BM BARRETT **MAHONY**
CIVIL & STRUCTURAL
CONSULTING ENGINEERS

TRAFFIC AND TRANSPORT ASSESSMENT

Project:

Proposed Integrated Tourist, Leisure and Recreation Facility, Magheramore, Co. Wicklow

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1. INTRODUCTION

1.1 PROJECT DESCRIPTION

This Traffic Impact Assessment (TIA) has been prepared by Barrett Mahony Consulting Engineers to accompany an application to Wicklow County Council for a proposed Integrated Tourist, Leisure, and Recreation Facility (ITLRF), Magheramore, Co. Wicklow.

The proposed development will consist of a new Integrated Tourism / Leisure / Recreational (ITLR) complex comprising firstly, of a new two storey over lower ground level building; containing gym, sauna, cinema and outdoor pool (24m x 10m) at lower ground level, reception, bar and restaurant, washrooms and outdoor terrace at ground floor and event room at first floor, and secondly, it is proposed to install 48 no. accommodation pods (21sq.m each) along the east of the site. It is proposed to construct a dedicated structure (92sq.m), located at the north end of the site adjacent the beach access, containing a surf school facility, public W.C and public showers. 49 no. car parking spaces, including 3 no. universal accessible spaces and set down area and 13 no. bike parking spaces are proposed to serve the ITLR facility. The existing pedestrian access from R750 will be widened to facilitate vehicular access and shall be barrier controlled. The proposal includes all associated site works, excavation, engineering services, SUDS, landscaping, fencing, bin stores, and road works. Enhancement and supplementation of existing planting is proposed along south and west boundaries to protect the existing ecology. Existing Public pedestrian access to the beach will remain unaffected. A Natura Impact Statement is included with this planning application.

This TIA demonstrates that the traffic generated by the proposed 48 No. bedroom units will have a very minor impact on the efficient working of the local road network, in particular the nearby R750 / Magheramore Beach Road and R750 / L1102 priority junctions close to the proposed tourist facility.

1.2 PURPOSE OF THE TRAFFIC ASSESSMENT

The purpose of this Traffic Impact Assessment is to assess the current operational efficiency of the existing transport environment and provide details of the assessment undertaken to identify the level of transport impact resulting from the proposed Integrated Tourist, Leisure, and Recreation Facility development. The principal objective of the report is to quantify any level of impact across the local road network and subsequently ascertain both the existing and future operational performance of the local road network.

1.3 METHODOLOGY USED WITHIN THE TRAFFIC IMPACT ASSESSMENT

This report was developed with guidance from the documents listed below;

- 'Traffic and Transport Assessment Guidelines' (May 2014) National Road Authority;
- 'Traffic Management Guidelines' Dublin Transportation Office & Department of the Environment and Local Government (May 2003);
- 'Guidelines for Traffic Impact Assessments' The Institution of Highways and Transportation; and
- Wicklow County Development Plan 2016-2022.

The methodology utilised can be divided into the following 5 No. phases, in compliance with the Traffic and Transport Assessment Guidelines referenced above:

Audit of existing network
The report establishes the existing level of accessibility at present pertaining to the subject site.

Completion of Traffic Counts

The report details Junction traffic counts undertaken at the locations relevant to the proposed development, and analysed in order to assess existing operating efficiencies in the vicinity of the proposed development.

Estimation of Trip Generation Volumes
A trip generation exercise has been carried out to establish an estimate for the level of vehicle trips generated by the proposed tourist development.

Distribution of Generated Trips
Based upon both the existing observed flow patterns in the local road network at the identified relevant junctions, the trips predicted to be generated by the proposed development are distributed / assigned onto the local road network.

Network Analysis detailing Impact of Generated Volumes
Junction analysis models are to analyse the impact of the estimated trip generation volumes on the operational efficiency of the junction selected for detailed analysis.

This analysis of the critical intersection close to the proposed development is undertaken for both the year of opening of the proposed development in 2025 and the 'design years' five and fifteen years thereafter.

This methodology is consistent with the following sections required within a basic Traffic Impact Assessment for compliance with the 2014 TTA Guidelines:

- Introduction / Existing conditions
- Extent of proposed development
- Vehicular Trip Generation
- Vehicular Trip Distribution / Assignment to network
- Impact on road network of trips generated by proposed development

1.4 SITE ACCESS TO LOCAL ROAD NETWORK

The site is located approximately 6 km south of Wicklow Town and 14 km east of Rathdrum.

A site location map is provided within Figure 1.1 indicating the site's location relative to Wicklow Town to the north and Rathdrum to the west.

The location of the site relative to the R750 / L1102 and R750 / Magheramore Beach Road junctions is detailed within Figure 1.2.

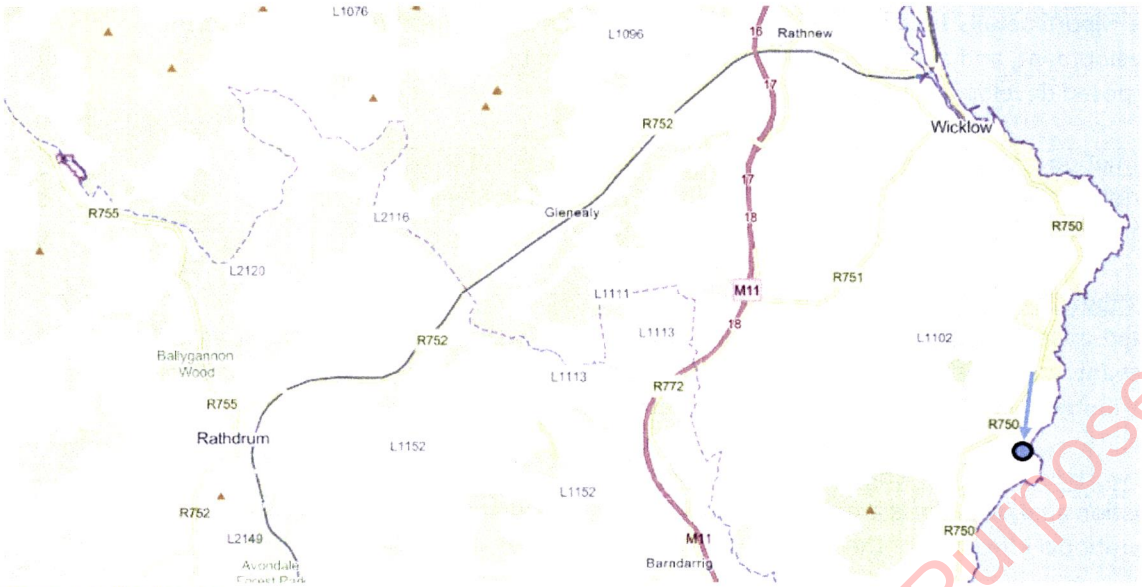


Figure 1-1: Site location

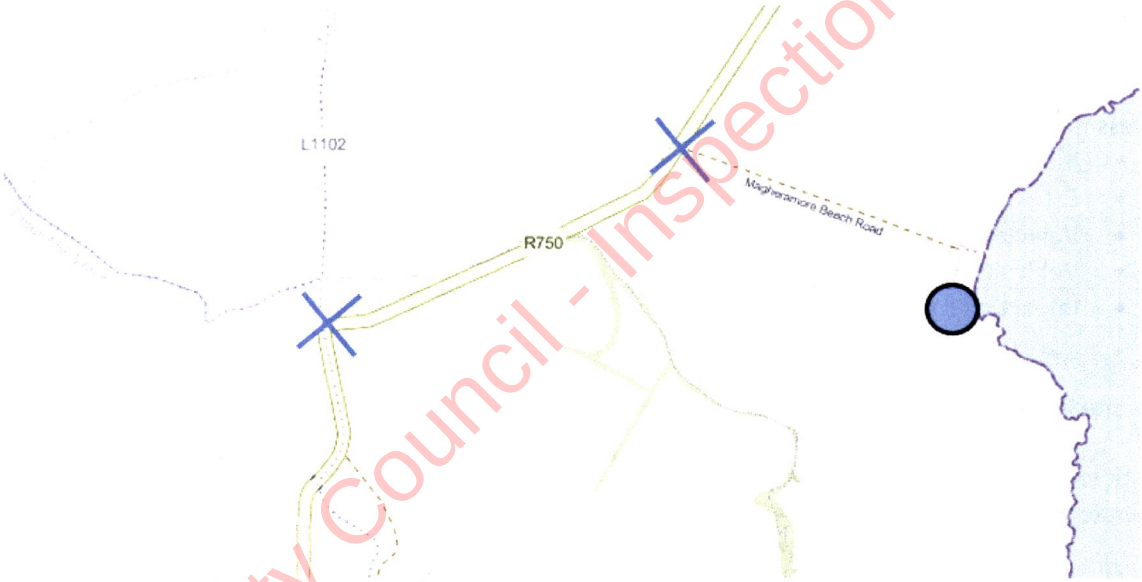


Figure 1-2: Location of site relative to critical junctions

A traffic survey was carried out on Tuesday 1st February 2022.

The surveys were carried out over a 12-hour period between 0700 and 1900 in order to ascertain the peak hour and total effective daily flows for all traffic movements at the 2 No. junctions.

The location of the surveys are detailed within Figure 1-3:

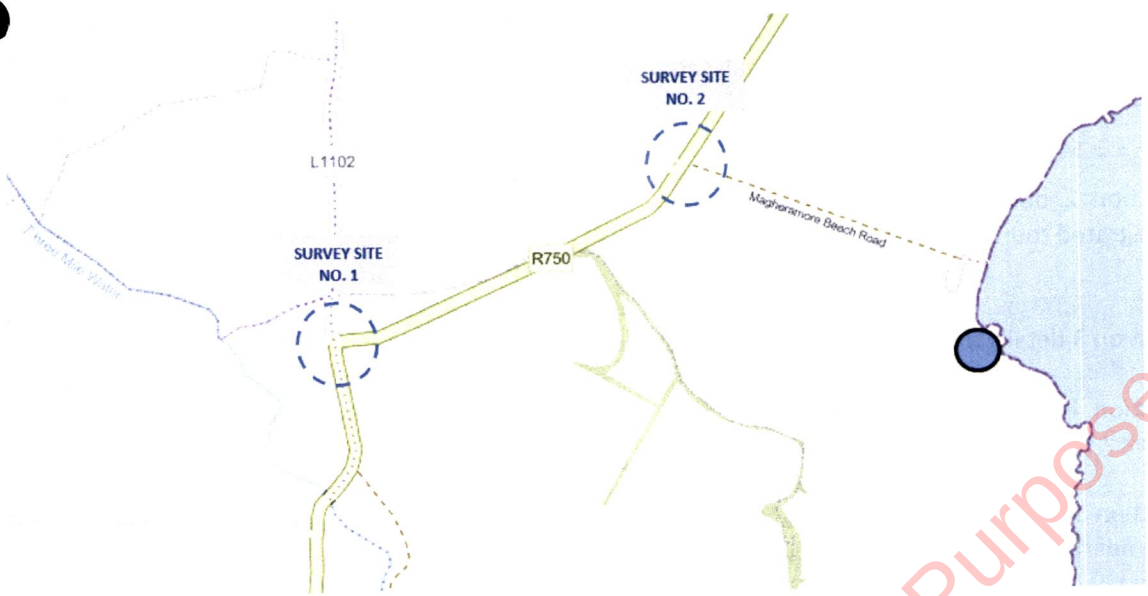


Figure 1-3: Location of surveys

The surveys indicated that the weekday morning peak occurred between 0800 and 0900 with the evening peak occurring between 1400 and 1500 – these were observed to be the timeframes during which the junctions were most heavily loaded. The following analysis is based on these peak periods.

It is assumed that the proposed development will open in 2025.

An annual growth rate of 1.6% has been assumed for the period late-2022 to 2030, decreasing to 0.6% for 2031 to 2040, based on the central (medium) growth estimate for Wicklow County Council, published by TII in 2019 (PE-PAG-02017-2).

The computed 2022 2-way flows at the R750 / L1102 and R750 / Magheramore Beach Road junctions are as follows:

<u>R750 / R747 priority junction</u>
Tuesday 1st February 2022
Morning peak - 158 passenger car units
Evening peak - 136 passenger car units
All-day - 1231 passenger car units

<u>R750 / Magheramore Beach Road</u>
Tuesday 1st February 2022
Morning peak - 83 passenger car units
Evening peak - 84 passenger car units
All-day - 743 passenger car units

A full copy of the traffic survey is contained within Appendix 1.

One can see that flows at both junctions are light, with total 2-way peak hour flows measured at 2.3 to 2.6 vehicles per minute at the R750 / L1102 junction, decreasing to 1.4 vehicles per minute at the R750 / Magheramore Beach Road junction.

Diagrams 1 and 2 within Appendix 2 detail the AM and PM peak flows respectively at both these junctions. These junctions will be analysed in detail for the weekday morning and evening peak hour further below within this report.

1.5 Scope of the Report

Section 2 details the parking requirement and proposed parking provision at the proposed integrated tourist, leisure, and recreation facility (ITLRF).

Section 3 details the traffic predicted to be generated by the proposed development.

Section 4 details the need for a traffic assessment based on the criteria within the 2014 Traffic Impact Assessment Guidelines.

Section 5 provides an analysis of the post-development impact of the proposed development on the nearby R750 / L1102 and R750 / Magheramore Beach Road priority junctions.

Section 6 makes some concluding comments regarding the sustainability of the proposed project in traffic impact terms.

2. PARKING REQUIREMENTS AND PROPOSED PROVISION

2.1 CAR PARKING REQUIREMENTS AS PER WICKLOW COUNTY DEVELOPMENT PLAN 2016-2022

Tables 2-1 below details the maximum car and bicycle parking standards for Wicklow County based on the rates contained within their 2016 - 2022 Development Plan Written Statement for the proposed tourism and leisure development.

The ITLRF car and cycle parking requirements have been computed based on an equivalent sized hotel facility, as this is assumed to be the most appropriate class set out in the Development Plan.

Development type	Beds	**Car parking standards**	**Parking required**
ITLRF	48 No.	1.0 per bed	48
		Bike parking standards	**Parking required**
ITLRF	48 No.	1 per 20 beds	3

Table 2-1: Parking required under Wicklow Development Plan Standards for proposed tourist / leisure development

2.2 PROPOSED CAR PARKING PROVISION

It is proposed to provide both quanta detailed above at a minimum.

3. TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT ANALYSIS FOR PROPOSED DEVELOPMENT

3.1 INTRODUCTION

A hotel development of equivalent size to an ITLRF is assumed to be the most appropriate development type for trip generation purposes.

The traffic impact of the proposed development is derived by assessing the trips generated by the proposed 48 No. bedrooms within the proposed tourism and leisure development.

Full details of the TRICS data used within the analysis within section 3.2 below are contained within Appendix 3.

3.2 TRIPS GENERATED BY CANDIDATE SITE

TRICS typically gives the following weekday morning and evening peak trip rates for hotel developments in suburban, edge of town and out of town locations:

		Weekday AM		Weekday PM		ALL-DAY
		IN	OUT	IN	OUT	2-WAY
ITLRF	Trips/Bedroom	0.116	0.214	0.214	0.139	4.5

Table 3-1: Peak hour trip rates for proposed extension to tourism and leisure development

The above TRICS trip rates give rise to the following weekday morning and evening peak trip rates for hotel developments:

		Weekday AM		Weekday PM		ALL-DAY
	No. bedrooms	IN	OUT	IN	OUT	2-WAY
ITLRF	48	6	11	11	7	225

Table 3-2: Peak hour flows generated by proposed extension to proposed tourism and leisure development

3.3 DISTRIBUTION OF GENERATED TRIPS ONTO LOCAL ROAD NETWORK

During both peaks, based on existing flow patterns, the distribution of generated flows is quite evenly distributed.

Diagram 3 within Appendix 2 contains a diagram of incident development flows on both junctions during the morning peak hour.

Diagram 4 within Appendix 2 contains a diagram of incident development flows on both junctions during the evening peak hour.

3.4 ASSIGNMENT

The 2014 Traffic and Transport Assessment Guidelines published by the NRA requires that the relevant junctions be analysed for the existing situation, the year of opening (2022) with the proposed and adjacent developments in place, the design year 1 (year of opening plus 5) with the proposed and adjacent developments in place, and the design year 2 (year of opening plus 15) with the proposed and adjacent developments in place.

An annual growth rate of 1.6% has been assumed for the period 2022 to 2030, decreasing to 0.6% for 2031 to 2040, based on the medium growth estimate for Wicklow County Council, published by TII in 2019 (PE-PAG-02017-2).

The 2025 Do-Nothing ('without development') scenario is derived by factoring the survey results in Diagrams 1 and 2 within Appendix 2 up by 4.9% ($(1.016)^3$ - 1 = 0.0488). The 2025 Do-Something ('with development') scenario is derived by adding the development flows detailed in Diagrams 3 and 4 within Appendix 2 to these factored network flows.

The 2030 Do-Nothing ('without development') scenario is derived by factoring the survey results in Diagrams 1 and 2 within Appendix 2 up by 13.5% ($(1.016)^8$ - 1 = 0.1354). The 2030 Do-Something ('with development') scenario is derived by adding the development flows detailed in Diagrams 3 and 4 within Appendix 2 to these factored network flows.

The 2040 Do-Nothing ('without development') scenario is derived by factoring the survey results in Diagrams 1 and 2 within Appendix 2 up by 19.35% ($(1.016^8 \times (1.006)^{10}) - 1 = 0.205$). The 2040 Do-Something ('with development') scenario is derived by adding the development flows detailed in Diagrams 3 and 4 within Appendix 2 to these factored network flows.

4. REQUIREMENT FOR A TRAFFIC IMPACT ASSESSMENT

Table 4-1 below details the network and development (proposed plus adjacent) incident on the 3 No. roundabout locations on the projected day of opening in 2025, within 2030, 5 years after opening and within 2040, 15 years after opening:

R750 / L1102 priority junction	Network Flows		Development flows		Total flows		Development flows as % of total flows	
	AM	PM	AM	PM	AM	PM	AM	PM
Day of opening (2025)	166	142	10	10	176	152	5.7	**6.6**
Design Year 1 (2030)	180	154	10	10	190	164	5.3	6.1
Design Year 2 (2040)	191	163	10	10	201	173	5.0	5.8
R750 / Magheramore Beach Road priority junction	Network Flows		Development flows		Total flows		Development flows as % of total flows	
	AM	PM	AM	PM	AM	PM	AM	PM
Day of opening (2025)	83	84	17	18	100	102	17.0	**17.6**
Design Year 1 (2030)	94	95	17	18	111	113	15.3	15.9
Design Year 2 (2040)	100	101	17	18	117	119	14.5	15.1

Table 4-1: Network and development flows at 2 No. signalized junctions on day of opening (2025), Design Year 1 (2030) and Design Year 2 (2040)

The 2014 Traffic and Transport Assessment Guidelines requires the impact of the additional traffic volumes on the critical nearby junctions to be assessed in detail if:

- Development flows exceed 10% of existing turning movements at the two relevant junctions;
- Development flows exceed 5% of turning movements if the location has the potential to become congested.

It is noted that the generated flows from the proposed tourism and leisure facility are below the 10% threshold at the R750 / L1102. The threshold is only exceeded at the R750 / Magheramore Beach Road junction because the network flows are so low at this location.

Notwithstanding this, both junctions will be analysed in detail to provide a robust assessment of the proposed development.

5. MAHERAMORE BEACH ROAD

Figure 5-1 contains diagrammatic representations of the approach road from the R750 to the site of the proposed development.

The link is at present 1-way, and, in order to maximise environmental sensitivity, it will remain so. However, in order to maximise the efficiency of vehicular movements along its length, a series of lay-bys have been provided.

In terms of the efficiency of vehicular movements along its length, the 1-way system will work efficiently given the very low volumes incident on the link due to the proposed tourism and leisure facility, with 1 vehicle entering the development every 8.5 minutes and 1 vehicle exiting the development every 5.5 minutes during the projected peak hour of usage.

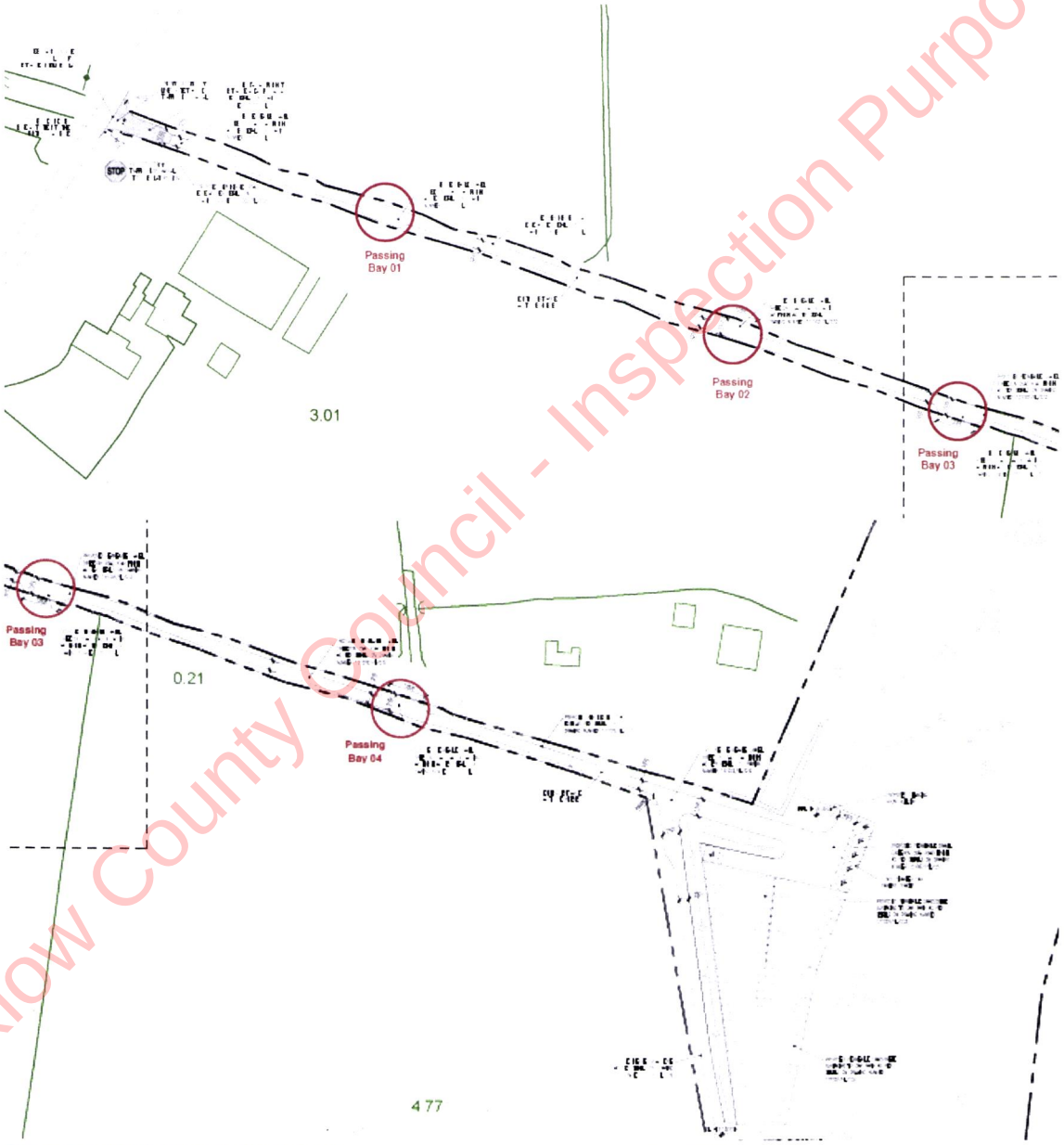


Figure 5-1: Magheramore Beach Road

It should be noted that the link is 2-way at its junction with the R750, measured at 5.5 metres.

The R750 is also taken as being a minimum of 5.5 metres close to its junction with the Magheramore Beach Road.

6. TRAFFIC ASSESSMENT OF CRITICAL INTERSECTIONS

6.1 INTRODUCTION

The traffic analysis will analyse the performance of the R752 / R747 intersection for the following 7 No. scenarios:

- Existing flows (2022 based on February 2022 survey values) – R750 / L1102 junction only
- 2025 flows without proposed development in place (AM and PM peak) - 2025 WOD – R750 / L1102 junction only
- 2025 flows with proposed development in place (AM and PM peak) - 2025 WDEV
- 2030 flows without proposed development in place (AM and PM peak) - 2030 WOD – R750 / L1102 junction only
- 2030 flows with proposed development in place (AM and PM peak) - 2030 WDEV
- 2040 flows without proposed development in place (AM and PM peak) - 2040 WOD – R750 / L1102 junction only
- 2040 flows with proposed development in place (AM and PM peak) - 2040 WDEV

The PICADY programme from the TRL Junctions 10 Suite will be used to analysis the junction for all scenarios.

All sight distances are assumed to be a minimum of 50 metres for the purposes of this analysis.

6.2 ANALYSIS OF R750 / L1102 PRIORITY INTERSECTION

Table 6-1 immediately below summarises the critical flows, capacities, RFC's and queue lengths for the morning and evening peaks for each of the seven scenarios:

Scenario No.1	2022 AM PEAK FLOWS (EXISTING FLOWS)				2022 PM PEAK FLOWS (EXISTING FLOWS)			
	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)
R750 exit left /right-turning onto R750 / L1102 (B-AC)	17	142.40	0.12	1	17	144.77	0.12	1
R750 south entering R750 east right-turning (C-B)	17	155.86	0.11	1	11	154.14	0.07	1
Scenario No.2	**2025 AM PEAK FLOWS (without development)**				**2025 PM PEAK FLOWS (without development)**			
	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)
R750 exit left /right-turning onto R750 / L1102 (B-AC)	18	142.77	0.13	1	18	145.41	0.12	1
R750 south entering R750 east right-turning (C-B)	18	155.63	0.11	1	11	153.91	0.07	1
Scenario No.3	**2025 AM PEAK FLOWS (with development)**				**2025 PM PEAK FLOWS (with development)**			
	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)
R750 exit left /right-turning onto R750 / L1102 (B-AC)	19	141.10	0.13	1	19	143.79	0.13	1
R750 south entering R750 east right-turning (C-B)	18	155.63	0.11	1	12	153.91	0.08	1
Scenario No.4	**2030 AM PEAK FLOWS (without development)**				**2030 PM PEAK FLOWS (without development)**			
	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)
R750 exit left /right-turning onto R750 / L1102 (B-AC)	20	141.27	0.14	1	20	144.16	0.14	1
R750 south entering R750 east right-turning (C-B)	19	156.08	0.12	1	12	154.35	0.08	1
Scenario No.5	**2030 AM PEAK FLOWS (with development)**				**2030 PM PEAK FLOWS (with development)**			
	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)
R750 exit left /right-turning onto R750 / L1102 (B-AC)	20	141.12	0.14	1	20	144.05	0.14	1
R750 south entering R750 east right-turning (C-B)	20	155.85	0.13	1	13	154.12	0.08	1
Scenario No.6	**2040 AM PEAK FLOWS (without development)**				**2040 PM PEAK FLOWS (without development)**			
	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)
R750 exit left /right-turning onto R750 / L1102 (B-AC)	20	141.02	0.14	1	20	143.91	0.14	1
R750 south entering R750 east right-turning (C-B)	20	156.09	0.13	1	13	154.79	0.08	1
Scenario No.7	**2040 AM PEAK FLOWS (with development)**				**2040 PM PEAK FLOWS (with development)**			
	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)	Flow (PCU/TS)	Cap. (PCU/TS)	RFC (-)	Avg. queue (PCU)
R750 exit left /right-turning onto R750 / L1102 (B-AC)	22	140.09	0.16	1	22	142.95	0.15	1
R750 south entering R750 east right-turning (C-B)	22	156.06	0.14	1	14	154.79	0.09	1

Table 6-1: Critical flows, capacities, ratios of flow to capacity and queue lengths for each 15-minute interval during the morning and evening peak hours for each scenario

All approaches will be within capacity at all times during both peaks on the projected day of opening of the proposed development only in place in 2025, and will remain so by 2040, 15 years thereafter, with the proposed ITLRF extension development in place.

The above analysis indicates that the priority intersection is very lightly loaded at present and will remain so in 2025 both with and without the proposed development in place, with an overall

maximum ratio of flow to capacity of 13% in the morning and evening peak hours. There is thus a minimum of 87% spare capacity on the most heavily loaded movement during both peak hours by 2025 with the proposed development in place.

Queuing reaches a maximum of 1 No. vehicles within morning and evening peak hours.

With the proposed development in place, queue lengths will remain at the same very low levels in both 2030 and 2040 with ratios of flow to capacity rising marginally.

By 2040, with the proposed development in place, the priority intersection will remain lightly loaded, with an overall maximum ratio of flow to capacity of 16% in the morning and evening peak hours. There is thus a minimum of 84% spare capacity on the most heavily loaded movement during both peak hours.

Queuing remains at a maximum of 1 No. vehicles within morning and evening peak hours.

6.3 Analysis of R750 / Magheramore Beach Road Priority Intersection

Table 6-2 immediately below summarises the critical flows, capacities, RFC's and queue lengths for the morning and evening peaks for each of the three scenarios (note, the existing and 'without development' scenarios are not analysed due to the very low levels of existing flows along the Magheramore Beach Road):

Scenario No.1	**2025 AM PEAK FLOWS (with development)**				**2025 PM PEAK FLOWS (with development)**			
	Flow (PCU/TS)	**Cap.** (PCU/TS)	**RFC** (-)	**Avg. queue** (PCU)	**Flow** (PCU/TS)	**Cap.** (PCU/TS)	**RFC** (-)	**Avg. queue** (PCU)
Beach Road exit left /right-turning onto R750 (B-AC)	4	135.80	0.03	0	2	135.20	0.01	1
R750 south entering Beach Road right-turning (C-B)	1	150.25	0.01	0	2	153.71	0.01	1
Scenario No.2	**2030 AM PEAK FLOWS (with development)**				**2030 PM PEAK FLOWS (with development)**			
	Flow (PCU/TS)	**Cap.** (PCU/TS)	**RFC** (-)	**Avg. queue** (PCU)	**Flow** (PCU/TS)	**Cap.** (PCU/TS)	**RFC** (-)	**Avg. queue** (PCU)
Beach Road exit left /right-turning onto R750 (B-AC)	4	135.46	0.03	0	2	134.86	0.01	0
R750 south entering Beach Road right-turning (C-B)	1	150.69	0.01	0	2	152.48	0.01	0
Scenario No.3	**2040 AM PEAK FLOWS (with development)**				**2040 PM PEAK FLOWS (with development)**			
	Flow (PCU/TS)	**Cap.** (PCU/TS)	**RFC** (-)	**Avg. queue** (PCU)	**Flow** (PCU/TS)	**Cap.** (PCU/TS)	**RFC** (-)	**Avg. queue** (PCU)
Beach Road exit left /right-turning onto R750 (B-AC)	4	135.21	0.03	0	2	134.61	0.01	0
R750 south entering Beach Road right-turning (C-B)	1	150.45	0.01	0	2	152.25	0.01	0

Table 6-2: Critical flows, capacities, ratios of flow to capacity and queue lengths for each 15-minute interval during the morning and evening peak hours for each scenario

With the proposed development in place, queue lengths will remain at very low levels in 2025, 2030 and 2040, with the maximum ratios of flow to capacity at 3% throughout the analysis.

There is thus a minimum of 97% spare capacity on the most heavily loaded movement during the morning peak hour, rising to 99% during the evening peak.

No queuing is predicted on opposed movements, given the very light incident flows.

7. OVERALL CONCLUSIONS

7.1 SUMMARY OF ANALYSIS

This document contains a Traffic Impact Assessment of a proposed tourist and leisure development located at Magheramore Beach Road, County Wicklow, just west of the R750 link to the L1102.

The development consists of 48 No. bedrooms.

The function of this traffic assessment (TA) is to quantify the existing transport environment in terms of the vehicular flows incident on it and to identify and assess the level of transport impact generated by the vehicular trips generated by the proposed tourist and leisure facility on the adjacent critical junctions as required by Wicklow County Council.

This TIA has carried out a range of assessments for the existing situation, within the year of opening in 2025, and within 2030 and 2040 design years (year of opening plus 5 and 15).

7.2 CONCLUSIONS FROM ANALYSIS

Based on the data and evaluations within this TA, the following conclusions can be made:

1. The network analysis within the TA indicates that the existing R750 / L1102 junction in the vicinity of the proposed development presently works well within capacity.
2. It is demonstrated that by 2040, the projected year of opening plus 15 of the proposal, the junctions analysed will operate with a minimum spare capacity of 84% on its busiest opposed movement.
3. The network analysis within the TA indicates that the R750 / Beach Road junction due west of the subject site will operate in 2040 with a minimum spare capacity of 97% on its busiest opposed movement.
4. The traffic impact of the proposed tourist and leisure facility is demonstrated to be at very low levels

Appendix 1

Survey Data

IDASO

Survey Name: 026 22051 Magheramore Beach, Wicklow
Site: Site 1
Location: L1102/R750
Date: Tue 01-Feb-2022

	A => A										A => B									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
08:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
08:45	0	0	0	0	1	0	0	0	1	1	0	0	11	0	0	0	0	0	11	11
H/TOT	0	0	0	0	1	0	0	0	1	1	0	0	24	0	1	0	0	0	25	25
09:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	5	5
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	7	0	4	0	0	0	11	11
10:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	11	11
11:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5
11:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	2	0	0	14	15
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	10	10
13:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
13:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8
13:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	0	0	16	16
14:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
14:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	3.5
14:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
14:45	0	0	0	0	0	0	0	0	0	0	0	1	4	0	1	0	0	0	6	5.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	12	0	1	1	0	0	15	14.9
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	3.5
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2.5
15:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	2	0	0	7	8
16:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
16:15	0	0	1	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	3	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	11	0	0	0	0	0	11	11
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
18:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
18:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1.4
18:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	5	5.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	12	0	0	1	0	0	14	13.9
12 TOT	0	0	1	0	1	0	0	0	2	2	0	2	127	0	11	6	0	0	146	147.8

	A => C										B => A									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
07:30	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
07:45	0	0	3	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	5	0	0	0	0	0	5	5	0	0	5	0	0	0	0	0	5	5
08:00	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
08:15	0	0	3	0	3	0	0	0	6	6	0	0	1	0	0	1	0	0	2	2.5
08:30	0	0	15	0	2	0	0	1	18	19	0	0	5	0	0	0	0	0	5	5
08:45	0	0	8	0	2	0	0	0	10	10	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	27	0	7	0	0	1	35	36	0	0	11	0	0	1	0	0	12	12.5
09:00	0	0	3	0	1	0	1	0	5	6.3	0	0	1	0	0	0	0	0	1	1
09:15	0	0	2	0	0	1	0	0	3	3.5	0	1	3	0	2	0	0	0	6	5.4
09:30	0	0	4	0	0	0	0	0	4	4	0	0	1	0	1	0	0	0	2	2
09:45	0	0	2	0	0	1	0	0	3	3.5	0	0	1	0	1	0	0	0	2	2
H/TOT	0	0	11	0	1	2	1	0	15	17.3	0	1	6	0	4	0	0	0	11	10.4
10:00	0	0	3	0	0	0	0	0	3	3	0	0	4	0	0	0	0	0	4	4
10:15	0	0	2	0	1	0	0	0	3	3	0	0	0	0	2	0	0	0	2	2
10:30	0	0	5	0	5	0	0	0	10	10	0	0	2	0	0	0	0	0	2	2
10:45	0	0	2	0	0	0	0	0	2	2	0	0	3	0	0	1	0	0	4	4.5
H/TOT	0	0	12	0	6	0	0	0	18	18	0	0	9	0	2	1	0	0	12	12.5
11:00	0	0	1	0	0	2	0	0	3	4	0	0	0	0	2	0	0	0	2	2
11:15	0	0	1	0	1	0	0	0	2	2	0	0	3	0	0	0	0	0	3	3
11:30	0	0	5	0	0	0	0	0	5	5	2	0	0	0	0	0	0	0	2	0.4
11:45	0	0	1	0	1	0	0	0	2	2	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	8	0	2	2	0	0	12	13	2	0	6	0	2	0	0	0	10	8.4
12:00	1	0	2	0	0	0	0	0	3	2.2	0	0	2	0	0	0	0	0	2	2
12:15	0	0	5	0	1	0	0	0	6	6	0	0	3	0	0	0	0	0	3	3
12:30	0	0	1	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	5	5
12:45	0	0	4	0	0	0	0	0	4	4	0	0	3	0	0	0	0	0	3	3
H/TOT	1	0	12	0	1	0	0	0	14	13.2	0	0	13	0	0	0	0	0	13	13
13:00	0	0	4	0	1	0	0	0	5	5	0	0	5	1	1	0	0	0	7	7
13:15	0	0	5	0	0	0	0	0	5	5	0	0	2	0	1	0	0	0	3	3
13:30	0	0	6	0	0	0	0	0	6	6	0	0	3	0	1	0	0	0	4	4
13:45	0	0	5	0	2	0	0	0	7	7	0	0	7	0	0	1	0	0	8	8.5
H/TOT	0	0	20	0	3	0	0	0	23	23	0	0	17	1	3	1	0	0	22	22.5
14:00	0	0	3	0	1	1	0	0	5	5.5	0	0	1	0	1	0	0	0	2	2
14:15	0	0	9	0	0	0	0	0	9	9	0	0	4	0	1	0	0	0	5	5
14:30	0	0	4	0	2	0	0	0	6	6	0	0	1	0	1	0	0	0	2	2
14:45	0	0	6	0	0	0	0	0	6	6	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	22	0	3	1	0	0	26	26.5	0	0	11	0	3	0	0	0	14	14
15:00	0	0	5	0	2	0	0	0	7	7	0	0	1	0	1	0	0	0	2	2
15:15	1	0	5	0	1	0	0	0	7	6.2	0	0	3	0	0	0	0	0	3	3
15:30	0	0	4	0	1	0	0	0	5	5	1	0	3	0	0	0	0	0	4	3.2
15:45	0	0	1	0	1	1	0	0	3	3.5	0	0	3	0	0	0	0	0	3	3
H/TOT	1	0	15	0	5	1	0	0	22	21.7	1	0	10	0	1	0	0	0	12	11.2
16:00	0	0	6	0	1	0	0	0	7	7	0	0	3	0	1	0	0	0	4	4
16:15	0	0	5	0	2	1	0	0	8	8.5	0	0	4	0	1	0	0	0	5	5
16:30	0	0	4	0	3	0	0	1	8	9	0	0	3	0	0	0	0	0	3	3
16:45	0	1	6	0	1	0	0	0	8	7.4	0	0	0	0	1	0	0	0	1	1
H/TOT	0	1	21	0	7	1	0	1	31	31.9	0	0	10	0	3	0	0	0	13	13
17:00	0	0	3	0	0	0	0	0	3	3	0	0	6	0	0	1	0	0	7	7.5
17:15	0	0	1	0	0	1	0	0	2	2.5	0	0	2	0	0	0	0	0	2	2
17:30	0	0	5	0	0	0	0	0	5	5	0	0	3	0	0	0	0	0	3	3
17:45	0	0	5	0	0	0	0	0	5	5	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	14	0	0	1	0	0	15	15.5	0	0	12	0	0	1	0	0	13	13.5
18:00	0	0	8	0	0	0	0	0	8	8	0	0	6	0	0	0	0	0	6	6
18:15	0	0	6	0	0	0	0	0	6	6	0	0	2	1	0	0	0	0	3	3
18:30	0	0	2	0	0	0	0	0	2	2	0	0	2	0	0	1	0	0	3	3.5
18:45	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	18	0	0	0	0	0	18	18	0	0	10	1	0	1	0	0	12	12.5
12 TOT	2	1	185	0	35	8	1	2	234	239.1	3	1	120	2	18	5	0	0	149	148.5

	B => B										B => C									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
07:30	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
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	12
08:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	3.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	1	0	0	20	20.5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
09:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3
09:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	4	4.5
09:45	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	2.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	11	0	1	1	0	0	14	13.7
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
10:15	0	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	0	10	9.2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
10:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	18	0	1	0	0	0	20	19.2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	5	5
11:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
11:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	7	7
11:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	13	0	7	0	0	0	20	20
12:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1	0	0	7	7.5
12:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
12:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
12:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	20	0	1	1	0	0	22	22.5
13:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
13:15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
13:30	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	7	6.4
13:45	0	0	1	0	0	0	0	0	1	1	0	0	6	0	2	0	0	0	8	8
H/TOT	0	0	1	0	0	0	0	0	1	1	0	1	24	0	3	0	0	0	28	27.4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
14:15	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	0	12	12
14:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
14:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	27	0	3	0	0	0	30	30
15:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	4	4.5
15:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5
15:45	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	4.2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	14	0	1	1	0	0	17	16.7
16:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	10	10
16:15	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8
16:30	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8
16:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	29	0	3	0	0	0	32	32
17:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	7	7
17:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
17:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6
17:45	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	23	0	4	0	0	0	27	27
18:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
18:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	15
12 TOT	0	0	1	0	0	0	0	0	1	1	3	2	221	27	4	0	0	0	248	247

	C => A										C => B									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	2	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	4	4
07:15	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
07:30	0	0	5	0	1	0	0	0	6	6	0	0	5	0	1	0	0	0	6	6
07:45	0	0	6	0	1	0	0	0	7	7	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	14	0	2	0	0	0	16	16	0	0	12	0	1	0	0	0	13	13
08:00	0	0	5	0	0	0	0	1	6	7	0	0	2	0	0	0	0	0	2	2
08:15	1	0	8	0	1	1	0	0	11	10.7	0	0	5	0	2	0	0	0	7	7
08:30	0	0	7	0	0	0	0	0	7	7	0	0	1	0	0	0	0	0	1	1
08:45	0	0	12	0	1	1	0	0	14	14.5	0	0	14	0	1	0	0	0	15	15
H/TOT	1	0	32	0	2	2	0	1	38	39.2	0	0	22	0	3	0	0	0	25	25
09:00	0	0	6	0	2	1	0	0	9	9.5	0	0	3	0	1	0	0	0	4	4
09:15	0	0	5	0	1	0	0	0	6	6	0	0	3	0	1	0	0	0	4	4
09:30	0	0	2	0	0	1	0	0	3	3.5	0	0	4	0	0	0	0	0	4	4
09:45	0	0	11	0	0	0	0	0	11	11	0	0	3	0	0	0	0	0	3	3
H/TOT	0	0	24	0	3	2	0	0	29	30	0	0	13	0	2	0	0	0	15	15
10:00	0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	1	0	0	1	1.5
10:15	0	0	2	0	0	1	0	0	3	3.5	0	0	5	0	0	0	0	0	5	5
10:30	0	0	4	0	1	1	0	0	6	6.5	0	0	3	0	0	0	0	0	3	3
10:45	0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	18	0	1	2	0	0	21	22	0	0	8	0	0	1	0	0	9	9.5
11:00	0	0	2	0	1	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1
11:15	0	0	4	0	2	0	0	0	6	6	0	0	3	0	0	0	0	0	3	3
11:30	0	0	7	0	2	0	1	0	10	11.3	1	0	0	0	0	0	0	0	1	0.2
11:45	0	0	1	0	0	0	0	0	1	1	0	1	6	0	0	0	0	0	7	6.4
H/TOT	0	0	14	0	5	0	1	0	20	21.3	1	1	10	0	0	0	0	0	12	10.6
12:00	0	0	6	0	1	0	0	0	7	7	0	0	5	0	0	0	0	0	5	5
12:15	0	0	2	0	0	0	0	0	2	2	0	0	4	0	1	0	1	0	6	7.3
12:30	1	0	3	0	2	0	0	0	6	5.2	0	0	2	0	0	0	0	0	2	2
12:45	0	0	2	0	0	0	0	0	2	2	0	0	2	0	0	1	0	0	3	3.5
H/TOT	1	0	13	0	3	0	0	0	17	16.2	0	0	13	0	1	1	1	0	16	17.8
13:00	1	0	3	0	1	0	0	0	5	4.2	0	0	3	0	0	0	0	0	3	3
13:15	0	0	4	0	0	0	0	0	4	4	0	0	7	0	0	0	0	0	7	7
13:30	0	0	2	0	0	1	0	0	3	3.5	0	0	8	0	1	0	0	0	9	9
13:45	0	0	8	0	0	0	0	0	8	8	0	0	3	0	2	0	0	0	5	5
H/TOT	1	0	17	0	1	1	0	0	20	19.7	0	0	21	0	3	0	0	0	24	24
14:00	0	0	3	0	0	0	0	0	3	3	0	0	5	0	0	0	0	0	5	5
14:15	0	0	1	0	1	0	0	0	2	2	0	0	5	0	0	0	0	0	5	5
14:30	0	0	11	0	0	0	0	0	11	11	1	0	5	0	0	0	0	0	6	5.2
14:45	0	0	8	0	1	0	0	0	9	9	0	0	10	0	0	0	0	0	10	10
H/TOT	0	0	23	0	2	0	0	0	25	25	1	0	25	0	0	0	0	0	26	25.2
15:00	0	0	4	0	0	0	0	0	4	4	0	0	3	0	0	0	0	0	3	3
15:15	0	0	5	0	0	0	0	0	5	5	0	0	3	0	0	0	0	0	3	3
15:30	0	0	3	0	0	0	0	0	3	3	0	0	5	0	0	0	0	0	5	5
15:45	0	0	4	0	1	0	0	0	5	5	0	0	5	0	1	0	0	0	6	6
H/TOT	0	0	16	0	1	0	0	0	17	17	0	0	16	0	1	0	0	0	17	17
16:00	0	0	5	0	0	0	0	0	5	5	0	0	7	0	0	0	0	0	7	7
16:15	0	0	3	0	0	0	0	0	3	3	1	0	3	0	1	0	0	0	5	4.2
16:30	0	0	3	0	1	1	0	0	5	5.5	0	0	6	0	1	0	0	0	7	7
16:45	0	0	2	0	1	0	0	0	3	3	0	0	4	0	1	0	0	0	5	5
H/TOT	0	0	13	0	2	1	0	0	16	16.5	1	0	20	0	3	0	0	0	24	23.2
17:00	0	0	4	0	0	0	0	0	4	4	0	0	4	0	0	0	0	0	4	4
17:15	0	0	1	0	0	0	0	0	1	1	0	0	4	0	0	0	0	0	4	4
17:30	0	0	7	0	0	0	0	0	7	7	0	0	3	0	0	0	0	0	3	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	12	0	0	0	0	0	12	12	0	0	12	0	0	0	0	0	12	12
18:00	0	0	8	0	0	0	0	0	8	8	0	0	3	0	0	0	0	0	3	3
18:15	0	0	2	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	2	2
18:30	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1
18:45	0	0	3	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	14	0	0	0	0	0	14	14	0	0	7	0	0	0	0	0	7	7
12 TOT	3	0	210	0	22	5	1	0	245	248.9	3	1	179	0	14	2	1	0	200	199.3

	C => C									
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	2	0	0	0	0	0	2	2

Appendix 2

Flow Diagrams

DIAGRAM 1 – EXISTING AM PEAK HOUR FLOWS

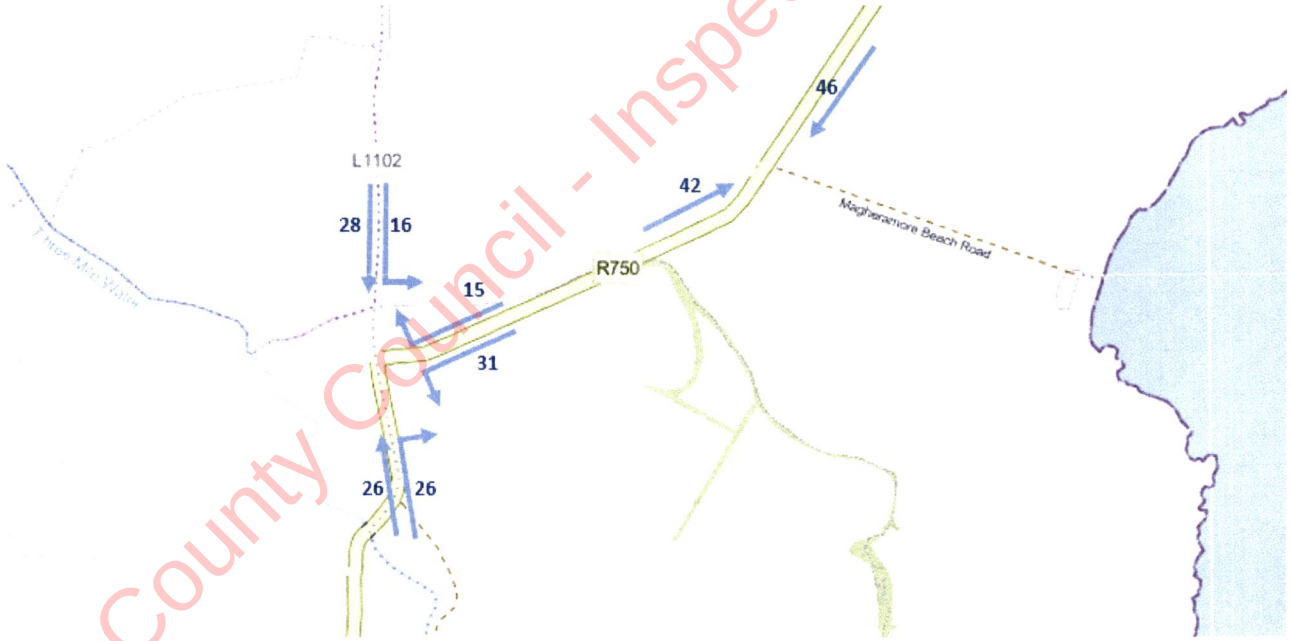
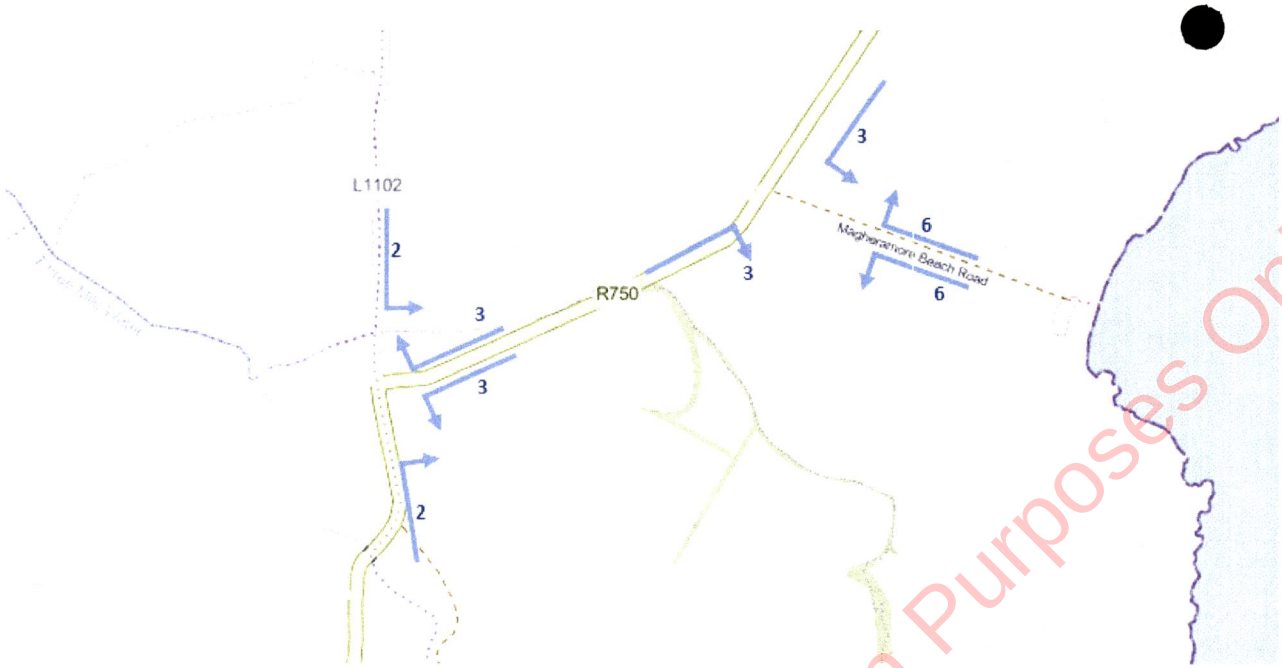
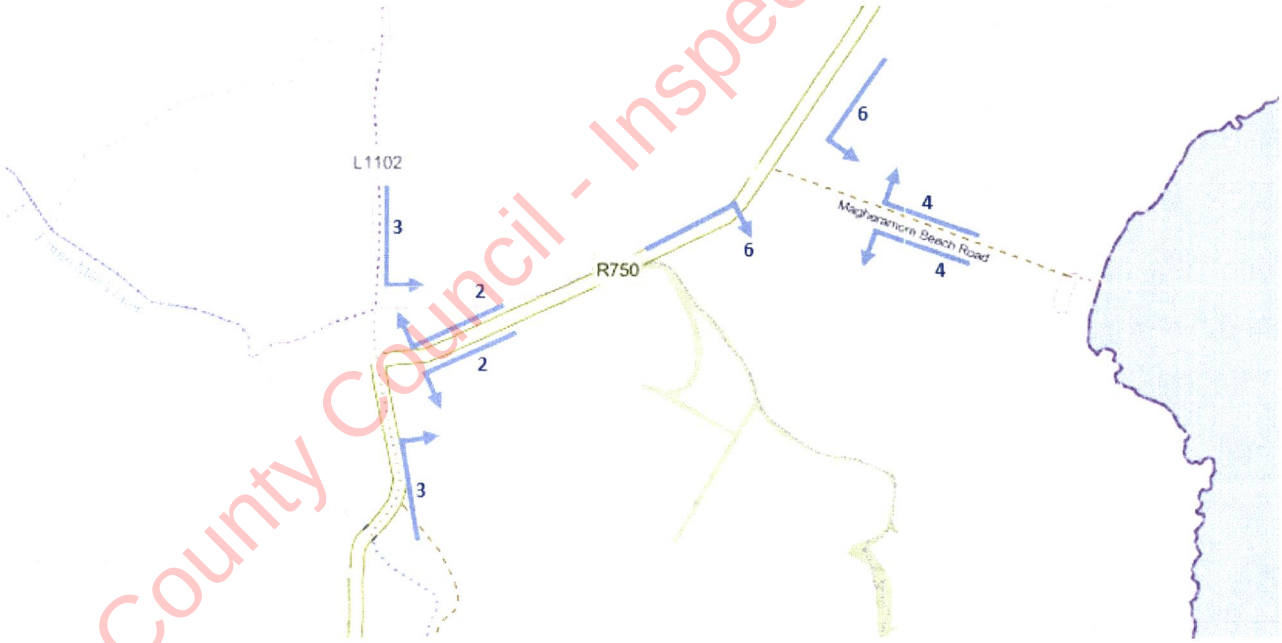


DIAGRAM 2 – EXISTING PM PEAK HOUR FLOWS



AM PEAK HOUR DEVELOPMENT FLOWS



PM PEAK HOUR DEVELOPMENT FLOWS

Appendix 3

TRICS DATA

Calculation Reference: AUDIT-306901-220219-0244

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 days
02	**SOUTH EAST**		
	BU	BUCKINGHAMSHIRE	1 days
03	**SOUTH WEST**		
	GS	GLOUCESTERSHIRE	1 days
	WL	WILTSHIRE	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days
10	**WALES**		
	CF	CARDIFF	1 days
	SW	SWANSEA	1 days
12	**CONNAUGHT**		
	CS	SLIGO	1 days
13	**MUNSTER**		
	CR	CORK	1 days
	LI	LIMERICK	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	3 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

Primary Filtering selection:

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

Parameter:	Number of bedrooms
Actual Range:	22 to 154 (units:)
Range Selected by User:	4 to 200 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 26/11/20

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	4 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	2
Residential Zone	6
Village	2
Out of Town	3
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C1	16 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days
500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	16 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	15 days
3 Moderate	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **AN-06-A-02** **HOTEL** **ANTRIM**
UPPER NEWTOWNARDS RD
BELFAST
KNOCK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 105
Survey date: THURSDAY *26/11/20* *Survey Type: MANUAL*

2 **BE-06-A-02** **HOLIDAY INN** **BEXLEY**
SOUTHWOLD ROAD
BEXLEY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 107
Survey date: FRIDAY *29/11/13* *Survey Type MANUAL*

3 **BU-06-A-02** **HOLIDAY INN** **BUCKINGHAMSHIRE**
NEW ROAD
AYLESBURY
WESTON TURVILLE
Edge of Town
Out of Town
Total Number of bedrooms: 139
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

4 **CF-06-A-05** **PARK INN BY RADISSON** **CARDIFF**
CIRCLE WAY EAST
CARDIFF
LLANEDEYRN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 132
Survey date: WEDNESDAY *21/03/18* *Survey Type: MANUAL*

5 **CR-06-A-01** **TRAVELODGE** **CORK**
FRANKFIELD ROAD
CORK
BLACK ASH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 60
Survey date: FRIDAY *20/06/14* *Survey Type: MANUAL*

6 **CS-06-A-04** **HOTEL** **SLIGO**
R292
STRANDHILL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of bedrooms: 22
Survey date: THURSDAY *27/10/16* *Survey Type: MANUAL*

7 **DL-06-A-04** **HOTEL** **DUBLIN**
MOREHAMPTON ROAD
DUBLIN
DONNYBROOK
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of bedrooms: 24
Survey date: THURSDAY *12/09/13* *Survey Type: MANUAL*

8	DL-06-A-05	BEST WESTERN			DUBLIN
	UPPER DRUMCONDRA ROAD				
	DUBLIN				
	DRUMCONDRA				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Number of bedrooms:		126		
	Survey date: WEDNESDAY		*23/11/16*		*Survey Type: MANUAL*
9	DL-06-A-06	HOTEL			DUBLIN
	BEACON COURT				
	DUBLIN				
	SANDYFORD				
	Suburban Area (PPS6 Out of Centre)				
	Industrial Zone				
	Total Number of bedrooms:		88		
	Survey date: THURSDAY		*26/09/19*		*Survey Type: MANUAL*
10	GS-06-A-02	PREMIER INN			GLOUCESTERSHIRE
	GLOUCESTER ROAD				
	CHELTENHAM SPA				
	SAINT MARKS				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Number of bedrooms:		67		
	Survey date: THURSDAY		*28/11/13*		*Survey Type: MANUAL*
11	LI-06-A-01	RADISSON BLU			LIMERICK
	ENNIS ROAD				
	NEAR LIMERICK				
	MEELICK				
	Free Standing (PPS6 Out of Town)				
	Out of Town				
	Total Number of bedrooms:		154		
	Survey date: TUESDAY		*05/11/13*		*Survey Type: MANUAL*
12	SW-06-A-01	IBIS			SWANSEA
	FABIAN WAY				
	SWANSEA				
	PORT TENNANT				
	Edge of Town				
	Development Zone				
	Total Number of bedrooms:		99		
	Survey date: MONDAY		*07/10/19*		*Survey Type: MANUAL*
13	TW-06-A-02	TRAVELODGE			TYNE & WEAR
	CASPER WAY				
	GATESHEAD				
	SWALWELL				
	Suburban Area (PPS6 Out of Centre)				
	Development Zone				
	Total Number of bedrooms:		60		
	Survey date: FRIDAY		*13/11/15*		*Survey Type: MANUAL*
14	WK-06-A-01	HOLIDAY INN EXPRESS			WARWICKSHIRE
	STRATFORD ROAD				
	WARWICK				
	LONGBRIDGE				
	Edge of Town				
	Out of Town				
	Total Number of bedrooms:		138		
	Survey date: WEDNESDAY		*25/09/19*		*Survey Type: MANUAL*
15	WL-06-A-03	TRAVELODGE			WILTSHIRE
	LAWRENCE HILL				
	WINCANTON				
	Edge of Town				
	No Sub Category				
	Total Number of bedrooms:		57		
	Survey date: TUESDAY		*18/09/18*		*Survey Type: MANUAL*
16	WM-06-A-05	HOTEL			WEST MIDLANDS
	BIRMINGHAM ROAD				
	BIRMINGHAM				
	HOPWOOD				
	Neighbourhood Centre (PPS6 Local Centre)				
	Village				
	Total Number of bedrooms:		56		
	Survey date: MONDAY		*09/11/15*		*Survey Type: MANUAL*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	1	24	0.000	1	24	0.000	1	24	0.000
06:00 - 07:00	2	66	0.061	2	66	0.145	2	66	0.206
07:00 - 08:00	16	90	0.069	16	90	0.171	16	90	0.240
08:00 - 09:00	16	90	0.116	16	90	**0.214**	16	90	0.330
09:00 - 10:00	16	90	0.160	16	90	0.179	16	90	0.339
10:00 - 11:00	16	90	0.116	16	90	0.132	16	90	0.248
11:00 - 12:00	16	90	0.108	16	90	0.151	16	90	0.259
12:00 - 13:00	16	90	0.109	16	90	0.115	16	90	0.224
13:00 - 14:00	16	90	0.135	16	90	0.126	16	90	0.261
14:00 - 15:00	16	90	0.165	16	90	0.147	16	90	0.312
15:00 - 16:00	16	90	0.155	16	90	0.132	16	90	0.287
16:00 - 17:00	16	90	0.156	16	90	0.119	16	90	0.275
17:00 - 18:00	16	90	0.188	16	90	0.133	16	90	0.321
18:00 - 19:00	**16**	**90**	**0.214**	16	90	0.139	**16**	**90**	**0.353**
19:00 - 20:00	15	94	0.154	15	94	0.113	15	94	0.267
20:00 - 21:00	15	94	0.133	15	94	0.101	15	94	0.234
21:00 - 22:00	15	94	0.130	15	94	0.096	15	94	0.226
22:00 - 23:00	1	105	0.029	1	105	0.029	1	105	0.058
23:00 - 24:00									
Total Rates:			2.198			2.242			4.440

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

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

Parameter summary

Trip rate parameter range selected:	22 - 154 (units:)
Survey date date range:	01/01/13 - 26/11/20
Number of weekdays (Monday-Friday):	16
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 4

PICADY OUTPUT

R750 / L1102 PRIORITY JUNCTION

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: R750 L1022 exist.j10
Path: C:\Users\martin.rogers\Dropbox
Report generation date: 29/06/2022 15:38:43

»2022 exist, AM
»2022 exist, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 exist										
Stream B-AC	D1	0.1	7.17	0.12	A	D2	0.1	7.09	0.12	A
Stream C-AB		0.1	6.45	0.11	A		0.1	6.27	0.07	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set

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	R750 / L1022 Priority Junction
Location	Magheramore, County Wicklow
Site number	
Date	01/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin.rogers
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	perTimeSegment	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 period length (min)	Time segment length (min)
D1	2022 exist	AM	DIRECT	08:00	09:00	60	15
D2	2022 exist	PM	DIRECT	14:00	15 00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 exist, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.62	A

Arms

Arms

Arm	Name	Description	Arm type
A	L1102		Major
B	R750 East		Minor
C	R750 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R750 South	5.50			50.0	✓	0.00

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 - R750 East	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	126.382	0.094	0.238	0 150	0.340
B-C	159.752	0.100	0 253	-	-
C-B	150 730	0.239	0.239	-	-

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 period length (min)	Time segment length (min)
D1	2022 exist	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100.000
C - R750 South		✓	100 000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5.00	1.00
	B - R750 East	2.00	0 00	1 00
	C - R750 South	7.00	2.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4.00	6.00
	B - R750 East	3.00	0.00	4.00
	C - R750 South	11.00	7.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5.00	19.00
	B - R750 East	5.00	0 00	12.00
	C - R750 South	7.00	1.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	11.00	10 00
	B - R750 East	3.00	0.00	4.00
	C - R750 South	15.00	15.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	7.17	0.1	A
C-AB	0 11	6 45	0 1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	3.00	133.78	0.022	2.98	0.0	6.881	A
C-AB	2.10	153.98	0.014	2.08	0.0	5.925	A
C-A	6.90			6.90			
A-B	5.00			5.00			
A-C	1.00			1.00			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7.00	139.33	0.050	6.97	0.1	6.797	A
C-AB	7.53	155.72	0.048	7.49	0.1	6.070	A
C-A	10.47			10.47			
A-B	4.00			4 00			
A-C	6.00			6.00			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17.00	142.40	0.119	16.92	0.1	7.167	A
C-AB	1.05	149.75	0.007	1.10	0.0	6.058	A
C-A	6.95			6.95			
A-B	5.00			5.00			
A-C	19.00			19.00			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7.00	135 85	0.052	7.08	0.1	6.995	A
C-AB	16.60	155.86	0.106	16.47	0.1	6.447	A
C-A	13.40			13.40			
A-B	11.00			11.00			
A-C	10.00			10.00			

2022 exist, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2022 exist	PM	DIRECT	14:00	15:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

14:00 - 14:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	3.00	6.00
	B - R750 East	2.00	0.00	6.00
	C - R750 South	3.00	5.00	0.00

Demand (PCU/TS)

14:15 - 14:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4.00	9.00
	B - R750 East	5.00	0.00	12.00
	C - R750 South	2.00	5.00	0.00

Demand (PCU/TS)

14:30 - 14:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	3.00	6.00
	B - R750 East	2.00	0.00	6.00
	C - R750 South	11.00	5.00	0.00

Demand (PCU/TS)

14:45 - 15:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5.00	6.00
	B - R750 East	5.00	0.00	6.00
	C - R750 South	9.00	10.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	7.09	0.1	A
C-AB	0 07	6 27	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:00 - 14:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.00	147.29	0.054	7.94	0.1	6.455	A
C-AB	5.10	150.59	0.034	5.07	0.0	6.182	A
C-A	2.90			2.90			
A-B	3.00			3.00			
A-C	6.00			6.00			

14:15 - 14:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17.00	144.77	0.117	16.93	0.1	7.037	A
C-AB	5.07	148.97	0.034	5.07	0.0	6.253	A
C-A	1.93			1.93			
A-B	4.00			4.00			
A-C	9.00			9.00			

14:30 - 14:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.00	146 82	0.054	8.07	0.1	6.491	A
C-AB	5.38	155.95	0.035	5.38	0.0	5.979	A
C-A	10.62			10.62			
A-B	3.00			3.00			
A-C	6.00			6.00			

14:45 - 15:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11.00	137.89	0.080	10.97	0.1	7.089	A
C-AB	10.62	154.14	0.069	10.58	0.1	6.267	A
C-A	8.38			8.38			
A-B	5.00			5.00			
A-C	6.00			6.00			

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: R750 L1102 2025 wod.j10
Path: C:\Users\martin.rogers\Dropbox\magheramore wicklow\june 2022\picady output
Report generation date: 29/06/2022 16:01:15

»2025 WOD, AM
»2025 WOD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 WOD										
Stream B-AC	D1	0.1	7.20	0.13	A	D2	0.1	7.09	0.12	A
Stream C-AB		0.1	6.51	0.11	A		0.1	6 28	0.07	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set

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	R750 / L1022 Priority Junction
Location	Magheramore, County Wicklow
Site number	
Date	01/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin rogers
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	perTimeSegment	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 period length (min)	Time segment length (min)
D1	2025 WOD	AM	DIRECT	08.00	09 00	60	15
D2	2025 WOD	PM	DIRECT	14:00	15:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100 000

2025 WOD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.66	A

Arms

Arms

Arm	Name	Description	Arm type
A	L1102		Major
B	R750 East		Minor
C	R750 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R750 South	5.50			50.0	✓	0.00

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 - R750 East	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	126.382	0.094	0.238	0 150	0.340
B-C	159.752	0 100	0 253	-	-
C-B	150.730	0 239	0.239	-	-

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 period length (min)	Time segment length (min)
D1	2025 WOD	AM	DIRECT	08:00	09 00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100 000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5.00	1 00
	B - R750 East	2.00	0 00	1.00
	C - R750 South	7 00	2 00	0 00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	4 00	6.00
	B - R750 East	3.00	0 00	4.00
	C - R750 South	11.00	7 00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5 00	20.00
	B - R750 East	5.00	0 00	13.00
	C - R750 South	7.00	1.00	0 00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	12.00	10 00
	B - R750 East	3.00	0.00	4.00
	C - R750 South	15 00	16 00	0 00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	7.20	0.1	A
C-AB	0.11	6.51	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	3.00	133.78	0.022	2.98	0.0	6.881	A
C-AB	2.10	153.98	0.014	2.08	0.0	5.925	A
C-A	6.90			6.90			
A-B	5.00			5.00			
A-C	1.00			1.00			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7.00	139.33	0.050	6 97	0.1	6.797	A
C-AB	7.53	155 72	0 048	7 49	0.1	6 070	A
C-A	10.47			10.47			
A-B	4 00			4.00			
A-C	6 00			6.00			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18.00	142.77	0.126	17.91	0.1	7.204	A
C-AB	1 05	149.51	0.007	1.10	0.0	6.065	A
C-A	6 95			6.95			
A-B	5.00			5 00			
A-C	20 00			20 00			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7.00	135.57	0 052	7 09	0.1	7 011	A
C-AB	17.71	155.63	0.114	17.57	0.1	6.514	A
C-A	13 29			13.29			
A-B	12.00			12.00			
A-C	10.00			10.00			

2025 WOD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025 WOD	PM	DIRECT	14 00	15.00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

14:00 - 14:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	3.00	6.00
	B - R750 East	2.00	0.00	6.00
	C - R750 South	3.00	5 00	0.00

Demand (PCU/TS)

14:15 - 14:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4.00	9.00
	B - R750 East	5.00	0.00	13 00
	C - R750 South	2.00	5.00	0.00

Demand (PCU/TS)

14:30 - 14:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	3 00	6.00
	B - R750 East	2.00	0 00	6.00
	C - R750 South	12.00	5 00	0.00

Demand (PCU/TS)

14:45 - 15:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	6 00	6.00
	B - R750 East	5.00	0 00	6.00
	C - R750 South	9.00	10.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0 12	7 09	0.1	A
C-AB	0.07	6 28	0 1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:00 - 14:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.00	147.29	0.054	7.94	0.1	6.455	A
C-AB	5.10	150.59	0 034	5.07	0.0	6.182	A
C-A	2.90			2.90			
A-B	3.00			3 00			
A-C	6.00			6.00			

14:15 - 14:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18.00	145.41	0.124	17.92	0.1	7.054	A
C-AB	5.07	148.97	0.034	5.07	0.0	6.253	A
C-A	1.93			1 93			
A-B	4.00			4.00			
A-C	9.00			9 00			

14:30 - 14:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.00	146 78	0.055	8 08	0.1	6.491	A
C-AB	5.42	156.62	0.035	5.41	0.0	5.953	A
C-A	11 58			11.58			
A-B	3.00			3.00			
A-C	6.00			6.00			

14:45 - 15:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11 00	137.79	0.080	10.97	0 1	7.094	A
C-AB	10 62	153.91	0.069	10.58	0.1	6.277	A
C-A	8.38			8.38			
A-B	6.00			6.00			
A-C	6.00			6.00			

Filename: R750 L1102 2025 wdev.j10
Path: C:\Users\martin.rogers\Dropbox\magheramore wicklow\june 2022\picady output
Report generation date: 29/06/2022 16:06:52

»2025 WDEV, AM
»2025 WDEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 WDEV									
Stream B-AC	D1	0.2	7.36	0.13	A	D2	0.2	7.27	0.13	A
Stream C-AB		0.1	6.51	0.11	A		0.1	6.32	0.08	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set

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	R750 / L1022 Priority Junction
Location	Magheramore, County Wicklow
Site number	
Date	01/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin rogers
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	perTimeSegment	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 period length (min)	Time segment length (min)
D1	2025 WDEV	AM	DIRECT	08 00	09:00	60	15
D2	2025 WDEV	PM	DIRECT	14:00	15:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100 000

2025 WDEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m
Warning	Vehicle Mix		HV% is zero for all movements / time segments Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.86	A

Arms

Arms

Arm	Name	Description	Arm type
A	L1102		Major
B	R750 East		Minor
C	R750 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R750 South	5.50			50.0	✓	0 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 - R750 East	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	126 382	0.094	0.238	0 150	0.340
B-C	159.752	0.100	0.253	-	-
C-B	150 730	0.239	0.239	-	-

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 period length (min)	Time segment length (min)
D1	2025 WDEV	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	6 00	1.00
	B - R750 East	3.00	0.00	2.00
	C - R750 South	7.00	3 00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5.00	6.00
	B - R750 East	3.00	0 00	5 00
	C - R750 South	11.00	8.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	6 00	20.00
	B - R750 East	6.00	0.00	13.00
	C - R750 South	7.00	2 00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	12.00	10.00
	B - R750 East	4.00	0 00	4.00
	C - R750 South	15.00	16 00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	7.36	0.2	A
C-AB	0.11	6.51	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5.00	135.59	0.037	4.96	0.0	6.888	A
C-AB	3.14	153 74	0.020	3.12	0.0	5.975	A
C-A	6.86			6.86			
A-B	6.00			6.00			
A-C	1.00			1.00			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.00	141.11	0.057	7.98	0.1	6.760	A
C-AB	8.61	155.48	0.055	8 57	0.1	6.124	A
C-A	10.39			10.39			
A-B	5.00			5.00			
A-C	6.00			6.00			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19.00	141.10	0.135	18.91	0.2	7.361	A
C-AB	2.10	149.28	0.014	2.15	0.0	6.118	A
C-A	6.90			6.90			
A-B	6.00			6.00			
A-C	20.00			20.00			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.00	132.67	0.060	8.09	0.1	7.231	A
C-AB	17.71	155.63	0.114	17.58	0.1	6.514	A
C-A	13.29			13.29			
A-B	12.00			12.00			
A-C	10.00			10.00			

2025 WDEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025 WDEV	PM	DIRECT	14 00	15:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2 00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100.000
C - R750 South		✓	100 000

Origin-Destination Data

Demand (PCU/TS)

14:00 - 14:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4.00	6.00
	B - R750 East	3.00	0 00	7.00
	C - R750 South	3.00	6 00	0.00

Demand (PCU/TS)

14:15 - 14:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	4 00	9 00
	B - R750 East	6.00	0.00	13 00
	C - R750 South	2 00	6.00	0.00

Demand (PCU/TS)

14:30 - 14:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4.00	6.00
	B - R750 East	3 00	0.00	7 00
	C - R750 South	12 00	6 00	0 00

Demand (PCU/TS)

14:45 - 15:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	6 00	6 00
	B - R750 East	6.00	0.00	6.00
	C - R750 South	9.00	11 00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	7.27	0.2	A
C-AB	0.08	6.32	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:00 - 14:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10.00	145.09	0.069	9.93	0.1	6.656	A
C-AB	6.12	150.35	0.041	6 08	0.0	6.236	A
C-A	2.88			2.88			
A-B	4.00			4.00			
A-C	6.00			6.00			

14:15 - 14:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19.00	143.79	0.132	18.92	0.2	7.202	A
C-AB	6.08	148.97	0.041	6.08	0.0	6.297	A
C-A	1.92			1.92			
A-B	4.00			4.00			
A-C	9.00			9.00			

14:30 - 14:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10 00	144 50	0.069	10.08	0.1	6.700	A
C-AB	6.50	156.39	0.042	6.50	0.0	6.003	A
C-A	11.50			11.50			
A-B	4.00			4.00			
A-C	6.00			6 00			

14:45 - 15:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12.00	135.86	0.088	11.98	0.1	7.265	A
C-AB	11.69	153.91	0.076	11.65	0.1	6.324	A
C-A	8.31			8.31			
A-B	6.00			6.00			
A-C	6.00			6.00			

PICADY 10 - Priority Intersection Module
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Filename: R750 L1102 2030 wod.j10
Path: C:\Users\martin.rogers\Dropbox\magheramore wicklow\june 2022\picady output
Report generation date: 29/06/2022 16:14:15

»2030 WOD, AM
»2030 WOD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030 WOD										
Stream B-AC	D1	0.2	7.41	0.14	A	D2	0.2	7.26	0.14	A
Stream C-AB		0.2	6.55	0 12	A		0.1	6.31	0.08	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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	R750 / L1022 Priority Junction
Location	Magheramore, County Wicklow
Site number	
Date	01/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin.rogers
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	perTimeSegment	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 period length (min)	Time segment length (min)
D1	2030 WOD	AM	DIRECT	08:00	09:00	60	15
D2	2030 WOD	PM	DIRECT	14:00	15:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 WOD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.68	A

Arms

Arms

Arm	Name	Description	Arm type
A	L1102		Major
B	R750 East		Minor
C	R750 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R750 South	5.50			50.0	✓	0.00

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 - R750 East	One lane	2 75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	126.382	0.094	0 238	0 150	0.340
B-C	159 752	0.100	0.253	-	-
C-B	150 730	0 239	0.239	-	-

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 period length (min)	Time segment length (min)
D1	2030 WOD	AM	DIRECT	08:00	09 00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100 000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	6.00	1.00
	B - R750 East	2.00	0 00	1.00
	C - R750 South	8.00	2 00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5.00	7 00
	B - R750 East	3.00	0.00	5 00
	C - R750 South	12.00	8 00	0 00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	6 00	22.00
	B - R750 East	6.00	0 00	14 00
	C - R750 South	8 00	1 00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	12 00	11.00
	B - R750 East	3 00	0 00	4 00
	C - R750 South	16.00	17 00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	7.41	0.2	A
C-AB	0.12	6.55	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	3.00	133.57	0.022	2.98	0.0	6.892	A
C-AB	2.11	154 41	0.014	2.09	0.0	5.908	A
C-A	7.89			7.89			
A-B	6.00			6.00			
A-C	1.00			1.00			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8 00	140 80	0.057	7.96	0.1	6.773	A
C-AB	8 67	155 92	0.056	8 62	0.1	6.108	A
C-A	11.33			11.33			
A-B	5.00			5.00			
A-C	7.00			7.00			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20.00	141 27	0.142	19.90	0.2	7.408	A
C-AB	1.06	149.49	0.007	1.12	0.0	6.069	A
C-A	7 94			7 94			
A-B	6.00			6.00			
A-C	22.00			22.00			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7.00	135.03	0.052	7.11	0.1	7.040	A
C-AB	18.94	156.08	0.121	18.80	0.2	6.551	A
C-A	14.06			14.06			
A-B	12 00			12.00			
A-C	11.00			11.00			

2030 WOD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2030 WOD	PM	DIRECT	14:00	15:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

14:00 - 14:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	3 00	6.00
	B - R750 East	2.00	0.00	7.00
	C - R750 South	3.00	6 00	0 00

Demand (PCU/TS)

14:15 - 14:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4.00	10.00
	B - R750 East	6.00	0.00	14 00
	C - R750 South	2.00	6.00	0.00

Demand (PCU/TS)

14:30 - 14:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	3.00	7.00
	B - R750 East	2.00	0.00	7.00
	C - R750 South	12.00	6.00	0.00

Demand (PCU/TS)

14:45 - 15:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	6.00	7.00
	B - R750 East	6.00	0.00	7.00
	C - R750 South	10.00	11.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	7.26	0.2	A
C-AB	0.08	6.31	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:00 - 14:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9.00	148 29	0.061	8.94	0.1	6.455	A
C-AB	6 12	150 59	0 041	6.08	0.0	6 226	A
C-A	2.88			2.88			
A-B	3 00			3.00			
A-C	6.00			6.00			

14:15 - 14:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20.00	144 16	0.139	19.90	0.2	7.239	A
C-AB	6.08	148 73	0.041	6.08	0.0	6.308	A
C-A	1.92			1.92			
A-B	4.00			4.00			
A-C	10.00			10.00			

14:30 - 14:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9.00	147 53	0 061	9.09	0.1	6 507	A
C-AB	6.50	156 39	0.042	6.50	0.0	6.006	A
C-A	11.50			11.50			
A-B	3.00			3.00			
A-C	7.00			7.00			

14:45 - 15:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13.00	136.98	0.095	12.96	0.1	7.255	A
C-AB	11 77	154 35	0.076	11.73	0.1	6.308	A
C-A	9.23			9.23			
A-B	6.00			6 00			
A-C	7.00			7.00			

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519

For sales and distribution information, program advice and maintenance, contact TRL Software.
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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: R750 L1102 2030 wdev.j10
Path: C:\Users\martin.rogers\Dropbox\magheramore wicklow\june 2022\picady output
Report generation date: 29/06/2022 16:28:30

»2030 WDEV, AM
»2030 WDEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030 WDEV										
Stream B-AC	D1	0.2	7.42	0.14	A	D2	0.2	7.27	0.14	A
Stream C-AB		0.2	6.62	0.13	A		0.1	6.37	0.08	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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	R750 / L1022 Priority Junction
Location	Magheramore, County Wicklow
Site number	
Date	01/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin rogers
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	perTimeSegment	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 period length (min)	Time segment length (min)
D1	2030 WDEV	AM	DIRECT	08:00	09:00	60	15
D2	2030 WDEV	PM	DIRECT	14.00	15:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100 000

2030 WDEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.88	A

Arms

Arms

Arm	Name	Description	Arm type
A	L1102		Major
B	R750 East		Minor
C	R750 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R750 South	5.50			50.0	✓	0.00

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 - R750 East	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	126.382	0.094	0.238	0 150	0.340
B-C	159.752	0.100	0.253	-	-
C-B	150.730	0.239	0.239	-	-

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 period length (min)	Time segment length (min)
D1	2030 WDEV	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	6 00	1.00
	B - R750 East	3.00	0.00	2.00
	C - R750 South	8.00	3.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5 00	7.00
	B - R750 East	4.00	0 00	5.00
	C - R750 South	12.00	8 00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	6 00	22.00
	B - R750 East	6.00	0 00	14.00
	C - R750 South	8 00	2 00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	13.00	11.00
	B - R750 East	4.00	0.00	5.00
	C - R750 South	16.00	18.00	0 00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	7.42	0.2	A
C-AB	0.13	6.62	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5.00	135.48	0.037	4.96	0.0	6.893	A
C-AB	3.16	154.41	0.020	3.14	0.0	5.949	A
C-A	7.84			7.84			
A-B	6.00			6.00			
A-C	1.00			1.00			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9.00	138.10	0.065	8.97	0.1	6.967	A
C-AB	8.67	155.92	0.056	8.63	0.1	6.108	A
C-A	11.33			11.33			
A-B	5.00			5.00			
A-C	7.00			7.00			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20.00	141.12	0.142	19.91	0.2	7.425	A
C-AB	2.12	149.49	0.014	2.17	0.0	6.110	A
C-A	7.88			7.88			
A-B	6.00			6.00			
A-C	22.00			22.00			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9.00	134.04	0.067	9.09	0.1	7.207	A
C-AB	20.06	155.85	0.129	19.91	0.2	6.616	A
C-A	13.94			13.94			
A-B	13.00			13.00			
A-C	11.00			11.00			

2030 WDEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2030 WDEV	PM	DIRECT	14 00	15.00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

14:00 - 14:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4.00	6 00
	B - R750 East	3.00	0.00	7.00
	C - R750 South	3.00	6 00	0.00

Demand (PCU/TS)

14:15 - 14:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5.00	10 00
	B - R750 East	6.00	0.00	14.00
	C - R750 South	2.00	6.00	0.00

Demand (PCU/TS)

14:30 - 14:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4.00	7.00
	B - R750 East	3.00	0.00	7 00
	C - R750 South	12.00	7.00	0.00

Demand (PCU/TS)

14:45 - 15:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	7 00	7 00
	B - R750 East	6.00	0 00	7 00
	C - R750 South	10 00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	7.27	0.2	A
C-AB	0.08	6.37	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:00 - 14:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10.00	145.09	0.069	9.93	0.1	6.656	A
C-AB	6.12	150.35	0.041	6.08	0.0	6.236	A
C-A	2.88			2.88			
A-B	4.00			4.00			
A-C	6.00			6.00			

14:15 - 14:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20.00	144.05	0.139	19.91	0.2	7.245	A
C-AB	6.08	148.50	0.041	6.08	0.0	6.318	A
C-A	1.92			1.92			
A-B	5.00			5.00			
A-C	10.00			10.00			

14:30 - 14:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10.00	144.11	0.069	10.08	0.1	6.718	A
C-AB	7.59	156.16	0.049	7.57	0.1	6.057	A
C-A	11.41			11.41			
A-B	4.00			4.00			
A-C	7.00			7.00			

14:45 - 15:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13.00	136.66	0.095	12.97	0.1	7.274	A
C-AB	12.84	154.12	0.083	12.80	0.1	6.367	A
C-A	9.16			9.16			
A-B	7.00			7.00			
A-C	7.00			7.00			

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: R750 L1102 2040 wod.j10
Path: C:\Users\martin.rogers\Dropbox\magheramore wicklow\june 2022\picady output
Report generation date: 29/06/2022 16:36:50

»2040 WOD, AM
»2040 WOD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2040 WOD										
Stream B-AC	D1	0.2	7.42	0.14	A	D2	0.2	7.28	0 14	A
Stream C-AB		0.2	6.60	0 13	A		0.1	6.34	0 08	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set

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	R750 / L1022 Priority Junction
Location	Magheramore, County Wicklow
Site number	
Date	01/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin.rogers
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	perTimeSegment	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 period length (min)	Time segment length (min)
D1	2040 WOD	AM	DIRECT	08:00	09:00	60	15
D2	2040 WOD	PM	DIRECT	14:00	15.00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2040 WOD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.68	A

Arms

Arms

Arm	Name	Description	Arm type
A	L1102		Major
B	R750 East		Minor
C	R750 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R750 South	5.50			50.0	✓	0.00

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 - R750 East	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	126.382	0.094	0.238	0 150	0.340
B-C	159.752	0.100	0.253	-	-
C-B	150 730	0.239	0 239	-	-

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 period length (min)	Time segment length (min)
D1	2040 WOD	AM	DIRECT	08:00	09 00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100 000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	6.00	1.00
	B - R750 East	2.00	0.00	1.00
	C - R750 South	8.00	2 00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5 00	7.00
	B - R750 East	3 00	0 00	5.00
	C - R750 South	13.00	8 00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	6.00	23.00
	B - R750 East	6.00	0 00	14 00
	C - R750 South	8 00	1 00	0 00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	13.00	12 00
	B - R750 East	4.00	0.00	4.00
	C - R750 South	17 00	18.00	0 00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	7.42	0.2	A
C-AB	0.13	6.60	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	3.00	133.57	0.022	2.98	0.0	6.892	A
C-AB	2.11	154.41	0.014	2.09	0.0	5.908	A
C-A	7.89			7.89			
A-B	6.00			6.00			
A-C	1.00			1.00			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.00	140.72	0 057	7.96	0.1	6.777	A
C-AB	8 73	156.59	0.056	8 67	0.1	6.083	A
C-A	12 27			12.27			
A-B	5.00			5 00			
A-C	7.00			7.00			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20 00	141 02	0.142	19.90	0.2	7.424	A
C-AB	1.06	149.26	0.007	1.12	0.0	6.077	A
C-A	7.94			7.94			
A-B	6.00			6.00			
A-C	23 00			23 00			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.00	131.45	0.061	8.10	0.1	7.300	A
C-AB	20.20	156.29	0.129	20.04	0.2	6.599	A
C-A	14 80			14.80			
A-B	13.00			13.00			
A-C	12 00			12.00			

2040 WOD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2040 WOD	PM	DIRECT	14.00	15.00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

14:00 - 14:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4 00	7.00
	B - R750 East	2.00	0.00	7.00
	C - R750 South	4.00	6.00	0 00

Demand (PCU/TS)

14:15 - 14:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4.00	11.00
	B - R750 East	6.00	0.00	14.00
	C - R750 South	2.00	6.00	0.00

Demand (PCU/TS)

14:30 - 14:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4.00	7.00
	B - R750 East	2.00	0.00	7.00
	C - R750 South	13.00	6.00	0.00

Demand (PCU/TS)

14:45 - 15:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	7.00	7.00
	B - R750 East	6.00	0.00	7.00
	C - R750 South	11.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	7.28	0.2	A
C-AB	0.08	6.34	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:00 - 14:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9.00	147.89	0.061	8.94	0.1	6.473	A
C-AB	6 16	150.79	0.041	6 12	0.0	6.219	A
C-A	3.84			3.84			
A-B	4.00			4.00			
A-C	7.00			7.00			

14:15 - 14:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20.00	143.91	0.139	19.90	0.2	7.254	A
C-AB	6.08	148.50	0.041	6.08	0.0	6.319	A
C-A	1.92			1.92			
A-B	4.00			4.00			
A-C	11.00			11.00			

14:30 - 14:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9.00	147.38	0.061	9 09	0.1	6.511	A
C-AB	6.55	156.83	0.042	6.54	0.0	5.990	A
C-A	12.45			12.45			
A-B	4.00			4.00			
A-C	7.00			7.00			

14:45 - 15:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13.00	136.58	0.095	12.96	0.1	7.279	A
C-AB	12.92	154.79	0.083	12.87	0.1	6.340	A
C-A	10.08			10.08			
A-B	7.00			7 00			
A-C	7.00			7.00			

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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: R750 L1102 2040 wdev.j10
Path: C:\Users\martin.rogers\Dropbox\magheramore wicklow\june 2022\picady output
Report generation date: 29/06/2022 16:44:36

»2040 WDEV, AM
»2040 WDEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2040 WDEV									
Stream B-AC	D1	0.2	7.61	0.16	A	D2	0.2	7.43	0.15	A
Stream C-AB		0.2	6.67	0.14	A		0.1	6.39	0.09	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set

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	R750 / L1022 Priority Junction
Location	Magheramore, County Wicklow
Site number	
Date	01/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin.rogers
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	perTimeSegment	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 period length (min)	Time segment length (min)
D1	2040 WDEV	AM	DIRECT	08 00	09:00	60	15
D2	2040 WDEV	PM	DIRECT	14.00	15:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100 000

2040 WDEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.95	A

Arms

Arms

Arm	Name	Description	Arm type
A	L1102		Major
B	R750 East		Minor
C	R750 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R750 South	5.50			50 0	✓	0.00

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 - R750 East	One lane	2 75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	126.382	0.094	0 238	0.150	0.340
B-C	159.752	0.100	0.253	-	-
C-B	150 730	0.239	0.239	-	-

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 period length (min)	Time segment length (min)
D1	2040 WDEV	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	7.00	1.00
	B - R750 East	3.00	0.00	2 00
	C - R750 South	8.00	3.00	0 00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5.00	7.00
	B - R750 East	4.00	0 00	6.00
	C - R750 South	13.00	9.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0 00	7.00	23.00
	B - R750 East	7.00	0.00	15.00
	C - R750 South	8.00	2.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	14.00	12.00
	B - R750 East	4.00	0 00	5.00
	C - R750 South	17.00	19.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	7.61	0.2	A
C-AB	0.14	6.67	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5.00	135.39	0.037	4.96	0.0	6.899	A
C-AB	3.16	154.17	0.021	3.14	0.0	5.959	A
C-A	7.84			7.84			
A-B	7.00			7.00			
A-C	1.00			1.00			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10.00	139.54	0.072	9.96	0.1	6.943	A
C-AB	9.82	156.59	0.063	9.77	0.1	6.128	A
C-A	12.18			12.18			
A-B	5.00			5.00			
A-C	7.00			7.00			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22.00	140.09	0.157	21.89	0.2	7.608	A
C-AB	2.12	149.02	0.014	2 18	0.0	6.133	A
C-A	7.88			7.88			
A-B	7.00			7.00			
A-C	23.00			23.00			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9.00	133 39	0.067	9.11	0.1	7.250	A
C-AB	21.32	156.06	0.137	21.16	0.2	6.665	A
C-A	14.68			14.68			
A-B	14.00			14.00			
A-C	12.00			12.00			

2040 WDEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2040 WDEV	PM	DIRECT	14 00	15.00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - L1102		✓	100.000
B - R750 East		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

14:00 - 14:15

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4 00	7 00
	B - R750 East	3.00	0 00	8 00
	C - R750 South	4.00	7 00	0 00

Demand (PCU/TS)

14:15 - 14:30

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	5 00	11.00
	B - R750 East	7.00	0.00	15.00
	C - R750 South	2.00	7.00	0.00

Demand (PCU/TS)

14:30 - 14:45

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	4.00	7.00
	B - R750 East	3.00	0 00	8.00
	C - R750 South	13.00	7 00	0.00

Demand (PCU/TS)

14:45 - 15:00

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0.00	7 00	7.00
	B - R750 East	7.00	0 00	8.00
	C - R750 South	11 00	13.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - L1102	B - R750 East	C - R750 South
From	A - L1102	0	0	0
	B - R750 East	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	7.43	0.2	A
C-AB	0.09	6.39	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:00 - 14:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11.00	145.72	0.075	10.92	0.1	6.671	A
C-AB	7.19	150.79	0.048	7.14	0.1	6.264	A
C-A	3.81			3.81			
A-B	4.00			4.00			
A-C	7.00			7.00			

14:15 - 14:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22.00	142.95	0.154	21.90	0.2	7.428	A
C-AB	7.10	148.26	0.048	7.10	0.1	6.377	A
C-A	1.90			1.90			
A-B	5.00			5.00			
A-C	11.00			11.00			

14:30 - 14:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11.00	145.15	0.076	11.10	0.1	6.717	A
C-AB	7.64	156.83	0.049	7.63	0.1	6.034	A
C-A	12.36			12.36			
A-B	4.00			4.00			
A-C	7.00			7.00			

14:45 - 15:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15.00	136.16	0.110	14.96	0.1	7.424	A
C-AB	14.00	154.79	0.090	13.95	0.1	6.389	A
C-A	10.00			10.00			
A-B	7.00			7.00			
A-C	7.00			7.00			

R750 / BEACH ROAD PRIORITY JUNCTION

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: R750 Beach Road 2025 wdev.j10
Path: C:\Users\martin.rogers\Dropbox\magheramore wicklow\june 2022\picady output\R750 Beach Road output
Report generation date: 29/06/2022 17:44:42

»2025 WDEV, AM
»2025 WDEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 WDEV										
Stream B-AC	D1	0.0	6.83	0.03	A	D2	0.0	6.76	0.01	A
Stream C-AB		0.0	6.03	0.01	A		0.0	6.00	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set

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	R750 / Beach Road Priority Junction
Location	Magheramore, County Wicklow
Site number	
Date	01/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin.rogers
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	perTimeSegment	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 period length (min)	Time segment length (min)
D1	2025 WDEV	AM	DIRECT	08:00	09:00	60	15
D2	2025 WDEV	PM	DIRECT	14 00	15:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100 000

2025 WDEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.22	A

Arms

Arms

Arm	Name	Description	Arm type
A	R750 north		Major
B	Beach Road		Minor
C	R750 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R750 South	5 50			50 0	✓	0.00

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 - Beach Road	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	126 382	0.094	0.238	0 150	0.340
B-C	159.752	0.100	0.253	-	-
C-B	150 730	0.239	0.239	-	-

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 period length (min)	Time segment length (min)
D1	2025 WDEV	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - R750 north		✓	100.000
B - Beach Road		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0.00	1.00	3.00
	B - Beach Road	2 00	0 00	2.00
	C - R750 South	7.00	1.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	1.00	7.00
	B - Beach Road	2.00	0.00	2.00
	C - R750 South	12.00	1.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	1.00	18.00
	B - Beach Road	2.00	0.00	2.00
	C - R750 South	6.00	1.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0.00	1 00	7.00
	B - Beach Road	2.00	0.00	2.00
	C - R750 South	27.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0	0	0
	B - Beach Road	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	6.83	0.0	A
C-AB	0.01	6 03	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.00	139.41	0.029	3.97	0.0	6.642	A
C-AB	1.05	154.45	0.007	1.04	0.0	5.866	A
C-A	6.95			6.95			
A-B	1.00			1.00			
A-C	3.00			3.00			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.00	137.95	0.029	4.00	0.0	6.718	A
C-AB	1.08	156.85	0.007	1.08	0.0	5.777	A
C-A	11.92			11.92			
A-B	1.00			1.00			
A-C	7.00			7.00			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.00	135.80	0.029	4.00	0.0	6.827	A
C-AB	1.04	150.25	0.007	1.04	0.0	6.031	A
C-A	5.96			5.96			
A-B	1.00			1.00			
A-C	18 00			18.00			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4 00	136.51	0.029	4.00	0.0	6.790	A
C-AB	1.19	166.89	0.007	1.19	0.0	5.431	A
C-A	26.81			26.81			
A-B	1.00			1.00			
A-C	7.00			7.00			

2025 WDEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.94	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025 WDEV	PM	DIRECT	14.00	15 00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - R750 north		✓	100.000
B - Beach Road		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

14:00 - 14:15

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	2.00	8 00
	B - Beach Road	1.00	0.00	1.00
	C - R750 South	8 00	2.00	0 00

Demand (PCU/TS)

14:15 - 14:30

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0.00	2.00	18.00
	B - Beach Road	1 00	0 00	1.00
	C - R750 South	9.00	2.00	0.00

Demand (PCU/TS)

14:30 - 14:45

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0.00	2 00	8.00
	B - Beach Road	1 00	0 00	1.00
	C - R750 South	9 00	2 00	0.00

Demand (PCU/TS)

14:45 - 15:00

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	2.00	12 00
	B - Beach Road	1 00	0.00	1.00
	C - R750 South	16.00	2.00	0 00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0	0	0
	B - Beach Road	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	6.76	0.0	A
C-AB	0.01	6.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:00 - 14:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	137.77	0.015	1.99	0.0	6.628	A
C-AB	2.11	153.71	0.014	2.09	0.0	5.936	A
C-A	7.89			7.89			
A-B	2.00			2.00			
A-C	8.00			8.00			

14:15 - 14:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	135.20	0.015	2.00	0.0	6.756	A
C-AB	2.13	152.04	0.014	2.13	0.0	6.003	A
C-A	8.87			8.87			
A-B	2.00			2.00			
A-C	18.00			18.00			

14:30 - 14:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	137 67	0.015	2.00	0.0	6.635	A
C-AB	2.12	154.38	0.014	2.12	0.0	5.913	A
C-A	8.88			8.88			
A-B	2.00			2.00			
A-C	8.00			8.00			

14:45 - 15:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	136.01	0.015	2.00	0.0	6.714	A
C-AB	2.23	158.15	0.014	2.23	0.0	5.773	A
C-A	15.77			15.77			
A-B	2.00			2.00			
A-C	12.00			12.00			

PICADY 10 - Priority Intersection Module
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Filename: R750 Beach Road 2030 wdev.j10
Path: C:\Users\martin.rogers\Dropbox\magheramore wicklow\june 2022\picady output\R750 Beach Road output
Report generation date: 29/06/2022 17:49:05

»2030 WDEV, AM
»2030 WDEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030 WDEV										
Stream B-AC	D1	0.0	6.85	0.03	A	D2	0.0	6.77	0.01	A
Stream C-AB		0.0	6.01	0.01	A		0.0	5.99	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set

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	R750 / Beach Road Priority Junction
Location	Magheramore, County Wicklow
Site number	
Date	01/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin.rogers
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	perTimeSegment	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 period length (min)	Time segment length (min)
D1	2030 WDEV	AM	DIRECT	08 00	09:00	60	15
D2	2030 WDEV	PM	DIRECT	14:00	15:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 WDEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.16	A

Arms

Arms

Arm	Name	Description	Arm type
A	R750 north		Major
B	Beach Road		Minor
C	R750 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R750 South	5 50			50.0	✓	0.00

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 - Beach Road	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	126.382	0.094	0.238	0.150	0.340
B-C	159.752	0 100	0 253	-	-
C-B	150.730	0.239	0.239	-	-

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 period length (min)	Time segment length (min)
D1	2030 WDEV	AM	DIRECT	08 00	09.00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2 00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - R750 north		✓	100.000
B - Beach Road		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	1.00	3 00
	B - Beach Road	2.00	0.00	2.00
	C - R750 South	8.00	1.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	1.00	7 00
	B - Beach Road	2.00	0.00	2.00
	C - R750 South	12.00	1.00	0 00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0.00	1.00	19.00
	B - Beach Road	2 00	0 00	2.00
	C - R750 South	7 00	1.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	1.00	7.00
	B - Beach Road	2 00	0 00	2.00
	C - R750 South	30.00	1 00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0	0	0
	B - Beach Road	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	6.85	0.0	A
C-AB	0.01	6 01	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.00	139.32	0.029	3.97	0.0	6.647	A
C-AB	1.05	155 11	0.007	1.05	0.0	5.841	A
C-A	7.95			7.95			
A-B	1.00			1.00			
A-C	3.00			3.00			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.00	137.95	0.029	4.00	0.0	6.718	A
C-AB	1.08	156 85	0.007	1 08	0.0	5 777	A
C-A	11.92			11.92			
A-B	1.00			1.00			
A-C	7.00			7.00			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.00	135.46	0.030	4.00	0.0	6.845	A
C-AB	1.05	150.69	0.007	1.05	0 0	6.013	A
C-A	6.95			6 95			
A-B	1.00			1.00			
A-C	19 00			19.00			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4 00	136.23	0.029	4.00	0.0	6.805	A
C-AB	1.22	168.90	0.007	1.22	0.0	5.368	A
C-A	29 78			29.78			
A-B	1.00			1.00			
A-C	7.00			7.00			

2030 WDEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2030 WDEV	PM	DIRECT	14:00	15:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - R750 north		✓	100.000
B - Beach Road		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

14:00 - 14:15

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0.00	2.00	9.00
	B - Beach Road	1.00	0.00	1.00
	C - R750 South	10.00	2.00	0.00

Demand (PCU/TS)

14:15 - 14:30

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0.00	2.00	19.00
	B - Beach Road	1.00	0.00	1.00
	C - R750 South	10.00	2.00	0.00

Demand (PCU/TS)

14:30 - 14:45

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0.00	2.00	9.00
	B - Beach Road	1.00	0.00	1.00
	C - R750 South	9.00	2.00	0.00

Demand (PCU/TS)

14:45 - 15:00

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0.00	2.00	12.00
	B - Beach Road	1.00	0.00	1.00
	C - R750 South	17.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0	0	0
	B - Beach Road	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	6.77	0.0	A
C-AB	0.01	5 99	0 0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:00 - 14:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	137.33	0.015	1.99	0.0	6.649	A
C-AB	2 14	154 81	0.014	2 12	0.0	5.894	A
C-A	9.86			9.86			
A-B	2.00			2.00			
A-C	9.00			9.00			

14:15 - 14:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	134.86	0.015	2.00	0.0	6.773	A
C-AB	2.14	152.48	0.014	2.14	0.0	5.988	A
C-A	9.86			9.86			
A-B	2.00			2.00			
A-C	19.00			19.00			

14:30 - 14:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	137 42	0 015	2 00	0.0	6.645	A
C-AB	2.12	154.14	0.014	2.13	0.0	5.919	A
C-A	8.88			8 88			
A-B	2.00			2.00			
A-C	9.00			9.00			

14:45 - 15:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	135.92	0.015	2.00	0.0	6.719	A
C-AB	2.24	158.82	0.014	2.24	0.0	5.749	A
C-A	16.76			16.76			
A-B	2.00			2.00			
A-C	12.00			12.00			

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: R750 Beach Road 2040 wdev.j10
Path: C:\Users\martin.rogers\Dropbox\magheramore wicklow\june 2022\picady output\R750 Beach Road output
Report generation date: 29/06/2022 17:54:35

»2040 WDEV, AM
»2040 WDEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2040 WDEV										
Stream B-AC	D1	0.0	6.86	0.03	A	D2	0.0	6.79	0.01	A
Stream C-AB		0.0	6.02	0.01	A		0.0	6.00	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set

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	R750 / Beach Road Priority Junction
Location	Magheramore, County Wicklow
Site number	
Date	01/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ICTDOMAIN\martin.rogers
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	perTimeSegment	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 period length (min)	Time segment length (min)
D1	2040 WDEV	AM	DIRECT	08 00	09:00	60	15
D2	2040 WDEV	PM	DIRECT	14 00	15:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2040 WDEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning.

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.11	A

Arms

Arms

Arm	Name	Description	Arm type
A	R750 north		Major
B	Beach Road		Minor
C	R750 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - R750 South	5.50			50.0	✓	0 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 - Beach Road	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	126.382	0.094	0.238	0.150	0.340
B-C	159.752	0.100	0.253	-	-
C-B	150.730	0.239	0.239	-	-

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 period length (min)	Time segment length (min)
D1	2040 WDEV	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - R750 north		✓	100.000
B - Beach Road		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0.00	1.00	4.00
	B - Beach Road	2.00	0.00	2.00
	C - R750 South	8.00	1.00	0 00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	1 00	8.00
	B - Beach Road	2.00	0.00	2.00
	C - R750 South	13.00	1 00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	1.00	20.00
	B - Beach Road	2 00	0.00	2 00
	C - R750 South	7.00	1.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	1.00	8.00
	B - Beach Road	2 00	0.00	2.00
	C - R750 South	31 00	1 00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0	0	0
	B - Beach Road	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	6.86	0.0	A
C-AB	0.01	6.02	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.00	139.07	0.029	3.97	0.0	6.659	A
C-AB	1.05	154.88	0.007	1.05	0.0	5.850	A
C-A	7.95			7.95			
A-B	1.00			1.00			
A-C	4.00			4 00			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.00	137.61	0.029	4.00	0.0	6.735	A
C-AB	1.09	157.29	0.007	1 09	0.0	5.761	A
C-A	12.91			12.91			
A-B	1.00			1 00			
A-C	8.00			8.00			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.00	135.21	0.030	4.00	0.0	6.858	A
C-AB	1.05	150.45	0.007	1.05	0.0	6.023	A
C-A	6.95			6.95			
A-B	1.00			1.00			
A-C	20.00			20.00			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.00	135.88	0.029	4 00	0.0	6.823	A
C-AB	1.23	169.35	0.007	1.23	0.0	5.354	A
C-A	30.77			30.77			
A-B	1.00			1.00			
A-C	8.00			8.00			

2040 WDEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - R750 South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs If HV% at the junction is genuinely zero, please ignore this warning

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2040 WDEV	PM	DIRECT	14 00	15:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - R750 north		✓	100.000
B - Beach Road		✓	100.000
C - R750 South		✓	100.000

Origin-Destination Data

Demand (PCU/TS)

14:00 - 14:15

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	2.00	10.00
	B - Beach Road	1 00	0.00	1.00
	C - R750 South	10 00	2 00	0.00

Demand (PCU/TS)

14:15 - 14:30

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	2.00	20.00
	B - Beach Road	1.00	0.00	1.00
	C - R750 South	10.00	2.00	0.00

Demand (PCU/TS)

14:30 - 14:45

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0 00	2.00	10.00
	B - Beach Road	1 00	0.00	1 00
	C - R750 South	10.00	2 00	0.00

Demand (PCU/TS)

14:45 - 15:00

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0.00	2 00	13.00
	B - Beach Road	1.00	0.00	1.00
	C - R750 South	19.00	2 00	0 00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - R750 north	B - Beach Road	C - R750 South
From	A - R750 north	0	0	0
	B - Beach Road	0	0	0
	C - R750 South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	6.79	0.0	A
C-AB	0.01	6.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:00 - 14:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	137.09	0.015	1.99	0.0	6.661	A
C-AB	2.14	154.58	0.014	2.12	0.0	5.903	A
C-A	9.86			9.86			
A-B	2.00			2.00			
A-C	10.00			10.00			

14:15 - 14:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	134.61	0.015	2.00	0.0	6.786	A
C-AB	2.14	152.25	0.014	2.14	0.0	5.997	A
C-A	9.86			9.86			
A-B	2.00			2.00			
A-C	20.00			20.00			

14:30 - 14:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	137.08	0.015	2.00	0.0	6.661	A
C-AB	2.14	154.58	0.014	2.14	0.0	5.903	A
C-A	9.86			9.86			
A-B	2.00			2.00			
A-C	10.00			10.00			

14:45 - 15:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2.00	135.48	0.015	2.00	0.0	6.741	A
C-AB	2.27	159.94	0.014	2.27	0.0	5.707	A
C-A	18.73			18.73			
A-B	2.00			2.00			
A-C	13.00			13.00			