


Traffic & Transport Assessment

Proposed Residential Development Site at Knockrabo Phase 2, Mount Anville Road, Goatstown, Dublin

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This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
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Comments

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1. Introduction

1.1 Context

This Traffic and Transport Assessment (TTA) has been prepared by Waterman Moylan as part of the planning application documentation for a proposed development on lands at Knockrabo, Mount Anville Road, Goatstown, Co. Dublin.

Knockrabo Investments DAC intend to apply for permission for a Large-scale Residential Development ranging from 2- part 8 storeys (for a period of 7 years) with a total application site area of c. 2.54 hectares, at Knockrabo, Mount Anville Road, Goatstown, Dublin 14.

The development will consist of the construction of 158 No. residential units (12 No. houses and 146 No. apartments (35 No. 1 beds, 81 No. 2 beds, 3 No. 3 beds and 27 No. 3 bed duplex units), a childcare facility and Community / Leisure Uses.

The accommodation schedule is shown in **Table 1** below:

Description	1-bed	2-bed	3-bed	4-bed	Total	GFA (Sqm)
Houses	-	1	3	8	12	-
Duplex	-	-	27	-	27	-
Apartments	35	81	3	-	119	-
Childcare Facility	-	-	-	-	-	400
Community / Leisure Uses	-	-	-	-	-	223
Total	**35**	**82**	**33**	**8**	**158**	**623**

Table 1 | *Schedule of Accommodation*

The development will also provide 130 No. car parking spaces consisting of 117 No. residential spaces (comprising 54 No. at podium level, 63 No. on-street and on curtilage spaces, 6 No. visitor spaces and 2 No. on-street car sharing spaces); and 5 No. non-residential spaces; provision of 366 No. bicycle parking spaces (consisting of: 288 No. residential spaces, 70 No. (residential) visitor spaces, 6 No. (non-residential) spaces and 2 No. visitor (non-residential) spaces); and 9 No. motorcycle parking spaces.

The application does not impact on the future access to the Reservation for the Dublin Eastern Bypass.

1.2 Background

The Subject Development is Phase 2 of an overall residential development on the Knockrabo lands.

Phase 1 of the overall Knockrabo lands were granted planning permission (Planning Register Ref. No. D13A/0689) by Dun Laoghaire-Rathdown County Council subject to 45 conditions in August 2014. This permitted Phase 1 scheme considered the construction of 88 number units (incorporating 47 houses including Gate Lodge and 41 apartments spread over three Blocks 'A, B and C'), including a new site access junction on Mount Anville Road and all associated site and infrastructural works. Following a third party appeal An Bord Pleanála (Register Ref. No. PL06D.243799) granted planning permission (subject to 38 conditions) in January 2015.

In January 2017 Dun Laoghaire Rathdown approved planning permission (Planning Register Ref. No. D16A/0821) for amendments to the Blocks A, B, C approved under Planning Register Ref. No. D13A/0689. This amendment resulted in an increase in the total number of apartments in Blocks A, B & C from 41 to 51 apartments.
The neighbouring Phase 1A plot of the Knockrabo lands was granted planning permission by Dun Laoghaire Rathdown County Council (Planning Register Ref. No. D16A/0960) in February 2017. This application consisted of the provision of 21 no. residential units (incorporating 3 houses and 18 apartments within Block 'D').

The subject Knockrabo Phase 2 site previously received a granted planning permission (Planning Register Ref. No. D17A/1124) for the development of 93 No. residential units and childcare facility along with community / Leisure uses and all associated infrastructures. The development proposed under the subject application, proposes a greater density residential development which will consist of 158 No. residential units.

Phases 1 and 1A are completely constructed and occupied.

1.3 Scope

This Traffic and Transport Assessment is a comprehensive review of all the potential transport impacts of the overall development, based on the standards described in the following section. This report includes a detailed assessment of the transportation systems provided and the impact of the overall development on the surrounding environment and transportation network.

1.4 Standards

This Traffic and Transport Assessment has been prepared in accordance with best practice and in accordance with the requirements of both the *Dún Laoghaire-Rathdown County Development Plan 2022-2028* and the *Transport Infrastructure Ireland (TII) 'Traffic and Transport Assessment Guidelines' (2014)*.

1.5 Threshold for Transport Assessment

Section 2.1 of the *Traffic and Transport Assessment Guidelines (May 2014)* requires submission of a Transport Assessment where a proposed development meets one or more of the following criteria:

1- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.

2- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.

3- Residential development in excess of 200 dwellings.

4- Retail and leisure development in excess of 1,000sqm.

5- Office, education, and hospital development in excess of 2,500sqm.

6- Industrial development in excess of 5,000sqm.

7- Distribution and warehousing in excess of 10,000sqm.

Also, Appendix 3, Section 3.3, of the *Dún Laoghaire-Rathdown County Development Plan 2022-2028* requires submission of a Transport Assessment where a proposed development meets one or more of the following criteria:

1- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road or 100 trips in the peak hours.

2- Residential development of 200 residential units or more.

3- Retail development in excess of 1,000 sqm.

4- Leisure facilities including hotels, conference centres and cinemas in excess of 1,000 sqm.

5- Community facilities (including places of worship) and community centres in excess of 1,000 sqm.

6- Office, Education and Hospital development in excess of 2,500 sqm.

7- Industrial development in excess of 5,000 sqm.

8- Distribution and warehousing development in excess of 10,000 sqm.

1.6 Site Location

The site is located in Knockrabo, Mount Anville Road, Goatstown, Co. Dublin. It is situated approximately 8 km southern of Dublin City in a residential area.

The site is bounded to the south-east by Mount Anville Road; to the south by 'Mount Anville Lodge' and by the rear boundaries of 'Thendara' (a Protected Structure – RPS Ref. 812), 'The Garth' (a Protected Structure – RPS Ref. 819), 'Chimes', 'Hollywood House' (a Protected Structure – RPS Ref. 829); to the south-west by existing allotments; to the north by the reservation corridor for the Dublin Eastern By-Pass (DEBP); and to the east by the site of residential development 'Knockrabo' (Phase 1, permitted under DLRCC Reg. Ref. D13A/0689 / An Bord Pleanála (ABP) Ref. PL.06D.243799 and DLRCC Reg. Ref. D16A/0821 (Phase 1); and DLRCC Reg. Ref. D16A/0960 (Phase 1A)).

The subject site includes 'Cedar Mount' (a Protected Structure- RPS Ref. 783) and 'Knockrabo Gate Lodge (West)' (a Protected Structure RPS Ref. 796), including Entrance Gates and Piers.

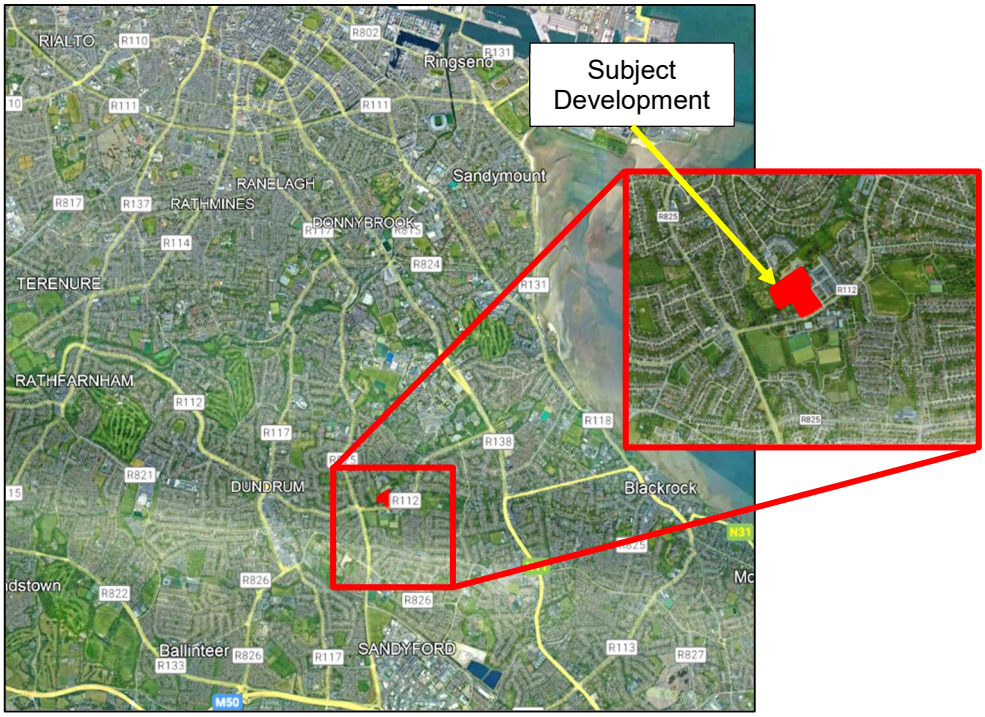


Figure 1 | Site Location (Source: Google Earth)

1.7 Programme

It is expected that construction of the proposed development will commence in 2025 and be completed in 2027.

1.8 Assessment Years

The years that have been assessed within this Traffic and Transport Assessment are the following:

Base Year	:	2024
Opening Year (With / Without Development)	:	2027
Opening Year + 5 Years Forecast (With / Without Development)	:	2032
Opening Year + 15 Years Forecast (With / Without Development):		2042

These assessment years are in line with the 'Transport Assessment Guidelines (May 2014)'.

1.9 Documents Consulted

The following documents inter alia were consulted during the preparation of this Traffic and Transport Assessment:

(a) Cycle Design Manual

(b) Dún Laoghaire-Rathdown County Development Plan 2022-2028.

(c) Greater Dublin Area Cycle Network Plan, NTA, 2022.

(d) Greater Dublin Area Transport Strategy 2022 – 2042.

(e) Implementation Roadmap for the National Planning Framework

(f) National Planning Framework – Project Ireland 2040

(g) New Dublin Area Bus Network – Bus Connects

(h) Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections. PE-PAG-02017

(i) Traffic and Transport Assessment Guidelines. PE-PDV-02045.

(j) Smarter Travel: A Sustainable Transport Future

(k) Spatial Planning and National Roads: Guidelines for Planning Authorities

(l) Standards for Cycle Parking and Associated Cycling Facilities for New Developments (January 2018).

(m) Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).

(n) Sustainable Urban Housing: Design Standards for New Apartments, December 2022.

1.10 Stage 2 LRD Opinion

In August 2024, the Large-Scale Residential Development Opinion (LRD Opinion) of the submission made in June 2024 was received from Dún Laoghaire-Rathdown County Council (DLRCC). The observations, recommendations and other DLRCC feedback assisted in establishing a scope for the key transportation items to be addressed within the Traffic and Transportation Assessment report.

The following section presents a direct response to each of the issues raised in the Opinion, as they correspond to this document. For ease of reference, each opinion or item is transcribed before the corresponding response/comment.

Opinion 4: Compact Settlement Guidelines: *"Robust commentary should be provided demonstrating compliance of the proposed development scheme with the relevant parameters of the 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' 2024. Where deviation from County Development Plan standards are sought in relation to car parking provision, compliance with the provisions of 'the Guidelines' should be thoroughly set out. The site location is considered to fall under the Suburban-Intermediate range (40-150 uph). Noting the submitted details and rationale, including both gross and net figures given, the adjacent Phase 1 figures given, and considerations and constraints on-site including Protected Structures and existing landscaping and overall character of receiving context, and the various building heights and the layout proposed – the proposed densities are considered acceptable (and notwithstanding concerns regarding Block E)*."

Response:

The proposed number of car parking spaces is consistent with the car parking standard required by the Dún Laoghaire-Rathdown County Development Plan 2022-2028, considering the permitted deviation from the standard. Dún Laoghaire-Rathdown County Development Plan 2022-2028 divides the criteria for car parking standards into four parking zones (refer to **Figure 31** and **Table 13** below). The subject

development falls within Zone 3 and the required parking spaces are as follows: 1 no. car parking space per unit with 1 or 2 bedrooms, 2no. car parking spaces for units with 3 or more bedrooms, and one car parking space for visitors per 10 no. apartments units. In addition, Section 12.4.5.2 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 provides for a deviation from the maximum or standard number of car parking spaces specified in Table 12.5 of the Development Plan. The assessment criteria for deviation from car parking standards is set out below:

- *Proximity to public transport services and level of service and interchange available.*
- *Walking and cycling accessibility/permeability and any improvement to same*.
- *The need to safeguard investment in sustainable transport and encourage a modal shift.*
- *Availability of car sharing and bike / e-bike sharing facilities.*
- *Existing availability of parking and its potential for dual use.*
- *Particular nature, scale, and characteristics of the proposed development.*
- *The range of services available within the area.*
- *Impact on traffic safety and the amenities of the area.*
- *Capacity of the surrounding road network.*
- *Robustness of Mobility Management Plan to support the development.*
- The availability of on street parking controls in the immediate vicinity.

Section 11.1.5 below describes the proposed number of car parking spaces and how the provision complies with the County Development Plan and with the relevant parameters of the *'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' 2024*.

Item no. 7: "*A Traffic and Transport Assessment including, inter alia, a rationale for the proposed car parking (or lack thereof) provision should be prepared, to include details of car parking management, car share schemes and a mobility management plan. Details of pedestrian/ cycle links (or any lack thereof) to the surrounding areas and sites should also be given, inclusive of any potential links in the short, or long-term with the DEBP to the north."*

Response:

This TTA provides a wide range of information including the assessment of car parking spaces, information on car-sharing spaces and an assessment of pedestrian and cycle links provided within the Subject Development as well as in the surrounding area both currently and into the future.

A Travel Plan which includes the Mobility Management Plan is included in the application package - please refer to Waterman Moylan Report No *20-086r.006 Travel Plan.*

Item no. 13: "*Information/documentation which address the following Transportation-related issues:*

Details of proposed surface treatments and road markings, should be included in any future submission.

Swept path analysis should be submitted which demonstrates all required vehicular movements to and from the site. Accommodations for set-down and service vehicles shall also be clearly outlined.

These items should be addressed in any further submission.

Required Reports

a) Detailed reports should be submitted in relation to the following items:

b) Mobility Management Plan

c) Construction Management Plan including traffic management plan

d) Cycle Audit (See Section12.4.6.1 Paragraph2 of the current DLRCC County Development Plan)"

Response:

The planning application incorporates several documents, including those required in the Large-Scale Residential Development Opinion received. In particular:

- The proposed surface treatments are shown in drawing No. *KNB-WMC-PH2-ZZ-DR-C-P105 Proposed Road Hierarchy and General Site Layout*. In addition, drawing No. *KNB-WMC-PH2-ZZ-DR-C-P116* shows the details of road construction with surface details.
- The proposed road markings are shown in drawing No. *KNB-WMC-PH2-ZZ-DR-C-P110 Road Levels and Layout Plan*.
- Swept path analysis is included in drawing No. *KNB-WMC-PH2-ZZ-DR-C-P111*. This drawing shows the Vehicle Tracking and Sight Lines for each junction within the subject site.
- A Mobility Management Plan is included within report No *20-086r.006*.
- Construction Management Plan can be found in the report No. *20-086r.003*.
- A Cycle Audit is included within the *Quality Audit (QA) report*. It has been carried out by Roadplan Consulting Engineers and forms part of this submission package. The Quality Audit is included in report No. *20-086r.001 Engineering Assessment Report, Appendix E*.

1.11 Contents of the Transport Assessment

In accordance with Section 3.3 of the *Traffic and Transport Assessment Guidelines (May 2014)*, the contents of this Traffic and Transport Assessment include:

- **Policy Framework:** Latest Development Plans and Land Area Plans to guide the delivery and management of a package of integrated initiatives which ultimately seek to encourage sustainable travel practices of all residents and visitors travelling to/from the proposed development.
- **Site Assessment:** A description of the proposed development, description of the existing and proposed traffic/transportation conditions including information on the current traffic, critical junctions, pedestrians, cycle, and public transport facilities.
- **Transportation Infrastructure:** Assessment of all potential impacts on transport infrastructure (road cycling, walking public transport), based on construction proposals and demand forecasts. The development impact upon any committed transport schemes should also be appraised. Design details should be incorporated where a proposal may have a direct impact upon transport infrastructure.
- **Transport Improvements:** Description of proposed transportation improvements to local roads, junctions, public transport, cycle, and pedestrian facilities.

- **Travel Characteristics:** Review of existing local travel characteristics and modal split.
- **Trip Assignments and Distribution:** The traffic and transportation implications of the development including consideration of trip generation/attraction, mode choice and trip distribution; as well as an analysis of under construction, permitted and future developments in the area.
- **Cumulative Impact:** The impact of the development on the surrounding road network including analysis of junction's capacity.
- **Public Transport:** The impact of the development on the public transport service considering the future potential demand from the Subject Development.
- **Parking Strategy:** Description of car and cycle parking requirements and provisions.
- **Road Safety:** Review of the historical data related to road safety.

2. Policy Framework

2.1 National Policies and Strategies

2.1.1 National Planning Framework

The National Planning Framework (NPF) was published in December 2020 and last updated in February 2023. It is the Government's strategic plan for shaping future growth and development in the country. To deliver the NPF vision and the ten National Strategic Outcomes, it is critical to integrate land use and transport planning and promote sustainable transport.

Over a period of 20 years, the National Planning Framework (NPF) provides a central planning policy strategy that guides future development and investment decisions and informs regional strategies and county development plans. The NPF adopts a strategic approach that promotes sustainable land use and transport strategies in both urban and rural areas. The aim of this approach is to reduce emissions, address the necessity of adapting to climate change, and protect the environment and its amenities.

The NPF aims to alleviate the environmental pressure caused by urban sprawl and its negative impact on key infrastructures and facilities. It encourages the development of compact, higher density infill and brownfield sites that are well-served by existing facilities, amenities, and public transport services.

Facilitating smart and sustainable growth within existing settlements can improve the liveability of urban areas. The physical format of urban development affects the public realm, traffic and parking, access to amenities, and public transport.

2.1.2 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities issued as Ministerial guidelines under Section 28 of the Act in 2009, which in turn replaced the Residential Density Guidelines issued in 1999.

They build on and update previous guidance to take account of current Government policy and economic, social, and environmental considerations. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.

The policies and objectives set out in the Guidelines are intended as a tool to guide the appropriate scale of development at different locations, rather than as a prescriptive methodology. Flexibility is offered so that planning authorities can operate a plan led approach and take the circumstances of a plan area or a site into account as part of the decision-making process.

These guidelines have introduced 4 no. Specific Planning Policy Requirements (SPPR) regarding separation distances (SPPR 1), private open space (SPPR 2), car parking (SPPR 3) and cycle parking and storage (SPPR 4). Compliance with SPPR 3 & SPPR4 is set out further in Section 10 of this report.

2.1.3 Smarter Travel

The Smarter Travel Policy, published in February 2009, outlined the Governments vision for achieving a sustainable transport system for Ireland by 2020. Smarter travel is currently outside its target period; however, it is a good reference for developments seeking to improve transport options. The document outlines a number of key policies to encourage a modal shift away from private car use and promote alternative travel modes such as public transport, walking and cycling.

Smarter Travel is a government policy which seeks to reduce the share of travel demand which is car dependant thus reducing reliance on fossils fuels and maximising the efficiency of the transport network. Its main objective is to promote a significant modal shift from private transport to public transport and sustainable transport modes. The policy sets out a target of 55% mode share for walking, cycling and public transport which it aims to achieve through several actions themed around the following:

- Encouraging Smarter Travel.
- Delivering Alternative Ways of Travelling.
- Improving the Efficiency of Motorised Transport.
- Ensuring Integrated Delivery of the Policy.

Aligning spatial planning and transport to address urban sprawl and urban-generated one-off housing in peri-urban areas is identified as a key area to encourage smarter travel. Specifically, the policy encourages good public transport connections with safe routes for walking and cycling to access and the use of local area plans and Strategic Development Zones (SDZs) within major urban areas as a way of improving the land use-transport integration.

2.1.4 Cycle Design Manual (2023)

The Cycle Design Manual (CDM) has been prepared by the National Transport Authority (NTA) and overseen by the Department of Transport. It replaces the previous National Cycle Manual, published by the NTA in 2011, which is now withdrawn.

The CDM draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.

The new manual places more emphasis on the range of cycles that cycle infrastructure will have to accommodate and the recommendations focus on segregating cyclists from traffic where speeds and volumes make roads unsuitable for sharing. There is also a general presumption towards segregating pedestrians and cyclists where possible.

The CDM includes a number of new types of infrastructure such as protected junctions, Dutch style cycle-friendly roundabouts, and parallel crossings which are commonly used in other countries and will now become an option for cycle infrastructure in Ireland. It should be noted that some newer features will require amendments to supporting Regulations and the Traffic Sign Manual so designers should consult with the relevant approving authority prior to installing any of the newer features to ensure applicability of designs/solutions.

It is intended that manual will be a live document which will be updated and expanded as required to reflect emerging best practice and feedback from user experience of the manual. For this reason, the latest version of the guidance should always be accessed through the NTA website.

2.2 Regional Policies and Strategies

2.2.1 Greater Dublin Area Transport Strategy 2022-2042

The National Transport Authority has prepared and published the Transport Strategy for the Greater Dublin Area, 2022-2042 in accordance with Section 12 of the Dublin Transport Authority Act, 2008.

The strategy details the transportation development across the region, including Dublin, Meath, Wicklow, and Kildare, over the strategy period. It has received approval from the Minister for Transport in accordance with relevant legislation.

The strategy addresses challenges related to population growth, urbanization, and climate change. It presents four objectives: promoting walking, cycling, and public transport as alternatives to private car use for sustainable mobility; developing seamless connections between different transport modes for integrated networks; prioritizing low-carbon and environmentally friendly solutions for climate action; and aligning transport development with land-use planning for spatial planning and accessibility.

The strategy proposes measures to ensure equitable access to transport services. These measures include enhancing public transport services (bus, tram, rail), expanding cycling infrastructure and bike-sharing programs, improving pedestrian facilities, upgrading roads, and developing park-and-ride facilities, and implementing smart mobility solutions.

The strategy acknowledges the significance of land use and transport planning in shaping people's travel choices. It advocates the use of local land use planning principles, such as promoting walking, cycling, and public transport by maximizing high-density residential development near local amenities, schools, and public transport.

In addition, the strategy sets out the requirements for new developments to prioritise walking, cycling and public transport and discourage the use of the private car. Maximum parking standards should be set for all new developments based on the level of public transport accessibility. The strategy therefore recommends that walking and cycling facilities should be easily accessible and retrofitted where practical.

2.2.2 New Dublin Area Bus Network

Following three rounds of public consultation which began in 2017, the National Transport Authority (NTA) published, in September 2020, the new Dublin Area bus network. This new bus network plan is the final version resulting from previous redesign proposals and with consideration given to issues raised by 72,000 submissions. The implementation of the New Network will take place on a phased basis over a number of years starting in 2021, subject to Government funding.

The new Dublin Area bus network will provide a more coherently planned, higher ability, more understandable network, delivering a better overall bus system for the Dublin region. It will consist of spines radiating from the city centre. Spines are very frequent routes made up of individual bus services timetabled to work together along a corridor. At the end of the corridor, the individual services branch off to serve different areas. The network will also include orbitals across the North, West and South areas of Dublin, added local area services, peak only and express services.

The new network will see increased evening and weekend services, with most frequent routes operating every 15 minutes or better on weekdays and Saturdays, most on Sundays also. There will be a number of routes that will run 24 hours a day. These services will operate throughout the night to support the night-time economy across Dublin. Overall, the level of bus services in the Dublin network will increase by 23% as a result of the new network. Other benefits of the New Network include:

- A 23% overall increase in bus services.
- Increased capacity, particularly for all day services.
- A more easily understood city network.
- Better access to bus services for passengers.
- New connections to schools, hospitals, and other essential services.

2.2.3 Greater Dublin Area Cycle Network Plan (2022)

The Greater Dublin Area Cycle Network Plan sets out a strategy to expand the urban cycle network, links cities and towns of over 5,000 people with a safe, connected and inviting cycle network. The proposed cycle network of approximately 3,500km will connect over 200 settlements and 2.8 million people. The network will consist of primary routes (serving the highest demand), secondary and feeder routes (Forecast to have lower demand) as well as Greenway routes (through parks, along waterways etc.)

The Plan will provide many benefits for cyclists and communities across Ireland, including:

- Ensuring delivery of a high-quality cycle network which will promote safety, comfort, and increased participation in cycling.
- Improving sustainable connectivity nationally and providing links with other networks such as CycleConnects, EuroVelo and Northern Ireland networks.
- Supporting both urban and rural economies through increased leisure and tourism cycling.
- Improving public health through well documented benefits of active travel.
- Guiding how local authorities prioritise exchequer-funded investments in cycle infrastructure.
- Making use of existing infrastructure wherever possible including greenways, road infrastructure, and declassified roads where safe and inviting cycle experiences can be provided.

2.3 Local Plans and Strategies

2.3.1 Dún Laoghaire-Rathdown County Development Plan 2022-2028

The *Dún Laoghaire-Rathdown County Development Plan 2022-2028* sets out the authority's policies and objectives for the development of the County for the period 2022 to 2028. The Plan seeks to develop and improve in a sustainable manner the social, economic, cultural, and environmental assets of the county. In the context of the subject development site and the proposed residential scheme a number of the most relevant policies are included below.

(1) Development of Sustainable Travel and Transport

Policy Objective T4*: It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport's 'Smarter Travel A Sustainable Transport Future 2009 –2020', and subsequent updates and the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and subsequent updates, the RSES and the MASP.*

(2) Public Transport Improvements

Policy Objective T5: *It is a Policy Objective to expand attractive public transport alternatives to car transport as set out in 'Smarter Travel, A Sustainable Transport Future' and subsequent updates; the NTA's 'Transport Strategy for the Greater Dublin Area 2016-2035' and the NTAs 'Integrated Implementation Plan 2019-2024' and subsequent updates by optimising existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks and cycling network facilities at appropriate locations.*

(3) Quality Bus Network/Bus Connects

Policy Objective T6: *It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's 'Greater Dublin Area Transport 2016-2035' and 'Integrated Implementation Plan 2019-2024' and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance and resources.*

(4) Luas Extension and MetroLink

Policy Objective T9: *It is a Policy Objective to promote, facilitate and cooperate with other agencies in securing the extension of the Luas network in the County as set out in the NTA's 'Greater Dublin Area Transport Strategy 2016-2035' and including any future upgrade to Metro.*

(5) Rail Stations/ Luas Stops

Policy Objective T10: *It is a Policy Objective to co-operate with the NTA, Iarnród Éireann, TII and other relevant authorities to secure the improvement and further development of railway stations and Luas stops in the County.*

(6) Walking and Cycling

Policy Objective T11: *It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.*

(7) Footways and Pedestrian routes

Policy Objective T12: *It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.*

(8) County Cycle Network

Policy Objective T13: *It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility.*

(9) Travel Plans

Policy Objective T17: *It is a Policy Objective to require the submission of Travel Plans for developments that generate significant trip demand (reference also Appendix 3 for Development Management Thresholds). Travel Plans should seek to reduce reliance on car-based travel and encourage more sustainable modes of transport over the lifetime of a development.*

(10) Car Sharing

Policy Objective T18: *It is a Policy Objective to support the set up and operation of car sharing schemes to facilitate an overall reduction in car journeys and car parking requirements.*

(11) Carparking Standards

Policy Objective T19: *It is a Policy Objective to manage carparking as part of the overall strategic transport needs of the County in accordance with the parking standards set out in Section 12.4.5.*

(12) Roads and Streets

Policy Objective T23: *It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process.*

(13) Traffic and Transport Assessments and Road Safety Audits

Policy Objective T26: *It is a Policy Objective to require Traffic and Transport Assessments and/or Road Safety Audits for major developments – in accordance with the TII's 'Traffic and Transport Assessment Guidelines' (2014) - to assess the traffic impacts on the surrounding road network and provide measures to mitigate any adverse impacts - all in accordance with best practice guidelines.*

(14) Accessibility

Policy Objective T31: *It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons and children. (Consistent with RPO 9.1 and 9.10 of the RSES)*

2.3.2 Standards for Cycle Parking and Associated Cycling Facilities for New Developments (January 2018)

These guidelines play a crucial role in promoting cycling as a sustainable and healthy mode of transport in Dún Laoghaire-Rathdown County. The key points from the Standards for Cycle Parking and Associated Cycling Facilities for New Developments are the following:

- Cycling is increasingly recognized as a practical form of transport for work, education, and leisure trips.
- Secure cycle parking is essential to support cycling development.
- Lack of appropriate cycle parking facilities can hinder cycling adoption.
- High-quality cycle parking is as important as other infrastructure.

The document adheres to the tenets of the Guidelines for Planning and Designing Cycle Parking, which recommends that the provision of cycle parking be integrated into the planning of new developments. Furthermore, it should be noted that this is not merely a minimum requirement; rather, it constitutes an essential component of any scheme.

The standards for cycle parking and cycle facilities for new developments determinate two kinds of cycle parking spaces:

Short Stay: These are designed for ease of use by the general public and visitors to a development.

Long Stay: These are to be designed for private use by residents and employees.

3. Receiving Environment

3.1 Land use

Dún Laoghaire-Rathdown County Development Plan 2022-2028 indicates that the subject site is located within an area designated as Zoning Objective "*A – To provide residential development and improve residential amenity while protecting the existing residential amenities*."

Figure 2 below is taken from Land Zoning Map No. 1 of the *Dún Laoghaire-Rathdown County Development Plan 2022-2028*.

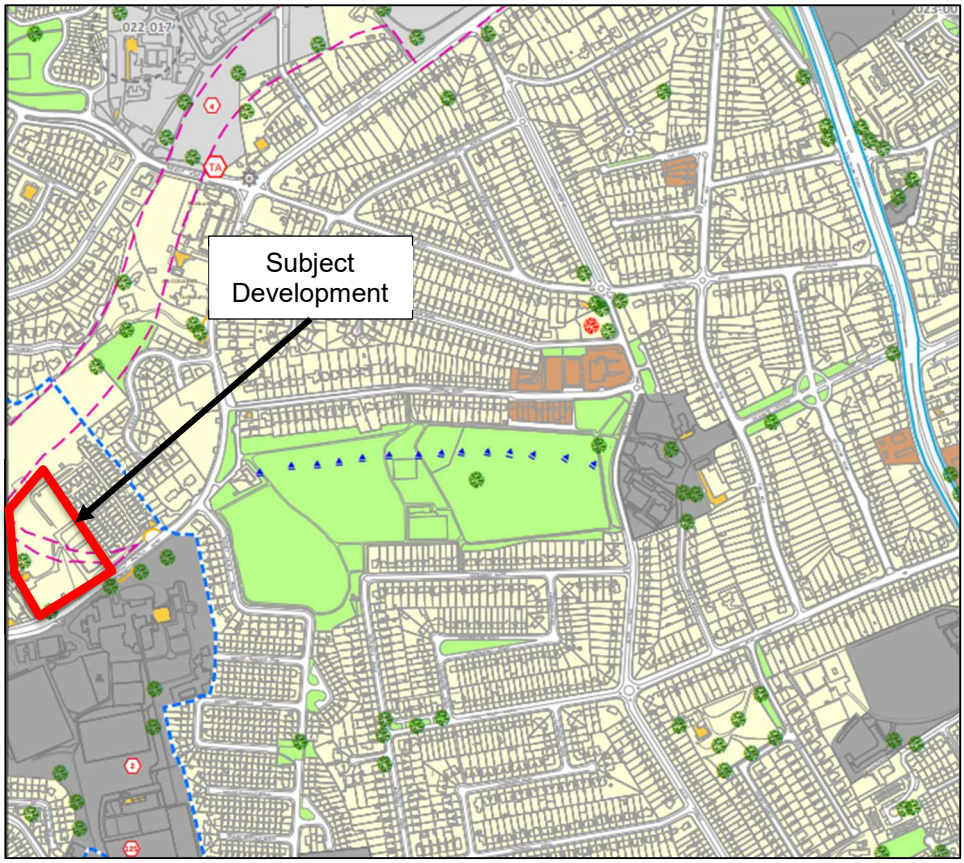


Figure 2 | *Site Location and Zoning (Source: Land Zoning Map No. 1 of the Dún Laoghaire-Rathdown County Development Plan 2022-2028).*

3.2 Site location and description

The site is located in Knockrabo, Mount Anville Road, Goatstown, Co. Dublin.

The subject site is bounded to the south-east by Mount Anville Road; to the south by 'Mount Anville Lodge' and by the rear boundaries of 'Thendara' (a Protected Structure – RPS Ref. 812), 'The Garth' (a Protected Structure – RPS Ref. 819), 'Chimes', 'Hollywood House' (a Protected Structure – RPS Ref. 829); to the south-west by existing allotments; to the north by the reservation corridor for the Dublin Eastern By-Pass

(DEBP); and to the east by the site of residential development 'Knockrabo' (Phase 1, permitted under DLRCC Reg. Ref. D13A/0689 / An Bord Pleanála (ABP) Ref. PL.06D.243799 and DLRCC Reg. Ref. D16A/0821 (Phase 1); and DLRCC Reg. Ref. D16A/0960 (Phase 1A)).

The site includes 'Cedar Mount' (a Protected Structure- RPS Ref. 783) and 'Knockrabo Gate Lodge (West)' (a Protected Structure RPS Ref. 796), including Entrance Gates and Piers.

It is noted that an agreed access reservation for the DEBP project is supplied along Knockrabo Way, the entrance road to the development, as indicated in the accompanying Road Hierarchy drawing Waterman Moylan drawing No. *20-086-P105A Proposed Road Hierarchy & General Site Layout*.

The application does not impact on the future access to the Reservation for the Dublin Eastern Bypass.

Vehicular, cycle and pedestrian access to serve the development will be provided from Mount Anville Road (R112) via Knockrabo Way, which borders the Subject Development to the right.

On Mount Anville Road (R112) towards the east, 50m from the junction of Knockrabo Way and Mount Anville Road (R112) is the access to Mount Anville Junior School & Secondary School.

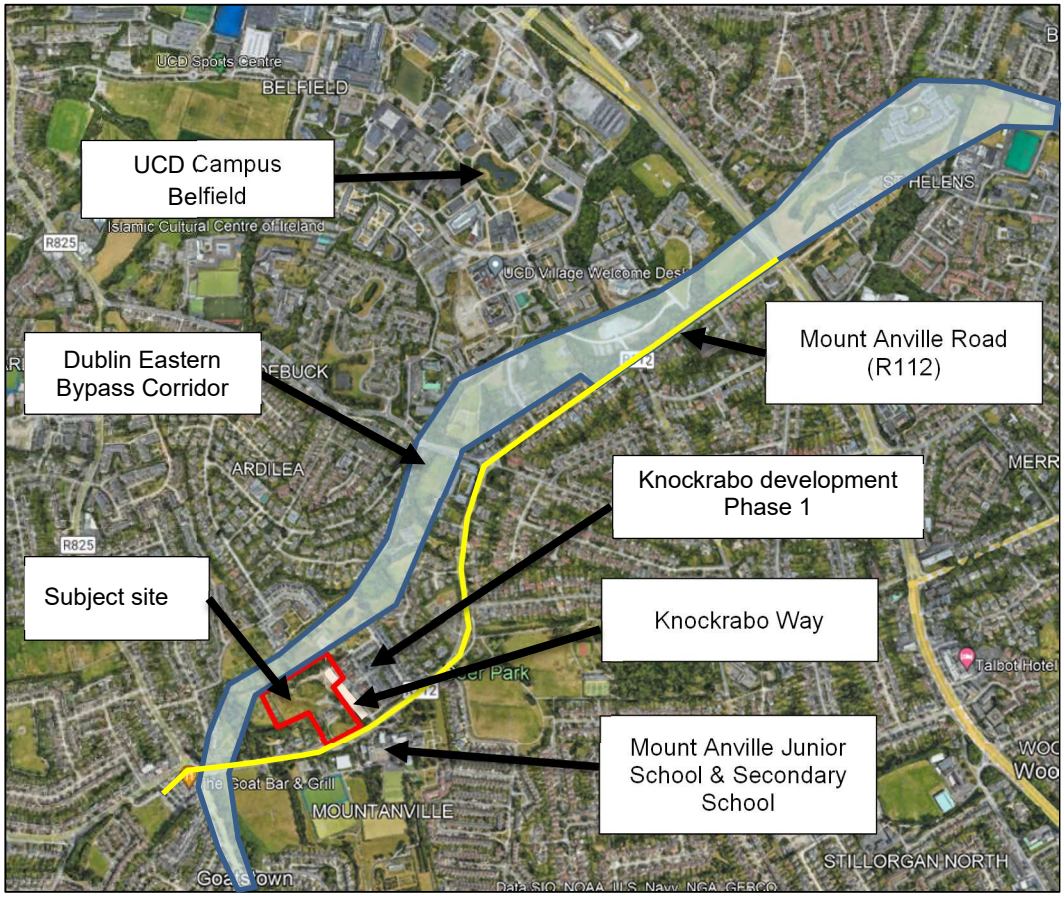


Figure 3 | *Site Location*

3.3 Existing Road Network

3.3.1 Roads

The surrounding area of the Subject Development is well served by a network of roads providing convenient access to all directions as can be seen in **Figure 4**.

The subject site has access via Mount Anville Road (R112), which is subject to a 50 km/h speed limit.

Proceeding in a northeast direction from the site, Mount Anville Road terminates at a four-arm signal-controlled junction with Roebuck Road, Fosters Avenue and Callary Road. Continuing in a northerly direction from this signalised junction, Fosters Avenue joins the strategic N11 Stillorgan Road corridor at a 3-arm signalised junction.

The N11 Stillorgan Road runs predominantly north-south providing access to Dublin City, Donnybrook, Mount Merrion, Blackrock to the north and Stillorgan, Foxrock, Cornelscourt, Cabinteely, Shankhill and the M50 motorway to the south.

Mount Anville Road (R112) terminates at a four-arm signal-controlled junction with Taney Road, Kilmacud Road and Goatstown Road to the west of the subject site. Westbound on Taney Road from this junction, direct access can be gained to Dundrum Town Centre and the Luas Green Line. Goatstown Road and Kilmacud Road provide alternative routes to Dublin City Centre and the M50 motorway, respectively.

The R825 is situated to the west of the subject site. The southbound route provides access to the M50 motorway (via the R133), while the northbound route runs directly to Dublin City.

The M50 is a C-shaped orbital motorway that spans approximately 45.5 km (28.3 miles). It begins at Dublin Port, running northward through the Dublin Port Tunnel and along a portion of the Airport Motorway. The motorway then turns west at its junction with the M1, circling the northern, western, and southern suburbs of Dublin before merging with the M11 at Shankill in Southeast Dublin.

Figure below shows the roads in the area of the subject development.

Figure 4 | *Road Network*

3.3.2 Main Junctions

A preliminary survey of the surrounding area was carried out to understand the existing traffic flow behaviour. As a result, four existing junctions were identified and considered to be the most relevant in terms of potential impact on traffic flow when the subject development is built. However, as shown in **Section 9** below, the impact of subject development on the surrounding network road is minimal.

The main junctions are shown in **Figure 19** below and detailed below:

- **Junction 1:** Priority controlled T-junction located at the intersection of Knockrabo Way (N), Mount Anville Road (R112) (E), and Mount Anville Road (R112) (E).
- **Junction 2:** Signalised crossroad located at the intersection of Mount Anville Road (R112) (E), Taney Road (R112) (W), Kilmacud Rd. (R133) (S), and Goalstown Road (R825) (N).
- **Junction 3:** Signalised crossroad located at the intersection of Callary Rd. (SE), Mount Anville Rd. (R112) (SW), Roebuck Rd. (NW), and Foster's Avenue (R112) (NE)
- **Junction 4:** Signalised T-junction located at the intersection of Foster's Avenue (R112) (W), Stillorgan Rd (R138) (N), and Stillorgan Rd (R138) (S).

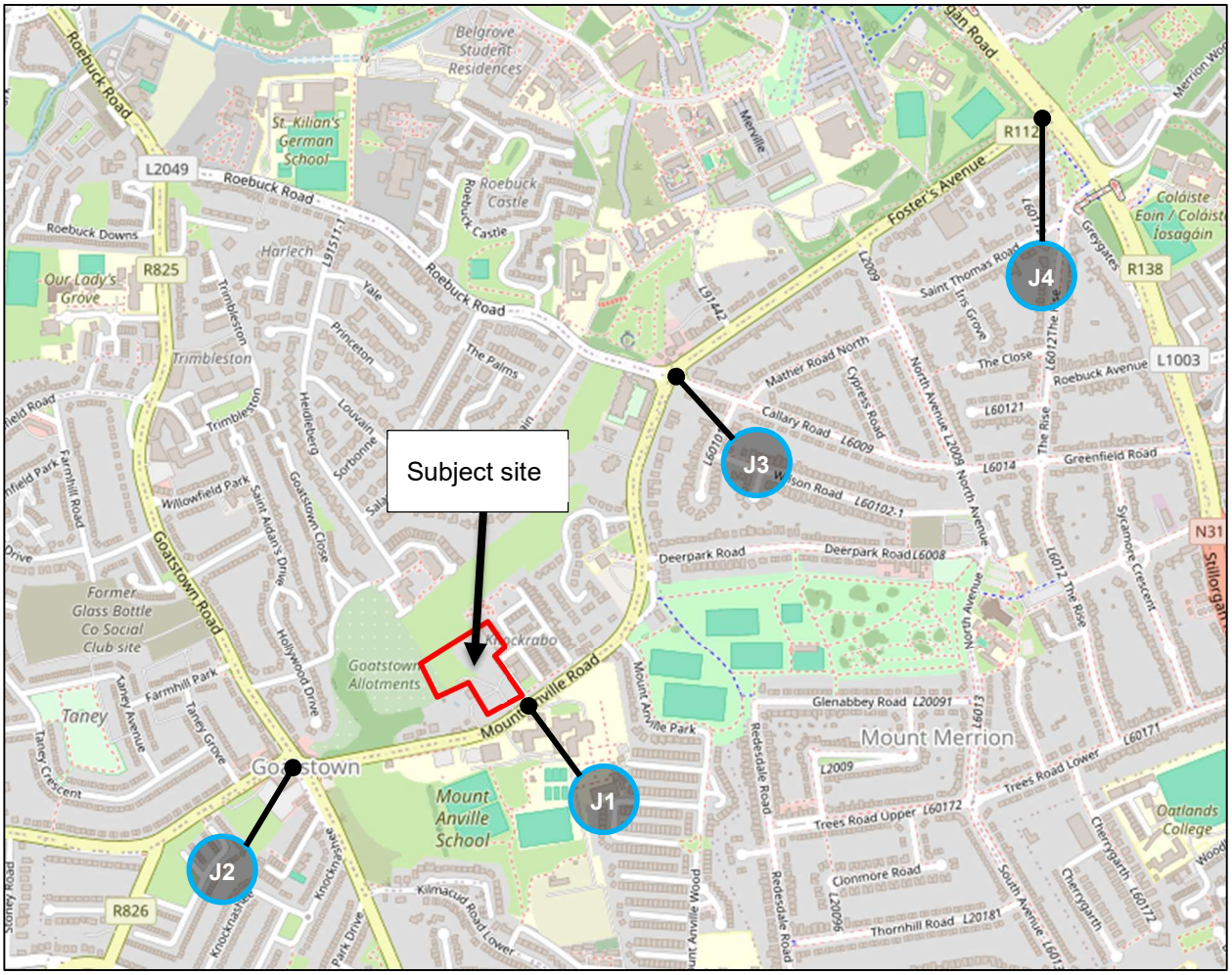


Figure 5 | Main Junctions

3.4 Existing Traffic Conditions

To quantify the volumes of traffic movements at the key junctions shown in **Section 3.3.2** above, two classified turning count surveys on the public road network were carried out on by Traffinomics on Wednesday 10th April 2024 and on Tuesday 8th October 2024. Each survey was carried out over a period of 24 hours. The first was at Junction 1 and the latter was at Junctions 2, 3 and 4. The survey day and duration were conducted in accordance with the specifications outlined in *5.2 – Data Collection* published by *Transport Infrastructure Ireland.*

The results of the traffic survey are presented in **Appendix A**.

The surveys were carried out during the indicated dates to ensure that the flows were representative of a normal term and therefore not affected by school holidays or other public holidays or events. As such, they provide a reasonable representation of a neutral month during a period of normal school and work activity. The surveys are designed to provide representative values covering morning and evening periods during normal traffic conditions.

The results of the traffic survey indicates that Junction 1 experiences its highest traffic volumes in the morning between 7:45 and 8:45, and between 8:00 and 9:00 AM for the remaining junctions assessed. In the afternoon, the highest traffic volumes are between 3:00 and 4:00 PM for Junction 1, between 4:30 and 5:30 PM for Junction 2, and between 5:00 and 6:00 PM for the rest of the junctions.

In order to ensure a robust assessment, it is assumed that the aforementioned peak hours occur during the same period of time.

The number of vehicles depicted in the figure below is expressed in PCU, where PCU represents the acronym for "Passenger Car Unit." One PCU is equivalent to one passenger car or light goods vehicle (LGV), 0.5 PCUs to one motorcycle, 1.5 PCUs to one medium heavy goods vehicle (Medium HGV), 2 PCUs to one bus, and 2 PCUs to one large heavy goods vehicle (Large HGV). One PCU is equivalent to 5.75 meters.

Regarding the traffic flows at Junction 1, at the time of the vehicle survey, the Knockrabo development Phase 1 was complete and occupied. The results of the survey indicate that vehicles were utilising Knockrabo Way to access Mount Anville Road.

The distribution of trips during both peak hours is shown in **Figure 6** below.

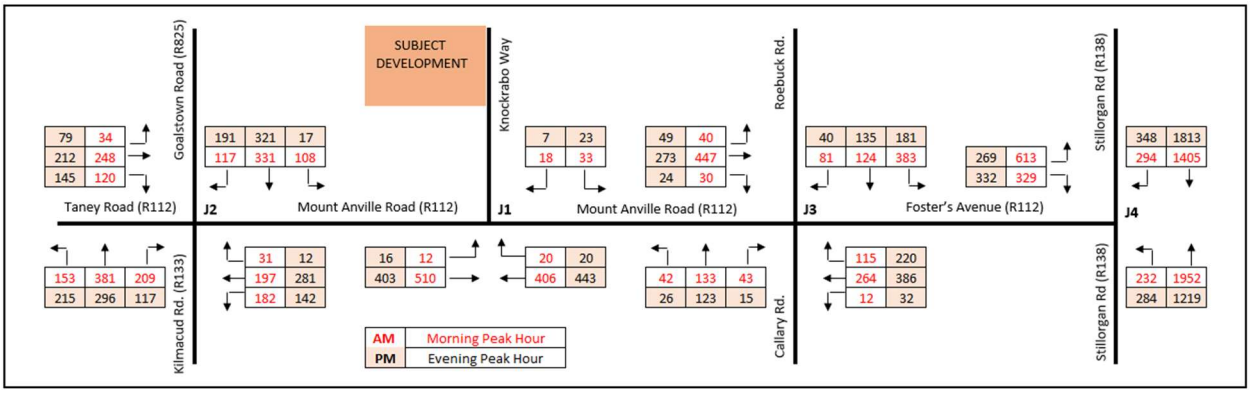


Figure 6 | *Surveyed Traffic Flow – 2024 Trip Distribution*

The results of the traffic survey indicate that the assessed road network is mainly used by light vehicles with less than 5% of heavy vehicles present at both peak times.

3.5 Multimodal access to the site

An assessment of existing accessibility has been carried out, considering the public transport network and the provision of pedestrian and cycle infrastructure in the area.

3.5.1 Bus Network

The proposed development is well served in terms of public transport provision as can be seen in **Figure 7** below, which shows the bus stops in the surrounding area of the Subject Development.

The closest bus stop is located on Mount Anville Road which serves routes S6 & 511. There are extra bus stops in the vicinity of the site on the R825 which serves route 11, within 500 metres of the site.

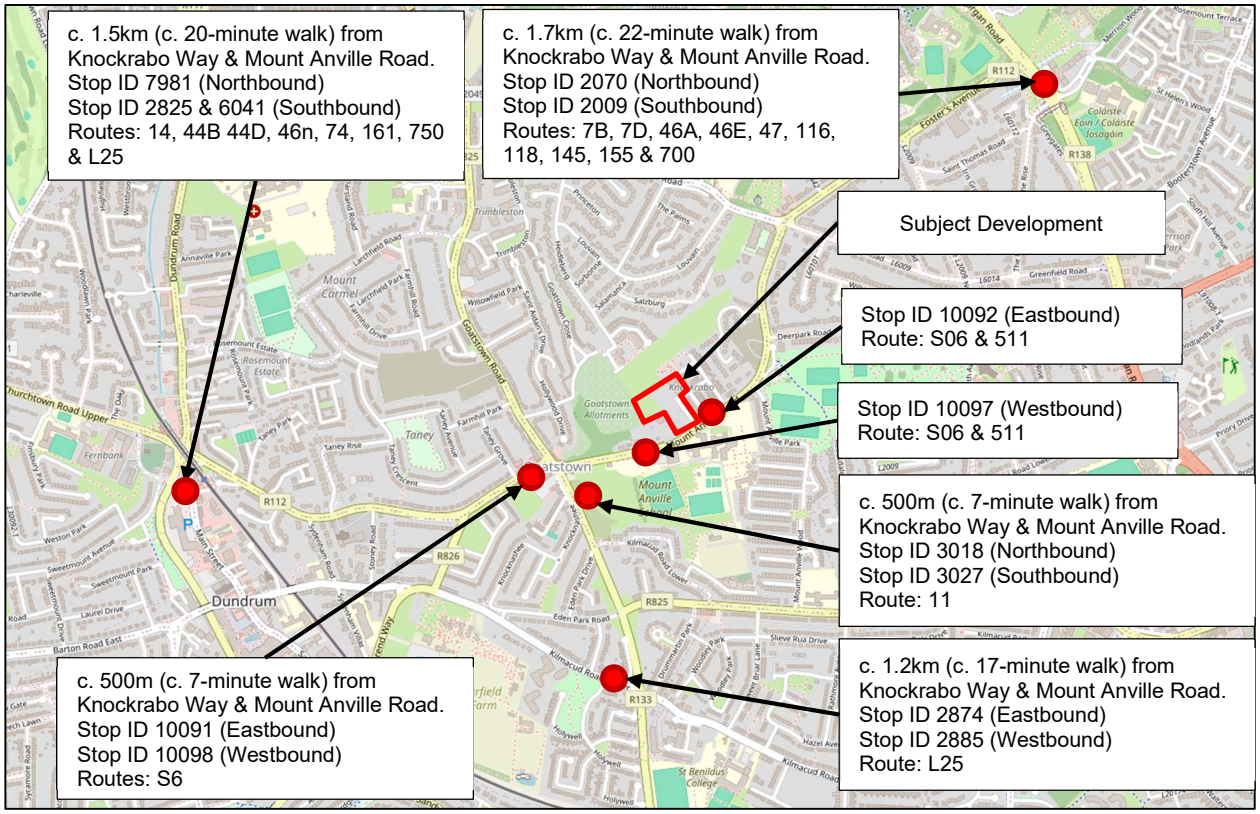


Figure 7 | *Bus Network – Walking distance from development to closest Bus Stop*

The routes that serve the bus stops shows in figure above, are listed below and a summary of the frequency of each route is indicated in **Table 2** below. The full bus timetables are provided in **Appendix B**.

- **Bus Stop 10092 & 10097:** Located at Mount Anville Road. This stop is served by Joe Moroney Coach Hire Ltd, Route 511 and by Go Ahead Ireland, route S6. The former, due to the nature of the service and the hours of operation, is presumed intended for the students of the Mount Anville Junior School & Secondary School students and may not be of interest to local residents.
- **Bus Stop 3018 & 3027:** Located at Drummartin Road. This Bus stop is served by Dublin Bus, route 11.
- **Bus Stop 2874 & 2885:** Located at Kilmacud Road Upper. This Bus stop is served by Dublin Bus, route L25.
- **Bus Stop 10091 & 10098:** Located at Taney Road. This Bus stop is served by Go Ahead Ireland, route S6.
- **Bus Stop 2009 & 2070:** Located at Stillorgan Road. This bus stop served by Air Coach, route 700; Dublin Bus, routes 7b, 7d, 46a, 46e, 46n 47, 116, 118 & 155.
- **Bus Stop 2825:** Located at Dundrum Luas Station. This bus stop served by Dublin Bus, routes 14, 44D, & 46n; and Go Ahead, routes 161.
- **Bus Stop 6041:** Located at Dundrum Luas Station. This bus stop served by Dublin Bus, route 74; and Dublin Coach, route 750.

- **Bus Stop 7981 & 2866:** Located at Dundrum Luas Station. This Bus Stop Served by Dublin Bus, routes 44, 44B & L25.

The details of the bus frequency at each stop are shown in **Table 2** below. The full bus timetables are provided in **Appendix B**.

Route	Stop ID Route Name	Weekday Frequency	Saturday Frequency	Sunday Frequency
Bus Stop 10092 & 10097				
511	Ardilea, Mount Anville School – Rathgar, Dartry Road	1 service 6:10	No Service	No Service
	Rathgar, Dartry Road - Ardilea, Mount Anville School	1 service 8:25	No Service	No Service
S6	Stop ID 7719 (Westbound) The Square – Blackrock Station	Every 15 Minutes between 06:04 and 23:58	Every 15-20 Minutes between 06:04 and 23:59	Every 30 Minutes between 08:03 and 23:58
	Stop ID 10160 (Eastbound) BlackRock Station – The Square	Every 15 Minutes between 05:44 and 23:42	Every 15-20 Minutes between 06:14 and 23:43	Every 30 Minutes between 07:42 and 23:43
Bus Stop 3018 & 3027				
11	Stop ID 3018 (Northbound) Wadelai PK – Sandyford Ind Estate	Every 20-30 Minutes between 07:38 and 23:44	Every 30 Minutes between 07:43 and 23:48	Every 30 Minutes between 11:20 and 23:41
	Stop ID 3027 (Southbound) Sandyford Ind Estate – Wadelai PK	Every 20-30 Minutes between 06:41 and 23:37	Every 30 Minutes between 06:38 and 23:38	Every 30 Minutes between 09:26 and 23:37
Bus Stop 2874 & 2885				
L25	Stop ID 2874 (Eastbound) Dundrum Town Centre – Dun Laoghaire	Every 15 Minutes between 05:33 and 23:34	Every 15-20 Minutes between 06:03 and 23:34	Every 20 Minutes between 07:43 and 23:43
	Stop ID 2885 (Westbound) Dun Laoghaire – Dundrum Town Centre	Every 15 Minutes between 05:48 and 23:50	Every 15-20 Minutes between 06:17 and 23:50	Every 20 Minutes between 07:48 and 23:50
Bus Stop 10091 & 10098				
S6	Stop ID 7719 (Westbound) The Square – Blackrock Station	Every 15 Minutes between 06:03 and 23:57	Every 15-20 Minutes between 06:03 and 23:58	Every 30 Minutes between 08:02 and 23:57
	Stop ID 10160 (Eastbound) BlackRock Station – The Square	Every 15 Minutes between 05:45 and 23:43	Every 15-20 Minutes between 06:15 and 23:44	Every 30 Minutes between 07:43 and 23:44
Bus Stop 2009 & 2070				

46a	Stop ID 2009 (Southbound) Phoenix Park – Dun Laoghaire	Every 8 Minutes between 06:49 and 23:49	Every 10 Minutes between 07:36 and 23:53	Every 15-20 Minutes between 09:09 and 23:45
	Stop ID 2070 (Northbound) Dun Laoghaire – Phoenix Park	Every 8 Minutes between 06:25 and 23:49	Every 10 Minutes between 07:20 and 23:52	Every 15-20 Minutes between 08:54 and 23:49
46e	Stop ID 2070 (Northbound) Blackrock Station – Mountjoy Square	2 services 8:06 & 8:31	No services	No services
46n	Stop ID 2009 (Southbound) Dublin City South, D'Olier Street – Dundrum, Outside Luas Station	Friday 5 services 0:16, 1:16, 2:16, 3:16 & 4:16	5 services 0:16, 1:16, 2:16, 3:16 & 4:16	No services
47	Stop ID 2009 (Southbound) Poolbeg Street – Belarmine	Every 30 Minutes between 16:05 and 23:53, and 8:15, 9:07 & 9:47	Every Hour between 07:54 and 23:54	Every Hour between 09:57 and 23:51
	Stop ID 2070 (Northbound) Belarmine – Poolbeg Street	Every 30 Minutes between 6:58 and 9:32, and from 16:56 to 23:47	Every Hour between 07:51 and 23:49	Every Hour between 09:56 and 23:48
7b	Stop ID 2009 (Southbound) Mountjoy Square – Shankhill	4 services 17:46, 17:56, 18:06 & 18:16	No Service	No Service
	Stop ID 2070 (Northbound) Shankhill – Mountjoy Square	5 services 7:36, 8:01, 8:16, 8:38 & 9:03	No Service	No Service
7d	Stop ID 2009 (Southbound) Mountjoy Square – Dalkey	1 service 18:13	No Service	No Service
	Stop ID 2070 (Northbound) Dalkey – Mountjoy Square	1 service 7:51	No Service	No Service
116	Stop ID 2009 (Southbound) Whitechurch – Parnell Square	1 service 15:39	No Service	No Service
	Stop ID 2070 (Northbound) Parnell Square - Whitechurch	1 service 08:36	No Service	No Service
118	Stop ID 2070 (Northbound) Kilternan – Eden Quay	1 service 08:27	No Service	No Service
145	Stop ID 2009 (Southbound) Heuston Rail Station – Ballywaltrim	Every 10 Minutes between 06:53 and 23:56	Every 15 Minutes between 07:26 and 23:58	Every 20 Minutes between 09:00 and 23:48
	Stop ID 2070 (Northbound) Ballywaltrim – Heuston Rail Station	Every 10 Minutes between 06:54 and 23:49	Every 15 Minutes between 07:16 and 23:52	Every 20 Minutes between 08:10 and 23:45

155	Stop ID 2009 (Southbound) IKEA Ballymun – Bray	Every 20 Minutes between 06:58 and 23:50	Every 20 Minutes between 07:50 and 23:50	Every 20 Minutes between 08:51 and 23:44
	Stop ID 2070 (Northbound) Bray – IKEA Ballymun	Every 20 Minutes between 06:34 and 23:44	Every 20 Minutes between 06:29 and 23:46	Every 20 Minutes between 08:33 and 23:43
700	Stop ID 2009 (Southbound) Dublin Airport – Leopardstown	Every 30 Minutes, 24 hours	Every 30 Minutes, 24 hours	Every 30 Minutes, 24 hours
	Stop ID 2070 (Northbound) Leopardstown – Dublin Airport	Every 30 Minutes, 24 hours	Every 30 Minutes, 24 hours	Every 30 Minutes, 24 hours
Bus Stop 2825				
14	Dundrum Luas Station – Ardlea Road (Beaumont)	Every 10-20 minutes between 6:15 and 23:30	Every 15 minutes between 6:30 and 23:20	Every 20 minutes between 8:30 and 23:30
	Ardlea Road (Beaumont) – Dundrum Luas Station	Every 10-20 minutes between 6:11 and 00:34	Every 15 minutes between 7:30 and 0:00	Every 20 minutes between 8:30 and 0:30
44D	Dundrum – OCS	2 services 6:35 and 7:25	No Service	No Service
	OCS – Dundrum	1 service 17:28	No Service	No Service
46n	Dundrum, Outside Luas Station – Dublin City South, D'Olier Street	No Service	No Service	Every Hour between 01:05 and 05:05
161	Dundrum – Rockbrook	Every 30 minutes between 8:10 and 18:55	No Service	No Service
	Rockbrook – Dundrum	Every 30 minutes between 6:45 and 18:15	No Service	No Service
Bus Stop 6041				
74	Dundrum Luas – Eden Quay	Every 30 minute between 5:30 and 23:30	Every 30-60 minute between 6:00 and 23:30	Every 30-60 minute between 7:30 and 23:30
	Eden Quay – Dundrum Luas	Every 30 minute between 6:15 and 0:20	Every 30-60 minute between 6:45 and 0:20	Every 30-60 minute between 8:20 and 0:15
750	Dundrum, Outside Luas Station – Dublin Airport	Every hour between 4:15 and 21:15	Every hour between 4:15 and 21:15	Every hour between 4:15 and 21:15
	Dublin Airport – Dundrum, Outside Luas Station	Every hour between 6:30 and 23:00	Every hour between 6:30 and 23:00	Every hour between 6:30 and 23:00

Bus Stop 7981 & 2866				
44B	Dundrum Luas – Glencullen	5 services: 6:50, 7:45, 8:50, 15:45 & 17:30	No service	No service
	Glencullen – Dundrum Luas	5 services: 7:47, 8:49, 9:47, 17:04 & 18:41	No service	No service

Table 2 | *Bus Routes – Frequency Table (source: Transport for Ireland)*

Route S6, as shown in the table above, corresponds to the recently launched Bus Connects network, which commenced operation in November 2023. The route is a key service route which provides access from the Subject Development to Stillorgan Road (S138) to the East to bus stops ID 2070 and ID 2009. It also provides access to the Dundrum Station Luas Green Line to the west and bus stops in the surrounding area.

3.5.2 Luas Green Line

The Subject Development is situated in close proximity to two Luas Green Line stations: Dundrum and Balally. Both are situated at a distance of 1.5 km from the Subject Development. The LUAS Green Line provides convenient access to Sandyford and the city centre as seen in **Figure 9**, in addition to numerous other destinations along its route.

Figure 8 below illustrates the walking and cycling times from the subject development to the Luas Green Line stations close to the site.

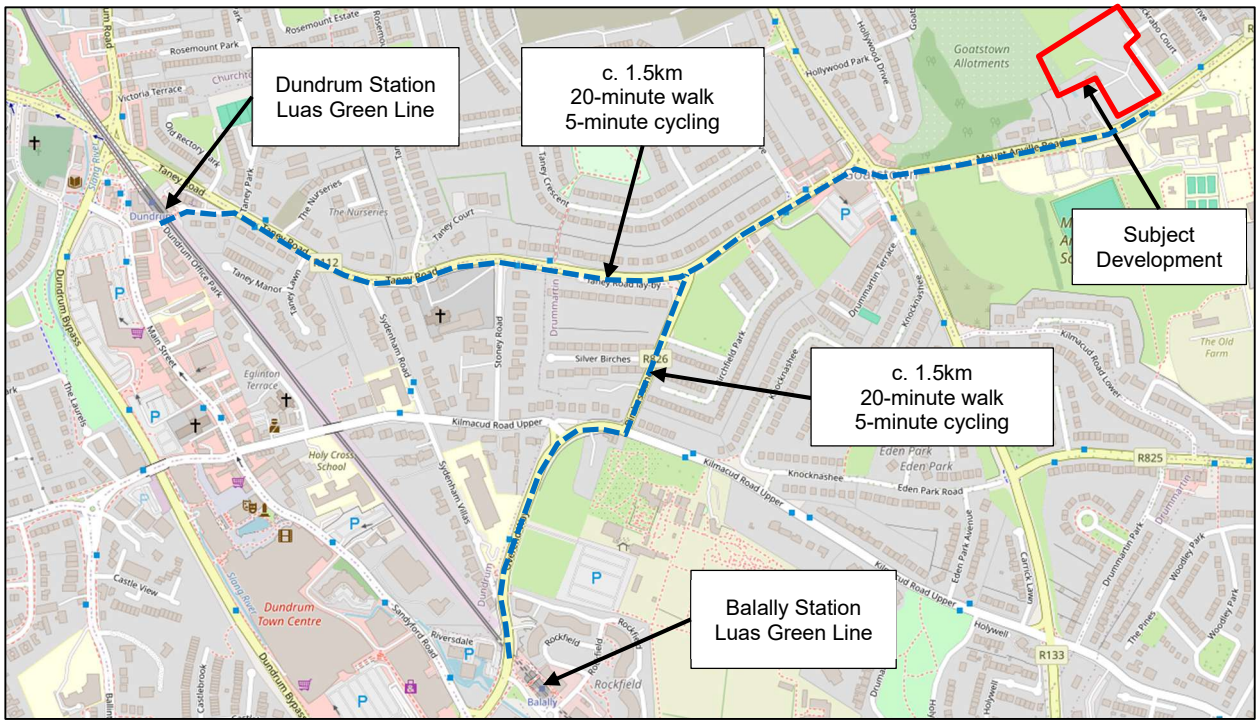


Figure 8 | *Luas Green Line Stations – Walking and cycle distance from development*

Figure 9 | *Luas Green Line Stations*

The operating hours of Luas Green Line at Dundrum Station in the northbound direction are as follows:

- Monday to Friday, the first tram passes at 5:37 and the last at 00:25.
- Saturdays, the first tram passes at 6:37 and the last at 0:25.
- Sundays and Bank Holidays, the first tram passes at 7:07 and the last at 23:25.

The southbound direction operates with the following timings:

- Monday to Friday, the first tram passes at 5:45 and the last at 00:56.
- Saturday, the first tram passes at 6:45 and the last at 0:56.
- Sunday and Bank Holidays, the first tram passes at 7:15 and the last at 23:56.

The frequency of the Luas is 3-5 minutes on weekdays, 5-7 minutes on Saturdays and 10-15 minutes on Sundays.

3.5.3 Pedestrian Infrastructure and Walking Accessibility

The "Guidelines for Providing for Journeys on Foot" published by the Institution of Highways & Transportation in 2000 indicates that acceptable walking distances will vary between individuals and circumstances, such as an individual's fitness, physical ability, and personal motivation; the size of the city itself and the quality of the surrounding footpath network. This document also suggests walking distances and times based on an average walking speed of 1.4m/sec (approximately 400m in five minutes). **Table 3** below summarises these suggestions.

Table 3: Suggested Walking Distances (Source: Guidelines for Providing for Journeys on Foot).

	Town Centre	Commuting / School / Sight-seeing	Elsewhere
Desirable	200m (2.5 minutes)	500m (6 minutes)	400m (5 minutes)
Acceptable	400m (5 minutes)	1,000m (12 minutes)	800m (10 minutes)
Preferred Maximum	800m (10 minutes)	2,000m (24 minutes)	1,200m (15 minutes)

Figure below details the 10-minute, 20-minute and 30-minute catchments through the form of isochrones to summarise the accessibility of the subject site on foot (Preferred Maximum) to Town Centres, Elsewhere and Commuting Schooling / Sight-seeing, respectively as per **Table 3** above.

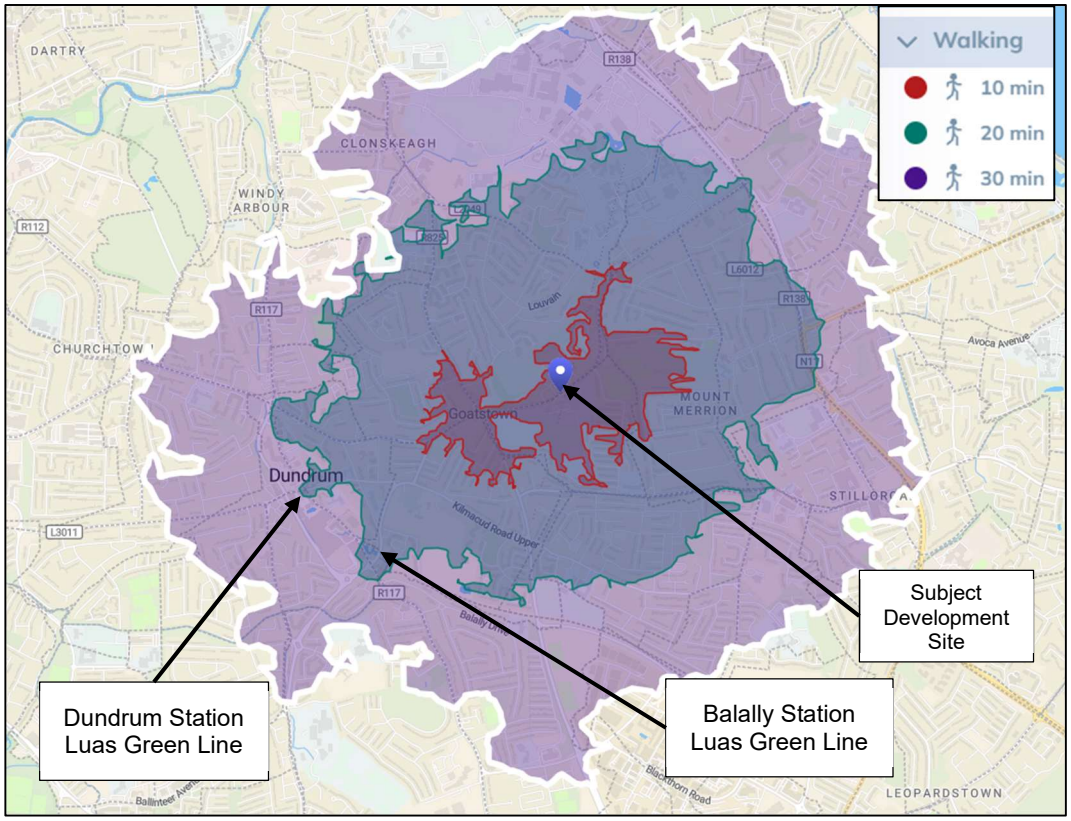


Figure 10 | *Isochrone map indicating Walking Accessibility (Source: Smappen)*

Figure 10 above shows the significant extent of the pedestrian catchment areas accessible from the Subject Development for different walking times ranging from 10 minutes, 20 minutes, and 30 minutes. As can be seen, a 20-minute walk provides access to the main bus stops in the surrounding area as well as the two LUAS Green Stations at Dundrum and Balally.

The surrounding area of the Subject Development is characterised by the presence of footpaths on both sides of the roads. In particular, on Mount Anville Road, the pedestrian is separated from the carriageway by a minimum 1.00m-wide grass verge

3.5.4 Cycle Infrastructure and Cycling Accessibility

The cycle infrastructure in the surrounding area of the Subject Development is set out in **Figure 11** below.

Although there is no cycle facility on Mount Anville Road, there is a dedicated cycle route along R825. To the east of the Subject Development site, R138 has a dedicated cycle track along the road. Both cycle routes provide access to Dublin City.

Figure 11 below shows the existing GDA Existing Cycle Network.

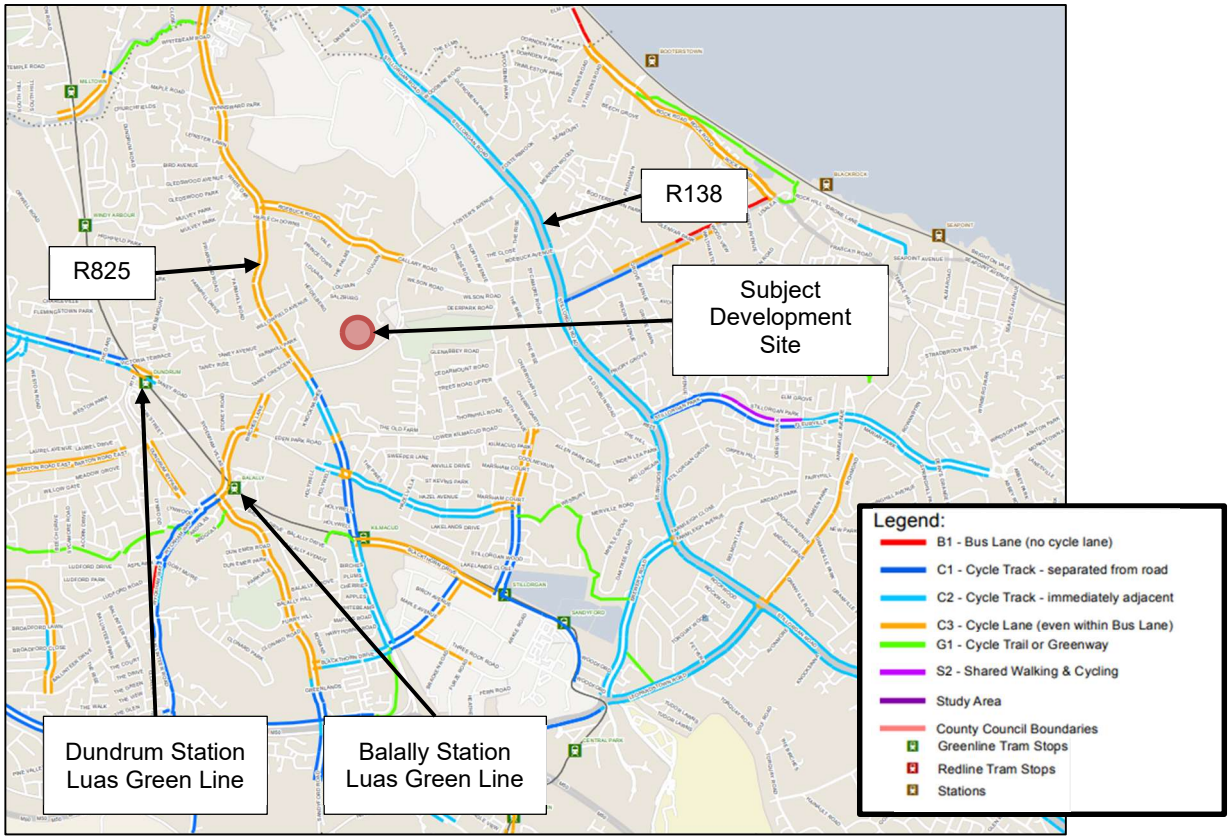


Figure 11 | *Existing Cycle Network (Source: CDA Cycle Network)*

Figure 12 below presents the cycling catchments accessible from the Subject Development for 10-minute, 20-minute, and 30-minute cycling times.

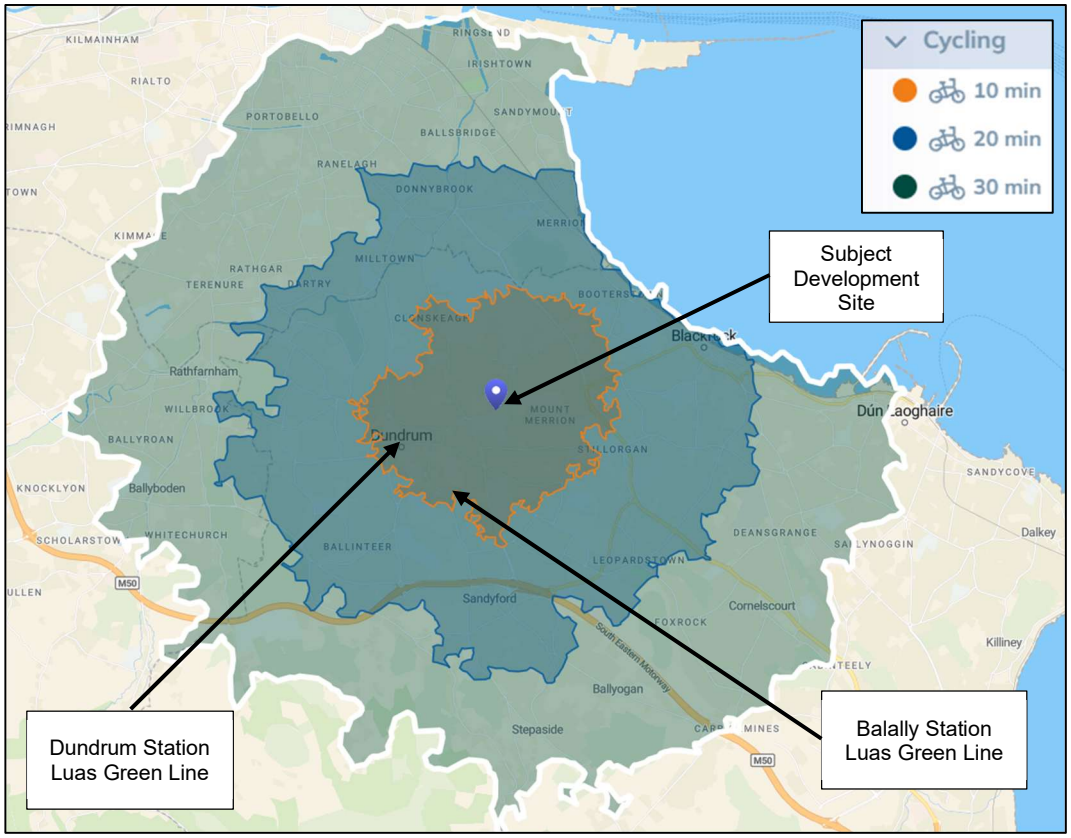


Figure 12 | *Isochrone map indicating Cycling Accessibility (Source: Smappen)*

Figure 12 above shows the cycling catchment areas accessible from the subject development for 10-, 20- and 30-minute cycle times. The figure illustrates that the 10-minute cycle catchment area includes the centre of Dundrum and both Green Line Stations. The 30-minute catchment area covers most of the surrounding area, including employment centres (see **Figure 14** below).

3.5.5 Car Sharing (Go Car)

The closest GoCar Base is located in the Stillorgan Gate Development at approximately 1.4km (or 19-minute walk) from the Subject Development.

There are other Go Car bases which are also close to the development – 4 in the vicinity of Dundrum Shopping Centre, approximately 1.7km (or 23-minute walk) west from the subject development, 1 at Circle K Stillorgan, approximately 1.7km (or a 23-minute walk) to the east and at Balally Luas Station to the south-east.

The location of the GoCar Bases close to the Subject Development is shown in **Figure 13** below.

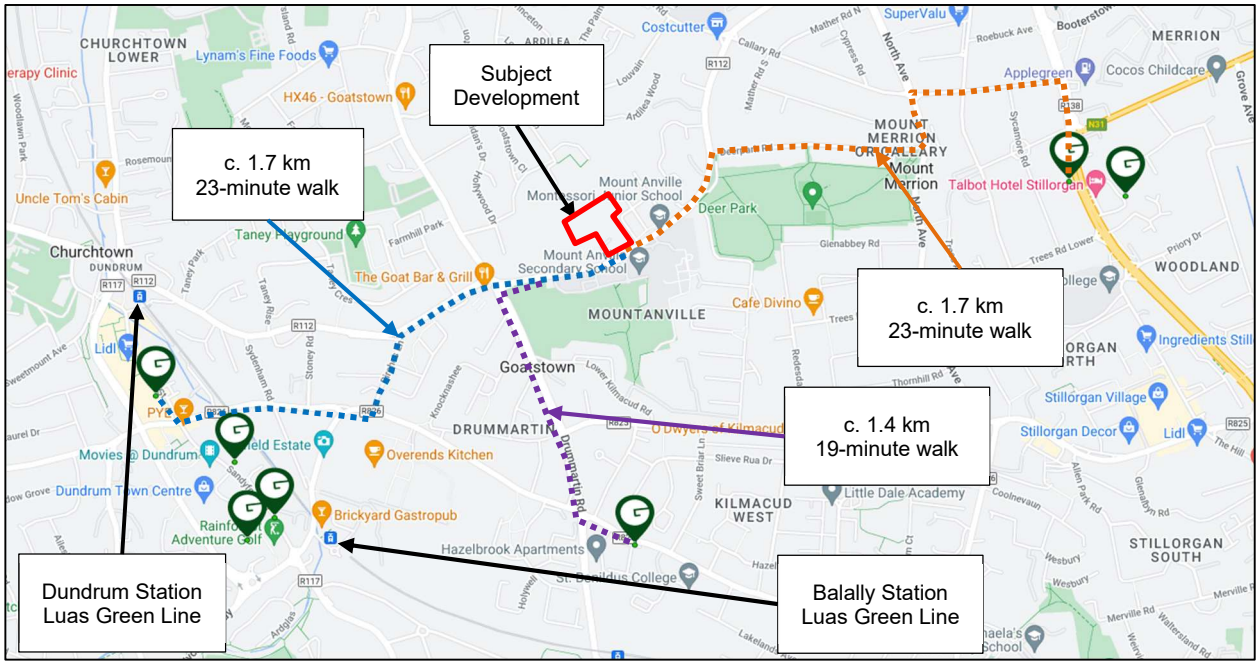


Figure 13 | *GoCar base locations (Source: GoCar website)*

3.6 Proximity to Amenities and Employment Areas

The Subject Development is situated in close proximity to a variety of amenities and employment areas, as shown in **Figure 14** below.

The site development is located less than 1.7 km from Dundrum Town Centre, which provides quick access to a wide range of amenities, including grocery stores, restaurants, coffee shops, and a retail park, educational institutions, medical care and employment opportunities. These facilities are within walking or cycling distance, as shown in **Figure 10** and **Figure 12** above.

The site is situated in close proximity to a number of business parks that are easily accessible by bicycle, with the journey taking less than 20 minutes.

The subject development is situated approximately 7 kilometres (18-40-minute driving) from the centre of Dublin City and approximately 20 kilometres (26-50-minute driving) from Dublin Airport.

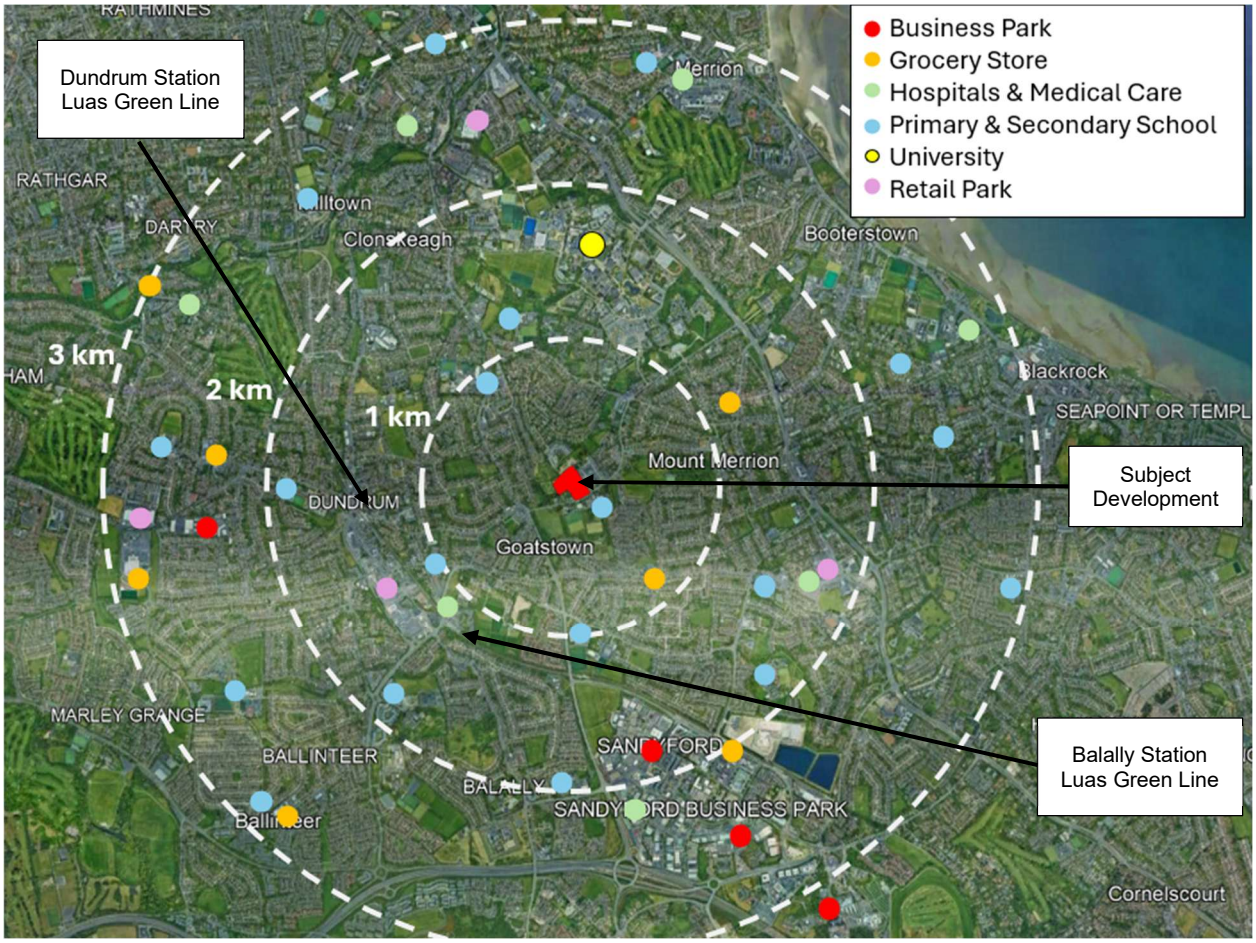


Figure 14 | *Main amenities and employment areas in the vicinity*

4. Committed and Potential Future Developments

In order to conduct a comprehensive assessment of the junctions, it was necessary to determine the impact of the committed and potential future developments. For these, a 1.0 km radius centred on the Subject Development was consulted in the Dun Laoghaire Rathdown Planning Register Map Viewer and the documentation that was submitted for each Planning Application was reviewed.

As a result, no significant committed or potential future development was identified that could significantly impact traffic behaviour at the junction shown in **Figure 5** above.

5. Transportation Improvements

5.1 Dublin Eastern Bypass

Dublin Eastern Bypass involves the construction of a new motorway route linking the Dublin Port Tunnel to the M50 at Sandyford, which was proposed. Part of the area reserved for this proposed route runs to the north of the subject site as shown in **Figure 15** below.

The motorway was first approved 20 years ago with the intention of linking the M50 from Whitehall through Marino, Poolbeg, Sandymount, Booterstown and west of Dundrum. The aim was to relieve congestion in the city centre. It is now seen as an overly car-centric project that should be discouraged and is being considered as a site for future sustainable development on the eastern edge of the Dublin conurbation.

The Greater Dublin Area Transport Strategy 2022-2042 indicates that:

> *Subject to the retention of a corridor reservation for the South Port Access Route, the lands reserved for this scheme in the Dublin City Development Plan, Poolbeg Strategic Development Zone Planning Scheme and Dún Laoghaire Rathdown County Development Plan can be released for development. In relation to the southern section, the NTA is of the view that the lands reserved in the Dún Laoghaire Rathdown County Development Plan for this scheme should be reserved, pending the outcome of an assessment for its potential use as a transport corridor accommodating sustainable transport modes.*

Dún Laoghaire-Rathdown County Development Plan 2022-2028 indicates that

> *To implement the requirements of the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandyford, 2011 and any subsequent updates to same and to promote potential additional future temporary uses of the Dublin Eastern Bypass reservation corridor, including a greenway /cycleway, a pedestrian walkway, biodiversity projects, recreational opportunities - inclusive of playing pitches - public transport provision and other suitable temporary uses, pending a decision from Transport Infrastructure Ireland/Central Government in relation to the future status of the Bypass. Any potential additional future short-term uses of the reservation corridor will be subject to a joint feasibility study to be undertaken by TII and the NTA.*
>
> *In the event that the corridor is no longer needed for the DEBP, a Dún Laoghaire-Rathdown County Council lead study should be carried out to determine the best use of the corridor prior to any development being permitted. This study may be informed by a future NTA study. This should include the consideration of sustainable transport, biodiversity and recreation projects including playing pitches, and engagement with the public.*

The figure below shows the location of the area reserved for the Dublin Eastern Bypass as extracted from the *Dun Laoghaire Rathdown County Development Plan (2016-2022) - Map No. T3* - which is the development plan before the current one. However, as the current development plan has the area split across several maps, the previous development plan has been considered to show the area reserved for the Dublin Eastern Bypass on only one figure.

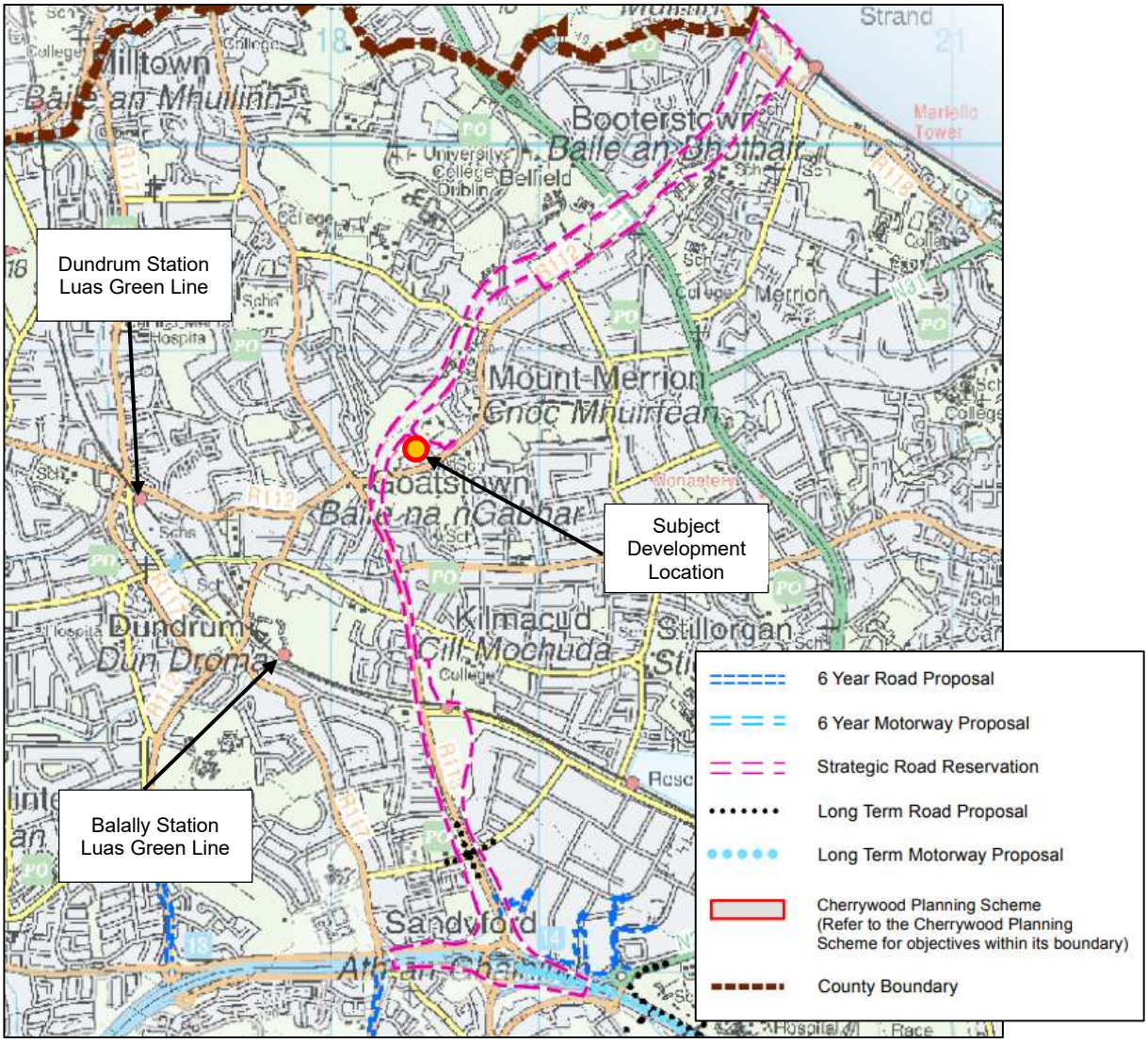


Figure 15 | *Dublin Eastern Bypass (Source:* Dun Laoghaire Rathdown County Development Plan (2016-2022) - *Map No. T3)*

5.2 BusConnects

Dun Laoghaire-Rathdown County Development Plan 2022-2028 outlines the Council's policy in relation to the provision of a quality bus network for the administrative area. In particular the *Policy Objective T6: Quality Bus Network/Bus Connections* indicates that:

> *"It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's 'Greater Dublin Area Transport 2016-2035' and 'Integrated Implementation Plan 2019-2024' and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance and resources."*

The BusConnects project, currently being promoted by the National Transport Authority (NTA), aims to deliver a significantly improved bus service in the Greater Dublin Area (GDA). Some of the route improvements identified in the BusConnects plan are already in place or underway. According to BusConnects the above route types can be defined as follows:

Spines routes: are very frequent routes made up of individual bus services that are timetabled to work together over their common sections.

Radials routes: are other services that operate into Dublin city centre. These services are not part of any Spine and operate to their own timetable.

Orbitals routes: provide connections between suburbs, without having to travel into the city centre.

Local routes: provide connections to Local centres and link to onward transport connections.

Peak routes operate during peak travel periods, providing additional capacity along key bus corridors. Express routes are direct services from outer suburbs to the city centre during peak hours, serving limited stops to get passengers to their destination faster.

The routes proposed to serve the area surrounding the Subject Development are shown in **Table 4** below, which also gives the route name and weekday and weekend frequency, and the map showing the location of each bus route is shown in **Figure 16** below.

Route	Route Name	Frequency
A-Spine A2	Airport – City Centre – Ballinteer – Dundrum	**Weekday**: Every 12 minutes between 7:00 and 19:00 Every 15 minutes between 6:00 and 7:00 and between 19:00 and 23:00 Every 30 minutes between 23:00 and 6:00 **Saturday**: Every 15 minutes between 9:00 and 19:00 Every 20 minutes between 6:00 and 9:00 and between 19:00 and 23:00 Every 30 minutes between 23:00 and 6:00 **Sunday**: Every 20 minutes between 10:00 and 19:00 Every 30 minutes between 19:00 and 10:00
A-Spine A4	Swords – City Centre – Dundrum	**Weekday**: Every 12 minutes between 7:00 and 19:00 Every 15 minutes between 6:00 and 7:00 and between 19:00 and 23:00 Every 30 minutes between 23:00 and 6:00 **Saturday**: Every 15 minutes between 9:00 and 18:00 Every 20 minutes between 6:00 and 9:00 and between 19:00 and 23:00 Every 30 minutes between 23:00 and 6:00 **Sunday**: Every 20 minutes between 10:00 and 19:00 Every 30 minutes between 19:00 and 10:00
E-Spine E1	Northwood – City Centre – Bray Main St. – Ballywaltrim	**Weekday**: Every 8 minutes between 7:00 and 9:00 and between 15:00 and 18:00 Every 10 minutes between 6:00 and 7:00, between 10:00 and 15:00, and between 18:00 and 23:00 Every 20 minutes between 23:00 and 6:00 **Saturday**: Every 10 minutes between 9:00 and 19:00 Every 15 minutes between 6:00 and 9:00 and between 19:00 and 23:00 Every 20 minutes between 23:00 and 6:00

		Sunday: Every 15 minutes between 10:00 and 19:00 Every 20 minutes between 19:00 and 10:00
E-Spine E2	Charlestown – City Centre – Dun Laoghaire	**Weekday**: Every 8 minutes between 7:00 and 9:00 and between 15:00 and 18:00 Every 10 minutes between 6:00 and 7:00, between 10:00 and 15:00, and between 18:00 and 23:00 Every 20 minutes between 23:00 and 6:00 **Saturday**: Every 10 minutes between 9:00 and 19:00 Every 15 minutes between 6:00 and 9:00 and between 19:00 and 23:00 Every 20 minutes between 23:00 and 6:00 **Sunday**: Every 15 minutes between 10:00 and 19:00 Every 20 minutes between 19:00 and 10:00
Orbital Route S4	Liffey Valley – Ballyfermot – Crumlin – Milltown – UCD	**Weekday**: Every 10 minutes between 6:00 and 23:00 Every 20 minutes between 23:00 and 6:00 **Saturday**: Every 10 minutes between 9:00 and 19:00 Every 15 minutes between 6:00 and 9:00 and between 19:00 and 23:00 Every 20 minutes between 23:00 and 6:00 **Sunday**: Every 15 minutes between 10:00 and 19:00 Every 20 minutes between 19:00 and 10:00
Orbital Route S6	Tallaght – Dundrum – UCD – Blackrock	**Weekday**: Every 15 minutes between 6:00 and 23:00 Every 30 minutes between 23:00 and 6:00 **Saturday**: Every 15 minutes between 9:00 and 19:00 Every 15 minutes between 6:00 and 9:00 and between 19:00 and 23:00 Every 30 minutes between 23:00 and 6:00 **Sunday**: Every 20 minutes between 10:00 and 19:00 Every 30 minutes between 19:00 and 10:00
Radial Route 86	Tallaght – Dundrum – UCD – Blackrock	**Weekday**: Every 30 minutes between 5:00 and 23:00 Every 60 minutes between 23:00 and 5:00 **Saturday**: Every 30 minutes between 9:00 and 18:00 Every 60 minutes between 19:00 and 9:00 **Sunday**: Every hour over 24 hours
Radial Route 87	Belarmine – Dundrum – Mountjoy Square	**Weekday**: Every hour between 6:00 and 23:00 **Saturday**: Every hour between 9:00 and 19:00 **Sunday**: No Service
Radial Route 88	Enniskerry – Belarmine – Dundrum – Mountjoy Square	**Weekday**: Every hour between 6:00 and 23:00 **Saturday**: Every hour over 24 hours **Sunday**: Every hour over 24 hours

Local Route L25	Dundrum – Dun Laoghaire	**Weekday**: Every 15 minutes between 6:00 and 23:00 Every 30 minutes between 23:00 and 6:00 **Saturday**: Every 15 minutes between 9:00 and 19:00 Every 20 minutes between 6:00 and 9:00 and between 19:00 and 23:00 Every 30 minutes between 23:00 and 6:00 **Sunday**: Every 20 minutes between 10:00 and 19:00 Every 30 minutes between 19:00 and 10:00
Local Route L33	Glencullen – Dundrum	**Weekday**: 9 service at 7:00, 8:00, 9:00, 11:00, 13:0, 15:00, 17:00, 18:00 and 20:00 **Saturday**: No Service **Sunday**: No Service

Table 4 | *BusConnects – Frequency service*

Figure below shows the bus routes that serves the area surrounding the subject development.

Figure 16 | *BusConnects Routes (Source: Revised Network Big Picture Map 2024 – BusConnects website)*

Route S6 is currently being implemented in accordance with the assessment described in **Section 3.5.1**.

5.3 Luas Green Line

Greater Dublin Area Transport Strategy 2022-2042 intends the extension of the Luas Green Line to Finglas to the north and to Bray to the south. The proposed extension of the Luas Green Line will provide a high-frequency and high-capacity link between Bray and Finglas, traversing the city centre. It will also serve as a rail link to several destinations within 1.5km walking distance of the Subject Development.

According to the *Greater Dublin Area Transport Strategy 2022-2042*, the next steps are:

- Between 2022 and 2030, upgrade the Luas Green Line
- Between 2031 and 2036 Extension of rail infrastructure to Finglas, Lucan and Bray
- Between 2037 and 2042, planning and design of additional Luas lines and extensions to existing lines.

5.4 Greater Dublin Area Cycle Network Plan

The Subject Development is within the *"Dublin South Central"* sector as outlined in the *Greater Dublin Area Cycle Network Plan 2022*. An extract of the updated cycle network is reproduced in **Figure 17** below.

The *Greater Dublin Area Cycle Network Plan 2022* sets out the future local cycle network which includes a west-east primary orbital route along Mount Anville Road and two primary radial routes along Goatstown Road (R825) and Stillorgan Road (R138) to the west and east of the Subject Development respectively. These latter roads provide a direct link to the centre of Dublin City.

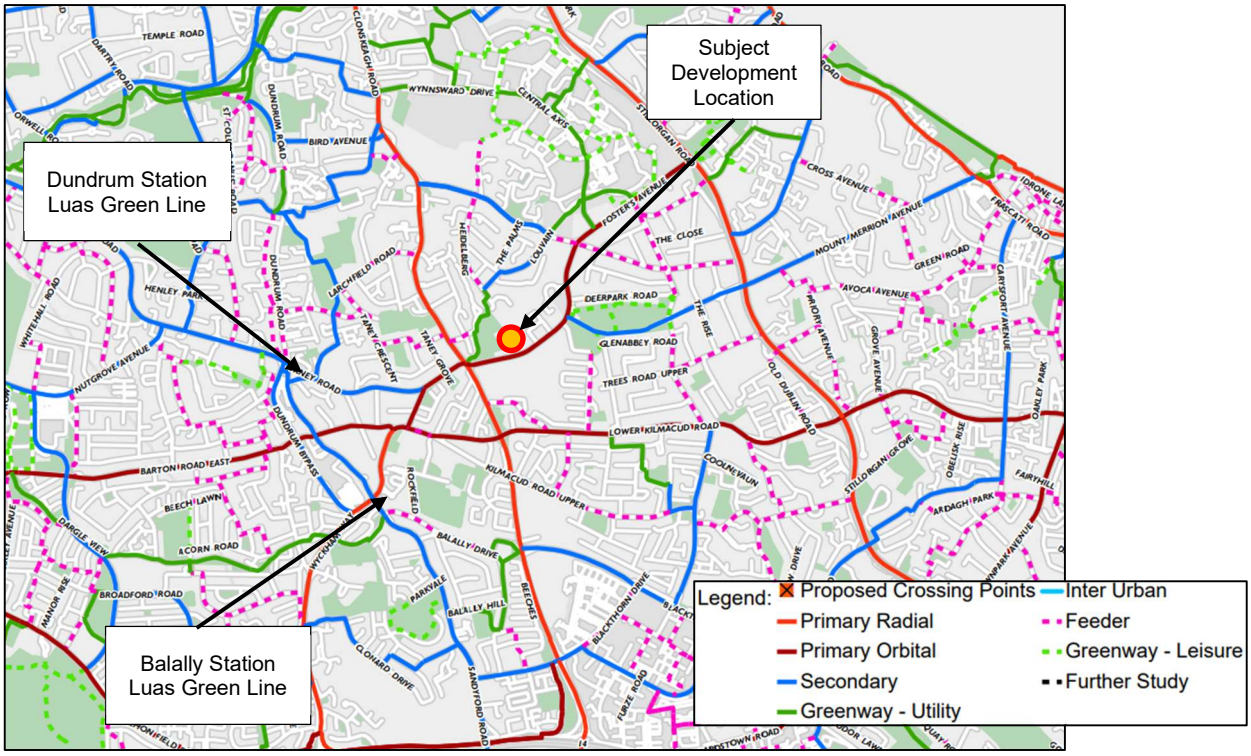


Figure 17 | *Proposed Cycle Network (Source: GDA Cycle Network Plan, 2022)*

5.5 Additional GoCar Station

It is expected that GoCar will provide 2 shared car vehicles in the proposed development when fully developed and occupied. A letter to confirm GoCar intentions to provide these new car club vehicles within the site is included in **Appendix C**.

6. Proposed Development

6.1 Site Description

The total site area is approximately 2.54 hectares and is predominantly greenfield. The subject site is accessed from a circa 100m section of constructed entrance road, Knockrabo Way, that also facilitates access to the adjacent Phases 1 and 1A development to the east.

The development will consist of the construction of 158 No. residential units (12 No. houses and 146 No. apartments (35 No. 1 beds, 81 No. 2 beds, 3 No. 3 beds and 27 No. 3 bed duplex units), a childcare facility and Community / Leisure Uses.

The accommodation schedule is shown in **Table 1** below:

Description	1-bed	2-bed	3-bed	4-bed	Total	GFA (Sqm)
Houses	-	1	3	8	12	-
Duplex	-	-	27	-	27	-
Apartments	35	81	3	-	119	-
Childcare Facility	-	-	-	-	-	400
Community / Leisure Uses	-	-	-	-	-	223
Total	**35**	**82**	**33**	**8**	**158**	**623**

Table 5 | *Schedule of Accommodation*

The development will also provide 130 No. car parking spaces consisting of 117 No. residential spaces (comprising 54 No. at podium level, 63 No. on-street and on curtilage spaces, 6 No. visitor spaces and 2 No. on-street car sharing spaces); and 5 No. non-residential spaces; provision of 366 No. bicycle parking spaces (consisting of: 288 No. residential spaces, 70 No. (residential) visitor spaces, 6 No. (non-residential) spaces and 2 No. visitor (non-residential) spaces); and 9 No. motorcycle parking spaces.

The application does not impact on the future access to the Reservation for the Dublin Eastern Bypass.

6.2 Site Access Points

The Subject Development will have a single access point off Mount Anville Road via Knockrabo Way. Knockrabo Way is partially constructed and currently provides access to Phases 1 and 1A. This road will be extended further north to provide access to the subject development of Phase 2. This extension of Knockrabo Way was previously permitted under Planning Register Ref. No. D17A/1124 and there is no proposal to amend it.

Figure 18 below shows the site access point off Mount Anville Road, the pedestrian access and the internal road layout for the Knockrabo Phase 2 site.

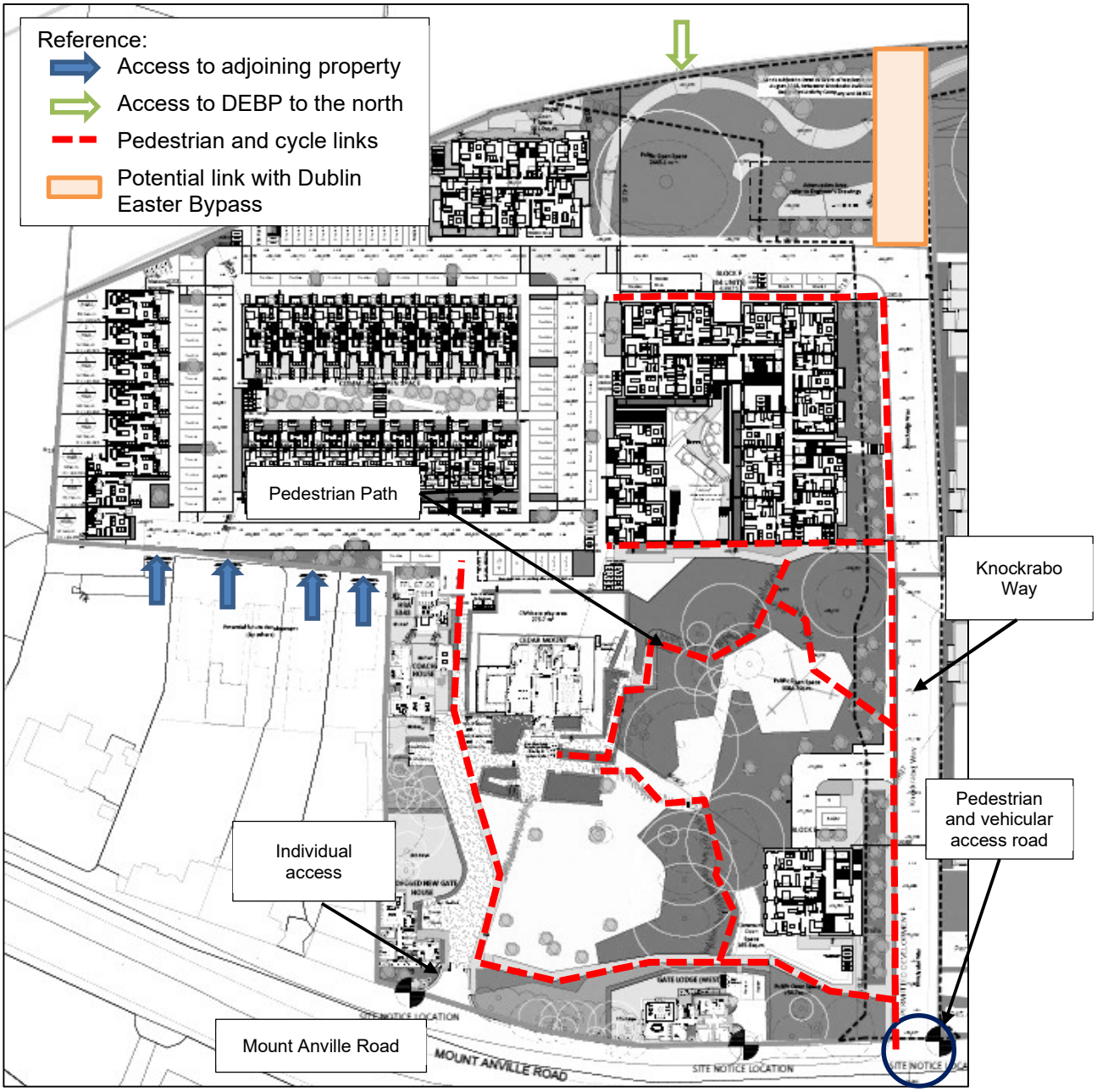


Figure 18 | *Proposed Development – Internal Road Network and Site Access Point*

As can be seen in the figure above, the subject site includes several links to the surrounding area. The blue arrows indicate the proposed road network to facilitate vehicular access and services to the gardens of the adjoining properties to facilitate their future development potential. The green arrow indicates a gateway to the northern lands which will serve to the Dublin Eastern Bypass (refer to **Section 5.1** above).

It is also important to note that the continuation of the Knockrabo Way will link to the Dublin Easter Bypass as indicated in the Dun Laoghaire Rathdown County Development Plan (2016-2022) - Map No. T3 (see **Figure 15** above).

The junction between Mount Anville Road and Knockrabo way is shown below.

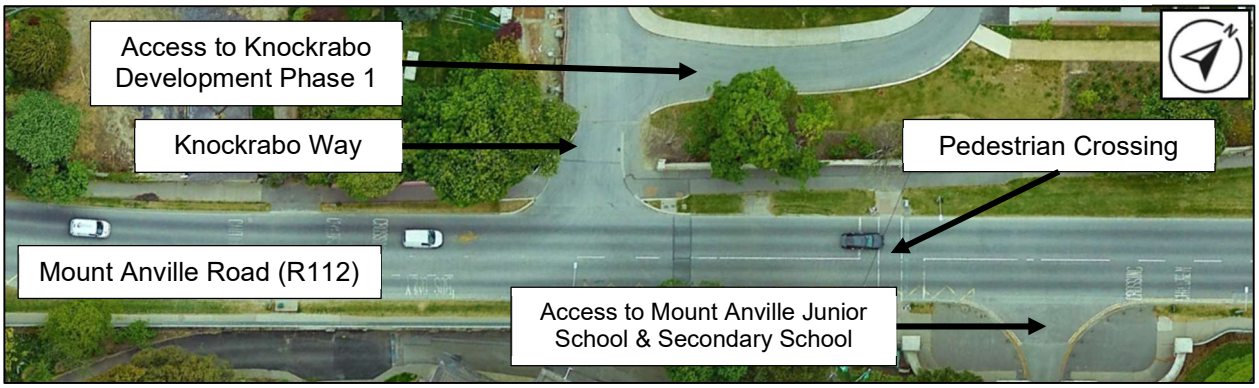


Figure 19 | *Proposed Development – Current Access Road*

Mount Anville Road is a two-way road with a width of 4.00 metres in each direction. Knockrabo Way is a two-way road with a width of 3.50 metres in each direction.

6.3 Pedestrian and Cyclist Infrastructure

The Subject Development provides good pedestrian accessibility from Mount Anville Road, as can be seen in **Figure 18** above.

The internal road layout gives priority to pedestrians at each crossing with a courtesy crossing, which is defined by a change of material and a vertical deviation, providing a safe environment for pedestrians.

All footpaths within the proposed development have been designed as 2.0m wide. This is in accordance with Section 4.3.1 of DMURS which suggests that a minimum 1.8m footpath should be provided.

6.4 Internal Road Layout

The internal roads have been designed in accordance with the requirements of the County Development Plan, with a width of 5.5 metres. All footpaths are 2.0m wide and connect the internal spaces.

All internal roads within the proposed development have been designed with a speed limit of 30km/h. The shared road will have a speed limit of 20km/h. All junctions within the development itself will be priority junctions with raised tables where appropriate.

The low design speeds and traffic calming measures will ensure the safe operation of these junctions and a safe/secure environment for pedestrians and cyclists.

The design and layout of the proposal has been prepared to fully comply with the current relevant design standards and specifications applicable to this form of development.

7. Existing Travel Patterns – Census 2022

7.1 Statical Small Areas

To understand the vehicle ownership and mode of travel choice of the residents in the area, public information from the Census 2022 was used. The Census was conducted by the Central Statistics Office on 3rd April 2022, and distributed information in small areas that divide the territory.

It is important to choose a wide number of areas to obtain representative values that will allow us to approximate the future behaviour of the inhabitants within the subject site. For this reason, 21 representative areas have been selected to reflect the Subject Development.

The consulted Small Areas are illustrated in **Figure 20**. The number of houses and respective population in each consulted Small Area is provided in ***Appendix D***.

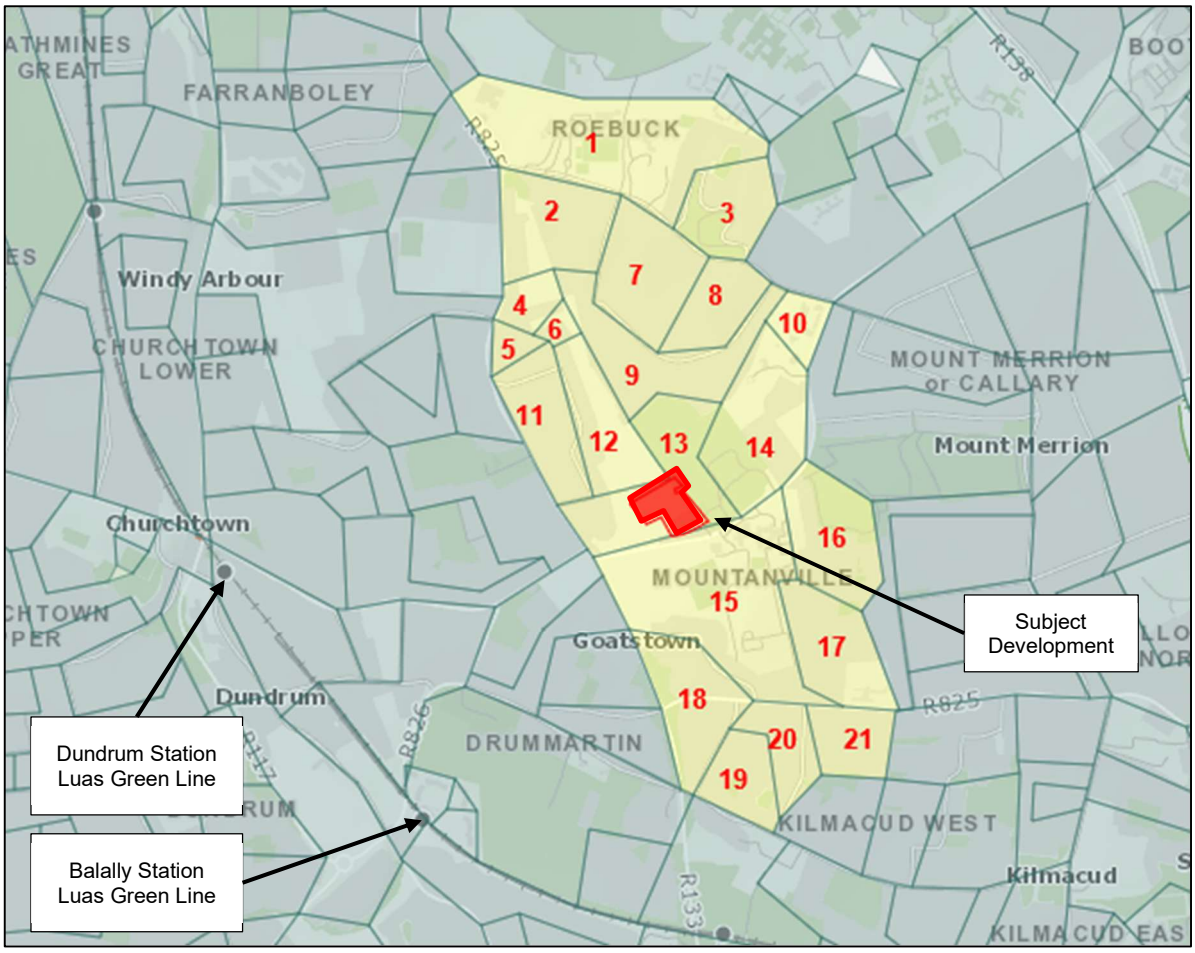


Figure 20 | *Consulted Small Areas – Census 2022.*

7.2 Modal Split and Car Ownership

The modal split based on statistical data provides insight into the behaviour of residents in the surrounding area of the Subject Development. It is therefore likely that residents of the Subject Development exhibit similar behaviour to that statistically surveyed.

The results showed that 61% of the 5,833-population generated 3,564 trips for commuting. In addition, the number of cars in these areas is 3,003, which equates to 1 no. car per 1.94 persons or 1.39 car per residential unit.

The modal split in the selected Small Areas was 50.2% by car, 15.0% by public transport (bus and train and Luas), 23.4% by walking, and 11.5% by cycling.

The results of the survey on car ownership in the small areas surveyed are presented in ***Appendix D***.

It is expected that the initiatives proposed under the various transport projects and programmes for the Greater Dublin Area, including the Luas improvements, BusConnects new routes and the GDA Cycle Network Plan, will facilitate an increase in the potential for the utilisation of green modes of transport by existing and future residents of the area.

8. Trip Generation and Distribution

8.1 Trip Generation

The traffic expected to be generated by the Subject Development has been estimated using the TRICS software modelling database.

TRICS is a database system that allows users to determine representative trip rates and potential trip generation levels for a wide range of developments based on statistical information from other developments in the UK and Ireland.

The present report was carried out with the TRICS Database Version 7.11.1. Full trip rates have been provided in **Appendix E**.

The morning and evening peak hour trip rates are displayed in the following table:

Land Use	AM Peak Hour (08:00 to 09:00)		PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Houses [per unit]	0.142	0.434	0.400	0.201
Apartments [per unit]	0.065	0.230	0.170	0.062
Childcare Facility [per 100 sqm]	2.456	2.456	1.684	2.456

***Table 6** | TRICS – Car Trip Rates for Apartments – AM & PM Peak Hours.*

The trip rates presented in the table above represent the trip to/from the Subject Development considering all modal splits. To ascertain the proportion of these trip rates attributable to car travel, the modal split of the surrounding area could be used (refer to **Section 7.2** above). However, in order to ensure a robust assessment, it is assumed that the Trip Rates presented in ***Table 6*** above represent trips to/from the Subject Development by car only.

The estimated number of car trips generated by the proposed development are presented in **Table 7** below. It has been calculated based on the proposed 158 no. residential units comprised of 12 no. Houses, 119 no. apartments and 27 no. Duplex.

Land Use	Quantity	AM Peak Hour		PM Peak Hour	
		Arrival	Departure	Arrival	Departure
Apartments	119untis	8	28	21	8
Houses / Duplex	39units	6	17	16	8
Childcare Facility	400sqm	10	10	7	10
Total	126units +400sqme	24	55	44	26

Table 7 | *Car Trip Generation*

As can be seen from the calculations above, it is estimated that the proposed Subject Development will generate a total of 79 car trips in the AM peak hour (24 arrivals and 55 departures) and 70 in the PM peak hour (44 arrivals and 26 departures).

8.2 Trip Distribution

The distribution of traffic flows for the subject development was determined on the basis of existing traffic behaviour, taken from the results of the traffic survey presented in **Section 3.3.2**.

Trip Distribution to/from the Subject Development for the AM and PM peak hours is detailed in **Figure 21** below and Trip Generation to/from the Subject Development are shown in **Figure 22** below.

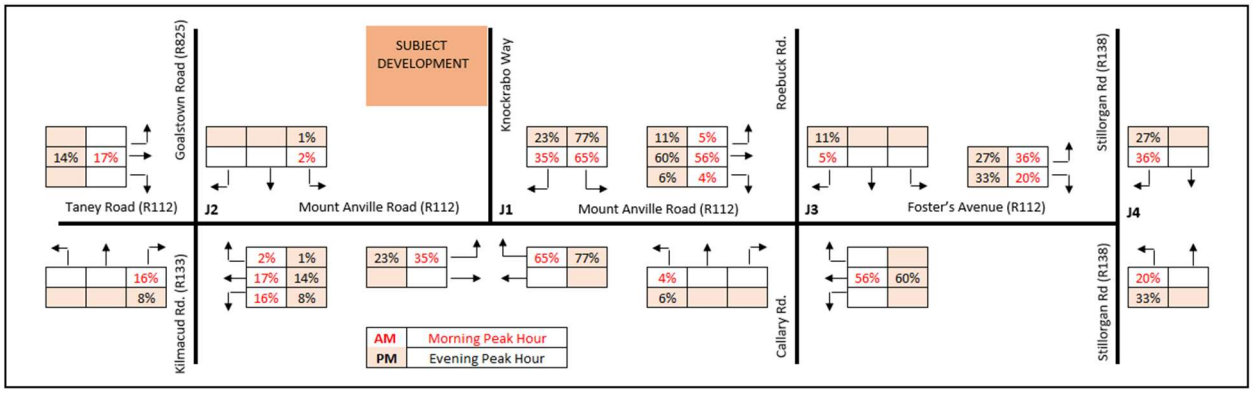


Figure 21 | *Trip Distribution – Subject Development*

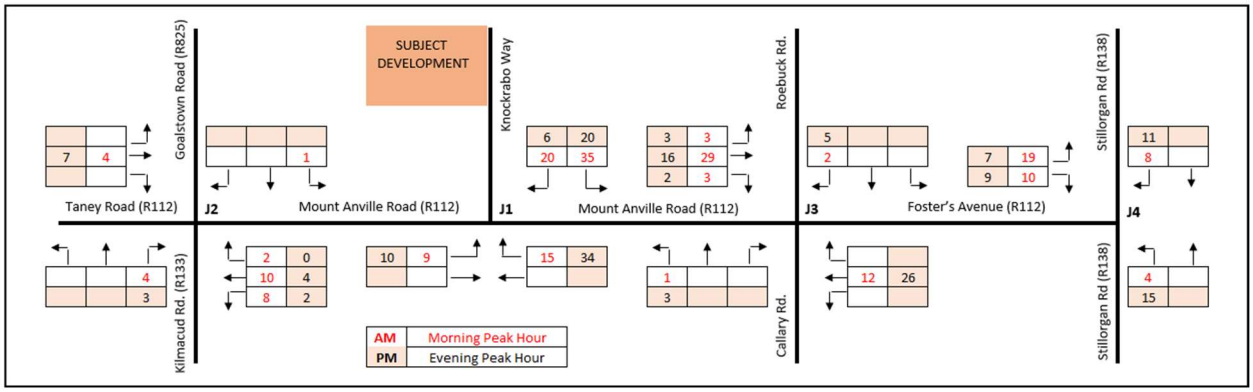


Figure 22 | *Trip Generation – Subject Development*

8.3 Traffic Growth Rates

It has been assumed within this TTA that the proposed development will be constructed during 2025 and opened and occupied in 2027.

As per methodology adopted in the 'Transport Assessment Guidelines (May 2014)', which the subject TTA is based on, the surveyed junctions were also assessed for the future design years of 2032 (Opening year + 5 years) and 2042 (opening year +15 years).

The traffic growth rate used to factor up the 2024 base year traffic movements (refer to **Section 3.4** above) is in accordance with *Table 6.1: Link-Based Growth Rates: Metropolitan Area Annual Growth Rates'* within the *TII Publications – Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections (October 2021)* and with the *Appendix 4* of the *Implementation Roadmap for the National Planning Framework (July 2018)* which defines the Dublin Metropolitan Area.

Given the potential urban growth of the region, it was considered that the urban growth area corresponds to a central area of Dublin, where Light Vehicles are the predominant vehicle type (refer to **Section 3.4**).

The factors considered in the current assessment are shown below:

- Base line: 2024
- Opening year: 2027 = 1.049 (growth factor from 2024 to 2027)
- Opening year + 5: 2032 = 1.112 (growth factor from 2024 to 2032)
- Opening year + 15: 2042 = 1.169 (growth factor from 2024 to 2042)

9. Junction Assessment

9.1 Junctions Assessed

The junctions assessed as part of this TTA are the following:

- **Junction 1 (Priority controlled T-junction):** Knockrabo Way (N) / Mount Anville Road (R112) (E) / Mount Anville Road (R112) (E).
- **Junction 2 (Existing signalised crossroad):** Mount Anville Road (R112) (E) / Taney Road (R112) (W) / Kilmacud Rd. (R133) (S) / Goalstown Road (R825) (N).
- **Junction 3 (Existing signalised crossroad):** Callary Rd. (SE) / Mount Anville Rd. (R112) (SW) / Roebuck Rd. (NW) / Foster's Avenue (R112) (NE)
- **Junction 4** (**Signalised T-junction):** Foster's Avenue (R112) (W) / Stillorgan Rd (R138) (N) / Stillorgan Rd (R138) (S).

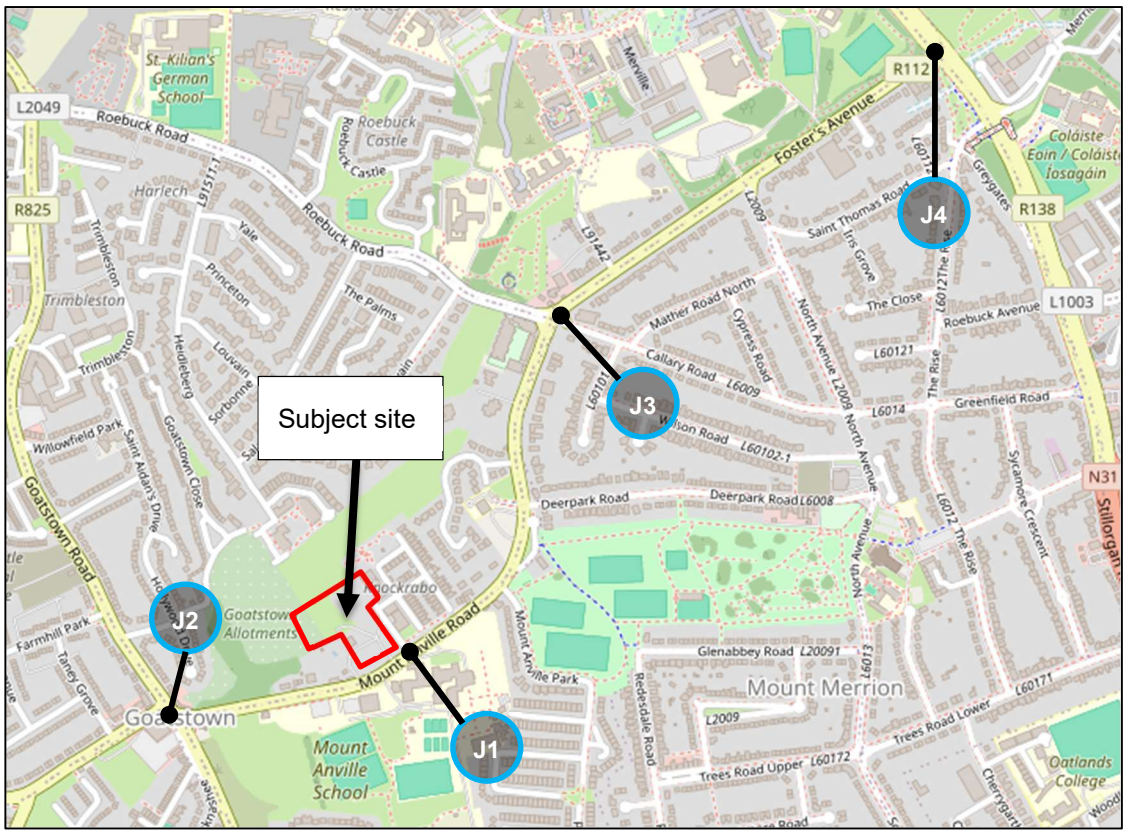


Figure 23 | Main Junctions

9.2 Traffic Impact of Proposed Development

The TII document *Traffic and Transport Assessment Guidelines (2014)* provides thresholds in relation to the impact of a proposed development on the local road network. These thresholds are introduced in **Section 1.5** of this TTA.

Traffic and Transport Assessment Guidelines (2014) indicates that the impact of new developments is considered to be significant if the level of traffic generated by them exceeds the thresholds of 10% for normal operating networks and 5% for congested networks. When such levels of impact are generated, a more detailed assessment should be carried out to determine the specific impact on the operational performance of the network.

Therefore, an assessment was conducted to determine the potential level of impact on the junctions in the local road network. This assessment was carried considering the traffic flows surveyed in 2024 (see **Figure 6**) and the traffic flows generated by the Subject Development (see **Figure 22**).

The summary of this calculation is presented in the following table.

Junction	Junction Existing Flow - AM Peak Hour	Junction Existing Flow - PM Peak Hour	Additional Traffic Two-way Flow (AM)	Additional Traffic Two-way Flow (PM)	% Expected Increase (AM)	% Expected Increase (PM)
Junction 1	999	912	79	70	7.91%	7.68%
Junction 2	2,111	2,028	29	16	1.37%	0.79%
Junction 3	1,714	1,504	50	54	2.92%	3.59%
Junction 4	4,825	4,265	41	42	0.85%	0.98%

Table 8 | *Surveyed Two-way Traffic and Expected Traffic Increase*

As can be seen in the Table above, Junction 1 would have an increase in traffic that exceeds the threshold of 5% of the existing flow during the AM peak hour.

Junctions 2, 3 and 4 would have an increase in traffic below of the threshold of 5% of the existing flow during the AM peak hour and therefore no further assessment is required in accordance with the *Traffic and Transport Assessment Guidelines (2014)*.

9.3 Assessment Scenarios

The performance of the assessed junction has been analysed for the critical AM Peak Hour and PM Peak Hour (08:00 – 09:00 and 15:00 – 16:00) for the following scenarios:

- **2024 BASE YEAR:** 2024 baseline traffic flows which is shown in **Figure 6** (refer to **Section 3.4**)
- **2027 DO NOTHING** (DN-2027): with 2024 baseline traffic flows factored up. Traffic flow is shown in **Figure 24** below.
- **2032 DO NOTHING** (DN-2032): with 2024 baseline traffic flows factored up. Traffic flow is shown in **Figure 25** below.
- **2042 DO NOTHING** (DN-2042): with 2024 baseline traffic flows factored up. Traffic flow is shown in **Figure 26** below.
- **2027 DO SOMETHING** (DS-2027): (DN-2027) + traffic to/from the Subject Development. Traffic flow is shown in **Figure 27** below.

- **2032 DO SOMETHING** (DS-2032): (DN-2032) + traffic to/from the Subject Development. Traffic flow is shown in **Figure 28** below.
- **2042 DO SOMETHING** (DS-2042): (DN-2042) + traffic to/from the Subject Development. Traffic flow is shown in **Figure 29** below.

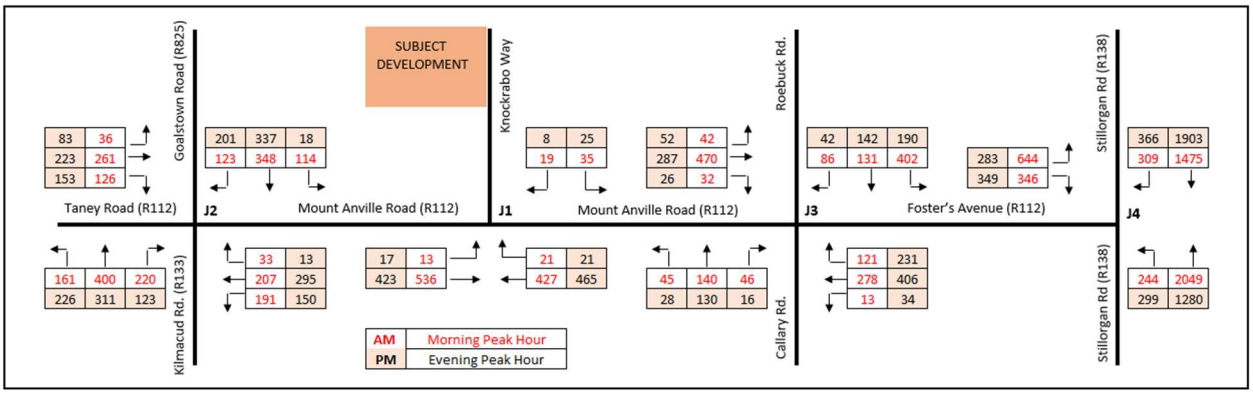


Figure 24 | *Assessment Scenario – Traffic Flow – 2027 DO NOTHING*

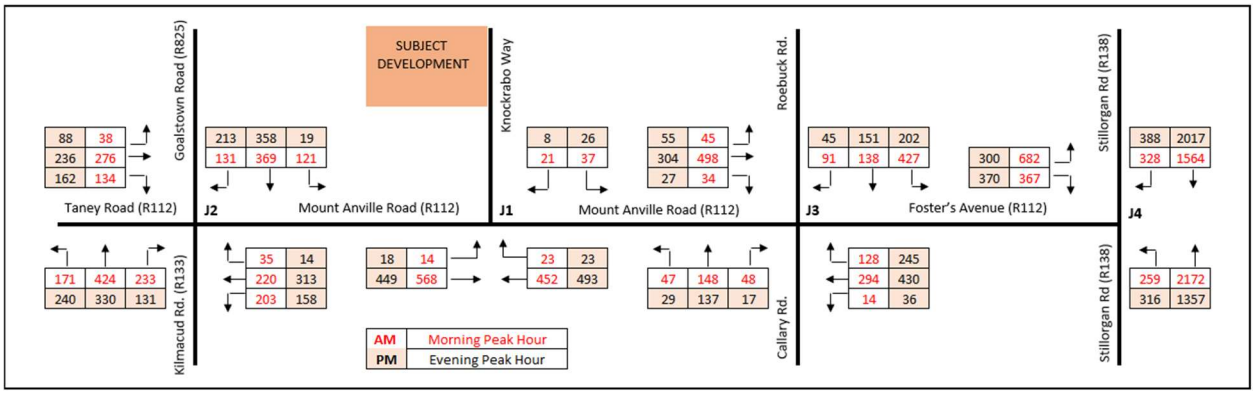


Figure 25 | *Assessment Scenario – Traffic Flow – 2032 DO NOTHING*

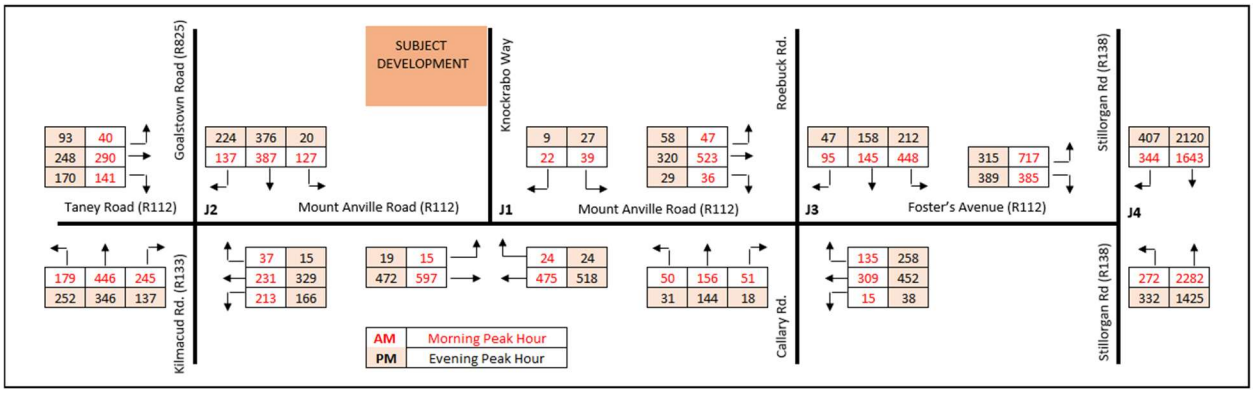


Figure 26 | *Assessment Scenario – Traffic Flow – 2042 DO NOTHING*

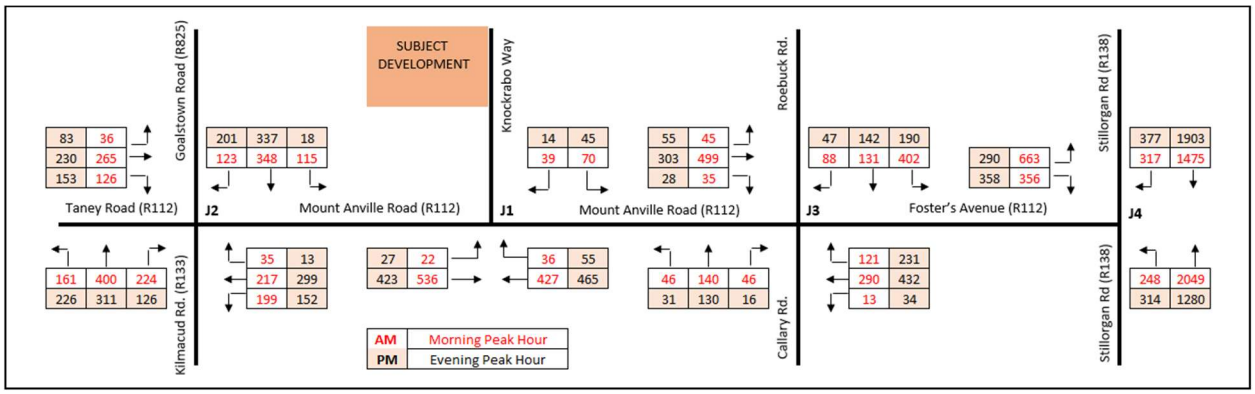


Figure 27 | *Assessment Scenario – Traffic Flow – 2027 DO SOMETHING*

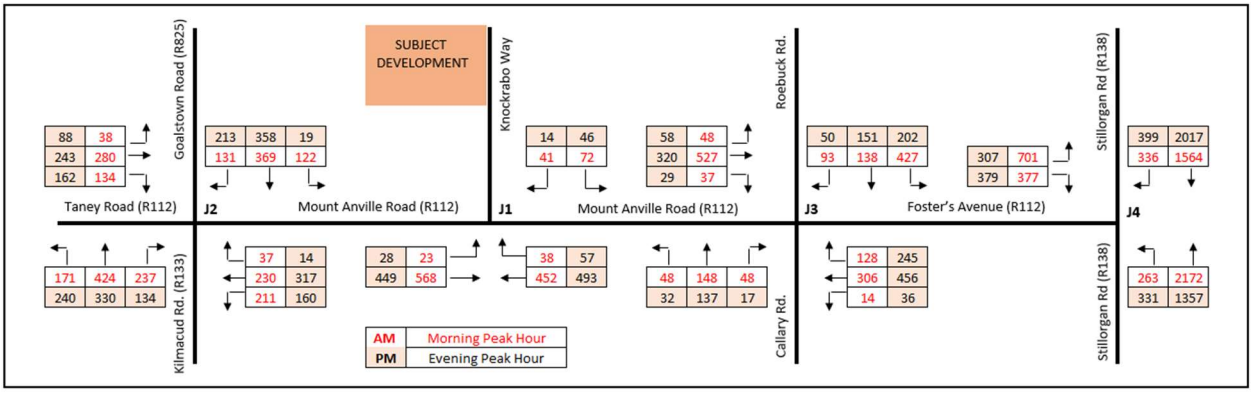


Figure 28 | *Assessment Scenario – Traffic Flow – 2032 DO SOMETHING*

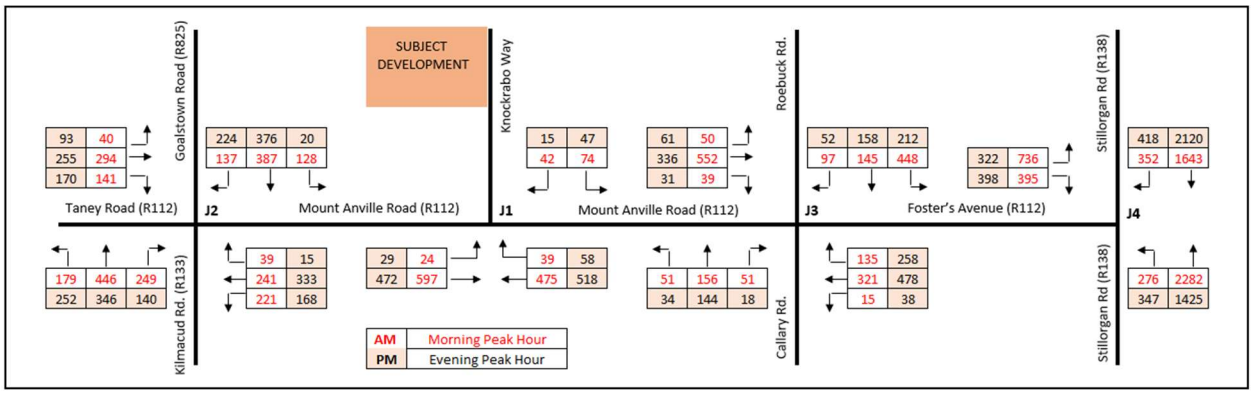


Figure 29 | *Assessment Scenario – Traffic Flow – 2042 DO SOMETHING*

9.4 Modelling Background

ARCADY is a software program designed for the analysis of roundabouts. The programme employs the user-inputted geometry and traffic flows of roundabouts to determine the ratio of flow to capacity (RFC) and queue length for each link on the roundabout.

PICADY is a software program designed for the simulation of priority-controlled junctions. The program utilizes the input of junction geometry and traffic flows provided by the user to determine the ratio of flow to capacity (RFC) and queue length for each link on the junction.

TRANSYT is a software program designed for the modelling of signalised junctions. However, it can also be employed to simulate priority-controlled junctions and roundabouts. The programme employs junction geometry, traffic flows and traffic signal parameters to ascertain the queue, delay and degree of saturation (DOS) of the junction.

The results of the model include the following:

- RFC: This is the ratio of demand flow to capacity. The practical capacity threshold is usually 0.85. An RFC below 0.85 represents a junction operating in an efficient and stable state. An RFC between 0.85 and 1 represents variable operation and can be said to be operating adequately if queuing and delay are considered acceptable. RFC values greater than 1 represent a congested condition. Typically, a junction is said to be working satisfactorily when the RFC of each link does not exceed 0.9. Acceptable RFC values are in the range of 0.8 to 1.0 with higher values indicating restrained movements.
- Delay: This shows the average amount of traffic delay at the junction per vehicle over the peak hour period.
- Queue Length: This represents the maximum queue length of vehicles waiting to enter the junction on each arm.

9.5 Junction Assessment Results

9.5.1 Junction 1: Knockrabo Way & Mount Anville Road

Junction 1 is an existing priority T-junction which currently provides the main access to the overall Knockrabo development.

The junction has been modelled based on its current configuration, considering the presence of a pedestrian crossing at Knockrabo Way with a pedestrian flow of 200 per hour and a pelican crossing at Mount Anville Road East with a pedestrian flow of 500 per hour. The results of the PICADY analysis are presented below, further details can be found in **Appendix F**.

The arms of the junction were labelled as follows within PICADY model:

- Arm A: Mount Anville Road (W)
- Arm B: Knockrabo Way (N)
- Arm C: Mount Anville Road (E)

Stream	AM Peak Hour			PM Peak Hour		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 BASE YEAR						
Stream B-AC	0.1	8.64	0.12	0.1	7.32	0.06
Stream C-A	0.7	5.56	0.25	0.8	5.65	0.28
Stream C-B	0	5.64	0.27	0	5.71	0.29
2027 DO NOTHING (DN-2027)						
Stream B-AC	0.1	8.9	0.13	0.1	7.51	0.07
Stream C-A	0.7	5.67	0.27	0.8	5.76	0.29
Stream C-B	0	5.76	0.28	0	5.83	0.3
2032 DO NOTHING (DN-2032)						
Stream B-AC	0.2	9.31	0.14	0.1	7.65	0.07
Stream C-A	0.8	5.82	0.29	0.9	5.92	0.31
Stream C-B	0	5.94	0.3	0	6.01	0.32
2042 DO NOTHING (DN-2042)						
Stream B-AC	0.2	9.65	0.15	0.1	7.89	0.08
Stream C-A	0.8	5.94	0.3	0.9	6.05	0.32
Stream C-B	0	6.08	0.32	0	6.16	0.34
2027 DO SOMETHING (DS-2027)						
Stream B-AC	0.4	10.63	0.26	0.1	8.09	0.13
Stream C-A	0.8	6.08	0.28	0.9	6.6	0.32
Stream C-B	0.1	6.37	0.31	0.1	7.08	0.36
2032 DO SOMETHING (DS-2032)						
Stream B-AC	0.4	11.2	0.28	0.2	8.26	0.13
Stream C-A	0.8	6.23	0.3	1	6.76	0.34
Stream C-B	0.1	6.56	0.33	0.1	7.28	0.38
2042 DO SOMETHING (DS-2042)						
Stream B-AC	0.4	11.69	0.29	0.2	8.52	0.14
Stream C-A	0.9	6.36	0.32	1	6.9	0.36
Stream C-B	0.1	6.71	0.34	0.1	7.45	0.39

Table 9 | *Junction 1 – Assessment Result*

The results demonstrate that the existing junction would operate well for all scenarios assessed. The junctions would remain within their capacity for the 2042 DO SOMETHING (DS-2042) scenario during both peak periods.

10. Construction Traffic

During the construction phase of the site, some construction traffic movements will be undertaken by heavy goods vehicles, though there will also be vehicle movements associated with the general workforces and construction materials providers.

With regard to heavy goods vehicles, an estimate of the daily traffic movements associated with construction activities has been made assuming that the worst-case scenario for construction traffic will be during the excavation phase. Determination of the construction traffic movements is based on the assumptions set out below:

- A 10-hour day between 08h00 and 18h00, conservatively assuming removal trucks will operate Monday – Friday only. Therefore, the workers should arrive on site before 08:00 and leave after 18:00.
- 20 working days per month.
- Preliminary calculations of the excavation volume indicate that approx. 7,000m^3 will be required for the installation of drainage, water supply, utilities, topsoil removal and foundations.
- Carrying capacity of trucks is 15m^3.

Therefore, will be a total of 463 trips in and 463 trips out over a 60-day period (3 months). This gives an average of 8 truck arrivals and 8 truck departures per working day during the busiest 3-month period. An overestimation of the total, also considering the building material providers, the expected HGVs movements during the construction stage are predicted to vary between 10 and 15 arrivals/departures per day. The traffic flows indicated above are considered to occur during the working day, therefore it is expected that a small number of HGVs will be present during the peak hours.

The general workforce is expected to be approximately 45 people per day, rising to 60 people at peak times. Given the location of the Subject Site and considering the worst-case scenario, it is estimated that approximately 70% of the workforce will travel to/from the site by private car, with an average of two car trips per vehicle. As a result, it is estimated that the site will attract/generate between 32-42 car trips to the construction site during the morning, and the same number from the construction site during the evening.

Given the peak hours identified in the traffic flow survey (refer to **Section 3.4** above), and in light of the above considerations, it is unlikely that traffic to/from the construction site will coincide with the general traffic in the area.

However, if it is assumed that 50% of the general workforce traffic and 50% of the HGV traffic would occur during the peak hours, the number of trips to/from the construction site will be less than the number of trips assessed during the operational phase in **Section 9** above. Consequently, no further traffic assessment is required.

11. Parking Assessment

To determine the appropriate amount of car and cycle parking for the proposed development, reference will be made to the following guidelines/policies:

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (July 2023)
- Greater Dublin Area Transport Strategy (2022 – 2042) Standards (Car Parking only)
- Dún Laoghaire-Rathdown County Development Plan 2022-2028 (Car Parking only)
- Dún Laoghaire-Rathdown County Council Standards for Cycle Parking and Associated Cycling Facilities for New Developments (January 2018) (cycle parking only)

11.1 Car Parking

11.1.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The chapter 5.3.4 Car Parking – Quantum, Form and Location. In this chapter considerate three areas:

> *(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 of that document (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced, or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.*
>
> *(ii) In accessible locations, defined in Chapter 3 of that document (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.*
>
> *(iii) In intermediate and peripheral locations, defined in Chapter 3 of that document (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.*

The table 3.1 of *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* define:

> ***City – Centre:*** *The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork.*

City - Urban Neighbourhoods*: The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations, (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.*

City - Suburban/Urban Extension: *Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).*

The table 3.8 of *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* indicate:

High-Capacity Public Transport Node or Interchange: *Lands within 1,000 metres (1km) walking distance of an existing or planned high-capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor' stop.*

Accessible Location: *Lands within 500 metres (i.e. up to 5–6-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services.*

Intermediate Location: *Lands within 500-1,000 metres (i.e. 10–12-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services; and Lands within 500 metres (i.e. 6-minute walk) of a reasonably frequent (minimum 15-minute peak hour frequency) urban bus service.*

Peripheral: *Lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages.*

Following the indication in table 3.1 of the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities*, the Subject Development is considered to be located within a suburban/urban extension, which is appropriate given its proximity to Dublin city centre, approximately 8 kilometres away.

In addition, the Subject Development is considered in an Intermediate Location, in accordance with the information presented in **Chapters 3** and **4** of this TTA. The Bus Route S6, which is part of the BusConnects network, is located within 500 metres from the Subject Development (see **Figure 7** above) and offer a frequency of 15 minutes (see **Table 2** above).

It is important to note that the S6 route is an orbital route as part of the BusConnects service, which provides access to two E-Spine routes to the east of the site along the R138 (see **Figure 16** above) and access to

the Luas Green Line to the west of the site. The above S6 destinations can be reached in approximately five minutes.

In accordance with *Chapter 5.3.4 Parking - Quantity, Form and Locatio*n of the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)*, a **maximum** of two parking spaces per unit can be considered as outlined in the Table below.

Land Use	No. Units	Car Parking Spaces (max.)	
		Resident / Visitor per unit	Resident / Visitor Total
Houses	12	2	24
Duplex	27	2	54
Apartments	119	2	238
Total maximum car parking spaces			316

Table 10 **|** *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) – Maximum Car Parking Spaces.*

11.1.2 Sustainable Urban Housing: Design Standards for New Apartments (July 2023)

Chapter 2 of the "Sustainable Urban Housing: Design Standards for New Apartments' (DSNA) (July 2023 version) sets out the following “types of location” which are defined by site’s accessibility and proximity to public transport and town/city centres:

1) Central and/or Accessible Urban Locations

- *Sites within walking distance (i.e., up to 15 minutes or 1,000-1,500m), of principal city centres, or significant employment locations, that may include hospitals and third level institutions.*
- *Sites within reasonable walking distance (i.e., up to 10 minutes or 800-1,000m) to/from high-capacity urban public transport stops (such as DART or Luas).*
- *Sites within easy walking distance (i.e., up to 5 minutes or 400-500m) to/from high frequency (i.e., min 10-minute peak hour frequency) urban bus service.*

2) Intermediate Urban Locations

- *Sites within or close to i.e., within reasonable walking distance (i.e., up to 10 minutes or 800-1,000m), of principal town or suburban centres or employment locations, that may include hospitals and third level institutions.*
- *Sites within walking distance (i.e., between 10-15 minutes or 1,000-1,500m) of high-capacity urban public transport stops (such as DART, commuter rail or Luas) or within reasonable walking distance (i.e., between 5-10 minutes or up to 1,000m) of high frequency (i.e., min 10 minutes peak hour frequency) urban bus services or where such services can be provided.*
- *Sites within easy walking distance (i.e., up to 5 minutes or 400-500m) of reasonably frequent (min 15-minute peak hour frequency) urban bus services.*

3) Peripheral and/or Less Accessible Urban Locations

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

Chapter 4 of the Design Standards for New Apartments sets out the quantum of car parking or the requirement for any such provision for apartment developments.

1) Central and/or Accessible Urban Locations

In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced, or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in proximity.

2) Intermediate Urban Locations

In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.

3) Peripheral and/or Less Accessible Urban Locations

As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required.

Based on the above description and the information in ***Chapter 3*** and ***4*** of this TTA, it is considered that the present development is in an *Intermediate Urban Location*.

The Luas Green Line station at Dundrum is situated approximately 1,500 metres to the West of the site (see **Figure 8**). There are also two bus stops within 500 metres of the site (see **Figure 7**). These bus stops serve route 11, which operates at a frequency of 20 to 30 minutes and the BusConnects Route S6, which operates at a frequency of 15 minutes. The latter provides a convenient connection between the Subject Development and the Dundrum Station Luas Green Line, with a five-minute journey on the bus.

Considering the above, it is necessary to reduce overall car parking standard and apply an appropriate maximum car parking standard.

11.1.3 Greater Dublin Area Transport Strategy (2022 – 2042) Standards

In January 2023, the National Transport Authority (NTA) issued the GDA Transport Strategy 2022 – 2042.

Figure 30 below reproduces Figure 19.2 of the Transport Strategy which identifies the subject site as being located between the metropolitan boundary and the M50.

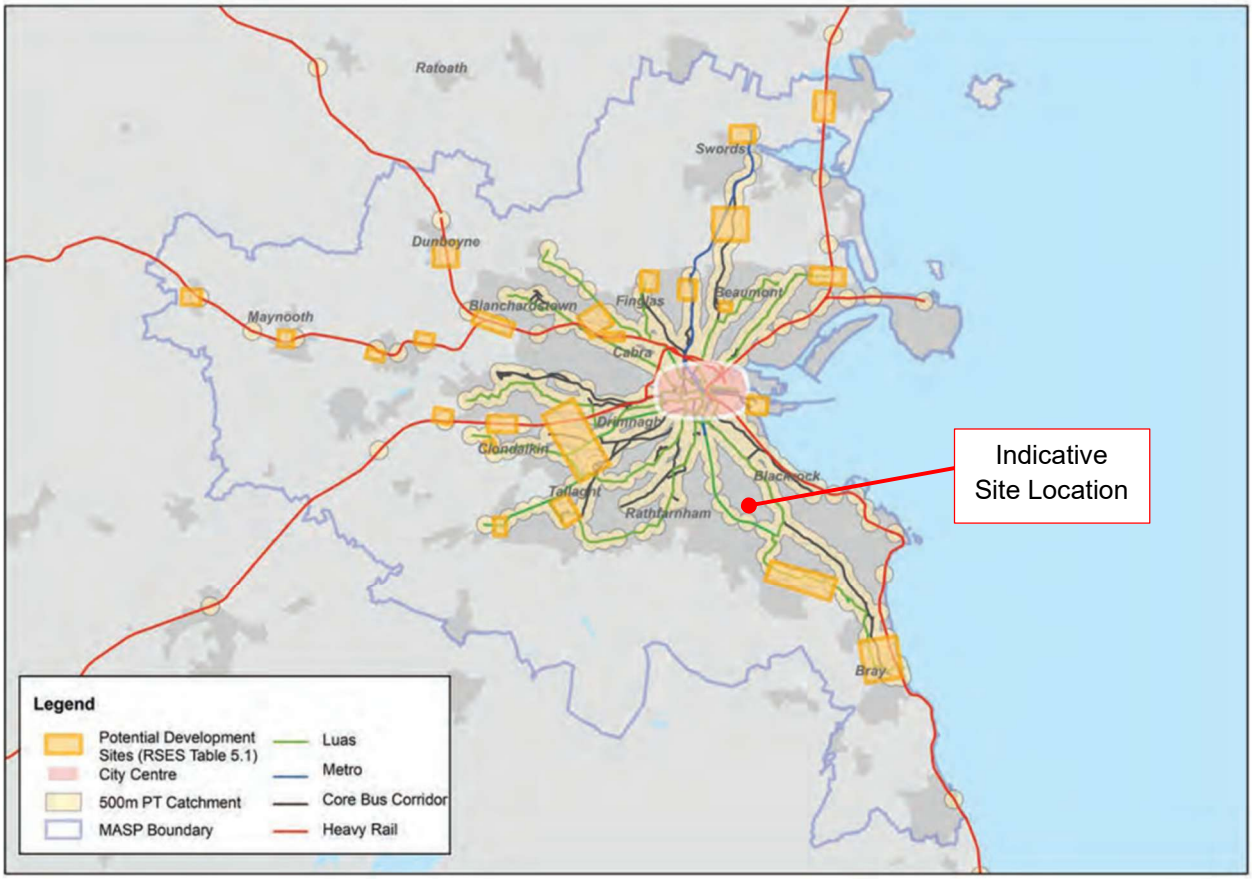


Figure 30 | *Areas Afforded by PT Corridors in the Metropolitan Area (Source: GDATS).*

Table 11 below reproduces Figure 14.1 of the Transport Strategy which sets out the maximum residential parking provisions for areas within the GDA including locations between the metropolitan boundary and the M50, where the subject proposed development is situated.

Location	Maximum Parking Provision
Central Dublin (Inside Canals and including Docklands)	Zero to 0.5 spaces per unit
Locations between the M50 and Canals	Zero to 1.5 spaces per unit
Locations Between the Metropolitan Boundary and the M50	**Up to 1.5 space per unit**
Hinterland Towns	Up to 2 spaces per unit
Small Settlements / Areas with low accessibility levels	Subject to local assessment

Table 11 | *Greater Dublin Area Transport Strategy (2022 – 2042) Standards – Car Parking Spaces Standard*

Section 14.12.2 and Measure TM12 of the GDATS sets out the following with regards to the above parking standard:

*"**Section 14.12.2 Residential Car Parking Standards**: Table 14.1 sets out the proposed residential standards by location for the GDA, which the NTA recommends is incorporated into all Development Plans."*

*"**Measure TM12 – Residential Parking Standards**: It is recommended that local authorities incorporate maximum residential parking standards into their Development Plans guided by the provisions set out in Table 14.1."*

Based on the information in **Table 11** which indicates the maximum parking provision for number of car parking spaces would range from 0 to 1.5, and in consideration of the information provided in **Section 3** and **Section 4**, it can be concluded that 1 no. car parking space per unit is in line with the Greater Dublin Area Transport Strategy standards.

The table below outlines parking for the proposed development based on the *Greater Dublin Area Transport Strategy (2022 – 2042) Standards*.

Land Use	No. Units	Car Parking Spaces Required (Maximum)	
		Resident / Visitor standard	Resident / Visitor required
Houses	12	1	12
Duplex	27	1	27
Apartments	119	1	119
Total car parking spaces			158

***Table 12** | Greater Dublin Area Transport Strategy (2022 – 2042) Standards – Car Parking Spaces Required.*

11.1.4 Dún Laoghaire-Rathdown County Development Plan 2022-2028

The County Development Plan has divided the car parking criteria into four parking zones. The standards established in Table 12.5 of the Development Plan and are shown in **Table 13** below. The Parking Zones are set out on Map T2 of the Development Plan, as shown in **Figure 31** below. A brief description of each parking zone is provided below.

***Parking Zone 1:** This zone generally comprises the Major Town Centre areas of Dún Laoghaire and Dundrum together with the Blackrock District Centre area. These are areas, which are generally characterised by:*

- Access to a high level of existing and planned public transport services (rail and bus) with good interchange potential.

- A high level of service accessibility, existing and planned, by walking or cycling.

- A capacity to accommodate high density retail, office and residential developments.

***Parking Zone 2:** This zone generally includes areas, which are within the following walking bands/catchments:*

- 10-minute walk of the proposed CBC 13 (Core Bus Corridor) from DCC boundary along the N11 to Kill Lane.

- 5-minute walk of the N11 proposed CBC from Kill Lane Junction to Bray.

- 10-minute walk of the proposed CBC 15 from DCC boundary to Blackrock.

- 5-minute walk of Kill Lane/Avenue/Mounttown bus route.

-10-minute walk of Dart and Luas stations.

These are areas, which are generally characterised by:

- Access to a good level of existing or planned public transport services.

- A good level of service accessibility, existing and planned, by walking or cycling.

- A capacity to accommodate a higher density of development than surrounding areas.

***Parking Zone 3:** This zone generally comprises the remainder of the County, excluding rural areas. These are areas, which are generally characterised by:*

- Access to a level of existing or planned public transport services

- A reasonable level of service accessibility, existing and planned, by walking or cycling

- A capacity to accommodate a higher density of development than rural areas.

In zone 3 additional parking shall be provided for visitors in residential schemes at a rate of 1 per 10.

***Parking Zone 4:** This zone comprises the rural areas within the County.*

The table below shows the standard that will be used to determine the number of car parking spaces required according to the *Dún Laoghaire-Rathdown County Development Plan 2022-2028*.

Land Use Category	Criteria	Zona 1 (Maximum)	Zona 2 (Standard)	Zona 3 (Standard)	Zone 4 (Standard)
Houses (1 – 2 Bedroom)	Unit	1	1	1	Case by case
Houses (3 – 3+Bedroom)	Unit	1	2	2	Case by case
Apartments (1 – 2 Bedroom)	Unti	1	1	1 Plus 1 in 10 visitor parking	Case by case
Apartments (3 – 3+Bedroom)	Unti	1	2	2 Plus 1 in 10 visitor parking	Case by case
Land Use Category	**Criteria**	**Zona 1 (Maximum)**	**Zona 2 (Maximum)**	**Zona 3 (Maximum)**	**Zone 4 (Maximum)**
Childcare	GFA (Including set down)	1 per 80	1 per 60	1 per 40	1 per 40
Community facility, library, museum, art gallery	GFA	1 per 150	1 per 100	1 per 50	1 per 50

Table 13 | *Dún Laoghaire-Rathdown County Development Plan 2022-2028 – Car Parking Spaces Standard*

The figure below shows the Parking Zone according to the *Dún Laoghaire-Rathdown County Development Plan 2022-2028.*

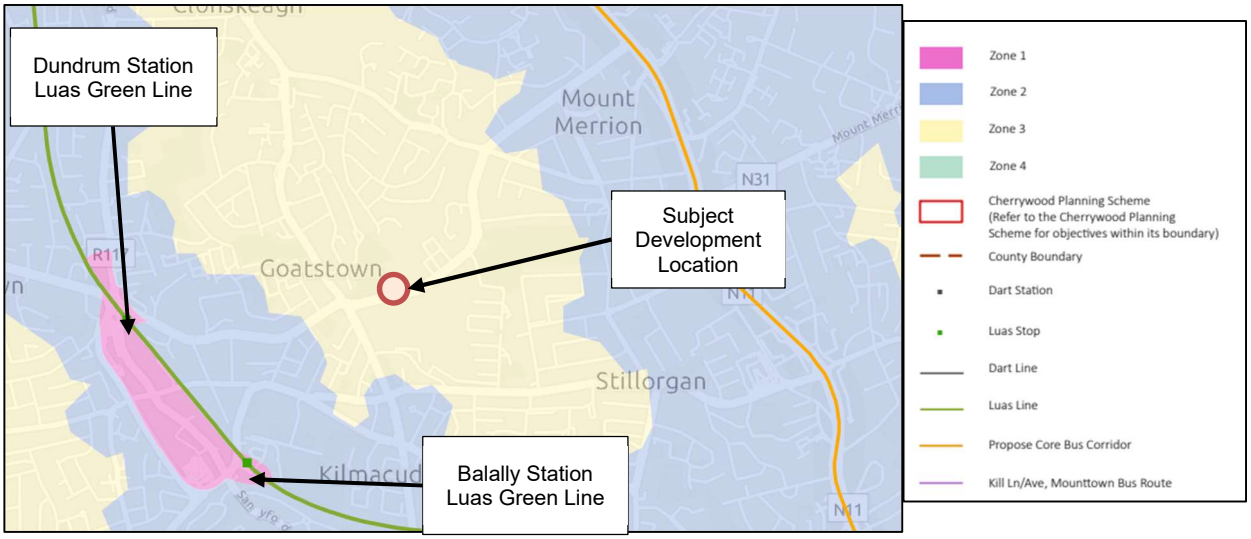


Figure 31 | *Parking Zones T2 Map (Source: Supplementary Maps T2 Parking Zones. Dún Laoghaire-Rathdown County Development Plan 2022-2028)*

According to the figure above, the Subject Development is situated within Parking Zone 3. Consequently, the car parking spaces required, in accordance with the standard indicated in **Table 13**, is presented in table below.

Land Use		No. Units	Car Parking Spaces Required Dún Laoghaire-Rathdown County Development Plan 2022-2028			
			Standard		Required	
			Resident	Visitor	Resident	Visitor
2-bed	Houses	1	1	0	1	0
3-bed	Houses	3	2	0	6	0
4-bed	Houses	8	2	0	16	0
1-bed	Apartments / Duplex	35	1	0	35	0
2-bed	Apartments / Duplex	81	1	1 / 10	81	8
3-bed	Apartments / Duplex	30	2	1 / 10	60	3
Crèche		400 sqm	1 per 40 sqm	0	10	0
Community / Leisure uses		223 sqm	1 per 50 sqm	0	4	0
				Total resident car parking spaces	**199**	**11**
				Total non-resident car parking spaces	**14**	**0**

Table 14 | *Dún Laoghaire-Rathdown County Development Plan 2022-2028 – Car Parking Spaces Required*

Dún Laoghaire-Rathdown County Development Plan 2022-2028 also indicates that:

Motorcycle Parking: The developments must provide motorcycle parking spaces at a minimum of four or more spaces per 100 car parking spaces.

Electrically operated vehicles: The development must provide motorcycle parking spaces at a minimum of four or more spaces per 100 car parking spaces. Also, new dwellings with in-curtilage car parking - the installation of appropriate infrastructure to enable installation at a later stage of a recharging point for EVs.

Disabled Parking: For both residential and non-residential car parking, 4% of car parking provision shall be suitable for use by disabled persons.

11.1.5 Car Parking Proposed

A comparison of the standards presented above reveals a significant discrepancy in the criteria applied, with each standard requiring a different number of car parking spaces. It is important to note that some of the aforementioned standards stipulate the maximum number of car parking spaces, while others indicate a normal number as a reference.

Dún Laoghaire-Rathdown County Development Plan 2022-2028 stipulates the maximum number of car parking spaces and permits deviations from the indicated value in certain instances. Section 12.4.5.2 of the standard outlines the assessment criteria for deviations from the car parking standard. The following points set out the assessment criteria that have been considered in order to determine the number of car parking spaces.

- *Proximity to public transport services and level of service and interchange available:* the Luas Green Line station at Dundrum is situated approximately 1,500 metres to the West of the site (see **Figure 8**). There are also two bus stops within 500 metres of the site (see **Figure 7**). These bus stops serve route 11, which operates at a frequency of 20 to 30 minutes and the BusConnects Route S6, which operates at a frequency of 15 minutes. The latter provides a convenient connection between the Subject Development and the Dundrum Station Luas Green Line, with a five-minute journey on the bus.
- *Walking and cycling accessibility/permeability and any improvement to same*: the site has a wide range of pedestrian paths that traverse the public open spaces and provide access to Mount Anville Road, improving the permeability of development.
- *The need to safeguard investment in sustainable transport and encourage a modal shift:* in terms of mobility, the primary objective of the developments is to discourage the use of private vehicles and encourage residents to choose more sustainable means of transport. The extensive public transport service in the area and the provision of car-sharing within the development (see next point) help to ensure that residents do not feel the need to own a car in order to reach their destination.
- *Availability of car sharing and bike / e-bike sharing facilities:* the site provides two parking spaces designated for Go Car Station (refer to **Section 5.5**).

- *Existing availability of parking and its potential for dual use:* the site comprises three on-street car parking spaces allocated to the Childcare Facility. It is possible that these parking spaces could be made available for visitors when the Childcare Facility is not in operation.
- *Particular nature, scale, and characteristics of the proposed development:* the site is developed on 2.54 hectares of land, and it is bounded to the south by Mount Anville Road, to the east by Phase 1 of the overall Knockrabo development, to the southwest by existing allotments including Cedar Mount (a protected structure), and to the north by the reservation corridor for the Dublin Eastern Bypass Corridor Protection Study Booterstown to Sandyford. The proposed development comprises a total of 158 residential units, representing a net density of 102.9 units per hectare within the subject application and a net density of 65 units per hectare across the overall Knockrabo lands.
- *The range of services available within the area:* the Subject Development is situated within an area characterised by a wider range of land uses (see **Figure 14**). Typical land uses in the surrounding area include a fast-food store, a food discount store, a primary school, and a secondary school.
- *Impact on traffic safety and the amenities of the area:* the subject development will have a single car-access point off Mount Anville Road via Knockrabo Way. Knockrabo Way currently provides access to Phases 1 and 1A. The educational establishments of Mount Anville Montessori Junior School and Mount Anville Secondary School are situated on Mount Anville Road. Both educational institutions have access from Mount Anville Road, situated 60 metres to the east of the aforementioned access road. A reduction in the probability of car flow will serve to enhance the safety of traffic in the surrounding area.
- *Capacity of the surrounding road network:* As indicated in **Section 9** above, the surrounding road network will not experience any capacity issues.
- *Robustness of Mobility Management Plan to support the development:* The application includes a Travel Plan, which includes the Mobility Management Plan. The specific assessment is outlined in the Waterman Moylan Report No. *20-086r.006 Travel Plan*, which is included in the documentation package.
- *The availability of on street parking controls in the immediate vicinity*: the surrounding area does not allow parking on the carriageway, as the Mount Anville Road is a two-way road with a width of 4.00 metres in each direction. Knockrabo Way is a two-way road with a width of 3.50 metres in each direction. The footpath is separated from the road by a wide grass verge on both sides of the road.

In accordance with the above, the following number of parking spaces is proposed for the Development:

Car Parking	No. Residential Units	Visitor/Drop off Parking (On Street)	Go-Car Parking (On Street)	Residential Parking (On-Street)	Residential Parking (On-Curtilage)	Residential parking (Podium)	Non-Residential Parking	Total Car Residential Parking	Residential Parking Ratio
4-bedroom house	8			8				8	1.0
Duplex	32			32				32	1.0

Car Parking	No. Residential Units	Visitor/Drop off Parking (On Street)	Go-Car Parking (On Street)	Residential Parking (On-Street)	Residential Parking (On-Curtilage)	Residential parking (Podium)	Non-Residential Parking	Total Car Residential Parking	Residential Parking Ratio
Block E	8			1		7		8	1.0
Block F	84			1		47		48	0.6
Block G	20			12				12	0.6
Community / Leisure Uses							2		
Childcare Facility							3		
3-bed detached	1				2			2	2
Exiting Gatelodge	1				2			2	2
New Gate House	1				2			2	2
Coach House	1			1				1	1
Apt 01	1			1				1	1
Apt 02	1			1				1	1
Go-Car			2				2		
Visitor		6					6		
Totals	**158**	6	2	59	6	55	13	**117**	**0.74**

Table 15 | *Car Parking Spaces Proposed*

It is therefore proposed that a total of 130 No. car parking spaces be provided, with 117 No. spaces allocated for residents of the development, 11 No. spaces for non-residents, visitors and drop-off parking, and 2 No. spaces for Go-Car Station.

The proposal includes the following parking spaces:

Motorcycle Parking: 9 no. motorcycle parking are proposed: 1 no. within Block E, 6 within Block F and 2 within Block G.

Disabled Parking: 6 no. disable parking are proposed.

11.2 Cycle Parking

11.2.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities set out national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

Chapter *5.3.5 Bicycle Parking and Storage* indicates that in areas of high and medium accessibility, planning authorities must ensure that new residential developments have high quality cycle parking and cycle storage facilities for both residents and visitors. Access to secure storage of bicycles is a key concern for residents in more compact housing developments.

It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended:

> (i) **Quantity** – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.
>
> (ii) **Design** – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.

The recommendations above have been followed in the bicycle parking proposed for the subject development.

11.2.2 Sustainable Urban Housing: Design Standards for New Apartments (July 2023)

The *Sustainable Urban Housing: Design Standards for New Apartments (July 2023)*, set out the parking requirements, which are assessed below. The following extract from the standard summarises the bicycle parking guidelines for new apartments:

> "*Quantity – a general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc.*"

This standard, which was originally developed for apartments, is often extended to houses in order to obtain a reference value for the number of bicycle spaces necessary for this type of unit. The table below outlines

the required parking for the proposed development based on the *Sustainable Urban Housing: Design Standards for New Apartments (July 2023)*.

Land Use		No. Units	Cycle Parking Spaces Standard		Cycle Parking Spaces Required	
			Resident	Visitor	Resident	Visitor
2-bed	Houses	1	1	1 per 2 units	1	0
3-bed	Houses	3	3	1 per 2 units	9	1
4-bed	Houses	8	4	1 per 2 units	32	2
1-bed	Apartments	35	1	1 per 2 units	35	17
2-bed	Apartments	81	2	1 per 2 units	162	40
3-bed	Apartments	3	3	1 per 2 units	9	4
3-bed	Duplex	27	3	1 per 2 units	81	14
Total resident Cycle parking spaces					**329**	**78**

Table 16 | *Sustainable Urban Housing: Design Standards for New Apartments (July 2023) – Cycle Parking Spaces Required.*

11.2.3 Dún Laoghaire-Rathdown County Council Standards for Cycle Parking and Associated Cycling Facilities for New Developments (January 2018)

The Dún Laoghaire-Rathdown County Council *Standards for Cycle Parking and Associated Cycling Facilities for New Developments (January 2018)* sets out the requisite number of cycle parking spaces. Table 4.1 and Table 4.2 of this standard delineates the minimum number of cycle parking spaces that will be required for residential developments within the jurisdiction of Dún Laoghaire-Rathdown County Council. The following table provides a summary of the information presented in the standard.

Residential Development Type	Standards for Cycle Parking and Associated Cycling Facilities for New Developments (January 2018) Minimum	
	Long-Stay (minimum 2 spaces)	Short-Stay (minimum 2 spaces)
Apartments, Flats, Sheltered housing	1 space per 1 unit	1 space per 5 units
Houses - 2 bed dwelling	1 space per 1 unit	1 space per 5 units
Houses - 3+ bed dwelling	1 space per 1 unit	1 space per 5 units
Childcare Service	1 space per 5 staff	1 space per 10 children
Institutions, Community Centres, Library, Museum, Art Gallery	1 space per 5 staff	1 space per 100 sqm GFA

Table 17 | *Standards for Cycle Parking and Associated Cycling Facilities for New Developments (January 2018)) – Cycle Parking Standard.*

According to the table above, the cycle parking spaces required is presented in table below.

Land Use		No. Units	Standards for Cycle Parking and Associated Cycling Facilities for New Developments (January 2018)			
			Standard		Proposed	
			Long-Stay	Short-Stay	Long-Stay	Short-Stay
2-bed	Houses	1	2	2	2	2
3-bed	Houses	3	1 per unit	2	3	2
4-bed	Houses	8	1 per unit	2	8	2
1-bed	Apartments	35	1 per unit	1 per 5 units	35	7
2-bed	Apartments	81	1 per unit	1 per 5 units	81	16
3-bed	Apartments	3	1 per unit	2	3	6
3-bed	Duplex	27	1 per unit	1 per 5 units	27	5
Crèche		42 no. children 8 no. staff	1 per 5 staff	1 per 10 children	2	4
Community / Leisure Uses		223 sqm	1 per 5 staff	1 per 100 sqm		2
Total resident car parking spaces **Total non-resident car parking spaces**					**156** **2**	**40** **6**

Table 18 | *Standards for Cycle Parking and Associated Cycling Facilities for New Developments (January 2018)) – Cycle Parking Required*

11.2.4 Cycle parking proposed

Bicycle Calculations are based on *Sustainable Urban Housing: Design Standards for New Apartments (July 2023)* for apartments and on *Standards for Cycle Parking and Associated Cycling Facilities for New Developments* for Houses & Duplex. Cycle parking spaces proposed for the subject development are shown in table below.

Land Use		No. Units	Standard		Proposed	
			Long-Stay	Short-Stay	Long-Stay	Short-Stay
2-bed	Houses	1	1	1 / 5 units	1	1
3-bed	Houses	3	1	1 / 5 units	3	1
4-bed	Houses	8	3	1 / 5 units	24	2
1-bed	Apartments	35	1	1 / 2 units	35	18
2-bed	Apartments	81	2	1 / 2 units	162	40
3-bed	Apartments	3	3	1 / 2 units	9	2
3-bed	Duplex	27	2	1 / 5 units	54	6

Crèche	42 no. children 8 no. staff	1 per 10 children	1 per 5 staff	4	2
Community / Leisure uses	223 sqm	1 per 100 sqm GFA		2	
Total resident cycle parking spaces **Total non-resident cycle parking spaces**				**288** **6**	**70** **2**

Table 19 | *Cycle Parking Proposed*

It is therefore proposed that a total of 366 no. cycle spaces will be provided. A total of 358 bicycle parking spaces will be allocated for the residential units, with 288 spaces designated for long-term use and 70 spaces for short-term use. Furthermore, it is proposed that 8 no. cycle parking spaces will be provided for non-resident units, with 6 no. spaces allocated for long-stay and 2 no. spaces for short-stay.

It is considered that the number of cycle parking spaces proposed is sufficient for the subject development and that it meets the minimum requirements of each of the standards analysed above.

12. Public Transport Assessment

A Public Transport Capacity Analysis has been prepared by Waterman Moylan on behalf of Knockrabo Investments DAC to accompany a planning application to Dun Laoghaire Rathdown, for a proposed residential development at Knockrabo.

The detailed assessment is outlined in the Waterman Moylan Report No. *20-086r.005 Public Transport Capacity Analysis*, which is included in the documentation package.

Public transport surveys were carried out by Waterman Moylan on Tuesday 14th May 2024, Tuesday 8th October 2024 and Wednesday 9th October 2024, during both peak hours, morning and evening. The surveys were carried out in the morning between 07.00 and 09.00 and in the evening between 16.30 and 18.30, in line with the expected demand profile for bus and Luas journeys outlined above.

The surveys were carried out at:

- **Bus Stop 3018 & 3027:** Located at Drummartin Road. This Bus stop is served by Dublin Bus, route 11.
- **Bus Stop 10092 & 10097:** Located at Mount Anville Road. This stop is served by Joe Moroney Coach Hire Ltd, Route 511 and by Go Ahead Ireland, route S6.
- **Dundrum Luan Green Line Station** for both directions, northbound and southbound.

The capacity and demand for the various public transport services in the area of the subject site is set out in **Table 20** below. As shown in the table below, the existing public transport capacity is sufficient to meet the commuting needs of the residents of the proposed development.

Service Type	No of Services	Total Capacity	Development Demand	Demand as % of Capacity
AM Peak Hour (7:30 – 8:30)				
Bus – Northbound	3	239	8	3.4%
Bus – Southbound	3	257	8	3.1%
Bus – Eastbound	4	256	8	3.0%
Bus – Westbound	4	329	8	2.4%
Luas – Northbound	15	1,609	14	0.9%
Luas – Southbound	13	2,135	6	0.3%
PM Peak Hour (17:00 – 18:00)				
Bus – Northbound	3	97	8	8.6%
Bus – Southbound	3	150	8	5.3%
Bus – Eastbound	5	134	8	6.0%
Bus – Westbound	2	43	8	21.5%
Luas – Northbound	15	2,325	14	0.6%
Luas – Southbound	13	1,337	6	0.5%

Table 20 | Demand vs Capacity AM Peak Weekday (Source: Waterman Moylan Report No. *20-086r.005 Public Transport Capacity Analysis)*

13. Quality Audit (including a Road Safety Audit)

A Quality Audit (QA) has been carried out by Roadplan Consulting Engineers and forms part of this submission package. The Quality Audit was developed using a series of discrete but linked assessments and ensures that the broad objectives of place, functionality, maintenance and safety are achieved.

The results of the audit were reviewed and incorporated into the final design.

The Quality Audit and their feedback form can be seen in the Waterman Moylan Report No. *20-086r.001 Engineering Assessment Report*, which is included in the documentation package.

14. Conclusion

14.1 Summary

Waterman Moylan were appointed by Knockrabo Investments DAC to prepare this Traffic and Transport Assessment for a proposed development at Knockrabo, Mount Anville, Goatstown, Co. Dublin.

The site is bounded to the south-east by Mount Anville Road; to the south by 'Mount Anville Lodge' and by the rear boundaries of 'Thendara' (a Protected Structure – RPS Ref. 812), 'The Garth' (a Protected Structure – RPS Ref. 819), 'Chimes', 'Hollywood House' (a Protected Structure – RPS Ref. 829); to the south-west by existing allotments; to the north by the reservation corridor for the Dublin Eastern By-Pass (DEBP); and to the east by the site of residential development 'Knockrabo' (Phase 1, permitted under DLRCC Reg. Ref. D13A/0689 / An Bord Pleanála (ABP) Ref. PL.06D.243799 and DLRCC Reg. Ref. D16A/0821 (Phase 1); and DLRCC Reg. Ref. D16A/0960 (Phase 1A)). The site includes 'Cedar Mount' (a Protected Structure- RPS Ref. 783), 'Knockrabo Gate Lodge (West)' (a Protected Structure RPS Ref. 796), including Entrance Gates and Piers.

All other ancillary site development works to facilitate construction, site services, piped infrastructure, 1 No. sub-station, plant, public lighting, bin stores, bike stores, boundary treatments, provision of public, communal and private open space areas comprising hard and soft landscaping, site services all other associated site excavation, infrastructural and site development works above and below ground. In addition to the repositioned access to Cedar Mount (a Protected Structure) as referenced above, the development will be served by the permitted access road 'Knockrabo Way' (DLRCC Reg. Ref. D13A/0689; ABP Ref. PL.06D.243799, DLRCC Reg. Ref. D16A/0821 and DLRCC Reg. Ref. D16A/0960).

It is expected that construction of the proposed development will commence in 2025 and be completed in 2027.

Vehicular, cycle and pedestrian access to serve the development will be provided from Mount Anville Road (R112) via Knockrabo Way, which borders the Subject Development to the right.

14.2 Conclusion

The main conclusions obtained in this TTA report are:

Road Network Assessment

It is estimated that the Subject Development will generate a total of 79 car trips in the AM peak hour (24 arrivals and 55 departures) and 70 in the PM peak hour (44 arrivals and 26 departures).

The performance of the assessed junction has been analysed for the critical AM Peak Hour and PM Peak Hour (08:00 – 09:00 and 15:00 – 16:00) for the following scenarios:

2024 BASE YEAR: with 2024 Surveyed Flows.

2027 DO NOTHING (DN-2027): with 2024 surveyed flows factored up.

2032 DO NOTHING (DN-2032): with 2024 surveyed flows factored up.

2042 DO NOTHING (DN-2042): with 2024 surveyed flows factored up.

2027 DO SOMETHING (DS-2027): (DN-2027) + traffic to/from the Subject Development.

2032 DO SOMETHING (DS-2032): (DN-2032) + traffic to/from the Subject Development.

2042 DO SOMETHING (DS-2042): (DN-2042) + traffic to/from the Subject Development.

Of the junctions assessed, the junction of Mount Anville Road (R112) and Knockrabo Way (existing T-junction) would experience a traffic increase above the threshold of 5% of the existing flow during the AM peak hour. The junction modelling results demonstrate that the existing junction of Mount Anville Road (R112) and Knockrabo Way would operate well for all scenarios assessed: The junctions would remain within their capacity for the 2042 DO SOMETHING (DS-2042) scenario during both peak periods.

Parking Assessment

To determine the appropriate amount of car and cycle parking for the proposed development, reference has been made to the following guidelines/policies:

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments (July 2023)
- Greater Dublin Area Transport Strategy (2022 – 2042) Standards *(Car Parking only)*
- Dún Laoghaire-Rathdown County Development Plan 2022-2028 *(Car Parking only)*
- Standards for Cycle Parking and Associated Cycling Facilities for New Developments (January 2018) *(cycle parking only)*

The subject development proposes to provide a total of 130 No. car parking spaces, with 117 No. spaces for residents of the development, 11 No. spaces for non-residents, visitors and drop-off parking and 2 No. spaces for the Go-Car station. The proposal includes the following parking

Motorcycle Parking: 9 No. motorcycle spaces are proposed: 1 No. within Block E, 6 No. within Block F and 2 No. within Block G.

Disabled parking: 5 No. disabled parking bays are proposed.

In terms of cycle parking, it is proposed to provide a total of 366 cycle spaces for the residential units, of which 288 are long-stay and 70 are short-stay. In addition, it is proposed to provide eight cycle parking spaces for non-resident units, of which six will be long-stay and two will be short stay.

It is considered that the number of cycle spaces proposed is sufficient for the development and meets the requirements of each of the standards analysed above.

Public Transport Assessment

A public transport capacity analysis has been prepared by Waterman Moylan on behalf of Knockrabo Investments DAC to accompany a planning application to Dun Laoghaire Rathdown for a proposed residential development at Knockrabo, Mount Anville Road, Goatstown, Dublin 14.

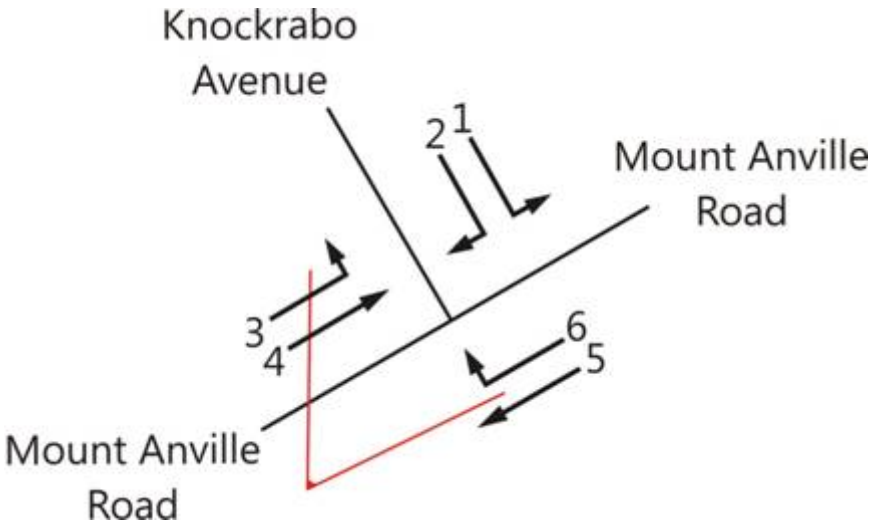
The assessment indicates that the capacity of the existing public transport services is more than adequate to cater for existing and future demand from residents living in the proposed development.

Appendices

A. Traffic Survey

Site Location

Movement Numbering



Job number: TRA/24/032	Job Date: 10th April 2024	Drawing No: TRA/24/032-01	traffinomics.ie
Client: Waterman-Moylan	Job Day: Wednesday	Author: SPW	

TRAFFINOMICS LIMITED

KNOCKRABO - PHASE 2 TRAFFIC COUNT **APRIL 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/24/032**

SITE: 01 DATE: 10th April 2024

LOCATION: Mount Anville Road/Knockrabo Avenue DAY: Wednesday

TIME	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4								MOVEMENT 5								MOVEMENT 6								PCU's Through Junction
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	
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00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00:15	0	0	6	1	0	1	8	9	1	0	6	0	0	0	7	6	0	0	0	0	0	0	0	0	15
00:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	00:30	0	1	1	1	0	1	4	4	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0	10
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00:45	0	0	3	0	0	1	4	5	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	7
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	**H/TOT**	0	1	15	4	0	4	24	27	1	0	22	2	0	0	25	24	0	0	1	0	0	0	1	1	54
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01:00	0	0	1	0	1	0	2	3	0	0	2	0	2	0	4	6	0	0	0	0	0	0	0	0	9
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01:15	0	0	3	0	0	0	3	3	0	1	1	0	0	0	2	1	0	0	0	0	0	0	0	0	4
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01:30	0	0	5	0	0	1	6	7	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	9
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01:45	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	11	0	1	1	13	15	0	1	5	0	2	0	8	9	0	0	0	0	0	0	0	0	24
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02:30	0	0	3	0	0	0	3	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02:45	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	7	0	0	0	7	7	0	0	3	1	0	0	4	4	0	0	0	0	0	0	0	0	11
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03:00	0	0	1	0	0	0	1	1	2	0	2	0	0	0	4	2	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03:15	0	0	2	0	1	0	3	4	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	6
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03:30	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	4	0	1	0	5	6	2	0	4	0	1	0	7	6	0	0	0	0	0	0	0	0	12
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	04:00	0	0	4	0	1	0	5	6	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	7
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	04:15	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	04:30	0	0	1	0	1	1	3	5	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	6
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	04:45	0	0	6	0	0	1	7	8	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	11	0	4	2	17	23	0	0	1	2	0	0	3	3	0	0	0	0	0	0	0	0	26
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	05:00	0	0	1	0	1	0	2	3	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	5
05:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	05:15	0	0	6	0	0	2	8	10	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	12
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	05:30	0	0	8	3	2	1	14	17	1	0	4	0	0	0	5	4	0	0	0	0	0	0	0	0	21
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	05:45	0	0	14	2	1	0	17	18	0	0	7	1	1	3	12	16	0	0	1	0	0	0	1	1	35
H/TOT	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**H/TOT**	0	0	29	5	4	3	41	48	1	0	14	1	1	3	20	23	0	0	1	0	0	0	1	1	73
06:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	06:00	0	0	17	1	0	1	19	20	0	0	11	0	1	0	12	13	0	0	0	0	0	0	0	0	34
06:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	06:15	0	1	34	5	2	1	43	45	0	0	9	1	1	2	13	16	0	0	0	0	0	0	0	0	63
06:30	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	06:30	1	1	70	10	3	3	88	93	2	0	18	1	0	2	23	23	0	0	0	0	0	0	0	0	121
06:45	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	06:45	1	0	106	7	2	2	118	121	0	0	21	1	1	1	24	26	0	0	1	0	0	0	1	1	149
H/TOT	0	0	6	0	0	0	6	6	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	**H/TOT**	2	2	227	23	7	7	268	279	2	0	59	3	3	5	72	78	0	0	1	0	0	0	1	1	368
07:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:00	0	0	116	13	2	2	133	137	0	0	37	4	1	1	43	45	0	0	0	0	0	0	0	0	184
07:15	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	1	1	0	0	2	2	07:15	1	0	130	11	1	1	144	145	0	0	59	6	2	2	69	73	0	0	0	0	0	0	0	0	222
07:30	0	0	5	0	0	0	5	5	0	0	4	1	0	0	5	5	0	0	0	0	0	0	0	0	07:30	4	3	115	10	2	3	137	137	0	0	67	7	0	4	78	82	0	0	2	0	0	0	2	2	231
07:45	0	0	8	0	0	0	8	8	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	07:45	3	2	117	9	2	1	134	133	2	1	118	7	1	3	132	134	0	0	1	0	0	0	1	1	279
H/TOT	0	0	16	0	0	0	16	16	0	0	8	1	0	0	9	9	0	0	1	1	0	0	2	2	**H/TOT**	8	5	478	43	7	7	548	553	2	1	281	24	4	10	322	334	0	0	3	0	0	0	3	3	916

TRAFFINOMICS LIMITED

KNOCKRABO - PHASE 2 TRAFFIC COUNT **APRIL 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/24/032**

SITE: 01 DATE: 10th April 2024

LOCATION: Mount Anville Road/Knockrabo Avenue DAY: Wednesday

SITE: 01 DATE: 10th April 2024

LOCATION: Mount Anville Road/Knockrabo Avenue DAY: Wednesday

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								PCU's Through Junction
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	
08:00	0	0	12	0	0	0	12	12	0	0	2	0	0	0	2	2	0	0	3	0	0	0	3	3	284
08:15	0	0	10	0	0	0	10	10	0	0	7	0	0	0	7	7	0	0	1	0	0	0	1	1	208
08:30	0	1	7	0	0	0	8	7	0	0	6	0	0	0	6	6	0	0	6	0	0	0	6	6	278
08:45	0	0	4	0	0	0	4	4	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	229
H/TOT	0	1	33	0	0	0	34	33	0	0	18	0	0	0	18	18	0	0	12	0	0	0	12	12	999
09:00	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	210
09:15	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2	0	0	1	1	0	0	2	2	220
09:30	0	0	3	1	0	0	4	4	0	0	2	0	0	0	2	2	0	0	5	0	0	0	5	5	228
09:45	0	0	1	0	0	0	1	1	0	0	2	1	0	0	3	3	0	0	1	0	0	0	1	1	221
H/TOT	0	0	7	1	0	0	8	8	0	0	9	1	0	0	10	10	0	0	9	1	0	0	10	10	879
10:00	0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2	194
10:15	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2	182
10:30	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	0	1	0	0	1	1	217
10:45	0	0	1	0	0	0	1	1	0	0	5	0	0	0	5	5	0	0	2	0	1	0	3	4	203
H/TOT	0	0	4	0	0	0	4	4	0	0	12	0	0	0	12	12	0	0	6	1	1	0	8	9	795
11:00	0	0	2	0	0	0	2	2	2	0	0	0	0	0	2	0	1	0	1	0	0	0	2	1	182
11:15	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	4	196
11:30	1	0	3	0	1	0	5	5	0	0	2	0	0	0	2	2	1	0	1	0	0	0	2	1	191
11:45	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	209
H/TOT	1	0	8	0	2	0	11	12	2	0	4	0	0	0	6	4	2	0	5	0	1	0	8	7	778
12:00	1	0	4	0	0	0	5	4	2	0	1	0	0	0	3	1	0	0	2	0	0	0	2	2	197
12:15	0	0	2	0	0	0	2	2	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	209
12:30	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	212
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	2	0	0	0	2	2	206
H/TOT	1	0	9	0	0	0	10	9	2	0	4	1	0	0	7	5	0	0	9	0	0	0	9	9	824
13:00	0	0	1	1	0	0	2	2	0	0	2	0	0	0	2	2	0	1	1	0	0	0	2	1	212
13:15	0	0	3	0	0	0	3	3	1	0	2	0	1	0	4	4	0	0	2	0	0	0	2	2	202
13:30	0	0	3	0	0	0	3	3	0	0	0	1	0	0	1	1	0	0	1	1	0	0	2	2	204
13:45	0	0	2	2	0	0	4	4	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3	201
H/TOT	0	0	9	3	0	0	12	12	1	0	4	1	1	0	7	7	0	1	6	2	0	0	9	8	819
14:00	0	0	3	1	0	0	4	4	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	1	206
14:15	0	0	3	0	0	0	3	3	1	0	2	0	0	0	3	2	0	0	0	0	0	0	0	0	214
14:30	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	211
14:45	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	253
H/TOT	0	0	10	1	0	0	11	11	1	0	6	0	0	0	7	6	1	0	2	0	0	0	3	2	885
15:00	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2	216
15:15	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	230
15:30	0	0	10	0	0	0	10	10	0	0	1	0	1	0	2	3	0	0	2	0	1	0	3	4	235
15:45	0	0	10	0	0	0	10	10	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6	231
H/TOT	0	0	23	0	0	0	23	23	0	0	5	0	1	0	6	7	0	0	14	0	1	0	15	16	913

TRAFFINOMICS LIMITED

KNOCKRABO - PHASE 2 TRAFFIC COUNT **APRIL 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/24/032**

SITE: 01 DATE: 10th April 2024

LOCATION: Mount Anville Road/Knockrabo Avenue DAY: Wednesday

	MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
08:00	4	5	112	6	1	1	129	125	0	0	124	0	3	3	130	136	0	0	6	0	0	0	6	6
08:15	2	2	88	5	0	2	99	98	2	0	80	2	1	1	86	86	0	0	5	0	0	0	5	5
08:30	3	4	129	6	4	2	148	149	4	0	93	4	1	2	104	104	0	0	6	0	0	0	6	6
08:45	2	3	121	7	2	2	137	138	4	2	67	3	2	2	80	80	0	0	3	0	0	0	3	3
H/TOT	11	14	450	24	7	7	513	510	10	2	364	9	7	8	400	406	0	0	20	0	0	0	20	20
09:00	4	0	97	6	2	3	112	114	1	1	74	7	2	1	86	88	0	0	3	0	0	0	3	3
09:15	1	2	125	10	2	2	142	144	0	0	53	4	1	3	61	65	0	0	5	0	0	0	5	5
09:30	1	2	105	15	2	0	125	125	0	0	69	7	7	1	84	92	0	0	0	0	0	0	0	0
09:45	2	0	95	15	4	5	121	128	1	0	73	6	1	1	82	83	0	0	4	0	0	0	4	4
H/TOT	8	4	422	46	10	10	500	511	2	1	269	24	11	6	313	328	0	0	12	0	0	0	12	12
10:00	1	1	104	10	3	3	122	127	1	0	45	6	2	2	56	59	0	0	1	0	0	0	1	1
10:15	1	1	77	14	3	2	98	102	0	0	58	9	2	2	71	75	0	0	0	0	0	0	0	0
10:30	0	1	108	7	2	1	119	121	1	0	78	8	1	2	90	92	0	0	0	0	0	0	0	0
10:45	4	1	87	11	2	1	106	105	1	0	73	6	4	0	84	87	0	0	1	0	0	0	1	1
H/TOT	6	4	376	42	10	7	445	455	3	0	254	29	9	6	301	314	0	0	2	0	0	0	2	2
11:00	2	0	72	3	3	1	81	83	3	0	77	10	1	2	93	94	0	0	1	0	0	0	1	1
11:15	1	0	73	12	4	1	91	95	0	0	69	7	7	2	85	94	0	0	0	0	0	0	0	0
11:30	1	0	91	8	1	4	105	109	0	1	66	3	1	1	72	73	0	0	0	0	0	0	0	0
11:45	2	1	84	7	3	1	98	100	0	0	81	9	4	2	96	102	0	0	2	0	0	0	2	2
H/TOT	6	1	320	30	11	7	375	388	3	1	293	29	13	7	346	363	0	0	3	0	0	0	3	3
12:00	0	1	60	7	1	4	73	77	0	0	96	7	2	2	107	111	0	0	1	0	0	0	1	1
12:15	2	2	83	5	5	1	98	101	0	1	80	10	2	3	96	100	0	0	0	0	0	0	0	0
12:30	1	0	85	7	1	3	97	100	1	2	87	4	4	2	100	104	1	0	2	0	0	0	3	2
12:45	2	2	68	13	2	3	90	92	0	1	92	11	0	2	106	107	0	0	2	1	0	0	3	3
H/TOT	5	5	296	32	9	11	358	371	1	4	355	32	8	9	409	423	1	0	5	1	0	0	7	6
13:00	0	0	79	4	1	1	85	87	0	1	90	11	5	2	109	115	0	0	2	0	1	0	3	4
13:15	0	1	69	9	2	1	82	84	1	1	82	10	2	4	100	105	0	0	3	1	0	0	4	4
13:30	0	1	91	8	2	1	103	105	1	3	77	8	1	1	91	90	0	0	2	0	0	0	2	2
13:45	1	1	65	7	3	2	79	83	2	1	100	9	0	1	113	112	0	0	0	0	0	0	0	0
H/TOT	1	3	304	28	8	5	349	359	4	6	349	38	8	8	413	422	0	0	7	1	1	0	9	10
14:00	1	1	76	4	2	2	86	89	1	0	91	4	5	2	103	109	0	0	2	1	0	0	3	3
14:15	0	2	75	7	2	0	86	87	1	0	104	7	4	1	117	121	0	0	1	0	0	0	1	1
14:30	0	1	67	6	0	2	76	77	3	1	102	10	3	1	120	121	0	0	7	0	0	0	7	7
14:45	1	4	106	5	0	1	117	115	1	0	110	10	2	4	127	132	0	0	2	1	0	0	3	3
H/TOT	2	8	324	22	4	5	365	368	6	1	407	31	14	8	467	484	0	0	12	2	0	0	14	14
15:00	0	0	78	10	1	1	90	92	3	1	112	1	0	1	118	116	0	1	3	0	0	0	4	3
15:15	0	0	71	8	2	1	82	85	0	1	119	13	1	1	135	136	0	0	3	0	0	0	3	3
15:30	1	1	99	4	0	3	108	110	3	0	90	3	1	1	98	98	0	0	11	0	0	0	11	11
15:45	2	0	109	1	1	2	115	116	2	2	84	4	0	2	94	93	0	0	3	0	0	0	3	3
H/TOT	3	1	357	23	4	7	395	403	8	4	405	21	2	5	445	443	0	1	20	0	0	0	21	20

SITE: 01 DATE: 10th April 2024

LOCATION: Mount Anville Road/Knockrabo Avenue DAY: Wednesday

TIME	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								PCU's Through Junction
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	
16:00	0	0	5	0	0	0	5	5	0	0	6	0	0	0	6	6	0	0	3	0	0	0	3	3	194
16:15	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	199
16:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0	0	3	0	0	0	3	3	188
16:45	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	186
H/TOT	0	0	13	0	0	0	13	13	0	0	9	1	0	0	10	10	0	0	9	0	0	0	9	9	767
17:00	0	0	1	0	0	0	1	1	0	1	1	1	0	0	3	2	1	0	2	1	0	0	4	3	214
17:15	0	0	3	0	0	0	3	3	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	234
17:30	0	0	3	0	0	0	3	3	0	1	1	0	0	0	2	1	0	0	0	0	0	0	0	0	213
17:45	0	0	4	2	0	0	6	6	0	0	1	0	0	0	1	1	0	1	0	1	0	0	2	1	217
H/TOT	0	0	11	2	0	0	13	13	0	2	6	1	0	0	9	8	1	1	3	2	0	0	7	6	878
18:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	196
18:15	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	224
18:30	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	5	215
18:45	0	0	1	0	0	0	1	1	0	0	3	1	0	0	4	4	0	0	2	0	0	0	2	2	209
H/TOT	0	0	7	0	0	0	7	7	0	0	3	1	0	0	4	4	0	0	13	1	0	0	14	14	845
19:00	0	0	1	1	0	0	2	2	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	197
19:15	0	0	1	0	0	0	1	1	0	0	0	1	0	0	1	1	0	0	3	0	0	0	3	3	206
19:30	0	0	2	0	0	0	2	2	0	0	4	0	0	0	4	4	0	0	3	0	0	0	3	3	234
19:45	1	0	0	0	0	0	1	0	0	0	2	1	0	0	3	3	0	0	6	0	0	0	6	6	201
H/TOT	1	0	4	1	0	0	6	5	0	0	9	2	0	0	11	11	0	0	14	0	0	0	14	14	838
20:00	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	163
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	148
20:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	3	1	0	0	4	4	172
20:45	0	0	2	0	0	0	2	2	0	0	2	1	0	0	3	3	0	0	2	0	0	0	2	2	130
H/TOT	0	0	5	0	0	0	5	5	0	0	6	1	0	0	7	7	0	0	8	1	0	0	9	9	613
21:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	116
21:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	1	1	0	2	0	0	0	3	2	117
21:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	98
21:45	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	110
H/TOT	0	0	2	0	0	0	2	2	1	0	3	1	0	0	5	4	1	0	6	0	0	0	7	6	440
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	126
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	83
22:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	54
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	389
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
23:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
H/TOT	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140
07:00 - 19:00	2	1	150	7	2	0	162	162	6	2	88	7	2	0	105	101	4	2	89	8	3	0	106	105	10297
06:00 - 22:00	3	1	167	8	2	0	181	180	7	2	109	11	2	0	131	126	5	2	117	9	3	0	136	134	12555
00:00 - 00:00	3	1	169	8	2	0	183	182	7	2	111	11	2	0	133	128	5	2	119	9	3	0	138	136	13284

TRAFFINOMICS LIMITED

KNOCKRABO - PHASE 2 TRAFFIC COUNT **APRIL 2024**

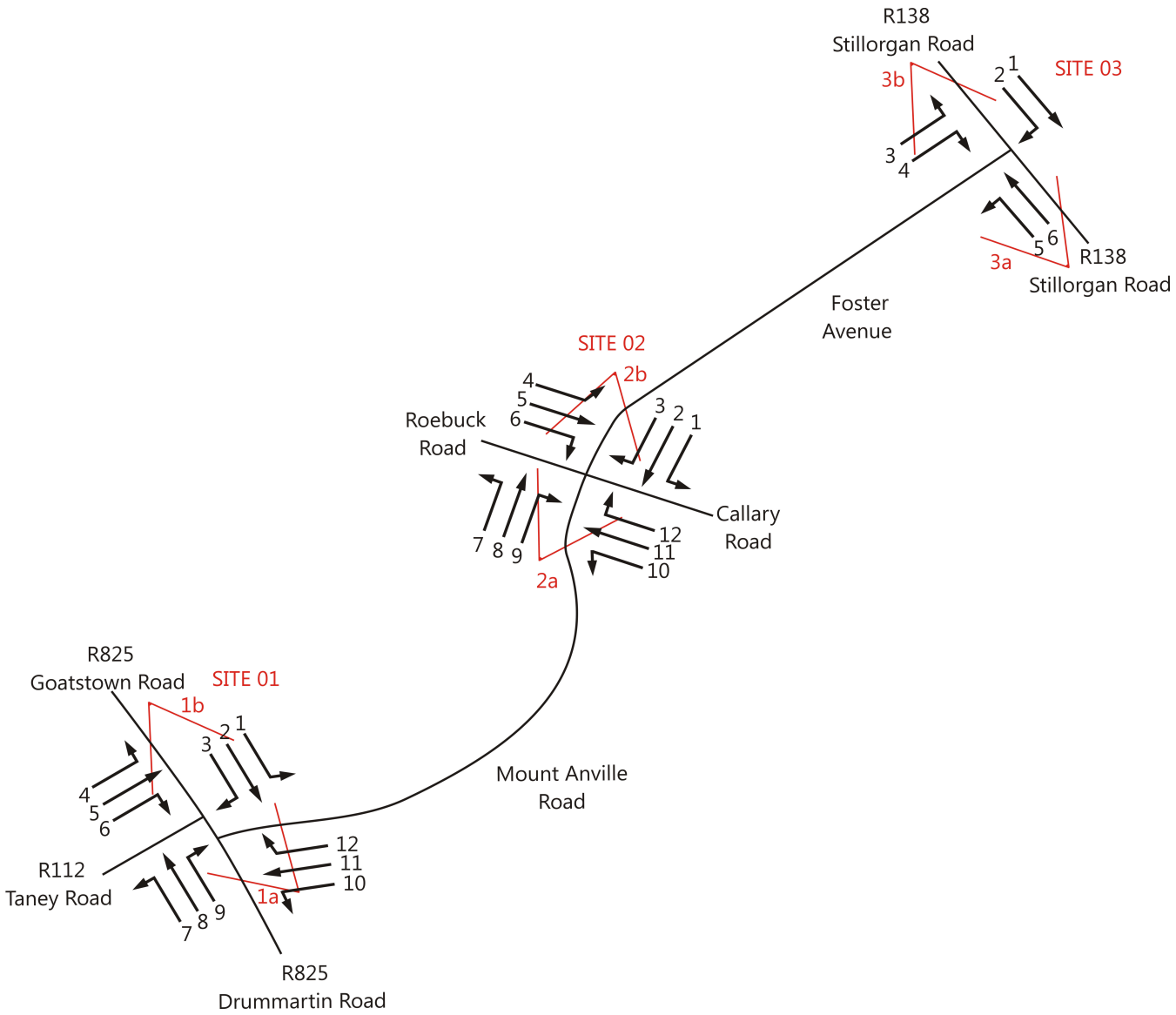
MANUAL CLASSIFIED JUNCTION TURNING COUNT **TRA/24/032**

SITE: 01 DATE: 10th April 2024

LOCATION: Mount Anville Road/Knockrabo Avenue DAY: Wednesday

TIME	MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	3	0	78	4	0	2	87	87	1	3	81	3	2	1	91	91	0	0	2	0	0	0	2	2
16:15	0	0	70	4	0	1	75	76	0	5	98	9	1	1	114	113	0	0	4	0	0	0	4	4
16:30	0	0	67	0	1	2	70	73	1	1	93	6	1	2	104	106	0	0	4	0	0	0	4	4
16:45	1	0	67	4	0	0	72	71	1	2	95	6	1	0	105	104	0	0	4	0	0	0	4	4
H/TOT	4	0	282	12	1	5	304	307	3	11	367	24	5	4	414	414	0	0	14	0	0	0	14	14
17:00	1	1	81	4	0	3	90	92	3	2	96	10	1	0	112	109	0	1	6	0	0	0	7	6
17:15	0	1	88	4	1	0	94	94	4	1	118	4	1	1	129	127	0	0	4	1	0	0	5	5
17:30	2	1	86	5	0	2	96	96	3	1	95	9	2	1	111	111	0	0	2	0	0	0	2	2
17:45	1	2	82	4	0	1	90	89	4	3	102	3	0	2	114	111	0	0	8	1	0	0	9	9
H/TOT	4	5	337	17	1	6	370	371	14	7	411	26	4	4	466	459	0	1	20	2	0	0	23	22
18:00	3	0	76	6	0	2	87	87	3	1	92	5	0	2	103	102	0	0	4	0	0	0	4	4
18:15	1	1	92	6	0	5	105	109	2	3	95	5	1	1	107	106	1	0	2	0	0	0	3	2
18:30	0	0	100	5	0	1	106	107	4	1	88	2	0	3	98	97	0	0	4	0	0	0	4	4
18:45	0	2	98	5	0	3	108	110	1	1	80	4	1	2	89	91	0	0	1	1	0	0	2	2
H/TOT	4	3	366	22	0	11	406	412	10	6	355	16	2	8	397	395	1	0	11	1	0	0	13	12
19:00	0	0	81	4	0	1	86	87	1	1	91	7	0	2	102	103	0	0	0	0	0	0	0	0
19:15	0	3	80	2	0	4	89	91	2	1	104	1	0	1	109	108	0	0	2	0	0	0	2	2
19:30	0	3	97	5	0	1	106	105	2	1	109	4	1	1	118	118	0	0	2	0	0	0	2	2
19:45	1	0	74	1	2	2	80	83	1	1	102	2	0	1	107	107	0	0	2	0	0	0	2	2
H/TOT	1	6	332	12	2	8	361	367	6	4	406	14	1	5	436	435	0	0	6	0	0	0	6	6
20:00	0	2	58	3	0	4	67	70	2	1	77	3	1	1	85	85	0	0	2	0	0	0	2	2
20:15	4	0	59	1	0	0	64	61	1	0	81	1	0	1	84	84	0	0	1	0	0	0	1	1
20:30	0	0	75	4	1	2	82	85	0	2	74	2	0	1	79	79	0	0	2	0	0	0	2	2
20:45	0	1	47	2	0	1	51	51	0	2	61	5	0	1	69	69	0	0	3	0	0	0	3	3
H/TOT	4	3	239	10	1	7	264	267	3	5	293	11	1	4	317	317	0	0	8	0	0	0	8	8
21:00	0	1	44	0	0	2	47	48	0	3	56	0	0	1	60	59	0	0	2	1	0	0	3	3
21:15	1	1	53	1	0	2	58	59	1	1	50	0	0	1	53	53	0	0	1	1	0	0	2	2
21:30	0	0	40	1	0	1	42	43	0	0	47	3	0	1	51	52	0	0	1	0	0	0	1	1
21:45	0	1	36	3	0	2	42	43	0	1	48	3	2	3	57	61	0	0	3	0	0	0	3	3
H/TOT	1	3	173	5	0	7	189	193	1	5	201	6	2	6	221	225	0	0	7	2	0	0	9	9
22:00	0	0	35	1	0	1	37	38	1	3	81	0	1	1	87	86	0	0	1	0	0	0	1	1
22:15	1	0	34	0	0	1	36	36	2	2	76	2	1	4	87	89	0	0	0	0	0	0	0	0
22:30	0	0	16	1	0	1	18	19	2	0	58	1	0	1	62	61	0	0	2	0	0	0	2	2
22:45	0	1	19	0	0	2	22	23	0	1	22	0	0	3	26	28	0	0	1	0	0	0	1	1
H/TOT	1	1	104	2	0	5	113	117	5	6	237	3	2	9	262	265	0	0	4	0	0	0	4	4
23:00	0	0	24	0	0	1	25	26	0	0	14	3	1	1	19	21	0	0	0	0	0	0	0	0
23:15	0	0	19	1	0	2	22	24	0	1	10	1	0	0	12	11	0	0	1	0	0	0	1	1
23:30	0	0	9	0	0	1	10	11	0	2	14	0	0	1	17	17	0	0	0	0	0	0	0	0
23:45	0	1	5	1	0	3	10	12	0	0	7	0	0	4	11	15	0	0	0	0	0	0	0	0
H/TOT	0	1	57	2	0	7	67	73	0	3	45	4	1	6	59	64	0	0	1	0	0	0	1	1
07:00 - 19:00	62	53	4312	341	72	88	4928	5007	66	44	4110	303	87	83	4693	4784	2	2	129	7	1	0	141	139
06:00 - 22:00	70	67	5283	391	82	117	6010	6113	78	58	5069	337	94	103	5739	5839	2	2	151	9	1	0	165	163
00:00 - 00:00	71	70	5521	404	92	139	6297	6429	87	68	5400	350	101	121	6127	6239	2	2	158	9	1	0	172	170

Site/Movement Numbering



Job number: TRA/24/159	Job Date: 8th October 2024	Drawing No: TRA/24/159-02	traffinomics.ie
Client: Waterman Moylan Consulting Engineers	Job Day: Tuesday	Author: SPW	

SITE: 01 DATE: 8th October 2024 SITE: 01 DATE: 8th October 2024

LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
00:00	0	0	1	0	0	0	1	1	1	0	11	1	0	0	13	12	1	0	4	0	0	0	5	4	00:00	0	0	1	0	0	0	1	1	0	0	7	1	1	2	11	14	0	0	4	0	0	0	4	4
00:15	0	0	0	0	0	0	0	0	1	0	8	0	1	0	10	10	0	0	0	0	0	0	0	0	00:15	0	0	4	0	0	0	4	4	0	0	1	0	0	2	3	5	0	0	3	0	0	0	3	3
00:30	0	0	0	0	0	0	0	0	0	1	11	1	2	0	15	16	0	0	1	0	0	0	1	1	00:30	0	0	3	0	0	0	3	3	0	0	3	1	0	1	5	6	0	0	1	0	0	0	1	1
00:45	0	0	1	0	0	0	1	1	2	0	8	1	0	0	11	9	0	0	3	0	0	0	3	3	00:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1
H/TOT	0	0	2	0	0	0	2	2	4	1	38	3	3	0	49	48	1	0	8	0	0	0	9	8	**H/TOT**	0	0	8	0	0	0	8	8	0	0	14	2	1	5	22	28	0	0	9	0	0	0	9	9
01:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	1	0	1	0	1	0	3	3
01:15	0	0	0	0	0	0	0	0	0	1	6	1	0	0	8	7	0	0	1	0	0	0	1	1	01:15	0	0	2	0	0	0	2	2	0	0	0	0	1	0	1	2	0	0	2	0	0	0	2	2
01:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
01:45	0	0	0	0	1	0	1	2	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	1	0	1	2	0	1	23	1	0	0	25	24	0	0	2	0	0	0	2	2	**H/TOT**	0	0	2	0	0	0	2	2	0	0	4	0	1	0	5	6	1	0	5	0	1	0	7	7
02:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	02:15	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
02:30	0	0	0	0	0	0	0	0	1	0	5	0	0	0	6	5	0	0	1	0	0	0	1	1	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	1	0	2	0	0	0	3	2	02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	1	0	15	0	0	0	16	15	1	0	5	0	0	0	6	5	**H/TOT**	0	0	3	0	0	0	3	3	0	1	0	0	0	0	1	0	0	1	3	0	0	0	4	3
03:00	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1	03:00	0	0	1	0	0	0	1	1	0	0	0	0	1	0	1	2	0	0	2	0	0	0	2	2
03:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	03:15	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
03:30	0	0	0	0	0	0	0	0	1	0	3	1	0	0	5	4	0	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	5	0	0	2	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	1	0	10	1	0	0	12	11	0	0	1	0	0	0	1	1	**H/TOT**	0	0	2	0	0	0	2	2	0	0	4	0	3	0	7	10	0	0	5	0	0	0	5	5
04:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	04:00	0	0	0	0	1	0	1	2	0	0	1	1	0	0	2	2	0	0	2	0	0	0	2	2
04:15	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	4	0	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	4	0	0	1	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	04:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
04:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	04:45	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3	0	0	1	1	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	8	2	0	0	10	10	0	0	1	0	0	0	1	1	**H/TOT**	0	0	0	0	1	0	1	2	0	0	6	2	1	0	9	10	0	0	5	1	0	0	6	6
05:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	05:00	0	1	0	0	0	0	1	0	0	0	1	1	0	0	2	2	0	0	1	1	0	0	2	2
05:15	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8	0	0	1	1	0	0	2	2	05:15	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	3	0	0	10	0	0	0	10	10
05:30	0	0	0	0	0	0	0	0	0	0	7	1	2	0	10	12	0	0	3	0	0	0	3	3	05:30	0	0	1	1	0	0	2	2	0	0	1	2	0	1	4	5	0	0	7	0	1	0	8	9
05:45	0	0	2	0	0	0	2	2	0	0	16	1	0	0	17	17	0	0	2	0	0	0	2	2	05:45	0	1	3	0	0	0	4	3	0	0	11	0	0	1	12	13	1	1	7	0	1	0	10	10
H/TOT	0	0	2	0	0	0	2	2	0	0	34	2	2	0	38	40	0	0	7	1	0	0	8	8	**H/TOT**	0	2	4	1	0	0	7	6	0	0	14	3	0	3	20	23	1	1	25	1	2	0	30	31
06:00	0	0	1	0	1	0	2	3	2	0	11	1	0	0	14	12	0	0	2	0	0	0	2	2	06:00	0	0	2	0	0	0	2	2	0	0	10	3	2	4	19	25	0	0	2	0	0	0	2	2
06:15	0	0	0	0	0	0	0	0	0	0	13	2	0	0	15	15	0	0	2	0	0	0	2	2	06:15	1	0	4	2	0	0	7	6	0	0	18	1	1	1	21	23	0	0	3	0	0	0	3	3
06:30	0	0	1	0	0	0	1	1	5	0	20	2	1	1	29	27	0	0	3	0	0	0	3	3	06:30	0	1	8	0	1	0	10	10	1	0	31	9	0	1	42	42	1	0	13	1	1	0	16	16
06:45	0	0	3	0	0	0	3	3	15	1	39	2	4	1	62	54	1	0	6	0	0	0	7	6	06:45	1	0	8	0	0	0	9	8	0	1	56	11	1	1	70	71	3	0	13	2	0	0	18	16
H/TOT	0	0	5	0	1	0	6	7	22	1	83	7	5	2	120	109	1	0	13	0	0	0	14	13	**H/TOT**	2	1	22	2	1	0	28	27	1	1	115	24	4	7	152	162	4	0	31	3	1	0	39	37
07:00	0	0	1	0	0	1	2	3	5	0	39	5	2	1	52	51	0	0	13	3	0	0	16	16	07:00	0	1	9	1	0	0	11	10	1	0	76	10	1	1	89	90	2	0	13	3	0	0	18	16
07:15	0	0	3	0	0	0	3	3	4	1	40	8	2	2	57	57	0	0	15	1	0	0	16	16	07:15	1	0	16	1	0	0	18	17	0	0	63	7	3	1	74	78	1	0	11	7	3	0	22	24
07:30	0	0	9	3	0	1	13	14	12	0	44	3	1	1	61	53	0	0	6	1	0	0	7	7	07:30	1	0	12	3	0	0	16	15	1	1	51	6	2	1	62	64	1	0	12	2	0	0	15	14
07:45	0	0	24	1	0	0	25	25	13	2	74	5	1	3	98	90	1	0	29	3	0	1	34	34	07:45	1	0	5	3	0	0	9	8	3	1	50	5	1	1	61	60	2	0	23	4	2	0	31	31
H/TOT	0	0	37	4	0	2	43	45	34	3	197	21	6	7	268	252	1	0	63	8	0	1	73	73	**H/TOT**	3	1	42	8	0	0	54	51	5	2	240	28	7	4	286	292	6	0	59	16	5	0	86	86

SITE: 01 DATE: 8th October 2024 SITE: 01 DATE: 8th October 2024

LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**TIME**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
08:00	0	0	32	0	0	0	32	32	14	1	75	5	0	0	95	83	1	0	31	3	0	1	36	36	08:00	0	0	2	1	0	0	3	3	2	0	44	3	1	0	50	49	1	0	19	5	0	0	25	24
08:15	1	0	31	0	0	0	32	31	19	1	67	4	0	1	92	77	3	0	15	0	1	0	19	18	08:15	2	0	6	0	0	0	8	6	4	2	52	3	1	0	62	59	1	1	34	0	0	0	36	35
08:30	1	0	20	0	0	0	21	20	18	0	67	4	1	2	92	81	1	1	28	0	0	0	30	29	08:30	3	1	14	1	0	0	19	16	3	1	58	5	5	3	75	80	7	1	24	2	1	0	35	30
08:45	0	0	13	0	0	0	13	13	26	0	58	5	1	3	93	76	1	0	24	1	0	0	26	25	08:45	3	0	6	3	0	1	13	12	2	3	51	4	1	2	63	63	1	1	21	4	1	0	28	28
H/TOT	2	0	96	0	0	0	98	96	77	2	267	18	2	6	372	317	6	1	98	4	1	1	111	108	**H/TOT**	8	1	28	5	0	1	43	37	11	6	205	15	8	5	250	251	10	3	98	11	2	0	124	116
09:00	0	0	11	1	0	0	12	12	3	0	46	6	1	2	58	59	1	0	24	0	0	4	29	32	09:00	2	0	9	2	0	0	13	11	5	1	53	2	1	1	63	60	1	0	15	0	0	0	16	15
09:15	0	0	9	1	0	0	10	10	9	0	56	11	3	5	84	85	0	0	23	0	1	0	24	25	09:15	2	0	13	0	0	0	15	13	1	1	47	8	1	2	60	62	0	1	17	3	0	1	22	22
09:30	1	0	6	1	0	0	8	7	5	0	51	3	1	1	61	59	0	0	14	0	0	1	15	16	09:30	2	0	9	3	0	0	14	12	0	0	55	5	1	2	63	66	0	0	19	3	1	0	23	24
09:45	0	0	8	0	1	1	10	12	6	0	44	9	2	2	63	62	0	0	21	2	0	1	24	25	09:45	1	0	10	1	0	2	14	15	2	0	56	6	1	2	67	68	1	0	13	3	1	1	19	20
H/TOT	1	0	34	3	1	1	40	41	23	0	197	29	7	10	266	265	1	0	82	2	1	6	92	98	**H/TOT**	7	0	41	6	0	2	56	52	8	2	211	21	4	7	253	256	2	1	64	9	2	2	80	82
10:00	0	0	5	0	0	0	5	5	1	0	36	8	6	2	53	60	1	1	24	4	3	1	34	37	10:00	0	0	8	2	0	0	10	10	0	0	40	4	1	4	49	54	2	0	9	3	2	0	16	16
10:15	1	0	2	0	0	0	3	2	1	0	31	14	2	2	50	53	0	0	15	4	1	0	20	21	10:15	2	0	14	0	0	0	16	14	1	0	54	9	1	3	68	71	0	0	29	3	2	0	34	36
10:30	0	0	7	0	0	0	7	7	3	3	38	8	1	1	54	52	0	0	16	1	0	0	17	17	10:30	1	1	12	1	0	0	15	14	0	0	39	4	2	1	46	49	0	0	23	6	0	0	29	29
10:45	0	0	4	1	0	0	5	5	2	0	48	3	1	0	54	53	0	0	20	5	1	0	26	27	10:45	1	0	13	3	1	0	18	18	1	1	37	6	3	0	48	50	0	0	18	1	1	0	20	21
H/TOT	1	0	18	1	0	0	20	19	7	3	153	33	10	5	211	219	1	1	75	14	5	1	97	102	**H/TOT**	4	1	47	6	1	0	59	56	2	1	170	23	7	8	211	224	2	0	79	13	5	0	99	102
11:00	0	0	6	1	0	0	7	7	4	1	49	6	2	0	62	60	0	0	20	2	0	0	22	22	11:00	1	0	14	1	0	0	16	15	0	0	55	4	1	0	60	61	0	1	35	4	1	0	41	41
11:15	0	0	7	1	0	0	8	8	2	1	57	11	5	1	77	81	0	0	23	3	0	1	27	28	11:15	0	0	14	1	0	1	16	17	1	0	43	4	1	2	51	53	0	0	26	5	1	0	32	33
11:30	0	0	4	1	0	0	5	5	1	0	41	13	3	1	59	62	0	0	19	5	0	0	24	24	11:30	0	1	11	6	1	1	20	21	0	0	39	6	1	1	47	49	0	0	22	2	1	0	25	26
11:45	1	0	7	0	1	0	9	9	2	1	45	12	1	0	61	60	0	0	26	7	0	0	33	33	11:45	1	1	21	0	0	0	23	22	2	2	52	3	2	2	63	64	0	0	23	6	1	0	30	31
H/TOT	1	0	24	3	1	0	29	29	9	3	192	42	11	2	259	263	0	0	88	17	0	1	106	107	**H/TOT**	2	2	60	8	1	2	75	75	3	2	189	17	5	5	221	227	0	1	106	17	4	0	128	131
12:00	0	0	5	0	0	0	5	5	3	2	44	8	0	1	58	55	0	0	26	3	0	1	30	31	12:00	0	0	12	4	1	0	17	18	1	1	43	5	4	1	55	59	0	0	22	3	4	0	29	33
12:15	0	0	6	2	0	0	8	8	2	0	56	11	2	0	71	71	0	0	18	3	0	0	21	21	12:15	0	0	13	0	1	0	14	15	1	0	43	5	3	4	56	62	0	0	29	7	0	0	36	36
12:30	0	0	3	3	0	0	6	6	3	2	48	5	2	1	61	60	0	2	20	5	0	0	27	26	12:30	0	0	17	5	0	0	22	22	0	0	38	13	1	1	53	55	0	0	38	5	0	0	43	43
12:45	0	0	5	1	0	0	6	6	6	1	57	10	0	0	74	69	1	1	36	4	0	0	42	41	12:45	0	0	11	3	1	0	15	16	1	1	53	5	1	2	63	65	1	0	27	1	0	0	29	28
H/TOT	0	0	19	6	0	0	25	25	14	5	205	34	4	2	264	256	1	3	100	15	0	1	120	118	**H/TOT**	0	0	53	12	3	0	68	71	3	2	177	28	9	8	227	240	1	0	116	16	4	0	137	140
13:00	0	0	6	0	0	0	6	6	2	1	56	11	0	2	72	72	1	0	43	2	2	0	48	49	13:00	0	0	19	3	1	0	23	24	0	0	46	4	1	0	51	52	1	0	26	3	0	0	30	29
13:15	0	0	7	3	2	1	13	16	6	0	66	8	3	0	83	81	0	0	30	3	2	0	35	37	13:15	0	0	14	1	0	0	15	15	2	0	38	4	1	1	46	46	0	0	32	0	0	0	32	32
13:30	0	0	7	1	0	0	8	8	7	0	68	9	5	1	90	90	0	0	20	4	0	0	24	24	13:30	0	0	22	2	0	0	24	24	0	1	47	2	0	4	54	57	1	0	29	2	1	0	33	33
13:45	0	0	1	1	0	0	2	2	2	1	67	6	0	0	76	74	0	1	30	0	0	0	31	30	13:45	0	0	14	2	0	0	16	16	2	0	52	4	2	1	61	62	1	0	21	6	0	1	29	29
H/TOT	0	0	21	5	2	1	29	32	17	2	257	34	8	3	321	317	1	1	123	9	4	0	138	141	**H/TOT**	0	0	69	8	1	0	78	79	4	1	183	14	4	6	212	218	3	0	108	11	1	1	124	124
14:00	0	0	6	0	0	0	6	6	1	1	69	9	2	1	83	85	1	0	20	1	0	1	23	23	14:00	1	0	19	2	1	0	23	23	1	0	32	3	1	1	38	39	0	1	32	1	0	0	34	33
14:15	0	0	12	0	0	0	12	12	7	2	65	7	3	1	85	82	0	0	30	4	1	1	36	38	14:15	0	0	11	0	0	0	11	11	0	1	55	3	1	2	62	64	0	0	40	3	1	1	45	47
14:30	0	0	8	1	0	0	9	9	3	0	58	8	1	1	71	71	0	0	28	3	0	1	32	33	14:30	0	0	14	0	0	1	15	16	2	0	33	5	2	0	42	42	2	0	29	3	0	0	34	32
14:45	0	0	3	0	2	0	5	7	7	1	78	11	2	0	99	95	0	0	25	3	0	1	29	30	14:45	1	0	11	1	0	0	13	12	1	1	44	7	0	2	55	56	0	1	21	4	0	0	26	25
H/TOT	0	0	29	1	2	0	32	34	18	4	270	35	8	3	338	332	1	0	103	11	1	4	120	124	**H/TOT**	2	0	55	3	1	1	62	62	4	2	164	18	4	5	197	202	2	2	122	11	1	1	139	138
15:00	0	1	4	0	0	0	5	4	8	1	51	9	0	2	71	66	0	0	33	3	0	3	39	42	15:00	1	0	14	3	0	0	18	17	0	1	48	1	0	0	50	49	2	0	23	2	0	0	27	25
15:15	0	0	5	0	0	0	5	5	7	1	65	6	1	0	80	75	0	1	36	1	0	1	39	39	15:15	0	1	13	2	0	1	17	17	0	0	48	2	0	1	51	52	0	1	26	2	0	0	29	28
15:30	0	0	6	0	0	0	6	6	10	4	75	5	2	1	97	90	0	1	37	4	2	0	44	45	15:30	0	0	8	0	0	0	8	8	0	0	52	2	1	2	57	60	4	1	22	4	1	0	32	29
15:45	1	0	7	0	0	0	8	7	14	1	59	9	1	1	85	75	0	1	31	3	0	0	35	34	15:45	1	0	10	1	0	0	12	11	0	2	40	1	1	1	45	46	2	0	21	1	2	1	27	28
H/TOT	1	1	22	0	0	0	24	23	39	7	250	29	4	4	333	306	0	3	137	11	2	4	157	161	**H/TOT**	2	1	45	6	0	1	55	54	0	3	188	6	2	4	203	207	8	2	92	9	3	1	115	111

SITE: 01 DATE: 8th October 2024 SITE: 01 DATE: 8th October 2024

LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
TIME	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**TIME**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**	**PCL**	**MCL**	**CAR**	**LGV**	**HGV**	**BUS**	**TOT**	**PCU**
16:00	0	0	4	0	0	0	4	4	9	1	39	3	1	1	54	48	1	1	45	4	1	0	52	52	16:00	1	0	25	2	0	0	28	27	0	0	43	2	0	2	47	49	0	0	22	2	0	0	24	24
16:15	0	0	2	0	0	0	2	2	9	0	75	7	1	0	92	86	0	0	33	2	0	0	35	35	16:15	2	1	7	3	0	0	13	11	0	1	34	3	0	0	38	37	0	0	39	1	0	0	40	40
16:30	0	0	1	0	0	0	1	1	16	2	80	7	2	0	107	95	4	0	51	4	0	1	60	58	16:30	0	0	23	0	1	0	24	25	0	1	55	1	0	2	59	60	1	0	33	1	0	0	35	34
16:45	0	0	4	1	1	0	6	7	20	1	57	5	1	1	85	70	3	0	31	8	0	0	42	40	16:45	1	0	18	1	0	0	20	19	1	1	46	1	0	0	49	48	4	0	32	2	1	0	39	37
H/TOT	0	0	11	1	1	0	13	14	54	4	251	22	5	2	338	299	8	1	160	18	1	1	189	184	**H/TOT**	4	1	73	6	1	0	85	82	1	3	178	7	0	4	193	194	5	0	126	6	1	0	138	135
17:00	0	0	3	0	0	0	3	3	16	0	59	7	0	0	82	69	2	1	34	5	0	0	42	40	17:00	1	0	15	1	0	0	17	16	0	1	51	0	0	1	53	53	1	0	39	2	0	0	42	41
17:15	1	0	5	1	0	0	7	6	18	1	78	2	0	1	100	86	5	1	47	3	0	1	57	53	17:15	2	0	18	0	0	0	20	18	0	1	45	1	0	2	49	50	2	1	29	3	0	0	35	33
17:30	0	1	2	0	0	0	3	2	25	0	55	5	1	0	86	67	6	2	52	3	0	0	63	57	17:30	1	0	11	0	0	0	12	11	2	0	47	1	0	1	51	50	1	1	36	2	0	0	40	39
17:45	0	0	5	1	0	0	6	6	42	3	58	3	1	1	108	75	6	0	23	3	0	1	33	29	17:45	0	0	25	0	0	0	25	25	3	0	45	3	1	1	53	53	0	0	24	3	0	0	27	27
H/TOT	1	1	15	2	0	0	19	18	101	4	250	17	2	2	376	297	19	4	156	14	0	2	195	179	**H/TOT**	4	0	69	1	0	0	74	71	5	2	188	5	1	5	206	207	4	2	128	10	0	0	144	140
18:00	0	0	4	0	0	0	4	4	19	2	82	4	1	1	109	95	8	2	30	1	0	0	41	33	18:00	0	0	19	1	0	0	20	20	1	1	44	1	0	1	48	48	2	0	29	0	0	0	31	29
18:15	0	0	5	0	0	0	5	5	31	0	55	2	0	0	88	63	6	1	32	2	0	0	41	36	18:15	1	0	29	1	0	0	31	30	1	1	49	0	0	1	52	52	0	0	26	2	0	0	28	28
18:30	1	0	4	0	0	0	5	4	26	1	71	7	1	1	107	88	7	1	36	2	0	0	46	40	18:30	0	0	15	0	0	0	15	15	0	3	46	1	0	1	51	50	0	0	15	0	0	0	15	15
18:45	0	0	5	0	0	0	5	5	17	1	70	2	0	2	92	80	6	0	40	0	0	0	46	41	18:45	2	0	15	2	0	0	19	17	1	1	45	1	0	3	51	53	1	1	27	1	0	0	30	29
H/TOT	1	0	18	0	0	0	19	18	93	4	278	15	2	4	396	325	27	4	138	5	0	0	174	150	**H/TOT**	3	0	78	4	0	0	85	83	3	6	184	3	0	6	202	202	3	1	97	3	0	0	104	101
19:00	1	0	4	0	0	0	5	4	13	1	76	4	1	1	96	87	2	1	32	2	0	0	37	35	19:00	1	1	17	0	0	0	19	18	0	0	59	0	0	0	59	59	2	1	26	1	0	0	30	28
19:15	0	0	2	0	0	0	2	2	9	2	70	1	0	1	83	76	1	0	40	3	0	0	44	43	19:15	0	0	20	3	0	0	23	23	2	1	51	3	0	2	59	59	1	1	32	1	0	0	35	34
19:30	0	0	2	0	0	0	2	2	6	0	51	3	0	1	61	57	2	0	31	0	0	0	33	31	19:30	0	0	19	2	0	0	21	21	1	0	37	0	1	4	43	47	0	0	26	0	0	0	26	26
19:45	0	0	2	0	0	0	2	2	10	0	71	2	0	1	84	77	2	0	31	0	0	0	33	31	19:45	0	0	15	0	0	0	15	15	0	2	56	0	0	2	60	61	0	0	34	0	0	1	35	36
H/TOT	1	0	10	0	0	0	11	10	38	3	268	10	1	4	324	297	7	1	134	5	0	0	147	141	**H/TOT**	1	1	71	5	0	0	78	77	3	3	203	3	1	8	221	226	3	2	118	2	0	1	126	123
20:00	0	0	2	0	0	0	2	2	11	0	55	2	0	1	69	61	1	0	19	3	0	0	23	22	20:00	0	1	13	0	0	0	14	13	1	0	32	5	0	1	39	39	0	1	34	0	0	0	35	34
20:15	0	0	4	0	0	0	4	4	7	1	57	4	0	1	70	65	1	0	18	1	0	0	20	19	20:15	1	0	29	1	0	0	31	30	2	1	39	1	0	1	44	43	2	0	31	0	0	0	33	31
20:30	0	0	4	0	0	0	4	4	6	3	51	2	0	0	62	55	1	1	14	1	0	0	17	16	20:30	0	0	17	0	0	0	17	17	0	1	44	0	0	1	46	46	0	0	19	0	0	0	19	19
20:45	0	0	1	0	0	0	1	1	7	0	55	4	0	0	66	60	1	0	26	1	0	0	28	27	20:45	3	0	15	0	0	0	18	16	1	0	31	0	0	2	34	35	0	1	19	0	0	0	20	19
H/TOT	0	0	11	0	0	0	11	11	31	4	218	12	0	2	267	242	4	1	77	6	0	0	88	84	**H/TOT**	4	1	74	1	0	0	80	76	4	2	146	6	0	5	163	164	2	2	103	0	0	0	107	104
21:00	0	0	1	0	0	0	1	1	4	0	46	1	0	1	52	50	2	0	21	0	0	0	23	21	21:00	1	0	16	1	0	0	18	17	0	2	36	2	0	1	41	41	0	0	23	1	0	0	24	24
21:15	0	0	2	0	0	0	2	2	4	1	61	5	0	0	71	67	1	0	23	3	0	1	28	28	21:15	1	0	8	0	0	0	9	8	0	1	24	1	0	1	27	27	0	0	25	0	0	0	25	25
21:30	0	0	2	0	0	0	2	2	1	0	37	2	0	1	41	41	0	0	20	0	0	0	20	20	21:30	0	0	16	0	0	0	16	16	0	0	20	0	0	0	20	20	0	0	14	1	0	0	15	15
21:45	1	0	1	0	0	0	2	1	5	0	32	2	0	1	40	37	0	0	13	0	0	0	13	13	21:45	0	0	14	0	1	0	15	16	0	0	26	1	0	3	30	33	0	0	16	0	0	0	16	16
H/TOT	1	0	6	0	0	0	7	6	14	1	176	10	0	3	204	195	3	0	77	3	0	1	84	83	**H/TOT**	2	0	54	1	1	0	58	57	0	3	106	4	0	5	118	121	0	0	78	2	0	0	80	80
22:00	0	0	0	0	0	0	0	0	3	0	46	0	0	0	49	47	0	1	16	0	0	0	17	16	22:00	0	0	9	0	0	0	9	9	0	0	21	1	0	1	23	24	0	0	23	0	0	0	23	23
22:15	1	0	1	0	0	0	2	1	2	0	42	1	0	1	46	45	1	0	10	0	0	0	11	10	22:15	0	0	8	0	0	0	8	8	0	0	24	0	0	1	25	26	0	0	18	0	0	0	18	18
22:30	0	0	0	0	0	0	0	0	6	0	21	0	0	0	27	22	1	0	10	0	0	0	11	10	22:30	0	0	9	1	0	0	10	10	1	0	18	2	0	1	22	22	3	0	15	0	0	0	18	16
22:45	0	0	0	0	0	0	0	0	3	0	25	0	0	1	29	28	1	0	11	0	0	0	12	11	22:45	0	0	8	0	0	0	8	8	1	0	10	0	0	1	12	12	0	0	12	0	0	0	12	12
H/TOT	1	0	1	0	0	0	2	1	14	0	134	1	0	2	151	142	3	1	47	0	0	0	51	48	**H/TOT**	0	0	34	1	0	0	35	35	2	0	73	3	0	4	82	84	3	0	68	0	0	0	71	69
23:00	0	0	1	0	0	0	1	1	2	1	17	1	0	0	21	19	0	0	10	1	0	0	11	11	23:00	0	0	5	0	0	0	5	5	0	1	14	0	0	1	16	16	0	0	1	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	1	2	13	2	0	1	19	18	0	0	3	0	0	0	3	3	23:15	0	0	3	0	0	0	3	3	0	0	6	1	0	1	8	9	0	0	6	0	0	0	6	6
23:30	0	0	1	0	0	0	1	1	1	0	15	1	0	0	17	16	0	0	1	0	0	0	1	1	23:30	0	0	1	0	0	0	1	1	0	0	6	0	1	1	8	10	0	0	5	0	0	0	5	5
23:45	0	1	0	0	0	0	1	0	0	1	11	1	0	1	14	14	0	0	2	0	0	0	2	2	23:45	0	0	3	0	0	0	3	3	0	0	4	0	1	0	5	6	0	0	3	0	0	0	3	3
H/TOT	0	1	2	0	0	0	3	2	4	4	56	5	0	2	71	67	0	0	16	1	0	0	17	17	**H/TOT**	0	0	12	0	0	0	12	12	0	1	30	1	2	3	37	41	0	0	15	0	0	0	15	15
07:00 - 19:00	8	2	344	26	7	4	391	394	486	41	2767	329	69	50	3742	3448	66	18	1323	128	15	22	1572	1545	**07:00 - 19:00**	39	7	660	73	8	7	794	774	49	32	2277	185	51	67	2661	2721	46	12	1195	132	28	5	1418	1407
06:00 - 22:00	10	2	376	26	8	4	426	429	591	50	3512	368	75	61	4657	4290	81	20	1624	142	15	23	1905	1866	**06:00 - 22:00**	48	10	881	82	10	7	1038	1011	57	41	2847	222	56	92	3315	3393	55	16	1525	139	29	6	1770	1751
00:00 - 00:00	11	3	383	26	9	4	436	438	615	56	3830	383	80	65	5029	4648	86	21	1711	144	15	23	2000	1957	**00:00 - 00:00**	48	12	946	84	11	7	1108	1080	59	43	2992	233	64	107	3498	3596	60	18	1660	141	32	6	1917	1896

SITE: 01 DATE: 8th October 2024 SITE: 01 DATE: 8th October 2024

LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday

	MOVEMENT 7								MOVEMENT 8								MOVEMENT 9								MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
00:00	0	0	1	0	0	0	1	1	0	1	7	0	0	0	8	7	0	0	3	0	0	0	3	3	00:00	0	0	2	0	0	0	2	2	1	0	8	0	0	1	10	10	0	0	0	0	0	0	0	0
00:15	0	0	4	0	0	0	4	4	1	0	9	0	0	0	10	9	0	0	4	0	0	0	4	4	00:15	0	0	3	0	0	0	3	3	0	0	3	1	0	0	4	4	0	0	0	0	0	0	0	0
00:30	0	0	2	0	0	0	2	2	1	0	9	1	0	0	11	10	0	0	0	0	0	1	1	2	00:30	0	0	1	0	0	0	1	1	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0
00:45	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6	0	0	4	0	0	0	4	4	00:45	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	9	0	0	0	9	9	2	1	31	1	0	0	35	33	0	0	11	0	0	1	12	13	**H/TOT**	0	0	10	0	0	0	10	10	1	0	14	1	1	1	18	19	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	1	1	2	0	4	0	0	0	6	4	0	0	2	0	0	0	2	2	01:00	0	0	0	1	0	0	1	1	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0
01:15	0	0	2	0	0	0	2	2	0	0	4	0	1	0	5	6	0	0	3	0	0	0	3	3	01:15	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
01:30	1	0	1	0	0	0	2	1	0	1	4	0	0	0	5	4	0	0	0	0	0	0	0	0	01:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	1	1	0	0	2	2	1	1	4	0	0	0	6	5	0	1	0	0	0	0	1	0	01:45	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	1	0	5	1	0	0	7	6	3	2	16	0	1	0	22	19	0	1	5	0	0	0	6	5	**H/TOT**	0	0	5	1	0	0	6	6	0	0	4	1	0	0	5	5	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	1	2	4	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	02:00	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	5	0	0	0	5	5	6	2	24	0	1	0	33	28	1	0	2	0	0	0	3	2	02:15	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0	02:30	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
02:45	0	0	0	1	0	0	1	1	0	0	8	0	1	0	9	10	0	0	2	0	0	0	2	2	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	1	1	1	8	10	6	2	41	0	2	0	51	47	1	0	4	0	0	0	5	4	**H/TOT**	0	0	3	0	1	0	4	5	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	2	0	1	0	3	4	0	0	1	0	0	0	1	1	0	0	1	0	1	0	2	3	03:15	0	0	0	0	1	0	1	2	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	1	1	1	0	4	0	0	0	5	4	0	0	0	0	0	0	0	0	03:30	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	1	0	4	5	1	0	10	0	0	0	11	10	0	0	1	0	1	0	2	3	**H/TOT**	1	0	2	0	1	0	4	4	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	04:00	0	0	2	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2	04:15	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	04:30	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0
04:45	0	0	0	0	1	0	1	2	1	0	4	1	1	0	7	7	0	0	0	0	0	0	0	0	04:45	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	1	0	3	4	1	0	13	1	1	0	16	16	0	0	3	0	0	0	3	3	**H/TOT**	0	0	6	0	1	0	7	8	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0
05:00	0	0	1	1	0	0	2	2	1	0	2	1	0	0	4	3	0	0	1	0	0	0	1	1	05:00	0	0	2	0	0	0	2	2	0	0	4	0	1	0	5	6	0	0	0	0	0	0	0	0
05:15	0	0	2	0	0	0	2	2	1	0	6	2	2	0	11	12	0	0	2	0	0	0	2	2	05:15	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
05:30	0	0	0	0	1	0	1	2	3	0	7	0	0	0	10	8	0	0	4	0	0	0	4	4	05:30	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	5	0	0	0	5	5	3	0	22	6	0	0	31	29	0	0	2	0	0	0	2	2	05:45	0	0	5	0	1	0	6	7	0	0	1	2	0	1	4	5	0	0	0	0	0	0	0	0
H/TOT	0	0	8	1	1	0	10	11	8	0	37	9	2	0	56	52	0	0	9	0	0	0	9	9	**H/TOT**	0	0	12	0	1	0	13	14	0	0	7	2	1	1	11	13	0	0	0	0	0	0	0	0
06:00	0	0	6	1	0	0	7	7	1	0	14	4	0	0	19	18	0	0	3	1	0	0	4	4	06:00	0	0	5	1	0	1	7	8	0	0	4	0	1	1	6	8	0	0	0	0	0	0	0	0
06:15	0	0	6	0	0	0	6	6	1	0	31	2	0	0	34	33	0	0	12	1	0	0	13	13	06:15	0	0	6	1	0	0	7	7	0	0	5	3	0	1	9	10	0	0	0	0	0	0	0	0
06:30	0	0	9	0	0	0	9	9	4	1	36	13	1	0	55	52	0	0	19	3	0	0	22	22	06:30	0	0	6	0	0	0	6	6	1	0	10	0	1	3	15	18	0	0	1	0	0	0	1	1
06:45	0	0	7	0	0	0	7	7	6	0	69	15	3	1	94	93	0	1	39	5	0	0	45	44	06:45	1	0	10	0	1	0	12	12	1	0	10	2	0	1	14	14	0	0	0	0	0	0	0	0
H/TOT	0	0	28	1	0	0	29	29	12	1	150	34	4	1	202	197	0	1	73	10	0	0	84	83	**H/TOT**	1	0	27	2	1	1	32	33	2	0	29	5	2	6	44	50	0	0	1	0	0	0	1	1
07:00	0	0	11	3	1	0	15	16	8	1	93	13	2	1	118	114	1	1	36	4	0	0	42	41	07:00	0	0	5	3	0	1	9	10	0	0	19	1	0	1	21	22	0	0	1	0	0	0	1	1
07:15	1	0	11	4	0	0	16	15	14	0	83	12	3	1	113	106	0	0	60	5	1	0	66	67	07:15	0	0	14	0	0	0	14	14	1	0	23	1	0	2	27	28	1	0	0	0	0	0	1	0
07:30	0	0	15	4	1	0	20	21	13	0	66	6	2	1	88	81	0	0	68	3	0	0	71	71	07:30	0	0	17	0	0	0	17	17	0	0	23	0	0	2	25	27	0	0	0	0	0	0	0	0
07:45	0	1	24	3	1	1	30	31	21	1	90	5	2	1	120	106	0	0	62	3	0	0	65	65	07:45	0	1	47	2	0	0	50	49	0	0	44	7	1	3	55	59	0	0	4	0	0	0	4	4
H/TOT	1	1	61	14	3	1	81	84	56	2	332	36	9	4	439	406	1	1	226	15	1	0	244	244	**H/TOT**	0	1	83	5	0	1	90	90	1	0	109	9	1	8	128	136	1	0	5	0	0	0	6	5

SITE: 01 DATE: 8th October 2024 SITE: 01 DATE: 8th October 2024

LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday

	MOVEMENT 7								MOVEMENT 8								MOVEMENT 9							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
08:00	1	0	29	4	0	2	36	37	19	0	84	9	0	0	112	97	0	0	47	1	0	0	48	48
08:15	3	1	44	2	1	0	51	49	39	0	57	3	2	0	101	72	0	0	39	1	1	0	41	42
08:30	1	0	33	2	0	0	36	35	42	1	90	4	1	1	139	107	1	1	50	1	1	0	54	54
08:45	0	1	42	1	0	0	44	43	41	2	73	7	1	1	125	93	1	1	36	4	1	1	44	45
H/TOT	5	2	148	9	1	2	167	165	141	3	304	23	4	2	477	368	2	2	172	7	3	1	187	188
09:00	4	0	35	6	0	0	45	42	37	0	65	4	2	2	110	84	0	2	40	0	1	0	43	43
09:15	1	0	45	6	0	0	52	51	11	0	81	10	3	2	107	103	0	0	48	3	2	0	53	55
09:30	0	0	24	5	1	0	30	31	15	0	58	15	2	1	91	82	1	0	56	6	0	1	64	64
09:45	0	0	23	3	2	1	29	32	13	3	72	16	1	0	105	94	1	0	55	6	2	0	64	65
H/TOT	5	0	127	20	3	1	156	156	76	3	276	45	8	5	413	363	2	2	199	15	5	1	224	227
10:00	1	0	34	3	0	2	40	41	7	1	53	14	5	1	81	81	0	0	41	8	0	1	50	51
10:15	0	0	22	7	1	0	30	31	4	1	75	16	2	0	98	96	0	0	46	4	1	0	51	52
10:30	1	0	30	4	0	0	35	34	7	1	82	9	1	1	101	97	0	1	47	4	0	1	53	53
10:45	0	0	35	2	1	0	38	39	2	1	56	15	5	1	80	84	0	0	45	2	2	1	50	53
H/TOT	2	0	121	16	2	2	143	145	20	4	266	54	13	3	360	358	0	1	179	18	3	3	204	209
11:00	0	0	33	2	0	0	35	35	3	0	54	8	1	1	67	67	2	0	28	4	3	0	37	38
11:15	0	0	25	4	2	0	31	33	6	1	63	7	0	0	77	72	2	0	23	4	0	0	29	27
11:30	0	0	37	4	1	0	42	43	5	0	56	8	3	2	74	75	0	1	29	3	1	1	35	36
11:45	0	0	32	3	2	0	37	39	7	1	63	12	1	2	86	83	0	0	39	1	0	0	40	40
H/TOT	0	0	127	13	5	0	145	150	21	2	236	35	5	5	304	296	4	1	119	12	4	1	141	142
12:00	0	0	33	4	2	0	39	41	4	1	54	16	2	0	77	75	0	1	14	2	0	0	17	16
12:15	0	0	29	5	1	0	35	36	4	0	71	7	1	1	84	83	0	0	32	2	0	1	35	36
12:30	3	1	33	1	1	0	39	37	1	1	80	15	1	1	99	100	0	0	23	2	4	0	29	33
12:45	1	0	36	2	0	0	39	38	3	0	49	6	2	0	60	60	0	0	27	3	1	0	31	32
H/TOT	4	1	131	12	4	0	152	152	12	2	254	44	6	2	320	317	0	1	96	9	5	1	112	117
13:00	0	1	39	7	2	0	49	50	8	2	55	4	1	0	70	63	0	0	29	3	2	0	34	36
13:15	0	1	29	6	1	0	37	37	1	1	69	10	3	1	85	88	0	0	31	5	0	0	36	36
13:30	0	0	29	8	1	0	38	39	3	3	81	8	3	0	98	97	0	0	15	4	0	0	19	19
13:45	2	0	31	4	0	0	37	35	3	1	61	9	3	2	79	81	0	0	31	0	0	1	32	33
H/TOT	2	2	128	25	4	0	161	162	15	7	266	31	10	3	332	329	0	0	106	12	2	1	121	124
14:00	0	0	30	9	1	0	40	41	4	2	57	6	1	2	72	71	1	0	30	3	0	0	34	33
14:15	0	2	37	1	0	0	40	39	5	0	62	20	1	2	90	89	0	0	28	5	0	0	33	33
14:30	0	1	44	1	0	1	47	47	4	0	53	9	2	0	68	67	0	0	35	5	1	0	41	42
14:45	0	1	33	3	0	0	37	36	3	0	65	6	5	2	81	86	0	1	28	0	0	0	29	28
H/TOT	0	4	144	14	1	1	164	164	16	2	237	41	9	6	311	312	1	1	121	13	1	0	137	137
15:00	0	0	44	8	1	1	54	56	6	0	56	4	2	0	68	65	0	0	24	5	0	0	29	29
15:15	0	1	60	5	2	0	68	69	4	0	74	11	2	1	92	92	0	1	37	3	2	1	44	46
15:30	1	0	30	2	2	0	35	36	6	2	55	5	1	2	71	68	0	0	49	1	0	0	50	50
15:45	0	0	46	7	0	0	53	53	10	1	58	6	1	1	77	70	1	0	27	2	1	0	31	31
H/TOT	1	1	180	22	5	1	210	215	26	3	243	26	6	4	308	295	1	1	137	11	3	1	154	157

	MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
08:00	0	1	35	1	0	0	37	36	0	0	42	2	1	1	46	48	0	0	5	0	0	0	5	5
08:15	0	0	40	3	0	1	44	45	1	0	44	3	1	2	51	53	0	0	12	0	0	0	12	12
08:30	0	0	47	0	2	0	49	51	1	1	30	0	2	1	35	37	1	0	10	0	0	0	11	10
08:45	0	0	31	2	0	0	33	33	2	0	36	1	0	0	39	37	2	0	11	0	0	0	13	11
H/TOT	0	1	153	6	2	1	163	165	4	1	152	6	4	4	171	175	3	0	38	0	0	0	41	39
09:00	1	0	48	2	1	1	53	54	2	1	52	1	5	2	63	68	0	0	2	1	0	0	3	3
09:15	0	0	22	0	1	0	23	24	1	0	39	4	0	0	44	43	0	0	2	0	1	1	4	6
09:30	0	0	25	5	1	0	31	32	0	1	32	5	0	0	38	37	0	0	1	0	0	0	1	1
09:45	0	1	32	3	1	0	37	37	0	1	36	4	2	2	45	48	0	0	1	0	0	0	1	1
H/TOT	1	1	127	10	4	1	144	148	3	3	159	14	7	4	190	197	0	0	6	1	1	1	9	11
10:00	0	1	29	7	1	1	39	40	0	1	44	10	2	3	60	64	0	0	2	1	0	0	3	3
10:15	0	0	25	0	0	1	26	27	0	0	32	3	0	1	36	37	0	0	5	0	0	0	5	5
10:30	0	0	34	4	1	1	40	42	0	1	61	1	0	2	65	66	0	0	2	0	0	0	2	2
10:45	0	0	21	5	2	0	28	30	0	0	43	3	1	1	48	50	0	0	1	0	1	0	2	3
H/TOT	0	1	109	16	4	3	133	139	0	2	180	17	3	7	209	218	0	0	10	1	1	0	12	13
11:00	0	0	22	2	2	0	26	28	0	0	46	4	2	1	53	56	0	0	3	0	0	0	3	3
11:15	0	0	42	2	1	0	45	46	0	0	59	12	2	1	74	77	0	0	5	0	1	0	6	7
11:30	0	0	20	1	4	0	25	29	0	0	58	5	1	2	66	69	0	0	3	0	0	0	3	3
11:45	0	1	19	4	1	0	25	25	0	1	55	4	0	2	62	63	0	0	0	0	1	0	1	2
H/TOT	0	1	103	9	8	0	121	128	0	1	218	25	5	6	255	265	0	0	11	0	2	0	13	15
12:00	0	0	23	9	0	0	32	32	0	0	53	3	2	0	58	60	0	0	2	0	0	0	2	2
12:15	0	1	33	3	2	1	40	42	0	0	50	2	2	3	57	62	0	0	5	0	0	0	5	5
12:30	0	0	29	8	1	0	38	39	1	2	54	5	1	1	64	64	0	0	4	1	0	0	5	5
12:45	1	1	34	13	1	0	50	50	1	1	56	7	1	3	69	72	0	0	1	0	0	0	1	1
H/TOT	1	2	119	33	4	1	160	163	2	3	213	17	6	7	248	258	0	0	12	1	0	0	13	13
13:00	0	0	34	5	3	0	42	45	0	1	61	7	2	1	72	74	0	0	4	1	0	0	5	5
13:15	1	0	35	2	0	0	38	37	0	0	47	2	2	1	52	55	0	0	5	0	0	0	5	5
13:30	0	0	33	6	1	0	40	41	1	0	57	10	0	1	69	69	0	0	2	0	0	0	2	2
13:45	0	1	17	3	0	0	21	20	1	0	60	6	0	1	68	68	0	0	2	0	0	0	2	2
H/TOT	1	1	119	16	4	0	141	144	2	1	225	25	4	4	261	267	0	0	13	1	0	0	14	14
14:00	0	0	32	5	1	0	38	39	0	1	52	8	1	1	63	64	0	0	5	1	0	0	6	6
14:15	0	0	36	5	2	0	43	45	0	0	44	4	1	1	50	52	0	0	5	0	0	0	5	5
14:30	1	1	35	3	0	0	40	39	0	0	54	4	1	1	60	62	0	0	4	1	1	0	6	7
14:45	0	0	27	6	1	2	36	39	1	1	53	7	1	1	64	65	0	0	3	0	0	0	3	3
H/TOT	1	1	130	19	4	2	157	162	1	2	203	23	4	4	237	243	0	0	17	2	1	0	20	21
15:00	0	0	53	4	1	1	59	61	0	0	49	9	0	1	59	60	0	0	8	0	0	0	8	8
15:15	0	0	34	2	0	0	36	36	1	0	58	8	0	1	68	68	1	0	1	1	0	0	3	2
15:30	1	0	30	0	1	0	32	32	0	0	42	6	1	3	52	56	0	0	1	0	0	0	1	1
15:45	1	0	36	2	0	2	41	42	0	0	44	0	1	1	46	48	1	0	6	0	0	0	7	6
H/TOT	2	0	153	8	2	3	168	171	1	0	193	23	2	6	225	232	2	0	16	1	0	0	19	17

SITE: 01 DATE: 8th October 2024 SITE: 01 DATE: 8th October 2024

LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday LOCATION: Goatstown Road/Taney Road/Drummartin Road/Mount Anville Road DAY: Tuesday

	MOVEMENT 7								MOVEMENT 8								MOVEMENT 9							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	1	0	47	3	2	0	53	54	5	1	62	5	1	2	76	74	0	0	34	0	0	0	34	34
16:15	1	0	38	2	1	0	42	42	4	1	76	4	1	2	88	87	0	0	34	2	0	0	36	36
16:30	0	1	37	10	2	0	50	51	9	2	68	6	0	1	86	79	1	0	26	1	0	0	28	27
16:45	5	1	65	2	0	0	73	68	15	1	64	6	0	0	86	73	1	0	25	2	0	1	29	29
H/TOT	7	2	187	17	5	0	218	216	33	5	270	21	2	5	336	314	2	0	119	5	0	1	127	126
17:00	3	1	45	7	0	0	56	53	6	1	60	4	0	2	73	70	0	0	30	0	0	1	31	32
17:15	2	1	38	3	0	0	44	42	11	1	68	2	0	1	83	75	0	0	27	0	0	1	28	29
17:30	3	2	46	4	0	0	55	51	14	0	73	7	0	0	94	83	0	0	28	0	0	1	29	30
17:45	2	0	49	2	0	0	53	51	2	2	86	1	0	1	92	90	0	0	34	0	0	0	34	34
H/TOT	10	4	178	16	0	0	208	198	33	4	287	14	0	4	342	317	0	0	119	0	0	3	122	125
18:00	1	3	58	2	0	0	64	61	14	2	72	4	0	1	93	82	0	0	34	0	0	0	34	34
18:15	1	0	63	1	0	0	65	64	8	1	64	2	0	1	76	70	0	0	36	1	0	0	37	37
18:30	3	0	51	2	0	0	56	54	4	0	64	4	1	0	73	71	0	0	29	2	0	0	31	31
18:45	1	0	36	4	0	0	41	40	9	1	79	0	0	2	91	85	0	0	18	0	0	0	18	18
H/TOT	6	3	208	9	0	0	226	219	35	4	279	10	1	4	333	308	0	0	117	3	0	0	120	120
19:00	0	0	29	1	0	0	30	30	2	1	79	4	0	2	88	88	0	0	30	0	0	0	30	30
19:15	0	1	33	2	0	0	36	35	6	1	60	1	1	0	69	65	1	1	20	1	0	0	23	22
19:30	1	1	40	2	1	0	45	45	4	0	54	2	0	2	62	61	0	0	25	0	1	0	26	27
19:45	0	0	34	1	0	0	35	35	6	1	63	3	0	4	77	76	0	1	24	0	1	0	26	26
H/TOT	1	2	136	6	1	0	146	145	18	3	256	10	1	8	296	289	1	2	99	1	2	0	105	105
20:00	0	1	45	3	0	0	49	48	7	0	57	3	0	0	67	61	0	1	18	1	0	0	20	19
20:15	2	1	40	0	0	0	43	41	8	1	66	1	1	1	78	73	0	0	16	1	0	0	17	17
20:30	0	1	20	0	0	0	21	20	9	0	48	2	0	1	60	54	0	1	21	1	0	0	23	22
20:45	0	0	24	0	0	0	24	24	5	0	34	4	0	2	45	43	1	0	12	0	0	0	13	12
H/TOT	2	3	129	3	0	0	137	134	29	1	205	10	1	4	250	231	1	2	67	3	0	0	73	71
21:00	3	0	23	0	0	0	26	24	5	1	61	1	0	0	68	63	0	0	17	0	0	0	17	17
21:15	1	1	29	1	1	0	33	33	3	0	36	5	0	1	45	44	0	0	9	1	0	0	10	10
21:30	0	0	18	1	0	0	19	19	3	3	34	1	0	0	41	37	0	0	10	0	0	0	10	10
21:45	1	0	19	1	0	0	21	20	2	1	37	2	0	1	43	42	0	0	13	1	0	0	14	14
H/TOT	5	1	89	3	1	0	99	95	13	5	168	9	0	2	197	186	0	0	49	2	0	0	51	51
22:00	0	0	20	0	0	0	20	20	2	1	44	0	0	0	47	45	0	0	4	0	0	0	4	4
22:15	1	0	20	0	0	0	21	20	1	1	35	3	0	2	42	43	0	0	3	0	0	0	3	3
22:30	2	2	11	0	0	0	15	12	3	1	19	1	0	2	26	25	0	0	5	0	0	0	5	5
22:45	0	0	15	0	0	0	15	15	2	0	8	1	0	1	12	11	0	0	3	0	0	0	3	3
H/TOT	3	2	66	0	0	0	71	67	8	3	106	5	0	5	127	124	0	0	15	0	0	0	15	15
23:00	0	1	7	0	0	0	8	7	1	1	18	0	0	1	21	21	0	0	5	0	0	0	5	5
23:15	0	0	4	0	0	0	4	4	2	0	6	1	0	2	11	11	0	0	6	0	0	0	6	6
23:30	0	0	7	0	0	0	7	7	0	0	15	1	0	1	17	18	0	0	4	0	0	0	4	4
23:45	0	0	3	0	0	0	3	3	1	0	4	0	1	0	6	6	0	0	3	0	0	0	3	3
H/TOT	0	1	21	0	0	0	22	21	4	1	43	2	1	4	55	56	0	0	18	0	0	0	18	18
07:00 - 19:00	43	20	1740	187	33	8	2031	2026	484	41	3250	380	73	47	4275	3983	13	10	1710	120	27	13	1893	1917
06:00 - 22:00	51	26	2122	200	35	8	2442	2429	556	51	4029	443	79	62	5220	4886	15	15	1998	136	29	13	2206	2227
00:00 - 00:00	55	29	2241	203	39	9	2576	2563	589	60	4326	461	86	71	5593	5243	16	16	2064	136	30	14	2276	2298

	MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	1	0	38	1	0	0	40	39	1	0	57	6	1	0	65	65	0	0	5	0	0	0	5	5
16:15	0	0	37	4	3	0	44	47	1	1	39	3	0	3	47	49	1	0	2	0	0	0	3	2
16:30	0	0	28	0	0	0	28	28	1	3	59	4	1	1	69	68	0	0	3	0	1	0	4	5
16:45	1	0	28	2	1	0	32	32	1	4	64	6	2	1	78	78	0	0	2	0	0	0	2	2
H/TOT	2	0	131	7	4	0	144	146	4	8	219	19	4	5	259	260	1	0	12	0	1	0	14	14
17:00	0	1	36	2	0	0	39	38	2	2	63	3	0	0	70	67	0	0	3	0	0	0	3	3
17:15	0	0	42	1	0	0	43	43	2	0	64	3	0	0	69	67	0	0	2	0	0	0	2	2
17:30	0	1	22	1	0	0	24	23	5	3	56	4	0	2	70	66	0	0	3	0	0	0	3	3
17:45	0	0	40	3	0	0	43	43	2	0	55	7	0	2	66	66	0	0	4	0	0	0	4	4
H/TOT	0	2	140	7	0	0	149	148	11	5	238	17	0	4	275	267	0	0	12	0	0	0	12	12
18:00	0	0	24	1	0	0	25	25	3	2	58	1	0	1	65	62	0	0	4	0	0	0	4	4
18:15	0	0	37	5	0	0	42	42	0	1	49	2	1	0	53	53	0	0	5	0	0	0	5	5
18:30	0	2	20	2	0	1	25	25	4	2	61	0	0	4	71	71	0	1	1	0	0	0	2	1
18:45	1	0	36	0	0	0	37	36	2	1	57	2	0	1	63	62	0	1	2	0	0	0	3	2
H/TOT	1	2	117	8	0	1	129	128	9	6	225	5	1	6	252	248	0	2	12	0	0	0	14	13
19:00	0	0	39	1	0	0	40	40	1	1	62	3	0	2	69	70	0	0	3	0	0	0	3	3
19:15	1	0	30	1	0	0	32	31	3	0	64	4	0	1	72	71	0	0	4	0	0	0	4	4
19:30	1	0	38	2	1	1	43	44	0	1	47	0	0	1	49	49	1	0	1	0	0	0	2	1
19:45	0	0	56	0	0	0	56	56	1	2	60	1	0	1	65	64	0	0	4	0	0	0	4	4
H/TOT	2	0	163	4	1	1	171	171	5	4	233	8	0	5	255	254	1	0	12	0	0	0	13	12
20:00	2	0	64	2	1	0	69	68	1	4	82	4	0	1	92	90	1	0	1	0	0	0	2	1
20:15	1	0	14	0	0	0	15	14	1	1	38	2	0	1	43	43	1	0	3	0	0	0	4	3
20:30	0	0	29	1	0	0	30	30	0	1	40	2	0	0	43	42	0	0	5	0	0	0	5	5
20:45	1	0	23	0	0	0	24	23	0	1	40	0	0	2	43	44	1	0	0	0	0	0	1	0
H/TOT	4	0	130	3	1	0	138	136	2	7	200	8	0	4	221	219	3	0	9	0	0	0	12	10
21:00	0	0	16	0	0	0	16	16	1	0	33	1	0	1	36	36	0	0	0	0	0	0	0	0
21:15	0	0	23	1	1	0	25	26	1	0	25	0	1	0	27	27	0	0	3	0	0	0	3	3
21:30	0	2	9	1	0	0	12	11	1	1	29	0	0	2	33	34	0	0	1	0	0	0	1	1
21:45	0	0	9	0	0	0	9	9	0	0	26	0	0	1	27	28	0	0	4	0	0	0	4	4
H/TOT	0	2	57	2	1	0	62	62	3	1	113	1	1	4	123	125	0	0	8	0	0	0	8	8
22:00	0	0	16	1	0	0	17	17	0	0	28	1	0	2	31	33	0	0	0	0	0	0	0	0
22:15	0	0	10	1	0	0	11	11	0	0	16	0	0	2	18	20	0	0	4	0	0	0	4	4
22:30	1	0	12	0	0	0	13	12	1	0	13	0	0	0	14	13	0	0	0	0	0	0	0	0
22:45	0	0	10	1	0	0	11	11	0	1	15	0	0	1	17	17	0	0	1	0	0	0	1	1
H/TOT	1	0	48	3	0	0	52	51	1	1	72	1	0	5	80	84	0	0	5	0	0	0	5	5
23:00	0	0	6	0	0	0	6	6	0	0	10	1	0	3	14	17	0	0	0	0	0	0	0	0
23:15	0	0	9	0	0	0	9	9	0	0	7	0	0	1	8	9	0	0	0	0	0	0	0	0
23:30	0	0	3	0	0	0	3	3	0	0	10	0	0	1	11	12	0	0	1	0	0	0	1	1
23:45	0	0	6	0	0	0	6	6	1	0	9	0	0	1	11	11	0	0	1	0	0	0	1	1
H/TOT	0	0	24	0	0	0	24	24	1	0	36	1	0	6	44	49	0	0	2	0	0	0	2	2
07:00 - 19:00	9	13	1484	144	36	13	1699	1733	38	32	2334	200	41	65	2710	2766	7	2	164	7	6	1	187	187
06:00 - 22:00	16	15	1861	155	40	15	2102	2135	50	44	2909	222	44	84	3353	3415	11	2	194	7	6	1	221	218
00:00 - 00:00	18	15	1971	159	44	15	2222	2258	53	45	3053	228	46	97	3522	3596	11	2	201	7	6	1	228	225

SITE: 02 DATE: 8th October 2024

LOCATION: Foster Avenue/Roebuck Road/Mount Anville Road/Callary Road DAY: Tuesday

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
00:00	0	0	0	0	0	0	0	0	1	0	6	0	0	1	8	8	0	0	2	0	0	0	2	2
00:15	0	0	0	0	0	0	0	0	1	0	5	1	0	0	7	6	0	0	2	0	0	0	2	2
00:30	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	5	0	0	1	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	1	0	7	1	0	0	9	8	0	0	3	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	3	0	21	2	1	1	28	28	0	0	8	0	0	0	8	8
01:00	1	0	0	0	0	0	1	0	0	0	3	1	0	0	4	4	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	2	0	0	1	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3
01:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	0	1	8	1	0	0	10	9	0	0	4	0	0	0	4	4
02:00	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1
H/TOT	0	0	1	0	0	0	1	1	1	0	6	0	0	0	7	6	0	0	3	0	0	0	3	3
03:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1
03:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	1	1	0	0	4	1	0	0	5	5	0	0	2	0	0	0	2	2
04:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	6	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
05:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	5	1	1	1	8	10	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	14	1	2	1	18	21	0	0	2	0	0	0	2	2
06:00	0	0	0	0	0	0	0	0	0	0	5	0	0	2	7	9	0	0	3	0	0	0	3	3
06:15	0	0	0	0	0	0	0	0	0	0	9	4	0	1	14	15	0	0	3	1	0	0	4	4
06:30	0	0	0	0	0	0	0	0	0	0	10	1	2	3	16	21	0	0	9	1	0	0	10	10
06:45	0	0	0	0	0	0	0	0	1	0	11	1	1	1	15	16	0	0	8	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	1	0	35	6	3	7	52	61	0	0	23	2	0	0	25	25
07:00	0	0	1	0	0	0	1	1	0	0	24	4	0	3	31	34	1	0	6	1	0	0	8	7
07:15	0	0	1	0	0	0	1	1	0	0	29	1	0	1	31	32	1	0	8	1	1	0	11	11
07:30	1	0	2	0	0	0	3	2	0	0	29	5	0	3	37	40	1	0	15	0	0	0	16	15
07:45	0	0	2	0	0	1	3	4	0	1	50	4	1	3	59	62	0	0	24	0	2	0	26	28
H/TOT	1	0	6	0	0	1	8	8	0	1	132	14	1	10	158	168	3	0	53	2	3	0	61	62

	MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
00:00	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
00:15	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
00:30	0	0	4	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	13	1	0	0	14	14	0	0	1	0	0	0	1	1	1	0	1	0	0	0	2	1
01:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	0	4	1	0	0	5	5	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:30	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	6	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	0	2	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
H/TOT	0	0	3	0	1	0	4	5	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
05:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
05:30	2	0	2	1	0	1	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	0	3	0	1	0	5	5	1	0	0	0	0	0	1	0	0	0	3	1	0	0	4	4
H/TOT	3	0	6	1	1	1	12	12	1	0	1	0	0	0	2	1	0	0	3	1	0	0	4	4
06:00	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
06:15	0	0	10	0	0	0	10	10	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3
06:30	0	0	10	1	0	1	12	13	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6
06:45	0	0	19	0	0	0	19	19	0	0	2	0	0	0	2	2	0	0	4	0	1	0	5	6
H/TOT	0	0	41	1	0	1	43	44	0	0	5	0	0	0	5	5	0	0	15	0	1	0	16	17
07:00	0	0	34	1	1	0	36	37	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2
07:15	1	0	20	3	0	0	24	23	1	0	9	0	0	0	10	9	0	0	4	0	0	0	4	4
07:30	1	0	49	7	1	1	59	60	1	0	12	0	0	0	13	12	0	0	9	0	0	0	9	9
07:45	0	0	73	3	0	1	77	78	1	0	16	3	0	0	20	19	0	0	31	0	0	0	31	31
H/TOT	2	0	176	14	2	2	196	198	3	0	39	3	0	0	45	43	0	0	46	0	0	0	46	46

SITE: 02 DATE: 8th October 2024

LOCATION: Foster Avenue/Roebuck Road/Mount Anville Road/Callary Road DAY: Tuesday

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
08:00	0	0	2	0	0	0	2	2	1	1	76	3	2	2	85	88	0	1	26	2	2	1	32	34
08:15	0	0	3	1	0	0	4	4	1	0	60	2	1	2	66	68	0	0	23	1	0	0	24	24
08:30	1	0	4	0	0	0	5	4	0	1	47	2	2	2	54	57	0	0	24	1	0	0	25	25
08:45	0	0	2	0	0	0	2	2	2	0	42	0	3	1	48	50	0	0	25	3	0	2	30	32
H/TOT	1	0	11	1	0	0	13	12	4	2	225	7	8	7	253	264	0	1	98	7	2	3	111	115
09:00	0	0	8	0	1	0	9	10	2	1	41	4	2	1	51	52	0	0	23	2	0	1	26	27
09:15	0	0	3	0	0	0	3	3	0	0	42	3	3	0	48	51	1	0	18	4	1	0	24	24
09:30	0	0	1	0	0	0	1	1	1	0	49	7	1	0	58	58	1	0	21	1	1	0	24	24
09:45	0	0	2	0	0	0	2	2	1	2	61	6	2	2	74	76	0	0	19	1	0	1	21	22
H/TOT	0	0	14	0	1	0	15	16	4	3	193	20	8	3	231	237	2	0	81	8	2	2	95	97
10:00	0	0	2	1	0	0	3	3	0	1	41	7	1	3	53	56	0	0	27	3	0	0	30	30
10:15	0	0	1	1	0	0	2	2	0	1	52	6	0	4	63	66	0	0	26	4	0	0	30	30
10:30	0	0	4	0	0	0	4	4	0	0	65	6	1	2	74	77	0	0	23	4	2	0	29	31
10:45	0	0	7	1	0	0	8	8	0	0	61	6	2	0	69	71	0	0	27	1	0	0	28	28
H/TOT	0	0	14	3	0	0	17	17	0	2	219	25	4	9	259	271	0	0	103	12	2	0	117	119
11:00	0	0	5	0	0	0	5	5	0	0	73	6	1	2	82	85	0	1	27	7	1	0	36	36
11:15	1	0	7	0	0	0	8	7	0	0	80	6	1	0	87	88	0	0	24	4	1	0	29	30
11:30	0	0	8	0	0	0	8	8	0	0	55	5	2	2	64	68	0	0	25	3	0	0	28	28
11:45	0	0	3	0	0	0	3	3	0	1	41	6	1	2	51	53	0	0	30	3	0	1	34	35
H/TOT	1	0	23	0	0	0	24	23	0	1	249	23	5	6	284	294	0	1	106	17	2	1	127	129
12:00	0	0	6	1	0	0	7	7	1	1	71	7	3	0	83	85	0	0	31	2	0	0	33	33
12:15	1	0	4	1	0	0	6	5	2	1	83	10	2	3	101	104	0	0	34	1	1	0	36	37
12:30	0	0	2	0	0	0	2	2	0	1	69	14	0	1	85	85	1	0	39	5	0	0	45	44
12:45	1	0	3	0	0	0	4	3	0	1	62	17	1	3	84	87	0	0	31	6	2	0	39	41
H/TOT	2	0	15	2	0	0	19	17	3	4	285	48	6	7	353	361	1	0	135	14	3	0	153	155
13:00	0	0	4	0	0	0	4	4	2	2	85	7	2	1	99	99	0	2	30	1	2	0	35	36
13:15	0	0	4	0	0	0	4	4	1	0	75	7	3	1	87	90	1	0	34	3	0	0	38	37
13:30	1	0	4	0	0	0	5	4	0	0	62	9	0	1	72	73	1	0	30	1	0	0	32	31
13:45	0	0	5	0	0	0	5	5	0	2	73	8	0	1	84	84	1	0	20	2	0	0	23	22
H/TOT	1	0	17	0	0	0	18	17	3	4	295	31	5	4	342	346	3	2	114	7	2	0	128	126
14:00	2	0	4	1	0	0	7	5	2	0	80	10	1	1	94	94	0	0	32	2	3	0	37	40
14:15	0	0	3	0	0	0	3	3	1	0	76	10	4	1	92	96	0	0	24	6	0	0	30	30
14:30	0	0	0	0	0	0	0	0	3	1	85	7	1	2	99	99	0	0	20	3	0	0	23	23
14:45	0	0	4	0	0	0	4	4	1	0	74	7	1	2	85	87	0	1	37	6	0	1	45	45
H/TOT	2	0	11	1	0	0	14	12	7	1	315	34	7	6	370	377	0	1	113	17	3	1	135	138
15:00	4	0	6	1	0	0	11	8	2	1	72	7	0	1	83	82	0	0	41	5	1	0	47	48
15:15	0	0	4	0	0	0	4	4	1	0	82	7	1	2	93	95	1	1	32	1	1	0	36	36
15:30	1	0	2	0	0	0	3	2	1	1	100	7	1	3	113	116	0	3	36	2	0	0	41	39
15:45	0	0	2	0	0	0	2	2	2	0	75	5	1	2	85	86	1	0	55	2	1	0	59	59
H/TOT	5	0	14	1	0	0	20	16	6	2	329	26	3	8	374	379	2	4	164	10	3	0	183	182

TRAFFINOMICS LIMITED

KNOCKRABO TRAFFIC COUNTS **OCTOBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/159**

SITE: 02 DATE: 8th October 2024

LOCATION: Foster Avenue/Roebuck Road/Mount Anville Road/Callary Road DAY: Tuesday

	MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
08:00	1	1	89	4	0	0	95	94	6	0	35	0	0	0	41	36	0	0	23	0	0	0	23	23
08:15	4	0	110	5	1	0	120	118	11	0	40	0	0	0	51	42	1	0	25	1	0	0	27	26
08:30	1	0	91	4	2	0	98	99	11	0	23	1	0	0	35	26	0	0	19	1	1	0	21	22
08:45	1	0	64	4	1	1	71	72	4	0	19	0	0	0	23	20	0	0	9	1	0	0	10	10
H/TOT	7	1	354	17	4	1	384	383	32	0	117	1	0	0	150	124	1	0	76	3	1	0	81	81
09:00	3	0	60	3	1	0	67	66	2	0	22	1	0	0	25	23	0	0	13	0	0	0	13	13
09:15	0	0	69	8	1	0	78	79	1	0	14	0	0	0	15	14	0	0	15	0	0	0	15	15
09:30	0	0	48	4	0	0	52	52	2	0	13	1	0	0	16	14	0	0	6	1	1	0	8	9
09:45	1	0	48	7	1	2	59	61	1	0	17	2	0	0	20	19	0	0	6	1	0	0	7	7
H/TOT	4	0	225	22	3	2	256	258	6	0	66	4	0	0	76	71	0	0	40	2	1	0	43	44
10:00	1	0	44	7	1	1	54	55	0	0	19	3	0	0	22	22	0	0	5	0	0	0	5	5
10:15	0	0	37	2	0	0	39	39	2	0	10	1	0	0	13	11	1	0	5	1	0	0	7	6
10:30	0	1	37	4	3	0	45	47	2	0	16	0	0	0	18	16	0	0	8	1	0	0	9	9
10:45	0	0	41	1	1	0	43	44	1	0	12	0	0	0	13	12	0	0	4	0	1	0	5	6
H/TOT	1	1	159	14	5	1	181	186	5	0	57	4	0	0	66	62	1	0	22	2	1	0	26	26
11:00	0	0	36	8	1	0	45	46	2	0	11	1	0	0	14	12	0	0	1	2	0	0	3	3
11:15	0	0	26	7	1	0	34	35	0	0	15	0	0	0	15	15	0	0	6	0	0	0	6	6
11:30	0	0	21	7	1	0	29	30	1	0	12	0	0	0	13	12	1	0	13	2	1	0	17	17
11:45	1	1	21	4	4	1	32	36	1	0	16	1	0	0	18	17	0	0	9	1	0	0	10	10
H/TOT	1	1	104	26	7	1	140	147	4	0	54	2	0	0	60	57	1	0	29	5	1	0	36	36
12:00	0	2	33	6	2	0	43	44	0	0	11	0	1	0	12	13	0	0	11	2	0	0	13	13
12:15	0	0	29	6	3	0	38	41	1	2	10	2	0	0	15	13	0	0	7	0	1	0	8	9
12:30	0	0	32	1	1	0	34	35	1	0	13	0	0	0	14	13	0	0	8	1	1	0	10	11
12:45	0	0	33	4	3	1	41	45	3	1	11	0	0	0	15	12	0	0	6	2	0	0	8	8
H/TOT	0	2	127	17	9	1	156	165	5	3	45	2	1	0	56	51	0	0	32	5	2	0	39	41
13:00	0	0	32	4	1	0	37	38	2	0	15	1	0	0	18	16	0	0	11	5	1	0	17	18
13:15	0	1	27	3	2	0	33	34	2	0	23	1	0	0	26	24	1	0	7	0	0	0	8	7
13:30	0	2	37	4	2	0	45	46	0	0	19	0	0	0	19	19	1	0	9	0	0	0	10	9
13:45	0	1	51	5	1	0	58	58	1	0	22	1	0	0	24	23	0	0	1	0	0	0	1	1
H/TOT	0	4	147	16	6	0	173	177	5	0	79	3	0	0	87	83	2	0	28	5	1	0	36	35
14:00	0	0	32	3	1	1	37	39	1	0	14	1	0	0	16	15	0	1	11	0	0	0	12	11
14:15	1	0	29	7	0	1	38	38	0	0	29	4	1	0	34	35	1	0	8	1	0	0	10	9
14:30	0	0	29	3	1	0	33	34	1	1	28	1	0	0	31	30	3	1	11	1	0	0	16	13
14:45	0	0	29	6	0	0	35	35	0	0	18	0	0	1	19	20	0	0	11	2	0	0	13	13
H/TOT	1	0	119	19	2	2	143	146	2	1	89	6	1	1	100	100	4	2	41	4	0	0	51	47
15:00	0	0	61	2	0	0	63	63	2	0	22	0	0	0	24	22	3	0	12	0	0	1	16	15
15:15	0	3	45	1	0	0	49	47	2	0	29	2	0	0	33	31	1	1	13	2	0	0	17	16
15:30	0	1	52	0	0	0	53	52	0	0	25	4	0	0	29	29	2	0	18	1	0	0	21	19
15:45	1	3	42	7	0	1	54	52	3	0	29	2	1	0	35	34	0	0	8	0	0	0	8	8
H/TOT	1	7	200	10	0	1	219	215	7	0	105	8	1	0	121	116	6	1	51	3	0	1	62	58

SITE: 02 DATE: 8th October 2024

LOCATION: Foster Avenue/Roebuck Road/Mount Anville Road/Callary Road DAY: Tuesday

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	5	0	0	0	5	5	2	1	67	8	1	1	80	80	1	0	38	2	0	1	42	42
16:15	1	0	8	0	0	0	9	8	2	2	56	3	2	1	66	66	2	0	45	2	0	0	49	47
16:30	0	0	8	0	0	0	8	8	3	2	66	8	2	1	82	81	0	0	52	2	0	0	54	54
16:45	2	0	6	0	0	0	8	6	4	3	70	2	1	1	81	78	0	0	53	1	0	0	54	54
H/TOT	3	0	27	0	0	0	30	28	11	8	259	21	6	4	309	305	3	0	188	7	0	1	199	198
17:00	1	0	9	0	0	0	10	9	3	1	92	5	0	0	101	98	0	0	50	2	0	0	52	52
17:15	0	0	7	0	0	0	7	7	2	0	97	3	0	1	103	102	0	0	39	1	0	0	40	40
17:30	1	0	9	0	0	0	10	9	1	3	86	6	0	1	97	95	1	0	46	0	0	0	47	46
17:45	3	0	6	0	0	0	9	7	5	1	76	9	0	2	93	90	1	1	80	1	0	0	83	82
H/TOT	5	0	31	0	0	0	36	32	11	5	351	23	0	4	394	386	2	1	215	4	0	0	222	220
18:00	2	0	7	0	0	0	9	7	7	1	89	6	0	1	104	99	0	0	56	1	1	0	58	59
18:15	2	0	2	0	0	0	4	2	6	2	88	3	0	4	103	101	0	1	45	0	0	0	46	45
18:30	0	0	3	0	0	0	3	3	2	4	60	3	0	2	71	69	2	2	47	1	0	0	52	49
18:45	0	0	4	1	0	0	5	5	2	1	85	2	0	1	91	90	0	0	32	0	0	0	32	32
H/TOT	4	0	16	1	0	0	21	18	17	8	322	14	0	8	369	359	2	3	180	2	1	0	188	186
19:00	0	0	5	0	0	0	5	5	0	1	76	4	0	1	82	82	1	0	52	0	0	0	53	52
19:15	0	0	8	0	0	0	8	8	4	1	87	3	0	1	96	93	0	0	39	1	0	0	40	40
19:30	1	0	4	0	0	0	5	4	2	2	84	4	0	2	94	93	2	1	37	1	0	0	41	39
19:45	0	0	3	0	0	0	3	3	2	3	91	2	0	1	99	97	0	0	28	1	0	0	29	29
H/TOT	1	0	20	0	0	0	21	20	8	7	338	13	0	5	371	365	3	1	156	3	0	0	163	160
20:00	0	0	3	0	0	0	3	3	5	3	82	4	0	1	95	90	0	0	35	3	0	0	38	38
20:15	1	0	3	0	0	0	4	3	2	3	47	2	0	1	55	53	0	0	33	2	0	0	35	35
20:30	1	0	0	0	0	0	1	0	2	1	61	1	0	0	65	63	0	0	27	2	0	0	29	29
20:45	0	0	5	0	0	0	5	5	0	2	61	0	0	2	65	66	0	0	25	2	0	0	27	27
H/TOT	2	0	11	0	0	0	13	11	9	9	251	7	0	4	280	271	0	0	120	9	0	0	129	129
21:00	0	0	5	0	0	0	5	5	1	0	44	1	2	1	49	51	0	0	29	0	0	0	29	29
21:15	2	0	3	0	0	0	5	3	0	0	55	1	0	1	57	58	0	0	36	1	0	0	37	37
21:30	0	0	3	0	0	0	3	3	1	1	35	1	0	2	40	41	0	0	19	1	0	0	20	20
21:45	0	0	6	0	0	0	6	6	0	0	34	0	0	1	35	36	0	1	20	0	0	0	21	20
H/TOT	2	0	17	0	0	0	19	17	2	1	168	3	2	5	181	186	0	1	104	2	0	0	107	106
22:00	0	0	3	0	0	0	3	3	0	0	45	1	0	2	48	50	1	0	16	0	0	0	17	16
22:15	0	0	4	0	0	0	4	4	0	0	32	0	0	2	34	36	0	0	16	0	0	0	16	16
22:30	0	0	0	0	0	0	0	0	2	0	18	1	0	0	21	19	0	0	12	0	0	0	12	12
22:45	0	0	2	0	0	0	2	2	0	1	24	2	0	1	28	28	0	0	11	2	0	0	13	13
H/TOT	0	0	9	0	0	0	9	9	2	1	119	4	0	5	131	134	1	0	55	2	0	0	58	57
23:00	0	0	2	0	0	0	2	2	0	0	14	1	0	3	18	21	0	0	9	0	0	0	9	9
23:15	0	0	1	0	0	0	1	1	0	0	15	0	0	1	16	17	0	0	6	0	0	0	6	6
23:30	0	0	0	0	0	0	0	0	0	0	14	0	0	1	15	16	0	0	7	0	0	0	7	7
23:45	0	0	0	0	0	0	0	0	0	0	13	0	0	1	14	15	0	0	2	0	0	0	2	2
H/TOT	0	0	3	0	0	0	3	3	0	0	56	1	0	6	63	69	0	0	24	0	0	0	24	24
07:00 - 19:00	25	0	199	9	1	1	235	217	66	41	3174	286	53	76	3696	3748	18	13	1550	107	23	8	1719	1728
06:00 - 22:00	30	0	247	9	1	1	288	266	86	58	3966	315	58	97	4580	4631	21	15	1953	123	23	8	2143	2148
00:00 - 00:00	31	0	261	9	1	1	303	280	92	60	4204	325	61	110	4852	4913	22	15	2051	125	23	8	2244	2248

	MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	35	1	0	1	37	38	0	0	32	0	0	0	32	32	1	0	2	0	0	0	3	2
16:15	1	1	58	3	0	0	63	62	10	0	44	1	0	0	55	47	1	0	8	1	0	0	10	9
16:30	0	2	46	4	0	0	52	51	4	0	28	0	1	0	33	31	1	0	11	1	0	0	13	12
16:45	0	0	43	3	0	0	46	46	7	0	34	2	0	0	43	37	0	0	7	0	0	0	7	7
H/TOT	1	3	182	11	0	1	198	196	21	0	138	3	1	0	163	147	3	0	28	2	0	0	33	31
17:00	2	2	44	4	0	0	52	49	1	0	39	1	0	0	41	40	0	0	5	2	0	0	7	7
17:15	0	0	42	2	0	0	44	44	0	0	31	0	0	0	31	31	2	0	11	0	0	0	13	11
17:30	0	2	45	1	1	0	49	49	7	0	27	1	0	0	35	29	1	1	9	0	0	0	11	10
17:45	1	2	38	0	0	0	41	39	7	0	33	0	0	0	40	34	3	1	10	1	0	0	15	12
H/TOT	3	6	169	7	1	0	186	181	15	0	130	2	0	0	147	135	6	2	35	3	0	0	46	40
18:00	0	2	47	1	0	0	50	49	4	0	31	1	0	0	36	33	1	0	6	0	0	0	7	6
18:15	2	2	46	2	0	0	52	49	0	0	21	1	0	0	22	22	0	1	16	0	0	0	17	16
18:30	0	1	53	1	0	0	55	54	2	0	23	0	0	0	25	23	1	0	12	0	0	0	13	12
18:45	0	0	50	1	0	0	51	51	3	1	19	0	0	0	23	20	0	1	7	2	0	0	10	9
H/TOT	2	5	196	5	0	0	208	203	9	1	94	2	0	0	106	98	2	2	41	2	0	0	47	44
19:00	2	0	40	0	1	0	43	42	7	0	18	0	0	0	25	19	2	0	12	0	0	0	14	12
19:15	0	0	45	1	0	0	46	46	1	0	23	0	0	0	24	23	0	1	10	0	1	0	12	12
19:30	0	0	50	0	0	0	50	50	1	0	20	0	0	0	21	20	1	0	10	0	0	0	11	10
19:45	1	1	41	1	0	0	44	43	3	0	23	0	0	0	26	24	0	0	15	0	0	0	15	15
H/TOT	3	1	176	2	1	0	183	181	12	0	84	0	0	0	96	86	3	1	47	0	1	0	52	50
20:00	1	1	37	0	0	0	39	38	2	1	11	0	0	0	14	12	0	0	9	0	0	0	9	9
20:15	0	0	30	2	0	0	32	32	4	0	25	0	0	0	29	26	2	0	7	0	0	0	9	7
20:30	1	0	31	2	0	0	34	33	2	0	14	0	0	0	16	14	0	0	8	0	0	0	8	8
20:45	0	0	35	0	0	0	35	35	0	0	6	0	0	0	6	6	1	0	7	0	0	0	8	7
H/TOT	2	1	133	4	0	0	140	138	8	1	56	0	0	0	65	58	3	0	31	0	0	0	34	32
21:00	1	0	21	1	1	0	24	24	1	0	5	0	0	0	6	5	0	0	8	0	0	0	8	8
21:15	0	1	24	1	0	0	26	25	2	0	5	1	0	0	8	6	0	0	6	1	0	0	7	7
21:30	0	0	17	0	0	0	17	17	1	0	4	0	0	0	5	4	0	0	5	0	0	0	5	5
21:45	0	1	8	3	0	0	12	11	0	0	4	0	0	0	4	4	1	0	5	0	0	0	6	5
H/TOT	1	2	70	5	1	0	79	78	4	0	18	1	0	0	23	20	1	0	24	1	0	0	26	25
22:00	0	0	19	0	0	0	19	19	0	0	2	0	0	0	2	2	0	0	5	1	0	0	6	6
22:15	0	0	14	0	0	0	14	14	2	0	5	0	0	0	7	5	0	0	1	0	0	0	1	1
22:30	0	0	8	0	0	0	8	8	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1
22:45	0	0	12	0	0	0	12	12	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3
H/TOT	0	0	53	0	0	0	53	53	2	0	12	0	0	0	14	12	0	0	10	1	0	0	11	11
23:00	0	0	9	0	0	0	9	9	0	0	4	0	0	0	4	4	1	0	0	0	0	0	1	0
23:15	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
23:30	0	0	4	1	0	0	5	5	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
23:45	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2
H/TOT	0	0	23	1	0	0	24	24	0	0	7	0	0	0	7	7	1	0	4	0	0	0	5	4
07:00 - 19:00	23	30	2158	178	39	12	2440	2455	114	5	1013	40	4	1	1177	1088	26	7	469	36	7	1	546	529
06:00 - 22:00	29	34	2578	190	41	13	2885	2895	138	6	1176	41	4	1	1366	1257	33	8	586	37	9	1	674	653
00:00 - 00:00	32	34	2687	195	43	14	3005	3016	142	6	1201	41	4	1	1395	1283	35	8	606	39	9	1	698	675

SITE: 02 DATE: 8th October 2024

LOCATION: Foster Avenue/Roebuck Road/Mount Anville Road/Callary Road DAY: Tuesday

	MOVEMENT 7								MOVEMENT 8								MOVEMENT 9							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
00:00	0	0	0	0	0	0	0	0	0	0	6	1	1	2	10	13	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	4	0	1	2	7	10	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	9	1	0	2	12	14	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	23	2	2	6	33	41	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	8	0	1	0	9	10	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	2	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	2	1	1	0	3	0	0	0	4	3	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	4	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	4	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	4	1	2	0	7	9	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	4	1	1	0	6	7	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	4	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	9	2	1	0	12	13	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	1	0	4	0	0	0	5	4	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	1	5	2	0	2	10	11	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	11	1	0	1	13	14	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	1	21	5	0	3	31	33	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	12	4	2	4	22	28	0	0	0	1	0	0	1	1
06:15	0	0	2	1	0	0	3	3	0	0	29	3	1	1	34	36	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	44	8	0	1	53	54	0	0	0	0	0	0	0	0
06:45	1	0	1	0	0	0	2	1	1	2	90	14	1	1	109	109	0	0	2	1	0	0	3	3
H/TOT	1	0	3	1	0	0	5	4	1	2	175	29	4	7	218	227	0	0	2	2	0	0	4	4
07:00	0	0	3	2	0	0	5	5	2	2	116	13	0	2	135	134	0	0	1	1	0	0	2	2
07:15	1	0	6	0	0	0	7	6	0	0	125	12	3	1	141	145	0	0	1	0	0	0	1	1
07:30	2	0	9	2	1	0	14	13	2	1	117	10	1	2	133	134	0	0	5	0	0	0	5	5
07:45	2	0	10	1	0	0	13	11	2	1	90	6	1	1	101	101	0	0	1	0	0	0	1	1
H/TOT	5	0	28	5	1	0	39	36	6	4	448	41	5	6	510	514	0	0	8	1	0	0	9	9

TRAFFINOMICS LIMITED

KNOCKRABO TRAFFIC COUNTS **OCTOBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/159**

SITE: 02 DATE: 8th October 2024

LOCATION: Foster Avenue/Roebuck Road/Mount Anville Road/Callary Road DAY: Tuesday

	MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
00:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	2	0	0	2	0	0	0	2	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
H/TOT	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
06:00	0	0	1	0	0	0	1	1	1	0	3	0	0	0	4	3	0	0	1	2	0	0	3	3
06:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
06:30	0	0	1	0	0	0	1	1	1	0	2	0	0	0	3	2	0	0	1	0	0	0	1	1
06:45	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2
H/TOT	0	0	5	0	0	0	5	5	2	0	8	0	0	0	10	8	0	0	4	2	0	0	6	6
07:00	0	0	0	1	0	0	1	1	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1
07:15	0	0	2	0	0	0	2	2	1	0	14	0	1	0	16	16	0	0	3	0	1	0	4	5
07:30	0	0	6	1	0	0	7	7	3	0	15	0	1	0	19	18	1	0	3	2	0	0	6	5
07:45	0	0	3	0	0	1	4	5	4	0	35	0	0	0	39	36	1	0	4	0	0	0	5	4
H/TOT	0	0	11	2	0	1	14	15	8	0	68	0	2	0	78	74	2	0	11	2	1	0	16	15

SITE: 02 DATE: 8th October 2024 SITE: 02 DATE: 8th October 2024

LOCATION: Foster Avenue/Roebuck Road/Mount Anville Road/Callary Road DAY: Tuesday LOCATION: Foster Avenue/Roebuck Road/Mount Anville Road/Callary Road DAY: Tuesday

	MOVEMENT 7								MOVEMENT 8								MOVEMENT 9								MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
08:00	4	0	8	0	0	0	12	9	3	0	110	3	1	0	117	116	0	0	8	0	0	0	8	8	08:00	0	0	18	0	0	0	18	18	4	1	43	0	0	0	48	44	0	0	7	0	0	0	7	7
08:15	1	0	10	0	1	0	12	12	6	2	78	2	1	0	89	84	0	0	8	0	0	0	8	8	08:15	0	0	9	1	0	0	10	10	8	1	25	5	0	0	39	32	1	0	7	0	0	0	8	7
08:30	4	0	5	0	0	1	10	8	5	0	103	4	5	0	117	118	0	0	9	0	0	0	9	9	08:30	0	0	10	0	0	0	10	10	2	0	20	0	0	0	22	20	1	0	13	0	0	0	14	13
08:45	2	0	10	1	0	0	13	11	12	5	110	5	1	4	137	129	0	0	4	1	0	0	5	5	08:45	0	0	4	0	0	0	4	4	8	0	35	0	0	0	43	37	5	0	15	0	0	0	20	16
H/TOT	11	0	33	1	1	1	47	40	26	7	401	14	8	4	460	447	0	0	29	1	0	0	30	30	**H/TOT**	0	0	41	1	0	0	42	42	22	2	123	5	0	0	152	133	7	0	42	0	0	0	49	43
09:00	1	0	15	0	0	0	16	15	3	3	109	4	1	1	121	119	0	0	3	0	0	0	3	3	09:00	0	0	6	1	1	0	8	9	1	0	37	2	0	0	40	39	2	0	12	0	1	0	15	14
09:15	1	0	4	2	1	0	8	8	3	1	96	6	1	3	110	111	0	0	2	0	0	0	2	2	09:15	0	0	3	1	0	0	4	4	2	0	23	0	0	0	25	23	0	0	7	0	0	0	7	7
09:30	1	0	12	3	2	0	18	19	3	0	106	8	0	3	120	121	0	0	2	1	0	0	3	3	09:30	0	1	5	1	0	0	7	6	3	0	15	3	0	0	21	19	0	0	5	1	0	0	6	6
09:45	0	0	7	1	0	1	9	10	3	0	104	8	2	2	119	121	1	0	2	1	1	0	5	5	09:45	0	0	4	3	0	0	7	7	1	0	11	6	2	0	20	21	2	0	4	0	0	0	6	4
H/TOT	3	0	38	6	3	1	51	53	12	4	415	26	4	9	470	471	1	0	9	2	1	0	13	13	**H/TOT**	0	1	18	6	1	0	26	26	7	0	86	11	2	0	106	102	4	0	28	1	1	0	34	32
10:00	1	0	5	2	1	0	9	9	3	0	83	9	2	5	102	107	0	0	5	0	0	0	5	5	10:00	0	0	3	2	0	0	5	5	2	0	14	0	0	1	17	16	0	0	3	0	0	0	3	3
10:15	2	0	9	2	0	0	13	11	2	0	86	8	0	3	99	100	0	0	4	0	1	0	5	6	10:15	0	0	2	0	0	0	2	2	2	0	11	2	0	0	15	13	0	0	2	0	0	0	2	2
10:30	2	0	13	1	1	0	17	16	1	1	76	7	2	2	89	92	0	0	3	0	0	0	3	3	10:30	0	0	9	1	0	0	10	10	0	0	16	1	0	0	17	17	0	0	6	0	0	0	6	6
10:45	1	1	4	0	0	0	6	5	2	1	76	4	3	1	87	89	0	0	2	0	0	0	2	2	10:45	0	0	4	0	0	0	4	4	0	0	14	3	0	0	17	17	0	0	4	0	0	0	4	4
H/TOT	6	1	31	5	2	0	45	42	8	2	321	28	7	11	377	387	0	0	14	0	1	0	15	16	**H/TOT**	0	0	18	3	0	0	21	21	4	0	55	6	0	1	66	64	0	0	15	0	0	0	15	15
11:00	0	0	5	0	0	0	5	5	4	0	83	9	2	0	98	97	0	0	4	0	0	0	4	4	11:00	0	0	7	1	1	0	9	10	1	0	10	1	0	0	12	11	0	0	0	0	0	0	0	0
11:15	1	0	8	1	1	0	11	11	1	0	56	3	0	2	62	63	0	0	3	1	0	0	4	4	11:15	0	0	6	0	0	0	6	6	0	0	17	4	1	0	22	23	1	0	0	0	0	0	1	0
11:30	1	0	4	0	0	0	5	4	2	1	66	7	4	2	82	86	0	0	1	0	0	0	1	1	11:30	0	0	3	0	0	0	3	3	1	0	14	2	0	0	17	16	0	0	1	1	0	0	2	2
11:45	0	0	13	1	0	0	14	14	1	1	75	2	2	2	83	86	0	1	3	0	0	0	4	3	11:45	0	0	6	0	0	0	6	6	1	0	17	2	1	0	21	21	1	0	4	3	0	0	8	7
H/TOT	2	0	30	2	1	0	35	34	8	2	280	21	8	6	325	331	0	1	11	1	0	0	13	12	**H/TOT**	0	0	22	1	1	0	24	25	3	0	58	9	2	0	72	72	2	0	5	4	0	0	11	9
12:00	1	1	10	0	0	0	12	11	0	1	45	5	2	1	54	56	0	0	10	1	1	0	12	13	12:00	0	1	9	2	0	0	12	11	0	0	20	1	0	0	21	21	0	0	0	0	0	0	0	0
12:15	1	0	11	3	1	0	16	16	1	0	52	8	2	4	67	72	0	0	4	0	0	0	4	4	12:15	0	0	3	1	0	0	4	4	2	0	26	0	1	0	29	28	1	0	3	0	0	0	4	3
12:30	0	0	9	5	1	0	15	16	3	0	68	10	4	2	87	91	0	0	4	1	0	0	5	5	12:30	0	0	8	1	1	0	10	11	0	0	20	0	0	0	20	20	0	0	2	0	0	0	2	2
12:45	1	0	12	0	0	0	13	12	1	1	60	10	1	2	75	77	0	0	8	0	1	0	9	10	12:45	0	1	7	2	0	0	10	9	3	1	20	3	0	0	27	24	0	0	4	0	0	0	4	4
H/TOT	3	1	42	8	2	0	56	55	5	2	225	33	9	9	283	296	0	0	26	2	2	0	30	32	**H/TOT**	0	2	27	6	1	0	36	36	5	1	86	4	1	0	97	93	1	0	9	0	0	0	10	9
13:00	1	0	8	0	0	0	9	8	0	0	53	4	0	0	57	57	0	0	4	0	0	0	4	4	13:00	0	0	8	1	1	0	10	11	0	0	15	0	0	0	15	15	0	0	2	0	0	0	2	2
13:15	0	0	9	0	0	0	9	9	2	1	64	6	1	2	76	77	0	0	2	0	0	0	2	2	13:15	0	0	8	1	0	0	9	9	0	0	18	1	1	0	20	21	1	0	1	0	0	0	2	1
13:30	0	0	8	1	0	0	9	9	0	0	64	6	2	1	73	76	0	0	4	1	0	0	5	5	13:30	0	0	6	0	0	0	6	6	1	0	18	2	0	0	21	20	0	0	2	1	0	0	3	3
13:45	0	0	10	0	0	0	10	10	1	1	64	4	1	3	74	77	0	0	4	2	0	0	6	6	13:45	0	0	8	0	0	0	8	8	2	0	19	1	0	0	22	20	0	0	1	0	0	0	1	1
H/TOT	1	0	35	1	0	0	37	36	3	2	245	20	4	6	280	286	0	0	14	3	0	0	17	17	**H/TOT**	0	0	30	2	1	0	33	34	3	0	70	4	1	0	78	77	1	0	6	1	0	0	8	7
14:00	0	0	8	0	0	0	8	8	3	0	47	4	0	2	56	56	0	0	4	0	0	0	4	4	14:00	0	0	4	2	0	0	6	6	1	0	23	1	1	0	26	26	0	0	2	0	0	0	2	2
14:15	0	0	8	1	0	0	9	9	2	1	60	6	1	3	73	75	0	0	5	0	0	0	5	5	14:15	0	0	6	1	0	0	7	7	1	0	22	1	0	1	25	25	0	0	2	0	0	0	2	2
14:30	1	0	14	2	0	0	17	16	1	1	51	10	3	0	66	68	0	0	4	1	0	0	5	5	14:30	0	0	6	0	0	0	6	6	1	1	16	0	0	0	18	17	1	0	2	0	0	0	3	2
14:45	1	0	16	0	0	0	17	16	0	2	58	7	1	2	70	72	0	0	6	1	0	0	7	7	14:45	0	0	10	1	0	0	11	11	1	1	24	0	0	0	26	25	0	0	4	1	0	0	5	5
H/TOT	2	0	46	3	0	0	51	49	6	4	216	27	5	7	265	270	0	0	19	2	0	0	21	21	**H/TOT**	0	0	26	4	0	0	30	30	4	2	85	2	1	1	95	93	1	0	10	1	0	0	12	11
15:00	0	0	9	1	0	0	10	10	1	2	70	4	0	0	77	75	0	0	4	0	0	0	4	4	15:00	0	0	5	0	0	0	5	5	4	0	16	1	0	2	23	22	0	0	2	0	0	0	2	2
15:15	0	0	10	1	0	0	11	11	0	1	53	4	1	2	61	63	0	0	7	0	1	0	8	9	15:15	0	0	5	2	0	0	7	7	3	1	24	2	0	0	30	27	0	0	3	1	0	0	4	4
15:30	0	0	15	0	0	0	15	15	0	1	54	3	1	1	60	61	0	0	2	0	0	0	2	2	15:30	0	0	6	1	0	0	7	7	2	0	27	0	0	0	29	27	0	0	1	0	1	0	2	3
15:45	0	0	26	3	0	0	29	29	0	2	83	2	0	2	89	90	0	0	10	0	1	0	11	12	15:45	0	0	6	1	0	0	7	7	7	0	22	2	0	1	32	27	0	0	1	0	0	0	1	1
H/TOT	0	0	60	5	0	0	65	65	1	6	260	13	2	5	287	290	0	0	23	0	2	0	25	27	**H/TOT**	0	0	22	4	0	0	26	26	16	1	89	5	0	3	114	104	0	0	7	1	1	0	9	10

SITE: 02 DATE: 8th October 2024

LOCATION: Foster Avenue/Roebuck Road/Mount Anville Road/Callary Road DAY: Tuesday

	MOVEMENT 7								MOVEMENT 8								MOVEMENT 9							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	36	0	0	0	36	36	3	0	92	3	1	1	100	100	0	0	5	0	0	0	5	5
16:15	0	0	15	1	0	0	16	16	1	1	63	6	0	1	72	72	0	0	4	0	0	0	4	4
16:30	0	0	8	1	0	0	9	9	2	0	54	2	0	2	60	60	1	0	8	0	0	0	9	8
16:45	0	0	7	0	0	0	7	7	1	0	51	3	1	1	57	58	0	1	8	1	0	0	10	9
H/TOT	0	0	66	2	0	0	68	68	7	1	260	14	2	5	289	290	1	1	25	1	0	0	28	27
17:00	0	0	11	0	0	0	11	11	0	0	54	1	0	2	57	59	0	0	3	0	0	0	3	3
17:15	0	0	12	0	0	1	13	14	0	2	60	1	0	2	65	66	0	0	7	0	0	1	8	9
17:30	0	0	14	0	0	0	14	14	1	1	63	2	0	1	68	68	0	0	8	0	0	0	8	8
17:45	0	0	10	0	0	0	10	10	1	0	73	3	0	2	79	80	0	0	4	0	0	0	4	4
H/TOT	0	0	47	0	0	1	48	49	2	3	250	7	0	7	269	273	0	0	22	0	0	1	23	24
18:00	1	1	12	1	0	0	15	14	3	0	62	1	0	1	67	66	0	0	4	0	0	0	4	4
18:15	0	0	8	0	0	0	8	8	0	1	47	1	0	0	49	48	1	0	10	0	0	0	11	10
18:30	0	0	8	1	0	0	9	9	0	3	64	2	0	2	71	71	0	0	4	0	1	0	5	6
18:45	0	0	3	0	0	0	3	3	0	1	47	1	0	3	52	54	0	0	4	0	0	0	4	4
H/TOT	1	1	31	2	0	0	35	34	3	5	220	5	0	6	239	240	1	0	22	0	1	0	24	24
19:00	0	0	12	1	0	0	13	13	0	0	77	0	0	0	77	77	0	0	5	0	0	0	5	5
19:15	0	1	15	0	0	0	16	15	0	0	55	0	0	2	57	59	0	0	6	1	0	0	7	7
19:30	1	1	15	0	0	0	17	16	5	0	63	1	2	4	75	77	0	0	2	0	0	0	2	2
19:45	0	0	10	0	0	0	10	10	0	1	67	1	1	1	71	72	0	0	6	0	0	0	6	6
H/TOT	1	2	52	1	0	0	56	54	5	1	262	2	3	7	280	285	0	0	19	1	0	0	20	20
20:00	1	0	8	0	0	0	9	8	0	3	46	2	0	2	53	53	0	0	4	0	0	0	4	4
20:15	0	0	11	0	0	0	11	11	1	0	41	1	0	1	44	44	0	0	3	0	0	0	3	3
20:30	0	0	14	0	0	0	14	14	0	2	48	0	0	1	51	51	0	0	3	0	0	0	3	3
20:45	0	0	7	0	0	0	7	7	2	1	37	0	0	1	41	40	0	0	0	0	0	0	0	0
H/TOT	1	0	40	0	0	0	41	40	3	6	172	3	0	5	189	188	0	0	10	0	0	0	10	10
21:00	0	1	2	2	0	0	5	4	0	1	40	1	0	1	43	43	0	0	2	0	0	0	2	2
21:15	0	0	3	0	0	0	3	3	0	0	33	0	0	1	34	35	0	0	2	0	0	0	2	2
21:30	0	0	7	0	0	0	7	7	0	1	25	1	0	1	28	28	0	0	0	0	0	0	0	0
21:45	0	0	5	0	0	0	5	5	0	1	24	2	0	2	29	30	0	0	0	0	0	0	0	0
H/TOT	0	1	17	2	0	0	20	19	0	3	122	4	0	5	134	137	0	0	4	0	0	0	4	4
22:00	0	0	5	0	0	0	5	5	0	0	26	1	0	2	29	31	0	0	1	0	0	0	1	1
22:15	0	0	3	0	0	0	3	3	0	0	19	2	0	1	22	23	0	0	1	0	0	0	1	1
22:30	0	0	3	1	0	0	4	4	0	1	14	2	0	1	18	18	0	0	0	0	0	0	0	0
22:45	0	0	5	0	0	0	5	5	1	0	14	1	0	1	17	17	0	0	0	0	0	0	0	0
H/TOT	0	0	16	1	0	0	17	17	1	1	73	6	0	5	86	90	0	0	2	0	0	0	2	2
23:00	0	0	1	0	0	0	1	1	0	0	16	0	0	1	17	18	0	0	0	0	0	0	0	0
23:15	0	0	2	0	0	0	2	2	0	0	11	0	0	1	12	13	0	0	0	0	0	0	0	0
23:30	1	0	1	0	0	0	2	1	0	0	9	0	1	1	11	13	0	0	0	0	0	0	0	0
23:45	0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0
H/TOT	1	0	5	0	0	0	6	5	0	0	40	0	1	3	44	48	0	0	0	0	0	0	0	0
07:00 - 19:00	34	3	487	40	10	3	577	561	87	42	3541	249	54	81	4054	4094	3	2	222	13	7	1	248	252
06:00 - 22:00	37	6	599	44	10	3	699	679	96	54	4272	287	61	105	4875	4932	3	2	257	16	7	1	286	290
00:00 - 00:00	39	6	621	45	10	3	724	702	99	56	4453	303	68	122	5101	5178	3	2	259	16	7	1	288	292

	MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	5	0	0	0	5	5	1	0	30	0	0	0	31	30	0	0	3	1	0	1	5	6
16:15	0	0	5	0	0	0	5	5	1	0	21	0	0	1	23	23	0	0	0	1	0	0	1	1
16:30	1	0	8	0	0	0	9	8	3	0	23	1	0	0	27	25	0	0	1	0	0	0	1	1
16:45	0	0	1	0	0	0	1	1	1	0	24	0	0	0	25	24	0	0	1	0	0	0	1	1
H/TOT	1	0	19	0	0	0	20	19	6	0	98	1	0	1	106	102	0	0	5	2	0	1	8	9
17:00	0	0	9	2	0	0	11	11	3	0	27	2	0	0	32	30	0	0	5	0	0	0	5	5
17:15	0	0	4	0	0	0	4	4	0	1	24	0	0	0	25	24	0	0	5	0	0	0	5	5
17:30	0	0	2	1	0	0	3	3	4	0	33	1	0	0	38	35	0	0	2	0	0	0	2	2
17:45	0	0	7	1	0	0	8	8	3	0	34	0	0	0	37	35	1	0	3	0	0	0	4	3
H/TOT	0	0	22	4	0	0	26	26	10	1	118	3	0	0	132	123	1	0	15	0	0	0	16	15
18:00	0	0	10	1	0	0	11	11	6	0	32	3	0	0	41	36	0	0	6	0	0	0	6	6
18:15	0	0	10	0	0	0	10	10	4	0	23	0	0	0	27	24	1	0	1	0	0	0	2	1
18:30	0	0	6	0	0	0	6	6	0	0	19	0	1	0	20	21	0	0	0	0	0	0	0	0
18:45	0	0	6	0	0	0	6	6	6	0	25	0	0	0	31	26	0	0	2	0	0	0	2	2
H/TOT	0	0	32	1	0	0	33	33	16	0	99	3	1	0	119	107	1	0	9	0	0	0	10	9
19:00	0	0	4	0	0	0	4	4	4	0	36	0	0	0	40	37	0	0	6	0	0	0	6	6
19:15	0	0	3	1	0	0	4	4	0	0	27	1	0	0	28	28	0	0	7	0	0	0	7	7
19:30	0	0	5	0	0	0	5	5	1	0	16	0	0	0	17	16	0	0	1	0	0	0	1	1
19:45	0	0	2	0	0	0	2	2	1	0	16	0	0	0	17	16	0	0	1	0	0	0	1	1
H/TOT	0	0	14	1	0	0	15	15	6	0	95	1	0	0	102	97	0	0	15	0	0	0	15	15
20:00	0	0	5	0	0	0	5	5	1	0	13	0	0	0	14	13	0	0	3	0	0	0	3	3
20:15	0	0	3	0	0	0	3	3	1	0	14	0	0	0	15	14	0	0	0	0	0	0	0	0
20:30	0	0	1	0	0	0	1	1	2	0	11	1	0	0	14	12	0	0	0	0	0	0	0	0
20:45	0	0	3	0	0	0	3	3	0	0	8	0	0	0	8	8	0	0	2	0	0	0	2	2
H/TOT	0	0	12	0	0	0	12	12	4	0	46	1	0	0	51	48	0	0	5	0	0	0	5	5
21:00	0	0	2	0	0	0	2	2	0	0	6	0	0	0	6	6	0	0	3	0	0	0	3	3
21:15	0	0	1	0	0	0	1	1	0	0	6	0	0	0	6	6	0	0	1	0	0	0	1	1
21:30	0	1	0	0	0	0	1	0	1	0	3	0	0	0	4	3	0	0	1	0	0	0	1	1
21:45	1	0	0	0	0	0	1	0	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
H/TOT	1	1	3	0	0	0	5	4	1	0	17	0	0	0	18	17	0	0	6	0	0	0	6	6
22:00	0	0	1	1	0	0	2	2	1	1	3	0	0	0	5	4	0	0	2	0	0	0	2	2
22:15	0	0	0	0	0	0	0	0	2	0	3	0	0	0	5	3	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	1	0	3	0	0	0	4	3	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	1	1	0	0	2	2	4	1	10	0	0	0	15	11	0	0	2	0	0	0	2	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	2	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
23:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	2	0	0	0	5	3	0	0	1	0	0	0	1	1
07:00 - 19:00	1	3	288	34	4	1	331	333	104	7	1035	53	10	6	1215	1144	20	0	162	12	3	1	198	186
06:00 - 22:00	2	4	322	35	4	1	368	369	117	7	1201	55	10	6	1396	1314	20	0	192	14	3	1	230	218
00:00 - 00:00	2	4	325	36	4	1	372	373	125	8	1219	55	10	6	1423	1334	20	0	198	14	3	1	236	224

SITE: 03 DATE: 8th October 2024

LOCATION: Stillorgan Road/Foster Avenue DAY: Tuesday

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
00:00	2	3	44	3	3	3	58	61	0	0	7	0	0	0	7	7	0	0	4	1	1	1	7	9
00:15	0	0	35	3	0	0	38	38	0	0	5	1	1	0	7	8	0	0	5	0	1	1	7	9
00:30	2	1	30	3	0	2	38	38	0	0	2	0	0	0	2	2	0	0	1	1	0	3	5	8
00:45	0	0	32	2	0	2	36	38	0	0	7	1	0	0	8	8	0	0	6	0	0	0	6	6
H/TOT	4	4	141	11	3	7	170	174	0	0	21	2	1	0	24	25	0	0	16	2	2	5	25	32
01:00	1	0	15	2	1	1	20	21	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	3
01:15	0	0	18	1	0	0	19	19	0	1	2	0	0	0	3	2	0	0	6	0	0	0	6	6
01:30	1	1	21	2	0	1	26	26	0	0	2	0	0	0	2	2	0	0	0	1	1	0	2	3
01:45	0	0	16	2	1	0	19	20	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
H/TOT	2	1	70	7	2	2	84	86	0	1	7	0	0	0	8	7	0	0	10	1	1	0	12	13
02:00	0	0	16	1	1	1	19	21	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1
02:15	1	0	15	0	0	0	16	15	0	0	4	0	0	0	4	4	0	0	6	0	0	0	6	6
02:30	0	0	11	3	1	2	17	20	0	0	2	0	0	0	2	2	0	0	4	0	0	0	4	4
02:45	1	0	17	3	1	1	23	24	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
H/TOT	2	0	59	7	3	4	75	80	0	0	10	0	0	0	10	10	0	0	15	0	0	0	15	15
03:00	1	0	8	2	1	2	14	16	0	0	3	0	0	0	3	3	0	0	1	0	0	0	1	1
03:15	0	0	8	3	0	1	12	13	0	0	2	0	0	0	2	2	0	0	2	0	1	0	3	4
03:30	0	0	16	6	4	0	26	30	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1
03:45	0	0	7	3	2	0	12	14	0	0	0	1	0	0	1	1	0	0	1	0	0	0	1	1
H/TOT	1	0	39	14	7	3	64	73	0	0	7	1	0	0	8	8	0	0	5	0	1	0	6	7
04:00	0	0	13	1	0	0	14	14	0	0	1	1	0	0	2	2	0	0	2	1	0	0	3	3
04:15	0	0	8	3	2	0	13	15	0	0	1	0	0	0	1	1	0	0	3	0	1	0	4	5
04:30	0	0	12	2	0	0	14	14	0	0	4	0	0	0	4	4	0	0	1	0	0	0	1	1
04:45	0	0	6	6	0	1	13	14	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
H/TOT	0	0	39	12	2	1	54	57	0	0	6	1	0	0	7	7	0	0	7	3	1	0	11	12
05:00	0	0	9	6	1	4	20	25	0	0	3	0	0	0	3	3	0	0	2	0	0	0	2	2
05:15	1	2	21	4	1	2	31	32	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2
05:30	0	0	17	6	1	3	27	31	0	0	3	0	0	0	3	3	0	1	5	0	0	2	8	9
05:45	0	0	20	8	1	6	35	42	0	0	6	1	1	0	8	9	0	0	5	0	0	1	6	7
H/TOT	1	2	67	24	4	15	113	130	0	0	13	1	1	0	15	16	0	1	14	0	0	3	18	20
06:00	2	0	31	9	1	10	53	62	0	0	5	1	0	2	8	10	0	0	24	1	0	0	25	25
06:15	0	0	40	13	3	9	65	77	0	0	7	1	0	1	9	10	0	0	15	1	0	0	16	16
06:30	2	1	74	15	1	9	102	110	0	0	14	1	0	2	17	19	0	0	28	5	0	0	33	33
06:45	4	1	78	2	1	13	99	109	0	0	15	4	1	0	20	21	1	0	85	6	0	0	92	91
H/TOT	8	2	223	39	6	41	319	358	0	0	41	7	1	5	54	60	1	0	152	13	0	0	166	165
07:00	2	3	106	13	5	14	143	159	0	0	28	5	0	1	34	35	0	1	108	5	0	0	114	113
07:15	10	1	121	18	2	10	162	165	0	1	27	4	1	0	33	33	0	0	122	13	1	0	136	137
07:30	4	0	170	28	6	15	223	241	0	4	42	3	1	1	51	51	0	1	161	16	0	0	178	177
07:45	4	3	231	22	4	9	273	281	0	0	45	3	3	2	53	58	0	0	131	6	1	0	138	139
H/TOT	20	7	628	81	17	48	801	846	0	5	142	15	5	4	171	177	0	2	522	40	2	0	566	567

TRAFFINOMICS LIMITED

KNOCKRABO TRAFFIC COUNTS **OCTOBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/159**

SITE: 03 DATE: 8th October 2024

LOCATION: Stillorgan Road/Foster Avenue DAY: Tuesday

	MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
00:00	0	0	9	0	0	0	9	9	0	0	3	0	0	0	3	3	0	0	26	3	0	5	34	39
00:15	0	0	5	1	0	0	6	6	0	0	2	0	0	0	2	2	0	0	20	2	0	3	25	28
00:30	0	1	5	0	0	0	6	5	0	0	2	0	0	0	2	2	0	0	29	0	1	4	34	39
00:45	0	0	4	0	0	0	4	4	0	0	3	1	0	0	4	4	0	1	16	0	1	1	19	20
H/TOT	0	1	23	1	0	0	25	24	0	0	10	1	0	0	11	11	0	1	91	5	2	13	112	126
01:00	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	19	4	0	1	25	25
01:15	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	0	15	1	1	0	17	18
01:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	1	0	18	2	0	0	21	20
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16	1	1	0	19	19
H/TOT	0	0	4	0	0	0	4	4	0	0	5	0	0	0	5	5	1	2	68	8	2	1	82	83
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	1	12	14
02:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	25	0	0	0	25	25
02:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	10	2	0	1	15	15
02:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	15	1	1	0	17	18
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	1	1	60	3	2	2	69	72
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	1	12	14
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	1	9	11
03:45	0	0	1	1	1	0	3	4	0	0	0	0	0	0	0	0	0	2	12	1	3	0	18	20
H/TOT	0	0	1	1	1	0	3	4	0	0	0	0	0	0	0	0	0	2	41	1	5	2	51	57
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	1	13	14
04:15	0	0	2	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	7	1	0	0	8	8
04:30	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1	0	1	20	3	0	1	25	25
04:45	0	0	2	0	0	0	2	2	0	0	2	0	0	0	2	2	1	0	11	1	0	0	13	12
H/TOT	0	0	5	0	1	0	6	7	0	0	3	0	0	0	3	3	1	1	48	7	0	2	59	60
05:00	0	0	1	2	0	0	3	3	0	0	2	0	1	0	3	4	1	0	16	4	1	1	23	24
05:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	22	3	1	1	29	30
05:30	0	0	2	2	0	1	5	6	0	0	1	0	0	0	1	1	2	0	52	8	4	2	68	72
05:45	0	0	6	1	0	0	7	7	0	0	5	0	0	0	5	5	2	0	74	6	1	1	84	84
H/TOT	0	0	9	5	0	1	15	16	0	0	9	0	1	0	10	11	6	1	164	21	7	5	204	211
06:00	0	0	4	1	1	2	8	11	0	0	9	0	0	0	9	9	6	1	123	11	2	3	146	146
06:15	0	0	7	1	0	0	8	8	0	0	6	4	0	1	11	12	1	1	121	16	2	0	141	142
06:30	0	0	18	3	1	1	23	25	0	0	18	1	1	0	20	21	11	0	171	24	2	6	214	213
06:45	0	0	31	0	0	0	31	31	1	0	11	4	2	0	18	19	2	8	311	41	7	8	377	386
H/TOT	0	0	60	5	2	3	70	75	1	0	44	9	3	1	58	61	20	10	726	92	13	17	878	886
07:00	0	1	39	2	3	1	46	49	0	0	16	2	0	1	19	20	19	1	320	41	4	9	394	391
07:15	1	0	26	1	1	0	29	29	0	0	19	2	1	0	22	23	11	8	410	33	4	11	477	478
07:30	0	0	43	8	1	0	52	53	0	0	32	3	0	0	35	35	16	6	423	31	3	9	488	484
07:45	0	1	68	3	1	3	76	79	0	0	35	3	0	1	39	40	29	18	459	36	1	12	555	534
H/TOT	1	2	176	14	6	4	203	211	0	0	102	10	1	2	115	118	75	33	1612	141	12	41	1914	1887

SITE: 03 DATE: 8th October 2024

LOCATION: Stillorgan Road/Foster Avenue DAY: Tuesday

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
08:00	6	1	243	33	1	9	293	298	0	1	65	3	4	1	74	78	0	0	148	7	0	0	155	155
08:15	4	6	352	42	3	14	421	431	1	0	55	4	2	0	62	63	0	0	157	5	3	0	165	168
08:30	12	1	333	21	0	4	371	365	0	0	64	3	2	1	70	73	0	0	125	12	6	1	144	151
08:45	12	0	240	19	6	19	296	311	0	1	71	4	2	0	78	79	0	4	122	9	3	0	138	139
H/TOT	34	8	1168	115	10	46	1381	1405	1	2	255	14	10	2	284	294	0	4	552	33	12	1	602	613
09:00	4	3	189	21	2	7	226	230	0	1	53	3	1	0	58	58	0	3	128	7	5	0	143	146
09:15	1	5	191	17	6	11	231	244	0	0	44	2	1	0	47	48	0	0	88	4	2	1	95	98
09:30	1	1	209	20	3	16	250	268	0	0	43	6	2	0	51	53	0	0	73	9	3	2	87	92
09:45	3	3	147	26	2	12	193	203	0	1	52	3	1	0	57	57	0	0	94	10	0	1	105	106
H/TOT	9	12	736	84	13	46	900	945	0	2	192	14	5	0	213	217	0	3	383	30	10	4	430	442
10:00	2	1	146	23	7	11	190	206	0	0	40	8	0	0	48	48	0	0	63	8	1	3	75	79
10:15	4	2	181	21	6	5	219	226	0	0	38	3	0	2	43	45	0	0	78	5	0	3	86	89
10:30	2	3	207	20	7	10	249	263	0	0	56	12	1	1	70	72	0	0	61	4	2	0	67	69
10:45	6	5	193	24	4	9	241	246	0	0	40	5	1	1	47	49	0	0	63	6	2	2	73	77
H/TOT	14	11	727	88	24	35	899	940	0	0	174	28	2	4	208	214	0	0	265	23	5	8	301	314
11:00	5	0	198	29	6	7	245	254	0	1	39	3	2	0	45	46	0	0	58	5	1	0	64	65
11:15	1	1	227	24	9	9	271	288	0	0	48	5	1	0	54	55	0	1	41	9	0	0	51	50
11:30	6	4	206	38	8	6	268	275	0	0	39	4	2	0	45	47	0	1	45	6	2	1	55	57
11:45	3	1	248	34	9	2	297	305	0	0	34	9	1	0	44	45	0	0	46	4	1	0	51	52
H/TOT	15	6	879	125	32	24	1081	1121	0	1	160	21	6	0	188	193	0	2	190	24	4	1	221	225
12:00	5	9	267	30	6	11	328	336	0	1	56	7	3	1	68	71	0	1	44	4	3	2	54	58
12:15	0	4	239	26	10	4	283	295	0	1	60	16	1	1	79	80	0	0	44	7	4	1	56	61
12:30	3	1	221	32	9	10	276	292	0	1	53	13	0	0	67	66	0	1	46	7	2	0	56	57
12:45	2	1	331	31	5	5	375	383	0	1	40	10	2	2	55	58	0	0	53	4	2	1	60	63
H/TOT	10	15	1058	119	30	30	1262	1305	0	4	209	46	6	4	269	277	0	2	187	22	11	4	226	240
13:00	3	0	272	40	6	16	337	357	0	2	44	5	5	0	56	60	0	0	47	11	0	0	58	58
13:15	1	8	299	31	5	15	359	373	0	0	61	8	1	1	71	73	0	1	51	3	0	1	56	56
13:30	3	3	300	33	5	9	353	363	0	1	47	5	0	1	54	54	0	1	65	6	2	0	74	75
13:45	4	3	250	26	4	8	295	302	0	1	38	2	0	0	41	40	0	3	70	2	1	1	77	77
H/TOT	11	14	1121	130	20	48	1344	1395	0	4	190	20	6	2	222	228	0	5	233	22	3	2	265	267
14:00	8	4	287	34	9	8	350	358	0	1	68	8	1	0	78	78	0	0	50	5	0	0	55	55
14:15	6	7	349	46	5	8	421	425	0	1	49	7	5	0	62	66	0	0	45	4	0	0	49	49
14:30	9	0	427	36	2	13	487	495	0	2	78	2	0	1	83	83	0	0	67	7	2	1	77	80
14:45	9	5	302	30	4	9	359	362	2	0	47	9	1	2	61	62	0	1	58	7	2	0	68	69
H/TOT	32	16	1365	146	20	38	1617	1640	2	4	242	26	7	3	284	290	0	1	220	23	4	1	249	253
15:00	8	4	335	44	7	13	411	422	0	3	58	5	0	0	66	64	0	3	60	4	1	0	68	67
15:15	10	2	280	25	2	8	327	328	0	0	74	5	0	1	80	81	0	1	59	6	3	0	69	71
15:30	9	10	315	37	10	11	392	400	0	1	90	10	2	2	105	108	0	0	48	2	1	0	51	52
15:45	8	5	359	30	4	14	420	429	0	0	73	6	1	0	80	81	0	2	66	6	0	1	75	75
H/TOT	35	21	1289	136	23	46	1550	1578	0	4	295	26	3	3	331	335	0	6	233	18	5	1	263	265

TRAFFINOMICS LIMITED

KNOCKRABO TRAFFIC COUNTS **OCTOBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/159**

SITE: 03 DATE: 8th October 2024

LOCATION: Stillorgan Road/Foster Avenue DAY: Tuesday

	MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
08:00	1	1	77	4	2	1	86	88	0	0	68	1	1	2	72	75	29	4	383	26	2	6	450	432
08:15	3	4	87	3	0	0	97	92	0	0	45	1	0	1	47	48	43	16	400	18	3	19	499	477
08:30	1	0	60	4	0	0	65	64	1	1	47	1	1	1	52	53	52	16	443	19	3	12	545	509
08:45	0	2	77	3	1	1	84	85	0	0	52	0	0	2	54	56	64	22	454	24	5	12	581	534
H/TOT	5	7	301	14	3	2	332	329	1	1	212	3	2	6	225	232	188	58	1680	87	13	49	2075	1952
09:00	1	1	48	6	0	1	57	57	0	0	42	3	2	1	48	51	40	12	454	35	9	21	571	562
09:15	0	1	77	8	3	0	89	91	0	0	45	3	1	0	49	50	17	7	445	29	5	17	520	524
09:30	0	0	58	7	0	0	65	65	0	1	43	4	2	0	50	51	22	7	404	41	8	8	490	484
09:45	0	0	66	10	3	1	80	84	0	2	45	5	1	0	53	53	17	5	466	36	7	10	541	541
H/TOT	1	2	249	31	6	2	291	297	0	3	175	15	6	1	200	205	96	31	1769	141	29	56	2122	2112
10:00	0	0	57	7	0	0	64	64	0	1	41	3	0	0	45	44	9	2	362	39	10	11	433	446
10:15	0	1	50	2	0	0	53	52	1	1	58	9	0	0	69	68	9	6	361	34	10	9	429	437
10:30	0	2	52	7	3	1	65	68	0	0	43	3	3	0	49	52	11	4	317	35	8	13	388	398
10:45	0	0	52	5	2	0	59	61	0	0	50	4	5	0	59	64	11	2	296	34	6	5	354	355
H/TOT	0	3	211	21	5	1	241	245	1	2	192	19	8	0	222	228	40	14	1336	142	34	38	1604	1636
11:00	0	0	74	11	1	0	86	87	0	0	57	7	2	0	66	68	8	4	235	34	14	5	300	310
11:15	2	0	46	6	1	1	56	56	0	0	60	7	1	0	68	69	5	3	224	34	6	11	283	294
11:30	0	0	47	12	3	0	62	65	0	1	51	6	0	0	58	57	7	6	279	37	8	10	347	356
11:45	0	1	44	6	7	0	58	64	0	0	41	4	0	0	45	45	2	2	255	39	5	8	311	321
H/TOT	2	1	211	35	12	1	262	273	0	1	209	24	3	0	237	239	22	15	993	144	33	34	1241	1281
12:00	2	5	61	11	1	1	81	78	0	1	50	6	3	0	60	62	7	4	241	22	4	8	286	290
12:15	1	1	61	6	3	0	72	74	0	2	59	2	0	0	63	62	7	6	237	27	4	15	296	306
12:30	1	0	48	7	2	0	58	59	0	0	55	10	1	0	66	67	12	2	256	28	3	6	307	305
12:45	1	2	66	10	1	0	80	79	0	1	54	6	1	0	62	62	15	2	269	26	8	6	326	327
H/TOT	5	8	236	34	7	1	291	290	0	4	218	24	5	0	251	254	41	14	1003	103	19	35	1215	1228
13:00	0	0	44	2	1	0	47	48	0	3	63	2	2	0	70	70	6	4	213	27	0	12	262	267
13:15	1	1	61	6	1	0	70	70	0	0	68	7	0	0	75	75	3	2	228	18	5	9	265	275
13:30	0	1	49	7	1	1	59	60	0	1	57	4	0	0	62	61	9	5	245	29	5	6	299	300
13:45	0	1	58	9	3	1	72	75	0	1	56	6	0	0	63	62	3	9	278	25	5	8	328	333
H/TOT	1	3	212	24	6	2	248	253	0	5	244	19	2	0	270	269	21	20	964	99	15	35	1154	1175
14:00	0	2	45	3	2	0	52	53	0	1	48	7	4	0	60	63	9	5	202	22	4	5	247	246
14:15	1	1	73	8	2	4	89	94	0	0	52	6	2	0	60	62	2	1	223	35	7	10	278	293
14:30	2	0	32	3	4	0	41	43	0	0	52	12	1	0	65	66	4	1	239	17	6	7	274	283
14:45	0	0	57	11	0	0	68	68	0	0	60	5	1	1	67	69	9	2	192	10	5	9	227	233
H/TOT	3	3	207	25	8	4	250	258	0	1	212	30	8	1	252	260	24	9	856	84	22	31	1026	1054
15:00	1	1	62	3	1	0	68	68	0	0	45	10	1	0	56	57	6	5	322	30	3	11	377	383
15:15	0	2	77	3	0	1	83	83	0	0	47	4	1	0	52	53	3	10	223	23	4	10	273	279
15:30	1	0	76	2	0	0	79	78	0	2	61	4	1	1	69	70	2	7	273	27	3	11	323	331
15:45	2	2	71	3	1	1	80	79	1	1	45	2	0	1	50	50	3	4	221	24	2	8	262	267
H/TOT	4	5	286	11	2	2	310	308	1	3	198	20	3	2	227	229	14	26	1039	104	12	40	1235	1260

SITE: 03 DATE: 8th October 2024

LOCATION: Stillorgan Road/Foster Avenue DAY: Tuesday

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	28	13	331	30	5	10	417	402	0	1	55	6	1	1	64	65	0	0	88	5	0	0	93	93
16:15	14	9	328	42	0	8	401	392	0	3	71	2	0	0	76	74	0	0	68	2	0	0	70	70
16:30	24	8	356	29	3	12	432	423	0	2	70	10	2	0	84	85	0	0	41	4	0	0	45	45
16:45	16	5	332	29	6	9	397	396	0	1	75	4	1	0	81	81	0	0	65	5	1	1	72	74
H/TOT	82	35	1347	130	14	39	1647	1613	0	7	271	22	4	1	305	306	0	0	262	16	1	1	280	282
17:00	20	15	399	31	2	8	475	460	0	1	104	5	0	0	110	109	0	0	62	3	2	1	68	71
17:15	47	22	402	32	3	13	519	484	0	1	71	7	0	0	79	78	0	2	56	0	0	1	59	59
17:30	31	14	399	21	3	13	481	464	0	2	85	3	0	0	90	89	0	0	59	6	0	0	65	65
17:45	39	18	349	21	2	8	437	405	1	0	69	2	0	0	72	71	0	0	69	3	0	1	73	74
H/TOT	137	69	1549	105	10	42	1912	1813	1	4	329	17	0	0	351	348	0	2	246	12	2	3	265	269
18:00	47	18	361	7	1	17	451	421	2	1	94	1	0	0	98	96	0	0	67	1	0	1	69	70
18:15	28	15	351	11	0	14	419	402	0	1	66	1	0	2	70	71	0	1	64	3	0	0	68	67
18:30	29	16	374	13	4	10	446	427	0	3	74	1	0	1	79	78	1	2	61	1	0	0	65	63
18:45	30	8	411	21	2	10	482	465	0	0	57	0	0	0	57	57	0	0	57	1	0	1	59	60
H/TOT	134	57	1497	52	7	51	1798	1715	2	5	291	3	0	3	304	302	1	3	249	6	0	2	261	260
19:00	29	7	391	10	1	13	451	438	0	1	90	3	0	0	94	93	0	0	80	0	1	0	81	82
19:15	23	5	341	11	2	9	391	381	0	0	60	2	0	0	62	62	0	0	45	2	0	1	48	49
19:30	16	2	324	10	1	9	362	358	1	2	55	3	0	1	62	61	0	0	53	2	0	2	57	59
19:45	19	5	306	18	2	15	365	364	1	0	65	1	1	0	68	68	0	0	58	0	1	1	60	62
H/TOT	87	19	1362	49	6	46	1569	1540	2	3	270	9	1	1	286	285	0	0	236	4	2	4	246	252
20:00	7	2	229	16	2	8	264	267	0	1	41	1	0	0	43	42	0	3	31	1	0	1	36	35
20:15	15	0	239	13	2	9	278	277	0	0	54	2	0	0	56	56	0	1	40	0	0	0	41	40
20:30	12	11	227	11	0	4	265	253	0	1	45	0	0	0	46	45	0	0	28	1	0	0	29	29
20:45	9	5	251	15	1	11	292	294	0	1	44	0	0	0	45	44	0	0	17	0	0	0	17	17
H/TOT	43	18	946	55	5	32	1099	1091	0	3	184	3	0	0	190	188	0	4	116	2	0	1	123	122
21:00	6	3	156	2	2	7	176	178	0	0	41	1	2	0	44	46	1	0	35	1	0	0	37	36
21:15	9	3	219	4	0	9	244	244	0	1	32	1	0	1	35	35	0	0	24	0	1	0	25	26
21:30	5	3	175	8	0	8	199	201	1	2	32	0	0	0	35	33	0	2	18	0	0	0	20	19
21:45	7	2	183	8	2	7	209	211	0	1	39	0	0	0	40	39	1	0	19	3	0	1	24	24
H/TOT	27	11	733	22	4	31	828	835	1	4	144	2	2	1	154	154	2	2	96	4	1	1	106	105
22:00	3	1	139	6	1	3	153	154	0	0	23	1	0	0	24	24	0	0	12	0	0	1	13	14
22:15	0	0	136	7	1	6	150	157	0	1	18	0	0	0	19	18	0	0	12	0	0	1	13	14
22:30	7	1	94	6	0	4	112	110	1	0	15	0	0	0	16	15	0	0	8	1	0	0	9	9
22:45	3	2	150	8	2	8	173	179	0	0	25	1	0	0	26	26	1	0	8	0	0	0	9	8
H/TOT	13	4	519	27	4	21	588	600	1	1	81	2	0	0	85	84	1	0	40	1	0	2	44	45
23:00	3	2	88	9	0	8	110	114	0	0	16	1	0	0	17	17	0	0	9	0	0	0	9	9
23:15	1	1	66	5	1	3	77	80	0	0	9	1	0	0	10	10	0	0	8	0	0	0	8	8
23:30	4	1	52	5	0	6	68	70	0	0	11	0	0	0	11	11	0	0	7	0	1	0	8	9
23:45	2	0	35	4	0	6	47	51	0	0	9	0	0	0	9	9	0	0	4	0	0	0	4	4
H/TOT	10	4	241	23	1	23	302	316	0	0	45	2	0	0	47	47	0	0	28	0	1	0	29	30
07:00 - 19:00	533	271	13364	1311	220	493	16192	16316	6	42	2750	252	54	26	3130	3180	1	30	3542	269	59	28	3929	3997
06:00 - 22:00	698	321	16628	1476	241	643	20007	20140	9	52	3389	273	58	33	3814	3867	4	36	4142	292	62	34	4570	4641
00:00 - 00:00	731	336	17803	1601	267	719	21457	21657	10	54	3579	282	60	33	4018	4070.6	5	37	4277	299	68	44	4730	4815.8

TRAFFINOMICS LIMITED

KNOCKRABO TRAFFIC COUNTS **OCTOBER 2024**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/24/159**

SITE: 03 DATE: 8th October 2024

LOCATION: Stillorgan Road/Foster Avenue DAY: Tuesday

	MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
TIME	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	3	0	96	2	0	1	102	101	0	0	55	7	0	0	62	62	10	3	252	31	3	10	309	312
16:15	3	2	75	6	0	0	86	82	0	1	41	0	0	0	42	41	10	8	249	24	5	10	306	308
16:30	2	2	82	5	0	0	91	88	0	2	64	7	0	0	73	72	8	2	192	14	2	6	224	224
16:45	1	1	79	0	0	0	81	80	0	1	56	1	0	0	58	57	7	3	276	23	2	11	322	328
H/TOT	9	5	332	13	0	1	360	351	0	4	216	15	0	0	235	233	35	16	969	92	12	37	1161	1172
17:00	3	1	49	6	0	1	60	58	0	1	62	3	0	0	66	65	10	5	256	15	0	5	291	285
17:15	5	4	102	3	0	0	114	108	0	0	61	1	0	0	62	62	9	6	245	18	1	9	288	287
17:30	2	4	96	1	0	0	103	99	1	1	81	3	0	0	86	85	15	9	292	12	3	10	341	337
17:45	4	1	65	1	0	0	71	67	1	0	67	3	0	1	72	72	16	2	262	18	1	12	311	310
H/TOT	14	10	312	11	0	1	348	332	2	2	271	10	0	1	286	284	50	22	1055	63	5	36	1231	1219
18:00	2	2	70	2	0	0	76	73	0	1	68	1	1	0	71	71	5	4	272	13	1	10	305	310
18:15	1	4	70	2	0	0	77	74	1	0	50	1	0	0	52	51	13	6	322	13	4	9	367	366
18:30	1	2	83	1	0	0	87	85	3	1	57	0	1	0	62	60	5	1	245	6	0	13	270	278
18:45	0	0	63	2	0	0	65	65	0	1	66	3	0	0	70	69	5	2	292	8	1	9	317	322
H/TOT	4	8	286	7	0	0	305	297	4	3	241	5	2	0	255	252	28	13	1131	40	6	41	1259	1276
19:00	4	0	76	3	1	0	84	82	0	0	35	1	0	0	36	36	6	9	293	7	0	15	330	335
19:15	2	0	78	1	0	1	82	81	0	0	62	1	0	1	64	65	7	7	256	6	1	15	292	298
19:30	3	0	78	0	0	0	81	79	1	0	52	1	0	0	54	53	4	2	242	12	0	9	269	274
19:45	1	2	61	1	0	0	65	63	0	1	47	1	0	0	49	48	3	1	170	10	1	9	194	201
H/TOT	10	2	293	5	1	1	312	305	1	1	196	4	0	1	203	203	20	19	961	35	2	48	1085	1108
20:00	1	1	65	4	0	0	71	70	0	1	65	1	0	0	67	66	0	3	172	7	1	6	189	194
20:15	1	1	56	2	0	0	60	59	0	2	50	2	0	0	54	53	2	2	129	3	2	10	148	157
20:30	1	2	44	3	0	0	50	48	2	0	43	0	0	0	45	43	7	6	148	4	0	11	176	178
20:45	1	1	51	0	0	0	53	52	0	1	32	2	0	0	35	34	1	7	139	4	1	5	157	158
H/TOT	4	5	216	9	0	0	234	228	2	4	190	5	0	0	201	197	10	18	588	18	4	32	670	687
21:00	2	1	27	2	0	0	32	30	0	0	47	2	0	0	49	49	2	4	126	6	0	6	144	146
21:15	0	1	52	2	0	0	55	54	0	0	33	0	0	0	33	33	4	0	153	7	0	9	173	179
21:30	0	0	30	0	0	0	30	30	0	1	28	0	0	0	29	28	3	6	113	4	0	5	131	130
21:45	0	2	23	2	0	0	27	26	0	1	25	0	0	0	26	25	1	2	91	3	1	8	106	113
H/TOT	2	4	132	6	0	0	144	140	0	2	133	2	0	0	137	136	10	12	483	20	1	28	554	568
22:00	0	3	29	1	0	0	33	31	0	0	25	1	0	1	27	28	1	1	90	4	0	8	104	111
22:15	2	0	31	2	0	0	35	33	0	0	23	1	0	0	24	24	0	7	76	6	2	5	96	99
22:30	0	1	16	1	0	0	18	17	0	0	16	0	0	0	16	16	0	3	73	3	0	6	85	89
22:45	1	0	22	1	0	0	24	23	0	0	17	0	0	0	17	17	1	1	64	1	1	6	74	80
H/TOT	3	4	98	5	0	0	110	105	0	0	81	2	0	1	84	85	2	12	303	14	3	25	359	378
23:00	0	0	20	1	0	0	21	21	0	0	9	0	0	1	10	11	2	0	60	3	1	4	70	73
23:15	0	0	9	0	0	0	9	9	0	0	15	0	0	0	15	15	3	1	47	4	0	5	60	62
23:30	0	0	6	0	0	0	6	6	0	0	5	0	0	0	5	5	2	2	49	1	0	8	62	67
23:45	0	0	6	0	0	0	6	6	0	0	6	0	0	0	6	6	0	1	22	1	0	7	31	37
H/TOT	0	0	41	1	0	0	42	42	0	0	35	0	0	1	36	37	7	4	178	9	1	24	223	240
07:00 - 19:00	49	57	3019	240	55	21	3441	3443.6	9	29	2490	194	40	13	2775	2803	634	271	14407	1240	212	473	17237	17252
06:00 - 22:00	65	68	3720	265	58	25	4201	4191.2	13	36	3053	214	43	15	3374	3400	694	330	17165	1405	232	598	20424	20501
00:00 - 00:00	68	73	3901	278	60	26	4406	4393.8	13	36	3199	217	44	17	3526	3555	712	354	18118	1473	254	672	21583	21727

B. Timetable

11

From Sandyford Business District Towards Wadelai Park

Áth an Ghainimh Páirc Gnó (Bóthar an Draighin), Cluain Sceach, Raghnallach, Sráid Uí Chonaill, Páirc Wadelai

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:30	06:50	07:10	07:30	06:30	07:00	07:30	08:00	09:15	09:45	10:15	10:45
07:50	08:10	08:35	09:00	08:30	09:00	09:30	10:00	11:15	11:45	12:15	12:45
09:25	09:50	10:15	10:35	10:30	11:00	11:30	12:00	13:15	13:45	14:15	14:45
10:55	11:25	11:55	12:25	12:30	13:00	13:30	14:00	15:15	15:45	16:15	16:45
12:55	13:25	13:55	14:25	14:30	15:00	15:30	16:00	17:15	17:45	18:15	18:45
14:55	15:15	15:30	15:45	16:30	17:00	17:30	18:00	19:15	19:45	20:15	20:45
16:00	16:20	16:40	17:00	18:30	19:00	19:30	20:00	21:15	21:45	22:15	22:45d
17:20	17:40	18:00	18:25	20:30	21:00	21:30	22:00	23:10c	23:30c		
18:50	19:10	19:30	20:00	22:30	23:00d	23:30c					
20:30	21:00	21:30	22:00								
22:30	22:50d	23:30c									

Route Variations

d From Sandyford and departs O'Connell St. at 23:30

c From Sandyford to Parnell Sq. only

Sandyford Business District (Blackthorn Rd.) » 10 mins » **Clonskeagh** » 20 mins » **Ranelagh** » 25 mins » **O'Connell St.** » 25 mins » **Wadelai Park**

All times are off peak estimates

Areas served

Sandyford Business District (Blackthorn Rd.)
Kilmacud (Redesdale Rd.)
Kilmacud Rd. (Drummartin Rd.)
Goatstown
Goatstown Rd. (Larchfield Rd.)
Roebuck Rd. (Goatstown Rd.)
Clonskeagh Rd. (Bird Ave.)
Clonskeagh Rd. (Whitebeam Rd.)
Clonskeagh Rd. (Vergemount Rd.)
Sandford Rd. (Marlboro Rd.)
Ranelagh (Chelmsford Rd.)
Leeson St. (Appian Way)
Leeson St. Bridge
Leeson St. (Pembroke St.)
Kildare St./Dawson St.
O'Connell St.
Dorset St. (North Frederick St.)
Dorset St. (North Circular Rd.)
Drumcondra Rail Station
Drumcondra Rd. Upr. (Clonturk Park)
Home Farm Rd. (Ferguson Rd.)
Ballymun Rd.
Wadelai Park

11

From Wadelai Park Towards Sandyford Business District

Páirc Wadelai, Sráid Uí Chonaill, Raghnallach, Cluain Sceach,
Áth an Ghainimh Páirc Gnó (Bóthar an Draighin)

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:40	07:00	07:15	07:30	07:00	07:45	08:15	08:45	10:30	11:00	11:30	12:00
07:40	07:50	08:00	08:15	09:15	09:45	10:15	10:45	12:30	13:00	13:30	14:00
08:30	08:45	09:00	09:30	11:15	11:45	12:15	12:45	14:30	15:00	15:30	16:00
10:00	10:30	11:00	11:30	13:15	13:45	14:15	14:45	16:30	17:00	17:30	18:00
12:00	12:30	13:00	13:30	15:15	15:45	16:15	16:45	18:30	19:00	19:30	20:00
14:00	14:30	15:00	15:30	17:15	17:45	18:15	18:45	20:30	21:00	21:30	22:00
16:00	16:30	16:50	17:10	19:15	19:45	20:15	20:45	22:30	23:00d	23:30c	
17:30	17:50	18:10	18:30	21:15	21:45	22:15	22:40				
18:50	19:10	19:30	20:00	23:05d	23:30c						
20:30	21:00	21:30	22:00								
22:30	23:00d	23:30c									

Route Variations

c From Wadelai to Parnell Sq. only

d From Wadelai and departs O'Connell St. at 23:30

Wadelai Park » 25 mins » **O'Connell St.** » 25 mins » **Ranelagh** » 20 mins » **Clonskeagh** » 10 mins » **Sandyford Business District (Blackthorn Rd.)**

All times are off peak estimates

Areas served

Wadelai Park
Ballymun Rd.
Home Farm Rd. (Ferguson Rd.)
Drumcondra Rd. Upr. (Clonturk Park)
Drumcondra Rail Station
Dorset St. (North Circular Rd.)
Dorset St. (North Frederick St.)
O'Connell St.
Kildare St./Dawson St.
Leeson St. (Pembroke St.)
Leeson St. Bridge
Leeson St. (Appian Way)
Ranelagh (Chelmsford Rd.)
Sandford Rd. (Marlboro Rd.)
Clonskeagh Rd. (Vergemount Rd.)
Clonskeagh Rd. (Whitebeam Rd.)
Clonskeagh Rd. (Bird Ave.)
Roebuck Rd. (Goatstown Rd.)
Goatstown Rd. (Larchfield Rd.)
Goatstown
Kilmacud Rd. (Drummartin Rd.)
Kilmacud (Redesdale Rd.)
Sandyford Business District (Blackthorn Rd.)

from **21st April 2024**

Tallaght - Blackrock Station via UCD — S6

Mondays to Fridays except Public Holidays

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 4342	The Square	05:30	06:00	06:15	06:30	06:38	06:45	07:00	07:08	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00
stop 2540	Old Bawn Centre	05:40	06:10	06:25	06:40	06:50	06:59	07:14	07:22	07:31	07:46	08:01	08:15	08:30	08:45	09:00	09:14	09:28	09:43	09:58	10:12	10:27	10:42	10:58	11:13
stop 6128	Ballycullen Avenue	05:42	06:13	06:28	06:43	06:54	07:03	07:18	07:26	07:35	07:50	08:05	08:20	08:35	08:50	09:05	09:18	09:32	09:47	10:02	10:15	10:30	10:45	11:01	11:16
stop 1305	Willbrook Road	05:53	06:25	06:40	06:55	07:07	07:19	07:34	07:42	07:53	08:08	08:23	08:37	08:52	09:07	09:22	09:34	09:46	10:01	10:16	10:29	10:44	10:59	11:16	11:31
stop 1310	Nutgrove Retail Pk	05:58	06:29	06:44	06:59	07:12	07:25	07:40	07:48	08:00	08:15	08:30	08:44	08:59	09:14	09:29	09:40	09:52	10:07	10:22	10:35	10:50	11:05	11:22	11:37
stop 7719	Taney Park	06:03	06:35	06:50	07:05	07:18	07:33	07:48	07:56	08:09	08:24	08:39	08:53	09:08	09:23	09:38	09:48	10:00	10:15	10:30	10:41	10:56	11:11	11:29	11:44
stop 765	UCD	06:10	06:42	06:57	07:12	07:27	07:42	07:57	08:05	08:20	08:35	08:50	09:03	09:18	09:33	09:48	09:57	10:08	10:23	10:38	10:49	11:04	11:19	11:37	11:52
stop 3085	Blackrock Station	06:22	06:55	07:10	07:25	07:43	08:00	08:15	08:27	08:40	08:55	09:10	09:23	09:38	09:53	10:08	10:15	10:24	10:39	10:54	11:05	11:20	11:35	11:53	12:08

continues below

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 4342	The Square	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00
stop 2540	Old Bawn Centre	11:28	11:43	11:58	12:13	12:28	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:15	15:30	15:45	16:00	16:14	16:29	16:44	16:59	17:14
stop 6128	Ballycullen Avenue	11:31	11:46	12:01	12:17	12:32	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03	15:19	15:34	15:49	16:04	16:18	16:33	16:48	17:03	17:18
stop 1305	Willbrook Road	11:46	12:01	12:16	12:32	12:47	13:03	13:18	13:33	13:48	14:03	14:18	14:34	14:49	15:04	15:19	15:35	15:50	16:05	16:20	16:35	16:50	17:05	17:20	17:35
stop 1310	Nutgrove Retail Pk	11:52	12:07	12:22	12:39	12:54	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:42	15:57	16:12	16:27	16:41	16:56	17:11	17:26	17:41
stop 7719	Taney Park	11:59	12:14	12:29	12:46	13:01	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03	15:18	15:33	15:50	16:05	16:20	16:35	16:49	17:04	17:19	17:34	17:49
stop 765	UCD	12:07	12:22	12:37	12:55	13:10	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12	15:27	15:42	16:00	16:15	16:30	16:45	16:59	17:14	17:29	17:44	17:59
stop 3085	Blackrock Station	12:23	12:38	12:53	13:12	13:27	13:44	13:59	14:14	14:29	14:44	14:59	15:15	15:30	15:45	16:00	16:18	16:33	16:48	17:03	17:17	17:32	17:47	18:02	18:17

continues below

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 4342	The Square	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00
stop 2540	Old Bawn Centre	17:29	17:44	17:59	18:13	18:28	18:42	18:56	19:11	19:26	19:41	19:56	20:10	20:25	20:40	20:55	21:10	21:24	21:39	21:54	22:09	22:23	22:38	22:53	23:08
stop 6128	Ballycullen Avenue	17:33	17:48	18:03	18:17	18:32	18:46	19:00	19:15	19:29	19:44	19:59	20:13	20:28	20:43	20:58	21:13	21:27	21:42	21:57	22:12	22:26	22:41	22:55	23:10
stop 1305	Willbrook Road	17:50	18:05	18:20	18:32	18:47	18:59	19:13	19:28	19:41	19:56	20:11	20:25	20:40	20:54	21:09	21:24	21:38	21:53	22:07	22:22	22:35	22:50	23:04	23:19
stop 1310	Nutgrove Retail Pk	17:56	18:11	18:26	18:38	18:53	19:05	19:18	19:33	19:46	20:01	20:16	20:29	20:44	20:58	21:13	21:28	21:42	21:57	22:11	22:26	22:39	22:54	23:08	23:23
stop 7719	Taney Park	18:04	18:19	18:34	18:45	19:00	19:12	19:25	19:40	19:52	20:07	20:22	20:35	20:50	21:04	21:19	21:34	21:48	22:03	22:17	22:32	22:44	22:59	23:13	23:28
stop 765	UCD	18:14	18:29	18:44	18:54	19:09	19:20	19:32	19:47	19:59	20:14	20:29	20:42	20:57	21:11	21:26	21:41	21:54	22:09	22:23	22:38	22:50	23:05	23:18	23:33
stop 3085	Blackrock Station	18:32	18:47	19:02	19:10	19:25	19:36	19:47	20:02	20:13	20:28	20:43	20:55	21:10	21:23	21:38	21:53	22:06	22:21	22:34	22:49	23:01	23:16	23:29	23:44

continues below

	Route Number	S6
stop 4342	The Square	23:30
stop 2540	Old Bawn Centre	23:38
stop 6128	Ballycullen Avenue	23:40
stop 1305	Willbrook Road	23:49
stop 1310	Nutgrove Retail Pk	23:52
stop 7719	Taney Park	23:57
stop 765	UCD	00:02
stop 3085	Blackrock Station	00:12

from **21st April 2024**

Blackrock Station - Tallaght via UCD — S6

Mondays to Fridays except Public Holidays

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 3085	Blackrock Station	05:30	06:00	06:15	06:30	06:35	06:50	07:05	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15
stop 765	UCD	05:39	06:11	06:26	06:41	06:49	07:04	07:25	07:31	07:46	08:01	08:16	08:31	08:45	09:00	09:13	09:28	09:43	09:58	10:12	10:27	10:43	10:58	11:13	11:28
stop 10160	Taney Park	05:45	06:17	06:32	06:48	06:57	07:12	07:33	07:41	07:56	08:11	08:25	08:40	08:54	09:09	09:21	09:36	09:51	10:06	10:20	10:35	10:50	11:05	11:21	11:36
stop 7965	Nutgrove Retail Park	05:50	06:23	06:38	06:54	07:04	07:19	07:40	07:49	08:04	08:19	08:34	08:49	09:02	09:17	09:28	09:43	09:58	10:13	10:26	10:41	10:57	11:12	11:28	11:43
stop 1329	St Mary's School	05:54	06:28	06:43	06:59	07:10	07:25	07:46	07:56	08:11	08:26	08:41	08:56	09:08	09:23	09:34	09:49	10:04	10:19	10:32	10:47	11:03	11:18	11:34	11:49
stop 2517	Green Acre Court	06:02	06:37	06:52	07:08	07:22	07:37	07:58	08:10	08:25	08:40	08:54	09:09	09:21	09:36	09:45	10:00	10:15	10:30	10:42	10:57	11:14	11:29	11:46	12:01
stop 2532	Old Bawn Centre	06:07	06:43	06:58	07:15	07:30	07:45	08:06	08:20	08:35	08:50	09:04	09:19	09:30	09:45	09:53	10:08	10:23	10:38	10:50	11:05	11:21	11:36	11:54	12:09
stop 4342	The Square	06:17	06:55	07:10	07:27	07:45	08:00	08:21	08:37	08:52	09:07	09:21	09:36	09:46	10:01	10:07	10:22	10:37	10:52	11:03	11:18	11:35	11:50	12:08	12:23

continues below

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 3085	Blackrock Station	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15
stop 765	UCD	11:43	11:58	12:14	12:29	12:45	13:00	13:15	13:30	13:45	14:00	14:16	14:31	14:47	15:02	15:17	15:32	15:47	16:02	16:17	16:32	16:47	17:02	17:16	17:31
stop 10160	Taney Park	11:51	12:06	12:23	12:38	12:53	13:08	13:24	13:39	13:54	14:09	14:25	14:40	14:56	15:11	15:27	15:42	15:57	16:12	16:27	16:42	16:57	17:12	17:26	17:41
stop 7965	Nutgrove Retail Park	11:58	12:13	12:30	12:45	13:01	13:16	13:32	13:47	14:02	14:17	14:34	14:49	15:05	15:20	15:36	15:51	16:06	16:21	16:36	16:51	17:06	17:21	17:35	17:50
stop 1329	St Mary's School	12:04	12:19	12:36	12:51	13:07	13:22	13:38	13:53	14:09	14:24	14:41	14:56	15:12	15:27	15:44	15:59	16:14	16:29	16:44	16:59	17:14	17:29	17:42	17:57
stop 2517	Green Acre Court	12:16	12:31	12:48	13:03	13:20	13:35	13:51	14:06	14:22	14:37	14:54	15:09	15:26	15:41	15:58	16:13	16:28	16:43	16:58	17:13	17:28	17:43	17:56	18:11
stop 2532	Old Bawn Centre	12:24	12:39	12:57	13:12	13:28	13:43	14:00	14:15	14:31	14:46	15:04	15:19	15:36	15:51	16:08	16:23	16:38	16:53	17:08	17:23	17:38	17:53	18:05	18:20
stop 4342	The Square	12:38	12:53	13:12	13:27	13:44	13:59	14:16	14:31	14:47	15:02	15:21	15:36	15:54	16:09	16:27	16:42	16:57	17:12	17:27	17:42	17:57	18:12	18:23	18:38

continues below

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 3085	Blackrock Station	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:30
stop 765	UCD	17:46	18:01	18:16	18:29	18:43	18:58	19:12	19:27	19:42	19:56	20:11	20:26	20:41	20:55	21:10	21:25	21:40	21:54	22:09	22:24	22:39	22:54	23:09	23:38
stop 10160	Taney Park	17:55	18:10	18:25	18:37	18:51	19:06	19:19	19:34	19:49	20:03	20:18	20:32	20:47	21:01	21:16	21:31	21:46	22:00	22:15	22:29	22:44	22:59	23:14	23:43
stop 7965	Nutgrove Retail Park	18:04	18:19	18:34	18:45	18:58	19:13	19:26	19:41	19:56	20:09	20:24	20:38	20:53	21:07	21:22	21:36	21:51	22:05	22:20	22:34	22:49	23:03	23:18	23:48
stop 1329	St Mary's School	18:11	18:26	18:41	18:51	19:04	19:19	19:31	19:46	20:01	20:14	20:29	20:43	20:58	21:11	21:26	21:41	21:56	22:09	22:24	22:38	22:53	23:07	23:22	23:52
stop 2517	Green Acre Court	18:24	18:39	18:54	19:03	19:16	19:31	19:42	19:57	20:12	20:23	20:38	20:52	21:07	21:20	21:35	21:49	22:04	22:17	22:32	22:46	23:01	23:15	23:30	23:59
stop 2532	Old Bawn Centre	18:34	18:49	19:04	19:11	19:24	19:39	19:49	20:04	20:19	20:30	20:45	20:58	21:13	21:26	21:41	21:55	22:10	22:22	22:37	22:51	23:06	23:20	23:35	00:04
stop 4342	The Square	18:51	19:06	19:21	19:26	19:38	19:53	20:02	20:17	20:32	20:42	20:57	21:10	21:25	21:37	21:52	22:06	22:21	22:32	22:47	23:01	23:16	23:29	23:44	00:13

from **21st April 2024**

Tallaght - Blackrock Station via UCD — S6

Saturdays

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 4342	The Square	06:00	06:20	06:40	07:00	07:20	07:40	08:00	08:20	08:40	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30
stop 2540	Old Bawn Centre	06:08	06:28	06:49	07:09	07:29	07:49	08:10	08:30	08:50	09:12	09:27	09:42	09:57	10:12	10:27	10:42	10:57	11:14	11:29	11:44	11:59	12:14	12:29	12:44
stop 6128	Ballycullen Avenue	06:10	06:30	06:51	07:12	07:32	07:52	08:12	08:32	08:52	09:15	09:30	09:45	10:00	10:15	10:30	10:46	11:01	11:18	11:33	11:48	12:03	12:17	12:32	12:47
stop 1305	Willbrook Road	06:20	06:40	07:02	07:22	07:42	08:02	08:23	08:43	09:03	09:29	09:44	09:59	10:14	10:29	10:44	10:59	11:14	11:34	11:49	12:04	12:19	12:33	12:48	13:03
stop 1310	Nutgrove Retail Pk	06:24	06:44	07:06	07:26	07:46	08:06	08:28	08:48	09:08	09:34	09:49	10:05	10:20	10:35	10:50	11:05	11:20	11:40	11:55	12:11	12:26	12:39	12:54	13:09
stop 7719	Taney Park	06:28	06:48	07:11	07:32	07:52	08:12	08:33	08:53	09:13	09:41	09:56	10:11	10:26	10:41	10:56	11:12	11:27	11:48	12:03	12:19	12:34	12:47	13:02	13:17
stop 765	UCD	06:34	06:54	07:17	07:38	07:58	08:18	08:40	09:00	09:20	09:49	10:04	10:19	10:34	10:49	11:04	11:20	11:35	11:57	12:12	12:28	12:43	12:56	13:11	13:26
stop 3085	Blackrock Station	06:45	07:05	07:28	07:49	08:09	08:29	08:52	09:12	09:32	10:04	10:19	10:35	10:50	11:05	11:20	11:36	11:51	12:15	12:30	12:46	13:01	13:13	13:28	13:43

continues below

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 4342	The Square	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30
stop 2540	Old Bawn Centre	12:59	13:14	13:29	13:44	13:59	14:13	14:28	14:43	14:58	15:14	15:29	15:44	15:59	16:13	16:28	16:43	16:58	17:12	17:27	17:42	17:57	18:11	18:26	18:41
stop 6128	Ballycullen Avenue	13:02	13:18	13:33	13:48	14:03	14:17	14:32	14:47	15:02	15:17	15:32	15:47	16:02	16:17	16:32	16:47	17:02	17:15	17:30	17:45	18:00	18:15	18:30	18:44
stop 1305	Willbrook Road	13:18	13:34	13:49	14:03	14:18	14:32	14:47	15:02	15:17	15:33	15:48	16:03	16:18	16:32	16:47	17:02	17:17	17:29	17:44	17:58	18:13	18:28	18:43	18:57
stop 1310	Nutgrove Retail Pk	13:24	13:40	13:55	14:10	14:25	14:39	14:54	15:09	15:24	15:39	15:54	16:09	16:24	16:39	16:54	17:08	17:23	17:35	17:50	18:04	18:19	18:33	18:48	19:02
stop 7719	Taney Park	13:32	13:48	14:03	14:18	14:33	14:46	15:01	15:16	15:31	15:47	16:02	16:17	16:32	16:46	17:01	17:16	17:31	17:41	17:56	18:10	18:25	18:40	18:55	19:08
stop 765	UCD	13:41	13:57	14:12	14:27	14:42	14:55	15:10	15:25	15:40	15:56	16:11	16:26	16:41	16:55	17:10	17:25	17:40	17:49	18:04	18:18	18:33	18:47	19:02	19:16
stop 3085	Blackrock Station	13:58	14:15	14:30	14:44	14:59	15:12	15:27	15:42	15:57	16:13	16:28	16:43	16:58	17:12	17:27	17:41	17:56	18:05	18:20	18:33	18:48	19:02	19:17	19:30

continues below

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 4342	The Square	18:45	19:00	19:20	19:40	20:00	20:20	20:40	21:00	21:20	21:40	22:00	22:20	22:40	23:00	23:30
stop 2540	Old Bawn Centre	18:56	19:10	19:30	19:50	20:10	20:30	20:49	21:09	21:29	21:48	22:08	22:28	22:48	23:08	23:38
stop 6128	Ballycullen Avenue	18:59	19:13	19:33	19:53	20:12	20:32	20:52	21:12	21:32	21:50	22:10	22:30	22:50	23:10	23:40
stop 1305	Willbrook Road	19:12	19:25	19:45	20:05	20:23	20:43	21:02	21:22	21:42	22:00	22:20	22:40	22:59	23:19	23:49
stop 1310	Nutgrove Retail Pk	19:17	19:30	19:50	20:10	20:28	20:48	21:06	21:26	21:46	22:04	22:24	22:44	23:03	23:23	23:53
stop 7719	Taney Park	19:23	19:36	19:56	20:16	20:33	20:53	21:12	21:32	21:52	22:08	22:28	22:48	23:08	23:28	23:58
stop 765	UCD	19:31	19:43	20:03	20:23	20:40	21:00	21:18	21:38	21:58	22:14	22:34	22:54	23:13	23:33	00:03
stop 3085	Blackrock Station	19:45	19:56	20:16	20:36	20:52	21:12	21:29	21:49	22:09	22:25	22:45	23:05	23:24	23:44	00:14

from **21st April 2024**

Blackrock Station - Tallaght via UCD — S6

Saturdays

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 3085	Blackrock Station	06:00	06:20	06:40	07:00	07:20	07:40	08:00	08:20	08:40	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30
stop 765	UCD	06:09	06:29	06:49	07:09	07:29	07:49	08:11	08:31	08:51	09:11	09:27	09:42	09:58	10:13	10:28	10:43	10:58	11:14	11:29	11:44	11:59	12:15	12:30	12:45
stop 10160	Taney Park	06:14	06:34	06:54	07:14	07:35	07:55	08:17	08:37	08:58	09:18	09:34	09:49	10:05	10:20	10:35	10:51	11:06	11:22	11:37	11:53	12:08	12:24	12:39	12:54
stop 7965	Nutgrove Retail Park	06:19	06:39	06:59	07:19	07:40	08:00	08:22	08:42	09:04	09:24	09:40	09:55	10:12	10:27	10:42	10:57	11:12	11:30	11:45	12:00	12:15	12:32	12:47	13:02
stop 1329	St Mary's School	06:23	06:43	07:03	07:23	07:44	08:04	08:27	08:47	09:09	09:29	09:45	10:00	10:18	10:33	10:48	11:03	11:18	11:36	11:51	12:06	12:21	12:38	12:53	13:08
stop 2517	Green Acre Court	06:30	06:50	07:11	07:31	07:52	08:12	08:36	08:56	09:19	09:39	09:55	10:10	10:29	10:44	10:59	11:14	11:29	11:48	12:03	12:18	12:33	12:51	13:06	13:21
stop 2532	Old Bawn Centre	06:36	06:56	07:16	07:36	07:57	08:17	08:43	09:03	09:26	09:46	10:02	10:17	10:36	10:51	11:06	11:22	11:37	11:56	12:11	12:27	12:42	13:00	13:15	13:30
stop 4342	The Square	06:45	07:05	07:26	07:46	08:07	08:27	08:54	09:14	09:38	09:58	10:14	10:29	10:50	11:05	11:20	11:36	11:51	12:11	12:26	12:42	12:57	13:16	13:31	13:46

continues below

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 3085	Blackrock Station	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30
stop 765	UCD	13:00	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:13	15:28	15:43	15:59	16:14	16:29	16:44	16:59	17:13	17:28	17:43	17:58	18:12	18:27	18:42
stop 10160	Taney Park	13:09	13:23	13:38	13:53	14:08	14:22	14:37	14:52	15:07	15:21	15:36	15:51	16:07	16:22	16:37	16:52	17:07	17:21	17:36	17:50	18:05	18:20	18:35	18:49
stop 7965	Nutgrove Retail Park	13:17	13:30	13:45	14:00	14:15	14:29	14:44	14:59	15:14	15:28	15:43	15:58	16:14	16:29	16:44	16:59	17:14	17:27	17:42	17:57	18:12	18:26	18:41	18:55
stop 1329	St Mary's School	13:23	13:37	13:52	14:06	14:21	14:35	14:50	15:05	15:20	15:34	15:49	16:04	16:20	16:35	16:50	17:05	17:20	17:33	17:48	18:03	18:18	18:32	18:47	19:00
stop 2517	Green Acre Court	13:36	13:49	14:04	14:18	14:33	14:46	15:01	15:16	15:31	15:46	16:01	16:16	16:31	16:46	17:01	17:16	17:31	17:44	17:59	18:14	18:29	18:42	18:57	19:10
stop 2532	Old Bawn Centre	13:45	13:57	14:12	14:27	14:42	14:54	15:09	15:24	15:39	15:54	16:09	16:24	16:39	16:54	17:09	17:24	17:39	17:52	18:07	18:21	18:36	18:50	19:05	19:17
stop 4342	The Square	14:01	14:13	14:28	14:42	14:57	15:09	15:24	15:39	15:54	16:08	16:23	16:38	16:54	17:09	17:24	17:39	17:54	18:06	18:21	18:35	18:50	19:03	19:18	19:30

continues below

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 3085	Blackrock Station	18:45	19:00	19:20	19:40	20:00	20:20	20:40	21:00	21:20	21:40	22:00	22:20	22:40	23:00	23:30
stop 765	UCD	18:57	19:11	19:31	19:51	20:11	20:31	20:50	21:10	21:30	21:49	22:09	22:29	22:49	23:09	23:39
stop 10160	Taney Park	19:04	19:18	19:38	19:57	20:17	20:37	20:56	21:16	21:36	21:54	22:14	22:34	22:54	23:14	23:44
stop 7965	Nutgrove Retail Park	19:10	19:24	19:44	20:03	20:23	20:43	21:01	21:21	21:41	21:59	22:19	22:39	22:59	23:19	23:49
stop 1329	St Mary's School	19:15	19:29	19:49	20:08	20:28	20:48	21:06	21:26	21:46	22:03	22:23	22:43	23:03	23:23	23:53
stop 2517	Green Acre Court	19:25	19:38	19:58	20:17	20:37	20:57	21:14	21:34	21:54	22:11	22:31	22:51	23:10	23:30	24:00
stop 2532	Old Bawn Centre	19:32	19:45	20:05	20:23	20:43	21:03	21:20	21:40	22:00	22:16	22:36	22:56	23:16	23:36	00:06
stop 4342	The Square	19:45	19:57	20:17	20:35	20:55	21:15	21:31	21:51	22:11	22:26	22:46	23:06	23:25	23:45	00:15

from **21st April 2024**

Tallaght - Blackrock Station via UCD — S6

Sundays & Bank Holiday Mondays

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 4342	The Square	07:30	08:00	08:30	09:00	09:30	10:00	10:20	10:40	11:00	11:20	11:40	12:00	12:20	12:40	13:00	13:20	13:40	14:00	14:20	14:40	15:00	15:20	15:40	16:00
stop 2540	Old Bawn Centre	07:39	08:10	08:40	09:10	09:40	10:11	10:31	10:52	11:12	11:32	11:53	12:13	12:33	12:54	13:14	13:34	13:54	14:13	14:33	14:53	15:12	15:32	15:52	16:12
stop 6128	Ballycullen Avenue	07:42	08:12	08:42	09:13	09:43	10:14	10:34	10:55	11:15	11:35	11:57	12:17	12:37	12:58	13:18	13:38	13:58	14:16	14:36	14:56	15:15	15:35	15:55	16:15
stop 1305	Willbrook Road	07:52	08:23	08:53	09:24	09:55	10:26	10:46	11:08	11:28	11:49	12:12	12:32	12:52	13:13	13:33	13:53	14:13	14:31	14:51	15:11	15:29	15:49	16:09	16:28
stop 1310	Nutgrove Retail Pk	07:56	08:28	08:58	09:28	10:00	10:31	10:51	11:14	11:34	11:55	12:18	12:38	12:58	13:20	13:40	14:00	14:20	14:37	14:57	15:17	15:35	15:55	16:15	16:34
stop 7719	Taney Park	08:02	08:33	09:03	09:34	10:06	10:37	10:57	11:20	11:40	12:01	12:25	12:45	13:05	13:28	13:48	14:08	14:28	14:44	15:04	15:24	15:41	16:01	16:21	16:40
stop 765	UCD	08:08	08:40	09:10	09:41	10:13	10:44	11:04	11:28	11:48	12:09	12:34	12:54	13:14	13:37	13:57	14:17	14:37	14:52	15:12	15:32	15:49	16:09	16:29	16:48
stop 3085	Blackrock Station	08:19	08:52	09:22	09:53	10:26	10:57	11:18	11:43	12:03	12:25	12:50	13:10	13:30	13:54	14:14	14:34	14:54	15:08	15:28	15:48	16:05	16:25	16:45	17:03

continues below

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 4342	The Square	16:20	16:40	17:00	17:20	17:40	18:00	18:20	18:40	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30
stop 2540	Old Bawn Centre	16:32	16:52	17:12	17:31	17:51	18:11	18:31	18:51	19:11	19:40	20:09	20:39	21:08	21:38	22:08	22:38	23:08	23:38
stop 6128	Ballycullen Avenue	16:35	16:55	17:15	17:35	17:55	18:14	18:34	18:54	19:14	19:43	20:12	20:41	21:11	21:41	22:10	22:40	23:10	23:40
stop 1305	Willbrook Road	16:48	17:08	17:28	17:48	18:08	18:26	18:46	19:06	19:26	19:54	20:22	20:52	21:21	21:51	22:19	22:49	23:19	23:49
stop 1310	Nutgrove Retail Pk	16:54	17:14	17:34	17:53	18:13	18:32	18:51	19:11	19:31	19:59	20:26	20:56	21:25	21:55	22:23	22:53	23:23	23:53
stop 7719	Taney Park	17:00	17:20	17:40	18:00	18:20	18:38	18:57	19:17	19:37	20:05	20:32	21:01	21:30	22:00	22:27	22:57	23:27	23:57
stop 765	UCD	17:08	17:28	17:48	18:07	18:27	18:45	19:04	19:24	19:44	20:11	20:38	21:07	21:35	22:05	22:33	23:03	23:33	00:03
stop 3085	Blackrock Station	17:23	17:43	18:03	18:22	18:42	18:59	19:17	19:37	19:57	20:24	20:49	21:18	21:47	22:17	22:43	23:13	23:43	00:13

from **21st April 2024**

Blackrock Station - Tallaght via UCD — S6

Sundays & Bank Holiday Mondays

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 3085	Blackrock Station	07:30	08:00	08:30	09:00	09:30	10:00	10:20	10:40	11:00	11:20	11:40	12:00	12:20	12:40	13:00	13:20	13:40	14:00	14:20	14:40	15:00	15:20	15:40	16:00
stop 765	UCD	07:38	08:10	08:40	09:11	09:41	10:11	10:31	10:52	11:12	11:32	11:52	12:13	12:33	12:53	13:13	13:33	13:53	14:13	14:33	14:53	15:13	15:33	15:53	16:13
stop 10160	Taney Park	07:43	08:15	08:45	09:17	09:48	10:18	10:38	10:59	11:19	11:40	12:00	12:20	12:41	13:01	13:21	13:41	14:01	14:21	14:41	15:01	15:21	15:41	16:01	16:20
stop 7965	Nutgrove Retail Park	07:48	08:20	08:50	09:23	09:53	10:23	10:43	11:05	11:25	11:46	12:06	12:27	12:48	13:08	13:28	13:48	14:08	14:28	14:47	15:07	15:27	15:47	16:07	16:27
stop 1329	St Mary's School	07:52	08:25	08:55	09:28	09:58	10:28	10:48	11:10	11:30	11:52	12:12	12:33	12:54	13:14	13:34	13:54	14:14	14:34	14:53	15:13	15:33	15:53	16:13	16:33
stop 2517	Green Acre Court	07:59	08:33	09:03	09:37	10:08	10:38	10:58	11:20	11:40	12:02	12:22	12:44	13:06	13:26	13:46	14:06	14:26	14:45	15:04	15:24	15:44	16:04	16:24	16:44
stop 2532	Old Bawn Centre	08:04	08:39	09:09	09:43	10:14	10:44	11:04	11:27	11:47	12:10	12:30	12:51	13:14	13:34	13:54	14:14	14:34	14:53	15:12	15:32	15:52	16:12	16:32	16:51
stop 4342	The Square	08:13	08:49	09:19	09:55	10:26	10:56	11:16	11:40	12:00	12:23	12:43	13:05	13:28	13:48	14:08	14:28	14:48	15:07	15:26	15:46	16:06	16:26	16:46	17:05

continues below

	Route Number	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6	S6
stop 3085	Blackrock Station	16:20	16:40	17:00	17:20	17:40	18:00	18:20	18:40	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30
stop 765	UCD	16:33	16:53	17:13	17:33	17:53	18:12	18:32	18:52	19:11	19:41	20:10	20:40	21:09	21:39	22:09	22:39	23:09	23:39
stop 10160	Taney Park	16:40	17:00	17:21	17:41	18:01	18:19	18:39	18:59	19:17	19:47	20:16	20:46	21:15	21:45	22:14	22:44	23:14	23:44
stop 7965	Nutgrove Retail Park	16:47	17:07	17:27	17:47	18:07	18:25	18:45	19:05	19:23	19:53	20:22	20:52	21:20	21:50	22:18	22:48	23:18	23:48
stop 1329	St Mary's School	16:53	17:13	17:33	17:53	18:13	18:31	18:51	19:11	19:28	19:58	20:26	20:56	21:24	21:54	22:22	22:52	23:22	23:52
stop 2517	Green Acre Court	17:04	17:24	17:44	18:04	18:24	18:41	19:01	19:21	19:37	20:07	20:35	21:05	21:32	22:02	22:30	23:00	23:30	24:00
stop 2532	Old Bawn Centre	17:11	17:31	17:52	18:12	18:32	18:48	19:08	19:28	19:43	20:13	20:41	21:11	21:37	22:07	22:35	23:05	23:35	00:05
stop 4342	The Square	17:25	17:45	18:06	18:26	18:46	19:01	19:21	19:41	19:55	20:25	20:52	21:22	21:47	22:17	22:44	23:14	23:44	00:14

46a

From Dun Laoghaire towards Phoenix Park

Dún Laoghaire, Teampaill Charraig an tSionnaigh, Domhnach Broc, An Lár, Baile Phib (Coirnéal Uí Dhúill), Páirc na Fhionnuisce

Buses leave terminus at

Monday – Friday	Saturday	Sunday
06:04 06:12 06:20 06:28	07:00 07:15 07:30 07:45	08:30 08:50 09:10 09:30
06:36 06:44 06:52 07:00	08:00	then every 15 minutes until 12:00
07:08 07:16 07:24 07:32	then every 10 minutes until 19:30	then every 10 minutes until 19:00
07:40 07:48 07:56 08:04	then every 15 minutes until 22:30	then every 15 minutes until 22:15
then every 8 minutes until 19:00	22:45c 23:00w 23:15w 23:30w	22:30 22:45c 23:10w 23:30w
then every 10 minutes until 21:00		
21:15 21:30 21:45 22:00		
22:15 22:30 22:45c 23:00w		
23:15w 23:30w		

Route Variations

w To Westmoreland Street

c From Dun Laoghaire departs O'Connell Street at 23:30

Dun Laoghaire » 12 mins » **Foxrock Church** » 16 mins » **Donnybrook** » 17 mins » **City Centre** » 6 mins » **Phibsboro (Doyle's Corner)** » 10 mins » **Phoenix Park**

All times are off peak estimates

Areas served

Dun Laoghaire (Crofton Rd.)
York Rd. (Lwr. George's St.)
Tivoli Rd.
Lwr. Mounttown Rd. (Kill Ave.)
Kill Ave. (Carriglea Court)
Kill Ave. (Fire Station)
Baker's Corner
Deansgrange Cross
Kill Lane (Foxrock Church)
Stillorgan Rd. (Newtown Park Ave.)
Stillorgan Rd. (Galloping Green)
Stillorgan Rd. (Merville Rd.)
Stillorgan Bypass
Stillorgan Rd. (Woodlands Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Woodbine Rd.)
Stillorgan Rd. (Nutley Lane)
Donnybrook Church
Morehampton Rd. (Belmont Ave.)
Morehampton Rd. (Marlboro Rd.)
Wellington Place (Waterloo Rd.)
Leeson St. Bridge
Leeson St. (Pembroke St.)
Kildare St./Dawson St.
D'Olier St./O'Connell St.
Blessington St.
Berkeley Rd.
North Circular Rd. (St. Peter's Church)
North Circular Rd. (Charleville Rd.)
North Circular Rd. (Hanlon's Corner)
Infirmary Rd. (North Circular Rd.)

46a

From Phoenix Park Towards Dun Laoghaire

Páirc na Fhionnuisce, Baile Phib (Coirnéal Uí Dhúill), An Lár, Domhnach Broc, Teampaill Charraig an tSionnaigh, Dún Laoghaire

Buses leave terminus at

Route Variations
- d To D'Olier Street
- c From Phoenix Park departs O'Connell Street at 23:30
- b From Phoenix Park to Belfield

Monday – Friday	Saturday	Sunday
05:15b 06:08 06:16 06:24	07:00 07:15 07:30 07:45	08:30 08:50 09:10 09:30
06:32	08:00	then every 15 minutes until 12:00
then every 7-8 minutes until 19:10	then every 10 minutes until 19:30	then every 10 minutes until 19:00
then every 10 minutes until 21:00	then every 15 minutes until 22:30	then every 15 minutes until 22:30
21:15 21:30 21:45 22:00	22:45 23:00 23:15c 23:30d	22:45 23:00 23:15c 23:30d
22:15 22:30 22:45 23:00		
23:15c 23:30d		

Phoenix Park » 10 mins » **Phibsboro (Doyle's Corner)** » 6 mins » **City Centre** » 17 mins » **Donnybrook** » 16 mins » **Foxrock Church** » 12 mins » **Dun Laoghaire**

All times are off peak estimates

Areas served

Infirmary Rd. (North Circular Rd.)
North Circular Rd. (Hanlon's Corner)
North Circular Rd. (Charleville Rd.)
North Circular Rd. (St. Peter's Church)
Berkeley Rd.
Blessington St.
D'Olier St./O'Connell St.
Kildare St./Dawson St.
Leeson St. (Pembroke St.)
Leeson St. Bridge
Wellington Place (Waterloo Rd.)
Morehampton Rd. (Marlboro Rd.)
Morehampton Rd. (Belmont Ave.)
Donnybrook Church
Stillorgan Rd. (Nutley Lane)
Stillorgan Rd. (Woodbine Rd.)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Woodlands Ave.)
Stillorgan Bypass
Stillorgan Rd. (Merville Rd.)
Stillorgan Rd. (Galloping Green)
Stillorgan Rd. (Newtown Park Ave.)
Kill Lane (Foxrock Church)
Deansgrange Cross
Baker's Corner
Kill Ave. (Fire Station)
Kill Ave. (Carriglea Court)
Lwr. Mounttown Rd. (Kill Ave.)
Tivoli Rd.
York Rd. (Lwr. George's St.)
Dun Laoghaire (Crofton Rd.)

46e

From Blackrock Rail Station Towards Mountjoy Sq.

Stáisiún na Carraige Duibhe, Seachród Stigh Lorgan, Domhnach Broc, Cearnóg Mhuinseo

Buses leave terminus at

Monday – Friday	Saturday	Sunday
07:40 08:05	No Service	No Service

Blackrock Rail Station » 12 mins » **Stillorgan bypass** » 10 mins » **Donnybrook** » 22 mins » **Mountjoy Sq.**

All times are off peak estimates

Areas served

Blackrock Rail Station
Newtown Park Ave. (Temple Hill)
Newtown Park Ave. (Church)
Carysfort Ave. (Newtown Park)
Stillorgan Rd. (Coppinger)
Stillorgan Bypass
Stillorgan Rd. (Woodlands Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Woodbine Rd.)
Stillorgan Rd. (Nutley Lane)
Donnybrook Church
Morehampton Rd. (Belmont Ave.)
Morehampton Rd. (Marlboro Rd.)
Morehampton Rd. (Waterloo Rd.)
Leeson St. Bridge
Leeson St. (Pembroke St.)
Kildare St./Dawson St.
College St./O'Connell St.
Mountjoy Sq.

46n

From D'Olier St. Towards Dundrum

Buses leave terminus at

Buses may depart more frequently if demand is high

Monday – Thursday	Friday - Saturday	Sunday
No Service	00:30 01:00 02:00 03:00 04:00	No Service

Adult Leap Fare: €2.40	**Student/Young Adult Leap Fare: €1.20**	**Child Leap Fare: €1.00**
Adult Cash Fare: €3.00	**Student/Young Adult Cash Fare: €3.00**	**Child Cash Fare: €1.30**

Version TT 8.1

Pick-up Points

Stop 760 Donnybrook Church, Bus Garage, Stop 435 Stillorgan Road, Mount Merrion Avenue

Route Information

Kildare Street, Leeson Street, Donnybrook, UCD Belfield, Stillorgan, Galloping Green, Foxrock Church, Cornelscourt Hill, Ballyogan, Kilgobbin Road, Brehon Field Road, Stone Masons Way, Broadford Road, Ballinteer Avenue, Wyckham Way, Ballinteer Road, Main Street Dundrum, Dundrum Luas (Taney Road)

47

From Poolbeg St. Towards Belarmine

Sráid an Phoill Bhig, An Rinn, Baile Átha Cliath An Coláiste Ollscoile, Áth an Ghainimh, Beallairmín

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
07:40	08:30	09:10	10:15v	07:30	08:30	09:30	10:30	09:30	10:30	11:30	12:30
11:30v	12:45v	14:00v	15:15	11:30	12:30	13:30	14:30	13:30	14:30	15:30	16:30
16:00	16:30	17:00	17:30	15:30	16:30	17:30	18:30	17:30	18:30	19:30	20:30
18:00	18:30	19:30	20:30	19:30	20:30	21:30	22:30	21:30	22:30	23:30	
21:30	22:30	23:30		23:30							

Route Variations
v via Mount **Merrion**

Poolbeg St. » 9 mins » **Ringsend** » 15 mins » **UCD Belfield** » 20 mins » **Sandyford** » 15 mins » **Belarmine**

47

From Belarmine Towards Poolbeg St.

Beallairmín, Áth an Ghainimh, Baile Átha Cliath An Coláiste Ollscoile, An Rinn, Sráid an Phoill Bhig

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:30	07:00	07:30	07:35t	07:30	08:30	09:30	10:30	09:30	10:30	11:30	12:30
08:05	09:00	10:15v	11:30v	11:30	12:30	13:30	14:30	13:30	14:30	15:30	16:30
12:45v	14:00v	15:15v	16:30	15:30	16:30	17:30	18:30	17:30	18:30	19:30	20:30
17:15	18:00	18:30	19:30	19:30	20:30	21:30	22:30	21:30	22:30	23:30	
20:30	21:30	22:30	23:30	23:30							

Route Variations
v Via Mount Merrion
t During term time only

Belarmine » 15 mins » **Sandyford** » 20 mins » **UCD Belfield** » 15 mins » **Ringsend** » 9 mins » **Poolbeg St.**

All times are off peak estimates

Areas served

Poolbeg St.
Pearse St. (Macken St.)
Ringsend (Thorncastle St.)
Irishtown Rd. (Tritonville Rd.)
Sandymount Rd. (Star of the Sea Church)
Sandymount Green
Sydney Parade Rail Station
Nutley Lane (St. Vincent's Hospital)
Stillorgan Rd. (Nutley Lane)
Stillorgan Rd. (Woodbine Rd.)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Woodlands Ave.)
Stillorgan Heath
Sandyford Business District
Murphystown Way
Kilgobbin Rd.
Stepaside (Smith's)
Enniskerry Rd.
Belarmine

7b

From Mountjoy Sq. Towards Shankill

Cearnóg Mhuinseo (Cearnóg Mhuinseo Thuaidh), Domhnach Broc, Bóthar Bhaile na Manach (Ascaill Annaville), Seancille

Buses leave terminus at

Monday – Friday	Saturday	Sunday
17:10 17:20 17:30 17:40	No Service	No Service

Mountjoy Sq. (Mountjoy Sq. North) » 30 mins » **Donnybrook** » 25 mins » **Monkstown Rd. (Annaville Ave.)** » 25 mins » **Shankill**

7b

From Shankill Towards Mountjoy Sq.

Seancille, Bóthar Bhaile na Manach (Ascaill Annaville), Domhnach Broc, Cearnóg Mhuinseo (Cearnóg Mhuinseo Thuaidh)

Buses leave terminus at

Monday – Friday	Saturday	Sunday
06:50 07:15 07:30 07:45 08:10	No Service	No Service

Shankill » 25 mins » **Monkstown Rd. (Annaville Ave.)** » 25 mins » **Donnybrook** » 30 mins » **Mountjoy Sq. (Mountjoy Sq. North)**

All times are off peak estimates

Areas served

Mountjoy Sq. (Mountjoy Sq. North)
O'Connell St. (North Earl St.)
Kildare St. (Archbishop's Statue)
Leeson St. (St. Stephen's Green)
Leeson St. (Mespil Road)
Leeson St. (Appian Way)
Morehampton Rd. (Brendan Rd.)
Morehampton Rd. (Victoria Avenue)
Stillorgan Rd. (Bus Garage)
Stillorgan Rd. (RTE)
Stillorgan Rd. (Belfield Court)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Priory Grove)
Stillorgan Park Rd. (Stillorgan Park)
Stillorgan Rd. (Coppinger)
Monkstown Rd. (Annaville Ave.)
Monkstown Rd. (Rowanbyrn)
Abbey Rd. (Abbey Park)
Abbey Rd. (Rory O'Connor Park)
Rochestown Ave. (Rehabilitation Hospital)
Rochestown Ave. (Johnstown Rd.)
Rochestown Ave. (Killiney Shopping Centre)
Churchview Rd. (Watson Ave.)
Churchview Rd. (Pinewood)
Shanganagh Rd. (Ballybrack Cross)
Shanganagh Rd. (Abberley)
Shanganagh Rd. (Shanganagh Bridge)
Beechfield Manor (Shanganagh Rd.)

7d

From Mountjoy Sq. Towards Dalkey

Cearnóg Mhuinseo (Cearnóg Mhuinseo Thuaidh), Domhnach Broc, Bóthar Bhaile na Manach (Ascaill Annaville), Deilginis

Buses leave terminus at

Monday - Friday	Saturday	Sunday
17:35	No Service	No Service

Mountjoy Sq. (Mountjoy Sq. North) » 30 mins » **Donnybrook** » 25 mins » **Monkstown Rd. (Annaville Ave.)** » 25 mins » **Dalkey**

7d

From Dalkey Towards Mountjoy Sq.

Deilginis, Bóthar Bhaile na Manach (Ascaill Annaville), Domhnach Broc, Cearnóg Mhuinseo (Cearnóg Mhuinseo Thuaidh)

Buses leave terminus at

Monday - Friday	Saturday	Sunday
07:15	No Service	No Service

Dalkey » 25 mins » **Monkstown Rd. (Annaville Ave.)** » 25 mins » **Donnybrook** » 30 mins » **Mountjoy Sq. (Mountjoy Sq. North)**

All times are off peak estimates

Areas served

Mountjoy Sq. (Mountjoy Sq. North)
O'Connell St. (North Earl St.)
Kildare St. (Archbishop's Statue)
Leeson St. (St. Stephen's Green)
Leeson St. (Mespil Rd.)
Leeson St. (Appian Way)
Morehampton Rd. (Brendan Rd.)
Morehampton Rd. (Victoria Avenue)
Stillorgan Rd. (Bus Garage)
Stillorgan Rd. (RTE)
Stillorgan Rd. (Belfield Court)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Priory Grove)
Stillorgan Park Rd. (Stillorgan Park)
Stillorgan Park (Coppinger Wood)
Monkstown Rd. (Annaville Ave.)
Monkstown Rd. (Rowanbyrn)
Abbey Rd. (Abbey Park)
Abbey Rd. (Rory O'Connor Park)
Kill Ave. (Rosepark)
Kill Ave. (Fire Station)
Glenageary Rd. (Holmstown Ave.)
Glenageary Rd. (Corrig Rd.)
Glasthule Rd. (DART Station)
Sandycove Rd. (Ballygihen Ave.)
Breffni Rd. (Baywater Terrace)
Ulverton Rd. (Castle Street)

116

From Whitechurch Towards Parnell Sq.

An Teampall Geal, Dún Droma, Áth an Ghainimh, Stigh Lorgan, Cearnóg Parnell

Buses leave terminus at

Monday - Friday (except Bank Holidays)

From Whitechurch Estate to Parnell Square East: 07:40

Whitechurch » 15 mins » **Dundrum** » 25 mins » **Sandyford** » 25 mins » **Stillorgan** » 25 mins » **Parnell Sq.**

116

From Parnell Sq. Towards Whitechurch

Cearnóg Parnell, Stigh Lorgan, Áth an Ghainimh, Dún Droma, An Teampall Geal

Buses leave terminus at

Monday - Friday (except Bank Holidays)

From Leeson Street (Burlington Hotel) to Whitechurch 15:30

Parnell Sq. » 25 mins » **Stillorgan** » 25 mins » **Sandyford** » 25 mins » **Dundrum** » 15 mins » **Whitechurch**

All times are off peak estimates

Areas Served

Whitechurch Estate
Grange Rd. (Eden Pub)
Grange Rd. (Glaxo)
Broadford Walk
Broadford Rd. (Corner Broadford Rise)
Ballinteer Rd. (Ballinteer Park)
Ballinteer Rd. (Wycham Park)
Dundrum Rd. (Ballinteer Rd.)
Dundrum Shopping Centre
Blackthorn Drive
Sandyford Business District (Blackthorn Rd.)
Upr. Kilmacud Rd. (Kilmacud Rd.)
Stillorgan (Shopping Centre)
Stillorgan Rd. (Woodlands Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Woodbine Rd.)
Stillorgan Rd. (Nutley Lane)
Stillorgan Rd. (Donnybrook Church)
Morehampton Rd. (Belmont Ave.)
Morehampton Rd. (Marlboro Rd.)
Wellington Place (Waterloo Rd.)
Leeson St. Bridge
Pembroke St. (Leeson St.)
Kildare St./Dawson St.
O'Connell St.
Parnell Sq. East

118

From Kilternan Towards Eden Quay

Cill Tiarnáin, Stigh Lorgan, Cé Éidin

Buses leave terminus at

Monday – Friday	Saturday	Sunday
07:45	No Service	No Service

Kilternan » 40 mins » **Stillorgan** » 25 mins » **Eden Quay**

All times are off peak estimates

Areas Served

Kilternan
Ballycorus Rd.
Goldenball (Glenamuck Rd.)
Jamestown House
Jamestown (St. Norbert's)
Stepaside (Smith's)
Kilgobbin Rd.
Murphystown Way
Leopardstown Park Hospital
Brewery Rd. (Leopardstown Ave.)
Stillorgan Rd. (Merville Rd.)
Stillorgan Shopping Centre/Subway
Stillorgan Rd. (Woodlands Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Woodbine Rd.)
Stillorgan Rd. (Nutley Lane)
Stillorgan Rd. (Donnybrook Church)
Morehampton Rd. (Belmont Ave.)
Morehampton Rd. (Marlboro Rd.)
Wellington Place (Waterloo Rd.)
Leeson St. Bridge
Leeson St. (Pembroke St.)
Kildare St./Dawson St.
Eden Quay

145

From Ballywaltrim Towards Heuston Rail Station

Baile Ualtraim, Bré, Cabán tSíle, Domhnach Broc,
Lár na Cathrach, Stáisiún Iarnróid Heuston

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:10	06:25	06:40	06:50	06:40	07:00	07:20	07:40	07:30	08:00	08:30	09:00
07:00	07:10	07:20	07:30	08:00				09:20	09:40	10:00	10:20
07:35k	07:40			then every 15 minutes until				10:40	11:00	11:20	11:40
then every 10 minutes until				19:00	19:20	19:40	20:00	12:00	12:20	12:40	13:00
21:00	21:20	21:40	22:00	20:20	20:40	21:00	21:20	13:20	13:40	14:00	14:20
22:20	22:40	23:00w	23:20w	21:40	22:00	22:20	22:40	14:40	15:00	15:20	15:40
				23:00w	23:20w			16:00	16:20	16:40	17:00
								17:20	17:40	18:00	18:20
								18:40	19:00	19:20	19:40
								20:00	20:20	20:40	21:00
								21:20	21:40	22:00	22:20
								22:40	23:00	23:20w	

Route Variations
w To Westmoreland St.
k From Kilmacanogue to Heuston Rail Station

Ballywaltrim » 10 mins » Bray » 15 mins » Cabinteely » 18 mins » Donnybrook » 17 mins » City Centre » 8 mins » Heuston Rail Station

All times are off peak estimates

Areas served

Ballywaltrim
Kilbride Lane
Herbert Rd.
Killarney Lane
Killarney Rd.
Bray Main St.
Sunnybank
Old Connaught
Woodbrook Golf Club
Crinkin Church
Crinkin Lane
Shankill (The Gap)
Shankill Church
Loughlinstown Hospital
Loughlinstown (Cullenswood Rd.)
Beechgrove Cottages
Bray Rd. (Marley)
Cabinteely Bypass
Monaloe Corner
Cornelscourt Bypass
Stillorgan Rd. (Kill Lane)
Stillorgan Rd. (Newtown Park Ave.)
Stillorgan Rd. (Galloping Green)
Stillorgan Rd. (Merville Rd.)
Stillorgan bypass
Stillorgan Rd. (Woodlands Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Woodbine Rd.)
Stillorgan Rd. (Nutley Lane)
Donnybrook Church
Morehampton Rd. (Belmont Ave.)
Morehampton Rd. (Marlboro Rd.)
Wellington Place (Waterloo Rd.)
Leeson St. Bridge
Leeson St. (Pembroke St.)
Kildare St./Dawson St.
Aston Quay/D'Olier St.
Capel St. Bridge
Mellowes Bridge
Heuston Rail Station

145

From Heuston Rail Station Towards Ballywaltrim

Stáisiún Iarnróid Heuston, Lár na Cathrach, Domhnach Broc, Cabán tSíle, Bré, Baile Ualtraim

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:20	06:30	06:40	06:50	07:00	07:20	07:40	08:00	08:30	09:00	09:30	10:00
then every 10 minutes until				then every 15 minutes until				10:20	10:40	11:00	11:20
21:00	21:20	21:40	22:00	18:30	18:50	19:10	19:30	11:40	12:00	12:20	12:40
22:20	22:40	23:00	23:25d	19:50	20:10	20:30	20:50	13:00	13:20	13:40	14:00
Departures at 15:45, 16:00, 17:30 and 17:40 from UCD to Kilmacanogue during term time only.				21:10	21:30	21:50	22:10	14:20	14:40	15:00	15:20
				22:30	23:00	23:25d		15:40	16:00	16:20	16:40
								17:00	17:20	17:40	18:00
								18:20	18:40	19:00	19:20
								19:40	20:00	20:20	20:40
								21:00	21:20	21:40	22:00
								22:20	22:40	23:00	23:20d

Route Variations
d From Heuston Rail Station departs D'Olier St. at 23:30

Heuston Rail Station » 8 mins » **City Centre** » 17 mins » **Donnybrook** » 18 mins » **Cabinteely** » 15 mins » **Bray** » 10 mins » **Ballywaltrim**

All times are off peak estimates

Areas Served

Heuston Rail Station
Mellowes Bridge
Capel St. Bridge
Aston Quay/D'Olier St.
Kildare St./Dawson St.
Leeson St. (Pembroke St.)
Leeson St. Bridge
Wellington Place (Waterloo Rd.)
Morehampton Rd. (Marlboro Rd.)
Morehampton Rd. (Belmont Ave.)
Donnybrook Church
Stillorgan Rd. (Nutley Lane)
Stillorgan Rd. (Woodbine Rd.)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Woodlands Ave.)
Stillorgan Bypass
Stillorgan Rd. (Merville Rd.)
Stillorgan Rd. (Galloping Green)
Stillorgan Rd. (Newtown Park Ave.)
Stillorgan Rd. (Kill Lane)
Cornelscourt Bypass
Monaloe Corner
Cabinteely Bypass
Bray Rd. (Marley)
Beechgrove Cottages
Loughlinstown (Cullenswood Rd.)
Loughlinstown Hospital
Shankill Church
Shankill (The Gap)
Crinkin Lane
Crinkin Church
Woodbrook Golf Club
Old Connaught
Sunnybank
Bray Main St.
Killarney Rd.
Killarney Lane
Herbert Rd.
Kilbride Lane
Ballywaltrim

155

From Bray Rail Station Towards IKEA (Ballymun)

Stáisiún Bhré, Cabán tSíle, Domhnach Broc, Sráid Uí Chonaill, IS Bhaile Phib, Ascaill Gharraithe na Lus, Bóthar Bhaile Munna, IKEA (Baile Munna)

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:00	06:20	06:40	07:00	06:00	06:20	06:40	07:00	08:00	08:20	08:40	09:00
07:20	07:40	08:00	08:20	07:20	07:40	08:00	08:20	09:20	09:40	10:00	10:20
08:40	09:00	09:20	09:40	08:40	09:00	09:20	09:40	10:40	11:00	11:20	11:40
10:00	10:20	10:40	11:00	10:00	10:20	10:40	11:00	12:00	12:20	12:40	13:00
11:20	11:40	12:00	12:20	11:20	11:40	12:00	12:20	13:20	13:40	14:00	14:20
12:40	13:00	13:20	13:40	12:40	13:00	13:20	13:40	14:40	15:00	15:20	15:40
14:00	14:20	14:40	15:00	14:00	14:20	14:40	15:00	16:00	16:20	16:40	17:00
15:20	15:40	16:00	16:20	15:20	15:40	16:00	16:20	17:20	17:40	18:00	18:20
16:40	17:00	17:20	17:40	16:40	17:00	17:20	17:40	18:40	19:00	19:20	19:40
18:00	18:20	18:40	19:00	18:00	18:20	18:40	19:00	20:00	20:20	20:40	21:00
19:20	19:40	20:00	20:20	19:20	19:40	20:00	20:20	21:20	21:40	22:00	22:20
20:40	21:00	21:20	21:40	20:40	21:00	21:20	21:40	22:40	23:00c	23:20c	
22:00	22:20	22:40	23:00c	22:00	22:20	22:40	23:00c				
23:20c				23:20c							

Route Variations
c To city centre only

Bray Rail Station » 15 mins » Cabinteely » 18 mins » Donnybrook » 17 mins » O'Connell St. » 8 mins » Phibsboro Shopping Centre » 4 mins » Botanic Ave. » 9 mins » Ballymun Rd. » 5 mins » IKEA (Ballymun)

All times are off peak estimates

Areas served

Bray Station
Sunnybank
Old Connaught
Woodbrook Golf Club
Crinkin Church
Crinkin Lane
Shankill (The Gap)
Shankill Church
Loughlinstown Hospital
Loughlinstown (Cullenswood Rd.)
Beechgrove Cottages
Bray Rd. (Marley)
Cabinteely Bypass
Monaloe Corner
Cornelscourt Bypass
Stillorgan Rd. (Kill Lane)
Stillorgan Rd. (Newtown Park Ave.)
Stillorgan Rd. (Galloping Green)
Stillorgan Rd. (Merville Rd.)
Stillorgan Bypass
Stillorgan Rd. (Woodlands Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Woodbine Rd.)
Stillorgan Rd. (Nutley Lane)
Donnybrook Church
Morehampton Rd. (Belmont Ave.)
Morehampton Rd. (Waterloo Rd.)
Wellington Place (Waterloo Rd.)
Leeson St. Bridge
Leeson St. (Pembroke St.)
Kildare St./Dawson St.
O'Connell St.
Blessington St./Western Way
Broadstone
Phibsboro Shopping Centre
Hart's Corner
Botanic Ave.
Ballymun Rd. (The Rise)
Ballymun Rd. (Glasnevin Ave.)
Ballymun Rd. (Santry Ave.)
Ballymun Rd.
IKEA (Ballymun)

155

From IKEA (Ballymun) Towards Bray Rail Station

IKEA (Baile Munna), Bóthar Bhaile Munna, Ascaill Gharraithe na Lus,
IS Bhaile Phib, Sráid Uí Chonaill, Domhnach Broc, Cabán tSíle, Stáisiún Bhré

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:00	06:20	06:40	07:00	06:00	06:20	06:40	07:00	08:00	08:20	08:40	09:00
07:20	07:40	08:00	08:20	07:20	07:40	08:00	08:20	09:20	09:40	10:00	10:20
08:40	09:00	09:20	09:40	08:40	09:00	09:20	09:40	10:40	11:00	11:20	11:40
10:00	10:20	10:40	11:00	10:00	10:20	10:40	11:00	12:00	12:20	12:40	13:00
11:20	11:40	12:00	12:20	11:20	11:40	12:00	12:20	13:20	13:40	14:00	14:20
12:40	13:00	13:20	13:40	12:40	13:00	13:20	13:40	14:40	15:00	15:20	15:40
14:00	14:20	14:40	15:00	14:00	14:20	14:40	15:00	16:00	16:20	16:40	17:00
15:20	15:40	16:00	16:20	15:20	15:40	16:00	16:20	17:20	17:40	18:00	18:20
16:40	17:00	17:20	17:40	16:40	17:00	17:20	17:40	18:40	19:00	19:20	19:40
18:00	18:20	18:40	19:00	18:00	18:20	18:40	19:00	20:00	20:20	20:40	21:00
19:20	19:40	20:00	20:20	19:20	19:40	20:00	20:20	21:20	21:40	22:00	22:20
20:40	21:00	21:20	21:40	20:40	21:00	21:20	21:40	22:40	23:00	23:20c	
22:00	22:20	22:40	23:00	22:00	22:20	22:40	23:00				
23:20c				23:20c							

Route Variations
c To city centre only

IKEA (Ballymun) » 5mins » **Ballymun Rd.** » 9mins » **Botanic Ave.** » 4mins » **Phibsboro Shopping Centre** » 8mins » **O'Connell St.** » 17mins » **Donnybrook** » 18mins » **Cabinteely** » 15mins» **Bray Rail Station**

All times are off peak estimates

Areas served

IKEA (Ballymun)
Ballymun Rd.
Ballymun Rd. (Santry Ave.)
Ballymun Rd. (Glasnevin Ave.)
Ballymun Rd. (The Rise)
Botanic Ave.
Hart's Corner
Phibsboro Shopping Centre
Broadstone
Blessington St./Western Way
O'Connell St.
Kildare St./Dawson St.
Leeson St. (Pembroke St.)
Leeson St. Bridge
Wellington Place (Waterloo Rd.)
Morehampton Rd. (Waterloo Rd.)
Morehampton Rd. (Belmont Ave.)
Donnybrook Church
Stillorgan Rd. (Nutley Lane)
Stillorgan Rd. (Woodbine Rd.)
Stillorgan Rd. (Seafield Rd.)
Stillorgan Rd. (Booterstown Ave.)
Stillorgan Rd. (Mount Merrion Ave.)
Stillorgan Rd. (Woodlands Ave.)
Stillorgan Bypass
Stillorgan Rd. (Merville Rd.)
Stillorgan Rd. (Galloping Green)
Stillorgan Rd. (Newtown Park Ave.)
Stillorgan Rd. (Kill Lane)
Cornelscourt Bypass
Monaloe Corner
Cabinteely Bypass
Bray Rd. (Marley)
Beechgrove Cottages
Loughlinstown (Cullenswood Rd.)
Loughlinstown Hospital
Shankill Church
Shankill (The Gap)
Crinkin Lane
Crinkin Church
Woodbrook Golf Club
Old Connaught
Sunnybank
Bray Rail Station

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Outbound (1 of 10) Valid until 23/12/2024

Dublin Airport, Terminal 1 (Zone 2)		00:25	00:55	01:25	05:55	06:25	06:55
Dublin Airport Terminal 2 (Zone 20)	(b)	00:30	01:00	01:30	06:00	06:30	07:00
Drumcondra, opp Rail Station	(a)	arr 00:45	arr 01:15	arr 01:45	arr 06:15	arr 06:45	arr 07:15
Dublin City Centre, O'Connell St, RIU Gresham Hotel	(a)	arr 00:55	arr 01:25	arr 01:55	arr 06:25	arr 06:55	arr 07:25
Dublin City Centre, O'Connell Bridge	(a)	arr 00:58	arr 01:28	arr 01:58	arr 06:28	arr 06:58	arr 07:28
Dublin City Centre, Kildare St	(a)	arr 01:00	arr 01:30	arr 02:00	arr 06:30	arr 07:00	arr 07:30
Dublin City Centre (Leeson Street Lower)	(a)	arr 01:02	arr 01:32	arr 02:02	arr 06:32	arr 07:02	arr 07:32
Burlington Road. Clayton Hotel	(a)	arr 01:04	arr 01:34	arr 02:04	arr 06:34	arr 07:04	arr 07:34
Morehampton Rd, opp Hampton Hotel	(a)	arr 01:05	arr 01:35	arr 02:05	arr 06:35	arr 07:05	arr 07:35
Donnybrook Rd, Old Wesley RFC	(a)	arr 01:06	arr 01:36	arr 02:06	arr 06:36	arr 07:06	arr 07:36
Stillorgan Rd, RTE	(a)	arr 01:08	arr 01:38	arr 02:08	arr 06:38	arr 07:08	arr 07:38
UCD, Montrose Student Residence	(a)	arr 01:09	arr 01:39	arr 02:09	arr 06:39	arr 07:09	arr 07:39
Stillorgan, N11, Radisson Blu Hotel	(a)	arr 01:10	arr 01:40	arr 02:10	arr 06:40	arr 07:10	arr 07:40
Stillorgan, N11, Talbot Hotel	(a)	arr 01:12	arr 01:42	arr 02:12	arr 06:42	arr 07:12	arr 07:42
Stillorgan Village opp Shopping Centre	(a)	arr 01:14	arr 01:44	arr 02:14	arr 06:44	arr 07:14	arr 07:44
Kilmacud, St Raphaelas School	(a)	arr 01:15	arr 01:45	arr 02:15	arr 06:45	arr 07:15	arr 07:45
Sandyford, LUAS Stop	(a)	arr 01:17	arr 01:47	arr 02:17	arr 06:47	arr 07:17	arr 07:47
Leopardstown, Clayton Hotel		01:20	01:50	02:20	06:50	07:20	07:50

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Outbound (2 of 10) Valid until 23/12/2024

Dublin Airport, Terminal 1 (Zone 2)		07:25	07:55	08:25	08:55	09:10	09:25
Dublin Airport Terminal 2 (Zone 20)	(b)	07:30	08:00	08:30	09:00	09:15	09:30
Drumcondra, opp Rail Station	(a)	arr 07:50	arr 08:20	arr 08:50	arr 09:20	arr 09:35	arr 09:50
Dublin City Centre, O'Connell St, RIU Gresham Hotel	(a)	arr 08:05	arr 08:35	arr 09:05	arr 09:35	arr 09:50	arr 10:05
Dublin City Centre, O'Connell Bridge	(a)	arr 08:10	arr 08:40	arr 09:10	arr 09:40	arr 09:55	arr 10:10
Dublin City Centre, Kildare St	(a)	arr 08:12	arr 08:42	arr 09:12	arr 09:42	arr 09:57	arr 10:12
Dublin City Centre (Leeson Street Lower)	(a)	arr 08:14	arr 08:44	arr 09:14	arr 09:44	arr 09:59	arr 10:14
Burlington Road. Clayton Hotel	(a)	arr 08:16	arr 08:46	arr 09:16	arr 09:46	arr 10:01	arr 10:16
Morehampton Rd, opp Hampton Hotel	(a)	arr 08:18	arr 08:48	arr 09:18	arr 09:48	arr 10:03	arr 10:18
Donnybrook Rd, Old Wesley RFC	(a)	arr 08:20	arr 08:50	arr 09:20	arr 09:50	arr 10:05	arr 10:20
Stillorgan Rd, RTE	(a)	arr 08:22	arr 08:52	arr 09:22	arr 09:52	arr 10:07	arr 10:22
UCD, Montrose Student Residence	(a)	arr 08:24	arr 08:54	arr 09:24	arr 09:54	arr 10:09	arr 10:24
Stillorgan, N11, Radisson Blu Hotel	(a)	arr 08:26	arr 08:56	arr 09:26	arr 09:56	arr 10:11	arr 10:26
Stillorgan, N11, Talbot Hotel	(a)	arr 08:28	arr 08:58	arr 09:28	arr 09:58	arr 10:13	arr 10:28
Stillorgan Village opp Shopping Centre	(a)	arr 08:31	arr 09:01	arr 09:31	arr 10:01	arr 10:16	arr 10:31
Kilmacud, St Raphaelas School	(a)	arr 08:34	arr 09:04	arr 09:34	arr 10:04	arr 10:19	arr 10:34
Sandyford, LUAS Stop	(a)	arr 08:37	arr 09:07	arr 09:37	arr 10:07	arr 10:22	arr 10:37
Leopardstown, Clayton Hotel		08:40	09:10	09:40	10:10	10:25	10:40

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Outbound (3 of 10) Valid until 23/12/2024

Dublin Airport, Terminal 1 (Zone 2)		09:40	09:55	10:10	10:25	10:40	10:55
Dublin Airport Terminal 2 (Zone 20)	(b)	09:45	10:00	10:15	10:30	10:45	11:00
Drumcondra, opp Rail Station	(a)	arr 10:05	arr 10:20	arr 10:35	arr 10:50	arr 11:05	arr 11:20
Dublin City Centre, O'Connell St, RIU Gresham Hotel	(a)	arr 10:20	arr 10:35	arr 10:50	arr 11:05	arr 11:20	arr 11:35
Dublin City Centre, O'Connell Bridge	(a)	arr 10:25	arr 10:40	arr 10:55	arr 11:10	arr 11:25	arr 11:40
Dublin City Centre, Kildare St	(a)	arr 10:27	arr 10:42	arr 10:57	arr 11:12	arr 11:27	arr 11:42
Dublin City Centre (Leeson Street Lower)	(a)	arr 10:29	arr 10:44	arr 10:59	arr 11:14	arr 11:29	arr 11:44
Burlington Road. Clayton Hotel	(a)	arr 10:31	arr 10:46	arr 11:01	arr 11:16	arr 11:31	arr 11:46
Morehampton Rd, opp Hampton Hotel	(a)	arr 10:33	arr 10:48	arr 11:03	arr 11:18	arr 11:33	arr 11:48
Donnybrook Rd, Old Wesley RFC	(a)	arr 10:35	arr 10:50	arr 11:05	arr 11:20	arr 11:35	arr 11:50
Stillorgan Rd, RTE	(a)	arr 10:37	arr 10:52	arr 11:07	arr 11:22	arr 11:37	arr 11:52
UCD, Montrose Student Residence	(a)	arr 10:39	arr 10:54	arr 11:09	arr 11:24	arr 11:39	arr 11:54
Stillorgan, N11, Radisson Blu Hotel	(a)	arr 10:41	arr 10:56	arr 11:11	arr 11:26	arr 11:41	arr 11:56
Stillorgan, N11, Talbot Hotel	(a)	arr 10:43	arr 10:58	arr 11:13	arr 11:28	arr 11:43	arr 11:58
Stillorgan Village opp Shopping Centre	(a)	arr 10:46	arr 11:01	arr 11:16	arr 11:31	arr 11:46	arr 12:01
Kilmacud, St Raphaelas School	(a)	arr 10:49	arr 11:04	arr 11:19	arr 11:34	arr 11:49	arr 12:04
Sandyford, LUAS Stop	(a)	arr 10:52	arr 11:07	arr 11:22	arr 11:37	arr 11:52	arr 12:07
Leopardstown, Clayton Hotel		10:55	11:10	11:25	11:40	11:55	12:10

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Outbound (4 of 10) Valid until 23/12/2024

Dublin Airport, Terminal 1 (Zone 2)		11:10	11:25	11:40	11:55	12:10	12:25
Dublin Airport Terminal 2 (Zone 20)	(b)	11:15	11:30	11:45	12:00	12:15	12:30
Drumcondra, opp Rail Station	(a)	arr 11:35	arr 11:50	arr 12:05	arr 12:20	arr 12:35	arr 12:50
Dublin City Centre, O'Connell St, RIU Gresham Hotel	(a)	arr 11:50	arr 12:05	arr 12:20	arr 12:35	arr 12:50	arr 13:05
Dublin City Centre, O'Connell Bridge	(a)	arr 11:55	arr 12:10	arr 12:25	arr 12:40	arr 12:55	arr 13:10
Dublin City Centre, Kildare St	(a)	arr 11:57	arr 12:12	arr 12:27	arr 12:42	arr 12:57	arr 13:12
Dublin City Centre (Leeson Street Lower)	(a)	arr 11:59	arr 12:14	arr 12:29	arr 12:44	arr 12:59	arr 13:14
Burlington Road. Clayton Hotel	(a)	arr 12:01	arr 12:16	arr 12:31	arr 12:46	arr 13:01	arr 13:16
Morehampton Rd, opp Hampton Hotel	(a)	arr 12:03	arr 12:18	arr 12:33	arr 12:48	arr 13:03	arr 13:18
Donnybrook Rd, Old Wesley RFC	(a)	arr 12:05	arr 12:20	arr 12:35	arr 12:50	arr 13:05	arr 13:20
Stillorgan Rd, RTE	(a)	arr 12:07	arr 12:22	arr 12:37	arr 12:52	arr 13:07	arr 13:22
UCD, Montrose Student Residence	(a)	arr 12:09	arr 12:24	arr 12:39	arr 12:54	arr 13:09	arr 13:24
Stillorgan, N11, Radisson Blu Hotel	(a)	arr 12:11	arr 12:26	arr 12:41	arr 12:56	arr 13:11	arr 13:26
Stillorgan, N11, Talbot Hotel	(a)	arr 12:13	arr 12:28	arr 12:43	arr 12:58	arr 13:13	arr 13:28
Stillorgan Village opp Shopping Centre	(a)	arr 12:16	arr 12:31	arr 12:46	arr 13:01	arr 13:16	arr 13:31
Kilmacud, St Raphaelas School	(a)	arr 12:19	arr 12:34	arr 12:49	arr 13:04	arr 13:19	arr 13:34
Sandyford, LUAS Stop	(a)	arr 12:22	arr 12:37	arr 12:52	arr 13:07	arr 13:22	arr 13:37
Leopardstown, Clayton Hotel		12:25	12:40	12:55	13:10	13:25	13:40

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Outbound (5 of 10) Valid until 23/12/2024

Dublin Airport, Terminal 1 (Zone 2)		12:40	12:55	13:10	13:25	13:40	13:55
Dublin Airport Terminal 2 (Zone 20)	(b)	12:45	13:00	13:15	13:30	13:45	14:00
Drumcondra, opp Rail Station	(a)	arr 13:05	arr 13:20	arr 13:25	arr 13:50	arr 14:05	arr 14:20
Dublin City Centre, O'Connell St, RIU Gresham Hotel	(a)	arr 13:20	arr 13:35	arr 13:50	arr 14:05	arr 14:20	arr 14:35
Dublin City Centre, O'Connell Bridge	(a)	arr 13:25	arr 13:40	arr 13:55	arr 14:10	arr 14:25	arr 14:40
Dublin City Centre, Kildare St	(a)	arr 13:27	arr 13:42	arr 13:57	arr 14:12	arr 14:27	arr 14:42
Dublin City Centre (Leeson Street Lower)	(a)	arr 13:29	arr 13:44	arr 13:59	arr 14:14	arr 14:29	arr 14:44
Burlington Road. Clayton Hotel	(a)	arr 13:31	arr 13:46	arr 14:01	arr 14:16	arr 14:31	arr 14:46
Morehampton Rd, opp Hampton Hotel	(a)	arr 13:33	arr 13:48	arr 14:03	arr 14:18	arr 14:33	arr 14:48
Donnybrook Rd, Old Wesley RFC	(a)	arr 13:35	arr 13:50	arr 14:05	arr 14:20	arr 14:35	arr 14:50
Stillorgan Rd, RTE	(a)	arr 13:37	arr 13:52	arr 14:07	arr 14:22	arr 14:37	arr 14:52
UCD, Montrose Student Residence	(a)	arr 13:39	arr 13:54	arr 14:09	arr 14:24	arr 14:39	arr 14:54
Stillorgan, N11, Radisson Blu Hotel	(a)	arr 13:41	arr 13:56	arr 14:11	arr 14:26	arr 14:41	arr 14:56
Stillorgan, N11, Talbot Hotel	(a)	arr 13:43	arr 13:58	arr 14:13	arr 14:28	arr 14:43	arr 14:58
Stillorgan Village opp Shopping Centre	(a)	arr 13:46	arr 14:01	arr 14:16	arr 14:31	arr 14:46	arr 15:01
Kilmacud, St Raphaelas School	(a)	arr 13:49	arr 14:04	arr 14:19	arr 14:34	arr 14:49	arr 15:04
Sandyford, LUAS Stop	(a)	arr 13:52	arr 14:07	arr 14:22	arr 14:37	arr 14:52	arr 15:07
Leopardstown, Clayton Hotel		13:55	14:10	14:25	14:40	14:55	15:10

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Outbound (6 of 10) Valid until 23/12/2024

Dublin Airport, Terminal 1 (Zone 2)		14:10	14:25	14:40	14:55	15:10	15:25
Dublin Airport Terminal 2 (Zone 20)	(b)	14:15	14:30	14:45	15:00	15:15	15:30
Drumcondra, opp Rail Station	(a)	arr 14:25	arr 14:50	arr 15:05	arr 15:20	arr 15:25	arr 15:50
Dublin City Centre, O'Connell St, RIU Gresham Hotel	(a)	arr 14:50	arr 15:05	arr 15:20	arr 15:35	arr 15:50	arr 16:05
Dublin City Centre, O'Connell Bridge	(a)	arr 14:55	arr 15:10	arr 15:25	arr 15:40	arr 15:55	arr 16:10
Dublin City Centre, Kildare St	(a)	arr 14:57	arr 15:12	arr 15:27	arr 15:42	arr 15:57	arr 16:12
Dublin City Centre (Leeson Street Lower)	(a)	arr 14:59	arr 15:14	arr 15:29	arr 15:44	arr 15:59	arr 16:14
Burlington Road. Clayton Hotel	(a)	arr 15:01	arr 15:16	arr 15:31	arr 15:46	arr 16:01	arr 16:16
Morehampton Rd, opp Hampton Hotel	(a)	arr 15:03	arr 15:18	arr 15:33	arr 15:48	arr 16:03	arr 16:18
Donnybrook Rd, Old Wesley RFC	(a)	arr 15:05	arr 15:20	arr 15:35	arr 15:50	arr 16:05	arr 16:20
Stillorgan Rd, RTE	(a)	arr 15:07	arr 15:22	arr 15:37	arr 15:52	arr 16:07	arr 16:22
UCD, Montrose Student Residence	(a)	arr 15:09	arr 15:24	arr 15:39	arr 15:54	arr 16:09	arr 16:24
Stillorgan, N11, Radisson Blu Hotel	(a)	arr 15:11	arr 15:26	arr 15:41	arr 15:56	arr 16:11	arr 16:26
Stillorgan, N11, Talbot Hotel	(a)	arr 15:13	arr 15:28	arr 15:43	arr 15:58	arr 16:13	arr 16:28
Stillorgan Village opp Shopping Centre	(a)	arr 15:16	arr 15:31	arr 15:46	arr 16:01	arr 16:16	arr 16:31
Kilmacud, St Raphaelas School	(a)	arr 15:19	arr 15:34	arr 15:49	arr 16:04	arr 16:19	arr 16:34
Sandyford, LUAS Stop	(a)	arr 15:22	arr 15:37	arr 15:52	arr 16:07	arr 16:22	arr 16:37
Leopardstown, Clayton Hotel		15:25	15:40	15:55	16:10	16:25	16:40

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Outbound (7 of 10) Valid until 23/12/2024

Dublin Airport, Terminal 1 (Zone 2)		15:40	15:55	16:10	16:25	16:40	16:55
Dublin Airport Terminal 2 (Zone 20)	(b)	15:45	16:00	16:15	16:30	16:45	17:00
Drumcondra, opp Rail Station	(a)	arr 16:05	arr 16:20	arr 16:25	arr 16:50	arr 17:05	arr 17:20
Dublin City Centre, O'Connell St, RIU Gresham Hotel	(a)	arr 16:20	arr 16:35	arr 16:50	arr 17:05	arr 17:20	arr 17:35
Dublin City Centre, O'Connell Bridge	(a)	arr 16:25	arr 16:40	arr 16:55	arr 17:10	arr 17:25	arr 17:40
Dublin City Centre, Kildare St	(a)	arr 16:27	arr 16:42	arr 16:57	arr 17:12	arr 17:27	arr 17:42
Dublin City Centre (Leeson Street Lower)	(a)	arr 16:29	arr 16:44	arr 16:59	arr 17:14	arr 17:29	arr 17:44
Burlington Road. Clayton Hotel	(a)	arr 16:31	arr 16:46	arr 17:01	arr 17:16	arr 17:31	arr 17:46
Morehampton Rd, opp Hampton Hotel	(a)	arr 16:33	arr 16:48	arr 17:03	arr 17:18	arr 17:33	arr 17:48
Donnybrook Rd, Old Wesley RFC	(a)	arr 16:35	arr 16:50	arr 17:05	arr 17:20	arr 17:35	arr 17:50
Stillorgan Rd, RTE	(a)	arr 16:37	arr 16:52	arr 17:07	arr 17:22	arr 17:37	arr 17:52
UCD, Montrose Student Residence	(a)	arr 16:39	arr 16:54	arr 17:09	arr 17:24	arr 17:39	arr 17:54
Stillorgan, N11, Radisson Blu Hotel	(a)	arr 16:41	arr 16:56	arr 17:11	arr 17:26	arr 17:41	arr 17:56
Stillorgan, N11, Talbot Hotel	(a)	arr 16:43	arr 16:58	arr 17:13	arr 17:28	arr 17:43	arr 17:58
Stillorgan Village opp Shopping Centre	(a)	arr 16:46	arr 17:01	arr 17:16	arr 17:31	arr 17:46	arr 18:01
Kilmacud, St Raphaelas School	(a)	arr 16:49	arr 17:04	arr 17:19	arr 17:34	arr 17:49	arr 18:04
Sandyford, LUAS Stop	(a)	arr 16:52	arr 17:07	arr 17:22	arr 17:37	arr 17:52	arr 18:07
Leopardstown, Clayton Hotel		16:55	17:10	17:25	17:40	17:55	18:10

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Outbound (8 of 10) Valid until 23/12/2024

Dublin Airport, Terminal 1 (Zone 2)		17:10	17:25	17:40	17:55	18:10	18:25
Dublin Airport Terminal 2 (Zone 20)	(b)	17:15	17:30	17:45	18:00	18:15	18:30
Drumcondra, opp Rail Station	(a)	arr 17:25	arr 17:50	arr 18:05	arr 18:20	arr 18:25	arr 18:50
Dublin City Centre, O'Connell St, RIU Gresham Hotel	(a)	arr 17:50	arr 18:05	arr 18:20	arr 18:35	arr 18:50	arr 19:05
Dublin City Centre, O'Connell Bridge	(a)	arr 17:55	arr 18:10	arr 18:25	arr 18:40	arr 18:55	arr 19:10
Dublin City Centre, Kildare St	(a)	arr 17:57	arr 18:12	arr 18:27	arr 18:42	arr 18:57	arr 19:12
Dublin City Centre (Leeson Street Lower)	(a)	arr 17:59	arr 18:14	arr 18:29	arr 18:44	arr 18:59	arr 19:14
Burlington Road. Clayton Hotel	(a)	arr 18:01	arr 18:16	arr 18:31	arr 18:46	arr 19:01	arr 19:16
Morehampton Rd, opp Hampton Hotel	(a)	arr 18:03	arr 18:18	arr 18:33	arr 18:48	arr 19:03	arr 19:18
Donnybrook Rd, Old Wesley RFC	(a)	arr 18:05	arr 18:20	arr 18:35	arr 18:50	arr 19:05	arr 19:20
Stillorgan Rd, RTE	(a)	arr 18:07	arr 18:22	arr 18:37	arr 18:52	arr 19:07	arr 19:22
UCD, Montrose Student Residence	(a)	arr 18:09	arr 18:24	arr 18:39	arr 18:54	arr 19:09	arr 19:24
Stillorgan, N11, Radisson Blu Hotel	(a)	arr 18:11	arr 18:26	arr 18:41	arr 18:56	arr 19:11	arr 19:26
Stillorgan, N11, Talbot Hotel	(a)	arr 18:13	arr 18:28	arr 18:43	arr 18:58	arr 19:13	arr 19:28
Stillorgan Village opp Shopping Centre	(a)	arr 18:16	arr 18:31	arr 18:46	arr 19:01	arr 19:16	arr 19:31
Kilmacud, St Raphaelas School	(a)	arr 18:19	arr 18:34	arr 18:49	arr 19:04	arr 19:19	arr 19:34
Sandyford, LUAS Stop	(a)	arr 18:22	arr 18:37	arr 18:52	arr 19:07	arr 19:22	arr 19:37
Leopardstown, Clayton Hotel		18:25	18:40	18:55	19:10	19:25	19:40

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Outbound (9 of 10) Valid until 23/12/2024

Dublin Airport, Terminal 1 (Zone 2)		18:40	18:55	19:25	19:55	20:25	20:55
Dublin Airport Terminal 2 (Zone 20)	(b)	18:45	19:00	19:30	20:00	20:30	21:00
Drumcondra, opp Rail Station	(a)	arr 19:05	arr 19:15	arr 19:45	arr 20:15	arr 20:45	arr 21:15
Dublin City Centre, O'Connell St, RIU Gresham Hotel	(a)	arr 19:20	arr 19:25	arr 19:55	arr 20:25	arr 20:55	arr 21:25
Dublin City Centre, O'Connell Bridge	(a)	arr 19:25	arr 19:28	arr 19:58	arr 20:28	arr 20:58	arr 21:28
Dublin City Centre, Kildare St	(a)	arr 19:27	arr 19:30	arr 20:00	arr 20:30	arr 21:00	arr 21:30
Dublin City Centre (Leeson Street Lower)	(a)	arr 19:29	arr 19:32	arr 20:02	arr 20:32	arr 21:02	arr 21:32
Burlington Road. Clayton Hotel	(a)	arr 19:31	arr 19:34	arr 20:04	arr 20:34	arr 21:04	arr 21:34
Morehampton Rd, opp Hampton Hotel	(a)	arr 19:33	arr 19:35	arr 20:05	arr 20:35	arr 21:05	arr 21:35
Donnybrook Rd, Old Wesley RFC	(a)	arr 19:35	arr 19:36	arr 20:06	arr 20:36	arr 21:06	arr 21:36
Stillorgan Rd, RTE	(a)	arr 19:37	arr 19:38	arr 20:08	arr 20:38	arr 21:08	arr 21:38
UCD, Montrose Student Residence	(a)	arr 19:39	arr 19:39	arr 20:09	arr 20:39	arr 21:09	arr 21:39
Stillorgan, N11, Radisson Blu Hotel	(a)	arr 19:40	arr 19:40	arr 20:10	arr 20:40	arr 21:10	arr 21:40
Stillorgan, N11, Talbot Hotel	(a)	arr 19:42	arr 19:42	arr 20:12	arr 20:42	arr 21:12	arr 21:42
Stillorgan Village opp Shopping Centre	(a)	arr 19:45	arr 19:45	arr 20:14	arr 20:44	arr 21:14	arr 21:44
Kilmacud, St Raphaelas School	(a)	arr 19:48	arr 19:48	arr 20:15	arr 20:45	arr 21:15	arr 21:45
Sandyford, LUAS Stop	(a)	arr 19:51	arr 19:51	arr 20:17	arr 20:47	arr 21:17	arr 21:47
Leopardstown, Clayton Hotel		19:54	19:54	20:20	20:50	21:20	21:50

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Outbound (10 of 10) Valid until 23/12/2024

Dublin Airport, Terminal 1 (Zone 2)		21:25	21:55	22:25	22:55	23:25	23:55
Dublin Airport Terminal 2 (Zone 20)	(b)	21:30	22:00	22:30	23:00	23:30	00:00
Drumcondra, opp Rail Station	(a)	arr 21:45	arr 22:15	arr 22:45	arr 23:15	arr 23:45	arr 00:15
Dublin City Centre, O'Connell St, RIU Gresham Hotel	(a)	arr 21:55	arr 22:25	arr 22:55	arr 23:25	arr 23:55	arr 00:25
Dublin City Centre, O'Connell Bridge	(a)	arr 21:58	arr 22:28	arr 22:58	arr 23:28	arr 23:58	arr 00:28
Dublin City Centre, Kildare St	(a)	arr 22:00	arr 22:30	arr 23:00	arr 23:30	arr 00:00	arr 00:30
Dublin City Centre (Leeson Street Lower)	(a)	arr 22:02	arr 22:32	arr 23:02	arr 23:32	arr 00:02	arr 00:32
Burlington Road. Clayton Hotel	(a)	arr 22:04	arr 22:34	arr 23:04	arr 23:34	arr 00:04	arr 00:34
Morehampton Rd, opp Hampton Hotel	(a)	arr 22:05	arr 22:35	arr 23:05	arr 23:35	arr 00:05	arr 00:35
Donnybrook Rd, Old Wesley RFC	(a)	arr 22:06	arr 22:36	arr 23:06	arr 23:36	arr 00:06	arr 00:36
Stillorgan Rd, RTE	(a)	arr 22:08	arr 22:38	arr 23:08	arr 23:38	arr 00:08	arr 00:38
UCD, Montrose Student Residence	(a)	arr 22:09	arr 22:39	arr 23:09	arr 23:39	arr 00:09	arr 00:39
Stillorgan, N11, Radisson Blu Hotel	(a)	arr 22:10	arr 22:40	arr 23:10	arr 23:40	arr 00:10	arr 00:40
Stillorgan, N11, Talbot Hotel	(a)	arr 22:12	arr 22:42	arr 23:12	arr 23:42	arr 00:12	arr 00:42
Stillorgan Village opp Shopping Centre	(a)	arr 22:14	arr 22:44	arr 23:14	arr 23:44	arr 00:14	arr 00:44
Kilmacud, St Raphaelas School	(a)	arr 22:15	arr 22:45	arr 23:15	arr 23:45	arr 00:15	arr 00:45
Sandyford, LUAS Stop	(a)	arr 22:17	arr 22:47	arr 23:17	arr 23:47	arr 00:17	arr 00:47
Leopardstown, Clayton Hotel		22:20	22:50	23:20	23:50	00:20	00:50

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Inbound (1 of 10) Valid until 23/12/2024

Leopardstown, Clayton Hotel		02:00	03:00	03:30	04:00	04:30	05:00
Leopardstown, Burton Hall Rd	(b)	02:01	03:01	03:31	04:01	04:31	05:01
Sandyford, opp Microsoft	(b)	02:02	03:02	03:32	04:02	04:32	05:02
Kilmacud,opp St Raphaelas School	(b)	02:04	03:04	03:34	04:04	04:34	05:04
Stillorgan Village Shopping Centre	(b)	02:06	03:06	03:36	04:06	04:36	05:06
Stillorgan, N11, opp Talbot Hotel	(b)	02:08	03:08	03:38	04:08	04:38	05:08
Stillorgan, N11, opp Radisson Blu Hotel	(b)	02:10	03:10	03:40	04:10	04:40	05:10
UCD, Stillorgan Rd	(b)	02:12	03:12	03:42	04:12	04:42	05:12
Stillorgan Rd, opp RTE	(b)	02:14	03:14	03:44	04:14	04:44	05:14
Donnybrook Rd, opp Old Wesley RFC	(b)	02:16	03:16	03:46	04:16	04:46	05:16
Morehampton Rd, Hampton Hotel	(b)	02:18	03:18	03:48	04:18	04:48	05:18
Burlington Road, opp Clayton Hotel	(b)	02:20	03:20	03:50	04:20	04:50	05:20
Leeson Street Bridge	(b)	02:21	03:21	03:51	04:21	04:51	05:21
Leeson Street Lwr	(b)	02:22	03:22	03:52	04:22	04:52	05:22
Dublin City Centre, St. Stephens Green Nth	(b)	02:24	03:24	03:54	04:24	04:54	05:24
Dublin City Centre, Westmoreland St	(b)	02:27	03:27	03:57	04:27	04:57	05:27
Dublin City Centre, O'Connell St, opp RIU Gresham Hotel	(b)	02:30	03:30	04:00	04:30	05:00	05:30
Drumcondra, Rail Station	(b)	02:35	03:35	04:05	04:35	05:05	05:35
Dublin Airport Terminal 2 (Zone 20)	(a)	arr 02:53	arr 03:53	arr 04:23	arr 04:53	arr 05:23	arr 05:53
Dublin Airport, Terminal 1 (Zone 2)		02:55	03:55	04:25	04:55	05:25	05:55

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Inbound (2 of 10) Valid until 23/12/2024

Leopardstown, Clayton Hotel		05:30	06:00	06:30	07:00	07:30	08:00
Leopardstown, Burton Hall Rd	(b)	05:31	06:01	06:31	07:02	07:32	08:02
Sandyford, opp Microsoft	(b)	05:32	06:02	06:32	07:04	07:34	08:04
Kilmacud,opp St Raphaelas School	(b)	05:34	06:04	06:34	07:06	07:36	08:06
Stillorgan Village Shopping Centre	(b)	05:36	06:06	06:36	07:11	07:41	08:11
Stillorgan, N11, opp Talbot Hotel	(b)	05:38	06:08	06:38	07:14	07:44	08:14
Stillorgan, N11, opp Radisson Blu Hotel	(b)	05:40	06:10	06:40	07:17	07:47	08:17
UCD, Stillorgan Rd	(b)	05:42	06:12	06:42	07:20	07:50	08:20
Stillorgan Rd, opp RTE	(b)	05:44	06:14	06:44	07:23	07:53	08:23
Donnybrook Rd, opp Old Wesley RFC	(b)	05:46	06:16	06:46	07:26	07:56	08:26
Morehampton Rd, Hampton Hotel	(b)	05:48	06:18	06:48	07:29	07:59	08:29
Burlington Road, opp Clayton Hotel	(b)	05:50	06:20	06:50	07:31	08:01	08:31
Leeson Street Bridge	(b)	05:51	06:21	06:51	07:33	08:03	08:33
Leeson Street Lwr	(b)	05:52	06:22	06:52	07:35	08:05	08:35
Dublin City Centre, St. Stephens Green Nth	(b)	05:54	06:24	06:54	07:37	08:07	08:37
Dublin City Centre, Westmoreland St	(b)	05:57	06:27	06:57	07:41	08:11	08:41
Dublin City Centre, O'Connell St, opp RIU Gresham Hotel	(b)	06:00	06:30	07:00	07:45	08:15	08:45
Drumcondra, Rail Station	(b)	06:05	06:35	07:05	07:53	08:23	08:53
Dublin Airport Terminal 2 (Zone 20)	(a)	arr 06:23	arr 06:53	arr 07:23	arr 08:18	arr 08:48	arr 09:18
Dublin Airport, Terminal 1 (Zone 2)		06:25	06:55	07:25	08:20	08:50	09:20

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Inbound (3 of 10) Valid until 23/12/2024

Leopardstown, Clayton Hotel		08:30	09:00	09:15	09:30	09:45	10:00
Leopardstown, Burton Hall Rd	(b)	08:32	09:02	09:17	09:32	09:47	10:02
Sandyford, opp Microsoft	(b)	08:34	09:04	09:19	09:34	09:49	10:04
Kilmacud,opp St Raphaelas School	(b)	08:36	09:06	09:21	09:36	09:51	10:06
Stillorgan Village Shopping Centre	(b)	08:41	09:11	09:26	09:41	09:56	10:11
Stillorgan, N11, opp Talbot Hotel	(b)	08:44	09:14	09:29	09:44	09:59	10:14
Stillorgan, N11, opp Radisson Blu Hotel	(b)	08:47	09:17	09:32	09:47	10:02	10:17
UCD, Stillorgan Rd	(b)	08:50	09:20	09:35	09:50	10:05	10:20
Stillorgan Rd, opp RTE	(b)	08:53	09:23	09:38	09:53	10:08	10:23
Donnybrook Rd, opp Old Wesley RFC	(b)	08:56	09:26	09:41	09:56	10:11	10:26
Morehampton Rd, Hampton Hotel	(b)	08:59	09:29	09:44	09:59	10:14	10:29
Burlington Road, opp Clayton Hotel	(b)	09:01	09:31	09:46	10:01	10:16	10:31
Leeson Street Bridge	(b)	09:03	09:33	09:48	10:03	10:18	10:33
Leeson Street Lwr	(b)	09:05	09:35	09:50	10:05	10:20	10:35
Dublin City Centre, St. Stephens Green Nth	(b)	09:07	09:37	09:52	10:07	10:22	10:37
Dublin City Centre, Westmoreland St	(b)	09:11	09:41	09:56	10:11	10:26	10:41
Dublin City Centre, O'Connell St, opp RIU Gresham Hotel	(b)	09:15	09:45	10:00	10:15	10:30	10:45
Drumcondra, Rail Station	(b)	09:23	09:53	10:08	10:23	10:38	10:53
Dublin Airport Terminal 2 (Zone 20)	(a)	arr 09:48	arr 10:18	arr 10:33	arr 10:48	arr 11:03	arr 11:18
Dublin Airport, Terminal 1 (Zone 2)		09:50	10:20	10:35	10:50	11:05	11:20

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Inbound (4 of 10) Valid until 23/12/2024

Leopardstown, Clayton Hotel		10:15	10:30	10:45	11:00	11:15	11:30
Leopardstown, Burton Hall Rd	(b)	10:17	10:32	10:47	11:02	11:17	11:32
Sandyford, opp Microsoft	(b)	10:19	10:34	10:49	11:04	11:19	11:34
Kilmacud,opp St Raphaelas School	(b)	10:21	10:36	10:51	11:06	11:21	11:36
Stillorgan Village Shopping Centre	(b)	10:26	10:41	10:56	11:11	11:26	11:41
Stillorgan, N11, opp Talbot Hotel	(b)	10:29	10:44	10:59	11:14	11:29	11:44
Stillorgan, N11, opp Radisson Blu Hotel	(b)	10:32	10:47	11:02	11:17	11:32	11:47
UCD, Stillorgan Rd	(b)	10:35	10:50	11:05	11:20	11:35	11:50
Stillorgan Rd, opp RTE	(b)	10:38	10:53	11:08	11:23	11:38	11:53
Donnybrook Rd, opp Old Wesley RFC	(b)	10:41	10:56	11:11	11:26	11:41	11:56
Morehampton Rd, Hampton Hotel	(b)	10:44	10:59	11:14	11:29	11:44	11:59
Burlington Road, opp Clayton Hotel	(b)	10:46	11:01	11:16	11:31	11:46	12:01
Leeson Street Bridge	(b)	10:48	11:03	11:18	11:33	11:48	12:03
Leeson Street Lwr	(b)	10:50	11:05	11:20	11:35	11:50	12:05
Dublin City Centre, St. Stephens Green Nth	(b)	10:52	11:07	11:22	11:37	11:52	12:07
Dublin City Centre, Westmoreland St	(b)	10:56	11:11	11:26	11:41	11:56	12:11
Dublin City Centre, O'Connell St, opp RIU Gresham Hotel	(b)	11:00	11:15	11:30	11:45	12:00	12:15
Drumcondra, Rail Station	(b)	11:08	11:23	11:38	11:53	12:08	12:23
Dublin Airport Terminal 2 (Zone 20)	(a)	arr 11:33	arr 11:48	arr 12:03	arr 12:18	arr 12:33	arr 12:48
Dublin Airport, Terminal 1 (Zone 2)		11:35	11:50	12:05	12:20	12:35	12:50

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Inbound (5 of 10) Valid until 23/12/2024

Leopardstown, Clayton Hotel		11:45	12:00	12:15	12:30	12:45	13:00
Leopardstown, Burton Hall Rd	(b)	11:47	12:02	12:17	12:32	12:47	13:02
Sandyford, opp Microsoft	(b)	11:49	12:04	12:19	12:34	12:49	13:04
Kilmacud,opp St Raphaelas School	(b)	11:51	12:06	12:21	12:36	12:51	13:06
Stillorgan Village Shopping Centre	(b)	11:56	12:11	12:26	12:41	12:56	13:11
Stillorgan, N11, opp Talbot Hotel	(b)	11:59	12:14	12:29	12:44	12:59	13:14
Stillorgan, N11, opp Radisson Blu Hotel	(b)	12:02	12:17	12:32	12:47	13:02	13:17
UCD, Stillorgan Rd	(b)	12:05	12:20	12:35	12:50	13:05	13:20
Stillorgan Rd, opp RTE	(b)	12:08	12:23	12:38	12:53	13:08	13:23
Donnybrook Rd, opp Old Wesley RFC	(b)	12:11	12:26	12:41	12:56	13:11	13:26
Morehampton Rd, Hampton Hotel	(b)	12:14	12:29	12:44	12:59	13:14	13:29
Burlington Road, opp Clayton Hotel	(b)	12:16	12:31	12:46	13:01	13:16	13:31
Leeson Street Bridge	(b)	12:18	12:33	12:48	13:03	13:18	13:33
Leeson Street Lwr	(b)	12:20	12:35	12:50	13:05	13:20	13:35
Dublin City Centre, St. Stephens Green Nth	(b)	12:22	12:37	12:52	13:07	13:22	13:37
Dublin City Centre, Westmoreland St	(b)	12:26	12:41	12:56	13:11	13:26	13:41
Dublin City Centre, O'Connell St, opp RIU Gresham Hotel	(b)	12:30	12:45	13:00	13:15	13:30	13:45
Drumcondra, Rail Station	(b)	12:38	12:53	13:08	13:23	13:38	13:53
Dublin Airport Terminal 2 (Zone 20)	(a)	arr 13:03	arr 13:18	arr 13:33	arr 13:48	arr 14:03	arr 14:18
Dublin Airport, Terminal 1 (Zone 2)		13:05	13:20	13:35	13:50	14:05	14:20

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Inbound (6 of 10) Valid until 23/12/2024

Leopardstown, Clayton Hotel		13:15	13:30	13:45	14:00	14:15	14:30
Leopardstown, Burton Hall Rd	(b)	13:17	13:32	13:47	14:02	14:17	14:32
Sandyford, opp Microsoft	(b)	13:19	13:34	13:49	14:04	14:19	14:34
Kilmacud,opp St Raphaelas School	(b)	13:21	13:36	13:51	14:06	14:21	14:36
Stillorgan Village Shopping Centre	(b)	13:26	13:41	13:56	14:11	14:26	14:41
Stillorgan, N11, opp Talbot Hotel	(b)	13:29	13:44	13:59	14:14	14:29	14:44
Stillorgan, N11, opp Radisson Blu Hotel	(b)	13:32	13:47	14:02	14:17	14:32	14:47
UCD, Stillorgan Rd	(b)	13:35	13:50	14:05	14:20	14:35	14:50
Stillorgan Rd, opp RTE	(b)	13:38	13:53	14:08	14:23	14:38	14:53
Donnybrook Rd, opp Old Wesley RFC	(b)	13:41	13:56	14:11	14:26	14:41	14:56
Morehampton Rd, Hampton Hotel	(b)	13:44	13:59	14:14	14:29	14:44	14:59
Burlington Road, opp Clayton Hotel	(b)	13:46	14:01	14:16	14:31	14:46	15:01
Leeson Street Bridge	(b)	13:48	14:03	14:18	14:33	14:48	15:03
Leeson Street Lwr	(b)	13:50	14:05	14:20	14:35	14:50	15:05
Dublin City Centre, St. Stephens Green Nth	(b)	13:52	14:07	14:22	14:37	14:52	15:07
Dublin City Centre, Westmoreland St	(b)	13:56	14:11	14:26	14:41	14:56	15:11
Dublin City Centre, O'Connell St, opp RIU Gresham Hotel	(b)	14:00	14:15	14:30	14:45	15:00	15:15
Drumcondra, Rail Station	(b)	14:08	14:23	14:38	14:53	15:08	15:23
Dublin Airport Terminal 2 (Zone 20)	(a)	arr 14:33	arr 14:48	arr 15:03	arr 15:18	arr 15:33	arr 15:48
Dublin Airport, Terminal 1 (Zone 2)		14:35	14:50	15:05	15:20	15:35	15:50

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Inbound (7 of 10) Valid until 23/12/2024

Leopardstown, Clayton Hotel		14:45	15:00	15:15	15:30	15:45	16:00
Leopardstown, Burton Hall Rd	(b)	14:47	15:02	15:17	15:32	15:47	16:02
Sandyford, opp Microsoft	(b)	14:49	15:04	15:19	15:34	15:49	16:04
Kilmacud,opp St Raphaelas School	(b)	14:51	15:06	15:21	15:36	15:51	16:06
Stillorgan Village Shopping Centre	(b)	14:56	15:11	15:26	15:41	15:56	16:11
Stillorgan, N11, opp Talbot Hotel	(b)	14:59	15:14	15:29	15:44	15:59	16:14
Stillorgan, N11, opp Radisson Blu Hotel	(b)	15:02	15:17	15:32	15:47	16:02	16:17
UCD, Stillorgan Rd	(b)	15:05	15:20	15:35	15:50	16:05	16:20
Stillorgan Rd, opp RTE	(b)	15:08	15:23	15:38	15:53	16:08	16:23
Donnybrook Rd, opp Old Wesley RFC	(b)	15:11	15:26	15:41	15:56	16:11	16:26
Morehampton Rd, Hampton Hotel	(b)	15:14	15:29	15:44	15:59	16:14	16:29
Burlington Road, opp Clayton Hotel	(b)	15:16	15:31	15:46	16:01	16:16	16:31
Leeson Street Bridge	(b)	15:18	15:33	15:48	16:03	16:18	16:33
Leeson Street Lwr	(b)	15:20	15:35	15:50	16:05	16:20	16:35
Dublin City Centre, St. Stephens Green Nth	(b)	15:22	15:37	15:52	16:07	16:22	16:37
Dublin City Centre, Westmoreland St	(b)	15:26	15:41	15:56	16:11	16:26	16:41
Dublin City Centre, O'Connell St, opp RIU Gresham Hotel	(b)	15:30	15:45	16:00	16:15	16:30	16:45
Drumcondra, Rail Station	(b)	15:38	15:53	16:08	16:23	16:38	16:53
Dublin Airport Terminal 2 (Zone 20)	(a)	arr 16:03	arr 16:18	arr 16:33	arr 16:48	arr 17:03	arr 17:18
Dublin Airport, Terminal 1 (Zone 2)		16:05	16:20	16:35	16:50	17:05	17:20

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Inbound (8 of 10) Valid until 23/12/2024

Leopardstown, Clayton Hotel		16:15	16:30	16:45	17:00	17:15	17:30
Leopardstown, Burton Hall Rd	(b)	16:17	16:32	16:47	17:02	17:17	17:32
Sandyford, opp Microsoft	(b)	16:19	16:34	16:49	17:04	17:19	17:34
Kilmacud,opp St Raphaelas School	(b)	16:21	16:36	16:51	17:06	17:21	17:36
Stillorgan Village Shopping Centre	(b)	16:26	16:41	16:56	17:11	17:26	17:41
Stillorgan, N11, opp Talbot Hotel	(b)	16:29	16:44	16:59	17:14	17:29	17:44
Stillorgan, N11, opp Radisson Blu Hotel	(b)	16:32	16:47	17:02	17:17	17:32	17:47
UCD, Stillorgan Rd	(b)	16:35	16:50	17:05	17:20	17:35	17:50
Stillorgan Rd, opp RTE	(b)	16:38	16:53	17:08	17:23	17:38	17:53
Donnybrook Rd, opp Old Wesley RFC	(b)	16:41	16:56	17:11	17:26	17:41	17:56
Morehampton Rd, Hampton Hotel	(b)	16:44	16:59	17:14	17:29	17:44	17:59
Burlington Road, opp Clayton Hotel	(b)	16:46	17:01	17:16	17:31	17:46	18:01
Leeson Street Bridge	(b)	16:48	17:03	17:18	17:33	17:48	18:03
Leeson Street Lwr	(b)	16:50	17:05	17:20	17:35	17:50	18:05
Dublin City Centre, St. Stephens Green Nth	(b)	16:52	17:07	17:22	17:37	17:52	18:07
Dublin City Centre, Westmoreland St	(b)	16:56	17:11	17:26	17:41	17:56	18:11
Dublin City Centre, O'Connell St, opp RIU Gresham Hotel	(b)	17:00	17:15	17:30	17:45	18:00	18:15
Drumcondra, Rail Station	(b)	17:08	17:23	17:38	17:53	18:08	18:23
Dublin Airport Terminal 2 (Zone 20)	(a)	arr 17:33	arr 17:48	arr 18:03	arr 18:18	arr 18:33	arr 18:48
Dublin Airport, Terminal 1 (Zone 2)		17:35	17:50	18:05	18:20	18:35	18:50

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Inbound (9 of 10) Valid until 23/12/2024

Leopardstown, Clayton Hotel		17:45	18:00	18:30	19:00	20:00	21:00
Leopardstown, Burton Hall Rd	(b)	17:47	18:02	18:32	19:01	20:01	21:01
Sandyford, opp Microsoft	(b)	17:49	18:04	18:34	19:02	20:02	21:02
Kilmacud,opp St Raphaelas School	(b)	17:51	18:06	18:36	19:04	20:04	21:04
Stillorgan Village Shopping Centre	(b)	17:56	18:11	18:41	19:06	20:06	21:06
Stillorgan, N11, opp Talbot Hotel	(b)	17:59	18:14	18:44	19:08	20:08	21:08
Stillorgan, N11, opp Radisson Blu Hotel	(b)	18:02	18:17	18:47	19:10	20:10	21:10
UCD, Stillorgan Rd	(b)	18:05	18:20	18:50	19:12	20:12	21:12
Stillorgan Rd, opp RTE	(b)	18:08	18:23	18:53	19:14	20:14	21:14
Donnybrook Rd, opp Old Wesley RFC	(b)	18:11	18:26	18:56	19:16	20:16	21:16
Morehampton Rd, Hampton Hotel	(b)	18:14	18:29	18:59	19:18	20:18	21:18
Burlington Road, opp Clayton Hotel	(b)	18:16	18:31	19:01	19:20	20:20	21:20
Leeson Street Bridge	(b)	18:18	18:33	19:03	19:21	20:21	21:21
Leeson Street Lwr	(b)	18:20	18:35	19:05	19:22	20:22	21:22
Dublin City Centre, St. Stephens Green Nth	(b)	18:22	18:37	19:07	19:24	20:24	21:24
Dublin City Centre, Westmoreland St	(b)	18:26	18:41	19:11	19:27	20:27	21:27
Dublin City Centre, O'Connell St, opp RIU Gresham Hotel	(b)	18:30	18:45	19:15	19:30	20:30	21:30
Drumcondra, Rail Station	(b)	18:38	18:53	19:23	19:35	20:35	21:35
Dublin Airport Terminal 2 (Zone 20)	(a)	arr 19:03	arr 19:18	arr 19:48	arr 20:00	arr 20:53	arr 21:53
Dublin Airport, Terminal 1 (Zone 2)		19:05	19:20	19:50	20:02	20:55	21:55

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

Route 700: Dublin Airport to Dublin City Centre & Leopardstown — Monday, Friday, Saturday & Sunday

Inbound (10 of 10) Valid until 23/12/2024

Leopardstown, Clayton Hotel		22:00	23:00
Leopardstown, Burton Hall Rd	(b)	22:01	23:01
Sandyford, opp Microsoft	(b)	22:02	23:02
Kilmacud,opp St Raphaelas School	(b)	22:04	23:04
Stillorgan Village Shopping Centre	(b)	22:06	23:06
Stillorgan, N11, opp Talbot Hotel	(b)	22:08	23:08
Stillorgan, N11, opp Radisson Blu Hotel	(b)	22:10	23:10
UCD, Stillorgan Rd	(b)	22:12	23:12
Stillorgan Rd, opp RTE	(b)	22:14	23:14
Donnybrook Rd, opp Old Wesley RFC	(b)	22:16	23:16
Morehampton Rd, Hampton Hotel	(b)	22:18	23:18
Burlington Road, opp Clayton Hotel	(b)	22:20	23:20
Leeson Street Bridge	(b)	22:21	23:21
Leeson Street Lwr	(b)	22:22	23:22
Dublin City Centre, St. Stephens Green Nth	(b)	22:24	23:24
Dublin City Centre, Westmoreland St	(b)	22:27	23:27
Dublin City Centre, O'Connell St, opp RIU Gresham Hotel	(b)	22:30	23:30
Drumcondra, Rail Station	(b)	22:35	23:35
Dublin Airport Terminal 2 (Zone 20)	(a)	arr 22:53	arr 23:53
Dublin Airport, Terminal 1 (Zone 2)		22:55	23:55

Key

(a)	Alighting only
(b)	Boarding only
arr	Arrival time

14

From Dundrum Luas Station Towards Beaumont (Ardlea Rd.)

Stáisiún Luas Dhún Droma, Baile an tSaoir, Bóthar Braemor, Ráth Maonais, Sráid D'Olier/Cé Éidin, Fionnradharc, Beaumont (Bóthar Ard Liath)

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:00v	06:15	06:15v	06:30	06:00v	06:15v	06:30	06:30v	08:30	09:00	09:30	10:00
06:30v	06:45	06:45v	07:00	06:45v	06:45	07:00v	07:00	10:30	11:00	11:30	11:50
07:00v	07:10	07:15v	07:20	then every 15 minutes until				12:10	12:30	12:50	13:10
07:30	07:30v	07:40	07:45v	19:00				13:30	13:50	14:10	14:30
07:50	08:00	08:00v	08:10	19:20	19:40	20:00	20:20	14:50	15:10	15:30	15:50
08:20	08:30	08:45	09:00	20:40	21:00	21:20	21:40	16:10	16:30	16:50	17:10
09:15	09:30	09:42	09:54	22:00	22:20	22:40	23:00c	17:30	17:50	18:10	18:30
then every 12 minutes until 15:30				23:20c				18:50	19:10	19:30	19:50
								20:10	20:30	20:50	21:10
then every 10-12 minutes until 19:30								21:30	21:50	22:10	22:30
								22:50	23:10	23:30	
19:45	20:00	20:15	20:30								
20:45	21:00	21:15	21:30								
21:45	22:00	22:15	23:30								
22:45	23:00	23:15	23:30								

Route Variations

v From Eden Quay via Beaumont Hospital

c To city centre

Dundrum Luas Station » 15 mins » **Ballinteer** » 7 mins » **Braemor Rd.** » 8 mins » **Rathmines** » 11 mins » **D'Olier Street / Eden Quay** » 10 mins » **Fairview** » 17 mins » **Beaumont (Ardlea Rd.)**

All times are off peak estimates

Areas served

Dundrum Luas Station
Dundrum (Church)
Ballinteer Rd. (Wyckham Park)
Ballinteer Rd. (Ballinteer Park)
Broadford Rd. (Corner Broadford Rise)
Ballinteer
Broadford Rd. (Marley Court)
Barton Rd. East (Meadow Villas)
Barton Rd. East (Beaumont Ave.)
Braemor Rd. (Churchtown Rd. Upr.)
Braemor Rd. (Redwood Court)
Braemor Park (Mount Carmel Hospital)
Orwell Park (Driving Test Centre)
Rathgar Rd. (Frankfort Ave.)
Rathmines (Corner Upr. Rathmines Rd.)
Rathmines Rd. Lwr. (Richmond Hill)
Richmond St. South
Aungier St. (Bishop St.)
Sth. Great George's St.
D'Olier Street/Eden Quay
Connolly Rail Station
Newcomen Bridge
Annesley Bridge Rd.
Fairview (St. Joseph's School)
Malahide Rd. (Griffith Ave.)
Malahide Rd. (Donnycarney Church)
Beaumont Convalescent Home
Skelly's Lane (Whitethorn Estate)
Beaumont (Ardlea Rd.)

14

From Beaumont (Ardlea Rd.) Towards Dundrum Luas Station

Beaumont (Bóthar Ard Liath), Fionnradharc, Sráid D'Olier/Cé Éidin,
Ráth Maonais, Bóthar Braemor, Baile an tSaoir, Stáisiún Luas Dhún Droma

Buses leave terminus at

Monday – Friday				Saturday				Sunday			
05:56d	06:15	06:26d	06:30	06:30	06:45	06:52d	07:00	08:13d	08:30	08:43d	09:00
06:45	07:00	07:10	07:20	then every 15 minutes until				09:30	10:00	10:30	11:00
07:30	07:40	07:50	08:00	19:15				11:30	11:50	12:10	12:30
08:10	08:20	08:30	08:45	19:30	19:50	20:10	20:30	12:50	13:10	13:30	13:50
09:00	09:15	09:30	09:42	20:50	21:10	21:30	21:50	14:10	14:30	14:50	15:10
then every 12 minutes until				22:10	22:30	22:50	23:10c	15:30	15:50	16:10	16:30
17:54				23:30c				16:50	17:10	17:30	17:50
18:00	18:06	18:18	18:30					18:10	18:30	18:50	19:10
18:45	19:00	19:15	19:30					19:30	19:50	20:10	20:30
19:45	20:00	20:15	20:30					20:50	21:10	21:30	21:50
20:45	21:00	21:15	21:30					22:10	22:30	22:50	23:10
21:45	22:00	22:15	22:30					23:30			
22:45	23:00	23:15	23:30								

Route Variations

c From Beaumont to city centre

d From Stop 1046, Beaumont Ave to Dundrum

Beaumont (Ardlea Rd.) » 17 mins » **Fairview** » 10 mins » **D'Olier Street / Eden Quay** » 11 mins » **Rathmines** » 8 mins » **Braemor Rd.** » 7 mins » **Ballinteer** » 15 mins » **Dundrum Luas Station**

All times are off peak estimates

Areas served

Beaumont (Ardlea Rd.)
Skelly's Lane (Whitethorn Estate)
Beaumont Convalescent Home
Malahide Rd. (Donnycarney Church)
Malahide Rd. (Griffith Ave.)
Fairview (St. Joseph's School)
Annesley Bridge Rd.
Newcomen Bridge
Connolly Rail Station
D'Olier Street/Eden Quay
Sth. Great George's St.
Aungier St. (Bishop St.)
Richmond St. South
Rathmines Rd. Lwr. (Richmond Hill)
Rathmines (Corner Upr. Rathmines Rd.)
Rathgar Rd. (Frankfort Ave.)
Orwell Park (Driving Test Centre)
Braemor Park (Mount Carmel Hospital)
Braemor Rd. (Redwood Court)
Braemor Rd. (Churchtown Rd. Upr.)
Barton Rd. East (Beaumont Ave.)
Barton Rd. East (Meadow Villas)
Broadford Rd. (Marley Court)
Ballinteer
Broadford Rd. (Corner Broadford Rise)
Ballinteer Rd. (Ballinteer Park)
Ballinteer Rd. (Wyckham Park)
Dundrum (Church)
Dundrum Luas Station

44d

From O'Connell Street Towards Dundrum Luas Station

Sráid Uí Chonaill, Stáisiún Luas Dún Droma

Buses leave terminus at

Monday – Friday	Saturday	Sunday
17:28	No Service	No Service

O'Connell St. » 30 mins » **Dundrum Luas Station**

44d

From Dundrum Luas Station Towards O'Connell Street

Stáisiún Luas Dún Droma, Sráid Uí Chonaill

Buses leave terminus at

Monday – Friday	Saturday	Sunday
06:35 07:25	No Service	No Service

Dundrum Luas Station » 30 mins » **O'Connell St.**

All times are off peak estimates

Areas served

O'Connell St.
Merrion Sq./Clare St.
Earlsfort Terrace
Charlemont St.
Ranelagh Rd. (Dartmouth Rd.)
Ranelagh (Chelmsford Rd.)
Sandford Rd. (Marlboro Rd.)
Milltown (Ramleh Park)
Milltown (Church)
Dundrum Rd. (Bird Ave.)
Dundrum Rd. (Columbanus Rd.)
Dundrum Rd. (Frankfort Park)
Dundrum Luas Station

46n

From D'Olier St. Towards Dundrum

Buses leave terminus at

Buses may depart more frequently if demand is high

Monday – Thursday	Friday - Saturday	Sunday
No Service	00:30 01:00 02:00 03:00 04:00	No Service

Adult Leap Fare: €2.40	**Student/Young Adult Leap Fare: €1.20**	**Child Leap Fare: €1.00**
Adult Cash Fare: €3.00	**Student/Young Adult Cash Fare: €3.00**	**Child Cash Fare: €1.30**

Version TT 8.1

Pick-up Points

Stop 760 Donnybrook Church, Bus Garage, Stop 435 Stillorgan Road, Mount Merrion Avenue

Route Information

Kildare Street, Leeson Street, Donnybrook, UCD Belfield, Stillorgan, Galloping Green, Foxrock Church, Cornelscourt Hill, Ballyogan, Kilgobbin Road, Brehon Field Road, Stone Masons Way, Broadford Road, Ballinteer Avenue, Wyckham Way, Ballinteer Road, Main Street Dundrum, Dundrum Luas (Taney Road)

from **26th November 2023**

Rockbrook - Dundrum Luas **161**

Mondays to Fridays except Public Holidays

	Route Number	161	161	161	161	161	161	161	161	161	161
stop 2934	Rockbrook	06:45	07:30	08:55	10:35	12:05	13:35	15:05	16:00	16:45	18:15
stop 2940	Moyville	06:49	07:34	08:59	10:39	12:09	13:39	15:09	16:04	16:49	18:19
stop 7067	Whitechurch Way	06:54	07:39	09:04	10:44	12:14	13:44	15:14	16:09	16:54	18:24
stop 4988	Heather Lawn	07:01	07:46	09:11	10:50	12:20	13:50	15:20	16:15	17:00	18:30
stop 2825	Dundrum Luas	07:15	08:00	09:25	11:02	12:32	14:02	15:32	16:27	17:12	18:42

from **26th November 2023**

Dundrum Luas - Rockbrook **161**

Mondays to Fridays except Public Holidays

	Route Number	161	161	161	161	161	161	161	161	161
stop 2825	Dundrum Luas	08:10	09:55	11:25	12:55	14:25	15:55	17:25	18:15	18:55
stop 4987	Heather Lawn	08:19	10:04	11:34	13:04	14:34	16:07	17:37	18:27	19:04
stop 7067	Whitechurch Way	08:27	10:10	11:41	13:11	14:41	16:15	17:45	18:35	19:10
stop 7449	Ballyboden Crescent	08:31	10:14	11:45	13:15	14:45	16:20	17:50	18:40	19:14
stop 2933	Rockbrook	08:39	10:20	11:51	13:21	14:51	16:26	17:56	18:46	19:20

Route 750 Dundrum – Dublin Airport

Dublin Airport - Dundrum

Please check our News Page for updates and any temporary changes to our services, such as bank holiday schedules etc.

Dundrum – Dublin Airport (Daily)

Dundrum Luas	04:15	05:15	06:15	07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:15	19:15	20:15	21:15	
Dundrum – Wyckham Way	04:25	05:25	06:25	07:25	08:25	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25	19:25	20:25	21:25	
Dublin – Red Cow LUAS	04:40	05:40	06:40	07:40	08:40	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:40	17:40	18:40	19:40	20:40	21:40	
Dublin – Dublin Airport	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	

Dublin Airport – Dundrum (Daily)

Dublin – Dublin Airport	05:15	06:15	07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:15	19:15	20:15	21:15	22:15	
Dublin – Red Cow LUAS	05:35	06:35	07:35	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35	19:35	20:35	21:35	22:35	
Dundrum – Wyckham Way	05:50	06:50	07:50	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	18:50	19:50	20:50	21:50	22:50	
Dundrum Main Street	05:55	06:55	07:55	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55	16:55	17:55	18:55	19:55	20:55	21:55	22:55	
Dundrum Luas	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	

44b

From Dundrum Luas Station Towards Glencullen

Stáisiún Luas Dhún Droma, Dún Droma, Áth an Ghainimh, Gleann Cuilinn

Buses leave terminus at

Monday – Friday	Saturday	Sunday
06:50 07:45 08:50 15:45 17:30	No Service	No Service

Dundrum Luas Station » 5 mins » **Dundrum** » 10 mins » **Sandyford** » 15 mins » **Glencullen**

44b

From Glencullen Towards Dundrum Luas Station

Gleann Cuilinn, Áth an Ghainimh, Dún Droma, Stáisiún Luas Dhún Droma

Buses leave terminus at

Monday – Friday	Saturday	Sunday
07:15 08:15 09:20 16:35 18:10	No Service	No Service

Glencullen » 15 mins » **Sandyford** » 10 mins » **Dundrum** » 5 mins » **Dundrum Luas Station**

All times are off peak estimates

Areas served

Dundrum Luas Station
Dundrum Rd. (Ballinteer Rd.)
Sandyford Rd. (Dundrum Town Centre)
Sandyford Rd. (Balally Cottages)
Sandyford Corner (Kilcross)
Lamb's Cross
Lamb Doyles
Woodside Cottages
Barnacullia
Stone Bungalow
Cannons Corner
Ballyedmonduff Cottages
Ballyedmonduff House
Johnny Foxes Pub
Furry Lane
Glencullen

C. GoCar Letter

Knockrabo investments DAC
32 Molesworth Street
Dublin 2

21st March 2024

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a car sharing service in the "Knockrabo" residential development located on Mount Anville Road, Goatstown, D 16. GoCar representatives have discussed the project with representatives of Knockrabo investments DAC, and are excited to provide a car sharing service at this location. The development consists of 277 dwellings in Goatstown made up of apartments and houses. The developer proposes to have available 2 vehicles for public service at surface level to be introduced upon completion of the development. These vehicles will be available for both residents of the above development along with the wider population of Goatstown.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 1000 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise, and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in a development such as this, the residents therein will have access to pay-as-you go driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

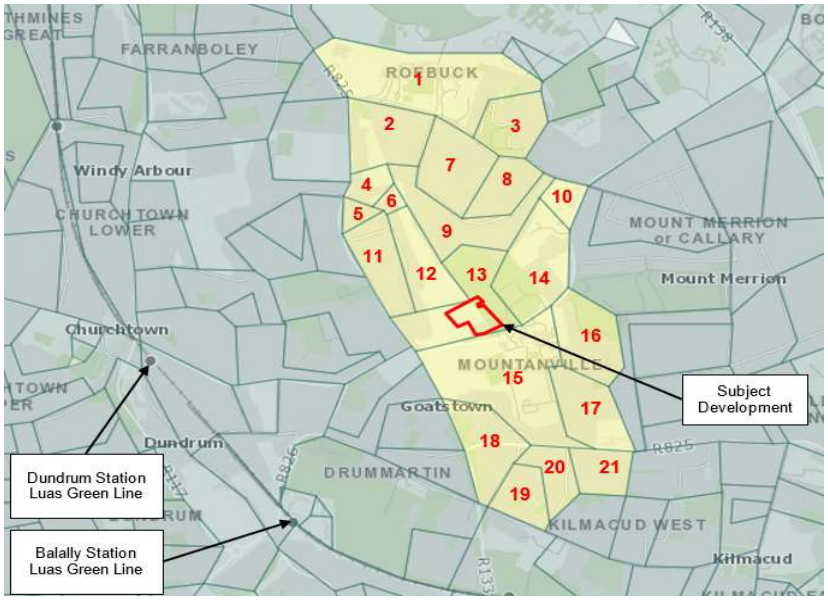
D Ralston

Daniel Ralston
Business Account Manager
GoCar Carsharing Ltd
Mobile: 086 0414 991
E: daniel.ralston@gocar.ie

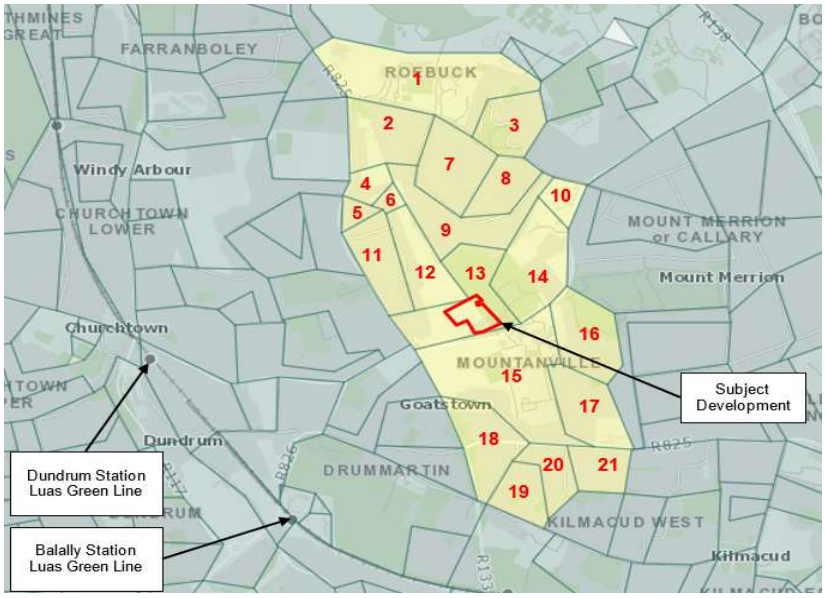
D. Census 2022

Modal Split (Census 2022)									
Zone	House	Persons	On foot	Bike	Bus, minibus or coach	Train, DART or LUAS	Motors (*)	Other or not stated	Total travels
1	113	311	45	35	34	6	81	33	201
2	103	288	51	18	7	6	81	28	163
3	102	299	56	26	14	8	96	27	200
4	144	258	28	21	24	7	64	28	144
5	82	188	22	10	13	11	59	35	115
6	91	209	37	19	13	9	65	23	143
7	113	302	38	19	24	2	91	34	174
8	94	248	34	23	12	5	82	30	156
9	81	251	21	16	15	9	87	25	148
10	102	214	42	16	21	3	70	35	152
11	98	334	46	33	16	14	113	35	222
12	133	372	46	22	23	20	120	43	231
13	119	307	28	20	10	7	134	35	199
14	144	397	55	16	13	18	145	68	247
15	67	160	24	8	3	5	45	15	85
16	103	274	44	6	10	6	48	30	114
17	109	308	34	20	14	8	71	41	147
18	105	332	60	29	11	29	107	31	236
19	85	270	39	18	12	19	80	27	168
20	98	293	49	21	12	12	84	34	178
21	74	218	34	14	9	19	65	10	141
Total	**2160**	**5833**	**833**	**410**	**310**	**223**	**1788**	**667**	**3564**
			23.4%	**11.5%**	**8.7%**	**6.3%**	**50.2%**		**100.0%**

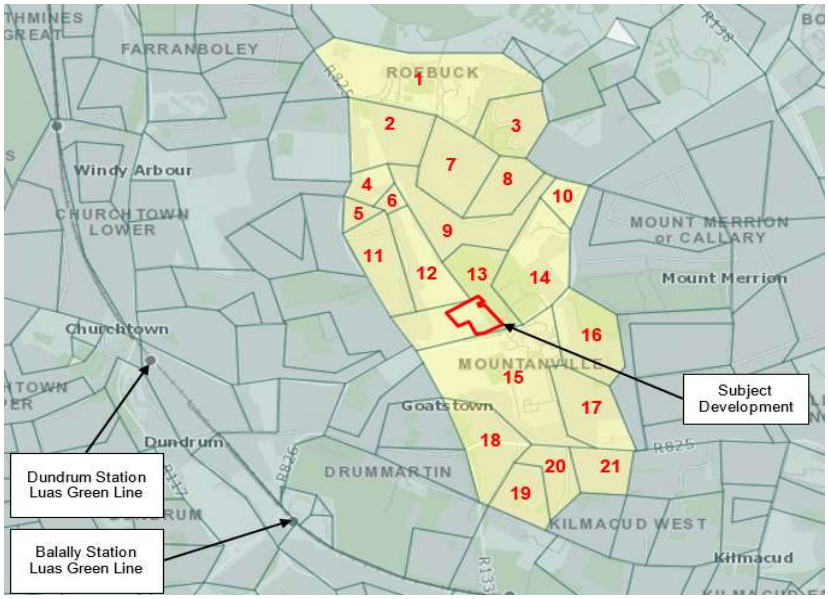
(*) Includes Motorcylce or Scooter, Car Drivers, Car Passengers, and Vans



Car Ownership (Census 2022)									
Zone	House	Persons	0	1	2	3	4	Total	Total car/house
1	113	311	14	53	32	5	3	144	1.274
2	103	288	5	51	34	5	4	150	1.456
3	102	299	6	38	42	11	2	163	1.598
4	144	258	16	83	29	2	0	147	1.021
5	82	188	15	38	19	2	0	82	1.000
6	91	209	14	48	19	4	1	102	1.121
7	113	302	6	43	41	8	5	169	1.496
8	94	248	8	30	45	6	2	146	1.553
9	81	251	1	21	36	14	4	151	1.864
10	102	214	20	46	23	1	0	95	0.931
11	98	334	5	34	42	8	5	162	1.653
12	133	372	19	57	44	1	2	156	1.173
13	119	307	15	49	35	3	5	148	1.244
14	144	397	15	48	53	8	4	194	1.347
15	67	160	10	27	19	6	1	87	1.299
16	103	274	5	34	48	8	1	158	1.534
17	109	308	2	32	61	8	2	186	1.706
18	105	332	5	37	48	7	1	158	1.505
19	85	270	2	27	45	7	2	146	1.718
20	98	293	8	41	40	3	4	146	1.490
21	74	218	5	35	26	6	2	113	1.527
Total	**2160**	**5833**	**196**	**872**	**781**	**123**	**50**	**3003**	**1.39**

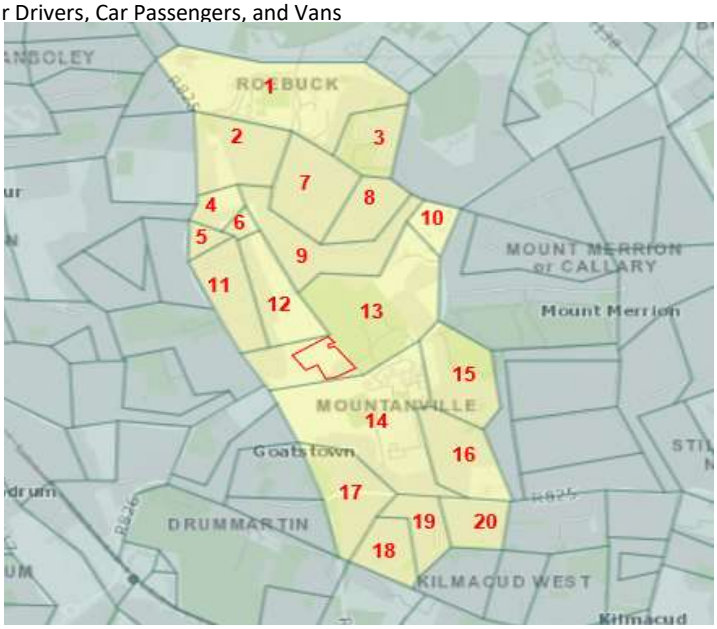


Time Distribution of Trips (Census 2022)								
Zone	House	Persons	before 7:00	7:00 – 8:00	8:00 – 9:00	After 9:00	Not Stated	Total travels
1	119	390	22	71	66	25	18	202
2	109	321	13	58	67	14	10	162
3	77	210	19	66	85	13	12	195
4	112	320	25	52	50	13	14	154
5	120	415	8	40	43	9	16	116
6	80	246	17	52	51	13	8	141
7	103	317	20	72	51	23	12	178
8	86	269	12	64	55	14	5	150
9	94	17	6	61	58	15	6	146
10	201	662	18	49	63	15	20	165
11	109	324	25	72	84	23	14	218
12	110	354	27	97	76	19	23	242
13	121	399	13	86	65	15	17	196
14	125	452	16	112	80	18	33	259
15	119	462	6	27	42	8	2	85
16	123	286	6	44	53	6	14	123
17	120	456	11	56	64	7	6	144
18	63	226	18	74	110	11	9	222
19	132	444	17	59	60	14	2	152
20	76	265	15	42	88	13	10	168
21	78	253	21	43	54	11	0	129
Total	**2277**	**7088**	**335**	**1297**	**1365**	**299**	**251**	**3547**
			9.4%	**36.6%**	**38.5%**	**8.4%**	**7.1%**	**100.0%**

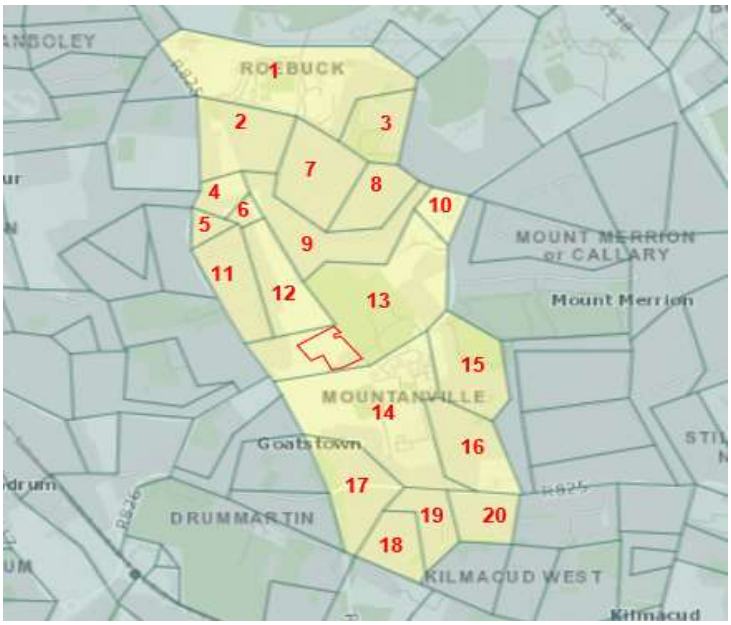


Modal Split (Census 2016)									
Zone	House	Persons	On foot	Bike	Bus, minibus or coach	Train, DART or LUAS	Motors (*)	Other or not stated	Total travels
1	107	297	81	45	24	2	82	20	234
2	96	270	29	19	9	3	95	10	155
3	105	318	46	36	23	5	131	6	241
4	69	130	15	6	5	9	45	6	80
5	81	200	27	17	11	13	71	11	139
6	90	214	27	13	7	12	73	12	132
7	125	353	47	26	16	3	140	7	232
8	89	245	26	18	17	4	91	12	156
9	79	240	20	9	9	3	105	5	146
10	99	217	56	21	31	3	63	5	174
11	94	282	31	34	12	10	91	10	178
12	132	361	28	19	17	10	155	11	229
13	70	205	14	14	9	5	75	10	117
14	74	176	23	6	2	10	54	6	95
15	99	253	21	7	12	5	76	6	121
16	113	327	31	21	18	17	101	9	188
17	105	318	33	23	6	33	99	11	194
18	84	269	26	24	7	31	86	9	174
19	94	248	29	9	5	20	94	1	157
20	70	188	24	8	12	13	73	5	130
21	0	0					0	0	0
Total	**1875**	**5111**	**634**	**375**	**252**	**211**	**1800**	**172**	**3272**
			19.4%	**11.5%**	**7.7%**	**6.4%**	**55.0%**		**100.0%**

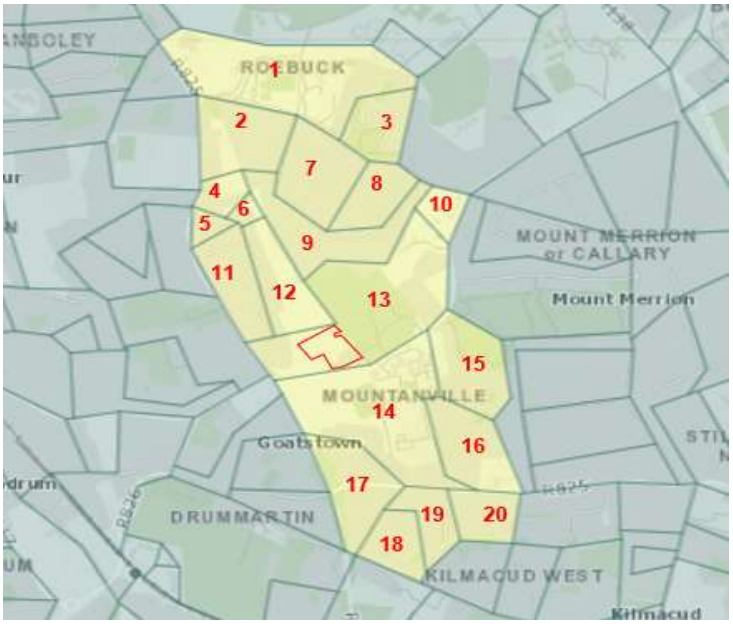
(*) Includes Motorcylce or Scooter, Car Drivers, Car Passengers, and Vans



Car Ownership (Census 2016)									
Zone	House	Persons	0	1	2	3	4	Total	Total car/house
1	107	297	15	56	25	9	2	141	1.318
2	96	270	5	38	44	6	3	156	1.625
3	105	318	5	47	43	7	1	158	1.505
4	69	130	3	40	24	2	0	94	1.362
5	81	200	5	47	23	2	0	99	1.222
6	90	214	11	43	29	5	0	116	1.289
7	125	353	10	45	48	16	3	201	1.608
8	89	245	12	16	48	9	4	155	1.742
9	79	240	2	22	39	14	2	150	1.899
10	99	217	17	56	22	2	1	110	1.111
11	94	282	7	36	38	9	2	147	1.564
12	132	361	21	58	45	3	0	157	1.189
13	70	205	3	21	32	9	3	124	1.771
14	74	176	15	24	26	4	2	96	1.297
15	99	253	4	34	47	11	3	173	1.747
16	113	327	2	35	63	6	5	199	1.761
17	105	318	6	48	43	6	1	156	1.486
18	84	269	5	28	38	10	2	142	1.690
19	94	248	8	45	36	3	2	134	1.426
20	70	188	4	29	28	4	4	113	1.614
21								0	#DIV/0!
Total	**1875**	**5111**	**160**	**768**	**741**	**137**	**40**	**2821**	**1.50**



Time Distribution of Trips (Census 2016)								
Zone	House	Persons	before 7:00	7:00 – 8:00	8:00 – 9:00	After 9:00	Not Stated	Total travels
1	119	390	20	64	103	46	16	249
2	109	321	8	61	67	17	8	161
3	77	210	15	73	111	40	4	243
4	112	320	6	32	28	14	2	82
5	120	415	19	31	70	19	7	146
6	80	246	15	52	50	16	8	141
7	103	317	7	66	139	21	1	234
8	86	269	11	47	75	24	4	161
9	94	17	8	61	64	13	1	147
10	201	662	14	50	65	42	5	176
11	109	324	16	71	74	17	2	180
12	110	354	17	85	102	23	9	236
13	121	399	6	37	58	16	4	121
14	125	452	8	28	38	21	3	98
15	119	462	9	39	52	21	4	125
16	123	286	7	73	81	27	2	190
17	120	456	15	55	107	15	6	198
18	63	226	6	68	85	16	1	176
19	132	444	11	51	83	14	0	159
20	76	265	16	42	56	14	4	132
21	78	253	0	0	0	0	0	0
Total	**2277**	**7088**	**234**	**1086**	**1508**	**436**	**91**	**3355**
			7.0%	**32.4%**	**44.9%**	**13.0%**	**2.7%**	**100.0%**



E. TRICS Rates

Calculation Reference: AUDIT-561501-240524-0533

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

15	GREATER DUBLIN	
DL	DUBLIN	10 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 20 to 372 (units:)
Range Selected by User: 18 to 372 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 19/05/21

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

Selected survey days:

Tuesday	6 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	8
Built-Up Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

C3	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	7 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	9 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	1 days
No	9 days

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

PTAL Rating:

No PTAL Present	10 days

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

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

LIST OF SITES relevant to selection parameters

1 DL-03-C-07 BLOCKS OF FLATS DUBLIN
SANDYFORD ROAD
DUBLIN
DUNDRUM
Edge of Town
No Sub Category
Total No of Dwellings: 372
Survey date: TUESDAY *11/05/10* *Survey Type: MANUAL*

2 DL-03-C-09 FLATS DUBLIN
OLD FINGLAS ROAD
DUBLIN
GLASNEVIN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 201
Survey date: THURSDAY *29/09/11* *Survey Type: MANUAL*

3 DL-03-C-11 BLOCK OF FLATS DUBLIN
WYCKHAM WAY
DUBLIN
DUNDRUM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 96
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

4 DL-03-C-12 BLOCK OF FLATS DUBLIN
BOOTERSTOWN AVENUE
DUBLIN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

5 DL-03-C-13 BLOCK OF FLATS DUBLIN
SANDYFORD ROAD
DUBLIN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total No of Dwellings: 52
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

6 DL-03-C-14 BLOCKS OF FLATS DUBLIN
BALLINTEER ROAD
DUBLIN
DUNDRUM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 140
Survey date: TUESDAY *10/09/13* *Survey Type: MANUAL*

7 DL-03-C-15 BLOCKS OF FLATS DUBLIN
MONKSTOWN ROAD
DUBLIN
MONKSTOWN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 20
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

8 DL-03-C-16 BLOCKS OF FLATS DUBLIN
BOTANIC AVENUE
DUBLIN
DRUMCONDRA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 31
Survey date: TUESDAY *22/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	DL-03-C-17	BLOCKS OF FLATS		DUBLIN
	FINGLAS ROAD			
	DUBLIN			
	FINGLAS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		332	
	Survey date: FRIDAY		*23/10/20*	*Survey Type: MANUAL*
10	DL-03-C-18	BLOCKS OF FLATS		DUBLIN
	HAROLD'S CROSS ROAD			
	DUBLIN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		102	
	Survey date: WEDNESDAY		*19/05/21*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	139	0.046	10	139	0.182	10	139	0.228
08:00 - 09:00	10	139	0.065	10	139	0.230	10	139	0.295
09:00 - 10:00	10	139	0.063	10	139	0.080	10	139	0.143
10:00 - 11:00	10	139	0.034	10	139	0.055	10	139	0.089
11:00 - 12:00	10	139	0.045	10	139	0.052	10	139	0.097
12:00 - 13:00	10	139	0.066	10	139	0.075	10	139	0.141
13:00 - 14:00	10	139	0.084	10	139	0.087	10	139	0.171
14:00 - 15:00	10	139	0.095	10	139	0.075	10	139	0.170
15:00 - 16:00	10	139	0.095	10	139	0.070	10	139	0.165
16:00 - 17:00	10	139	0.105	10	139	0.056	10	139	0.161
17:00 - 18:00	10	139	0.170	10	139	0.062	10	139	0.232
18:00 - 19:00	10	139	0.163	10	139	0.092	10	139	0.255
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.031			1.116			2.147

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

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

Parameter summary

Trip rate parameter range selected:	20 - 372 (units:)
Survey date date range:	01/01/09 - 19/05/21
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-561501-240524-0537

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

15	GREATER DUBLIN	
DL	DUBLIN	7 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 206 (units:)
Range Selected by User: 8 to 437 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 19/05/21

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
500,001 or More	5 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days
1.6 to 2.0	2 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	7 days

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

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

LIST OF SITES relevant to selection parameters

1 DL-03-A-03 TERRACED/SEMI-DET. DUBLIN
RAHENY ROAD
DUBLIN
RAHENY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 206
Survey date: TUESDAY 20/04/10 Survey Type: MANUAL

2 DL-03-A-06 DETACHED DUBLIN
UPPER KILMACUD ROAD
DUBLIN
DUNDRUM
Edge of Town
Residential Zone
Total No of Dwellings: 147
Survey date: FRIDAY 30/04/10 Survey Type: MANUAL

3 DL-03-A-07 SEMI DET./TERRACED DUBLIN
CASTLE DAWSON
DUBLIN
BLACKROCK
Edge of Town Centre
Residential Zone
Total No of Dwellings: 56
Survey date: MONDAY 26/09/11 Survey Type: MANUAL

4 DL-03-A-08 VARIOUS HOUSES DUBLIN
CASTLE PARK ROAD
DUBLIN
DALKEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY 26/09/11 Survey Type: MANUAL

5 DL-03-A-09 TERRACED DUBLIN
RATHFARNHAM ROAD
DUBLIN
RATHFARNHAM
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 8
Survey date: FRIDAY 07/09/12 Survey Type: MANUAL

6 DL-03-A-10 SEMI DETACHED & DETACHED DUBLIN
R124
MALAHIDE
SAINT HELENS
Edge of Town
Residential Zone
Total No of Dwellings: 65
Survey date: WEDNESDAY 20/06/18 Survey Type: MANUAL

7 DL-03-A-11 SEMI-DETACHED HOUSES DUBLIN
GRACE PARK ROAD
DUBLIN
WHITEHALL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 19
Survey date: WEDNESDAY 19/05/21 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	77	0.069	7	77	0.227	7	77	0.296
08:00 - 09:00	7	77	0.142	7	77	0.434	7	77	0.576
09:00 - 10:00	7	77	0.136	7	77	0.209	7	77	0.345
10:00 - 11:00	7	77	0.151	7	77	0.160	7	77	0.311
11:00 - 12:00	7	77	0.175	7	77	0.196	7	77	0.371
12:00 - 13:00	7	77	0.233	7	77	0.199	7	77	0.432
13:00 - 14:00	7	77	0.216	7	77	0.164	7	77	0.380
14:00 - 15:00	7	77	0.203	7	77	0.207	7	77	0.410
15:00 - 16:00	7	77	0.223	7	77	0.216	7	77	0.439
16:00 - 17:00	7	77	0.315	7	77	0.181	7	77	0.496
17:00 - 18:00	7	77	0.400	7	77	0.201	7	77	0.601
18:00 - 19:00	7	77	0.270	7	77	0.225	7	77	0.495
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.533			2.619			5.152

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

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

Parameter summary

Trip rate parameter range selected:	8 - 206 (units:)
Survey date date range:	01/01/09 - 19/05/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-561501-240524-0506

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	200 to 725 (units: sqm)
Range Selected by User:	200 to 725 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 21/05/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Residential Zone	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

E(f)	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
2.1 to 2.5	1 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1	GM-04-D-01	NURSERY		GREATER MANCHESTER
	RUFFORD ROAD			
	MANCHESTER			
	WHALLEY RANGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		200 sqm	
	Survey date: MONDAY		*16/11/09*	*Survey Type: MANUAL*
2	TW-04-D-02	NURSERY		TYNE & WEAR
	ETTRICK GROVE			
	SUNDERLAND			
	HIGH BARNES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		500 sqm	
	Survey date: WEDNESDAY		*28/11/12*	*Survey Type: MANUAL*
3	TW-04-D-03	NURSERY		TYNE & WEAR
	JUBILEE ROAD			
	NEWCASTLE UPON TYNE			
	GOSFORTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		725 sqm	
	Survey date: TUESDAY		*21/05/19*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	475	1.544	3	475	0.561	3	475	2.105
08:00 - 09:00	3	475	2.456	3	475	2.456	3	475	4.912
09:00 - 10:00	3	475	1.193	3	475	0.561	3	475	1.754
10:00 - 11:00	3	475	0.281	3	475	0.140	3	475	0.421
11:00 - 12:00	3	475	0.491	3	475	0.772	3	475	1.263
12:00 - 13:00	3	475	0.491	3	475	0.702	3	475	1.193
13:00 - 14:00	3	475	0.561	3	475	0.772	3	475	1.333
14:00 - 15:00	3	475	0.421	3	475	0.351	3	475	0.772
15:00 - 16:00	3	475	2.246	3	475	1.825	3	475	4.071
16:00 - 17:00	3	475	2.175	3	475	2.246	3	475	4.421
17:00 - 18:00	3	475	1.684	3	475	2.456	3	475	4.140
18:00 - 19:00	3	475	0.211	3	475	0.842	3	475	1.053
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.754			13.684			27.438

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

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

Parameter summary

Trip rate parameter range selected:	200 - 725 (units: sqm)
Survey date date range:	01/01/07 - 21/05/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

F. Junction Modelling

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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

Filename: Junction 1 - AM_PM.j9
Path: M:\Projects\20\20-086 - Knockrabo\Design\Traffic\2024-03\Junction Modelling
Report generation date: 23/10/2024 09:03:49

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Junction 1 - 2024 BASE YEAR					
Stream B-AC	0.1	8.64	0.12	0.1	7.32	0.06
Stream C-A	0.7	5.56	0.25	0.8	5.65	0.28
Stream C-B	0.0	5.64	0.27	0.0	5.71	0.29
	Junction 1 - 2027 DO NOTHING					
Stream B-AC	0.1	8.90	0.13	0.1	7.51	0.07
Stream C-A	0.7	5.67	0.27	0.8	5.76	0.29
Stream C-B	0.0	5.76	0.28	0.0	5.83	0.30
	Junction 1 - 2032 DO NOTHING					
Stream B-AC	0.2	9.31	0.14	0.1	7.65	0.07
Stream C-A	0.8	5.82	0.29	0.9	5.92	0.31
Stream C-B	0.0	5.94	0.30	0.0	6.01	0.32
	Junction 1 - 2042 DO NOTHING					
Stream B-AC	0.2	9.65	0.15	0.1	7.89	0.08
Stream C-A	0.8	5.94	0.30	0.9	6.05	0.32
Stream C-B	0.0	6.08	0.32	0.0	6.16	0.34
	Junction 1 - 2027 DO SOMETHING					
Stream B-AC	0.4	10.63	0.26	0.1	8.09	0.13
Stream C-A	0.8	6.08	0.28	0.9	6.60	0.32
Stream C-B	0.1	6.37	0.31	0.1	7.08	0.36
	Junction 1 - 2032 DO SOMETHING					
Stream B-AC	0.4	11.20	0.28	0.2	8.26	0.13
Stream C-A	0.8	6.23	0.30	1.0	6.76	0.34
Stream C-B	0.1	6.56	0.33	0.1	7.28	0.38
	Junction 1 - 2042 DO SOMETHING					
Stream B-AC	0.4	11.69	0.29	0.2	8.52	0.14
Stream C-A	0.9	6.36	0.32	1.0	6.90	0.36
Stream C-B	0.1	6.71	0.34	0.1	7.45	0.39

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

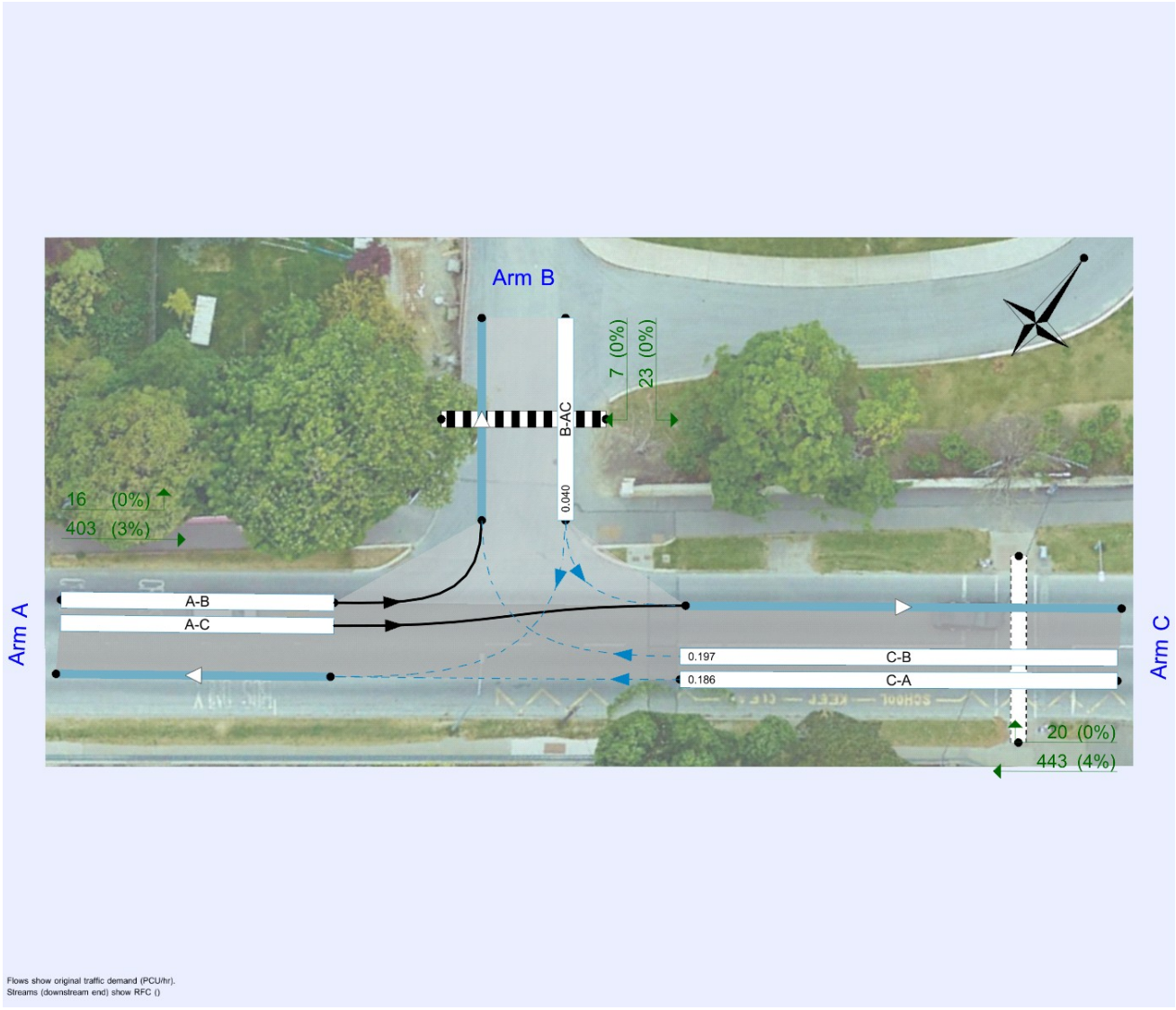
File summary

File Description

Title	Junction 1
Location	Knockrabo Way and Mount Anville Road
Site number	1
Date	09/05/2024
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	20-086
Enumerator	DOMAIN\Fernando J. De Maio
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 BASE YEAR	AM	ONE HOUR	08:00	09:30	15
D2	2024 BASE YEAR	PM	ONE HOUR	15:00	16:30	15
D3	2027 DO NOTHING	AM	ONE HOUR	08:00	09:30	15
D4	2027 DO NOTHING	PM	ONE HOUR	15:00	16:30	15
D5	2032 DO NOTHING	AM	ONE HOUR	08:00	09:30	15
D6	2032 DO NOTHING	PM	ONE HOUR	15:00	16:30	15
D7	2042 DO NOTHING	AM	ONE HOUR	08:00	09:30	15
D8	2042 DO NOTHING	PM	ONE HOUR	15:00	16:30	15
D9	2027 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15
D10	2027 DO SOMETHING	PM	ONE HOUR	15:00	16:30	15
D11	2032 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15
D12	2032 DO SOMETHING	PM	ONE HOUR	15:00	16:30	15
D13	2042 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15
D14	2042 DO SOMETHING	PM	ONE HOUR	15:00	16:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Junction 1	100.000

Junction 1 - 2024 BASE YEAR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

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

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	100	60

Zebra Crossings

Arm	Space between crossing and junction entry (Left) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
B	2.00	2.00		Distance	7.00	5.00

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C	5.00	5.00	4.00	1.00	6.00	6.00	60.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	567	0.090	0.227	0.143	0.324
B-C	695	0.093	0.234	-	-
C-B	632	0.213	0.213	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 BASE YEAR	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	522	100.000
B		✓	51	100.000
C		✓	426	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	510
	B	18	0	33
	C	406	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	8.64	0.1	A
C-A	0.25	5.56	0.7	A
C-B	0.27	5.64	0.0	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	150.57	529	0.073	38	0.1	7.332	A
C-A	306	376.43	1777	0.172	304	0.4	4.948	A
C-B	15	376.43	82	0.184	15	0.0	4.953	A
A-B	9				9			
A-C	384				384			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	179.80	506	0.091	46	0.1	7.830	A
C-A	365	449.49	1768	0.206	365	0.5	5.191	A
C-B	18	449.49	82	0.220	18	0.0	5.225	A
A-B	11				11			
A-C	458				458			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	220.20	473	0.119	56	0.1	8.629	A
C-A	447	550.51	1754	0.255	446	0.7	5.561	A
C-B	22	550.51	82	0.270	22	0.0	5.645	A
A-B	13				13			
A-C	562				562			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	220.20	473	0.119	56	0.1	8.636	A
C-A	447	550.51	1754	0.255	447	0.7	5.561	A
C-B	22	550.51	82	0.270	22	0.0	5.643	A
A-B	13				13			
A-C	562				562			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	179.80	505	0.091	46	0.1	7.839	A
C-A	365	449.49	1769	0.206	366	0.5	5.193	A
C-B	18	449.49	82	0.220	18	0.0	5.225	A
A-B	11				11			
A-C	458				458			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	150.57	529	0.073	38	0.1	7.349	A
C-A	306	376.43	1779	0.172	306	0.4	4.950	A
C-B	15	376.43	82	0.184	15	0.0	4.954	A
A-B	9				9			
A-C	384				384			

Junction 1 - 2024 BASE YEAR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 BASE YEAR	PM	ONE HOUR	15:00	16:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	419	100.000
B		✓	30	100.000
C		✓	463	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	403
	B	7	0	23
	C	443	20	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	3
B	0	0	0
C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.32	0.1	A
C-A	0.28	5.65	0.8	A
C-B	0.29	5.71	0.0	A
A-B				
A-C				

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	150.57	569	0.040	22	0.0	6.582	A
C-A	334	376.43	1792	0.186	332	0.5	4.983	A
C-B	15	376.43	76	0.197	15	0.0	4.978	A
A-B	12				12			
A-C	303				303			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	179.80	551	0.049	27	0.1	6.871	A
C-A	398	449.49	1784	0.223	398	0.6	5.245	A
C-B	18	449.49	76	0.236	18	0.0	5.264	A
A-B	14				14			
A-C	362				362			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	220.20	525	0.063	33	0.1	7.317	A
C-A	488	550.51	1772	0.275	487	0.8	5.645	A
C-B	22	550.51	76	0.289	22	0.0	5.705	A
A-B	18				18			
A-C	444				444			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	220.20	525	0.063	33	0.1	7.317	A
C-A	488	550.51	1773	0.275	488	0.8	5.645	A
C-B	22	550.51	76	0.288	22	0.0	5.704	A
A-B	18				18			
A-C	444				444			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	179.80	551	0.049	27	0.1	6.877	A
C-A	398	449.49	1785	0.223	399	0.6	5.248	A
C-B	18	449.49	76	0.235	18	0.0	5.265	A
A-B	14				14			
A-C	362				362			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	150.57	569	0.040	23	0.0	6.590	A
C-A	334	376.43	1794	0.186	334	0.5	4.988	A
C-B	15	376.43	76	0.197	15	0.0	4.982	A
A-B	12				12			
A-C	303				303			

Junction 1 - 2027 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 DO NOTHING	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	549	100.000
B		✓	54	100.000
C		✓	448	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	536
	B	19	0	35
	C	427	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	8.90	0.1	A
C-A	0.27	5.67	0.7	A
C-B	0.28	5.76	0.0	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	150.57	523	0.078	40	0.1	7.455	A
C-A	321	376.43	1776	0.181	320	0.4	5.003	A
C-B	16	376.43	82	0.194	16	0.0	5.017	A
A-B	10				10			
A-C	404				404			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	179.80	498	0.097	48	0.1	7.998	A
C-A	384	449.49	1767	0.217	383	0.5	5.265	A
C-B	19	449.49	82	0.231	19	0.0	5.309	A
A-B	12				12			
A-C	482				482			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	220.20	464	0.128	59	0.1	8.892	A
C-A	470	550.51	1752	0.268	469	0.7	5.665	A
C-B	23	550.51	81	0.284	23	0.0	5.763	A
A-B	14				14			
A-C	590				590			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	220.20	464	0.128	59	0.1	8.897	A
C-A	470	550.51	1753	0.268	470	0.7	5.664	A
C-B	23	550.51	82	0.284	23	0.0	5.761	A
A-B	14				14			
A-C	590				590			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	179.80	498	0.097	49	0.1	8.010	A
C-A	384	449.49	1768	0.217	385	0.6	5.267	A
C-B	19	449.49	82	0.231	19	0.0	5.311	A
A-B	12				12			
A-C	482				482			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	150.57	523	0.078	41	0.1	7.473	A
C-A	321	376.43	1778	0.181	322	0.4	5.007	A
C-B	16	376.43	82	0.193	16	0.0	5.017	A
A-B	10				10			
A-C	404				404			

Junction 1 - 2027 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 DO NOTHING	PM	ONE HOUR	15:00	16:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	440	100.000
B		✓	33	100.000
C		✓	486	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	17	423
	B	8	0	25
	C	465	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	7.51	0.1	A
C-A	0.29	5.76	0.8	A
C-B	0.30	5.83	0.0	A
A-B				
A-C				

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	150.57	563	0.044	25	0.0	6.690	A
C-A	350	376.43	1791	0.195	348	0.5	5.041	A
C-B	16	376.43	76	0.207	16	0.0	5.042	A
A-B	13				13			
A-C	318				318			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	179.80	543	0.055	30	0.1	7.010	A
C-A	418	449.49	1783	0.234	418	0.6	5.323	A
C-B	19	449.49	76	0.247	19	0.0	5.350	A
A-B	15				15			
A-C	380				380			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	220.20	516	0.070	36	0.1	7.509	A
C-A	512	550.51	1771	0.289	511	0.8	5.753	A
C-B	23	550.51	76	0.303	23	0.0	5.825	A
A-B	19				19			
A-C	466				466			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	220.20	516	0.070	36	0.1	7.510	A
C-A	512	550.51	1772	0.289	512	0.8	5.755	A
C-B	23	550.51	76	0.302	23	0.0	5.825	A
A-B	19				19			
A-C	466				466			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	179.80	543	0.055	30	0.1	7.013	A
C-A	418	449.49	1784	0.234	419	0.6	5.324	A
C-B	19	449.49	77	0.247	19	0.0	5.351	A
A-B	15				15			
A-C	380				380			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	150.57	563	0.044	25	0.0	6.695	A
C-A	350	376.43	1793	0.195	351	0.5	5.046	A
C-B	16	376.43	77	0.206	16	0.0	5.045	A
A-B	13				13			
A-C	318				318			

Junction 1 - 2032 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2032 DO NOTHING	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	582	100.000
B		✓	58	100.000
C		✓	475	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	568
	B	21	0	37
	C	452	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	9.31	0.2	A
C-A	0.29	5.82	0.8	A
C-B	0.30	5.94	0.0	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	150.57	513	0.085	43	0.1	7.657	A
C-A	340	376.43	1770	0.192	338	0.5	5.088	A
C-B	17	376.43	84	0.206	17	0.0	5.115	A
A-B	11				11			
A-C	428				428			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	179.80	487	0.107	52	0.1	8.270	A
C-A	406	449.49	1760	0.231	406	0.6	5.374	A
C-B	21	449.49	84	0.246	21	0.0	5.438	A
A-B	13				13			
A-C	511				511			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	220.20	450	0.142	64	0.2	9.303	A
C-A	498	550.51	1745	0.285	497	0.8	5.815	A
C-B	25	550.51	84	0.302	25	0.0	5.942	A
A-B	15				15			
A-C	625				625			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	220.20	450	0.142	64	0.2	9.312	A
C-A	498	550.51	1746	0.285	498	0.8	5.817	A
C-B	25	550.51	84	0.301	25	0.0	5.943	A
A-B	15				15			
A-C	625				625			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	179.80	487	0.107	52	0.1	8.284	A
C-A	406	449.49	1761	0.231	407	0.6	5.375	A
C-B	21	449.49	84	0.245	21	0.0	5.437	A
A-B	13				13			
A-C	511				511			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	150.57	513	0.085	44	0.1	7.669	A
C-A	340	376.43	1772	0.192	341	0.5	5.091	A
C-B	17	376.43	84	0.205	17	0.0	5.116	A
A-B	11				11			
A-C	428				428			

Junction 1 - 2032 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2032 DO NOTHING	PM	ONE HOUR	15:00	16:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	467	100.000
B		✓	34	100.000
C		✓	516	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	449
	B	8	0	26
	C	493	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	7.65	0.1	A
C-A	0.31	5.92	0.9	A
C-B	0.32	6.01	0.0	A
A-B				
A-C				

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	150.57	558	0.046	25	0.0	6.757	A
C-A	371	376.43	1786	0.208	369	0.5	5.130	A
C-B	17	376.43	79	0.220	17	0.0	5.144	A
A-B	14				14			
A-C	338				338			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	179.80	537	0.057	31	0.1	7.102	A
C-A	443	449.49	1778	0.249	443	0.7	5.438	A
C-B	21	449.49	79	0.263	21	0.0	5.482	A
A-B	16				16			
A-C	404				404			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	220.20	508	0.074	37	0.1	7.646	A
C-A	543	550.51	1765	0.308	542	0.9	5.918	A
C-B	25	550.51	79	0.322	25	0.0	6.013	A
A-B	20				20			
A-C	494				494			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	220.20	508	0.074	37	0.1	7.647	A
C-A	543	550.51	1766	0.307	543	0.9	5.919	A
C-B	25	550.51	79	0.321	25	0.0	6.012	A
A-B	20				20			
A-C	494				494			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	179.80	537	0.057	31	0.1	7.109	A
C-A	443	449.49	1779	0.249	444	0.7	5.442	A
C-B	21	449.49	79	0.262	21	0.0	5.486	A
A-B	16				16			
A-C	404				404			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	150.57	558	0.046	26	0.0	6.765	A
C-A	371	376.43	1788	0.208	372	0.5	5.138	A
C-B	17	376.43	79	0.220	17	0.0	5.149	A
A-B	14				14			
A-C	338				338			

Junction 1 - 2042 DO NOTHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2042 DO NOTHING	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	612	100.000
B		✓	61	100.000
C		✓	499	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	15	597
	B	22	0	39
	C	475	24	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	3
B	0	0	0
C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	9.65	0.2	A
C-A	0.30	5.94	0.8	A
C-B	0.32	6.08	0.0	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	150.57	507	0.091	46	0.1	7.796	A
C-A	358	376.43	1769	0.202	356	0.5	5.146	A
C-B	18	376.43	84	0.216	18	0.0	5.178	A
A-B	11				11			
A-C	449				449			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	179.80	479	0.114	55	0.1	8.477	A
C-A	427	449.49	1759	0.243	426	0.6	5.456	A
C-B	22	449.49	84	0.258	22	0.0	5.531	A
A-B	13				13			
A-C	537				537			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	220.20	440	0.152	67	0.2	9.634	A
C-A	523	550.51	1744	0.300	522	0.8	5.936	A
C-B	26	550.51	84	0.316	26	0.0	6.080	A
A-B	17				17			
A-C	657				657			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	220.20	440	0.153	67	0.2	9.645	A
C-A	523	550.51	1745	0.300	523	0.8	5.937	A
C-B	26	550.51	84	0.316	26	0.0	6.080	A
A-B	17				17			
A-C	657				657			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	179.80	479	0.114	55	0.1	8.492	A
C-A	427	449.49	1761	0.243	428	0.6	5.459	A
C-B	22	449.49	84	0.257	22	0.0	5.531	A
A-B	13				13			
A-C	537				537			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	150.57	507	0.091	46	0.1	7.816	A
C-A	358	376.43	1771	0.202	358	0.5	5.154	A
C-B	18	376.43	84	0.215	18	0.0	5.188	A
A-B	11				11			
A-C	449				449			

Junction 1 - 2042 DO NOTHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2042 DO NOTHING	PM	ONE HOUR	15:00	16:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	491	100.000
B		✓	36	100.000
C		✓	542	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	472
	B	9	0	27
	C	518	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.89	0.1	A
C-A	0.32	6.05	0.9	A
C-B	0.34	6.16	0.0	A
A-B				
A-C				

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	150.57	550	0.049	27	0.1	6.888	A
C-A	390	376.43	1786	0.218	388	0.6	5.197	A
C-B	18	376.43	78	0.231	18	0.0	5.219	A
A-B	14				14			
A-C	355				355			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	179.80	527	0.061	32	0.1	7.271	A
C-A	466	449.49	1778	0.262	465	0.7	5.529	A
C-B	22	449.49	78	0.275	22	0.0	5.582	A
A-B	17				17			
A-C	424				424			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	220.20	496	0.080	40	0.1	7.884	A
C-A	570	550.51	1765	0.323	569	0.9	6.049	A
C-B	26	550.51	78	0.337	26	0.0	6.158	A
A-B	21				21			
A-C	520				520			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	220.20	496	0.080	40	0.1	7.886	A
C-A	570	550.51	1765	0.323	570	0.9	6.053	A
C-B	26	550.51	78	0.337	26	0.0	6.161	A
A-B	21				21			
A-C	520				520			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	179.80	527	0.061	32	0.1	7.278	A
C-A	466	449.49	1779	0.262	467	0.7	5.533	A
C-B	22	449.49	78	0.275	22	0.0	5.584	A
A-B	17				17			
A-C	424				424			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	150.57	549	0.049	27	0.1	6.894	A
C-A	390	376.43	1788	0.218	391	0.6	5.204	A
C-B	18	376.43	78	0.230	18	0.0	5.222	A
A-B	14				14			
A-C	355				355			

Junction 1 - 2027 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2027 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	558	100.000
B		✓	109	100.000
C		✓	463	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	536
	B	39	0	70
	C	427	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	10.63	0.4	B
C-A	0.28	6.08	0.8	A
C-B	0.31	6.37	0.1	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	150.57	519	0.158	81	0.2	8.208	A
C-A	321	376.43	1685	0.191	320	0.5	5.314	A
C-B	27	376.43	127	0.214	27	0.0	5.421	A
A-B	17				17			
A-C	404				404			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	179.80	494	0.198	98	0.2	9.080	A
C-A	384	449.49	1674	0.229	383	0.6	5.611	A
C-B	32	449.49	127	0.255	32	0.1	5.784	A
A-B	20				20			
A-C	482				482			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	220.20	459	0.262	120	0.3	10.605	B
C-A	470	550.51	1656	0.284	469	0.8	6.083	A
C-B	40	550.51	127	0.312	40	0.1	6.368	A
A-B	24				24			
A-C	590				590			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	220.20	459	0.262	120	0.4	10.633	B
C-A	470	550.51	1657	0.284	470	0.8	6.080	A
C-B	40	550.51	127	0.311	40	0.1	6.364	A
A-B	24				24			
A-C	590				590			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	179.80	494	0.198	98	0.3	9.112	A
C-A	384	449.49	1675	0.229	385	0.6	5.610	A
C-B	32	449.49	128	0.254	32	0.1	5.779	A
A-B	20				20			
A-C	482				482			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	150.57	519	0.158	82	0.2	8.249	A
C-A	321	376.43	1688	0.190	322	0.5	5.311	A
C-B	27	376.43	128	0.213	27	0.0	5.415	A
A-B	17				17			
A-C	404				404			

Junction 1 - 2027 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2027 DO SOMETHING	PM	ONE HOUR	15:00	16:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	450	100.000
B		✓	59	100.000
C		✓	520	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	423
	B	14	0	45
	C	465	55	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	3
B	0	0	0
C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	8.09	0.1	A
C-A	0.32	6.60	0.9	A
C-B	0.36	7.08	0.1	A
A-B				
A-C				

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	150.57	560	0.079	44	0.1	6.980	A
C-A	350	376.43	1618	0.216	348	0.5	5.663	A
C-B	41	376.43	166	0.250	41	0.1	5.876	A
A-B	20				20			
A-C	318				318			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	179.80	539	0.098	53	0.1	7.407	A
C-A	418	449.49	1607	0.260	417	0.7	6.019	A
C-B	49	449.49	167	0.296	49	0.1	6.328	A
A-B	24				24			
A-C	380				380			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	220.20	510	0.127	65	0.1	8.082	A
C-A	512	550.51	1589	0.322	511	0.9	6.596	A
C-B	61	550.51	168	0.361	60	0.1	7.075	A
A-B	30				30			
A-C	466				466			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	220.20	510	0.127	65	0.1	8.088	A
C-A	512	550.51	1591	0.322	512	0.9	6.591	A
C-B	61	550.51	168	0.360	61	0.1	7.066	A
A-B	30				30			
A-C	466				466			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	179.80	539	0.098	53	0.1	7.413	A
C-A	418	449.49	1609	0.260	419	0.7	6.013	A
C-B	49	449.49	168	0.295	50	0.1	6.316	A
A-B	24				24			
A-C	380				380			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	150.57	559	0.079	45	0.1	6.993	A
C-A	350	376.43	1622	0.216	351	0.5	5.655	A
C-B	41	376.43	167	0.248	41	0.1	5.858	A
A-B	20				20			
A-C	318				318			

Junction 1 - 2032 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2032 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	591	100.000
B		✓	113	100.000
C		✓	490	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	568
	B	41	0	72
	C	452	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	11.20	0.4	B
C-A	0.30	6.23	0.8	A
C-B	0.33	6.56	0.1	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	150.57	511	0.167	84	0.2	8.429	A
C-A	340	376.43	1683	0.202	338	0.5	5.392	A
C-B	29	376.43	127	0.226	28	0.0	5.518	A
A-B	17				17			
A-C	428				428			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	179.80	484	0.210	101	0.3	9.406	A
C-A	406	449.49	1672	0.243	406	0.6	5.717	A
C-B	34	449.49	127	0.269	34	0.1	5.915	A
A-B	21				21			
A-C	511				511			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	220.20	446	0.279	124	0.4	11.161	B
C-A	498	550.51	1653	0.301	497	0.8	6.234	A
C-B	42	550.51	127	0.329	42	0.1	6.557	A
A-B	25				25			
A-C	625				625			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	220.20	446	0.279	124	0.4	11.197	B
C-A	498	550.51	1654	0.301	498	0.8	6.231	A
C-B	42	550.51	127	0.329	42	0.1	6.553	A
A-B	25				25			
A-C	625				625			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	179.80	484	0.210	102	0.3	9.445	A
C-A	406	449.49	1673	0.243	407	0.6	5.716	A
C-B	34	449.49	127	0.268	34	0.1	5.910	A
A-B	21				21			
A-C	511				511			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	150.57	510	0.167	85	0.2	8.476	A
C-A	340	376.43	1686	0.202	341	0.5	5.388	A
C-B	29	376.43	127	0.225	29	0.0	5.510	A
A-B	17				17			
A-C	428				428			

Junction 1 - 2032 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2032 DO SOMETHING	PM	ONE HOUR	15:00	16:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	477	100.000
B		✓	60	100.000
C		✓	550	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	28	449
	B	14	0	46
	C	493	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	8.26	0.2	A
C-A	0.34	6.76	1.0	A
C-B	0.38	7.28	0.1	A
A-B				
A-C				

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	150.57	554	0.082	45	0.1	7.062	A
C-A	371	376.43	1621	0.229	369	0.6	5.742	A
C-B	43	376.43	163	0.263	43	0.1	5.975	A
A-B	21				21			
A-C	338				338			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	179.80	532	0.101	54	0.1	7.519	A
C-A	443	449.49	1610	0.275	443	0.7	6.129	A
C-B	51	449.49	164	0.312	51	0.1	6.466	A
A-B	25				25			
A-C	404				404			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	220.20	502	0.132	66	0.2	8.258	A
C-A	543	550.51	1591	0.341	542	1.0	6.763	A
C-B	63	550.51	166	0.379	63	0.1	7.283	A
A-B	31				31			
A-C	494				494			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	220.20	502	0.132	66	0.2	8.264	A
C-A	543	550.51	1593	0.341	543	1.0	6.757	A
C-B	63	550.51	166	0.378	63	0.1	7.272	A
A-B	31				31			
A-C	494				494			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	179.80	532	0.101	54	0.1	7.531	A
C-A	443	449.49	1612	0.275	444	0.7	6.123	A
C-B	51	449.49	165	0.310	51	0.1	6.452	A
A-B	25				25			
A-C	404				404			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	150.57	554	0.082	45	0.1	7.076	A
C-A	371	376.43	1625	0.228	372	0.6	5.730	A
C-B	43	376.43	164	0.261	43	0.1	5.954	A
A-B	21				21			
A-C	338				338			

Junction 1 - 2042 DO SOMETHING, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2042 DO SOMETHING	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	621	100.000
B		✓	116	100.000
C		✓	514	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	597
	B	42	0	74
	C	475	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	11.69	0.4	B
C-A	0.32	6.36	0.9	A
C-B	0.34	6.71	0.1	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	150.57	504	0.173	87	0.2	8.604	A
C-A	358	376.43	1686	0.212	356	0.5	5.446	A
C-B	29	376.43	124	0.236	29	0.0	5.589	A
A-B	18				18			
A-C	449				449			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	179.80	476	0.219	104	0.3	9.680	A
C-A	427	449.49	1674	0.255	426	0.7	5.798	A
C-B	35	449.49	125	0.281	35	0.1	6.013	A
A-B	22				22			
A-C	537				537			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	220.20	436	0.293	127	0.4	11.648	B
C-A	523	550.51	1655	0.316	522	0.9	6.357	A
C-B	43	550.51	125	0.344	43	0.1	6.706	A
A-B	26				26			
A-C	657				657			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	220.20	436	0.293	128	0.4	11.691	B
C-A	523	550.51	1656	0.316	523	0.9	6.355	A
C-B	43	550.51	125	0.343	43	0.1	6.700	A
A-B	26				26			
A-C	657				657			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	179.80	475	0.219	105	0.3	9.726	A
C-A	427	449.49	1676	0.255	428	0.7	5.796	A
C-B	35	449.49	125	0.280	35	0.1	6.005	A
A-B	22				22			
A-C	537				537			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	150.57	504	0.173	88	0.2	8.657	A
C-A	358	376.43	1689	0.212	358	0.5	5.446	A
C-B	29	376.43	125	0.235	29	0.0	5.579	A
A-B	18				18			
A-C	449				449			

Junction 1 - 2042 DO SOMETHING, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2042 DO SOMETHING	PM	ONE HOUR	15:00	16:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	501	100.000
B		✓	62	100.000
C		✓	576	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	200.00
C	500.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	472
	B	15	0	47
	C	518	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	8.52	0.2	A
C-A	0.36	6.90	1.0	A
C-B	0.39	7.45	0.1	A
A-B				
A-C				

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	150.57	547	0.085	46	0.1	7.187	A
C-A	390	376.43	1626	0.240	388	0.6	5.803	A
C-B	44	376.43	160	0.274	43	0.1	6.049	A
A-B	22				22			
A-C	355				355			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	179.80	524	0.106	56	0.1	7.688	A
C-A	466	449.49	1615	0.288	465	0.8	6.218	A
C-B	52	449.49	161	0.324	52	0.1	6.573	A
A-B	26				26			
A-C	424				424			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	220.20	491	0.139	68	0.2	8.508	A
C-A	570	550.51	1596	0.357	569	1.0	6.900	A
C-B	64	550.51	162	0.394	64	0.1	7.447	A
A-B	32				32			
A-C	520				520			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	220.20	491	0.139	68	0.2	8.517	A
C-A	570	550.51	1597	0.357	570	1.0	6.895	A
C-B	64	550.51	163	0.393	64	0.1	7.433	A
A-B	32				32			
A-C	520				520			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	179.80	524	0.106	56	0.1	7.701	A
C-A	466	449.49	1617	0.288	467	0.8	6.210	A
C-B	52	449.49	162	0.322	52	0.1	6.557	A
A-B	26				26			
A-C	424				424			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	150.57	547	0.085	47	0.1	7.205	A
C-A	390	376.43	1630	0.239	391	0.6	5.792	A
C-B	44	376.43	161	0.271	44	0.1	6.026	A
A-B	22				22			
A-C	355				355			

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