

**PiCADY Output Data
(Site Access Priority Junction)**

**Proposed Garter Lane Site Access T-Junction
Summary PiCADY Results in Order as included herein
(Robust & Worst Case)**

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2025 Opening Year AM Peak	<1	0.04
2025 Opening Year PM Peak	<1	0.03
2040 Design Year AM Peak	<1	0.32
2040 Design Year PM Peak	<1	0.27

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

NB Any Small Changes to Selected Opening Year 2025 or Design Year 2040, or indeed higher traffic volumes experienced, will clearly have no significant implications in terms of the conclusions of the Study, given the significant modelled reserve capacity.

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
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 Report generation date: 20/04/2023 11:42:18

»2025, AM
 »2025, PM

Summary of junction performance

		AM					PM				
		Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025											
Stream B-AC	D1	0.0	8.04	0.04	A	D2	0.0	7.28	0.03	A	
Stream C-B		0.0	6.99	0.01	A		0.0	6.15	0.01	A	

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	22/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	AM	ONE HOUR	07:45	09:15	15
D2	2025	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.17	A

Arms

Arms

Arm	Name	Description	Arm type
A	Garters lane S		Major
B	Cemetery Site Access		Minor
C	Garters Lane N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00		✓	3.00	100.0		-

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	3.50	90	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	580	0.092	0.232	0.146	0.332
B-C	715	0.095	0.241	-	-
C-B	687	0.231	0.231	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	644	100.000
B		✓	15	100.000
C		✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	637
	B	5	0	10
	C	347	7	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	8.04	0.0	A
C-A				
C-B	0.01	6.99	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	529	0.021	11	0.0	6.959	A
C-A	261			261			
C-B	5	575	0.009	5	0.0	6.321	A
A-B	5			5			
A-C	480			480			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	502	0.027	13	0.0	7.372	A
C-A	312			312			
C-B	6	553	0.011	6	0.0	6.585	A
A-B	6			6			
A-C	573			573			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	464	0.036	16	0.0	8.041	A
C-A	382			382			
C-B	8	523	0.015	8	0.0	6.987	A
A-B	8			8			
A-C	701			701			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	464	0.036	17	0.0	8.041	A
C-A	382			382			
C-B	8	523	0.015	8	0.0	6.987	A
A-B	8			8			
A-C	701			701			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	502	0.027	14	0.0	7.373	A
C-A	312			312			
C-B	6	553	0.011	6	0.0	6.585	A
A-B	6			6			
A-C	573			573			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	529	0.021	11	0.0	6.960	A
C-A	261			261			
C-B	5	575	0.009	5	0.0	6.324	A
A-B	5			5			
A-C	480			480			

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Vehicular Access	T-Junction	Two-way	Two-way	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	367	100.000
B		✓	15	100.000
C		✓	371	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	360
	B	7	0	8
	C	364	7	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.28	0.0	A
C-A				
C-B	0.01	6.15	0.0	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	554	0.020	11	0.0	6.632	A
C-A	274			274			
C-B	5	623	0.008	5	0.0	5.827	A
A-B	5			5			
A-C	271			271			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	536	0.025	13	0.0	6.889	A
C-A	327			327			
C-B	6	611	0.010	6	0.0	5.957	A
A-B	6			6			
A-C	324			324			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	511	0.032	16	0.0	7.282	A
C-A	401			401			
C-B	8	593	0.013	8	0.0	6.146	A
A-B	8			8			
A-C	396			396			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	511	0.032	17	0.0	7.282	A
C-A	401			401			
C-B	8	593	0.013	8	0.0	6.146	A
A-B	8			8			
A-C	396			396			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	536	0.025	14	0.0	6.892	A
C-A	327			327			
C-B	6	611	0.010	6	0.0	5.957	A
A-B	6			6			
A-C	324			324			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	554	0.020	11	0.0	6.635	A
C-A	274			274			
C-B	5	623	0.008	5	0.0	5.827	A
A-B	5			5			
A-C	271			271			

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
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Filename: 2040 AM&PM.j10

Path: C:\Users\BrianMc\OneDrive\OneDrive - NRB Consulting Engineers Ltd\Documents\2022\22-077 Citywest Graveyard\Calculations\0 RFI April 2023\Site Access

Report generation date: 20/04/2023 11:46:39

»2040, AM

»2040, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2040										
Stream B-AC	D1	0.5	14.25	0.32	B	D2	0.4	11.23	0.27	B
Stream C-B		0.2	9.30	0.14	A		0.1	7.25	0.11	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	22/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NRB-004\Eoin
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2040	AM	ONE HOUR	07:45	09:15	15
D2	2040	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2040, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Vehicular Access	T-Junction	Two-way	Two-way	Two-way		1.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.43	A

Arms

Arms

Arm	Name	Description	Arm type
A	Garters lane S		Major
B	Cemetery Site Access		Minor
C	Garters Lane N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00		✓	3.00	100.0		-

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	3.50	90	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	580	0.092	0.232	0.146	0.332
B-C	715	0.095	0.241	-	-
C-B	687	0.231	0.231	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2040	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	939	100.000
B		✓	110	100.000
C		✓	402	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	55	884
	B	40	0	70
	C	347	55	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.32	14.25	0.5	B
C-A				
C-B	0.14	9.30	0.2	A
A-B				
A-C				

APPENDIX F

LinSig Output Data
(Existing Garter Lane / Fortunestown Lane Junction)

**Summary LinSig Results Without Development in Order as included herein
(Robust & Worst Case)**

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2025 Opening Year AM Peak	88.5%	18.1
2025 Opening Year PM Peak	64.2%	12.9
2040 Design Year AM Peak	107.6%	44.0
2040 Design Year PM Peak	79.8%	17.1

**Summary LinSig Results With Development in Order as included herein
(Robust & Worst Case)**

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
Opening Year 2025 AM Peak Hr	88.8%	18.3
Opening Year 2025 PM Peak Hr	64.7%	13.1
Design Year 2040 AM Peak Hr	110.2%	66.0
Design Year 2040 PM Peak Hr	84.1%	18.4

The proposed development has a minimal impact on the capacity of the junction. The junction operates within theoretical capacity limits during the year of opening, but with long queues in the AM peak. Without the development in place the junction operates above capacity during the AM Peak in the design year 2040. However, as per the Mitigation Measures as set out in Section 11.6.3 of the EIAR (ABP-300555-18), it is proposed to upgrade this junction by 2024, with the proposed layout by others shown in Appendix J.

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	442	0.274	121	0.4	11.230	B
C-A	579			579			
C-B	61	557	0.109	61	0.1	7.247	A
A-B	61			61			
A-C	500			500			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	480	0.206	99	0.3	9.468	A
C-A	473			473			
C-B	49	581	0.085	50	0.1	6.774	A
A-B	49			49			
A-C	408			408			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	507	0.163	83	0.2	8.495	A
C-A	396			396			
C-B	41	598	0.069	41	0.1	6.468	A
A-B	41			41			
A-C	342			342			

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	11.23	0.4	B
C-A				
C-B	0.11	7.25	0.1	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	507	0.163	82	0.2	8.453	A
C-A	396			396			
C-B	41	598	0.069	41	0.1	6.459	A
A-B	41			41			
A-C	342			342			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	480	0.206	99	0.3	9.433	A
C-A	473			473			
C-B	49	581	0.085	49	0.1	6.771	A
A-B	49			49			
A-C	408			408			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	442	0.274	121	0.4	11.198	B
C-A	579			579			
C-B	61	557	0.109	60	0.1	7.244	A
A-B	61			61			
A-C	500			500			

2040, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Vehicular Access	T-Junction	Two-way	Two-way	Two-way		1.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2040	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	509	100.000
B		✓	110	100.000
C		✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	55	454
	B	55	0	55
	C	526	55	0

Vehicle Mix

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	467	0.177	82	0.2	9.320	A
C-A	261			261			
C-B	41	523	0.079	41	0.1	7.460	A
A-B	41			41			
A-C	666			666			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	429	0.231	99	0.3	10.895	B
C-A	312			312			
C-B	49	492	0.101	49	0.1	8.139	A
A-B	49			49			
A-C	795			795			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	374	0.324	120	0.5	14.174	B
C-A	382			382			
C-B	61	448	0.135	60	0.2	9.292	A
A-B	61			61			
A-C	973			973			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	374	0.324	121	0.5	14.252	B
C-A	382			382			
C-B	61	448	0.135	61	0.2	9.299	A
A-B	61			61			
A-C	973			973			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	429	0.231	100	0.3	10.964	B
C-A	312			312			
C-B	49	492	0.101	50	0.1	8.150	A
A-B	49			49			
A-C	795			795			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	467	0.177	83	0.2	9.380	A
C-A	261			261			
C-B	41	523	0.079	42	0.1	7.475	A
A-B	41			41			
A-C	666			666			

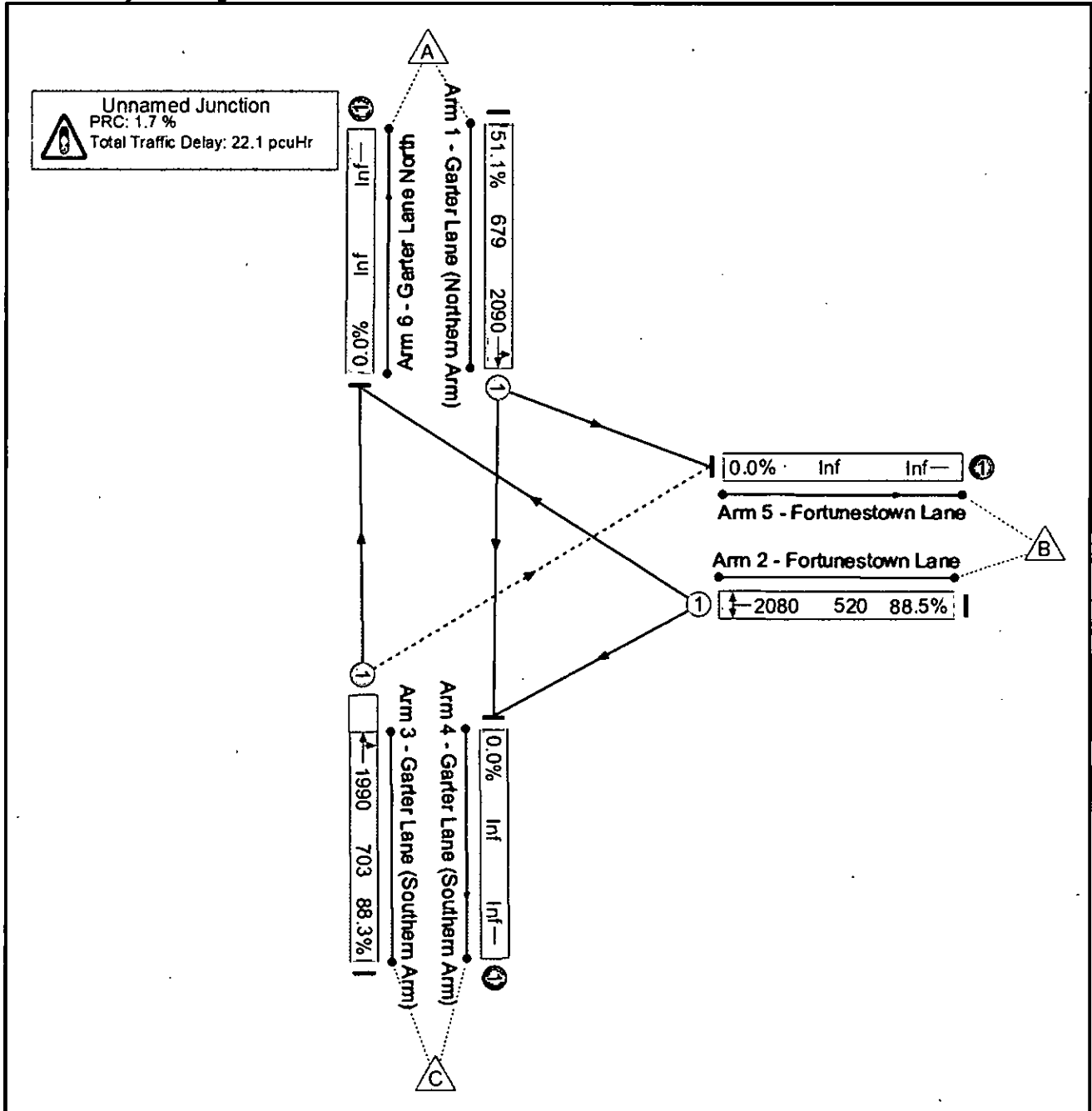
Basic Results Summary
 Basic Results Summary

User and Project Details

File name:	Existing Garter Lane - Fortunestown Lane Junction.lsg3x
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Scenario 1: '2025 AM Network Flows (plus Committed)' (FG1: '2025 AM Network Flows (plus Committed)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



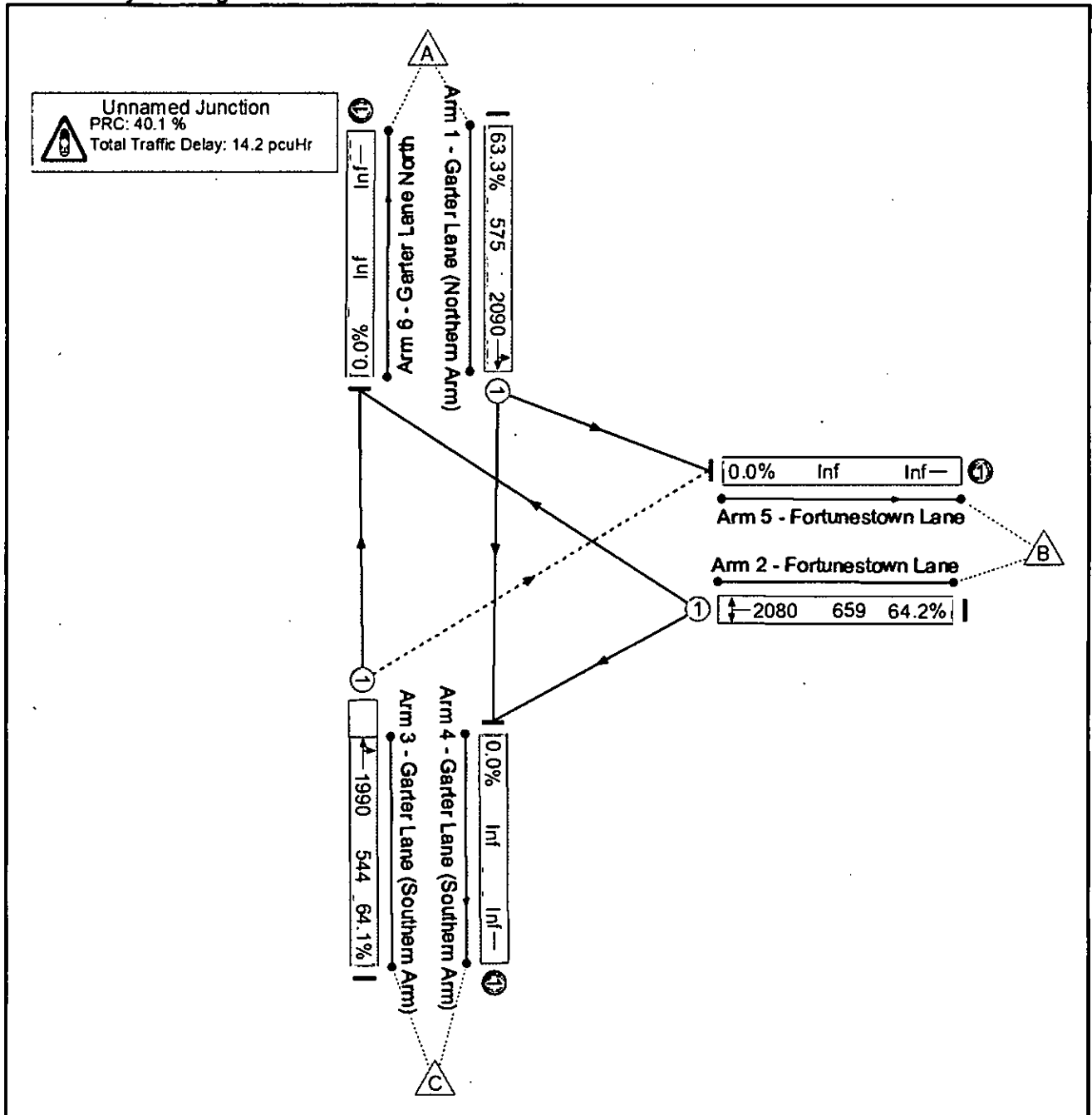
Basic Results Summary
Network Results

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	-	-	-	-	-	-	-	-	-	-	88.5%	115	138	4	22.1	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	-	-	88.5%	115	138	4	22.1	-	-
1/1	Garter Lane (Northern Arm) Ahead Left	U	A	-	1	38	-	347	2080	679	51.1%	-	-	-	3.7	38.2	9.9
2/1	Fortunestown Lane Left Right	U	B	-	1	29	-	460	2080	520	88.5%	-	-	-	9.0	70.3	18.1
3/1	Garter Lane (Southern Arm) Right Ahead	O	C	-	1	62	-	621	1990	703	88.3%	115	138	4	9.5	54.9	22.8
<p>C1 PRC for Signalled Lanes (%): 1.7 Total Delay for Signalled Lanes (pcuHr): 22.12 Cycle Time (s): 120 PRC Over All Lanes (%): 1.7 Total Delay Over All Lanes (pcuHr): 22.12</p>																	

Basic Results Summary

Scenario 2: '2025 PM Network Flows (plus Committed)' (FG2: '2025 PM Network Flows (plus Committed)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



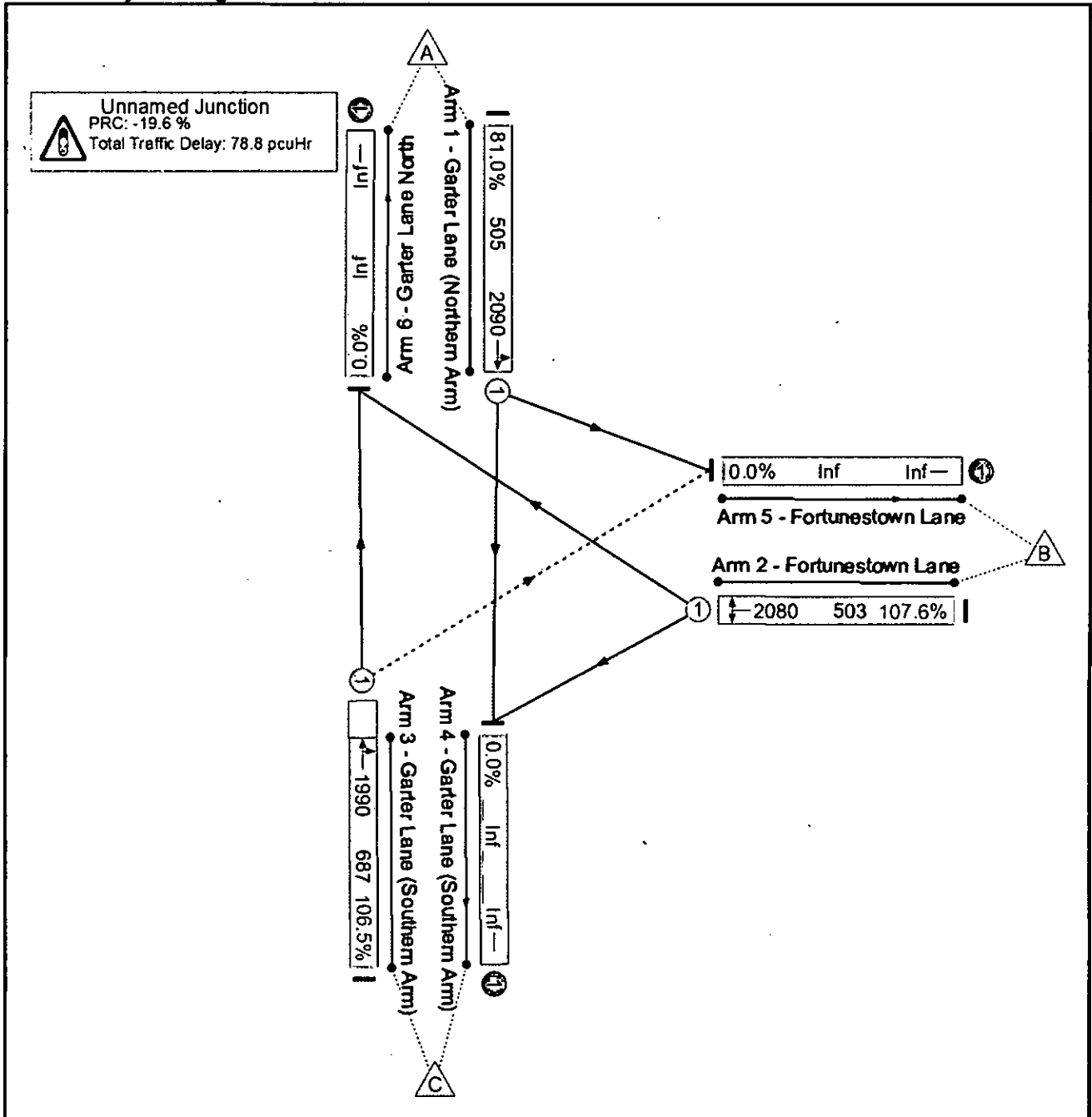
Basic Results Summary
Network Results

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	-	-	-	-	-	-	-	-	-	-	64.2%	96	120	4	14.2	-	-	
Unnamed Junction	-	-	-	-	-	-	-	-	-	-	64.2%	96	120	4	14.2	-	-	
1/1	Garter Lane (Northern Arm) Ahead Left	U	A		1	32	-	364	2090	575	63.3%	-	-	-	4.7	46.7	11.5	
2/1	Fortuneslow Lane Left Right	U	B		1	37	-	423	2080	659	64.2%	-	-	-	5.0	42.8	12.9	
3/1	Garter Lane (Southern Arm) Right Ahead	O	C		1	54	-	349	1990	544	64.1%	96	120	4	4.5	45.9	11.1	
C1																		
PRC for Signalled Lanes (%):							40.1	Total Delay for Signalled Lanes (pcuHr):				14.19	Cycle Time (s):			120		
PRC Over All Lanes (%):							40.1	Total Delay Over All Lanes (pcuHr):				14.19						

Basic Results Summary

Scenario 3: '2040 AM Network Flows (plus Committed)' (FG3: '2040 AM Network Flows (plus Committed)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



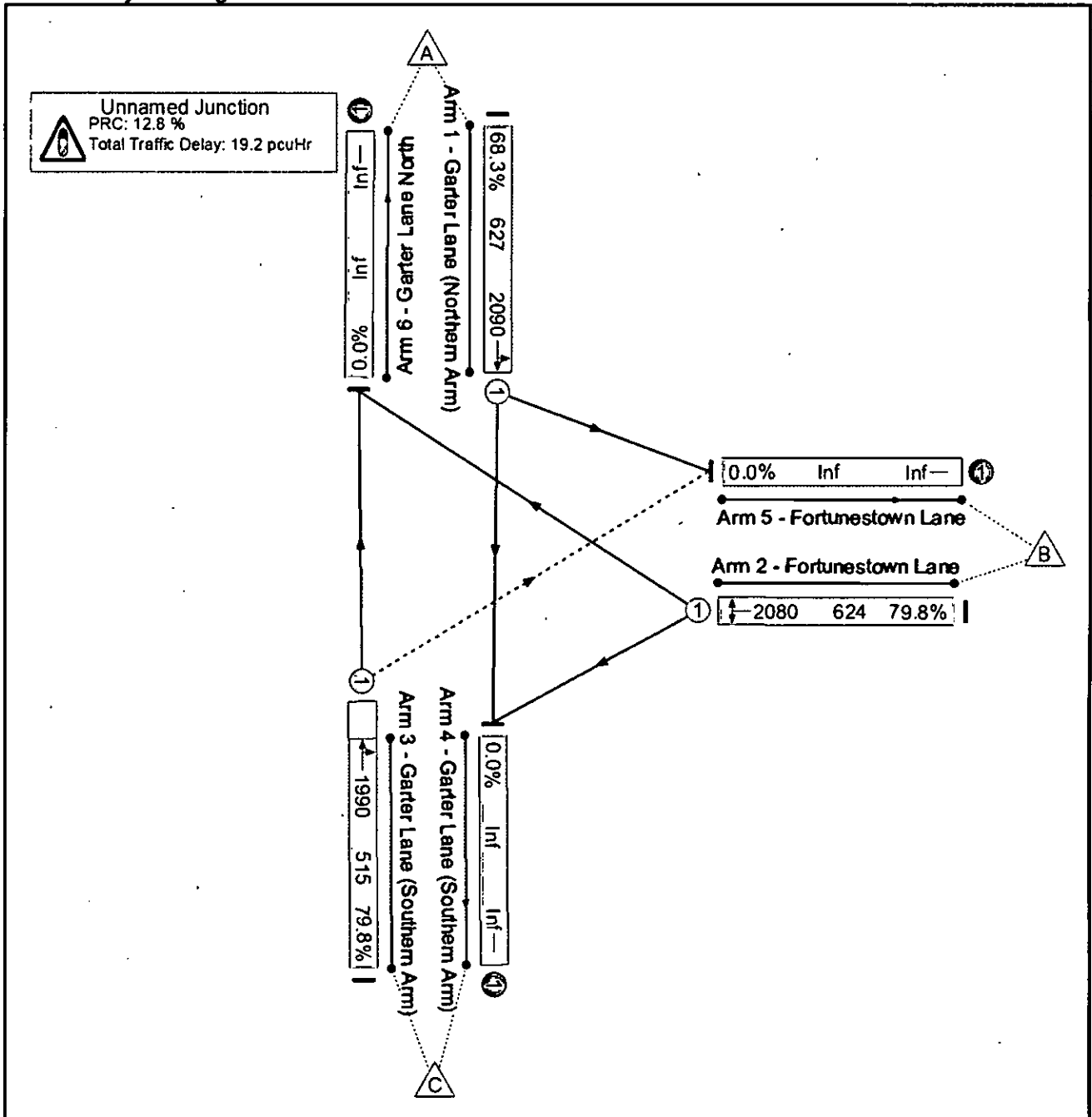
Basic Results Summary
Network Results

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	-	-	-	-	-	-	-	-	-	-	107.6%	33	227	25	78.8	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	-	-	107.6%	33	227	25	78.8	-	-
1/1	Garter Lane (Northern Arm) Ahead Left	U	A		1	28	-	409	2090	505	81.0%	-	-	-	6.9	60.9	14.9
2/1	Fortunesdown Lane Left Right	U	B		1	28	-	541	2080	503	107.6%	-	-	-	33.0	219.8	44.0
3/1	Garter Lane (Southern Arm) Right Ahead	O	C		1	63	-	732	1990	687	106.5%	33	227	25	38.9	191.3	54.6
<p>C1 PRC for Signalled Lanes (%): -19.5 Total Delay for Signalled Lanes (pcuHr): 78.84 Cycle Time (s): 120 PRC Over All Lanes (%): -19.5 Total Delay Over All Lanes (pcuHr): 78.84</p>																	

Basic Results Summary

Scenario 4: '2040 PM Network Flows (plus Committed)' (FG4: '2040 PM Network Flows (plus Committed)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



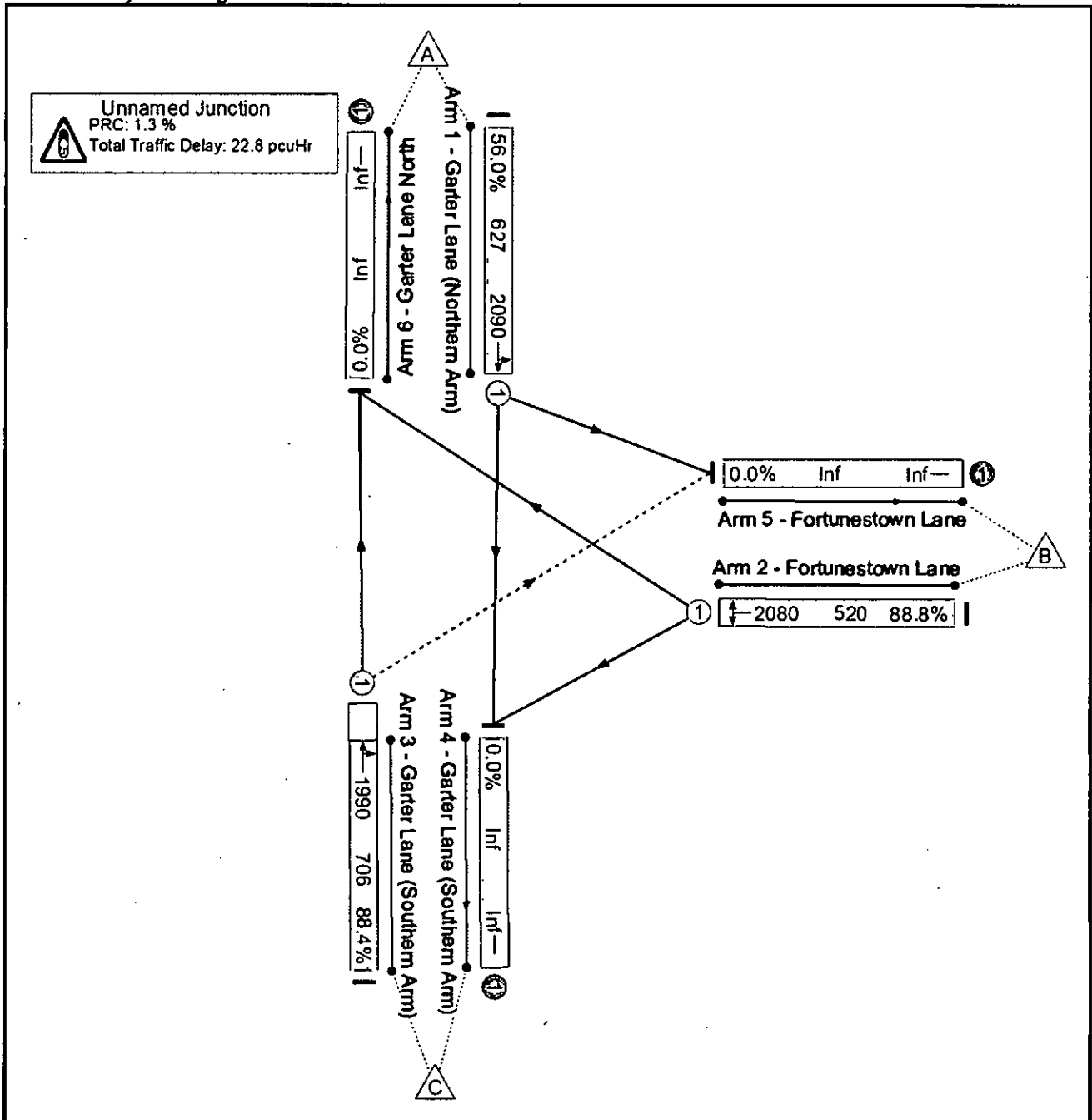
Basic Results Summary
Network Results

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	-	-	-	-	-	-	-	-	-	-	79.8%	88	166	4	19.2	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	-	-	79.8%	88	166	4	19.2	-	-
1/1	Garter Lane (Northern Arm) Ahead Left	U	A		1	35	-	428	2090	627	68.3%	-	-	-	5.5	45.9	13.5
2/1	Fortunestown Lane Left Right	U	B		1	35	-	498	2080	624	79.8%	-	-	-	7.3	52.5	17.1
3/1	Garter Lane (Southern Arm) Right Ahead	O	C		1	56	-	411	1990	515	79.8%	88	166	4	6.5	56.8	14.7
<p>C1 PRC for Signalled Lanes (%): 12.8 Total Delay for Signalled Lanes (pcuHr): 19.22 Cycle Time (s): 120 PRC Over All Lanes (%): 12.8 Total Delay Over All Lanes (pcuHr): 19.22</p>																	

Basic Results Summary

Scenario 5: '2025 AM Network + Dev Flows' (FG9: '2025 AM Network + Dev Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



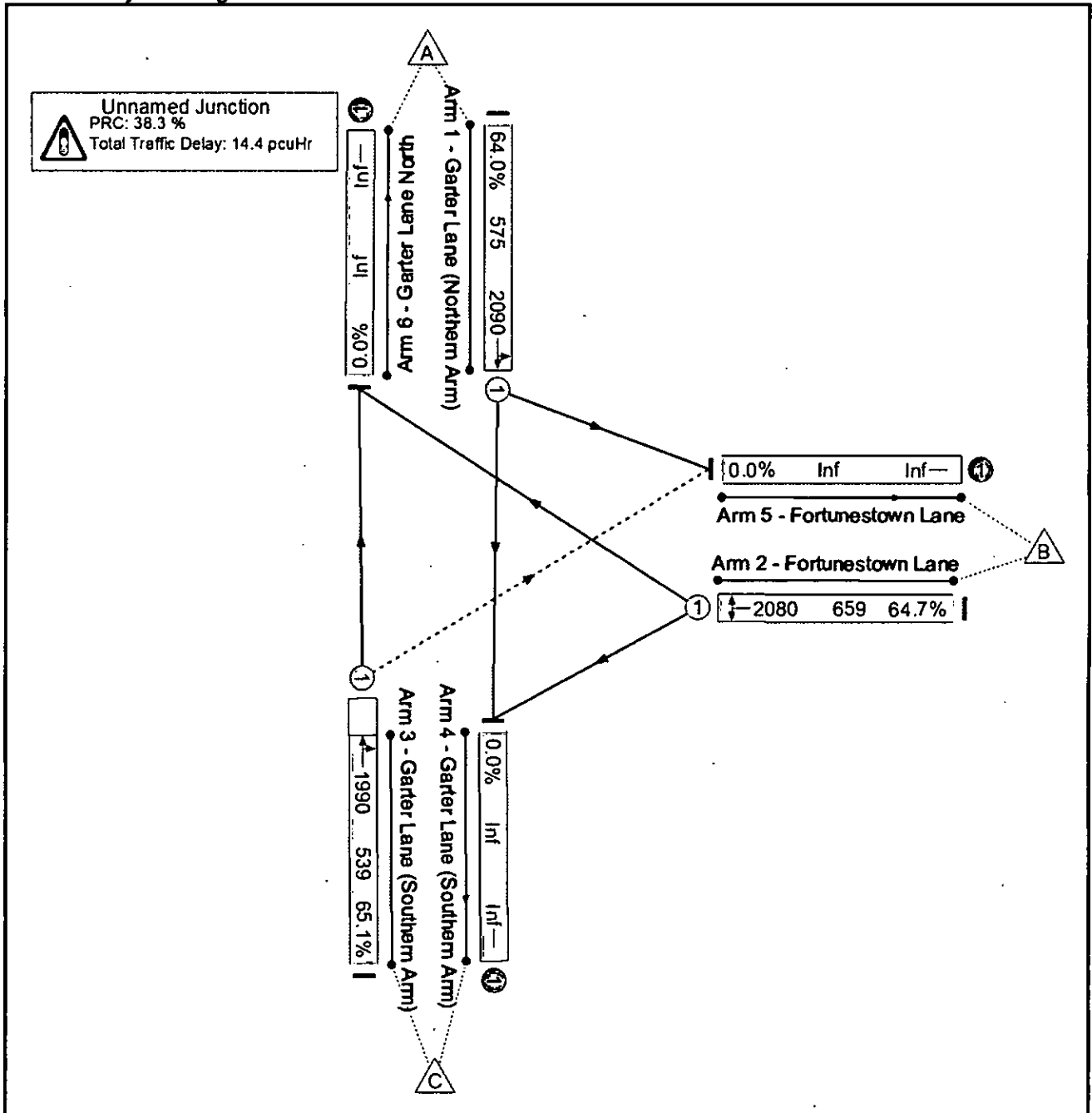
Basic Results Summary
Network Results

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	-	-	-	-	-	-	-	-	-	-	88.8%	95	158	4	22.8	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	-	-	88.8%	95	158	4	22.8	-	-
1/1	Garter Lane (Northern Arm) Ahead Left	U	A	-	1	35	-	351	2090	627	56.0%	-	-	-	4.1	41.8	10.4
2/1	Fortunesdown Lane Left Right	U	B	-	1	29	-	462	2080	520	88.8%	-	-	-	9.1	71.0	18.3
3/1	Garter Lane (Southern Arm) Right Ahead	O	C	-	1	62	-	624	1990	706	88.4%	95	158	4	9.6	55.4	22.9
<p>C1 PRC for Signalled Lanes (%): 1.3 Total Delay for Signalled Lanes (pcuHr): 22.79 Cycle Time (s): 120 PRC Over All Lanes (%): 1.3 Total Delay Over All Lanes (pcuHr): 22.79</p>																	

Basic Results Summary

Scenario 6: '2025 PM Network + Dev Flows' (FG10: '2025 PM Network + Dev Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



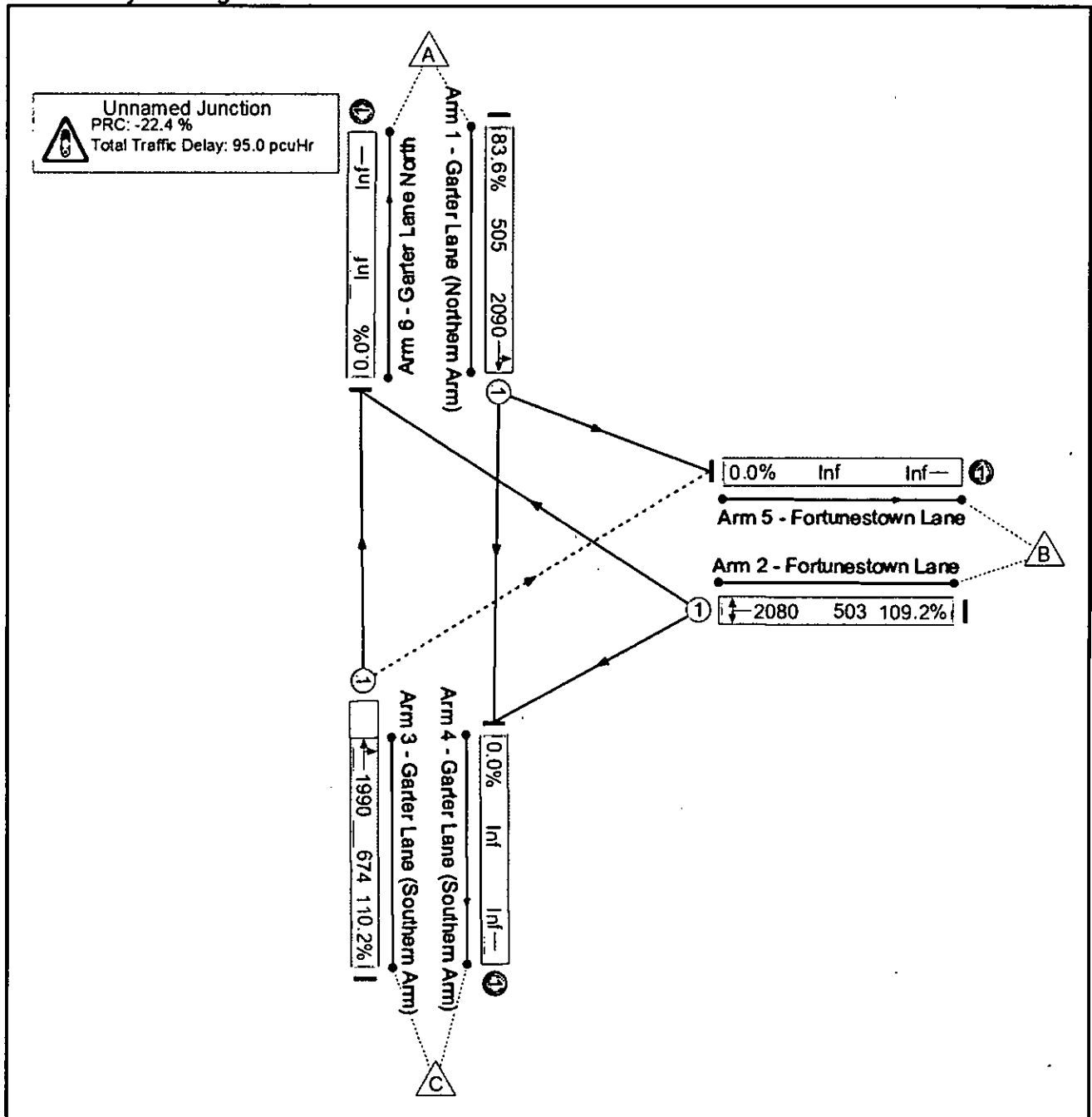
Basic Results Summary
Network Results

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	.	.	.	.	.	.	.	.	.	.	65.1%	92	123	4	14.4	.	.
Unnamed Junction	.	.	.	.	.	.	.	.	.	.	65.1%	92	123	4	14.4	.	.
1/1	Garter Lane (Northern Arm) Ahead Left	U	A		1	32	-	368	2090	575	64.0%	-	-	-	4.8	46.9	11.6	
2/1	Fortunestown Lane Left Right	U	B		1	37	-	426	2080	659	64.7%	-	-	-	5.1	42.9	13.1	
3/1	Garter Lane (Southern Arm) Right Ahead	O	C		1	54	-	351	1990	539	65.1%	92	123	4	4.5	46.6	11.3	
C1							PRC for Signalled Lanes (%): 38.3	Total Delay for Signalled Lanes (pcuHr): 14.42	Cycle Time (s): 120									
							PRC Over All Lanes (%): 38.3	Total Delay Over All Lanes (pcuHr): 14.42										

Basic Results Summary

Scenario 7: '2040 AM Network + Dev Flows' (FG11: '2040 AM Network + Dev Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



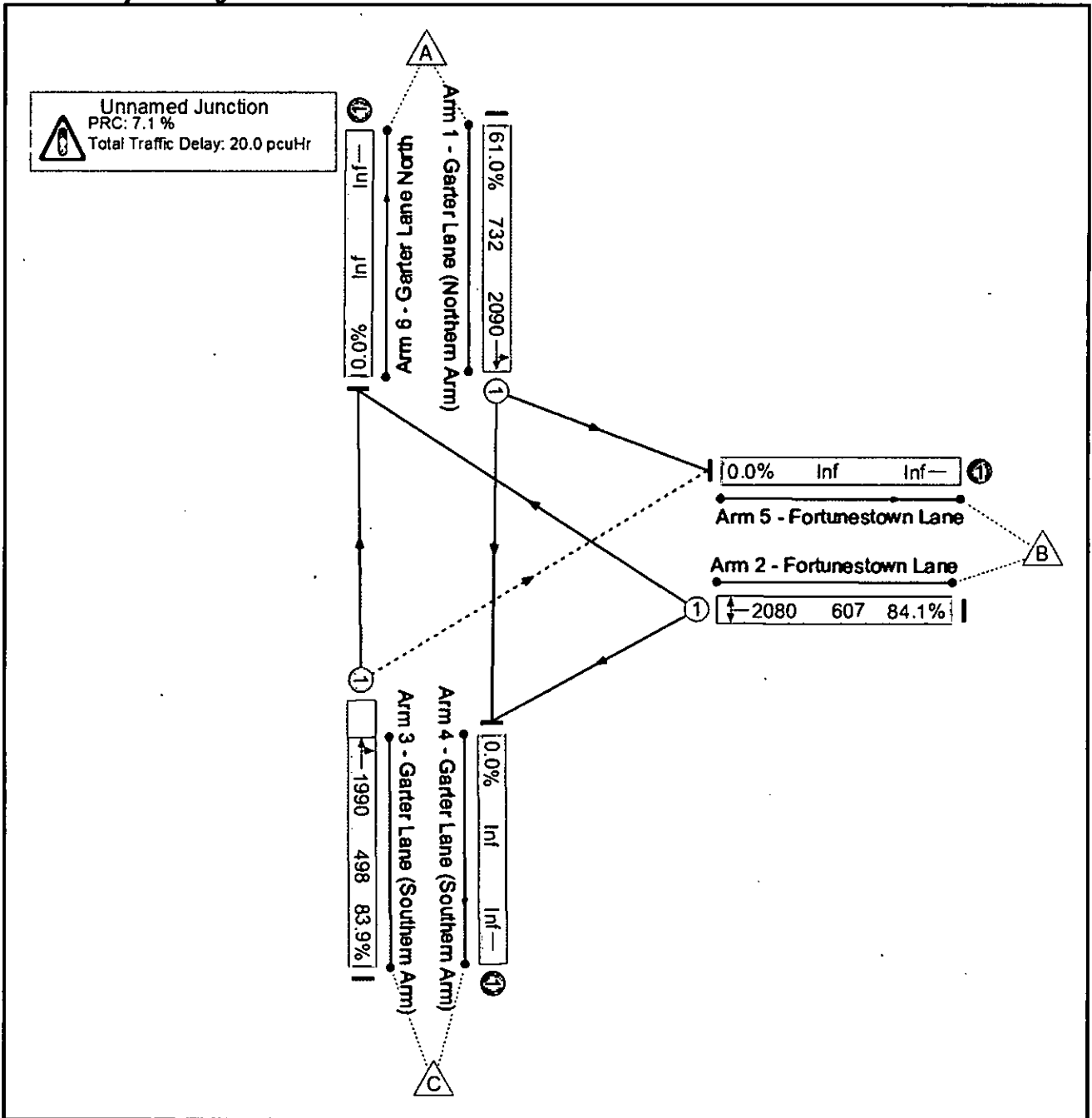
Basic Results Summary
Network Results

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		.	.		.	.	.	.	.	.	110.2%	28	223	23	95.0	.	.
Unnamed Junction		.	.		.	.	.	.	.	.	110.2%	28	223	23	95.0	.	.
1/1	Garter Lane (Northern Arm) Ahead Left	U	A		1	28	-	422	2090	505	83.6%	-	-	-	7.5	63.7	15.8			
2/1	Fortuneslow Lane Left Right	U	B		1	28	-	549	2080	503	109.2%	-	-	-	37.0	242.8	48.1			
3/1	Garter Lane (Southern Arm) Right Ahead	O	C		1	63	-	742	1990	674	110.2%	28	223	23	50.5	245.0	66.0			
C1																				
PRC for Signalled Lanes (%):							-22.4	Total Delay for Signalled Lanes (pcuHr):							94.99	Cycle Time (s):				120
PRC Over All Lanes (%):							-22.4	Total Delay Over All Lanes (pcuHr):							94.99					

Basic Results Summary

Scenario 8: '2040 PM Network + Dev Flows' (FG12: '2040 PM Network + Dev Flows', 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	-	-	-	-	-	-	-	-	-	-	84.1%	127	127	4	20.0	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	-	-	84.1%	127	127	4	20.0	-	-
1/1	Garier Lane (Northern Arm) Ahead Left	U	A		1	41	-	446	2090	732	61.0%	-	-	-	4.8	38.5	13.0
2/1	Fortunestown Lane Left Right	U	B		1	34	-	510	2080	607	84.1%	-	-	-	8.2	57.6	18.4
3/1	Garier Lane (Southern Arm) Right Ahead	O	C		1	57	-	418	1990	498	83.9%	127	127	4	7.1	61.3	15.6
<p>C1 PRC for Signalled Lanes (%): 7.1 Total Delay for Signalled Lanes (pcuHr): 20.05 Cycle Time (s): 120 PRC Over All Lanes (%): 7.1 Total Delay Over All Lanes (pcuHr): 20.05</p>																	

APPENDIX G

LinSig Output Data
(Proposed Garter Lane / Fortunestown Lane Junction)

**Summary LinSig Results Without Development in Order as included herein
(Robust & Worst Case)**

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2025 Opening Year AM Peak	66.8%	11.8
2025 Opening Year PM Peak	58.1%	12.1
2040 Design Year AM Peak	82.1%	18.7
2040 Design Year PM Peak	75.6%	16.3

**Summary LinSig Results With Development in Order as included herein
(Robust & Worst Case)**

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
Opening Year 2025 AM Peak Hr	66.9%	11.9
Opening Year 2025 PM Peak Hr	59.9%	12.5
Design Year 2040 AM Peak Hr	83.4%	19.3
Design Year 2040 PM Peak Hr	79.5%	17.3

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

NB Any Small Changes to Selected Opening Year 2025 or Design Year 2040, or indeed higher traffic volumes experienced, will clearly have no significant implications in terms of the conclusions of the Study, given the significant modelled reserve capacity.

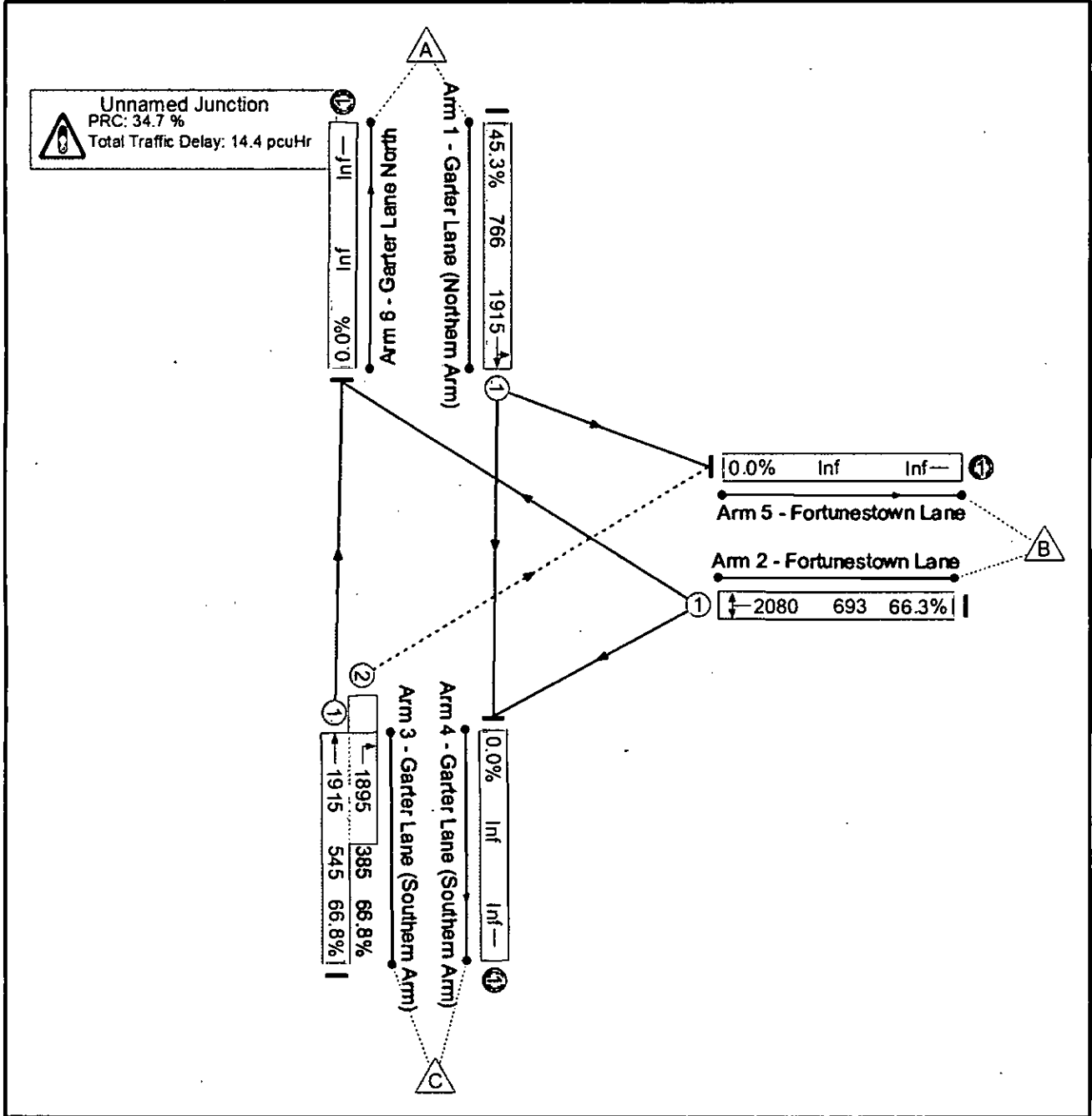
Basic Results Summary
Basic Results Summary

User and Project Details

File name: Proposed Garter Lane - Fortunestown Lane.lsg3x

Scenario 1: '2025 AM Network Flows (plus Committed)' (FG1: '2025 AM Network Flows (plus Committed)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



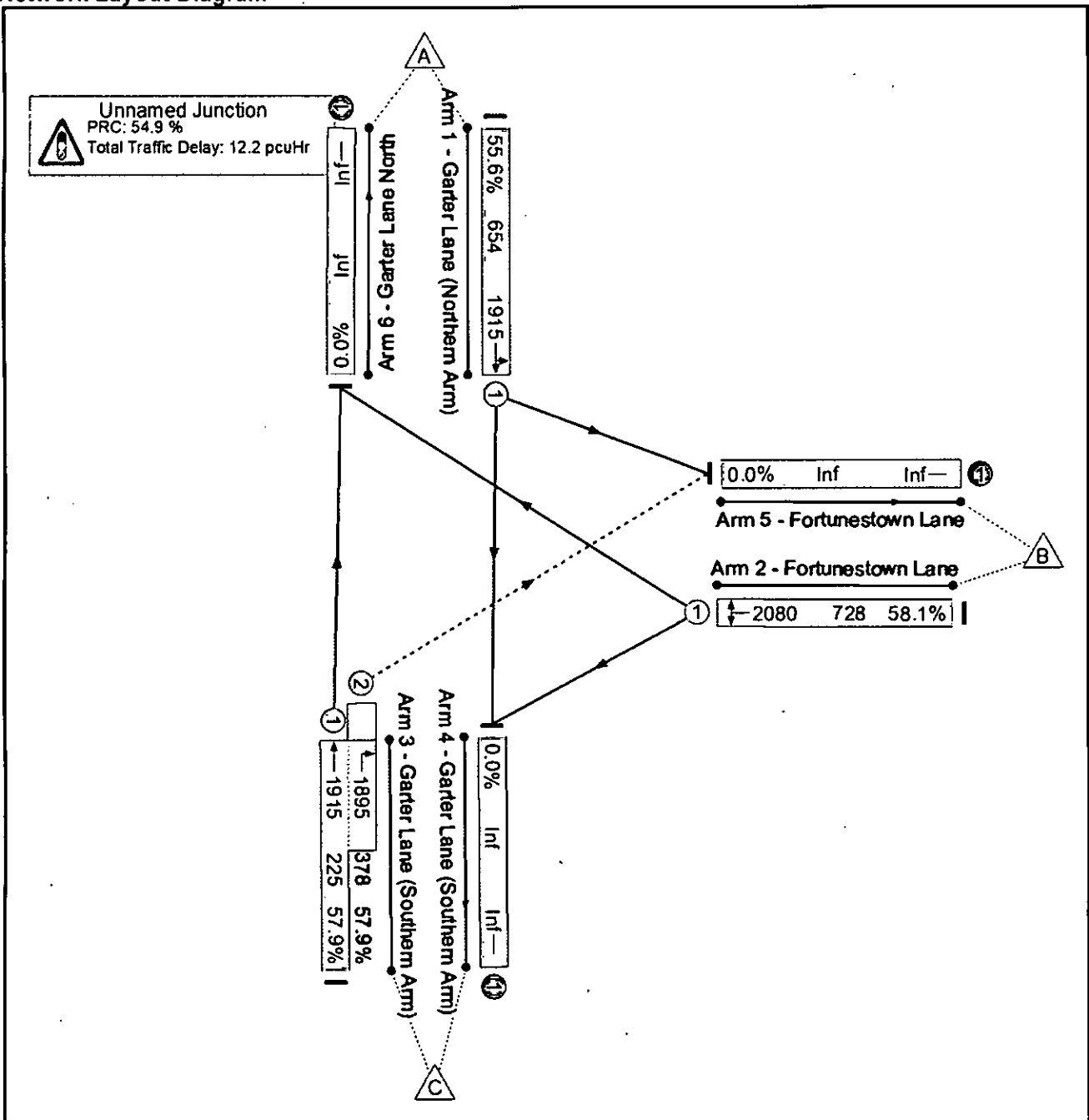
Basic Results Summary
Network Results

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											66.8%	246	6	4	14.4		
Unnamed Junction											66.8%	246	6	4	14.4		
1/1	Garler Lane (Northern Arm) Ahead Left	U	A		1	47		347	1915	766	45.3%				3.0	30.7	8.8
2/1	Fortunestown Lane Left Right	U	B		1	39		460	2080	693	66.3%				5.4	41.9	14.0
3/1+3/2	Garler Lane (Southern Arm) Right Ahead	U+O	C		1	52		621	1915:1895	545+385	66.8 : 66.8%	246	6	4	6.1	35.2	11.8
C1																	
PRC for Signalled Lanes (%): 34.7 PRC Over All Lanes (%): 34.7 Total Delay for Signalled Lanes (pcuHr): 14.38 Total Delay Over All Lanes (pcuHr): 14.38 Cycle Time (s): 120																	

Basic Results Summary

Scenario 2: '2025 PM Network Flows (plus Committed)' (FG2: '2025 PM Network Flows (plus Committed)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



KILMASHOGUE CEMETERY CAR PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT COUNTS

MARCH/APRIL 2023
TRA/23/077

SITE: 01

DATE: 30th March 2023

LOCATION: R116 Edmondstown Road/Kilmashogue Cemetery

DAY: Thursday

TIME	ENTRY							PCU	EXIT							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
13:00	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2
13:15	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
13:30	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2
13:45	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3
H/TOT	0	0	5	0	0	0	5	5	0	0	7	0	0	0	7	7
14:00	0	0	6	0	0	0	6	6	0	0	1	0	0	0	1	1
14:15	0	0	6	1	0	0	7	7	0	0	8	1	0	0	9	9
14:30	0	0	3	0	1	0	4	5	0	0	2	1	0	0	3	3
14:45	0	0	4	0	0	0	4	4	0	0	6	0	0	0	6	6
H/TOT	0	0	19	1	1	0	21	22	0	0	17	2	0	0	19	19
15:00	0	0	6	0	0	0	6	6	0	0	7	0	0	0	7	7
15:15	0	0	4	0	0	0	4	4	0	0	5	0	0	0	5	5
15:30	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2
15:45	0	0	2	2	0	0	4	4	0	0	2	0	0	0	2	2
H/TOT	0	0	15	2	0	0	17	17	0	0	16	0	0	0	16	16
16:00	0	0	1	0	0	0	1	1	0	0	4	1	1	0	6	7
16:15	0	0	5	0	0	0	5	5	0	0	1	0	0	0	1	1
16:30	0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	4
16:45	0	0	2	0	0	0	2	2	0	0	2	1	0	0	3	3
H/TOT	0	0	9	0	0	0	9	9	0	0	11	2	1	0	14	15
17:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	84	5	1	0	90	91	0	0	84	5	1	0	90	91

Accum
0

0

0

0

0

0

0

1

1

1

1

1

1

3

3

4

2

2

2

5

9

6

3

9

6

Parked @ 07:00hrs						
PCL	MCL	CAR	LGV	HGV	BUS	
0	0	0	0	0	0	
0	0	0	0	0	0	
0	0	0	0	0	0	
0	0	0	0	0	0	
0	0	0	0	0	0	
0	0	0	0	0	0	
0	0	0	1	0	0	
0	0	0	1	0	0	
0	0	0	1	0	0	
0	0	0	1	0	0	
0	0	2	1	0	0	
0	0	1	2	0	0	
0	0	3	1	0	0	
0	0	1	1	0	0	
0	0	1	1	0	0	
0	0	4	1	0	0	
0	0	8	1	0	0	
0	0	5	1	0	0	
0	0	2	1	0	0	
0	0	8	1	0	0	
0	0	5	1	0	0	

TRAFFINOMICS LIMITED

**KILMASHOGUE CEMETERY CAR PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT COUNTS**

**MARCH/APRIL 2023
TRA/23/077**

SITE: 01

DATE: 31st March 2023

LOCATION: R116 Edmondstown Road/Kilmashogue Cemetery

DAY: Friday

TIME	ENTRY							PCU	EXIT							PCU	
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		
07:00	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
07:30	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
H/TOT	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
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0
09:00	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	1	0	0	2	2	0	0	1	1	0	0	2	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	1	0	0	3	3	0	0	2	1	0	0	3	3	3
10:00	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1	1
10:15	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	2
10:30	0	0	6	0	0	0	6	6	0	0	5	0	0	0	5	5	5
10:45	0	0	3	1	0	0	4	4	0	0	4	0	0	0	4	4	4
H/TOT	0	0	16	1	0	0	17	17	0	0	12	0	0	0	12	12	12
11:00	0	0	4	0	0	0	4	4	0	0	4	1	0	0	5	5	5
11:15	0	0	4	1	1	0	6	7	0	0	3	0	0	0	3	3	3
11:30	0	0	3	0	0	0	3	3	0	0	7	0	0	0	7	7	7
11:45	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	15	1	1	0	17	18	0	0	14	1	0	0	15	15	15
12:00	0	0	11	0	0	0	11	11	0	0	6	0	1	0	7	8	8
12:15	0	0	4	0	0	0	4	4	0	0	3	1	0	0	4	4	4
12:30	0	0	4	1	0	0	5	5	0	0	5	0	0	0	5	5	5
12:45	0	0	7	0	0	0	7	7	0	0	11	1	0	0	12	12	12
H/TOT	0	0	26	1	0	0	27	27	0	0	25	2	1	0	28	29	29

TRAFFINOMICS LIMITED

KILMASHOGUE CEMETERY CAR PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT COUNTS

MARCH/APRIL 2023
TRA/23/077

SITE: 01

DATE: 31st March 2023

LOCATION: R116 Edmondstown Road/Kilmashogue Cemetery

DAY: Friday

TIME	ENTRY							TOT	PCU	EXIT							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS				
13:00	0	0	26	0	0	0	26	26	0	0	7	0	0	0	7	7		
13:15	0	0	8	0	0	0	8	8	0	0	6	0	0	0	6	6		
13:30	0	0	2	0	0	0	2	2	0	0	27	0	0	0	27	27		
13:45	0	0	8	0	0	0	8	8	0	0	6	0	0	0	6	6		
H/TOT	0	0	44	0	0	0	44	44	0	0	46	0	0	0	46	46		
14:00	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6		
14:15	0	0	1	1	0	0	2	2	0	0	0	1	0	0	1	1		
14:30	0	0	6	0	0	0	6	6	0	0	2	0	0	0	2	2		
14:45	0	0	27	0	0	0	27	27	0	0	1	0	0	0	1	1		
H/TOT	0	0	36	1	0	0	37	37	0	0	9	1	0	0	10	10		
15:00	0	0	3	0	0	0	3	3	0	0	5	0	0	0	5	5		
15:15	0	0	2	0	0	0	2	2	0	0	30	0	0	0	30	30		
15:30	0	0	2	1	0	0	3	3	0	0	1	0	0	0	1	1		
15:45	0	0	3	0	0	0	3	3	0	0	4	0	0	0	4	4		
H/TOT	0	0	10	1	0	0	11	11	0	0	40	0	0	0	40	40		
16:00	0	0	3	0	0	0	3	3	0	0	3	0	0	0	3	3		
16:15	0	0	7	0	0	0	7	7	0	0	3	0	0	0	3	3		
16:30	0	0	7	0	0	0	7	7	0	0	7	0	0	0	7	7		
16:45	0	0	1	0	0	0	1	1	0	0	5	1	0	0	6	6		
H/TOT	0	0	18	0	0	0	18	18	0	0	18	1	0	0	19	19		
17:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3		
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
P/TOT	0	0	168	7	1	0	176	177	0	0	168	7	1	0	176	177		

Accum
0

0

0

0

0

0

0

1

2

2

2

2

2

5

6

7

7

6

9

5

9

13

13

13

8

Parked @ 07:00hrs					
PCL	MCL	CAR	LGV	HGV	BUS
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	1	0	0
0	0	1	1	0	0
0	0	1	1	0	0
0	0	1	1	0	0
0	0	4	1	0	0
0	0	5	1	0	0
0	0	6	1	0	0
0	0	5	2	0	0
0	0	5	1	0	0
0	0	6	2	1	0
0	0	2	2	1	0
0	0	6	2	1	0
0	0	11	2	0	0
0	0	12	1	0	0
0	0	11	2	0	0
0	0	7	1	0	0

TRAFFINOMICS LIMITED

**KILMASHOGUE CEMETERY CAR PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT COUNTS**

**MARCH/APRIL 2023
TRA/23/077**

SITE: 01

DATE: 3rd April 2023

LOCATION: R116 Edmondstown Road/Kilmashogue Cemetery

DAY: Monday

TIME	ENTRY							TOT	PCU	EXIT							TOT	PCU
	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	
07:15	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	
07:45	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	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	1	0	0	1	1	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	
08:45	0	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	
09:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	
09:15	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	1	
09:30	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	1	
09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	
H/TOT	0	0	4	0	0	0	4	4	0	0	3	0	0	0	3	3	3	
10:00	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	1	
10:15	0	0	8	0	0	0	8	8	0	0	9	0	0	0	9	9	9	
10:30	0	0	6	0	0	0	6	6	0	0	4	0	0	0	4	4	4	
10:45	0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	4	4	
H/TOT	0	0	18	0	0	0	18	18	0	0	18	0	0	0	18	18	18	
11:00	0	0	5	0	0	0	5	5	0	0	1	0	0	0	1	1	1	
11:15	0	0	5	0	1	0	6	7	0	0	3	0	0	0	3	3	3	
11:30	0	0	14	0	0	0	14	14	0	0	3	0	1	0	4	5	5	
11:45	0	0	2	0	0	0	2	2	0	0	4	0	0	0	4	4	4	
H/TOT	0	0	26	0	1	0	27	28	0	0	11	0	1	0	12	13	13	
12:00	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	14	14	
12:15	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1	1	
12:30	0	0	1	0	0	0	1	1	0	0	1	1	0	0	2	2	2	
12:45	0	0	5	0	0	0	5	5	0	0	4	0	0	0	4	4	4	
H/TOT	0	0	10	0	0	0	10	10	0	0	20	1	0	0	21	21	21	

TRAFFINOMICS LIMITED

**KILMASHOGUE CEMETERY CAR PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT COUNTS**

**MARCH/APRIL 2023
TRA/23/077**

SITE: 01

DATE: 3rd April 2023

LOCATION: R116 Edmondstown Road/Kilmashogue Cemetery

DAY: Monday

TIME	ENTRY							PCU	EXIT							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
13:00	0	0	4	0	0	0	4	4	0	0	5	0	0	0	5	5
13:15	0	0	5	0	0	0	5	5	0	0	2	0	0	0	2	2
13:30	0	0	5	1	0	0	6	6	0	0	2	0	0	0	2	2
13:45	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6
H/TOT	0	0	16	1	0	0	17	17	0	0	15	0	0	0	15	15
14:00	0	0	2	0	0	0	2	2	0	0	4	0	0	0	4	4
14:15	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0
14:30	0	0	5	0	0	0	5	5	0	0	10	1	0	0	11	11
14:45	0	0	8	0	0	0	8	8	0	0	6	0	0	0	6	6
H/TOT	0	0	22	0	0	0	22	22	0	0	20	1	0	0	21	21
15:00	0	0	4	0	0	0	4	4	0	0	7	0	0	0	7	7
15:15	0	0	6	0	0	0	6	6	0	0	6	0	0	0	6	6
15:30	0	0	6	0	0	0	6	6	0	0	3	0	0	0	3	3
15:45	0	0	4	0	0	0	4	4	0	0	8	0	0	0	8	8
H/TOT	0	0	20	0	0	0	20	20	0	0	24	0	0	0	24	24
16:00	0	0	2	0	0	0	2	2	0	0	4	0	0	0	4	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
16:45	0	0	2	1	0	0	3	3	0	0	2	0	0	0	2	2
H/TOT	0	0	5	1	0	0	6	6	0	0	6	0	0	0	6	6
17:00	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	5
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	121	3	1	0	125	126	0	0	121	3	1	0	125	126

Accum
0

0
0
0
0

0
1
1
1

2
2
3
2

4
3
5
2

6
9
19
17

3
6
5
6

Parked @ 07:00hrs						
PCL	MCL	CAR	LGV	HGV	BUS	
0	0	0	0	0	0	
0	0	0	0	0	0	
0	0	0	0	0	0	
0	0	0	0	0	0	
0	0	0	0	0	0	
0	0	0	1	0	0	
0	0	0	1	0	0	
0	0	0	1	0	0	
0	0	1	1	0	0	
0	0	1	1	0	0	
0	0	2	1	0	0	
0	0	1	1	0	0	
0	0	3	1	0	0	
0	0	2	1	0	0	
0	0	4	1	0	0	
0	0	1	1	0	0	
0	0	5	1	0	0	
0	0	7	1	1	0	
0	0	18	1	0	0	
0	0	16	1	0	0	
0	0	2	1	0	0	
0	0	5	1	0	0	
0	0	5	0	0	0	
0	0	6	0	0	0	

5	0	0	5	0	0	0
8	0	0	8	0	0	0
12	0	0	11	1	0	0
8	0	0	7	1	0	0
6	0	0	5	1	0	0
13	0	0	12	1	0	0
7	0	0	7	0	0	0
9	0	0	9	0	0	0
6	0	0	6	0	0	0
6	0	0	6	0	0	0
9	0	0	9	0	0	0
5	0	0	5	0	0	0
3	0	0	3	0	0	0
3	0	0	3	0	0	0
4	0	0	4	0	0	0
5	0	0	4	1	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0

TRAFFINOMICS LIMITED

**KILMASHOGUE CEMETERY CAR PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT COUNTS**

**MARCH/APRIL 2023
TRA/23/077**

SITE: 01

DATE: 4th April 2023

LOCATION: R116 Edmondstown Road/Kilmashogue Cemetery

DAY: Tuesday

TIME	ENTRY								EXIT							
	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	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	2	1	0	0	3	3	0	0	0	0	0	0	0	0
H/TOT	0	0	2	1	0	0	3	3	0	0	0	0	0	0	0	0
10:00	0	0	2	0	0	0	2	2	0	0	1	1	0	0	2	2
10:15	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2
10:30	0	0	3	0	0	0	3	3	0	0	5	0	0	0	5	5
10:45	0	0	6	0	0	0	6	6	0	0	3	0	0	0	3	3
H/TOT	0	0	15	0	0	0	15	15	0	0	11	1	0	0	12	12
11:00	0	0	4	0	0	0	4	4	0	0	6	0	0	0	6	6
11:15	0	0	5	1	0	0	6	6	0	0	4	0	0	0	4	4
11:30	0	0	21	0	0	0	21	21	0	0	3	0	0	0	3	3
11:45	0	0	4	0	1	0	5	6	0	0	3	1	0	0	4	5
H/TOT	0	0	34	1	1	0	36	37	0	0	16	0	1	0	17	18
12:00	0	0	5	0	0	0	5	5	0	0	18	1	0	0	19	19
12:15	0	0	2	0	0	0	2	2	0	0	8	0	0	0	8	8
12:30	0	0	1	1	0	0	2	2	0	0	4	0	0	0	4	4
12:45	0	0	7	0	1	0	8	9	0	0	3	1	1	0	5	6
H/TOT	0	0	15	1	1	0	17	18	0	0	33	2	1	0	36	37

TRAFFINOMICS LIMITED

**KILMASHOGUE CEMETERY CAR PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT COUNTS**

**MARCH/APRIL 2023
TRA/23/077**

SITE: 01

DATE: 4th April 2023

LOCATION: R116 Edmondstown Road/Kilmashogue Cemetery

DAY: Tuesday

TIME	ENTRY							PCU	EXIT							PCU
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT	
13:00	0	0	4	0	1	0	5	6	0	0	4	1	0	0	5	5
13:15	0	0	3	0	0	0	3	3	0	0	6	0	1	0	7	8
13:30	0	0	10	0	0	0	10	10	0	0	4	0	0	0	4	4
13:45	0	0	3	0	0	0	3	3	0	0	8	0	0	0	8	8
H/TOT	0	0	20	0	1	0	21	22	0	0	22	1	1	0	24	25
14:00	0	0	5	0	0	0	5	5	0	0	3	0	0	0	3	3
14:15	0	0	3	0	0	0	3	3	0	0	6	0	0	0	6	6
14:30	1	0	7	0	0	0	8	7	1	0	2	0	0	0	3	2
14:45	0	0	5	0	0	0	5	5	0	0	6	0	0	0	6	6
H/TOT	1	0	20	0	0	0	21	20	1	0	17	0	0	0	18	17
15:00	0	0	6	0	0	0	6	6	0	0	6	0	0	0	6	6
15:15	0	0	2	0	0	0	2	2	0	0	5	0	0	0	5	5
15:30	0	0	7	1	0	0	8	8	0	0	5	0	0	0	5	5
15:45	0	0	5	0	0	0	5	5	0	0	7	0	0	0	7	7
H/TOT	0	0	20	1	0	0	21	21	0	0	23	0	0	0	23	23
16:00	0	0	3	0	0	0	3	3	0	0	3	1	0	0	4	4
16:15	0	0	3	0	0	0	3	3	0	0	3	0	0	0	3	3
16:30	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
16:45	0	0	4	0	0	0	4	4	0	0	9	0	0	0	9	9
H/TOT	0	0	12	0	0	0	12	12	0	0	16	1	0	0	17	17
17:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	139	5	3	0	148	150	1	0	139	5	3	0	148	150

Accum
0

Parked @ 07:00hrs						
	PCL	MCL	CAR	LGV	HGV	BUS
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
1	0	0	0	1	0	0
1	0	0	0	1	0	0
1	0	0	0	1	0	0
2	0	0	1	1	0	0
2	0	0	1	1	0	0
2	0	0	1	1	0	0
5	0	0	3	2	0	0
5	0	0	4	1	0	0
7	0	0	6	1	0	0
5	0	0	4	1	0	0
8	0	0	7	1	0	0
6	0	0	5	1	0	0
8	0	0	6	2	0	0
26	0	0	24	2	0	0
27	0	0	25	2	0	0
13	0	0	12	1	0	0
7	0	0	6	1	0	0
5	0	0	3	2	0	0
8	0	0	7	1	0	0

TRAFFINOMICS LIMITED

**KILMASHOGUE CEMETERY CAR PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT COUNTS**

**MARCH/APRIL 2023
TRA/23/077**

SITE: 01

DATE: 5th April 2023

LOCATION: R116 Edmondstown Road/Kilmashogue Cemetery

DAY: Wednesday

TIME	ENTRY							PCU	EXIT							PCU	
	PCL	MCL	CAR	LGV	HGV	BUS	TOT		PCL	MCL	CAR	LGV	HGV	BUS	TOT		
07:00	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
07:30	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
H/TOT	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
08:15	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
08:45	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
09:00	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
09:30	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
H/TOT	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0
10:00	0	0	1	1	0	0	2	2	0	0	2	0	0	0	2	2	2
10:15	0	0	1	0	0	0	1	1	0	0	1	1	0	0	2	2	2
10:30	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2	2
10:45	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	2
H/TOT	0	0	7	1	0	0	8	8	0	0	7	1	0	0	8	8	8
11:00	0	0	5	0	0	0	5	5	0	0	4	0	0	0	4	4	4
11:15	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1	1
11:30	0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	4	4
11:45	0	0	5	0	0	0	5	5	0	0	4	0	0	0	4	4	4
H/TOT	0	0	15	0	0	0	15	15	0	0	13	0	0	0	13	13	13
12:00	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	1
12:15	0	0	5	0	0	0	5	5	0	0	3	0	0	0	3	3	3
12:30	0	0	3	0	0	0	3	3	0	0	5	0	0	0	5	5	5
12:45	0	0	4	0	0	0	4	4	0	0	7	0	0	0	7	7	7
H/TOT	0	0	14	0	0	0	14	14	0	0	16	0	0	0	16	16	16

TRAFFINOMICS LIMITED

KILMASHOGUE CEMETERY CAR PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT COUNTS

MARCH/APRIL 2023
TRA/23/077

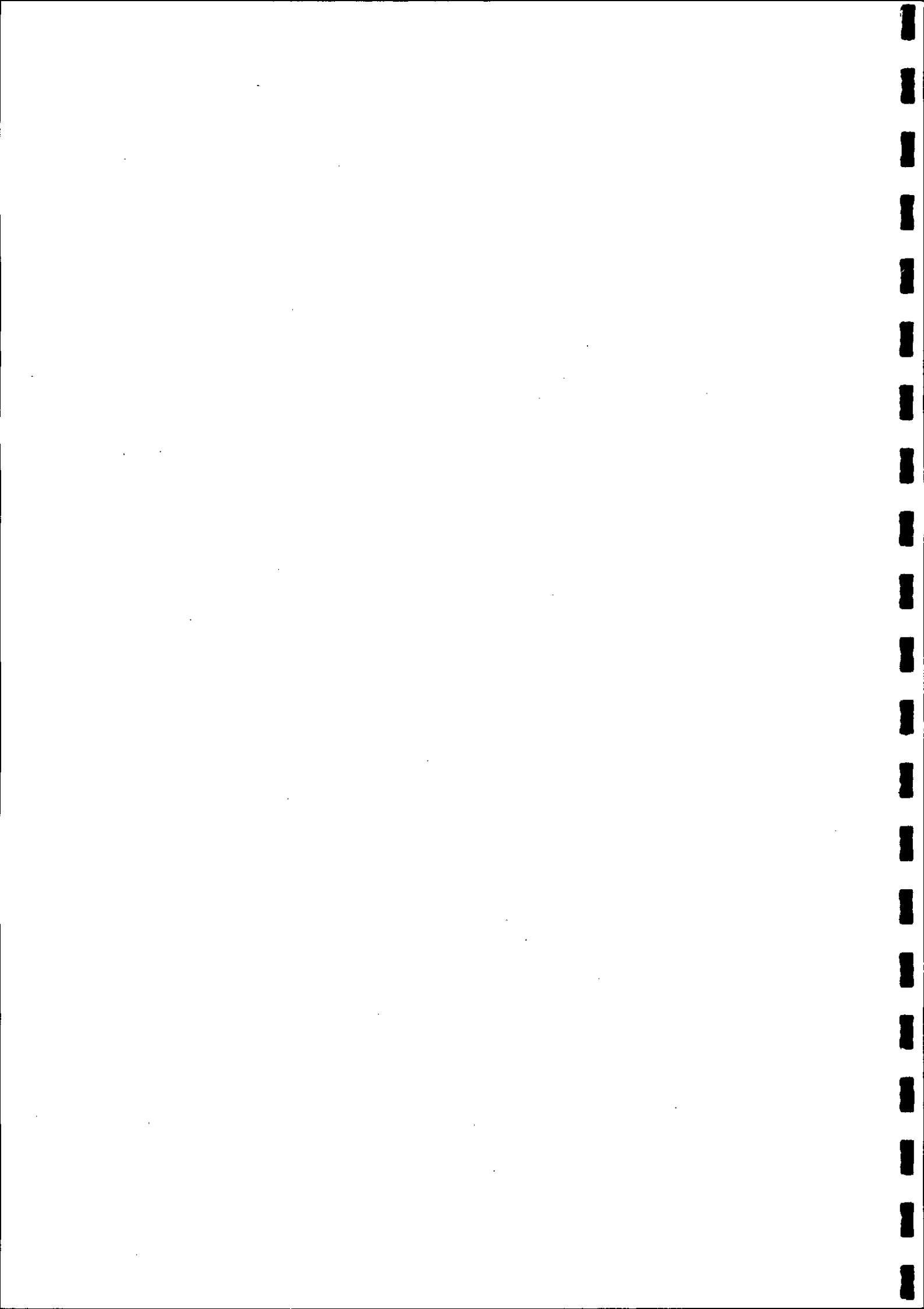
SITE: 01

DATE: 5th April 2023

LOCATION: R116 Edmondstown Road/Kilmashogue Cemetery

DAY: Wednesday

TIME	ENTRY							TOT	PCU	EXIT							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS				
13:00	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2		
13:15	0	0	4	0	0	0	4	4	0	0	4	0	0	0	4	4		
13:30	0	0	3	1	0	0	4	4	0	0	3	0	0	0	3	3		
13:45	0	0	6	0	0	0	6	6	0	0	3	0	0	0	3	3		
H/TOT	0	0	16	1	0	0	17	17	0	0	12	0	0	0	12	12		
14:00	0	0	3	0	0	0	3	3	0	0	6	1	0	0	7	7		
14:15	0	0	6	0	0	0	6	6	0	0	6	0	0	0	6	6		
14:30	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2		
14:45	0	0	6	0	0	0	6	6	0	0	5	0	0	0	5	5		
H/TOT	0	0	18	0	0	0	18	18	0	0	19	1	0	0	20	20		
15:00	0	0	2	0	0	0	2	2	0	0	5	0	0	0	5	5		
15:15	0	0	6	0	0	0	6	6	0	0	5	0	0	0	5	5		
15:30	0	0	4	0	0	0	4	4	0	0	5	0	0	0	5	5		
15:45	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1		
H/TOT	0	0	16	0	0	0	16	16	0	0	16	0	0	0	16	16		
16:00	0	0	2	0	0	0	2	2	0	0	7	0	0	0	7	7		
16:15	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0		
16:30	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2		
16:45	0	0	3	0	0	0	3	3	0	0	3	0	0	0	3	3		
H/TOT	0	0	9	0	0	0	9	9	0	0	12	0	0	0	12	12		
17:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2		
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
P/TOT	0	0	97	2	0	0	99	99	0	0	97	2	0	0	99	99		



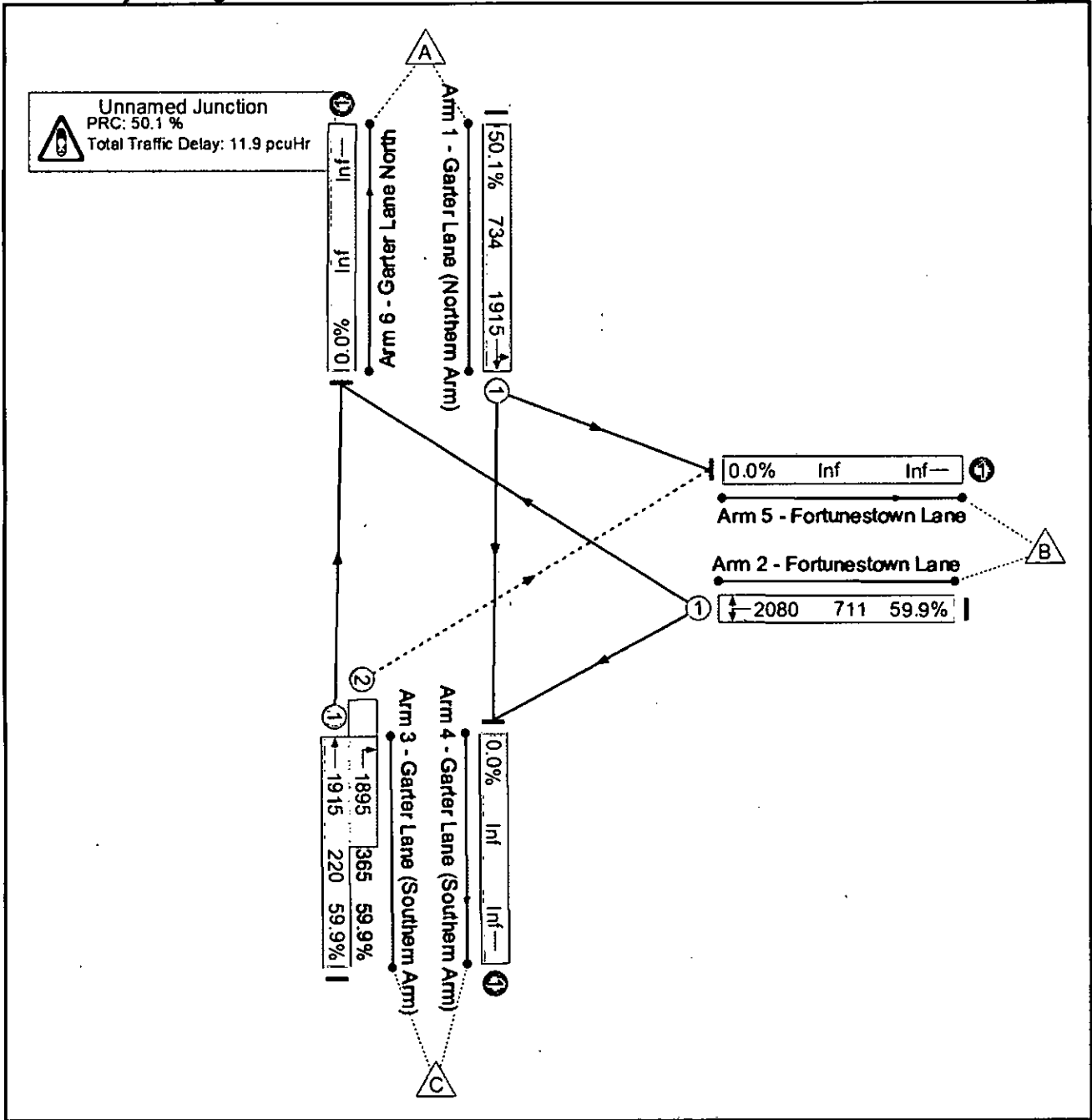
Basic Results Summary
Network Results

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 Inter-green (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)						
Network	.	.	.	.	.	.	.	.	.	.	58.1%	192	23	4	12.2	.	.
Unnamed Junction	.	.	.	.	.	.	.	.	.	.	58.1%	192	23	4	12.2	.	.
1/1	Garter Lane (Northern Arm) Ahead Left	U	A		1	40	.	364	1915	654	55.6%	.	.	.	3.9	38.3	10.4						
2/1	Fortunestown Lane Left Right	U	B		1	41	.	423	2080	728	58.1%	.	.	.	4.4	37.7	12.1						
3/1+3/2	Garter Lane (Southern Arm) Right Ahead	U+O	C		1	50	.	349	1915:1895	225+378	57.9 : 57.9%	192	23	4	3.9	40.5	7.1						
C1																							
												PRC for Signalised Lanes (%):		54.9		Total Delay for Signalised Lanes (pcuHr):		12.23		Cycle Time (s):		120	
												PRC Over All Lanes (%):		54.9		Total Delay Over All Lanes (pcuHr):		12.23					

Basic Results Summary

Scenario 6: '2025 PM Network + Dev Flows' (FG10: '2025 PM Network + Dev Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



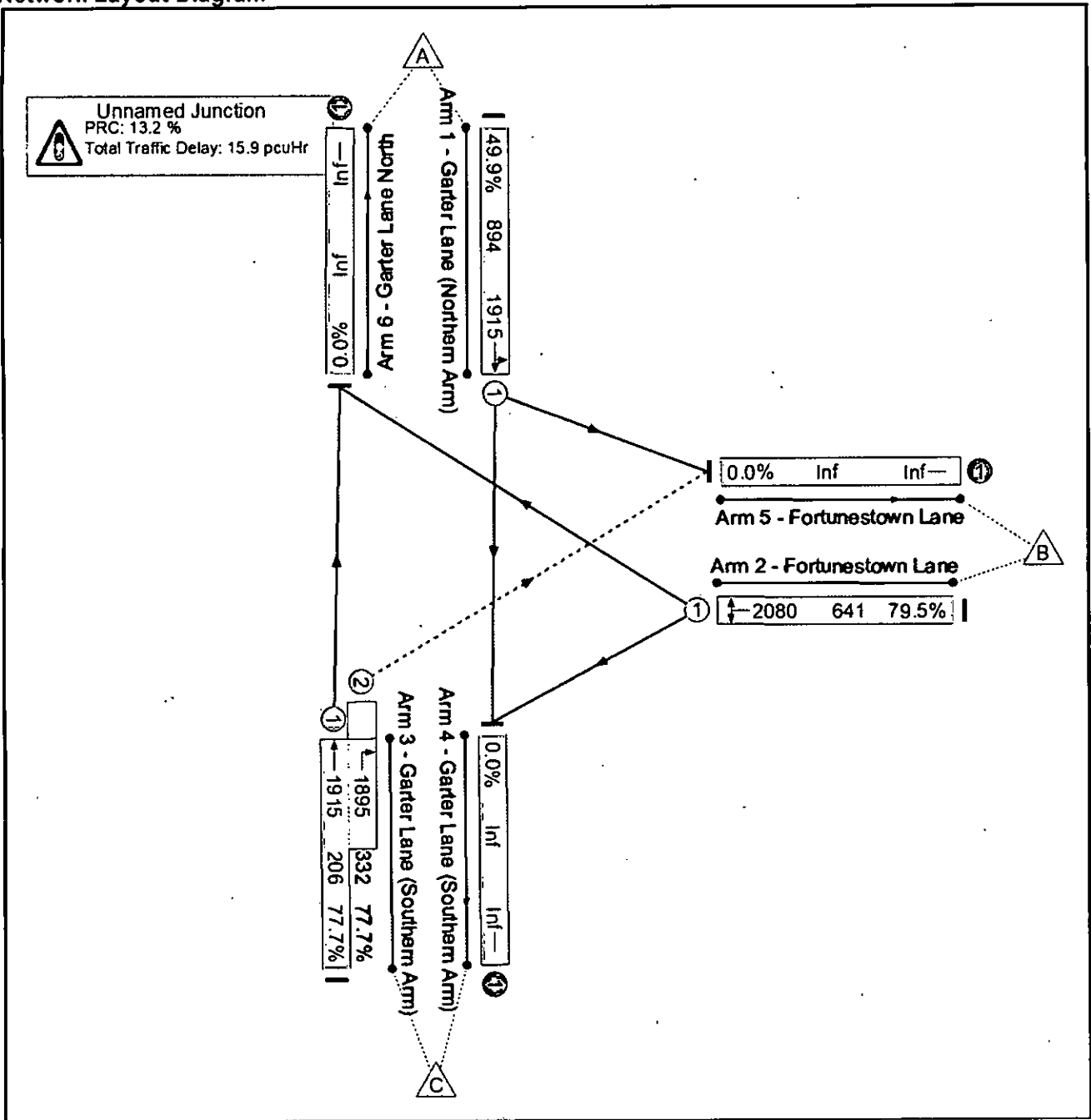
Basic Results Summary
Network Results

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		-	-	-	-	-	-	-	-	-	59.9%	208	7	4	11.9	-	-
Unnamed Junction		-	-	-	-	-	-	-	-	-	59.9%	208	7	4	11.9	-	-
1/1	Garter Lane (Northern Arm) Ahead Left	U	A		1	45	-	368	1915	734	50.1%	-	-	-	3.4	33.2	9.8
2/1	Fortunestown Lane Left Right	U	B		1	40	-	426	2080	711	59.9%	-	-	-	4.6	39.0	12.5
3/1+3/2	Garter Lane (Southern Arm) Right Ahead	U+O	C		1	51	-	351	1915:1995	220+365	59.9% 59.9%	208	7	4	3.9	39.8	6.9
C1																	
PRC for Signalled Lanes (%): 50.1 PRC Over All Lanes (%): 50.1 Total Delay for Signalled Lanes (pcuHr): 11.88 Total Delay Over All Lanes (pcuHr): 11.88 Cycle Time (s): 120																	

Basic Results Summary

Scenario 8: '2040 PM Network + Dev Flows' (FG12: '2040 PM Network + Dev Flows', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary
Network Results

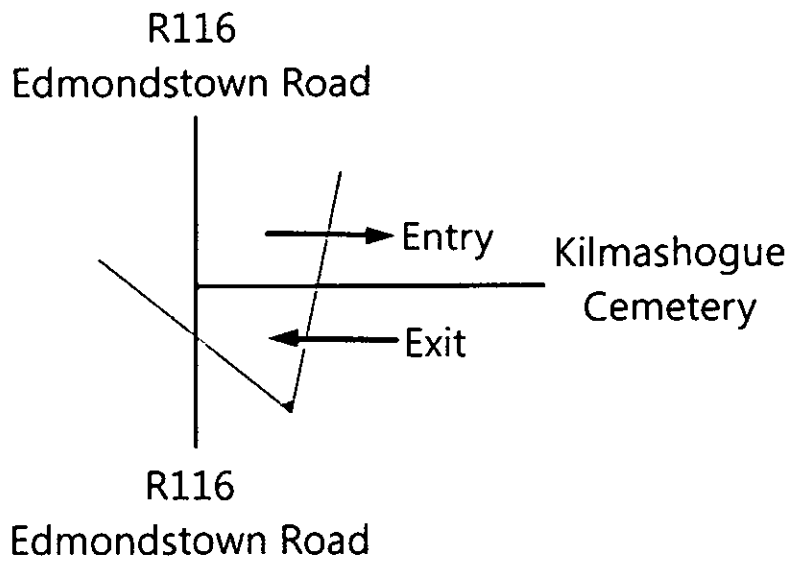
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	-	-	-	79.5%	258	0	0	15.9	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	-	-	79.5%	258	0	0	15.9	-	-
1/1	Garter Lane (Northern Arm) Ahead Left	U	A	-	1	55	-	446	1915	894	49.9%	-	-	-	3.3	26.3	10.8
2/1	Fortunestown Lane Left Right	U	B	-	1	36	-	510	2080	641	79.5%	-	-	-	7.3	51.4	17.3
3/1+3/2	Garter Lane (Southern Arm) Right Ahead	U+O	C	-	1	55	-	418	1915:1895	206+332	77.7% 77.7%	258	0	0	5.4	46.4	9.4
C1																	
PRC for Signalled Lanes (%): 13.2 Total Delay for Signalled Lanes (pcuHr): 15.92 Cycle Time (s): 120 PRC Over All Lanes (%): 13.2 Total Delay Over All Lanes (pcuHr): 15.92																	



**Raw Traffic Survey Data for the
Kilmashogue Cemetery**

Site Location



Movement Numbering



	Job number: TRA/23/077	Job Date: Week Commencing Thursday 30 th March 2023	Drawing No: TRA/23/077-01	traffinomics 
	Client: NRB		Author: SPW	

TRAFFINOMICS LIMITED

**KILMASHOGUE CEMETERY CAR PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT COUNTS**

**MARCH/APRIL 2023
TRA/23/077**

SITE: 01

DATE: 30th March 2023

LOCATION: R116 Edmondstown Road/Kilmashogue Cemetery

DAY: Thursday

TIME	ENTRY							TOT	PCU	EXIT							TOT	PCU
	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	
07:15	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	
07:45	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	
08:00	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	
08:30	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	1	0	0	1	1	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	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45	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	
10:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	
10:15	0	0	2	1	0	0	3	3	0	0	3	0	0	0	3	3	3	
10:30	0	0	3	0	0	0	3	3	0	0	1	1	0	0	2	2	2	
10:45	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3	3	
H/TOT	0	0	8	1	0	0	9	9	0	0	7	1	0	0	8	8	8	
11:00	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2	2	
11:15	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2	2	
11:30	0	0	5	0	0	0	5	5	0	0	2	0	0	0	2	2	2	
11:45	0	0	7	0	0	0	7	7	0	0	3	0	0	0	3	3	3	
H/TOT	0	0	16	0	0	0	16	16	0	0	9	0	0	0	9	9	9	
12:00	0	0	2	0	0	0	2	2	0	0	5	0	0	0	5	5	5	
12:15	0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	4	4	
12:30	0	0	7	0	0	0	7	7	0	0	1	0	0	0	1	1	1	
12:45	0	0	2	0	0	0	2	2	0	0	5	0	0	0	5	5	5	
H/TOT	0	0	12	0	0	0	12	12	0	0	15	0	0	0	15	15	15	

TRAFFINOMICS LIMITED