	0	0	0	67
13:45	32	4	0	0	0	0	0	0	36	51	4	1	0	0	1	0	2	59
Hour	178	19	4	0	0	3	0	0	204	225	20	3	0	3	2	0	4	257
14:00	43	4	0	0	0	0	0	0	47	63	3	2	0	1	0	0	0	69
14:15	27	14	3	0	0	0	0	0	44	51	4	2	0	0	0	0	0	57
14:30	41	7	2	0	0	0	0	0	50	41	3	1	0	1	1	0	0	47
14:45	35	3	3	0	0	0	0	0	41	53	6	0	0	1	1	0	0	61
Hour	146	28	8	0	0	0	0	0	182	208	16	5	0	3	2	0	0	234
15:00	37	3	1	0	0	0	0	0	41	51	7	0	0	1	2	0	2	63
15:15	34	4	2	0	0	0	0	0	40	61	3	0	1	1	1	0	0	67
15:30	41	6	0	0	0	0	0	0	47	62	10	0	0	1	0	0	0	73
15:45	34	6	0	0	0	0	0	0	40	58	3	0	0	0	1	0	0	62
Hour	146	19	3	0	0	0	0	0	168	232	23	0	1	3	4	0	2	265
16:00	42	6	4	0	0	0	0	0	52	73	4	0	0	1	0	0	1	79
16:15	55	8	0	1	2	0	0	0	66	69	10	0	0	1	1	0	0	81
16:30	34	6	0	0	0	0	0	0	40	70	1	0	0	1	3	0	0	75
16:45	35	6	0	0	0	1	0	0	42	65	3	0	0	0	0	0	1	69
Hour	166	26	4	1	2	1	0	0	200	277	18	0	0	3	4	0	2	304
17:00	37	4	0	0	0	0	0	0	41	85	6	1	0	1	1	0	0	94
17:15	37	5	2	0	0	0	0	0	44	64	4	0	0	0	0	0	0	68
17:30	39	4	0	0	0	0	0	0	43	75	3	0	0	1	0	0	2	81
17:45	30	4	0	0	0	1	0	0	35	71	4	0	0	0	1	0	0	76
Hour	143	17	2	0	0	1	0	0	163	295	17	1	0	2	2	0	2	319
18:00	37	3	0	0	0	0	0	0	40	53	1	0	0	1	1	0	0	56
18:15	27	3	1	0	0	0	0	0	31	46	3	0	0	0	1	0	1	51
18:30	36	4	0	0	0	0	0	0	40	52	1	0	0	1	2	0	0	56
18:45	44	1	0	0	0	1	0	0	46	61	1	0	0	0	2	0	1	65
Hour	144	11	1	0	0	1	0	0	157	212	6	0	0	2	6	0	2	228
Total	1852	235	49	3	20	9	0	10	2178	2698	202	33	5	36	30	0	20	3024

Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	B to C - R849 Bishopstown Road to R641 Sarsfield Road								Veh. Total	B to B - R849 Bishopstown Road to R849 Bishopstown Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	32	5	1	0	2	0	0	0	40	0	1	0	0	0	0	0	0	1
07:15	36	2	0	0	1	0	0	0	39	0	0	0	0	0	0	0	0	0
07:30	40	0	1	0	0	0	0	0	41	1	0	0	0	0	0	0	0	1
07:45	42	1	1	0	1	0	0	0	45	0	0	0	0	0	0	0	0	0
Hour	150	8	3	0	4	0	0	0	165	1	1	0	0	0	0	0	0	2
08:00	44	4	0	1	2	0	0	0	51	1	0	0	0	0	0	0	0	1
08:15	47	3	2	0	1	0	0	0	53	0	0	0	0	0	0	0	0	0
08:30	53	2	0	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0
08:45	35	1	1	0	2	0	0	0	39	0	0	0	0	0	0	0	0	0
Hour	179	10	3	1	5	0	0	0	198	1	0	0	0	0	0	0	0	1
09:00	29	3	0	1	1	0	0	0	34	1	0	0	0	0	0	0	0	1
09:15	37	2	0	1	2	0	0	0	42	1	0	0	0	0	0	0	0	1
09:30	36	2	1	0	1	0	0	0	40	3	0	0	0	0	0	0	0	3
09:45	44	6	2	1	0	0	0	0	53	0	0	0	0	0	0	0	0	0
Hour	146	13	3	3	4	0	0	0	169	5	0	0	0	0	0	0	0	5
10:00	62	6	0	1	4	0	0	0	73	0	0	0	0	0	0	0	0	0
10:15	58	7	0	1	1	1	0	0	68	0	1	0	0	0	0	0	0	1
10:30	45	3	0	0	1	0	0	0	49	3	0	0	0	0	0	0	0	3
10:45	39	4	1	0	0	0	0	0	44	1	0	0	0	0	0	0	0	1
Hour	204	20	1	2	6	1	0	0	234	4	1	0	0	0	0	0	0	5
11:00	50	4	1	0	2	1	0	0	58	0	0	0	0	0	0	0	0	0
11:15	69	5	0	1	1	0	0	0	76	0	0	0	0	0	0	0	0	0
11:30	55	4	1	0	1	0	0	0	61	0	0	0	0	0	0	0	0	0
11:45	69	4	2	2	0	0	0	0	77	0	0	0	0	0	0	0	0	0
Hour	243	17	4	3	4	1	0	0	272	0	0	0	0	0	0	0	0	0
12:00	59	4	2	1	1	0	0	0	67	1	0	0	0	0	0	0	0	1
12:15	64	0	0	0	1	0	0	0	65	4	0	0	0	0	0	0	0	4
12:30	57	5	1	0	2	0	0	0	65	0	2	0	0	0	0	0	0	2
12:45	51	4	1	0	1	0	0	0	57	4	1	0	0	0	0	0	0	5
Hour	231	13	4	1	5	0	0	0	254	9	3	0	0	0	0	0	0	12
13:00	79	4	1	0	1	0	0	0	85	1	1	1	0	0	0	0	0	3
13:15	86	6	0	0	0	0	0	0	92	3	0	0	0	0	0	0	0	3
13:30	56	5	1	2	0	0	0	0	64	0	0	0	0	0	0	0	0	0
13:45	71	6	1	0	1	0	0	0	79	2	0	0	0	0	0	0	0	2
Hour	292	21	3	2	2	0	0	0	320	6	1	1	0	0	0	0	0	8
14:00	61	2	1	0	2	0	0	0	66	0	0	0	0	0	0	0	0	0
14:15	66	5	0	0	1	0	0	0	72	4	0	0	0	0	0	0	0	4
14:30	55	5	1	1	1	0	0	0	63	2	1	0	0	0	0	0	0	3
14:45	59	5	2	1	1	0	0	0	68	4	0	0	0	0	0	0	0	4
Hour	241	17	4	2	5	0	0	0	269	10	1	0	0	0	0	0	0	11
15:00	59	5	0	0	1	0	0	0	65	1	0	0	0	0	0	0	0	1
15:15	60	6	1	0	0	0	0	0	67	1	0	0	0	0	0	0	0	1
15:30	55	6	1	0	2	0	0	0	64	2	0	0	0	0	0	0	0	2
15:45	85	4	0	0	0	0	0	0	89	0	0	0	0	0	0	0	0	0
Hour	259	21	2	0	3	0	0	0	285	4	0	0	0	0	0	0	0	4
16:00	86	7	0	0	1	0	0	0	94	3	0	0	0	0	0	0	0	3
16:15	78	16	1	0	0	0	0	0	95	0	0	0	0	0	0	0	0	0
16:30	82	8	1	0	0	0	0	0	91	0	0	0	0	0	0	0	0	0
16:45	64	5	0	0	0	0	0	0	69	0	0	0	0	0	0	0	0	0
Hour	310	36	2	0	1	0	0	0	349	3	0	0	0	0	0	0	0	3
17:00	62	2	0	0	2	1	0	0	67	3	0	0	0	0	0	0	0	3
17:15	56	3	0	0	1	0	0	0	60	0	0	0	0	0	0	0	0	0
17:30	62	1	1	0	1	0	0	0	65	1	0	0	0	0	0	0	0	1
17:45	66	1	0	0	0	0	0	0	67	5	0	0	0	0	0	0	0	5
Hour	246	7	1	0	4	1	0	0	259	9	0	0	0	0	0	0	0	9
18:00	51	2	0	0	2	0	0	0	55	0	0	0	0	0	0	0	0	0
18:15	54	2	1	0	1	0	0	0	58	0	0	0	0	0	0	0	0	0
18:30	47	1	1	0	2	0	0	0	51	2	0	0	0	0	0	0	0	2
18:45	49	2	1	0	0	0	0	0	52	2	0	0	0	0	0	0	0	2
Hour	201	7	3	0	5	0	0	0	216	4	0	0	0	0	0	0	0	4
Total	2702	190	33	14	48	3	0	0	2990	56	7	1	0	0	0	0	0	64

Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	C to B - R641 Sarsfield Road to R849 Bishopstown Road								Veh. Total	C to A - R641 Sarsfield Road to R641 Wilton Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	71	4	0	0	0	0	0	0	75	121	12	1	0	0	0	0	0	134
07:15	90	3	0	0	0	0	0	0	93	129	11	0	4	1	1	0	2	148
07:30	66	5	0	1	1	0	0	0	73	120	4	3	0	1	0	0	0	128
07:45	88	6	0	0	0	0	0	1	95	119	9	3	1	0	0	0	1	133
Hour	315	18	0	1	1	0	0	1	336	489	36	7	5	2	1	0	3	543
08:00	85	3	0	0	0	0	0	2	90	128	4	2	2	3	0	0	0	139
08:15	91	5	0	0	0	1	0	2	99	114	5	2	1	0	1	0	0	123
08:30	99	10	0	0	0	0	0	0	109	83	9	2	1	0	0	0	1	96
08:45	65	9	3	0	1	2	0	0	80	109	7	1	2	1	1	0	1	122
Hour	340	27	3	0	1	3	0	4	378	434	25	7	6	4	2	0	2	480
09:00	84	8	1	1	0	1	0	0	95	108	10	2	0	2	0	0	1	123
09:15	64	9	1	0	0	0	0	1	75	101	5	4	0	0	0	0	0	110
09:30	66	7	1	1	0	1	0	0	76	87	17	2	0	2	0	0	1	109
09:45	60	9	1	0	1	0	0	1	72	84	12	2	2	0	1	0	0	101
Hour	274	33	4	2	1	2	0	2	318	380	44	10	2	4	1	0	2	443
10:00	71	4	0	2	0	0	0	1	78	72	9	1	0	2	1	0	0	85
10:15	70	5	0	0	0	0	0	1	76	88	7	2	0	1	1	1	1	101
10:30	71	8	1	0	0	0	0	1	81	82	14	2	0	1	0	0	0	99
10:45	62	2	1	1	1	0	0	0	67	81	11	0	1	2	0	0	0	95
Hour	274	19	2	3	1	0	0	3	302	323	41	5	1	6	2	1	1	380
11:00	65	3	0	1	1	0	0	0	70	54	8	2	0	0	0	0	0	64
11:15	78	3	0	1	0	0	0	0	82	71	6	3	0	1	0	0	1	82
11:30	75	7	0	1	0	0	0	1	84	82	8	7	0	1	0	0	1	99
11:45	67	5	0	0	1	0	0	0	73	83	8	3	0	0	0	0	0	94
Hour	285	18	0	3	2	0	0	1	309	290	30	15	0	2	0	0	2	339
12:00	72	2	1	0	0	0	0	0	75	80	9	2	0	1	1	0	0	93
12:15	76	5	1	0	0	0	0	0	82	92	8	2	0	1	2	0	2	107
12:30	69	7	1	1	1	0	0	0	79	91	15	4	0	1	0	0	0	111
12:45	77	7	0	0	0	0	0	0	84	87	7	2	2	1	0	0	0	99
Hour	294	21	3	1	1	0	0	0	320	350	39	10	2	4	3	0	2	410
13:00	82	6	2	0	0	0	0	2	92	83	9	2	0	1	0	0	1	96
13:15	83	6	0	0	1	0	0	1	91	76	5	1	1	1	0	0	0	84
13:30	90	8	0	0	0	0	0	0	98	90	4	0	0	0	0	0	0	94
13:45	84	4	0	0	1	1	0	0	90	95	7	3	2	1	1	0	0	109
Hour	339	24	2	0	2	1	0	3	371	344	25	6	3	3	1	0	1	383
14:00	74	9	0	1	0	1	0	0	85	108	5	3	0	1	0	0	0	117
14:15	67	7	1	0	0	0	0	0	75	98	4	2	2	1	0	0	0	107
14:30	60	4	2	0	0	0	0	0	66	81	9	6	1	0	1	0	3	101
14:45	69	7	1	0	1	1	0	0	79	89	7	2	3	1	0	0	1	103
Hour	270	27	4	1	1	2	0	0	305	376	25	13	6	3	1	0	4	428
15:00	60	6	1	1	0	1	0	0	69	99	5	4	0	1	0	0	0	109
15:15	65	6	0	0	0	0	0	2	73	85	12	3	1	0	1	0	0	102
15:30	66	4	0	0	0	0	0	1	71	99	6	1	1	3	0	0	0	110
15:45	59	6	2	0	1	0	0	0	68	84	9	2	1	1	0	0	0	97
Hour	250	22	3	1	1	1	0	3	281	367	32	10	3	5	1	0	0	418
16:00	58	4	0	0	0	1	0	0	63	66	6	1	0	0	0	0	1	74
16:15	45	3	0	0	0	0	0	0	48	84	6	1	0	0	1	0	0	92
16:30	64	2	0	0	0	0	0	1	67	102	9	2	1	0	0	0	0	114
16:45	57	1	0	0	0	1	0	0	59	96	12	1	0	1	1	0	1	112
Hour	224	10	0	0	0	2	0	1	237	348	33	5	1	1	2	0	2	392
17:00	64	3	0	0	0	0	0	0	67	91	6	0	0	2	0	0	1	100
17:15	61	2	0	1	0	0	0	2	66	99	8	0	0	1	0	0	2	110
17:30	60	3	0	0	0	0	0	0	63	104	6	2	0	0	0	0	1	113
17:45	59	5	0	0	1	0	0	0	65	85	5	1	0	1	1	0	1	94
Hour	244	13	0	1	1	0	0	2	261	379	25	3	0	4	1	0	5	417
18:00	52	1	0	1	0	0	0	1	55	101	2	1	0	0	1	0	1	106
18:15	61	2	0	0	0	1	0	0	64	109	8	1	0	0	0	0	0	118
18:30	52	1	0	0	0	0	0	0	53	85	4	1	0	2	2	0	0	94
18:45	56	3	0	0	1	0	0	0	60	80	8	1	0	1	1	0	0	91
Hour	221	7	0	1	1	1	0	1	232	375	22	4	0	3	4	0	1	409
Total	3330	239	21	14	13	12	0	21	3650	4455	377	95	29	41	19	1	25	5042

Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	C to D - R641 Sarsfield Road to R849 Glasheen Road								Veh. Total	C to C - R641 Sarsfield Road to R641 Sarsfield Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	34	4	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0
07:15	45	4	0	0	0	0	0	0	49	1	0	0	0	0	0	0	0	1
07:30	52	3	0	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0
07:45	65	6	1	1	0	0	0	0	73	0	0	0	0	0	0	0	0	0
Hour	196	17	1	1	0	0	0	0	215	1	0	0	0	0	0	0	0	1
08:00	68	6	0	0	0	0	0	0	74	0	0	0	0	0	0	0	0	0
08:15	56	7	1	0	0	0	0	0	64	0	0	0	0	0	0	0	0	0
08:30	61	4	0	0	0	0	0	0	65	0	0	0	0	0	0	0	0	0
08:45	64	5	2	0	0	0	0	0	71	0	0	0	1	0	0	0	0	1
Hour	249	22	3	0	0	0	0	0	274	0	0	0	1	0	0	0	0	1
09:00	54	5	1	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0
09:15	50	3	0	0	0	0	0	0	53	0	0	0	0	0	0	0	0	0
09:30	54	9	1	0	0	0	0	0	64	0	0	0	0	0	0	0	0	0
09:45	66	6	3	0	0	0	0	0	75	0	0	0	0	0	0	0	0	0
Hour	224	23	5	0	0	0	0	0	252	0	0	0	0	0	0	0	0	0
10:00	42	3	0	0	0	0	0	0	45	1	0	0	0	0	0	0	0	1
10:15	49	5	2	0	0	0	0	0	56	2	1	0	0	0	0	0	0	3
10:30	60	3	1	0	0	1	0	0	65	1	0	0	0	0	0	0	0	1
10:45	52	7	1	0	0	0	0	0	60	2	1	0	0	0	0	0	0	3
Hour	203	18	4	0	0	1	0	0	226	6	2	0	0	0	0	0	0	8
11:00	56	2	2	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0
11:15	54	3	0	0	0	0	0	0	57	2	1	0	0	0	0	0	0	3
11:30	44	4	0	0	0	0	0	0	48	4	0	0	0	0	0	0	0	4
11:45	50	7	1	0	0	1	0	0	59	1	0	0	0	0	0	0	0	1
Hour	204	16	3	0	0	1	0	0	224	7	1	0	0	0	0	0	0	8
12:00	49	8	1	0	0	0	0	0	58	1	0	0	0	0	0	0	0	1
12:15	56	3	0	0	0	0	0	0	59	3	0	0	0	0	0	0	0	3
12:30	46	5	2	0	0	0	0	0	53	0	0	0	0	0	0	0	0	0
12:45	58	4	1	0	0	0	0	0	63	1	1	0	0	0	0	0	0	2
Hour	209	20	4	0	0	0	0	0	233	5	1	0	0	0	0	0	0	6
13:00	57	6	0	0	0	0	0	0	63	3	0	0	0	0	0	0	0	3
13:15	57	2	0	0	0	1	0	1	61	3	0	0	0	0	0	0	0	3
13:30	64	4	0	0	0	0	0	0	68	5	1	0	0	0	0	0	0	6
13:45	59	3	0	0	0	0	0	0	62	5	1	0	0	0	0	0	0	6
Hour	237	15	0	0	0	1	0	1	254	16	2	0	0	0	0	0	0	18
14:00	69	4	1	0	0	0	0	0	74	3	0	0	0	0	0	0	0	3
14:15	46	8	0	0	0	0	0	0	54	2	0	0	0	0	0	0	0	2
14:30	45	5	0	0	0	0	0	0	50	1	0	0	0	0	0	0	0	1
14:45	43	2	1	0	0	0	0	0	46	1	0	0	0	0	0	0	0	1
Hour	203	19	2	0	0	0	0	0	224	7	0	0	0	0	0	0	0	7
15:00	52	8	0	0	0	0	0	0	60	3	0	0	0	0	0	0	0	3
15:15	46	4	0	0	0	1	0	0	51	2	0	0	0	0	0	0	0	2
15:30	62	4	1	0	0	0	0	0	67	2	0	0	0	0	0	0	0	2
15:45	64	6	0	0	0	0	0	0	70	4	0	0	0	0	0	0	0	4
Hour	224	22	1	0	0	1	0	0	248	11	0	0	0	0	0	0	0	11
16:00	54	4	0	0	0	0	0	0	58	2	1	0	0	0	0	0	0	3
16:15	52	4	0	0	0	0	0	0	56	2	0	0	0	0	0	0	0	2
16:30	71	4	0	0	0	0	0	0	75	2	0	0	0	0	0	0	0	2
16:45	79	5	1	0	0	0	0	0	85	1	0	0	0	0	0	0	0	1
Hour	256	17	1	0	0	0	0	0	274	7	1	0	0	0	0	0	0	8
17:00	82	6	0	0	0	0	0	0	88	4	0	0	0	0	0	0	0	4
17:15	71	3	0	0	0	0	0	0	74	4	1	0	0	0	0	0	0	5
17:30	63	4	1	0	0	0	0	0	68	2	0	0	0	0	0	0	0	2
17:45	56	1	0	0	0	0	0	0	57	0	0	0	0	0	0	0	0	0
Hour	272	14	1	0	0	0	0	0	287	10	1	0	0	0	0	0	0	11
18:00	69	3	0	0	0	0	0	0	72	1	0	0	0	0	0	0	0	1
18:15	57	2	0	0	0	0	0	0	59	1	0	0	0	0	0	0	0	1
18:30	55	1	0	0	0	1	0	0	57	1	0	0	0	0	0	0	0	1
18:45	43	3	0	0	0	1	0	0	47	2	0	0	0	0	0	0	0	2
Hour	224	9	0	0	0	2	0	0	235	5	0	0	0	0	0	0	0	5
Total	2701	212	25	1	0	6	0	1	2946	75	8	0	1	0	0	0	0	84

Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	D to C - R849 Glasheen Road to R641 Sarsfield Road								Veh. Total	D to B - R849 Glasheen Road to R849 Bishopstown Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	44	4	0	0	0	0	0	0	48	69	14	1	1	0	2	0	0	87
07:15	47	6	0	0	0	0	0	0	53	82	26	2	2	0	0	0	1	113
07:30	68	8	0	0	0	0	0	0	76	91	15	3	2	0	1	0	0	112
07:45	70	4	0	0	0	0	0	0	74	90	15	1	3	0	1	0	1	111
Hour	229	22	0	0	0	0	0	0	251	332	70	7	8	0	4	0	2	423
08:00	63	4	1	0	0	0	0	0	68	108	11	0	3	0	0	0	1	123
08:15	64	6	0	0	0	0	0	0	70	88	11	0	0	0	0	0	0	99
08:30	62	3	1	0	0	0	0	0	66	91	7	3	0	0	0	0	0	101
08:45	77	12	2	0	0	0	0	0	91	65	16	2	2	0	0	0	0	85
Hour	266	25	4	0	0	0	0	0	295	352	45	5	5	0	0	0	1	408
09:00	62	2	0	0	0	0	0	0	64	85	13	2	5	0	0	0	0	105
09:15	41	4	1	0	0	0	0	0	46	81	15	1	3	0	0	0	0	100
09:30	52	6	1	0	0	0	0	0	59	86	13	2	1	1	0	0	0	103
09:45	56	3	1	0	0	0	0	0	60	79	13	2	1	0	0	0	0	95
Hour	211	15	3	0	0	0	0	0	229	331	54	7	10	1	0	0	0	403
10:00	32	4	1	0	0	0	0	1	38	76	18	0	0	2	0	0	0	96
10:15	38	2	0	0	0	0	0	0	40	100	16	4	2	0	1	0	1	124
10:30	49	7	0	0	0	0	0	0	56	80	11	1	2	0	0	0	0	94
10:45	35	6	2	0	0	0	0	0	43	96	18	1	0	0	0	0	0	115
Hour	154	19	3	0	0	0	0	1	177	352	63	6	4	2	1	0	1	429
11:00	64	3	2	0	0	0	0	1	70	87	7	1	0	0	0	0	0	95
11:15	35	2	0	0	0	0	0	0	37	85	10	1	1	0	0	0	1	98
11:30	46	5	1	1	0	0	0	0	53	80	11	2	4	0	0	0	0	97
11:45	42	5	1	0	0	0	0	0	48	88	12	3	0	0	0	0	0	103
Hour	187	15	4	1	0	0	0	1	208	340	40	7	5	0	0	0	1	393
12:00	38	2	0	0	0	1	0	0	41	79	15	4	1	0	0	0	0	99
12:15	48	3	0	0	0	0	0	0	51	94	18	3	0	0	0	0	0	115
12:30	49	4	0	0	0	0	0	0	53	92	16	2	0	0	0	0	0	110
12:45	39	3	1	0	0	0	0	2	45	92	7	7	1	0	1	0	0	108
Hour	174	12	1	0	0	1	0	2	190	357	56	16	2	0	1	0	0	432
13:00	46	5	3	0	0	0	0	0	54	83	12	2	2	0	0	0	0	99
13:15	51	6	0	0	0	0	0	0	57	102	10	0	1	0	0	0	0	113
13:30	66	3	0	0	0	0	0	0	69	103	4	1	0	1	0	0	0	109
13:45	55	5	0	0	0	0	0	0	60	76	9	1	1	0	1	0	0	88
Hour	218	19	3	0	0	0	0	0	240	364	35	4	4	1	1	0	0	409
14:00	49	5	2	0	0	0	0	0	56	79	14	3	0	0	0	0	1	97
14:15	59	7	0	0	0	0	0	1	67	86	6	4	0	0	0	0	0	96
14:30	59	4	0	0	0	0	0	0	63	120	12	1	0	0	0	0	0	133
14:45	66	4	0	0	0	0	0	0	70	104	11	1	1	0	0	0	0	117
Hour	233	20	2	0	0	0	0	1	256	389	43	9	1	0	0	0	1	443
15:00	50	5	2	0	0	0	0	0	57	107	11	2	0	0	0	0	1	121
15:15	52	7	0	0	0	0	0	1	60	115	7	2	2	0	0	0	1	127
15:30	63	5	0	0	0	0	0	0	68	99	9	4	0	0	1	0	0	113
15:45	68	3	0	0	0	0	0	0	71	90	18	1	0	0	1	0	0	110
Hour	233	20	2	0	0	0	0	1	256	411	45	9	2	0	2	0	2	471
16:00	50	5	2	0	0	0	0	0	57	97	16	1	0	0	0	0	0	114
16:15	69	4	0	0	0	1	0	1	75	117	13	1	0	0	1	0	3	135
16:30	76	8	0	0	0	0	0	0	84	116	9	0	1	0	0	0	3	129
16:45	47	5	1	0	0	0	0	0	53	76	3	0	0	0	0	0	0	79
Hour	242	22	3	0	0	1	0	1	269	406	41	2	1	0	1	0	6	457
17:00	59	3	0	0	0	0	0	1	63	86	1	1	0	0	0	0	0	88
17:15	70	5	0	0	0	0	0	4	79	110	5	2	0	0	2	0	2	121
17:30	55	3	1	0	0	0	0	2	61	91	5	1	0	0	0	0	3	100
17:45	64	1	0	0	0	0	0	0	65	105	7	0	0	0	0	0	0	112
Hour	248	12	1	0	0	0	0	7	268	392	18	4	0	0	2	0	5	421
18:00	62	2	1	0	0	1	0	1	67	110	5	1	0	0	0	0	0	116
18:15	59	0	1	0	0	0	0	0	60	108	5	0	0	0	0	0	0	113
18:30	45	4	1	0	0	1	0	0	51	105	6	1	0	0	0	0	0	112
18:45	59	2	0	0	0	2	0	0	63	98	2	0	0	0	0	0	0	100
Hour	225	8	3	0	0	4	0	1	241	421	18	2	0	0	0	0	0	441
Total	2620	209	29	1	0	6	0	15	2880	4447	528	78	42	4	12	0	19	5130

Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	D to A - R849 Glasheen Road to R641 Wilton Road								Veh. Total	D to D - R849 Glasheen Road to R849 Glasheen Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	11	1	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
07:15	17	1	0	0	1	0	0	0	19	0	0	0	0	0	0	0	0	0
07:30	9	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
07:45	8	0	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
Hour	45	2	2	0	1	0	0	0	50	0	0	0	0	0	0	0	0	0
08:00	18	1	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0
08:15	17	1	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0
08:30	13	5	0	0	0	1	0	0	19	0	0	0	0	0	0	0	0	0
08:45	9	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
Hour	57	7	0	0	0	1	0	0	65	0	0	0	0	0	0	0	0	0
09:00	10	2	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	1
09:15	7	1	0	0	1	0	0	0	9	0	0	0	0	0	0	0	0	0
09:30	6	1	1	0	1	0	0	0	9	0	0	0	0	0	0	0	0	0
09:45	8	1	0	0	0	0	0	1	10	1	0	0	0	0	0	0	0	1
Hour	31	5	1	0	2	0	0	1	40	2	0	0	0	0	0	0	0	2
10:00	14	3	0	0	1	0	0	0	18	1	0	0	0	0	0	0	0	1
10:15	8	1	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
10:30	7	3	0	0	1	0	0	0	11	0	0	0	0	0	0	0	0	0
10:45	13	1	1	0	1	0	0	0	16	1	0	0	0	0	0	0	0	1
Hour	42	8	1	0	3	0	0	0	54	2	0	0	0	0	0	0	0	2
11:00	9	4	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0
11:15	10	2	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0
11:30	12	0	0	0	1	0	0	0	13	0	0	0	0	0	0	0	0	0
11:45	14	4	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0
Hour	45	10	5	0	1	0	0	0	61	0	0	0	0	0	0	0	0	0
12:00	13	4	0	0	1	1	0	0	19	0	0	0	0	0	0	0	0	0
12:15	12	2	0	0	2	0	0	0	16	0	0	0	0	0	0	0	0	0
12:30	10	2	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0
12:45	15	1	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0
Hour	50	9	3	0	3	1	0	0	66	0	0	0	0	0	0	0	0	0
13:00	11	2	1	0	1	0	0	0	15	1	0	0	0	0	0	0	0	1
13:15	15	1	0	0	1	0	0	0	17	1	0	0	0	0	0	0	0	1
13:30	15	1	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0
13:45	11	4	0	0	1	0	0	0	16	0	0	0	0	0	0	0	0	0
Hour	52	8	1	0	3	0	0	0	64	2	0	0	0	0	0	0	0	2
14:00	8	2	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
14:15	17	2	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0
14:30	16	3	0	0	1	0	0	0	20	0	0	0	0	0	0	0	0	0
14:45	15	2	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0
Hour	56	9	1	0	1	0	0	0	67	0	0	0	0	0	0	0	0	0
15:00	11	0	0	0	1	0	0	0	12	0	0	0	0	0	0	0	0	0
15:15	6	4	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
15:30	10	2	0	0	1	0	0	0	13	0	0	0	0	0	0	0	0	0
15:45	10	2	1	0	0	0	0	0	13	2	0	0	0	0	0	0	0	2
Hour	37	8	1	0	2	0	0	0	48	2	0	0	0	0	0	0	0	2
16:00	9	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
16:15	13	2	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0
16:30	12	0	1	0	1	0	0	0	14	0	0	0	0	0	0	0	0	0
16:45	8	0	0	0	0	0	0	1	9	1	0	0	0	0	0	0	0	1
Hour	42	2	1	0	1	0	0	1	47	1	0	0	0	0	0	0	0	1
17:00	9	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
17:15	6	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
17:30	7	1	0	0	1	0	0	0	9	0	0	0	0	0	0	0	0	0
17:45	10	0	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
Hour	32	2	1	0	1	0	0	0	36	0	0	0	0	0	0	0	0	0
18:00	6	1	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0
18:15	11	1	0	0	1	0	0	0	13	0	0	0	0	0	0	0	0	0
18:30	8	1	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
18:45	12	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
Hour	37	3	0	0	2	0	0	0	42	0	0	0	0	0	0	0	0	0
Total	526	73	17	0	20	2	0	2	640	9	0	0	0	0	0	0	0	9

Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	To Arm A - R641 Wilton Road								Veh. Total	From Arm A - R641 Wilton Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	164	17	2	0	4	0	0	2	189	115	19	4	1	1	0	0	0	140
07:15	188	19	2	4	4	1	0	3	221	128	20	4	2	2	0	0	1	157
07:30	164	8	5	0	4	0	0	0	181	155	19	6	2	0	1	0	1	184
07:45	159	11	6	1	4	0	0	2	183	149	21	5	1	3	1	0	2	182
Hour	675	55	15	5	16	1	0	7	774	547	79	19	6	6	2	0	4	663
08:00	188	9	2	2	5	0	0	2	208	168	14	0	3	1	0	0	1	187
08:15	204	13	2	1	2	1	0	0	223	174	7	2	3	0	0	0	0	186
08:30	117	17	4	1	0	1	0	1	141	156	6	6	0	2	0	0	2	172
08:45	146	11	4	2	1	1	0	1	166	138	15	3	1	2	0	0	0	159
Hour	655	50	12	6	8	3	0	4	738	636	42	11	7	5	0	0	3	704
09:00	155	15	2	0	2	0	0	2	176	158	15	3	5	1	1	0	0	183
09:15	149	6	4	0	1	0	0	0	160	141	18	2	3	2	0	0	0	166
09:30	131	21	5	0	3	0	0	1	161	146	17	5	0	1	0	0	0	169
09:45	126	21	3	2	0	1	0	1	154	135	21	3	1	3	1	0	1	165
Hour	561	63	14	2	6	1	0	4	651	580	71	13	9	7	2	0	1	683
10:00	115	21	3	0	3	1	0	0	143	129	17	1	0	4	0	0	0	151
10:15	128	12	3	1	1	1	1	1	148	147	17	5	2	3	1	0	1	176
10:30	139	21	3	0	2	0	0	0	165	132	21	2	1	3	0	0	0	159
10:45	134	19	3	1	3	1	0	0	161	162	25	3	0	3	0	0	0	193
Hour	516	73	12	2	9	3	1	1	617	570	80	11	3	13	1	0	1	679
11:00	111	15	4	1	0	0	0	0	131	145	14	1	0	2	0	0	0	162
11:15	116	12	5	0	1	0	0	2	136	141	13	3	0	0	0	0	1	158
11:30	137	12	9	0	2	0	0	1	161	117	11	5	3	2	0	0	0	138
11:45	146	19	7	0	0	0	0	0	172	133	15	4	0	5	0	0	0	157
Hour	510	58	25	1	3	0	0	3	600	536	53	13	3	9	0	0	1	615
12:00	131	18	3	0	2	4	0	0	158	149	18	6	0	1	1	0	0	175
12:15	136	13	3	0	3	2	0	4	161	150	18	6	0	2	1	0	0	177
12:30	144	23	6	0	2	0	0	0	175	172	20	3	0	1	1	0	1	198
12:45	138	18	5	2	1	0	0	0	164	151	12	7	1	3	2	0	2	178
Hour	549	72	17	2	8	6	0	4	658	622	68	22	1	7	5	0	3	728
13:00	140	18	4	0	2	1	0	1	166	142	9	3	1	2	0	0	0	157
13:15	138	6	3	1	2	0	0	0	150	167	18	0	1	2	0	0	1	189
13:30	159	13	1	0	0	2	0	0	175	169	16	3	0	2	0	0	0	190
13:45	138	15	4	2	2	1	0	0	162	158	11	4	1	5	1	0	1	181
Hour	575	52	12	3	6	4	0	1	653	636	54	10	3	11	1	0	2	717
14:00	159	11	3	0	1	0	0	0	174	154	20	2	0	0	1	0	1	178
14:15	142	20	5	2	1	0	0	0	170	166	8	4	0	0	1	0	0	179
14:30	138	19	8	1	1	1	0	3	171	174	12	2	0	0	0	0	0	188
14:45	139	12	6	3	1	0	0	1	162	184	13	1	2	0	0	0	0	200
Hour	578	62	22	6	4	1	0	4	677	678	53	9	2	0	2	0	1	745
15:00	147	8	5	0	2	0	0	0	162	184	16	2	0	0	0	0	1	203
15:15	125	20	5	1	0	1	0	0	152	167	10	1	2	0	0	0	0	180
15:30	150	14	1	1	4	0	0	0	170	155	11	2	1	0	1	0	0	170
15:45	128	17	3	1	1	0	0	0	150	157	18	3	1	0	1	0	0	180
Hour	550	59	14	3	7	1	0	0	634	663	55	8	4	0	2	0	1	733
16:00	117	12	5	0	0	0	0	1	135	154	22	1	2	0	0	0	0	179
16:15	152	16	1	1	2	1	0	0	173	161	17	0	0	0	1	0	2	181
16:30	148	15	3	1	1	0	0	0	168	148	11	0	1	0	4	0	2	166
16:45	139	18	1	0	1	2	0	2	163	141	11	0	0	0	0	0	2	154
Hour	556	61	10	2	4	3	0	3	639	604	61	1	3	0	5	0	6	680
17:00	137	10	0	0	2	0	0	1	150	101	4	1	0	0	0	0	0	106
17:15	142	14	2	0	1	0	0	2	161	174	8	3	0	0	2	0	2	189
17:30	150	11	2	0	1	0	0	1	165	161	7	0	0	0	0	0	2	170
17:45	125	9	2	0	1	2	0	1	140	157	11	1	0	0	2	0	1	172
Hour	554	44	6	0	5	2	0	5	616	593	30	5	0	0	4	0	5	637
18:00	144	6	1	0	1	1	0	1	154	166	6	2	0	0	0	0	0	174
18:15	147	12	2	0	1	0	0	0	162	167	9	1	0	0	0	0	0	177
18:30	129	9	1	0	2	2	0	0	143	173	11	1	0	1	0	0	2	188
18:45	136	9	1	0	1	2	0	0	149	152	3	0	0	3	1	0	0	159
Hour	556	36	5	0	5	5	0	1	608	658	29	4	0	4	1	0	2	698
Total	6835	685	164	32	81	30	1	37	7865	7323	675	126	41	62	25	0	30	8282

Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	To Arm B - R849 Bishopstown Road								Veh. Total	From Arm B - R849 Bishopstown Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	171	26	3	1	1	2	0	0	204	84	11	1	0	7	0	0	3	106
07:15	204	36	2	2	2	0	0	1	247	117	15	2	0	3	0	0	1	138
07:30	199	27	4	3	1	1	0	1	236	114	6	3	0	4	0	0	0	127
07:45	209	29	1	3	3	1	0	2	248	143	8	3	0	5	0	0	1	160
Hour	783	118	10	9	7	4	0	4	935	458	40	9	0	19	0	0	5	531
08:00	237	18	0	3	1	0	0	3	262	147	17	0	1	5	1	0	2	173
08:15	239	18	0	3	0	1	0	2	263	222	11	3	0	3	0	0	0	239
08:30	236	20	5	0	2	0	0	0	263	207	8	1	0	1	0	0	1	218
08:45	166	29	5	2	3	2	0	0	207	170	15	5	0	4	1	0	0	195
Hour	878	85	10	8	6	3	0	5	995	746	51	9	1	13	2	0	3	825
09:00	226	25	3	6	1	2	0	0	263	133	11	0	2	4	0	0	1	151
09:15	190	30	2	3	2	0	0	1	228	126	6	1	2	2	0	0	1	138
09:30	207	23	6	2	1	1	0	0	240	111	7	5	0	2	0	0	0	125
09:45	183	28	3	1	4	1	0	2	222	118	16	4	1	0	1	0	0	140
Hour	806	106	14	12	8	4	0	3	953	488	40	10	5	8	1	0	2	554
10:00	188	25	0	2	4	0	0	1	220	126	19	2	1	5	2	0	0	155
10:15	206	28	5	2	3	1	0	2	247	132	17	3	2	1	1	0	0	156
10:30	193	25	3	2	3	0	0	1	227	122	8	4	0	2	0	0	0	136
10:45	212	26	3	1	4	0	0	0	246	118	16	3	0	1	1	0	0	139
Hour	799	104	11	7	14	1	0	4	940	498	60	12	3	9	4	0	0	586
11:00	196	16	1	1	3	0	0	0	217	137	10	1	2	4	1	0	0	155
11:15	214	17	1	2	0	0	0	2	236	135	13	2	2	1	1	0	2	156
11:30	192	20	2	5	2	0	0	1	222	142	10	6	0	3	0	0	0	161
11:45	193	20	3	0	6	0	0	0	222	161	18	7	2	0	1	0	1	190
Hour	795	73	7	8	11	0	0	3	897	575	51	16	6	8	3	0	3	662
12:00	197	20	7	1	1	1	0	0	227	149	15	5	1	2	2	0	0	174
12:15	219	25	5	0	2	1	0	0	252	143	6	1	0	1	0	0	4	155
12:30	215	30	3	1	2	1	0	1	253	156	17	2	0	5	1	0	0	181
12:45	229	18	8	1	3	2	0	2	263	138	23	5	0	1	2	0	1	170
Hour	860	93	23	3	8	5	0	3	995	586	61	13	1	9	5	0	5	680
13:00	203	22	6	2	2	0	0	2	237	198	15	4	0	2	2	0	1	222
13:15	225	23	0	1	3	0	0	2	254	177	14	3	0	0	0	0	1	195
13:30	232	19	1	0	2	0	0	0	254	170	18	2	2	2	2	0	0	196
13:45	209	17	2	1	6	2	0	1	238	156	14	2	0	1	1	0	2	176
Hour	869	81	9	4	13	2	0	5	983	701	61	11	2	5	5	0	4	789
14:00	210	28	3	1	0	1	0	1	244	167	9	3	0	3	0	0	0	182
14:15	216	13	5	0	0	0	0	0	234	148	23	5	0	1	0	0	0	177
14:30	226	21	3	0	0	0	0	0	250	139	16	4	1	2	1	0	0	163
14:45	210	21	2	1	1	1	0	0	236	151	14	5	1	2	1	0	0	174
Hour	862	83	13	2	1	2	0	1	964	605	62	17	2	8	2	0	0	696
15:00	215	22	3	1	0	1	0	1	243	148	15	1	0	2	2	0	2	170
15:15	220	15	2	2	0	0	0	3	242	156	13	3	1	1	1	0	0	175
15:30	200	16	4	0	0	1	0	1	222	160	22	1	0	3	0	0	0	186
15:45	191	25	3	0	1	1	0	0	221	177	13	0	0	0	1	0	0	191
Hour	826	78	12	3	1	3	0	5	928	641	63	5	1	6	4	0	2	722
16:00	179	25	1	0	0	1	0	0	206	204	17	4	0	2	0	0	1	228
16:15	197	20	1	0	0	1	0	3	222	202	34	1	1	3	1	0	0	242
16:30	202	13	0	1	0	0	0	4	220	186	15	1	0	1	3	0	0	206
16:45	163	8	0	0	0	1	0	0	172	164	14	0	0	0	1	0	1	180
Hour	741	66	2	1	0	3	0	7	820	756	80	6	1	6	5	0	2	856
17:00	168	5	1	0	0	0	0	0	174	187	12	1	0	3	2	0	0	205
17:15	202	10	2	1	0	2	0	4	221	157	12	2	0	1	0	0	0	172
17:30	177	10	1	0	0	0	0	3	191	177	8	1	0	2	0	0	2	190
17:45	214	15	0	0	1	0	0	0	230	172	9	0	0	0	2	0	0	183
Hour	761	40	4	1	1	2	0	7	816	693	41	4	0	6	4	0	2	750
18:00	195	7	1	1	0	0	0	1	205	141	6	0	0	3	1	0	0	151
18:15	196	9	0	0	0	1	0	0	206	127	8	2	0	1	1	0	1	140
18:30	197	9	1	0	1	0	0	2	210	137	6	1	0	3	2	0	0	149
18:45	199	6	0	0	4	1	0	0	210	156	4	1	0	0	3	0	1	165
Hour	787	31	2	1	5	2	0	3	831	561	24	4	0	7	7	0	2	605
Total	9767	958	117	59	75	31	0	50	11057	7308	634	116	22	104	42	0	30	8256

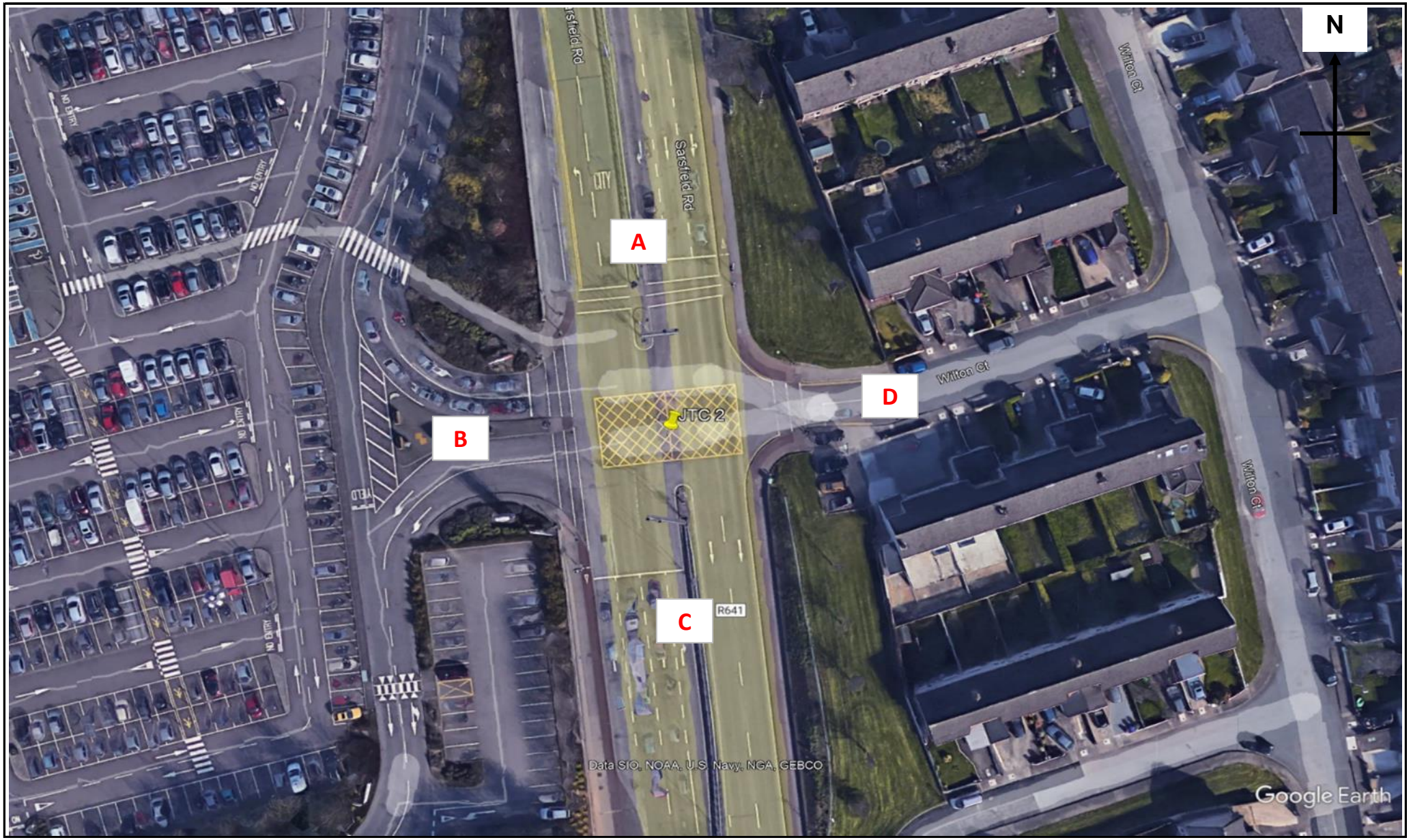
Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	To Arm C - R641 Sarsfield Road								Veh. Total	From Arm C - R641 Sarsfield Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	156	20	2	1	2	0	0	0	181	226	20	1	0	0	0	0	0	247
07:15	172	21	3	2	1	0	0	1	200	265	18	0	4	1	1	0	2	291
07:30	207	18	5	2	0	1	0	0	233	238	12	3	1	2	0	0	0	256
07:45	222	16	6	1	1	1	0	1	248	272	21	4	2	0	0	0	2	301
Hour	757	75	16	6	4	2	0	2	862	1001	71	8	7	3	1	0	4	1095
08:00	219	17	1	4	2	0	0	1	244	281	13	2	2	3	0	0	2	303
08:15	217	13	3	0	1	0	0	0	234	261	17	3	1	0	2	0	2	286
08:30	217	8	4	0	0	0	0	0	229	243	23	2	1	0	0	0	1	270
08:45	207	23	6	2	2	0	0	0	240	238	21	6	3	2	3	0	1	274
Hour	860	61	14	6	5	0	0	1	947	1023	74	13	7	5	5	0	6	1133
09:00	188	14	2	6	1	0	0	0	211	246	23	4	1	2	1	0	1	278
09:15	166	17	3	4	2	0	0	0	192	215	17	5	0	0	0	0	1	238
09:30	175	22	3	0	2	0	0	0	202	207	33	4	1	2	1	0	1	249
09:45	181	23	5	2	0	0	0	0	211	210	27	6	2	1	1	0	1	248
Hour	710	76	13	12	5	0	0	0	816	878	100	19	4	5	3	0	4	1013
10:00	175	24	2	1	6	0	0	1	209	186	16	1	2	2	1	0	1	209
10:15	202	20	4	3	1	2	0	1	233	209	18	4	0	1	1	1	2	236
10:30	185	22	1	1	1	0	0	0	210	214	25	4	0	1	1	0	1	246
10:45	173	26	5	0	0	0	0	0	204	197	21	2	2	3	0	0	0	225
Hour	735	92	12	5	8	2	0	2	856	806	80	11	4	7	3	1	4	916
11:00	210	14	4	0	2	1	0	1	232	175	13	4	1	1	0	0	0	194
11:15	185	16	3	1	1	0	0	0	206	205	13	3	1	1	0	0	1	224
11:30	177	17	4	4	1	0	0	0	203	205	19	7	1	1	0	0	2	235
11:45	199	20	6	2	0	0	0	0	227	201	20	4	0	1	1	0	0	227
Hour	771	67	17	7	4	1	0	1	868	786	65	18	3	4	1	0	3	880
12:00	195	21	5	1	1	1	0	0	224	202	19	4	0	1	1	0	0	227
12:15	215	19	5	0	1	0	0	0	240	227	16	3	0	1	2	0	2	251
12:30	217	23	3	0	2	0	0	0	245	206	27	7	1	2	0	0	0	243
12:45	179	17	7	1	1	1	0	2	208	223	19	3	2	1	0	0	0	248
Hour	806	80	20	2	5	2	0	2	917	858	81	17	3	5	3	0	2	969
13:00	229	15	5	1	1	0	0	0	251	225	21	4	0	1	0	0	3	254
13:15	259	22	0	1	0	0	0	0	282	219	13	1	1	2	1	0	2	239
13:30	252	18	3	2	1	0	0	0	276	249	17	0	0	0	0	0	0	266
13:45	234	19	3	1	1	1	0	0	259	243	15	3	2	2	2	0	0	267
Hour	974	74	11	5	3	1	0	0	1068	936	66	8	3	5	3	0	5	1026
14:00	202	20	5	0	2	1	0	1	231	254	18	4	1	1	1	0	0	279
14:15	227	17	4	0	1	1	0	1	251	213	19	3	2	1	0	0	0	238
14:30	241	17	3	1	1	0	0	0	263	187	18	8	1	0	1	0	3	218
14:45	269	18	3	3	1	0	0	0	294	202	16	4	3	2	1	0	1	229
Hour	939	72	15	4	5	2	0	2	1039	856	71	19	7	4	3	0	4	964
15:00	238	20	4	0	1	0	0	1	264	214	19	5	1	1	1	0	0	241
15:15	235	21	2	2	0	0	0	1	261	198	22	3	1	0	2	0	2	228
15:30	237	18	3	1	2	1	0	0	262	229	14	2	1	3	0	0	1	250
15:45	269	23	3	1	0	1	0	0	297	211	21	4	1	2	0	0	0	239
Hour	979	82	12	4	3	2	0	2	1084	852	76	14	4	6	3	0	3	958
16:00	259	29	3	2	1	0	0	0	294	180	15	1	0	0	1	0	1	198
16:15	263	32	1	0	0	2	0	3	301	183	13	1	0	0	1	0	0	198
16:30	275	24	1	1	0	3	0	2	306	239	15	2	1	0	0	0	1	258
16:45	214	15	1	0	0	0	0	2	232	233	18	2	0	1	2	0	1	257
Hour	1011	100	6	3	1	5	0	7	1133	835	61	6	1	1	4	0	3	911
17:00	209	8	1	0	2	1	0	1	222	241	15	0	0	2	0	0	1	259
17:15	265	13	3	0	1	2	0	6	290	235	14	0	1	1	0	0	4	255
17:30	244	9	2	0	1	0	0	4	260	229	13	3	0	0	0	0	1	246
17:45	237	10	1	0	0	1	0	0	249	200	11	1	0	2	1	0	1	216
Hour	955	40	7	0	4	4	0	11	1021	905	53	4	1	5	1	0	7	976
18:00	236	9	3	0	2	1	0	1	252	223	6	1	1	0	1	0	2	234
18:15	245	9	3	0	1	0	0	0	258	228	12	1	0	0	1	0	0	242
18:30	221	14	3	0	2	1	0	0	241	193	6	1	0	2	3	0	0	205
18:45	207	6	1	0	0	2	0	0	216	181	14	1	0	2	2	0	0	200
Hour	909	38	10	0	5	4	0	1	967	825	38	4	1	4	7	0	2	881
Total	10406	857	153	54	52	25	0	31	11578	10561	836	141	45	54	37	1	47	11722

Site No. 1
Location R641 Wilton Road / R849 Bishopstown Road / R641 Sarsfield Road / R849 Glasheen Road
Date 24 April 2024

Time	To Arm D - R849 Glasheen Road								Veh. Total	From Arm D - R849 Glasheen Road								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	58	6	0	0	1	0	0	1	66	124	19	1	1	0	2	0	0	147
07:15	92	10	1	0	0	0	0	0	103	146	33	2	2	1	0	0	1	185
07:30	105	7	1	0	1	0	0	0	114	168	23	3	2	0	1	0	0	197
07:45	142	13	2	1	0	0	0	1	159	168	19	3	3	0	1	0	1	195
Hour	397	36	4	1	2	0	0	2	442	606	94	9	8	1	4	0	2	724
08:00	141	16	0	0	1	1	0	0	159	189	16	1	3	0	0	0	1	210
08:15	166	9	3	0	0	0	0	0	178	169	18	0	0	0	0	0	0	187
08:30	202	7	0	0	1	0	0	3	213	166	15	4	0	0	1	0	0	186
08:45	178	16	3	0	2	1	0	0	200	151	28	4	2	0	0	0	0	185
Hour	687	48	6	0	4	2	0	3	750	675	77	9	5	0	1	0	1	768
09:00	126	12	2	1	3	0	0	0	144	158	17	2	5	0	0	0	0	182
09:15	106	8	1	1	0	0	0	1	117	129	20	2	3	1	0	0	0	155
09:30	95	11	4	0	1	0	0	0	111	144	20	4	1	2	0	0	0	171
09:45	117	9	5	0	0	1	0	0	132	144	17	3	1	0	0	0	1	166
Hour	444	40	12	2	4	1	0	1	504	575	74	11	10	3	0	0	1	674
10:00	86	7	0	0	1	2	0	0	96	123	25	1	0	3	0	0	1	153
10:15	98	11	4	0	0	0	0	0	113	146	19	4	2	0	1	0	1	173
10:30	87	7	4	0	1	1	0	0	100	136	21	1	2	1	0	0	0	161
10:45	103	16	1	0	1	0	0	0	121	145	25	4	0	1	0	0	0	175
Hour	374	41	9	0	3	3	0	0	430	550	90	10	4	5	1	0	2	662
11:00	100	6	2	1	2	0	0	0	111	160	14	5	0	0	0	0	1	180
11:15	96	8	1	1	0	1	0	1	108	130	14	2	1	0	0	0	1	148
11:30	96	7	6	0	2	0	0	0	111	138	16	3	5	1	0	0	0	163
11:45	101	15	5	0	0	2	0	1	124	144	21	6	0	0	0	0	0	171
Hour	393	36	14	2	4	3	0	2	454	572	65	16	6	1	0	0	2	662
12:00	107	14	4	0	1	0	0	0	126	130	21	4	1	1	2	0	0	159
12:15	104	6	0	0	0	0	0	2	112	154	23	3	0	2	0	0	0	182
12:30	109	10	4	0	2	1	0	0	126	151	22	4	0	0	0	0	0	177
12:45	112	12	4	0	0	2	0	1	131	146	11	9	1	0	1	0	2	170
Hour	432	42	12	0	3	3	0	3	495	581	77	20	2	3	3	0	2	688
13:00	134	9	2	0	1	1	0	1	148	141	19	6	2	1	0	0	0	169
13:15	110	11	1	0	0	1	0	2	125	169	17	0	1	1	0	0	0	188
13:30	129	9	1	0	2	0	0	0	141	184	8	1	0	1	0	0	0	194
13:45	118	7	1	0	0	1	0	2	129	142	18	1	1	1	1	0	0	164
Hour	491	36	5	0	3	3	0	5	543	636	62	8	4	4	1	0	0	715
14:00	140	9	3	0	1	0	0	0	153	136	21	5	0	0	0	0	1	163
14:15	104	15	2	0	0	0	0	0	121	162	15	4	0	0	0	0	1	182
14:30	90	8	1	0	1	1	0	0	101	195	19	1	0	1	0	0	0	216
14:45	104	9	1	0	1	1	0	0	116	185	17	2	1	0	0	0	0	205
Hour	438	41	7	0	3	2	0	0	491	678	72	12	1	1	0	0	2	766
15:00	114	16	0	0	1	2	0	2	135	168	16	4	0	1	0	0	1	190
15:15	114	7	0	1	1	2	0	0	125	173	18	2	2	0	0	0	2	197
15:30	129	15	1	0	1	0	0	0	146	172	16	4	0	1	1	0	0	194
15:45	127	10	0	0	0	1	0	0	138	170	23	2	0	0	1	0	0	196
Hour	484	48	1	1	3	5	0	2	544	683	73	12	2	2	2	0	3	777
16:00	139	9	0	0	1	0	0	1	150	156	21	3	0	0	0	0	0	180
16:15	133	15	0	0	1	1	0	0	150	199	19	1	0	0	2	0	4	225
16:30	152	6	0	0	1	4	0	0	163	204	17	1	1	1	0	0	3	227
16:45	154	10	1	0	0	0	0	1	166	132	8	1	0	0	0	0	1	142
Hour	578	40	1	0	3	5	0	2	629	691	65	6	1	1	2	0	8	774
17:00	169	12	1	0	1	1	0	0	184	154	4	1	0	0	0	0	1	160
17:15	143	8	0	0	0	0	0	0	151	186	11	2	0	0	2	0	6	207
17:30	149	7	1	0	1	0	0	2	160	153	9	2	0	1	0	0	5	170
17:45	132	5	0	0	0	2	0	1	140	179	8	1	0	0	0	0	0	188
Hour	593	32	2	0	2	3	0	3	635	672	32	6	0	1	2	0	12	725
18:00	133	4	0	0	1	1	0	0	139	178	8	2	0	1	1	0	1	191
18:15	112	5	0	0	0	1	0	1	119	178	6	1	0	1	0	0	0	186
18:30	114	2	0	0	1	3	0	0	120	158	11	2	0	0	1	0	0	172
18:45	116	4	0	0	0	3	0	1	124	169	4	0	0	0	2	0	0	175
Hour	475	15	0	0	2	8	0	2	502	683	29	5	0	2	4	0	1	724
Total	5786	455	73	6	36	38	0	25	6419	7602	810	124	43	24	20	0	36	8659

15387 / Wilton, Cork
April 2024
General Location Plan



Site No. 2
Location R641 Sarsfield Road (N) / Wilton Shopping Centre / R641 Sarsfield Road (S) / Wilton Court
Date 24 April 2024

Time	A to D - R641 Sarsfield Road (N) to Wilton Court								Veh. Total	A to C - R641 Sarsfield Road (N) to R641 Sarsfield Road (S)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	0	0	0	0	0	0	0	0	0	151	18	2	1	2	0	0	0	174
07:15	0	0	0	0	0	0	0	0	0	174	22	3	2	1	0	0	0	202
07:30	0	0	0	0	0	0	0	0	0	192	16	5	2	0	1	0	0	216
07:45	0	0	0	0	0	0	0	0	0	232	16	5	1	1	1	0	2	258
Hour	0	0	0	0	0	0	0	0	0	749	72	15	6	4	2	0	2	850
08:00	0	1	0	0	0	0	0	0	1	201	15	2	4	2	0	0	1	225
08:15	0	0	0	0	0	0	0	0	0	205	14	3	0	1	0	0	0	223
08:30	2	0	0	0	0	0	0	0	2	184	6	3	0	0	0	0	0	193
08:45	1	0	0	0	0	0	0	0	1	181	16	7	2	2	0	0	0	208
Hour	3	1	0	0	0	0	0	0	4	771	51	15	6	5	0	0	1	849
09:00	6	1	0	0	0	0	0	0	7	152	13	2	4	1	0	0	0	172
09:15	0	1	0	0	0	0	0	0	1	134	16	3	6	2	0	0	0	161
09:30	0	1	0	0	0	0	0	0	1	142	19	3	0	1	0	0	0	165
09:45	2	1	0	0	0	0	0	0	3	138	23	5	2	0	0	0	1	169
Hour	8	4	0	0	0	0	0	0	12	566	71	13	12	4	0	0	1	667
10:00	0	0	0	0	0	0	0	0	0	144	22	2	0	6	0	0	0	174
10:15	0	2	0	0	0	0	0	0	2	154	16	3	4	1	2	0	1	181
10:30	0	0	0	0	0	0	0	0	0	144	18	1	1	1	0	0	0	165
10:45	0	0	0	0	0	0	0	0	0	134	23	5	0	0	0	0	0	162
Hour	0	2	0	0	0	0	0	0	2	576	79	11	5	8	2	0	1	682
11:00	1	0	0	0	0	0	0	0	1	147	13	4	0	2	1	0	0	167
11:15	1	0	0	0	0	0	0	0	1	152	11	3	1	0	0	0	0	167
11:30	0	0	0	0	0	0	0	0	0	142	16	3	4	1	0	0	1	167
11:45	2	0	0	0	0	0	0	0	2	173	14	7	2	0	0	0	0	196
Hour	4	0	0	0	0	0	0	0	4	614	54	17	7	3	1	0	1	697
12:00	0	0	0	0	0	0	0	0	0	164	22	5	1	1	1	0	0	194
12:15	1	0	0	0	0	0	0	0	1	166	19	5	0	2	0	0	0	192
12:30	3	0	0	0	0	0	0	0	3	185	21	2	0	2	0	0	0	210
12:45	1	0	0	0	0	0	0	0	1	148	12	8	1	0	1	0	0	170
Hour	5	0	0	0	0	0	0	0	5	663	74	20	2	5	2	0	0	766
13:00	2	0	0	0	0	0	0	0	2	202	15	5	1	1	0	0	1	225
13:15	1	0	0	0	0	0	0	0	1	196	20	0	1	0	0	0	0	217
13:30	0	0	0	0	0	0	0	0	0	228	15	3	1	1	0	0	0	248
13:45	1	1	0	0	0	0	0	0	2	189	13	3	2	1	1	0	0	209
Hour	4	1	0	0	0	0	0	0	5	815	63	11	5	3	1	0	1	899
14:00	3	0	0	0	0	0	0	0	3	173	18	5	0	2	1	0	0	199
14:15	1	1	0	0	0	0	0	0	2	184	16	3	0	2	1	0	1	207
14:30	0	0	0	0	0	0	0	0	0	203	16	4	1	0	0	0	0	224
14:45	4	0	0	0	0	0	0	0	4	249	15	3	3	1	0	0	0	271
Hour	8	1	0	0	0	0	0	0	9	809	65	15	4	5	2	0	1	901
15:00	1	0	0	0	0	0	0	0	1	207	23	4	0	0	0	0	0	234
15:15	0	1	0	0	0	0	0	0	1	208	18	1	1	1	0	0	0	229
15:30	1	0	0	0	0	0	0	0	1	203	18	4	2	2	1	0	1	231
15:45	0	0	0	0	0	0	0	0	0	227	21	3	1	0	1	0	0	253
Hour	2	1	0	0	0	0	0	0	3	845	80	12	4	3	2	0	1	947
16:00	1	0	0	0	0	0	0	0	1	247	28	3	2	1	0	0	0	281
16:15	0	0	0	0	0	0	0	1	1	236	29	1	0	0	1	0	3	270
16:30	0	0	0	0	0	0	0	0	0	267	26	1	0	0	4	0	2	300
16:45	1	0	0	0	0	0	0	0	1	184	13	1	1	0	0	0	2	201
Hour	2	0	0	0	0	0	0	1	3	934	96	6	3	1	5	0	7	1052
17:00	1	0	0	0	0	0	0	0	1	186	8	1	0	0	1	0	1	197
17:15	3	0	0	0	0	0	0	0	3	236	9	2	0	3	1	0	5	256
17:30	1	0	0	0	0	0	0	0	1	210	9	3	0	1	0	0	1	224
17:45	1	0	0	0	0	0	0	0	1	229	10	1	0	0	1	0	3	244
Hour	6	0	0	0	0	0	0	0	6	861	36	7	0	4	3	0	10	921
18:00	0	0	0	0	0	0	0	0	0	206	7	3	0	2	0	0	0	218
18:15	3	0	0	0	0	0	0	0	3	229	9	3	0	1	1	0	0	243
18:30	1	1	0	0	0	0	0	0	2	202	12	3	0	2	1	0	1	221
18:45	0	0	0	0	0	1	0	0	1	184	5	1	0	0	1	0	0	191
Hour	4	1	0	0	0	1	0	0	6	821	33	10	0	5	3	0	1	873
Total	46	11	0	0	0	1	0	1	59	9024	774	152	54	50	23	0	27	10104

Site No. 2
Location R641 Sarsfield Road (N) / Wilton Shopping Centre / R641 Sarsfield Road (S) / Wilton Court
Date 24 April 2024

Time	A to B - R641 Sarsfield Road (N) to Wilton Shopping Centre								Veh. Total	B to A - Wilton Shopping Centre to R641 Sarsfield Road (N)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	1
07:30	4	1	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	4
07:45	6	1	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	4
Hour	13	2	0	0	0	0	0	0	15	8	1	0	0	0	0	0	0	9
08:00	10	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	3
08:15	11	0	0	0	0	0	0	0	11	6	3	0	0	0	0	0	0	9
08:30	18	2	0	0	0	0	0	0	20	3	2	0	0	0	0	0	0	5
08:45	30	5	0	0	0	0	0	0	35	9	2	0	0	0	0	0	0	11
Hour	69	7	0	0	0	0	0	0	76	21	7	0	0	0	0	0	0	28
09:00	35	1	0	0	0	0	0	0	36	10	2	0	0	0	0	0	0	12
09:15	27	0	0	0	0	0	0	0	27	20	2	1	0	0	0	0	0	23
09:30	37	1	0	0	1	0	0	0	39	24	0	0	0	0	0	0	0	24
09:45	39	2	0	0	0	0	0	0	41	27	1	1	0	0	0	0	0	29
Hour	138	4	0	0	1	0	0	0	143	81	5	2	0	0	0	0	0	88
10:00	34	0	0	0	0	0	0	0	34	40	1	0	0	0	0	0	0	41
10:15	39	3	1	0	0	0	0	0	43	39	1	0	0	0	0	0	0	40
10:30	41	2	0	0	0	0	0	0	43	63	2	0	0	0	0	0	0	65
10:45	46	3	0	0	0	0	0	0	49	47	2	0	0	0	0	0	0	49
Hour	160	8	1	0	0	0	0	0	169	189	6	0	0	0	0	0	0	195
11:00	53	3	0	0	0	0	0	0	56	46	2	0	0	0	0	0	0	48
11:15	34	1	0	0	0	0	0	0	35	64	1	0	0	0	0	0	0	65
11:30	26	3	0	0	0	0	0	0	29	41	2	0	0	0	0	0	0	43
11:45	32	2	0	0	0	0	0	0	34	50	8	0	0	0	0	0	0	58
Hour	145	9	0	0	0	0	0	0	154	201	13	0	0	0	0	0	0	214
12:00	34	1	0	0	0	0	0	0	35	62	3	0	0	0	0	0	0	65
12:15	42	0	0	0	0	0	0	0	42	79	4	0	0	0	0	0	0	83
12:30	32	2	0	0	0	0	0	0	34	58	6	0	0	0	0	0	0	64
12:45	24	4	0	0	1	0	0	0	29	72	1	0	0	0	0	0	0	73
Hour	132	7	0	0	1	0	0	0	140	271	14	0	0	0	0	0	0	285
13:00	30	1	0	0	0	0	0	0	31	81	2	0	0	0	0	0	0	83
13:15	43	2	0	0	0	0	0	0	45	74	2	0	0	0	0	0	0	76
13:30	38	3	0	0	0	0	0	0	41	70	4	0	0	0	0	0	0	74
13:45	37	2	0	0	0	0	0	0	39	75	3	0	0	0	0	0	0	78
Hour	148	8	0	0	0	0	0	0	156	300	11	0	0	0	0	0	0	311
14:00	30	1	0	0	0	0	0	0	31	59	3	0	0	0	0	0	0	62
14:15	29	1	0	0	0	0	0	0	30	74	0	0	0	0	0	0	1	75
14:30	26	0	0	0	0	0	0	0	26	50	2	0	0	0	0	0	0	52
14:45	35	1	0	0	0	0	0	0	36	52	2	0	0	0	0	0	0	54
Hour	120	3	0	0	0	0	0	0	123	235	7	0	0	0	0	0	1	243
15:00	15	0	0	0	0	0	0	0	15	65	1	0	0	0	0	0	0	66
15:15	30	0	0	0	0	0	0	0	30	56	3	0	0	0	0	0	0	59
15:30	24	0	0	0	0	0	0	0	24	55	1	0	0	0	0	0	0	56
15:45	23	3	0	0	0	0	0	0	26	71	0	0	1	0	0	0	0	72
Hour	92	3	0	0	0	0	0	0	95	247	5	0	1	0	0	0	0	253
16:00	16	1	0	0	0	0	0	0	17	42	2	0	0	0	0	0	0	44
16:15	31	1	0	0	0	0	0	0	32	55	3	0	0	0	0	0	0	58
16:30	19	0	0	0	0	0	0	0	19	57	1	0	0	0	0	0	0	58
16:45	18	0	0	0	0	0	0	0	18	61	4	0	0	0	2	0	0	67
Hour	84	2	0	0	0	0	0	0	86	215	10	0	0	0	2	0	0	227
17:00	23	1	0	0	0	0	0	0	24	70	3	0	0	0	0	0	1	74
17:15	25	0	0	0	0	1	0	0	26	61	2	0	0	0	0	0	0	63
17:30	23	1	0	0	0	0	0	0	24	50	2	0	0	0	0	0	0	52
17:45	19	0	0	0	0	0	0	0	19	40	2	0	0	0	0	0	0	42
Hour	90	2	0	0	0	1	0	0	93	221	9	0	0	0	0	0	1	231
18:00	21	1	0	0	0	0	0	0	22	54	0	0	0	0	0	0	0	54
18:15	17	1	0	0	0	0	0	0	18	35	1	0	0	0	0	0	0	36
18:30	25	1	0	0	0	0	0	0	26	39	0	0	0	0	0	0	0	39
18:45	19	0	0	0	0	0	0	0	19	29	4	0	0	0	0	0	0	33
Hour	82	3	0	0	0	0	0	0	85	157	5	0	0	0	0	0	0	162
Total	1273	58	1	0	2	1	0	0	1335	2146	93	2	1	0	2	0	2	2246

Site No. 2
Location R641 Sarsfield Road (N) / Wilton Shopping Centre / R641 Sarsfield Road (S) / Wilton Court
Date 24 April 2024

Time	B to D - Wilton Shopping Centre to Wilton Court								Veh. Total	B to C - Wilton Shopping Centre to R641 Sarsfield Road (S)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	8
07:15	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7
07:30	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	13
07:45	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	14
Hour	0	0	0	0	0	0	0	0	0	38	4	0	0	0	0	0	0	42
08:00	0	0	0	0	0	0	0	0	0	4	2	1	1	0	0	0	0	8
08:15	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0	16
08:30	0	0	0	0	0	0	0	0	0	17	2	0	2	0	0	0	0	21
08:45	0	0	0	0	0	0	0	0	0	27	1	0	1	0	0	0	0	29
Hour	0	0	0	0	0	0	0	0	0	63	6	1	4	0	0	0	0	74
09:00	0	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	0	25
09:15	0	0	0	0	0	0	0	0	0	33	3	0	1	0	0	0	0	37
09:30	0	0	0	0	0	0	0	0	0	32	3	0	0	0	0	0	0	35
09:45	0	0	0	0	0	0	0	0	0	40	5	0	1	0	0	0	0	46
Hour	0	0	0	0	0	0	0	0	0	129	12	0	2	0	0	0	0	143
10:00	0	0	0	0	0	0	0	0	0	47	6	0	0	0	0	0	0	53
10:15	0	0	0	0	0	0	0	0	0	50	4	0	1	0	0	0	0	55
10:30	0	0	0	0	0	0	0	0	0	60	3	0	1	0	0	0	0	64
10:45	0	0	0	0	0	0	0	0	0	59	5	0	0	0	0	0	0	64
Hour	0	0	0	0	0	0	0	0	0	216	18	0	2	0	0	0	0	236
11:00	0	0	0	0	0	0	0	0	0	76	4	0	0	0	0	0	0	80
11:15	0	0	0	0	0	0	0	0	0	81	5	0	0	0	0	0	0	86
11:30	0	0	0	0	0	0	0	0	0	67	7	0	1	0	0	0	0	75
11:45	0	0	0	0	0	0	0	0	0	69	2	0	0	0	0	0	0	71
Hour	0	0	0	0	0	0	0	0	0	293	18	0	1	0	0	0	0	312
12:00	0	0	0	0	0	0	0	0	0	74	2	0	0	0	0	0	0	76
12:15	0	0	0	0	0	0	0	0	0	86	5	0	0	0	0	0	0	91
12:30	0	0	0	0	0	0	0	0	0	74	3	0	0	0	0	0	0	77
12:45	0	0	0	0	0	0	0	0	0	82	4	0	0	0	1	0	0	87
Hour	0	0	0	0	0	0	0	0	0	316	14	0	0	0	1	0	0	331
13:00	0	0	0	0	0	0	0	0	0	89	1	0	0	0	1	0	0	91
13:15	0	0	0	0	0	0	0	0	0	87	0	0	0	0	0	0	0	87
13:30	0	0	0	0	0	0	0	0	0	82	2	0	0	0	0	0	0	84
13:45	0	0	0	0	0	0	0	0	0	85	1	0	1	0	0	0	0	87
Hour	0	0	0	0	0	0	0	0	0	343	4	0	1	0	1	0	0	349
14:00	0	0	0	0	0	0	0	0	0	80	3	0	0	0	0	0	1	84
14:15	0	0	0	0	0	0	0	1	1	90	2	0	0	0	0	1	0	93
14:30	0	0	0	0	0	0	0	0	0	71	0	0	0	0	0	0	0	71
14:45	0	0	0	0	0	0	0	0	0	77	4	0	0	0	0	0	0	81
Hour	0	0	0	0	0	0	0	1	1	318	9	0	0	0	0	1	1	329
15:00	0	0	0	0	0	0	0	0	0	80	10	0	0	0	1	0	0	91
15:15	0	0	0	0	0	0	0	0	0	72	7	0	0	0	0	0	1	80
15:30	0	0	0	0	0	0	0	0	0	83	8	0	0	0	0	0	0	91
15:45	0	0	0	0	0	0	0	0	0	96	2	1	0	0	0	0	0	99
Hour	0	0	0	0	0	0	0	0	0	331	27	1	0	0	1	0	1	361
16:00	0	0	0	0	0	0	0	0	0	83	6	0	0	0	0	0	0	89
16:15	0	0	0	0	0	0	0	0	0	88	5	0	0	0	0	0	1	94
16:30	0	0	0	0	0	0	0	0	0	65	2	0	0	0	0	0	0	67
16:45	0	0	0	0	0	0	0	0	0	73	3	1	0	0	0	0	2	79
Hour	0	0	0	0	0	0	0	0	0	309	16	1	0	0	0	0	3	329
17:00	0	0	0	0	0	0	0	0	0	54	4	0	0	0	0	0	0	58
17:15	0	0	0	0	0	0	0	0	0	72	6	0	0	0	2	0	0	80
17:30	0	0	0	0	0	0	0	0	0	61	4	0	0	0	0	0	1	66
17:45	0	0	0	0	0	0	0	0	0	77	3	0	0	0	0	0	0	80
Hour	0	0	0	0	0	0	0	0	0	264	17	0	0	0	2	0	1	284
18:00	0	0	0	0	0	0	0	0	0	76	2	0	0	0	0	0	0	78
18:15	0	0	0	0	0	0	0	0	0	72	2	2	0	0	0	0	0	76
18:30	0	0	0	0	0	0	0	0	0	49	6	0	0	0	0	0	0	55
18:45	0	0	0	0	0	0	0	0	0	54	0	0	0	0	0	0	0	54
Hour	0	0	0	0	0	0	0	0	0	251	10	2	0	0	0	0	0	263
Total	0	0	0	0	0	0	0	1	1	2871	155	5	10	0	5	1	6	3053

Site No. 2
Location R641 Sarsfield Road (N) / Wilton Shopping Centre / R641 Sarsfield Road (S) / Wilton Court
Date 24 April 2024

Time	C to B - R641 Sarsfield Road (S) to Wilton Shopping Centre								Veh. Total	C to A - R641 Sarsfield Road (S) to R641 Sarsfield Road (N)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	15	3	0	0	0	0	0	0	18	234	21	0	0	1	0	0	1	257
07:15	17	2	0	0	0	0	0	0	19	256	15	0	4	0	1	0	1	277
07:30	38	2	0	0	0	0	0	0	40	242	13	3	1	2	0	0	0	261
07:45	43	6	2	0	0	0	0	1	52	263	22	5	2	0	0	0	3	295
Hour	113	13	2	0	0	0	0	1	129	995	71	8	7	3	1	0	5	1090
08:00	54	2	1	0	0	0	0	1	58	284	12	1	2	3	0	0	1	303
08:15	63	2	2	1	0	0	0	1	69	242	13	3	1	0	2	0	1	262
08:30	90	3	1	1	0	0	0	0	95	239	22	2	1	0	0	0	1	265
08:45	95	6	0	0	0	0	0	2	103	240	18	7	3	2	3	0	0	273
Hour	302	13	4	2	0	0	0	4	325	1005	65	13	7	5	5	0	3	1103
09:00	54	3	0	0	0	0	0	0	57	224	23	4	1	2	1	0	1	256
09:15	71	1	2	0	0	1	0	0	75	200	13	3	0	0	0	0	1	217
09:30	105	5	0	0	0	0	0	0	110	187	33	4	2	2	1	0	1	230
09:45	92	3	3	0	0	0	0	0	98	174	25	5	1	1	1	0	1	208
Hour	322	12	5	0	0	1	0	0	340	785	94	16	4	5	3	0	4	911
10:00	84	4	1	0	0	0	0	0	89	156	15	2	2	2	1	0	1	179
10:15	78	0	0	0	0	0	0	0	78	161	16	3	0	2	1	1	2	186
10:30	88	9	1	0	0	0	0	1	99	156	23	5	0	0	0	0	1	185
10:45	84	1	0	0	0	0	0	0	85	138	17	3	2	3	0	0	0	163
Hour	334	14	2	0	0	0	0	1	351	611	71	13	4	7	2	1	4	713
11:00	77	6	0	0	0	0	0	0	83	135	12	2	1	1	0	0	0	151
11:15	73	6	1	0	0	0	0	0	80	131	11	4	1	1	1	0	1	150
11:30	81	3	0	0	0	0	0	0	84	163	17	6	1	1	0	0	1	189
11:45	71	5	0	0	0	0	0	0	76	158	12	5	0	1	0	0	0	176
Hour	302	20	1	0	0	0	0	0	323	587	52	17	3	4	1	0	2	666
12:00	108	6	0	0	0	1	0	0	115	146	19	3	0	1	1	0	0	170
12:15	82	4	0	0	0	0	0	0	86	128	10	3	0	1	2	0	3	147
12:30	84	7	1	0	0	0	0	0	92	156	22	7	1	2	0	0	0	188
12:45	97	2	0	0	0	0	0	0	99	143	19	3	2	1	0	0	0	168
Hour	371	19	1	0	0	1	0	0	392	573	70	16	3	5	3	0	3	673
13:00	99	4	1	0	0	0	0	1	105	145	17	4	0	1	1	0	2	170
13:15	93	6	0	1	0	1	0	0	101	135	13	1	1	2	0	0	1	153
13:30	93	6	0	0	0	0	0	0	99	183	11	0	0	0	0	0	0	194
13:45	81	2	1	0	0	0	0	0	84	160	11	4	2	2	2	0	0	181
Hour	366	18	2	1	0	1	0	1	389	623	52	9	3	5	3	0	3	698
14:00	85	1	4	0	0	0	0	0	90	199	15	3	1	1	1	0	0	220
14:15	110	1	1	0	0	0	0	0	112	127	19	3	2	1	0	0	0	152
14:30	77	4	0	0	0	0	0	0	81	139	17	8	1	1	1	0	2	169
14:45	91	5	0	0	0	0	0	0	96	154	14	5	3	1	1	0	1	179
Hour	363	11	5	0	0	0	0	0	379	619	65	19	7	4	3	0	3	720
15:00	73	4	0	0	0	0	0	0	77	135	19	4	1	1	1	0	0	161
15:15	77	4	0	0	0	0	0	0	81	146	17	2	2	1	2	0	1	171
15:30	91	2	2	0	0	0	0	0	95	167	13	2	0	2	0	0	1	185
15:45	73	7	0	0	0	0	0	0	80	147	20	5	0	2	0	0	0	174
Hour	314	17	2	0	0	0	0	0	333	595	69	13	3	6	3	0	2	691
16:00	78	3	0	0	0	0	0	0	81	124	13	0	0	0	1	0	1	139
16:15	85	5	0	0	0	0	0	0	90	131	9	1	0	0	1	0	0	142
16:30	66	1	1	0	0	1	0	0	69	187	16	2	1	1	0	0	1	208
16:45	65	4	0	0	0	0	0	0	69	156	12	2	0	0	0	0	1	171
Hour	294	13	1	0	0	1	0	0	309	598	50	5	1	1	2	0	3	660
17:00	65	9	0	0	0	1	0	0	75	173	11	0	0	2	0	0	1	187
17:15	70	3	0	0	0	0	0	0	73	174	12	0	1	1	0	0	3	191
17:30	55	3	0	0	0	0	0	1	59	163	10	3	0	1	0	0	0	177
17:45	72	2	0	0	0	1	0	0	75	155	8	1	0	1	1	0	1	167
Hour	262	17	0	0	0	2	0	1	282	665	41	4	1	5	1	0	5	722
18:00	51	4	1	0	0	0	0	0	56	177	5	1	1	0	1	0	2	187
18:15	47	5	0	0	0	1	0	0	53	180	12	2	0	1	1	0	0	196
18:30	38	3	1	0	0	0	0	0	42	158	5	0	0	1	3	0	0	167
18:45	49	0	0	0	0	0	0	0	49	136	9	2	0	2	2	0	0	151
Hour	185	12	2	0	0	1	0	0	200	651	31	5	1	4	7	0	2	701
Total	3528	179	27	3	0	7	0	8	3752	8307	731	138	44	54	34	1	39	9348

Site No. 2
Location R641 Sarsfield Road (N) / Wilton Shopping Centre / R641 Sarsfield Road (S) / Wilton Court
Date 24 April 2024

Time	C to D - R641 Sarsfield Road (S) to Wilton Court								Veh. Total	D to C - Wilton Court to R641 Sarsfield Road (S)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	1	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	5
07:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
07:30	1	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	5
07:45	1	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	7
Hour	3	0	0	0	0	0	0	0	3	18	2	0	0	0	0	0	0	20
08:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	6
09:00	4	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	2
09:15	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
09:30	3	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	4
09:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
Hour	8	0	0	0	0	0	0	0	8	9	2	0	0	0	0	0	0	11
10:00	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
10:45	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
Hour	5	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	4
11:00	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
11:15	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
11:30	2	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2
11:45	1	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	5
Hour	7	1	0	0	0	0	0	0	8	8	1	0	0	0	0	0	0	9
12:00	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
12:15	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
12:45	2	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1
Hour	4	1	0	0	0	0	0	0	5	7	0	0	0	0	0	0	0	7
13:00	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
13:15	3	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	4
13:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:45	3	1	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	1
Hour	9	1	0	0	0	0	0	0	10	5	2	0	0	0	0	0	0	7
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
14:45	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
Hour	3	0	1	0	0	0	0	0	4	5	0	0	0	0	0	0	0	5
15:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:15	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
15:45	4	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	3
Hour	8	0	0	0	0	0	0	0	8	5	0	0	0	0	0	0	0	5
16:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
16:45	7	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	1
Hour	11	0	0	0	0	0	0	0	11	8	0	0	0	0	0	0	0	8
17:00	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
17:15	4	1	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	1
17:30	6	0	0	0	0	0	0	0	6	4	1	0	0	0	0	0	0	5
17:45	3	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	4
Hour	15	1	0	0	0	0	0	0	16	11	1	0	0	0	0	0	0	12
18:00	5	1	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	4
18:15	6	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	6
18:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
18:45	3	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
Hour	15	1	0	0	0	0	0	0	16	14	0	0	0	0	0	0	0	14
Total	90	5	1	0	0	0	0	0	96	100	8	0	0	0	0	0	0	108

Site No. 2
Location R641 Sarsfield Road (N) / Wilton Shopping Centre / R641 Sarsfield Road (S) / Wilton Court
Date 24 April 2024

Time	D to B - Wilton Court to Wilton Shopping Centre								Veh. Total	D to A - Wilton Court to R641 Sarsfield Road (N)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
08:15	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
08:45	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	1	4
Hour	2	0	0	0	0	0	0	0	2	11	0	0	0	0	0	0	1	12
09:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
09:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour	2	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	5
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	3
10:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
10:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hour	2	0	0	0	0	0	0	0	2	3	2	0	0	0	1	0	0	6
11:00	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
Hour	3	0	0	0	0	0	0	1	4	2	1	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
12:15	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
12:30	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Hour	2	0	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	6
13:00	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
13:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Hour	2	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	7
14:00	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2
Hour	1	0	0	0	0	0	0	1	2	7	0	1	0	0	0	0	0	8
15:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
15:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hour	1	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	7
16:00	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	1	0	0	0	0	0	0	0	1
16:30	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	2	0	0	0	0	0	0	0	2
Hour	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
17:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Hour	2	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hour	0	0	0	0	0	0	0	0	0	4	2	0	0	0	1	0	0	7
Total	17	0	0	0	0	0	0	2	19	60	10	1	0	0	2	0	1	74

Site No. 2
Location R641 Sarsfield Road (N) / Wilton Shopping Centre / R641 Sarsfield Road (S) / Wilton Court
Date 24 April 2024

Time	To Arm A - R641 Sarsfield Road (N)								Veh. Total	From Arm A - R641 Sarsfield Road (N)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	235	21	0	0	1	0	0	1	258	152	18	2	1	2	0	0	0	175
07:15	256	16	0	4	0	1	0	1	278	176	22	3	2	1	0	0	0	204
07:30	249	13	3	1	2	0	0	0	268	196	17	5	2	0	1	0	0	221
07:45	267	22	5	2	0	0	0	3	299	238	17	5	1	1	1	0	2	265
Hour	1007	72	8	7	3	1	0	5	1103	762	74	15	6	4	2	0	2	865
08:00	289	12	1	2	3	0	0	1	308	211	16	2	4	2	0	0	1	236
08:15	251	16	3	1	0	2	0	1	274	216	14	3	0	1	0	0	0	234
08:30	245	24	2	1	0	0	0	1	273	204	8	3	0	0	0	0	0	215
08:45	252	20	7	3	2	3	0	1	288	212	21	7	2	2	0	0	0	244
Hour	1037	72	13	7	5	5	0	4	1143	843	59	15	6	5	0	0	1	929
09:00	236	25	4	1	2	1	0	1	270	193	15	2	4	1	0	0	0	215
09:15	220	15	4	0	0	0	0	1	240	161	17	3	6	2	0	0	0	189
09:30	212	34	4	2	2	1	0	1	256	179	21	3	0	2	0	0	0	205
09:45	202	26	6	1	1	1	0	1	238	179	26	5	2	0	0	0	1	213
Hour	870	100	18	4	5	3	0	4	1004	712	79	13	12	5	0	0	1	822
10:00	196	16	2	2	2	1	0	1	220	178	22	2	0	6	0	0	0	208
10:15	202	18	3	0	2	1	1	2	229	193	21	4	4	1	2	0	1	226
10:30	220	26	5	0	0	1	0	1	253	185	20	1	1	1	0	0	0	208
10:45	185	19	3	2	3	0	0	0	212	180	26	5	0	0	0	0	0	211
Hour	803	79	13	4	7	3	1	4	914	736	89	12	5	8	2	0	1	853
11:00	181	14	2	1	1	0	0	0	199	201	16	4	0	2	1	0	0	224
11:15	197	13	4	1	1	1	0	1	218	187	12	3	1	0	0	0	0	203
11:30	204	19	6	1	1	0	0	1	232	168	19	3	4	1	0	0	1	196
11:45	208	20	5	0	1	0	0	0	234	207	16	7	2	0	0	0	0	232
Hour	790	66	17	3	4	1	0	2	883	763	63	17	7	3	1	0	1	855
12:00	208	22	3	0	1	1	0	0	235	198	23	5	1	1	1	0	0	229
12:15	210	15	3	0	1	2	0	3	234	209	19	5	0	2	0	0	0	235
12:30	214	28	7	1	2	0	0	0	252	220	23	2	0	2	0	0	0	247
12:45	217	20	3	2	1	0	0	0	243	173	16	8	1	1	1	0	0	200
Hour	849	85	16	3	5	3	0	3	964	800	81	20	2	6	2	0	0	911
13:00	229	19	4	0	1	1	0	2	256	234	16	5	1	1	0	0	1	258
13:15	212	15	1	1	2	0	0	1	232	240	22	0	1	0	0	0	0	263
13:30	253	15	0	0	0	0	0	0	268	266	18	3	1	1	0	0	0	289
13:45	236	14	4	2	2	2	0	0	260	227	16	3	2	1	1	0	0	250
Hour	930	63	9	3	5	3	0	3	1016	967	72	11	5	3	1	0	1	1060
14:00	260	18	3	1	1	1	0	0	284	206	19	5	0	2	1	0	0	233
14:15	204	19	3	2	1	0	0	1	230	214	18	3	0	2	1	0	1	239
14:30	189	19	9	1	1	1	0	2	222	229	16	4	1	0	0	0	0	250
14:45	208	16	5	3	1	1	0	1	235	288	16	3	3	1	0	0	0	311
Hour	861	72	20	7	4	3	0	4	971	937	69	15	4	5	2	0	1	1033
15:00	201	21	4	1	1	1	0	0	229	223	23	4	0	0	0	0	0	250
15:15	203	21	2	2	1	2	0	1	232	238	19	1	1	1	0	0	0	260
15:30	224	15	2	0	2	0	0	1	244	228	18	4	2	2	1	0	1	256
15:45	218	20	5	1	2	0	0	0	246	250	24	3	1	0	1	0	0	279
Hour	846	77	13	4	6	3	0	2	951	939	84	12	4	3	2	0	1	1045
16:00	166	15	0	0	0	1	0	1	183	264	29	3	2	1	0	0	0	299
16:15	187	12	1	0	0	1	0	0	201	267	30	1	0	0	1	0	4	303
16:30	244	17	2	1	1	0	0	1	266	286	26	1	0	0	4	0	2	319
16:45	219	16	2	0	0	2	0	1	240	203	13	1	1	0	0	0	2	220
Hour	816	60	5	1	1	4	0	3	890	1020	98	6	3	1	5	0	8	1141
17:00	247	14	0	0	2	0	0	2	265	210	9	1	0	0	1	0	1	222
17:15	235	14	0	1	1	0	0	3	254	264	9	2	0	3	2	0	5	285
17:30	214	12	3	0	1	0	0	0	230	234	10	3	0	1	0	0	1	249
17:45	196	10	1	0	1	1	0	1	210	249	10	1	0	0	1	0	3	264
Hour	892	50	4	1	5	1	0	6	959	957	38	7	0	4	4	0	10	1020
18:00	231	6	1	1	0	1	0	2	242	227	8	3	0	2	0	0	0	240
18:15	217	14	2	0	1	1	0	0	235	249	10	3	0	1	1	0	0	264
18:30	199	5	0	0	1	3	0	0	208	228	14	3	0	2	1	0	1	249
18:45	165	13	2	0	2	3	0	0	185	203	5	1	0	0	2	0	0	211
Hour	812	38	5	1	4	8	0	2	870	907	37	10	0	5	4	0	1	964
Total	10513	834	141	45	54	38	1	42	11668	10343	843	153	54	52	25	0	28	11498

Site No. 2
Location R641 Sarsfield Road (N) / Wilton Shopping Centre / R641 Sarsfield Road (S) / Wilton Court
Date 24 April 2024

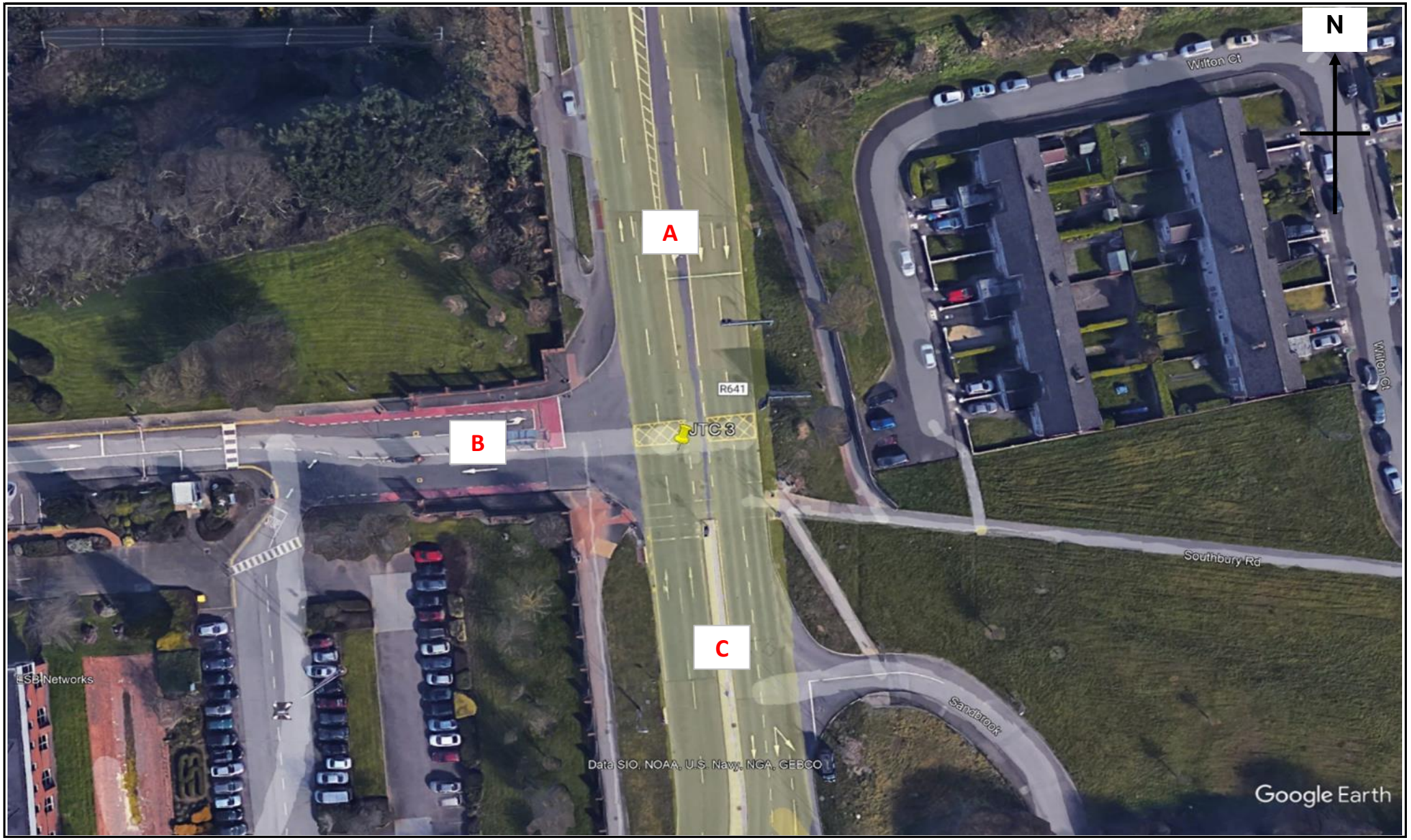
Time	To Arm B - Wilton Shopping Centre								Veh. Total	From Arm B - Wilton Shopping Centre								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	16	3	0	0	0	0	0	0	19	7	1	0	0	0	0	0	0	8
07:15	19	2	0	0	0	0	0	0	21	6	2	0	0	0	0	0	0	8
07:30	42	3	0	0	0	0	0	0	45	16	1	0	0	0	0	0	0	17
07:45	49	7	2	0	0	0	0	1	59	17	1	0	0	0	0	0	0	18
Hour	126	15	2	0	0	0	0	1	144	46	5	0	0	0	0	0	0	51
08:00	64	2	1	0	0	0	0	1	68	7	2	1	1	0	0	0	0	11
08:15	75	2	2	1	0	0	0	1	81	21	4	0	0	0	0	0	0	25
08:30	108	5	1	1	0	0	0	0	115	20	4	0	2	0	0	0	0	26
08:45	126	11	0	0	0	0	0	2	139	36	3	0	1	0	0	0	0	40
Hour	373	20	4	2	0	0	0	4	403	84	13	1	4	0	0	0	0	102
09:00	89	4	0	0	0	0	0	0	93	34	3	0	0	0	0	0	0	37
09:15	99	1	2	0	0	1	0	0	103	53	5	1	1	0	0	0	0	60
09:30	143	6	0	0	1	0	0	0	150	56	3	0	0	0	0	0	0	59
09:45	131	5	3	0	0	0	0	0	139	67	6	1	1	0	0	0	0	75
Hour	462	16	5	0	1	1	0	0	485	210	17	2	2	0	0	0	0	231
10:00	118	4	1	0	0	0	0	0	123	87	7	0	0	0	0	0	0	94
10:15	118	3	1	0	0	0	0	0	122	89	5	0	1	0	0	0	0	95
10:30	129	11	1	0	0	0	0	1	142	123	5	0	1	0	0	0	0	129
10:45	131	4	0	0	0	0	0	0	135	106	7	0	0	0	0	0	0	113
Hour	496	22	3	0	0	0	0	1	522	405	24	0	2	0	0	0	0	431
11:00	132	9	0	0	0	0	0	0	141	122	6	0	0	0	0	0	0	128
11:15	107	7	1	0	0	0	0	0	115	145	6	0	0	0	0	0	0	151
11:30	107	6	0	0	0	0	0	0	113	108	9	0	1	0	0	0	0	118
11:45	104	7	0	0	0	0	0	1	112	119	10	0	0	0	0	0	0	129
Hour	450	29	1	0	0	0	0	1	481	494	31	0	1	0	0	0	0	526
12:00	142	7	0	0	0	1	0	0	150	136	5	0	0	0	0	0	0	141
12:15	124	4	0	0	0	0	0	0	128	165	9	0	0	0	0	0	0	174
12:30	118	9	1	0	0	0	0	0	128	132	9	0	0	0	0	0	0	141
12:45	121	6	0	0	1	0	0	0	128	154	5	0	0	0	1	0	0	160
Hour	505	26	1	0	1	1	0	0	534	587	28	0	0	0	1	0	0	616
13:00	130	5	1	0	0	0	0	1	137	170	3	0	0	0	1	0	0	174
13:15	136	8	0	1	0	1	0	0	146	161	2	0	0	0	0	0	0	163
13:30	131	9	0	0	0	0	0	0	140	152	6	0	0	0	0	0	0	158
13:45	119	4	1	0	0	0	0	0	124	160	4	0	1	0	0	0	0	165
Hour	516	26	2	1	0	1	0	1	547	643	15	0	1	0	1	0	0	660
14:00	116	2	4	0	0	0	0	0	122	139	6	0	0	0	0	0	1	146
14:15	139	2	1	0	0	0	0	0	142	164	2	0	0	0	0	1	2	169
14:30	103	4	0	0	0	0	0	0	107	121	2	0	0	0	0	0	0	123
14:45	126	6	0	0	0	0	0	1	133	129	6	0	0	0	0	0	0	135
Hour	484	14	5	0	0	0	0	1	504	553	16	0	0	0	0	1	3	573
15:00	88	4	0	0	0	0	0	0	92	145	11	0	0	0	1	0	0	157
15:15	107	4	0	0	0	0	0	0	111	128	10	0	0	0	0	0	1	139
15:30	115	2	2	0	0	0	0	0	119	138	9	0	0	0	0	0	0	147
15:45	97	10	0	0	0	0	0	0	107	167	2	1	1	0	0	0	0	171
Hour	407	20	2	0	0	0	0	0	429	578	32	1	1	0	1	0	1	614
16:00	94	4	0	0	0	0	0	0	98	125	8	0	0	0	0	0	0	133
16:15	116	6	0	0	0	0	0	0	122	143	8	0	0	0	0	0	1	152
16:30	85	1	1	0	0	1	0	0	88	122	3	0	0	0	0	0	0	125
16:45	83	4	0	0	0	0	0	0	87	134	7	1	0	0	2	0	2	146
Hour	378	15	1	0	0	1	0	0	395	524	26	1	0	0	2	0	3	556
17:00	88	10	0	0	0	1	0	0	99	124	7	0	0	0	0	0	1	132
17:15	96	3	0	0	0	1	0	0	100	133	8	0	0	0	2	0	0	143
17:30	78	4	0	0	0	0	0	1	83	111	6	0	0	0	0	0	1	118
17:45	92	2	0	0	0	1	0	0	95	117	5	0	0	0	0	0	0	122
Hour	354	19	0	0	0	3	0	1	377	485	26	0	0	0	2	0	2	515
18:00	72	5	1	0	0	0	0	0	78	130	2	0	0	0	0	0	0	132
18:15	64	6	0	0	0	1	0	0	71	107	3	2	0	0	0	0	0	112
18:30	63	4	1	0	0	0	0	0	68	88	6	0	0	0	0	0	0	94
18:45	68	0	0	0	0	0	0	0	68	83	4	0	0	0	0	0	0	87
Hour	267	15	2	0	0	1	0	0	285	408	15	2	0	0	0	0	0	425
Total	4818	237	28	3	2	8	0	10	5106	5017	248	7	11	0	7	1	9	5300

Site No. 2
Location R641 Sarsfield Road (N) / Wilton Shopping Centre / R641 Sarsfield Road (S) / Wilton Court
Date 24 April 2024

Time	To Arm C - R641 Sarsfield Road (S)								Veh. Total	From Arm C - R641 Sarsfield Road (S)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	163	19	2	1	2	0	0	0	187	250	24	0	0	1	0	0	1	276
07:15	183	23	3	2	1	0	0	0	212	273	17	0	4	0	1	0	1	296
07:30	208	18	5	2	0	1	0	0	234	281	15	3	1	2	0	0	0	302
07:45	251	18	5	1	1	1	0	2	279	307	28	7	2	0	0	0	4	348
Hour	805	78	15	6	4	2	0	2	912	1111	84	10	7	3	1	0	6	1222
08:00	209	17	3	5	2	0	0	1	237	338	14	2	2	3	0	0	2	361
08:15	221	15	3	0	1	0	0	0	240	305	15	5	2	0	2	0	2	331
08:30	202	8	3	2	0	0	0	0	215	330	25	3	2	0	0	0	1	361
08:45	208	17	7	3	2	0	0	0	237	336	24	7	3	2	3	0	2	377
Hour	840	57	16	10	5	0	0	1	929	1309	78	17	9	5	5	0	7	1430
09:00	178	14	2	4	1	0	0	0	199	282	26	4	1	2	1	0	1	317
09:15	170	19	3	7	2	0	0	0	201	272	14	5	0	0	1	0	1	293
09:30	177	23	3	0	1	0	0	0	204	295	38	4	2	2	1	0	1	343
09:45	179	29	5	3	0	0	0	1	217	266	28	8	1	1	1	0	1	306
Hour	704	85	13	14	4	0	0	1	821	1115	106	21	4	5	4	0	4	1259
10:00	193	28	2	0	6	0	0	0	229	241	19	3	2	2	1	0	1	269
10:15	204	20	3	5	1	2	0	1	236	239	16	3	0	2	1	1	2	264
10:30	205	21	1	2	1	0	0	0	230	246	32	6	0	0	0	0	2	286
10:45	194	28	5	0	0	0	0	0	227	224	18	3	2	3	0	0	0	250
Hour	796	97	11	7	8	2	0	1	922	950	85	15	4	7	2	1	5	1069
11:00	225	17	4	0	2	1	0	0	249	214	18	2	1	1	0	0	0	236
11:15	233	16	3	1	0	0	0	0	253	206	18	5	1	1	1	0	1	233
11:30	210	24	3	5	1	0	0	1	244	246	20	6	1	1	0	0	1	275
11:45	247	16	7	2	0	0	0	0	272	230	17	5	0	1	0	0	0	253
Hour	915	73	17	8	3	1	0	1	1018	896	73	18	3	4	1	0	2	997
12:00	240	24	5	1	1	1	0	0	272	255	25	3	0	1	2	0	0	286
12:15	254	24	5	0	2	0	0	0	285	211	14	3	0	1	2	0	3	234
12:30	261	24	2	0	2	0	0	0	289	240	29	8	1	2	0	0	0	280
12:45	231	16	8	1	0	2	0	0	258	242	22	3	2	1	0	0	0	270
Hour	986	88	20	2	5	3	0	0	1104	948	90	17	3	5	4	0	3	1070
13:00	293	16	5	1	1	1	0	1	318	246	21	5	0	1	1	0	3	277
13:15	286	21	0	1	0	0	0	0	308	231	19	1	2	2	1	0	1	257
13:30	310	17	3	1	1	0	0	0	332	277	17	0	0	0	0	0	0	294
13:45	274	15	3	3	1	1	0	0	297	244	14	5	2	2	2	0	0	269
Hour	1163	69	11	6	3	2	0	1	1255	998	71	11	4	5	4	0	4	1097
14:00	254	21	5	0	2	1	0	1	284	284	16	7	1	1	1	0	0	310
14:15	274	18	3	0	2	1	1	1	300	237	20	5	2	1	0	0	0	265
14:30	276	16	4	1	0	0	0	0	297	218	21	8	1	1	1	0	2	252
14:45	328	19	3	3	1	0	0	0	354	246	19	5	3	1	1	0	1	276
Hour	1132	74	15	4	5	2	1	2	1235	985	76	25	7	4	3	0	3	1103
15:00	288	33	4	0	0	1	0	0	326	208	23	4	1	1	1	0	0	238
15:15	280	25	1	1	1	0	0	1	309	226	21	2	2	1	2	0	1	255
15:30	287	26	4	2	2	1	0	1	323	259	15	4	0	2	0	0	1	281
15:45	326	23	4	1	0	1	0	0	355	224	27	5	0	2	0	0	0	258
Hour	1181	107	13	4	3	3	0	2	1313	917	86	15	3	6	3	0	2	1032
16:00	330	34	3	2	1	0	0	0	370	203	16	0	0	0	1	0	1	221
16:15	328	34	1	0	0	1	0	4	368	219	14	1	0	0	1	0	0	235
16:30	335	28	1	0	0	4	0	2	370	253	17	3	1	1	1	0	1	277
16:45	258	16	2	1	0	0	0	4	281	228	16	2	0	0	0	0	1	247
Hour	1251	112	7	3	1	5	0	10	1389	903	63	6	1	1	3	0	3	980
17:00	242	12	1	0	0	1	0	1	257	240	20	0	0	2	1	0	1	264
17:15	309	15	2	0	3	3	0	5	337	248	16	0	1	1	0	0	3	269
17:30	275	14	3	0	1	0	0	2	295	224	13	3	0	1	0	0	1	242
17:45	310	13	1	0	0	1	0	3	328	230	10	1	0	1	2	0	1	245
Hour	1136	54	7	0	4	5	0	11	1217	942	59	4	1	5	3	0	6	1020
18:00	286	9	3	0	2	0	0	0	300	233	10	2	1	0	1	0	2	249
18:15	307	11	5	0	1	1	0	0	325	233	17	2	0	1	2	0	0	255
18:30	252	18	3	0	2	1	0	1	277	197	8	1	0	1	3	0	0	210
18:45	241	5	1	0	0	1	0	0	248	188	9	2	0	2	2	0	0	203
Hour	1086	43	12	0	5	3	0	1	1150	851	44	7	1	4	8	0	2	917
Total	11995	937	157	64	50	28	1	33	13265	11925	915	166	47	54	41	1	47	13196

Site No. 2
Location R641 Sarsfield Road (N) / Wilton Shopping Centre / R641 Sarsfield Road (S) / Wilton Court
Date 24 April 2024

Time	To Arm D - Wilton Court								Veh. Total	From Arm D - Wilton Court								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	1	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
07:30	1	0	0	0	0	0	0	0	1	7	1	0	0	0	0	0	0	8
07:45	1	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	7
Hour	3	0	0	0	0	0	0	0	3	22	2	0	0	0	0	0	0	24
08:00	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
08:30	3	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	4
08:45	2	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	1	5
Hour	5	1	0	0	0	0	0	0	6	19	0	0	0	0	0	0	1	20
09:00	10	1	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	4
09:15	1	1	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	4
09:30	3	1	0	0	0	0	0	0	4	5	2	0	0	0	0	0	0	7
09:45	2	1	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	3
Hour	16	4	0	0	0	0	0	0	20	15	3	0	0	0	0	0	0	18
10:00	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
10:15	0	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	4
10:30	2	0	0	0	0	0	0	0	2	2	1	0	0	0	1	0	0	4
10:45	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
Hour	5	2	0	0	0	0	0	0	7	9	2	0	0	0	1	0	0	12
11:00	3	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	4
11:15	3	1	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	3
11:30	2	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2
11:45	3	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	1	7
Hour	11	1	0	0	0	0	0	0	12	13	2	0	0	0	0	0	1	16
12:00	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
12:15	2	0	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	6
12:30	3	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	4
12:45	3	1	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	3
Hour	9	1	0	0	0	0	0	0	10	14	1	0	0	0	0	0	0	15
13:00	4	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	6
13:15	4	0	0	0	0	0	0	0	4	6	1	0	0	0	0	0	0	7
13:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:45	4	2	0	0	0	0	0	0	6	2	1	0	0	0	0	0	0	3
Hour	13	2	0	0	0	0	0	0	15	14	2	0	0	0	0	0	0	16
14:00	3	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	4
14:15	1	1	1	0	0	0	0	1	4	3	0	0	0	0	0	0	0	3
14:30	2	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	3
14:45	5	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	1	5
Hour	11	1	1	0	0	0	0	1	14	13	0	1	0	0	0	0	1	15
15:00	1	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	3
15:15	3	1	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	2
15:30	2	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	4
15:45	4	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	4
Hour	10	1	0	0	0	0	0	0	11	10	3	0	0	0	0	0	0	13
16:00	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	5
16:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
16:45	8	0	0	0	0	0	0	0	8	3	0	0	0	0	0	0	0	3
Hour	13	0	0	0	0	0	0	1	14	11	0	0	0	0	0	0	0	11
17:00	3	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	6
17:15	7	1	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	2
17:30	7	0	0	0	0	0	0	0	7	5	1	0	0	0	0	0	0	6
17:45	4	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	6
Hour	21	1	0	0	0	0	0	0	22	19	1	0	0	0	0	0	0	20
18:00	5	1	0	0	0	0	0	0	6	4	1	0	0	0	0	0	0	5
18:15	9	0	0	0	0	0	0	0	9	8	1	0	0	0	0	0	0	9
18:30	2	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
18:45	3	0	0	0	0	1	0	0	4	3	0	0	0	0	1	0	0	4
Hour	19	2	0	0	0	1	0	0	22	18	2	0	0	0	1	0	0	21
Total	136	16	1	0	0	1	0	2	156	177	18	1	0	0	2	0	3	201


N
A
B
C
R641
JTC 3
Wilton Ct
Wilton Ct
Southbury Rd
Sandbrook
ESB Networks
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Google Earth

Site No. 3
Location R641 Sarsfield Road (N) / ESB Networks / R641 Sarsfield Road (S)
Date 24 April 2024

Time	A to C - R641 Sarsfield Road (N) to R641 Sarsfield Road (S)								Veh. Total	A to B - R641 Sarsfield Road (N) to ESB Networks								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	165	17	1	1	2	0	0	0	186	2	0	0	0	0	0	0	0	2
07:15	175	25	4	2	1	0	0	0	207	3	0	0	0	0	0	0	0	3
07:30	208	18	5	2	0	1	0	0	234	2	0	0	0	0	0	0	0	2
07:45	235	19	4	1	1	1	0	2	263	4	1	1	0	0	0	0	0	6
Hour	783	79	14	6	4	2	0	2	890	11	1	1	0	0	0	0	0	13
08:00	207	15	2	5	2	0	0	1	232	6	1	0	0	0	0	0	0	7
08:15	207	14	4	0	1	0	0	0	226	5	0	0	0	0	0	0	0	5
08:30	208	10	2	1	0	0	0	1	222	4	0	1	0	0	0	0	0	5
08:45	195	15	6	4	1	0	0	0	221	5	0	0	0	0	0	0	0	5
Hour	817	54	14	10	4	0	0	2	901	20	1	1	0	0	0	0	0	22
09:00	178	15	2	4	1	0	0	0	200	4	0	0	0	0	0	0	0	4
09:15	160	21	4	6	3	0	0	0	194	8	0	0	0	0	0	0	0	8
09:30	177	22	3	1	1	0	0	0	204	3	1	0	0	0	0	0	0	4
09:45	180	28	5	3	0	0	0	1	217	3	0	0	0	0	0	0	0	3
Hour	695	86	14	14	5	0	0	1	815	18	1	0	0	0	0	0	0	19
10:00	184	25	2	0	6	0	0	0	217	0	1	0	0	0	0	0	0	1
10:15	208	20	3	5	1	2	0	1	240	2	0	0	0	0	0	0	0	2
10:30	206	23	0	2	1	0	0	0	232	0	0	0	0	0	0	0	0	0
10:45	189	26	6	0	0	0	0	0	221	1	1	0	0	0	0	0	0	2
Hour	787	94	11	7	8	2	0	1	910	3	2	0	0	0	0	0	0	5
11:00	228	14	2	0	2	1	0	0	247	0	0	0	0	0	0	0	0	0
11:15	236	19	5	1	0	0	0	0	261	1	0	0	0	0	0	0	0	1
11:30	209	21	3	4	1	0	0	1	239	0	1	0	0	0	0	0	0	1
11:45	236	18	6	3	0	0	0	0	263	0	0	0	0	0	0	0	0	0
Hour	909	72	16	8	3	1	0	1	1010	1	1	0	0	0	0	0	0	2
12:00	239	22	6	1	1	1	0	0	270	0	1	0	0	0	0	0	0	1
12:15	261	26	4	0	2	0	0	0	293	0	0	0	0	0	0	0	0	0
12:30	269	21	3	0	2	0	0	0	295	0	2	0	0	0	0	0	0	2
12:45	228	18	8	1	0	1	0	0	256	1	0	0	0	0	0	0	0	1
Hour	997	87	21	2	5	2	0	0	1114	1	3	0	0	0	0	0	0	4
13:00	280	14	4	1	1	1	0	1	302	2	1	0	0	0	0	0	0	3
13:15	296	23	1	1	0	1	0	0	322	2	0	0	0	0	0	0	0	2
13:30	298	16	3	1	1	0	0	0	319	3	0	0	0	0	0	0	0	3
13:45	279	17	3	3	1	1	0	0	304	3	0	0	0	0	0	0	0	3
Hour	1153	70	11	6	3	3	0	1	1247	10	1	0	0	0	0	0	0	11
14:00	246	21	5	0	2	1	0	2	277	1	0	0	0	0	0	0	0	1
14:15	278	16	3	0	1	1	1	0	300	0	0	0	0	0	0	0	0	0
14:30	279	17	3	1	1	0	0	0	301	0	0	0	0	0	0	0	0	0
14:45	321	19	3	3	1	0	0	0	347	1	0	0	0	0	0	0	0	1
Hour	1124	73	14	4	5	2	1	2	1225	2	0	0	0	0	0	0	0	2
15:00	293	29	4	0	0	1	0	0	327	1	1	0	0	0	0	0	0	2
15:15	287	27	2	1	1	0	0	1	319	0	0	0	0	0	0	0	0	0
15:30	285	24	4	1	2	1	0	1	318	0	0	0	0	0	0	0	0	0
15:45	321	24	4	2	0	1	0	0	352	0	0	0	0	0	0	0	0	0
Hour	1186	104	14	4	3	3	0	2	1316	1	1	0	0	0	0	0	0	2
16:00	339	32	3	2	1	0	0	0	377	0	0	0	0	0	0	0	0	0
16:15	337	35	1	0	0	1	0	4	378	1	1	0	0	0	0	0	0	2
16:30	328	27	1	0	0	4	0	2	362	1	0	0	0	0	0	0	0	1
16:45	264	16	3	1	0	0	0	4	288	1	0	0	0	0	0	0	0	1
Hour	1268	110	8	3	1	5	0	10	1405	3	1	0	0	0	0	0	0	4
17:00	235	14	0	0	0	1	0	1	251	0	0	0	0	0	0	0	0	0
17:15	316	13	2	0	3	3	0	3	340	0	0	0	0	0	0	0	0	0
17:30	266	13	3	0	1	0	0	4	287	1	1	0	0	0	0	0	0	2
17:45	299	14	1	0	0	1	0	2	317	0	0	0	0	0	0	0	1	1
Hour	1116	54	6	0	4	5	0	10	1195	1	1	0	0	0	0	0	1	3
18:00	293	10	2	0	1	0	0	0	306	1	0	0	0	0	0	0	0	1
18:15	305	12	5	0	2	1	0	0	325	0	0	0	0	0	0	0	0	0
18:30	257	16	4	0	2	1	0	1	281	0	0	0	0	0	0	0	0	0
18:45	246	7	1	0	0	1	0	0	255	0	0	0	0	0	0	0	0	0
Hour	1101	45	12	0	5	3	0	1	1167	1	0	0	0	0	0	0	0	1
Total	11936	928	155	64	50	28	1	33	13195	72	13	2	0	0	0	0	1	88

Site No. 3
Location R641 Sarsfield Road (N) / ESB Networks / R641 Sarsfield Road (S)
Date 24 April 2024

Time	B to A - ESB Networks to R641 Sarsfield Road (N)								Veh. Total	B to C - ESB Networks to R641 Sarsfield Road (S)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
07:45	2	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	3
Hour	2	0	0	0	0	0	0	0	2	8	2	0	0	0	0	0	0	10
08:00	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	2
08:15	1	0	0	0	0	0	0	0	1	3	5	3	1	0	0	0	0	12
08:30	1	1	0	0	0	0	0	0	2	2	5	2	0	0	0	0	0	9
08:45	1	0	1	0	0	0	0	0	2	1	2	0	0	0	0	0	0	3
Hour	4	1	1	0	0	0	0	0	6	7	12	6	1	0	0	0	0	26
09:00	0	2	1	0	0	0	0	0	3	1	2	0	0	0	0	0	2	5
09:15	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
09:30	0	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	4
09:45	0	2	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	2
Hour	2	6	1	0	0	0	0	0	9	4	3	2	0	0	0	0	3	12
10:00	0	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	3
10:15	1	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	4
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hour	1	1	0	0	0	0	0	0	2	4	4	1	0	0	0	0	0	9
11:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15	0	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	3
11:45	1	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	1	5
Hour	1	1	0	0	0	0	0	0	2	5	4	1	0	0	0	0	2	12
12:00	1	1	0	0	0	0	0	0	2	1	4	0	1	0	0	0	0	6
12:15	0	0	0	0	0	0	0	0	0	3	1	1	1	0	0	0	0	6
12:30	2	2	0	0	0	0	0	0	4	5	3	0	1	0	0	0	0	9
12:45	3	1	0	0	0	0	0	0	4	9	3	1	0	0	0	0	0	13
Hour	6	4	0	0	0	0	0	0	10	18	11	2	3	0	0	0	0	34
13:00	6	1	0	0	0	0	0	0	7	10	2	0	0	0	0	0	1	13
13:15	4	0	0	0	0	0	0	0	4	3	1	1	0	0	0	0	0	5
13:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
13:45	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	1	4
Hour	11	1	0	0	0	0	0	0	12	18	3	1	0	0	0	0	2	24
14:00	1	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	0	6
14:15	1	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	6
14:30	6	0	0	0	0	0	0	0	6	2	2	2	0	0	0	0	1	7
14:45	4	0	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	6
Hour	12	0	0	0	0	0	0	0	12	12	9	3	0	0	0	0	1	25
15:00	2	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	5
15:15	1	1	0	0	0	0	0	0	2	10	1	1	0	0	0	0	0	12
15:30	1	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	8
15:45	1	1	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	6
Hour	5	2	0	0	0	0	0	0	7	25	5	1	0	0	0	0	0	31
16:00	2	0	0	0	0	0	0	0	2	16	1	0	0	0	0	0	0	17
16:15	3	1	0	0	0	0	0	0	4	10	1	0	0	0	0	0	1	12
16:30	2	1	0	0	0	0	0	0	3	11	4	1	0	0	0	0	0	16
16:45	2	0	0	0	0	0	0	0	2	14	0	0	0	0	0	0	0	14
Hour	9	2	0	0	0	0	0	0	11	51	6	1	0	0	0	0	1	59
17:00	7	1	0	0	0	0	0	0	8	20	0	0	0	0	0	0	0	20
17:15	3	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	7
17:30	2	2	0	0	0	0	0	0	4	9	1	0	0	0	0	0	0	10
17:45	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
Hour	12	3	0	0	0	0	0	0	15	38	1	1	0	0	0	0	0	40
18:00	2	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	1	8
18:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	3
18:30	4	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	5
18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	6	0	0	0	0	0	0	0	6	13	1	0	0	0	0	0	3	17
Total	71	21	2	0	0	0	0	0	94	203	61	19	4	0	0	0	12	299

Site No. 3
Location R641 Sarsfield Road (N) / ESB Networks / R641 Sarsfield Road (S)
Date 24 April 2024

Time	C to B - R641 Sarsfield Road (S) to ESB Networks								Veh. Total	C to A - R641 Sarsfield Road (S) to R641 Sarsfield Road (N)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	5	2	0	0	0	0	0	0	7	242	23	0	0	1	0	0	1	267
07:15	6	4	0	0	0	0	0	0	10	288	19	0	4	0	1	0	1	313
07:30	7	1	0	0	0	0	0	0	8	287	14	3	1	2	0	0	1	308
07:45	24	9	0	1	0	0	0	0	34	289	27	6	2	0	0	0	4	328
Hour	42	16	0	1	0	0	0	0	59	1106	83	9	7	3	1	0	7	1216
08:00	7	6	0	0	0	0	0	0	13	335	14	2	3	3	0	0	1	358
08:15	17	3	0	0	0	0	0	0	20	312	14	6	1	0	2	0	2	337
08:30	16	4	1	0	0	0	0	0	21	347	25	3	2	0	0	0	1	378
08:45	39	5	1	0	0	0	0	0	45	326	26	7	3	2	3	0	2	369
Hour	79	18	2	0	0	0	0	0	99	1320	79	18	9	5	5	0	6	1442
09:00	17	1	1	0	0	0	0	0	19	272	22	4	1	2	1	0	1	303
09:15	8	1	1	0	0	0	0	0	10	283	16	4	0	0	1	0	1	305
09:30	7	2	0	0	0	0	0	0	9	287	38	3	3	2	1	0	1	335
09:45	6	3	0	0	0	0	0	0	9	282	22	8	0	3	1	0	1	317
Hour	38	7	2	0	0	0	0	0	47	1124	98	19	4	7	4	0	4	1260
10:00	0	0	0	0	0	0	0	0	0	232	19	4	2	0	1	0	1	259
10:15	1	0	0	0	0	0	0	0	1	230	15	2	0	2	1	1	2	253
10:30	2	0	0	0	0	0	0	0	2	249	31	6	0	0	0	0	2	288
10:45	1	0	1	0	0	0	0	0	2	230	18	3	2	3	0	0	1	257
Hour	4	0	1	0	0	0	0	0	5	941	83	15	4	5	2	1	6	1057
11:00	1	4	0	0	0	0	0	0	5	206	19	2	1	1	0	0	0	229
11:15	2	1	0	0	0	0	0	0	3	216	19	6	1	1	1	0	0	244
11:30	2	1	0	0	0	0	0	0	3	240	19	5	1	1	0	0	1	267
11:45	2	3	1	1	0	0	0	0	7	227	18	5	0	1	1	0	0	252
Hour	7	9	1	1	0	0	0	0	18	889	75	18	3	4	2	0	1	992
12:00	0	2	0	0	0	0	0	0	2	255	23	3	0	1	1	0	0	283
12:15	1	0	1	1	0	0	0	0	3	222	15	4	0	1	2	0	3	247
12:30	4	3	1	1	0	0	0	0	9	237	26	7	1	2	0	0	0	273
12:45	0	2	2	0	0	0	0	0	4	231	22	5	2	1	0	0	0	261
Hour	5	7	4	2	0	0	0	0	18	945	86	19	3	5	3	0	3	1064
13:00	3	1	0	0	0	0	0	0	4	242	20	3	0	1	1	0	2	269
13:15	4	0	1	0	0	0	0	0	5	244	17	1	2	2	1	0	1	268
13:30	1	0	0	0	0	0	0	0	1	262	18	0	0	1	0	0	0	281
13:45	4	3	2	0	0	0	0	0	9	248	13	6	2	1	2	0	0	272
Hour	12	4	3	0	0	0	0	0	19	996	68	10	4	5	4	0	3	1090
14:00	3	1	0	0	0	0	0	0	4	275	18	6	1	1	1	0	0	302
14:15	1	3	0	0	0	0	0	0	4	238	19	5	2	1	0	0	1	266
14:30	1	0	0	0	0	0	0	0	1	205	20	8	1	1	1	0	1	237
14:45	4	0	0	0	0	0	0	0	4	248	21	5	3	2	1	0	1	281
Hour	9	4	0	0	0	0	0	0	13	966	78	24	7	5	3	0	3	1086
15:00	3	5	1	0	0	0	0	0	9	209	21	4	1	0	1	0	0	236
15:15	2	0	0	0	0	0	0	0	2	224	18	2	2	1	2	0	1	250
15:30	2	0	0	0	0	0	0	0	2	266	16	4	0	2	0	0	1	289
15:45	2	2	0	0	0	0	0	0	4	214	24	5	0	2	0	0	0	245
Hour	9	7	1	0	0	0	0	0	17	913	79	15	3	5	3	0	2	1020
16:00	0	2	1	0	0	0	0	0	3	213	16	1	0	0	1	0	1	232
16:15	1	3	0	0	0	0	0	0	4	207	15	0	0	0	1	0	0	223
16:30	1	0	0	0	0	0	0	0	1	242	15	3	1	1	1	0	1	264
16:45	2	0	0	0	0	0	0	0	2	231	15	2	0	1	0	0	0	249
Hour	4	5	1	0	0	0	0	0	10	893	61	6	1	2	3	0	2	968
17:00	3	0	0	0	0	0	0	0	3	229	19	0	0	1	1	0	1	251
17:15	1	0	0	0	0	0	0	0	1	257	15	1	1	1	0	0	3	278
17:30	0	1	0	0	0	0	0	0	1	212	12	2	0	1	0	0	1	228
17:45	1	0	0	0	0	0	0	0	1	243	9	1	0	1	3	0	1	258
Hour	5	1	0	0	0	0	0	0	6	941	55	4	1	4	4	0	6	1015
18:00	1	0	0	0	0	0	0	0	1	222	10	2	1	0	0	0	2	237
18:15	1	1	0	0	0	0	0	0	2	237	17	2	0	1	2	0	0	259
18:30	1	0	0	0	0	0	0	0	1	202	9	1	0	1	3	0	0	216
18:45	0	0	0	0	0	0	0	0	0	181	8	2	0	2	2	0	1	196
Hour	3	1	0	0	0	0	0	0	4	842	44	7	1	4	7	0	3	908
Total	217	79	15	4	0	0	0	0	315	11876	889	164	47	54	41	1	46	13118

Site No. 3
Location R641 Sarsfield Road (N) / ESB Networks / R641 Sarsfield Road (S)
Date 24 April 2024

Time	To Arm A - R641 Sarsfield Road (N)								Veh. Total	From Arm A - R641 Sarsfield Road (N)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	242	23	0	0	1	0	0	1	267	167	17	1	1	2	0	0	0	188
07:15	288	19	0	4	0	1	0	1	313	178	25	4	2	1	0	0	0	210
07:30	287	14	3	1	2	0	0	1	308	210	18	5	2	0	1	0	0	236
07:45	291	27	6	2	0	0	0	4	330	239	20	5	1	1	1	0	2	269
Hour	1108	83	9	7	3	1	0	7	1218	794	80	15	6	4	2	0	2	903
08:00	336	14	2	3	3	0	0	1	359	213	16	2	5	2	0	0	1	239
08:15	313	14	6	1	0	2	0	2	338	212	14	4	0	1	0	0	0	231
08:30	348	26	3	2	0	0	0	1	380	212	10	3	1	0	0	0	1	227
08:45	327	26	8	3	2	3	0	2	371	200	15	6	4	1	0	0	0	226
Hour	1324	80	19	9	5	5	0	6	1448	837	55	15	10	4	0	0	2	923
09:00	272	24	5	1	2	1	0	1	306	182	15	2	4	1	0	0	0	204
09:15	285	16	4	0	0	1	0	1	307	168	21	4	6	3	0	0	0	202
09:30	287	40	3	3	2	1	0	1	337	180	23	3	1	1	0	0	0	208
09:45	282	24	8	0	3	1	0	1	319	183	28	5	3	0	0	0	1	220
Hour	1126	104	20	4	7	4	0	4	1269	713	87	14	14	5	0	0	1	834
10:00	232	20	4	2	0	1	0	1	260	184	26	2	0	6	0	0	0	218
10:15	231	15	2	0	2	1	1	2	254	210	20	3	5	1	2	0	1	242
10:30	249	31	6	0	0	0	0	2	288	206	23	0	2	1	0	0	0	232
10:45	230	18	3	2	3	0	0	1	257	190	27	6	0	0	0	0	0	223
Hour	942	84	15	4	5	2	1	6	1059	790	96	11	7	8	2	0	1	915
11:00	206	19	2	1	1	0	0	0	229	228	14	2	0	2	1	0	0	247
11:15	216	20	6	1	1	1	0	0	245	237	19	5	1	0	0	0	0	262
11:30	240	19	5	1	1	0	0	1	267	209	22	3	4	1	0	0	1	240
11:45	228	18	5	0	1	1	0	0	253	236	18	6	3	0	0	0	0	263
Hour	890	76	18	3	4	2	0	1	994	910	73	16	8	3	1	0	1	1012
12:00	256	24	3	0	1	1	0	0	285	239	23	6	1	1	1	0	0	271
12:15	222	15	4	0	1	2	0	3	247	261	26	4	0	2	0	0	0	293
12:30	239	28	7	1	2	0	0	0	277	269	23	3	0	2	0	0	0	297
12:45	234	23	5	2	1	0	0	0	265	229	18	8	1	0	1	0	0	257
Hour	951	90	19	3	5	3	0	3	1074	998	90	21	2	5	2	0	0	1118
13:00	248	21	3	0	1	1	0	2	276	282	15	4	1	1	1	0	1	305
13:15	248	17	1	2	2	1	0	1	272	298	23	1	1	0	1	0	0	324
13:30	262	18	0	0	1	0	0	0	281	301	16	3	1	1	0	0	0	322
13:45	249	13	6	2	1	2	0	0	273	282	17	3	3	1	1	0	0	307
Hour	1007	69	10	4	5	4	0	3	1102	1163	71	11	6	3	3	0	1	1258
14:00	276	18	6	1	1	1	0	0	303	247	21	5	0	2	1	0	2	278
14:15	239	19	5	2	1	0	0	1	267	278	16	3	0	1	1	1	0	300
14:30	211	20	8	1	1	1	0	1	243	279	17	3	1	1	0	0	0	301
14:45	252	21	5	3	2	1	0	1	285	322	19	3	3	1	0	0	0	348
Hour	978	78	24	7	5	3	0	3	1098	1126	73	14	4	5	2	1	2	1227
15:00	211	21	4	1	0	1	0	0	238	294	30	4	0	0	1	0	0	329
15:15	225	19	2	2	1	2	0	1	252	287	27	2	1	1	0	0	1	319
15:30	267	16	4	0	2	0	0	1	290	285	24	4	1	2	1	0	1	318
15:45	215	25	5	0	2	0	0	0	247	321	24	4	2	0	1	0	0	352
Hour	918	81	15	3	5	3	0	2	1027	1187	105	14	4	3	3	0	2	1318
16:00	215	16	1	0	0	1	0	1	234	339	32	3	2	1	0	0	0	377
16:15	210	16	0	0	0	1	0	0	227	338	36	1	0	0	1	0	4	380
16:30	244	16	3	1	1	1	0	1	267	329	27	1	0	0	4	0	2	363
16:45	233	15	2	0	1	0	0	0	251	265	16	3	1	0	0	0	4	289
Hour	902	63	6	1	2	3	0	2	979	1271	111	8	3	1	5	0	10	1409
17:00	236	20	0	0	1	1	0	1	259	235	14	0	0	0	1	0	1	251
17:15	260	15	1	1	1	0	0	3	281	316	13	2	0	3	3	0	3	340
17:30	214	14	2	0	1	0	0	1	232	267	14	3	0	1	0	0	4	289
17:45	243	9	1	0	1	3	0	1	258	299	14	1	0	0	1	0	3	318
Hour	953	58	4	1	4	4	0	6	1030	1117	55	6	0	4	5	0	11	1198
18:00	224	10	2	1	0	0	0	2	239	294	10	2	0	1	0	0	0	307
18:15	237	17	2	0	1	2	0	0	259	305	12	5	0	2	1	0	0	325
18:30	206	9	1	0	1	3	0	0	220	257	16	4	0	2	1	0	1	281
18:45	181	8	2	0	2	2	0	1	196	246	7	1	0	0	1	0	0	255
Hour	848	44	7	1	4	7	0	3	914	1102	45	12	0	5	3	0	1	1168
Total	11947	910	166	47	54	41	1	46	13212	12008	941	157	64	50	28	1	34	13283

Site No. 3
Location R641 Sarsfield Road (N) / ESB Networks / R641 Sarsfield Road (S)
Date 24 April 2024

Time	To Arm B - ESB Networks								Veh. Total	From Arm B - ESB Networks								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	7	2	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	1
07:15	9	4	0	0	0	0	0	0	13	3	1	0	0	0	0	0	0	4
07:30	9	1	0	0	0	0	0	0	10	2	0	0	0	0	0	0	0	2
07:45	28	10	1	1	0	0	0	0	40	4	1	0	0	0	0	0	0	5
Hour	53	17	1	1	0	0	0	0	72	10	2	0	0	0	0	0	0	12
08:00	13	7	0	0	0	0	0	0	20	2	0	1	0	0	0	0	0	3
08:15	22	3	0	0	0	0	0	0	25	4	5	3	1	0	0	0	0	13
08:30	20	4	2	0	0	0	0	0	26	3	6	2	0	0	0	0	0	11
08:45	44	5	1	0	0	0	0	0	50	2	2	1	0	0	0	0	0	5
Hour	99	19	3	0	0	0	0	0	121	11	13	7	1	0	0	0	0	32
09:00	21	1	1	0	0	0	0	0	23	1	4	1	0	0	0	0	2	8
09:15	16	1	1	0	0	0	0	0	18	3	0	0	0	0	0	0	0	3
09:30	10	3	0	0	0	0	0	0	13	2	2	1	0	0	0	0	1	6
09:45	9	3	0	0	0	0	0	0	12	0	3	1	0	0	0	0	0	4
Hour	56	8	2	0	0	0	0	0	66	6	9	3	0	0	0	0	3	21
10:00	0	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	4
10:15	3	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	5
10:30	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
10:45	2	1	1	0	0	0	0	0	4	0	1	1	0	0	0	0	0	2
Hour	7	2	1	0	0	0	0	0	10	5	5	1	0	0	0	0	0	11
11:00	1	4	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	1
11:15	3	1	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	4
11:30	2	2	0	0	0	0	0	0	4	1	1	0	0	0	0	0	1	3
11:45	2	3	1	1	0	0	0	0	7	2	2	1	0	0	0	0	1	6
Hour	8	10	1	1	0	0	0	0	20	6	5	1	0	0	0	0	2	14
12:00	0	3	0	0	0	0	0	0	3	2	5	0	1	0	0	0	0	8
12:15	1	0	1	1	0	0	0	0	3	3	1	1	1	0	0	0	0	6
12:30	4	5	1	1	0	0	0	0	11	7	5	0	1	0	0	0	0	13
12:45	1	2	2	0	0	0	0	0	5	12	4	1	0	0	0	0	0	17
Hour	6	10	4	2	0	0	0	0	22	24	15	2	3	0	0	0	0	44
13:00	5	2	0	0	0	0	0	0	7	16	3	0	0	0	0	0	1	20
13:15	6	0	1	0	0	0	0	0	7	7	1	1	0	0	0	0	0	9
13:30	4	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	2
13:45	7	3	2	0	0	0	0	0	12	4	0	0	0	0	0	0	1	5
Hour	22	5	3	0	0	0	0	0	30	29	4	1	0	0	0	0	2	36
14:00	4	1	0	0	0	0	0	0	5	5	1	1	0	0	0	0	0	7
14:15	1	3	0	0	0	0	0	0	4	3	4	0	0	0	0	0	0	7
14:30	1	0	0	0	0	0	0	0	1	8	2	2	0	0	0	0	1	13
14:45	5	0	0	0	0	0	0	0	5	8	2	0	0	0	0	0	0	10
Hour	11	4	0	0	0	0	0	0	15	24	9	3	0	0	0	0	1	37
15:00	4	6	1	0	0	0	0	0	11	7	0	0	0	0	0	0	0	7
15:15	2	0	0	0	0	0	0	0	2	11	2	1	0	0	0	0	0	14
15:30	2	0	0	0	0	0	0	0	2	7	2	0	0	0	0	0	0	9
15:45	2	2	0	0	0	0	0	0	4	5	3	0	0	0	0	0	0	8
Hour	10	8	1	0	0	0	0	0	19	30	7	1	0	0	0	0	0	38
16:00	0	2	1	0	0	0	0	0	3	18	1	0	0	0	0	0	0	19
16:15	2	4	0	0	0	0	0	0	6	13	2	0	0	0	0	0	1	16
16:30	2	0	0	0	0	0	0	0	2	13	5	1	0	0	0	0	0	19
16:45	3	0	0	0	0	0	0	0	3	16	0	0	0	0	0	0	0	16
Hour	7	6	1	0	0	0	0	0	14	60	8	1	0	0	0	0	1	70
17:00	3	0	0	0	0	0	0	0	3	27	1	0	0	0	0	0	0	28
17:15	1	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	10
17:30	1	2	0	0	0	0	0	0	3	11	3	0	0	0	0	0	0	14
17:45	1	0	0	0	0	0	0	1	2	2	0	1	0	0	0	0	0	3
Hour	6	2	0	0	0	0	0	1	9	50	4	1	0	0	0	0	0	55
18:00	2	0	0	0	0	0	0	0	2	9	0	0	0	0	0	0	1	10
18:15	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	3
18:30	1	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	1	9
18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour	4	1	0	0	0	0	0	0	5	19	1	0	0	0	0	0	3	23
Total	289	92	17	4	0	0	0	1	403	274	82	21	4	0	0	0	12	393

Site No. 3
Location R641 Sarsfield Road (N) / ESB Networks / R641 Sarsfield Road (S)
Date 24 April 2024

Time	To Arm C - R641 Sarsfield Road (S)								Veh. Total	From Arm C - R641 Sarsfield Road (S)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	166	17	1	1	2	0	0	0	187	247	25	0	0	1	0	0	1	274
07:15	178	26	4	2	1	0	0	0	211	294	23	0	4	0	1	0	1	323
07:30	210	18	5	2	0	1	0	0	236	294	15	3	1	2	0	0	1	316
07:45	237	20	4	1	1	1	0	2	266	313	36	6	3	0	0	0	4	362
Hour	791	81	14	6	4	2	0	2	900	1148	99	9	8	3	1	0	7	1275
08:00	208	15	3	5	2	0	0	1	234	342	20	2	3	3	0	0	1	371
08:15	210	19	7	1	1	0	0	0	238	329	17	6	1	0	2	0	2	357
08:30	210	15	4	1	0	0	0	1	231	363	29	4	2	0	0	0	1	399
08:45	196	17	6	4	1	0	0	0	224	365	31	8	3	2	3	0	2	414
Hour	824	66	20	11	4	0	0	2	927	1399	97	20	9	5	5	0	6	1541
09:00	179	17	2	4	1	0	0	2	205	289	23	5	1	2	1	0	1	322
09:15	161	21	4	6	3	0	0	0	195	291	17	5	0	0	1	0	1	315
09:30	179	22	4	1	1	0	0	1	208	294	40	3	3	2	1	0	1	344
09:45	180	29	6	3	0	0	0	1	219	288	25	8	0	3	1	0	1	326
Hour	699	89	16	14	5	0	0	4	827	1162	105	21	4	7	4	0	4	1307
10:00	186	26	2	0	6	0	0	0	220	232	19	4	2	0	1	0	1	259
10:15	210	22	3	5	1	2	0	1	244	231	15	2	0	2	1	1	2	254
10:30	206	23	0	2	1	0	0	0	232	251	31	6	0	0	0	0	2	290
10:45	189	27	7	0	0	0	0	0	223	231	18	4	2	3	0	0	1	259
Hour	791	98	12	7	8	2	0	1	919	945	83	16	4	5	2	1	6	1062
11:00	229	14	2	0	2	1	0	0	248	207	23	2	1	1	0	0	0	234
11:15	238	20	5	1	0	0	0	0	264	218	20	6	1	1	1	0	0	247
11:30	210	22	3	4	1	0	0	2	242	242	20	5	1	1	0	0	1	270
11:45	237	20	7	3	0	0	0	1	268	229	21	6	1	1	1	0	0	259
Hour	914	76	17	8	3	1	0	3	1022	896	84	19	4	4	2	0	1	1010
12:00	240	26	6	2	1	1	0	0	276	255	25	3	0	1	1	0	0	285
12:15	264	27	5	1	2	0	0	0	299	223	15	5	1	1	2	0	3	250
12:30	274	24	3	1	2	0	0	0	304	241	29	8	2	2	0	0	0	282
12:45	237	21	9	1	0	1	0	0	269	231	24	7	2	1	0	0	0	265
Hour	1015	98	23	5	5	2	0	0	1148	950	93	23	5	5	3	0	3	1082
13:00	290	16	4	1	1	1	0	2	315	245	21	3	0	1	1	0	2	273
13:15	299	24	2	1	0	1	0	0	327	248	17	2	2	2	1	0	1	273
13:30	300	16	3	1	1	0	0	0	321	263	18	0	0	1	0	0	0	282
13:45	282	17	3	3	1	1	0	1	308	252	16	8	2	1	2	0	0	281
Hour	1171	73	12	6	3	3	0	3	1271	1008	72	13	4	5	4	0	3	1109
14:00	250	22	6	0	2	1	0	2	283	278	19	6	1	1	1	0	0	306
14:15	280	20	3	0	1	1	1	0	306	239	22	5	2	1	0	0	1	270
14:30	281	19	5	1	1	0	0	1	308	206	20	8	1	1	1	0	1	238
14:45	325	21	3	3	1	0	0	0	353	252	21	5	3	2	1	0	1	285
Hour	1136	82	17	4	5	2	1	3	1250	975	82	24	7	5	3	0	3	1099
15:00	298	29	4	0	0	1	0	0	332	212	26	5	1	0	1	0	0	245
15:15	297	28	3	1	1	0	0	1	331	226	18	2	2	1	2	0	1	252
15:30	291	26	4	1	2	1	0	1	326	268	16	4	0	2	0	0	1	291
15:45	325	26	4	2	0	1	0	0	358	216	26	5	0	2	0	0	0	249
Hour	1211	109	15	4	3	3	0	2	1347	922	86	16	3	5	3	0	2	1037
16:00	355	33	3	2	1	0	0	0	394	213	18	2	0	0	1	0	1	235
16:15	347	36	1	0	0	1	0	5	390	208	18	0	0	0	1	0	0	227
16:30	339	31	2	0	0	4	0	2	378	243	15	3	1	1	1	0	1	265
16:45	278	16	3	1	0	0	0	4	302	233	15	2	0	1	0	0	0	251
Hour	1319	116	9	3	1	5	0	11	1464	897	66	7	1	2	3	0	2	978
17:00	255	14	0	0	0	1	0	1	271	232	19	0	0	1	1	0	1	254
17:15	323	13	2	0	3	3	0	3	347	258	15	1	1	1	0	0	3	279
17:30	275	14	3	0	1	0	0	4	297	212	13	2	0	1	0	0	1	229
17:45	301	14	2	0	0	1	0	2	320	244	9	1	0	1	3	0	1	259
Hour	1154	55	7	0	4	5	0	10	1235	946	56	4	1	4	4	0	6	1021
18:00	300	10	2	0	1	0	0	1	314	223	10	2	1	0	0	0	2	238
18:15	307	12	5	0	2	1	0	1	328	238	18	2	0	1	2	0	0	261
18:30	261	16	4	0	2	1	0	2	286	203	9	1	0	1	3	0	0	217
18:45	246	8	1	0	0	1	0	0	256	181	8	2	0	2	2	0	1	196
Hour	1114	46	12	0	5	3	0	4	1184	845	45	7	1	4	7	0	3	912
Total	12139	989	174	68	50	28	1	45	13494	12093	968	179	51	54	41	1	46	13433

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	A to D - R641 Sarsfield Road (N) to N40 Cork South Ring Road (E)								Veh. Total	A to C - R641 Sarsfield Road (N) to R641 Sarsfield Road (S)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	125	10	1	1	0	0	0	0	137	14	9	1	0	2	0	0	0	26
07:15	125	18	2	2	0	0	0	0	147	21	7	0	0	1	0	0	0	29
07:30	155	14	0	2	0	0	0	0	171	17	4	3	0	0	0	0	0	24
07:45	156	11	2	0	0	1	0	0	170	25	0	2	0	1	0	0	2	30
Hour	561	53	5	5	0	1	0	0	625	77	20	6	0	4	0	0	2	109
08:00	147	8	3	4	0	0	0	0	162	36	6	0	0	1	0	0	1	44
08:15	131	12	4	1	0	0	0	0	148	26	1	1	0	1	0	0	0	29
08:30	125	8	5	0	0	0	0	1	139	49	1	1	0	0	0	0	1	52
08:45	108	10	3	2	1	0	0	0	124	40	1	1	0	0	0	0	0	42
Hour	511	38	15	7	1	0	0	1	573	151	9	3	0	2	0	0	2	167
09:00	105	9	1	2	1	0	0	2	120	42	6	1	1	0	0	0	0	50
09:15	101	13	0	4	0	0	0	0	118	25	8	2	2	3	0	0	1	41
09:30	121	15	3	0	0	0	0	1	140	27	3	0	0	1	0	0	0	31
09:45	103	14	4	0	0	0	0	0	121	30	6	1	0	0	0	0	0	37
Hour	430	51	8	6	1	0	0	3	499	124	23	4	3	4	0	0	1	159
10:00	116	15	1	0	3	0	0	0	135	37	7	1	0	2	0	0	1	48
10:15	117	10	1	3	0	2	0	0	133	32	7	2	1	1	0	0	0	43
10:30	154	11	0	0	0	0	0	0	165	26	9	0	0	1	0	0	0	36
10:45	123	16	5	0	0	0	0	0	144	29	4	1	0	0	0	0	0	34
Hour	510	52	7	3	3	2	0	0	577	124	27	4	1	4	0	0	1	161
11:00	155	12	1	1	0	1	0	0	170	38	0	0	0	1	0	0	0	39
11:15	158	13	3	1	0	0	0	0	175	47	2	3	0	1	0	0	0	53
11:30	114	14	1	4	0	0	0	0	133	49	1	1	0	0	0	0	1	52
11:45	150	11	3	3	0	0	0	0	167	42	1	4	0	1	0	0	0	48
Hour	577	50	8	9	0	1	0	0	645	176	4	8	0	3	0	0	1	192
12:00	153	17	3	1	0	0	0	0	174	45	8	3	0	1	0	0	0	57
12:15	169	15	3	1	0	0	0	0	188	36	4	2	0	1	1	0	2	46
12:30	173	19	1	0	0	0	0	0	193	46	5	2	0	2	0	0	1	56
12:45	155	10	4	0	0	0	0	0	169	30	1	3	1	0	1	0	0	36
Hour	650	61	11	2	0	0	0	0	724	157	18	10	1	4	2	0	3	195
13:00	181	7	1	0	0	0	0	0	189	54	5	2	1	1	1	0	1	65
13:15	195	15	2	0	0	0	0	0	212	50	5	0	0	0	1	0	0	56
13:30	212	12	2	1	1	0	0	0	228	42	2	1	0	0	0	0	0	45
13:45	182	11	1	2	0	0	0	0	196	44	4	1	1	1	1	0	2	54
Hour	770	45	6	3	1	0	0	0	825	190	16	4	2	2	3	0	3	220
14:00	156	17	3	0	0	0	0	0	176	39	3	0	0	2	1	0	2	47
14:15	185	9	1	0	1	0	1	0	197	31	5	0	0	0	0	0	1	37
14:30	162	11	3	0	0	0	0	0	176	48	3	2	0	1	0	0	0	54
14:45	192	14	2	2	0	0	0	0	210	67	3	0	1	1	0	0	0	72
Hour	695	51	9	2	1	0	1	0	759	185	14	2	1	4	1	0	3	210
15:00	202	11	2	0	0	0	0	0	215	43	12	2	0	0	0	0	0	57
15:15	182	15	1	0	0	0	0	0	198	48	2	0	1	1	0	0	1	53
15:30	198	12	2	0	0	0	0	0	212	48	4	2	1	1	1	0	1	58
15:45	201	10	4	1	0	0	0	0	216	51	5	0	0	1	1	0	0	58
Hour	783	48	9	1	0	0	0	0	841	190	23	4	2	3	2	0	2	226
16:00	245	18	1	0	0	0	0	0	264	49	9	1	1	1	0	0	0	61
16:15	231	16	1	0	0	1	0	1	250	41	9	1	0	0	0	0	2	53
16:30	212	17	0	0	0	2	0	0	231	57	6	1	0	0	2	0	2	68
16:45	148	8	1	1	0	0	0	0	158	58	2	0	0	0	0	0	3	63
Hour	836	59	3	1	0	3	0	1	903	205	26	3	1	1	2	0	7	245
17:00	163	5	0	0	0	1	0	2	171	47	2	0	0	0	0	0	0	49
17:15	185	6	2	0	1	2	0	3	199	39	1	0	0	2	0	0	0	42
17:30	164	8	1	0	0	0	0	3	176	58	2	2	0	1	0	0	1	64
17:45	171	5	1	0	0	1	0	2	180	54	6	0	0	0	0	0	0	60
Hour	683	24	4	0	1	4	0	10	726	198	11	2	0	3	0	0	1	215
18:00	179	4	1	0	0	0	0	1	185	48	3	0	0	1	0	0	0	52
18:15	191	4	2	0	1	0	0	0	198	52	1	1	0	1	1	0	1	57
18:30	181	6	3	0	0	0	0	0	190	41	9	2	0	1	1	0	3	57
18:45	151	1	1	0	0	0	0	0	153	32	6	0	0	1	1	0	0	40
Hour	702	15	7	0	1	0	0	1	726	173	19	3	0	4	3	0	4	206
Total	7708	547	92	39	9	11	1	16	8423	1950	210	53	11	38	13	0	30	2305

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	A to B - R641 Sarsfield Road (N) to N40 Cork South Ring Road (W)								Veh. Total	A to A - R641 Sarsfield Road (N) to R641 Sarsfield Road (N)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	25	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0
07:15	30	0	2	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0
07:30	40	1	1	0	0	1	0	0	43	0	0	0	0	0	0	0	0	0
07:45	53	7	1	1	0	0	0	0	62	0	0	0	0	0	0	0	0	0
Hour	148	8	4	1	0	1	0	0	162	0	0	0	0	0	0	0	0	0
08:00	34	3	0	1	1	0	0	0	39	0	0	0	0	0	0	0	0	0
08:15	49	6	0	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0
08:30	39	4	0	1	0	0	0	0	44	0	0	0	0	0	0	0	0	0
08:45	42	8	2	2	0	0	0	0	54	1	0	0	0	0	0	0	0	1
Hour	164	21	2	4	1	0	0	0	192	1	0	0	0	0	0	0	0	1
09:00	34	2	0	1	0	0	0	0	37	0	0	0	0	0	0	0	0	0
09:15	38	0	2	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0
09:30	33	4	0	1	0	0	0	0	38	0	0	0	0	0	0	0	0	0
09:45	38	8	2	3	0	0	0	0	51	0	0	0	0	0	0	0	0	0
Hour	143	14	4	5	0	0	0	0	166	0	0	0	0	0	0	0	0	0
10:00	39	5	0	0	1	0	0	0	45	0	0	0	0	0	0	0	0	0
10:15	53	5	0	1	0	0	0	0	59	0	0	0	0	0	0	0	0	0
10:30	37	3	0	1	0	0	0	0	41	0	0	0	0	0	0	0	0	0
10:45	43	5	1	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0
Hour	172	18	1	2	1	0	0	0	194	0	0	0	0	0	0	0	0	0
11:00	25	4	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0
11:15	45	5	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0
11:30	54	6	1	0	0	0	0	1	62	1	0	0	0	0	0	0	0	1
11:45	50	9	0	0	0	0	0	1	60	0	0	0	0	0	0	0	0	0
Hour	174	24	1	0	0	0	0	2	201	1	0	0	0	0	0	0	0	1
12:00	47	2	0	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0
12:15	58	7	0	0	1	0	0	0	66	0	0	0	0	0	0	0	0	0
12:30	51	2	0	2	0	0	0	0	55	0	0	0	0	0	0	0	0	0
12:45	59	9	0	0	0	0	0	0	68	0	0	0	0	0	0	0	0	0
Hour	215	20	0	2	1	0	0	0	238	0	0	0	0	0	0	0	0	0
13:00	43	3	3	0	0	0	0	1	50	0	0	0	0	0	0	0	0	0
13:15	64	5	0	1	0	0	0	0	70	0	0	0	0	0	0	0	0	0
13:30	42	2	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0
13:45	61	2	1	0	0	0	0	0	64	0	0	0	0	0	0	0	0	0
Hour	210	12	4	1	0	0	0	1	228	0	0	0	0	0	0	0	0	0
14:00	51	3	1	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0
14:15	62	7	4	0	0	1	0	0	74	0	0	0	0	0	0	0	0	0
14:30	69	3	0	1	0	0	0	0	73	0	0	0	0	0	0	0	0	0
14:45	62	6	1	0	0	0	0	0	69	0	0	0	0	0	0	0	0	0
Hour	244	19	6	1	0	1	0	0	271	0	0	0	0	0	0	0	0	0
15:00	58	5	0	0	0	1	0	0	64	0	0	0	0	0	0	0	0	0
15:15	64	13	2	0	0	0	0	0	79	1	0	0	0	0	0	0	0	1
15:30	51	9	0	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0
15:45	61	9	0	1	0	0	0	0	71	0	0	0	0	0	0	0	0	0
Hour	234	36	2	1	0	1	0	0	274	1	0	0	0	0	0	0	0	1
16:00	70	8	0	1	0	0	0	0	79	0	0	0	0	0	0	0	0	0
16:15	67	9	0	0	0	0	0	2	78	0	0	0	0	0	0	0	0	0
16:30	69	9	1	0	0	0	0	1	80	0	0	0	0	0	0	0	0	0
16:45	65	5	2	0	0	0	0	0	72	0	0	0	0	0	0	0	0	0
Hour	271	31	3	1	0	0	0	3	309	0	0	0	0	0	0	0	0	0
17:00	57	7	0	0	0	0	0	0	64	0	0	0	0	0	0	0	0	0
17:15	86	6	0	0	0	1	0	0	93	1	0	0	0	0	0	0	0	1
17:30	61	3	0	0	0	0	0	0	64	0	0	0	0	0	0	0	0	0
17:45	71	4	0	0	0	0	0	0	75	0	0	0	0	0	0	0	0	0
Hour	275	20	0	0	0	1	0	0	296	1	0	0	0	0	0	0	0	1
18:00	79	4	2	0	0	0	0	0	85	0	0	0	0	0	0	0	0	0
18:15	60	7	1	0	0	0	0	0	68	0	0	0	0	0	0	0	0	0
18:30	44	1	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0
18:45	57	1	0	0	0	0	0	0	58	0	0	0	0	0	0	0	0	0
Hour	240	13	3	0	0	0	0	0	256	0	0	0	0	0	0	0	0	0
Total	2490	236	30	18	3	4	0	6	2787	4	0	0	0	0	0	0	0	4

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	B to A - N40 Cork South Ring Road (W) to R641 Sarsfield Road (N)								Veh. Total	B to D - N40 Cork South Ring Road (W) to N40 Cork South Ring Road (E)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	28	10	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0
07:15	31	6	0	1	0	0	0	0	38	0	0	0	0	0	0	0	0	0
07:30	42	3	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0
07:45	62	9	5	0	0	0	0	0	76	0	0	0	0	0	0	0	0	0
Hour	163	28	5	1	0	0	0	0	197	0	0	0	0	0	0	0	0	0
08:00	52	3	0	1	0	0	0	1	57	0	0	0	0	0	0	0	0	0
08:15	62	6	2	0	0	0	0	0	70	1	0	0	0	0	0	0	0	1
08:30	79	5	1	0	0	0	0	1	86	2	0	0	0	0	0	0	0	2
08:45	65	4	1	1	0	0	0	1	72	0	0	0	0	0	0	0	0	0
Hour	258	18	4	2	0	0	0	3	285	3	0	0	0	0	0	0	0	3
09:00	53	1	2	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0
09:15	48	3	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0
09:30	52	4	0	0	0	0	0	1	57	0	0	0	0	0	0	0	0	0
09:45	75	0	1	0	0	0	0	0	76	0	0	0	0	0	0	0	0	0
Hour	228	8	3	0	0	0	0	1	240	0	0	0	0	0	0	0	0	0
10:00	39	1	1	0	0	0	0	0	41	0	0	0	0	0	0	0	0	0
10:15	46	2	0	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0
10:30	43	6	1	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0
10:45	40	3	0	0	1	0	0	0	44	0	0	0	0	0	0	0	0	0
Hour	168	12	2	0	1	0	0	0	183	0	0	0	0	0	0	0	0	0
11:00	48	3	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0
11:15	32	6	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0
11:30	33	5	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0
11:45	44	4	0	1	0	0	0	0	49	0	0	0	0	0	0	0	0	0
Hour	157	18	0	1	0	0	0	0	176	0	0	0	0	0	0	0	0	0
12:00	55	3	0	0	0	0	0	0	58	0	0	0	0	0	0	0	0	0
12:15	47	3	0	1	0	0	0	0	51	1	0	0	0	0	0	0	0	1
12:30	45	6	1	1	0	0	0	0	53	0	0	0	0	0	0	0	0	0
12:45	44	3	1	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0
Hour	191	15	2	2	0	0	0	0	210	1	0	0	0	0	0	0	0	1
13:00	43	3	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0
13:15	42	1	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0
13:30	53	4	0	0	0	0	0	0	57	0	0	0	0	0	0	0	0	0
13:45	38	4	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0
Hour	176	12	0	0	0	0	0	0	188	0	0	0	0	0	0	0	0	0
14:00	55	5	2	0	0	0	0	0	62	0	0	0	0	0	0	0	0	0
14:15	53	3	1	0	0	0	0	0	57	0	0	0	0	0	0	0	0	0
14:30	32	3	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0
14:45	45	3	0	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0
Hour	185	14	3	0	0	0	0	0	202	0	0	0	0	0	0	0	0	0
15:00	31	6	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0
15:15	43	3	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0
15:30	47	2	0	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0
15:45	30	4	0	0	0	0	0	0	34	1	0	0	0	0	0	0	0	1
Hour	151	15	0	0	0	0	0	0	166	1	0	0	0	0	0	0	0	1
16:00	40	7	0	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0
16:15	39	2	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	0
16:30	40	1	1	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0
16:45	57	4	0	0	0	0	0	0	61	2	0	0	0	0	0	0	0	2
Hour	176	14	1	0	0	0	0	0	191	2	0	0	0	0	0	0	0	2
17:00	40	1	0	0	0	0	0	0	41	1	0	0	0	0	0	0	0	1
17:15	51	1	1	0	0	0	0	1	54	0	0	0	0	0	0	0	0	0
17:30	26	3	1	0	0	0	0	0	30	1	0	0	0	0	0	0	0	1
17:45	49	2	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0
Hour	166	7	2	0	0	0	0	1	176	2	0	0	0	0	0	0	0	2
18:00	35	2	1	0	0	0	0	2	40	0	0	0	0	0	0	0	0	0
18:15	39	2	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	0
18:30	29	1	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0
18:45	39	2	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	0
Hour	142	7	1	0	0	0	0	2	152	0	0	0	0	0	0	0	0	0
Total	2161	168	23	6	1	0	0	7	2366	9	0	0	0	0	0	0	0	9

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	B to C - N40 Cork South Ring Road (W) to R641 Sarsfield Road (S)								Veh. Total	B to B - N40 Cork South Ring Road (W) to N40 Cork South Ring Road (W)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	8	3	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
07:15	6	3	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
07:30	17	9	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0
07:45	26	11	2	0	1	1	0	0	41	0	0	0	0	0	0	0	0	0
Hour	57	26	5	0	1	1	0	0	90	0	0	0	0	0	0	0	0	0
08:00	27	9	0	1	0	0	0	0	37	0	0	0	0	0	0	0	0	0
08:15	38	5	1	1	0	0	0	0	45	0	0	0	0	0	0	0	0	0
08:30	24	6	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0
08:45	48	5	1	1	1	0	0	0	56	0	0	0	0	0	0	0	0	0
Hour	137	25	2	3	1	0	0	0	168	0	0	0	0	0	0	0	0	0
09:00	42	6	1	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0
09:15	28	6	3	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0
09:30	31	4	4	1	0	0	0	0	40	0	0	0	0	0	0	0	0	0
09:45	23	8	3	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0
Hour	124	24	11	1	0	0	0	0	160	0	0	0	0	0	0	0	0	0
10:00	22	8	4	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0
10:15	25	2	1	0	0	1	0	0	29	0	0	0	0	0	0	0	0	0
10:30	15	5	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0
10:45	30	5	5	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0
Hour	92	20	11	0	0	1	0	0	124	0	0	0	0	0	0	0	0	0
11:00	20	4	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0
11:15	24	8	2	1	0	0	0	0	35	0	0	0	0	0	0	0	0	0
11:30	20	6	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0
11:45	31	10	2	1	0	0	0	0	44	0	0	0	0	0	0	0	0	0
Hour	95	28	6	2	0	0	0	0	131	0	0	0	0	0	0	0	0	0
12:00	15	8	0	2	0	0	0	0	25	0	0	0	0	0	0	0	0	0
12:15	18	3	1	1	0	0	0	0	23	0	0	0	0	0	0	0	0	0
12:30	27	3	2	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0
12:45	37	7	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0
Hour	97	21	3	3	0	0	0	0	124	0	0	0	0	0	0	0	0	0
13:00	29	6	2	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0
13:15	26	6	3	1	0	0	0	0	36	0	0	0	0	0	0	0	0	0
13:30	33	6	0	1	0	0	0	0	40	0	0	0	0	0	0	0	0	0
13:45	34	8	1	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0
Hour	122	26	6	2	0	0	0	0	156	0	0	0	0	0	0	0	0	0
14:00	24	2	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0
14:15	29	9	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0
14:30	30	2	2	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0
14:45	30	4	6	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0
Hour	113	17	9	0	0	0	0	0	139	0	0	0	0	0	0	0	0	0
15:00	44	4	0	1	0	0	0	0	49	0	0	0	0	0	0	0	0	0
15:15	27	5	2	1	0	0	0	0	35	0	0	0	0	0	0	0	0	0
15:30	32	7	1	3	0	0	0	0	43	0	0	0	0	0	0	0	0	0
15:45	33	9	1	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0
Hour	136	25	4	5	0	0	0	0	170	0	0	0	0	0	0	0	0	0
16:00	28	9	0	1	0	0	0	0	38	0	0	0	0	0	0	0	0	0
16:15	52	9	2	1	0	0	0	0	64	0	0	0	0	0	0	0	0	0
16:30	55	6	3	0	0	0	0	0	64	0	0	0	0	0	0	0	0	0
16:45	60	11	3	0	0	0	0	0	74	0	0	0	0	0	0	0	0	0
Hour	195	35	8	2	0	0	0	0	240	0	0	0	0	0	0	0	0	0
17:00	42	5	0	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0
17:15	43	3	1	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0
17:30	45	1	2	0	0	1	0	0	49	0	0	0	0	0	0	0	0	0
17:45	36	2	0	0	0	0	0	2	40	0	0	0	0	0	0	0	0	0
Hour	166	11	3	0	0	1	0	2	183	0	0	0	0	0	0	0	0	0
18:00	43	2	1	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0
18:15	20	3	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0
18:30	33	2	1	0	0	1	0	0	37	0	0	0	0	0	0	0	0	0
18:45	33	1	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0
Hour	129	8	2	0	0	1	0	0	140	0	0	0	0	0	0	0	0	0
Total	1463	266	70	18	2	4	0	2	1825	0	0	0	0	0	0	0	0	0

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	C to B - R641 Sarsfield Road (S) to N40 Cork South Ring Road (W)								Veh. Total	C to A - R641 Sarsfield Road (S) to R641 Sarsfield Road (N)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	14	2	0	1	0	0	0	1	18	27	2	0	0	1	0	0	1	31
07:15	23	7	1	0	0	0	0	0	31	35	0	0	0	0	0	0	1	36
07:30	43	11	2	0	0	0	0	0	56	37	2	1	1	2	0	0	1	44
07:45	57	5	4	1	0	0	0	2	69	32	8	0	0	0	0	0	4	44
Hour	137	25	7	2	0	0	0	3	174	131	12	1	1	3	0	0	7	155
08:00	49	6	4	0	0	0	0	1	60	75	1	0	0	1	0	0	1	78
08:15	53	5	0	0	0	0	0	0	58	41	2	0	1	0	1	0	1	46
08:30	55	12	4	0	0	0	0	0	71	93	5	0	0	0	0	0	0	98
08:45	71	9	3	0	0	0	0	1	84	66	5	4	0	2	0	0	1	78
Hour	228	32	11	0	0	0	0	2	273	275	13	4	1	3	1	0	3	300
09:00	36	5	1	0	0	0	0	1	43	31	8	1	0	2	1	0	1	44
09:15	44	8	4	2	0	0	0	0	58	27	2	0	0	0	0	0	1	30
09:30	33	9	2	1	0	0	0	1	46	40	4	4	1	1	0	0	0	50
09:45	41	6	0	1	0	0	0	0	48	53	7	0	0	3	0	0	0	63
Hour	154	28	7	4	0	0	0	2	195	151	21	5	1	6	1	0	2	187
10:00	42	12	2	1	0	0	0	0	57	34	2	0	0	0	0	0	1	37
10:15	41	7	2	2	0	0	0	0	52	46	2	2	0	2	1	0	2	55
10:30	34	7	4	1	1	1	0	0	48	43	6	1	0	0	0	0	2	52
10:45	39	8	1	0	0	0	0	0	48	49	2	0	0	1	0	0	1	53
Hour	156	34	9	4	1	1	0	0	205	172	12	3	0	3	1	0	6	197
11:00	39	6	3	0	0	0	0	0	48	21	4	0	0	1	0	0	0	26
11:15	48	4	5	1	0	0	0	0	58	43	5	2	0	1	0	0	0	51
11:30	41	7	2	0	0	0	0	0	50	46	1	1	1	1	0	0	1	51
11:45	35	9	5	1	0	0	0	0	50	31	3	1	0	1	0	0	0	36
Hour	163	26	15	2	0	0	0	0	206	141	13	4	1	4	0	0	1	164
12:00	40	7	2	0	0	0	0	0	49	42	1	0	0	1	1	0	0	45
12:15	52	11	2	1	0	0	0	1	67	36	3	0	0	1	1	0	2	43
12:30	49	4	1	0	0	0	0	1	55	58	4	0	1	2	0	0	1	66
12:45	49	9	0	0	0	0	0	0	58	45	1	1	1	0	0	0	0	48
Hour	190	31	5	1	0	0	0	2	229	181	9	1	2	4	2	0	3	202
13:00	59	6	2	2	0	1	0	0	70	69	4	1	0	1	1	0	2	78
13:15	42	5	1	0	0	3	0	0	51	50	1	0	0	2	1	0	0	54
13:30	41	7	5	0	0	1	0	0	54	42	2	0	0	1	0	0	0	45
13:45	50	2	2	2	1	0	0	1	58	37	2	2	0	1	2	0	0	44
Hour	192	20	10	4	1	5	0	1	233	198	9	3	0	5	4	0	2	221
14:00	47	9	5	1	0	0	0	0	62	51	2	2	1	1	0	0	0	57
14:15	60	3	2	1	0	0	0	0	66	28	3	0	1	1	0	0	1	34
14:30	48	5	1	0	0	0	0	0	54	31	5	1	0	1	0	0	1	39
14:45	34	8	1	0	0	0	0	0	43	30	8	2	1	2	1	0	1	45
Hour	189	25	9	2	0	0	0	0	225	140	18	5	3	5	1	0	3	175
15:00	41	15	4	0	0	0	0	0	60	25	2	0	1	0	0	0	0	28
15:15	51	6	4	1	1	1	0	1	65	36	6	0	0	1	1	0	1	45
15:30	51	6	1	1	0	0	0	0	59	29	5	0	0	0	0	0	1	35
15:45	48	5	2	1	0	0	0	0	56	23	10	0	0	2	0	0	0	35
Hour	191	32	11	3	1	1	0	1	240	113	23	0	1	3	1	0	2	143
16:00	44	13	0	1	0	0	0	0	58	41	0	0	0	0	0	0	0	41
16:15	65	17	5	0	0	1	0	0	88	38	2	0	0	0	0	0	0	40
16:30	55	10	0	0	0	0	0	1	66	34	4	1	0	1	0	0	1	41
16:45	63	14	2	2	0	1	0	0	82	34	1	0	0	1	0	0	0	36
Hour	227	54	7	3	0	2	0	1	294	147	7	1	0	2	0	0	1	158
17:00	75	22	5	0	0	0	0	0	102	40	2	0	0	1	0	0	0	43
17:15	87	8	2	0	0	1	0	0	98	39	7	0	0	1	0	0	2	49
17:30	87	8	0	0	0	0	0	0	95	27	2	0	0	1	0	0	1	31
17:45	60	6	0	0	0	1	0	0	67	50	1	1	0	1	2	0	1	56
Hour	309	44	7	0	0	2	0	0	362	156	12	1	0	4	2	0	4	179
18:00	64	9	0	0	0	0	0	0	73	42	2	0	0	0	0	0	0	44
18:15	66	7	0	0	0	0	0	0	73	47	1	0	0	1	2	0	1	52
18:30	43	4	0	0	0	0	0	0	47	34	3	0	0	1	3	0	0	41
18:45	43	1	1	0	0	2	0	1	48	27	1	0	0	2	2	0	0	32
Hour	216	21	1	0	0	2	0	1	241	150	7	0	0	4	7	0	1	169
Total	2352	372	99	25	3	13	0	13	2877	1955	156	28	10	46	20	0	35	2250

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	C to D - R641 Sarsfield Road (S) to N40 Cork South Ring Road (E)								Veh. Total	C to C - R641 Sarsfield Road (S) to R641 Sarsfield Road (S)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	45	13	3	0	0	0	0	0	61	0	0	0	0	0	0	0	0	0
07:15	40	18	2	1	0	0	0	0	61	0	0	0	0	0	0	0	0	0
07:30	69	16	0	0	0	0	0	0	85	0	0	0	0	0	0	0	0	0
07:45	95	13	3	0	1	0	0	0	112	0	0	0	0	0	0	0	0	0
Hour	249	60	8	1	1	0	0	0	319	0	0	0	0	0	0	0	0	0
08:00	94	13	2	2	0	0	0	0	111	0	0	0	0	0	0	0	0	0
08:15	72	11	2	1	0	0	0	1	87	0	0	0	0	0	0	0	0	0
08:30	56	10	2	2	0	0	0	0	70	0	0	0	0	0	0	0	0	0
08:45	57	15	2	3	0	0	0	0	77	0	0	0	0	0	0	0	0	0
Hour	279	49	8	8	0	0	0	1	345	0	0	0	0	0	0	0	0	0
09:00	30	12	3	5	0	0	0	0	50	0	0	0	0	0	0	0	0	0
09:15	42	14	4	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0
09:30	42	14	2	2	0	0	0	0	60	0	0	0	0	0	0	0	0	0
09:45	55	16	6	0	0	0	0	0	77	0	0	0	0	0	0	0	0	0
Hour	169	56	15	7	0	0	0	0	247	0	0	0	0	0	0	0	0	0
10:00	51	22	3	3	0	0	0	0	79	0	0	0	0	0	0	0	0	0
10:15	48	7	3	2	0	0	0	0	60	0	0	0	0	0	0	0	0	0
10:30	33	12	4	3	1	0	0	0	53	0	0	0	0	0	0	0	0	0
10:45	36	15	6	0	0	0	0	0	57	0	0	0	0	0	0	0	0	0
Hour	168	56	16	8	1	0	0	0	249	0	0	0	0	0	0	0	0	0
11:00	54	17	3	2	0	0	0	0	76	0	0	0	0	0	0	0	0	0
11:15	40	8	3	2	0	0	0	0	53	0	0	0	0	0	0	0	0	0
11:30	49	17	3	1	0	0	0	0	70	0	0	0	0	0	0	0	0	0
11:45	46	13	3	5	1	0	0	0	68	0	0	0	0	0	0	0	0	0
Hour	189	55	12	10	1	0	0	0	267	0	0	0	0	0	0	0	0	0
12:00	60	12	4	2	0	0	0	0	78	0	0	0	0	0	0	0	0	0
12:15	52	13	5	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0
12:30	47	9	3	1	0	0	0	0	60	0	0	0	0	0	0	0	0	0
12:45	51	13	5	1	1	0	0	1	72	0	0	0	0	0	0	0	0	0
Hour	210	47	17	4	1	0	0	1	280	0	0	0	0	0	0	0	0	0
13:00	49	13	3	2	0	1	0	0	68	0	0	0	0	0	0	0	0	0
13:15	37	6	3	3	0	0	0	1	50	0	0	0	0	0	0	0	0	0
13:30	53	11	4	1	0	0	0	0	69	0	0	0	0	0	0	0	0	0
13:45	44	13	3	3	0	0	0	0	63	0	0	0	0	0	0	0	0	0
Hour	183	43	13	9	0	1	0	1	250	0	0	0	0	0	0	0	0	0
14:00	49	16	6	0	0	0	0	0	71	0	0	0	0	0	0	0	0	0
14:15	56	12	2	2	0	0	0	0	72	0	0	0	0	0	0	0	0	0
14:30	51	5	4	3	1	1	0	0	65	0	0	0	0	0	0	0	0	0
14:45	58	9	1	0	0	0	0	0	68	0	0	0	0	0	0	0	0	0
Hour	214	42	13	5	1	1	0	0	276	0	0	0	0	0	0	0	0	0
15:00	56	12	4	1	0	2	0	0	75	0	0	0	0	0	0	0	0	0
15:15	49	10	4	1	0	0	0	0	64	0	0	0	0	0	0	0	0	0
15:30	65	23	3	4	0	0	0	0	95	0	0	0	0	0	0	0	0	0
15:45	60	7	1	1	0	0	0	0	69	0	0	0	0	0	0	0	0	0
Hour	230	52	12	7	0	2	0	0	303	0	0	0	0	0	0	0	0	0
16:00	60	14	4	0	0	0	0	0	78	0	0	0	0	0	0	0	0	0
16:15	65	10	2	2	0	0	0	0	79	0	0	0	0	0	0	0	0	0
16:30	87	14	3	1	0	0	0	0	105	0	0	0	0	0	0	0	0	0
16:45	62	12	1	2	0	0	0	2	79	0	0	0	0	0	0	0	0	0
Hour	274	50	10	5	0	0	0	2	341	0	0	0	0	0	0	0	0	0
17:00	92	25	0	2	0	2	0	1	122	0	0	0	0	0	0	0	0	0
17:15	66	10	1	3	0	0	0	0	80	0	0	0	0	0	0	0	0	0
17:30	96	9	3	0	0	1	0	0	109	0	0	0	0	0	0	0	0	0
17:45	69	12	0	0	0	0	0	0	81	0	0	0	0	0	0	0	0	0
Hour	323	56	4	5	0	3	0	1	392	0	0	0	0	0	0	0	0	0
18:00	69	8	3	0	0	1	0	1	82	0	0	0	0	0	0	0	0	0
18:15	61	5	0	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0
18:30	43	7	0	0	0	1	0	0	51	0	0	0	0	0	0	0	0	0
18:45	63	9	1	0	0	0	0	0	73	0	0	0	0	0	0	0	0	0
Hour	236	29	4	0	0	2	0	1	272	0	0	0	0	0	0	0	0	0
Total	2724	595	132	69	5	9	0	7	3541	0	0	0	0	0	0	0	0	0

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	D to C - N40 Cork South Ring Road (E) to R641 Sarsfield Road (S)								Veh. Total	D to B - N40 Cork South Ring Road (E) to N40 Cork South Ring Road (W)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	18	9	0	3	0	0	0	0	30	0	0	0	0	0	0	0	0	0
07:15	31	9	0	2	0	0	0	0	42	0	0	0	0	0	0	0	0	0
07:30	31	15	1	1	0	0	0	0	48	0	0	0	0	0	0	0	0	0
07:45	63	7	1	2	0	1	0	0	74	1	0	0	0	0	0	0	0	1
Hour	143	40	2	8	0	1	0	0	194	1	0	0	0	0	0	0	0	1
08:00	52	9	2	4	0	0	0	0	67	0	0	0	0	0	0	0	0	0
08:15	46	17	1	3	0	0	0	0	67	0	0	0	0	0	0	0	0	0
08:30	47	12	1	1	0	1	0	0	62	1	0	0	0	0	0	0	0	1
08:45	52	14	0	1	0	1	0	0	68	2	0	0	0	0	0	0	0	2
Hour	197	52	4	9	0	2	0	0	264	3	0	0	0	0	0	0	0	3
09:00	56	14	4	1	0	0	0	0	75	0	0	0	0	0	0	0	0	0
09:15	42	11	3	2	0	0	0	0	58	0	0	0	0	0	0	0	0	0
09:30	46	16	6	1	0	0	0	0	69	0	0	0	0	0	0	0	0	0
09:45	34	11	2	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0
Hour	178	52	15	4	0	0	0	0	249	0	0	0	0	0	0	0	0	0
10:00	38	12	2	2	0	0	0	0	54	1	0	0	0	0	0	0	0	1
10:15	32	12	4	1	0	0	0	0	49	0	0	0	0	0	0	0	0	0
10:30	36	5	3	1	0	0	0	0	45	0	0	0	0	0	0	0	0	0
10:45	31	7	7	2	0	0	0	0	47	0	0	0	0	0	0	0	0	0
Hour	137	36	16	6	0	0	0	0	195	1	0	0	0	0	0	0	0	1
11:00	36	11	2	1	0	0	0	0	50	0	0	0	0	0	0	0	0	0
11:15	43	17	5	2	0	1	0	0	68	0	0	0	0	0	0	0	0	0
11:30	33	19	3	0	1	0	0	0	56	0	0	0	0	0	0	0	0	0
11:45	48	15	0	2	1	0	0	0	66	0	0	0	0	0	0	0	0	0
Hour	160	62	10	5	2	1	0	0	240	0	0	0	0	0	0	0	0	0
12:00	42	7	5	3	0	0	0	0	57	0	0	0	0	0	0	0	0	0
12:15	42	16	4	2	0	0	0	0	64	0	0	0	0	0	0	0	0	0
12:30	40	10	2	2	0	0	0	0	54	0	0	0	0	0	0	0	0	0
12:45	38	12	6	2	0	0	0	0	58	0	0	0	0	0	0	0	0	0
Hour	162	45	17	9	0	0	0	0	233	0	0	0	0	0	0	0	0	0
13:00	49	8	2	3	1	1	0	0	64	0	0	0	0	0	0	0	0	0
13:15	48	13	3	3	1	0	0	0	68	0	0	0	0	0	0	0	0	0
13:30	48	16	4	0	0	0	0	0	68	0	0	0	0	0	0	0	0	0
13:45	59	14	4	4	0	0	0	0	81	1	0	0	0	0	0	0	0	1
Hour	204	51	13	10	2	1	0	0	281	1	0	0	0	0	0	0	0	1
14:00	43	15	2	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0
14:15	48	15	3	2	0	0	0	0	68	0	0	0	0	0	0	0	0	0
14:30	14	8	1	2	0	0	0	0	25	0	0	0	0	0	0	0	0	0
14:45	40	12	2	2	0	1	0	0	57	0	0	0	0	0	0	0	0	0
Hour	145	50	8	6	0	1	0	0	210	0	0	0	0	0	0	0	0	0
15:00	39	19	6	0	0	0	0	0	64	0	0	0	0	0	0	0	0	0
15:15	58	8	3	1	0	0	0	0	70	0	0	0	0	0	0	0	0	0
15:30	49	9	1	3	0	0	0	0	62	0	0	0	0	0	0	0	0	0
15:45	52	10	3	0	0	0	0	0	65	0	0	0	0	0	0	0	0	0
Hour	198	46	13	4	0	0	0	0	261	0	0	0	0	0	0	0	0	0
16:00	65	15	0	1	0	0	0	0	81	0	0	0	0	0	0	0	0	0
16:15	76	10	4	1	0	0	0	0	91	0	0	0	0	0	0	0	0	0
16:30	89	15	0	2	0	0	0	0	106	0	0	0	0	0	0	0	0	0
16:45	86	14	0	1	0	0	0	0	101	0	0	0	0	0	0	0	0	0
Hour	316	54	4	5	0	0	0	0	379	0	0	0	0	0	0	0	0	0
17:00	90	6	1	0	0	3	0	0	100	1	0	0	0	0	0	0	0	1
17:15	89	7	4	0	0	1	0	0	101	0	0	0	0	0	0	0	0	0
17:30	65	6	1	1	0	1	0	0	74	1	0	0	0	0	0	0	0	1
17:45	59	6	1	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0
Hour	303	25	7	1	0	5	0	0	341	2	0	0	0	0	0	0	0	2
18:00	55	4	0	0	0	0	0	0	59	0	0	0	0	0	0	0	0	0
18:15	69	5	0	2	0	2	0	0	78	0	0	0	0	0	0	0	0	0
18:30	40	1	1	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0
18:45	38	3	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	0
Hour	202	13	1	2	0	2	0	0	220	0	0	0	0	0	0	0	0	0
Total	2345	526	110	69	4	13	0	0	3067	8	0	0	0	0	0	0	0	8

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	D to A - N40 Cork South Ring Road (E) to R641 Sarsfield Road (N)								Veh. Total	D to D - N40 Cork South Ring Road (E) to N40 Cork South Ring Road (E)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	198	14	0	0	0	0	0	0	212	0	0	0	0	0	0	0	0	0
07:15	229	15	0	3	0	1	0	0	248	0	0	0	0	0	0	0	0	0
07:30	212	12	2	0	0	0	0	0	226	0	0	0	0	0	0	0	0	0
07:45	214	17	1	3	0	0	0	0	235	0	0	0	0	0	0	0	0	0
Hour	853	58	3	6	0	1	0	0	921	0	0	0	0	0	0	0	0	0
08:00	220	17	2	2	2	0	0	0	243	0	0	0	0	0	0	0	0	0
08:15	217	13	4	0	0	1	0	0	235	0	0	0	0	0	0	0	0	0
08:30	198	19	3	2	0	0	0	0	222	0	0	0	0	0	0	0	0	0
08:45	225	19	3	2	0	3	0	0	252	0	0	0	0	0	0	0	0	0
Hour	860	68	12	6	2	4	0	0	952	0	0	0	0	0	0	0	0	0
09:00	212	13	2	1	0	0	0	0	228	0	0	0	0	0	0	0	0	0
09:15	235	15	5	0	0	1	0	0	256	0	0	0	0	0	0	0	0	0
09:30	187	28	1	2	1	1	0	0	220	0	0	0	0	0	0	0	0	0
09:45	173	20	5	0	0	1	0	0	199	0	0	0	0	0	0	0	0	0
Hour	807	76	13	3	1	3	0	0	903	0	0	0	0	0	0	0	0	0
10:00	151	15	4	2	0	1	0	0	173	0	0	0	0	0	0	0	0	0
10:15	149	12	0	0	0	0	1	0	162	0	0	0	0	0	0	0	0	0
10:30	156	20	3	0	0	0	0	0	179	0	0	0	0	0	0	0	0	0
10:45	138	14	4	2	1	0	0	0	159	0	0	0	0	0	0	0	0	0
Hour	594	61	11	4	1	1	1	0	673	0	0	0	0	0	0	0	0	0
11:00	144	15	2	1	0	0	0	0	162	0	0	0	0	0	0	0	0	0
11:15	148	11	5	1	0	1	0	0	166	0	0	0	0	0	0	0	0	0
11:30	158	12	3	0	0	0	1	0	174	0	0	0	0	0	0	0	0	0
11:45	165	15	5	0	0	1	0	0	186	0	0	0	0	0	0	0	0	0
Hour	615	53	15	2	0	2	1	0	688	0	0	0	0	0	0	0	0	0
12:00	148	23	3	0	0	0	0	0	174	0	0	0	0	0	0	0	0	0
12:15	142	7	6	0	0	1	0	0	156	0	0	0	0	0	0	0	0	0
12:30	142	19	6	0	0	0	0	0	167	0	0	0	0	0	0	0	0	0
12:45	139	21	5	1	1	0	0	0	167	0	0	0	0	0	0	0	0	0
Hour	571	70	20	1	1	1	0	0	664	0	0	0	0	0	0	0	0	0
13:00	128	15	2	0	0	0	0	0	145	0	0	0	0	0	0	0	0	0
13:15	165	13	2	2	0	0	0	0	182	0	0	0	0	0	0	0	0	0
13:30	164	12	0	0	0	0	0	0	176	0	0	0	0	0	0	0	0	0
13:45	176	11	6	2	0	0	0	0	195	0	0	0	0	0	0	0	0	0
Hour	633	51	10	4	0	0	0	0	698	0	0	0	0	0	0	0	0	0
14:00	174	10	2	0	0	1	0	0	187	0	0	0	0	0	0	0	0	0
14:15	153	16	4	1	0	0	0	0	174	0	0	0	0	0	0	0	0	0
14:30	145	12	7	1	0	1	0	0	166	0	0	0	0	0	0	0	0	0
14:45	171	10	3	2	0	0	0	0	186	0	0	0	0	0	0	0	0	0
Hour	643	48	16	4	0	2	0	0	713	0	0	0	0	0	0	0	0	0
15:00	161	18	5	0	0	1	0	0	185	0	0	0	0	0	0	0	0	0
15:15	152	9	2	2	1	1	0	0	167	0	0	0	0	0	0	0	0	0
15:30	186	9	4	0	1	0	0	0	200	0	0	0	0	0	0	0	0	0
15:45	160	12	7	0	0	0	0	0	179	0	0	0	0	0	0	0	0	0
Hour	659	48	18	2	2	2	0	0	731	0	0	0	0	0	0	0	0	0
16:00	137	13	0	0	0	2	0	2	154	0	0	0	0	0	0	0	0	0
16:15	141	12	1	0	0	0	0	0	154	0	0	0	0	0	0	0	0	0
16:30	165	10	0	1	0	1	0	0	177	0	0	0	0	0	0	0	0	0
16:45	134	11	2	0	0	0	0	0	147	0	0	0	0	0	0	0	0	0
Hour	577	46	3	1	0	3	0	2	632	0	0	0	0	0	0	0	0	0
17:00	156	17	0	0	0	1	0	0	174	0	0	0	0	0	0	0	0	0
17:15	172	7	0	1	0	0	0	0	180	0	0	0	0	0	0	0	0	0
17:30	152	9	1	0	0	1	0	0	163	0	0	0	0	0	0	0	0	0
17:45	147	5	0	0	0	0	0	0	152	0	0	0	0	0	0	0	0	0
Hour	627	38	1	1	0	2	0	0	669	0	0	0	0	0	0	0	0	0
18:00	144	7	1	1	0	0	0	0	153	0	0	0	0	0	0	0	0	0
18:15	152	14	2	0	0	0	0	0	168	0	0	0	0	0	0	0	0	0
18:30	138	5	1	0	0	0	0	0	144	0	0	0	0	0	0	0	0	0
18:45	118	6	2	0	0	0	0	0	126	0	0	0	0	0	0	0	0	0
Hour	552	32	6	1	0	0	0	0	591	0	0	0	0	0	0	0	0	0
Total	7991	649	128	35	7	21	2	2	8835	0	0	0	0	0	0	0	0	0

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	To Arm A - R641 Sarsfield Road (N)								Veh. Total	From Arm A - R641 Sarsfield Road (N)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	253	26	0	0	1	0	0	1	281	164	19	2	1	2	0	0	0	188
07:15	295	21	0	4	0	1	0	1	322	176	25	4	2	1	0	0	0	208
07:30	291	17	3	1	2	0	0	1	315	212	19	4	2	0	1	0	0	238
07:45	308	34	6	3	0	0	0	4	355	234	18	5	1	1	1	0	2	262
Hour	1147	98	9	8	3	1	0	7	1273	786	81	15	6	4	2	0	2	896
08:00	347	21	2	3	3	0	0	2	378	217	17	3	5	2	0	0	1	245
08:15	320	21	6	1	0	2	0	1	351	206	19	5	1	1	0	0	0	232
08:30	370	29	4	2	0	0	0	1	406	213	13	6	1	0	0	0	2	235
08:45	357	28	8	3	2	3	0	2	403	191	19	6	4	1	0	0	0	221
Hour	1394	99	20	9	5	5	0	6	1538	827	68	20	11	4	0	0	3	933
09:00	296	22	5	1	2	1	0	1	328	181	17	2	4	1	0	0	2	207
09:15	310	20	5	0	0	1	0	1	337	164	21	4	6	3	0	0	1	199
09:30	279	36	5	3	2	1	0	1	327	181	22	3	1	1	0	0	1	209
09:45	301	27	6	0	3	1	0	0	338	171	28	7	3	0	0	0	0	209
Hour	1186	105	21	4	7	4	0	3	1330	697	88	16	14	5	0	0	4	824
10:00	224	18	5	2	0	1	0	1	251	192	27	2	0	6	0	0	1	228
10:15	241	16	2	0	2	1	1	2	265	202	22	3	5	1	2	0	0	235
10:30	242	32	5	0	0	0	0	2	281	217	23	0	1	1	0	0	0	242
10:45	227	19	4	2	3	0	0	1	256	195	25	7	0	0	0	0	0	227
Hour	934	85	16	4	5	2	1	6	1053	806	97	12	6	8	2	0	1	932
11:00	213	22	2	1	1	0	0	0	239	218	16	1	1	1	1	0	0	238
11:15	223	22	7	1	1	1	0	0	255	250	20	6	1	1	0	0	0	278
11:30	238	18	4	1	1	0	1	1	264	218	21	3	4	0	0	0	2	248
11:45	240	22	6	1	1	1	0	0	271	242	21	7	3	1	0	0	1	275
Hour	914	84	19	4	4	2	1	1	1029	928	78	17	9	3	1	0	3	1039
12:00	245	27	3	0	1	1	0	0	277	245	27	6	1	1	0	0	0	280
12:15	225	13	6	1	1	2	0	2	250	263	26	5	1	2	1	0	2	300
12:30	245	29	7	2	2	0	0	1	286	270	26	3	2	2	0	0	1	304
12:45	228	25	7	2	1	0	0	0	263	244	20	7	1	0	1	0	0	273
Hour	943	94	23	5	5	3	0	3	1076	1022	99	21	5	5	2	0	3	1157
13:00	240	22	3	0	1	1	0	2	269	278	15	6	1	1	1	0	2	304
13:15	257	15	2	2	2	1	0	0	279	309	25	2	1	0	1	0	0	338
13:30	259	18	0	0	1	0	0	0	278	296	16	3	1	1	0	0	0	317
13:45	251	17	8	2	1	2	0	0	281	287	17	3	3	1	1	0	2	314
Hour	1007	72	13	4	5	4	0	2	1107	1170	73	14	6	3	3	0	4	1273
14:00	280	17	6	1	1	1	0	0	306	246	23	4	0	2	1	0	2	278
14:15	234	22	5	2	1	0	0	1	265	278	21	5	0	1	1	1	1	308
14:30	208	20	8	1	1	1	0	1	240	279	17	5	1	1	0	0	0	303
14:45	246	21	5	3	2	1	0	1	279	321	23	3	3	1	0	0	0	351
Hour	968	80	24	7	5	3	0	3	1090	1124	84	17	4	5	2	1	3	1240
15:00	217	26	5	1	0	1	0	0	250	303	28	4	0	0	1	0	0	336
15:15	232	18	2	2	2	2	0	1	259	295	30	3	1	1	0	0	1	331
15:30	262	16	4	0	1	0	0	1	284	297	25	4	1	1	1	0	1	330
15:45	213	26	7	0	2	0	0	0	248	313	24	4	2	1	1	0	0	345
Hour	924	86	18	3	5	3	0	2	1041	1208	107	15	4	3	3	0	2	1342
16:00	218	20	0	0	0	2	0	2	242	364	35	2	2	1	0	0	0	404
16:15	218	16	1	0	0	0	0	0	235	339	34	2	0	0	1	0	5	381
16:30	239	15	2	1	1	1	0	1	260	338	32	2	0	0	4	0	3	379
16:45	225	16	2	0	1	0	0	0	244	271	15	3	1	0	0	0	3	293
Hour	900	67	5	1	2	3	0	3	981	1312	116	9	3	1	5	0	11	1457
17:00	236	20	0	0	1	1	0	0	258	267	14	0	0	0	1	0	2	284
17:15	263	15	1	1	1	0	0	3	284	311	13	2	0	3	3	0	3	335
17:30	205	14	2	0	1	1	0	1	224	283	13	3	0	1	0	0	4	304
17:45	246	8	1	0	1	2	0	1	259	296	15	1	0	0	1	0	2	315
Hour	950	57	4	1	4	4	0	5	1025	1157	55	6	0	4	5	0	11	1238
18:00	221	11	2	1	0	0	0	2	237	306	11	3	0	1	0	0	1	322
18:15	238	17	2	0	1	2	0	1	261	303	12	4	0	2	1	0	1	323
18:30	201	9	1	0	1	3	0	0	215	266	16	5	0	1	1	0	3	292
18:45	184	9	2	0	2	2	0	0	199	240	8	1	0	1	1	0	0	251
Hour	844	46	7	1	4	7	0	3	912	1115	47	13	0	5	3	0	5	1188
Total	12111	973	179	51	54	41	2	44	13455	12152	993	175	68	50	28	1	52	13519

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	To Arm B - N40 Cork South Ring Road (W)								Veh. Total	From Arm B - N40 Cork South Ring Road (W)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	39	2	0	1	0	0	0	1	43	36	13	0	0	0	0	0	0	49
07:15	53	7	3	0	0	0	0	0	63	37	9	2	1	0	0	0	0	49
07:30	83	12	3	0	0	1	0	0	99	59	12	1	0	0	0	0	0	72
07:45	111	12	5	2	0	0	0	2	132	88	20	7	0	1	1	0	0	117
Hour	286	33	11	3	0	1	0	3	337	220	54	10	1	1	1	0	0	287
08:00	83	9	4	1	1	0	0	1	99	79	12	0	2	0	0	0	1	94
08:15	102	11	0	0	0	0	0	0	113	101	11	3	1	0	0	0	0	116
08:30	95	16	4	1	0	0	0	0	116	105	11	1	0	0	0	0	1	118
08:45	115	17	5	2	0	0	0	1	140	113	9	2	2	1	0	0	1	128
Hour	395	53	13	4	1	0	0	2	468	398	43	6	5	1	0	0	3	456
09:00	70	7	1	1	0	0	0	1	80	95	7	3	0	0	0	0	0	105
09:15	82	8	6	2	0	0	0	0	98	76	9	3	0	0	0	0	0	88
09:30	66	13	2	2	0	0	0	1	84	83	8	4	1	0	0	0	1	97
09:45	79	14	2	4	0	0	0	0	99	98	8	4	0	0	0	0	0	110
Hour	297	42	11	9	0	0	0	2	361	352	32	14	1	0	0	0	1	400
10:00	82	17	2	1	1	0	0	0	103	61	9	5	0	0	0	0	0	75
10:15	94	12	2	3	0	0	0	0	111	71	4	1	0	0	1	0	0	77
10:30	71	10	4	2	1	1	0	0	89	58	11	2	0	0	0	0	0	71
10:45	82	13	2	0	0	0	0	0	97	70	8	5	0	1	0	0	0	84
Hour	329	52	10	6	2	1	0	0	400	260	32	13	0	1	1	0	0	307
11:00	64	10	3	0	0	0	0	0	77	68	7	1	0	0	0	0	0	76
11:15	93	9	5	1	0	0	0	0	108	56	14	2	1	0	0	0	0	73
11:30	95	13	3	0	0	0	0	1	112	53	11	1	0	0	0	0	0	65
11:45	85	18	5	1	0	0	0	1	110	75	14	2	2	0	0	0	0	93
Hour	337	50	16	2	0	0	0	2	407	252	46	6	3	0	0	0	0	307
12:00	87	9	2	0	0	0	0	0	98	70	11	0	2	0	0	0	0	83
12:15	110	18	2	1	1	0	0	1	133	66	6	1	2	0	0	0	0	75
12:30	100	6	1	2	0	0	0	1	110	72	9	3	1	0	0	0	0	85
12:45	108	18	0	0	0	0	0	0	126	81	10	1	0	0	0	0	0	92
Hour	405	51	5	3	1	0	0	2	467	289	36	5	5	0	0	0	0	335
13:00	102	9	5	2	0	1	0	1	120	72	9	2	0	0	0	0	0	83
13:15	106	10	1	1	0	3	0	0	121	68	7	3	1	0	0	0	0	79
13:30	83	9	5	0	0	1	0	0	98	86	10	0	1	0	0	0	0	97
13:45	112	4	3	2	1	0	0	1	123	72	12	1	0	0	0	0	0	85
Hour	403	32	14	5	1	5	0	2	462	298	38	6	2	0	0	0	0	344
14:00	98	12	6	1	0	0	0	0	117	79	7	3	0	0	0	0	0	89
14:15	122	10	6	1	0	1	0	0	140	82	12	1	0	0	0	0	0	95
14:30	117	8	1	1	0	0	0	0	127	62	5	2	0	0	0	0	0	69
14:45	96	14	2	0	0	0	0	0	112	75	7	6	0	0	0	0	0	88
Hour	433	44	15	3	0	1	0	0	496	298	31	12	0	0	0	0	0	341
15:00	99	20	4	0	0	1	0	0	124	75	10	0	1	0	0	0	0	86
15:15	115	19	6	1	1	1	0	1	144	70	8	2	1	0	0	0	0	81
15:30	102	15	1	1	0	0	0	0	119	79	9	1	3	0	0	0	0	92
15:45	109	14	2	2	0	0	0	0	127	64	13	1	0	0	0	0	0	78
Hour	425	68	13	4	1	2	0	1	514	288	40	4	5	0	0	0	0	337
16:00	114	21	0	2	0	0	0	0	137	68	16	0	1	0	0	0	0	85
16:15	132	26	5	0	0	1	0	2	166	91	11	2	1	0	0	0	0	105
16:30	124	19	1	0	0	0	0	2	146	95	7	4	0	0	0	0	0	106
16:45	128	19	4	2	0	1	0	0	154	119	15	3	0	0	0	0	0	137
Hour	498	85	10	4	0	2	0	4	603	373	49	9	2	0	0	0	0	433
17:00	133	29	5	0	0	0	0	0	167	83	6	0	0	0	0	0	0	89
17:15	173	14	2	0	0	2	0	0	191	94	4	2	0	0	0	0	1	101
17:30	149	11	0	0	0	0	0	0	160	72	4	3	0	0	1	0	0	80
17:45	131	10	0	0	0	1	0	0	142	85	4	0	0	0	0	0	2	91
Hour	586	64	7	0	0	3	0	0	660	334	18	5	0	0	1	0	3	361
18:00	143	13	2	0	0	0	0	0	158	78	4	2	0	0	0	0	2	86
18:15	126	14	1	0	0	0	0	0	141	59	5	0	0	0	0	0	0	64
18:30	87	5	0	0	0	0	0	0	92	62	3	1	0	0	1	0	0	67
18:45	100	2	1	0	0	2	0	1	106	72	3	0	0	0	0	0	0	75
Hour	456	34	4	0	0	2	0	1	497	271	15	3	0	0	1	0	2	292
Total	4850	608	129	43	6	17	0	19	5672	3633	434	93	24	3	4	0	9	4200

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	To Arm C - R641 Sarsfield Road (S)								Veh. Total	From Arm C - R641 Sarsfield Road (S)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	40	21	1	3	2	0	0	0	67	86	17	3	1	1	0	0	2	110
07:15	58	19	2	2	1	0	0	0	82	98	25	3	1	0	0	0	1	128
07:30	65	28	5	1	0	0	0	0	99	149	29	3	1	2	0	0	1	185
07:45	114	18	5	2	2	2	0	2	145	184	26	7	1	1	0	0	6	225
Hour	277	86	13	8	5	2	0	2	393	517	97	16	4	4	0	0	10	648
08:00	115	24	2	5	1	0	0	1	148	218	20	6	2	1	0	0	2	249
08:15	110	23	3	4	1	0	0	0	141	166	18	2	2	0	1	0	2	191
08:30	120	19	2	1	0	1	0	1	144	204	27	6	2	0	0	0	0	239
08:45	140	20	2	2	1	1	0	0	166	194	29	9	3	2	0	0	2	239
Hour	485	86	9	12	3	2	0	2	599	782	94	23	9	3	1	0	6	918
09:00	140	26	6	2	0	0	0	0	174	97	25	5	5	2	1	0	2	137
09:15	95	25	8	4	3	0	0	1	136	113	24	8	2	0	0	0	1	148
09:30	104	23	10	2	1	0	0	0	140	115	27	8	4	1	0	0	1	156
09:45	87	25	6	0	0	0	0	0	118	149	29	6	1	3	0	0	0	188
Hour	426	99	30	8	4	0	0	1	568	474	105	27	12	6	1	0	4	629
10:00	97	27	7	2	2	0	0	1	136	127	36	5	4	0	0	0	1	173
10:15	89	21	7	2	1	1	0	0	121	135	16	7	4	2	1	0	2	167
10:30	77	19	4	1	1	0	0	0	102	110	25	9	4	2	1	0	2	153
10:45	90	16	13	2	0	0	0	0	121	124	25	7	0	1	0	0	1	158
Hour	353	83	31	7	4	1	0	1	480	496	102	28	12	5	2	0	6	651
11:00	94	15	3	1	1	0	0	0	114	114	27	6	2	1	0	0	0	150
11:15	114	27	10	3	1	1	0	0	156	131	17	10	3	1	0	0	0	162
11:30	102	26	5	0	1	0	0	1	135	136	25	6	2	1	0	0	1	171
11:45	121	26	6	3	2	0	0	0	158	112	25	9	6	2	0	0	0	154
Hour	431	94	24	7	5	1	0	1	563	493	94	31	13	5	0	0	1	637
12:00	102	23	8	5	1	0	0	0	139	142	20	6	2	1	1	0	0	172
12:15	96	23	7	3	1	1	0	2	133	140	27	7	1	1	1	0	3	180
12:30	113	18	6	2	2	0	0	1	142	154	17	4	2	2	0	0	2	181
12:45	105	20	9	3	0	1	0	0	138	145	23	6	2	1	0	0	1	178
Hour	416	84	30	13	4	2	0	3	552	581	87	23	7	5	2	0	6	711
13:00	132	19	6	4	2	2	0	1	166	177	23	6	4	1	3	0	2	216
13:15	124	24	6	4	1	1	0	0	160	129	12	4	3	2	4	0	1	155
13:30	123	24	5	1	0	0	0	0	153	136	20	9	1	1	1	0	0	168
13:45	137	26	6	5	1	1	0	2	178	131	17	7	5	2	2	0	1	165
Hour	516	93	23	14	4	4	0	3	657	573	72	26	13	6	10	0	4	704
14:00	106	20	3	0	2	1	0	2	134	147	27	13	2	1	0	0	0	190
14:15	108	29	3	2	0	0	0	1	143	144	18	4	4	1	0	0	1	172
14:30	92	13	5	2	1	0	0	0	113	130	15	6	3	2	1	0	1	158
14:45	137	19	8	3	1	1	0	0	169	122	25	4	1	2	1	0	1	156
Hour	443	81	19	7	4	2	0	3	559	543	85	27	10	6	2	0	3	676
15:00	126	35	8	1	0	0	0	0	170	122	29	8	2	0	2	0	0	163
15:15	133	15	5	3	1	0	0	1	158	136	22	8	2	2	2	0	2	174
15:30	129	20	4	7	1	1	0	1	163	145	34	4	5	0	0	0	1	189
15:45	136	24	4	0	1	1	0	0	166	131	22	3	2	2	0	0	0	160
Hour	524	94	21	11	3	2	0	2	657	534	107	23	11	4	4	0	3	686
16:00	142	33	1	3	1	0	0	0	180	145	27	4	1	0	0	0	0	177
16:15	169	28	7	2	0	0	0	2	208	168	29	7	2	0	1	0	0	207
16:30	201	27	4	2	0	2	0	2	238	176	28	4	1	1	0	0	2	212
16:45	204	27	3	1	0	0	0	3	238	159	27	3	4	1	1	0	2	197
Hour	716	115	15	8	1	2	0	7	864	648	111	18	8	2	2	0	4	793
17:00	179	13	1	0	0	3	0	0	196	207	49	5	2	1	2	0	1	267
17:15	171	11	5	0	2	1	0	0	190	192	25	3	3	1	1	0	2	227
17:30	168	9	5	1	1	2	0	1	187	210	19	3	0	1	1	0	1	235
17:45	149	14	1	0	0	0	0	2	166	179	19	1	0	1	3	0	1	204
Hour	667	47	12	1	3	6	0	3	739	788	112	12	5	4	7	0	5	933
18:00	146	9	1	0	1	0	0	0	157	175	19	3	0	0	1	0	1	199
18:15	141	9	1	2	1	3	0	1	158	174	13	0	0	1	2	0	1	191
18:30	114	12	4	0	1	2	0	3	136	120	14	0	0	1	4	0	0	139
18:45	103	10	0	0	1	1	0	0	115	133	11	2	0	2	4	0	1	153
Hour	504	40	6	2	4	6	0	4	566	602	57	5	0	4	11	0	3	682
Total	5758	1002	233	98	44	30	0	32	7197	7031	1123	259	104	54	42	0	55	8668

Site No. 4
Location R641 Sarsfield Road (N) / N40 Cork South Ring Road (W) / R641 Sarsfield Road (S) / N40 Cork South Ring Road (E)
Date 24 April 2024

Time	To Arm D - N40 Cork South Ring Road (E)								Veh. Total	From Arm D - N40 Cork South Ring Road (E)								Veh. Total
	CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C		CAR	LGV	OGV1	OGV2	PSV	M/C	CAV	P/C	
07:00	170	23	4	1	0	0	0	0	198	216	23	0	3	0	0	0	0	242
07:15	165	36	4	3	0	0	0	0	208	260	24	0	5	0	1	0	0	290
07:30	224	30	0	2	0	0	0	0	256	243	27	3	1	0	0	0	0	274
07:45	251	24	5	0	1	1	0	0	282	278	24	2	5	0	1	0	0	310
Hour	810	113	13	6	1	1	0	0	944	997	98	5	14	0	2	0	0	1116
08:00	241	21	5	6	0	0	0	0	273	272	26	4	6	2	0	0	0	310
08:15	204	23	6	2	0	0	0	1	236	263	30	5	3	0	1	0	0	302
08:30	183	18	7	2	0	0	0	1	211	246	31	4	3	0	1	0	0	285
08:45	165	25	5	5	1	0	0	0	201	279	33	3	3	0	4	0	0	322
Hour	793	87	23	15	1	0	0	2	921	1060	120	16	15	2	6	0	0	1219
09:00	135	21	4	7	1	0	0	2	170	268	27	6	2	0	0	0	0	303
09:15	143	27	4	4	0	0	0	0	178	277	26	8	2	0	1	0	0	314
09:30	163	29	5	2	0	0	0	1	200	233	44	7	3	1	1	0	0	289
09:45	158	30	10	0	0	0	0	0	198	207	31	7	0	0	1	0	0	246
Hour	599	107	23	13	1	0	0	3	746	985	128	28	7	1	3	0	0	1152
10:00	167	37	4	3	3	0	0	0	214	190	27	6	4	0	1	0	0	228
10:15	165	17	4	5	0	2	0	0	193	181	24	4	1	0	0	1	0	211
10:30	187	23	4	3	1	0	0	0	218	192	25	6	1	0	0	0	0	224
10:45	159	31	11	0	0	0	0	0	201	169	21	11	4	1	0	0	0	206
Hour	678	108	23	11	4	2	0	0	826	732	97	27	10	1	1	1	0	869
11:00	209	29	4	3	0	1	0	0	246	180	26	4	2	0	0	0	0	212
11:15	198	21	6	3	0	0	0	0	228	191	28	10	3	0	2	0	0	234
11:30	163	31	4	5	0	0	0	0	203	191	31	6	0	1	0	1	0	230
11:45	196	24	6	8	1	0	0	0	235	213	30	5	2	1	1	0	0	252
Hour	766	105	20	19	1	1	0	0	912	775	115	25	7	2	3	1	0	928
12:00	213	29	7	3	0	0	0	0	252	190	30	8	3	0	0	0	0	231
12:15	222	28	8	1	0	0	0	0	259	184	23	10	2	0	1	0	0	220
12:30	220	28	4	1	0	0	0	0	253	182	29	8	2	0	0	0	0	221
12:45	206	23	9	1	1	0	0	1	241	177	33	11	3	1	0	0	0	225
Hour	861	108	28	6	1	0	0	1	1005	733	115	37	10	1	1	0	0	897
13:00	230	20	4	2	0	1	0	0	257	177	23	4	3	1	1	0	0	209
13:15	232	21	5	3	0	0	0	1	262	213	26	5	5	1	0	0	0	250
13:30	265	23	6	2	1	0	0	0	297	212	28	4	0	0	0	0	0	244
13:45	226	24	4	5	0	0	0	0	259	236	25	10	6	0	0	0	0	277
Hour	953	88	19	12	1	1	0	1	1075	838	102	23	14	2	1	0	0	980
14:00	205	33	9	0	0	0	0	0	247	217	25	4	0	0	1	0	0	247
14:15	241	21	3	2	1	0	1	0	269	201	31	7	3	0	0	0	0	242
14:30	213	16	7	3	1	1	0	0	241	159	20	8	3	0	1	0	0	191
14:45	250	23	3	2	0	0	0	0	278	211	22	5	4	0	1	0	0	243
Hour	909	93	22	7	2	1	1	0	1035	788	98	24	10	0	3	0	0	923
15:00	258	23	6	1	0	2	0	0	290	200	37	11	0	0	1	0	0	249
15:15	231	25	5	1	0	0	0	0	262	210	17	5	3	1	1	0	0	237
15:30	263	35	5	4	0	0	0	0	307	235	18	5	3	1	0	0	0	262
15:45	262	17	5	2	0	0	0	0	286	212	22	10	0	0	0	0	0	244
Hour	1014	100	21	8	0	2	0	0	1145	857	94	31	6	2	2	0	0	992
16:00	305	32	5	0	0	0	0	0	342	202	28	0	1	0	2	0	2	235
16:15	296	26	3	2	0	1	0	1	329	217	22	5	1	0	0	0	0	245
16:30	299	31	3	1	0	2	0	0	336	254	25	0	3	0	1	0	0	283
16:45	212	20	2	3	0	0	0	2	239	220	25	2	1	0	0	0	0	248
Hour	1112	109	13	6	0	3	0	3	1246	893	100	7	6	0	3	0	2	1011
17:00	256	30	0	2	0	3	0	3	294	247	23	1	0	0	4	0	0	275
17:15	251	16	3	3	1	2	0	3	279	261	14	4	1	0	1	0	0	281
17:30	261	17	4	0	0	1	0	3	286	218	15	2	1	0	2	0	0	238
17:45	240	17	1	0	0	1	0	2	261	206	11	1	0	0	0	0	0	218
Hour	1008	80	8	5	1	7	0	11	1120	932	63	8	2	0	7	0	0	1012
18:00	248	12	4	0	0	1	0	2	267	199	11	1	1	0	0	0	0	212
18:15	252	9	2	0	1	0	0	0	264	221	19	2	2	0	2	0	0	246
18:30	224	13	3	0	0	1	0	0	241	178	6	2	0	0	0	0	0	186
18:45	214	10	2	0	0	0	0	0	226	156	9	2	0	0	0	0	0	167
Hour	938	44	11	0	1	2	0	2	998	754	45	7	3	0	2	0	0	811
Total	10441	1142	224	108	14	20	1	23	11973	10344	1175	238	104	11	34	2	2	11910