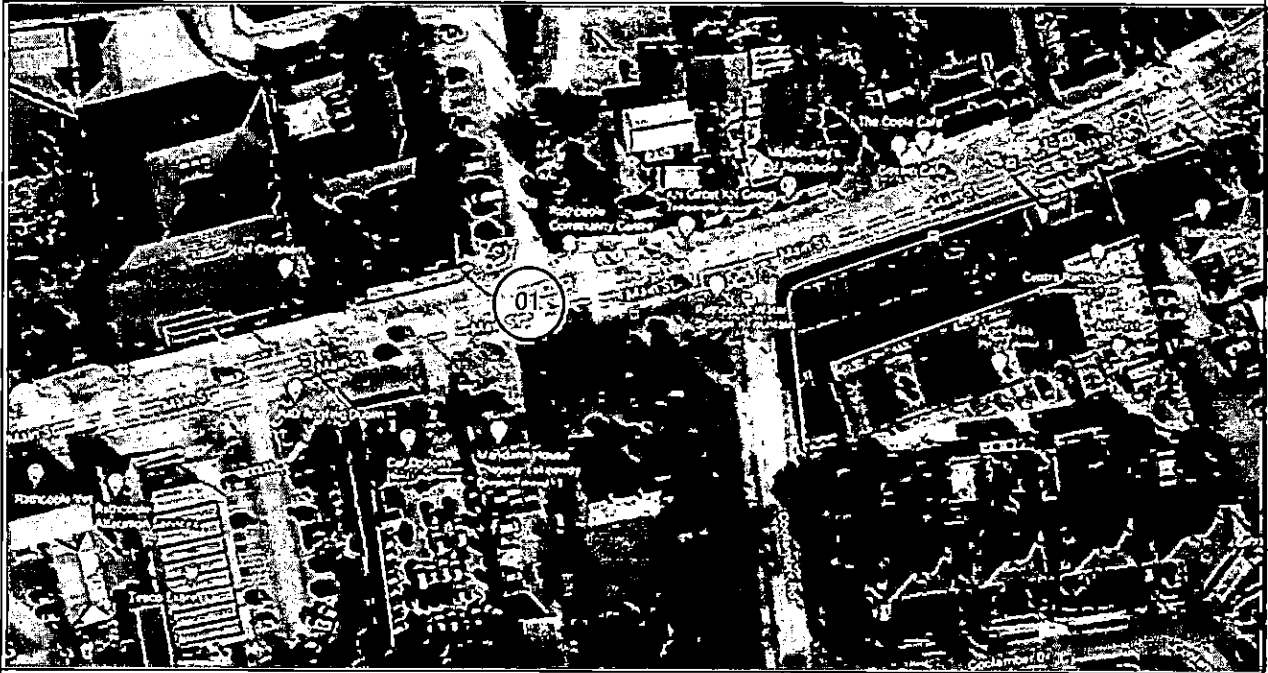


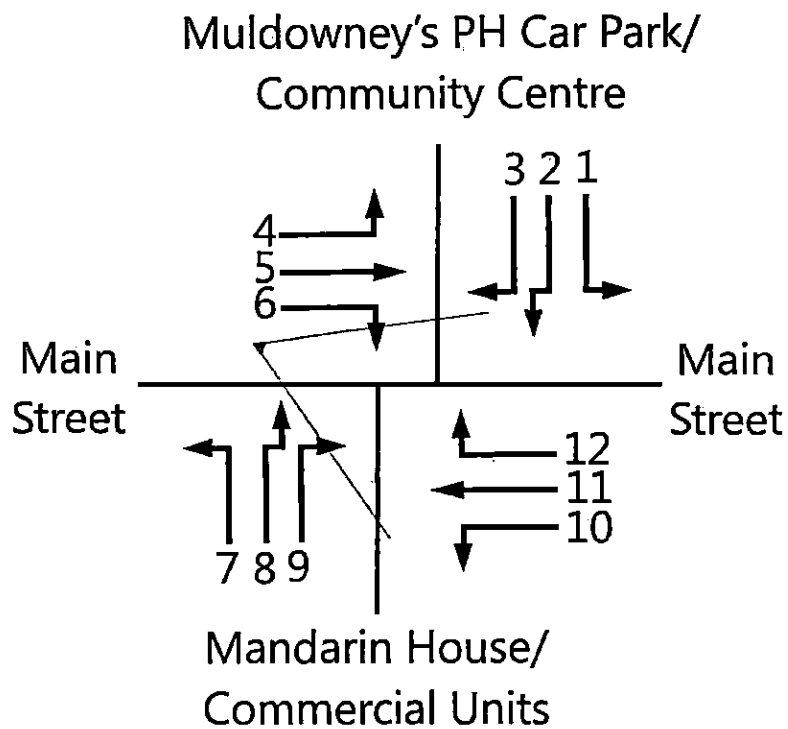
APPENDIX B



2023 Raw Traffic Survey Data Output

Site Location



Movement Numbering



	Job number: TRA/23/017	Job Date: 18 th January 2023	Drawing No: TRA/23/017-01	traffinomics 
	Client: NRB	Job Day: Wednesday	Site Map	

TRAFFINOMICS LIMITED

**MULDOWNEY'S PH, RATHCOOLE TRAFFIC COUNT
MANUAL CLASSIFIED JUNCTION TURNING COUNT**

**JANUARY 2023
TRA/23/017**

SITE: 01

DATE: 18th January 2023

LOCATION: Rathcoole Main Street/Access to Muldowney's PH Car Park

DAY: Wednesday

TIME	MOVEMENT 1							TOT	PCU	MOVEMENT 2							TOT	PCU	MOVEMENT 3							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	
07:45	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	
08:00	0	0	2	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	4	4	4	
08:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	
08:45	0	0	16	2	0	0	18	18	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	4	4	
H/TOT	0	0	20	3	0	1	24	25	0	0	0	0	0	0	0	0	0	0	8	1	0	0	9	9	9	9	
09:00	0	0	25	1	1	0	27	28	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6	6	6	
09:15	0	0	15	1	0	0	16	16	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10	10	10	
09:30	0	0	2	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	44	3	1	0	48	49	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	16	16	16	
10:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	
10:15	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	2	2	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	
10:45	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	
H/TOT	0	0	10	2	0	0	12	12	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	3	3	
11:00	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	3	3	
11:15	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8	8	8	
11:30	0	0	4	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	4	4	4	
11:45	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	5	5	
H/TOT	0	0	19	1	0	0	20	20	0	0	0	0	0	0	0	0	0	0	18	2	0	0	20	20	20	20	
12:00	0	0	10	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	22	1	0	0	23	23	23	23	
12:15	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10	10	10	
12:30	0	0	2	1	1	0	4	5	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6	6	6	
12:45	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	5	5	5	
H/TOT	0	0	21	1	1	0	23	24	0	0	0	0	0	0	0	0	0	0	41	1	1	0	43	44	44	44	

TRAFFINOMICS LIMITED

**MULDOWNEY'S PH, RATHCOOLE TRAFFIC COUNT
MANUAL CLASSIFIED JUNCTION TURNING COUNT**

**JANUARY 2023
TRA/23/017**

SITE: 01

DATE: 18th January 2023

LOCATION: Rathcoole Main Street/Access to Muldowney's PH Car Park

DAY: Wednesday

TIME	MOVEMENT 1							TOT	PCU	MOVEMENT 2							TOT	PCU	MOVEMENT 3							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
13:00	1	0	14	1	0	0	16	15	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	6		
13:15	0	0	7	0	0	1	8	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
13:30	0	0	3	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:45	0	0	11	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3		
H/TOT	1	0	35	1	1	1	39	40	0	0	0	0	0	0	0	0	0	0	7	1	1	0	9	10			
14:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2		
14:15	0	0	3	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	4		
14:30	0	0	6	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2		
14:45	0	0	23	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10		
H/TOT	0	0	34	1	0	1	36	37	0	0	0	0	0	0	0	0	0	0	15	3	0	0	18	18			
15:00	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7		
15:15	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2		
15:30	0	0	11	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10		
15:45	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4		
H/TOT	0	0	34	0	0	0	34	34	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	23			
16:00	0	0	12	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	9	9		
16:15	0	0	3	0	0	0	3	3	0	0	0	1	0	0	1	1	0	0	0	7	0	0	0	7	7		
16:30	0	0	10	1	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	14	14		
16:45	0	0	5	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9		
H/TOT	0	0	30	2	0	0	32	32	0	0	0	1	0	0	1	1	0	0	35	4	0	0	39	39			
17:00	0	0	2	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	16	16		
17:15	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7		
17:30	0	0	17	1	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	4		
17:45	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4		
H/TOT	0	0	26	1	1	0	28	29	0	0	0	0	0	0	0	0	0	0	29	2	0	0	31	31			
18:00	0	0	10	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
18:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2		
18:30	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2		
18:45	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2		
H/TOT	0	0	14	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	5	2	0	0	7	7			
P/TOT	1	0	295	15	4	3	318	324	0	0	0	1	0	0	1	1	0	0	201	16	2	0	219	221			

TRAFFINOMICS LIMITED

MULDOWNEY'S PH, RATHCOOLE TRAFFIC COUNT
MANUAL CLASSIFIED JUNCTION TURNING COUNT

JANUARY 2023
TRA/23/017

SITE: 01

DATE: 18th January 2023

LOCATION: Rathcoole Main Street/Access to Muldowney's PH Car Park

DAY: Wednesday

TIME	MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	87	14	2	2	105	109	0	0	0	0	0	0	0	0
07:15	0	0	4	0	0	0	4	4	0	0	114	20	2	2	138	142	0	0	0	0	0	0	0	0
07:30	0	0	5	0	0	0	5	5	1	0	162	21	1	1	186	187	0	0	0	0	0	0	0	0
07:45	0	0	2	0	0	0	2	2	0	0	114	7	3	3	127	133	0	0	0	0	0	0	0	0
H/TOT	0	0	11	0	0	0	11	11	1	0	477	62	8	8	556	571	0	0	0	0	0	0	0	0
08:00	0	0	2	0	0	1	3	4	0	0	117	13	0	0	130	130	0	0	0	0	0	0	0	0
08:15	0	0	5	0	0	0	5	5	0	1	105	18	0	4	128	131	0	0	0	0	0	0	0	0
08:30	0	0	9	1	0	0	10	10	0	0	130	9	0	4	143	147	0	0	0	0	0	0	0	0
08:45	0	0	8	1	0	0	9	9	2	0	108	3	0	2	115	115	0	0	0	0	0	0	0	0
H/TOT	0	0	24	2	0	1	27	28	2	1	460	43	0	10	516	524	0	0	0	0	0	0	0	0
09:00	0	0	18	0	0	0	18	18	0	0	95	8	2	4	109	115	0	0	0	0	0	0	0	0
09:15	0	0	7	1	0	0	8	8	0	0	105	9	2	0	116	118	0	0	2	0	0	0	2	2
09:30	0	0	1	1	0	0	2	2	1	1	65	13	0	1	81	81	0	0	1	0	0	0	1	1
09:45	0	0	6	1	0	0	7	7	1	0	75	13	1	0	90	90	0	0	1	0	0	0	1	1
H/TOT	0	0	32	3	0	0	35	35	2	1	340	43	5	5	396	404	0	0	4	0	0	0	4	4
10:00	0	0	5	0	0	0	5	5	0	0	72	10	2	0	84	86	0	0	0	0	0	0	0	0
10:15	0	0	4	0	0	0	4	4	0	0	69	19	3	1	92	96	0	0	0	0	0	0	0	0
10:30	0	0	2	0	0	0	2	2	0	0	80	11	1	1	93	95	0	0	0	0	0	0	0	0
10:45	0	0	5	0	0	0	5	5	0	1	83	19	3	0	106	108	0	0	0	0	0	0	0	0
H/TOT	0	0	16	0	0	0	16	16	0	1	304	59	9	2	375	385	0	0	0	0	0	0	0	0
11:00	0	0	4	0	0	0	4	4	0	0	63	8	5	0	76	81	0	0	0	0	0	0	0	0
11:15	0	0	1	0	0	0	1	1	0	0	59	16	2	1	78	81	0	0	1	0	0	0	1	1
11:30	0	0	1	0	0	0	1	1	0	0	67	10	7	1	85	93	0	0	1	0	0	0	1	1
11:45	0	0	15	0	0	0	15	15	0	0	66	8	2	0	76	78	0	0	1	0	0	0	1	1
H/TOT	0	0	21	0	0	0	21	21	0	0	255	42	16	2	315	333	0	0	3	0	0	0	3	3
12:00	0	0	14	0	0	0	14	14	0	0	65	14	2	0	81	83	0	0	0	0	0	0	0	0
12:15	0	0	1	0	0	0	1	1	0	0	71	14	3	0	88	91	0	0	1	0	0	0	1	1
12:30	0	0	1	0	0	0	1	1	0	0	85	13	1	1	100	102	0	0	0	0	0	0	0	0
12:45	0	0	3	0	0	0	3	3	0	0	75	7	2	1	85	88	0	0	0	0	0	0	0	0
H/TOT	0	0	19	0	0	0	19	19	0	0	296	48	8	2	354	364	0	0	1	0	0	0	1	1

TRAFFINOMICS LIMITED

**MULDOWNEY'S PH, RATHCOOLE TRAFFIC COUNT
MANUAL CLASSIFIED JUNCTION TURNING COUNT**

**JANUARY 2023
TRA/23/017**

SITE: 01

DATE: 18th January 2023

LOCATION: Rathcoole Main Street/Access to Muldowney's PH Car Park

DAY: Wednesday

TIME	MOVEMENT 4				TOT	PCU	MOVEMENT 5				TOT	PCU	MOVEMENT 6				TOT	PCU								
	PCL	MCL	CAR	LGV			HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS			PCL	MCL	CAR	LGV	HGV	BUS		
13:00	0	0	3	1	0	0	4	0	1	143	11	2	5	162	168	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	4	0	0	0	4	2	0	97	15	4	1	119	122	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	3	0	0	0	3	2	0	79	15	0	2	98	98	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	3	0	0	0	3	0	1	109	11	3	3	127	132	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	1	0	0	14	4	2	428	52	9	11	506	522	0	0	0	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	1	0	84	16	1	3	105	108	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	2	0	0	1	3	0	1	90	12	4	2	109	114	0	0	1	0	0	0	0	0	1	1	1
14:30	0	0	10	0	0	0	10	0	0	78	10	1	2	91	94	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	6	0	0	0	6	1	0	132	15	2	2	152	155	0	0	1	0	0	0	0	0	1	1	1
H/TOT	0	0	18	0	0	1	19	2	1	384	53	8	9	457	472	0	0	2	0	0	0	0	2	2	2	
15:00	0	0	4	0	0	0	4	0	0	77	9	0	3	89	92	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	5	0	0	0	5	0	0	89	9	1	3	102	106	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	3	1	0	0	4	0	0	82	14	2	4	102	108	0	0	1	0	0	0	0	1	1	1	1
15:45	0	0	8	0	0	0	8	1	0	95	9	0	1	106	106	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	20	1	0	0	21	1	0	343	41	3	11	399	412	0	0	1	0	0	0	1	1	1	1	
16:00	0	0	6	1	0	0	7	0	0	85	5	3	0	93	96	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	9	0	0	0	9	0	0	71	12	0	0	83	83	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	4	0	0	0	4	0	1	70	15	1	1	88	89	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	9	0	0	0	9	0	0	84	10	0	0	94	94	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	28	1	0	0	29	0	1	310	42	4	1	358	362	0	0	0	0	0	0	0	0	0	0	
17:00	0	0	5	0	0	0	5	1	0	88	7	1	0	97	97	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	3	1	0	0	4	0	0	78	13	0	0	91	91	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	3	0	0	0	3	0	0	85	11	0	1	97	98	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	1	0	0	2	0	0	80	10	1	0	91	92	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	12	2	0	0	14	1	0	331	41	2	1	376	378	0	0	0	0	0	0	0	0	0	0	
18:00	0	0	1	0	0	0	1	0	0	102	6	1	0	109	110	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	1	0	0	1	1	1	93	8	1	0	104	104	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	5	0	0	0	5	0	0	84	9	2	1	96	99	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	4	0	0	0	4	0	0	81	7	0	1	89	90	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	10	1	0	0	11	1	1	360	30	4	2	398	403	0	0	0	0	0	0	0	0	0	0	
P/TOT	0	0	224	11	0	2	237	14	8	4288	556	76	64	5006	5130	0	0	11	0	0	0	0	0	0	11	

TRAFFINOMICS LIMITED

MULDOWNEY'S PH, RATHCOOLE TRAFFIC COUNT
 MANUAL CLASSIFIED JUNCTION TURNING COUNT

JANUARY 2023
 TRA/23/017

SITE: 01

DATE: 18th January 2023

LOCATION: Rathcoole Main Street/Access to Muldowney's PH Car Park

DAY: Wednesday

TIME	MOVEMENT 7							TOT	PCU	MOVEMENT 8							TOT	PCU	MOVEMENT 9							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:45	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
09:45	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
H/TOT	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2			
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2			
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
10:30	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1			
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
H/TOT	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	5			
11:00	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3			
11:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2			
H/TOT	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6			
12:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
12:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0			
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2			
H/TOT	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3			

TRAFFINOMICS LIMITED

**MULDOWNEY'S PH, RATHCOOLE TRAFFIC COUNT
MANUAL CLASSIFIED JUNCTION TURNING COUNT**

JANUARY 2023
TRA/23/017

SITE: 01

DATE: 18th January 2023

LOCATION: Rathcoole Main Street/Access to Muldowney's PH Car Park

DAY:

Wednesday

TIME	MOVEMENT 10					TOT	MOVEMENT 11					TOT	MOVEMENT 12					TOT	PCU				
	PCL	MCL	CAR	LGV	HGV		BUS	PCL	MCL	CAR	LGV		HGV	BUS	PCL	MCL	CAR			LGV	HGV	BUS	
13:00	0	0	1	1	0	0	2	2	0	84	14	5	0	103	108	0	0	5	1	0	0	6	6
13:15	0	0	0	1	0	0	1	1	0	68	12	1	0	81	82	0	0	5	0	0	0	5	5
13:30	0	0	2	0	0	0	2	2	1	76	10	1	1	89	90	0	0	7	0	1	0	8	9
13:45	0	0	1	0	0	0	1	1	0	60	12	5	1	78	84	0	0	3	0	0	0	3	3
H/TOT	0	0	4	2	0	0	6	6	1	288	48	12	2	351	364	0	0	20	1	1	0	22	23
14:00	0	0	0	0	0	0	0	0	1	86	8	2	3	100	104	0	0	3	0	0	0	3	3
14:15	0	0	1	0	0	0	1	1	1	75	10	1	0	87	87	0	0	11	2	0	0	13	13
14:30	0	0	2	0	0	0	2	2	0	82	8	1	0	91	92	0	0	13	0	0	0	13	13
14:45	0	0	1	0	1	0	2	3	1	94	9	2	0	106	107	0	0	11	0	0	0	11	11
H/TOT	0	0	4	0	1	0	5	6	2	337	35	6	3	384	391	0	0	38	2	0	0	40	40
15:00	0	0	0	1	0	0	1	1	1	77	9	1	2	90	92	0	0	2	0	0	0	2	2
15:15	0	0	2	0	0	0	2	2	0	70	9	0	1	80	81	0	0	12	0	0	0	12	12
15:30	0	0	0	1	0	0	1	1	1	89	18	1	1	110	111	0	0	4	0	0	0	4	4
15:45	0	0	0	0	0	0	0	0	2	95	15	0	0	112	110	0	0	9	1	0	0	10	10
H/TOT	0	0	2	2	0	0	4	4	4	331	51	2	4	392	395	0	0	27	1	0	0	28	28
16:00	0	0	1	0	0	0	1	1	3	83	10	1	1	98	98	0	0	2	0	0	0	2	2
16:15	0	0	1	0	0	0	1	1	2	87	12	0	0	101	99	0	0	11	1	0	0	12	12
16:30	0	0	0	0	0	0	0	0	0	93	19	3	0	116	118	0	0	5	3	0	0	8	8
16:45	0	0	1	0	0	0	1	1	2	101	24	2	0	130	130	0	0	10	0	0	0	10	10
H/TOT	0	0	3	0	0	0	3	3	7	364	65	6	1	445	445	0	0	28	4	0	0	32	32
17:00	0	0	2	0	0	0	2	2	0	125	16	1	0	143	143	0	0	5	0	1	0	6	7
17:15	0	0	3	0	0	0	3	3	1	115	15	1	1	133	134	0	0	8	0	0	0	8	8
17:30	0	0	2	0	0	0	2	2	1	117	10	2	0	130	131	0	0	5	0	0	0	5	5
17:45	0	0	1	0	0	0	1	1	2	107	14	0	0	123	121	0	0	4	0	0	0	4	4
H/TOT	0	0	8	0	0	0	8	8	4	464	55	4	1	529	530	0	0	22	0	1	0	23	24
18:00	0	0	0	0	0	0	0	0	0	115	20	2	0	137	139	0	0	1	0	0	0	1	1
18:15	0	0	1	0	0	0	1	1	0	78	2	1	1	83	84	0	0	2	0	0	0	2	2
18:30	0	0	1	0	0	0	1	1	0	107	4	1	1	113	115	0	0	3	0	0	0	3	3
18:45	0	0	0	0	0	0	0	0	0	73	10	2	0	85	87	0	0	1	0	0	0	1	1
H/TOT	0	0	2	0	0	0	2	2	0	373	36	6	2	418	425	0	0	7	0	0	0	7	7
P/TOT	0	0	37	9	1	0	47	48	22	3269	468	66	35	3867	3946	0	0	287	21	6	0	314	320

APPENDIX C

TRICS - Trip Generation Output
(Residential Housing & Apartments)

Calculation Reference: AUDIT-160301-230214-0233

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	4 days
	PO PORTSMOUTH	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	NG NOTTINGHAM	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	3 days
09	NORTH	
	CB CUMBRIA	3 days
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	3 days
12	CONNAUGHT	
	MA MAYO	1 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	LU LOUTH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	4 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

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

TOTAL VEHICLESCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	47	64	0.040	47	64	0.146	47	64	0.186
08:00 - 09:00	47	64	0.062	47	64	0.183	47	64	0.245
09:00 - 10:00	47	64	0.078	47	64	0.083	47	64	0.161
10:00 - 11:00	47	64	0.066	47	64	0.084	47	64	0.150
11:00 - 12:00	47	64	0.068	47	64	0.082	47	64	0.150
12:00 - 13:00	47	64	0.088	47	64	0.084	47	64	0.172
13:00 - 14:00	47	64	0.074	47	64	0.087	47	64	0.161
14:00 - 15:00	47	64	0.082	47	64	0.085	47	64	0.167
15:00 - 16:00	47	64	0.103	47	64	0.070	47	64	0.173
16:00 - 17:00	47	64	0.127	47	64	0.080	47	64	0.207
17:00 - 18:00	47	64	0.170	47	64	0.088	47	64	0.258
18:00 - 19:00	47	64	0.147	47	64	0.100	47	64	0.247
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.105			1.172			2.277

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 9 - 332 (units:)
 Survey date range: 01/01/14 - 11/05/22
 Number of weekdays (Monday-Friday): 47
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2023
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 2026 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2023\23-002 Rathcoole\Calculations\Main St Site Access Junction

Report generation date: 06/03/2023 15:37:39

»2026, AM

»2026, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
2026								
Stream B-AC	0.9	19.45	0.49	C	0.3	11.24	0.21	B
Stream C-AB	0.9	10.70	0.42	B	0.1	6.89	0.07	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	27/02/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00



Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	AM	ONE HOUR	07:45	09:15	15
D2	2026	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Access to Main St	T-Junction	Two-way	4.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Main St West		Major
B	Site Access/Development		Minor
C	Main St East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			90.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.20	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	529	0.092	0.233	0.147	0.333
1	B-C	669	0.098	0.248	-	-
1	C-B	626	0.232	0.232	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	562	100.000
B		✓	160	100.000
C		✓	412	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	553
	B	82	0	78
	C	226	186	0

Vehicle Mix

HV %s

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS
B-AC	0.49	19.45	0.9	C
C-AB	0.42	10.70	0.9	B
C-A				
AB				
AC				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	120	437	0.276	119	0.4	11.263	B
C-AB	152	573	0.265	150	0.4	8.505	A
C-A	158			158			
AB	7			7			
AC	416			416			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	144	406	0.355	143	0.5	13.677	B
C-AB	189	575	0.329	189	0.5	9.317	A
C-A	181			181			
A-B	8			8			
AC	497			497			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	176	361	0.488	175	0.9	19.130	C
C-AB	250	588	0.425	248	0.9	10.626	B
C-A	204			204			
A-B	10			10			
AC	609			609			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	176	361	0.488	176	0.9	19.450	C
C-AB	250	588	0.424	250	0.9	10.705	B
C-A	204			204			
A-B	10			10			
AC	609			609			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	144	405	0.355	145	0.6	13.927	B
C-AB	189	576	0.328	190	0.6	9.409	A
C-A	181			181			
A-B	8			8			
AC	497			497			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	120	437	0.276	121	0.4	11.440	B
C-AB	152	573	0.265	153	0.4	8.597	A
C-A	158			158			
A-B	7			7			
AC	416			416			

2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Access to Main St	T-Junction	Two-way	1.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Avg. Demand (PCU/hr)	Scaling Factor (%)
A		✓	417	100.000
B		✓	78	100.000
C		✓	591	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	399
	B	40	0	38
	C	559	32	0

Vehicle Mix

HV %s

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS
B-AC	0.21	11.24	0.3	B
C-AB	0.07	6.89	0.1	A
C-A				
A-B				
AC				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	467	0.126	58	0.1	8.803	A
C-AB	25	572	0.044	25	0.0	6.586	A
C-A	420			420			
A-B	14			14			
AC	300			300			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	70	442	0.159	70	0.2	9.684	A
C-AB	30	566	0.053	30	0.1	6.725	A
C-A	501			501			
A-B	16			16			
AC	359			359			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	86	406	0.211	86	0.3	11.218	B
C-AB	38	561	0.068	38	0.1	6.889	A
C-A	613			613			
A-B	20			20			
AC	439			439			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	86	406	0.211	86	0.3	11.241	B
C-AB	38	561	0.068	38	0.1	6.890	A
C-A	613			613			
A-B	20			20			
AC	439			439			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	70	441	0.159	70	0.2	9.709	A
C-AB	30	566	0.053	30	0.1	6.727	A
C-A	501			501			
AB	16			16			
AC	359			359			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	466	0.126	59	0.1	8.838	A
C-AB	25	572	0.044	25	0.0	6.589	A
C-A	420			420			
AB	14			14			
AC	300			300			

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2023
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 2041 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2023\23-002 Rathcoole\Calculations\Main St Site Access Junction

Report generation date: 06/03/2023 15:45:50

»2041, AM

»2041, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
2041								
Stream B-AC	1.2	24.72	0.56	C	0.3	12.87	0.26	B
Stream C-AB	1.1	11.40	0.46	B	0.1	7.00	0.08	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	27/02/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
Description	

Units

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

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2041	AM	ONE HOUR	07:45	09:15	15
D2	2041	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2041, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Access to Main St	T-Junction	Two-way	5.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Main St West		Major
B	Site Access/Development		Minor
C	Main St East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			90.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.20	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	529	0.092	0.233	0.147	0.333
1	B-C	669	0.098	0.248	-	-
1	C-B	626	0.232	0.232	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2041	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	646	100.000
B		✓	168	100.000
C		✓	454	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	11	635
	B	86	0	82
	C	260	194	0

Vehicle Mix

HV %s

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS
B-AC	0.56	24.72	1.2	C
C-AB	0.46	11.40	1.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	126	417	0.303	125	0.4	12.237	B
C-AB	162	569	0.285	160	0.4	8.795	A
C-A	180			180			
A-B	8			8			
A-C	478			478			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	151	381	0.396	150	0.6	15.506	C
C-AB	204	574	0.355	203	0.6	9.722	A
C-A	204			204			
A-B	10			10			
A-C	571			571			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	185	330	0.560	183	1.2	23.994	C
C-AB	275	593	0.464	273	1.1	11.282	B
C-A	225			225			
A-B	12			12			
A-C	699			699			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	185	330	0.560	185	1.2	24.723	C
C-AB	275	594	0.463	275	1.1	11.401	B
C-A	225			225			
A-B	12			12			
A-C	699			699			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	151	381	0.397	153	0.7	15.967	C
C-AB	204	575	0.355	206	0.7	9.854	A
C-A	204			204			
A-B	10			10			
A-C	571			571			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	126	417	0.304	127	0.4	12.486	B
C-AB	162	569	0.284	163	0.4	8.905	A
C-A	180			180			
A-B	8			8			
A-C	478			478			

2041, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Access to Main St	T-Junction	Two-way	1.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2041	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	479	100.000
B		✓	87	100.000
C		✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	459
	B	45	0	42
	C	643	36	0

Vehicle Mix

HV %s

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS
B-AC	0.26	12.87	0.3	B
C-AB	0.08	7.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	65	447	0.147	65	0.2	9.416	A
C-AB	28	567	0.050	28	0.1	6.691	A
C-A	483			483			
A-B	15			15			
A-C	346			346			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	78	417	0.187	78	0.2	10.601	B
C-AB	35	562	0.062	34	0.1	6.836	A
C-A	576			576			
A-B	18			18			
A-C	413			413			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	96	376	0.255	95	0.3	12.825	B
C-AB	44	559	0.079	44	0.1	6.997	A
C-A	704			704			
A-B	22			22			
A-C	505			505			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	96	376	0.255	96	0.3	12.866	B
C-AB	44	559	0.079	44	0.1	6.998	A
C-A	704			704			
A-B	22			22			
A-C	505			505			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	78	417	0.187	79	0.2	10.645	B
C-AB	35	562	0.061	35	0.1	6.839	A
C-A	576			576			
A-B	18			18			
A-C	413			413			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	65	446	0.147	66	0.2	9.460	A
C-AB	28	567	0.050	28	0.1	6.697	A
C-A	483			483			
A-B	15			15			
A-C	346			346			

APPENDIX F

**Independent Stage 1-2 Road Safety/Quality Audit
(& Associated Designer Feedback Form)**

Title: Combined Stage 1&2 ROAD SAFETY AUDIT
For;
Proposed Residential Development, Main Street,
Rathcoole, Co. Dublin

Client: NRB Consulting Engineers

Date: March 2023

Report reference: 1775R01

VERSION: FINAL (6-3-2023)

Prepared By:

Bruton Consulting Engineers Ltd

Glaspistol

Clogherhead

Drogheda

Co. Louth.

Tel: 041 9881456

Mob: 086 8067075

E: admin@brutonceng.ie

W: www.brutonceng.ie

CONTENTS SHEET

Contents

1.0	Introduction	2
2.0	Background	3
3.0	Items Raised in This Stage 1&2 Road Safety Audit.	4
3.1.	Problem.....	4
3.2	Problem.....	5
4.0	Observations	5
4.1	Observation.....	5
5.0	Audit Statement.....	6
Appendix A	7
Appendix B	8
Appendix C	10

1.0 Introduction

This report was prepared in response to a request from Mr. Eoin Reynolds, NRB Consulting Engineers, for a Combined Stage 1&2 Road Safety Audit of a proposed residential development at main Street, Rathcoole, Co. Dublin.

The Road Safety Audit Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA.

TII Auditor Approval no. NB 168446

Team Member: **Owen O'Reilly**, B.SC. Eng Dip Struct. Eng NCEA Civil Dip Civil. Eng CEng MIEI

TII Auditor Approval no. OO1291756

The Road Safety Audit involved the examination of drawings and other material provided by NRB and a site visit on the 2nd of February 2023.

The weather at the time of the site visit was dry and the road surface was wet.

This Stage 1&2 Road Safety Audit has been carried out in accordance with the requirements of TII Publication Number GE-STY-01024, dated December 2017.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety. It has not been examined or verified for compliance with any other standards or criteria.

The problems identified in this report are considered to require action in order to improve the safety of the scheme for road users.

If any of the recommendations within this safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observation are intended to be for information only. Written responses to Observations are not required.

The information supplied to the Audit Team is listed in **Appendix A**.

The feedback form is contained in **Appendix B**.

A plan drawing showing the problem locations is contained in **Appendix C**.

2.0 Background

It is proposed to construct 21 no. residential apartments and 2 no. small houses to the rear of Muldowney's Public House, Main Street, Rathcoole, Co. Dublin.

Planning permission has been sought (Planning ref. SD22A/0096) and a request for additional information has been sought by South Dublin County Council. The exact wording and scope of the audit is given below.

10. Road Safety Audit.
The applicant is invited to provide a Stage 1 & 2 Road Safety Audit which should focus on the junction being created at the vehicular entrance to the site.

An existing priority junction/access is to be upgraded to provide access to the residential development. There is a church and school nearby.

The speed limit on Main street is 50km/hr.

The site location is shown below.

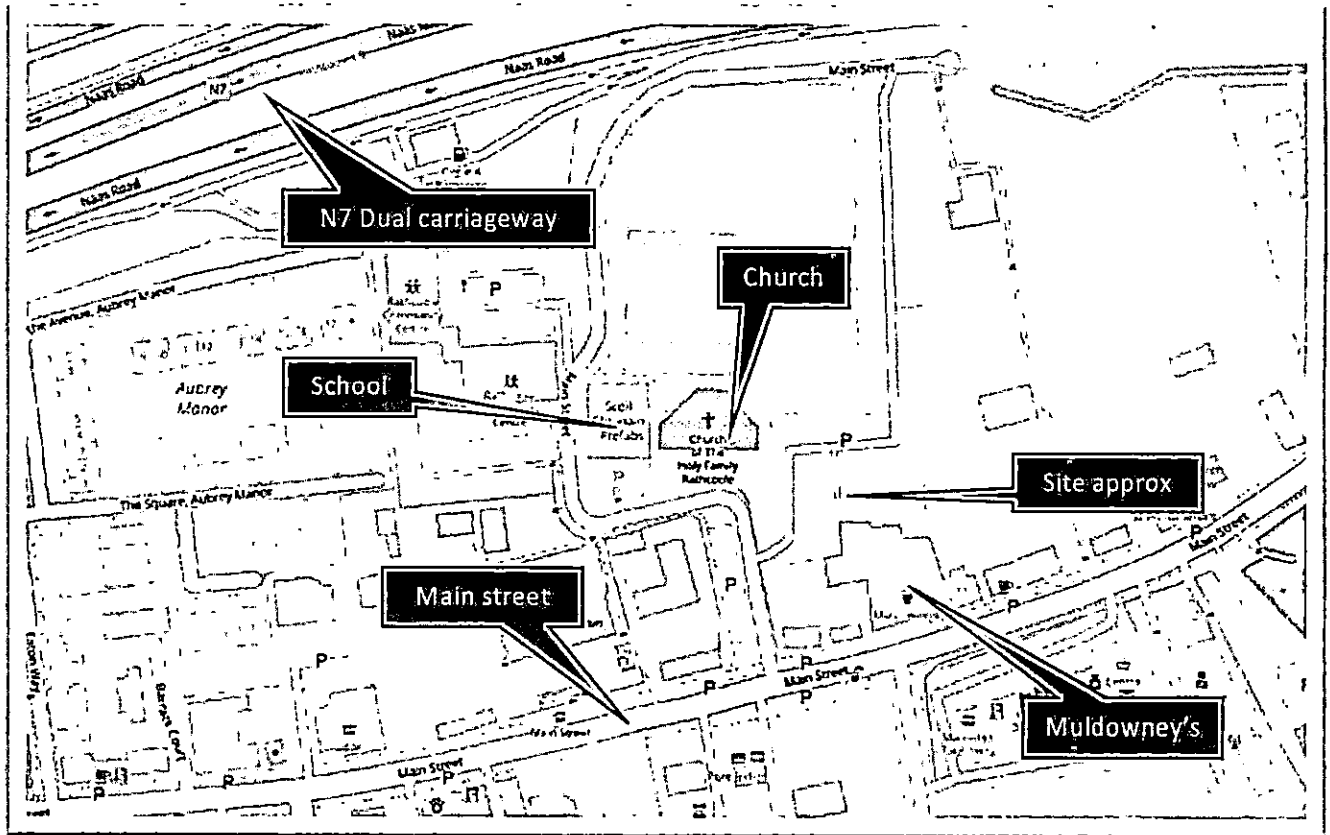


Image courtesy of openstreetmap.org

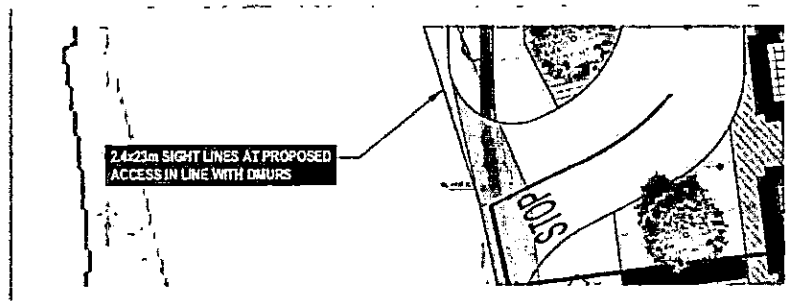
ST1&2 RSA – RATHCOOLE
NRB

3.0 Items Raised in This Stage 1&2 Road Safety Audit.

3.1. Problem

LOCATION
Drawing NRB-TA-002

PROBLEM
Sightlines for a 30km/hr design speed have been provided at the exit from the car park. It was observed during the site visit that there is some vegetation to the right for drivers exiting the development. This vegetation could obscure sightlines during the summer months.



RECOMMENDATION
Ensure the vegetation is cut back to maintain adequate sightlines.

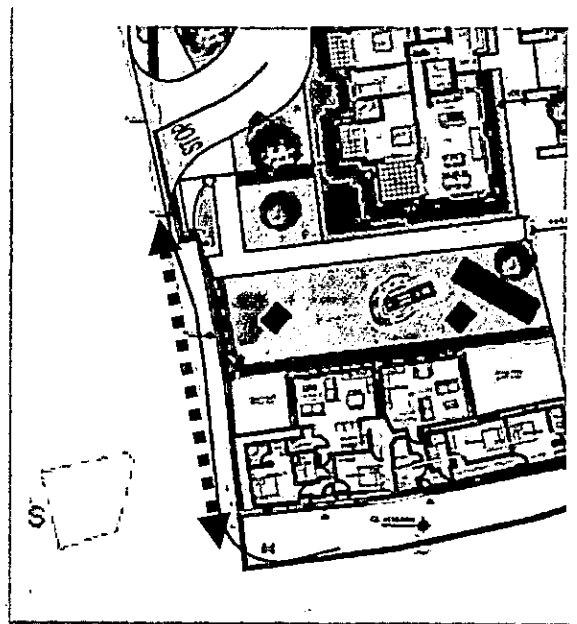
3.2 Problem

LOCATION

Drawing NRB-TA-001

PROBLEM

There is a pedestrian access off 'Old' Main Street and some footpath provision at the main access. There is however no footpath along 'Old' Main Street on the development side of the carriageway this could lead to pedestrians travelling on the carriageway with general traffic which would increase the risk of a collision.



RECOMMENDATION

It is recommended a footpath be extended to the corner of Main Street.

4.0 Observations

4.1 Observation


Drainage, dropped kerbs, tactile paving and public lighting levels/details have not been provided to the Audit Team.

5.0 Audit Statement

We certify that we have examined the information provided and the site. The examination has been carried out with the sole purpose of identifying any features of the design which could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions which we would recommend should be studied for implementation. The audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

Norman Bruton

Signed: 

(Audit Team Leader)

Dated: 6-3-2023

Owen O'Reilly

Signed: 

(Audit Team Member)

Dated: 6-3-2023

Appendix A

List of Material Supplied for this Road Safety Audit;

- Drawing NRB-TA-001
- Drawing NRB-TA-002
- Drawing NRB-TA-003
- Drawing NRB-TA-004
- Drawing NRB-TA-005
- Drawing NRB-TA-006
- Copy RFI.
- Transport Assessment, NRB, Draft Feb 2023.

Appendix B

Feedback Form

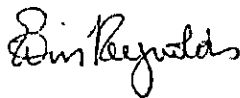
SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT

Scheme: Rathcoole Development

Stage: 1&2 Road Safety Audit


Date Audit (Site Visit) Completed: 2-2-2023

Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.1	Yes	Yes	Will be cut back and maintained	Yes
3.2	Yes	No	There is a direct pedestrian access provided from Main Street on the desire line linking to the Pedestrian Facilities there. This N-S street is a very lightly trafficked urban street with a 2 way flow of less than 100PCUs in both AM and PM Peak Hours, with a footpath provided on the opposite side. There is a step-up refuge or hard shoulder along this boundary for pedestrians. But it is expected that any pedestrians will use the direct link.	Yes




Signed
Design Team Leader

Date 06 Mar 2023.



Signed.....
Audit Team Leader

Date.....6-3-2023.....



Signed.....
PP Employer/Developer

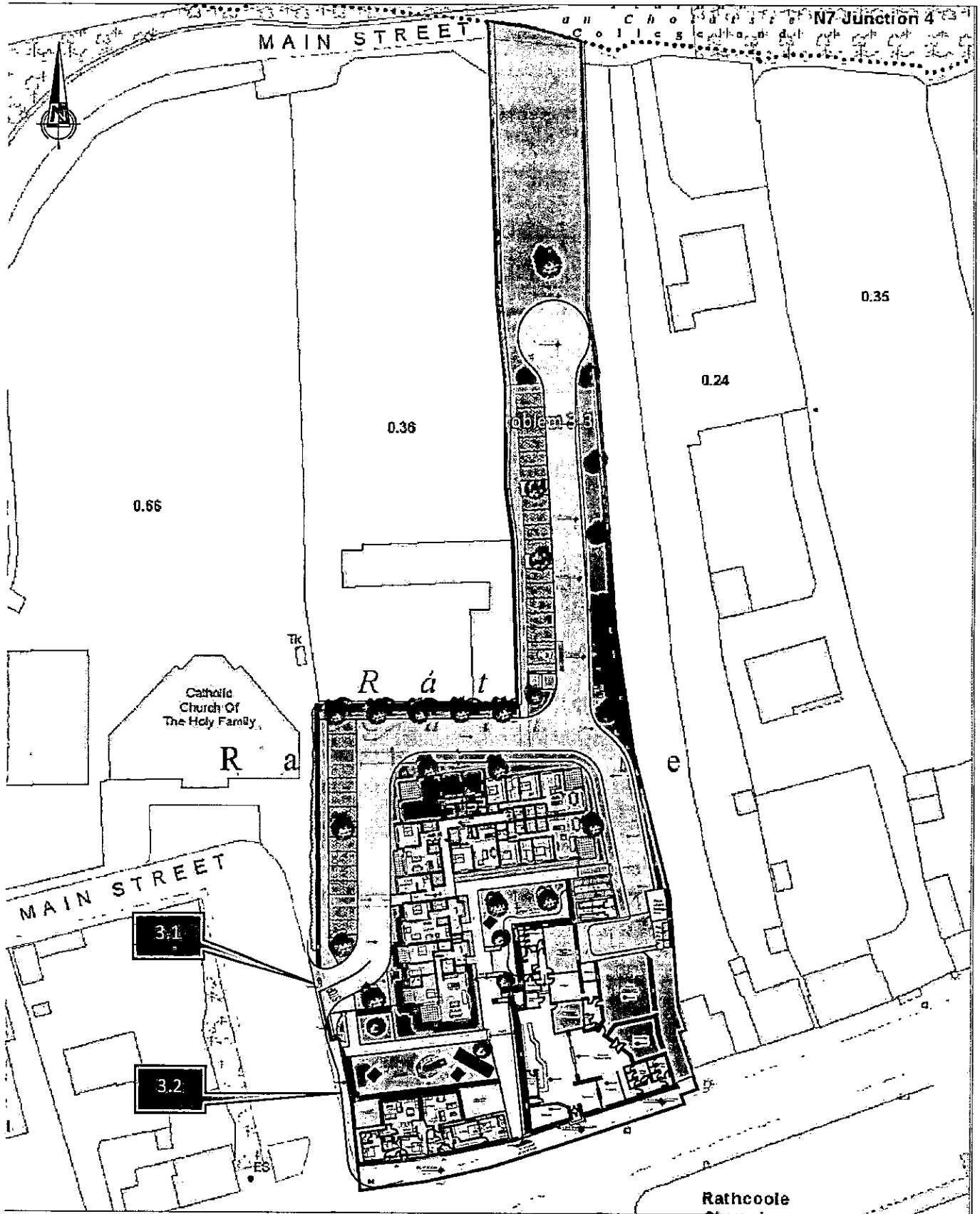
Date 06 Mar 2023

(Signed with permission)

ST 1&2 RSA-RATHCOOLE
NRB

Appendix C

Problem Location Plan.



NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client. This drawing is based upon Architects drawing NCO-436-003-AL-Landscape Layout, received 17/02/23. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP		
NRB Consulting Engineers Ltd 1st Floor, Apollo Building Dandrum Road Dandrum Dublin 14 Phone/Fax: +353 1 292 1941 Email: info@nrb.ie Web: www.nrb.ie Registered in Ireland No. 491579							
Client			Project			Project No.	Drawing No.
			Muldownys Rathcoole			23-002	NRB-TA-001
Title			Drawn	Checked	Approved		
Proposed Site Layout			PB	ER	ER		
			Date	Scale @ A1	Rev		
			1-Mar-23	n.t.s.	-		
NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured amendments to be worked to.						Purpose of Issue <input type="checkbox"/> Draft <input type="checkbox"/> Information <input type="checkbox"/> Approval <input type="checkbox"/> As Built <input type="checkbox"/> Tender <input type="checkbox"/> Construction	