3 Model Development

3.1 Introduction

The VISSIM model is comprised of five basic components:

- Highway network (links and connectors);
- Traffic control systems (signal, stop and give-way control);
- Traffic inputs;
- Vehicle type and compositions; and,
- Vehicle routes.

VISSIM version 2020.00-06, has been used to construct and run the model.

3.2 Base Network Development

3.2.1 Highway Network

The base road network for the VISSIM models was constructed for all peaks based upon an Ordnance Survey CAD background in conjunction with aerial mapping.

3.2.2 Network Peak

The simulations start at 08:30 and 16:15 for the AM and PM peaks respectively with evaluation starting 15 minutes after the warm-up period. The core peak hours are 08:45-09:45 and 16:30-17:30.

The assessment of peak hours was achieved by creating a spreadsheet that extracts the relevant data from the traffic counts in a format that can be copied directly into VISSIM. The first step of this process was to create a diagram of all turning movements in the network and then compiling a table of all turning movements by time period and vehicle class. As part of the database creation we have also derived the profile of traffic into the VISSIM network in 15-minute intervals which is shown in Table 3.1 below.

An additional analysis confirmed that specific ferry times do not influence the overall network peak times.

Table 3.1: Hourly Traffic Flows (vehicles) in 15-minute intervals

Hour Starting	Total Flow	Hour Starting	Total Flow	Hour Starting	Total Flow
07:00	88	11:00	19	15:00	350
07:15	113	11:15	223	15:15	281
07:30	162	11:30	246	15:30	257
07:45	211	11:45	232	15:45	303
08:00	183	12:00	224	16:00	294
08:15	161	12:15	233	16:15	269
08:30	205	12:30	225	16:30	301
08:45	324	12:45	241	16:45	305
09:00	631	13:00	279	17:00	290
09:15	325	13:15	216	17:15	269
09:30	266	13:30	285	17:30	256
09:45	189	13:45	293	17:45	267
10:00	210	14:00	244	18:00	300
10:15	229	14:15	205	18:15	222
10:30	217	14:30	258	18:30	210
10:45	198	14:45	253	18:45	251

The times highlighted in green represent the peak hours within the VISSIM network.

3.2.3 Pedestrians

The base model contains a number of formal pedestrian facilities as listed in Table 2.2 which have been modelled as uncontrolled crossings. 20 pedestrians per hour in each direction have been added at each pedestrian crossing.

3.2.4 Traffic Control Systems

Priority rules were coded at all give-way locations and at roundabouts, with separate rules for HGVs with higher gap acceptance times. No stop signs or signals exist within the base year network.

3.2.5 Vehicle Types and Classes

VISSIM uses individual vehicle models that are grouped into vehicle types which are then grouped into vehicle classes. Vehicle classes for Car, Taxi, LGV, OGV1, OGV2, PSV, and Motorcycle were used within the model.

3.2.6 Vehicle Inputs and Composition

The MCTC surveys were plotted in unbalanced movement diagrams, which were then manually balanced so that upstream and downstream movements match throughout the network. This is done to correct differences between upstream and downstream surveyed counts at any point in the network. This is then used to derive the inputs at each entry point to the network in 15-minute intervals. The resulting balanced hourly flows are presented in Appendix A.

The vehicle type compositions were calculated directly from the traffic surveys.

3.2.7 Vehicle Routes

The vehicles were statically routed based on the balanced turning movements. All routes have been calculated for the AM and PM peaks in 15-minute intervals. Routes are coded into the model on a junction by junction basis.

3.2.8 Model Output

Measures of effectiveness have been coded and output from VISSIM including the following:

- Junction performance (average and maximum queue lengths and delays);
- Journey times; and,
- Network performance.

3.2.9 Random Seeds

As VISSIM is a stochastic model, the results differ slightly depending on the random seed assigned to each simulation run. Therefore, in order to obtain statistically significant results, the existing conditions peak hour models were simulated 16 times with different random seeds. Random seeds can be thought of as different days and therefore account for daily variation. The results presented are an average of the 16 random seed runs.

4 Model Calibration and Validation

4.1 Parameters to Calibrate Model

In order to confirm that the model is fit for the purpose of the evaluation of the development proposals and to provide credibility to results, it is necessary to calibrate and validate the model.

The calibration process involves changing the network set up and behavioural characteristics to achieve a match between observed and modelled data.

Model validation assesses the accuracy of the model by comparing traffic data from the model with independent traffic data not used in the model building process. Validation is directly linked to the calibration process as adjustments in calibration are needed to improve the model's ability to replicate field measured traffic conditions.

The Rosslare VISSIM model has been developed using default VISSIM parameters. However, during the process of calibration, some parameters were reviewed and adjusted to better fit observed driver behaviour. Key parameters and their calibration are summarised in the following paragraphs.

4.2 Calibration - Vehicle Following Behaviour and Link Types

The model is built on default values.

4.3 Calibration – Acceleration and Deceleration

Default values were assumed for rates of vehicle acceleration and deceleration, vehicle models and weight distributions.

4.4 Calibration - Links and Connectors

The default look back, lane change distances (200m) on turning connectors were altered to the appropriate length of the upstream links to match the advance road signs that traffic receives to enable it to move into the correct lanes in time.

4.5 Calibration - Priority Rules

All priority rules have been coded with default values for priority junctions.

4.6 Calibration - Speed Distributions

Speed distributions define the speeds at which vehicles will travel in free flow conditions. Speed distribution limits in the VISSIM network have been set to 50 kph for the majority of roads. Speed distributions when entering the Port have been decreased to 30 kph.

Reduced speed areas have been placed at all turning connectors throughout the network and on the circulatory of the roundabouts.

4.7 Calibration - Flows

The Geoffrey E. Havers (GEH) statistic is a standard way of comparing observed and modelled flows as defined in PAG. It is used to remove the bias that exists when comparing flows of different magnitudes using percentages. For example, a difference of 10 in a flow of 100

vehicles per hour (VPH) is less significant (GEH = 3.0) than a difference of 100 in a 1000 VPH flow (GEH = 11.5), even though they both show a percentage difference of 10%.

The GEH statistic is calculated as follows:

$$GEH = \sqrt{\frac{(M-C)^2}{(M+C)/2}}$$

Where:

GEH……..is the GEH statistic;

M……is the modelled flow; and,

C……is the observed flow

The accuracy of the modelled flows can also be assessed by comparing observed and modelled flows on an x-y plot and performing a linear regression analysis to calculate R2, and the slope of the regression line through the origin. Typically, a value of R2 $\geqslant$ 0.95, and slope within the range 0.90 and 1.10 would imply that the modelled flows are a good fit within the observed flows. A slope exceeding unity implies that the model is over predicting flows, while a slope less that unity suggests that the model is under-predicting observed flows.

In summary the following set of acceptable ranges and limits have been used to assess model calibration based upon all turning movements within the study area where a direct comparison to count data exists:

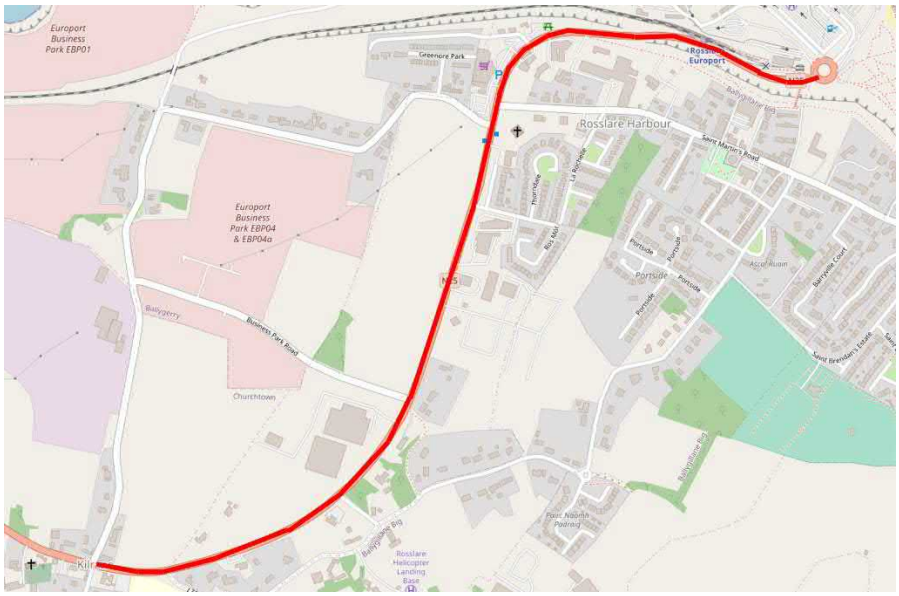
- GEH value: $\leq$ 5.0 in at least 85% of cases;
- R2 value: greater than or equal to 0.95; and,
- Slope of linear regression: within the range 0.90 to 1.10.

Summary of compliance is shown in Sections 4.9.1 and 4.10.1

4.8 Validation – Travel Times

The observed travel times from the journey time survey have been compared to the modelled travel times. All travel times have been weighted by the number of vehicles making the journey and have utilised the standard acceptance threshold of 15% from the observed average or 1 minute if higher. The travel time routes are shown in Figure 4.1 below.

Figure 4.1: Travel Time Routes



Source: Openstreetmap.org, 2020

The model has been validated against the journey times for the following sections:

- N25 Eastbound
- N25 Westbound

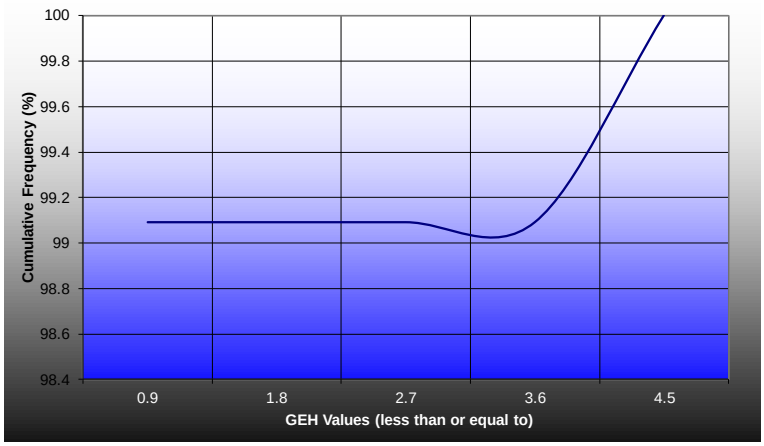
Summary of compliance is shown in Sections 4.9.2 and 4.10.2

4.9 2020 AM Peak Validation Results

4.9.1 Turning Movement Flow Validation

The GEH statistic assessments have been conducted on all turning movements at all junctions in the modelled network where an observed count was available. A cumulative frequency plot of the AM Peak GEH values is shown in Figure 4.2 below. The plot indicates that the model meets the first criteria in that 99% of cases are less than or equal to a GEH of 1.

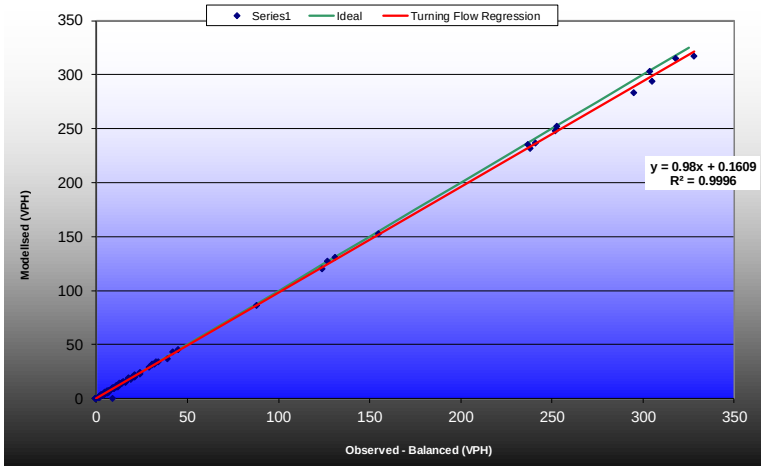
Figure 4.2: 2020 AM Peak Cumulative Frequency of GEH Values



The linear regression of the modelled total flows and observed total flows was also analysed. A high co-efficient correlation (R2) was achieved with the results shown in Figure 4.3. A value of R2 =1 implies a perfect match while R2 = 0 an imperfect match between the observed and modelled flows.

Regression of the AM peak observed versus modelled flows showed an R2 value of 0.9996 and a slope of 0.98 demonstrating that the model also meets the second and third validation criteria.

Figure 4.3: 2020 AM Peak Linear Regression of Traffic Flows



In summary the AM Peak has met all three GEH validation criteria and is considered to be calibrated very well to the surveyed traffic flows.

A summary of the overall junction analysis results for the 2020 AM peak period model is shown in Table 4.1 below. The table shows the overall summary performance at each junction within the network during AM peak period. The full breakdown by approach is presented in Appendix K.

Table 4.1: Junction Performance Results Summary 2020 AM Peak

Junction		Volume				Queue Length (m)		Delay (secs)	LOS†
Node	Description	Model	Count	Mod-Cnt	% Diff*	Max	Average	Average	
101	N25 / Churchtown	612	626	-14	-2.2%	24	0	0.0	A
102	N25 / Ballyknockan	617	631	-14	-2.2%	10	0	0.0	A
103	N25 / New Road / Development	585	602	-17	-2.8%	15	0	2.0	A
104	New Road / Roche Freight	41	40	1	2.5%	0	0	0.0	A
105	New Road / Churchtown	52	52	0	0.0%	1	0	0.0	A
106	Marys Terrace / Churchtown	89	88	1	1.1%	4	0	1.0	A
107	Marys Terrace / Greenore Park	105	102	3	2.9%	2	0	0.0	A
108	N25 / Marys Terrace / St Martins	588	595	-7	-1.2%	20	0	1.0	A
109	Greenore Park T-Junction	30	29	1	3.4%	0	0	0.0	A
110	Small Boat Harbour Access	53	53	0	0.0%	0	0	0.0	A
111	Rosslare Harbour Entrance Roundabout	263	266	-3	-1.1%	28	0	2.0	A
112	N25 / Roche Freight	574	589	-15	-2.5%	2	0	1.0	A
113	N25 / Development Access	591	597	-6	-1.0%	15	0	0.0	A
	NETWORK TOTALS								

4.9.2 Travel Time Performance

Figure 4.4 shows the cumulative travel time route results in the peak hour with the modelled times in green, the observed shown in blue and 15% thresholds shown in red. We have chosen to assess using the 15% threshold as this is stricter than 1 minute for this journey time section.

Figure 4.4: 2020 AM Peak Travel Times

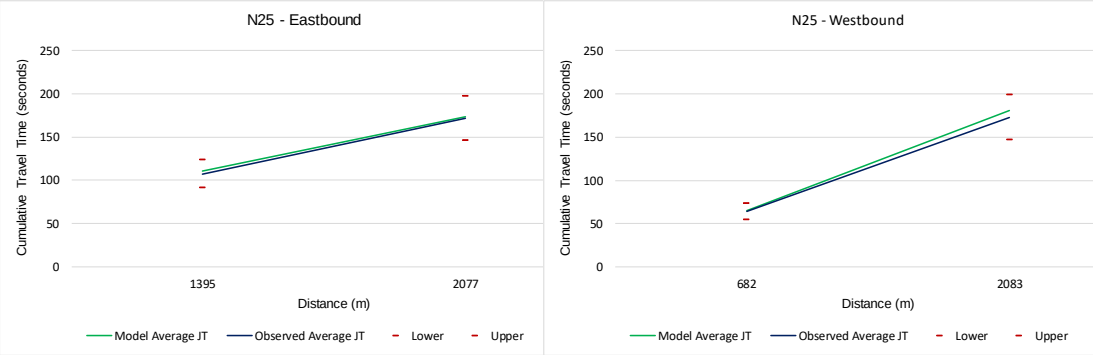


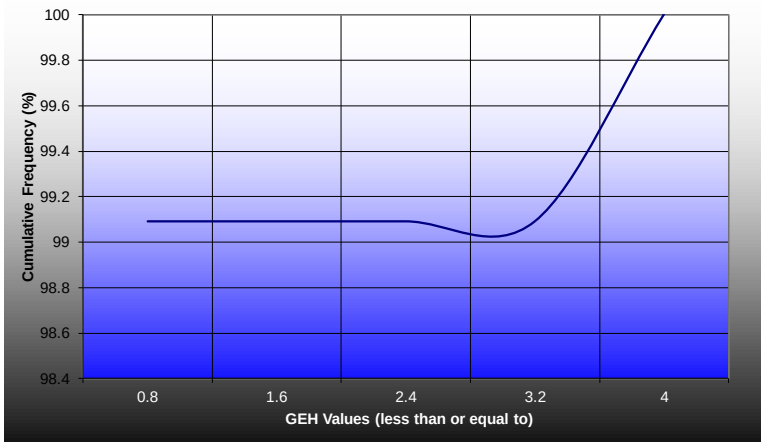
Figure 4.4 shows that all of the travel times fall within the 15% and the 1-minute validation threshold. The model is therefore considered to be validated well against the observed travel times in all directions.

4.10 2020 PM Peak Validation Results

4.10.1 Turning Movement Flow Validation

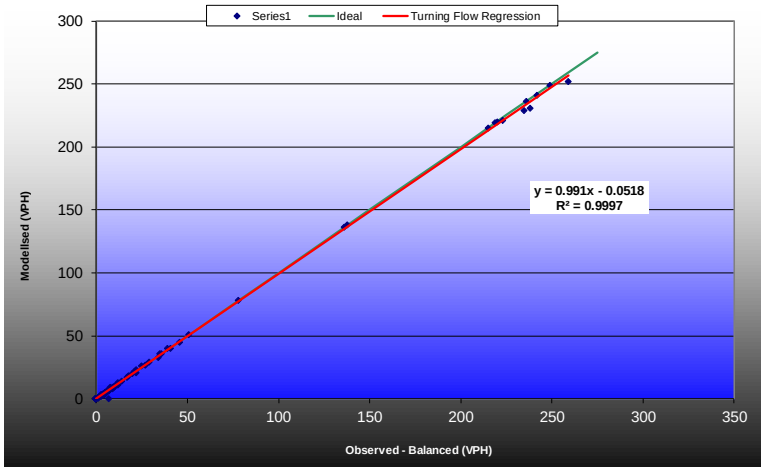
The GEH statistic assessments have been conducted on all turning movements at all junctions in the modelled network where an observed count was available. A cumulative frequency plot of the PM Peak GEH values is shown in Figure 4.5 Figure below. The plot indicates that the model meets the first criteria in that 99% of cases are less than or equal to a GEH of 1.

Figure 4.5: 2020 PM Peak Cumulative Frequency of GEH Values



The linear regression of the modelled total flows and observed total flows was also analysed with the results shown in Figure 4.6. Regression of the PM peak observed versus modelled flows showed an R2 value of 0.9997 and a slope of 0.991 demonstrating that the model also meets the second and third validation criteria.

Figure 4.6: 2020 PM Peak Linear Regression of Traffic Flows



In summary the PM Peak has met all three GEH validation criteria and is considered to be calibrated very well to the surveyed traffic flows.

A summary of the overall junction analysis results for the 2020 PM peak period model is shown Table 4.2 below. The table shows the overall summary performance at each junction within the network during PM peak period. The full breakdown by approach is presented in Appendix K.

Table 4.2: Junction Performance Results Summary 2020 PM Peak

Junction		Volume				Queue Length (m)		Delay (secs)	LOS†
Node	Description	Model	Count	Mod-Cnt	% Diff*	Max	Average	Average	
101	N25 / Churchtown	493	502	-9	-1.8%	10	0	0.0	A
102	N25 / Ballyknockan	506	513	-7	-1.4%	8	0	0.0	A
103	N25 / New Road / Development	490	498	-8	-1.6%	11	0	1.0	A
104	New Road / Roche Freight	27	28	-1	-3.6%	0	0	0.0	A
105	New Road / Churchtown	22	22	0	0.0%	0	0	0.0	A
106	Marys Terrace / Churchtown	55	57	-2	-3.5%	1	0	1.0	A
107	Marys Terrace / Greenore Park	104	105	-1	-1.0%	3	0	0.0	A
108	N25 / Marys Terrace / St Martins	498	499	-1	-0.2%	19	0	1.0	A
109	Greenore Park T-Junction	56	54	2	3.7%	1	0	0.0	A
110	Small Boat Harbour Access	42	42	0	0.0%	1	0	0.0	A
111	Rosslare Harbour Entrance Roundabout	132	132	0	0.0%	5	0	1.0	A
112	N25 / Roche Freight	479	488	-9	-1.8%	4	0	1.0	A
113	N25 / Development Access	499	499	0	0.0%	8	0	0.0	A
	NETWORK TOTALS								

4.10.2 Travel Time Performance

Figure 4.7 shows the cumulative travel time route results in the peak hour with the modelled times in green, the observed shown in blue and 15% thresholds shown in red, We have chosen to assess using the 15% threshold as this is stricter than 1 minute for this journey time section.

Figure 4.7: 2020 PM Peak Travel Times

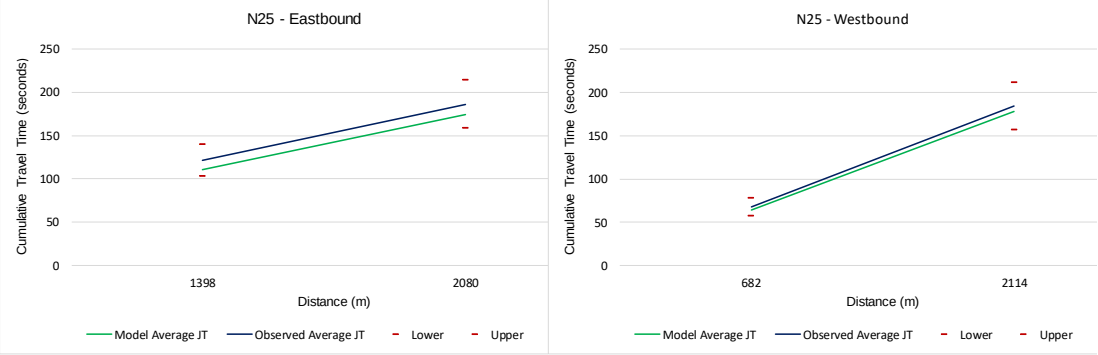


Figure 4.7 shows that all of the travel times fall within the 15% and the 1-minute validation threshold. The model is therefore considered to be validated well against the observed travel times in all directions.

5 Future Year Model Development

5.1 Introduction

The following sections summarise the changes made to the base model for the Future Year Development in network elements and flows. Results are then presented below for the network performance, junction performance and journey time sections. The results are a comparison of the average of 16 random seed runs for all options. The shaded cells, in the tables starting in section 5.4 onwards, represent the optimal performance of the forecast scenarios of each metric. The base figures are included for reference only. The forecast models are based on the calibrated and validated base models and developed for the design years 2023 (Opening Year), 2038 (Opening Year + 15 Years) and 2053 (Opening Year + 30 Years).

5.2 Traffic Growth Rates

The annual growth rates are based on PAG guidance (Unit 5.3) and estimated independent port growth provided by Rosslare Europort authority. Port growth of 20% has been applied from 2020 to 2025 (Based on Rosslare Europort Masterplan), PAG guidance for growth has been used thereafter. This results in the following growth rate for each year from the 2020 data.

Table 5.1: Annual Growth Rates

Design Year	Lights	Heavies	Port Lights	Port Heavies
2023	2.05%,	6.46%,	12%,	12%
2038	8.91%,	35.13%,	26.34%,	46.08%
2053	10.05%,	58.91%,	27.66%,	71.79%

PE-PAG-02017 Table 6.2

5.3 Option Testing

5.3.1 Option A

5.3.1.1 Demand Changes

As this is the 'Do-Minimum' scenario, demand is increased in line with PAG growth and Masterplan rates as shown above in Table 5.1.

5.3.1.2 Infrastructure Changes

The Ballygillane roundabout has been added at the N25/Ballygerry link road junction. This roundabout is also included for Options B and C.

Figure 5.1: Ballygillane Roundabout

5.3.2 Option B

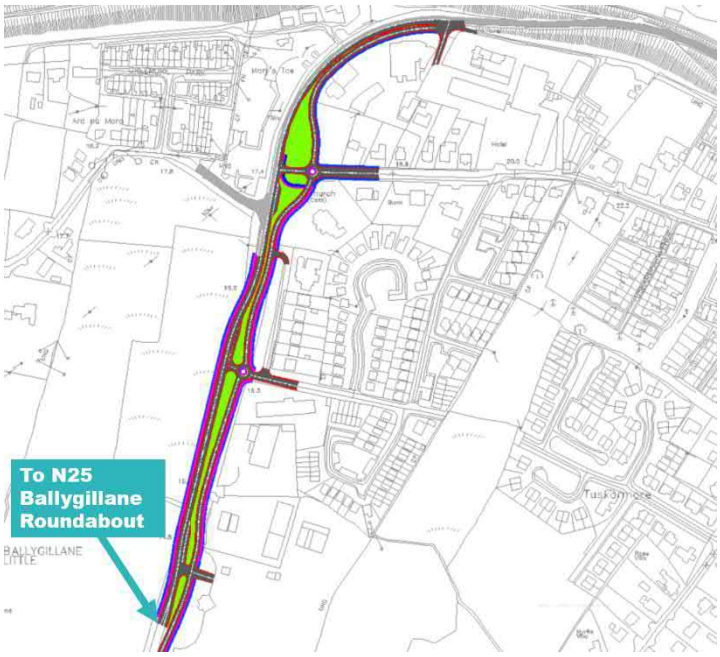
5.3.2.1 Demand Changes

Demand will remain the same as Option A, with local traffic using the parallel link road wherever possible. Port traffic remains on the existing N25 road.

5.3.2.2 Infrastructure Changes

A parallel link road is added along the east side of the N25 north of the Ballygillane Roundabout. This road will be utilised for local traffic wherever possible. Signals are added at the Marys Terrace/St Martins Road/N25 junction. These are coded with standard timings based on a similar location, which were then visually optimised within VISSIM, both for stage and cycle times.

Figure 5.2: Link Road – Option B



5.3.3 Option C

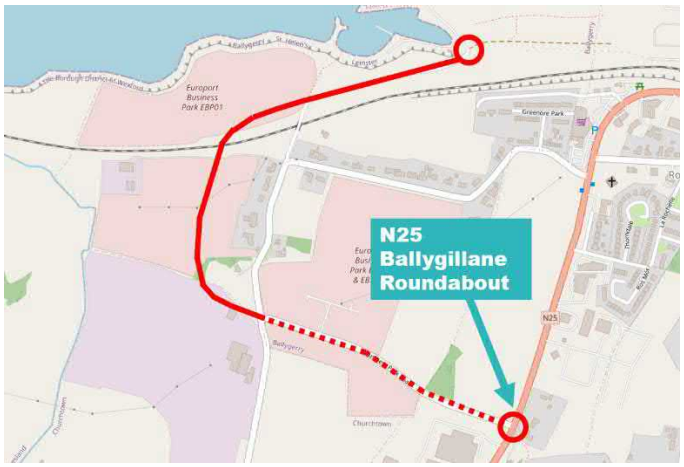
5.3.3.1 Demand Changes

Demand will remain the same as Option A, with all port traffic being routed along the new harbour access road.

5.3.3.2 Infrastructure Changes

Introduction of a new road corridor to provide an access route to Rosslare Europort. This option utilises the existing Ballygerry link road and begins at the new proposed N25 Ballygillane Roundabout on the existing N25. This can be seen in Figure 5.3. The solid line represents new infrastructure on the route, the dashed line represents use of existing infrastructure.

Figure 5.3: New Road Corridor - Option C



Source: Openstreetmap.org, 2020

5.4 Opening Year – 2023

5.4.1 AM Peak

5.4.1.1 Network Performance

A comparison of the overall statistics for the network over the peak hour are shown in Table 5.2.

The shaded cells represent the optimal performance of the forecast scenarios of each metric.

Table 5.2: 2023 AM Peak Network Performance Comparison

Measure	Scenario		
	Option A	Option B	Option C
Remaining Vehicles in Network	24	26	25
Processed Vehicles	744	744	744
Total Distance Travelled (km)	2	2	2
Total Travel Time (h)	36	41	37
Total Network Delay (h)	2	6	2
Average Travel Time (mins)	2.8	3.2	2.9
Average Delay Time (mins)	0.1	0.5	0.1
Total Stopped Delay (h)	0	3	0
Average Stopped Delay (s)	0	16	0
Number of Stops	72	433	43
Average Number of Stops	0.1	0.6	0.1
Average Network Speed (kph)	45.8	40.3	47.9
Latent Demand (vehs)	0	0	0
Latent Delay (h)	0.0	0.0	0.0

Table 5.2 shows that Option A and C perform consistently better than Option B with a marginal difference between them. The average travel time is marginally better in Option A whereas the number of stops is lower in Option C. The main reason for this is the longer journey into the port in Option C, that allows port bound vehicles to pass through fewer junctions to get to the port.

5.4.1.2 Junction Performance

A comparison of the overall junction performance statistics for volume, average queue length, delay and Level of Service (LOS) for junctions within the network over the peak hour are shown in Table 5.3. The comparison of the full turning movements is provided in Appendices L, M and N.

The LOS is an American concept derived from the Highway Capacity Manual (2000). It rates performance on an A to F grading based upon delay thresholds as follows:

- LOS A – 0 to 10 seconds;
- LOS B – 10 to 20 seconds (10 to 15 seconds for unsignalised);
- LOS C – 20 to 35 seconds (15 to 25 seconds for unsignalised);
- LOS D – 35 to 55 seconds (25 to 35 seconds for unsignalised);
- LOS E – 55 to 80 seconds (35 to 50 seconds for unsignalised); and,
- LOS F – Over 80 seconds (over 50 seconds for unsignalised).

A LOS grade E is considered to be at capacity whilst a LOS of F is considered to be over capacity.

Table 5.3: 2023 AM Peak Overall Junction Performance Comparison

Node	Description	Volume General Traffic (GT)			Avg Q Length (m)			Delay (s)			LOS		
		A	B	C	A	B	C	A	B	C	A	B	C
101	N25 / Churchtown	632	629	672	0	0	0	0	1	1	A	A	A
102	N25 / Ballyknockan	638	636	658	0	0	0	0	0	0	A	A	A
103	N25 / New Road / Development Roundabout	608	606	628	0	0	0	2	2	2	A	A	A
104	New Road / Roche Freight	40	40	311	0	0	0	0	0	0	A	A	A
105	New Road / Churchtown	54	52	140	0	0	0	0	0	2	A	A	A
106	Marys Terrace / Churchtown	86	85	86	0	0	0	0	1	1	A	A	A
107	Marys Terrace / Greenore Park	101	99	100	0	0	0	0	0	0	A	A	A
108	N25 / Marys Terrace / St Martins	599	483	349	0	8	0	1	32	1	A	C	A
109	Greenore Park T-Junction	29	28	28	0	0	0	0	0	0	A	A	A
110	Small Boat Harbour Access	50	50	259	0	0	0	0	0	1	A	A	A
111	Rosslare Harbour Entrance Roundabout	284	283	31	0	0	0	2	2	1	A	A	A
112	N25 / Roche Freight	594	593	616	0	0	0	0	0	0	A	A	A
113	N25 / Development Access	604	477	355	0	0	0	0	0	0	A	A	A
203	N25 / Link Road South	-	585	-	-	0	-	-	0	-	-	A	-
204	Link Road / N25 South	-	110	-	-	0	-	-	1	-	-	A	-
209	N25 / St Martins Terrace / Link Road	-	291	-	-	0	-	-	1	-	-	A	-
210	N25 / Link Road North	-	259	-	-	0	-	-	0	-	-	A	-
214	N25 / Link Road / Development Roundabout	-	167	-	-	0	-	-	1	-	-	A	-
307	Ballygerry Link Road / Churchtown	-	-	258	-	-	0	-	-	0	-	-	A
	NETWORK TOTALS	-	-	-	0.0	0.4	0.0	0.4	2.3	0.6	-	-	-

Table 5.3 shows that the results are consistent with the network performance in that overall all options perform largely the same with Option B performing slightly worse at the N25/Marys Terrace/St Martins Junction (108) with a Level of Service of C.

5.4.1.3 Journey Time Comparison

A comparison of the cumulative journey times for the eastbound and westbound routes along the N25 routes are shown in Figure 5.4 and Figure 5.5 respectively.

Figure 5.4: 2023 AM Peak Eastbound Cumulative Journey Time Comparison

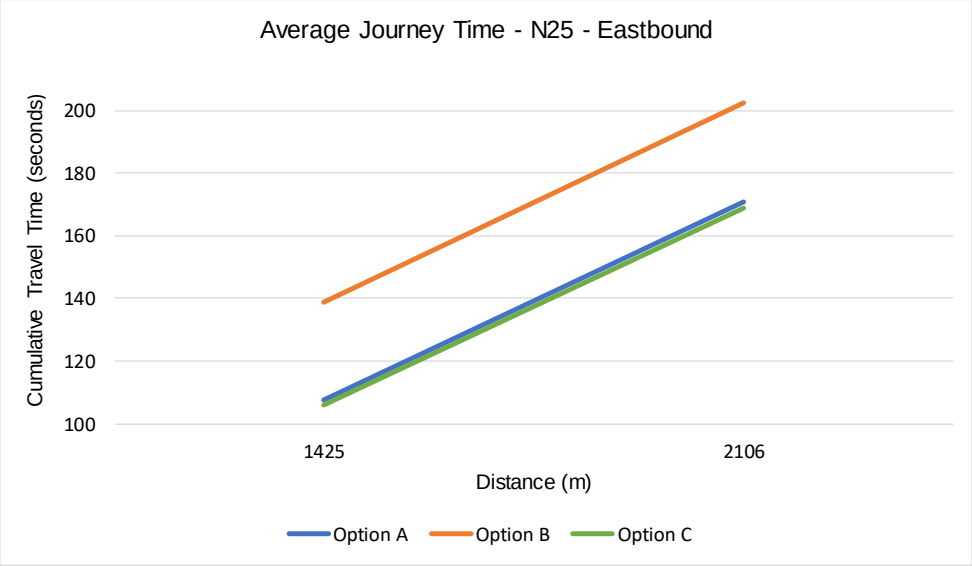


Figure 5.5: 2023 AM Peak Westbound Cumulative Journey Time Comparison

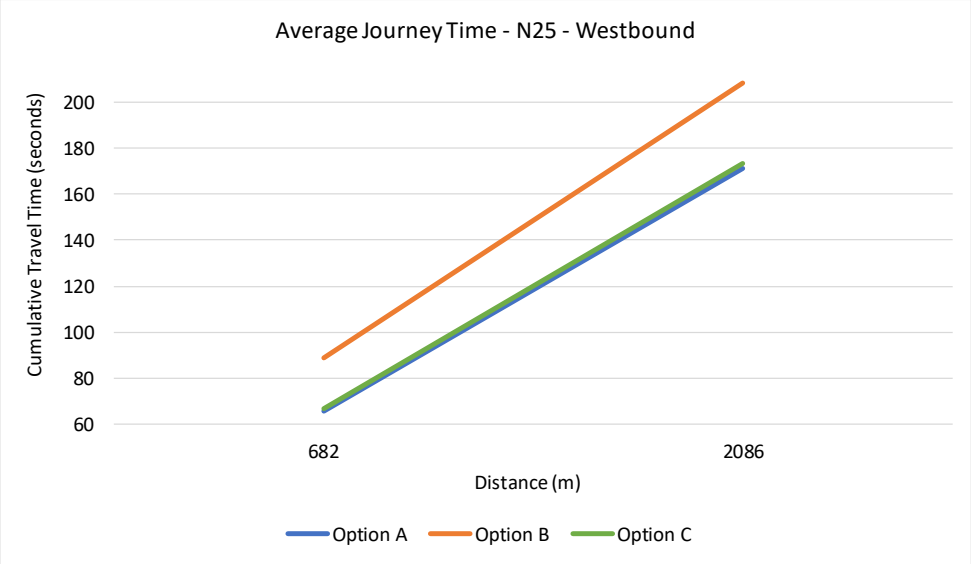


Figure 5.4 and Figure 5.5 shows that Option B is slower than Options A and C. This is due to the added signalised junction at the Marys Terrace/St Martins Road/N25 junction despite signal optimisation. This is due to the free-flowing nature of this junction in Options A and C, whereas Option B introduces delay at this location.

5.4.2 PM Peak

5.4.2.1 Network Performance

A comparison of the overall statistics for the network over the peak hour are shown in Table 5.4.

The shaded cells represent the optimal performance of the forecast scenarios of each metric.

Table 5.4: 2023 PM Peak Network Performance Comparison

Measure	Scenario		
	Option A	Option B	Option C
Remaining Vehicles in Network	25	28	26
Processed Vehicles	596	595	596
Total Distance Travelled (km)	1	1	1
Total Travel Time (h)	27	31	28
Total Network Delay (h)	1	5	1
Average Travel Time (mins)	2.6	3.0	2.7
Average Delay Time (mins)	0.1	0.4	0.1
Total Stopped Delay (h)	0	2	0
Average Stopped Delay (s)	0	14	0
Number of Stops	19	296	16
Average Number of Stops	0.0	0.5	0.0
Average Network Speed (kph)	46.9	41.1	48.0
Latent Demand (vehs)	0	0	0
Latent Delay (h)	0.0	0.0	0.0

Table 5.4 shows that Option A and C perform consistently better than Option B with a marginal difference between them. The average travel time is marginally better in Option A whereas the number of stops is lower in Option C. The main reason for this is the longer journey into the port in Option C, that allows port bound vehicles to pass through fewer junctions to get to the port.

5.4.2.2 Junction Performance

A comparison of the overall junction performance statistics for junctions within the network over the peak hour are shown in Table 5.5. The comparison of the full turning movements is provided in Appendix L, M and N.

Table 5.5: 2023 PM Peak Overall Junction Performance Comparison

Node	Description	Volume General Traffic (GT)			Avg Q Length (m)			Delay (s)			LOS		
		A	B	C	A	B	C	A	B	C	A	B	C
101	N25 / Churchtown	505	505	524	0	0	0	0	0	0	A	A	A
102	N25 / Ballyknockan	521	521	522	0	0	0	0	0	0	A	A	A
103	N25 / New Road / Development Roundabout	505	505	507	0	0	0	1	1	1	A	A	A
104	New Road / Roche Freight	27	28	145	0	0	0	0	0	0	A	A	A
105	New Road / Churchtown	23	23	61	0	0	0	0	0	2	A	A	A
106	Marys Terrace / Churchtown	56	56	55	0	0	0	0	1	1	A	A	A
107	Marys Terrace / Greenore Park	106	105	103	0	0	0	0	0	0	A	A	A
108	N25 / Marys Terrace / St Martins	509	381	392	0	5	0	1	30	1	A	C	A
109	Greenore Park T-Junction	56	55	54	0	0	0	0	0	0	A	A	A
110	Small Boat Harbour Access	42	42	135	0	0	0	0	0	0	A	A	A
111	Rosslare Harbour Entrance Roundabout	141	141	28	0	0	0	1	1	1	A	A	A
112	N25 / Roche Freight	496	496	498	0	0	0	0	0	0	A	A	A
113	N25 / Development Access	509	375	392	0	0	0	0	0	0	A	A	A
203	N25 / Link Road South	-	496	-	-	0	-	-	0	-	-	A	-
204	Link Road / N25 South	-	121	-	-	0	-	-	1	-	-	A	-
209	N25 / St Martins Terrace / Link Road	-	316	-	-	0	-	-	1	-	-	A	-
210	N25 / Link Road North	-	134	-	-	0	-	-	0	-	-	A	-
214	N25 / Link Road / Development Roundabout	-	173	-	-	0	-	-	1	-	-	A	-
307	Ballygerry Link Road / Churchtown	-	-	134	-	-	0	-	-	0	-	-	A
	NETWORK TOTALS	-	-	-	0.0	0.3	0.0	0.2	2.0	0.4	-	-	-

Table 5.5 shows that the results are consistent with the network performance in that overall all options perform largely the same with Option B performing slightly worse at the N25/Marys Terrace/St Martins Junction (108) with a Level of service of C.

5.4.2.3 Journey Time Comparison

A comparison of the cumulative journey times for the eastbound and westbound routes along the N25 routes are shown in Figure 5.6 and Figure 5.7 respectively.

Figure 5.6: 2023 PM Peak Eastbound Cumulative Journey Time Comparison

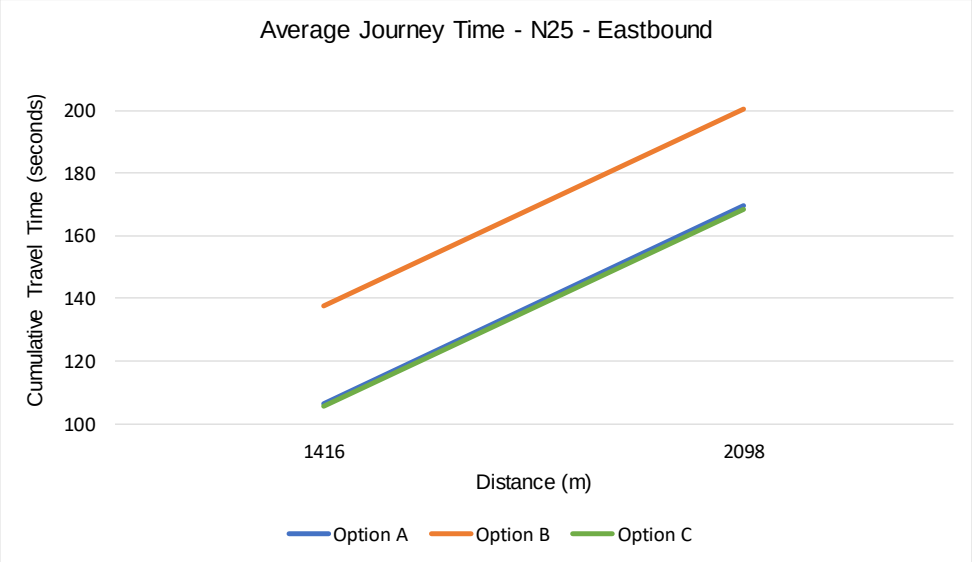


Figure 5.7: 2023 PM Peak Westbound Cumulative Journey Time Comparison

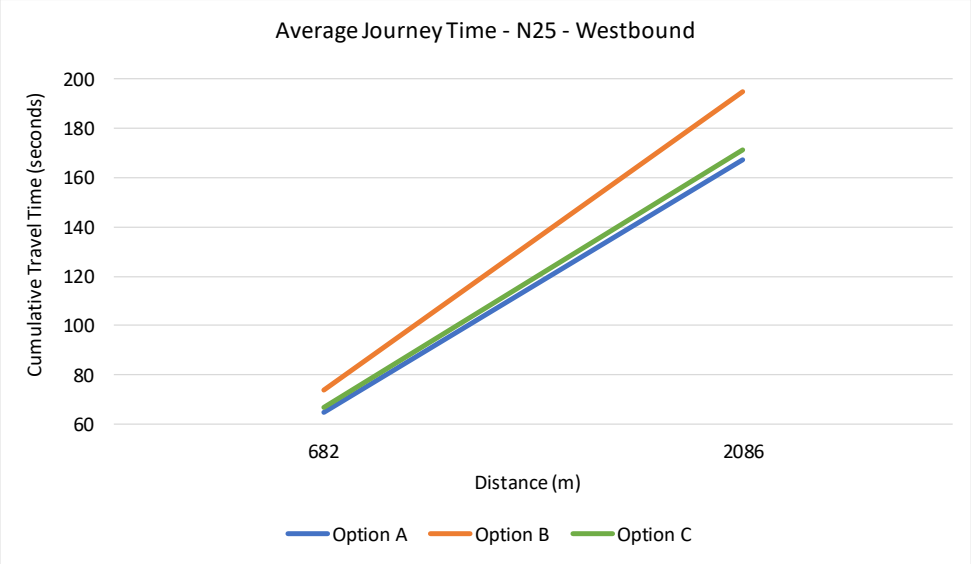


Figure 5.6 and Figure 5.7 shows that Option B is slower than Options A and C. This is due to the added signalised junction at the Marys Terrace/St Martins Road/N25 junction despite signal optimisation. This is due to the free-flowing nature of this junction in Options A and C, whereas Option B introduces delay at this location.

5.5 Design Year – 2038

5.5.1 AM Peak

5.5.1.1 Network Performance

A comparison of the overall statistics for the network over the peak hour are shown in Table 5.6.

Table 5.6: 2038 AM Peak Network Performance Comparison

Measure	Scenario		
	Option A	Option B	Option C
Remaining Vehicles in Network	27	30	28
Processed Vehicles	806	805	805
Total Distance Travelled (km)	2	2	2
Total Travel Time (h)	40	47	41
Total Network Delay (h)	2	8	2
Average Travel Time (mins)	2.9	3.4	3.0
Average Delay Time (mins)	0.1	0.6	0.2
Total Stopped Delay (h)	0	4	0
Average Stopped Delay (s)	0	19	0
Number of Stops	88	543	52
Average Number of Stops	0.1	0.7	0.1
Average Network Speed (kph)	45.5	39.5	47.8
Latent Demand (vehs)	0	0	0
Latent Delay (h)	0.0	0.0	0.0

Table 5.6 shows that Option A and C perform consistently better than Option B with a marginal difference between them. The average travel time is marginally better in Option A whereas the number of stops is lower in Option C. The main reason for this is the longer journey into the port in Option C, that allows port bound vehicles to pass through fewer junctions to get to the port.

5.5.1.2 Junction Performance

A comparison of the overall junction performance statistics for junctions within the network over the peak hour are shown in Table 5.7. The comparison of the full turning movements is provided in Appendices O, P and Q.

Table 5.7: 2038 AM Peak Overall Junction Performance Comparison

Node	Description	Volume General Traffic (GT)			Avg Q Length (m)			Delay (s)			LOS		
		A	B	C	A	B	C	A	B	C	A	B	C
101	N25 / Churchtown	688	684	735	0	0	0	0	1	1	A	A	A
102	N25 / Ballyknockan	698	695	718	0	0	0	0	0	0	A	A	A
103	N25 / New Road / Development Roundabout	669	668	688	0	0	0	2	3	2	A	A	A
104	New Road / Roche Freight	42	41	364	0	0	0	0	0	0	A	A	A
105	New Road / Churchtown	55	54	156	0	0	0	0	0	2	A	A	A
106	Marys Terrace / Churchtown	86	83	82	0	0	0	0	1	1	A	A	A
107	Marys Terrace / Greenore Park	98	98	97	0	0	0	0	0	0	A	A	A
108	N25 / Marys Terrace / St Martins	660	542	354	0	11	0	1	34	1	A	C	A
109	Greenore Park T-Junction	28	28	28	0	0	0	0	0	0	A	A	A
110	Small Boat Harbour Access	46	46	299	0	0	0	0	0	1	A	A	A
111	Rosslare Harbour Entrance Roundabout	340	341	39	0	0	0	2	2	1	A	A	A
112	N25 / Roche Freight	652	650	673	0	0	0	0	0	0	A	A	A
113	N25 / Development Access	665	537	361	0	0	0	0	0	0	A	A	A
203	N25 / Link Road South	-	646	-	-	0	-	-	0	-	-	A	-
204	Link Road / N25 South	-	111	-	-	0	-	-	1	-	-	A	-
209	N25 / St Martins Terrace / Link Road	-	295	-	-	0	-	-	1	-	-	A	-
210	N25 / Link Road North	-	314	-	-	0	-	-	1	-	-	A	-
214	N25 / Link Road / Development Roundabout	-	167	-	-	0	-	-	1	-	-	A	-
307	Ballygerry Link Road / Churchtown	-	-	298	-	-	0	-	-	0	-	-	A
	NETWORK TOTALS	-	-	-	0.0	0.6	0.0	0.4	2.5	0.6	-	-	-

Table 5.7 shows that the results are consistent with the network performance in that overall all options perform largely the same with Option B performing slightly worse at the N25/Marys Terrace/St Martins Junction (108) with a Level of Service of C.

5.5.1.3 Journey Time Comparison

A comparison of the cumulative journey times for the eastbound and westbound routes along the N25 routes are shown in Figure 5.8 and Figure 5.9 respectively.

Figure 5.8: 2038 AM Peak Eastbound Cumulative Journey Time Comparison

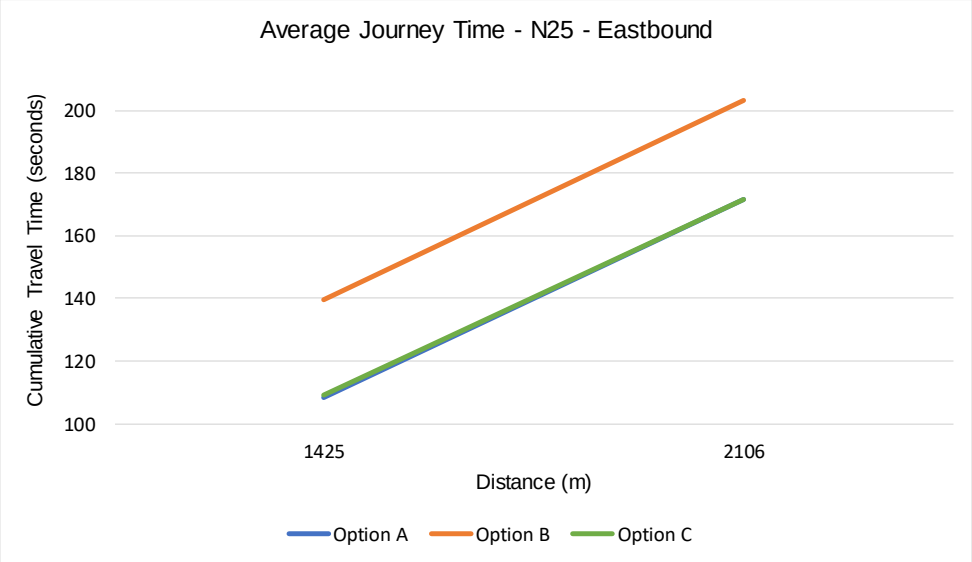


Figure 5.9: 2038 AM Peak Westbound Cumulative Journey Time Comparison

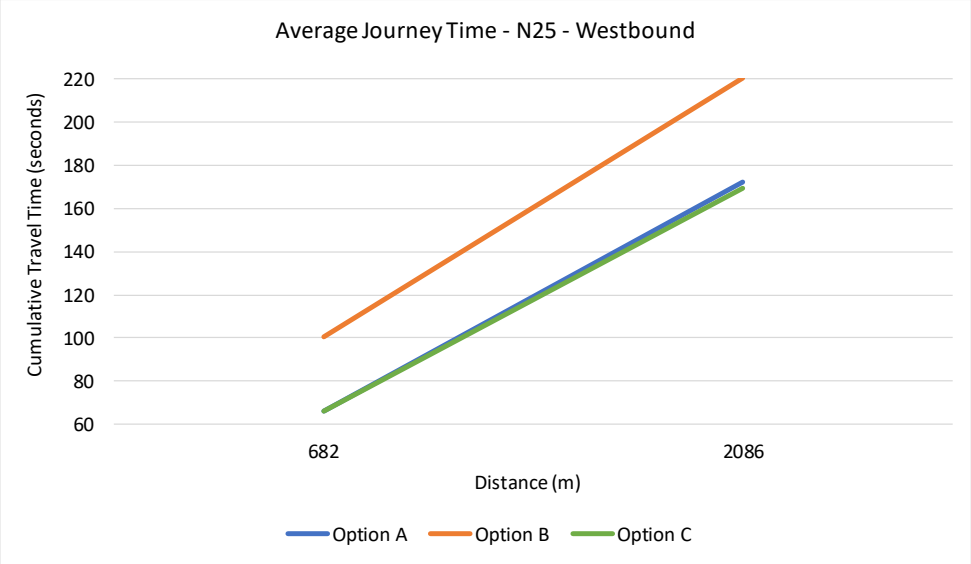


Figure 5.8 and Figure 5.9 shows that Option B is slower than Options A and C. This is due to the added signalised junction at the Marys Terrace/St Martins Road/N25 junction despite signal optimisation. This is due to the free-flowing nature of this junction in Options A and C, whereas Option B introduces delay at this location.

5.5.2 PM Peak

5.5.2.1 Network Performance

A comparison of the overall statistics for the network over the peak hour are shown in Table 5.8.

Table 5.8: 2038 PM Peak Network Performance Comparison

Measure	Scenario		
	Option A	Option B	Option C
Remaining Vehicles in Network	30	32	30
Processed Vehicles	651	653	653
Total Distance Travelled (km)	1	1	1
Total Travel Time (h)	30	34	31
Total Network Delay (h)	1	5	1
Average Travel Time (mins)	2.6	3.0	2.7
Average Delay Time (mins)	0.1	0.5	0.1
Total Stopped Delay (h)	0	3	0
Average Stopped Delay (s)	0	14	0
Number of Stops	28	335	22
Average Number of Stops	0.0	0.5	0.0
Average Network Speed (kph)	46.7	41.0	48.0
Latent Demand (vehs)	0	0	0
Latent Delay (h)	0.0	0.0	0.0

Table 5.8 shows that Option A and C perform consistently better than Option B with a marginal difference between them. The average travel time is marginally better in Option A whereas the number of stops is lower in Option C. The main reason for this is the longer journey into the port in Option C, that allows port bound vehicles to pass through fewer junctions to get to the port.

5.5.2.2 Junction Performance

A comparison of the overall junction performance statistics for junctions within the network over the peak hour are shown in Table 5.9. The comparison of the full turning movements is provided in Appendices O, P and Q.

Table 5.9: 2038 PM Peak Overall Junction Performance Comparison

Node	Description	Volume General Traffic (GT)			Avg Q Length (m)			Delay (s)			LOS		
		A	B	C	A	B	C	A	B	C	A	B	C
101	N25 / Churchtown	557	555	581	0	0	0	0	0	0	A	A	A
102	N25 / Ballyknockan	573	572	575	0	0	0	0	0	0	A	A	A
103	N25 / New Road / Development Roundabout	556	555	555	0	0	0	1	2	1	A	A	A
104	New Road / Roche Freight	28	28	170	0	0	0	0	0	0	A	A	A
105	New Road / Churchtown	22	22	71	0	0	0	0	0	2	A	A	A
106	Marys Terrace / Churchtown	59	59	57	0	0	0	1	1	1	A	A	A
107	Marys Terrace / Greenore Park	113	113	110	0	0	0	0	0	0	A	A	A
108	N25 / Marys Terrace / St Martins	559	423	416	0	6	0	1	31	1	A	C	A
109	Greenore Park T-Junction	61	61	60	0	0	0	0	0	0	A	A	A
110	Small Boat Harbour Access	45	46	158	0	0	0	0	0	0	A	A	A
111	Rosslare Harbour Entrance Roundabout	168	169	32	0	0	0	1	1	1	A	A	A
112	N25 / Roche Freight	544	542	546	0	0	0	0	0	0	A	A	A
113	N25 / Development Access	558	417	416	0	0	0	0	0	0	A	A	A
203	N25 / Link Road South	-	543	-	-	0	-	-	0	-	-	A	-
204	Link Road / N25 South	-	125	-	-	0	-	-	1	-	-	A	-
209	N25 / St Martins Terrace / Link Road	-	338	-	-	0	-	-	1	-	-	A	-
210	N25 / Link Road North	-	159	-	-	0	-	-	0	-	-	A	-
214	N25 / Link Road / Development Roundabout	-	182	-	-	0	-	-	1	-	-	A	-
307	Ballygerry Link Road / Churchtown	-	-	158	-	-	0	-	-	0	-	-	A
	NETWORK TOTALS	-	-	-	0.0	0.3	0.0	0.3	2.1	0.4	-	-	-

Table 5.9 shows that the results are consistent with the network performance in that overall all options perform largely the same with Option B performing slightly worse at the N25/Marys Terrace/St Martins Junction (108) with a Level of Service of C.

5.5.2.3 Journey Time Comparison

A comparison of the cumulative journey times for the eastbound and westbound routes along the N25 routes are shown in Figure 5.10 and Figure 5.11 respectively.

Figure 5.10: 2038 PM Peak Eastbound Cumulative Journey Time Comparison

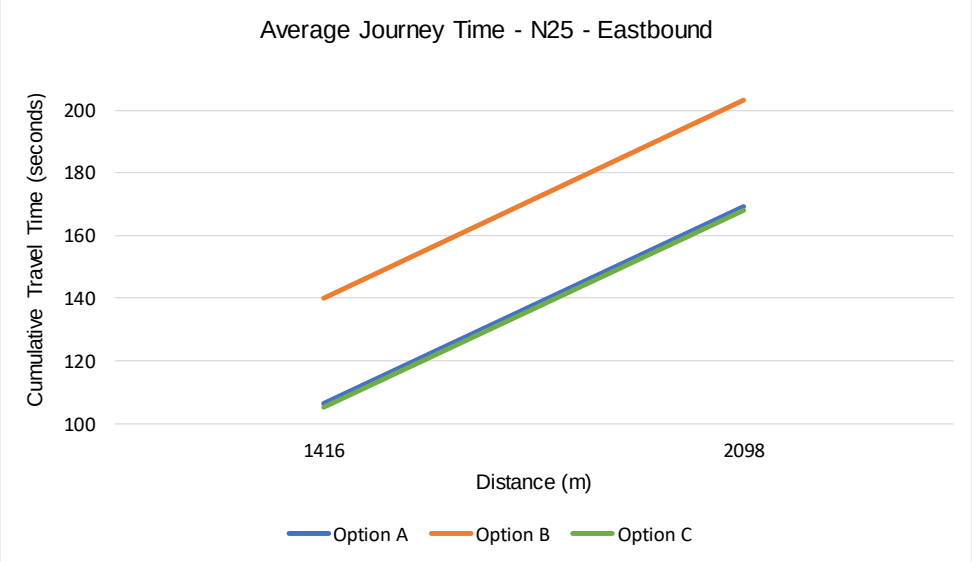


Figure 5.11: 2038 PM Peak Westbound Cumulative Journey Time Comparison

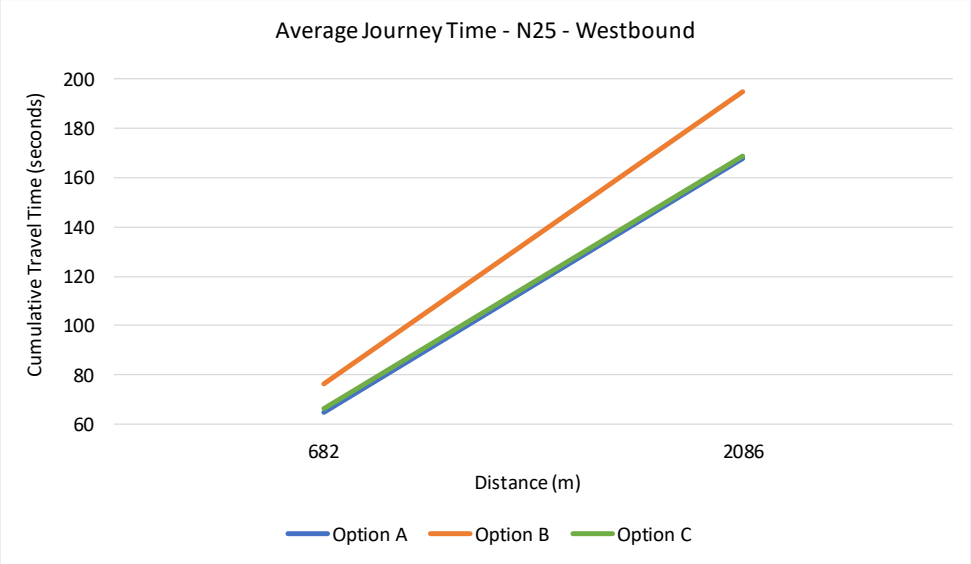


Figure 5.10 and Figure 5.11 shows that Option B is slower than Options A and C. This is due to the added signalised junction at the Marys Terrace/St Martins Road/N25 junction despite signal optimisation. This is due to the free-flowing nature of this junction in Options A and C, whereas Option B introduces delay at this location.

5.6 Forecast Year – 2053

5.6.1 AM Peak

5.6.1.1 Network Performance

A comparison of the overall statistics for the network over the peak hour are shown in Table 5.10.

Table 5.10: 2053 AM Peak Network Performance Comparison

Measure	Scenario		
	Option A	Option B	Option C
Remaining Vehicles in Network	29	31	29
Processed Vehicles	853	853	854
Total Distance Travelled (km)	2	2	2
Total Travel Time (h)	43	50	44
Total Network Delay (h)	2	9	2
Average Travel Time (mins)	2.9	3.4	3.0
Average Delay Time (mins)	0.2	0.6	0.2
Total Stopped Delay (h)	0	5	0
Average Stopped Delay (s)	0	21	0
Number of Stops	110	642	73
Average Number of Stops	0.1	0.7	0.1
Average Network Speed (kph)	45.3	38.8	47.7
Latent Demand (vehs)	0	0	0
Latent Delay (h)	0.0	0.0	0.0

Table 5.10 shows that Option A and C perform consistently better than Option B with a marginal difference between them. The average travel time is marginally better in Option A whereas the

number of stops is lower in Option C. The main reason for this is the longer journey into the port in Option C, that allows port bound vehicles to pass through fewer junctions to get to the port.

5.6.1.2 Junction Performance

A comparison of the overall junction performance statistics for junctions within the network over the peak hour are shown in Table 5.11. The comparison of the full turning movements is provided in Appendices R, S and T.

Table 5.11: 2053 AM Peak Overall Junction Performance Comparison

Node	Description	Volume General Traffic (GT)			Avg Q Length (m)			Delay (s)			LOS		
		A	B	C	A	B	C	A	B	C	A	B	C
101	N25 / Churchtown	722	721	776	0	0	0	1	1	1	A	A	A
102	N25 / Ballyknockan	734	732	756	0	0	0	0	0	0	A	A	A
103	N25 / New Road / Development Roundabout	701	701	724	0	0	0	2	3	2	A	A	A
104	New Road / Roche Freight	51	51	397	0	0	0	0	0	0	A	A	A
105	New Road / Churchtown	56	55	165	0	0	0	0	0	2	A	A	A
106	Marys Terrace / Churchtown	88	88	85	0	0	0	0	1	1	A	A	A
107	Marys Terrace / Greenore Park	103	102	99	0	0	0	0	0	0	A	A	A
108	N25 / Marys Terrace / St Martins	688	570	362	0	14	0	2	35	1	A	C	A
109	Greenore Park T-Junction	29	29	29	0	0	0	0	0	0	A	A	A
110	Small Boat Harbour Access	50	50	321	0	0	0	0	0	1	A	A	A
111	Rosslare Harbour Entrance Roundabout	368	368	46	0	0	0	2	2	1	A	A	A
112	N25 / Roche Freight	686	685	709	0	0	0	0	0	0	A	A	A
113	N25 / Development Access	692	561	369	0	0	0	0	0	0	A	A	A
203	N25 / Link Road South	-	674	-	-	0	-	-	0	-	-	A	-
204	Link Road / N25 South	-	115	-	-	0	-	-	2	-	-	A	-
209	N25 / St Martins Terrace / Link Road	-	303	-	-	0	-	-	1	-	-	A	-
210	N25 / Link Road North	-	336	-	-	1	-	-	4	-	-	A	-
214	N25 / Link Road / Development Roundabout	-	173	-	-	0	-	-	1	-	-	A	-
307	Ballygerry Link Road / Churchtown	-	-	321	-	-	0	-	-	0	-	-	A
	NETWORK TOTALS	-	-	-	0.0	0.8	0.0	0.5	2.8	0.6	-	-	-

Table 5.11 shows that the results are consistent with the network performance in that overall all options perform largely the same with Option B performing slightly worse at the N25/Marys Terrace/St Martins Junction (108) with a Level of service of C.

5.6.1.3 Journey Time Comparison

A comparison of the cumulative journey times for the eastbound and westbound routes along the N25 routes are shown in Figure 5.12 and Figure 5.13 respectively.

Figure 5.12: 2053 AM Peak Eastbound Cumulative Journey Time Comparison

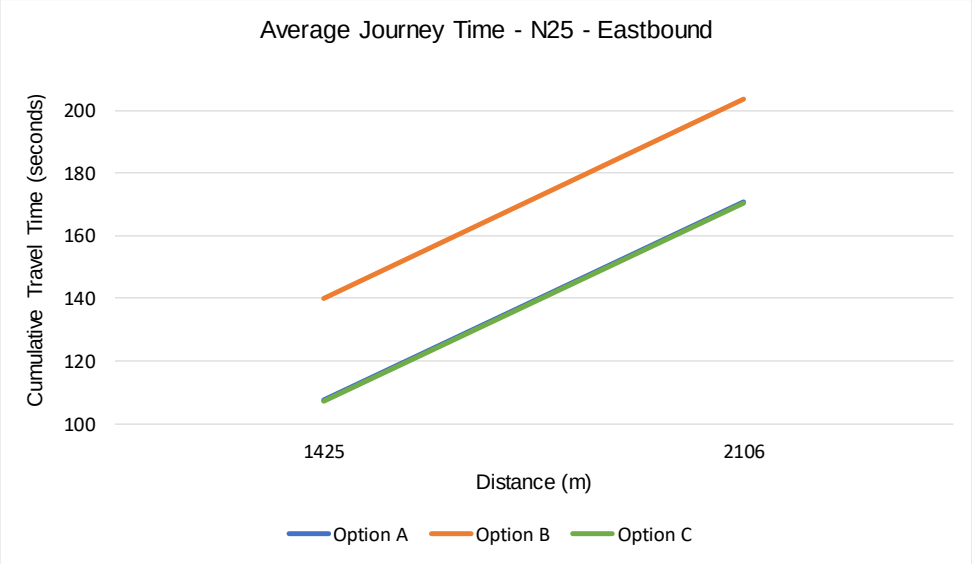


Figure 5.13: 2053 AM Peak Westbound Cumulative Journey Time Comparison

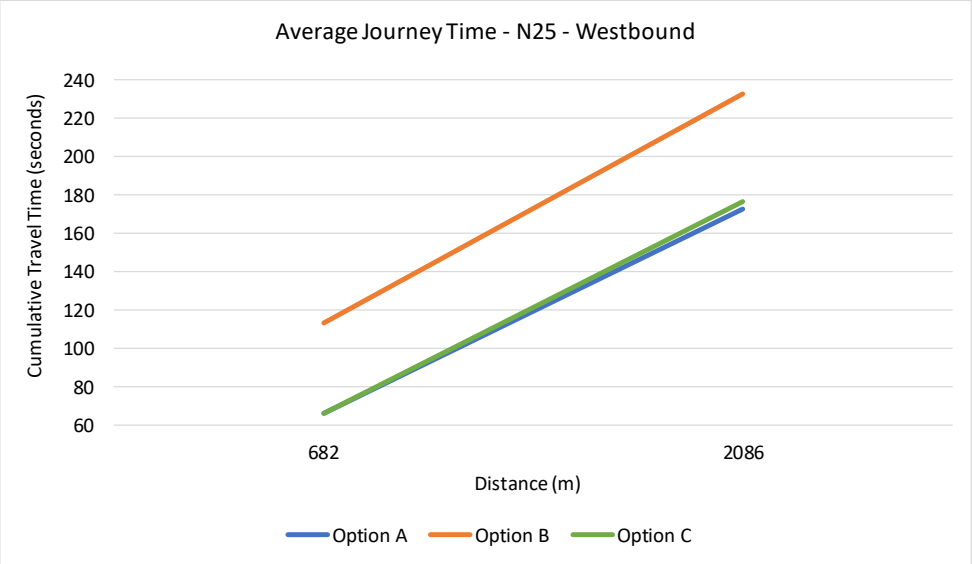


Figure 5.12 and Figure 5.13 shows that Option B is slower than Options A and C. This is due to the added signalised junction at the Marys Terrace/St Martins Road/N25 junction despite signal optimisation. This is due to the free-flowing nature of this junction in Options A and C, whereas Option B introduces delay at this location.

5.6.2 PM Peak

5.6.2.1 Network Performance

A comparison of the overall statistics for the network over the peak hour are shown in Table 5.12.

Table 5.12: 2053 PM Peak Network Performance Comparison

Measure	Scenario		
	Option A	Option B	Option C
Remaining Vehicles in Network	30	33	31
Processed Vehicles	693	694	693
Total Distance Travelled (km)	1	1	2
Total Travel Time (h)	32	37	33
Total Network Delay (h)	1	6	2
Average Travel Time (mins)	2.6	3.0	2.7
Average Delay Time (mins)	0.1	0.5	0.1
Total Stopped Delay (h)	0	3	0
Average Stopped Delay (s)	0	14	0
Number of Stops	33	360	26
Average Number of Stops	0.0	0.5	0.0
Average Network Speed (kph)	46.6	40.9	48.0
Latent Demand (vehs)	0	0	0
Latent Delay (h)	0.0	0.0	0.0

Table 5.12 shows that Option A and C perform consistently better than Option B with a marginal difference between them. The average travel time is marginally better in Option A whereas the number of stops is lower in Option C. The main reason for this is the longer journey into the port in Option C, that allows port bound vehicles to pass through fewer junctions to get to the port.

5.6.2.2 Junction Performance

A comparison of the overall junction performance statistics for junctions within the network over the peak hour are shown in Table 5.13. The comparison of the full turning movements is provided in Appendices R, S and T.

Table 5.13: 2053 PM Peak Overall Junction Performance Comparison

Node	Description	Volume General Traffic (GT)			Avg Q Length (m)			Delay (s)			LOS		
		A	B	C	A	B	C	A	B	C	A	B	C
101	N25 / Churchtown	586	585	613	0	0	0	0	0	0	A	A	A
102	N25 / Ballyknockan	604	604	604	0	0	0	0	0	0	A	A	A
103	N25 / New Road / Development Roundabout	583	582	583	0	0	0	1	2	2	A	A	A
104	New Road / Roche Freight	33	33	193	0	0	0	0	0	0	A	A	A
105	New Road / Churchtown	21	21	79	0	0	0	0	0	2	A	A	A
106	Marys Terrace / Churchtown	61	62	61	0	0	0	1	1	1	A	A	A
107	Marys Terrace / Greenore Park	115	116	112	0	0	0	0	0	0	A	A	A
108	N25 / Marys Terrace / St Martins	585	451	425	0	6	0	1	31	1	A	C	A
109	Greenore Park T-Junction	61	60	59	0	0	0	0	0	0	A	A	A
110	Small Boat Harbour Access	47	47	174	0	0	0	0	0	1	A	A	A
111	Rosslare Harbour Entrance Roundabout	195	196	39	0	0	0	1	1	1	A	A	A
112	N25 / Roche Freight	572	572	572	0	0	0	0	0	0	A	A	A
113	N25 / Development Access	583	442	425	0	0	0	0	0	0	A	A	A
203	N25 / Link Road South	-	568	-	-	0	-	-	0	-	-	A	-
204	Link Road / N25 South	-	126	-	-	0	-	-	1	-	-	A	-
209	N25 / St Martins Terrace / Link Road	-	344	-	-	0	-	-	1	-	-	A	-
210	N25 / Link Road North	-	181	-	-	0	-	-	0	-	-	A	-
214	N25 / Link Road / Development Roundabout	-	183	-	-	0	-	-	1	-	-	A	-
307	Ballygerry Link Road / Churchtown	-	-	175	-	-	0	-	-	0	-	-	A
	NETWORK TOTALS	-	-	-	0.0	0.3	0.0	0.3	2.1	0.6	-	-	-

Table 5.13 shows that the results are consistent with the network performance in that overall all options perform largely the same with Option B performing slightly worse at the N25/Marys Terrace/St Martins Junction (108) with a Level of Service of C.

5.6.2.3 Journey Time Comparison

A comparison of the cumulative journey times for the eastbound and westbound routes along the N25 routes are shown in Figure 5.14 and Figure 5.15 respectively.

Figure 5.14: 2053 PM Peak Eastbound Cumulative Journey Time Comparison

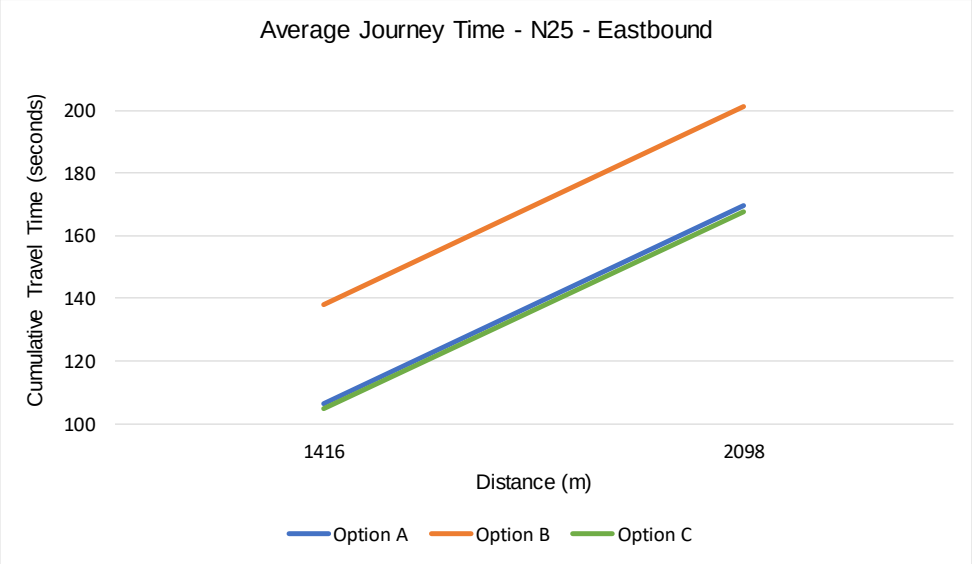


Figure 5.15: 2053 PM Peak Westbound Cumulative Journey Time Comparison

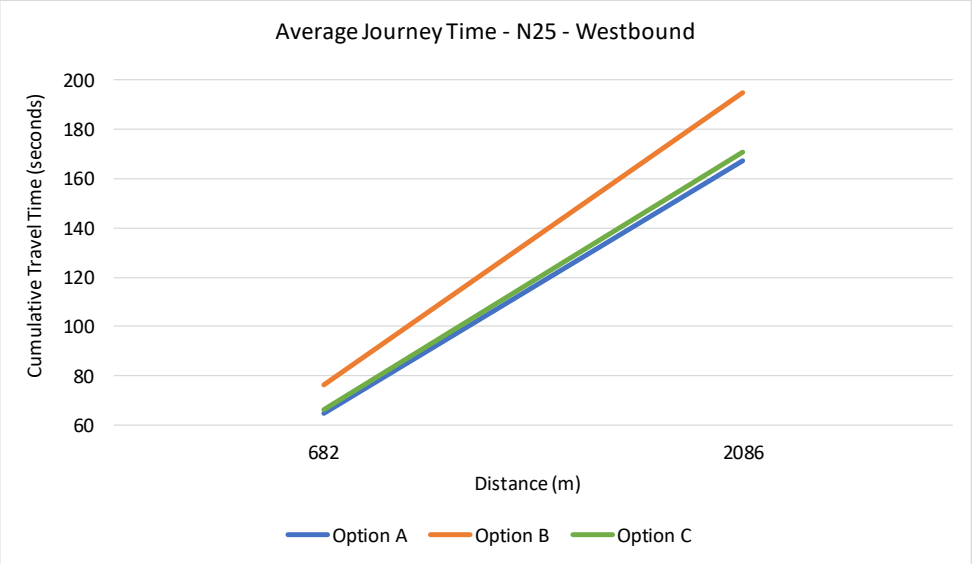


Figure 5.14 and Figure 5.15 shows that Option B is slower than Options A and C. This is due to the added signalised junction at the Marys Terrace/St Martins Road/N25 junction despite signal optimisation. This is due to the free-flowing nature of this junction in Options A and C, whereas Option B introduces delay at this location.

6 Summary and Conclusions

A traffic model has been developed in accordance with the requirements of TII PAG Unit 12 - Minor Projects, and Unit 5 - Transport Models. A microsimulation model using PTV VISSIM software was identified as the most appropriate model choice for use in Phase 2 and subsequent phases of the project.

The base model has been developed using Ordnance Survey (OS) drawings provided by Rosslare Harbour. Bing Maps is integrated into VISSIM 2020 and has been used to sense check supplied drawings. Therefore, the drawings have been used as the definitive location with the alignment to Bing Maps updated at a local level to assist with the model coding. VISSIM 2020 was used to develop the model.

The model was built using traffic counts from surveys undertaken in March 2016. Analysis of survey data allowed us to select the peak AM and PM periods (08:45-09:45 and 16:30-17:30). The model has been calibrated against these observed turning movement counts and validated against journey times along the N25.

The model has been validated against journey time data for sections in each direction on the N25 in accordance with PAG. In the base year the model was simulated and was validated fully with all criteria being met closely. In both base model peak periods no areas of congestion or significant delay were noted.

The forecast models are based on the calibrated and validated base models and developed for the design years 2023 (Opening Year), 2038 (Opening Year + 15 Years) and 2053 (Opening Year + 30 Years). For each of these years three options were tested:

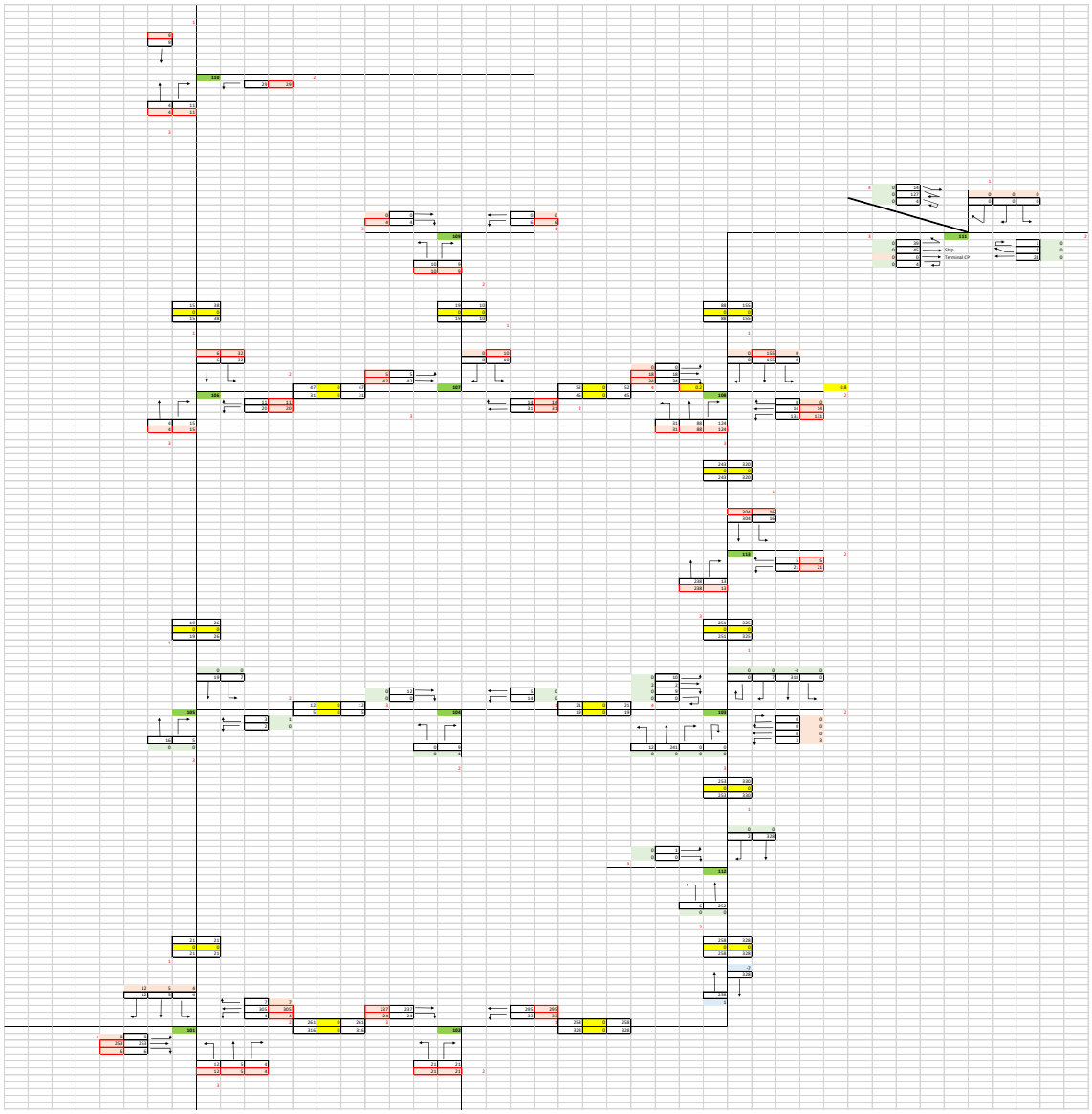
- Option A - Base model with the Ballygillane Roundabout
- Option B - Option A with a parallel link road north of the Ballygillane Roundabout
- Option C - Option A with a new road to provide access route to Rosslare Europort that links to the West end of the existing Ballygerry link road

The future year option testing resulted in consistent results for all design years. All options performed well and met an acceptable standard, however they clearly showed that Option B performed the worst with longer journey times and more stops due to the signalised junction at N25/Marys Terrace/St Martins Junction. The results for both Option A and C are very similar with Option A performing slightly better overall. However, Option C does result in fewer stops, separating port demand from local access roads for Rosslare Harbour village.

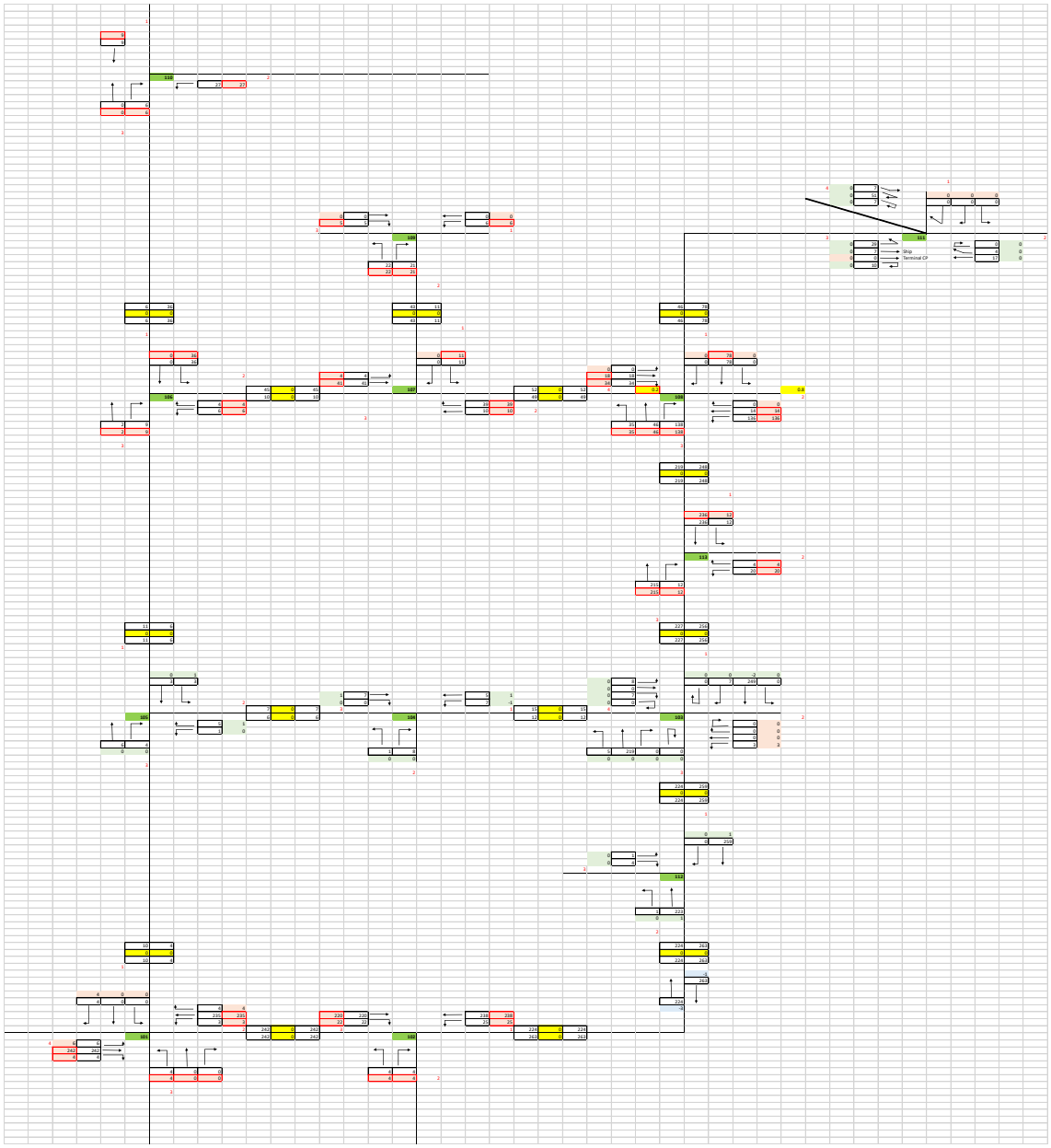
Appendices

A. Observed Balanced Traffic Flows Base

AM Peak

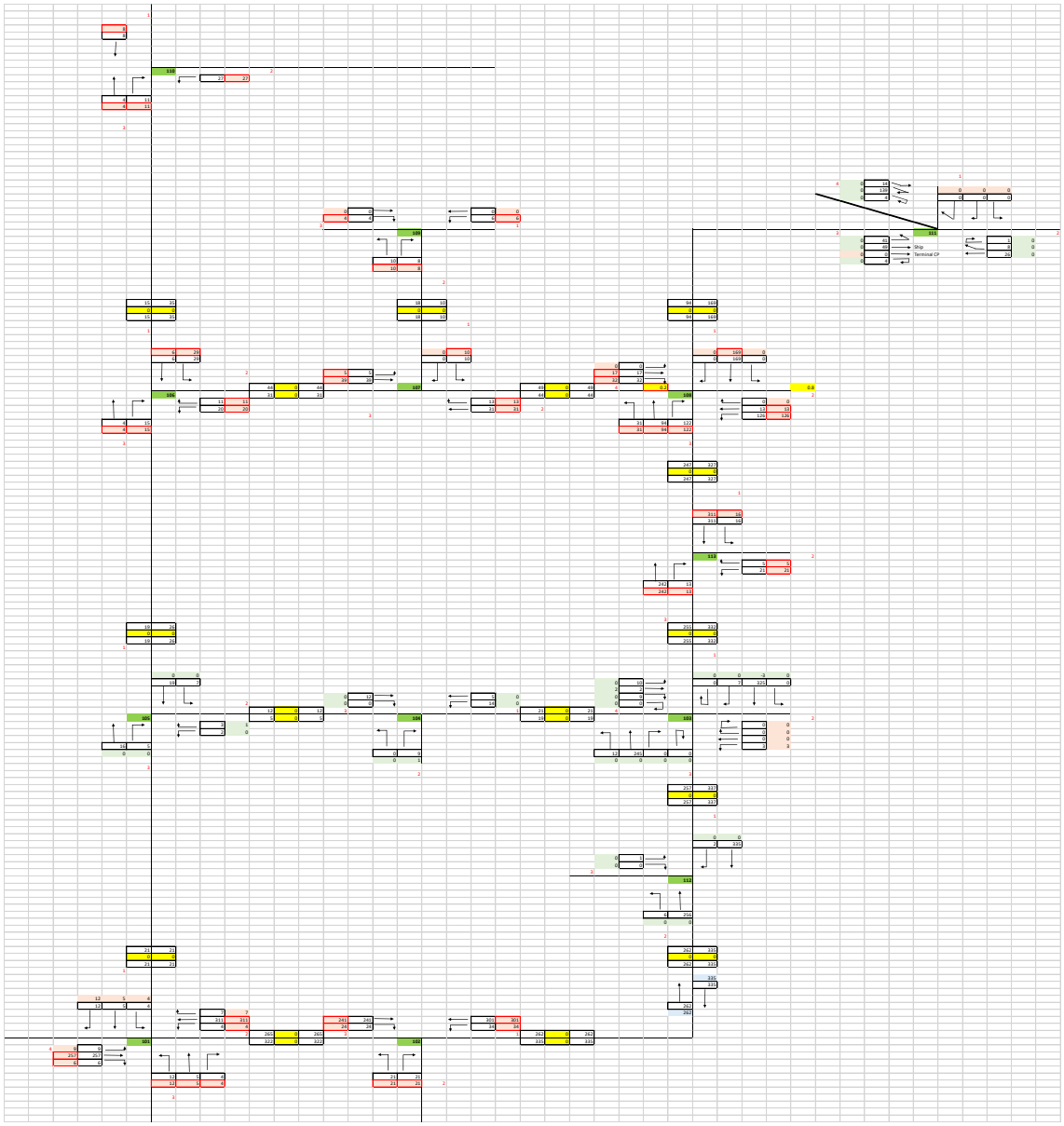


PM Peak

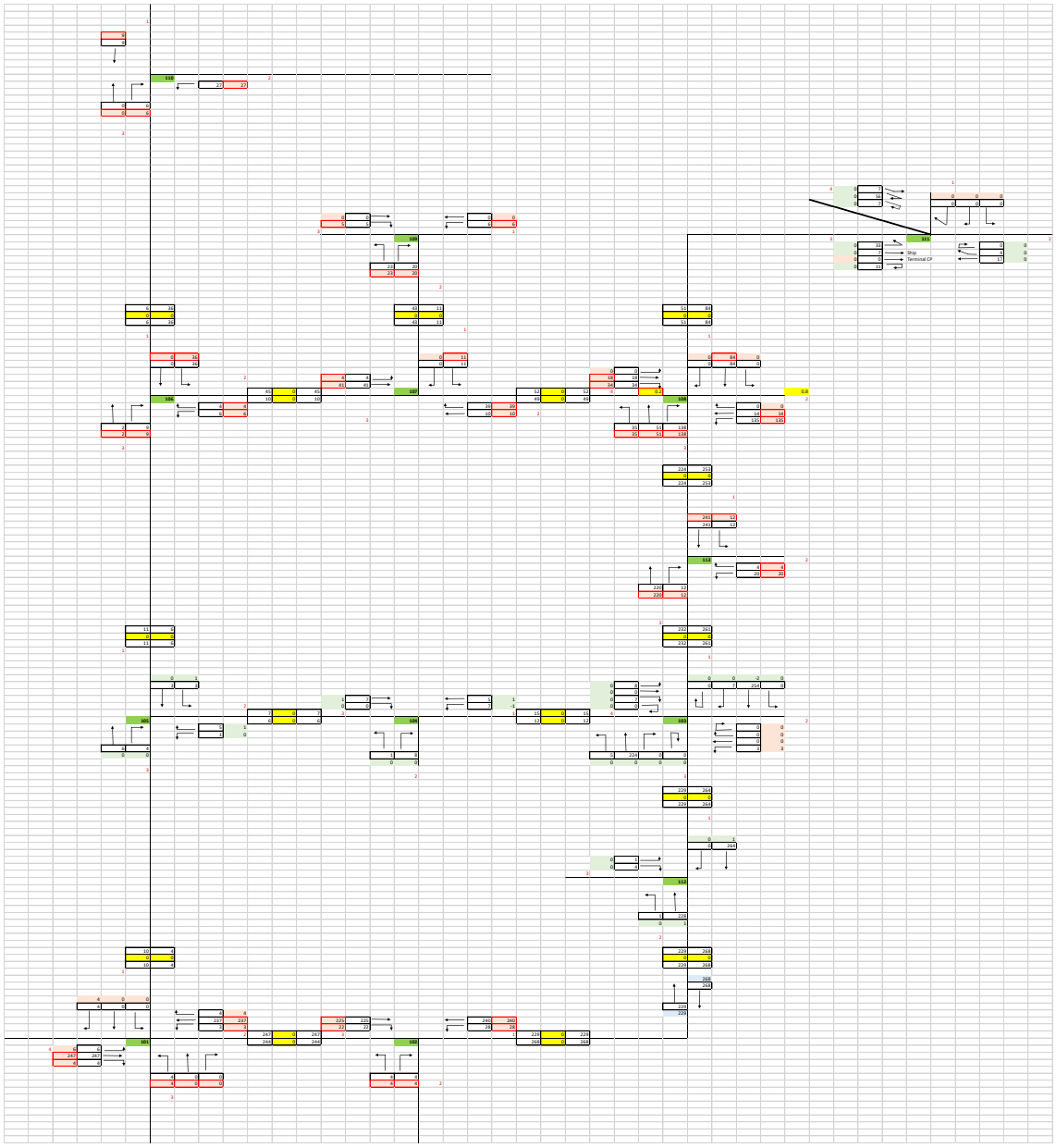


B. Observed Balanced Traffic Flows – 2023 Option A

AM Peak

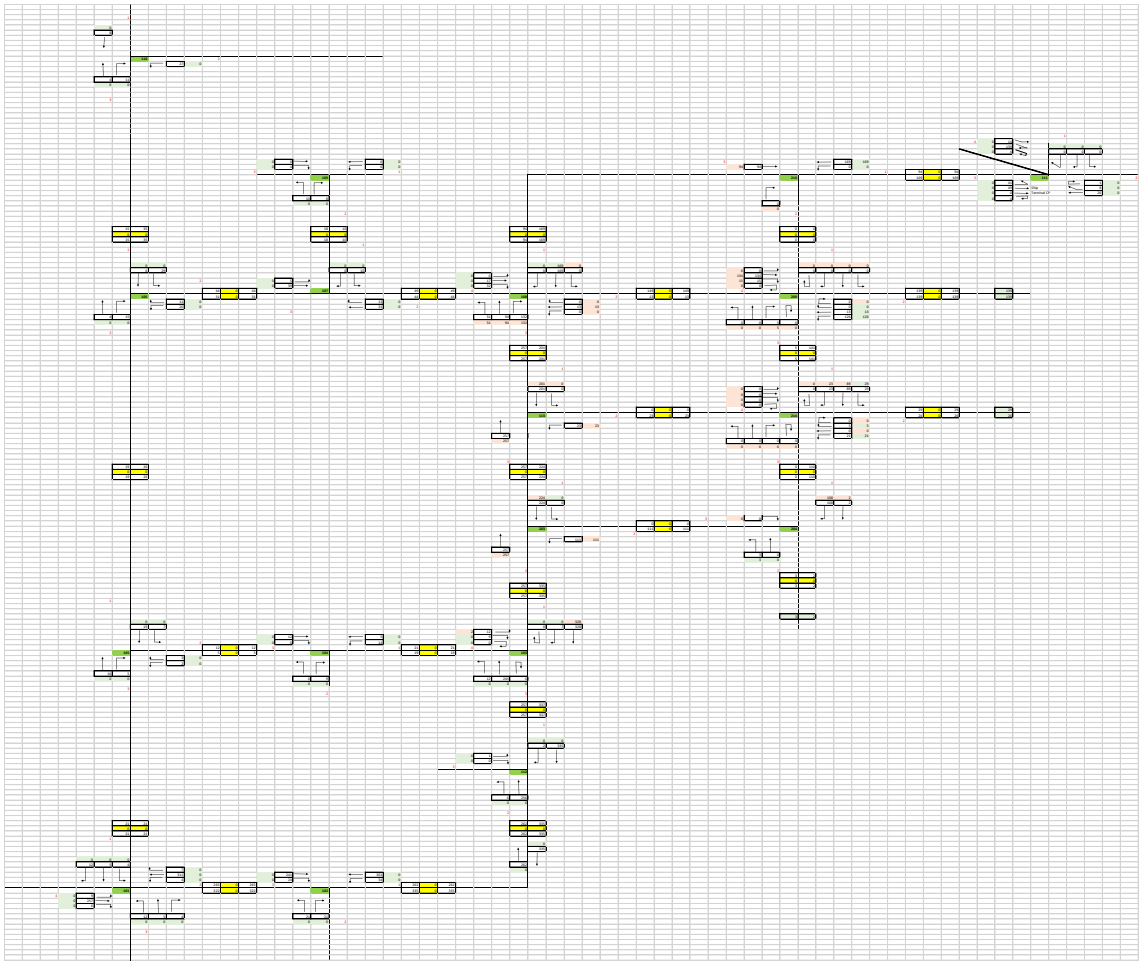


PM Peak

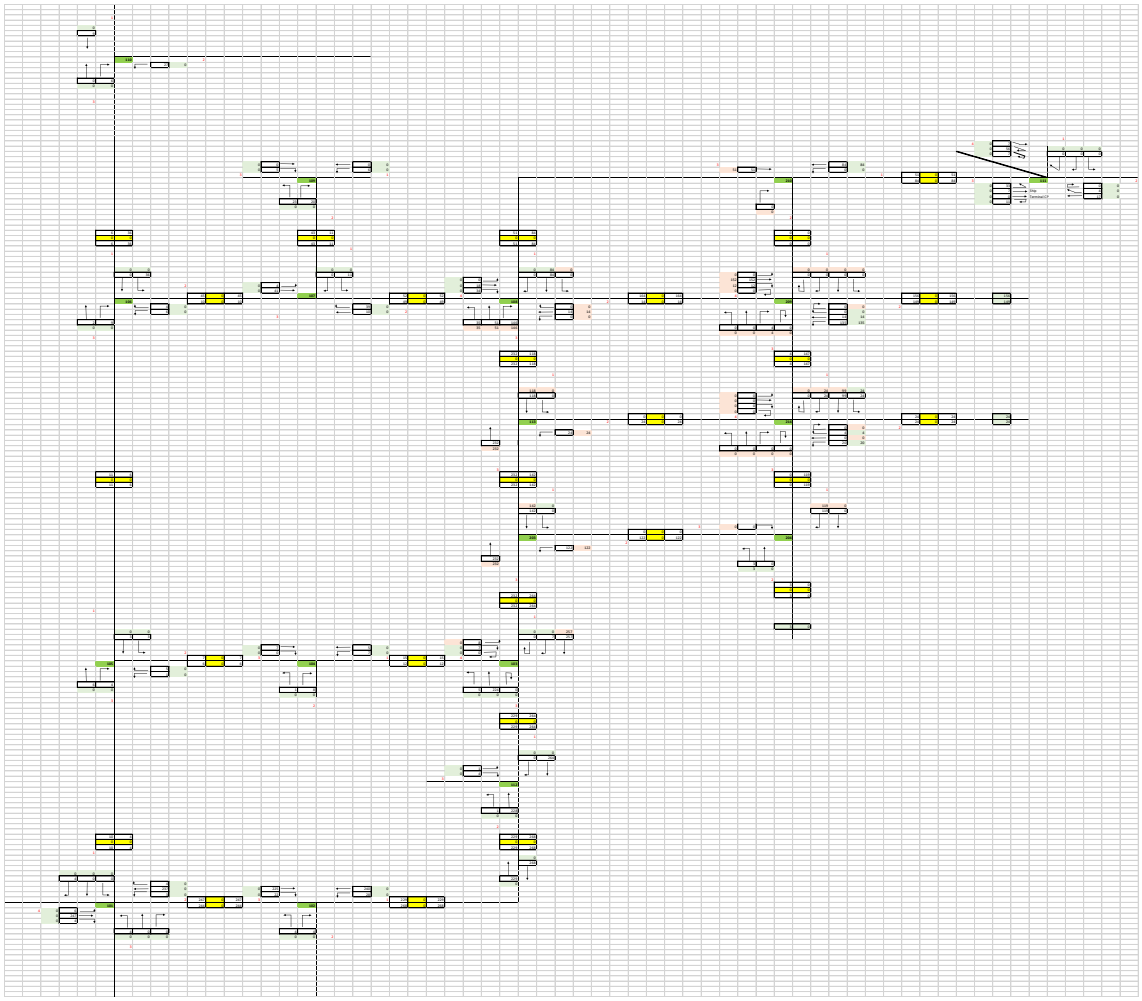


C. Observed Balanced Traffic Flows – 2023 Option B

AM Peak

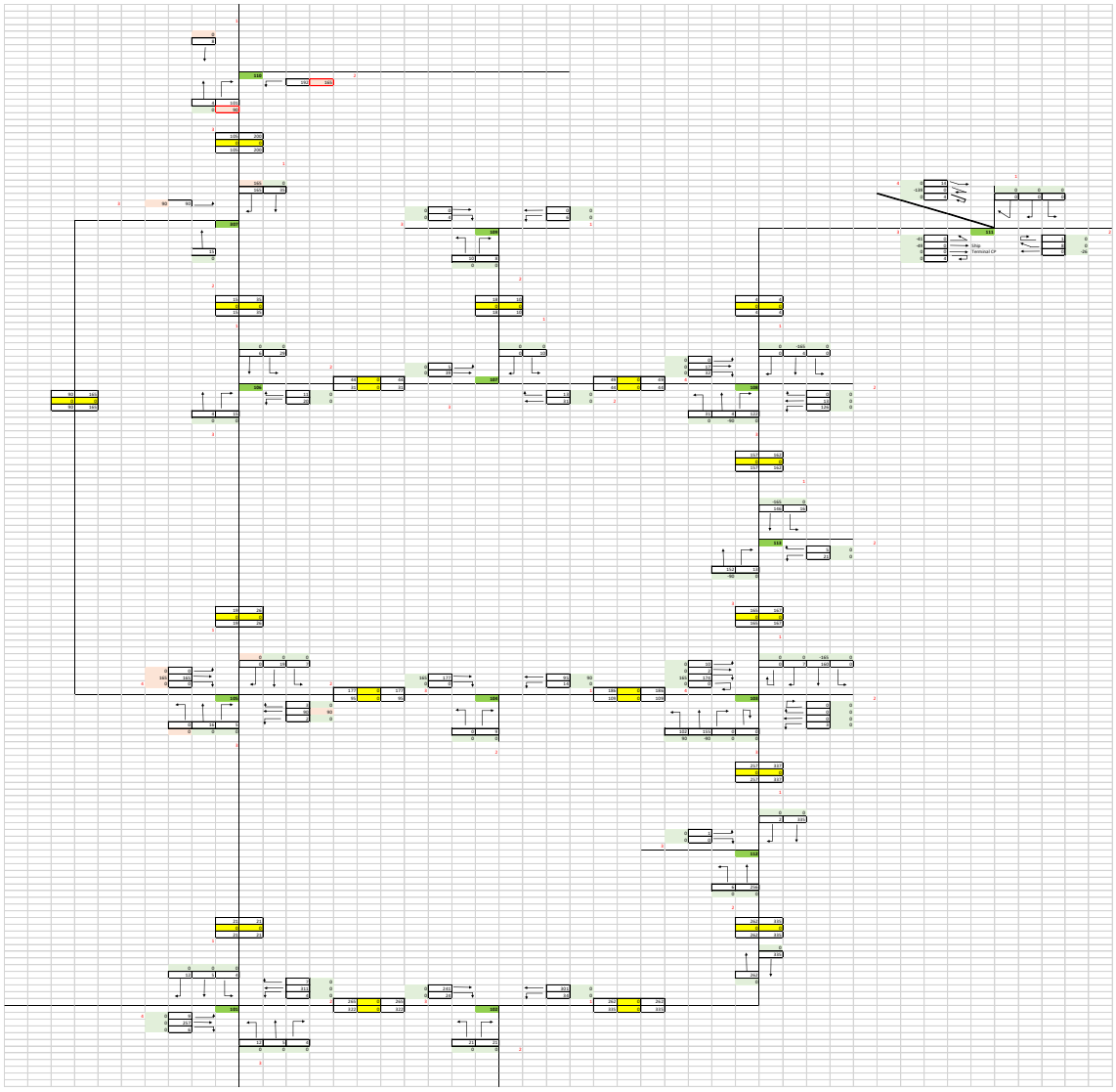


PM Peak

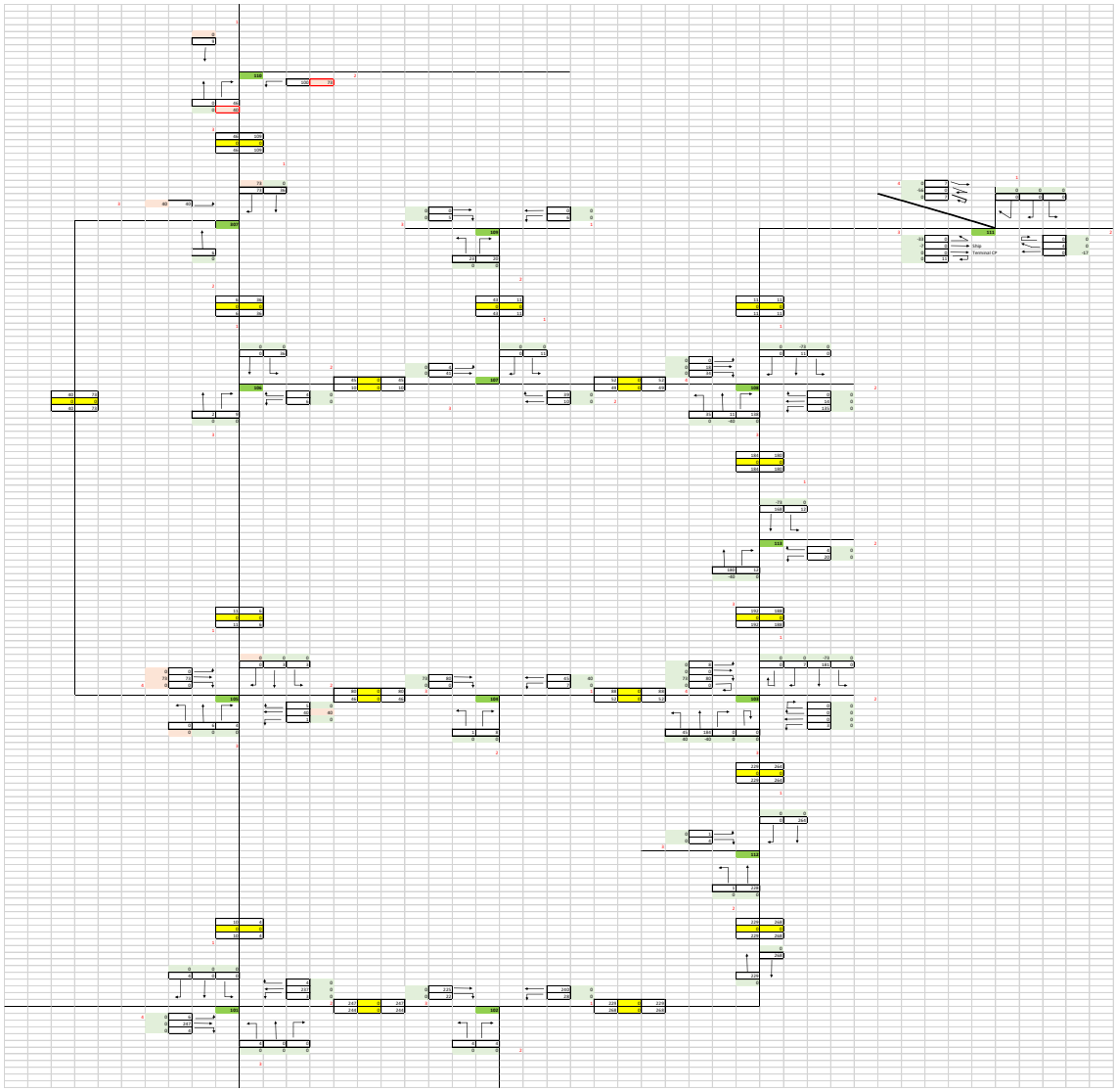


D. Observed Balanced Traffic Flows – 2023 Option C

AM Peak

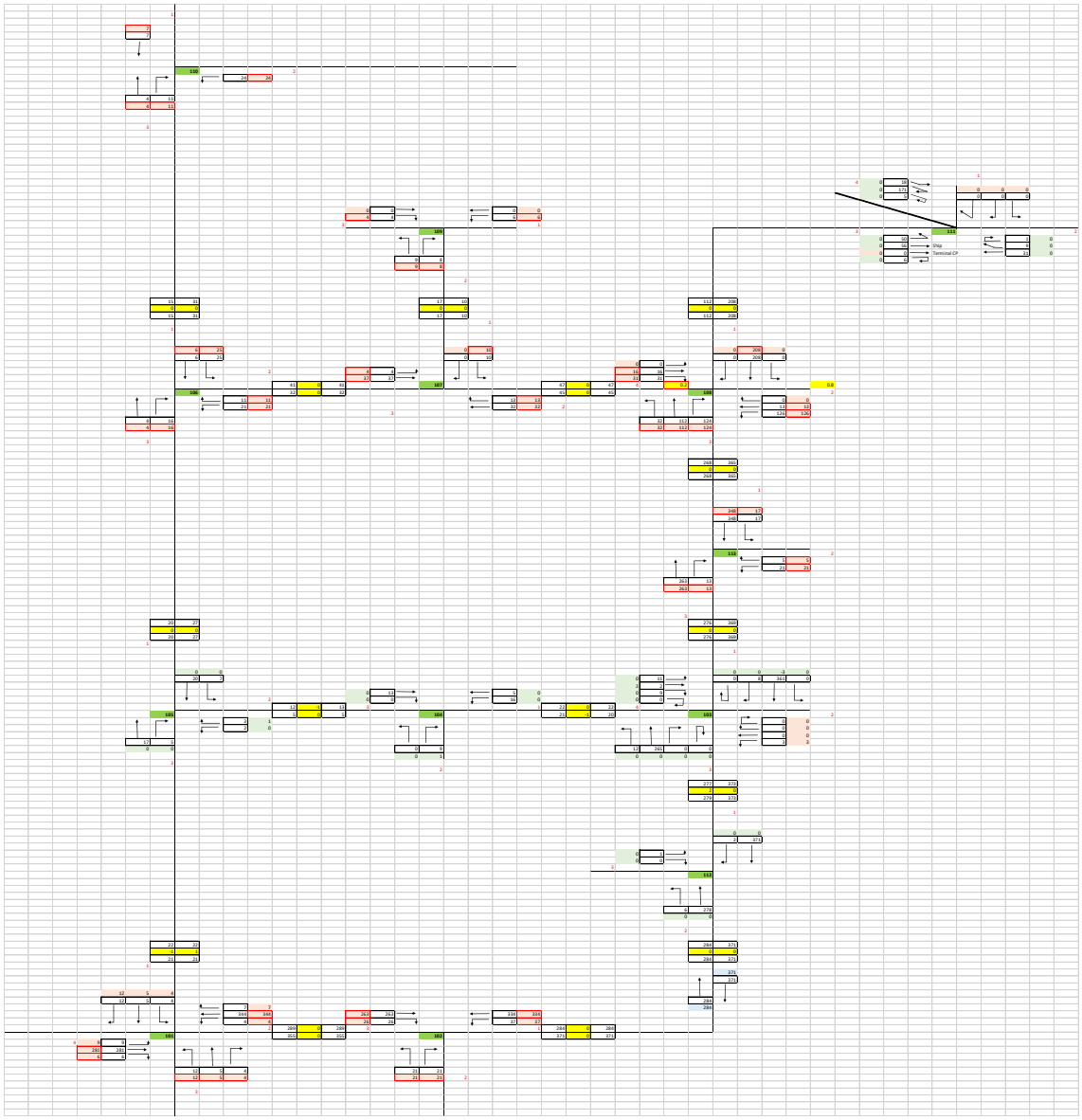


PM Peak

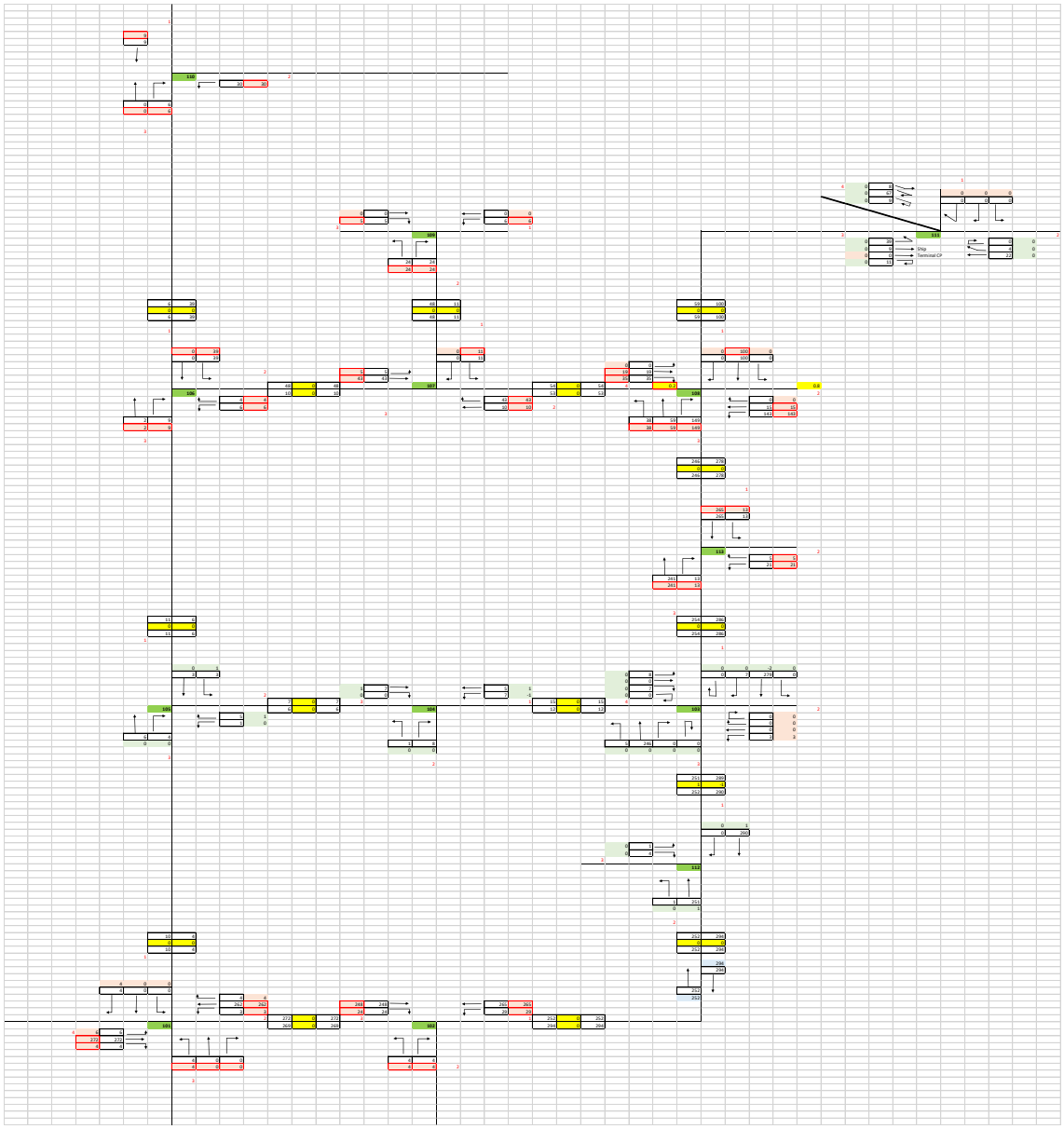


E. Observed Balanced Traffic Flows – 2038 Option A

AM Peak

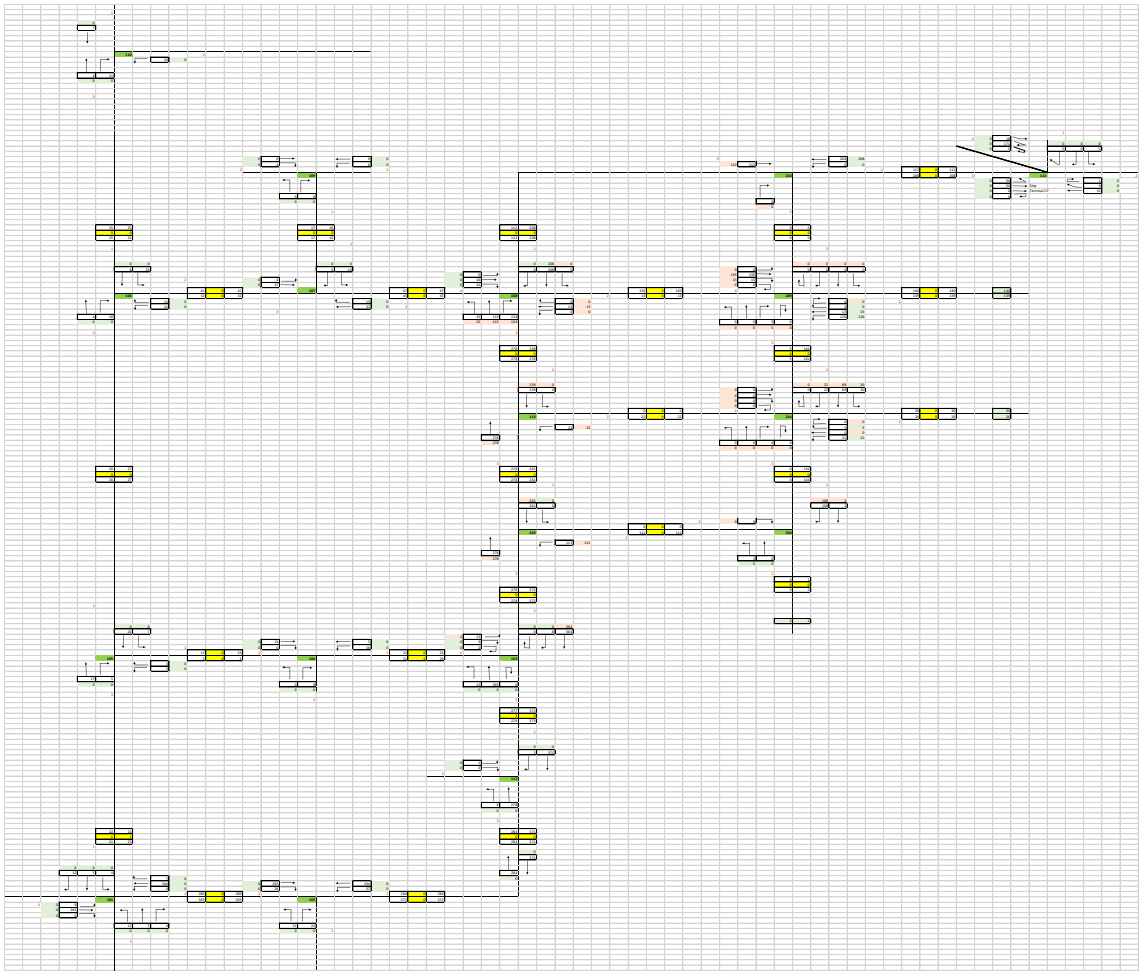


PM Peak

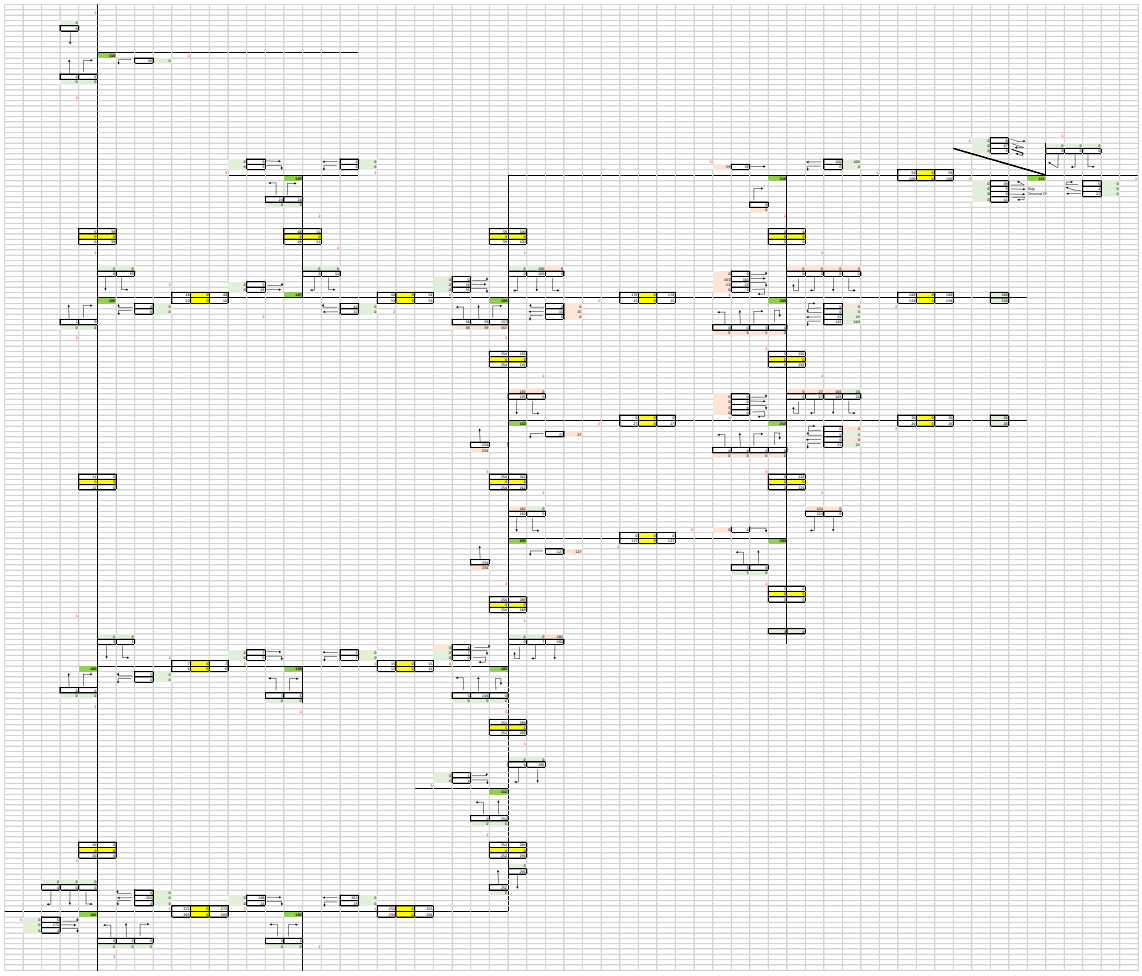


F. Observed Balanced Traffic Flows – 2038 Option B

AM Peak

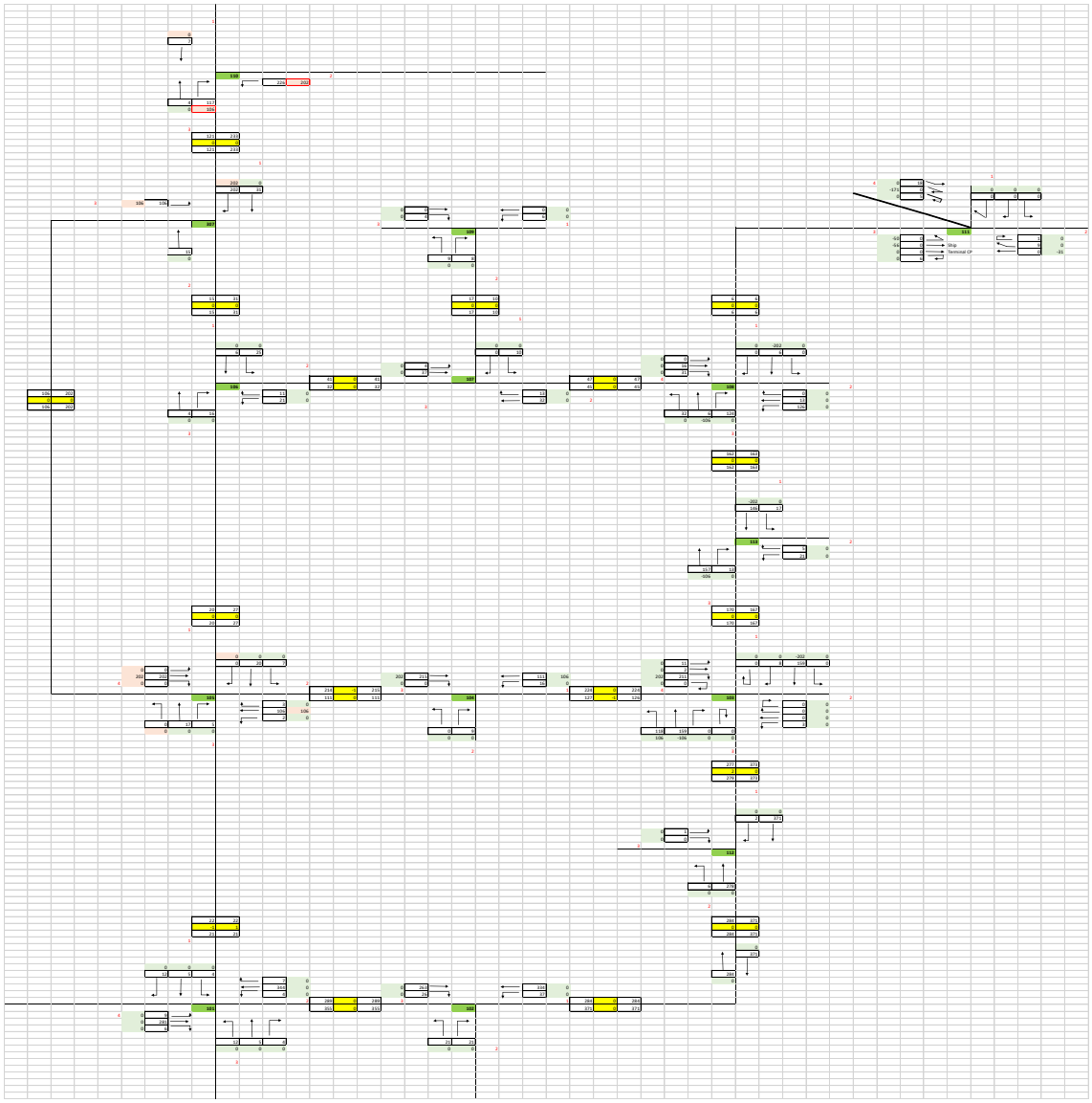


PM Peak

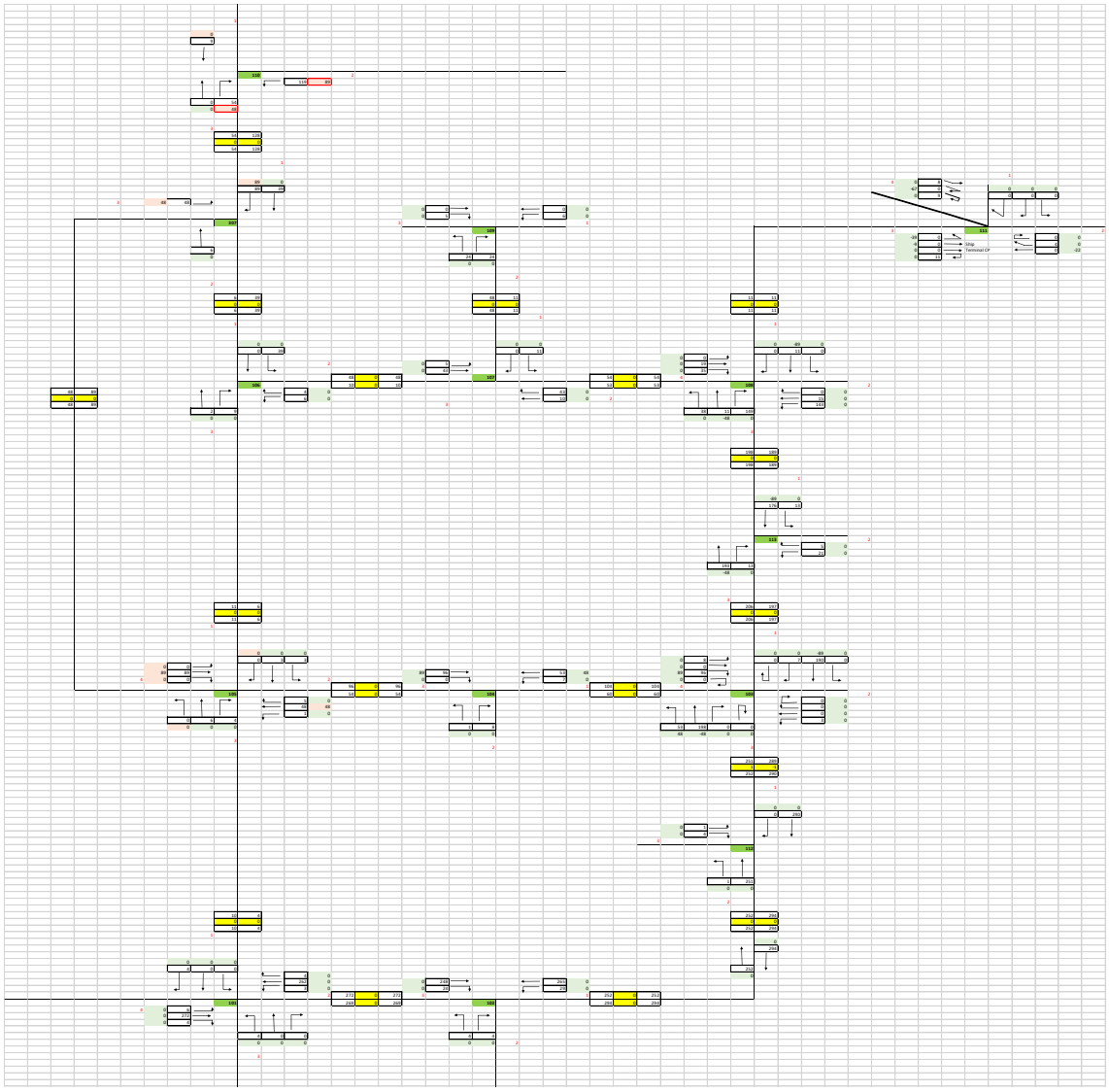


G. Observed Balanced Traffic Flows – 2038 Option C

AM Peak

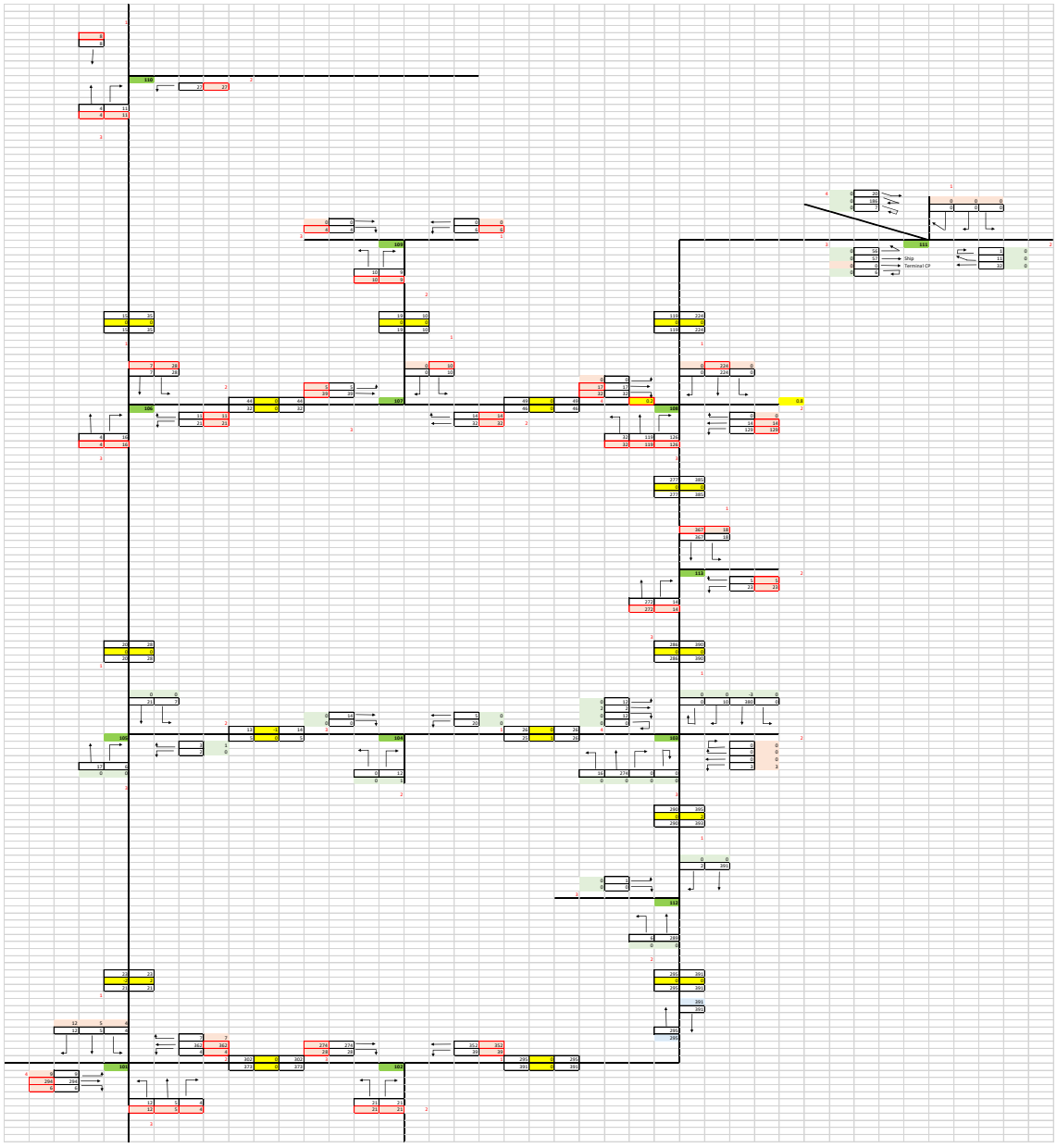


PM Peak

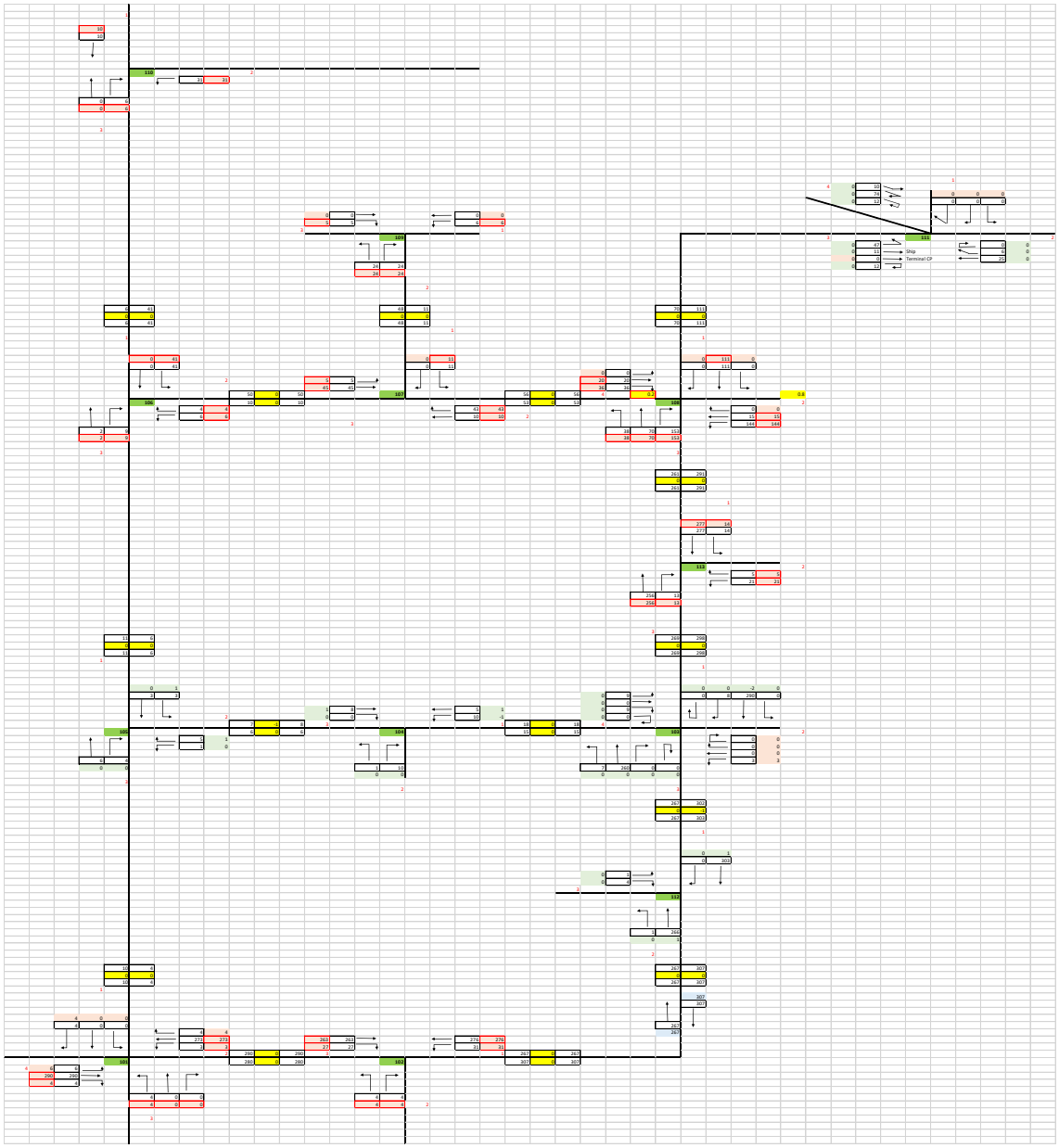


H. Observed Balanced Traffic Flows – 2053 Option A

AM Peak

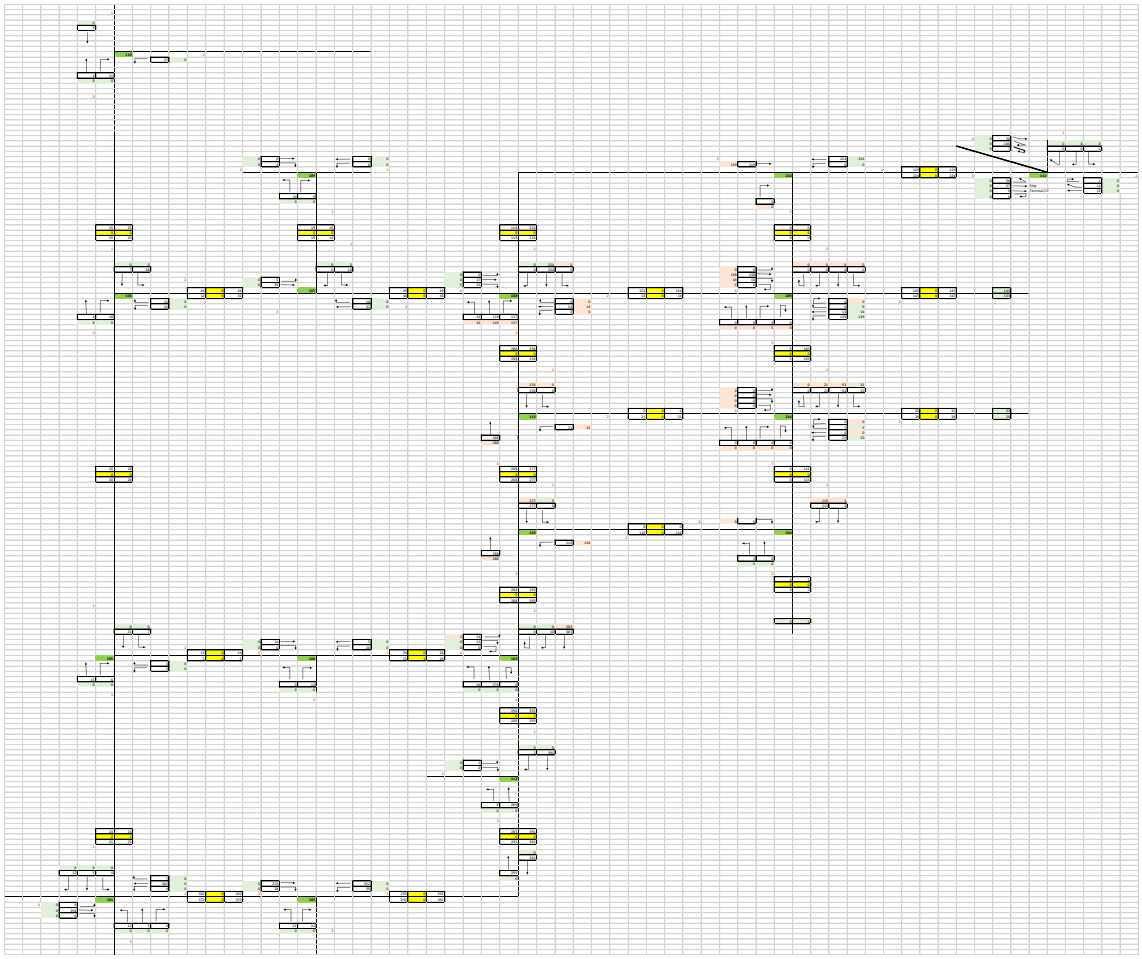


PM Peak

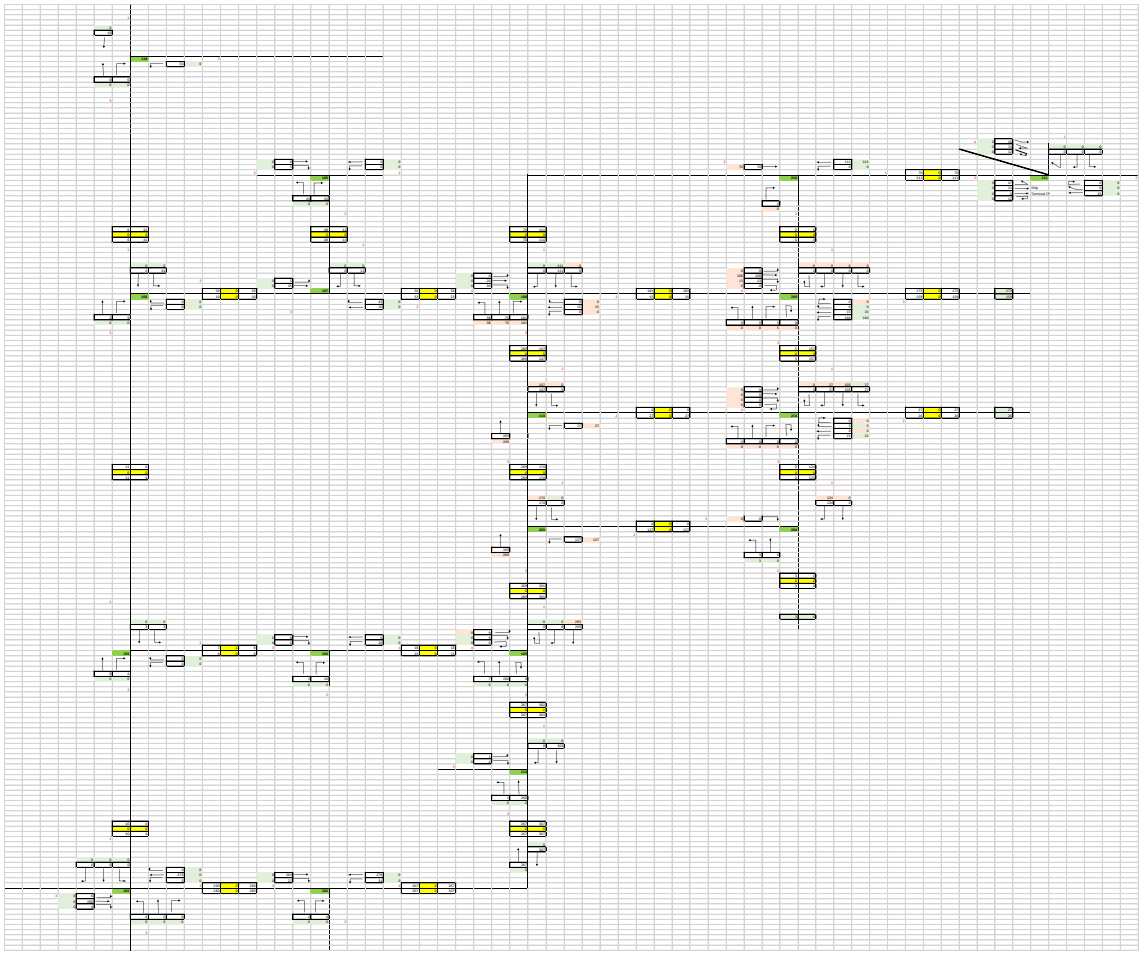


I. Observed Balanced Traffic Flows – 2053 Option B

AM Peak

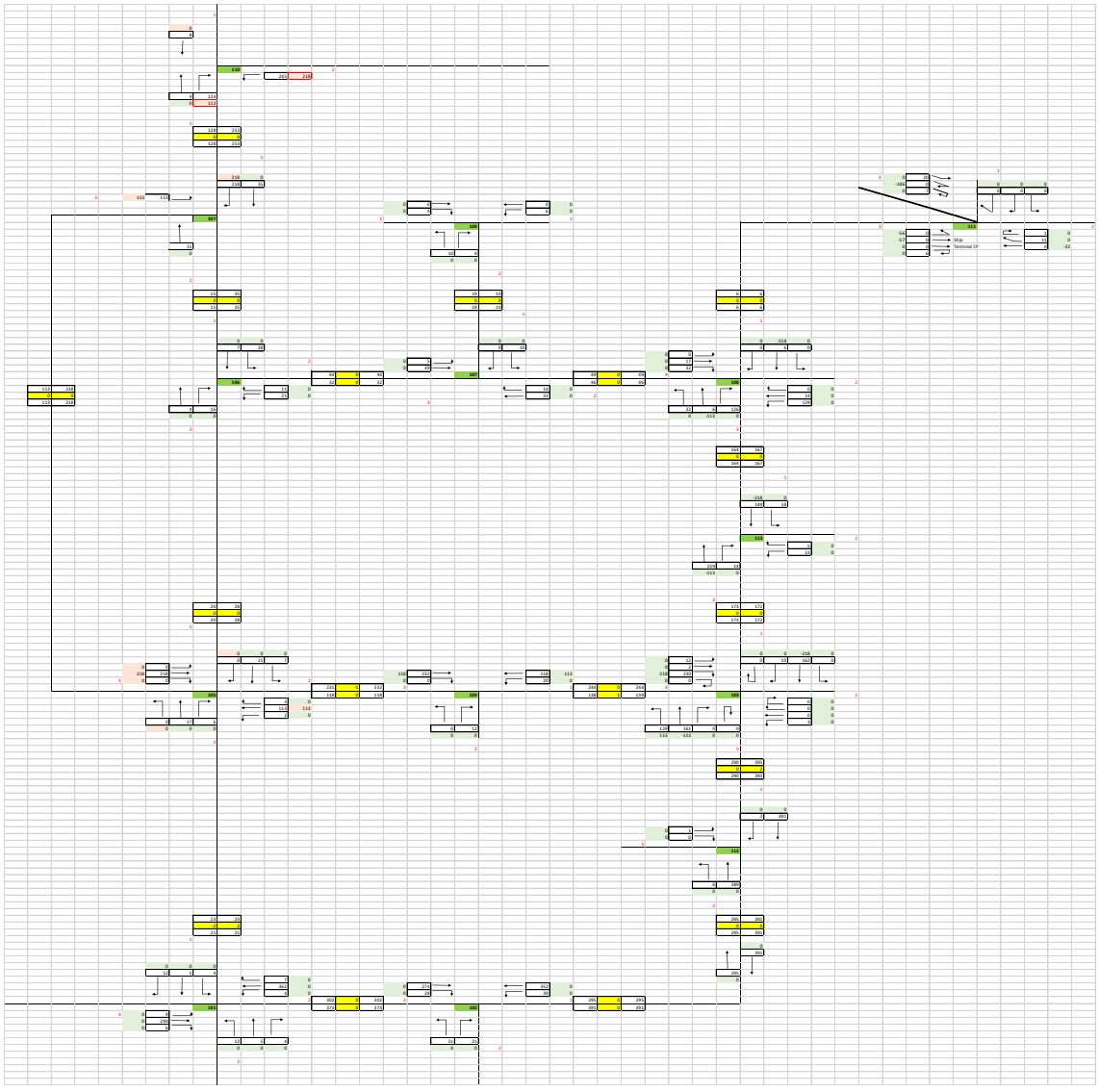


PM Peak

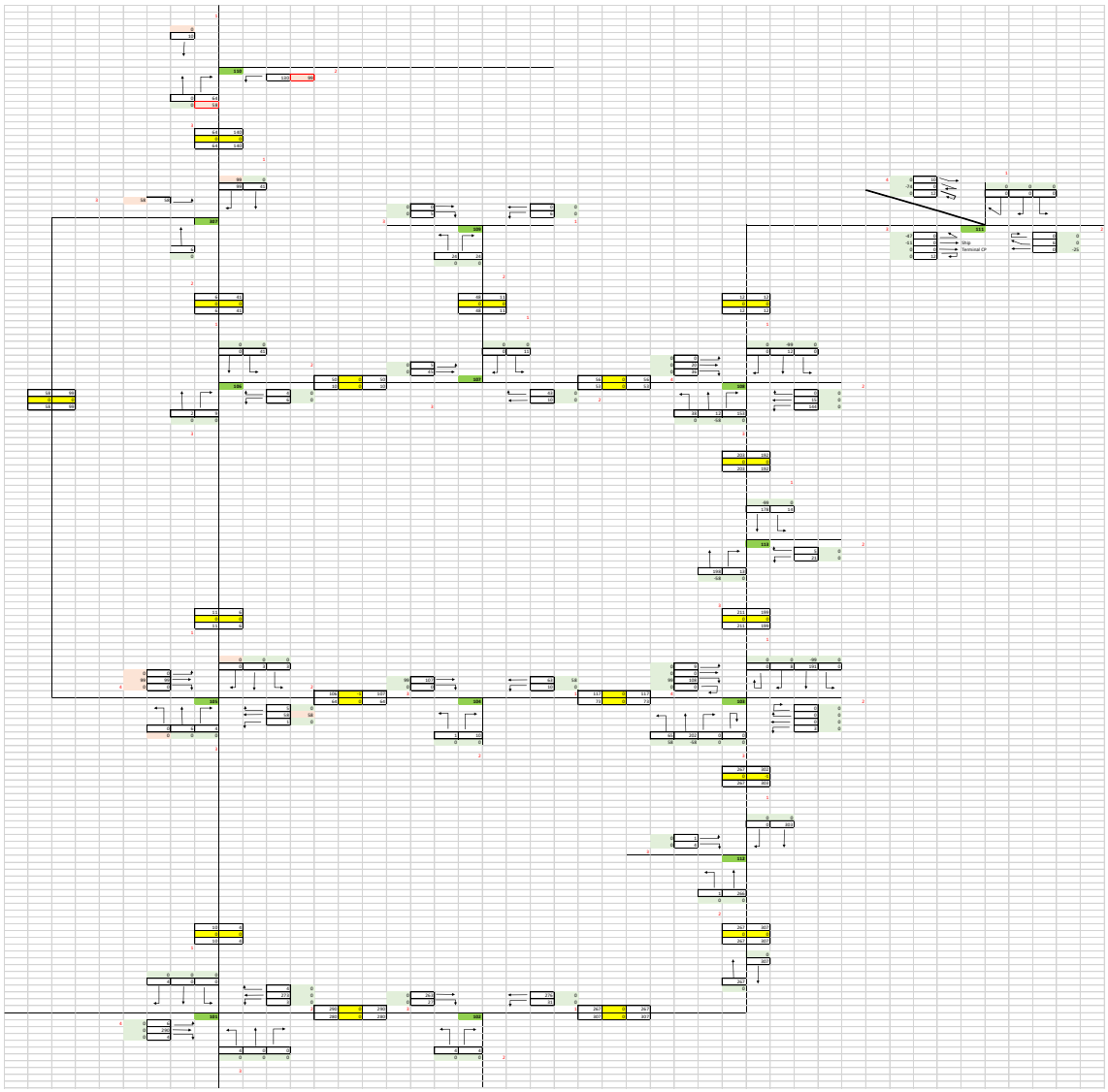


J. Observed Balanced Traffic Flows – 2053 Option C

AM Peak



PM Peak



K. Junction Performance Full Approach Summary – 2020 – Base

AM Peak

Rosslare Harbour VISSIM - 2020 AM Peak

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Queue Length (m) Model Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	5	5	0	0.0%	0.0	✓	5	0	2.0	A
		Churchtown North to N25 East	N-E	65	72	3	4	-1	-25.0%	0.5	✓	2	0	1.0	A
		Churchtown North to N25 West	N-W	65	98	12	12	0	0.0%	0.0	✓	8	0	2.0	A
		Churchtown South to Churchtown North	S-NE	68	64	6	5	1	20.0%	0.4	✓	4	0	3.0	A
		Churchtown South to N25 East	S-E	68	72	4	4	0	0.0%	0.0	✓	5	0	3.0	A
		Churchtown South to N25 West	S-W	68	98	11	12	-1	-8.3%	0.3	✓	6	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	6	6	0	0.0%	0.0	✓	12	0	2.0	A
		N25 West to N25 East	W-E	72	72	252	253	-1	-0.4%	0.1	✓	7	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	6	7	-1	-14.3%	0.4	✓	18	0	2.0	A
		N25 East to Churchtown South	E-S	98	69	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	294	305	-11	-3.6%	0.6	✓	12	0	0.0	A
			Total			**612**	**626**	**-14**	**-2.2%**	**0.6**	✔	**24**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	235	237	-2	-0.8%	0.1	✓	6	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	23	24	-1	-4.2%	0.2	✓	6	0	2.0	A
		Ballyknockan South to N25 East	SE-E	73	42	20	21	-1	-4.8%	0.2	✓	7	0	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	22	21	1	4.8%	0.2	✓	8	0	2.0	A
		N25 East to Ballyknockan South	E-SE	98	74	34	33	1	3.0%	0.2	✓	0	0	0.0	A
		N25 East to N25 West	E-W	98	98	283	295	-12	-4.1%	0.7	✓	0	0	0.0	A
			Total			**617**	**631**	**-14**	**-2.2%**	**0.6**	✔	**10**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 North	SW-N	42	44	237	241	-4	-1.7%	0.3	✓	0	0	1.0	A
		N25 South to Ballygerry Link Road West	SW-W	42	59	12	12	0	0.0%	0.0	✓	0	0	1.0	A
		N25 South to Development Access	SW-E	42	95	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-S	55	43	315	318	-3	-0.9%	0.2	✓	1	0	3.0	A
		N25 North to Ballygerry Link Road West	N-W	55	59	7	7	0	0.0%	0.0	✓	10	0	3.0	A
		N25 North to Development Access	N-E	55	95	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Ballygerry Link Road West to N25 South	W-S	60	43	0	9	-9	-100.0%	4.2	✓	9	0	0.0	A
		Ballygerry Link Road West to N25 North	W-N	60	44	9	10	-1	-10.0%	0.3	✓	7	0	2.0	A
		Ballygerry Link Road West to Development Access	W-E	60	95	2	2	0	0.0%	0.0	✓	9	0	8.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	6	0	5.0	A
		Development Access to N25 North	E-N	94	44	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Development Access to Ballygerry Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**585**	**602**	**-17**	**-2.8%**	**0.7**	✔	**15**	**0**	**2.0**	**A**
104	New Road / Roche Freight	Ballygerry Link Road West to Ballygerry Link Road East	NW-E	58	60	12	12	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	SE-NW	59	59	6	5	1	20.0%	0.4	✓	0	0	0.0	A
		Ballygerry Link Road East to Roche Freight Access	SE-SW	59	63	14	14	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road West	SW-NW	62	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road East	SW-E	62	60	9	9	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**41**	**40**	**1**	**2.5%**	**0.2**	✔	**0**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygerry Link Road East to Churchtown North	E-N	59	64	4	3	1	33.3%	0.5	✓	0	0	1.0	A
		Ballygerry Link Road East to Churchtown South	E-S	59	65	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygerry Link Road East	S-E	64	58	5	5	0	0.0%	0.0	✓	1	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	16	16	0	0.0%	0.0	✓	1	0	0.0	A
		Churchtown North to Ballygerry Link Road East	N-E	65	58	7	7	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Churchtown South	N-S	65	65	18	19	-1	-5.3%	0.2	✓	0	0	0.0	A
			Total			**52**	**52**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	12	11	1	9.1%	0.3	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	20	20	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	2	16	15	1	6.7%	0.3	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	32	32	0	0.0%	0.0	✓	3	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	5	6	-1	-16.7%	0.4	✓	1	0	0.0	A
			Total			**89**	**88**	**1**	**1.1%**	**0.1**	✔	**4**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	43	42	1	2.4%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	6	5	1	20.0%	0.4	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	32	31	1	3.2%	0.2	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	14	14	0	0.0%	0.0	✓	1	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	10	10	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**105**	**102**	**3**	**2.9%**	**0.3**	✔	**2**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	7	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	34	34	0	0.0%	0.0	✓	8	0	2.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	19	18	1	5.6%	0.2	✓	7	0	3.0	A
		N25 South to Marys Terrace	S-NW	50	3	31	31	0	0.0%	0.0	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	86	88	-2	-2.3%	0.2	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	120	124	-4	-3.2%	0.4	✓	18	0	2.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		N25 North to N25 South	N-S	53	55	153	155	-2	-1.3%	0.2	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	14	14	0	0.0%	0.0	✓	17	0	3.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	11	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	131	131	0	0.0%	0.0	✓	17	0	2.0	A
			Total			**588**	**595**	**-7**	**-1.2%**	**0.3**	✔	**20**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	10	9	1	11.1%	0.3	✓	0	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	10	10	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**30**	**29**	**1**	**3.4%**	**0.2**	✔	**0**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	11	11	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	29	29	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	9	9	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**53**	**53**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	3	4	-1	-25.0%	0.5	✓	3	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	37	39	-2	-5.1%	0.3	✓	7	0	1.0	A
		N25 to Ship	W-NE	79	83	45	45	0	0.0%	0.0	✓	3	0	1.0	A
		Freight to N25	NW-W	81	53	127	127	0	0.0%	0.0	✓	28	0	2.0	A
		Freight to Outbound Freight	NW-NW	81	80	4	4	0	0.0%	0.0	✓	28	0	1.0	A
		Freight to Ship	NW-NE	81	83	14	14	0	0.0%	0.0	✓	28	0	1.0	A
		Ship to N25	NE-W	82	53	24	24	0	0.0%	0.0	✓	9	0	2.0	A
		Ship to Outbound Freight	NE-NW	82	80	8	8	0	0.0%	0.0	✓	9	0	1.0	A
		Ship to Ship	NE-NE	82	83	1	1	0	0.0%	0.0	✓	9	0	1.0	A
			Total			**263**	**266**	**-3**	**-1.1%**	**0.2**	✔	**28**	**0**	**2.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-NE	42	42	248	252	-4	-1.6%	0.3	✓	1	0	2.0	A
		N25 South to Roche Freight Access	SW-W	42	92	7	6	1	16.7%	0.4	✓	1	0	1.0	A
		Roche Freight Access to N25 North	W-NE	93	42	1	1	0	0.0%	0.0	✓	1	0	2.0	A
		Roche Freight Access to N25 South	W-SW	93	98	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Roche Freight Access	NE-W	97	92	1	2	-1	-50.0%	0.8	✓	1	0	1.0	A
		N25 North to N25 South	NE-SW	97	98	317	328	-11	-3.4%	0.6	✓	1	0	1.0	A
			Total			**574**	**589**	**-15**	**-2.5%**	**0.6**	✔	**2**	**0**	**1.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	232	238	-6	-2.5%	0.4	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	14	13	1	7.7%	0.3	✓	8	0	2.0	A
		N25 North to N25 South	N-S	55	55	303	304	-1	-0.3%	0.1	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	15	16	-1	-6.3%	0.3	✓	0	0	1.0	A
		Development Access to N25 North	E-N	90	50	6	5	1	20.0%	0.4	✓	10	0	3.0	A
		Development Access to N25 South	E-S	90	55	21	21	0	0.0%	0.0	✓	14	0	2.0	A
			Total			**591**	**597**	**-6**	**-1.0%**	**0.2**	✔	**15**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

PM Peak

Rosslare Harbour VISSIM - 2020 PM Peak

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff*	General Traffic GEH	Accept	Queue Length (m) Model Max	Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Churchtown North to N25 East	N-E	65	72	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Churchtown North to N25 West	N-W	65	98	3	4	-1	-25.0%	0.5	✓	2	0	1.0	A
		Churchtown South to Churchtown North	S-NE	68	64	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 East	S-E	68	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 West	S-W	68	98	4	4	0	0.0%	0.0	✓	4	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	6	6	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	4	4	0	0.0%	0.0	✓	5	0	1.0	A
		N25 West to N25 East	W-E	72	72	241	242	-1	-0.4%	0.1	✓	1	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	4	4	0	0.0%	0.0	✓	5	0	1.0	A
		N25 East to Churchtown South	E-S	98	69	2	3	-1	-33.3%	0.6	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	229	235	-6	-2.6%	0.4	✓	2	0	0.0	A
			Total			**493**	**502**	**-9**	**-1.8%**	**0.4**	✔	**10**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	220	220	0	0.0%	0.0	✓	6	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	21	22	-1	-4.5%	0.2	✓	6	0	1.0	A
		Ballyknockan South to N25 East	SE-E	73	42	4	4	0	0.0%	0.0	✓	2	0	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	4	4	0	0.0%	0.0	✓	2	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	26	25	1	4.0%	0.2	✓	0	0	0.0	A
		N25 East to N25 West	E-W	98	98	231	238	-7	-2.9%	0.5	✓	0	0	0.0	A
			Total			**506**	**513**	**-7**	**-1.4%**	**0.3**	✔	**8**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 North	SW-N	42	44	219	219	0	0.0%	0.0	✓	0	0	1.0	A
		N25 South to Ballygerry Link Road West	SW-W	42	59	4	5	-1	-20.0%	0.5	✓	1	0	1.0	A
		N25 South to Development Access	SW-E	42	95	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-S	55	43	249	249	0	0.0%	0.0	✓	0	0	1.0	A
		N25 North to Ballygerry Link Road West	N-W	55	59	6	7	-1	-14.3%	0.4	✓	3	0	2.0	A
		N25 North to Development Access	N-E	55	95	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road West to N25 South	W-S	60	43	0	7	-7	-100.0%	3.7	✓	10	0	0.0	A
		Ballygerry Link Road West to N25 North	W-N	60	44	9	8	1	12.5%	0.3	✓	6	0	2.0	A
		Ballygerry Link Road West to Development Access	W-E	60	95	0	0	0	0.0%	0.0	✓	10	0	0.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	3	0	3.0	A
		Development Access to N25 North	E-N	94	44	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Development Access to Ballygerry Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**490**	**498**	**-8**	**-1.6%**	**0.4**	✔	**11**	**0**	**1.0**	**A**
104	New Road / Roche Freight	Ballygerry Link Road West to Ballygerry Link Road East	NW-E	58	60	7	7	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	SE-NW	59	59	4	5	-1	-20.0%	0.5	✓	0	0	0.0	A
		Ballygerry Link Road East to Roche Freight Access	SE-SW	59	63	7	7	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road West	SW-NW	62	59	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road East	SW-E	62	60	8	8	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**27**	**28**	**-1**	**-3.6%**	**0.2**	✔	**0**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygerry Link Road East to Churchtown North	E-N	59	64	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Ballygerry Link Road East to Churchtown South	E-S	59	65	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygerry Link Road East	S-E	64	58	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Ballygerry Link Road East	N-E	65	58	3	3	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	3	3	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**22**	**22**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	3	4	-1	-25.0%	0.5	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	2	8	9	-1	-11.1%	0.3	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	36	36	0	0.0%	0.0	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**55**	**57**	**-2**	**-3.5%**	**0.3**	✔	**1**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	40	41	-1	-2.4%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	9	10	-1	-10.0%	0.3	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	40	39	1	2.6%	0.2	✓	3	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**104**	**105**	**-1**	**-1.0%**	**0.1**	✔	**3**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	33	34	-1	-2.9%	0.2	✓	8	0	2.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	18	18	0	0.0%	0.0	✓	5	0	3.0	A
		N25 South to Marys Terrace	S-NW	50	3	36	35	1	2.9%	0.2	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	45	46	-1	-2.2%	0.1	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	138	138	0	0.0%	0.0	✓	17	0	2.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	4	0	0.0	A
		N25 North to N25 South	N-S	53	55	78	78	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	14	14	0	0.0%	0.0	✓	9	0	3.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	136	136	0	0.0%	0.0	✓	9	0	1.0	A
			Total			**498**	**499**	**-1**	**-0.2%**	**0.0**	✔	**19**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	22	21	1	4.8%	0.2	✓	1	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	23	22	1	4.5%	0.2	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**56**	**54**	**2**	**3.7%**	**0.3**	✔	**1**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	27	27	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	9	9	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**42**	**42**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	10	10	0	0.0%	0.0	✓	0	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	29	29	0	0.0%	0.0	✓	1	0	0.0	A
		N25 to Ship	W-NE	79	83	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Freight to N25	NW-W	81	53	51	51	0	0.0%	0.0	✓	4	0	1.0	A
		Freight to Outbound Freight	NW-NW	81	80	7	7	0	0.0%	0.0	✓	4	0	1.0	A
		Freight to Ship	NW-NE	81	83	7	7	0	0.0%	0.0	✓	4	0	1.0	A
		Ship to N25	NE-W	82	53	17	17	0	0.0%	0.0	✓	1	0	1.0	A
		Ship to Outbound Freight	NE-NW	82	80	4	4	0	0.0%	0.0	✓	1	0	1.0	A
		Ship to Ship	NE-NE	82	83	0	0	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**132**	**132**	**0**	**0.0%**	**0.0**	✔	**5**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-NE	42	42	221	223	-2	-0.9%	0.1	✓	0	0	2.0	A
		N25 South to Roche Freight Access	SW-W	42	92	1	1	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to N25 North	W-NE	93	42	1	1	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	4	4	0	0.0%	0.0	✓	4	0	4.0	A
		N25 North to Roche Freight Access	NE-W	97	92	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	NE-SW	97	98	252	259	-7	-2.7%	0.4	✓	0	0	1.0	A
			Total			**479**	**488**	**-9**	**-1.8%**	**0.4**	✔	**4**	**0**	**1.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	215	215	0	0.0%	0.0	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	13	12	1	8.3%	0.3	✓	6	0	2.0	A
		N25 North to N25 South	N-S	55	55	236	236	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	11	12	-1	-8.3%	0.3	✓	0	0	0.0	A
		Development Access to N25 North	E-N	90	50	4	4	0	0.0%	0.0	✓	4	0	2.0	A
		Development Access to N25 South	E-S	90	55	20	20	0	0.0%	0.0	✓	7	0	2.0	A
			Total			**499**	**499**	**0**	**0.0%**	**0.0**	✔	**8**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

L. Junction Performance Full Approach Summary – 2023 – Option A

AM Peak

Rosslare Harbour VISSIM - AM Peak - Option A

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	5	5	0	0.0%	0.0	✓	6	0	3.0	A
		Churchtown North to N25 East	N-E	65	72	3	4	-1	-25.0%	0.5	✓	3	0	1.0	A
		Churchtown North to N25 West	N-W	65	98	13	12	1	8.3%	0.3	✓	8	0	3.0	A
		Churchtown South to Churchtown North	S-NE	68	64	6	5	1	20.0%	0.4	✓	4	0	2.0	A
		Churchtown South to N25 East	S-E	68	72	4	4	0	0.0%	0.0	✓	4	0	2.0	A
		Churchtown South to N25 West	S-W	68	98	11	12	-1	-8.3%	0.3	✓	6	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	6	6	0	0.0%	0.0	✓	10	0	2.0	A
		N25 West to N25 East	W-E	72	72	256	257	-1	-0.4%	0.1	✓	4	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	6	7	-1	-14.3%	0.4	✓	17	0	2.0	A
		N25 East to Churchtown South	E-S	98	69	4	4	0	0.0%	0.0	✓	2	0	1.0	A
		N25 East to N25 West	E-W	98	98	309	311	-2	-0.6%	0.1	✓	13	0	0.0	A
			Total			**632**	**636**	**-4**	**-0.6%**	**0.2**	✓	**21**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	240	241	-1	-0.4%	0.1	✓	8	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	23	24	-1	-4.2%	0.2	✓	8	0	2.0	A
		Ballyknockan South to N25 East	SE-E	73	42	20	21	-1	-4.8%	0.2	✓	9	0	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	22	21	1	4.8%	0.2	✓	7	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	36	34	2	5.9%	0.3	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	297	301	-4	-1.3%	0.2	✓	0	0	0.0	A
			Total			**638**	**642**	**-4**	**-0.6%**	**0.2**	✓	**12**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		N25 South to N25 North	S-NE	42	44	242	245	-3	-1.2%	0.2	✓	9	0	1.0	A
		N25 South to Ballygerry Link Road West	S-W	42	59	12	12	0	0.0%	0.0	✓	9	0	1.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		N25 North to N25 South	NE-S	55	43	323	325	-2	-0.6%	0.1	✓	31	0	2.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	31	0	0.0	A
		N25 North to Ballygerry Link Road West	NE-W	55	59	7	7	0	0.0%	0.0	✓	31	0	2.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	31	0	0.0	A
		Ballygerry Link Road West to N25 South	W-S	60	43	9	9	0	0.0%	0.0	✓	1	0	3.0	A
		Ballygerry Link Road West to N25 North	W-NE	60	44	9	10	-1	-10.0%	0.3	✓	1	0	2.0	A
		Ballygerry Link Road West to Ballygerry Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Ballygerry Link Road West to Development Access	W-E	60	95	3	2	1	50.0%	0.6	✓	1	0	1.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	2	0	2.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Ballygerry Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	2	0	0.0	A
			Total			**608**	**613**	**-5**	**-0.8%**	**0.2**	✓	**32**	**0**	**2.0**	**A**
104	New Road / Roche Freight	Ballygerry Link Road West to Ballygerry Link Road East	NW-E	58	60	12	12	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	E-NW	59	59	5	5	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Roche Freight Access	E-SW	59	63	14	14	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to Ballygerry Link Road West	SW-NW	62	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road East	SW-E	62	60	9	9	0	0.0%	0.0	✓	0	0	1.0	A
			Total			**40**	**40**	**0**	**0.0%**	**0.0**	✓	**0**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygerry Link Road East to Churchtown North	E-N	59	64	4	3	1	33.3%	0.5	✓	1	0	1.0	A
		Ballygerry Link Road East to Churchtown South	E-S	59	65	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygerry Link Road East	S-E	64	58	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	17	16	1	6.3%	0.2	✓	0	0	0.0	A
		Churchtown North to Ballygerry Link Road East	N-E	65	58	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	19	19	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**54**	**52**	**2**	**3.8%**	**0.3**	✓	**1**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	20	20	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	2	16	15	1	6.7%	0.3	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	29	29	0	0.0%	0.0	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	6	6	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**86**	**85**	**1**	**1.2%**	**0.1**	✓	**3**	**0**	**0.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	40	39	1	2.6%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	32	31	1	3.2%	0.2	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	14	13	1	7.7%	0.3	✓	0	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	10	10	0	0.0%	0.0	✓	2	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**101**	**98**	**3**	**3.1%**	**0.3**	✓	**2**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	11	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	32	32	0	0.0%	0.0	✓	10	0	2.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	18	17	1	5.9%	0.2	✓	11	0	4.0	A
		N25 South to Marys Terrace	S-NW	50	3	32	31	1	3.2%	0.2	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	90	94	-4	-4.3%	0.4	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	120	122	-2	-1.6%	0.2	✓	22	0	3.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		N25 North to N25 South	N-S	53	55	168	169	-1	-0.6%	0.1	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	13	13	0	0.0%	0.0	✓	18	0	3.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	13	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	126	126	0	0.0%	0.0	✓	18	0	2.0	A
			Total			**599**	**604**	**-5**	**-0.8%**	**0.2**	✓	**24**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	10	8	2	25.0%	0.7	✓	1	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	9	10	-1	-10.0%	0.3	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**29**	**28**	**1**	**3.6%**	**0.2**	✓	**1**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	11	11	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	27	27	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	8	8	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**50**	**50**	**0**	**0.0%**	**0.0**	✓	**0**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	4	4	0	0.0%	0.0	✓	2	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	39	41	-2	-4.9%	0.3	✓	7	0	1.0	A
		N25 to Ship	W-NE	79	83	49	49	0	0.0%	0.0	✓	2	0	1.0	A
		Freight to N25	NW-W	81	53	139	139	0	0.0%	0.0	✓	38	0	2.0	A
		Freight to Outbound Freight	NW-NW	81	80	4	4	0	0.0%	0.0	✓	38	0	2.0	A
		Freight to Ship	NW-NE	81	83	14	14	0	0.0%	0.0	✓	38	0	2.0	A
		Ship to N25	NE-W	82	53	26	26	0	0.0%	0.0	✓	11	0	2.0	A
		Ship to Outbound Freight	NE-NW	82	80	8	8	0	0.0%	0.0	✓	11	0	1.0	A
		Ship to Ship	NE-NE	82	83	1	1	0	0.0%	0.0	✓	11	0	1.0	A
			Total			**284**	**286**	**-2**	**-0.7%**	**0.1**	✓	**38**	**0**	**2.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	252	256	-4	-1.6%	0.3	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Roche Freight Access	N-W	97	92	2	2	0	0.0%	0.0	✓	2	0	1.0	A
		N25 North to N25 South	N-SW	97	98	333	335	-2	-0.6%	0.1	✓	2	0	0.0	A
			Total			**594**	**600**	**-6**	**-1.0%**	**0.2**	✓	**2**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	238	242	-4	-1.7%	0.3	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	14	13	1	7.7%	0.3	✓	7	0	2.0	A
		N25 North to N25 South	N-S	55	55	310	311	-1	-0.3%	0.1	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	15	16	-1	-6.3%	0.3	✓	0	0	1.0	A
		Development Access to N25 North	E-N	90	50	6	5	1	20.0%	0.4	✓	9	0	3.0	A
		Development Access to N25 South	E-S	90	55	21	21	0	0.0%	0.0	✓	13	0	3.0	A
			Total			**604**	**608**	**-4**	**-0.7%**	**0.2**	✓	**14**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

PM Peak

Rosslare Harbour VISSIM - PM Peak - Option A

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff*	General Traffic GEH	Accept	Queue Length (m) Model Max	Queue Length (m) Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 East	N-E	65	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 West	N-W	65	98	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		Churchtown South to Churchtown North	S-NE	68	64	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 East	S-E	68	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 West	S-W	68	98	4	4	0	0.0%	0.0	✓	3	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	6	6	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	4	4	0	0.0%	0.0	✓	6	0	1.0	A
		N25 West to N25 East	W-E	72	72	246	247	-1	-0.4%	0.1	✓	2	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	4	4	0	0.0%	0.0	✓	5	0	1.0	A
		N25 East to Churchtown South	E-S	98	69	2	3	-1	-33.3%	0.6	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	235	237	-2	-0.8%	0.1	✓	3	0	0.0	A
			Total			**505**	**509**	**-4**	**-0.8%**	**0.2**	✔	**13**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	225	225	0	0.0%	0.0	✓	7	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	21	22	-1	-4.5%	0.2	✓	7	0	1.0	A
		Ballyknockan South to N25 East	SE-E	73	42	4	4	0	0.0%	0.0	✓	3	0	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	4	4	0	0.0%	0.0	✓	2	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	30	28	2	7.1%	0.4	✓	0	0	0.0	A
		N25 East to N25 West	E-W	98	98	237	240	-3	-1.3%	0.2	✓	0	0	0.0	A
			Total			**521**	**523**	**-2**	**-0.4%**	**0.1**	✔	**10**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	15	0	0.0	A
		N25 South to N25 North	S-NE	42	44	223	224	-1	-0.4%	0.1	✓	15	0	1.0	A
		N25 South to Ballygerry Link Road West	S-W	42	59	4	5	-1	-20.0%	0.5	✓	15	0	1.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	15	0	0.0	A
		N25 North to N25 South	NE-S	55	43	254	254	0	0.0%	0.0	✓	6	0	1.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		N25 North to Ballygerry Link Road West	NE-W	55	59	6	7	-1	-14.3%	0.4	✓	6	0	1.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		Ballygerry Link Road West to N25 South	W-S	60	43	6	7	-1	-14.3%	0.4	✓	3	0	2.0	A
		Ballygerry Link Road West to N25 North	W-NE	60	44	9	8	1	12.5%	0.3	✓	3	0	2.0	A
		Ballygerry Link Road West to Ballygerry Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Ballygerry Link Road West to Development Access	W-E	60	95	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	2	0	2.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Ballygerry Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	2	0	0.0	A
			Total			**505**	**508**	**-3**	**-0.6%**	**0.1**	✔	**15**	**0**	**1.0**	**A**
104	New Road / Roche Freight	Ballygerry Link Road West to Ballygerry Link Road East	NW-E	58	60	7	7	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	E-NW	59	59	4	5	-1	-20.0%	0.5	✓	0	0	0.0	A
		Ballygerry Link Road East to Roche Freight Access	E-SW	59	63	7	7	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road West	SW-NW	62	59	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road East	SW-E	62	60	8	8	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**27**	**28**	**-1**	**-3.6%**	**0.2**	✔	**0**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygerry Link Road East to Churchtown North	E-N	59	64	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Ballygerry Link Road East to Churchtown South	E-S	59	65	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygerry Link Road East	S-E	64	58	5	4	1	25.0%	0.5	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Ballygerry Link Road East	N-E	65	58	3	3	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	3	3	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**23**	**22**	**1**	**4.5%**	**0.2**	✔	**0**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	2	8	9	-1	-11.1%	0.3	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	36	36	0	0.0%	0.0	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**56**	**57**	**-1**	**-1.8%**	**0.1**	✔	**1**	**0**	**0.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	40	41	-1	-2.4%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	10	10	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	41	39	2	5.1%	0.3	✓	4	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**106**	**105**	**1**	**1.0%**	**0.1**	✔	**5**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	33	34	-1	-2.9%	0.2	✓	6	0	2.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	18	18	0	0.0%	0.0	✓	5	0	3.0	A
		N25 South to Marys Terrace	S-NW	50	3	37	35	2	5.7%	0.3	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	50	51	-1	-2.0%	0.1	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	138	138	0	0.0%	0.0	✓	16	0	2.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		N25 North to N25 South	N-S	53	55	84	84	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	14	14	0	0.0%	0.0	✓	7	0	3.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	135	135	0	0.0%	0.0	✓	7	0	1.0	A
			Total			**509**	**509**	**0**	**0.0%**	**0.0**	✔	**16**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	21	20	1	5.0%	0.2	✓	1	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	24	23	1	4.3%	0.2	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**56**	**54**	**2**	**3.7%**	**0.3**	✔	**1**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	27	27	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	9	9	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**42**	**42**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	11	11	0	0.0%	0.0	✓	0	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	32	33	-1	-3.0%	0.2	✓	2	0	0.0	A
		N25 to Ship	W-NE	79	83	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Freight to N25	NW-W	81	53	56	56	0	0.0%	0.0	✓	6	0	1.0	A
		Freight to Outbound Freight	NW-NW	81	80	7	7	0	0.0%	0.0	✓	6	0	1.0	A
		Freight to Ship	NW-NE	81	83	7	7	0	0.0%	0.0	✓	6	0	1.0	A
		Ship to N25	NE-W	82	53	17	17	0	0.0%	0.0	✓	2	0	1.0	A
		Ship to Outbound Freight	NE-NW	82	80	4	4	0	0.0%	0.0	✓	2	0	1.0	A
		Ship to Ship	NE-NE	82	83	0	0	0	0.0%	0.0	✓	2	0	0.0	A
			Total			**141**	**142**	**-1**	**-0.7%**	**0.1**	✔	**8**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	227	228	-1	-0.4%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	4	4	0	0.0%	0.0	✓	1	0	2.0	A
		N25 North to Roche Freight Access	N-W	97	92	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-SW	97	98	263	264	-1	-0.4%	0.1	✓	0	0	0.0	A
			Total			**496**	**498**	**-2**	**-0.4%**	**0.1**	✔	**2**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	220	220	0	0.0%	0.0	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	13	12	1	8.3%	0.3	✓	5	0	2.0	A
		N25 North to N25 South	N-S	55	55	241	241	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	11	12	-1	-8.3%	0.3	✓	0	0	1.0	A
		Development Access to N25 North	E-N	90	50	4	4	0	0.0%	0.0	✓	6	0	2.0	A
		Development Access to N25 South	E-S	90	55	20	20	0	0.0%	0.0	✓	7	0	2.0	A
			Total			**509**	**509**	**0**	**0.0%**	**0.0**	✔	**8**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

M. Junction Performance Full Approach Summary – 2023 – Option B

AM Peak

Rosslare Harbour VISSIM - AM Peak - Option B

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Queue Length (m) Model Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	5	5	0	0.0%	0.0	✓	3	0	3.6	A
		Churchtown North to N25 East	N-E	65	72	3	4	-1	-25.0%	0.5	✓	2	0	1.0	A
		Churchtown North to N25 West	N-W	65	98	12	12	0	0.0%	0.0	✓	6	0	2.0	A
		Churchtown South to Churchtown North	S-NE	68	68	6	5	1	20.0%	0.4	✓	4	0	4.6	A
		Churchtown South to N25 East	S-E	68	72	4	4	0	0.0%	0.0	✓	5	0	4.0	A
		Churchtown South to N25 West	S-W	68	98	11	12	-1	-8.3%	0.3	✓	7	0	2.0	A
		N25 West to Churchtown North	W-NE	72	68	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	6	6	0	0.0%	0.0	✓	8	0	2.0	A
		N25 West to N25 East	W-E	72	72	256	257	-1	-0.4%	0.1	✓	3	0	0.0	A
		N25 East to Churchtown North	E-NE	98	68	6	7	-1	-14.3%	0.4	✓	19	0	2.0	A
		N25 East to Churchtown South	E-S	98	69	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	307	311	-4	-1.3%	0.2	✓	15	0	0.0	A
			Total			**629**	**636**	**-7**	**-1.1%**	**0.3**	✔	**25**	**0**	**1.6**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	240	241	-1	-0.4%	0.1	✓	5	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	23	24	-1	-4.2%	0.2	✓	5	0	2.0	A
		Ballyknockan South to N25 East	SE-E	73	42	20	21	-1	-4.8%	0.2	✓	8	0	2.0	A
		Ballyknockan South to N25 West	SE-W	73	98	22	21	1	4.8%	0.2	✓	6	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	35	34	1	2.9%	0.2	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	266	301	-5	-1.7%	0.3	✓	0	0	0.0	A
			Total			**626**	**642**	**-6**	**-0.9%**	**0.2**	✔	**9**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		N25 South to N25 North	S-NE	42	44	241	245	-4	-1.6%	0.3	✓	12	0	1.0	A
		N25 South to Ballygeny Link Road West	S-W	42	59	12	12	0	0.0%	0.0	✓	12	0	1.0	A
		N25 North to N25 South	NE-S	118	43	325	328	-3	-0.9%	0.2	✓	68	0	3.0	A
		N25 North to N25 North	NE-NE	118	44	0	0	0	0.0%	0.0	✓	69	0	0.0	A
		N25 North to Ballygeny Link Road West	NE-W	118	59	7	7	0	0.0%	0.0	✓	68	0	3.0	A
		Ballygeny Link Road West to N25 South	W-S	60	43	9	9	0	0.0%	0.0	✓	3	0	3.0	A
		Ballygeny Link Road West to N25 North	W-NE	60	44	12	12	0	0.0%	0.0	✓	3	0	2.0	A
		Ballygeny Link Road West to Ballygeny Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	3	0	0.0	A
			Total			**606**	**613**	**-7**	**-1.1%**	**0.3**	✔	**68**	**0**	**2.0**	**A**
104	New Road / Roche Freight	Ballygeny Link Road West to Ballygeny Link Road East	NW-E	58	60	12	12	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	59	5	5	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Roche Freight Access	E-SW	59	63	14	14	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygeny Link Road West	SW-NW	62	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygeny Link Road East	SW-E	62	60	9	9	0	0.0%	0.0	✓	0	0	1.0	A
			Total			**40**	**40**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygeny Link Road East to Churchtown North	E-N	59	64	4	3	1	33.3%	0.5	✓	1	0	1.0	A
		Ballygeny Link Road East to Churchtown South	E-S	69	65	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygeny Link Road East	S-E	64	58	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	16	16	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Ballygeny Link Road East	N-E	65	58	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	18	19	-1	-5.3%	0.2	✓	0	0	0.0	A
			Total			**52**	**52**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	11	11	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	19	20	-1	-5.0%	0.2	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	3	16	15	1	6.7%	0.3	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	29	29	0	0.0%	0.0	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	6	6	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**85**	**85**	**0**	**0.0%**	**0.0**	✔	**2**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	40	39	1	2.6%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	31	31	0	0.0%	0.0	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	13	13	0	0.0%	0.0	✓	1	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	10	10	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**99**	**98**	**1**	**1.0%**	**0.1**	✔	**2**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / Link Road	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	31	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	32	33	0	0.0%	0.0	✓	31	3	30.0	D
		Marys Terrace to Link Road	NW-E	2	123	18	17	1	5.9%	0.2	✓	31	3	37.0	D
		N25 South to Marys Terrace	S-NW	44	3	32	31	1	3.2%	0.2	✓	77	12	29.0	C
		N25 South to N25 North	S-N	44	52	91	94	-3	-3.2%	0.3	✓	77	13	31.0	C
		N25 South to Link Road	S-E	44	123	130	132	-2	-1.5%	0.2	✓	77	13	31.0	C
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	167	12	0.0	A
		N25 North to N25 South	N-S	53	55	169	169	-1	-0.6%	0.1	✓	167	16	31.0	C
		N25 North to Link Road	N-E	53	123	0	0	0	0.0%	0.0	✓	167	16	0.0	A
		Link Road to Marys Terrace	E-NW	122	3	12	13	-1	-7.7%	0.3	✓	12	1	36.0	D
		Link Road to N25 North	E-N	122	52	0	0	0	0.0%	0.0	✓	12	1	0.0	A
		Link Road to N25 South	E-S	122	55	0	0	0	0.0%	0.0	✓	12	1	0.0	A
			Total			**483**	**488**	**-5**	**-1.0%**	**0.2**	✔	**167**	**8**	**32.0**	**C**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	9	8	1	12.5%	0.3	✓	0	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	9	10	-1	-10.0%	0.3	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	5	5	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park East	W-E	5	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**28**	**28**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	11	11	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	27	27	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	8	8	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**50**	**50**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	4	4	0	0.0%	0.0	✓	3	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	39	41	-2	-7.3%	0.5	✓	6	0	1.0	A
		N25 to Ship	W-NE	79	83	49	49	0	0.0%	0.0	✓	2	0	1.0	A
		Freight to N25	NW-W	81	53	139	139	0	0.0%	0.0	✓	27	2	2.0	A
		Freight to Outbound Freight	NW-NW	81	80	4	4	0	0.0%	0.0	✓	27	2	2.0	A
		Freight to Ship	NW-NE	81	83	14	14	0	0.0%	0.0	✓	27	2	1.0	A
		Ship to N25	NE-W	82	53	26	26	0	0.0%	0.0	✓	10	0	2.0	A
		Ship to Outbound Freight	NE-NW	82	80	8	8	0	0.0%	0.0	✓	10	0	1.0	A
		Ship to Ship	NE-NE	82	83	1	1	0	0.0%	0.0	✓	10	0	1.0	A
			Total			**283**	**286**	**-3**	**-1.0%**	**0.2**	✔	**27**	**0**	**2.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	252	256	-4	-1.6%	0.3	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 South	W-SW	93	98	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Roche Freight Access	N-W	97	92	2	2	0	0.0%	0.0	✓	1	0	1.0	A
		N25 North to N25 South	N-SW	97	98	332	335	-3	-0.9%	0.2	✓	1	0	0.0	A
			Total			**593**	**600**	**-7**	**-1.2%**	**0.3**	✔	**1**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-NE	44	44	253	257	-4	-1.6%	0.3	✓	0	0	0.0	A
		N25 North to N25 South	NE-S	55	110	290	291	-1	-0.3%	0.1	✓	0	0	0.0	A
		N25 North to Link Road	NE-SE	55	125	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road to N25 South	E-S	124	110	24	23	1	4.3%	0.2	✓	7	0	1.0	A
			Total			**477**	**481**	**-4**	**-0.8%**	**0.2**	✓	**7**	**0**	**0.0**	**A**
203	N25 / Link Road South	N25 North to Link Road	N-SE	117	10215	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-S	117	118	224	224	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road to N25 South	SE-S	146	118	308	111	-3	-2.7%	0.3	✓	10	0	1.0	A
		N25 South to N25 North	S-N	44	44	253	257	-4	-1.6%	0.3	✓	0	0	0.0	A
			Total			**585**	**592**	**-7**	**-1.2%**	**0.3**	✔	**10**	**0**	**0.0**	**A**
204	Link Road / N25 South	Link Road North to Link Road South	N-S	116	116	2	2	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road North to N25	N-SW	116	146	105	108	-3	-2.8%	0.3	✓	5	0	1.0	A
		Link Road South to N25	S-SW	115	146	3	3	0	0.0%	0.0	✓	0	0	1.0	A
		Link Road South to Link Road North	S-N	115	115	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	NW-S	10215	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**110**	**113**	**-3**	**-2.7%**	**0.3**	✔	**6**	**0**	**1.0**	**A**
209	N25 / St Martins Terrace / Link Road	Link Road North to Link Road North	N-N	112	111	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to St Martins Road	N-E	112	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to Link Road South	N-S	112	114	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to N25	N-W	112	122	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Link Road North	E-N	57	111	0	0	0	0.0%	0.0	✓	8	0	0.0	A
		St Martins Road to St Martins Road	E-E	57	56	0	0	0	0.0%	0.0	✓	8	0	0.0	A
		St Martins Road to Link Road South	E-S	57	114	126	126	0	0.0%	0.0	✓	8	0	1.0	A
		St Martins Road to N25	E-W	57	122	12	13	-1	-7.7%	0.3	✓	8	0	1.0	A
		Link Road South to Link Road North	SW-N	113	111	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Link Road South to St Martins Road	SW-E	113	56	5	5	0	0.0%	0.0	✓	3	0	0.0	A
		Link Road South to Link Road South	SW-S	113	114	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Link Road South to N25	SW-W	113	122	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		N25 to Link Road North	W-N	123	111	0	0	0	0.0%	0.0	✓	12	0	1.0	A
		N25 to St Martins Road	W-E	123	56	134	134	0	0.0%	0.0	✓	12	0	1.0	A
		N25 to Link Road South	W-S	123	114	14	15	-1	-6.7%	0.3	✓	12	0	1.0	A
		N25 to N25	W-W	123	122	0	0	0	0.0%	0.0	✓	12	0	0.0	A
			Total			**291**	**293**	**-2**	**-0.7%**	**0.1**	✔	**14**	**0**	**1.0**	**A**
210	N25 / Link Road North	N25 East to Link Road	E-W	53	112	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 East to N25 West	E-W	53	53	168	168	-1	-0.6%	0.1	✓	0	0	0.0	A
		Link Road to N25 East	W-E	111	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 West to N25 East	W-E	52	52	91	94	-3	-3.2%	0.3	✓	0	0	0.0	A
			Total			**259**	**263**	**-4**	**-1.5%**	**0.2**	✔	**0**	**0**	**0.0**	**A**
214	N25 / Link Road / Development Roundabout	Link Road North to Link Road North	N-N	114	113	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road North to Development Access	N-E	114	89	30	29	1	3.4%	0.2	✓	1	0	1.0	A
		Link Road North to Link Road South	N-S	114	116	87	89	-2	-2.3%	0.2	✓	1	0	1.0	A
		Link Road North to N24	N-NW	114	124	24	23	1	4.3%	0.2	✓	1	0	1.0	A
		Development Access to Link Road North	E-N	90	113	5	5	0	0.0%	0.0	✓	11	0	2.0	A
		Development Access to Development Access	E-E	90	89	0	0	0	0.0%	0.0	✓	11	0	0.0	A
		Development Access to Link Road South	E-S	90	116	21	21	0	0.0%	0.0	✓	11	0	2.0	A
		Development Access to N24	E-NW	90	124	0	0	0	0.0%	0.0	✓	11	0	0.0	A
		Link Road South to Link Road North	S-N	115	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Development Access	S-E	115	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Link Road South	S-S	115	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to N24	S-NW	115	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road North	W-N	125	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Development Access	W-E	125	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	W-S	125	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to N24	W-NW	125	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**167**	**167**	**0**	**0.0%**	**0.0**	✔	**11**	**0**	**1.0**	**A**
	NETWORK TOTALS		Network totals								100%				

PM Peak

Rosslare Harbour VISSIM - PM Peak - Option B

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Average	Delay (secs) Average	LOS
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 East	N-E	65	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 West	N-W	65	98	4	4	0	0.0%	0.0	✓	3	1	2.0	A
		Churchtown South to Churchtown North	S-NE	68	64	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 East	S-E	68	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 West	S-W	68	98	4	4	0	0.0%	0.0	✓	5	1	2.0	A
		N25 West to Churchtown North	W-NE	72	64	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		N25 West to Churchtown South	W-S	72	68	4	4	0	0.0%	0.0	✓	6	1	3.0	A
		N25 West to N25 East	W-E	72	72	246	247	-1	-0.4%	0.1	✓	4	1	0.0	A
		N25 East to Churchtown North	E-NE	68	64	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		N25 East to Churchtown South	E-S	68	68	2	3	-1	-33.3%	0.6	✓	0	0	3.0	A
		N25 East to N25 West	E-W	68	98	235	237	-2	-0.8%	0.1	✓	3	1	0.0	A
		Total				**501**	**509**	**-8**	**-0.9%**	**0.2**	✔	**13**	**4**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	225	225	0	0.0%	0.0	✓	9	2	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	21	22	-1	-4.5%	0.2	✓	9	1	1.0	A
		Ballyknockan South to N25 East	SE-E	73	42	4	4	0	0.0%	0.0	✓	2	1	3.0	A
		Ballyknockan South to N25 West	SE-W	73	98	4	4	0	0.0%	0.0	✓	2	1	3.0	A
		N25 East to Ballyknockan South	E-SE	68	74	30	28	2	7.1%	0.4	✓	0	0	0.0	A
		N25 East to N25 West	E-W	68	98	237	240	-3	-1.3%	0.2	✓	0	0	0.0	A
		Total				**521**	**523**	**-2**	**-0.4%**	**0.1**	✔	**10**	**4**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	18	1	0.0	A
		N25 South to N25 North	S-NE	42	44	223	224	-1	-0.4%	0.1	✓	18	1	0.0	A
		N25 South to Ballygeny Link Road West	S-W	42	59	4	5	-1	-20.0%	0.5	✓	18	1	3.0	A
		N25 North to N25 South	NE-S	118	43	257	257	0	0.0%	0.0	✓	13	1	3.0	A
		N25 North to N25 North	NE-NE	118	44	0	0	0	0.0%	0.0	✓	13	1	0.0	A
		N25 North to Ballygeny Link Road West	NE-W	118	59	6	7	-1	-14.3%	0.4	✓	12	1	3.0	A
		Ballygeny Link Road West to N25 South	W-S	60	43	6	7	-1	-14.3%	0.4	✓	2	0	2.0	A
		Ballygeny Link Road West to N25 North	W-NE	60	44	9	8	1	12.5%	0.3	✓	2	0	2.0	A
		Ballygeny Link Road West to Ballygeny Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Total				**505**	**508**	**-3**	**-0.6%**	**0.1**	✔	**21**	**6**	**1.0**	**A**
104	New Road / Roche Freight	Ballygeny Link Road West to Ballygeny Link Road East	NW-E	58	80	8	7	1	14.3%	0.4	✓	0	0	0.0	A
		Ballygeny Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	59	4	5	-1	-20.0%	0.5	✓	0	0	0.0	A
		Ballygeny Link Road East to Roche Freight Access	E-SW	59	63	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to Ballygeny Link Road West	SW-NW	62	59	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygeny Link Road East	SW-E	62	60	8	8	0	0.0%	0.0	✓	2	0	1.0	A
		Total				**28**	**28**	**0**	**0.0%**	**0.0**	✔	**2**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygeny Link Road East to Churchtown North	E-N	59	64	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Ballygeny Link Road East to Churchtown South	E-S	59	65	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygeny Link Road East	S-E	64	58	5	4	1	25.0%	0.5	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Ballygeny Link Road East	N-E	65	58	3	3	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Churchtown South	N-S	65	65	3	3	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**23**	**22**	**1**	**4.5%**	**0.2**	✔	**0**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	2	8	9	-1	-11.1%	0.3	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	36	36	0	0.0%	0.0	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**56**	**57**	**-1**	**-1.8%**	**0.1**	✔	**1**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	40	41	-1	-2.4%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	10	10	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	40	39	1	2.6%	0.2	✓	5	1	1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**105**	**105**	**0**	**0.0%**	**0.0**	✔	**6**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / Link Road	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	27	3	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	33	34	-1	-2.9%	0.2	✓	27	3	37.0	D
		Marys Terrace to Link Road	NW-E	2	123	18	18	0	0.0%	0.0	✓	27	3	37.0	C
		N25 South to Marys Terrace	S-NW	44	3	37	35	2	5.7%	0.3	✓	87	13	30.0	C
		N25 South to N25 North	S-N	44	52	50	51	-1	-2.0%	0.1	✓	87	13	32.0	C
		N25 South to Link Road	S-E	44	123	145	146	-1	-0.7%	0.1	✓	87	13	31.0	C
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	44	4	0.0	A
		N25 North to N25 South	N-S	53	55	85	84	1	1.2%	0.1	✓	44	4	24.0	C
		N25 North to Link Road	N-E	53	123	0	0	0	0.0%	0.0	✓	44	4	0.0	A
		Link Road to Marys Terrace	E-NW	122	3	13	14	-1	-7.1%	0.3	✓	15	1	37.0	D
		Link Road to N25 North	E-N	122	52	0	0	0	0.0%	0.0	✓	15	1	0.0	A
		Link Road to N25 South	E-S	122	55	0	0	0	0.0%	0.0	✓	15	1	0.0	A
		Total				**381**	**382**	**-1**	**-0.3%**	**0.1**	✔	**87**	**5**	**30.0**	**C**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	20	20	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	24	23	1	4.3%	0.2	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	5	5	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**55**	**54**	**1**	**1.9%**	**0.1**	✔	**1**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	27	27	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	9	9	0	0.0%	0.0	✓	1	0	0.0	A
		Total				**42**	**42**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	11	11	0	0.0%	0.0	✓	0	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	32	33	-1	-3.0%	0.2	✓	4	0	1.0	A
		N25 to Ship	W-NE	79	83	7	7	0	0.0%	0.0	✓	1	0	1.0	A
		Freight to N25	NW-W	81	53	56	56	0	0.0%	0.0	✓	6	0	1.0	A
		Freight to Outbound Freight	NW-NW	81	80	7	7	0	0.0%	0.0	✓	6	0	1.0	A
		Freight to Ship	NW-NE	81	83	7	7	0	0.0%	0.0	✓	6	0	1.0	A
		Ship to N25	NE-W	82	53	17	17	0	0.0%	0.0	✓	2	0	1.0	A
		Ship to Outbound Freight	NE-NW	82	80	4	4	0	0.0%	0.0	✓	2	0	1.0	A
		Ship to Ship	NE-NE	82	83	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Total				**141**	**142**	**-1**	**-0.7%**	**0.1**	✔	**8**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	227	228	-1	-0.4%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	4	4	0	0.0%	0.0	✓	1	0	2.0	A
		N25 North to Roche Freight Access	N-W	97	92	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-SW	97	98	263	264	-1	-0.4%	0.1	✓	0	0	0.0	A
		Total				**496**	**498**	**-2**	**-0.4%**	**0.1**	✔	**2**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-NE	44	44	232	232	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	NE-S	65	110	118	118	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Link Road	NE-SE	65	125	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road to N25 South	E-S	124	110	25	24	1	4.2%	0.2	✓	6	0	0.0	A
		Total				**375**	**374**	**1**	**0.3%**	**0.1**	✔	**6**	**0**	**0.0**	**A**
203	N25 / Link Road South	N25 North to Link Road	N-SE	117	10215	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-S	117	118	142	142	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road to N25 South	NE-S	146	118	121	122	-1	-0.8%	0.1	✓	10	0	0.0	A
		N25 South to N25 North	S-N	44	44	233	232	1	0.4%	0.1	✓	0	0	0.0	A
		Total				**496**	**496**	**0**	**0.0%**	**0.0**	✔	**10**	**0**	**0.0**	**A**
204	Link Road / N25 South	Link Road North to Link Road South	N-S	116	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to N25	N-SW	116	146	119	119	-1	-0.8%	0.1	✓	0	0	1.0	A
		Link Road South to N25	S-SW	115	146	3	3	0	0.0%	0.0	✓	1	0	1.0	A
		Link Road South to Link Road North	S-N	115	115	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	NW-S	10215	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**121**	**122**	**-1**	**-0.8%**	**0.1**	✔	**1**	**0**	**1.0**	**A**
209	N25 / St Martins Terrace / Link Road	Link Road North to Link Road North	N-N	112	111	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to St Martins Road	N-E	112	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to Link Road South	N-S	112	114	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to N25	N-W	112	122	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Link Road North	E-N	57	111	0	0	0	0.0%	0.0	✓	8	0	0.0	A
		St Martins Road to St Martins Road	E-E	57	56	0	0	0	0.0%	0.0	✓	8	0	0.0	A
		St Martins Road to Link Road South	E-S	57	114	136	135	1	0.7%	0.1	✓	8	0	1.0	A
		St Martins Road to N25	E-W	57	122	13	14	-1	-7.1%	0.3	✓	8	0	1.0	A
		Link Road South to Link Road North	SW-N	113	111	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road South to St Martins Road	SW-E	113	56	4	4	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road South to Link Road South	SW-S	113	114	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road South to N25	SW-W	113	122	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		N25 to Link Road North	W-N	123	111	0	0	0	0.0%	0.0	✓	21	1	0.0	A
		N25 to St Martins Road	W-E	123	56	351	352	-1	-0.3%	0.1	✓	21	1	1.0	A
		N25 to Link Road South	W-S	123	114	12	12	0	0.0%	0.0	✓	21	1	1.0	A
		N25 to N25	W-W	123	122	0	0	0	0.0%	0.0	✓	21	1	0.0	A
		Total				**364**	**317**	**-1**	**-0.3%**	**0.1**	✔	**22**	**0**	**1.0**	**A**
210	N25 / Link Road North	N25 East to Link Road	E-W	53	112	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 East to N25 West	E-W	53	53	84	84	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road to N25 East	W-E	111	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 West to N25 East	W-E	52	52	50	51	-1	-2.0%	0.1	✓	0	0	0.0	A
		Total				**134**	**135**	**-1**	**-0.7%**	**0.1**	✔	**0**	**0**	**0.0**	**A**
214	N25 / Link Road / Development Roundabout	Link Road North to Link Road North	N-N	114	113	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road North to Development Access	N-E	114	89	26	24	2	8.3%	0.4	✓	1	0	1.0	A
		Link Road North to Link Road South	N-S	114	116	98	99	-1	-1.0%	0.1	✓	1	0	1.0	A
		Link Road North to N24	N-NW	114	124	25	24	1	4.2%	0.2	✓	1	0	1.0	A
		Development Access to Link Road North	E-N	90	113	4	4	0	0.0%	0.0	✓	8	1	2.0	A
		Development Access to Development Access	E-E	90	89	0	0	0	0.0%	0.0	✓	8	1	0.0	A
		Development Access to Link Road South	E-S	90	116	20	20	0	0.0%	0.0	✓	8	1	2.0	A
		Development Access to N24	E-NW	90	124	0	0	0	0.0%	0.0	✓	8	1	0.0	A
		Link Road South to Link Road North	S-N	115	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Development Access	S-E	115	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Link Road South	S-S	115	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to N24	S-NW	115	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road North	W-N	125	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Development Access	W-E	125	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	W-S	125	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to N24	W-NW	125	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**173**	**171**	**2**	**1.2%**	**0.2**	✓	**8**	**0**	**1.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

N. Junction Performance Full Approach Summary – 2023 – Option C

AM Peak

Rosslare Harbour VISSIM - AM Peak - Option C

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	144	69	9	5	4	80.0%	1.5	✓	5	0	2.0	A
		Churchtown North to N25 East	N-E	144	72	6	4	2	50.0%	0.9	✓	4	0	1.0	A
		Churchtown North to N25 West	N-W	144	98	31	12	19	158.3%	4.1	✓	12	0	2.0	A
		Churchtown South to Churchtown North	S-NE	68	64	6	5	1	20.0%	0.4	✓	5	0	3.0	A
		Churchtown South to N25 East	S-E	68	72	4	4	0	0.0%	0.0	✓	5	0	3.0	A
		Churchtown South to N25 West	S-W	68	98	11	12	-1	-8.3%	0.3	✓	7	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	6	6	0	0.0%	0.0	✓	9	0	2.0	A
		N25 West to N25 East	W-E	72	72	256	257	-1	-0.4%	0.1	✓	4	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	7	7	0	0.0%	0.0	✓	18	0	2.0	A
		N25 East to Churchtown South	E-S	98	69	4	4	0	0.0%	0.0	✓	2	0	1.0	A
		N25 East to N25 West	E-W	98	98	323	311	12	3.9%	0.7	✓	13	0	0.0	A
			Total			**672**	**636**	**36**	**5.7%**	**1.4**	✔	**23**	**0**	**1.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	243	241	2	0.8%	0.1	✓	7	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	23	24	-1	-4.2%	0.2	✓	7	0	2.0	A
		Ballyknockan South to N25 East	SE-E	73	42	20	21	-1	-4.8%	0.2	✓	7	0	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	22	21	1	4.8%	0.2	✓	8	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	38	34	4	11.8%	0.7	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	312	301	11	3.7%	0.6	✓	0	0	0.0	A
			Total			**658**	**642**	**16**	**2.5%**	**0.6**	✔	**10**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	10	0	0.0	A
		N25 South to N25 North	S-NE	42	44	157	155	2	1.3%	0.2	✓	10	0	1.0	A
		N25 South to Ballygerry Link Road West	S-W	42	59	99	102	-3	-2.9%	0.3	✓	10	0	1.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	10	0	0.0	A
		N25 North to N25 South	NE-S	55	43	158	160	-2	-1.3%	0.2	✓	10	0	2.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	10	0	0.0	A
		N25 North to Ballygerry Link Road West	NE-W	55	59	7	7	0	0.0%	0.0	✓	10	0	2.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	10	0	0.0	A
		Ballygerry Link Road West to N25 South	W-S	60	43	193	174	19	10.9%	1.4	✓	15	0	3.0	A
		Ballygerry Link Road West to N25 North	W-NE	60	44	9	10	-1	-10.0%	0.3	✓	15	0	2.0	A
		Ballygerry Link Road West to Ballygerry Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	15	0	0.0	A
		Ballygerry Link Road West to Development Access	W-E	60	95	2	2	0	0.0%	0.0	✓	15	0	2.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	2	0	2.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Ballygerry Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	2	0	0.0	A
			Total			**628**	**613**	**15**	**2.4%**	**0.6**	✔	**17**	**0**	**2.0**	**A**
104	New Road / Roche Freight	Ballygerry Link Road West to Ballygerry Link Road East	NW-E	58	60	195	177	18	10.2%	1.3	✓	0	0	0.0	A
		Ballygerry Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	E-NW	59	59	92	95	-3	-3.2%	0.3	✓	0	0	0.0	A
		Ballygerry Link Road East to Roche Freight Access	E-SW	59	63	15	14	1	7.1%	0.3	✓	0	0	1.0	A
		Roche Freight Access to Ballygerry Link Road West	SW-NW	62	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road East	SW-E	62	60	9	9	0	0.0%	0.0	✓	5	0	2.0	A
			Total			**311**	**295**	**16**	**5.4%**	**0.9**	✔	**5**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygerry Link Road East to Churchtown South	E-S	59	144	46	2	44	2200.0%	9.0	×	0	0	1.0	A
		Ballygerry Link Road East to Churchtown North	E-N	59	142	2	3	-1	-33.3%	0.6	✓	0	0	1.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	E-NW	59	141	44	90	-46	-51.1%	5.6	×	0	0	0.0	A
		Churchtown South to Churchtown North	S-N	64	142	17	16	1	6.3%	0.2	✓	6	0	1.0	A
		Churchtown South to Ballygerry Link Road East	S-E	64	58	5	5	0	0.0%	0.0	✓	6	0	2.0	A
		Churchtown North to Ballygerry Link Road East	N-E	133	58	26	7	19	271.4%	4.7	✓	5	0	1.0	A
		Churchtown North to Churchtown South	N-S	133	144	0	19	-19	-100.0%	6.2	×	0	0	0.0	A
		Ballygerry Link Road West to Ballygerry Link Road East	NW-E	140	58	164	165	-1	-0.6%	0.1	✓	0	0	3.0	A
			Total			**140**	**142**	**-2**	**-1.4%**	**0.2**	✔	**7**	**0**	**2.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	142	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	133	20	20	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	142	2	15	15	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	142	142	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	133	2	30	29	1	3.4%	0.2	✓	2	0	1.0	A
		Churchtown North to Churchtown South	N-S	133	133	6	6	0	0.0%	0.0	✓	1	0	1.0	A
			Total			**86**	**85**	**1**	**1.2%**	**0.1**	✔	**3**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	40	39	1	2.6%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	32	31	1	3.2%	0.2	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	13	13	0	0.0%	0.0	✓	1	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	10	10	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**100**	**98**	**2**	**2.0%**	**0.2**	✔	**2**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	32	32	0	0.0%	0.0	✓	2	0	1.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	18	17	1	5.9%	0.2	✓	3	0	3.0	A
		N25 South to Marys Terrace	S-NW	50	3	32	31	1	3.2%	0.2	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	121	122	-1	-0.8%	0.1	✓	1	0	2.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		N25 North to N25 South	N-S	53	55	3	4	-1	-25.0%	0.5	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	13	13	0	0.0%	0.0	✓	2	0	2.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	126	126	0	0.0%	0.0	✓	2	0	1.0	A
			Total			**349**	**349**	**0**	**0.0%**	**0.0**	✔	**8**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	9	8	1	12.5%	0.3	✓	0	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	9	10	-1	-10.0%	0.3	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**28**	**28**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-E	141	131	57	101	-44	-43.6%	5.0	✓	7	0	1.0	A
		Churchtown West to Small Boat Harbour	SW-NW	141	66	2	4	-2	-50.0%	1.2	✓	7	0	1.0	A
		Churchtown East to Churchtown West	NE-SW	132	140	192	192	0	0.0%	0.0	✓	1	0	1.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	140	8	8	0	0.0%	0.0	✓	1	0	1.0	A
			Total			**259**	**305**	**-46**	**-15.1%**	**2.7**	✔	**7**	**0**	**1.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Ship	W-NE	79	83	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Freight to N25	NW-W	81	53	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Freight to Outbound Freight	NW-NW	81	80	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Freight to Ship	NW-NE	81	83	14	14	0	0.0%	0.0	✓	0	0	1.0	A
		Ship to N25	NE-W	82	53	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ship to Outbound Freight	NE-NW	82	80	8	8	0	0.0%	0.0	✓	0	0	1.0	A
		Ship to Ship	NE-NE	82	83	1	1	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**31**	**31**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	255	256	-1	-0.4%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	7	6	1	16.7%	0.4	✓	0	0	1.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Roche Freight Access	N-W	97	92	2	2	0	0.0%	0.0	✓	2	0	1.0	A
		N25 North to N25 South	N-SW	97	98	351	335	16	4.8%	0.9	✓	2	0	0.0	A
			Total			**616**	**600**	**16**	**2.7%**	**0.6**	✔	**2**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	151	152	-1	-0.7%	0.1	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	15	13	2	15.4%	0.5	✓	5	0	2.0	A
		N25 North to N25 South	N-S	55	55	145	146	-1	-0.7%	0.1	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	17	16	1	6.3%	0.2	✓	0	0	1.0	A
		Development Access to N25 North	E-N	90	50	6	5	1	20.0%	0.4	✓	4	0	2.0	A
		Development Access to N25 South	E-S	90	55	21	21	0	0.0%	0.0	✓	7	0	1.0	A
			Total			**355**	**353**	**2**	**0.6%**	**0.1**	✔	**9**	**0**	**0.0**	**A**
307	Ballygerry Link Road / Churchtown	Ballygerry Link Road East to Churchtown South	NE-SW	140	133	35	35	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	NE-W	140	140	164	165	-1	-0.6%	0.1	✓	0	0	0.0	A
		Churchtown South to Ballygerry Link Road East	SW-NE	142	141	15	15	0	0.0%	0.0	✓	4	0	1.0	A
		Ballygerry Link Road West to Ballygerry Link Road East	W-NE	141	141	44	90	-46	-51.1%	5.6	×	0	0	0.0	A
			Total			**258**	**305**	**-47**	**-15.4%**	**2.8**	✔	**4**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**							**97%**					

PM Peak

Rosslare Harbour VISSIM - PM Peak - Option C

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff*	General Traffic GEH	Accept	Queue Length (m) Model Max	Queue Length (m) Model Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	144	69	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Churchtown North to N25 East	N-E	144	72	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Churchtown North to N25 West	N-W	144	98	21	4	17	425.0%	4.8	✓	9	0	2.0	A
		Churchtown South to Churchtown North	S-NE	68	64	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 East	S-E	68	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 West	S-W	68	98	4	4	0	0.0%	0.0	✓	1	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	6	6	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		N25 West to N25 East	W-E	72	72	246	247	-1	-0.4%	0.1	✓	1	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	4	4	0	0.0%	0.0	✓	9	0	1.0	A
		N25 East to Churchtown South	E-S	98	69	2	3	-1	-33.3%	0.6	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	237	237	0	0.0%	0.0	✓	5	0	0.0	A
			Total			**524**	**509**	**15**	**2.9%**	**0.7**	✔	**14**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	225	225	0	0.0%	0.0	✓	6	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	21	22	-1	-4.5%	0.2	✓	6	0	1.0	A
		Ballyknockan South to N25 East	SE-E	73	42	4	4	0	0.0%	0.0	✓	3	0	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	4	4	0	0.0%	0.0	✓	2	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	30	28	2	7.1%	0.4	✓	0	0	0.0	A
		N25 East to N25 West	E-W	98	98	238	240	-2	-0.8%	0.1	✓	0	0	0.0	A
			Total			**522**	**523**	**-1**	**-0.2%**	**0.0**	✔	**8**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	16	0	0.0	A
		N25 South to N25 North	S-NE	42	44	183	184	-1	-0.5%	0.1	✓	16	0	1.0	A
		N25 South to Ballygeny Link Road West	S-W	42	59	44	45	-1	-2.2%	0.1	✓	16	0	1.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	16	0	0.0	A
		N25 North to N25 South	NE-S	55	43	178	181	-3	-1.7%	0.2	✓	6	0	1.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		N25 North to Ballygeny Link Road West	NE-W	55	59	7	7	0	0.0%	0.0	✓	6	0	1.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		Ballygeny Link Road West to N25 South	W-S	60	43	84	80	4	5.0%	0.4	✓	4	0	2.0	A
		Ballygeny Link Road West to N25 North	W-NE	60	44	8	8	0	0.0%	0.0	✓	4	0	2.0	A
		Ballygeny Link Road West to Ballygeny Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	4	0	0.0	A
		Ballygeny Link Road West to Development Access	W-E	60	95	0	0	0	0.0%	0.0	✓	4	0	0.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	1	0	2.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Development Access to Ballygeny Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**507**	**508**	**-1**	**-0.2%**	**0.0**	✔	**17**	**0**	**1.0**	**A**
104	New Road / Roche Freight	Ballygeny Link Road West to Ballygeny Link Road East	NW-E	58	60	84	80	4	5.0%	0.4	✓	0	0	0.0	A
		Ballygeny Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	59	44	45	-1	-2.2%	0.1	✓	0	0	0.0	A
		Ballygeny Link Road East to Roche Freight Access	E-SW	59	63	8	7	1	14.3%	0.4	✓	0	0	1.0	A
		Roche Freight Access to Ballygeny Link Road West	SW-NW	62	59	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygeny Link Road East	SW-E	62	60	8	8	0	0.0%	0.0	✓	2	0	1.0	A
			Total			**145**	**141**	**4**	**2.8%**	**0.3**	✔	**2**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygeny Link Road East to Churchtown South	E-S	59	144	21	1	20	2000.0%	6.0	×	0	0	1.0	A
		Ballygeny Link Road East to Churchtown North	E-N	59	144	3	5	-2	-40.0%	1.0	✓	0	0	1.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	141	20	40	-20	-50.0%	3.7	✓	0	0	0.0	A
		Churchtown South to Churchtown North	S-N	64	142	6	6	0	0.0%	0.0	✓	2	0	0.0	A
		Churchtown South to Ballygeny Link Road East	S-E	64	58	5	4	1	25.0%	0.5	✓	2	0	1.0	A
		Churchtown North to Ballygeny Link Road East	N-E	133	58	6	3	3	100.0%	1.4	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	133	144	0	3	-3	-100.0%	2.4	✓	0	0	0.0	A
		Ballygeny Link Road West to Ballygeny Link Road East	NW-E	140	58	73	73	0	0.0%	0.0	✓	0	0	3.0	A
			Total			**61**	**62**	**-1**	**-1.6%**	**0.1**	✔	**3**	**0**	**2.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	142	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	133	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	142	2	7	9	-2	-22.2%	0.7	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	142	142	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	133	2	36	36	0	0.0%	0.0	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	133	133	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**55**	**57**	**-2**	**-3.5%**	**0.3**	✔	**1**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	39	41	-2	-4.9%	0.3	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	9	10	-1	-10.0%	0.3	✓	0	0	1.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	40	39	1	2.6%	0.2	✓	3	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**103**	**105**	**-2**	**-1.9%**	**0.2**	✔	**4**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	33	34	-1	-2.9%	0.2	✓	6	0	1.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	18	18	0	0.0%	0.0	✓	5	0	3.0	A
		N25 South to Marys Terrace	S-NW	50	3	35	35	0	0.0%	0.0	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	10	11	-1	-9.1%	0.3	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	137	138	-1	-0.7%	0.1	✓	5	0	2.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		N25 North to N25 South	N-S	53	55	10	11	-1	-9.1%	0.3	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	14	14	0	0.0%	0.0	✓	4	0	2.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	135	135	0	0.0%	0.0	✓	4	0	1.0	A
			Total			**392**	**396**	**-4**	**-1.0%**	**0.2**	✔	**8**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	20	20	0	0.0%	0.0	✓	1	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	23	23	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**54**	**54**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-E	141	131	26	46	-20	-43.5%	3.3	✓	1	0	1.0	A
		Churchtown West to Small Boat Harbour	SW-NW	141	66	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	132	140	103	103	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	140	9	9	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**135**	**155**	**-20**	**-12.9%**	**1.7**	✔	**1**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	10	11	-1	-9.1%	0.3	✓	0	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Ship	W-NE	79	83	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Freight to N25	NW-W	81	53	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Freight to Outbound Freight	NW-NW	81	80	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Freight to Ship	NW-NE	81	83	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Ship to N25	NE-W	82	53	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ship to Outbound Freight	NE-NW	82	80	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Ship to Ship	NE-NE	82	83	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**28**	**29**	**-1**	**-3.4%**	**0.2**	✔	**0**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	227	228	-1	-0.4%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	4	4	0	0.0%	0.0	✓	1	0	2.0	A
		N25 North to Roche Freight Access	N-W	97	92	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-SW	97	98	265	264	1	0.4%	0.1	✓	0	0	0.0	A
			Total			**498**	**498**	**0**	**0.0%**	**0.0**	✔	**2**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	177	180	-3	-1.7%	0.2	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	13	12	1	8.3%	0.3	✓	5	0	2.0	A
		N25 North to N25 South	N-S	55	55	166	168	-2	-1.2%	0.2	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	12	12	0	0.0%	0.0	✓	0	0	0.0	A
		Development Access to N25 North	E-N	90	50	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		Development Access to N25 South	E-S	90	55	20	20	0	0.0%	0.0	✓	5	0	1.0	A
			Total			**392**	**396**	**-4**	**-1.0%**	**0.2**	✔	**10**	**0**	**0.0**	**A**
307	Ballygeny Link Road / Churchtown	Ballygeny Link Road East to Churchtown South	NE-SW	140	133	36	36	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	NE-W	140	140	73	73	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygeny Link Road East	SW-NE	142	141	5	6	-1	-16.7%	0.4	✓	0	0	0.0	A
		Ballygeny Link Road West to Ballygeny Link Road East	W-NE	141	141	20	40	-20	-50.0%	3.7	✓	0	0	0.0	A
			Total			**134**	**155**	**-21**	**-13.5%**	**1.7**	✔	**0**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**99%**				

O. Junction Performance Full Approach Summary – 2038 – Option A

AM Peak

Rosslare Harbour VISSIM - AM Peak - Option A

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	5	5	0	0.0%	0.0	✓	6	0	3.0	A
		Churchtown North to N25 East	N-E	65	72	3	4	-1	-25.0%	0.5	✓	3	0	1.0	A
		Churchtown North to N25 West	N-W	65	98	14	12	2	16.7%	0.6	✓	8	0	3.0	A
		Churchtown South to Churchtown North	S-NE	68	64	6	5	1	20.0%	0.4	✓	4	0	3.0	A
		Churchtown South to N25 East	S-E	68	72	4	4	0	0.0%	0.0	✓	4	0	4.0	A
		Churchtown South to N25 West	S-W	68	98	11	12	-1	-8.3%	0.3	✓	8	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	5	6	-1	-16.7%	0.4	✓	13	0	2.0	A
		N25 West to N25 East	W-E	72	72	280	281	-1	-0.4%	0.1	✓	8	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	6	7	-1	-14.3%	0.4	✓	17	0	2.0	A
		N25 East to Churchtown South	E-S	98	69	3	4	-1	-25.0%	0.5	✓	1	0	1.0	A
		N25 East to N25 West	E-W	98	98	342	344	-2	-0.6%	0.1	✓	12	0	0.0	A
			Total			**688**	**693**	**-5**	**-0.7%**	**0.2**	✓	**23**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	262	263	-1	-0.4%	0.1	✓	7	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	26	26	0	0.0%	0.0	✓	7	0	2.0	A
		Ballyknockan South to N25 East	SE-E	73	42	20	21	-1	-4.8%	0.2	✓	8	0	2.0	A
		Ballyknockan South to N25 West	SE-W	73	98	22	21	1	4.8%	0.2	✓	10	0	2.0	A
		N25 East to Ballyknockan South	E-SE	98	74	39	37	2	5.4%	0.3	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	329	334	-5	-1.5%	0.3	✓	0	0	0.0	A
			Total			**698**	**702**	**-4**	**-0.6%**	**0.2**	✔	**13**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	11	0	0.0	A
		N25 South to N25 North	S-NE	42	44	264	265	-1	-0.4%	0.1	✓	11	0	1.0	A
		N25 South to Ballygerry Link Road West	S-W	42	59	12	12	0	0.0%	0.0	✓	11	0	1.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	11	0	0.0	A
		N25 North to N25 South	NE-S	55	43	360	361	-1	-0.3%	0.1	✓	38	0	2.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	38	0	0.0	A
		N25 North to Ballygerry Link Road West	NE-W	55	59	9	8	1	12.5%	0.3	✓	38	0	2.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	38	0	0.0	A
		Ballygerry Link Road West to N25 South	W-S	60	43	9	9	0	0.0%	0.0	✓	2	0	2.0	A
		Ballygerry Link Road West to N25 North	W-NE	60	44	9	11	-2	-18.2%	0.6	✓	2	0	2.0	A
		Ballygerry Link Road West to Ballygerry Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Ballygerry Link Road West to Development Access	W-E	60	95	3	2	1	50.0%	0.6	✓	2	0	3.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	3	0	3.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Development Access to Ballygerry Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	3	0	0.0	A
			Total			**669**	**671**	**-2**	**-0.3%**	**0.1**	✔	**38**	**0**	**2.0**	**A**
104	New Road / Roche Freight	Ballygerry Link Road West to Ballygerry Link Road East	NW-E	58	60	12	13	-1	-7.7%	0.3	✓	0	0	0.0	A
		Ballygerry Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	E-NW	59	59	6	5	1	20.0%	0.4	✓	0	0	0.0	A
		Ballygerry Link Road East to Roche Freight Access	E-SW	59	63	15	16	-1	-6.3%	0.3	✓	0	0	1.0	A
		Roche Freight Access to Ballygerry Link Road West	SW-NW	62	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road East	SW-E	62	60	9	9	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**42**	**43**	**-1**	**-2.3%**	**0.2**	✔	**1**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygerry Link Road East to Churchtown North	E-N	59	64	4	3	1	33.3%	0.5	✓	0	0	1.0	A
		Ballygerry Link Road East to Churchtown South	E-S	59	65	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygerry Link Road East	S-E	64	58	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	17	17	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Ballygerry Link Road East	N-E	65	58	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	20	20	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**55**	**54**	**1**	**1.9%**	**0.1**	✔	**0**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	12	11	1	9.1%	0.3	✓	1	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	22	21	1	4.8%	0.2	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	2	17	16	1	6.3%	0.2	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	26	25	1	4.0%	0.2	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	5	6	-1	-16.7%	0.4	✓	1	0	0.0	A
			Total			**86**	**83**	**3**	**3.6%**	**0.3**	✔	**2**	**0**	**0.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	38	37	1	2.7%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	33	32	1	3.1%	0.2	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	13	13	0	0.0%	0.0	✓	1	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	10	10	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**98**	**96**	**2**	**2.1%**	**0.2**	✔	**2**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	31	31	0	0.0%	0.0	✓	11	0	3.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	17	16	1	6.3%	0.2	✓	6	0	4.0	A
		N25 South to Marys Terrace	S-NW	50	3	34	32	2	6.3%	0.3	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	106	112	-6	-5.4%	0.6	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	125	124	1	0.8%	0.1	✓	19	0	3.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		N25 North to N25 South	N-S	53	55	208	208	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	13	13	0	0.0%	0.0	✓	18	0	4.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	126	126	0	0.0%	0.0	✓	18	0	2.0	A
			Total			**660**	**662**	**-2**	**-0.3%**	**0.1**	✔	**22**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	9	8	1	12.5%	0.3	✓	0	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	9	9	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**28**	**27**	**1**	**3.7%**	**0.2**	✔	**0**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	11	11	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	24	24	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	7	7	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**46**	**46**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	6	6	0	0.0%	0.0	✓	2	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	46	50	-4	-8.0%	0.6	✓	7	0	1.0	A
		N25 to Ship	W-NE	79	83	54	56	-2	-3.6%	0.3	✓	2	0	1.0	A
		Freight to N25	NW-W	81	53	171	171	0	0.0%	0.0	✓	39	0	3.0	A
		Freight to Outbound Freight	NW-NW	81	80	5	5	0	0.0%	0.0	✓	39	0	2.0	A
		Freight to Ship	NW-NE	81	83	17	18	-1	-5.6%	0.2	✓	39	0	2.0	A
		Ship to N25	NE-W	82	53	31	31	0	0.0%	0.0	✓	13	0	2.0	A
		Ship to Outbound Freight	NE-NW	82	80	9	9	0	0.0%	0.0	✓	13	0	1.0	A
		Ship to Ship	NE-NE	82	83	1	1	0	0.0%	0.0	✓	13	0	1.0	A
			Total			**340**	**347**	**-7**	**-2.0%**	**0.4**	✔	**39**	**0**	**2.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	274	278	-4	-1.4%	0.2	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	2.0	A
		Roche Freight Access to N25 South	W-SW	93	98	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Roche Freight Access	N-W	97	92	2	2	0	0.0%	0.0	✓	3	0	1.0	A
		N25 North to N25 South	N-SW	97	98	369	371	-2	-0.5%	0.1	✓	3	0	0.0	A
			Total			**652**	**658**	**-6**	**-0.9%**	**0.2**	✔	**3**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	260	263	-3	-1.1%	0.2	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	13	13	0	0.0%	0.0	✓	8	0	3.0	A
		N25 North to N25 South	N-S	55	55	349	348	1	0.3%	0.1	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	16	17	-1	-5.9%	0.2	✓	0	0	1.0	A
		Development Access to N25 North	E-N	90	50	6	5	1	20.0%	0.4	✓	12	0	4.0	A
		Development Access to N25 South	E-S	90	55	21	21	0	0.0%	0.0	✓	17	0	3.0	A
			Total			**665**	**667**	**-2**	**-0.3%**	**0.1**	✔	**17**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

PM Peak

Rosslare Harbour VISSIM - PM Peak - Option A

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Queue Length (m) Average	Delay (secs) Average	LOS
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 East	N-E	65	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 West	N-W	65	98	4	4	0	0.0%	0.0	✓	3	0	1.0	A
		Churchtown South to Churchtown North	S-NE	68	64	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 East	S-E	68	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 West	S-W	68	98	4	4	0	0.0%	0.0	✓	2	0	1.0	A
		N25 West to Churchtown North	W-NE	72	64	7	6	1	16.7%	0.4	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	4	4	0	0.0%	0.0	✓	5	0	2.0	A
		N25 West to N25 East	W-E	72	72	271	272	-1	-0.4%	0.1	✓	0	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		N25 East to Churchtown South	E-S	98	69	2	3	-1	-33.3%	0.6	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	261	262	-1	-0.4%	0.1	✓	1	0	0.0	A
			Total			**557**	**559**	**-2**	**-0.4%**	**0.1**	✔	**7**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	248	248	0	0.0%	0.0	✓	8	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	24	24	0	0.0%	0.0	✓	8	0	1.0	A
		Ballyknockan South to N25 East	SE-E	73	42	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	31	29	2	6.9%	0.4	✓	0	0	0.0	A
		N25 East to N25 West	E-W	98	98	262	265	-3	-1.1%	0.2	✓	0	0	0.0	A
			Total			**573**	**574**	**-1**	**-0.2%**	**0.0**	✔	**10**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	18	0	0.0	A
		N25 South to N25 North	S-NE	42	44	246	246	0	0.0%	0.0	✓	18	0	2.0	A
		N25 South to Ballygerry Link Road West	S-W	42	59	5	5	0	0.0%	0.0	✓	18	0	1.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	18	0	0.0	A
		N25 North to N25 South	NE-S	55	43	280	279	1	0.4%	0.1	✓	9	0	1.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		N25 North to Ballygerry Link Road West	NE-W	55	59	6	7	-1	-14.3%	0.4	✓	9	0	1.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		Ballygerry Link Road West to N25 South	W-S	60	43	7	7	0	0.0%	0.0	✓	1	0	2.0	A
		Ballygerry Link Road West to N25 North	W-NE	60	44	9	8	1	12.5%	0.3	✓	1	0	2.0	A
		Ballygerry Link Road West to Ballygerry Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Ballygerry Link Road West to Development Access	W-E	60	95	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	2	0	3.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Ballygerry Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	2	0	0.0	A
			Total			**556**	**555**	**1**	**0.2%**	**0.0**	✔	**20**	**0**	**1.0**	**A**
104	New Road / Roche Freight	Ballygerry Link Road West to Ballygerry Link Road East	NW-E	58	60	8	7	1	14.3%	0.4	✓	0	0	0.0	A
		Ballygerry Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	E-NW	59	59	4	5	-1	-20.0%	0.5	✓	0	0	0.0	A
		Ballygerry Link Road East to Roche Freight Access	E-SW	59	63	7	7	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road West	SW-NW	62	59	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road East	SW-E	62	60	8	8	0	0.0%	0.0	✓	1	0	1.0	A
			Total			**28**	**28**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygerry Link Road East to Churchtown North	E-N	59	64	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Ballygerry Link Road East to Churchtown South	E-S	59	65	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygerry Link Road East	S-E	64	58	5	4	1	25.0%	0.5	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	5	6	-1	-16.7%	0.4	✓	0	0	0.0	A
		Churchtown North to Ballygerry Link Road East	N-E	65	58	3	3	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Churchtown South	N-S	65	65	3	3	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**22**	**22**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	2	8	9	-1	-11.1%	0.3	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	39	39	0	0.0%	0.0	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**59**	**60**	**-1**	**-1.7%**	**0.1**	✔	**2**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	42	43	-1	-2.3%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	5	5	0	0.0%	0.0	✓	0	0	0.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	10	10	0	0.0%	0.0	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	45	43	2	4.7%	0.3	✓	3	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	11	11	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**113**	**112**	**1**	**0.9%**	**0.1**	✔	**3**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	34	35	-1	-2.9%	0.2	✓	8	0	2.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	19	19	0	0.0%	0.0	✓	6	0	3.0	A
		N25 South to Marys Terrace	S-NW	50	3	40	38	2	5.3%	0.3	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	58	59	-1	-1.7%	0.1	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	149	149	0	0.0%	0.0	✓	22	0	3.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		N25 North to N25 South	N-S	53	55	101	100	1	1.0%	0.1	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	15	15	0	0.0%	0.0	✓	8	0	3.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	143	143	0	0.0%	0.0	✓	8	0	1.0	A
			Total			**559**	**558**	**1**	**0.2%**	**0.0**	✔	**22**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	25	24	1	4.2%	0.2	✓	2	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	25	24	1	4.2%	0.2	✓	1	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**61**	**59**	**2**	**3.4%**	**0.3**	✔	**2**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	30	30	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	9	9	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**45**	**45**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	12	11	1	9.1%	0.3	✓	1	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	38	39	-1	-2.6%	0.2	✓	6	0	1.0	A
		N25 to Ship	W-NE	79	83	8	9	-1	-11.1%	0.3	✓	1	0	1.0	A
		Freight to N25	NW-W	81	53	67	67	0	0.0%	0.0	✓	11	0	1.0	A
		Freight to Outbound Freight	NW-NW	81	80	10	9	1	11.1%	0.3	✓	11	0	1.0	A
		Freight to Ship	NW-NE	81	83	7	8	-1	-12.5%	0.4	✓	11	0	1.0	A
		Ship to N25	NE-W	82	53	22	22	0	0.0%	0.0	✓	3	0	1.0	A
		Ship to Outbound Freight	NE-NW	82	80	4	4	0	0.0%	0.0	✓	3	0	1.0	A
		Ship to Ship	NE-NE	82	83	0	0	0	0.0%	0.0	✓	3	0	0.0	A
			Total			**168**	**169**	**-1**	**-0.6%**	**0.1**	✔	**13**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	249	251	-2	-0.8%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	4	4	0	0.0%	0.0	✓	1	0	2.0	A
		N25 North to Roche Freight Access	N-W	97	92	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-SW	97	98	289	290	-1	-0.3%	0.1	✓	0	0	0.0	A
			Total			**544**	**547**	**-3**	**-0.5%**	**0.1**	✔	**1**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	241	241	0	0.0%	0.0	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	13	13	0	0.0%	0.0	✓	7	0	2.0	A
		N25 North to N25 South	N-S	55	55	266	265	1	0.4%	0.1	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	12	13	-1	-7.7%	0.3	✓	0	0	1.0	A
		Development Access to N25 North	E-N	90	50	5	5	0	0.0%	0.0	✓	4	0	2.0	A
		Development Access to N25 South	E-S	90	55	21	21	0	0.0%	0.0	✓	8	0	2.0	A
			Total			**558**	**558**	**0**	**0.0%**	**0.0**	✔	**11**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

P. Junction Performance Full Approach Summary – 2038 – Option B

AM Peak

Rosslare Harbour VISSIM - AM Peak - Option B

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Queue Length (m) Model Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	85	69	5	5	0	0.0%	0.0	✓	4	0	3.6	A
		Churchtown North to N25 East	N-E	85	72	3	4	-1	-25.0%	0.5	✓	3	0	1.6	A
		Churchtown North to N25 West	N-W	85	98	13	12	1	8.3%	0.3	✓	7	0	3.0	A
		Churchtown South to Churchtown North	S-NE	68	84	6	5	1	20.0%	0.4	✓	6	0	4.8	A
		Churchtown South to N25 East	S-E	68	72	4	4	0	0.0%	0.0	✓	4	0	6.0	A
		Churchtown South to N25 West	S-W	68	98	11	12	-1	-8.3%	0.3	✓	7	0	2.6	A
		N25 West to Churchtown North	W-NE	72	84	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	5	6	-1	-16.7%	0.4	✓	11	0	3.0	A
		N25 West to N25 East	W-E	72	72	280	281	-1	-0.4%	0.1	✓	5	0	0.0	A
		N25 East to Churchtown North	E-NE	98	84	6	7	-1	-14.3%	0.4	✓	22	0	2.6	A
		N25 East to Churchtown South	E-S	98	69	3	4	-1	-25.0%	0.5	✓	7	0	1.0	A
		N25 East to N25 West	E-W	98	98	339	344	-5	-1.5%	0.3	✓	21	0	1.0	A
			Total			**684**	**693**	**-9**	**-1.3%**	**0.3**	✔	**31**	**0**	**1.6**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	261	263	-2	-0.8%	0.1	✓	6	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	26	26	0	0.0%	0.0	✓	6	0	2.0	A
		Ballyknockan South to N25 East	SE-E	73	42	20	21	-1	-4.8%	0.2	✓	8	0	2.0	A
		Ballyknockan South to N25 West	SE-W	73	98	22	21	1	4.8%	0.2	✓	8	0	2.0	A
		N25 East to Ballyknockan South	E-SE	98	74	39	37	2	5.4%	0.3	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	307	334	-7	-2.1%	0.4	✓	0	0	0.0	A
			Total			**695**	**702**	**-7**	**-1.0%**	**0.3**	✔	**9**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	11	0	0.0	A
		N25 South to N25 North	S-NE	42	44	364	365	-1	-0.4%	0.1	✓	11	0	1.0	A
		N25 South to Ballygeny Link Road West	S-W	42	59	12	12	0	0.0%	0.0	✓	11	0	1.0	A
		N25 North to N25 South	NE-S	118	43	361	364	-3	-0.8%	0.2	✓	80	0	4.0	A
		N25 North to N25 North	NE-NE	118	44	0	0	0	0.0%	0.0	✓	80	0	0.0	A
		N25 North to Ballygeny Link Road West	NE-W	118	59	10	8	2	25.0%	0.7	✓	80	0	4.0	A
		Ballygeny Link Road West to N25 South	W-S	60	43	9	9	0	0.0%	0.0	✓	2	0	2.0	A
		Ballygeny Link Road West to N25 North	W-NE	60	44	12	13	-1	-7.7%	0.3	✓	2	0	2.0	A
		Ballygeny Link Road West to Ballygeny Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	2	0	0.0	A
			Total			**668**	**671**	**-3**	**-0.4%**	**0.1**	✔	**80**	**0**	**3.0**	**A**
104	New Road / Roche Freight	Ballygeny Link Road West to Ballygeny Link Road East	NW-E	58	60	11	13	-2	-15.4%	0.6	✓	0	0	0.0	A
		Ballygeny Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	59	4	5	-1	-20.0%	0.4	✓	0	0	0.0	A
		Ballygeny Link Road East to Roche Freight Access	E-SW	59	63	15	16	-1	-6.3%	0.3	✓	0	0	1.0	A
		Roche Freight Access to Ballygeny Link Road West	SW-NW	62	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygeny Link Road East	SW-E	62	60	9	9	0	0.0%	0.0	✓	0	0	1.0	A
			Total			**41**	**43**	**-2**	**-4.7%**	**0.3**	✔	**0**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygeny Link Road East to Churchtown North	E-N	59	64	4	3	1	33.3%	0.5	✓	0	0	1.0	A
		Ballygeny Link Road East to Churchtown South	E-S	69	65	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygeny Link Road East	S-E	64	58	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	17	17	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Ballygeny Link Road East	N-E	65	58	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	19	20	-1	-5.0%	0.2	✓	0	0	0.0	A
			Total			**54**	**54**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	20	21	-1	-4.8%	0.2	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	3	17	16	1	6.3%	0.2	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	26	25	1	4.0%	0.2	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	5	6	-1	-16.7%	0.4	✓	0	0	0.0	A
			Total			**83**	**83**	**0**	**0.0%**	**0.0**	✔	**2**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	38	37	1	2.7%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	37	37	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	14	13	1	7.7%	0.3	✓	1	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	10	10	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**98**	**96**	**2**	**2.1%**	**0.2**	✔	**2**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / Link Road	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	29	3	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	31	31	0	0.0%	0.0	✓	29	3	36.0	D
		Marys Terrace to Link Road	NW-E	2	123	17	16	1	6.3%	0.2	✓	29	3	36.0	D
		N25 South to Marys Terrace	S-NW	44	3	33	32	1	3.1%	0.2	✓	90	14	31.0	C
		N25 South to N25 North	S-N	44	52	106	112	-6	-5.4%	0.6	✓	90	14	31.0	C
		N25 South to Link Road	S-E	44	123	135	134	1	0.7%	0.1	✓	90	14	31.0	C
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	238	26	0.0	A
		N25 North to N25 South	N-S	53	55	208	208	0	0.0%	0.0	✓	238	26	35.0	D
		N25 North to Link Road	N-E	53	123	0	0	0	0.0%	0.0	✓	238	26	0.0	A
		Link Road to Marys Terrace	E-NW	122	3	12	13	-1	-7.7%	0.3	✓	13	1	39.0	D
		Link Road to N25 North	E-N	122	52	0	0	0	0.0%	0.0	✓	13	1	0.0	A
		Link Road to N25 South	E-S	122	55	0	0	0	0.0%	0.0	✓	13	1	0.0	A
			Total			**562**	**546**	**-4**	**-0.7%**	**0.2**	✔	**238**	**11**	**34.0**	**C**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	9	8	1	12.5%	0.3	✓	0	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	9	9	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	5	5	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park East	W-E	5	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**28**	**27**	**1**	**3.7%**	**0.2**	✔	**0**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	11	11	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	64	24	24	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	7	7	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**46**	**46**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	6	6	0	0.0%	0.0	✓	4	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	46	50	-4	-8.0%	0.6	✓	8	0	1.0	A
		N25 to Ship	W-NE	79	83	55	56	-1	-1.8%	0.1	✓	4	0	1.0	A
		Freight to N25	NW-W	81	53	171	171	0	0.0%	0.0	✓	36	0	2.0	A
		Freight to Outbound Freight	NW-NW	81	80	5	5	0	0.0%	0.0	✓	36	0	1.0	A
		Freight to Ship	NW-NE	81	83	17	18	-1	-5.6%	0.2	✓	36	0	2.0	A
		Ship to N25	NE-W	82	53	31	31	0	0.0%	0.0	✓	13	0	2.0	A
		Ship to Outbound Freight	NE-NW	82	80	9	9	0	0.0%	0.0	✓	13	0	1.0	A
		Ship to Ship	NE-NE	82	83	1	1	0	0.0%	0.0	✓	13	0	1.0	A
			Total			**341**	**347**	**-6**	**-1.7%**	**0.3**	✔	**36**	**0**	**2.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	274	278	-4	-1.4%	0.2	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	0.0	A
		Roche Freight Access to N25 South	W-SW	93	98	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Roche Freight Access	N-W	97	92	2	2	0	0.0%	0.0	✓	2	0	1.0	A
		N25 North to N25 South	N-SW	97	98	367	371	-4	-1.1%	0.2	✓	2	0	0.0	A
			Total			**693**	**698**	**-4**	**-1.2%**	**0.3**	✔	**3**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-NE	44	44	275	278	-3	-1.1%	0.2	✓	0	0	0.0	A
		N25 North to N25 South	NE-S	55	110	239	239	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Link Road	NE-SE	55	125	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road to N25 South	E-S	124	110	23	22	1	4.5%	0.2	✓	9	1	1.0	A
			Total			**537**	**539**	**-2**	**-0.4%**	**0.1**	✔	**9**	**1**	**0.0**	**A**
203	N25 / Link Road South	N25 North to Link Road	N-SE	117	10215	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-S	117	118	262	261	1	0.4%	0.1	✓	0	0	0.0	A
		Link Road to N25 South	SE-S	146	118	109	111	-2	-1.8%	0.2	✓	17	0	1.0	A
		N25 South to N25 North	S-N	44	44	275	278	-3	-1.1%	0.2	✓	0	0	0.0	A
			Total			**646**	**650**	**-4**	**-0.6%**	**0.2**	✔	**17**	**0**	**0.0**	**A**
204	Link Road / N25 South	Link Road North to Link Road South	N-S	116	116	2	2	0	0.0%	0.0	✓	2	0	0.0	A
		Link Road North to N25	N-SW	116	146	106	108	-2	-1.9%	0.2	✓	2	0	1.0	A
		Link Road South to N25	S-SW	115	146	3	3	0	0.0%	0.0	✓	1	0	2.0	A
		Link Road South to Link Road North	S-N	115	115	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	NW-S	10215	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**111**	**113**	**-2**	**-1.8%**	**0.2**	✔	**4**	**0**	**1.0**	**A**
209	N25 / St Martins Terrace / Link Road	Link Road North to Link Road North	N-N	112	111	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to St Martins Road	N-E	112	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to Link Road South	N-S	112	114	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to N25	N-W	112	122	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Link Road North	E-N	57	111	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		St Martins Road to St Martins Road	E-E	57	56	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		St Martins Road to Link Road South	E-S	57	114	126	126	0	0.0%	0.0	✓	9	1	1.0	A
		St Martins Road to N25	E-W	57	122	12	13	-1	-7.7%	0.3	✓	9	0	2.0	A
		Link Road South to Link Road North	SW-N	113	111	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Link Road South to St Martins Road	SW-E	113	56	5	5	0	0.0%	0.0	✓	3	0	0.0	A
		Link Road South to Link Road South	SW-S	113	114	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Link Road South to N25	SW-W	113	122	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		N25 to Link Road North	W-N	123	111	0	0	0	0.0%	0.0	✓	11	0	1.0	A
		N25 to St Martins Road	W-E	123	56	137	135	2	1.5%	0.2	✓	11	0	1.0	A
		N25 to Link Road South	W-S	123	114	15	15	0	0.0%	0.0	✓	11	0	1.0	A
		N25 to N25	W-W	123	122	0	0	0	0.0%	0.0	✓	11	0	0.0	A
			Total			**295**	**294**	**1**	**0.3%**	**0.1**	✔	**13**	**0**	**1.0**	**A**
210	N25 / Link Road North	N25 East to Link Road	E-W	53	112	0	0	0	0.0%	0.0	✓	22	1	0.0	A
		N25 East to N25 West	E-W	53	53	208	208	0	0.0%	0.0	✓	22	1	1.0	A
		Link Road to N25 East	W-E	111	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 West to N25 East	W-E	52	52	106	112	-6	-5.4%	0.6	✓	0	0	0.0	A
			Total			**314**	**320**	**-6**	**-1.9%**	**0.3**	✔	**22**	**1**	**1.0**	**A**
214	N25 / Link Road / Development Roundabout	Link Road North to Link Road North	N-N	114	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to Development Access	N-E	114	89	31	30	1	3.3%	0.2	✓	0	0	1.0	A
		Link Road North to Link Road South	N-S	114	116	87	89	-2	-2.3%	0.2	✓	0	0	1.0	A
		Link Road North to N24	N-NW	114	124	23	22	1	4.5%	0.2	✓	0	0	1.0	A
		Development Access to Link Road North	E-N	90	113	5	5	0	0.0%	0.0	✓	12	0	2.0	A
		Development Access to Development Access	E-E	90	89	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		Development Access to Link Road South	E-S	90	116	21	21	0	0.0%	0.0	✓	12	0	2.0	A
		Development Access to N24	E-NW	90	124	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		Link Road South to Link Road North	S-N	115	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Development Access	S-E	115	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Link Road South	S-S	115	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to N24	S-NW	115	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road North	W-N	125	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Development Access	W-E	125	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	W-S	125	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to N24	W-NW	125	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**167**	**167**	**0**	**0.0%**	**0.0**	✔	**12**	**0**	**1.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

PM Peak

Rosslare Harbour VISSIM - PM Peak - Option B

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Average	Delay (secs) Average	LOS
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 East	N-E	65	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 West	N-W	65	98	4	4	0	0.0%	0.0	✓	4	1	2.0	A
		Churchtown South to Churchtown North	S-NE	68	64	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 East	S-E	68	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 West	S-W	68	98	4	4	0	0.0%	0.0	✓	4	1	2.0	A
		N25 West to Churchtown North	W-NE	72	64	7	6	1	16.7%	0.4	✓	0	0	0.0	A
		N25 West to Churchtown South	W-S	72	68	4	4	0	0.0%	0.0	✓	8	2	2.0	A
		N25 West to N25 East	W-E	72	72	271	272	-1	-0.4%	0.1	✓	3	0	0.0	A
		N25 East to Churchtown North	E-NE	88	64	4	4	0	0.0%	0.0	✓	5	1	1.0	A
		N25 East to Churchtown South	E-S	88	68	2	3	-1	-33.3%	0.6	✓	0	0	1.0	A
		N25 East to N25 West	E-W	88	98	259	263	-3	-1.1%	0.2	✓	3	0	0.0	A
		Total				**551**	**559**	**-8**	**-0.7%**	**0.2**	✔	**11**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	248	248	0	0.0%	0.0	✓	8	2	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	24	24	0	0.0%	0.0	✓	9	1	1.0	A
		Ballyknockan South to N25 East	SE-E	73	42	4	4	0	0.0%	0.0	✓	5	1	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	4	4	0	0.0%	0.0	✓	2	0	1.0	A
		N25 East to Ballyknockan South	E-SE	88	74	31	29	2	6.9%	0.4	✓	0	0	0.0	A
		N25 East to N25 West	E-W	88	98	261	265	-4	-1.5%	0.2	✓	0	0	0.0	A
		Total				**572**	**574**	**-2**	**-0.3%**	**0.1**	✔	**10**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	16	5	0.0	A
		N25 South to N25 North	S-NE	42	44	246	246	0	0.0%	0.0	✓	16	4	1.0	A
		N25 South to Ballygeny Link Road West	S-W	42	59	5	5	0	0.0%	0.0	✓	8	2	2.0	A
		N25 North to N25 South	NE-S	118	43	282	282	0	0.0%	0.0	✓	12	3	1.0	A
		N25 North to N25 North	NE-NE	118	44	0	0	0	0.0%	0.0	✓	12	3	0.0	A
		N25 North to Ballygeny Link Road West	NE-W	118	59	7	7	0	0.0%	0.0	✓	12	4	2.0	A
		Ballygeny Link Road West to N25 South	W-S	60	43	6	7	-1	-14.3%	0.4	✓	3	0	2.0	A
		Ballygeny Link Road West to N25 North	W-NE	60	44	9	8	1	12.5%	0.3	✓	3	0	2.0	A
		Ballygeny Link Road West to Ballygeny Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Total				**555**	**555**	**0**	**0.0%**	**0.0**	✔	**20**	**6**	**2.0**	**A**
104	New Road / Roche Freight	Ballygeny Link Road West to Ballygeny Link Road East	NW-E	58	80	8	7	1	14.3%	0.4	✓	5	0	0.0	A
		Ballygeny Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	59	4	5	-1	-20.0%	0.5	✓	0	0	0.0	A
		Ballygeny Link Road East to Roche Freight Access	E-SW	59	63	7	7	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygeny Link Road West	SW-NW	62	59	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygeny Link Road East	SW-E	62	60	8	8	0	0.0%	0.0	✓	1	0	1.0	A
		Total				**28**	**28**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygeny Link Road East to Churchtown North	E-N	59	64	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Ballygeny Link Road East to Churchtown South	E-S	59	65	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygeny Link Road East	S-E	64	59	5	4	1	25.0%	0.5	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Ballygeny Link Road East	N-E	65	59	2	3	-1	-33.3%	0.6	✓	0	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	3	3	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**22**	**22**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	4	4	0	0.0%	0.0	✓	1	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	2	8	9	-1	-11.1%	0.3	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	39	39	0	0.0%	0.0	✓	2	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**59**	**60**	**-1**	**-1.7%**	**0.1**	✔	**2**	**0**	**1.0**	**A**
107	Marys Terrace / Greencore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	43	43	-1	-2.3%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greencore Park North	W-N	2	4	5	5	0	0.0%	0.0	✓	0	0	0.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	10	10	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Greencore Park North	SE-N	3	4	45	43	2	4.7%	0.3	✓	0	0	1.0	#N/A
		Greencore Park North to Marys Terrace East	N-SE	5	2	11	11	0	0.0%	0.0	✓	0	0	1.0	A
		Greencore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**113**	**112**	**1**	**0.9%**	**0.1**	✔	**0**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / Link Road	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	32	3	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	34	35	-1	-2.9%	0.2	✓	32	3	37.0	D
		Marys Terrace to Link Road	NW-E	2	123	19	19	0	0.0%	0.0	✓	32	3	36.0	C
		N25 South to Marys Terrace	S-NW	44	3	40	38	2	5.3%	0.3	✓	83	14	28.0	C
		N25 South to N25 North	S-N	44	52	58	59	-1	-1.7%	0.1	✓	83	14	33.0	C
		N25 South to Link Road	S-E	44	123	156	157	-1	-0.6%	0.1	✓	83	14	31.0	C
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	35	1	0.0	A
		N25 North to N25 South	N-S	53	55	102	100	2	2.0%	0.2	✓	55	5	25.0	C
		N25 North to Link Road	N-E	53	123	0	0	0	0.0%	0.0	✓	55	5	0.0	A
		Link Road to Marys Terrace	E-NW	122	3	14	15	-1	-6.7%	0.3	✓	15	1	36.0	E
		Link Road to N25 North	E-N	122	52	0	0	0	0.0%	0.0	✓	15	1	0.0	A
		Link Road to N25 South	E-S	122	55	0	0	0	0.0%	0.0	✓	15	1	0.0	A
		Total				**423**	**423**	**0**	**0.0%**	**0.0**	✔	**93**	**6**	**31.0**	**C**
109	Glenmore Park T-Junction	Greencore Park South to Greencore Park East	S-E	4	6	25	24	1	4.2%	0.2	✓	1	0	1.0	A
		Greencore Park South to Greencore Park West	S-W	4	7	25	24	1	4.2%	0.2	✓	0	0	0.0	A
		Greencore Park West to Greencore Park South	W-S	5	5	5	5	0	0.0%	0.0	✓	1	0	1.0	A
		Greencore Park West to Greencore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greencore Park East to Greencore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greencore Park East to Greencore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**61**	**59**	**2**	**3.4%**	**0.3**	✔	**1**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	7	6	1	16.7%	0.4	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	30	30	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	9	9	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**46**	**45**	**1**	**2.2%**	**0.1**	✔	**0**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	12	11	1	9.1%	0.3	✓	1	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	38	39	-1	-2.6%	0.2	✓	5	0	1.0	A
		N25 to Ship	W-NE	79	83	9	9	0	0.0%	0.0	✓	1	0	1.0	A
		Freight to N25	NW-W	81	53	67	67	0	0.0%	0.0	✓	7	0	1.0	A
		Freight to Outbound Freight	NW-NW	81	80	10	9	1	11.1%	0.3	✓	7	0	1.0	A
		Freight to Ship	NW-NE	81	83	7	8	-1	-12.5%	0.4	✓	7	0	1.0	A
		Ship to N25	NE-W	82	53	22	22	0	0.0%	0.0	✓	5	0	1.0	A
		Ship to Outbound Freight	NE-NW	82	80	4	4	0	0.0%	0.0	✓	5	0	1.0	A
		Ship to Ship	NE-NE	82	83	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Total				**169**	**169**	**0**	**0.0%**	**0.0**	✔	**9**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	249	251	-2	-0.8%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	4	4	0	0.0%	0.0	✓	1	0	2.0	A
		N25 North to Roche Freight Access	N-W	97	92	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-SW	97	98	287	290	-3	-1.0%	0.2	✓	0	0	0.0	A
		Total				**542**	**547**	**-5**	**-0.9%**	**0.2**	✔	**1**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-NE	44	44	254	254	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	NE-S	65	110	136	135	1	0.7%	0.1	✓	0	0	0.0	A
		N25 North to Link Road	NE-SE	65	125	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road to N25 South	E-S	124	110	27	27	0	0.0%	0.0	✓	7	1	1.0	A
		Total				**417**	**416**	**1**	**0.2%**	**0.0**	✔	**7**	**0**	**0.0**	**A**
203	N25 / Link Road South	N25 North to Link Road	N-SE	117	10215	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-S	117	118	163	162	1	0.6%	0.1	✓	0	0	0.0	A
		Link Road to N25 South	NE-S	146	118	125	127	-2	-1.6%	0.2	✓	15	0	0.0	A
		N25 South to N25 North	S-N	44	44	255	254	1	0.4%	0.1	✓	0	0	0.0	A
		Total				**543**	**543**	**0**	**0.0%**	**0.0**	✔	**15**	**0**	**0.0**	**A**
204	Link Road / N25 South	Link Road North to Link Road South	N-S	116	116	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road North to N25	N-SW	116	146	122	124	-2	-1.6%	0.2	✓	1	0	1.0	A
		Link Road South to N25	S-SW	115	146	3	3	0	0.0%	0.0	✓	2	1	1.0	A
		Link Road South to Link Road North	S-N	115	115	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	NW-S	10215	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**125**	**127**	**-2**	**-1.6%**	**0.2**	✔	**2**	**0**	**1.0**	**A**
209	N25 / St Martins Terrace / Link Road	Link Road North to Link Road North	N-N	112	111	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to St Martins Road	N-E	112	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to Link Road South	N-S	112	114	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to N25	N-W	112	122	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Link Road North	E-N	57	111	0	0	0	0.0%	0.0	✓	7	1	0.0	A
		St Martins Road to St Martins Road	E-E	57	56	0	0	0	0.0%	0.0	✓	7	1	0.0	A
		St Martins Road to Link Road South	E-S	57	114	143	143	0	0.0%	0.0	✓	7	1	1.0	A
		St Martins Road to N25	E-W	57	122	14	15	-1	-6.7%	0.3	✓	7	1	0.0	A
		Link Road South to Link Road North	SW-N	113	111	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road South to St Martins Road	SW-E	113	56	5	5	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road South to Link Road South	SW-S	113	114	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road South to N25	SW-W	113	122	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		N25 to Link Road North	W-N	123	111	0	0	0	0.0%	0.0	✓	25	1	0.0	A
		N25 to St Martins Road	W-E	123	56	363	363	0	0.0%	0.0	✓	25	1	1.0	A
		N25 to Link Road South	W-S	123	114	13	13	0	0.0%	0.0	✓	25	1	1.0	A
		N25 to N25	W-W	123	122	0	0	0	0.0%	0.0	✓	25	1	0.0	A
		Total				**339**	**339**	**-1**	**-0.3%**	**0.1**	✔	**25**	**0**	**1.0**	**A**
210	N25 / Link Road North	N25 East to Link Road	E-W	53	112	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 East to N25 West	E-W	53	53	101	100	1	1.0%	0.1	✓	0	0	0.0	A
		Link Road to N25 East	W-E	111	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 West to N25 East	W-E	52	52	58	59	-1	-1.7%	0.1	✓	0	0	0.0	A
		Total				**159**	**159**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
214	N25 / Link Road / Development Roundabout	Link Road North to Link Road North	N-N	114	113	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road North to Development Access	N-E	114	89	28	26	2	7.7%	0.4	✓	1	0	1.0	A
		Link Road North to Link Road South	N-S	114	116	101	103	-2	-1.9%	0.2	✓	1	0	1.0	A
		Link Road North to N24	N-NW	114	124	27	27	0	0.0%	0.0	✓	1	0	0.0	A
		Development Access to Link Road North	E-N	90	113	5	5	0	0.0%	0.0	✓	10	2	2.0	A
		Development Access to Development Access	E-E	90	89	0	0	0	0.0%	0.0	✓	10	2	0.0	A
		Development Access to Link Road South	E-S	90	116	21	21	0	0.0%	0.0	✓	10	2	2.0	A
		Development Access to N24	E-NW	90	124	0	0	0	0.0%	0.0	✓	10	2	0.0	A
		Link Road South to Link Road North	S-N	115	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Development Access	S-E	115	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Link Road South	S-S	115	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to N24	S-NW	115	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road North	W-N	125	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Development Access	W-E	125	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	W-S	125	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to N24	W-NW	125	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**102**	**102**	**0**	**0.0%**	**0.0**	✔	**10**	**0**	**1.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

Q. Junction Performance Full Approach Summary – 2038 – Option C

AM Peak

Rosslare Harbour VISSIM - AM Peak - Option C

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	144	69	10	5	5	100.0%	1.8	✓	10	0	3.0	A
		Churchtown North to N25 East	N-E	144	72	7	4	3	75.0%	1.3	✓	11	0	1.0	A
		Churchtown North to N25 West	N-W	144	98	38	12	26	216.7%	5.2	×	12	0	2.0	A
		Churchtown South to Churchtown North	S-NE	68	64	6	5	1	20.0%	0.4	✓	4	0	3.0	A
		Churchtown South to N25 East	S-E	68	72	4	4	0	0.0%	0.0	✓	6	0	4.0	A
		Churchtown South to N25 West	S-W	68	98	11	12	-1	-8.3%	0.3	✓	6	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	5	6	-1	-16.7%	0.4	✓	10	0	2.0	A
		N25 West to N25 East	W-E	72	72	280	281	-1	-0.4%	0.1	✓	4	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	6	7	-1	-14.3%	0.4	✓	17	0	2.0	A
		N25 East to Churchtown South	E-S	98	69	3	4	-1	-25.0%	0.5	✓	1	0	1.0	A
		N25 East to N25 West	E-W	98	98	356	344	12	3.5%	0.6	✓	12	0	0.0	A
			Total			**735**	**693**	**42**	**6.1%**	**1.6**	✔	**22**	**0**	**1.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	265	263	2	0.8%	0.1	✓	6	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	26	26	0	0.0%	0.0	✓	6	0	1.0	A
		Ballyknockan South to N25 East	S-E	73	42	20	21	-1	-4.8%	0.2	✓	7	0	2.0	A
		Ballyknockan South to N25 West	S-W	73	98	22	21	1	4.8%	0.2	✓	7	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	41	37	4	10.8%	0.6	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	344	334	10	3.0%	0.5	✓	0	0	0.0	A
			Total			**718**	**702**	**16**	**2.3%**	**0.6**	✔	**10**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	10	0	0.0	A
		N25 South to N25 North	S-NE	42	44	162	159	3	1.9%	0.2	✓	10	0	1.0	A
		N25 South to Ballygeny Link Road West	S-W	42	59	117	118	-1	-0.8%	0.1	✓	10	0	1.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	10	0	0.0	A
		N25 North to N25 South	NE-S	55	43	157	159	-2	-1.3%	0.2	✓	9	0	2.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		N25 North to Ballygeny Link Road West	NE-W	55	59	8	8	0	0.0%	0.0	✓	9	0	2.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		Ballygeny Link Road West to N25 South	W-S	60	43	228	211	17	8.1%	1.1	✓	16	0	3.0	A
		Ballygeny Link Road West to N25 North	W-NE	60	44	10	11	-1	-9.1%	0.3	✓	16	0	2.0	A
		Ballygeny Link Road West to Ballygeny Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	16	0	0.0	A
		Ballygeny Link Road West to Development Access	W-E	60	95	3	2	1	50.0%	0.6	✓	16	0	3.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	3	0	2.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Development Access to Ballygeny Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	3	0	0.0	A
			Total			**688**	**671**	**17**	**2.5%**	**0.7**	✔	**19**	**0**	**2.0**	**A**
104	New Road / Roche Freight	Ballygeny Link Road West to Ballygeny Link Road East	NW-E	58	60	231	215	16	7.4%	1.1	✓	0	0	0.0	A
		Ballygeny Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	59	108	111	-3	-2.7%	0.3	✓	0	0	0.0	A
		Ballygeny Link Road East to Roche Freight Access	E-SW	59	63	16	16	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to Ballygeny Link Road West	SW-NW	62	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygeny Link Road East	SW-E	62	60	9	9	0	0.0%	0.0	✓	6	0	2.0	A
			Total			**364**	**351**	**13**	**3.7%**	**0.7**	✔	**6**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygeny Link Road East to Churchtown South	E-S	59	144	55	2	53	2650.0%	9.9	×	0	0	1.0	A
		Ballygeny Link Road East to Churchtown North	E-N	59	142	1	3	-2	-66.7%	1.4	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	141	51	106	-55	-51.9%	6.2	×	0	0	0.0	A
		Churchtown South to Churchtown North	S-N	64	142	17	17	0	0.0%	0.0	✓	8	0	1.0	A
		Churchtown South to Ballygeny Link Road East	S-E	64	58	5	5	0	0.0%	0.0	✓	8	0	3.0	A
		Churchtown North to Ballygeny Link Road East	N-E	133	58	27	7	20	285.7%	4.9	×	9	0	1.0	A
		Churchtown North to Churchtown South	N-S	133	144	0	20	-20	-100.0%	6.3	×	0	0	0.0	A
		Ballygeny Link Road West to Ballygeny Link Road East	NW-E	140	58	200	202	-2	-1.0%	0.1	✓	0	0	3.0	A
			Total			**156**	**160**	**-4**	**-2.5%**	**0.3**	✔	**10**	**0**	**2.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	142	11	11	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	133	21	21	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	142	2	15	16	-1	-6.3%	0.3	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	142	142	3	4	-1	-25.0%	0.5	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	133	2	26	25	1	4.0%	0.2	✓	2	0	1.0	A
		Churchtown North to Churchtown South	N-S	133	133	6	6	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**82**	**83**	**-1**	**-1.2%**	**0.1**	✔	**3**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	37	37	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	32	32	0	0.0%	0.0	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	14	13	1	7.7%	0.3	✓	1	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	10	10	0	0.0%	0.0	✓	2	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**97**	**96**	**1**	**1.0%**	**0.1**	✔	**3**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	31	31	0	0.0%	0.0	✓	6	0	1.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	16	16	0	0.0%	0.0	✓	3	0	2.0	A
		N25 South to Marys Terrace	S-NW	50	3	33	32	1	3.1%	0.2	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	7	6	1	16.7%	0.4	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	122	124	-2	-1.6%	0.2	✓	2	0	2.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	4	0	0.0	A
		N25 North to N25 South	N-S	53	55	8	8	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	13	13	0	0.0%	0.0	✓	1	0	2.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	126	126	0	0.0%	0.0	✓	1	0	1.0	A
			Total			**354**	**354**	**0**	**0.0%**	**0.0**	✔	**8**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	9	8	1	12.5%	0.3	✓	0	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	9	9	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**28**	**27**	**1**	**3.7%**	**0.2**	✔	**0**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-E	141	131	64	117	-53	-45.3%	5.6	×	8	0	1.0	A
		Churchtown West to Small Boat Harbour	SW-NW	141	66	2	4	-2	-50.0%	1.2	✓	8	0	1.0	A
		Churchtown East to Churchtown West	NE-SW	132	140	226	226	0	0.0%	0.0	✓	2	0	1.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	140	7	7	0	0.0%	0.0	✓	1	0	1.0	A
			Total			**299**	**354**	**-55**	**-15.5%**	**3.0**	✔	**8**	**0**	**1.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	7	6	1	16.7%	0.4	✓	0	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Ship	W-NE	79	83	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Freight to N25	NW-W	81	53	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Freight to Outbound Freight	NW-NW	81	80	5	5	0	0.0%	0.0	✓	3	0	1.0	A
		Freight to Ship	NW-NE	81	83	17	18	-1	-5.6%	0.2	✓	3	0	1.0	A
		Ship to N25	NE-W	82	53	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ship to Outbound Freight	NE-NW	82	80	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		Ship to Ship	NE-NE	82	83	1	1	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**39**	**39**	**0**	**0.0%**	**0.0**	✔	**3**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	277	278	-1	-0.4%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	7	6	1	16.7%	0.4	✓	0	0	1.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	2.0	A
		Roche Freight Access to N25 South	W-SW	93	98	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Roche Freight Access	N-W	97	92	2	2	0	0.0%	0.0	✓	1	0	1.0	A
		N25 North to N25 South	N-SW	97	98	386	371	15	4.0%	0.8	✓	1	0	0.0	A
			Total			**673**	**658**	**15**	**2.3%**	**0.6**	✔	**1**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	157	157	0	0.0%	0.0	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	14	13	1	7.7%	0.3	✓	5	0	2.0	A
		N25 North to N25 South	N-S	55	55	145	146	-1	-0.7%	0.1	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	18	17	1	5.9%	0.2	✓	0	0	1.0	A
		Development Access to N25 North	E-N	90	50	6	5	1	20.0%	0.4	✓	3	0	1.0	A
		Development Access to N25 South	E-S	90	55	21	21	0	0.0%	0.0	✓	8	0	1.0	A
			Total			**361**	**359**	**2**	**0.6%**	**0.1**	✔	**9**	**0**	**0.0**	**A**
307	Ballygeny Link Road / Churchtown	Ballygeny Link Road East to Churchtown South	NE-SW	140	133	32	31	1	3.2%	0.2	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	NE-W	140	140	201	202	-1	-0.5%	0.1	✓	0	0	0.0	A
		Churchtown South to Ballygeny Link Road East	SW-NE	142	141	14	15	-1	-6.7%	0.3	✓	4	0	1.0	A
		Ballygeny Link Road West to Ballygeny Link Road East	W-NE	141	141	51	106	-55	-51.9%	6.2	×	0	0	0.0	A
			Total			**298**	**354**	**-56**	**-15.8%**	**3.1**	✔	**4**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**96%**				

PM Peak

Rosslare Harbour VISSIM - PM Peak - Option C

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Crit	% Diff*	General Traffic GEH	Accept	Queue Length (m) Model Max	Model Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	144	69	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Churchtown North to N25 East	N-E	144	72	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Churchtown North to N25 West	N-W	144	98	27	4	23	575.0%	5.8	×	11	0	2.0	A
		Churchtown South to Churchtown North	S-NE	68	64	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 East	S-E	68	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 West	S-W	68	98	4	4	0	0.0%	0.0	✓	4	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	7	6	1	16.7%	0.4	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	4	4	0	0.0%	0.0	✓	6	0	2.0	A
		N25 West to N25 East	W-E	72	72	271	272	-1	-0.4%	0.1	✓	1	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	4	4	0	0.0%	0.0	✓	7	0	1.0	A
		N25 East to Churchtown South	E-S	98	69	2	3	-1	-33.3%	0.6	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	262	262	0	0.0%	0.0	✓	3	0	0.0	A
			Total			**581**	**559**	**22**	**3.9%**	**0.9**	✔	**13**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	248	248	0	0.0%	0.0	✓	9	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	24	24	0	0.0%	0.0	✓	8	0	1.0	A
		Ballyknockan South to N25 East	SE-E	73	42	4	4	0	0.0%	0.0	✓	5	0	2.0	A
		Ballyknockan South to N25 West	SE-W	73	98	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	31	29	2	6.9%	0.4	✓	0	0	0.0	A
		N25 East to N25 West	E-W	98	98	264	265	-1	-0.4%	0.1	✓	0	0	0.0	A
			Total			**575**	**574**	**1**	**0.2%**	**0.0**	✔	**11**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	16	0	0.0	A
		N25 South to N25 North	S-NE	42	44	197	198	-1	-0.5%	0.1	✓	16	0	1.0	A
		N25 South to Ballygeny Link Road West	S-W	42	59	53	53	0	0.0%	0.0	✓	16	0	2.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	16	0	0.0	A
		N25 North to N25 South	NE-S	55	43	186	190	-4	-2.1%	0.3	✓	5	0	1.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		N25 North to Ballygeny Link Road West	NE-W	55	59	7	7	0	0.0%	0.0	✓	5	0	2.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Ballygeny Link Road West to N25 South	W-S	60	43	102	96	6	6.3%	0.6	✓	3	0	2.0	A
		Ballygeny Link Road West to N25 North	W-NE	60	44	7	8	-1	-12.5%	0.4	✓	3	0	2.0	A
		Ballygeny Link Road West to Ballygeny Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Ballygeny Link Road West to Development Access	W-E	60	95	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	1	0	2.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Development Access to Ballygeny Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**555**	**555**	**0**	**0.0%**	**0.0**	✔	**16**	**0**	**1.0**	**A**
104	New Road / Roche Freight	Ballygeny Link Road West to Ballygeny Link Road East	NW-E	58	60	101	96	5	5.2%	0.5	✓	0	0	0.0	A
		Ballygeny Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	59	53	53	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Roche Freight Access	E-SW	59	63	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to Ballygeny Link Road West	SW-NW	62	59	1	1	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to Ballygeny Link Road East	SW-E	62	60	8	8	0	0.0%	0.0	✓	2	0	1.0	A
			Total			**170**	**165**	**5**	**3.0%**	**0.4**	✔	**2**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygeny Link Road East to Churchtown South	E-S	59	144	27	1	26	2600.0%	6.0	×	0	0	1.0	A
		Ballygeny Link Road East to Churchtown North	E-N	59	142	3	5	-2	-40.0%	1.0	✓	0	0	1.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	141	24	48	-24	-50.0%	4.0	✓	0	0	0.0	A
		Churchtown South to Churchtown North	S-N	64	142	6	6	0	0.0%	0.0	✓	3	0	1.0	A
		Churchtown South to Ballygeny Link Road East	S-E	64	58	5	4	1	25.0%	0.5	✓	3	0	1.0	A
		Churchtown North to Ballygeny Link Road East	N-E	133	58	6	3	3	100.0%	1.4	✓	0	0	0.0	A
		Churchtown North to Churchtown South	N-S	133	144	0	3	-3	-100.0%	2.4	✓	0	0	0.0	A
		Ballygeny Link Road West to Ballygeny Link Road East	NW-E	140	58	90	89	1	1.1%	0.1	✓	0	0	3.0	A
			Total			**71**	**70**	**1**	**1.4%**	**0.1**	✔	**3**	**0**	**2.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	142	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	133	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	142	2	7	9	-2	-22.2%	0.7	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	142	142	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	133	2	36	39	-1	-2.6%	0.2	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	133	133	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**57**	**60**	**-3**	**-5.0%**	**0.4**	✔	**1**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	40	43	-3	-7.0%	0.5	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	10	10	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	44	43	1	2.3%	0.2	✓	4	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**110**	**112**	**-2**	**-1.8%**	**0.2**	✔	**4**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	33	35	-2	-5.7%	0.3	✓	8	0	1.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	18	19	-1	-5.3%	0.2	✓	5	0	3.0	A
		N25 South to Marys Terrace	S-NW	50	3	39	38	1	2.6%	0.2	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	10	11	-1	-9.1%	0.3	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	147	149	-2	-1.3%	0.2	✓	6	0	2.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		N25 North to N25 South	N-S	53	55	11	11	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	15	15	0	0.0%	0.0	✓	3	0	2.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	143	143	0	0.0%	0.0	✓	3	0	1.0	A
			Total			**416**	**421**	**-5**	**-1.2%**	**0.2**	✔	**11**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	24	24	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	25	24	1	4.2%	0.2	✓	1	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**60**	**59**	**1**	**1.7%**	**0.1**	✔	**2**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-E	141	131	30	54	-24	-44.4%	3.7	✓	5	0	1.0	A
		Churchtown West to Small Boat Harbour	SW-NW	141	66	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	132	140	119	119	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	140	9	9	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**158**	**182**	**-24**	**-13.2%**	**1.8**	✔	**5**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	11	11	0	0.0%	0.0	✓	0	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Ship	W-NE	79	83	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Freight to N25	NW-W	81	53	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Freight to Outbound Freight	NW-NW	81	80	9	9	0	0.0%	0.0	✓	2	0	1.0	A
		Freight to Ship	NW-NE	81	83	8	8	0	0.0%	0.0	✓	2	0	1.0	A
		Ship to N25	NE-W	82	53	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Ship to Outbound Freight	NE-NW	82	80	4	4	0	0.0%	0.0	✓	1	0	1.0	A
		Ship to Ship	NE-NE	82	83	0	0	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**32**	**32**	**0**	**0.0%**	**0.0**	✔	**3**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	249	251	-2	-0.8%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	4	4	0	0.0%	0.0	✓	1	0	2.0	A
		N25 North to Roche Freight Access	N-W	97	92	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-SW	97	98	291	290	1	0.3%	0.1	✓	0	0	0.0	A
			Total			**546**	**547**	**-1**	**-0.2%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	191	193	-2	-1.0%	0.1	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	13	13	0	0.0%	0.0	✓	5	0	2.0	A
		N25 North to N25 South	N-S	55	55	173	176	-3	-1.7%	0.2	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	13	13	0	0.0%	0.0	✓	0	0	0.0	A
		Development Access to N25 North	E-N	90	50	5	5	0	0.0%	0.0	✓	2	0	2.0	A
		Development Access to N25 South	E-S	90	55	21	21	0	0.0%	0.0	✓	6	0	1.0	A
			Total			**416**	**421**	**-5**	**-1.2%**	**0.2**	✔	**9**	**0**	**0.0**	**A**
307	Ballygeny Link Road / Churchtown	Ballygeny Link Road East to Churchtown South	NE-SW	140	133	38	39	-1	-2.6%	0.2	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	NE-W	140	140	90	89	1	1.1%	0.1	✓	0	0	0.0	A
		Churchtown South to Ballygeny Link Road East	SW-NE	142	141	6	6	0	0.0%	0.0	✓	2	0	1.0	A
		Ballygeny Link Road West to Ballygeny Link Road East	W-NE	141	141	24	48	-24	-50.0%	4.0	✓	0	0	0.0	A
			Total			**158**	**182**	**-24**	**-13.2%**	**1.8**	✔	**2**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**98%**				

R. Junction Performance Full Approach Summary – 2053 – Option A

AM Peak

Rosslare Harbour VISSIM - AM Peak - Option A

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	5	5	0	0.0%	0.0	✓	6	0	3.0	A
		Churchtown North to N25 East	N-E	65	72	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		Churchtown North to N25 West	N-W	65	98	14	12	2	16.7%	0.6	✓	8	0	4.0	A
		Churchtown South to Churchtown North	S-NE	68	64	6	5	1	20.0%	0.4	✓	6	0	3.0	A
		Churchtown South to N25 East	S-E	68	72	4	4	0	0.0%	0.0	✓	5	0	5.0	A
		Churchtown South to N25 West	S-W	68	98	11	12	-1	-8.3%	0.3	✓	8	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	5	6	-1	-16.7%	0.4	✓	11	0	2.0	A
		N25 West to N25 East	W-E	72	72	293	294	-1	-0.3%	0.1	✓	6	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	6	7	-1	-14.3%	0.4	✓	27	0	2.0	A
		N25 East to Churchtown South	E-S	98	69	3	4	-1	-25.0%	0.5	✓	4	0	1.0	A
		N25 East to N25 West	E-W	98	98	362	362	0	0.0%	0.0	✓	22	0	0.0	A
			Total			**722**	**724**	**-2**	**-0.3%**	**0.1**	✓	**32**	**0**	**1.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	273	274	-1	-0.4%	0.1	✓	10	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	28	28	0	0.0%	0.0	✓	10	0	2.0	A
		Ballyknockan South to N25 East	SE-E	73	42	20	21	-1	-4.8%	0.2	✓	10	0	2.0	A
		Ballyknockan South to N25 West	SE-W	73	98	22	21	1	4.8%	0.2	✓	11	0	2.0	A
		N25 East to Ballyknockan South	E-SE	98	74	41	39	2	5.1%	0.3	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	350	352	-2	-0.6%	0.1	✓	0	0	0.0	A
			Total			**734**	**735**	**-1**	**-0.1%**	**0.0**	✓	**14**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		N25 South to N25 North	S-NE	42	44	270	274	-4	-1.5%	0.2	✓	12	0	1.0	A
		N25 South to Ballygerry Link Road West	S-W	42	59	16	16	0	0.0%	0.0	✓	12	0	1.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		N25 North to N25 South	NE-S	55	43	378	380	-2	-0.5%	0.1	✓	53	0	2.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	53	0	0.0	A
		N25 North to Ballygerry Link Road West	NE-W	55	59	11	10	1	10.0%	0.3	✓	53	0	3.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	53	0	0.0	A
		Ballygerry Link Road West to N25 South	W-S	60	43	11	12	-1	-8.3%	0.3	✓	1	0	2.0	A
		Ballygerry Link Road West to N25 North	W-NE	60	44	10	12	-2	-16.7%	0.6	✓	1	0	2.0	A
		Ballygerry Link Road West to Ballygerry Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Ballygerry Link Road West to Development Access	W-E	60	95	2	2	0	0.0%	0.0	✓	1	0	2.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	2	0	3.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Ballygerry Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	2	0	0.0	A
			Total			**701**	**709**	**-8**	**-1.1%**	**0.3**	✓	**54**	**0**	**2.0**	**A**
104	New Road / Roche Freight	Ballygerry Link Road West to Ballygerry Link Road East	NW-E	58	60	12	14	-2	-14.3%	0.6	✓	0	0	0.0	A
		Ballygerry Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	E-NW	59	59	6	5	1	20.0%	0.4	✓	0	0	0.0	A
		Ballygerry Link Road East to Roche Freight Access	E-SW	59	63	21	20	1	5.0%	0.2	✓	0	0	1.0	A
		Roche Freight Access to Ballygerry Link Road West	SW-NW	62	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road East	SW-E	62	60	12	12	0	0.0%	0.0	✓	1	0	1.0	A
			Total			**51**	**51**	**0**	**0.0%**	**0.0**	✓	**1**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygerry Link Road East to Churchtown North	E-N	59	64	4	3	1	33.3%	0.5	✓	1	0	1.0	A
		Ballygerry Link Road East to Churchtown South	E-S	59	65	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygerry Link Road East	S-E	64	58	5	6	-1	-16.7%	0.4	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	16	17	-1	-5.9%	0.2	✓	0	0	0.0	A
		Churchtown North to Ballygerry Link Road East	N-E	65	58	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	22	21	1	4.8%	0.2	✓	0	0	0.0	A
			Total			**56**	**56**	**0**	**0.0%**	**0.0**	✓	**1**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	21	21	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	2	17	16	1	6.3%	0.2	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	28	28	0	0.0%	0.0	✓	3	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	7	7	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**88**	**87**	**1**	**1.1%**	**0.1**	✓	**3**	**0**	**0.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	40	39	1	2.6%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	33	32	1	3.1%	0.2	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	15	14	1	7.1%	0.3	✓	1	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	10	10	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**103**	**100**	**3**	**3.0%**	**0.3**	✓	**2**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	7	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	32	32	0	0.0%	0.0	✓	13	0	3.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	18	17	1	5.9%	0.2	✓	7	0	4.0	A
		N25 South to Marys Terrace	S-NW	50	3	33	32	1	3.1%	0.2	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	112	119	-7	-5.9%	0.7	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	126	126	0	0.0%	0.0	✓	22	0	3.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		N25 North to N25 South	N-S	53	55	224	224	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	14	14	0	0.0%	0.0	✓	18	0	4.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	129	129	0	0.0%	0.0	✓	18	0	2.0	A
			Total			**688**	**693**	**-5**	**-0.7%**	**0.2**	✓	**24**	**0**	**2.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	10	9	1	11.1%	0.3	✓	0	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	9	10	-1	-10.0%	0.3	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**29**	**29**	**0**	**0.0%**	**0.0**	✓	**0**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	11	11	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	27	27	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	8	8	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**50**	**50**	**0**	**0.0%**	**0.0**	✓	**0**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	6	6	0	0.0%	0.0	✓	1	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	52	56	-4	-7.1%	0.5	✓	6	0	1.0	A
		N25 to Ship	W-NE	79	83	54	57	-3	-5.3%	0.4	✓	1	0	1.0	A
		Freight to N25	NW-W	81	53	186	186	0	0.0%	0.0	✓	51	0	3.0	A
		Freight to Outbound Freight	NW-NW	81	80	7	7	0	0.0%	0.0	✓	51	0	2.0	A
		Freight to Ship	NW-NE	81	83	19	20	-1	-5.0%	0.2	✓	51	0	2.0	A
		Ship to N25	NE-W	82	53	32	32	0	0.0%	0.0	✓	13	0	3.0	A
		Ship to Outbound Freight	NE-NW	82	80	11	11	0	0.0%	0.0	✓	13	0	2.0	A
		Ship to Ship	NE-NE	82	83	1	1	0	0.0%	0.0	✓	13	0	1.0	A
			Total			**368**	**376**	**-8**	**-2.1%**	**0.4**	✓	**51**	**0**	**2.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	285	289	-4	-1.4%	0.2	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	7	6	1	16.7%	0.4	✓	0	0	1.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Roche Freight Access	N-W	97	92	2	2	0	0.0%	0.0	✓	3	0	1.0	A
		N25 North to N25 South	N-SW	97	98	391	391	0	0.0%	0.0	✓	3	0	0.0	A
			Total			**686**	**689**	**-3**	**-0.4%**	**0.1**	✓	**4**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	266	272	-6	-2.2%	0.4	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	14	14	0	0.0%	0.0	✓	7	0	3.0	A
		N25 North to N25 South	N-S	55	55	368	367	1	0.3%	0.1	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	16	18	-2	-11.1%	0.5	✓	0	0	1.0	A
		Development Access to N25 North	E-N	90	50	5	5	0	0.0%	0.0	✓	11	0	5.0	A
		Development Access to N25 South	E-S	90	55	23	23	0	0.0%	0.0	✓	15	0	3.0	A
			Total			**692**	**699**	**-7**	**-1.0%**	**0.3**	✓	**16**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

PM Peak

Rosslare Harbour VISSIM - PM Peak - Option A

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff*	General Traffic GEH	Accept	Queue Length (m) Model Max	Queue Length (m) Model Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 East	N-E	65	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 West	N-W	65	98	4	4	0	0.0%	0.0	✓	4	0	2.0	A
		Churchtown South to Churchtown North	S-NE	68	64	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 East	S-E	68	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 West	S-W	68	98	4	4	0	0.0%	0.0	✓	3	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	6	6	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	4	4	0	0.0%	0.0	✓	3	0	2.0	A
		N25 West to N25 East	W-E	72	72	290	290	0	0.0%	0.0	✓	1	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	4	4	0	0.0%	0.0	✓	3	0	1.0	A
		N25 East to Churchtown South	E-S	98	69	2	3	-1	-33.3%	0.6	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	272	273	-1	-0.4%	0.1	✓	1	0	0.0	A
			Total			**586**	**588**	**-2**	**-0.3%**	**0.1**	✔	**8**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	263	263	0	0.0%	0.0	✓	11	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	27	27	0	0.0%	0.0	✓	11	0	2.0	A
		Ballyknockan South to N25 East	SE-E	73	42	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	4	4	0	0.0%	0.0	✓	5	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	33	31	2	6.5%	0.4	✓	0	0	0.0	A
		N25 East to N25 West	E-W	98	98	273	276	-3	-1.1%	0.2	✓	0	0	0.0	A
			Total			**604**	**605**	**-1**	**-0.2%**	**0.0**	✔	**14**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	13	0	0.0	A
		N25 South to N25 North	S-NE	42	44	258	260	-2	-0.8%	0.1	✓	13	0	2.0	A
		N25 South to Ballygerry Link Road West	S-W	42	59	7	7	0	0.0%	0.0	✓	13	0	2.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	13	0	0.0	A
		N25 North to N25 South	NE-S	55	43	290	290	0	0.0%	0.0	✓	8	0	1.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	8	0	0.0	A
		N25 North to Ballygerry Link Road West	NE-W	55	59	8	8	0	0.0%	0.0	✓	8	0	1.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	8	0	0.0	A
		Ballygerry Link Road West to N25 South	W-S	60	43	8	9	-1	-11.1%	0.3	✓	5	0	2.0	A
		Ballygerry Link Road West to N25 North	W-NE	60	44	9	9	0	0.0%	0.0	✓	5	0	3.0	A
		Ballygerry Link Road West to Ballygerry Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Ballygerry Link Road West to Development Access	W-E	60	95	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	4	0	3.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	4	0	0.0	A
		Development Access to Ballygerry Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	4	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	4	0	0.0	A
			Total			**583**	**586**	**-3**	**-0.5%**	**0.1**	✔	**15**	**0**	**1.0**	**A**
104	New Road / Roche Freight	Ballygerry Link Road West to Ballygerry Link Road East	NW-E	58	60	7	8	-1	-12.5%	0.4	✓	0	0	0.0	A
		Ballygerry Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	E-NW	59	59	5	5	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Roche Freight Access	E-SW	59	63	10	10	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to Ballygerry Link Road West	SW-NW	62	59	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road East	SW-E	62	60	10	10	0	0.0%	0.0	✓	1	0	1.0	A
			Total			**33**	**34**	**-1**	**-2.9%**	**0.2**	✔	**1**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygerry Link Road East to Churchtown North	E-N	59	64	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Ballygerry Link Road East to Churchtown South	E-S	59	65	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygerry Link Road East	S-E	64	58	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	5	6	-1	-16.7%	0.4	✓	0	0	0.0	A
		Churchtown North to Ballygerry Link Road East	N-E	65	58	3	3	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Churchtown South	N-S	65	65	3	3	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**21**	**22**	**-1**	**-4.5%**	**0.2**	✔	**0**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	2	8	9	-1	-11.1%	0.3	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	41	41	0	0.0%	0.0	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**61**	**62**	**-1**	**-1.6%**	**0.1**	✔	**1**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	44	45	-1	-2.2%	0.1	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	10	10	0	0.0%	0.0	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	45	43	2	4.7%	0.3	✓	4	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	11	11	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**115**	**114**	**1**	**0.9%**	**0.1**	✔	**4**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	8	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	34	36	-2	-5.6%	0.3	✓	7	0	2.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	21	20	1	5.0%	0.2	✓	8	0	3.0	A
		N25 South to Marys Terrace	S-NW	50	3	40	38	2	5.3%	0.3	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	68	70	-2	-2.9%	0.2	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	151	153	-2	-1.3%	0.2	✓	19	0	3.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		N25 North to N25 South	N-S	53	55	112	111	1	0.9%	0.1	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	15	15	0	0.0%	0.0	✓	8	0	3.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	144	144	0	0.0%	0.0	✓	8	0	1.0	A
			Total			**585**	**587**	**-2**	**-0.3%**	**0.1**	✔	**20**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	25	24	1	4.2%	0.2	✓	0	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	25	24	1	4.2%	0.2	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**61**	**59**	**2**	**3.4%**	**0.3**	✔	**0**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	31	31	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	10	10	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**47**	**47**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	12	12	0	0.0%	0.0	✓	1	0	1.0	A
		N25 to Outbound Freight	N-NW	79	80	46	47	-1	-2.1%	0.1	✓	6	0	1.0	A
		N25 to Ship	W-NE	79	83	10	11	-1	-9.1%	0.3	✓	1	0	1.0	A
		Freight to N25	NW-W	81	53	75	74	1	1.4%	0.1	✓	11	0	1.0	A
		Freight to Outbound Freight	NW-NW	81	80	12	12	0	0.0%	0.0	✓	11	0	1.0	A
		Freight to Ship	NW-NE	81	83	9	10	-1	-10.0%	0.3	✓	11	0	1.0	A
		Ship to N25	NE-W	82	53	25	25	0	0.0%	0.0	✓	4	0	1.0	A
		Ship to Outbound Freight	NE-NW	82	80	6	6	0	0.0%	0.0	✓	4	0	1.0	A
		Ship to Ship	NE-NE	82	83	0	0	0	0.0%	0.0	✓	4	0	0.0	A
			Total			**195**	**197**	**-2**	**-1.0%**	**0.1**	✔	**12**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	265	266	-1	-0.4%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	4	4	0	0.0%	0.0	✓	4	0	2.0	A
		N25 North to Roche Freight Access	N-W	97	92	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-SW	97	98	301	303	-2	-0.7%	0.1	✓	0	0	0.0	A
			Total			**572**	**575**	**-3**	**-0.5%**	**0.1**	✔	**4**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	253	256	-3	-1.2%	0.2	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	14	13	1	7.7%	0.3	✓	10	0	2.0	A
		N25 North to N25 South	N-S	55	55	277	277	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	13	14	-1	-7.1%	0.3	✓	0	0	1.0	A
		Development Access to N25 North	E-N	90	50	5	5	0	0.0%	0.0	✓	4	0	2.0	A
		Development Access to N25 South	E-S	90	55	21	21	0	0.0%	0.0	✓	8	0	2.0	A
			Total			**583**	**586**	**-3**	**-0.5%**	**0.1**	✔	**12**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

S. Junction Performance Full Approach Summary – 2053 – Option B

AM Peak

Rosslare Harbour VISSIM - AM Peak - Option B

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	85	69	6	5	1	20.0%	0.4	✓	6	4	3.5	A
		Churchtown North to N25 East	N-E	85	72	4	4	0	0.0%	0.0	✓	3	1	1.0	A
		Churchtown North to N25 West	N-W	85	98	13	12	1	8.3%	0.3	✓	7	0	2.0	A
		Churchtown South to Churchtown North	S-NE	69	64	6	5	1	20.0%	0.4	✓	7	4	4.0	A
		Churchtown South to N25 East	S-E	69	72	4	4	0	0.0%	0.0	✓	5	2	6.0	A
		Churchtown South to N25 West	S-W	69	98	11	12	-1	-8.3%	0.3	✓	7	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	5	6	-1	-16.7%	0.4	✓	13	0	3.0	A
		N25 West to N25 East	W-E	72	72	293	294	-1	-0.3%	0.1	✓	8	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	6	7	-1	-14.3%	0.4	✓	29	4	7.0	A
		N25 East to Churchtown South	E-S	98	69	3	4	-1	-25.0%	0.5	✓	6	0	1.0	A
		N25 East to N25 West	E-W	98	98	361	362	-1	-0.3%	0.1	✓	24	0	0.0	A
			Total			**721**	**724**	**-3**	**-0.4%**	**0.1**	✔	**32**	**6**	**1.6**	**A**
102	N20 / Ballykinnickan	N25 West to N25 East	W-E	72	42	273	274	-1	-0.4%	0.1	✓	7	0	0.0	A
		N25 West to Ballykinnickan South	W-SE	72	74	29	28	0	0.0%	0.0	✓	7	0	2.0	A
		Ballykinnickan South to N25 East	SE-E	73	42	20	21	-1	-4.8%	0.2	✓	9	0	2.0	A
		Ballykinnickan South to N25 West	SE-W	73	98	22	21	1	4.8%	0.2	✓	10	0	2.0	A
		N25 East to Ballykinnickan South	E-SE	98	74	41	39	2	5.1%	0.3	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	348	352	-4	-1.1%	0.2	✓	0	0	0.0	A
			Total			**732**	**735**	**-3**	**-0.4%**	**0.1**	✔	**13**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		N25 South to N25 North	S-NE	42	98	270	274	-4	-1.5%	0.2	✓	12	0	1.0	A
		N25 South to Ballygeny Link Road West	S-W	42	59	16	16	0	0.0%	0.0	✓	12	0	1.0	A
		N25 North to N25 South	NE-S	118	43	380	383	-3	-0.8%	0.2	✓	79	1	4.0	A
		N25 North to N25 North	NE-NE	118	98	0	0	0	0.0%	0.0	✓	79	1	0.0	A
		N25 North to Ballygeny Link Road West	NE-W	118	59	11	10	1	10.0%	0.3	✓	79	1	5.0	A
		Ballygeny Link Road West to N25 South	W-S	60	43	12	12	0	0.0%	0.0	✓	3	0	2.0	A
		Ballygeny Link Road West to N25 North	W-NE	60	98	12	14	-2	-14.3%	0.6	✓	3	0	2.0	A
		Ballygeny Link Road West to Ballygeny Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	3	0	0.0	A
			Total			**701**	**709**	**-8**	**-1.1%**	**0.3**	✔	**79**	**0**	**3.0**	**A**
104	New Road / Roche Freight	Ballygeny Link Road West to Ballygeny Link Road East	NW-E	58	60	12	14	-2	-14.3%	0.6	✓	0	0	0.0	A
		Ballygeny Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	69	69	4	5	-1	-20.0%	0.4	✓	0	0	0.0	A
		Ballygeny Link Road East to Roche Freight Access	E-SW	69	63	21	20	1	5.0%	0.2	✓	0	0	1.0	A
		Roche Freight Access to Ballygeny Link Road West	SW-NW	62	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygeny Link Road East	SW-E	62	60	13	13	0	0.0%	0.0	✓	1	0	1.0	A
			Total			**51**	**51**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygeny Link Road East to Churchtown North	E-N	59	64	4	3	1	33.3%	0.5	✓	1	0	1.0	A
		Ballygeny Link Road East to Churchtown South	E-S	69	65	2	2	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown South to Ballygeny Link Road East	S-E	64	58	5	6	-1	-16.7%	0.4	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	16	17	-1	-5.9%	0.2	✓	0	0	0.0	A
		Churchtown North to Ballygeny Link Road East	N-E	65	58	7	7	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	21	21	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**55**	**56**	**-1**	**-1.8%**	**0.1**	✔	**1**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	11	11	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	21	21	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	64	3	17	16	1	6.3%	0.2	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	29	29	0	0.0%	0.0	✓	2	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	7	7	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**88**	**87**	**1**	**1.2%**	**0.1**	✓	**3**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	40	39	1	2.6%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	33	32	1	3.1%	0.2	✓	0	0	1.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	14	14	0	0.0%	0.0	✓	2	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	10	10	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**102**	**100**	**2**	**2.0%**	**0.2**	✔	**3**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / Link Road	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	20	1	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	32	32	0	0.0%	0.0	✓	20	3	36.0	C
		Marys Terrace to Link Road	NW-E	2	123	18	17	1	5.9%	0.2	✓	30	3	41.0	C
		N25 South to Marys Terrace	S-NW	44	3	34	32	2	6.3%	0.3	✓	94	14	30.0	C
		N25 South to N25 North	S-N	44	52	112	119	-7	-5.9%	0.7	✓	94	14	32.0	C
		N25 South to Link Road	S-E	44	123	137	137	0	0.0%	0.0	✓	94	14	31.0	C
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	264	37	0.0	A
		N25 North to N25 South	N-S	53	55	224	224	0	0.0%	0.0	✓	264	37	39.0	C
		N25 North to Link Road	N-E	53	123	0	0	0	0.0%	0.0	✓	264	37	0.0	A
		Link Road to Marys Terrace	E-NW	122	3	13	14	-1	-7.1%	0.3	✓	13	1	37.0	C
		Link Road to N25 North	E-N	122	52	0	0	0	0.0%	0.0	✓	13	1	0.0	A
		Link Road to N25 South	E-S	122	55	0	0	0	0.0%	0.0	✓	13	1	0.0	A
			Total			**570**	**575**	**-5**	**-0.9%**	**0.2**	✔	**264**	**14**	**35.0**	**C**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	10	9	1	11.1%	0.3	✓	0	0	1.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	9	10	-1	-10.0%	0.3	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	5	5	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park East	W-E	5	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**29**	**29**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	64	64	11	11	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	27	27	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	8	8	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**50**	**50**	**0**	**0.0%**	**0.0**	✔	**1**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	6	6	0	0.0%	0.0	✓	5	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	51	56	-5	-8.9%	0.7	✓	10	0	1.0	A
		N25 to Ship	W-NE	79	83	55	57	-2	-3.5%	0.3	✓	5	0	1.0	A
		Freight to N25	NW-W	81	53	186	186	0	0.0%	0.0	✓	60	0	2.0	A
		Freight to Outbound Freight	NW-NW	81	80	7	7	0	0.0%	0.0	✓	60	0	2.0	A
		Freight to Ship	NW-NE	81	83	19	20	-1	-5.0%	0.2	✓	60	0	2.0	A
		Ship to N25	NE-W	82	53	32	32	0	0.0%	0.0	✓	13	0	2.0	A
		Ship to Outbound Freight	NE-NW	82	80	11	11	0	0.0%	0.0	✓	13	0	2.0	A
		Ship to Ship	NE-NE	82	83	1	1	0	0.0%	0.0	✓	13	0	1.0	A
			Total			**368**	**376**	**-8**	**-2.1%**	**0.4**	✔	**60**	**0**	**2.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	285	289	-4	-1.4%	0.2	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	7	6	1	16.7%	0.4	✓	0	0	1.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	0.0	A
		Roche Freight Access to N25 South	W-SW	93	98	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Roche Freight Access	N-W	97	92	2	2	0	0.0%	0.0	✓	0	0	1.0	A
		N25 North to N25 South	N-SW	97	98	390	391	-1	-0.3%	0.1	✓	0	0	0.0	A
			Total			**685**	**689**	**-4**	**-0.6%**	**0.2**	✔	**1**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-NE	44	44	282	288	-6	-2.1%	0.4	✓	0	0	0.0	A
		N25 North to N25 South	NE-S	55	110	256	256	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Link Road	NE-SE	55	125	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road to N25 South	E-S	124	110	23	21	2	9.5%	0.4	✓	9	1	1.0	A
			Total			**561**	**565**	**-4**	**-0.7%**	**0.2**	✔	**9**	**0**	**0.0**	**A**
203	N25 / Link Road South	N25 North to Link Road	N-SE	117	10215	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-S	117	118	278	277	1	0.4%	0.1	✓	0	0	0.0	A
		Link Road to N25 South	SE-S	146	118	113	116	-3	-2.6%	0.3	✓	17	0	1.0	A
		N25 South to N25 North	S-N	44	44	283	288	-5	-1.7%	0.3	✓	0	0	0.0	A
			Total			**674**	**681**	**-7**	**-1.0%**	**0.3**	✔	**17**	**0**	**0.0**	**A**
204	Link Road / N25 South	Link Road North to Link Road South	N-S	116	116	2	2	0	0.0%	0.0	✓	4	0	0.0	A
		Link Road North to N25	N-SW	116	146	110	113	-3	-2.7%	0.3	✓	4	0	2.0	A
		Link Road South to N25	S-SW	115	146	3	3	0	0.0%	0.0	✓	1	0	2.0	A
		Link Road South to Link Road North	S-N	115	115	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	NW-S	10215	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**115**	**118**	**-3**	**-2.5%**	**0.3**	✔	**5**	**0**	**2.0**	**A**
209	N25 / St Martins Terrace / Link Road	Link Road North to Link Road North	N-N	112	111	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to St Martins Road	N-E	112	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to Link Road South	N-S	112	114	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to N25	N-W	112	122	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Link Road North	E-N	57	111	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		St Martins Road to St Martins Road	E-E	57	56	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		St Martins Road to Link Road South	E-S	57	114	130	129	1	0.8%	0.1	✓	9	1	1.0	A
		St Martins Road to N25	E-W	57	122	13	14	-1	-7.1%	0.3	✓	9	0	1.0	A
		Link Road South to Link Road North	SW-N	113	111	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Link Road South to St Martins Road	SW-E	113	56	5	5	0	0.0%	0.0	✓	3	0	0.0	A
		Link Road South to Link Road South	SW-S	113	114	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Link Road South to N25	SW-W	113	122	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		N25 to Link Road North	W-N	123	111	0	0	0	0.0%	0.0	✓	15	0	1.0	A
		N25 to St Martins Road	W-E	123	56	139	138	1	0.7%	0.1	✓	15	0	1.0	A
		N25 to Link Road South	W-S	123	114	16	16	0	0.0%	0.0	✓	15	0	1.0	A
		N25 to N25	W-W	123	122	0	0	0	0.0%	0.0	✓	15	0	0.0	A
			Total			**303**	**302**	**1**	**0.3%**	**0.1**	✔	**18**	**0**	**1.0**	**A**
210	N25 / Link Road North	N25 East to Link Road	E-W	53	112	0	0	0	0.0%	0.0	✓	78	1	0.0	A
		N25 East to N25 West	E-W	53	53	224	224	0	0.0%	0.0	✓	78	5	0.0	A
		Link Road to N25 East	W-E	111	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 West to N25 East	W-E	52	52	112	119	-7	-5.9%	0.7	✓	0	0	0.0	A
			Total			**336**	**343**	**-7**	**-2.0%**	**0.4**	✔	**78**	**6**	**0.0**	**A**
214	N25 / Link Road / Development Roundabout	Link Road North to Link Road North	N-N	114	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to Development Access	N-E	114	89	33	32	1	3.1%	0.2	✓	0	0	1.0	A
		Link Road North to Link Road South	N-S	114	116	89	92	-3	-3.3%	0.3	✓	0	0	1.0	A
		Link Road North to N24	N-NW	114	124	23	21	2	9.5%	0.4	✓	0	0	1.0	A
		Development Access to Link Road North	E-N	90	113	5	5	0	0.0%	0.0	✓	13	0	3.0	A
		Development Access to Development Access	E-E	90	89	0	0	0	0.0%	0.0	✓	13	0	0.0	A
		Development Access to Link Road South	E-S	90	116	23	23	0	0.0%	0.0	✓	13	2	2.0	A
		Development Access to N24	E-NW	90	124	0	0	0	0.0%	0.0	✓	13	0	0.0	A
		Link Road South to Link Road North	S-N	115	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Development Access	S-E	115	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Link Road South	S-S	115	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to N24	S-NW	115	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road North	W-N	125	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Development Access	W-E	125	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	W-S	125	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to N24	W-NW	125	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**171**	**173**	**0**	**0.0%**	**0.0**	✔	**13**	**0**	**1.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

PM Peak

Rosslare Harbour VISSIM - PM Peak - Option B

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	65	69	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 East	N-E	65	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to N25 West	N-W	65	98	4	4	0	0.0%	0.0	✓	4	2	2.0	A
		Churchtown South to Churchtown North	S-NE	69	64	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 East	S-E	69	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 West	S-W	69	98	4	4	0	0.0%	0.0	✓	3	1	2.0	A
		N25 West to Churchtown North	W-NE	72	64	6	6	0	0.0%	0.0	✓	6	1	1.0	A
		N25 West to Churchtown South	W-S	72	69	4	4	0	0.0%	0.0	✓	6	1	1.0	A
		N25 West to N25 East	W-E	72	72	290	290	0	0.0%	0.0	✓	3	1	0.0	A
		N25 East to Churchtown North	E-NE	98	64	4	4	0	0.0%	0.0	✓	8	1	1.0	A
		N25 East to Churchtown South	E-S	98	69	2	3	-1	-33.3%	0.6	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	271	273	-2	-0.7%	0.1	✓	3	1	0.0	A
		Total				**581**	**586**	**-5**	**-0.9%**	**0.1**	✓	**13**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	263	263	0	0.0%	0.0	✓	10	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	27	27	0	0.0%	0.0	✓	10	1	1.0	A
		Ballyknockan South to N25 East	SE-E	73	42	4	4	0	0.0%	0.0	✓	3	0	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	4	4	0	0.0%	0.0	✓	3	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	33	31	2	6.5%	0.4	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	273	276	-3	-1.1%	0.2	✓	0	0	0.0	A
		Total				**604**	**605**	**-1**	**-0.2%**	**0.0**	✓	**12**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	13	0	0.0	A
		N25 South to N25 North	S-NE	42	44	258	260	-2	-0.8%	0.1	✓	13	0	2.0	A
		N25 South to Ballygeny Link Road West	S-W	42	59	7	7	0	0.0%	0.0	✓	13	0	2.0	A
		N25 North to N25 South	NE-S	118	43	292	293	-1	-0.3%	0.1	✓	11	0	2.0	A
		N25 North to N25 North	NE-NE	118	44	0	0	0	0.0%	0.0	✓	11	0	2.0	A
		N25 North to Ballygeny Link Road West	NE-W	118	59	8	8	0	0.0%	0.0	✓	11	0	2.0	A
		Ballygeny Link Road West to N25 South	W-S	60	43	9	9	0	0.0%	0.0	✓	2	0	3.0	A
		Ballygeny Link Road West to N25 North	W-NE	60	44	8	9	-1	-11.1%	0.3	✓	2	0	2.0	A
		Ballygeny Link Road West to Ballygeny Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Total				**582**	**586**	**-4**	**-0.7%**	**0.2**	✓	**16**	**0**	**2.0**	**A**
104	New Road / Roche Freight	Ballygeny Link Road West to Ballygeny Link Road East	NW-E	58	60	7	8	-1	-12.5%	0.4	✓	0	0	0.0	A
		Ballygeny Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	59	5	5	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Roche Freight Access	E-SW	59	63	10	10	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygeny Link Road West	SW-NW	62	59	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygeny Link Road East	SW-E	62	60	10	10	0	0.0%	0.0	✓	1	0	1.0	A
		Total				**33**	**34**	**-1**	**-2.9%**	**0.2**	✓	**1**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygeny Link Road East to Churchtown North	E-N	59	64	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Ballygeny Link Road East to Churchtown South	E-S	59	65	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygeny Link Road East	S-E	64	59	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	5	6	-1	-16.7%	0.4	✓	0	0	0.0	A
		Churchtown North to Ballygeny Link Road East	N-E	65	59	3	3	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Churchtown South	N-S	65	65	3	3	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**21**	**22**	**-1**	**-4.5%**	**0.2**	✓	**0**	**0**	**0.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	64	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	65	6	6	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown South to Marys Terrace East	S-E	64	2	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	64	64	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	65	2	41	41	0	0.0%	0.0	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	65	65	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**62**	**62**	**0**	**0.0%**	**0.0**	✓	**1**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	45	45	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	10	10	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	45	43	2	4.7%	0.3	✓	5	1	1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	11	11	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**116**	**114**	**2**	**1.8%**	**0.2**	✓	**5**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / Link Road	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	29	3	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	35	36	-1	-2.8%	0.2	✓	29	3	37.0	D
		Marys Terrace to Link Road	NW-E	2	123	21	20	1	5.0%	0.2	✓	29	3	26.0	C
		N25 South to Marys Terrace	S-NW	44	3	41	38	3	7.9%	0.5	✓	98	16	28.0	C
		N25 South to N25 North	S-N	44	52	69	70	-1	-1.4%	0.1	✓	98	15	32.0	C
		N25 South to Link Road	S-E	44	123	158	161	-3	-1.9%	0.2	✓	98	15	32.0	C
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	53	3	0.0	A
		N25 North to N25 South	N-S	53	55	113	111	2	1.8%	0.2	✓	53	5	25.0	C
		N25 North to Link Road	N-E	53	123	0	0	0	0.0%	0.0	✓	53	5	0.0	A
		Link Road to Marys Terrace	E-NW	122	3	14	15	-1	-6.7%	0.3	✓	12	1	38.0	D
		Link Road to N25 North	E-N	122	52	0	0	0	0.0%	0.0	✓	12	1	0.0	A
		Link Road to N25 South	E-S	122	55	0	0	0	0.0%	0.0	✓	12	1	0.0	A
		Total				**451**	**451**	**0**	**0.0%**	**0.0**	✓	**98**	**6**	**31.0**	**C**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	25	24	1	4.2%	0.2	✓	0	0	1.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	24	24	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**60**	**59**	**1**	**1.7%**	**0.1**	✓	**0**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-NE	84	84	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown West to Small Boat Harbour	SW-NW	64	66	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	65	65	31	31	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	65	10	10	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**47**	**47**	**0**	**0.0%**	**0.0**	✓	**0**	**0**	**0.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	12	12	0	0.0%	0.0	✓	1	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	46	47	-1	-2.1%	0.1	✓	0	0	1.0	A
		N25 to Ship	W-NE	79	83	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Freight to N25	NW-W	81	53	75	74	1	1.4%	0.1	✓	8	0	1.0	A
		Freight to Outbound Freight	NW-NW	81	80	12	12	0	0.0%	0.0	✓	8	0	1.0	A
		Freight to Ship	NW-NE	81	83	9	10	-1	-10.0%	0.3	✓	8	0	1.0	A
		Ship to N25	NE-W	82	53	25	25	0	0.0%	0.0	✓	4	0	1.0	A
		Ship to Outbound Freight	NE-NW	82	80	6	6	0	0.0%	0.0	✓	4	0	1.0	A
		Ship to Ship	NE-NE	82	83	0	0	0	0.0%	0.0	✓	4	0	0.0	A
		Total				**196**	**197**	**-1**	**-0.5%**	**0.1**	✓	**10**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	265	266	-1	-0.4%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	4	4	0	0.0%	0.0	✓	3	0	2.0	A
		N25 North to Roche Freight Access	N-W	97	92	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-SW	97	98	301	303	-2	-0.7%	0.1	✓	0	0	0.0	A
		Total				**572**	**575**	**-3**	**-0.5%**	**0.1**	✓	**4**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-NE	44	44	267	269	-2	-0.7%	0.1	✓	0	0	0.0	A
		N25 North to N25 South	NE-S	55	110	148	147	1	0.7%	0.1	✓	0	0	0.0	A
		N25 North to Link Road	NE-SE	55	125	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road to N25 South	E-S	124	110	27	27	0	0.0%	0.0	✓	7	1	1.0	A
		Total				**442**	**443**	**-1**	**-0.2%**	**0.0**	✓	**7**	**0**	**0.0**	**A**
203	N25 / Link Road South	N25 North to Link Road	N-SE	117	10215	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-S	117	118	175	174	1	0.8%	0.1	✓	0	0	0.0	A
		Link Road to N25 South	NE-S	146	118	126	127	-1	-0.8%	0.1	✓	14	1	0.0	A
		N25 South to N25 North	S-N	44	44	267	269	-2	-0.7%	0.1	✓	0	0	0.0	A
		Total				**568**	**570**	**-2**	**-0.4%**	**0.1**	✓	**14**	**0**	**0.0**	**A**
204	Link Road / N25 South	Link Road North to Link Road South	N-S	116	116	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road North to N25	N-SW	116	146	123	124	-1	-0.8%	0.1	✓	1	0	1.0	A
		Link Road South to N25	S-SW	115	146	3	3	0	0.0%	0.0	✓	2	0	1.0	A
		Link Road South to Link Road North	S-N	115	115	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	NW-S	10215	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**326**	**327**	**-1**	**-0.8%**	**0.1**	✓	**3**	**0**	**1.0**	**A**
209	N25 / St Martins Terrace / Link Road	Link Road North to Link Road North	N-N	112	111	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to St Martins Road	N-E	112	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to Link Road South	N-S	112	114	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to N25	N-W	112	122	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Link Road North	E-N	57	111	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to St Martins Road	E-E	57	56	0	0	0	0.0%	0.0	✓	8	1	0.0	A
		St Martins Road to Link Road South	E-S	57	114	145	144	1	0.7%	0.1	✓	8	0	1.0	A
		St Martins Road to N25	E-W	57	122	14	15	-1	-6.7%	0.3	✓	0	0	1.0	A
		Link Road South to Link Road North	SW-N	113	111	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road South to St Martins Road	SW-E	113	56	5	5	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road South to Link Road South	SW-S	113	114	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		Link Road South to N25	SW-W	113	122	0	0	0	0.0%	0.0	✓	1	0	0.0	A
		N25 to Link Road North	W-N	123	111	0	0	0	0.0%	0.0	✓	20	0	0.0	A
		N25 to St Martins Road	W-E	123	56	167	168	-1	-0.6%	0.1	✓	20	1	1.0	A
		N25 to Link Road South	W-S	123	114	13	13	0	0.0%	0.0	✓	20	1	1.0	A
		N25 to N25	W-W	123	122	0	0	0	0.0%	0.0	✓	20	0	0.0	A
		Total				**344**	**345**	**-1**	**-0.3%**	**0.1**	✓	**21**	**1**	**1.0**	**A**
210	N25 / Link Road North	N25 East to Link Road	E-W	53	112	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 East to N25 West	E-W	53	53	112	111	1	0.9%	0.1	✓	0	0	0.0	A
		Link Road to N25 East	W-E	111	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 West to N25 East	W-E	52	52	69	70	-1	-1.4%	0.1	✓	0	0	0.0	A
		Total				**181**	**181**	**0**	**0.0%**	**0.0**	✓	**0**	**0**	**0.0**	**A**
214	N25 / Link Road / Development Roundabout	Link Road North to Link Road North	N-N	114	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road North to Development Access	N-E	114	89	29	27	2	7.4%	0.4	✓	1	0	1.0	A
		Link Road North to Link Road South	N-S	114	116	101	103	-2	-1.9%	0.2	✓	1	0	1.0	A
		Link Road North to N24	N-NW	114	124	27	27	0	0.0%	0.0	✓	1	0	1.0	A
		Development Access to Link Road North	E-N	90	113	5	5	0	0.0%	0.0	✓	8	0	2.0	A
		Development Access to Development Access	E-E	90	89	0	0	0	0.0%	0.0	✓	8	0	0.0	A
		Development Access to Link Road South	E-S	90	116	21	21	0	0.0%	0.0	✓	8	0	0.0	A
		Development Access to N24	E-NW	90	124	0	0	0	0.0%	0.0	✓	8	0	0.0	A
		Link Road South to Link Road North	S-N	115	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Development Access	S-E	115	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to Link Road South	S-S	115	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Link Road South to N24	S-NW	115	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road North	W-N	125	113	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Development Access	W-E	125	89	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Link Road South	W-S	125	116	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to N24	W-NW	125	124	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Total				**183**	**183**	**0**	**0.0%**	**0.0**	✓	**8**	**0**	**1.0**	**A**
	NETWORK TOTALS		**Network totals**								**100%**				

T. Junction Performance Full Approach Summary – 2053 – Option C

AM Peak

Rosslare Harbour VISSIM - AM Peak - Option C

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Cnt	% Diff	General Traffic GEH	Accept	Queue Length (m) Model Max	Model Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	144	69	11	5	6	120.0%	2.1	✓	11	0	3.0	A
		Churchtown North to N25 East	N-E	144	72	7	4	3	75.0%	1.3	✓	11	0	2.0	A
		Churchtown North to N25 West	N-W	144	98	41	12	29	241.7%	5.6	×	15	0	3.0	A
		Churchtown South to Churchtown North	S-NE	68	64	6	5	1	20.0%	0.4	✓	6	0	4.0	A
		Churchtown South to N25 East	S-E	68	72	4	4	0	0.0%	0.0	✓	5	0	4.0	A
		Churchtown South to N25 West	S-W	68	98	11	12	-1	-8.3%	0.3	✓	8	0	3.0	A
		N25 West to Churchtown North	W-NE	72	64	9	9	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	68	5	6	-1	-16.7%	0.4	✓	10	0	1.0	A
		N25 West to N25 East	W-E	72	72	293	294	-1	-0.3%	0.1	✓	5	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	7	7	0	0.0%	0.0	✓	24	0	2.0	A
		N25 East to Churchtown South	E-S	98	69	3	4	-1	-25.0%	0.5	✓	1	0	1.0	A
		N25 East to N25 West	E-W	98	98	379	362	17	4.7%	0.9	✓	18	0	0.0	A
			Total			**776**	**724**	**52**	**7.2%**	**1.9**	✔	**28**	**0**	**1.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	276	274	2	0.7%	0.1	✓	7	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	28	28	0	0.0%	0.0	✓	7	0	2.0	A
		Ballyknockan South to N25 East	SE-E	73	42	20	21	-1	-4.8%	0.2	✓	7	0	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	22	21	1	4.8%	0.2	✓	11	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	43	39	4	10.3%	0.6	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	367	352	15	4.3%	0.8	✓	0	0	0.0	A
			Total			**756**	**735**	**21**	**2.9%**	**0.8**	✔	**12**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	11	0	0.0	A
		N25 South to N25 North	S-NE	42	44	163	161	2	1.2%	0.2	✓	11	0	1.0	A
		N25 South to Ballygerry Link Road West	S-W	42	59	126	129	-3	-2.3%	0.3	✓	11	0	1.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	11	0	0.0	A
		N25 North to N25 South	NE-S	55	43	160	162	-2	-1.2%	0.2	✓	12	0	3.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		N25 North to Ballygerry Link Road West	NE-W	55	59	9	10	-1	-10.0%	0.3	✓	12	0	3.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		Ballygerry Link Road West to N25 South	W-S	60	43	250	230	20	8.7%	1.3	✓	24	0	3.0	A
		Ballygerry Link Road West to N25 North	W-NE	60	44	11	12	-1	-8.3%	0.3	✓	24	0	3.0	A
		Ballygerry Link Road West to Ballygerry Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	24	0	0.0	A
		Ballygerry Link Road West to Development Access	W-E	60	95	2	2	0	0.0%	0.0	✓	24	0	3.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	3	0	3.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Development Access to Ballygerry Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	3	0	0.0	A
			Total			**724**	**709**	**15**	**2.1%**	**0.6**	✔	**27**	**0**	**2.0**	**A**
104	New Road / Roche Freight	Ballygerry Link Road West to Ballygerry Link Road East	NW-E	58	60	250	232	18	7.8%	1.2	✓	0	0	0.0	A
		Ballygerry Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	E-NW	59	59	114	118	-4	-3.4%	0.4	✓	0	0	0.0	A
		Ballygerry Link Road East to Roche Freight Access	E-SW	59	63	21	20	1	5.0%	0.2	✓	0	0	1.0	A
		Roche Freight Access to Ballygerry Link Road West	SW-NW	62	59	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to Ballygerry Link Road East	SW-E	62	60	12	12	0	0.0%	0.0	✓	8	0	2.0	A
			Total			**397**	**382**	**15**	**3.9%**	**0.8**	✔	**8**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygerry Link Road East to Churchtown South	E-S	59	144	59	2	57	2850.0%	6.3	×	1	0	1.0	A
		Ballygerry Link Road East to Churchtown North	E-N	59	142	1	3	-2	-66.7%	1.4	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	E-NW	59	141	55	113	-58	-51.3%	6.3	×	0	0	0.0	A
		Churchtown South to Churchtown North	S-N	64	142	17	17	0	0.0%	0.0	✓	9	0	2.0	A
		Churchtown South to Ballygerry Link Road East	S-E	64	58	5	6	-1	-16.7%	0.4	✓	9	0	4.0	A
		Churchtown North to Ballygerry Link Road East	N-E	133	58	28	7	21	300.0%	5.8	×	7	0	1.0	A
		Churchtown North to Churchtown South	N-S	133	144	0	21	-21	-100.0%	6.5	×	1	0	0.0	A
		Ballygerry Link Road West to Ballygerry Link Road East	NW-E	140	58	217	218	-1	-0.5%	0.1	✓	0	0	3.0	A
			Total			**165**	**169**	**-4**	**-2.4%**	**0.3**	✔	**10**	**0**	**2.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	142	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	133	21	21	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	142	2	15	16	-1	-6.3%	0.3	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	142	142	3	4	-1	-25.0%	0.5	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	133	2	28	28	0	0.0%	0.0	✓	2	0	1.0	A
		Churchtown North to Churchtown South	N-S	133	133	7	7	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**85**	**87**	**-2**	**-2.3%**	**0.2**	✔	**3**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	38	39	-1	-2.6%	0.2	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	4	5	-1	-20.0%	0.5	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	32	32	0	0.0%	0.0	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	15	14	1	7.1%	0.3	✓	1	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	10	10	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**99**	**100**	**-1**	**-1.0%**	**0.1**	✔	**2**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	32	32	0	0.0%	0.0	✓	6	0	1.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	17	17	0	0.0%	0.0	✓	4	0	3.0	A
		N25 South to Marys Terrace	S-NW	50	3	32	32	0	0.0%	0.0	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	8	6	2	33.3%	0.8	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	123	126	-3	-2.4%	0.3	✓	3	0	2.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		N25 North to N25 South	N-S	53	55	7	6	1	16.7%	0.4	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	14	14	0	0.0%	0.0	✓	1	0	2.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	129	129	0	0.0%	0.0	✓	1	0	1.0	A
			Total			**362**	**362**	**0**	**0.0%**	**0.0**	✔	**8**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	10	9	1	11.1%	0.3	✓	0	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	9	10	-1	-10.0%	0.3	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	4	4	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**29**	**29**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-E	141	131	66	124	-58	-46.8%	6.0	×	8	0	1.0	A
		Churchtown West to Small Boat Harbour	SW-NW	141	66	2	4	-2	-50.0%	1.2	✓	8	0	1.0	A
		Churchtown East to Churchtown West	NE-SW	132	140	245	245	0	0.0%	0.0	✓	3	0	1.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	140	8	8	0	0.0%	0.0	✓	2	0	1.0	A
			Total			**321**	**381**	**-60**	**-15.7%**	**3.2**	✔	**9**	**0**	**1.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	7	6	1	16.7%	0.4	✓	0	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Ship	W-NE	79	83	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Freight to N25	NW-W	81	53	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Freight to Outbound Freight	NW-NW	81	80	8	7	1	14.3%	0.4	✓	5	0	1.0	A
		Freight to Ship	NW-NE	81	83	19	20	-1	-5.0%	0.2	✓	5	0	1.0	A
		Ship to N25	NE-W	82	53	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ship to Outbound Freight	NE-NW	82	80	11	11	0	0.0%	0.0	✓	0	0	1.0	A
		Ship to Ship	NE-NE	82	83	1	1	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**46**	**45**	**1**	**2.2%**	**0.1**	✔	**5**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	288	289	-1	-0.3%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	7	6	1	16.7%	0.4	✓	0	0	1.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to Roche Freight Access	N-W	97	92	2	2	0	0.0%	0.0	✓	1	0	1.0	A
		N25 North to N25 South	N-SW	97	98	411	391	20	5.1%	1.0	✓	1	0	0.0	A
			Total			**709**	**689**	**20**	**2.9%**	**0.8**	✔	**1**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	158	159	-1	-0.6%	0.1	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	16	14	2	14.3%	0.5	✓	4	0	2.0	A
		N25 North to N25 South	N-S	55	55	148	149	-1	-0.7%	0.1	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	19	18	1	5.6%	0.2	✓	0	0	0.0	A
		Development Access to N25 North	E-N	90	50	5	5	0	0.0%	0.0	✓	4	0	2.0	A
		Development Access to N25 South	E-S	90	55	23	23	0	0.0%	0.0	✓	8	0	1.0	A
			Total			**369**	**368**	**1**	**0.3%**	**0.1**	✔	**10**	**0**	**0.0**	**A**
307	Ballygerry Link Road / Churchtown	Ballygerry Link Road East to Churchtown South	NE-SW	140	133	35	35	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygerry Link Road East to Ballygerry Link Road West	NE-W	140	140	217	218	-1	-0.5%	0.1	✓	0	0	0.0	A
		Churchtown South to Ballygerry Link Road East	SW-NE	142	141	14	15	-1	-6.7%	0.3	✓	4	0	1.0	A
		Ballygerry Link Road West to Ballygerry Link Road East	W-NE	141	141	55	113	-58	-51.3%	6.3	×	0	0	0.0	A
			Total			**321**	**381**	**-60**	**-15.7%**	**3.2**	✔	**4**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**95%**				

PM Peak

Rosslare Harbour VISSIM - PM Peak - Option C

Node	Description		Direction	Links From	Links To	Volume General Traffic (GT) Model	Count	Mod-Crit	% Diff*	General Traffic GEH	Accept	Queue Length (m) Model Max	Model Average	Delay (secs) Average	LOS†
101	N25 / Churchtown	Churchtown North to Churchtown South	N-S	144	69	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		Churchtown North to N25 East	N-E	144	72	0	0	0	0.0%	0.0	✓	9	0	0.0	A
		Churchtown North to N25 West	N-W	144	98	32	4	28	700.0%	6.6	×	17	0	2.0	A
		Churchtown South to Churchtown North	S-NE	68	64	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 East	S-E	68	72	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to N25 West	S-W	68	98	4	4	0	0.0%	0.0	✓	5	0	2.0	A
		N25 West to Churchtown North	W-NE	72	64	6	6	0	0.0%	0.0	✓	0	0	1.0	A
		N25 West to Churchtown South	W-S	72	69	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		N25 West to N25 East	W-E	72	72	290	290	0	0.0%	0.0	✓	1	0	0.0	A
		N25 East to Churchtown North	E-NE	98	64	4	4	0	0.0%	0.0	✓	9	0	2.0	A
		N25 East to Churchtown South	E-S	98	69	2	3	-1	-33.3%	0.6	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	271	273	-2	-0.7%	0.1	✓	5	0	0.0	A
			Total			**613**	**588**	**25**	**4.3%**	**1.0**	✔	**19**	**0**	**0.0**	**A**
102	N20 / Ballyknockan	N25 West to N25 East	W-E	72	42	263	263	0	0.0%	0.0	✓	9	0	0.0	A
		N25 West to Ballyknockan South	W-SE	72	74	27	27	0	0.0%	0.0	✓	8	0	1.0	A
		Ballyknockan South to N25 East	SE-E	73	42	4	4	0	0.0%	0.0	✓	6	0	1.0	A
		Ballyknockan South to N25 West	SE-W	73	98	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		N25 East to Ballyknockan South	E-SE	98	74	33	31	2	6.5%	0.4	✓	0	0	1.0	A
		N25 East to N25 West	E-W	98	98	273	276	-3	-1.1%	0.2	✓	0	0	0.0	A
			Total			**604**	**605**	**-1**	**-0.2%**	**0.0**	✔	**12**	**0**	**0.0**	**A**
103	N25 / New Road / Development Roundabout	N25 South to N25 South	S-S	42	43	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		N25 South to N25 North	S-NE	42	44	200	202	-2	-1.0%	0.1	✓	12	0	1.0	A
		N25 South to Ballygeny Link Road West	S-W	42	59	65	65	0	0.0%	0.0	✓	12	0	1.0	A
		N25 South to Development Access	S-E	42	95	0	0	0	0.0%	0.0	✓	12	0	0.0	A
		N25 North to N25 South	NE-S	55	43	188	191	-3	-1.6%	0.2	✓	7	0	1.0	A
		N25 North to N25 North	NE-NE	55	44	0	0	0	0.0%	0.0	✓	7	0	0.0	A
		N25 North to Ballygeny Link Road West	NE-W	55	59	8	8	0	0.0%	0.0	✓	7	0	1.0	A
		N25 North to Development Access	NE-E	55	95	0	0	0	0.0%	0.0	✓	7	0	0.0	A
		Ballygeny Link Road West to N25 South	W-S	60	43	111	108	3	2.8%	0.3	✓	6	0	2.0	A
		Ballygeny Link Road West to N25 North	W-NE	60	44	8	9	-1	-11.1%	0.3	✓	6	0	2.0	A
		Ballygeny Link Road West to Ballygeny Link Road West	W-W	60	59	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		Ballygeny Link Road West to Development Access	W-E	60	95	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		Development Access to N25 South	E-S	94	43	3	3	0	0.0%	0.0	✓	2	0	2.0	A
		Development Access to N25 North	E-NE	94	44	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Ballygeny Link Road West	E-W	94	59	0	0	0	0.0%	0.0	✓	2	0	0.0	A
		Development Access to Development Access	E-E	94	95	0	0	0	0.0%	0.0	✓	2	0	0.0	A
			Total			**583**	**586**	**-3**	**-0.5%**	**0.1**	✔	**13**	**0**	**2.0**	**A**
104	New Road / Roche Freight	Ballygeny Link Road West to Ballygeny Link Road East	NW-E	58	60	109	107	2	1.9%	0.2	✓	0	0	0.0	A
		Ballygeny Link Road West to Roche Freight Access	NW-SW	58	63	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	59	63	63	0	0.0%	0.0	✓	0	0	0.0	A
		Ballygeny Link Road East to Roche Freight Access	E-SW	59	63	10	10	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to Ballygeny Link Road West	SW-NW	62	59	1	1	0	0.0%	0.0	✓	0	0	1.0	A
		Roche Freight Access to Ballygeny Link Road East	SW-E	62	60	10	10	0	0.0%	0.0	✓	5	0	1.0	A
			Total			**193**	**191**	**2**	**1.0%**	**0.1**	✔	**5**	**0**	**0.0**	**A**
105	New Road / Churchtown	Ballygeny Link Road East to Churchtown South	E-S	59	144	32	1	31	3100.0%	7.6	×	1	0	1.0	A
		Ballygeny Link Road East to Churchtown North	E-N	59	142	3	5	-2	-40.0%	1.0	✓	0	0	1.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	E-NW	59	141	29	58	-29	-50.0%	4.4	✓	0	0	0.0	A
		Churchtown South to Churchtown North	S-N	64	142	5	6	-1	-16.7%	0.4	✓	4	0	1.0	A
		Churchtown South to Ballygeny Link Road East	S-E	64	58	4	4	0	0.0%	0.0	✓	4	0	1.0	A
		Churchtown North to Ballygeny Link Road East	N-E	133	58	6	3	3	100.0%	1.4	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	133	144	0	3	-3	-100.0%	2.4	✓	0	0	0.0	A
		Ballygeny Link Road West to Ballygeny Link Road East	NW-E	140	58	98	99	-1	-1.0%	0.1	✓	0	0	3.0	A
			Total			**79**	**80**	**-1**	**-1.3%**	**0.1**	✔	**6**	**0**	**2.0**	**A**
106	Marys Terrace / Churchtown	Marys Terrace East to Churchtown North	E-N	3	142	4	4	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Churchtown South	E-S	3	133	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Marys Terrace East	S-E	142	2	7	9	-2	-22.2%	0.7	✓	0	0	1.0	A
		Churchtown South to Churchtown North	S-N	142	142	2	2	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown North to Marys Terrace East	N-E	133	2	42	41	1	2.4%	0.2	✓	1	0	1.0	A
		Churchtown North to Churchtown South	N-S	133	133	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**61**	**62**	**-1**	**-1.6%**	**0.1**	✔	**1**	**0**	**1.0**	**A**
107	Marys Terrace / Greenore Park	Marys Terrace West to Marys Terrace East	W-SE	2	2	43	45	-2	-4.4%	0.3	✓	0	0	1.0	A
		Marys Terrace West to Greenore Park North	W-N	2	4	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Marys Terrace East to Marys Terrace West	SE-W	3	3	10	10	0	0.0%	0.0	✓	0	0	0.0	A
		Marys Terrace East to Greenore Park North	SE-N	3	4	43	43	0	0.0%	0.0	✓	3	0	-1.0	#N/A
		Greenore Park North to Marys Terrace East	N-SE	5	2	11	11	0	0.0%	0.0	✓	1	0	1.0	A
		Greenore Park North to Marys Terrace West	N-W	5	3	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**112**	**114**	**-2**	**-1.8%**	**0.2**	✔	**4**	**0**	**0.0**	**A**
108	N25 / Marys Terrace / St Martins	Marys Terrace to N25 North	NW-N	2	52	0	0	0	0.0%	0.0	✓	6	0	0.0	A
		Marys Terrace to N25 South	NW-S	2	55	34	36	-2	-5.6%	0.3	✓	8	0	2.0	A
		Marys Terrace to St Martins Road	NW-E	2	56	20	20	0	0.0%	0.0	✓	6	0	3.0	A
		N25 South to Marys Terrace	S-NW	50	3	38	38	0	0.0%	0.0	✓	0	0	1.0	A
		N25 South to N25 North	S-N	50	52	11	12	-1	-8.3%	0.3	✓	0	0	1.0	A
		N25 South to St Martins Road	S-E	50	56	152	153	-1	-0.7%	0.1	✓	4	0	2.0	A
		N25 North to Marys Terrace	N-NW	53	3	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		N25 North to N25 South	N-S	53	55	11	12	-1	-8.3%	0.3	✓	0	0	0.0	A
		N25 North to St Martins Road	N-E	53	56	0	6	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to Marys Terrace	E-NW	57	3	15	15	0	0.0%	0.0	✓	3	0	2.0	A
		St Martins Road to N25 North	E-N	57	52	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		St Martins Road to N25 South	E-S	57	55	144	144	0	0.0%	0.0	✓	3	0	1.0	A
			Total			**425**	**430**	**-5**	**-1.2%**	**0.2**	✔	**8**	**0**	**1.0**	**A**
109	Glenmore Park T-Junction	Greenore Park South to Greenore Park East	S-E	4	6	24	24	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park South to Greenore Park West	S-W	4	7	24	24	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park West to Greenore Park South	W-S	6	5	5	5	0	0.0%	0.0	✓	0	0	1.0	A
		Greenore Park West to Greenore Park East	W-E	6	6	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park South	E-S	7	5	6	6	0	0.0%	0.0	✓	0	0	0.0	A
		Greenore Park East to Greenore Park West	E-W	7	7	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**59**	**59**	**0**	**0.0%**	**0.0**	✔	**0**	**0**	**0.0**	**A**
110	Small Boat Harbour Access	Churchtown West to Churchtown East	SW-E	141	131	94	64	30	46.9%	4.3	✓	5	0	1.0	A
		Churchtown West to Small Boat Harbour	SW-NW	141	66	0	0	0	0.0%	0.0	✓	5	0	0.0	A
		Churchtown East to Churchtown West	NE-SW	132	140	130	130	0	0.0%	0.0	✓	0	0	0.0	A
		Small Boat Harbour to Churchtown West	NW-SW	67	140	10	10	0	0.0%	0.0	✓	1	0	0.0	A
			Total			**174**	**204**	**-30**	**-14.7%**	**2.2**	✔	**6**	**0**	**1.0**	**A**
111	Rosslare Harbour Entrance Roundabout	N25 to N25	W-W	79	53	11	12	-1	-8.3%	0.3	✓	0	0	1.0	A
		N25 to Outbound Freight	W-NW	79	80	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 to Ship	W-NE	79	83	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Freight to N25	NW-W	81	53	0	0	0	0.0%	0.0	✓	3	0	0.0	A
		Freight to Outbound Freight	NW-NW	81	80	12	12	0	0.0%	0.0	✓	3	0	1.0	A
		Freight to Ship	NW-NE	81	83	10	10	0	0.0%	0.0	✓	3	0	1.0	A
		Ship to N25	NE-W	82	53	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		Ship to Outbound Freight	NE-NW	82	80	6	6	0	0.0%	0.0	✓	0	0	1.0	A
		Ship to Ship	NE-NE	82	83	0	0	0	0.0%	0.0	✓	0	0	0.0	A
			Total			**39**	**40**	**-1**	**-2.5%**	**0.2**	✔	**3**	**0**	**1.0**	**A**
112	N25 / Roche Freight	N25 South to N25 North	SW-N	42	42	265	266	-1	-0.4%	0.1	✓	0	0	0.0	A
		N25 South to Roche Freight Access	SW-W	42	92	1	1	0	0.0%	0.0	✓	0	0	0.0	A
		Roche Freight Access to N25 North	W-N	93	42	1	1	0	0.0%	0.0	✓	1	0	1.0	A
		Roche Freight Access to N25 South	W-SW	93	98	4	4	0	0.0%	0.0	✓	3	0	2.0	A
		N25 North to Roche Freight Access	N-W	97	92	0	0	0	0.0%	0.0	✓	0	0	0.0	A
		N25 North to N25 South	N-SW	97	98	301	303	-2	-0.7%	0.1	✓	0	0	0.0	A
			Total			**572**	**575**	**-3**	**-0.5%**	**0.1**	✔	**4**	**0**	**0.0**	**A**
113	N25 / Development Access	N25 South to N25 North	S-N	48	50	195	198	-3	-1.5%	0.2	✓	0	0	0.0	A
		N25 South to Development Access	S-E	48	89	14	13	1	7.7%	0.3	✓	6	0	2.0	A
		N25 North to N25 South	N-S	55	55	176	178	-2	-1.1%	0.2	✓	0	0	0.0	A
		N25 North to Development Access	N-E	55	89	14	14	0	0.0%	0.0	✓	0	0	0.0	A
		Development Access to N25 North	E-N	90	50	5	5	0	0.0%	0.0	✓	1	0	1.0	A
		Development Access to N25 South	E-S	90	55	21	21	0	0.0%	0.0	✓	7	0	1.0	A
			Total			**425**	**429**	**-4**	**-0.9%**	**0.2**	✔	**10**	**0**	**0.0**	**A**
307	Ballygeny Link Road / Churchtown	Ballygeny Link Road East to Churchtown South	NE-SW	140	133	42	41	1	2.4%	0.2	✓	0	0	0.0	A
		Ballygeny Link Road East to Ballygeny Link Road West	NE-W	140	140	99	99	0	0.0%	0.0	✓	0	0	0.0	A
		Churchtown South to Ballygeny Link Road East	SW-NE	142	141	5	6	-1	-16.7%	0.4	✓	2	0	1.0	A
		Ballygeny Link Road West to Ballygeny Link Road East	W-NE	141	141	29	58	-29	-50.0%	4.4	✓	0	0	0.0	A
			Total			**175**	**204**	**-29**	**-14.2%**	**2.1**	✔	**2**	**0**	**0.0**	**A**
	NETWORK TOTALS		**Network totals**								**98%**				

U. Technical Note: Selection of Transport Model Type and Economic Appraisal Tool

MOTT MACDONALD

N25 Rosslare Europort Access Road
Transport Model Type and Economic Appraisal Tool

Project:	N25 Rosslare Europort Access Road		
Our reference:	229100548-MMD-0000-RE-TN-C-0006	**Your reference:**	N/A
Prepared by:	Clodagh Hourihane	**Date:**	30/06/2020
Approved by:	Joe Shinkwin	**Checked by:**	John O'Riordan
Subject:	Selection of Transport Model Type and Economic Appraisal Tool		

1 Technical Note: Selection of Transport Model Type and Economic Appraisal Tool

1.1 Introduction

This technical note describes the methodology for the selection and development of the traffic model and economic appraisal tool for the N25 Rosslare Europort Access Road project.

1.2 Traffic Model

The proposed traffic model type to be applied was not specified in the N25 Rosslare Europort Access Road Phase 1 Project Appraisal Plan, and the selection of the model type has been informed by the Project Appraisal Guidelines (PAG) Unit 5.1 (Construction of Transport Models) and PAG Unit 12 (Minor Project). Table 5.1.1 of PAG Unit 5.1 advises that simple models or microsimulation models are most appropriate for minor projects and assignment models are most appropriate for major projects. Items which have informed the selection of the most appropriate model type include the following:

- The area of influence for the model is very localised and well defined,
- The area of influence is located at the end point of the transport corridor which simplifies reassignment,
- Route choices are relatively simple with no intermediate junctions,
- There is a clear delineation between Europort traffic and 'village' traffic for modelling purposes,
- Europort traffic has specific peaks and platooning characteristics corresponding to the arrival and departure of ferries,
- At phase 3 of the project, the transport model will need to be interfaced with the N11/N25 Oilgate to Rosslare Harbour scheme model to reflect the links between the respective selected scheme options.

1.2.1 Microsimulation approach

Following a review of the Project Appraisal Guidelines, we recommended the use of a microsimulation model using PTV VISSIM software as the preferred choice to assess the proposed N25 Rosslare Europort Access Road scheme and the following summarised the rationale for this approach:

- It would add value to the study as the model would be able to provide the required outputs for Phase 2 as well as Phase 3 of the study, thus providing a more efficient approach.

- Specifically, as well as facilitating the assessment of the route options, it would also be able to support the design development process given the greater detail of simulation.
- Use of the new offline access road section will be Europort related trips, and an assignment model is not required to assess the displacement of trips to this new corridor. If it is required, the VISSIM software package has the ability to undertaken dynamic assignment i.e. assess route choice within the model.
- Europort trips may be dependent on operations at the port and traffic may be more accurately simulated as arriving/exiting in a specific form rather than a continuous stream across the hour e.g. traffic leaving the port may be platoons of vehicles dependent on ferry arrivals – this can be simulated in VISSIM but not in a highway assignment model.
- A VISSIM model would allow for the simulation of longer simulation intervals rather than just a peak hour.
- Interface with N11/N25 Oilgate to Rosslare Harbour scheme VISUM model – forecast demand can be estimated from Europort data and background growth from national model initially and then verified against Oilgate model when available.
- The VISSIM model would be able to provide required outputs to the air quality and noise assessments similar to a highway assignment model.

It is noted that the above recommendation and rationale is consistent with the guidance provided in the Project Appraisal Guidelines (PAG) for National Roads, Units 5.1 (Construction of Transport Models - PE-PAG-02015) and Units 12 (Minor Projects – PE-PAG-02035). A simple model (manual assignment calculations) would not have sufficient complexity to replicate the site-specific characteristics outlined above. An assignment model is considered to be unnecessarily complex and disproportionate for the relatively straightforward route choices to be modelled. A microsimulation model has the capability of simulating the behaviour of individual vehicles which will be useful to model the distinctive behaviour patterns of ferry traffic, whereas assignment models assume the same conditions apply to all vehicles and cannot simulate particular behavioural choices. A microsimulation model is also capable of modelling the online management options that are currently under development (e.g. changing existing junctions to left in/left out only etc.) and will be useful for the design of junctions at Phase 3 (e.g. queue lengths at roundabouts). The PTV VISSIM model proposed is also fully compatible with the PTV VISUM assignment model being developed for the N11/N25 Oilgate to Rosslare Harbour scheme.

1.3 Economic Appraisal - TII Simple Appraisal Tool

The selection of the transport model type also influences the selection of the economic appraisal tool for the project (TUBA or TII Simple Appraisal Tool), and PTV VISSIM is compatible with both.

It is noted that Section 8 of the Project Appraisal Guidelines for National Roads Unit 12.0 - Minor Projects (PE-PAG-02035 Oct 16) states that for Minor Projects (€5m to €20m) the route options must be assessed under the Common Appraisal Framework appraisal criteria headings (Economy; Safety; Environment; Accessibility & Social Inclusion; Integration; and Physical Activity (if applicable). In this regard, we refer to section 8.1 of the guidelines (PE-PAG-02035) which refers to two different tools/approaches to be used when undertaking the Cost Benefit Analysis (CBA) (Economy):

- TII Simple Appraisal Tool
- TUBA

The Project Appraisal Guidelines (section 8.1 of PE-PAG-02035) indicate that TUBA should be used for more complex projects that require the development of an assignment model. In this regard, as we have developed a microsimulation model for the scheme, we therefore recommend that the 'TII Simple Appraisal Tool' approach be used for the Economic assessment for the N25 Rosslare Europort Access Road scheme.

mottmac.com

K - Option C Preliminary Ground Model

Figure 0.1: Option C Preliminary Ground Model (CH 0 – 600)

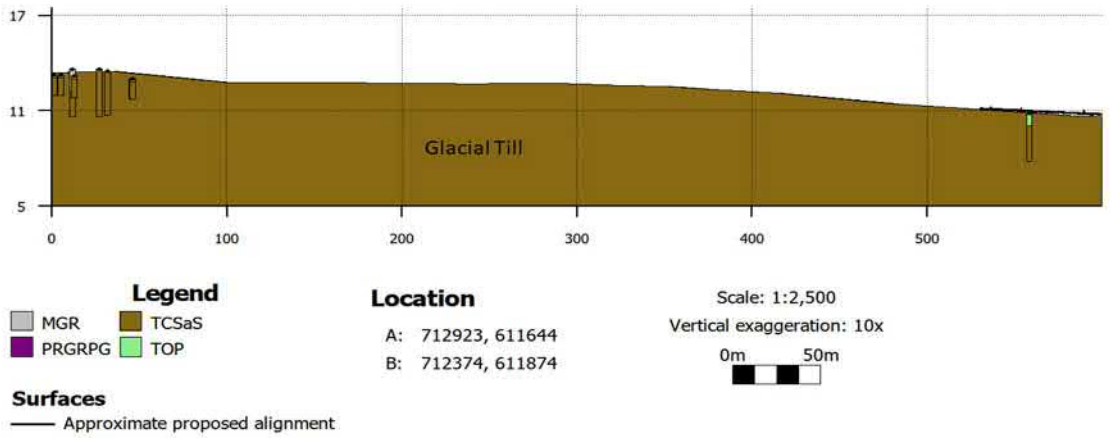


Figure 0.2: Option C Preliminary Ground Model (CH 600 – 1050)

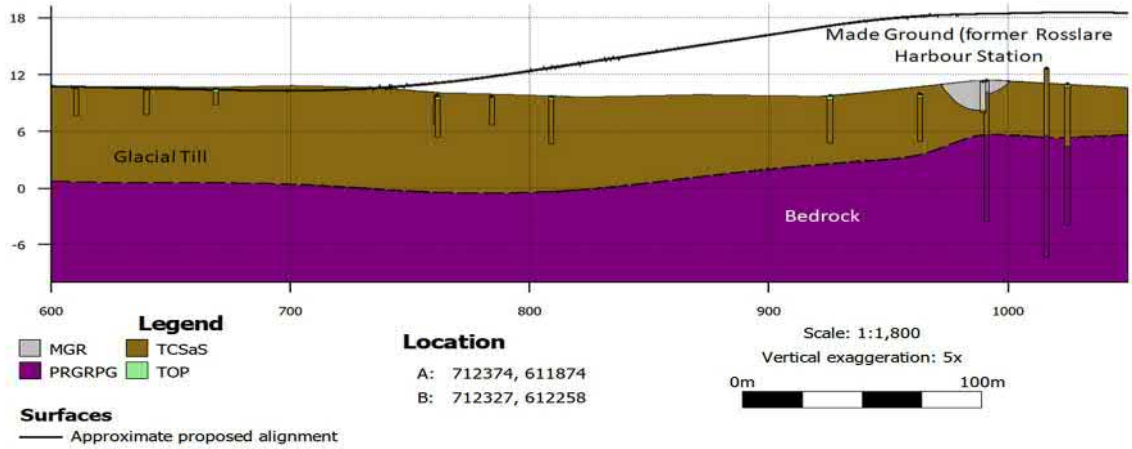
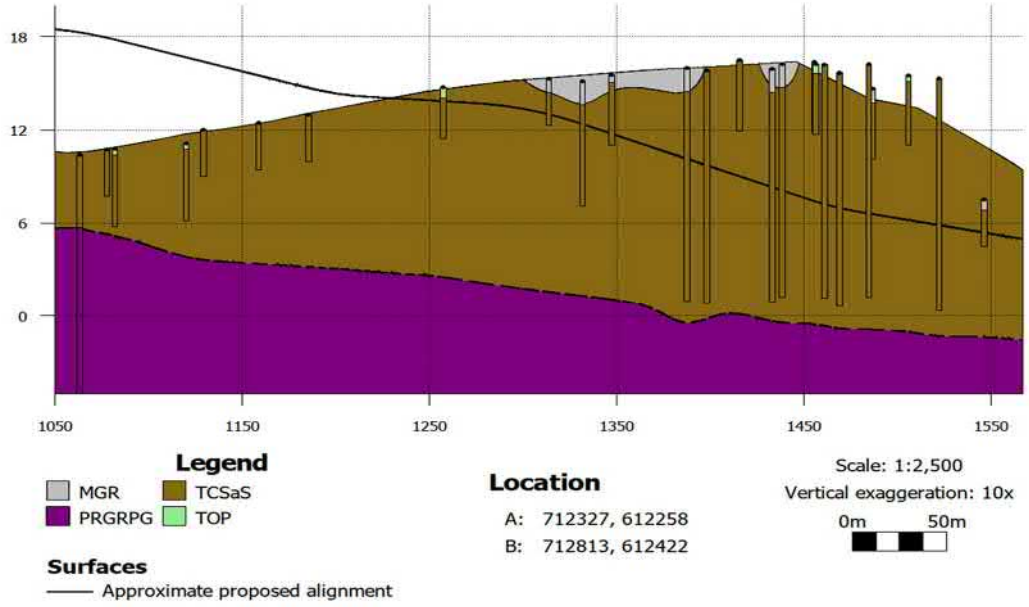
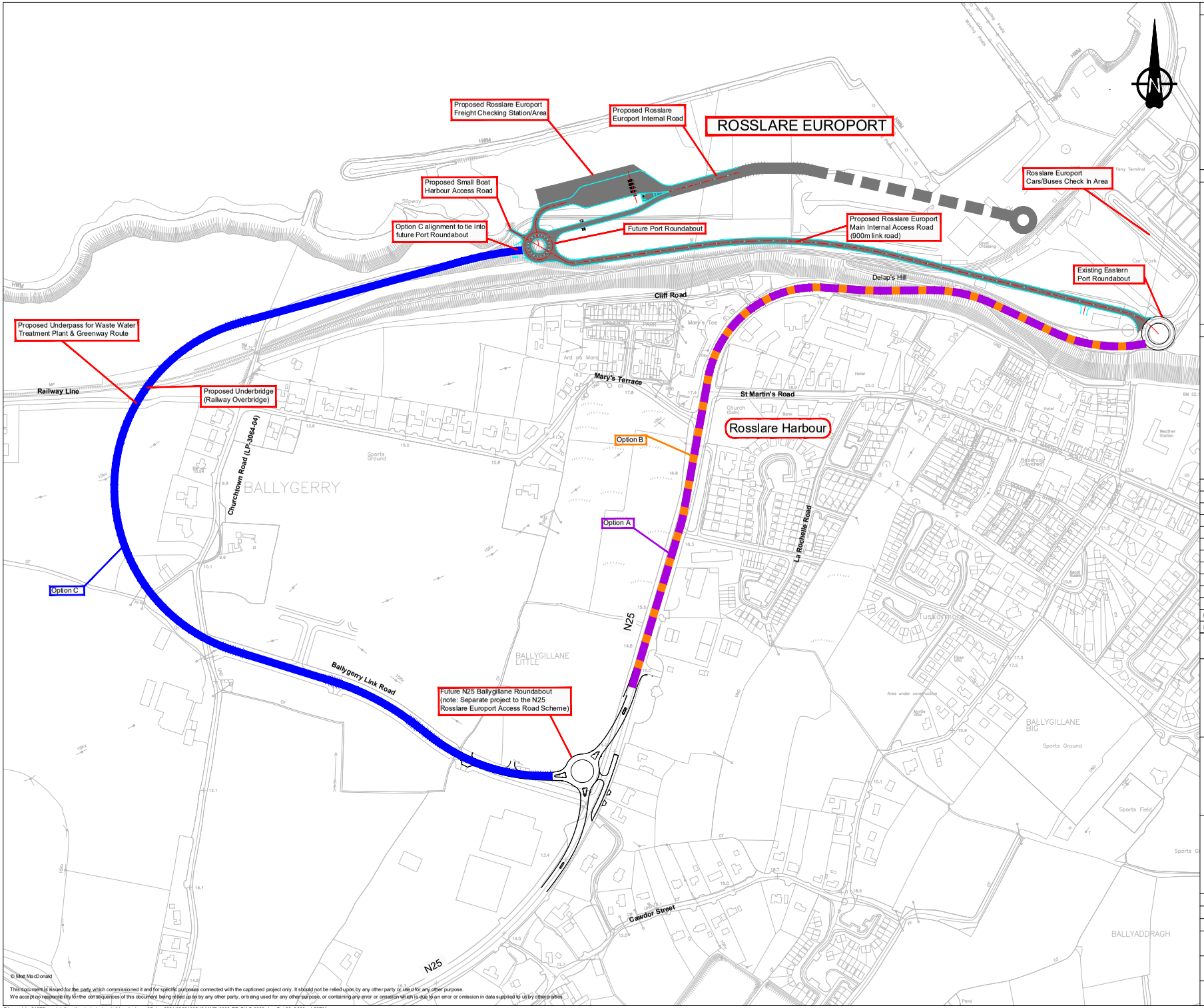


Figure 0.3: Option C Preliminary Ground Model (CH 1050 – End)



L – Rosslare Europort internal road layout



Notes

1. Original Drawing size is A1. DO NOT SCALE, use figured dimensions only, if in doubt ask.
2. All dimensions are in metres.
3. All coordinates are to Irish Transverse Mercator.
4. This Scheme is at Preliminary Status and may change at Detail Design Stage and may change as design progresses.
5. Preliminary layout may change during Detail Design
6. All access will be maintained and accommodated during the Detail Design

Key to symbols

- Proposed Rosslare Europort Development (New internal road layout)
- Scheme Option A
- Scheme Option B
- Scheme Option C

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P01	30/10/2020	RS	For Information	JOR	JS

Status Stamp

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Roads Department
Wexford County Council
Carricklawn
Wexford Town

Comhairle Contae Loch Garman Wexford County Council

Title

N25 Rosslare Europort Access Road
Scheme Option Selection
Rosslare Europort's New Internal Road Layout
Interaction with Scheme Options
Sheet 01 of 01

Designed	R. Shukla	RS	Eng check	J. O'Riordan	JOR
Drawn	R. Shukla	RS	Coordination		
Dwg check	J. O'Riordan	JOR	Approved	J. Shinkwin	JS

MMD Project Number	Scale at A1	Security
229100548	1:2500	STD

Drawing Description: Rosslare Europort's New Internal Road Layout

Drawing Number	Revision
229100548-MMD-0000-RE-SK-C-0003	P01

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SHU91379

M – Rosslare Europort Stakeholder Consultation Submission

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Iarnród Éireann
Irish Rail

N25 Rosslare Europort Access Road & N11/N25 Oilgate to Rosslare Harbour

Rosslare Europort welcomes the opportunity to submit a response for the planned road developments as set out above. Rosslare Europort would like to thank both Wexford County Council and the National Roads Authority for the above road projects planned which are absolutely essential to support the future ambitious plans for Rosslare Europort and the role the port can play both regionally and nationally.

Rosslare Europort is a key engine driver for the Southeast region and is a critical strategic port for the Irish economy that provides vital links to the UK and mainland Europe. Rosslare Europort is also one of the two key ports in Ireland associated with Brexit preparedness for the country.

Rosslare Europort is the fourth largest port in Ireland in terms of overall tonnage handled, and the State's second largest Ro-Ro traffic and passenger port. The port is operated as a division of Iarnród Éireann, who are the Port Authority for Rosslare Europort. Rosslare current operates four daily services to the UK (via Pembroke & Fishguard), twice weekly services to Spain (via Bilbao) and up-to four services per week to France (via Cherbourg). Current average annual volumes through Rosslare (pre COVID) are;

- 800,000 Passengers
- 140,000 Freight Units
- 25,000 Trade Cars
- 50,000 Bulk Tonne

Following a strategic review of Rosslare Europort, Iarnród Éireann is committed to significantly invest in the development of the port over the next 5 years and has identified opportunities for growth within the Ro-Ro / Pax, Bulk and Off-Shore Wind Energy markets. The Rosslare Europort business plan has 4 key focus areas namely, Growing Revenue, Building the Infrastructure Masterplan, Creating a Smart Port and Delivering Operational Efficiency.

While investment inside of the port will support the opportunity for growth, Rosslare Europort requires the N25 Rosslare Europort Access Road and the N11/N25 Oilgate to Rosslare Harbour roads planned to be completed in order for the port to be developed to its full potential. The following developments are heavily reliant on these road developments and without them the port will not be able to maximise the opportunities that can be achieved;

1. **Rosslare Europort Masterplan 2025** – Rosslare Europort has recently received its planning permission for its Masterplan which will see an investment of circa €35M+ over the next five years. The main part of the masterplan has been designed with a new entrance into the port linking directly with the new proposed N25Rosslare Europort Access Road. If this road is not developed the key objectives of the Rosslare Masterplan 2025 will be compromised. This will lead to future significant problems at the port in terms of capacity, space, traffic management and ability to grow. Access to and from a port is critical for the freight industry and if Rosslare Europort is to be capable of meeting future market needs the new access link road to a carriageway standard is a critical piece of infrastructure needed to support the port. The new access road connecting to the port will also ensure that freight vehicles are directed away from Kilrane village and facilitate the separation of freight and passenger traffic. It should be noted that the current entry and exit at the port cannot facilitate the separation of passenger and freight traffic and is inadequate to the long term potential of the port.

2. **Ability to attract Traffic from Dublin Port** – It is a stated ambition as part of the country's future port capacity vision that regional ports such as Rosslare be developed to provide relief for other ports which are/will face congestion problems in the future. Dublin Port currently handles around 84% of the RoRo market (approx.1M units) with Rosslare

Europort handling approximately 15%. Dublin Port currently faces significant congestion problems which will only increase in the coming years. Congestion at Dublin port has a major impact on exports and imports and the general logistics supply chain in the country. Rosslare Europort is ideally positioned and has the capacity to handle 10%-15% of current/future RoRo volumes in Dublin moving to Rosslare. This is not only a benefit to regional development but also contributes to decongesting the most important port in the country for the benefit of the national economy. In order to attract RoRo traffic from Dublin and surrounding areas to Rosslare, the road network must be of motorway standard all the way to Rosslare Europort. While good improvements have occurred to Oilgate the continuation of the N11/N25 motorway is required in order to have competitive journey times from the key Industrial hubs to Rosslare Europort. This has been supported by the recent introduction of the new Brittainy Ferry service out of Rosslare where it was stated that the future road connections to and from the port was a key determining factor for them moving the service to Rosslare. It should not be underestimated the importance of road connectivity to the port and how much that can influence the logistics supply chain. Without a motorway to Rosslare Europort it is difficult to see how the port can really attract the full potential of new shipping routes, additional volumes and new potential revenue streams. Connecting the motorway to Rosslare is not just a benefit for the region but also benefits the economy as a whole and this needs to be factored into the business case for the road investment.

3. **Brexit** – Brexit presents significant challenges for the country and the current and future trade flows in and out of the state. Rosslare Europort has been recommended for significant facility up-grade as part of the government central case to meet Customs, Revenue, Agriculture and Immigration controls post January 1st 2021. The long term landscape of trade with the UK will change in the coming years and this offers an opportunity for a port like Rosslare for additional direct routes to mainland Europe. The Rosslare Europort Masterplan 2025 takes account from inside the port's infrastructure capability for future growth but it is equally essential that road developments outside of the port also support this growth. Quality road connectivity to and from Rosslare Europort will be a key factor when shipping lines are assessing market opportunities for new routes. Rosslare will be competing with both existing ports in Ireland and international ports for these new routes, the completion of both the N25 Rosslare Europort Access Road and the N11/N25 Oilgate to Rosslare Harbour road will greatly enhance the attractiveness and business case to bring new viable commercial sailing routes to Rosslare Europort.

4. **New Business Opportunities** – Rosslare Europort will be pursuing opportunities outside of the RoRo Pax business, with a particular focus on the future Offshore wind sector market. The Offshore wind sector represents the largest new opportunity for the port industry in Ireland in the last century. At present, no port in Ireland can accommodate the needs of the Offshore wind sector and therefore there is a clear opportunity for a port to step forward to service the demands of this emerging industry. A recent study has concluded that Rosslare is ideally located to service the demands of the wind energy projects being developed along the East coast and subject to appropriate infrastructure upgrades could be the leading port servicing this emerging sector. The Offshore wind sector presents significant regional development opportunities for jobs and start up associated industries being created alongside the major developers that will be constructing and maintaining the various Offshore sites along the Southeast and West coasts. These projects will not only require additional port infrastructure but will also require road development and connectivity that both the N25 Rosslare Europort Access Road and the N11/N25 Oilgate to Rosslare Harbour will bring for the efficient movement of people and components to support the industry. Rosslare Europort and Wexford County have a real opportunity to create Ireland's Offshore Wind Energy Hub which has the potential to be transformational for the region. Having the right port and road connectivity infrastructure will be essential in securing this development. Both the N25 Rosslare Europort Access Road and the N11/N25 Oilgate to Rosslare Harbour roads along with additional port development plans will strongly support the business case for Rosslare being made the Offshore Wind Hub for Ireland.

I look forward to working with Wexford County Council and other key stakeholders regarding the development of Rosslare Europort and sincerely hope that the N25 Rosslare Europort Access Road and the N11/N25 Oilgate to Rosslare Harbour roads will be completed to enable the port to grow to its full potential for the benefit of both the region and the country.

Yours sincerely,

Glenn Carr

General Manager, Rosslare Europort

N –Rosslare Europort Infrastructure Masterplan

Contents

Executive Summary

The 2020 *Infrastructure Masterplan* described in this report outlines how Rosslare Europort can expand its capacity, address some of the current inefficiencies and develop a port that can cater for the changes in the next 5-10 years. It will allow Rosslare Europort to develop the infrastructure, phase by phase whilst remaining in operation, towards a future layout of the port incorporating desired improvements and allowing for known and anticipated developments in the future.

Rosslare Europort is the key Irish Seaports on the Southern Corridor of the Irish Sea and serves a number of major shipping lines operating services between Rosslare and South Wales, and it also handles services between Rosslare and a variety of locations on the European mainland. The port specialises in RO/RO and ROPAX, trade vehicles and bulk markets.

The proposal to develop an Infrastructure Masterplan for Rosslare was part of the Strategic Plan for Rosslare Port, by EY dated October 2018 which recommended a number of issues to be addressed at Rosslare including

- Improvements in operational efficiencies and investment, giving staggered revenue growth reaching 20% by 2025, as a reasonable growth target;
- An IT upgrade, to increase operational efficiency;
- Combine Berths 3 & 4 and add a double deck linkspan;
- To reconfigure the Port infrastructure.

There are also proposals in relation to the following which were influencing the requirements for alteration and upgrade such as:

- A new OPW design Customs & Immigration facilities and a Border Inspection Post.
- New N25 Rosslare Europort Access Road.

To address these proposed imminent changes, the requirements for efficiency and the potential expansion of the port in the future this Infrastructure Masterplan was developed.

From initial sketch layout proposals four primary solutions were developed and assessed under a number of criteria including budget costs, areas for operation, reduction in conflicts with traffic types, minimising impact on operations during construction, and providing a solution which would enable further expansion of the port if required in the long term.

Figure 0-1 Rosslare Europort Berthing

From these primary options a final masterplan materialised which encompassed the positive elements of the primary options.

The main design functions of the Infrastructure Masterplan can be summarised as follows

1. Provision of new perimeter access road to new roundabout linking the new link road.
2. New central access route from the freight entrance to the port providing ease of access and reduced conflicts
3. Area to the north of the central access route to be flexible in use and laid out as paving.
4. Area to the south of the central access route to contain fixed buildings and a modified OPW design Customs & Immigration facilities and the establishment of a Border Inspection Post
5. Removal of existing unused rail track to increase access points through the port.
6. Utilisation of non-fixed furniture and barriers to provide flexibility both in the storage areas and around the berths.
7. The masterplan includes the Berth 3 Upgrade project and that it takes into account other future developments such as Offshore Wind Energy, Capital Dredging, Reclamation, New Berth Development.

A programme has been prepared for the proposed Infrastructural Masterplan to be delivered over a period of 6 years.

This Infrastructure Masterplan addresses the main critical issues and potential future developments as identified that will enable Rosslare Europort to provide the required infrastructure that is needed in the medium term, increase the operational efficiency of the port and ensure there is capacity within the port to provide expansion in the long term.

1 Introduction

Rosslare Europort is the only Irish Seaport on the Southern Corridor of the Irish Sea and serves a number of major shipping lines operating services between Rosslare and South Wales. It also handles services between Rosslare and a number of locations on the European mainland. The Rosslare Europort specialises in RO/RO and ROPAX, trade vehicles and bulk markets.

Rosslare Europort is owned by the Fishguard and Rosslare Railways and Harbour Company and operated by Iarnród Éireann - Irish Rail ("IR).

It is understood there was major investment in infrastructure in Rosslare Europort during the 1990s and the early 2000s, and has subsequently been developing on an ad hoc basis, in response to specific demands. While the current port layout functions reasonably well, there are areas for improvement identified, in particular the inefficient use of the landside areas of the Rosslare Europort.

IR have engaged Nicholas O'Dwyer (NOD), with specialist input from NIRAS, to prepare an infrastructure masterplan for the Rosslare Europort based on the foregoing.

Figure 1-1 Port location and existing layout

1.1 Objectives

The objectives of the Infrastructure Masterplan are defined in the "Technical Specification and Scope of Services for Framework Agreement and including the Scope of Services for the First Call Off" [1] as follows:

- Forecast the future traffic for the port, with particular reference to trends in vessel sizes and types;
- Review the existing facilities and identify their respective capacities;
- Establish what additional facilities are required;
- Reconsider the port layout in the light of the proposed and possible developments by IR;
- Prepare an infrastructure masterplan for the future development of the port in line with the strategic plan for Rosslare Europort.

- Section 3.2.1 below lists the references used in the development of the Masterplan

2 Strategic Plan for Rosslare Europort

This Infrastructure Masterplan has been developed in line with the Strategic Plan for Rosslare Port [2].

The key elements of the Strategic Plan which inform the Infrastructure Masterplan are identified below.

2.1 RORO/ROPAX Traffic Trends

Dublin and Rosslare are the two principal RORO/ROPAX ports in the Republic of Ireland.

In recent years RORO/ROPAX tonnage handled by Rosslare is reported as having remained static, while the tonnage handled by Dublin has increased Consequently, Rosslare's market share has decreased.

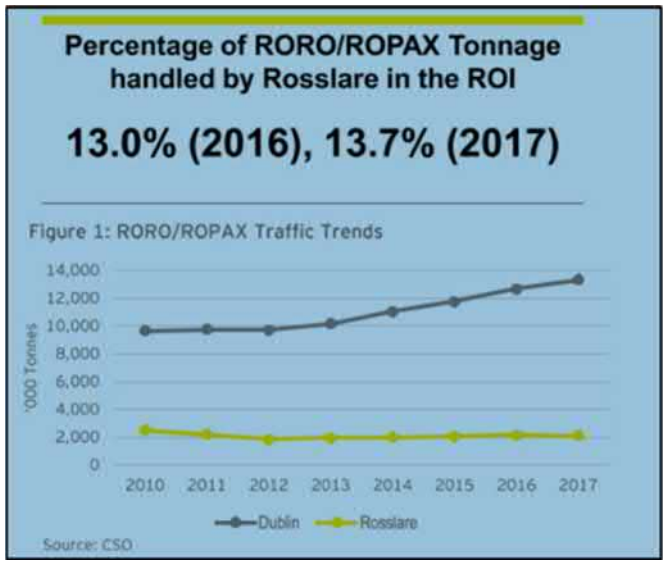


Figure 2-1 RORO/ROPAX tonnage handled by Rosslare

Source: Strategic Plan for Rosslare

2.2 Growth Plan

The principal recommendation in the Strategic Plan is a medium-term growth plan for Rosslare, the key points relevant to this Infrastructure Masterplan are:

- Improvements in operational efficiencies and investment, giving staggered revenue growth reaching 20% by 2025, as a reasonable growth target;
- An IT upgrade in 2021-2022, to increase operational efficiency;
- Combine Berths 3 & 4 and add a double deck linkspan;
- Reconfigure the landside infrastructure.

2.3 Key Issues

In addition to investment in the Port infrastructure, the strategic plan identifies a number of other key issues:

- The Rosslare Europort is highly dependent on its two main customers, who both also operate in Dublin;
- An industry trend towards new larger RORO/ROPAX vessels, which require longer (but not necessarily deeper) berths;
- The Port is currently unable to accommodate CONRO vessels and ever-increasing vessel sizes;
- A number of the vessels currently using Rosslare Europort are nearing the end of their operational life;
- Port utilisation is low with a considerable amount of downtime during the day;
- Completion of the N25 Rosslare Europort Access Road to the M11;
- Possible downturn in trade due to a negative impact from Brexit.

Figure 2-2 Rosslare Europort

3 Functional requirements and Basis of the Masterplan

The following sections describe the functional requirements and planning basis adopted and their sources during the development of the Masterplan.

3.1 Functional requirements

The main functional requirements that have been identified from discussions held with IR are:

- Improve traffic efficiency and safety (i.e. less clashes and bottle necks)
- Increase trade car storage area
- Increase trailer storage area
- Increase freight check-in area
- Separation of freight and car check-in areas
- Increase bulk storage area
- Allow for new (additional) Port access on the west side of the Port
- Incorporate a new OPW development consisting of upgraded Customs & Immigration facilities and the establishment of a Border Inspection Post for sanitary and phytosanitary checks on animals and products of animal origin.
- Maintain access to the existing passenger rail link platform.
- Removal of the old railway line traversing the harbour area
- Possible future use of the potential land on the west of the Port that IR may acquire in the future

3.2 Basis of Masterplan

3.2.1 References

In addition to 3.1 above, the masterplanning process has considered t, but not been limited to, the following documents and industry standard guidelines:

1. Rosslare Europort: Marine Port Engineering Consultancy Services, Technical Specification and Scope of Services for Framework Agreement and including the Scope of Services for the First Call Off, Irish Rail Rosslare Europort, May 2019.
2. Strategic Plan for Rosslare Port, by EY, October 2018.
3. Rosslare Europort Framework Development Plan, Arup, July 2009.
4. Rosslare Europort Masterplan Phase 1 Report, Royal Haskoning, October 2000.
5. Rosslare Europort Deepening Feasibility Study, RPS, February 2009.
6. Rosslare Reclamation Study Feasibility Report, RPS, September 2014.
7. Guidance on the Preparation of Port Master Plans, Department for Transport, 2008.
8. Masterplans for the Development of Existing Ports, PIANC, Report No 158, 2014.
9. Draft Plan for Port Existing Screening for Vehicles, Rosslare Harbour Masterplan, Drawing no. SK_1, by OPW, September 2018.
10. MarineTraffic database, https://www.marinetraffic.com/ accessed on July and August 2019.
11. International Maritime Organization (IMO) - Global Integrated Shipping Information System (GISIS), https://gisis.imo.org/Public/.
12. Preliminary research on the size of the potential market for fuel cells amongst ropax ferries, HySeasIII, https://www.hyseas3.eu/news-media/ropax-ferry-statistics/, April 2019.
13. Holistic Optimisation of Ship Design and Operation for Life Cycle – Market Analysis, Holiship, January 2018.

3.2.2 Assumptions

From a review of the foregoing the following key assumptions have been adopted during the development of the masterplan:

- Minimal disruption to the operations of existing ferry services during the port development.
- The Port will be developed in line with the growth plan recommended in the Strategic Plan.
- Not to be a “home port” i.e. fuel bunkering/water supply/waste/etc for vessels is to be undertaken at alternative destination ports.
- Phased landside development to be considered.
- OPW Facility requirements of upgraded Customs & Immigration facilities and the establishment of a Border Inspection Post as provided in their preliminary layout.

3.2.3 Tide levels

The tide levels are taken from the Admiralty Tide Tables 2019 and are presented in and are presented in **Error! Reference source not found.** in metres Chart Datum (mCD).

Tide	Tide Level mCD
HAT	+2.6
MHWS	+2.3
MHWN	+1.8
MSL	+1.5
MLWN	+1.1
MLWS	+0.7
LAT	+0.3

Table 3-1 Tide Tables

Chart Datum is 1.02m below Ordnance Datum at Rosslare..

4 Existing Layout, Facilities and Services

The layout of the existing Rosslare Europort is shown in 4.2 and the drawings in the appendix.

There are four RORO/ROPAX berths. Berth No.1 and Berth No.2 are located on either side of a finger pier and Berth No.3 and Berth No.4 are sited in the lee of the Outer Breakwater.

In addition, there is a layby berth and a lifeboat station.

The following sections describe the existing facilities and Port operations.

Figure 4-1 Existing layout

4.1 Existing Layout

The Rosslare Europort currently has a single entrance/exit at the South, which is accessed via the N25, with one lane in and one lane out and which concentrates all the traffic flows at a single roundabout. The roundabout segregates freight traffic from cars and other non-commeral vehicles. After the roundabout the access expands to two lanes-in for freight and four lanes for cars (three for check-in access, one for terminal building access). Both freight and cars only have one exit lane that leads to the roundabout before accessing the N25.

There is also a service access to the West of the Port, via Churchtown Road, that is currently used to access the existing fishing and leisure harbour.

In addition, foot passengers can use the Irish Rail train service to reach the Port. The station is approximately 500 metres walking distance from the passenger terminal building.

The West side of the Port contains all the freight storage that Rosslare Europort handles. The trade car storage area is fenced, while the trailer import and export standage areas are segregated by lane marking. Bulk materials are stored adjacent the fisherman quay.

Currently, Rosslare Europort is acknowledged by IR as having inefficiencies in its layout and conditions that hinder the operations. Among the main existing issues identified by discussion and observation are:

- **No segregation of incoming traffic flow**

  Currently, all access in and out of the terminal occurs via the N25 and roundabout at the current Port entrance where the vehicle check-in areas are also located. During vessel loading and discharging, the location of the check-in areas and Port entrance/exit makes the traffic flow congested resulting in clashes which reduce the efficiency of the traffic movement within the Port.

Figure 4-2 Freight Entrance

- **Crossing flows (clashes)**
  The existing landside layout makes it difficult to avoid crossings between traffic of vehicles arriving from one vessel and vehicles departing from another vessel (see Figure 4.2). Only at times when there is a single vessel berthed do traffic movements occur without vehicle crossings.

Figure 4-4 View of the checkpoint and the berth 1 linkspan from the OPW building

- **No buffer for vessel arrival traffic**
  The existing OPW and security check facility is located very close to the berths and consequently, when a vessel arrives, due to the peak traffic flow as vehicles disembark from the vessel, queues rapidly build-up at the OPW/security check facility, often blocking other traffic flows around the berth area. This issue is particularly critical with disembarking traffic from Berth 1 upper tier linkspan (Berth 1 top deck ramp is located less than 30 metres from the security check facility) causing queues on the linkspan ramp shortly after disembarkation starts.

Figure 4-3 Existing Layout

- **Access bottleneck**
  Both freight and cars can only enter the terminal area going through a narrow exit road between the check-in areas (see **Error! Reference source not found.**5). This forms a bottleneck for exiting traffic leaving the port that can hold traffic and cause delays.

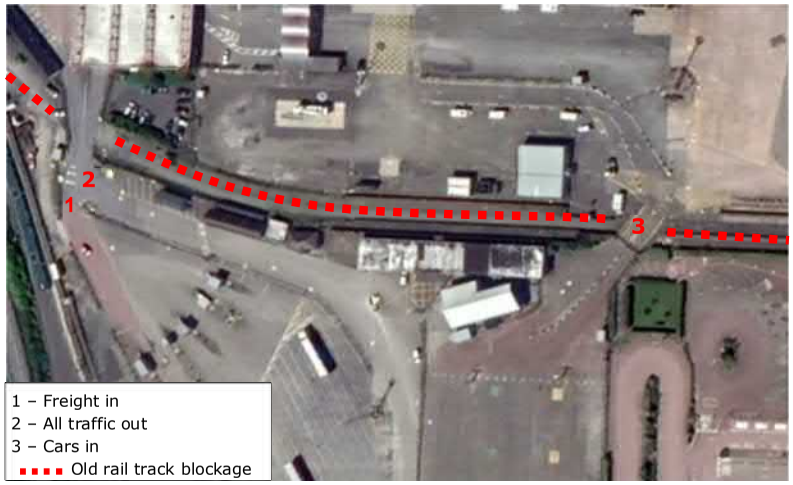


Figure 4-5 Access bottlenecks

- **Location of buildings and auxiliary facilities**
  Some of the Port buildings and auxiliary facilities (e.g. Customs, Agriculture, check points, maintenance, truck wash, etc.) are located close to the berth areas reducing the efficiency of traffic flow in the Port (see **Error! Reference source not found.**6 below).

Figure 4-6 Operational buildings and auxiliary facilities

- **Storage areas**
  There are several different types of pavement in the terminal (asphalt, concrete, concrete blocks, unpaved areas) and from discussion with IR it is understood that some of the standage areas for both freight and trade cars have a deteriorated pavement condition, hindering operations and also increasing the risk of cargo damage (see Figure 4.7).

Figure 4-7Pavement conditions in the storage areas

Moreover, the bulk operations and trailer storage areas are in close proximity to each other and this increases the likelihood risk of cargo damage and of accidents occurring (see **Error! Reference source not found.**8 below)

Figure 4-8 Bulk operations (wood logs) near freight import and export storage

4.2 Current RORO/ROPAX Services

The services currently operating from the Port are given in Table 2 below.

Company	Vessel	Arrive	Depart	Destination
Stena Line	Stena Europe	04:00 16:25	08:00 18:10	Fishguard (daily)
Stena Line	Stena Horizon		21:30 (Tues) 20:30 (Thurs) 16:30 (Sat)	Cherbourg (3 sailings a week)
Irish Ferries	Isle of Inishmore	06:46 18:46	08:45 20:45	Pembroke (daily)
Brittany Ferries	Kerry		16;00 (Wed) 23;30 (Fri)	Bilbao (2 sailings a week)
Brittany Ferries	Kerry		23:30 (Mon)	Roscoff (1 sailing a week- summer only)
Neptune Lines	-	Weekly Service		Santander-Rosslare-Portbury-Zeebrugge-Le Havre-Southampton

Table 4-1 : RORO/ROPAX/Cargo Services Source: Shipping company websites

The two main services have broadly similar timetables, giving a significant downtime period each day.

4.3 Existing Marine Facilities

The photos indicatively capture the marine structures observed during the walkover and site visit undertaken by NOD and NIRAS on 10th July 2019. **Error! Reference source not found.** summarises the existing marine facilities and their capacity.

Berth	Berth Length (m)	Water Depth (m)	Max. Vessel Length (m)	Max. Vessel Beam (m)	Comment
1	221	7.2	215	30	Double-deck linkspan
2	221	7.2	215	35	Single-deck linkspan
3	186	7.2	180	30	Single-deck linkspan. passenger access currently not in use
4	148	4.0	130	30	Currently not in use
Fisherman's Quay	140	7.2	100	30	Lay-by berth; bulk cargo storage

Table 4-2 Existing marine facilities Source: Rosslare Europort

Figure 4-9 Berth 3 linkspan

Figure 4-10 Berth 3 passenger access (currently not in use)

Figure 4-11 Berth 4 linkspan (currently not in use)

Figure 4-12 Lifeboat facility

Figure 4-13 Berth 2 linkspan

Figure 4-14 Berth 1 Double tier linkspan

4.4 Existing Landside Facilities

The following are the main elements of landside infrastructure features:

- Freight and passenger vehicles check-in areas
- Customs facilities
- Terminal building and car park
- Workshops and maintenance facilities
- Marshalling Areas.
- Car trade storage area
- Trailer storage area

The walkover undertaken by NOD and NIRAS also captured the landside facilities as indicatively shown in the below photos.

Figure 4-15 Trailer storage area

Figure 4-16 Freight drivers' facilities

Figure 4-17Port maintenance facilities

Figure 4-18 Customs facilities

Figure 4-19 Freight check-in area

Figure 4-20 Vehicle check-in area

Figure 4-21 Vehicle check-in facilities

Figure 4-22 Terminal building and parking

Figure 4-23 Trade care area

5 Future Trends in Vessel Types and Sizes

According to MarineTraffic[10] and GISIS[11], currently, Europe accounts for almost 50% of the global ROPAX ferry operations showing that Europe is the largest market, and according to the new build trend presented in Figure 5.1 below, this will likely remain the case over the coming years.

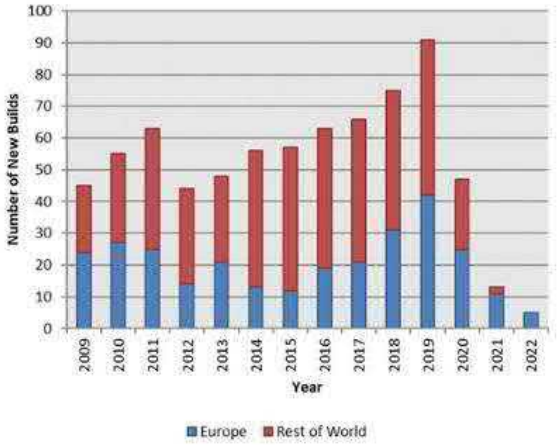


Figure 5-1 New builds trend operating in Europe (Source: HySeasIII [12])

The majority of ROPAX new builds are fairly small, with less than 140 metres Length Overall (LOA) and 7,000 gross tonnage on average. However, based on Holiship 2018 [13], it is possible that these figures may increase over the coming years with vessels having LOA's of greater than 140 metres and gross tonnage averaging 40,000 tons.

On a broader view, by taking a sample of some of the largest existing ROPAX and selected RoRo cargo vessels operating in Europe, particularly on Irish Sea routes, it is possible to see that larger vessels have steadily increased their gross tonnage capacity over recent years, whilst maintaining broadly similar drafts. There are notable exceptions such as CLDN and Neptune lines, liners with a vessel fleet largely comprising RoRo Cargo vessels rather than ROPAX ferries (refer to Figure 5-3). This suggests that Rosslare may be able to accommodate most of larger ROPAX vessels with the current maintained dredge levels at the Port. The current dredge depth of -7.2mCD can already cope with the majority of the existing ferries fleet.

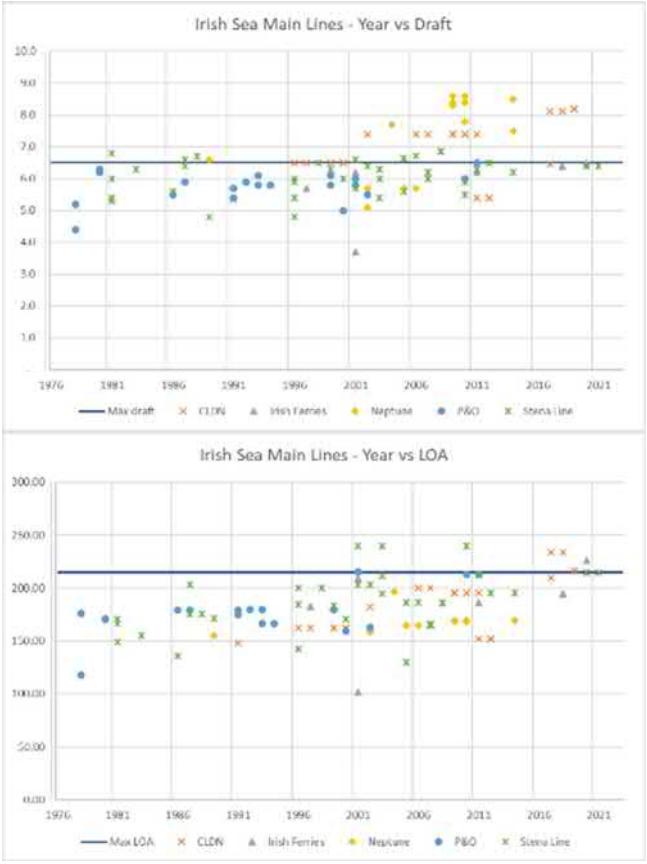


Figure 5-2 – Irish sea main lines Draft and LOA vs year built (Source: MarineTraffic[10])

Considering 5 of the main shipping lines that currently operate in the Irish Sea (CLDN, Irish Ferries, Neptune Lines, P&O and Stena Line), it is noted that the majority of vessels fall within the limits of Length and Draft at Rosslare, with the exception of CLDN and Neptune Lines which have a number of vessels exceeding the limiting draft of 6.5m.

Moreover, another limiting factor for the vessel sizes on the Irish Sea is port infrastructure. The majority of ports where those shipping lines have a fixed call and that could add a service to, or compete with Rosslare such as Liverpool, Belfast, Birkenhead, Loch Ryan, Larne, Cairnryan, Holyhead, Pembroke and Fishguard, all operate similar ferries with no more than 6.5m draft. With Dublin Port being the only one to receive bigger vessels at its Ocean Pier 33, which can accommodate RoRo car carriers, including 2 existing CLDN services to mainland Europe (Zeebrugge and Rotterdam).

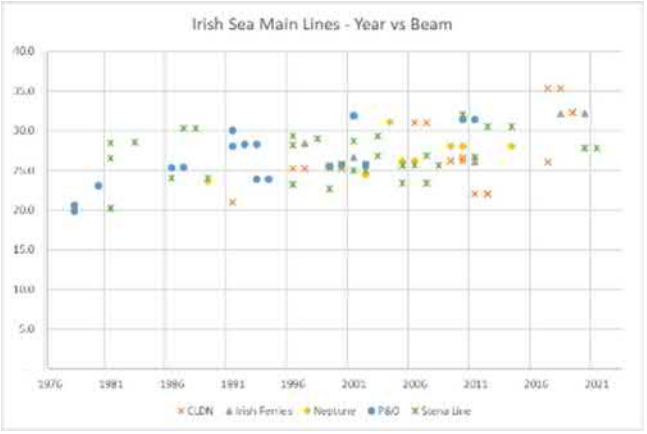


Figure 5-3: Irish sea main lines Beam vs year built (Source: MarineTraffic[10])

	Stena, IF, P&O		Irish Sea Main Fleet	
Draft	68		110	
>6.5m	9	13%	35	32%
<=6.5m	59	87%	75	68%
>7.0m	0	0%	25	23%
<=7.0m	68	100%	85	77%
>7.5m	0	0%	15	14%
<=7.5m	68	100%	95	86%
>8.0m	0	0%	13	12%
<=8.0m	68	100%	97	88%
>8.5m	0	0%	2	2%
<=8.5m	68	100%	108	98%

Table 5-1 - Draft of the main Irish sea fleet and the main ferry operators in the region

It is noted that when considering the 3 main ferry shipping companies operating in the region, the vast majority of their vessels can be accommodated at Rosslare (see Table 5-1). It is further noted, that among the 9 vessels with max draft greater than 6.5 metres, 5 are already calling at Irish and UK ports with a slightly restricted draft, while the remaining 4 are currently deployed in the Baltic Sea.

The third column of Table 5-1 shows a higher number of vessels with bigger draft due to the inclusion of RoRo cargo carriers as noted above.

	Irish Sea Main Fleet		European Fleet	
LOA	110		160	
>215.5m	11	10%	23	14%
<=215.5m	99	90%	137	86%

Table 5-2 - LOA of the main European Ferries and RoRo carries in Europe

Notably, vessel length isn't as restricted, allowing Rosslare's current infrastructure to accommodate approximately 90% of the targeted vessels of the region, including RoRo vessels (see Table 5-2).

	Irish Sea Main Fleet	
Beam	110	
>32.1m	7	6%
<=32.1m	103	94%

Table 5-3 - Beam of the main Irish sea shipping lines fleet

In 2019, Irish Ferries introduced a new vessel, W. B. Yeats, on the Dublin-Holyhead route. The vessel has undergone successful berthing trials at Rosslare. The W.B. Yeats' beam (32.1m) is used as a reference dimension, since for consideration of limiting beam, a berth fit study would have to be carried out on a case by case basis to examine the suitability of individual vessels , for example, whether or not the ramps of the vessel sit satisfactorily on the linkspan and/or the linkspan finger flaps sit satisfactorily on the vessel. It is noted that more than 90% of the fleet analysed have a smaller beam than the W.B. Yeats.

Therefore, it is possible that no major changes will come with the new builds and the order book for the ROPAX ferries in terms of LOA and draft, however these vessels are likely to increase their carrying capacity and will also likely have to incorporate some innovations in order to meet the new Emission Control Areas (ECAs) requirements, which might include LNG powered vessels, dual-fuelled (LNG), hybrid or electric, as well as the exploration of shore power usage to cut emissions while berthed. Sustainability and cost-efficient engineering solutions may be the key for the next generation of ferries, rather than major changes in terms of vessel dimensions.

On a local perspective, it is understood that Stena currently has three new ROPAX vessels under construction, which are destined for Irish Sea routes. The first is planned to enter service on the Dublin-Holyhead route in early 2020. The other two vessels are planned to be assigned to the Belfast-Liverpool route in spring 2020 and early 2021.

These vessels indicate an industry trend for the region towards new larger RORO/ROPAX vessels, which are longer than the current generation, but without a significantly bigger beam or draft. As indicated in Table 5-4 and Table 5-5 below, this new generation of vessels have a significantly greater vehicle capacity.

Vessel	Length (m)	Beam (m)	Draft (m)	Capacity	Passengers	Cabins
Stena Europe	149	26.5	6.1	1,120 lane metres (=480 cars)	1,400	452
Isle of Inishmore	182.5	27.8	5.8	2,060 lane metres (=856 cars)	2,200	-

Table 5-4: Primary Existing Vessels

Vessel	Length (m)	Beam (m)	Draft (m)	Capacity	Passengers	Cabins
Stena E-Flexer Series	214.5	27.8	6.4	3,100 lane metres + 120 cars	927	175
W B Yeats	194.8	32.12	6.4	3,500 lane metres (=1,216 cars)	1,800	-

Table 5-5: New Generation Vessels

As presented on Figure 5-2, Figure 5-3, Table 5-1, Table 5-2 and Table 5-3, Rosslare Europort can already accommodate the vast majority of the 3 major Irish sea operators as well as most of the general Irish sea fleet.

Considering that the port utilization is low, there is room for growth in volume by attracting other similar ROPAX services with no major investment. Nevertheless, Rosslare might opt to increase even more their capacity to accommodate larger vessels, leveraging the port against the ROPAX competition. On those bases, the indicative vessel parameters that could be considered for the ROPAX ferries are:

- LOA: 240m (refer to Figure 5-2)
- Draft: 6.5m (refer to Table 5-1)
- Beam: 32.1m (refer to Figure 5-3 - To be confirmed on an individual vessel basis)

However, the strategic plan for Rosslare Europort states that the port is heavily dependent on two main customers, that both also operate from Dublin and that a number of the vessels operating from Rosslare are nearing the end of their operational life. Rosslare could choose to use this to trigger an enhancement of its facilities. One option could be to enhance flexibility, allowing other types of vessel to call, such as larger RoRo carriers. Should the port choose that strategy, the indicative vessel parameters that could be considered are:

- LOA: 240m (refer to Figure 5-2)
- Draft: 7.5m (refer to Table 5-1 - It's possible to see the diminishing return with drafts above 7.5m. The feasibility of dredging existing berths deeper to be established)
- Beam: 32.3m (refer to Figure 5-3 – To be confirmed on an individual vessel basis)

Figure 5-4 Irish Ferries

6 Future Infrastructure Developments

6.1 Proposed New Link Road

Transport Infrastructure Ireland in conjunction Wexford County Council have recently appointed Mott MacDonald Consulting Engineers to develop the design of the proposed N25 Rosslare Europort Access Road project.

The condition and suitability of the existing main port access road on Delap's Hill has been a concern since the early 2000's and there have been a number of incidents since then where works have been required to ensure the continued operation of the port. The existing access road has been identified as a hazard on the port's risk register, however a do minimum approach was always taken for any remedial works on the basis that the N25 Rosslare Europort Access Road project would be delivered in the short to medium term.

The proposed route commences with a roundabout mid-way between Kilrane and Rosslare Europort, following the line of the existing link road to Station Road to another major roundabout at Ballygerry. The proposed road then bridges the railway line and continues to its termination point in the Rosslare Europort with a third roundabout. The final route has not been confirmed yet.

The road scheme provides for the diversion of traffic from the town on to a new link road and access to the Port from the Western direction.

This scheme is important for the future expansion and upgrading of the Port as it enables utilisation of port land to the west of the current site.

We are developing the Masterplan Scheme on the current design proposals.

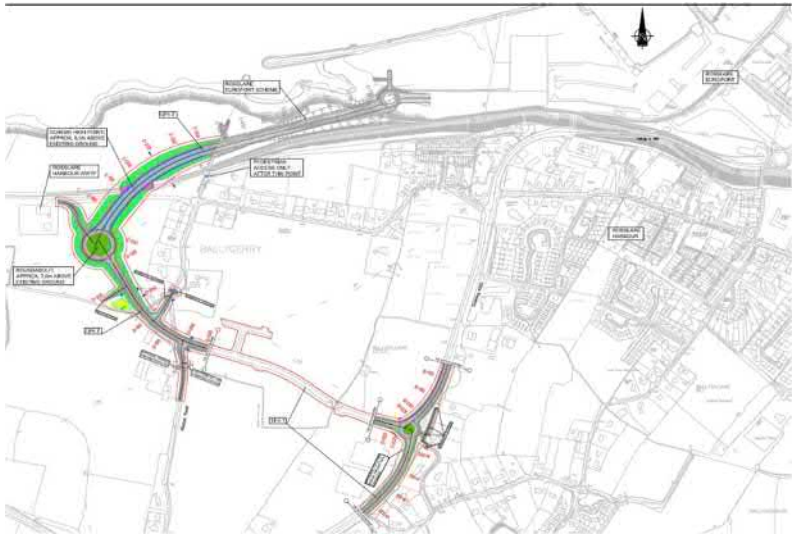


Figure 6.1 Proposed New Link Road

6.2 Proposed OPW Facilities

The new proposed OPW development consists of upgraded Customs & Immigration facilities and the establishment of a Border Inspection Post for sanitary and phytosanitary checks on animals and products of animal origin was prepared by the OPW based on the draft location provide from our Option E.

The Facility includes a number of designated building uses, parking requirements and access points and stretches to around 43,000 sq m.

The initial proposal was further developed to integrate into the Masterplan scheme as the final layouts will demonstrate.

6.3 Proposed Berth 3 Upgrade

A feasibility study on the Berth 3 Upgrade project has been completed and it recommends the delivery of the following works to ensure that the port can cater for the new larger vessels that are expected to enter the market in the short to medium term thereby maintaining the port's existing market share:

Extension of Berth 3 by combining it with;

- Provision of a double tier linkspan;
- Upgrade of the existing mooring and fendering on the berth;
- Provision of new quay side working areas.

The proposed upgrade works can be phased to meet the business requirement and the cost of delivery of the proposed upgrade works is estimated at between €19M and €25M.

6.4 Future Proposals

The Strategic Plan for Rosslare Port, by EY dated October 2018 proposed a number of infrastructural developments for the future development of the port including

Capital Dredging, reclamation

New Berth Development

Offshore Wind Energy Developments

7 Rosslare Europort Masterplan Layout Options

The existing port layout is described in section 4. The following section describes the options considered and how the proposed preferred option has been developed.

7.1 Initial Options Considered

A number of initial preliminary layout options were developed in sketch form to examine all possibilities and potential development strategies.

These options included, amongst other aspects, reviews of potential Port entrances and exits, off site storage for the trade cars and access routes for passenger vehicles.

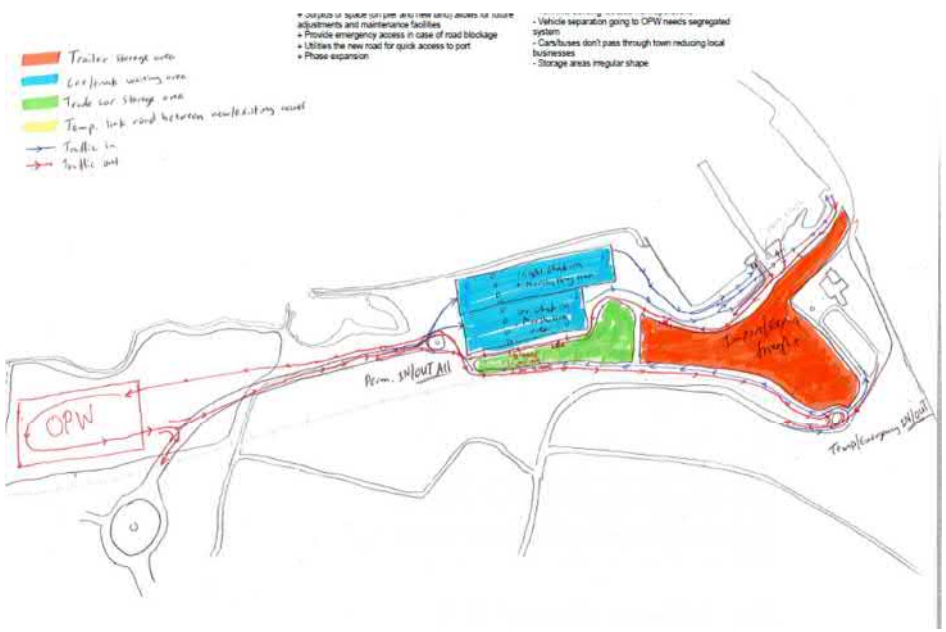
A qualitative assessment of the positive and negative aspects of each option was undertaken.

7.2 Primary Options

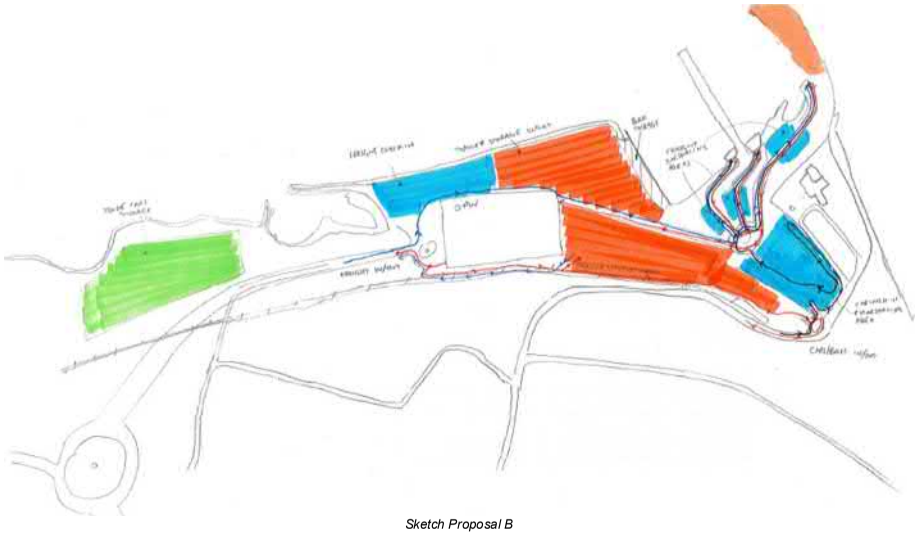
Following discussions with IR four primary options out of the ten initial options where selected to go forward for further development. These options were developed on the basis of the functional requirements summarised in section 3.1.

7.2.1 Options Considered

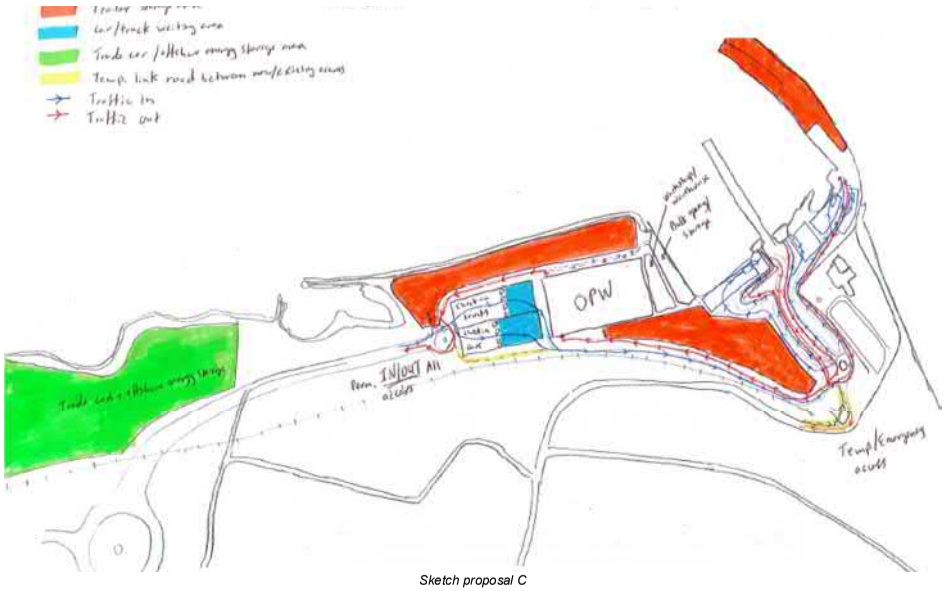
The primary options are described in the following sections.



Sketch Proposal A



Sketch Proposal B



Sketch proposal C

7.2.2 Description of Option A

Option A has the fewest modifications to the existing landside layout and utilises those areas of the Port estate which are currently unused.

7.2.2.1 *Trade Car Area*

The trade car storage area is relocated to the west side of the Port and its capacity increased by approximately 40%. Space is created for the new OPW facilities and an increased trailer storage area.

7.2.2.2 *Trailer Storage Area*

The trailer storage area has increased by approximately 15%. The location of the trailer storage area is largely similar to the existing layout and provides one large area for both import and export trailers.

7.2.2.3 *Bulk Storage Area*

The bulk storage area is increased by approximately 30%. The bulk storage area remains in the same location as the existing layout i.e. adjacent to Fisherman Quay.

7.2.2.4 *Freight Check-in Area*

The freight check-in area has been increased by approximately 40%. It remains in its existing location, with its area increased by removing the disused railway line crossing through the Port.

7.2.2.5 *Car Check-in Area*

The car check-in area remains largely. Its capacity is understood to currently be sufficient. If required, future expansion can be accommodated by expanding into the currently unused part of the terminal building car park.

7.2.2.6 *OPW Facility*

The OPW area and footprint adopted is in accordance with OPW's current requirements. The OPW facilities have been moved further away from the berths to provide space for more efficient Port traffic flows and to provide a greater buffer distance from the berths, allowing more efficient vessel unloading.

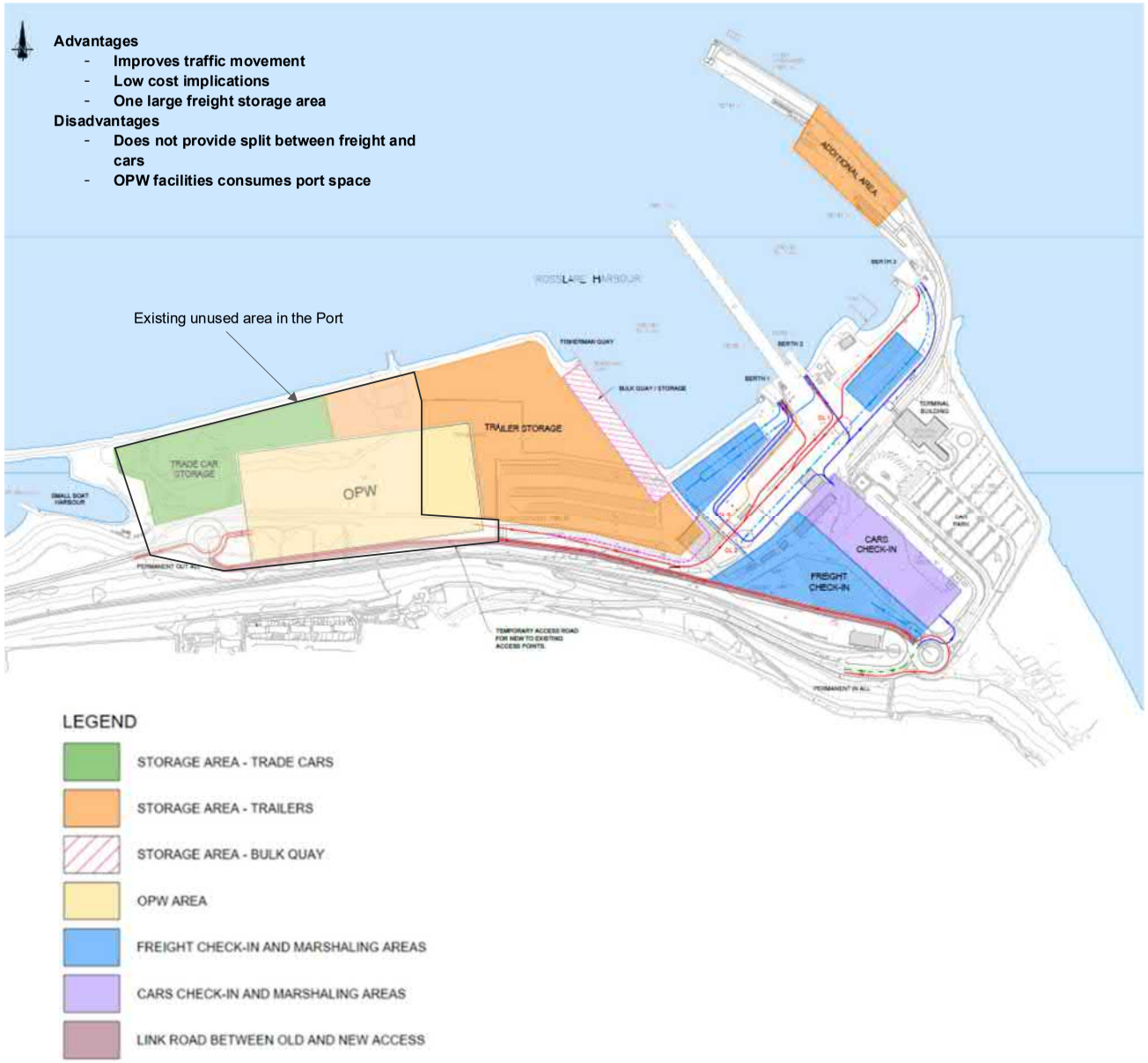


Figure 7.1 Option A

7.2.3 Description of Option B

Option B relocates the freight and car check-in areas to the west of the Port and focuses on the trailer storage area capacity and its location in relation to the berths. It also provides a large increase in the area for the trade cars.

7.2.3.1 *Trade Car Area*

The trade car area has increased by approximately 75% and has been relocated to the northwest end of the Port to create space for the OPW facilities and trailer storage areas.

7.2.3.2 *Trailer Storage Area*

The trailer storage area has increased by approximately 50%. The location of the trailer storage area is relocated to the southeast area of the Port, extending in the area where the existing check-in area is present. This option focuses on providing a large trailer storage area. Both import and export trailer storage facilities are within one main area providing an efficient interface between the two storage facilities.

7.2.3.3 *Bulk Storage Area*

The bulk storage area is largely similar to the existing layout. The bulk storage area remains in the same location as the existing layout i.e. adjacent to Fisherman Quay

7.2.3.4 *Freight Check-in Area*

The freight check-in area has been decreased by approximately 8% to accommodate a larger trailer storage area. The check-in has been relocated to the west end of the Port where the new access will be located.

7.2.3.5 *Car Check-in Area*

The freight check-in area has been decreased significantly by approximately 60% to accommodate a larger trailer storage area. The check-in has been relocated to the west end of the Port where the new access will be located.

7.2.3.6 *OPW Facility*

The OPW area and footprint adopted is in accordance with OPW current requirements. The location of the OPW facilities is largely similar to option A providing a greater buffer distance from the berths, allowing more efficient vessel unloading

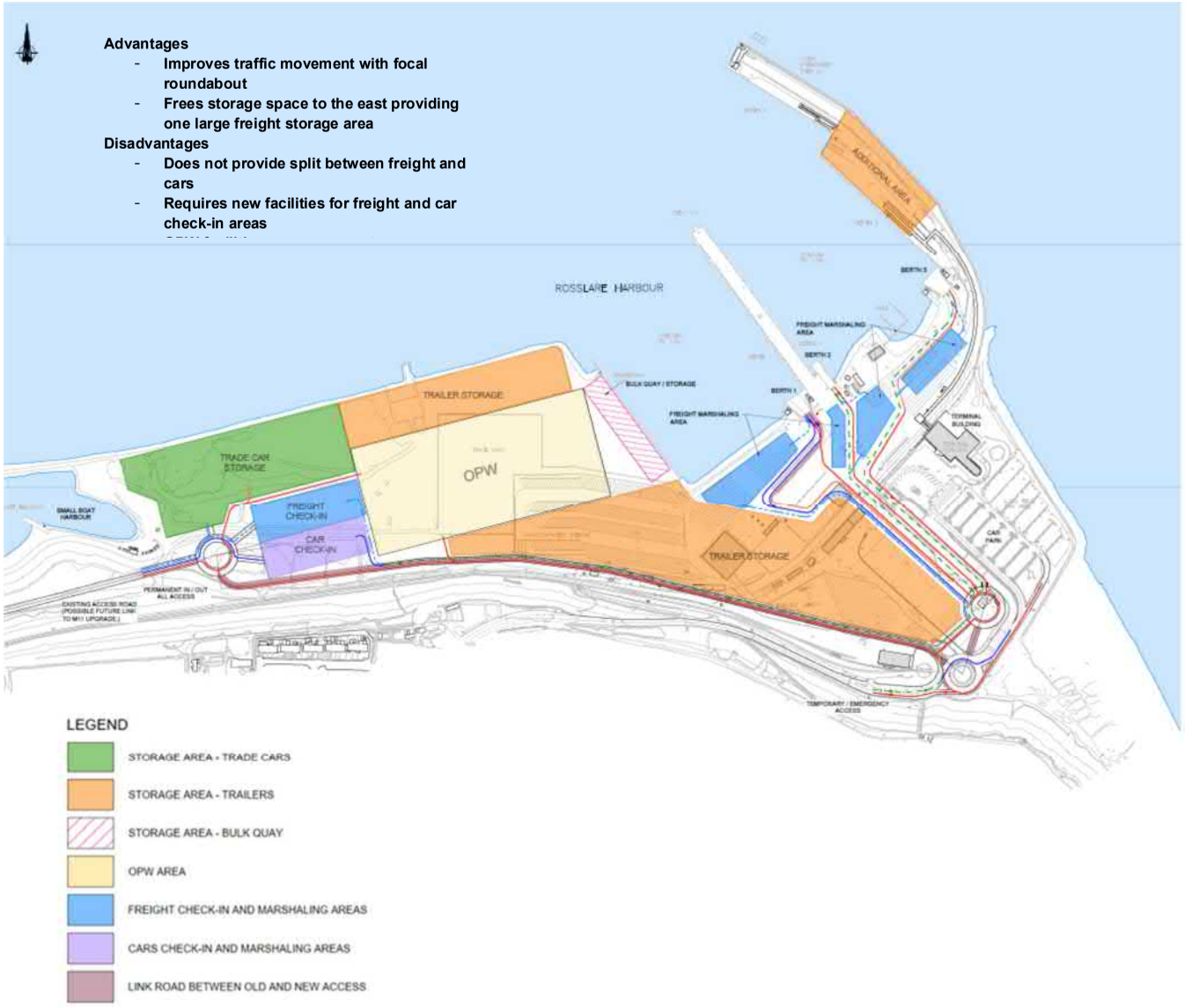


Figure 7-2 Option B

7.2.4 Description of Option C

Option C splits the freight and car check-in areas. The freight check-in is relocated to the west end of the Port and the car check-in area remaining in its existing location. Splitting the two check-in areas provides a more segregated and effective traffic flow. It also provides a significant increase in the trade car area. This option investigates the provision of roundabouts and how they may impact the traffic flow within the Port.

7.2.4.1 *Trade Car Area*

The trade car area has significantly increased by approximately 140% and has been relocated to the northwest end of the Port to create space for the OPW facilities and trailer storage areas.

7.2.4.2 *Trailer Storage Area*

The trailer storage area has increased by approximately 6%. The location of the trailer storage area is similar to the exiting layout but also extends into the existing freight check-in area. Both import and export trailer storage facilities are close to each other providing an efficient interface between the two storage facilities.

7.2.4.3 *Bulk Storage Area*

The bulk storage area is largely similar to the existing layout. The bulk storage area remains in the same location as the existing layout i.e. adjacent to Fisherman Quay. .

7.2.4.4 *Freight Check-in Area*

The freight check-in area is largely similar to the existing layout. The check-in has been relocated to the west end of the Port where the new Port access will be located.

7.2.4.5 *Car Check-in Area*

The freight check-in area has been increased by approximately 7% providing a similar area to the existing layout. The check-in has location has remained as in the exiting layout. If required, future expansion can be accommodated by expanding into the currently unused part of the terminal building car park.

7.2.4.6 *OPW Facility*

The OPW area and footprint adopted is in accordance with OPW current requirements. The location of the OPW facilities is largely similar to option A and B providing a greater buffer distance from the berths, allowing more efficient vessel unloading. .

7.2.4.7 *Provision of Roundabouts*

From preliminary research it was found that roundabouts in general tend to improve the efficiency of traffic flow when they are designed appropriately. In this option the roundabouts helped reduce the number of traffic clashes that occur in the existing layout. The traffic flow with the proposed roundabouts has not been studied in detail at this stage of the masterplan.

Figure 7.3 Option C

7.2.5 Description of Option D

Option D is similar to option C in terms of the vehicle check-in locations and investigates different OPW footprints. It also investigates a different location for the trade car area.

7.2.5.1 *Trade Car Area*

The trade car area has increased by approximately 45% and has been relocated to the southeast end of the Port where the existing freight check-in area is located. This creates space for trailer storage area on the northwest end of the Port.

7.2.5.2 *Trailer Storage Area*

The trailer storage area has increased by approximately 25%. The location of the trailer storage area is relocated to the northwest end of the Port. The storage area provides a large regular storage shape making efficient use of the space. Both import and export trailer storage facilities are within the same area providing an efficient interface between the two storage facilities.

7.2.5.3 *Bulk Storage Area*

The bulk storage area is largely similar to the existing layout. The bulk storage area remains in the same location as the existing layout i.e. adjacent to Fisherman Quay.

7.2.5.4 *Freight Check-in Area*

The freight check-in area is largely similar to the existing layout. The check-in has been relocated to the west end of the Port where the new Port access will be located.

7.2.5.5 *Car Check-in Area*

The car check-in area has been increased by approximately 45%. The check-in location remains as in the existing layout. If required, future expansion can be accommodated by expanding into the currently unused part of the terminal building car park..

7.2.5.6 *OPW Facility*

The OPW area adopted is in accordance with OPW requirements, however with a different footprint. The footprint of OPW in this option provides a more linear shape creating space on the northwest end of the Port. This space provides the Port with an open area that can be modified in the future to suit the Port's storage requirements without significant implications.

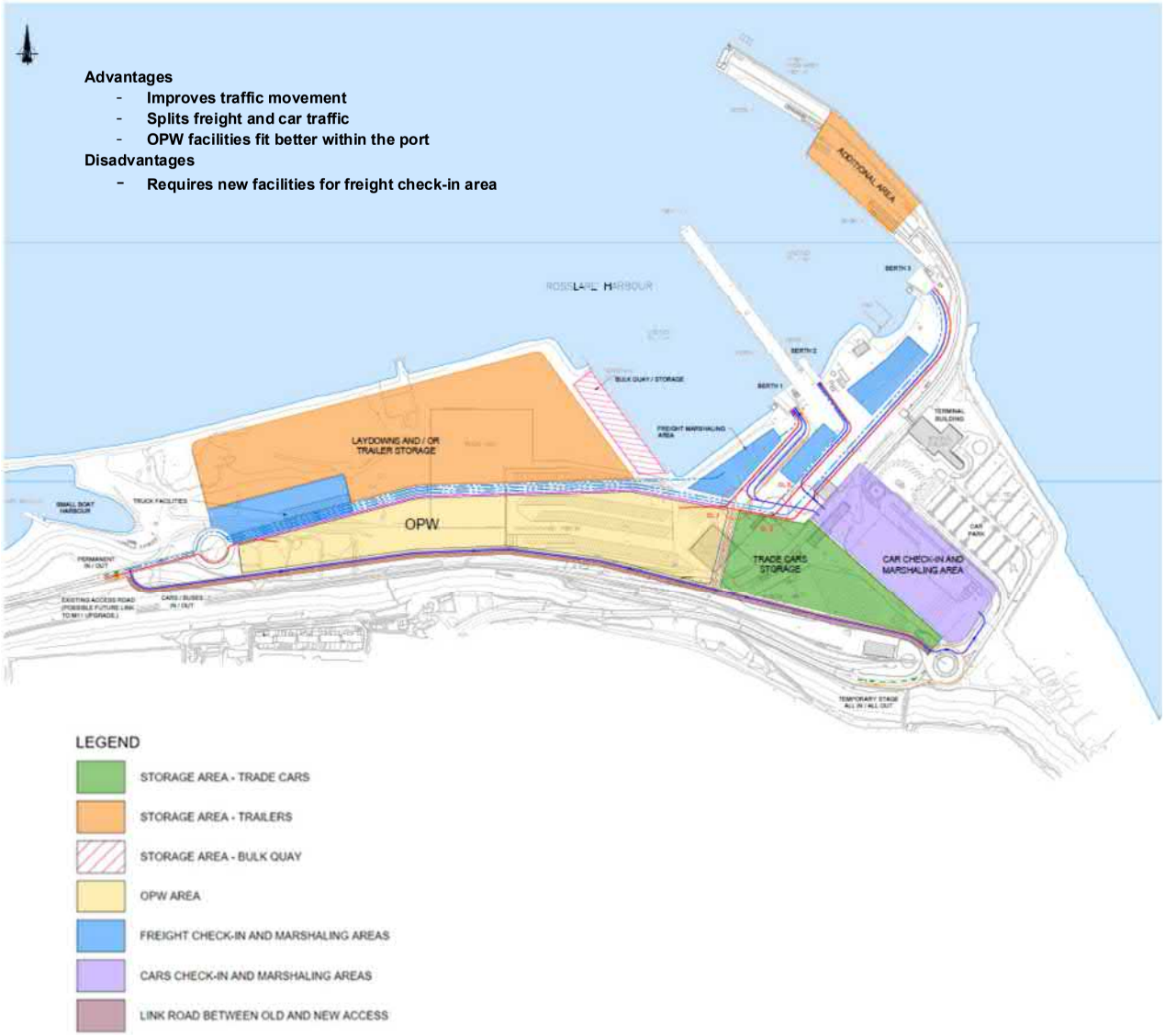


Figure 7.4 Option D

7.3 Assessment of Options

7.3.1 General

This chapter considers the relative benefits of the four primary layout options described earlier.

7.3.2 Schedule of Areas

Table 7.2 presents a summary of the areas designated to each of the options including the existing set-up for comparison of the area capacity changes. In general, in all the options there is approximately 70% increase in the total area usage of the Port when compared to the existing usage area of the Port. The following are the options providing the largest increase in the various port areas:

- Trade car storage: Option C providing an area of 29,087m2
- Trailer storage: Option B providing an area of 62,215m2
- Bulk storage: Option A providing an area of 4,775m2
- Freight check-in area: Option A providing an area of 21,568m2
- Car check-in area: Option D providing an area of 19,037m2

Options	Trade car storage m2	Trailer storage m2	Bulk storage m2	Freight check-in Area m2	Car check-in area m2	Additional storage m2	OPW facility m2	Total area
Existing	11,990	40,447	3,680	15,118	12,980	-	1,750	84,215
Option A	17,084	46,600	4,775	21,568	12,520	7,500	34,925	144,972
Option B	21,042	62,215	3,438	13,955	5,051	7,500	34,925	148,126
Option C	29,087	42,925	3,370	14,187	13,943	7,500	34,925	145,937
Option D	17,316	51,570	3,560	14,668	19,037	7,500	34,946	148,597

Table 7-2: Schedule of areas

7.3.3 Multi-criteria analysis

By identifying the potential risks, impacts, opportunities, and constraints associated with each option, a high-level assessment has been made to identify the preferred layout option.

Each option has been ranked for each of the multi-criteria analysis criterion. In general, for each criterion one option has received the best ranking of 5 and another option the worst ranking of 1. The other options have been allocated values from 2 to 4 depending on their relative merits.

Each criterion is weighted to reflect its relative importance and consideration. These criteria have been established through discussions with IR. The following criteria, with their respective percentage weighting, have adopted during the multi-criteria analysis;

MULTI-CRITERIA ANALYSIS FOR SELECTION OF LAYOUT

Ref	Item	Percentage	Weighting (Important = 5, Unimportant = 1)	Ranking (High = 5, Low = 1)				Weighted Ranking				Overall Percentage			
				Opt. A	Opt. B	Opt. C	Opt. D	Opt. A	Opt. B	Opt. C	Opt. D	Opt. A	Opt. B	Opt. C	Opt. D
	Functional requirements	**50%**	*165*												
1.1	Improve efficiency (less clashes)		5	3	4	5	3	15	20	25	15	4.5	6.1	7.6	4.5
1.2	Increase trade car storage		5	2	4	5	4	10	20	25	20	3.0	6.1	7.6	6.1
1.3	Increase trailer storage		5	3	5	3	4	15	25	15	20	4.5	7.6	4.5	6.1
1.4	Increase Freight check-in area		5	5	3	3	4	25	15	15	20	7.6	4.5	4.5	6.1
1.5	Increase car check-in area		4	3	1	4	5	12	4	16	20	3.6	1.2	4.8	6.1
1.6	Increase OPW buffer distance		4	4	5	4	3	16	20	16	12	4.8	6.1	4.8	3.6
1.7	Seperation of freight and cars		5	1	1	5	5	5	5	25	25	1.5	1.5	7.6	7.6
												29.7	*33.0*	*41.5*	*40.0*
	Value and cost	**10%**	*25*												
2.1	Capital cost		5	5	3	4	4	25	15	20	20	10.0	6.0	8.0	8.0
												10.0	*6.0*	*8.0*	*8.0*
	Constructability and Programme	**30%**	*45*												
3.1	Speed of construction		5	5	3	4	4	25	15	20	20	16.7	10.0	13.3	13.3
3.2	Complexity of construction		4	5	2	4	3	20	8	16	12	13.3	5.3	10.7	8.0
												30.0	*15.3*	*24.0*	*21.3*
	Future proofing	**10%**	*60*												
4.1	Provision for future reclamation		4	3	1	3	5	12	4	12	20	2.0	0.7	2.0	3.3
4.2	Easy incorporation of potential land on west		3	5	4	5	5	15	12	15	15	2.5	2.0	2.5	2.5
4.3	Allows easy phasing		5	5	1	4	4	25	5	20	20	4.2	0.8	3.3	3.3
												8.7	*3.5*	*7.8*	*9.2*
		100%										***78***	***58***	***81***	***79***

Table 7-1 – Multi Criteria.

- Functional requirements 50%
- Value and cost 10%
- Constructability and programme 30%
- Future proofing 10%

A summary of the multi-criteria analysis is provided in the following sections.

Ranking of layouts

The multi-criteria analysis resulted in the following weighted ranking of the layouts, scored out of a total of 100:

- Option A 78
- Option B 58
- Option C 81
- Option D 79

This indicates that Option C results in the highest score. However, the scores for options A and D are not too dissimilar.

Review of the individual criteria indicates that:

- Option C is best in terms of satisfying the functional requirements
- Option C and D are the best in terms of value and cost.
- Option A is the best in terms of constructability and programme.
- Option D is best in terms of future proofing.

Review of the highly scoring options indicates that:

- Option C scores least in terms of future proofing.
- Option A scores least in terms of functional requirements.
- Option D scores least in terms of Constructability and programme.

7.4 Proposed Final Masterplan

Further to the multi-criteria analysis the outcomes were analysed and discussed with IR and it was agreed to develop an option E which would capture the best of option C and D. The proposed option E is presented in

This option provides the following principal benefits:

- Flexible use of areas
- Reduces potential traffic conflicts and utilises roundabouts for ease of access.
- Incorporation of the future access road and roundabout on the west side of the port
- Increased storage areas through the port
- Reduces impact of OPW site footprint while providing the required facilities
- Enables phasing of the construction with reduced impact to the port's operations
- Enables future expansion in reclamation area and new berths without significant impact on the port operations

The following sections further discuss some of the main benefits of the Option E layout and how it addresses the current deficiencies present in the existing layout.

Figure 7-5 Proposed masterplan layout

7.4.1 Flexibility

Flexibility can be a key contributor in achieving the ports strategic plan goals. The west side of the Port, north of OPW post has been set out as an open flexible area that can be easily modified in the future to suit the Port storage requirements. Using flexible fencing/barriers and ensuring any permanent structures are on the perimeter (such as lighting etc) of the open space area, enables easy alterations that can be undertaken in a relatively short time without significant disturbance to the Port operations. Other allowances for flexibility include provision of spare ducts with corresponding manholes/draw pits for possible future services. This flexibility means that future expansion by reclamation can be accommodated without significant changes to the Ports infrastructure.

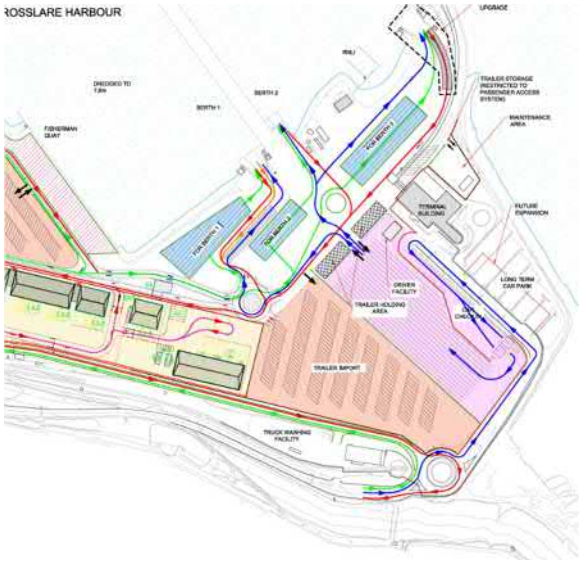


Figure 7-6 Proposed traffic flow within Berthing Area

7.4.2 Improved Traffic Flow

The introduction of roundabouts at the critical congested areas helps to improve the flow of traffic. The proposed layout introduces two roundabouts: one between the outgoing cars leaving the check-in area and berth 2. This roundabout will cater for all cars going to berths 2 and 3, as well as all vehicles arriving from those berths. The second roundabout is located west of the berths area and will accommodate all outgoing traffic flows from all three berths, the incoming freight traffic and also distribute the vehicles to the Trailer storage area and OPW facilities. This reduces the instances of crossing traffic in comparison to the existing traffic flow. Figure 7-1 and provide a simplified traffic flow diagram showing the reduction in instances of crossing traffic and flow between the existing and the proposed layout.

The traffic flow is also improved by introducing a central access route from the entrance of the freight check-in area providing easy access segregated from the car entrance. Moreover, the removal of the existing decommissioned rail track within the port removes a physical bottleneck.

With these improvements the traffic flow and the vessel turnaround times are anticipated to be improved.

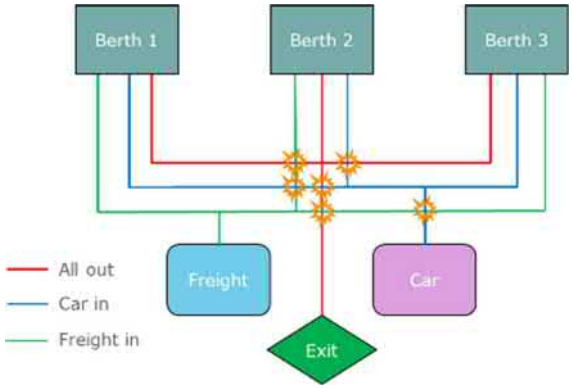


Figure 7-1 Existing traffic flow and clashes

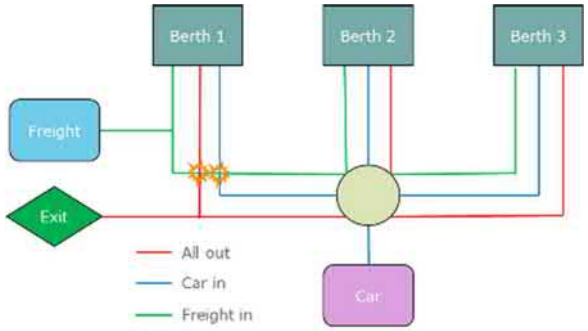


Figure 7-8 Future traffic flow and clashes

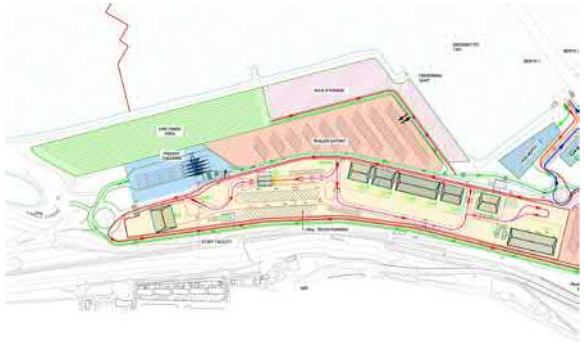


Figure 7-7 Proposed Freight Entrance

7.4.3 Improved Storage Areas

Option E optimises the use of the landside area making it the option with the highest total landside area. This was created by moving the Port maintenance area into an area that was unused in the Port, north of the terminal building, and also by increasing the car check-in area by utilising some of the terminal building car parking area. This allows the port to increase their total storage area by approximately 80% compared to the existing layout. Most of the storage areas has improved as presented in Table 7.3. There is flexibility in the usage of the areas as the proposed layout enables alterations of zones.

7.4.4 Accommodation of future developments

The new layout of the port has considered the Ports future developments and incorporates them within the masterplan phasing. The Ports main access has been moved to the west where it will join with the new N25/M11 road link. It also considers the new OPW facilities footprint and allows a linear area for this on the west end of the Port. The phasing section in this report (section 8) further discusses how the masterplan will incorporate the future developments while ensuring that there will be minimum impact on the existing Port operations.

Schedule of Areas

	Trade Car Storage m2	Trailer Storage m2	Bulk Storage m2	Freight Check in Area m2	Car Check in Area m2	Additional Storage m2	OPW Facility m2	Total area m2	Additional area
Existing set up	11,990	40,447	3,680	15,118	12,980			**84,215**	
Proposed Option	**18600**	**39800**	**12150**	**14870**	**17170**	**7500**	**43600**	**153690**	**69475**

Table 7-3 Area comparison between existing and proposed option

7.4.5 Unaccompanied

The new layout of the port has considered the Rosslare Euroports operations with particular emphasis in relation to the unaccompanied trailer movements. Figure 7.9 indicates the proposed route for unaccompanied trailers between the expert storage, holding area, route to ships and route off ships to the impart area.

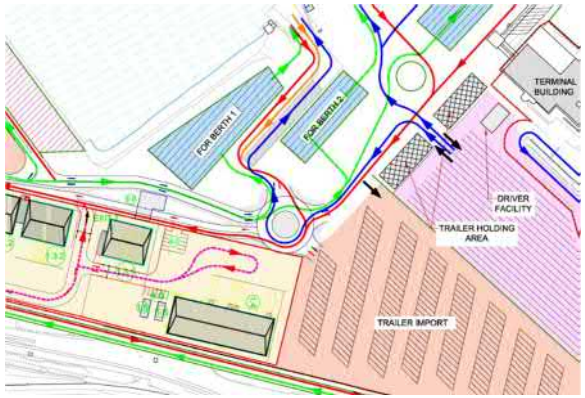


Figure 7-9 Proposed unaccompanied trailer holding areas

7.5 Proposed Option Developments

The proposed option allows for the future port developments outlined in this section.

7.5.1 Berth Developments

In order to accommodate the current trend towards increased vessel lengths, it is anticipated that the following berth developments may be required:

Berth 1

- A berthing trial with the W.B. Yeats bow-in demonstrated that longer
- transition ramps on the linkspan upper deck are required to accommodate this vessel. It is anticipated that longer transition ramps will be installed in the near future;
- A transition study has shown that, in order to provide acceptable transition gradients, a moveable wedge will require to be provided on the linkspan lower deck, in the relatively infrequent occasions when the W.B. Yeats berths stern-in;
- It is assumed that no dredging at the berth is required.

Berth 2

- A berthing trial with the W.B. Yeats stern-on was successful

Berth 3

- In line with the recommendations in the Strategic Plan, it is anticipated that Berth 3 will be extended, and an upper deck added to the existing linkspan;
- A feasibility study for the upgrading of the berth will shortly be commissioned by the Port.

Berth 4

- It is assumed that, following the future upgrading of Berth 3, this berth will become obsolete.

7.5.2 Landside Developments

In order to accommodate the Port functional requirements and increase in the required storage area in the port it is anticipated that the following landside developments may be required:

- New OPW facilities
- Replacement of the Port maintenance facilities
- Replacement of the freight check-in facilities and improved car check-in facilities
- Removal of the railway within the port creating more space
- Additional area lighting/signage/line marking to suit new layout
- Additional freight and car driver facilities at check-in area
- Possible additional disabled parking area
- Providing possible electric car charging points
- Incorporation of possible improved sewerage infrastructure

7.6 Existing Berth Capacity

The existing number of berths appear to be sufficient, in view of the fact that current Rosslare Europort utilisation is low with, in particular, a significant amount of downtime during each day.

However, based on the advertised berthing facilities the following points are noted, with respect to the geometrical capacity of the main berths to accommodate the trend towards longer ROPAX vessels:

Berth 1

- The advertised limiting vessel length is sufficient to accommodate both Stena E-Flexer vessels and the W.B. Yeats;
- The advertised limiting vessel beam is sufficient to accommodate the E-Flexer vessels and the W.B. Yeats with some restrictions;
- The charted depth in Rosslare Europort of -7.2m CD provides unrestricted access to vessels up to 6.5m draft. Irish Ferries have advised that the WB Yeats has a design draft of 6.5m and a load line draft of 6.7m;

Berth 2

- The advertised limiting vessel length is sufficient to accommodate the W.B. Yeats, but not Stena E-Flexer vessels;
- The advertised limiting vessel beam is sufficient to accommodate the E-Flexer vessels and the W.B. Yeats;
- The charted depth in Rosslare Europort of -7.2m CD provides unrestricted access to vessels up to 6.5m draft. Irish Ferries have advised that the WB Yeats has a design draft of 6.5m and a load line draft of 6.7m;

Berth 3

- The advertised limiting vessel length is not sufficient to accommodate either Stena E-Flexer vessels or the W.B. Yeats.
- The advertised limiting vessel beam is sufficient to accommodate the E-Flexer vessels, but not the W.B. Yeats.
- The charted depth in Rosslare Europort of -7.2m CD provides unrestricted access to vessels up to 6.5m draft. Irish Ferries have advised that the WB Yeats has a design draft of 6.5m and a load line draft of 6.7m.

Photo 7.1 Existing berthing.

7.7 Proposed Option Berth Capacity

In order both to facilitate the Port's growth plan and accommodate the trend towards longer ROPAX vessels, the strategic plan for Rosslare Port recommended a significant capital investment to:

- Combine Berths 3 & 4 reaching a total length of approximately 330m;
- Add an upper deck to the existing single deck linkspan on Berth 3;

Currently the Port's strategic plan maintains berths 1 and 2 and the dredge level of the port as existing.

Photo 7.2 Existing berths

7.8 Landside Capacity

The existing landside capacity is able to cope with the volumes currently passing through Rosslare.

OPW facilities areas are split and include a 1,500m2 building for general inspections and a 250m2 agricultural inspection building. The proposed layout has the future OPW facilities area concentrated in one specific region of the terminal further away from the berths, giving more buffer zone for traffic to approach, with a total area of approximately 31,000m^2, including 12 buildings, manoeuvring areas, over 40 parking slots for trucks and over a 100 parking slots for cars.

Photo 7.3 Existing trailer storage

7.9 Proposed Drainage and Services

During the detailed design of the masterplan solution infrastructure services will be upgraded to provide new drainage systems and develop power and communication network.

The surface water drainage network will be designed in consultation with Wexford County Council and be installed during the construction of the new paving and road network.

Power and communication networks will be designed developed to account for the new layouts and current technology requirements

Photo 7.4 Existing car storage

8 Rosslare Europort Masterplan Phasing

Phasing and programme are critical elements to the delivery of the masterplan infrastructure, and these were reviewed to facilitate the existing Port operating with minimum impact during the construction works. As with all construction projects in a live operational facility there would be a number of phases necessary to enable the transfer of operations from one area to another and still maintain the Port as operational.

The phasing and programme does not include for the OPW facility as this would be carried out under a separate contract on behalf of the OPW. The area for the site for the OPW would be available once the phase 1 works is completed.

8.1 Phasing

A full detailed review of phasing was carried out to try to mitigate potential conflicts during construction to ensure there could be a functioning Port at all times. There would be a transfer of functions from their existing locations to the new locations which would require some careful management during the operational transfer over.

Phase 1

With the overall Rosslare Europort area increasing in usable space from its existing area the first phase of construction was to carry out the installation of the new perimeter access road, new entrance roundabout, security fencing along the perimeter, new freight check in area and the central spine access road.

A large proportion of this phase of the construction can be developed without any impact on the existing Port operations as the construction is on the area adjoining the port facility.

The only anticipated impact on the Port will be the connection to the existing entrance roundabout and the removal of some buildings along the perimeter as well as some minor impact to the existing trailer storage area.

The phase 1 will also include the construction of the main service runs which will be installed under the main assess routes.

Phase 1 would enable freight to access the Port along the new road and roundabout and check in at the new location

Figure 8-1 Phase 1

Phase 2

On completion of Phase 1 access for all freight will commence along the new access road, around to the western roundabout and entre the port through the new freight check in area. The Phase 2 works will include all the paving areas from the new central spine road to the northern quay including the areas for the bulk storage, export trailer area and trade car areas.

The completion of these paved areas will enable existing storage areas to be transferred to free up zones for future Phases. Phase 2 will be completed in sections to enable operations continue within the port.

Figure 8-2 Phase 2

Phase 3

Phase is anticipated to be the most difficult and have the most potential impact on Port operations. This phase is the alteration around the main loading and unloading areas at the berths. It stretches from the terminal building to the berths in one direction and from the new roundabout to Berth 1 in the other direction.

It would likely involve a number of small sections to be completed in sequence so as to minimise the effect on operations. It would be beneficial to complete the infill of the old rail line and construction of the new maintenance building initially to free up space for the diversion of traffic for the subsequent sections. The critical areas to complete would likely be adjoining berths and sequencing of the movement of traffic. This could be further developed during detailed design stages.

Figure 8-3 Phase 3

Phase 4

This final phase would include the areas for the import trailer storage, upgrade to the passenger vehicle check in and completion of the secure fencing.

With the previous phases completed this will free up a large proportion of the trailer storage area for construction and only during the passenger vehicle area modifications would there be some minor impact on Port operations.

Figure 8-4 Phase 4

8.2 Construction Programme

The following is a high-level assumed duration required for each of the Masterplan phases and the Capital Projects as outlined below.

Masterplan

The programme includes an initial design stage which would set out the overall infrastructure parameters, planning for the works and develop a masterplan plan for the installation of services and outline design information which would follow through each of the phases. There is also an allowance for submission of a planning application for the new entrance road, roundabout and freight check-in area. During each of the subsequent phases there is a period set aside for detailed design to develop the details for that phase of the works.

Digitisation of Port

The Digitisation of the Port project provides for the implementation of a Terminal Management System to enhance customer service, improve operational performance and minimise manual processing of information. The proposed system will manage vehicle check-in, yard storage, vehicle queuing and invoicing/billing. The Terminal Management System will be implemented on a phased basis corresponding to the delivery of Phase 1 (Freight Check-In), 2 (Export Yard) & 4 (Passenger Vehicle Check-In & Import Yard) of the Masterplan due to the interfaces with the infrastructure to be provided in each phase

Berth 3 Upgrade

The Berth 3 Upgrade project provides for the extension of berth, the provision of a double tier linkspan, the upgrade of fendering & mooring on the berth and the provision of new quay side areas. The majority of the proposed upgrade works are remote from the other developments in the Masterplan and can be delivered independently. Elements of the proposed upgrade works can also be delivered on a phased basis to suit the business requirement.

The programme is an estimate on the durations for the works and is dependent on the sequencing of the works within the Port, weather conditions and approvals with various stakeholders.

Table 8-1 Programme

9 Stakeholder Engagement

9.1.1 Stakeholder Consultations

On completion of the review with IR of the various options and agreement on the preferred solution a number of consultations were held with stakeholders who would have an impact on the scheme and the OPW to review their input on the location and operational function of the proposed areas.

Consultation with Rosslare Europort Stakeholders

This was a presentation and discussion on 9th October 2019 at Rosslare Port with various representatives from the following

Iarnrod Eireann	Irish Ferries	NVD
Nola Transport	Perennial Freight	Niras
Stena line	Nicholas O Dwyer	

The consultation process involved a presentation to personnel outlining the existing deficiencies, reviews for the various options and an explanation on the proposed preferred solution Option E for the Port.

In general, there was a positive reaction to the proposed scheme and there was an appreciation of the opportunity to develop the Port for the future.

After the presentation there was a general discussion among parties on the proposed solution and any potential improvements which could be adopted in the solution.

The following schedule is a list of the main queries in relation to proposed solution and where possible an alteration to the scheme will be adopted.

Consultation with OPW

This was a discussion on 9th October 2019 at the OPW offices with various representatives of the OPW Brexit team to specifically discuss the operation and function of the OPW facility which is proposed for the Port.

Initial layouts provided by the OPW were their original scheme but recently they have developed a more defined layout for the facility. They are currently developing this scheme for all ports including Dublin and Rosslare and have been in consultation with EU officials in relation to the areas and function requirements.

The location of the proposed facility based on the preferred Option E was outlined to the OPW by IR to demonstrate why this location was more suitable for the function of the Port and enabling expansion in the future.

Schedule of Topic Discussed at Consultation No 1

	Topic	Remarks
1	Trade cars are driven individually coming out of ferry or Port	Review route for trade cars
2	Check-in tolls for freight too close to the new west roundabout.	Move location of Check in for the Freight further from the entrance roundabout.
3	Representative from Irish ferries concerned about clashes between public vehicle routing and freight.	Review traffic flow to clarify proposed freight and public routing
4	How do passengers on foot get in and out?	Rail passenger routing to be detailed during the detailed design stage of the masterplan.
5	How do the tugs manoeuvre in the port? Do they have a dedicated lane? Currently in the port they have a lane along the shoreline.	A review of the tug movements was taken in relation to the layout. A new trailer holding area will be provided at the berthing areas to enable short term stor-
6	Concern that the freight marshalling areas are small. Need to look at the statistics of number of trailers being handled.	Freight marshalling areas to be reviewed as part of the final scheme. Proposed areas are similar or increased compared to existing areas.
7	Is planning required for removing the rail track.	Not necessary as this will be dealt with internally by IR.
8	Suggested about flyover or re-direction of ramp on berth 1 to allow smother access for public vehicles when coming out of check-in area.	There are problems with both space and costs in relation to providing a flyover for passenger vehicles. The control of the vehicles can be marshalled by the Port to ensure no clashes with freight traffic.
9	Review the position of the new roundabout on the west side so that it allows easier link between freight dropping trailers at export and then going to the import area to pick up trailers.	Location of the internal roundabout to be relocated to provide connection to the import trailer area.
10	Can OPW be shifted to the north so that the import and export trailer area is one big area.	This was reviewed as one of the options but was discarded due to the fact it makes the area around the OPW inflexible and doesn't allow easy expansion by reclamation.
11	Show the upper tier ramp on berth 3 – red dashed line for future expansion.	This will be indicated on the layouts.

There was a discussion on the operation of the OPW facility and the requirements in relation to traffic passing through and the types of checks to be carried out. The overall proposal to locate the OPW facility along the western boundary was itself not an issue with the OPW.

The following is a summary of the actions from the meeting

- OPW will assess the proposed location of the facility to examine if it can accommodate the latest requirements and provide the required functionality. IR provided a copy of the existing layout for review.
- The seal check area will require additional queueing spaces prior to the check area.
- The relocation of the internal roundabout will provide the access into the facility.
- Further clarification on the immigration checking will be provided after OPW consult with the relevant stakeholder.

OPW issued a preliminary layout of their facility based on the option of locating to the Southern side of the Port site.

Further consultations were held between the OPW and IR design team on 5Th December 2019 in relation to the location of the proposed facility and in general terms it was accepted in principle that the location along the Southern boundary would be the optimum solution of the operations of the port.

The OPW did pass further comments on the minimum requirements in relation to parking, location of the facilities and how they operate the facility.

These comments have been incorporated in the final Masterplan layout.

The OPW did note that until agreement with the various stakeholders and operators of the Facility is obtained they are not in apposition to formally agree the layout.

Appendix 1 – Drawings

Appendix 2- List of Vessels

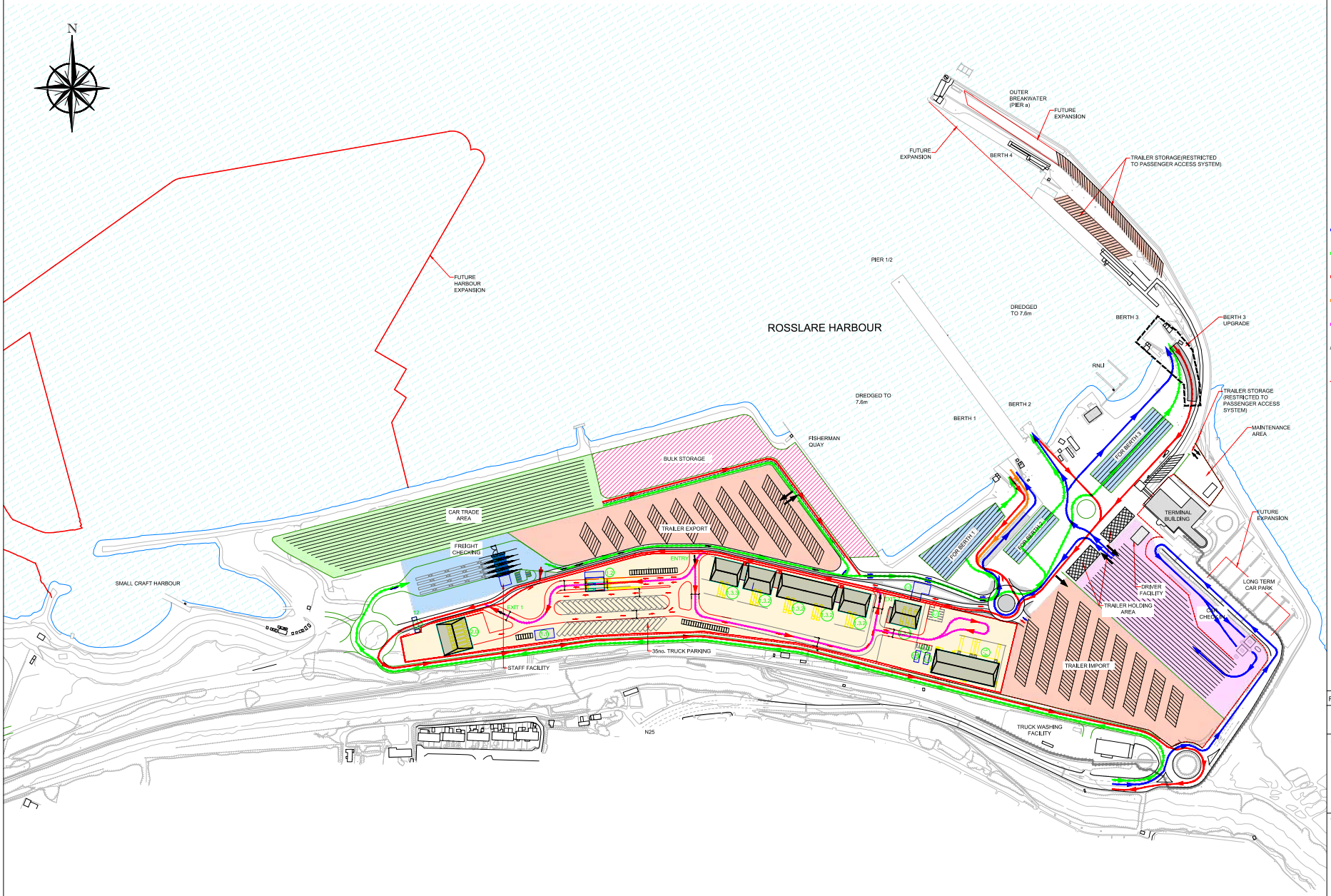
Sample of some of the Largest Ferries and RoRo cargo in the Europe

Vessel	LOA	GT	Draft	Yr Built	Company
Color Magic	223.70	75,156	6.9	2007	Color Line
Color Fantasy	223.70	74,027	6.9	2004	Color Line
Cruise Roma	254.00	63,000	7.0	2007	Grimaldi Ferries
Stena Britannica	240.00	62,200	5.9	2010	Stena Line
Stena Hollandica	240.00	62,200	5.5	2010	Stena Line
Pride of Rotterdam	215.44	59,925	6.0	2001	P&O Ferries
Pride of Hull	215.44	59,925	5.8	2001	P&O Ferries
Silja Europa	201.80	59,914	6.7	1993	Tallink
Silja Symphony	203.03	58,377	7.1	1991	Silja Line
Silja Serenade	203.03	58,376	7.1	1990	Silja Line
Stena Scandinavica	240.00	57,639	6.0	2003	Stena Line
Viking Grace	218.00	57,565	6.8	2013	Viking Line
Cruise Barcelona	225.00	54,919	6.7	2008	Grimaldi Ferries
Cruise Europa	225.00	54,919	6.7	2009	Minoan Lines
Cruise Olympia	225.00	54,919	6.5	2009	Minoan Lines
W.B. Yeats	195.00	51,388	6.4	2018	Irish Ferries
Tanit	212.00	51,000	7.1	2012	CTN
Ulysses	209.02	50,940	6.2	2001	Irish Ferries
La Suprema	211.00	49,270	7.4	2003	Grandi Navi Veloci
La Superba	211.00	49,270	7.4	2002	Grandi Navi Veloci
Megastar	212.00	49,000	6.6	2016	Tallink
Galaxy	212.10	48,915	6.1	2006	Silja Line
Baltic Princess	212.10	48,915	6.3	2008	Silja Line
Baltic Queen	212.10	48,915	6.2	2009	Tallink
Spirit of Britain	213.00	47,600	6.0	2010	P&O Ferries
Spirit of France	213.00	47,600	6.5	2011	P&O Ferries
Viking Cinderella	191.00	46,398	6.7	1989	Viking Line
Rhapsody	172.00	44,307	6.5	1996	Grandi Navi Veloci
Stena Germanica	240.00	44,237	5.7	2001	Stena Line
Stena Adventurer	211.56	43,532	5.4	2003	Stena Line
Finnstar	218.80	42,923	6.8	2006	Finnlines
Finnmaid	218.80	42,923	6.7	2006	Finnlines
Finnlady	218.80	42,923	6.6	2007	Finnlines
Europalink	218.80	42,923	6.8	2007	Finnlines
Finnswan	218.80	42,923	7.0	2007	Finnlines
Skåne	199.00	42,705	5.8	1998	Scandlines
Pont-Aven	184.60	41,758	6.8	2004	Brittany Ferries
Danielle Casanova	175.00	41,447	6.7	2002	Corsica Linea
Victoria I	193.80	40,975	6.2	2004	Tallink
Romantika	193.80	40,803	6.2	2001	Tallink
Pearl Seaways	178.40	40,039	6.4	1989	DFDS Seaways
Nuraghes	214.00	39,780	7.0	2004	Tirrenia di Navigazione
Sharden	214.00	39,780	6.8	2005	Tirrenia di Navigazione
Excelsior	201.20	39,739	6.5	1999	Grandi Navi Veloci
Excellent	202.83	39,739	6.4	1998	Grandi Navi Veloci
Stena Vision	175.37	39,178	6.4	1987	Stena Line
Stena Spirit	175.37	39,178	6.7	1988	Stena Line
Splendid	214.12	39,139	6.2	1994	Grandi Navi Veloci
El Venizelos	205.40	38,261	6.4	1992	ANEK Lines
Elyros	192.10	38,261	6.7	2009	ANEK Lines
Mecklenburg-Vorpommern	199.95	37,987	5.9	1996	Stena Line
Mariella	177.00	37,799	6.7	1985	Viking Line
Princess Anastasia	177.00	37,583	6.6	1986	St Peter Line
Europa Palace	214.00	36,825	7.0	2002	Minoan Lines
Olympia Palace	214.00	36,825	6.4	2001	Minoan Lines
Bithia	214.60	36,475	6.8	2001	Tirrenia di Navigazione
Janas	214.60	36,475	7.0	2001	Tirrenia di Navigazione
Athara	214.60	36,300	7.0	2001	Tirrenia di Navigazione
Pascal Lota	177.00	36,299	7.1	2007	Corsica Ferries
Norröna	161.00	35,966	6.3	2003	Smyril Line
Mont Stichel	173.95	35,891	5.9	2002	Brittany Ferries
Pride of Bruges	179.35	31,598	5.5	1986	P&O Ferries
Superfast XII	188.00	30,902	6.4	2001	Superfast Ferries
Mega Express	176.38	26,024	6.4	2001	Corsica Ferries
Mega Express Two	176.38	26,024	6.4	2001	Corsica Ferries
Isle of inishmore	182.50	34,031	5.7	1997	Irish Ferries
Stena Europe	149.02	24,828	6.0	1981	Stena Line
Celestine	162.49	23,986	6.5	1996	CLDN

Vessel	LOA	GT	Draft	Yr Built	Company
Celandine	162.49	23,987	6.5	2000	CLDN
Catherine	182.35	21,357	7.4	2002	CLDN
Amandine	195.40	25,325	7.4	2011	CLDN
Adeline	152.00	16,342	5.4	2012	CLDN
Celine	234.06	74,273	8.1	2017	CLDN
Clementine	162.42	23,986	6.5	1997	CLDN
Delphine	234.06	74,273	8.1	2018	CLDN
Hermine	216.47	50,443	8.2	2019	CLDN
Laureline	216.47	50,443	8.2	2019	CLDN
Ysaline	216.47	50,443	8.2	2019	CLDN
Sixtine	216.47	50,443	8.2	2019	CLDN
Mazarine	195.40	25,325	7.4	2009	CLDN
Opaline	195.40	25,325	7.4	2010	CLDN
Palatine	195.40	25,325	7.4	2009	CLDN
Peregrine	195.40	25,325	7.4	2010	CLDN
Vespertine	195.40	25,325	7.4	2009	CLDN
Meleq	209.79	32,770	6.5	2017	CLDN
Melusine	162.42	23,986	6.5	1999	CLDN
Valentine	162.42	23,986	6.5	1999	CLDN
Victorine	162.42	23,986	6.5	2000	CLDN
Pauline	200.00	49,166	7.4	2006	CLDN
Yasmine	200.00	49,166	7.4	2007	CLDN
Severine	152.00	16,342	5.4	2012	CLDN
Capucine	152.00	16,342	5.4	2011	CLDN
Wilhelmine	152.00	16,342	5.4	2012	CLDN
Undine	147.70	11,854	5.3	1991	CLDN
Stena Baltica	165.00	22,308	6.2	2007	Stena Line
Stena Danica	154.90	28,727	6.3	1983	Stena Line
Stena Flavia	186.50	26,904	6.9	2008	Stena Line
Stena Forecaster	195.03	24,688	6.3	2003	Stena Line
Stena Gothica	171.00	13,294	5.4	1981	Stena Line
Stena Forerunner	195.03	24,688	6.3	2003	Stena Line
Stena Hibernia	142.50	13,017	4.8	1996	Stena Line
Stena Horizon	186.50	27,522	6.7	2006	Stena Line

Vessel	LOA	GT	Draft	Yr Built	Company
Stena Jutlandica	184.30	29,691	6.0	1996	Stena Line
Stena Lagan	186.60	25,600	6.6	2005	Stena Line
Skåne	200.00	28,960	6.5	1998	Stena Line
Stena E-Flexer Series I	214.50	40,500	6.4	2020	Stena Line
Stena E-Flexer Series II	214.50	40,500	6.4	2020	Stena Line
Stena E-Flexer Series III	214.50	40,500	6.4	2021	Stena Line
Stena Mersey	186.60	25,600	6.6	2005	Stena Line
Misana	165.75	15,586	6.0	2007	Stena Line
Stena Nautica	135.60	19,763	5.6	1986	Stena Line
Misida	165.75	15,586	6.2	2007	Stena Line
Stena Nordica	170.50	24,206	6.0	2000	Stena Line
Sassnitz	171.50	20,276	4.8	1989	Stena Line
Scottish Viking	186.00	26,904	6.9	2008	Stena Line
Stena Saga	166.50	33,750	6.8	1981	Stena Line
Stena Scotia	142.50	13,000	5.4	1996	Stena Line
Somerset	183.40	12,502	6.3	1999	Stena Line
Stena Superfast X	203.30	30,285	6.4	2002	Stena Line
Stena Superfast VII	203.30	30,285	6.6	1987	Stena Line
Stena Superfast VIII	203.30	30,285	6.6	2001	Stena Line
Stena Transit	212.00	33,690	6.3	2011	Stena Line
Stena Transporter	212.00	33,690	6.3	2011	Stena Line
Urd	171.00	11,030	5.3	1981	Stena Line
Stena Vinga	129.90	14,551	5.6	2005	Stena Line
Ark Dania	195.20	24,485	6.2	2014	Stena Line
Ark Germania	195.20	25,000	6.5	2012	Stena Line
Epsilon	186.44	26,375	6.2	2011	Irish Ferries
Dublin Swift	101.40	8,403	3.7	2001	Irish Ferries
Hull 777	226.00	67,300	6.5	2020	Irish Ferries
PRIDE OF BURGUNDY	179.70	28,138	6.1	1993	P&O Ferries
PRIDE OF CANTERBURY	179.00	30,635	5.7	1991	P&O Ferries
PRIDE OF KENT	179.70	30,635	5.9	1992	P&O Ferries
EUROPEAN SEAWAY	175.00	22,986	5.4	1991	P&O Ferries
NORBAY	166.77	17,464	5.8	1994	P&O Ferries
NORBANK	166.77	17,464	5.8	1993	P&O Ferries

Vessel	LOA	GT	Draft	Yr Built	Company
EUROPEAN CAUSEWAY	159.50	20,646	5.0	2000	P&O Ferries
EUROPEAN HIGHLANDER	162.70	21,188	5.5	2002	P&O Ferries
EUROPEAN ENDEAVOUR	118.15	8,097	4.4	1978	P&O Ferries
PRIDE OF YORK	179.20	31,785	5.9	1987	P&O Ferries
EUROPEAN TRADER	176.02	17,068	5.2	1978	P&O Ferries
NORSKY	180.00	20,296	5.8	1999	P&O Ferries
NORSTREAM	180.00	20,296	6.1	1999	P&O Ferries
NORQUEEN	170.93	17,884	6.3	1980	P&O Ferries
NORKING	170.93	17,884	6.2	1980	P&O Ferries
Aegli	158.50	21,554	5.1	2002	Neptune Lines
Avra	155.02	19,220	6.6	1989	Neptune Lines
Dynamis	158.50	21,554	5.7	2002	Neptune Lines
Galene	169.55	37,692	7.5	2014	Neptune Lines
Hellas	168.06	36,711	8.4	2009	Neptune Lines
Horizon	168.06	36,711	8.6	2010	Neptune Lines
Iliad	169.58	36,825	7.8	2010	Neptune Lines
Ithaki	169.59	36,825	8.4	2010	Neptune Lines
Kefalonia	169.59	36,825	8.3	2009	Neptune Lines
Okeanis	165.00	27,788	5.7	2005	Neptune Lines
Odyssey	169.59	36,825	8.4	2010	Neptune Lines
Thalassa	169.55	37,692	8.5	2014	Neptune Lines
Thelisis	165.00	27,788	5.7	2006	Neptune Lines
Monza Express	168.06	36,711	8.6	2009	Neptune Lines



NOTES

LEGEND:

- STORAGE AREA - TRADE CARS (APPROX. PROPOSED AREA 18,600m²)
- STORAGE AREA - TRAILERS (APPROX. PROPOSED AREA 39,800m²)
- STORAGE AREA - BULK QUAY (APPROX. PROPOSED AREA 12,150m²)
- OPW AREA (APPROX. PROPOSED AREA 43,600m²)
- FREIGHT CHECK-IN AND MARSHALING AREAS (APPROX. PROPOSED AREA 14,870m²)
- CARS CHECK-IN AND MARSHALING AREAS (APPROX. PROPOSED AREA 17,170m²)
- LINK ROAD BETWEEN OLD AND NEW ACCESS
- TRAILER HOLDING AREA (1000 m²)
- - CAR / BUS TRAFFIC IN
- - FREIGHT TRAFFIC IN
- - ALL TRAFFIC OUT
- - CAR / BUS TRAFFIC OUT
- - FREIGHT TRAFFIC OUT
- - FOOT PASSENGERS
- - FENCE

Rev.	Date	Description	App'd

MASTERPLAN

Client : Iarnród Éireann Irish Rail

Title :
ROSSLARE HARBOUR
COUNTY WEXFORD
SITE PLAN - OPTION E

NIRAS NICHOLAS O'DWYER

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Drawn	Checked	Approved	Scale (at A1): 1:2000
MAP	GAL	ROMU	Date: 16.12.2019

Drg No :	Rev
ROSS-NOD-00-XX-DR-C-SK-1000	P8