

**consulting
engineers**

NRB

**Transportation
Assessment
Report**

For

**Proposed Drive Through
Coffee Shop**

at

**Lucan Retail Park,
Lucan,
Co. Dublin.**

SUBMISSION ISSUE

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EXECUTIVE SUMMARY

NRB Consulting Engineers Ltd were appointed to address the Traffic & Transportation impact associated with the construction of a proposed small Drive Thru Coffee Shop at the long established Lucan Retail Park, Lucan Road, Lucan, County Dublin.

The proposed development consists of the construction of a proprietary Drive Thru Coffee Shop unit of 170m² GFA within the confines of the car park, with the consequential loss of 45 number car parking spaces.

We commissioned and undertook a 3 day car park occupancy survey of the existing car park, and this survey confirms that the maximum number of cars parked within the car park amounted to 100 vehicles during the busiest Saturday Afternoon period. It should be noted that there were 185 spaces empty at this time, confirming the under-utilisation of the existing car park. This confirms that the reduction in the number of parking spaces to accommodate the development will not result in any operational or parking overspill issues arising whatsoever.

In addition to the Parking Occupancy Study, we have assessed the impact of the traffic associated with the proposed development, together with the established traffic on the adjacent affected road network for the AM Peak and PM Peak Hours. These types of facilities generally do not generate independent 'Primary Car Trips', but result in near 100% pass-by/impulse or diverted trips. We have nonetheless assessed the impact using the assumption that 50% will constitute New Car Traffic, in order to stress test the impact and provide reassurance to SDCC as to the robustness of the study.

The Transportation Assessment has been prepared in accordance with the TII's Traffic & Transportation Assessment Guidelines and addresses the worst case traffic impact of the proposals using the robust assumption set out above. The assessment is based on comprehensive Weekday AM & Weekday PM Peak classified interval turning movement surveys of the local roads carried out in 2020, when schools were fully open, prior to any Covid19 Pandemic measures. A validation survey was also undertaken in 2021 to confirm the veracity of the 2020 data. This traffic survey data formed the basis of the study, and this is included herein as **Appendix C**.

The Report & analysis includes an assessment of impact of the proposed development traffic during the projected Opening Year 2023 together with an assessment of the Design Year 2038 (15 years following opening). Whilst we have selected an opening year of 2023, it should be noted that, if required, minor changes of 2-3 years in the choice of opening or design year would have no effect on the conclusions of this study.

The Transportation Assessment Report confirms that there is a negligible traffic impact associated with the opening of the proposed subject Drive Thru Coffee Shop development, and that it can be accommodated without any adverse traffic impact arising.

The Transportation Assessment confirms that the road network is more than adequate to accommodate the worst case traffic associated with the development being occupied and operational. It is expected to have a negligible & unnoticeable impact upon the operation of the adjacent road network, and in particular zero impact upon the operation of the adjacent N4.

Based on our studies, we conclude that there are no adverse traffic/transportation capacity or operational car parking issues associated with the construction and operation of the proposed Drive Thru Coffee Shop that would prevent planning permission being granted by SDCC.

1.0 INTRODUCTION

- 1.1 This Transportation Assessment (TA) has been prepared by NRB Consulting Engineers Ltd and addresses the transportation capacity considerations relating to the proposal to operate a small Drive Thru Coffee Shop on the long established Lucan Retail Park, Lucan Road, Lucan, County Dublin.
- 1.2 The proposed development consists of the construction of a 170m² GFA Drive Thru Coffee Shop Unit, together with some local ancillary reorganisation and re-lining of the car park.
- 1.3 A site location plan for the development is included below as **Figure 1.1**.



Figure 1.1: Site Location Plan in Context of Roads

- 1.4 This Report addresses the current car parking demand within the long established car park, the traffic impact of the proposed development, and the implications for the adjacent road network for the weekday AM and PM Peak Hours (taking account of existing traffic conditions factored to projected opening and design year).

- 1.5 The site is considered to represent a highly sustainable location for the proposed development, given the clear underutilisation of the car park at Lucan Retail Park. Overprovision of car parking is clearly contrary to principle of sustainable development, and it is noteworthy that SDCC have introduced Maximum Car Parking Standards within the Development Plan since the established Retail Park was originally granted planning permission.
- 1.6 Apart from the introduction and construction of the facility within the car park there, are no other changes proposed to the established development.
- 1.7 In describing the Receiving Environment and the Proposed Future Environment, this report addresses the following aspects of the proposed development:
- Appropriate Scale of Development Proposals (conscious that the development constitutes construction of a Drive Thru Coffee Shop at a long established retail warehouse car park), with the established vehicular access via the existing roundabout remaining with no alteration,
 - A 3 day car park occupancy survey that confirmed the current low usage of the established car park,
 - Traffic & Transportation impact,
 - Capacity of the access Junction to accommodate the worst-case development traffic flows (with macro-simulation modelling undertaken),
 - Impact of the development on the free flow and capacity of the adjacent road network and affected junctions within the area of influence, based on a robust and onerous assessment of Trip-Types, and
 - The sustainable nature of the proposed development, building on underutilised and unused excess car parking spaces

1.8 The Recommendations contained within this Transportation Assessment are based on the following sources of information and industry-standard practices:

- TII Traffic & Transport Assessment Guidelines,
- Design Manual for Urban Roads and Streets,
- Car Park Occupancy Survey
- Traffic Survey Data collected,
- TII Traffic Counter Data,
- Relevant Design Guidance,
- Our experience in assessing the impact of Developments of this Nature, and
- Site Visits and Observations.

1.9 The Report has been prepared in accordance with the requirements of TII's Traffic & Transport Assessment Guidelines. These are the professional Guidelines used to assess the impact of developments on public roads.

2.0 RECEIVING ENVIRONMENT/DEVELOPMENT PROPOSALS/PARKING

- 2.1 The subject development site is currently in use as a car park serving the long established Lucan Retail Park, Lucan Road, Lucan, County Dublin.
- 2.2 The site is clearly bound to the south by the N4 National Primary Road, and to the north, east and west by the long established road network. The R136 Ballyowen Road runs along the western perimeter of the site and the R835 Lucan Road runs along the northern boundary. Apart from the N4, which is 80kph at the site, the remainder of the roads are subject to an urban 50kph speed restriction. A Google Image Extract showing the site in the context of the surrounding roads is included below as **Figure 2.1**.



Figure 2.1 – Site in context of Roads

- 2.3 Clearly the National Road N4 is a highly trafficked and important arterial route for the city. The R136 Ballyowen Road is a single carriageway road, serving as a main link to the greater Lucan area to the south. It carries a weekday AM Peak Hour (8-9am) 2-way traffic flow of 1143 PCUs and a weekday PM Peak Hour (5-6pm) 2-way flow of 1173 PCUs measured just south of the R835 Lucan Road junction. Whilst this might be considered moderate in terms of link capacity, the traffic is clearly constrained by the capacity at terminal junctions.

- 2.4 The R835 Lucan Road is also single carriageway road, serving as a main link to 'Old Lucan'. It carries a weekday AM Peak Hour (8-9am) 2-way traffic flow of 1828 PCUs and a weekday PM Peak Hour (5-6pm) 2-way flow of 1534 PCUs measured immediately west of the R136 Ballydowd Road junction. Again, in free-flow conditions, this might be considered moderate in terms of link capacity, but the traffic flow is constrained by the capacity at terminal junctions.
- 2.5 To set these volumes in context, roads of this nature have a free-flow Link Capacity of 1,000-1,200 PCUs per-direction per-hour, and in this respect both Regional Roads are considered moderately trafficked, whilst constrained by the through-put of the traffic signal-controlled junctions along their routes.
- 2.6 The site is accessed by way of a traditional at-grade 4-Arm 30m Inscribed Circle Diameter (ICD) Roundabout. Whilst the traffic flows leading to the N4 are significant during the commuter peak hours, the junction operates in a satisfactory manner due to the low opposing flows entering from other arms. In terms of 4 arm roundabouts, it also benefits greatly from the fact that the N4 'arm' is exit only. An image showing the layout and form of the junction is included below as **Figure 2.2** for reference.



Figure 2.2 – Access Roundabout with Site on RHS

2.7 A review of the Road Safety Authority (RSA) on-line database of reported road traffic accidents has been undertaken for the reported period 2005 to date. An extract from the RSA Database is included below as **Figure 2.3**

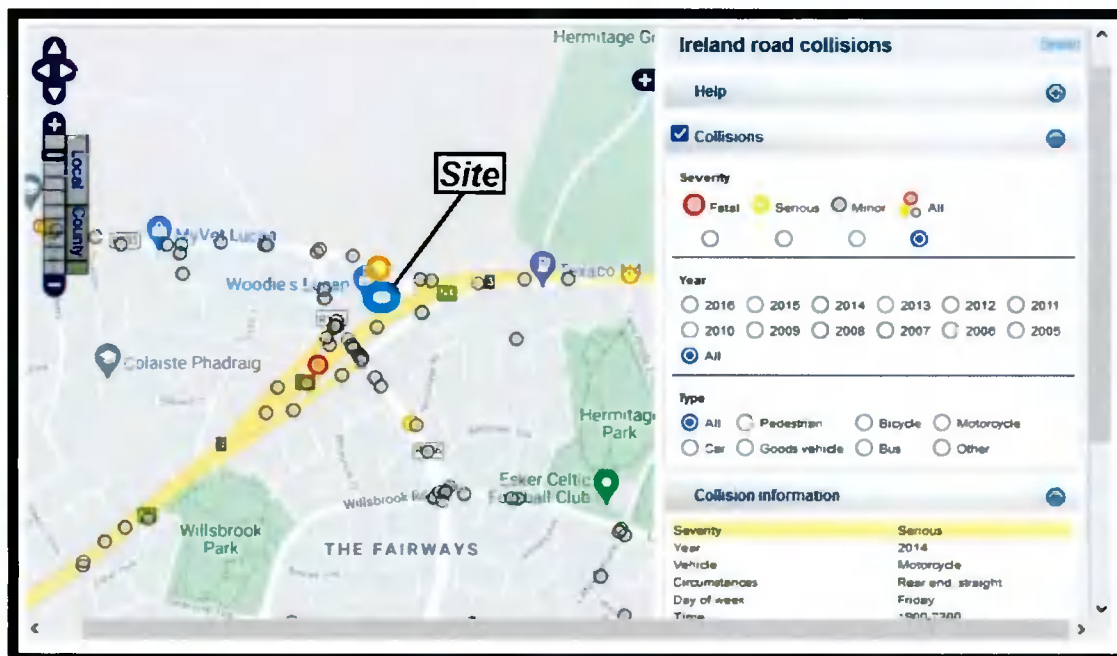


Figure 2.3 - Extract RSA Database

2.8 There was one serious accident reported to the north of the site on the Lucan Road, which is reported as occurring between 7pm and 10pm, a rear end accident with one injury to a motorcyclist. In this regard, in our opinion the historic accident statistics are not considered to be significant in the determination of the planning application.

2.9 In order to inform this Study, we had previously commissioned & undertook detailed traffic turning movement surveys of the junctions identified in **Figure 2.4** below for another project, the details of which are of course available on public planning portals. These surveys were supplemented by a 2021 traffic survey of the site access roundabout, the data output for all of which is included as **Appendix C**

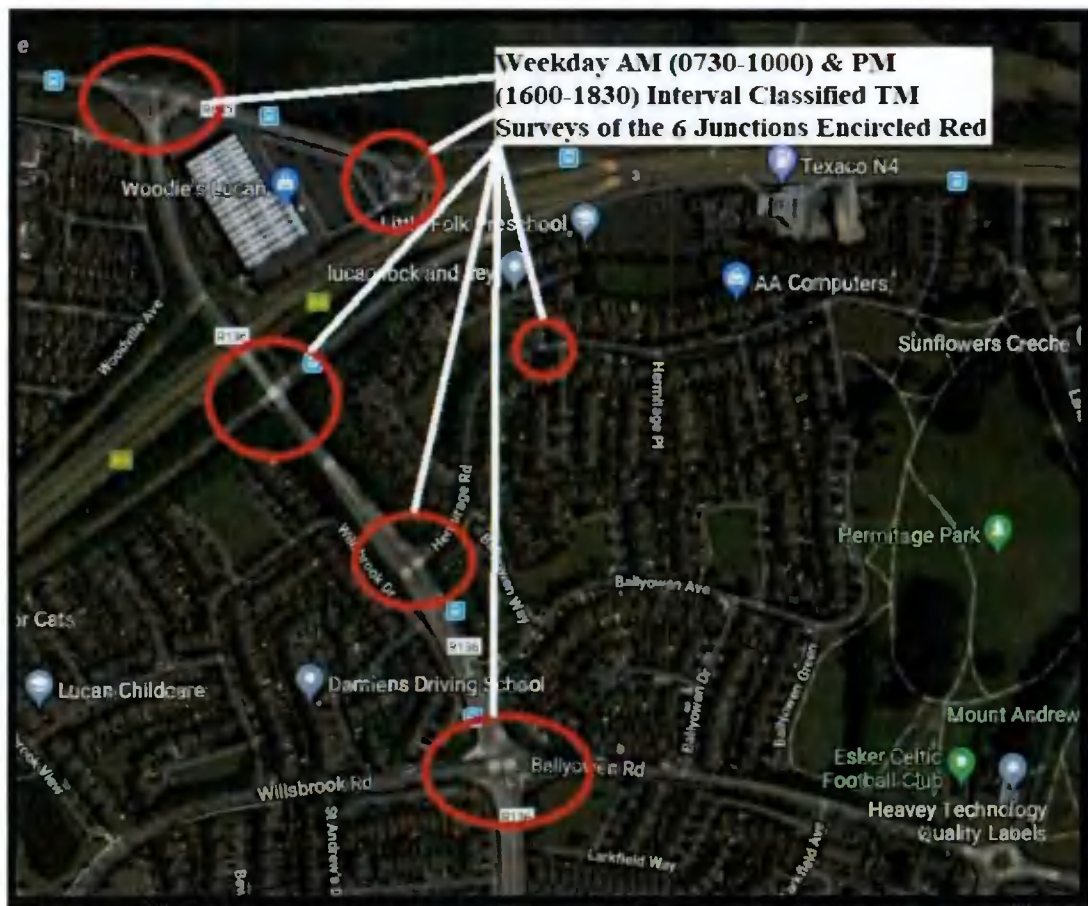


Figure 2.4 – Details of Junction Included within Traffic Survey Data Collection

2.10 The standard methodology applied was to firstly ascertain the base background traffic conditions for both the weekday AM and weekday PM Commuter Peak periods. To this end we commissioned and undertook the Traffic Survey in 2020 prior to any covid pandemic, when schools were open, at the highlighted junctions in order to establish base background traffic conditions. We then applied TII recommended annual traffic growth factors to calculate opening and design year traffic conditions

Subject Development Proposals

- 2.11 The subject development comprises a single storey drive through coffee shop pavilion within the existing car park of the Woodies retail warehouse development at the Lucan Retail Park, Lucan Road, Lucan, County Dublin. The building would have a total floor area of 170.45 sq. m and would operate for the sale and consumption, on and off the premises, of food and beverages. The development will include the reconfiguration of section of the existing carpark, to remove 45 spaces so as to make way for the proposed building, vehicle circulation route and collection point. The existing car parking will be reduced from 285 spaces to 240 spaces. The development will provide for all necessary ancillary site works, including drainage, external seating, signage location, and landscaping.

Car Parking- Occupancy Survey

- 2.12 The **Car Parking** standards applied for Developments are set out within Table 11.23 of the SDCC County Development Plan (2016-2022). These standards are defined as "Maximum" requirements. We believe that this is important in this case as it is probable that parking requirements were applied as Minimum Standards when the established premises was granted permission, resulting in the unsustainable over provision of car parking spaces.
- 2.13 In this case, therefore, as there is a consequential loss of a total of 45 car parking spaces associated with the proposed development in the Retail Park, it was considered appropriate to undertake a 3-day occupancy survey of the facility. The details of the survey are included to the rear of the Data contained within as **Appendix C**.
- 2.14 The survey confirmed that the maximum demand for car parking was unsurprisingly between 2.45pm and 3.00pm on Saturday afternoon, when there were 100 car parking spaces occupied. At this peak time there were therefore a total of 185 No Spaces unoccupied within the car park. In this regard, the proposed reduction of 45 spaces available within the car park is expected to go unnoticed and will not result in any consequential overspill parking occurring onto the local roads.

3.0 TRIP GENERATION, ASSIGNMENT AND DISTRIBUTION

3.1 In terms of assessing Car Traffic and the impact of same on the local road network, the Trip Rate Information Computer System (TRICS V7.8.3) database is ordinarily used to ascertain vehicular trip generation associated with the use of any particular site. This represents industry standard practice for Transportation Assessments in Ireland. This is however an application for a specific use, a Drive Thru Coffee Shop.

3.2 We have therefore included as **Appendix B** the TRICS output for Drive Thru' Restaurants, and this provides a robust estimation of traffic generated by such a facility as illustrated in **Table 3.1** below. We expect that the actual traffic generated will be lower than this, given that traditional drive thru' restaurants would generate higher volumes than a Coffee Shop use. This assessment is therefore robust.

3.3 The following Table summarised the Output from the TRICS database which is included herein as **Appendix B** for comparison purposes.

Table 3.1: TRICS Data Summary, 170m² GFA Drive Thru - Proposed Use

| 170 m ² Drive Thru' | Arrivals (PCUs) | | Departures (PCUs) | | Total 2-Way Traffic Generated |
|--------------------------------|-----------------------|-----|-----------------------|-----|-------------------------------|
| | Per 100m ² | Dev | Per 100m ² | Dev | |
| Weekday AM Peak Hr | 14.790 | 25 | 14.069 | 24 | 49 |
| Weekday PM Peak Hr | 21.782 | 37 | 21.255 | 36 | 73 |

3.4 In the case of developments of this nature, the direct application of TRICS of course specifically excludes the effect of Non-Primary Trips (such as Shared Trips, Pass-By and Impulse Trips). For Drive Thru Coffee Shops these trip types would of course sensibly constitute the vast majority if not 100% of the trade (for example, no one really leaves their house in their car for the sole purpose of buying a cup of coffee, then returning home after).

3.5 In this case therefore, in order to provide a robust and onerous assessment, we have applied 50% primary trips and 50% Non-primary Trips (being impulse buys or pass-by trips).

3.6 Based on our experience, the use of TRICS and the methodology adopted is Robust and Onerous. The Trip Rates thereby applied and used provide for a robust reflection of the expected worst case traffic generated by the proposed development. This is particularly the case for the subject site which is located for ease of use by pass-by trade.

3.7 Notwithstanding, in light of observation of existing capacity conditions, the use of higher Trip Rates, if required, would have absolutely no impact upon the conclusions of the study. This is particularly the case given the low traffic impact associated with the development.

Assessment Methodology

3.8 We have used hand assignment techniques based on the observed movements, with the worst case traffic assigned to the roads based on the observed established traffic patterns, being the industry standard methodology. The standard methodology applied was to firstly ascertain the base background traffic conditions for both the weekday AM and weekday PM Commuter Peak periods. To this end we commissioned and undertook a 2020 Traffic Survey of the existing affected roads and junctions in order to establish base background traffic conditions, as previously described.

3.9 Details of the traffic surveys are included as **Appendix C** and are reproduced as commuter peak hour Stick Diagrams as **Appendix D**.

3.10 We then used the TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 (Travel Demand Projections 2019, Table 6.1: Central Growth Rates: Annual Growth Factors, Metropolitan Dublin), to establish projected occupation/opening year 2023 and design year 2038 traffic conditions 15 years following opening on the local road network. The worst case traffic based on the content of **Table 3.1** above was then applied in order to establish Opening Year and Design Year Traffic Conditions with the proposed development in place and fully occupied. This is all included in the calculations included herein as **Appendix D**.

3.11 It should be noted that we have selected an opening year of 2023 as being reasonable and appropriate. However, in our experience, varying the opening year and design year by 1-3 years, if required for whatever reason, would have no significant impact upon the conclusions of the study. In addition, given the favourable results reported in this study, if required to apply higher background traffic conditions for any reason we would not anticipate any changes whatsoever to the conclusions. Traffic growth factors for future year assessments were calculated from data obtained in the TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 which provides the recommended method of predicting future year traffic growth on Roads.

3.12 Calculations of the relevant growth factors are included in **Table 3.2** below (based on tabulated 'Central Growth' for Metropolitan Dublin). It should be noted that any requirement to use different or higher growth factors will also have no implications whatsoever for the conclusions of the study.

Table 3.2 - Traffic Growth Rates, TII Travel Demand Projections Unit 5.3

| Year | to Year | Table 6.1: |
|----------|---------|------------|
| Surveyed | 2023 | 1.049 |
| 2023 | 2038 | 1.152 |

4.0 TRAFFIC IMPACT - ROAD JUNCTION CAPACITY

- 4.1 The TII Traffic and Transport Assessment Guidelines sets out a strict mechanism for assessment of developments of this nature and determining whether further assessment is indeed required. This Guidelines requires a **Threshold Assessment** of the impact on the local roads to be provided in order to determine whether additional more detailed modelling and assessment of particular critical junctions is necessary.
- 4.2 We have assessed the impact of the proposed development with a wide area of influence included. The professional guidance referenced above sets out specific increases in traffic volume associated with new development, which, when breached, requires further detailed analysis to be undertaken. The recommendation is that, if the expected increase is **5%** for networks that are considered heavily trafficked or congested, then further analysis is warranted. In this case, given the location, for robustness the 5% threshold has been applied.
- 4.3 Conscious that we have assigned 50% of the traffic generated as wholly-new traffic, which is a robust approach, it is demonstrated herein that the operation of the Drive Thru facility, with relatively low volumes of vehicular traffic added to a busy network, will not result in any significant or noticeable level of new trips on the local roads. All anticipated traffic increases beyond the long-established access junction are expected to be **well below** the Industry-Standard level of 5% above which further assessment is required.
- 4.4 Our assessment confirms that the absolute worst case traffic increases on the adjacent road network junctions, with the entire development open and occupied, undertaken in accordance with Guidelines, are as summarised below as **Table 4.1**.

Table 4.1; - All of Proposed Development Open & Occupied - Threshold Assessment, Worst-Case Impact - AM & PM Peak Hours 2024

| Assessed Road or Junction | Traffic Increase % | | COMMENT |
|--------------------------------------|--------------------|----------|--|
| | AM Pk Hr | PM Pk Hr | |
| Willsbrook Rd/R136 Ballyowen Rd | 0.39% | 0.70% | <<5% No Further Assessment Required |
| R136 Ballyowen Rd/Hermitage Rd | 0.46% | 0.88% | <<5% No Further Assessment Required |
| R136 Ballyowen Rd/N4 Off/On Slips | 0.34% | 0.63% | <<5% No Further Assessment Required |
| R835 Lucan Rd/R136 Ballyowen Rd Jun | 1.35% | 2.41% | <<5% No Further Assessment Required |
| Established Site Access R'Abt | 2.50% | 4.01% | <<5% No Further Assessment Required |
| N4 Slip Roads & Mainline Carriageway | 0.00% | 0.00% | Zero Impact on N4 and associated Slips |

- 4.5 These worst-case traffic increases beyond the established site access junction are way below the Guideline and industry standard level above which further assessment is required, in accordance with the Guidelines. Most are less than 1%, which is clearly negligible.
- 4.6 To set these increased levels of traffic in context, the day-to-day variation in traffic volume (due to day-of-week or weather conditions for example) is accepted as 10%, so, in this context alone, increases of in all cases beyond the site access less than or equal to 3% will go entirely unnoticed and this underscores the negligible impact of the proposed development traffic.
- 4.7 Notwithstanding the low traffic changes, we have undertaken traffic modelling of the established Roundabout Access Junction for weekday AM and PM Periods (2023 Opening Year and 2038 Design Year +15) purely to confirm & demonstrate adequate capacity exists to accommodate the increased traffic associated with the development.

Access Roundabout Junction Capacity Modelling

- 4.8 We have used the TII-approved software package 'Junctions 9' ARCADY' (Assessment of Roundabout Capacity And Delay) software package (as part of the TRL Package 'Junction 9') to assess the capacity of the existing unaltered junction. ARCADY produces results based on a ratio of flow to capacity (RFC) and queue length. An RFC greater than 1.00 indicates that a junction is operating at or above capacity, with 0.85 considered to be the optimum RFC value. We have appended the detailed computer simulation model results for the established site access roundabout in **Appendix E**.
- 4.9 We have undertaken the detailed assessment of the capacity of the roundabout access, with the entire subject development in place and fully occupied. The detailed output of the models is summarised below as **Table 4.2**

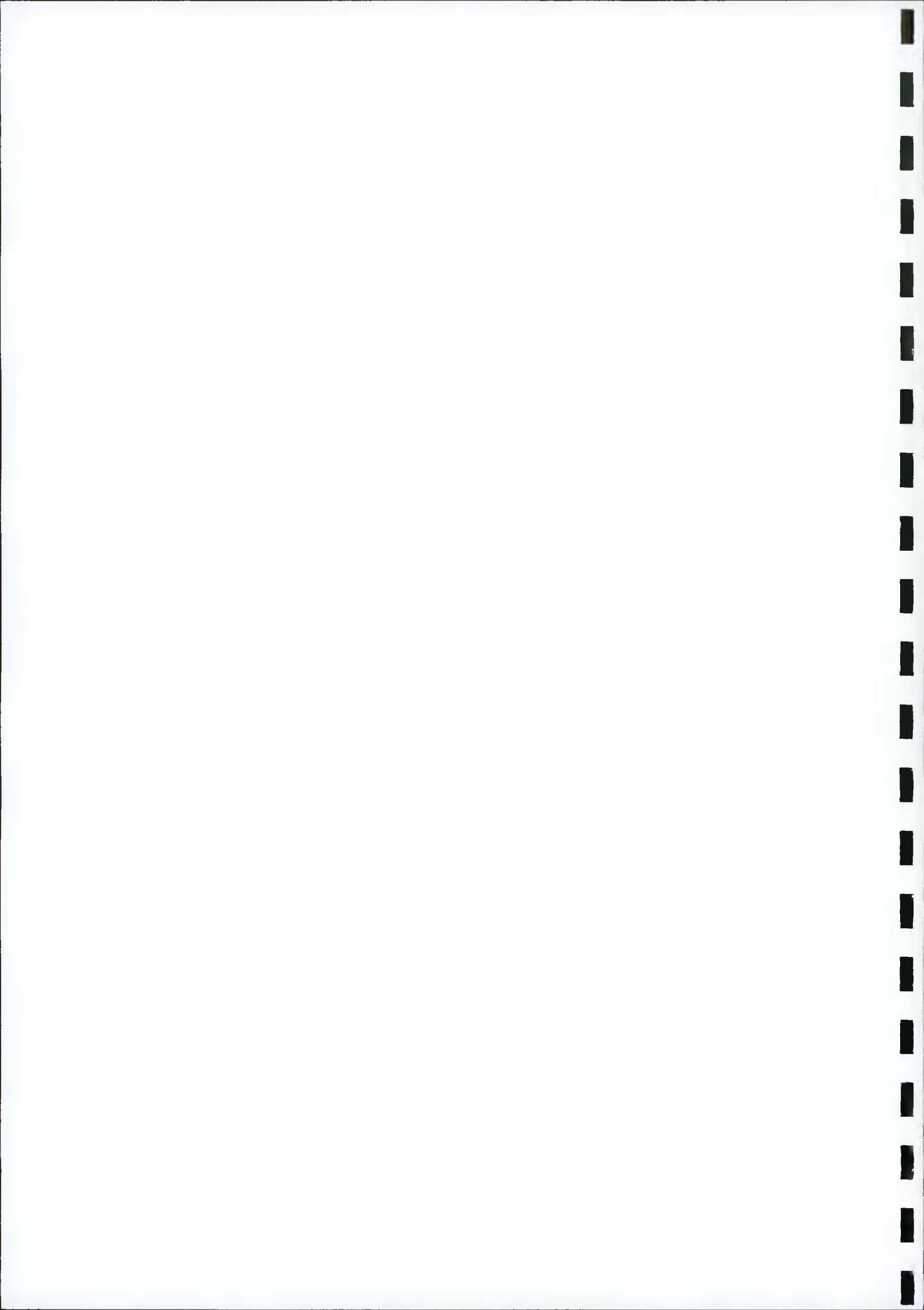
Table 4.2: Access Roundabout Results, Weekday AM & PM Commuter Pk Hours - 2023 & 2038

| Modelled Scenario | Period Mean Max Q (PCUs) | Period Max RFC |
|------------------------------|--------------------------|----------------|
| Opening Year 2023 AM Peak Hr | <1 | 0.54 |
| Opening Year 2023 PM Peak Hr | <1 | 0.44 |
| Design Year 2038 AM Peak Hr | <1 | 0.62 |
| Design Year 2038 PM Peak Hr | <1 | 0.51 |

- 4.10 The results of the modelling clearly show that the junction will have way more than adequate capacity to accommodate the worst case traffic associated with the fully complete and operational drive thru Coffee Shop in opening and design years, conscious of the very small increases in traffic associated with the subject development.
- 4.11 The above analysis confirms that the construction of the proposed development will have a negligible impact upon the capacity and safety of the road network, and zero effect on the national road, and can easily be accommodated.

5.0 CONCLUSIONS

- 5.1 This Traffic & Transport Assessment Report assesses the impact of the proposal to construction of a proposed small Drive Thru Coffee Shop at the long established Lucan Retail Park, Lucan Road, Lucan, County Dublin.
- 5.2 The proposed development consists of the construction of a proprietary Drive Thru Coffee Shop unit of 170m² GFA within the confines of the car park, with the consequential loss of 45 number car parking spaces.
- 5.3 We commissioned and undertook a 3 day car park occupancy survey of the existing car park, and this survey confirms that the maximum number of cars parked within the car park amounted to 100 vehicles during the busiest Saturday Afternoon period. It should be noted that there were 185 spaces empty at this time, confirming the under-utilisation of the existing car park. This confirms that the reduction in the number of parking spaces to accommodate the proposed development will not result in any operational or parking overspill issues arising whatsoever.
- 5.4 The report was prepared in accordance with the TII Traffic & Transport Assessment Guidelines and is based on industry-standard Trip Generation Rates established using the most up to date version of the TRICS Database. The impact of the development traffic on the local roads has been modelled and assessed, based on a traffic survey/vehicle turning movement survey during normal school period prior to the Covid 19 pandemic. Traffic growth factors have been applied to establish selected opening year & design year traffic conditions.
- 5.5 This report demonstrates that the proposed Development will have an absolutely negligible impact upon the established local traffic conditions and can easily be accommodated on the road network without any capacity concerns arising.
- 5.6 The assessment confirms that the established roundabout access junction is of more than adequate capacity to accommodate the worst case traffic associated with the proposed development during the selected year of opening and the design year 15 years following opening.
- 5.7 It is considered that there are no significant Operational Traffic Safety, Parking or Road Capacity issues affecting the established road network, that prevent a positive determination of the application by SDCC.



APPENDICES - CONTENT

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APPENDIX A

**Proposed Development
Site Layout/Plans & Drawings**

APPENDIX B

**TRICS Output Data
Drive Thru' Restaurants (TRICS V7.8.3)**

Calculation Reference: AUDIT-160301-211119-1105

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLES

Selected regions and areas:

| | | |
|-----------|---|--------|
| 03 | SOUTH WEST | |
| | BR BRISTOL CITY | 1 days |
| 04 | EAST ANGLIA | |
| | CA CAMBRIDGESHIRE | 1 days |
| 05 | EAST MIDLANDS | |
| | LN LINCOLNSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | WO WORCESTERSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | SY SOUTH YORKSHIRE | 1 days |
| 09 | NORTH | |
| | TV TEES VALLEY | 1 days |
| 10 | WALES | |
| | VG VALE OF GLAMORGAN | 1 days |
| 11 | SCOTLAND | |
| | AD ABERDEEN CITY | 2 days |
| | FI FIFE | 1 days |
| 14 | LEINSTER | |
| | KK KILKENNY | 1 days |

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|-----------|------------|----------------|------------|------------|----------------|-----------|------------|----------------|
| | 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 | 4 | 423 | 6.974 | 4 | 423 | 5.733 | 4 | 423 | 12.707 |
| 07:00 - 08:00 | 7 | 377 | 11.756 | 7 | 377 | 10.011 | 7 | 377 | 21.767 |
| 08:00 - 09:00 | 7 | 377 | 14.790 | 7 | 377 | 14.069 | 7 | 377 | 28.859 |
| 09:00 - 10:00 | 7 | 377 | 16.306 | 7 | 377 | 16.382 | 7 | 377 | 32.688 |
| 10:00 - 11:00 | 11 | 397 | 13.582 | 11 | 397 | 13.514 | 11 | 397 | 27.096 |
| 11:00 - 12:00 | 11 | 397 | 15.415 | 11 | 397 | 14.201 | 11 | 397 | 29.616 |
| 12:00 - 13:00 | 11 | 397 | 22.744 | 11 | 397 | 21.278 | 11 | 397 | 44.022 |
| 13:00 - 14:00 | 11 | 397 | 21.828 | 11 | 397 | 23.271 | 11 | 397 | 45.099 |
| 14:00 - 15:00 | 11 | 397 | 16.102 | 11 | 397 | 16.651 | 11 | 397 | 32.753 |
| 15:00 - 16:00 | 11 | 397 | 18.713 | 11 | 397 | 17.728 | 11 | 397 | 36.441 |
| 16:00 - 17:00 | 11 | 397 | 18.965 | 11 | 397 | 18.896 | 11 | 397 | 37.861 |
| 17:00 - 18:00 | 11 | 397 | 21.782 | 11 | 397 | 21.255 | 11 | 397 | 43.037 |
| 18:00 - 19:00 | 11 | 397 | 22.148 | 11 | 397 | 22.698 | 11 | 397 | 44.846 |
| 19:00 - 20:00 | 11 | 397 | 19.240 | 11 | 397 | 20.476 | 11 | 397 | 39.716 |
| 20:00 - 21:00 | 11 | 397 | 16.102 | 11 | 397 | 17.384 | 11 | 397 | 33.486 |
| 21:00 - 22:00 | 11 | 397 | 12.689 | 11 | 397 | 13.147 | 11 | 397 | 25.836 |
| 22:00 - 23:00 | 8 | 406 | 10.465 | 8 | 406 | 11.911 | 8 | 406 | 22.376 |
| 23:00 - 24:00 | 6 | 446 | 5.871 | 6 | 446 | 6.694 | 6 | 446 | 12.565 |
| Total Rates: | | | 285.472 | | | 285.299 | | | 570.771 |

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.

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

Parameter summary

Trip rate parameter range selected: 210 - 583 (units: sqm)
 Survey date range: 01/01/13 - 02/10/20
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

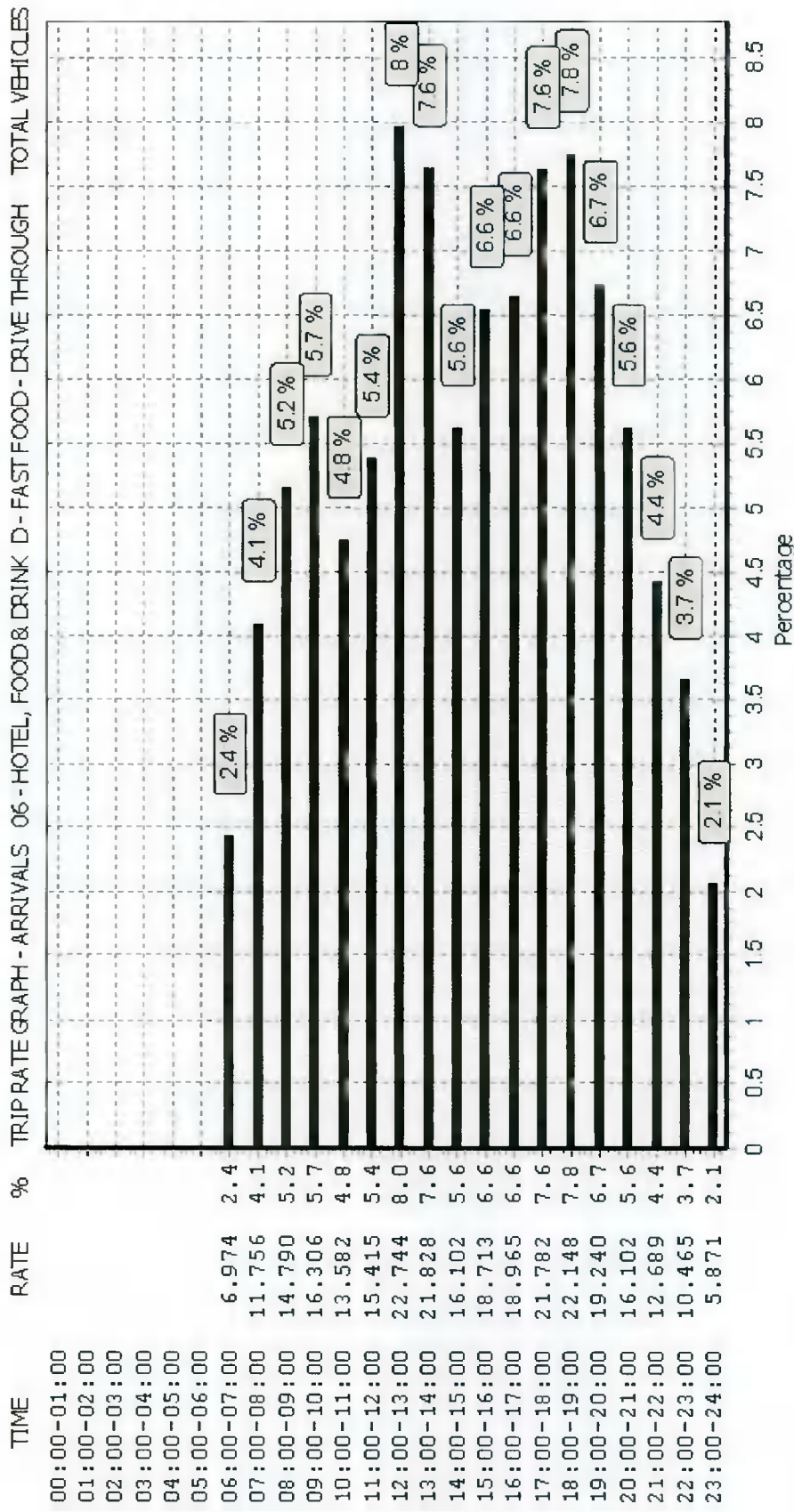
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Licence No: 160301

Dublin 18

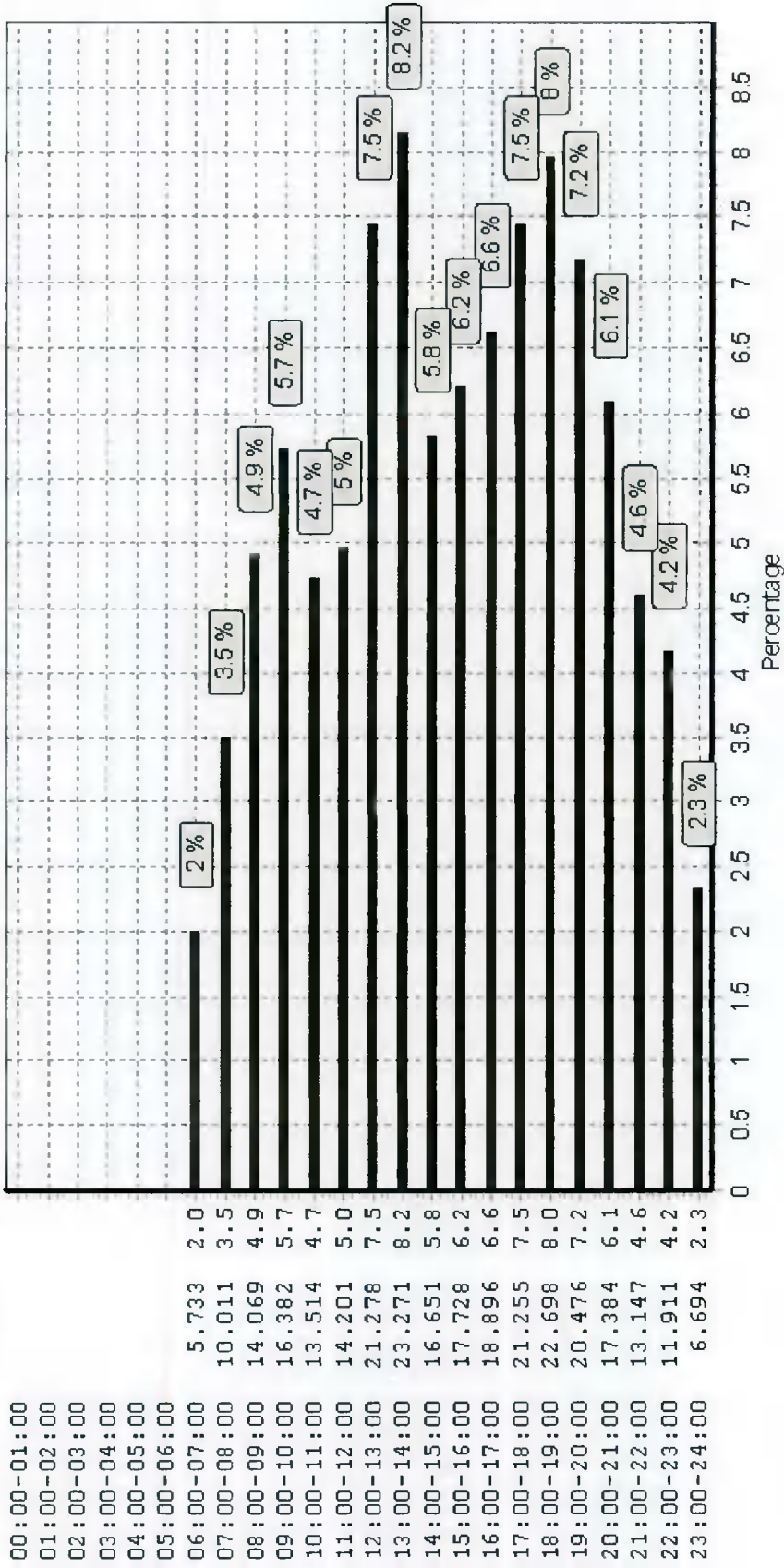
8 Leopardstown Business Centre, Ballyogan Avenue

NRB Consulting Engineers Ltd

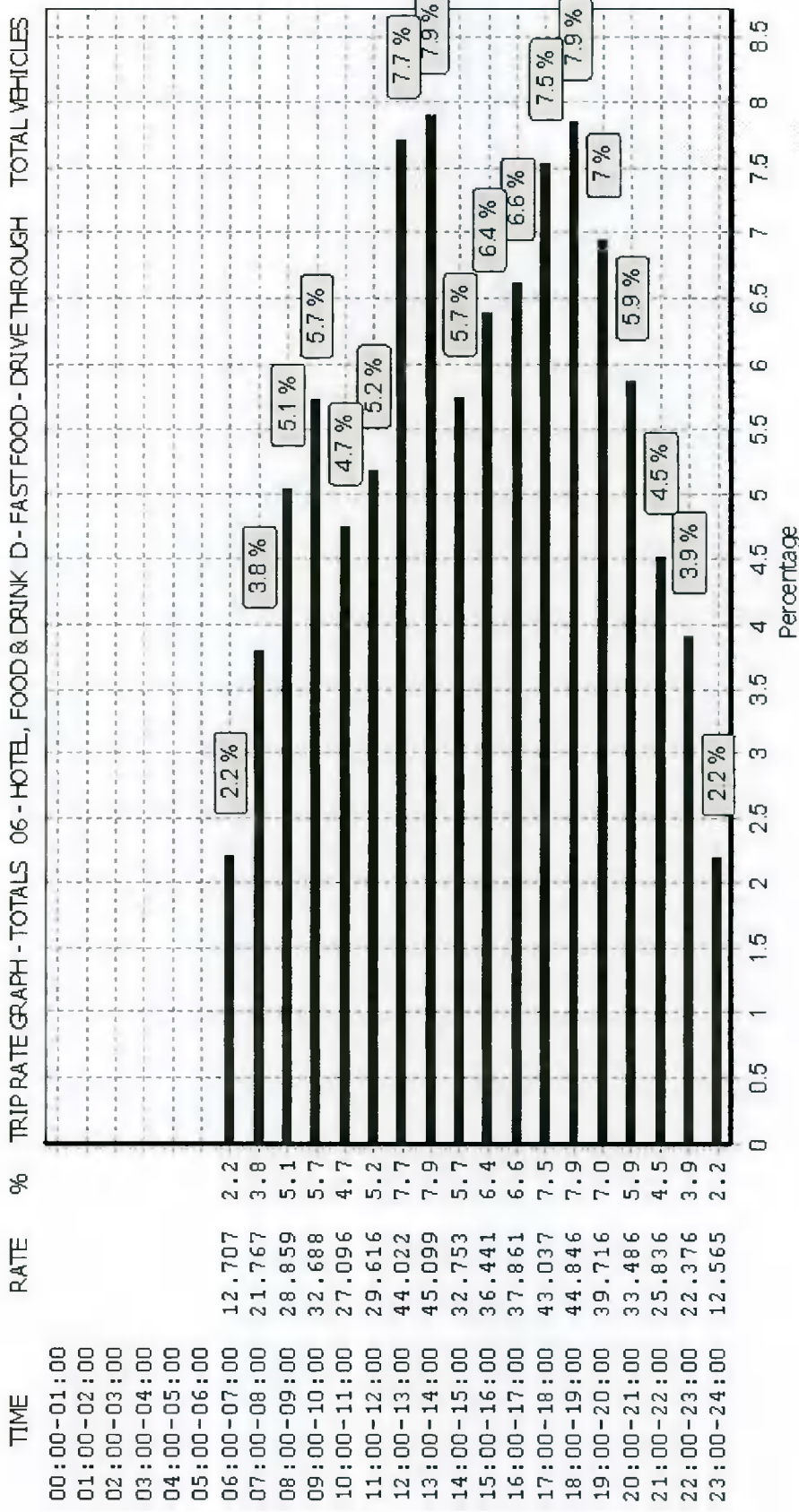


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK D - FAST FOOD - DRIVE THROUGH TOTAL VEHICLES



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

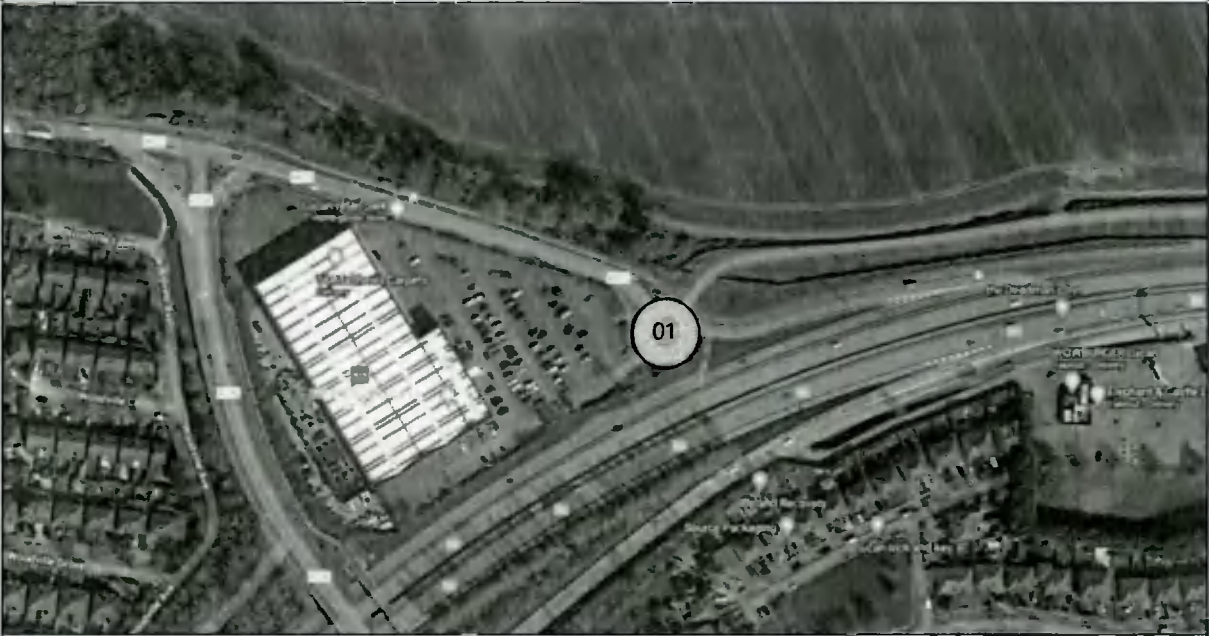


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

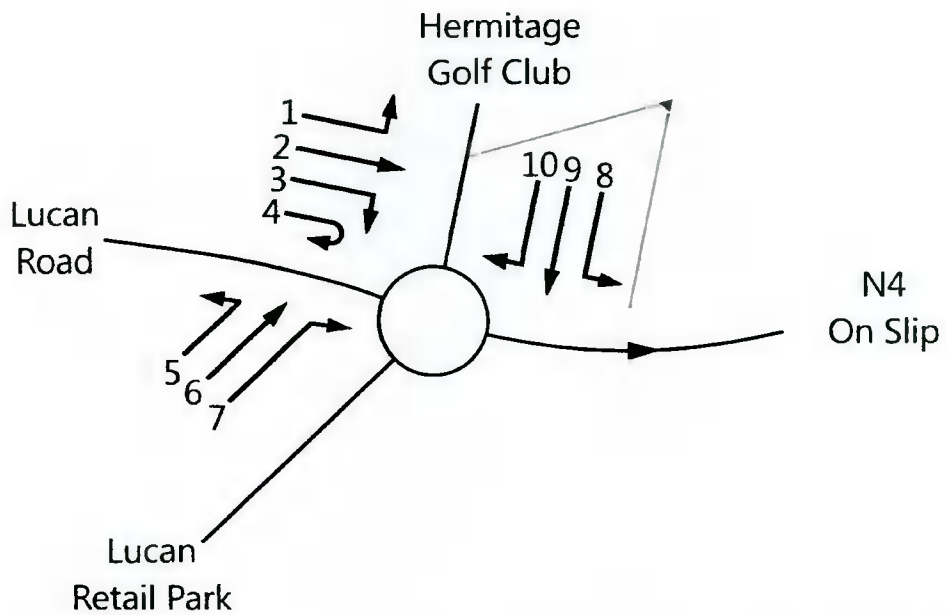
APPENDIX C



Weekday - Classified
Turning Movement Traffic Survey Output Data
(incl Car Park Occupancy Survey Data Output).

Site Location



Movement Numbering



| | | | | |
|---|---------------------------|---|-------------------------------|--|
|  | Job number: TRA/21/160 | Job Date: 16 th 17 th & 18 th Sept 2021 | Drawing No: TRA/21/160-01 | traffinomics  |
| | Client: NRB | Job Day: Thu, Fri & Sat | Survey Details Cover Sheet | |

TRAFFINOMICS LIMITED

**LUCAN RETAIL PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNT**

**SEPTEMBER 2021
TRA/21/160**

SITE: 01

DATE: 16th September 2021

LOCATION: Lucan Retail Park Access Roundabout

DAY: Thursday

| TIME | MOVEMENT 1 | | | | | | | MOVEMENT 2 | | | | | | | MOVEMENT 3 | | | | | | | MOVEMENT 4 | | | | | | | | | | |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|------------|-----------|-----------|-------------|------------|-----------|-----------|-------------|-------------|----------|----------|------------|-----------|----------|------------|------------|------------|----------|----------|-----------|----------|----------|----------|-----------|-----------|
| | 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 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 163 | 59 | 1 | 4 | 229 | 232 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 |
| 07:15 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 2 | 1 | 205 | 49 | 6 | 7 | 270 | 281 | 0 | 0 | 2 | 0 | 1 | 1 | 4 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| 07:30 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 3 | 2 | 197 | 44 | 4 | 8 | 258 | 266 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 |
| 07:45 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 1 | 1 | 179 | 37 | 1 | 7 | 226 | 233 | 0 | 0 | 5 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 |
| H/TOT | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 10 | 8 | 4 | 744 | 189 | 12 | 26 | 983 | 1012 | 0 | 0 | 11 | 0 | 1 | 2 | 14 | 17 | 0 | 0 | 10 | 1 | 0 | 0 | 11 | 11 |
| 08:00 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 3 | 2 | 190 | 30 | 3 | 11 | 239 | 249 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| 08:15 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 2 | 1 | 132 | 23 | 2 | 8 | 168 | 176 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 142 | 25 | 2 | 4 | 178 | 180 | 0 | 0 | 6 | 1 | 0 | 1 | 8 | 9 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 |
| 08:45 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 168 | 23 | 3 | 8 | 204 | 214 | 0 | 0 | 14 | 1 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 9 | 9 | 6 | 632 | 101 | 10 | 31 | 789 | 819 | 0 | 0 | 28 | 2 | 0 | 1 | 31 | 32 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 9 |
| 09:00 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 135 | 30 | 7 | 7 | 179 | 193 | 0 | 0 | 23 | 2 | 1 | 0 | 26 | 27 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 09:15 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 2 | 1 | 147 | 21 | 7 | 9 | 187 | 201 | 0 | 0 | 22 | 1 | 1 | 0 | 24 | 25 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| 09:30 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 131 | 23 | 3 | 5 | 164 | 171 | 0 | 0 | 24 | 2 | 0 | 0 | 26 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 5 | 1 | 0 | 118 | 19 | 2 | 4 | 144 | 149 | 0 | 0 | 22 | 4 | 1 | 0 | 27 | 28 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 |
| H/TOT | 0 | 0 | 12 | 1 | 0 | 0 | 13 | 13 | 3 | 3 | 531 | 93 | 19 | 25 | 674 | 714 | 0 | 0 | 91 | 9 | 3 | 0 | 103 | 106 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 6 |
| P/TOT | 0 | 0 | 31 | 1 | 0 | 0 | 32 | 32 | 20 | 13 | 1907 | 383 | 41 | 82 | 2446 | 2545 | 0 | 0 | 130 | 11 | 4 | 3 | 148 | 155 | 0 | 0 | 24 | 2 | 0 | 0 | 26 | 26 |

| TIME | MOVEMENT 1 | | | | | | | MOVEMENT 2 | | | | | | | MOVEMENT 3 | | | | | | | MOVEMENT 4 | | | | | | | | | | |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|------------|----------|-----------|-------------|------------|-----------|-----------|-------------|-------------|----------|----------|------------|-----------|----------|------------|------------|------------|----------|----------|-----------|----------|----------|----------|-----------|-----------|
| | 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 |
| 16:00 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 128 | 33 | 4 | 6 | 173 | 182 | 0 | 0 | 23 | 3 | 0 | 1 | 27 | 28 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 16:15 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 1 | 3 | 121 | 28 | 3 | 5 | 161 | 166 | 0 | 0 | 34 | 5 | 0 | 0 | 39 | 39 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 |
| 16:30 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 2 | 137 | 22 | 5 | 4 | 170 | 178 | 0 | 0 | 32 | 7 | 0 | 0 | 39 | 39 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| 16:45 | 1 | 0 | 4 | 0 | 0 | 0 | 5 | 4 | 0 | 2 | 136 | 26 | 3 | 7 | 174 | 183 | 0 | 0 | 26 | 4 | 0 | 0 | 30 | 30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| H/TOT | 1 | 0 | 14 | 0 | 0 | 0 | 15 | 14 | 2 | 8 | 522 | 109 | 15 | 22 | 678 | 709 | 0 | 0 | 115 | 19 | 0 | 1 | 135 | 136 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 |
| 17:00 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 1 | 0 | 138 | 23 | 1 | 4 | 167 | 171 | 0 | 0 | 20 | 4 | 0 | 0 | 24 | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 17:15 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 131 | 17 | 3 | 4 | 158 | 163 | 0 | 0 | 26 | 2 | 0 | 0 | 28 | 28 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 4 |
| 17:30 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 111 | 14 | 0 | 2 | 129 | 130 | 0 | 0 | 9 | 6 | 1 | 0 | 16 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 17:45 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | 1 | 2 | 106 | 18 | 2 | 7 | 136 | 143 | 0 | 0 | 25 | 2 | 0 | 0 | 27 | 27 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 |
| H/TOT | 0 | 0 | 20 | 0 | 0 | 0 | 20 | 20 | 5 | 4 | 486 | 72 | 6 | 17 | 590 | 607 | 0 | 0 | 80 | 14 | 1 | 0 | 95 | 96 | 0 | 0 | 9 | 1 | 0 | 0 | 10 | 10 |
| 18:00 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 1 | 128 | 26 | 1 | 3 | 159 | 162 | 0 | 0 | 17 | 3 | 0 | 0 | 20 | 20 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 15 | 0 | 3 | 148 | 151 | 0 | 0 | 27 | 4 | 0 | 0 | 31 | 31 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 14 | 0 | 10 | 137 | 147 | 0 | 0 | 19 | 5 | 0 | 0 | 24 | 24 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 5 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 110 | 16 | 0 | 4 | 132 | 135 | 0 | 0 | 21 | 2 | 0 | 0 | 23 | 23 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 |
| H/TOT | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 1 | 2 | 481 | 71 | 1 | 20 | 576 | 595 | 0 | 0 | 84 | 14 | 0 | 0 | 98 | 98 | 0 | 0 | 12 | 1 | 0 | 0 | 13 | 13 |
| P/TOT | 1 | 0 | 41 | 0 | 0 | 0 | 42 | 41 | 8 | 14 | 1489 | 252 | 22 | 59 | 1844 | 1910 | 0 | 0 | 279 | 47 | 1 | 1 | 328 | 330 | 0 | 0 | 29 | 2 | 0 | 0 | 31 | 31 |

TRAFFINOMICS LIMITED

**LUCAN RETAIL PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNT**

**SEPTEMBER 2021
TRA/21/160**

SITE: 01

DATE: 16th September 2021

LOCATION: Lucan Retail Park Access Roundabout

DAY: Thursday

| TIME | MOVEMENT 5 | | | | | | | TOT | PCU | MOVEMENT 6 | | | | | | | TOT | PCU | MOVEMENT 7 | | | | | | | TOT | PCU |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|----------|------------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|----------|----------|-----------|-----------|---|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 07:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | |
| 07:30 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | |
| 07:45 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | | | |
| H/TOT | 0 | 0 | 4 | 1 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 7 | 8 | | | | |
| 08:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | | |
| 08:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | | | | |
| 08:45 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 4 | 5 | | | | |
| H/TOT | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 6 | 8 | | | | |
| 09:00 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | | |
| 09:15 | 0 | 0 | 8 | 2 | 1 | 0 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | | | | |
| 09:30 | 0 | 0 | 11 | 1 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 11 | 12 | | | | |
| 09:45 | 0 | 0 | 15 | 2 | 0 | 0 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | | | | |
| H/TOT | 0 | 0 | 40 | 6 | 1 | 0 | 47 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 1 | 0 | 27 | 28 | | | | |
| P/TOT | 0 | 0 | 49 | 7 | 1 | 1 | 58 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 1 | 2 | 2 | 40 | 44 | | | | |

| TIME | MOVEMENT 5 | | | | | | | TOT | PCU | MOVEMENT 6 | | | | | | | TOT | PCU | MOVEMENT 7 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|-----------|----------|----------|------------|------------|----------|------------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|----------|----------|-----------|------------|--|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 16:00 | 0 | 0 | 23 | 2 | 0 | 0 | 25 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 14 | 14 | | | | |
| 16:15 | 0 | 0 | 23 | 0 | 0 | 0 | 23 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 12 | 12 | | | | |
| 16:30 | 0 | 0 | 23 | 5 | 0 | 0 | 28 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 7 | 8 | | | | |
| 16:45 | 0 | 0 | 18 | 1 | 0 | 0 | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 14 | 14 | | | | |
| H/TOT | 0 | 0 | 87 | 8 | 0 | 0 | 95 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 8 | 0 | 1 | 47 | 48 | | | | |
| 17:00 | 0 | 0 | 24 | 2 | 0 | 0 | 26 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 7 | 7 | | | | |
| 17:15 | 0 | 0 | 21 | 3 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | | |
| 17:30 | 0 | 0 | 19 | 1 | 1 | 0 | 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 7 | 7 | | | | |
| 17:45 | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 5 | | | | |
| H/TOT | 0 | 0 | 71 | 7 | 1 | 0 | 79 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 7 | 0 | 0 | 22 | 22 | | | | |
| 18:00 | 0 | 0 | 29 | 3 | 0 | 0 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 6 | | | | |
| 18:15 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 8 | | | | |
| 18:30 | 0 | 0 | 15 | 2 | 0 | 0 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 9 | 9 | | | | |
| 18:45 | 0 | 0 | 19 | 4 | 0 | 0 | 23 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | | | | |
| H/TOT | 0 | 0 | 82 | 9 | 0 | 0 | 91 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 6 | 0 | 0 | 30 | 30 | | | | |
| P/TOT | 0 | 0 | 240 | 24 | 1 | 0 | 265 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 21 | 0 | 1 | 99 | 100 | | | | |

P2/3

TRAFFINOMICS LIMITED

**LUCAN RETAIL PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNT**

**SEPTEMBER 2021
TRA/21/160**

SITE: 01

DATE: 16th September 2021

LOCATION: Lucan Retail Park Access Roundabout

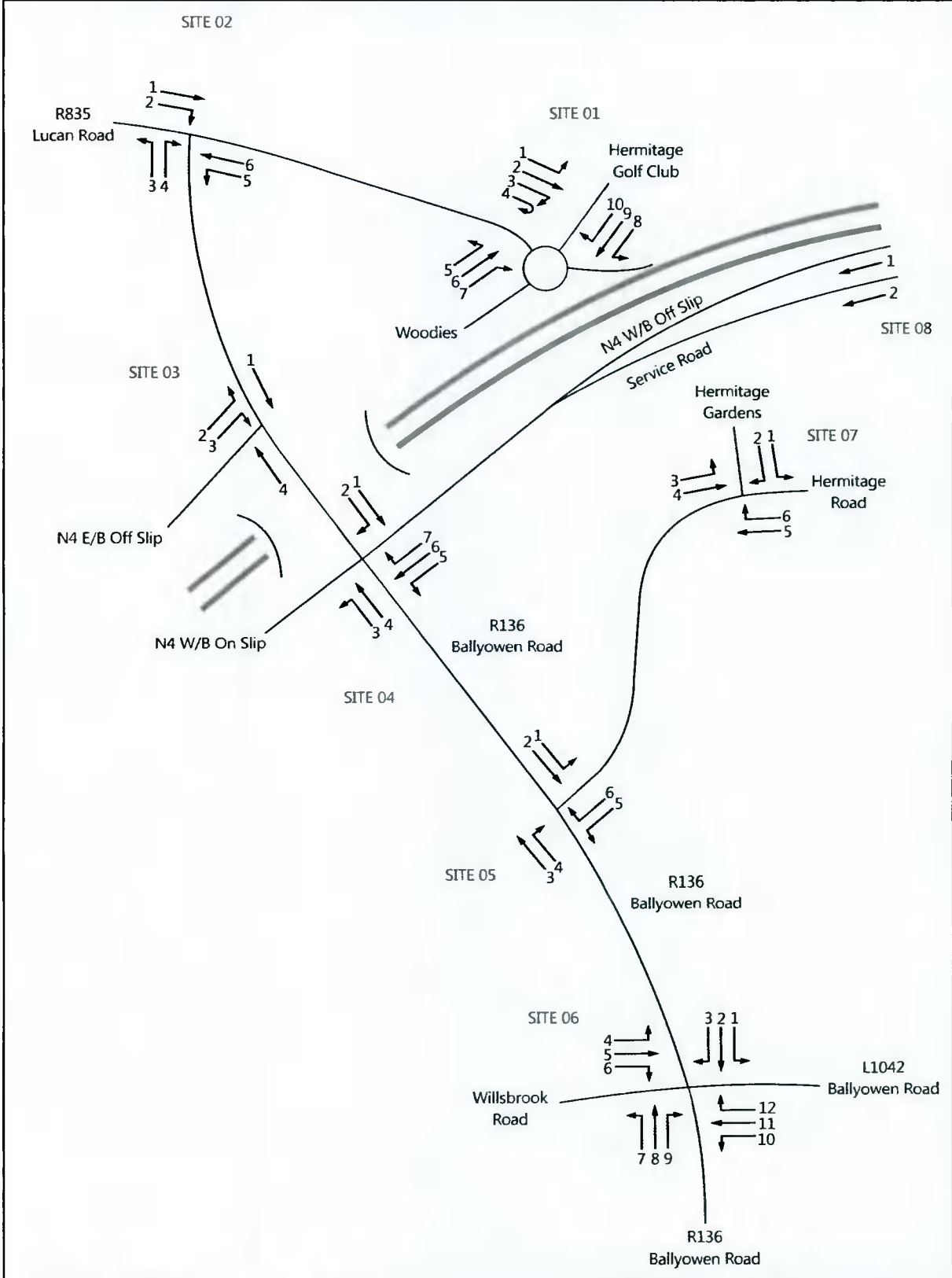
DAY: Thursday


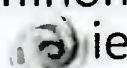
| TIME | MOVEMENT 8 | | | | | | | TOT | PCU | MOVEMENT 9 | | | | | | | TOT | PCU | MOVEMENT 10 | | | | | | | TOT | PCU |
|--------------|------------|----------|----------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|----------|----------|----------|----------|----------|----------|----------|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | |
| H/TOT | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:45 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| H/TOT | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 09:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | |
| H/TOT | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 4 | 0 | | |
| P/TOT | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 5 | 0 | | |

| TIME | MOVEMENT 8 | | | | | | | TOT | PCU | MOVEMENT 9 | | | | | | | TOT | PCU | MOVEMENT 10 | | | | | | | TOT | PCU |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|----------|------------|----------|----------|----------|----------|----------|----------|----------|-----------|-------------|----------|----------|-----------|-----------|-----------|----------|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 16:00 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 3 | 0 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 5 | 0 | | |
| H/TOT | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 1 | 0 | 8 | 9 | 0 | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | | |
| 17:15 | 1 | 0 | 3 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | | |
| 17:30 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | | |
| 17:45 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | | |
| H/TOT | 1 | 0 | 9 | 0 | 0 | 0 | 10 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | | |
| 18:00 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | | |
| 18:15 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | | |
| 18:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | | |
| 18:45 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 7 | 0 | | |
| H/TOT | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 13 | 0 | | | |
| P/TOT | 1 | 0 | 19 | 0 | 0 | 0 | 20 | 19 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 30 | 0 | 1 | 0 | 31 | 32 | 0 | | |

P3/3

Site Locations/Movement Numbering



| | | | | |
|---|---------------------------|--|------------------------------|--|
|  | Job number: TRA/20/034 | Job Date: 6 th February 2020 | Drawing No: TRA/20/034-02 | traffinomics  |
| | Client: NRB | Job Day: Thursday | Page 1 of 20 | |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 01

DATE: 6th February 2020

LOCATION: Lucan Road/Woodies Roundabout

DAY: Thursday

| TIME | MOVEMENT 1 | | | | | | | | MOVEMENT 2 | | | | | | | | MOVEMENT 3 | | | | | | | | MOVEMENT 4 | | | | | | | |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|------------|-----------|-------------|------------|-----------|-----------|-------------|-------------|------------|----------|-----------|-----------|----------|----------|------------|------------|------------|----------|-----------|----------|----------|-----------|-----------|-----------|
| | 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 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 199 | 25 | 7 | 12 | 246 | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | |
| 07:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 6 | 1 | 208 | 17 | 4 | 9 | 245 | 253 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 7 | 6 | 0 | 0 | 8 | 0 | 0 | 8 | 8 |
| H/TOT | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 7 | 3 | 407 | 42 | 11 | 21 | 491 | 516 | 1 | 0 | 6 | 0 | 0 | 0 | 7 | 6 | 0 | 0 | 11 | 0 | 0 | 11 | 11 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 230 | 14 | 2 | 8 | 259 | 265 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | |
| 08:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 171 | 9 | 1 | 11 | 198 | 206 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 9 | 0 | 0 | 5 | 0 | 0 | 5 | 5 | |
| 08:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 159 | 14 | 1 | 7 | 186 | 191 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 4 | 0 | 1 | 5 | 6 | |
| 08:45 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 3 | 1 | 178 | 13 | 1 | 6 | 202 | 206 | 0 | 0 | 12 | 0 | 1 | 0 | 13 | 14 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | |
| H/TOT | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 4 | 10 | 10 | 738 | 50 | 5 | 32 | 845 | 868 | 0 | 0 | 35 | 1 | 1 | 0 | 37 | 38 | 0 | 0 | 12 | 1 | 1 | 0 | 14 | 15 |
| 09:00 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 4 | 2 | 3 | 192 | 18 | 7 | 10 | 232 | 246 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 9 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | |
| 09:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 154 | 9 | 3 | 11 | 181 | 192 | 0 | 0 | 13 | 5 | 1 | 0 | 19 | 20 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | |
| 09:30 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 7 | 2 | 2 | 175 | 16 | 3 | 3 | 201 | 204 | 0 | 0 | 17 | 2 | 0 | 0 | 19 | 19 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | |
| 09:45 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 166 | 15 | 5 | 8 | 195 | 207 | 0 | 0 | 18 | 4 | 0 | 0 | 22 | 22 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | |
| H/TOT | 0 | 0 | 11 | 0 | 2 | 0 | 13 | 15 | 6 | 8 | 687 | 58 | 18 | 32 | 809 | 849 | 0 | 0 | 56 | 12 | 1 | 0 | 69 | 70 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 |
| P/TOT | 0 | 0 | 14 | 1 | 3 | 0 | 18 | 21 | 23 | 21 | 1832 | 150 | 34 | 85 | 2145 | 2233 | 1 | 0 | 97 | 13 | 2 | 0 | 113 | 114 | 0 | 0 | 34 | 1 | 1 | 0 | 36 | 37 |

| TIME | MOVEMENT 1 | | | | | | | | MOVEMENT 2 | | | | | | | | MOVEMENT 3 | | | | | | | | MOVEMENT 4 | | | | | | | |
|--------------|------------|----------|----------|----------|----------|----------|----------|----------|------------|----------|-------------|------------|-----------|-----------|-------------|-------------|------------|----------|------------|-----------|----------|----------|------------|------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|
| | 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 |
| 16:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 168 | 25 | 6 | 6 | 206 | 217 | 0 | 0 | 21 | 3 | 0 | 0 | 24 | 24 | 0 | 0 | 1 | 3 | 0 | 4 | 4 | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 8 | 1 | 4 | 164 | 169 | 0 | 0 | 17 | 5 | 0 | 0 | 22 | 22 | 0 | 0 | 4 | 1 | 0 | 5 | 5 | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 18 | 4 | 7 | 188 | 199 | 0 | 0 | 24 | 2 | 0 | 0 | 26 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:45 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 172 | 19 | 1 | 3 | 198 | 200 | 0 | 0 | 19 | 3 | 0 | 0 | 22 | 22 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | |
| H/TOT | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 650 | 70 | 12 | 20 | 756 | 785 | 0 | 0 | 81 | 13 | 0 | 0 | 94 | 94 | 0 | 0 | 9 | 4 | 0 | 0 | 13 | 13 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 137 | 19 | 1 | 4 | 162 | 166 | 0 | 0 | 18 | 4 | 0 | 0 | 22 | 22 | 0 | 0 | 9 | 1 | 0 | 10 | 10 | |
| 17:15 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 187 | 10 | 0 | 5 | 203 | 207 | 0 | 0 | 13 | 5 | 0 | 0 | 18 | 18 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 117 | 12 | 3 | 3 | 137 | 142 | 0 | 0 | 15 | 2 | 0 | 0 | 17 | 17 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 6 | 1 | 6 | 137 | 144 | 0 | 0 | 13 | 1 | 0 | 0 | 14 | 14 | 0 | 0 | 7 | 0 | 0 | 7 | 7 | |
| | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 1 | 3 | 565 | 47 | 5 | 18 | 639 | 659 | 0 | 0 | 59 | 12 | 0 | 0 | 71 | 71 | 0 | 0 | 22 | 1 | 0 | 23 | 23 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 123 | 13 | 1 | 5 | 143 | 148 | 0 | 0 | 14 | 2 | 0 | 0 | 16 | 16 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 12 | 0 | 5 | 152 | 157 | 0 | 0 | 10 | 2 | 0 | 0 | 12 | 12 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 258 | 25 | 1 | 10 | 295 | 305 | 0 | 0 | 24 | 4 | 0 | 0 | 28 | 28 | 0 | 0 | 7 | 0 | 0 | 7 | 7 | |
| P/TOT | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 4 | 5 | 1473 | 142 | 18 | 48 | 1690 | 1750 | 0 | 0 | 164 | 29 | 0 | 0 | 193 | 193 | 0 | 0 | 38 | 5 | 0 | 0 | 43 | 43 |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 01

DATE: 6th February 2020

LOCATION: Lucan Road/Woodies Roundabout

DAY: Thursday

| TIME | MOVEMENT 5 | | | | | | | PCU | MOVEMENT 6 | | | | | | | PCU | MOVEMENT 7 | | | | | | | PCU | |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|------------|----------|----------|----------|----------|----------|----------|----------|------------|-----------|----------|----------|----------|-----------|-----------|----------|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCU |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 08:15 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | |
| 08:45 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 5 | |
| H/TOT | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 7 | 8 | | |
| 09:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | |
| 09:15 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | |
| 09:30 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 7 | 8 | |
| 09:45 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 7 | |
| H/TOT | 0 | 0 | 24 | 1 | 0 | 0 | 25 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 1 | 0 | 17 | 18 | | |
| P/TOT | 0 | 0 | 26 | 2 | 0 | 0 | 28 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 2 | 0 | 24 | 26 | | |

| TIME | MOVEMENT 5 | | | | | | | PCU | MOVEMENT 6 | | | | | | | PCU | MOVEMENT 7 | | | | | | | PCU |
|--------------|------------|----------|------------|-----------|----------|----------|------------|------------|------------|----------|----------|----------|----------|----------|----------|----------|------------|-----------|-----------|----------|----------|-----------|-----------|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | |
| 16:00 | 0 | 0 | 30 | 2 | 0 | 0 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 5 |
| 16:15 | 0 | 0 | 16 | 2 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 6 | 6 |
| 16:30 | 0 | 0 | 17 | 2 | 0 | 0 | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 9 |
| 16:45 | 0 | 0 | 15 | 2 | 0 | 0 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 |
| H/TOT | 0 | 0 | 78 | 8 | 0 | 0 | 86 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 0 | 0 | 24 | 24 | |
| 17:00 | 0 | 0 | 15 | 3 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 6 |
| 17:15 | 0 | 0 | 20 | 2 | 0 | 0 | 22 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 6 |
| 17:30 | 0 | 0 | 16 | 3 | 0 | 0 | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 17:45 | 0 | 0 | 16 | 2 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 |
| H/TOT | 0 | 0 | 67 | 10 | 0 | 0 | 77 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 0 | 0 | 19 | 19 | |
| 18:00 | 0 | 0 | 12 | 1 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 |
| 18:15 | 0 | 0 | 12 | 1 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| H/TOT | 0 | 0 | 24 | 2 | 0 | 0 | 26 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | |
| P/TOT | 0 | 0 | 169 | 20 | 0 | 0 | 189 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 10 | 0 | 0 | 49 | 49 | |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 01

DATE: 6th February 2020

LOCATION: Lucan Road/Woodies Roundabout

DAY: Thursday

| TIME | MOVEMENT 8 | | | | | | | | MOVEMENT 9 | | | | | | | | MOVEMENT 10 | | | | | | | |
|--------------|------------|----------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|----------|-------------|----------|----------|----------|----------|----------|----------|----------|
| | PCL | MCL | CAR | LGV | HGV | BUS | TOT | PCU | PCL | MCL | CAR | LGV | HGV | BUS | TOT | PCU | PCL | MCL | CAR | LGV | HGV | BUS | TOT | PCU |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 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 | 1 | 0 | 1 | 2 |
| 09:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 4 |
| 09:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| H/TOT | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 1 | 0 | 6 | 7 |
| P/TOT | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 2 | 0 | 7 | 9 |

| TIME | MOVEMENT 8 | | | | | | | | MOVEMENT 9 | | | | | | | | MOVEMENT 10 | | | | | | | |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|------------|----------|----------|----------|----------|----------|----------|----------|-------------|----------|-----------|----------|----------|----------|-----------|-----------|
| | 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 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 16:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 |
| 16:45 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| H/TOT | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 |
| 17:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| 17:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 |
| 17:45 | 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 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| P/TOT | 0 | 0 | 11 | 1 | 0 | 0 | 12 | 12 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 02

DATE: 6th February 2020

LOCATION: Lucan Road/Ballyowen Road

DAY: Thursday

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU | MOVEMENT 3 | | | | | | | TOT | PCU |
|--------------|------------|----------|-------------|------------|-----------|-----------|-------------|-------------|----------|------------|------------|-----------|-----------|----------|-------------|-------------|-----------|----------|-------------|------------|-----------|-----------|-------------|-------------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 07:30 | 1 | 0 | 111 | 14 | 3 | 7 | 136 | 145 | 0 | 0 | 66 | 6 | 0 | 2 | 74 | 76 | 1 | 0 | 107 | 23 | 3 | 5 | 139 | 146 | | | |
| 07:45 | 4 | 0 | 137 | 9 | 2 | 3 | 155 | 157 | 0 | 0 | 73 | 15 | 0 | 0 | 88 | 88 | 1 | 1 | 148 | 12 | 1 | 0 | 163 | 163 | | | |
| H/TOT | 5 | 0 | 248 | 23 | 5 | 10 | 291 | 302 | 0 | 0 | 139 | 21 | 0 | 2 | 162 | 164 | 2 | 1 | 255 | 35 | 4 | 5 | 302 | 309 | | | |
| 08:00 | 2 | 1 | 137 | 11 | 2 | 3 | 156 | 159 | 1 | 0 | 87 | 8 | 0 | 0 | 96 | 95 | 0 | 0 | 191 | 11 | 2 | 4 | 208 | 214 | | | |
| 08:15 | 1 | 1 | 115 | 5 | 1 | 5 | 128 | 133 | 2 | 1 | 123 | 8 | 1 | 0 | 135 | 134 | 2 | 0 | 165 | 11 | 3 | 1 | 182 | 184 | | | |
| 08:30 | 1 | 0 | 134 | 9 | 1 | 3 | 148 | 151 | 1 | 0 | 133 | 2 | 2 | 0 | 138 | 139 | 1 | 0 | 184 | 8 | 1 | 2 | 196 | 198 | | | |
| 08:45 | 2 | 0 | 117 | 7 | 0 | 2 | 128 | 128 | 1 | 0 | 133 | 6 | 3 | 2 | 145 | 149 | 1 | 0 | 115 | 12 | 2 | 2 | 132 | 135 | | | |
| H/TOT | 6 | 2 | 503 | 32 | 4 | 13 | 560 | 571 | 5 | 1 | 476 | 24 | 6 | 2 | 514 | 517 | 4 | 0 | 655 | 42 | 8 | 9 | 718 | 732 | | | |
| 09:00 | 1 | 1 | 133 | 14 | 6 | 3 | 158 | 166 | 0 | 0 | 112 | 7 | 1 | 0 | 120 | 121 | 2 | 0 | 92 | 10 | 7 | 3 | 114 | 122 | | | |
| 09:15 | 1 | 1 | 108 | 9 | 2 | 7 | 128 | 136 | 0 | 0 | 93 | 6 | 2 | 2 | 103 | 107 | 1 | 0 | 118 | 17 | 8 | 1 | 145 | 153 | | | |
| 09:30 | 0 | 1 | 114 | 9 | 3 | 2 | 129 | 133 | 0 | 0 | 86 | 6 | 2 | 0 | 94 | 96 | 1 | 0 | 121 | 15 | 3 | 3 | 143 | 148 | | | |
| 09:45 | 0 | 0 | 105 | 15 | 5 | 2 | 127 | 134 | 0 | 0 | 61 | 6 | 0 | 0 | 67 | 67 | 4 | 0 | 105 | 11 | 6 | 0 | 126 | 129 | | | |
| H/TOT | 2 | 3 | 460 | 47 | 16 | 14 | 542 | 569 | 0 | 0 | 352 | 25 | 5 | 2 | 384 | 391 | 8 | 0 | 436 | 53 | 24 | 7 | 528 | 553 | | | |
| P/TOT | 13 | 5 | 1211 | 102 | 25 | 37 | 1393 | 1442 | 5 | 1 | 967 | 70 | 11 | 6 | 1060 | 1072 | 14 | 1 | 1346 | 130 | 36 | 21 | 1548 | 1593 | | | |

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU | MOVEMENT 3 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|-----------|-----------|-----------|------------|------------|----------|------------|------------|-----------|----------|----------|-------------|-------------|-----------|-----------|-------------|------------|-----------|-----------|-------------|-------------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 16:00 | 0 | 0 | 83 | 9 | 4 | 4 | 100 | 108 | 1 | 0 | 119 | 15 | 1 | 2 | 138 | 140 | 4 | 0 | 124 | 19 | 1 | 3 | 151 | 152 | | | |
| 16:15 | 0 | 0 | 86 | 5 | 1 | 3 | 95 | 99 | 0 | 0 | 67 | 15 | 1 | 0 | 83 | 84 | 3 | 0 | 120 | 15 | 3 | 2 | 143 | 146 | | | |
| 16:30 | 0 | 0 | 85 | 10 | 3 | 4 | 102 | 109 | 0 | 0 | 85 | 9 | 1 | 0 | 95 | 96 | 3 | 0 | 138 | 14 | 1 | 1 | 157 | 157 | | | |
| 16:45 | 2 | 0 | 99 | 13 | 1 | 1 | 116 | 116 | 0 | 0 | 82 | 9 | 0 | 2 | 93 | 95 | 0 | 1 | 170 | 12 | 1 | 3 | 187 | 190 | | | |
| H/TOT | 2 | 0 | 353 | 37 | 9 | 12 | 413 | 432 | 1 | 0 | 353 | 48 | 3 | 4 | 409 | 415 | 10 | 1 | 552 | 60 | 6 | 9 | 638 | 644 | | | |
| 17:00 | 0 | 0 | 81 | 10 | 1 | 0 | 92 | 93 | 1 | 0 | 110 | 7 | 0 | 0 | 118 | 117 | 1 | 2 | 165 | 24 | 4 | 0 | 196 | 198 | | | |
| 17:15 | 0 | 1 | 79 | 7 | 0 | 4 | 91 | 94 | 1 | 1 | 101 | 4 | 1 | 1 | 109 | 110 | 3 | 4 | 133 | 23 | 3 | 5 | 171 | 174 | | | |
| 17:30 | 0 | 1 | 74 | 10 | 2 | 1 | 88 | 90 | 0 | 0 | 107 | 4 | 0 | 0 | 111 | 111 | 4 | 3 | 142 | 16 | 0 | 4 | 169 | 168 | | | |
| 17:45 | 0 | 0 | 85 | 3 | 1 | 4 | 93 | 98 | 1 | 2 | 94 | 5 | 0 | 0 | 102 | 100 | 4 | 7 | 122 | 15 | 0 | 2 | 150 | 145 | | | |
| H/TOT | 0 | 2 | 319 | 30 | 4 | 9 | 364 | 376 | 3 | 3 | 412 | 20 | 1 | 1 | 440 | 438 | 12 | 16 | 562 | 78 | 7 | 11 | 686 | 685 | | | |
| 18:00 | 0 | 1 | 75 | 8 | 1 | 2 | 87 | 89 | 0 | 1 | 86 | 11 | 1 | 0 | 99 | 99 | 6 | 2 | 200 | 17 | 3 | 0 | 228 | 225 | | | |
| 18:15 | 0 | 0 | 70 | 4 | 0 | 3 | 77 | 80 | 0 | 1 | 79 | 5 | 0 | 0 | 85 | 84 | 3 | 1 | 174 | 13 | 1 | 1 | 193 | 192 | | | |
| H/TOT | 0 | 1 | 145 | 12 | 1 | 5 | 164 | 169 | 0 | 2 | 165 | 16 | 1 | 0 | 184 | 184 | 9 | 3 | 374 | 30 | 4 | 1 | 421 | 417 | | | |
| P/TOT | 2 | 3 | 817 | 79 | 14 | 26 | 941 | 978 | 4 | 5 | 930 | 84 | 5 | 5 | 1033 | 1037 | 31 | 20 | 1488 | 168 | 17 | 21 | 1745 | 1746 | | | |

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TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 02

DATE: 6th February 2020

LOCATION: Lucan Road/Ballyowen Road

DAY: Thursday

| TIME | MOVEMENT 4 | | | | | | | TOT | PCU | MOVEMENT 5 | | | | | | | TOT | PCU | MOVEMENT 6 | | | | | | | TOT | PCU |
|--------------|------------|-----------|------------|-----------|-----------|-----------|------------|------------|----------|------------|-----------|----------|----------|----------|-----------|-----------|----------|----------|------------|----------|----------|----------|-----------|-----------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 07:30 | 0 | 2 | 91 | 11 | 4 | 5 | 113 | 121 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | |
| 07:45 | 3 | 1 | 85 | 8 | 3 | 6 | 106 | 112 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | |
| H/TOT | 3 | 3 | 176 | 19 | 7 | 11 | 219 | 233 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | | | |
| 08:00 | 1 | 1 | 100 | 3 | 0 | 5 | 110 | 114 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | |
| 08:15 | 1 | 3 | 70 | 5 | 0 | 6 | 85 | 88 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | | | |
| 08:30 | 1 | 3 | 41 | 5 | 1 | 4 | 55 | 57 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | |
| 08:45 | 1 | 1 | 74 | 8 | 2 | 4 | 90 | 95 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| H/TOT | 4 | 8 | 285 | 21 | 3 | 19 | 340 | 354 | 0 | 0 | 6 | 2 | 2 | 0 | 10 | 12 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | | | |
| 09:00 | 1 | 2 | 72 | 5 | 2 | 7 | 89 | 96 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | | | |
| 09:15 | 1 | 1 | 63 | 5 | 2 | 4 | 76 | 81 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | | | |
| 09:30 | 2 | 1 | 87 | 9 | 1 | 1 | 101 | 101 | 0 | 0 | 6 | 1 | 1 | 0 | 8 | 9 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | | | |
| 09:45 | 0 | 1 | 83 | 4 | 0 | 6 | 94 | 99 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | | | |
| H/TOT | 4 | 5 | 305 | 23 | 5 | 18 | 360 | 377 | 0 | 0 | 21 | 1 | 1 | 0 | 23 | 24 | 0 | 0 | 18 | 1 | 0 | 0 | 19 | 19 | | | |
| P/TOT | 11 | 16 | 766 | 63 | 15 | 48 | 919 | 964 | 0 | 0 | 34 | 3 | 3 | 0 | 40 | 43 | 0 | 0 | 30 | 1 | 0 | 0 | 31 | 31 | | | |

| TIME | MOVEMENT 4 | | | | | | | TOT | PCU | MOVEMENT 5 | | | | | | | TOT | PCU | MOVEMENT 6 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|-----------|----------|-----------|------------|-------------|----------|------------|------------|-----------|----------|----------|------------|------------|----------|----------|------------|----------|----------|----------|-----------|-----------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 16:00 | 0 | 1 | 108 | 22 | 2 | 2 | 135 | 138 | 0 | 0 | 20 | 3 | 0 | 0 | 23 | 23 | 0 | 0 | 11 | 2 | 0 | 0 | 13 | 13 | | | |
| 16:15 | 0 | 0 | 86 | 9 | 0 | 1 | 96 | 97 | 0 | 0 | 14 | 1 | 0 | 0 | 15 | 15 | 0 | 0 | 7 | 2 | 0 | 0 | 9 | 9 | | | |
| 16:30 | 0 | 0 | 98 | 10 | 1 | 3 | 112 | 116 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 5 | 2 | 0 | 0 | 7 | 7 | | | |
| 16:45 | 1 | 0 | 97 | 9 | 0 | 2 | 109 | 110 | 0 | 0 | 17 | 2 | 0 | 0 | 19 | 19 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | | | |
| H/TOT | 1 | 1 | 389 | 50 | 3 | 8 | 452 | 462 | 0 | 0 | 66 | 6 | 0 | 0 | 72 | 72 | 0 | 0 | 27 | 6 | 0 | 0 | 33 | 33 | | | |
| 17:00 | 0 | 1 | 83 | 14 | 0 | 4 | 102 | 105 | 0 | 0 | 16 | 4 | 0 | 0 | 20 | 20 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | | | |
| 17:15 | 0 | 0 | 127 | 8 | 0 | 1 | 136 | 137 | 0 | 0 | 16 | 1 | 0 | 0 | 17 | 17 | 0 | 0 | 10 | 1 | 0 | 0 | 11 | 11 | | | |
| 17:30 | 1 | 0 | 60 | 4 | 1 | 2 | 68 | 70 | 0 | 0 | 13 | 2 | 0 | 0 | 15 | 15 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 9 | | | |
| 17:45 | 0 | 0 | 59 | 4 | 0 | 2 | 65 | 67 | 0 | 0 | 16 | 2 | 0 | 0 | 18 | 18 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | | | |
| H/TOT | 1 | 1 | 329 | 30 | 1 | 9 | 371 | 380 | 0 | 0 | 61 | 9 | 0 | 0 | 70 | 70 | 0 | 0 | 33 | 2 | 0 | 0 | 35 | 35 | | | |
| 18:00 | 0 | 0 | 65 | 7 | 0 | 3 | 75 | 78 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 6 | | | |
| 18:15 | 0 | 0 | 79 | 10 | 0 | 2 | 91 | 93 | 0 | 0 | 14 | 1 | 0 | 0 | 15 | 15 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | | | |
| H/TOT | 0 | 0 | 144 | 17 | 0 | 5 | 166 | 171 | 0 | 0 | 24 | 1 | 0 | 0 | 25 | 25 | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 8 | | | |
| P/TOT | 2 | 2 | 862 | 97 | 4 | 22 | 989 | 1012 | 0 | 0 | 151 | 16 | 0 | 0 | 167 | 167 | 0 | 0 | 67 | 9 | 0 | 0 | 76 | 76 | | | |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 03

DATE: 6th February 2020

LOCATION: Ballyowen Road/N4 E/B Off Slip

DAY: Thursday

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU |
|--------------|------------|----------|-------------|-----------|-----------|----------|-------------|-------------|----------|------------|------------|----------|----------|----------|------------|------------|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | | | | |
| 07:30 | 0 | 0 | 67 | 6 | 0 | 2 | 75 | 77 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | | |
| 07:45 | 0 | 0 | 79 | 15 | 0 | 0 | 94 | 94 | 0 | 0 | 9 | 2 | 0 | 0 | 11 | 11 | | |
| H/TOT | 0 | 0 | 146 | 21 | 0 | 2 | 169 | 171 | 0 | 0 | 9 | 3 | 0 | 1 | 13 | 14 | | |
| 08:00 | 1 | 0 | 89 | 8 | 1 | 0 | 99 | 99 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | | |
| 08:15 | 2 | 1 | 125 | 9 | 1 | 0 | 138 | 137 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 12 | | |
| 08:30 | 1 | 0 | 134 | 2 | 3 | 0 | 140 | 142 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | | |
| 08:45 | 1 | 0 | 134 | 7 | 3 | 2 | 147 | 151 | 0 | 0 | 15 | 2 | 0 | 0 | 17 | 17 | | |
| H/TOT | 5 | 1 | 482 | 26 | 8 | 2 | 524 | 529 | 0 | 0 | 43 | 2 | 0 | 0 | 45 | 45 | | |
| 09:00 | 0 | 0 | 115 | 7 | 1 | 0 | 123 | 124 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 14 | | |
| 09:15 | 0 | 0 | 99 | 6 | 2 | 2 | 109 | 113 | 0 | 0 | 14 | 0 | 2 | 0 | 16 | 18 | | |
| 09:30 | 0 | 0 | 92 | 7 | 3 | 0 | 102 | 105 | 0 | 0 | 12 | 2 | 0 | 0 | 14 | 14 | | |
| 09:45 | 0 | 0 | 67 | 6 | 0 | 0 | 73 | 73 | 0 | 0 | 16 | 1 | 1 | 0 | 18 | 19 | | |
| H/TOT | 0 | 0 | 373 | 26 | 6 | 2 | 407 | 415 | 0 | 0 | 56 | 3 | 3 | 0 | 62 | 65 | | |
| P/TOT | 5 | 1 | 1001 | 73 | 14 | 6 | 1100 | 1115 | 0 | 0 | 108 | 8 | 3 | 1 | 120 | 124 | | |

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU |
|--------------|------------|----------|-------------|------------|----------|----------|-------------|-------------|----------|------------|------------|----------|----------|----------|------------|------------|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | | | | |
| 16:00 | 1 | 0 | 139 | 18 | 1 | 2 | 161 | 163 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 13 | | |
| 16:15 | 0 | 0 | 81 | 16 | 1 | 0 | 98 | 99 | 0 | 0 | 7 | 4 | 1 | 0 | 12 | 13 | | |
| 16:30 | 0 | 0 | 100 | 9 | 1 | 0 | 110 | 111 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 14 | | |
| 16:45 | 0 | 0 | 99 | 11 | 0 | 2 | 112 | 114 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 16 | | |
| H/TOT | 1 | 0 | 419 | 54 | 3 | 4 | 481 | 487 | 0 | 0 | 50 | 4 | 1 | 0 | 55 | 56 | | |
| 17:00 | 1 | 0 | 126 | 11 | 0 | 0 | 138 | 137 | 0 | 0 | 13 | 0 | 1 | 0 | 14 | 15 | | |
| 17:15 | 1 | 1 | 117 | 5 | 1 | 1 | 126 | 127 | 0 | 0 | 7 | 2 | 0 | 0 | 9 | 9 | | |
| 17:30 | 0 | 0 | 120 | 6 | 0 | 0 | 126 | 126 | 1 | 0 | 11 | 0 | 0 | 0 | 12 | 11 | | |
| 17:45 | 1 | 2 | 110 | 7 | 0 | 0 | 120 | 118 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | | |
| H/TOT | 3 | 3 | 473 | 29 | 1 | 1 | 510 | 508 | 1 | 0 | 33 | 3 | 1 | 0 | 38 | 38 | | |
| 18:00 | 0 | 1 | 96 | 11 | 1 | 0 | 109 | 109 | 0 | 0 | 10 | 1 | 0 | 0 | 11 | 11 | | |
| 18:15 | 0 | 1 | 93 | 6 | 0 | 0 | 100 | 99 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 | | |
| H/TOT | 0 | 2 | 189 | 17 | 1 | 0 | 209 | 209 | 0 | 0 | 21 | 1 | 0 | 0 | 22 | 22 | | |
| P/TOT | 4 | 5 | 1081 | 100 | 5 | 5 | 1200 | 1204 | 1 | 0 | 104 | 8 | 2 | 0 | 115 | 116 | | |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 03

DATE: 6th February 2020

LOCATION: Ballyowen Road/N4 E/B Off Slip

DAY: Thursday

| TIME | MOVEMENT 3 | | | | | | TOT | PCU | MOVEMENT 4 | | | | | | TOT | PCU |
|--------------|------------|-----|-----|-----|-----|-----|-----|-----|------------|-----|------|-----|-----|-----|------|------|
| | PCL | MCL | CAR | LGV | HGV | BUS | | | PCL | MCL | CAR | LGV | HGV | BUS | | |
| 07:30 | 0 | 0 | 33 | 1 | 1 | 3 | 38 | 42 | 1 | 2 | 198 | 33 | 7 | 9 | 250 | 264 |
| 07:45 | 0 | 2 | 33 | 6 | 1 | 2 | 44 | 46 | 4 | 2 | 224 | 18 | 4 | 6 | 258 | 264 |
| H/TOT | 0 | 2 | 66 | 7 | 2 | 5 | 82 | 88 | 5 | 4 | 422 | 51 | 11 | 15 | 508 | 528 |
| 08:00 | 0 | 0 | 29 | 5 | 1 | 2 | 37 | 40 | 1 | 1 | 283 | 14 | 2 | 9 | 310 | 320 |
| 08:15 | 0 | 0 | 26 | 5 | 0 | 2 | 33 | 35 | 3 | 3 | 223 | 16 | 3 | 7 | 255 | 261 |
| 08:30 | 0 | 0 | 34 | 2 | 0 | 2 | 38 | 40 | 2 | 3 | 217 | 13 | 2 | 6 | 243 | 248 |
| 08:45 | 0 | 0 | 56 | 8 | 3 | 1 | 68 | 72 | 2 | 1 | 174 | 18 | 4 | 6 | 205 | 213 |
| H/TOT | 0 | 0 | 145 | 20 | 4 | 7 | 176 | 187 | 8 | 8 | 897 | 61 | 11 | 28 | 1013 | 1041 |
| 09:00 | 0 | 0 | 53 | 13 | 2 | 0 | 68 | 70 | 3 | 2 | 150 | 15 | 9 | 10 | 189 | 204 |
| 09:15 | 0 | 0 | 50 | 4 | 2 | 1 | 57 | 60 | 2 | 1 | 167 | 22 | 8 | 5 | 205 | 216 |
| 09:30 | 0 | 0 | 29 | 3 | 0 | 1 | 33 | 34 | 3 | 1 | 196 | 22 | 4 | 4 | 230 | 235 |
| 09:45 | 0 | 0 | 25 | 6 | 2 | 1 | 34 | 37 | 4 | 1 | 172 | 14 | 5 | 6 | 202 | 209 |
| H/TOT | 0 | 0 | 157 | 26 | 6 | 3 | 192 | 201 | 12 | 5 | 685 | 73 | 26 | 25 | 826 | 864 |
| P/TOT | 0 | 2 | 368 | 53 | 12 | 15 | 450 | 476 | 25 | 17 | 2004 | 185 | 48 | 68 | 2347 | 2433 |

| TIME | MOVEMENT 3 | | | | | | TOT | PCU | MOVEMENT 4 | | | | | | TOT | PCU |
|--------------|------------|-----|-----|-----|-----|-----|-----|-----|------------|-----|------|-----|-----|-----|------|------|
| | PCL | MCL | CAR | LGV | HGV | BUS | | | PCL | MCL | CAR | LGV | HGV | BUS | | |
| 16:00 | 0 | 0 | 45 | 3 | 0 | 1 | 49 | 50 | 4 | 1 | 219 | 41 | 3 | 5 | 273 | 277 |
| 16:15 | 0 | 0 | 33 | 9 | 0 | 1 | 43 | 44 | 3 | 0 | 199 | 20 | 2 | 3 | 227 | 230 |
| 16:30 | 0 | 0 | 39 | 9 | 1 | 0 | 49 | 50 | 3 | 0 | 222 | 24 | 2 | 4 | 255 | 259 |
| 16:45 | 0 | 0 | 35 | 2 | 1 | 0 | 38 | 39 | 1 | 1 | 251 | 21 | 1 | 5 | 280 | 285 |
| H/TOT | 0 | 0 | 152 | 23 | 2 | 2 | 179 | 183 | 11 | 2 | 891 | 106 | 8 | 17 | 1035 | 1050 |
| 17:00 | 1 | 0 | 31 | 4 | 0 | 0 | 36 | 35 | 1 | 3 | 235 | 38 | 3 | 4 | 284 | 288 |
| 17:15 | 0 | 0 | 36 | 3 | 0 | 0 | 39 | 39 | 3 | 4 | 253 | 29 | 3 | 6 | 298 | 302 |
| 17:30 | 0 | 0 | 38 | 8 | 1 | 0 | 47 | 48 | 4 | 3 | 191 | 20 | 1 | 6 | 225 | 227 |
| 17:45 | 0 | 0 | 30 | 6 | 0 | 1 | 37 | 38 | 4 | 7 | 179 | 18 | 0 | 4 | 212 | 209 |
| H/TOT | 1 | 0 | 135 | 21 | 1 | 1 | 159 | 160 | 12 | 17 | 858 | 105 | 7 | 20 | 1019 | 1026 |
| 18:00 | 0 | 0 | 31 | 2 | 2 | 0 | 35 | 37 | 6 | 2 | 255 | 23 | 3 | 3 | 292 | 292 |
| 18:15 | 0 | 0 | 35 | 1 | 4 | 0 | 40 | 44 | 3 | 1 | 242 | 23 | 1 | 3 | 273 | 274 |
| H/TOT | 0 | 0 | 66 | 3 | 6 | 0 | 75 | 81 | 9 | 3 | 497 | 46 | 4 | 6 | 565 | 566 |
| P/TOT | 1 | 0 | 353 | 47 | 9 | 3 | 413 | 424 | 32 | 22 | 2246 | 257 | 19 | 43 | 2619 | 2642 |

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TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 04

DATE: 6th February 2020

LOCATION: Ballyowen Road/N4 W/B Slips

DAY: Thursday

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU |
|--------------|------------|----------|-------------|------------|-----------|-----------|-------------|-------------|----------|------------|-----------|-----------|----------|----------|-----------|-----------|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | | | | |
| 07:30 | 0 | 0 | 97 | 6 | 1 | 5 | 109 | 115 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 4 | | |
| 07:45 | 0 | 2 | 106 | 20 | 1 | 2 | 131 | 133 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 7 | | |
| H/TOT | 0 | 2 | 203 | 26 | 2 | 7 | 240 | 248 | 0 | 0 | 9 | 2 | 0 | 0 | 11 | 11 | | |
| 08:00 | 1 | 0 | 115 | 12 | 2 | 2 | 132 | 135 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 4 | | |
| 08:15 | 2 | 1 | 142 | 12 | 1 | 2 | 160 | 161 | 0 | 0 | 9 | 2 | 0 | 0 | 11 | 11 | | |
| 08:30 | 1 | 0 | 152 | 4 | 2 | 2 | 161 | 164 | 0 | 0 | 16 | 0 | 1 | 0 | 17 | 18 | | |
| 08:45 | 1 | 0 | 182 | 14 | 5 | 3 | 205 | 212 | 0 | 0 | 8 | 1 | 1 | 0 | 10 | 11 | | |
| H/TOT | 5 | 1 | 591 | 42 | 10 | 9 | 658 | 672 | 0 | 0 | 36 | 4 | 2 | 0 | 42 | 44 | | |
| 09:00 | 0 | 0 | 164 | 18 | 3 | 0 | 185 | 188 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 6 | | |
| 09:15 | 0 | 0 | 142 | 9 | 4 | 3 | 158 | 165 | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 8 | | |
| 09:30 | 0 | 0 | 111 | 8 | 2 | 1 | 122 | 125 | 0 | 0 | 10 | 2 | 1 | 0 | 13 | 14 | | |
| 09:45 | 0 | 0 | 82 | 10 | 1 | 1 | 94 | 96 | 0 | 0 | 10 | 2 | 1 | 0 | 13 | 14 | | |
| H/TOT | 0 | 0 | 499 | 45 | 10 | 5 | 559 | 574 | 0 | 0 | 31 | 7 | 2 | 0 | 40 | 42 | | |
| P/TOT | 5 | 3 | 1293 | 113 | 22 | 21 | 1457 | 1494 | 0 | 0 | 76 | 13 | 4 | 0 | 93 | 97 | | |

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU |
|--------------|------------|----------|-------------|------------|-----------|----------|-------------|-------------|----------|------------|------------|-----------|----------|----------|------------|------------|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | | | | |
| 16:00 | 1 | 0 | 167 | 19 | 1 | 3 | 191 | 194 | 0 | 0 | 17 | 2 | 0 | 0 | 19 | 19 | | |
| 16:15 | 0 | 0 | 96 | 23 | 0 | 1 | 120 | 121 | 0 | 0 | 18 | 2 | 1 | 0 | 21 | 22 | | |
| 16:30 | 0 | 0 | 126 | 17 | 2 | 0 | 145 | 147 | 0 | 0 | 13 | 1 | 0 | 0 | 14 | 14 | | |
| 16:45 | 0 | 0 | 122 | 12 | 1 | 1 | 136 | 138 | 0 | 0 | 12 | 1 | 0 | 1 | 14 | 15 | | |
| H/TOT | 1 | 0 | 511 | 71 | 4 | 5 | 592 | 600 | 0 | 0 | 60 | 6 | 1 | 1 | 68 | 70 | | |
| 17:00 | 2 | 0 | 140 | 12 | 0 | 0 | 154 | 152 | 0 | 0 | 17 | 3 | 0 | 0 | 20 | 20 | | |
| 17:15 | 1 | 1 | 142 | 6 | 1 | 1 | 152 | 153 | 0 | 0 | 11 | 2 | 0 | 0 | 13 | 13 | | |
| 17:30 | 0 | 0 | 148 | 13 | 1 | 0 | 162 | 163 | 0 | 0 | 10 | 1 | 0 | 0 | 11 | 11 | | |
| 17:45 | 1 | 2 | 132 | 11 | 0 | 1 | 147 | 146 | 0 | 0 | 8 | 2 | 0 | 0 | 10 | 10 | | |
| H/TOT | 4 | 3 | 562 | 42 | 2 | 2 | 615 | 614 | 0 | 0 | 46 | 8 | 0 | 0 | 54 | 54 | | |
| 18:00 | 0 | 1 | 119 | 12 | 3 | 0 | 135 | 137 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 9 | | |
| 18:15 | 0 | 1 | 118 | 7 | 4 | 0 | 130 | 133 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 10 | | |
| H/TOT | 0 | 2 | 237 | 19 | 7 | 0 | 265 | 271 | 0 | 0 | 18 | 1 | 0 | 0 | 19 | 19 | | |
| P/TOT | 5 | 5 | 1310 | 132 | 13 | 7 | 1472 | 1485 | 0 | 0 | 124 | 15 | 1 | 1 | 141 | 143 | | |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 04

DATE: 6th February 2020

LOCATION: Ballyowen Road/N4 W/B Slips

DAY: Thursday

| TIME | MOVEMENT 3 | | | | | | | TOT | PCU | MOVEMENT 4 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|-----------|-----------|-----------|------------|------------|-----------|------------|-------------|-----------|-----------|-----------|-------------|-------------|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | | | | |
| 07:30 | 0 | 0 | 35 | 5 | 1 | 2 | 43 | 46 | 1 | 2 | 161 | 16 | 2 | 6 | 188 | 194 | | |
| 07:45 | 0 | 0 | 42 | 7 | 2 | 1 | 52 | 55 | 4 | 2 | 161 | 3 | 1 | 4 | 175 | 176 | | |
| H/TOT | 0 | 0 | 77 | 12 | 3 | 3 | 95 | 101 | 5 | 4 | 322 | 19 | 3 | 10 | 363 | 370 | | |
| 08:00 | 1 | 0 | 47 | 8 | 2 | 2 | 60 | 63 | 1 | 1 | 189 | 8 | 1 | 6 | 206 | 212 | | |
| 08:15 | 0 | 0 | 53 | 6 | 0 | 2 | 61 | 63 | 3 | 3 | 92 | 7 | 1 | 6 | 112 | 115 | | |
| 08:30 | 0 | 0 | 66 | 4 | 3 | 1 | 74 | 78 | 2 | 3 | 134 | 7 | 1 | 4 | 151 | 153 | | |
| 08:45 | 0 | 0 | 47 | 7 | 1 | 1 | 56 | 58 | 1 | 1 | 110 | 8 | 1 | 5 | 126 | 131 | | |
| H/TOT | 1 | 0 | 213 | 25 | 6 | 6 | 251 | 262 | 7 | 8 | 525 | 30 | 4 | 21 | 595 | 610 | | |
| 09:00 | 0 | 0 | 37 | 4 | 1 | 1 | 43 | 45 | 3 | 1 | 102 | 12 | 3 | 7 | 128 | 135 | | |
| 09:15 | 0 | 0 | 32 | 8 | 0 | 3 | 43 | 46 | 2 | 1 | 117 | 12 | 5 | 4 | 141 | 148 | | |
| 09:30 | 0 | 0 | 53 | 5 | 1 | 1 | 60 | 62 | 3 | 1 | 128 | 14 | 1 | 2 | 149 | 149 | | |
| 09:45 | 0 | 0 | 35 | 6 | 2 | 0 | 43 | 45 | 2 | 1 | 118 | 6 | 0 | 4 | 131 | 133 | | |
| H/TOT | 0 | 0 | 157 | 23 | 4 | 5 | 189 | 198 | 10 | 4 | 465 | 44 | 9 | 17 | 549 | 565 | | |
| P/TOT | 1 | 0 | 447 | 60 | 13 | 14 | 535 | 561 | 22 | 16 | 1312 | 93 | 16 | 48 | 1507 | 1544 | | |

| TIME | MOVEMENT 3 | | | | | | | TOT | PCU | MOVEMENT 4 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|-----------|----------|----------|------------|------------|-----------|------------|-------------|------------|-----------|-----------|-------------|-------------|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | | | | |
| 16:00 | 0 | 0 | 54 | 10 | 0 | 3 | 67 | 70 | 2 | 1 | 121 | 25 | 2 | 0 | 151 | 151 | | |
| 16:15 | 1 | 0 | 69 | 4 | 0 | 1 | 75 | 75 | 1 | 0 | 102 | 10 | 2 | 1 | 116 | 118 | | |
| 16:30 | 1 | 1 | 58 | 8 | 1 | 1 | 70 | 71 | 2 | 0 | 122 | 10 | 2 | 3 | 139 | 142 | | |
| 16:45 | 0 | 0 | 48 | 5 | 2 | 0 | 55 | 57 | 1 | 0 | 150 | 13 | 0 | 2 | 166 | 167 | | |
| H/TOT | 2 | 1 | 229 | 27 | 3 | 5 | 267 | 273 | 6 | 1 | 495 | 58 | 6 | 6 | 572 | 579 | | |
| 17:00 | 1 | 0 | 51 | 8 | 0 | 2 | 62 | 63 | 0 | 1 | 119 | 24 | 0 | 3 | 147 | 149 | | |
| 17:15 | 0 | 0 | 46 | 8 | 0 | 1 | 55 | 56 | 1 | 0 | 134 | 3 | 1 | 2 | 141 | 143 | | |
| 17:30 | 0 | 2 | 50 | 11 | 1 | 1 | 65 | 66 | 1 | 0 | 91 | 6 | 1 | 2 | 101 | 103 | | |
| 17:45 | 0 | 0 | 56 | 8 | 0 | 0 | 64 | 64 | 2 | 1 | 76 | 7 | 0 | 2 | 88 | 88 | | |
| H/TOT | 1 | 2 | 203 | 35 | 1 | 4 | 246 | 249 | 4 | 2 | 420 | 40 | 2 | 9 | 477 | 484 | | |
| 18:00 | 1 | 0 | 65 | 8 | 0 | 0 | 74 | 73 | 1 | 1 | 157 | 9 | 2 | 2 | 172 | 175 | | |
| 18:15 | 0 | 2 | 55 | 6 | 0 | 0 | 63 | 62 | 2 | 0 | 154 | 13 | 1 | 0 | 170 | 169 | | |
| H/TOT | 1 | 2 | 120 | 14 | 0 | 0 | 137 | 135 | 3 | 1 | 311 | 22 | 3 | 2 | 342 | 344 | | |
| P/TOT | 4 | 5 | 552 | 76 | 4 | 9 | 650 | 657 | 13 | 4 | 1226 | 120 | 11 | 17 | 1391 | 1406 | | |

P10 of 20

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 04

DATE: 6th February 2020

LOCATION: Ballyowen Road/N4 W/B Slips

DAY: Thursday

| TIME | MOVEMENT 5 | | | | | | | TOT | PCU | MOVEMENT 6 | | | | | | | TOT | PCU | MOVEMENT 7 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|-----------|-----------|-----------|------------|------------|----------|------------|------------|-----------|-----------|----------|------------|------------|----------|----------|------------|-----------|-----------|-----------|------------|------------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 07:30 | 0 | 0 | 28 | 5 | 1 | 2 | 36 | 39 | 0 | 0 | 12 | 7 | 0 | 0 | 19 | 19 | 0 | 0 | 37 | 17 | 5 | 3 | 62 | 70 | | | |
| 07:45 | 0 | 1 | 44 | 6 | 0 | 2 | 53 | 54 | 0 | 0 | 11 | 17 | 1 | 1 | 30 | 32 | 0 | 0 | 63 | 15 | 3 | 2 | 83 | 88 | | | |
| H/TOT | 0 | 1 | 72 | 11 | 1 | 4 | 89 | 93 | 0 | 0 | 23 | 24 | 1 | 1 | 49 | 51 | 0 | 0 | 100 | 32 | 8 | 5 | 145 | 158 | | | |
| 08:00 | 0 | 2 | 38 | 6 | 3 | 5 | 54 | 61 | 0 | 0 | 25 | 4 | 3 | 0 | 32 | 35 | 0 | 0 | 94 | 6 | 1 | 3 | 104 | 108 | | | |
| 08:15 | 0 | 0 | 47 | 3 | 0 | 4 | 54 | 58 | 0 | 0 | 39 | 1 | 0 | 0 | 40 | 40 | 0 | 0 | 131 | 9 | 2 | 1 | 143 | 146 | | | |
| 08:30 | 0 | 0 | 43 | 5 | 1 | 2 | 51 | 54 | 0 | 0 | 49 | 5 | 2 | 0 | 56 | 58 | 0 | 0 | 83 | 6 | 1 | 2 | 92 | 95 | | | |
| 08:45 | 0 | 0 | 44 | 8 | 2 | 4 | 58 | 64 | 0 | 0 | 26 | 6 | 2 | 0 | 34 | 36 | 1 | 0 | 64 | 10 | 3 | 1 | 79 | 82 | | | |
| H/TOT | 0 | 2 | 172 | 22 | 6 | 15 | 217 | 237 | 0 | 0 | 139 | 16 | 7 | 0 | 162 | 169 | 1 | 0 | 372 | 31 | 7 | 7 | 418 | 431 | | | |
| 09:00 | 0 | 0 | 42 | 3 | 1 | 1 | 47 | 49 | 0 | 0 | 15 | 5 | 0 | 0 | 20 | 20 | 0 | 1 | 48 | 3 | 6 | 3 | 61 | 69 | | | |
| 09:15 | 0 | 0 | 47 | 4 | 1 | 2 | 54 | 57 | 0 | 0 | 21 | 4 | 5 | 0 | 30 | 35 | 0 | 0 | 50 | 10 | 3 | 1 | 64 | 68 | | | |
| 09:30 | 0 | 1 | 37 | 3 | 3 | 1 | 45 | 48 | 0 | 0 | 16 | 7 | 1 | 0 | 24 | 25 | 0 | 0 | 68 | 8 | 3 | 2 | 81 | 86 | | | |
| 09:45 | 0 | 0 | 31 | 6 | 1 | 0 | 38 | 39 | 0 | 0 | 12 | 1 | 1 | 0 | 14 | 15 | 2 | 0 | 54 | 8 | 5 | 2 | 71 | 76 | | | |
| H/TOT | 0 | 1 | 157 | 16 | 6 | 4 | 184 | 193 | 0 | 0 | 64 | 17 | 7 | 0 | 88 | 95 | 2 | 1 | 220 | 29 | 17 | 8 | 277 | 300 | | | |
| P/TOT | 0 | 4 | 401 | 49 | 13 | 23 | 490 | 524 | 0 | 0 | 226 | 57 | 15 | 1 | 299 | 315 | 3 | 1 | 692 | 92 | 32 | 20 | 840 | 889 | | | |

| TIME | MOVEMENT 5 | | | | | | | TOT | PCU | MOVEMENT 6 | | | | | | | TOT | PCU | MOVEMENT 7 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|-----------|-----------|-----------|-------------|-------------|-----------|------------|------------|-----------|----------|-----------|------------|------------|-----------|-----------|-------------|------------|----------|-----------|-------------|-------------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 16:00 | 0 | 0 | 63 | 8 | 1 | 2 | 74 | 77 | 1 | 1 | 30 | 4 | 1 | 0 | 37 | 37 | 2 | 0 | 98 | 16 | 1 | 5 | 122 | 126 | | | |
| 16:15 | 0 | 1 | 86 | 11 | 4 | 2 | 104 | 109 | 0 | 0 | 31 | 8 | 1 | 0 | 40 | 41 | 2 | 0 | 97 | 10 | 0 | 2 | 111 | 111 | | | |
| 16:30 | 1 | 1 | 83 | 11 | 2 | 4 | 102 | 107 | 1 | 0 | 30 | 6 | 0 | 0 | 37 | 36 | 1 | 0 | 100 | 14 | 0 | 1 | 116 | 116 | | | |
| 16:45 | 1 | 1 | 81 | 11 | 0 | 2 | 96 | 97 | 1 | 0 | 28 | 7 | 0 | 1 | 37 | 37 | 0 | 1 | 101 | 8 | 1 | 3 | 114 | 117 | | | |
| H/TOT | 2 | 3 | 313 | 41 | 7 | 10 | 376 | 390 | 3 | 1 | 119 | 25 | 2 | 1 | 151 | 151 | 5 | 1 | 396 | 48 | 2 | 11 | 463 | 471 | | | |
| 17:00 | 0 | 1 | 93 | 15 | 0 | 0 | 109 | 108 | 2 | 1 | 28 | 9 | 0 | 0 | 40 | 38 | 1 | 2 | 116 | 14 | 3 | 1 | 137 | 139 | | | |
| 17:15 | 0 | 1 | 107 | 9 | 0 | 7 | 124 | 130 | 1 | 0 | 40 | 2 | 0 | 0 | 43 | 42 | 2 | 4 | 119 | 26 | 2 | 4 | 157 | 159 | | | |
| 17:30 | 1 | 1 | 118 | 12 | 2 | 5 | 139 | 145 | 1 | 1 | 51 | 4 | 1 | 0 | 58 | 58 | 3 | 3 | 100 | 14 | 0 | 4 | 124 | 124 | | | |
| 17:45 | 1 | 0 | 102 | 8 | 0 | 3 | 114 | 116 | 2 | 1 | 53 | 6 | 0 | 4 | 66 | 68 | 2 | 6 | 103 | 11 | 0 | 2 | 124 | 121 | | | |
| H/TOT | 2 | 3 | 420 | 44 | 2 | 15 | 486 | 500 | 6 | 3 | 172 | 21 | 1 | 4 | 207 | 205 | 8 | 15 | 438 | 65 | 5 | 11 | 542 | 543 | | | |
| 18:00 | 0 | 0 | 102 | 7 | 1 | 3 | 113 | 117 | 1 | 1 | 41 | 6 | 1 | 6 | 56 | 62 | 5 | 1 | 98 | 14 | 1 | 1 | 120 | 117 | | | |
| 18:15 | 0 | 0 | 104 | 7 | 1 | 1 | 113 | 115 | 1 | 0 | 26 | 2 | 0 | 0 | 29 | 28 | 1 | 1 | 88 | 10 | 0 | 3 | 103 | 105 | | | |
| H/TOT | 0 | 0 | 206 | 14 | 2 | 4 | 226 | 232 | 2 | 1 | 67 | 8 | 1 | 6 | 85 | 90 | 6 | 2 | 186 | 24 | 1 | 4 | 223 | 222 | | | |
| P/TOT | 4 | 6 | 939 | 99 | 11 | 29 | 1088 | 1121 | 11 | 5 | 358 | 54 | 4 | 11 | 443 | 446 | 19 | 18 | 1020 | 137 | 8 | 26 | 1228 | 1236 | | | |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 05

DATE: 6th February 2020

LOCATION: Ballyowen Road/Hermitage Road

DAY: Thursday

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU | MOVEMENT 3 | | | | | | | TOT | PCU |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|----------|------------|-------------|------------|-----------|-----------|-------------|-------------|-----------|-----------|-------------|------------|-----------|-----------|-------------|-------------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 07:30 | 0 | 0 | 7 | 0 | 1 | 0 | 8 | 9 | 0 | 0 | 118 | 11 | 1 | 7 | 137 | 145 | 1 | 2 | 184 | 20 | 3 | 8 | 218 | 227 | | | |
| 07:45 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 3 | 148 | 25 | 1 | 4 | 181 | 184 | 4 | 2 | 189 | 10 | 2 | 5 | 212 | 215 | | | |
| H/TOT | 0 | 0 | 9 | 1 | 1 | 0 | 11 | 12 | 0 | 3 | 266 | 36 | 2 | 11 | 318 | 329 | 5 | 4 | 373 | 30 | 5 | 13 | 430 | 442 | | | |
| 08:00 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 4 | 1 | 2 | 152 | 17 | 4 | 7 | 183 | 192 | 2 | 1 | 221 | 15 | 3 | 8 | 250 | 259 | | | |
| 08:15 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 2 | 1 | 184 | 15 | 1 | 6 | 209 | 214 | 3 | 3 | 129 | 11 | 1 | 8 | 155 | 160 | | | |
| 08:30 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 191 | 9 | 3 | 4 | 208 | 214 | 2 | 3 | 187 | 9 | 4 | 5 | 210 | 216 | | | |
| 08:45 | 0 | 0 | 3 | 1 | 0 | 1 | 5 | 6 | 1 | 0 | 223 | 21 | 7 | 6 | 258 | 270 | 1 | 1 | 150 | 15 | 2 | 6 | 175 | 182 | | | |
| H/TOT | 0 | 0 | 13 | 2 | 1 | 1 | 17 | 19 | 5 | 3 | 750 | 62 | 15 | 23 | 858 | 890 | 8 | 8 | 687 | 50 | 10 | 27 | 790 | 816 | | | |
| 09:00 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 191 | 21 | 4 | 1 | 217 | 222 | 3 | 0 | 132 | 15 | 4 | 8 | 162 | 172 | | | |
| 09:15 | 0 | 0 | 9 | 0 | 1 | 0 | 10 | 11 | 0 | 0 | 180 | 13 | 4 | 5 | 202 | 211 | 2 | 1 | 143 | 20 | 5 | 7 | 178 | 188 | | | |
| 09:30 | 0 | 0 | 5 | 2 | 1 | 0 | 8 | 9 | 0 | 1 | 143 | 9 | 4 | 2 | 159 | 164 | 2 | 1 | 166 | 19 | 1 | 3 | 192 | 194 | | | |
| 09:45 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 107 | 16 | 2 | 1 | 126 | 129 | 2 | 1 | 145 | 12 | 2 | 4 | 166 | 170 | | | |
| H/TOT | 0 | 0 | 35 | 2 | 2 | 0 | 39 | 41 | 0 | 1 | 621 | 59 | 14 | 9 | 704 | 726 | 9 | 3 | 586 | 66 | 12 | 22 | 698 | 723 | | | |
| P/TOT | 0 | 0 | 57 | 5 | 4 | 1 | 67 | 72 | 5 | 7 | 1637 | 157 | 31 | 43 | 1880 | 1946 | 22 | 15 | 1646 | 146 | 27 | 62 | 1918 | 1980 | | | |

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU | MOVEMENT 3 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|----------|----------|----------|------------|------------|----------|------------|-------------|------------|-----------|-----------|-------------|-------------|-----------|----------|-------------|------------|-----------|-----------|-------------|-------------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 16:00 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 | 1 | 0 | 219 | 27 | 2 | 5 | 254 | 260 | 2 | 1 | 172 | 33 | 1 | 3 | 212 | 214 | | | |
| 16:15 | 0 | 0 | 11 | 0 | 1 | 0 | 12 | 13 | 0 | 1 | 171 | 34 | 3 | 3 | 212 | 217 | 2 | 0 | 169 | 14 | 2 | 2 | 189 | 191 | | | |
| 16:30 | 0 | 0 | 13 | 3 | 0 | 0 | 16 | 16 | 1 | 1 | 196 | 25 | 4 | 4 | 231 | 238 | 3 | 1 | 178 | 17 | 3 | 4 | 206 | 210 | | | |
| 16:45 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 1 | 1 | 196 | 23 | 1 | 3 | 225 | 228 | 1 | 0 | 188 | 18 | 2 | 2 | 211 | 214 | | | |
| H/TOT | 0 | 0 | 42 | 3 | 1 | 0 | 46 | 47 | 3 | 3 | 782 | 109 | 10 | 15 | 922 | 943 | 8 | 2 | 707 | 82 | 8 | 11 | 818 | 829 | | | |
| 17:00 | 0 | 0 | 9 | 2 | 0 | 0 | 11 | 11 | 2 | 1 | 224 | 25 | 0 | 0 | 252 | 250 | 1 | 1 | 168 | 32 | 0 | 5 | 207 | 211 | | | |
| 17:15 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 15 | 1 | 2 | 234 | 15 | 1 | 8 | 261 | 268 | 1 | 0 | 174 | 11 | 1 | 3 | 190 | 193 | | | |
| 17:30 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 12 | 1 | 1 | 254 | 25 | 3 | 5 | 289 | 296 | 1 | 2 | 135 | 17 | 2 | 3 | 160 | 163 | | | |
| 17:45 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 | 2 | 2 | 223 | 19 | 0 | 4 | 250 | 251 | 2 | 1 | 126 | 14 | 0 | 2 | 145 | 145 | | | |
| H/TOT | 0 | 0 | 47 | 2 | 0 | 0 | 49 | 49 | 6 | 6 | 935 | 84 | 4 | 17 | 1052 | 1065 | 5 | 4 | 603 | 74 | 3 | 13 | 702 | 712 | | | |
| 18:00 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 | 0 | 1 | 210 | 19 | 4 | 3 | 237 | 243 | 2 | 1 | 214 | 17 | 2 | 2 | 238 | 240 | | | |
| 18:15 | 0 | 0 | 13 | 1 | 0 | 0 | 14 | 14 | 0 | 1 | 209 | 13 | 5 | 1 | 229 | 234 | 2 | 2 | 196 | 19 | 1 | 0 | 220 | 218 | | | |
| H/TOT | 0 | 0 | 24 | 1 | 0 | 0 | 25 | 25 | 0 | 2 | 419 | 32 | 9 | 4 | 466 | 478 | 4 | 3 | 410 | 36 | 3 | 2 | 458 | 458 | | | |
| P/TOT | 0 | 0 | 113 | 6 | 1 | 0 | 120 | 121 | 9 | 11 | 2136 | 225 | 23 | 36 | 2440 | 2485 | 17 | 9 | 1720 | 192 | 14 | 26 | 1978 | 1999 | | | |

P12 of 20

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 05

DATE: 6th February 2020

LOCATION: Ballyowen Road/Hermitage Road

DAY: Thursday

| TIME | MOVEMENT 4 | | | | | | | PCU | MOVEMENT 5 | | | | | | | PCU | MOVEMENT 6 | | | | | | | PCU |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|------------|----------|-----------|----------|----------|----------|-----------|-----------|------------|----------|------------|----------|----------|----------|------------|------------|
| | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | |
| 07:30 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 9 | 1 | 0 | 0 | 10 | 10 | 0 | 0 | 12 | 1 | 0 | 0 | 13 | 13 |
| 07:45 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 14 | 0 | 1 | 0 | 15 | 16 |
| H/TOT | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 15 | 1 | 0 | 0 | 16 | 16 | 0 | 0 | 26 | 1 | 1 | 0 | 28 | 29 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 8 | 0 | 0 | 15 | 1 | 0 | 0 | 16 | 16 |
| 08:15 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 16 | 2 | 0 | 0 | 18 | 18 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 13 | 2 | 0 | 0 | 15 | 15 |
| 08:45 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 5 | 1 | 1 | 1 | 8 | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 |
| H/TOT | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 5 | 0 | 0 | 24 | 2 | 1 | 1 | 28 | 30 | 0 | 0 | 51 | 5 | 0 | 0 | 56 | 56 |
| 09:00 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 14 | 0 | 1 | 7 | 1 | 0 | 0 | 9 | 8 |
| 09:15 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 |
| 09:30 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 10 | 1 | 0 | 15 | 0 | 1 | 0 | 17 | 17 |
| 09:45 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 9 | 1 | 1 | 0 | 11 | 12 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 |
| H/TOT | 0 | 0 | 19 | 1 | 0 | 0 | 20 | 20 | 0 | 0 | 38 | 2 | 1 | 0 | 41 | 42 | 1 | 1 | 36 | 1 | 1 | 0 | 40 | 40 |
| P/TOT | 0 | 0 | 26 | 2 | 1 | 0 | 29 | 30 | 0 | 0 | 77 | 5 | 2 | 1 | 85 | 88 | 1 | 1 | 113 | 7 | 2 | 0 | 124 | 125 |

| TIME | MOVEMENT 4 | | | | | | | PCU | MOVEMENT 5 | | | | | | | PCU | MOVEMENT 6 | | | | | | | PCU |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|------------|----------|-----------|----------|----------|----------|-----------|-----------|------------|----------|-----------|----------|----------|----------|-----------|-----------|
| | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | |
| 16:00 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 3 | 2 | 1 | 0 | 6 | 7 |
| 16:15 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| 16:30 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 |
| 16:45 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 10 |
| H/TOT | 0 | 0 | 24 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 16 | 0 | 0 | 17 | 3 | 1 | 0 | 21 | 22 |
| 17:00 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| 17:15 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 |
| 17:30 | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 8 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 |
| 17:45 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 7 |
| H/TOT | 0 | 0 | 21 | 1 | 0 | 0 | 22 | 22 | 0 | 0 | 20 | 0 | 0 | 0 | 20 | 20 | 0 | 0 | 20 | 1 | 0 | 0 | 21 | 21 |
| 18:00 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 |
| 18:15 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 13 |
| H/TOT | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 21 | 0 | 0 | 0 | 21 | 21 |
| P/TOT | 0 | 0 | 52 | 1 | 0 | 0 | 53 | 53 | 0 | 0 | 48 | 0 | 0 | 0 | 48 | 48 | 0 | 0 | 58 | 4 | 1 | 0 | 63 | 64 |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 06

DATE: 6th February 2020

LOCATION: Ballyowen Road/Willsbrook Road

DAY: Thursday

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU | MOVEMENT 3 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|-----------|----------|----------|------------|------------|----------|------------|------------|------------|-----------|-----------|-------------|-------------|----------|----------|------------|-----------|----------|----------|------------|------------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | TOT | PCU | | | |
| 07:30 | 0 | 0 | 54 | 2 | 0 | 1 | 57 | 58 | 0 | 0 | 62 | 9 | 1 | 5 | 77 | 83 | 0 | 0 | 11 | 1 | 0 | 1 | 13 | 14 | | | |
| 07:45 | 0 | 0 | 29 | 10 | 0 | 1 | 40 | 41 | 0 | 3 | 100 | 12 | 1 | 3 | 119 | 121 | 0 | 0 | 25 | 3 | 0 | 0 | 28 | 28 | | | |
| H/TOT | 0 | 0 | 83 | 12 | 0 | 2 | 97 | 99 | 0 | 3 | 162 | 21 | 2 | 8 | 196 | 204 | 0 | 0 | 36 | 4 | 0 | 1 | 41 | 42 | | | |
| 08:00 | 0 | 0 | 27 | 6 | 0 | 0 | 33 | 33 | 0 | 2 | 114 | 9 | 4 | 7 | 136 | 146 | 1 | 0 | 18 | 3 | 0 | 0 | 22 | 21 | | | |
| 08:15 | 2 | 0 | 44 | 2 | 0 | 1 | 49 | 48 | 0 | 1 | 114 | 12 | 1 | 5 | 133 | 138 | 0 | 0 | 31 | 1 | 0 | 0 | 32 | 32 | | | |
| 08:30 | 1 | 0 | 63 | 2 | 0 | 0 | 66 | 65 | 0 | 0 | 97 | 5 | 3 | 3 | 108 | 114 | 0 | 0 | 38 | 2 | 0 | 1 | 41 | 42 | | | |
| 08:45 | 1 | 0 | 71 | 2 | 0 | 0 | 74 | 73 | 0 | 0 | 117 | 18 | 7 | 7 | 149 | 163 | 0 | 0 | 40 | 2 | 1 | 0 | 43 | 44 | | | |
| H/TOT | 4 | 0 | 205 | 12 | 0 | 1 | 222 | 220 | 0 | 3 | 442 | 44 | 15 | 22 | 526 | 561 | 1 | 0 | 127 | 8 | 1 | 1 | 138 | 139 | | | |
| 09:00 | 0 | 0 | 75 | 7 | 0 | 0 | 82 | 82 | 0 | 0 | 102 | 13 | 4 | 0 | 119 | 123 | 0 | 0 | 28 | 1 | 0 | 1 | 30 | 31 | | | |
| 09:15 | 0 | 0 | 58 | 5 | 1 | 0 | 64 | 65 | 0 | 0 | 103 | 6 | 3 | 5 | 117 | 125 | 0 | 0 | 24 | 3 | 0 | 0 | 27 | 27 | | | |
| 09:30 | 0 | 0 | 40 | 2 | 1 | 0 | 43 | 44 | 0 | 1 | 91 | 6 | 2 | 2 | 102 | 105 | 0 | 0 | 22 | 1 | 1 | 0 | 24 | 25 | | | |
| 09:45 | 0 | 0 | 32 | 2 | 0 | 0 | 34 | 34 | 0 | 0 | 69 | 14 | 2 | 1 | 86 | 89 | 0 | 0 | 15 | 1 | 1 | 0 | 17 | 18 | | | |
| H/TOT | 0 | 0 | 205 | 16 | 2 | 0 | 223 | 225 | 0 | 1 | 365 | 39 | 11 | 8 | 424 | 442 | 0 | 0 | 89 | 6 | 2 | 1 | 98 | 101 | | | |
| P/TOT | 4 | 0 | 493 | 40 | 2 | 3 | 542 | 544 | 0 | 7 | 969 | 104 | 28 | 38 | 1146 | 1208 | 1 | 0 | 252 | 18 | 3 | 3 | 277 | 282 | | | |

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU | MOVEMENT 3 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|-----------|----------|----------|------------|------------|----------|------------|-------------|------------|-----------|-----------|-------------|-------------|----------|----------|------------|-----------|----------|----------|------------|------------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | TOT | PCU | | | |
| 16:00 | 0 | 0 | 51 | 0 | 0 | 0 | 51 | 51 | 1 | 0 | 138 | 25 | 1 | 5 | 170 | 175 | 0 | 0 | 35 | 2 | 1 | 0 | 38 | 39 | | | |
| 16:15 | 0 | 0 | 32 | 2 | 0 | 0 | 34 | 34 | 0 | 1 | 92 | 23 | 2 | 2 | 120 | 123 | 0 | 0 | 51 | 9 | 1 | 1 | 62 | 64 | | | |
| 16:30 | 0 | 0 | 35 | 2 | 0 | 0 | 37 | 37 | 1 | 1 | 135 | 20 | 3 | 4 | 164 | 170 | 0 | 0 | 32 | 3 | 1 | 0 | 36 | 37 | | | |
| 16:45 | 0 | 0 | 37 | 5 | 0 | 1 | 43 | 44 | 1 | 1 | 104 | 16 | 1 | 2 | 125 | 127 | 0 | 0 | 56 | 2 | 0 | 0 | 58 | 58 | | | |
| H/TOT | 0 | 0 | 155 | 9 | 0 | 1 | 165 | 166 | 3 | 3 | 469 | 84 | 7 | 13 | 579 | 595 | 0 | 0 | 174 | 16 | 3 | 1 | 194 | 198 | | | |
| 17:00 | 0 | 0 | 34 | 2 | 0 | 0 | 36 | 36 | 2 | 0 | 148 | 23 | 0 | 0 | 173 | 171 | 0 | 1 | 48 | 0 | 0 | 0 | 49 | 48 | | | |
| 17:15 | 0 | 0 | 44 | 4 | 0 | 0 | 48 | 48 | 1 | 1 | 146 | 9 | 1 | 8 | 166 | 174 | 0 | 1 | 50 | 2 | 0 | 0 | 53 | 52 | | | |
| 17:30 | 0 | 0 | 49 | 4 | 0 | 0 | 53 | 53 | 0 | 0 | 152 | 16 | 2 | 4 | 174 | 180 | 1 | 1 | 58 | 5 | 1 | 1 | 67 | 68 | | | |
| 17:45 | 1 | 0 | 31 | 6 | 0 | 0 | 38 | 37 | 0 | 1 | 131 | 10 | 0 | 4 | 146 | 149 | 1 | 1 | 64 | 3 | 0 | 0 | 69 | 68 | | | |
| H/TOT | 1 | 0 | 158 | 16 | 0 | 0 | 175 | 174 | 3 | 2 | 577 | 58 | 3 | 16 | 659 | 674 | 2 | 4 | 220 | 10 | 1 | 1 | 238 | 236 | | | |
| 18:00 | 0 | 0 | 22 | 5 | 0 | 0 | 27 | 27 | 0 | 1 | 140 | 8 | 3 | 3 | 155 | 160 | 0 | 0 | 55 | 6 | 1 | 0 | 62 | 63 | | | |
| 18:15 | 0 | 0 | 37 | 2 | 1 | 0 | 40 | 41 | 0 | 1 | 125 | 8 | 4 | 1 | 139 | 143 | 0 | 0 | 52 | 3 | 0 | 0 | 55 | 55 | | | |
| H/TOT | 0 | 0 | 59 | 7 | 1 | 0 | 67 | 68 | 0 | 2 | 265 | 16 | 7 | 4 | 294 | 304 | 0 | 0 | 107 | 9 | 1 | 0 | 117 | 118 | | | |
| P/TOT | 1 | 0 | 372 | 32 | 1 | 1 | 407 | 408 | 6 | 7 | 1311 | 158 | 17 | 33 | 1532 | 1573 | 2 | 4 | 501 | 35 | 5 | 2 | 549 | 552 | | | |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 06

DATE: 6th February 2020

LOCATION: Ballyowen Road/Willsbrook Road

DAY: Thursday

| TIME | MOVEMENT 4 | | | | | | | TOT | PCU | MOVEMENT 5 | | | | | | | TOT | PCU | MOVEMENT 6 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|-----------|----------|----------|------------|------------|-----------|------------|------------|-----------|----------|----------|------------|------------|----------|----------|------------|----------|----------|----------|-----------|-----------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 07:30 | 0 | 1 | 82 | 4 | 1 | 0 | 88 | 88 | 3 | 0 | 48 | 5 | 0 | 0 | 56 | 54 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 4 | | | |
| 07:45 | 0 | 0 | 102 | 3 | 0 | 1 | 106 | 107 | 1 | 0 | 41 | 3 | 1 | 0 | 46 | 46 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | | | |
| H/TOT | 0 | 1 | 184 | 7 | 1 | 1 | 194 | 195 | 4 | 0 | 89 | 8 | 1 | 0 | 102 | 100 | 0 | 1 | 11 | 0 | 0 | 0 | 12 | 11 | | | |
| 08:00 | 1 | 1 | 87 | 3 | 0 | 0 | 92 | 91 | 0 | 0 | 35 | 1 | 0 | 0 | 36 | 36 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 9 | | | |
| 08:15 | 0 | 1 | 54 | 7 | 1 | 0 | 63 | 63 | 3 | 0 | 34 | 0 | 1 | 0 | 38 | 37 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | | | |
| 08:30 | 0 | 0 | 64 | 3 | 1 | 1 | 69 | 71 | 2 | 1 | 60 | 2 | 0 | 0 | 65 | 63 | 0 | 0 | 8 | 0 | 1 | 1 | 10 | 12 | | | |
| 08:45 | 0 | 1 | 44 | 1 | 0 | 0 | 46 | 45 | 1 | 0 | 56 | 1 | 0 | 0 | 58 | 57 | 0 | 0 | 6 | 0 | 0 | 1 | 7 | 8 | | | |
| H/TOT | 1 | 3 | 249 | 14 | 2 | 1 | 270 | 270 | 6 | 1 | 185 | 4 | 1 | 0 | 197 | 193 | 0 | 0 | 30 | 0 | 1 | 2 | 33 | 36 | | | |
| 09:00 | 0 | 0 | 44 | 4 | 1 | 1 | 50 | 52 | 0 | 0 | 54 | 1 | 0 | 2 | 57 | 59 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | | | |
| 09:15 | 0 | 0 | 46 | 3 | 0 | 0 | 49 | 49 | 0 | 0 | 50 | 2 | 0 | 0 | 52 | 52 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | |
| 09:30 | 0 | 1 | 59 | 5 | 0 | 0 | 65 | 64 | 0 | 0 | 57 | 1 | 0 | 0 | 58 | 58 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 5 | | | |
| 09:45 | 0 | 1 | 42 | 1 | 0 | 0 | 44 | 43 | 2 | 0 | 30 | 0 | 0 | 0 | 32 | 30 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 6 | | | |
| H/TOT | 0 | 2 | 191 | 13 | 1 | 1 | 208 | 209 | 2 | 0 | 191 | 4 | 0 | 2 | 199 | 199 | 0 | 0 | 13 | 2 | 1 | 0 | 16 | 17 | | | |
| P/TOT | 1 | 6 | 624 | 34 | 4 | 3 | 672 | 675 | 12 | 1 | 465 | 16 | 2 | 2 | 498 | 492 | 0 | 1 | 54 | 2 | 2 | 2 | 61 | 64 | | | |

| TIME | MOVEMENT 4 | | | | | | | TOT | PCU | MOVEMENT 5 | | | | | | | TOT | PCU | MOVEMENT 6 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|-----------|----------|----------|------------|------------|----------|------------|------------|-----------|----------|----------|------------|------------|----------|----------|------------|----------|----------|----------|-----------|-----------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 16:00 | 0 | 0 | 38 | 5 | 0 | 1 | 44 | 45 | 0 | 0 | 39 | 4 | 0 | 0 | 43 | 43 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | | | |
| 16:15 | 0 | 0 | 50 | 2 | 0 | 2 | 54 | 56 | 2 | 0 | 27 | 0 | 0 | 0 | 29 | 27 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | |
| 16:30 | 0 | 0 | 47 | 3 | 0 | 1 | 51 | 52 | 0 | 0 | 24 | 1 | 0 | 1 | 26 | 27 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 7 | | | |
| 16:45 | 0 | 0 | 48 | 4 | 0 | 0 | 52 | 52 | 0 | 1 | 23 | 1 | 0 | 0 | 25 | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | |
| H/TOT | 0 | 0 | 183 | 14 | 0 | 4 | 201 | 205 | 2 | 1 | 113 | 6 | 0 | 1 | 123 | 122 | 0 | 0 | 13 | 0 | 1 | 0 | 14 | 15 | | | |
| 17:00 | 0 | 0 | 62 | 7 | 0 | 0 | 69 | 69 | 0 | 0 | 41 | 2 | 0 | 0 | 43 | 43 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | |
| 17:15 | 0 | 0 | 44 | 2 | 0 | 0 | 46 | 46 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 29 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | | | |
| 17:30 | 0 | 0 | 38 | 2 | 0 | 0 | 40 | 40 | 0 | 0 | 27 | 0 | 0 | 0 | 27 | 27 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | | | |
| 17:45 | 0 | 0 | 35 | 3 | 0 | 0 | 38 | 38 | 0 | 0 | 28 | 2 | 0 | 0 | 30 | 30 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | | | |
| H/TOT | 0 | 0 | 179 | 14 | 0 | 0 | 193 | 193 | 0 | 0 | 125 | 4 | 0 | 0 | 129 | 129 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 14 | | | |
| 18:00 | 0 | 0 | 53 | 4 | 0 | 0 | 57 | 57 | 0 | 0 | 23 | 2 | 1 | 0 | 26 | 27 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | | | |
| 18:15 | 0 | 0 | 40 | 3 | 0 | 0 | 43 | 43 | 1 | 1 | 35 | 1 | 0 | 0 | 38 | 37 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | | | |
| H/TOT | 0 | 0 | 93 | 7 | 0 | 0 | 100 | 100 | 1 | 1 | 58 | 3 | 1 | 0 | 64 | 64 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | | | |
| P/TOT | 0 | 0 | 455 | 35 | 0 | 4 | 494 | 498 | 3 | 2 | 296 | 13 | 1 | 1 | 316 | 314 | 0 | 0 | 33 | 0 | 1 | 0 | 34 | 35 | | | |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 06

DATE: 6th February 2020

LOCATION: Ballyowen Road/Willsbrook Road

DAY: Thursday

| TIME | MOVEMENT 7 | | | | | | | PCU | MOVEMENT 8 | | | | | | | PCU | MOVEMENT 9 | | | | | | | PCU |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|------------|----------|------------|------------|-----------|-----------|-------------|-------------|------------|----------|------------|-----------|----------|----------|------------|------------|
| | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | |
| 07:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 89 | 17 | 2 | 8 | 118 | 127 | 0 | 0 | 22 | 2 | 1 | 1 | 26 | 28 |
| 07:45 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 68 | 5 | 1 | 4 | 84 | 85 | 0 | 0 | 8 | 3 | 0 | 0 | 11 | 11 |
| H/TOT | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 5 | 3 | 157 | 22 | 3 | 12 | 202 | 211 | 0 | 0 | 30 | 5 | 1 | 1 | 37 | 39 |
| 08:00 | 1 | 0 | 3 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 118 | 12 | 3 | 8 | 142 | 152 | 0 | 0 | 10 | 0 | 0 | 2 | 12 | 14 |
| 08:15 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 2 | 2 | 61 | 4 | 0 | 8 | 77 | 82 | 0 | 0 | 13 | 3 | 0 | 0 | 16 | 16 |
| 08:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 112 | 5 | 3 | 4 | 129 | 133 | 1 | 0 | 20 | 3 | 0 | 0 | 24 | 23 |
| 08:45 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 100 | 14 | 2 | 6 | 122 | 130 | 0 | 0 | 25 | 0 | 2 | 2 | 29 | 33 |
| H/TOT | 2 | 0 | 11 | 0 | 0 | 0 | 13 | 11 | 5 | 5 | 391 | 35 | 8 | 26 | 470 | 497 | 1 | 0 | 68 | 6 | 2 | 4 | 81 | 86 |
| 09:00 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 87 | 9 | 3 | 7 | 109 | 117 | 0 | 0 | 32 | 0 | 0 | 0 | 32 | 32 |
| 09:15 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 90 | 16 | 5 | 7 | 121 | 131 | 0 | 0 | 31 | 2 | 1 | 0 | 34 | 35 |
| 09:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 99 | 13 | 0 | 3 | 117 | 118 | 0 | 0 | 20 | 2 | 1 | 0 | 23 | 24 |
| 09:45 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 97 | 12 | 2 | 4 | 117 | 121 | 0 | 0 | 13 | 4 | 0 | 0 | 17 | 17 |
| H/TOT | 1 | 0 | 8 | 0 | 0 | 0 | 9 | 8 | 9 | 1 | 373 | 50 | 10 | 21 | 464 | 487 | 0 | 0 | 96 | 8 | 2 | 0 | 106 | 108 |
| P/TOT | 3 | 0 | 22 | 0 | 0 | 0 | 25 | 23 | 19 | 9 | 921 | 107 | 21 | 59 | 1136 | 1195 | 1 | 0 | 194 | 19 | 5 | 5 | 224 | 233 |

| TIME | MOVEMENT 7 | | | | | | | PCU | MOVEMENT 8 | | | | | | | PCU | MOVEMENT 9 | | | | | | | PCU |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|------------|----------|-------------|------------|-----------|-----------|-------------|-------------|------------|----------|------------|-----------|----------|----------|------------|------------|
| | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | |
| 16:00 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 128 | 25 | 1 | 2 | 159 | 160 | 0 | 0 | 24 | 0 | 0 | 0 | 24 | 24 |
| 16:15 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 108 | 12 | 2 | 0 | 123 | 124 | 0 | 0 | 28 | 1 | 0 | 0 | 29 | 29 |
| 16:30 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 3 | 1 | 122 | 12 | 3 | 3 | 144 | 147 | 0 | 0 | 19 | 1 | 1 | 0 | 21 | 22 |
| 16:45 | 2 | 0 | 3 | 0 | 0 | 0 | 5 | 3 | 1 | 0 | 138 | 14 | 2 | 2 | 157 | 160 | 0 | 0 | 21 | 1 | 1 | 0 | 23 | 24 |
| H/TOT | 2 | 0 | 11 | 0 | 0 | 0 | 13 | 11 | 7 | 2 | 496 | 63 | 8 | 7 | 583 | 591 | 0 | 0 | 92 | 3 | 2 | 0 | 97 | 99 |
| 17:00 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 99 | 23 | 0 | 5 | 128 | 132 | 1 | 0 | 19 | 3 | 1 | 0 | 24 | 24 |
| 17:15 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 124 | 7 | 1 | 3 | 136 | 139 | 0 | 0 | 36 | 5 | 1 | 0 | 42 | 43 |
| 17:30 | 1 | 0 | 8 | 0 | 0 | 0 | 9 | 8 | 1 | 2 | 88 | 13 | 2 | 3 | 109 | 112 | 0 | 0 | 22 | 1 | 1 | 0 | 24 | 25 |
| 17:45 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | 2 | 1 | 88 | 11 | 0 | 2 | 104 | 104 | 0 | 0 | 23 | 3 | 0 | 0 | 26 | 26 |
| H/TOT | 2 | 0 | 21 | 0 | 0 | 0 | 23 | 21 | 4 | 4 | 399 | 54 | 3 | 13 | 477 | 487 | 1 | 0 | 100 | 12 | 3 | 0 | 116 | 118 |
| 18:00 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 2 | 1 | 148 | 12 | 2 | 2 | 167 | 169 | 0 | 0 | 16 | 2 | 1 | 0 | 19 | 20 |
| 18:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 139 | 15 | 1 | 0 | 159 | 157 | 0 | 0 | 17 | 2 | 0 | 0 | 19 | 19 |
| H/TOT | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 4 | 3 | 287 | 27 | 3 | 2 | 326 | 326 | 0 | 0 | 33 | 4 | 1 | 0 | 38 | 39 |
| P/TOT | 4 | 0 | 36 | 0 | 0 | 0 | 40 | 37 | 15 | 9 | 1182 | 144 | 14 | 22 | 1386 | 1405 | 1 | 0 | 225 | 19 | 6 | 0 | 251 | 256 |

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TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 06

DATE: 6th February 2020

LOCATION: Ballyowen Road/Willsbrook Road

DAY: Thursday

| TIME | MOVEMENT 10 | | | | | | | TOT | PCU | MOVEMENT 11 | | | | | | | TOT | PCU | MOVEMENT 12 | | | | | | | TOT | PCU |
|--------------|-------------|----------|------------|-----------|----------|----------|------------|------------|----------|-------------|------------|-----------|----------|----------|------------|------------|----------|----------|-------------|----------|----------|----------|------------|------------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 07:30 | 0 | 0 | 25 | 4 | 1 | 1 | 31 | 33 | 0 | 0 | 14 | 2 | 0 | 0 | 16 | 16 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 15 | | | |
| 07:45 | 0 | 0 | 14 | 1 | 0 | 0 | 15 | 15 | 1 | 0 | 15 | 0 | 1 | 0 | 17 | 17 | 0 | 0 | 21 | 2 | 1 | 0 | 24 | 25 | | | |
| H/TOT | 0 | 0 | 39 | 5 | 1 | 1 | 46 | 48 | 1 | 0 | 29 | 2 | 1 | 0 | 33 | 33 | 0 | 0 | 36 | 2 | 1 | 0 | 39 | 40 | | | |
| 08:00 | 1 | 0 | 23 | 2 | 0 | 1 | 27 | 27 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 16 | | | |
| 08:15 | 1 | 0 | 23 | 1 | 1 | 0 | 26 | 26 | 0 | 0 | 23 | 2 | 1 | 0 | 26 | 27 | 1 | 0 | 16 | 0 | 0 | 0 | 17 | 16 | | | |
| 08:30 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 15 | 1 | 0 | 34 | 1 | 0 | 0 | 36 | 35 | 0 | 0 | 11 | 1 | 0 | 0 | 12 | 12 | | | |
| 08:45 | 0 | 0 | 24 | 3 | 0 | 0 | 27 | 27 | 0 | 0 | 23 | 5 | 0 | 0 | 28 | 28 | 1 | 0 | 7 | 0 | 1 | 0 | 9 | 9 | | | |
| H/TOT | 2 | 0 | 85 | 6 | 1 | 1 | 95 | 95 | 1 | 0 | 92 | 8 | 1 | 0 | 102 | 102 | 2 | 0 | 50 | 1 | 1 | 0 | 54 | 53 | | | |
| 09:00 | 0 | 0 | 11 | 0 | 1 | 0 | 12 | 13 | 0 | 0 | 28 | 2 | 0 | 0 | 30 | 30 | 0 | 0 | 6 | 2 | 0 | 0 | 8 | 8 | | | |
| 09:15 | 0 | 0 | 18 | 0 | 0 | 2 | 20 | 22 | 0 | 0 | 28 | 2 | 0 | 0 | 30 | 30 | 0 | 0 | 15 | 1 | 0 | 0 | 16 | 16 | | | |
| 09:30 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | 17 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 12 | 1 | 1 | 0 | 14 | 15 | | | |
| 09:45 | 0 | 0 | 13 | 2 | 0 | 0 | 15 | 15 | 1 | 0 | 12 | 0 | 0 | 0 | 13 | 12 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | | | |
| H/TOT | 0 | 0 | 59 | 2 | 1 | 2 | 64 | 67 | 1 | 0 | 80 | 4 | 0 | 0 | 85 | 84 | 0 | 0 | 41 | 4 | 1 | 0 | 46 | 47 | | | |
| P/TOT | 2 | 0 | 183 | 13 | 3 | 4 | 205 | 210 | 3 | 0 | 201 | 14 | 2 | 0 | 220 | 220 | 2 | 0 | 127 | 7 | 3 | 0 | 139 | 140 | | | |

| TIME | MOVEMENT 10 | | | | | | | TOT | PCU | MOVEMENT 11 | | | | | | | TOT | PCU | MOVEMENT 12 | | | | | | | TOT | PCU |
|--------------|-------------|----------|------------|-----------|----------|----------|------------|------------|----------|-------------|------------|-----------|----------|----------|------------|------------|----------|----------|-------------|-----------|----------|----------|------------|------------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 16:00 | 0 | 0 | 18 | 3 | 0 | 0 | 21 | 21 | 0 | 0 | 41 | 1 | 0 | 0 | 42 | 42 | 0 | 0 | 12 | 3 | 0 | 0 | 15 | 15 | | | |
| 16:15 | 1 | 0 | 18 | 0 | 0 | 0 | 19 | 18 | 0 | 0 | 29 | 2 | 0 | 0 | 31 | 31 | 1 | 0 | 19 | 0 | 0 | 0 | 20 | 19 | | | |
| 16:30 | 0 | 0 | 16 | 1 | 0 | 0 | 17 | 17 | 0 | 0 | 27 | 1 | 0 | 0 | 28 | 28 | 0 | 0 | 13 | 2 | 0 | 0 | 15 | 15 | | | |
| 16:45 | 0 | 0 | 23 | 1 | 0 | 0 | 24 | 24 | 1 | 0 | 28 | 2 | 0 | 0 | 31 | 30 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | | | |
| H/TOT | 1 | 0 | 75 | 5 | 0 | 0 | 81 | 80 | 1 | 0 | 125 | 6 | 0 | 0 | 132 | 131 | 1 | 0 | 52 | 5 | 0 | 0 | 58 | 57 | | | |
| 17:00 | 0 | 0 | 19 | 4 | 0 | 0 | 23 | 23 | 1 | 0 | 28 | 3 | 0 | 0 | 32 | 31 | 1 | 0 | 14 | 2 | 0 | 0 | 17 | 16 | | | |
| 17:15 | 0 | 0 | 14 | 1 | 0 | 0 | 15 | 15 | 1 | 0 | 17 | 0 | 0 | 0 | 18 | 17 | 0 | 0 | 10 | 2 | 0 | 0 | 12 | 12 | | | |
| 17:30 | 1 | 1 | 12 | 2 | 1 | 0 | 17 | 17 | 1 | 0 | 27 | 4 | 0 | 0 | 32 | 31 | 0 | 0 | 16 | 3 | 0 | 0 | 19 | 19 | | | |
| 17:45 | 1 | 0 | 20 | 1 | 1 | 0 | 23 | 23 | 0 | 0 | 40 | 5 | 0 | 0 | 45 | 45 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | | | |
| H/TOT | 2 | 1 | 65 | 8 | 2 | 0 | 78 | 78 | 3 | 0 | 112 | 12 | 0 | 0 | 127 | 125 | 1 | 0 | 46 | 7 | 0 | 0 | 54 | 53 | | | |
| 18:00 | 0 | 0 | 23 | 2 | 0 | 0 | 25 | 25 | 2 | 0 | 36 | 1 | 0 | 0 | 39 | 37 | 0 | 0 | 15 | 1 | 0 | 0 | 16 | 16 | | | |
| 18:15 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 13 | 1 | 0 | 25 | 3 | 0 | 0 | 29 | 28 | 0 | 0 | 22 | 1 | 0 | 0 | 23 | 23 | | | |
| H/TOT | 0 | 0 | 36 | 2 | 0 | 0 | 38 | 38 | 3 | 0 | 61 | 4 | 0 | 0 | 68 | 66 | 0 | 0 | 37 | 2 | 0 | 0 | 39 | 39 | | | |
| P/TOT | 3 | 1 | 176 | 15 | 2 | 0 | 197 | 196 | 7 | 0 | 298 | 22 | 0 | 0 | 327 | 321 | 2 | 0 | 135 | 14 | 0 | 0 | 151 | 149 | | | |

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TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 07

DATE: 6th February 2020

LOCATION: Hermitage Gardens/Hermitage Road

DAY: Thursday

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU | MOVEMENT 3 | | | | | | | TOT | PCU |
|--------------|------------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-----------|----------|----------|----------|-----------|-----------|----------|----------|------------|----------|----------|----------|-----------|-----------|----------|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 13 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | | | |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | | | |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | | | |
| 09:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 1 | 1 | 0 | 5 | 6 | | | |
| H/TOT | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 18 | 1 | 0 | 0 | 19 | 19 | 0 | 0 | 21 | 1 | 1 | 0 | 23 | 24 | | | |
| P/TOT | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 34 | 2 | 0 | 0 | 36 | 36 | 0 | 0 | 22 | 1 | 1 | 0 | 24 | 25 | | | |

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU | MOVEMENT 3 | | | | | | | TOT | PCU |
|--------------|------------|----------|----------|----------|----------|----------|----------|----------|----------|------------|-----------|----------|----------|----------|-----------|-----------|----------|----------|------------|----------|----------|----------|-----------|-----------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 5 | | | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 10 | 1 | 0 | 0 | 11 | 11 | | | |
| 17:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | | | |
| H/TOT | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 9 | | | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | | | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | | | |
| P/TOT | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 19 | 0 | 0 | 25 | 1 | 0 | 0 | 26 | 26 | | | |

P18 of 20

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 07

DATE: 6th February 2020

LOCATION: Hermitage Gardens/Hermitage Road

DAY: Thursday

| TIME | MOVEMENT 4 | | | | | | | TOT | PCU | MOVEMENT 5 | | | | | | | TOT | PCU | MOVEMENT 6 | | | | | | | TOT | PCU |
|--------------|------------|----------|-----------|----------|----------|----------|-----------|-----------|----------|------------|------------|-----------|----------|----------|------------|------------|----------|----------|------------|----------|----------|----------|----------|----------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 07:30 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 17 | 2 | 0 | 0 | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 07:45 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 1 | 0 | 12 | 0 | 1 | 0 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| H/TOT | 0 | 0 | 2 | 2 | 1 | 0 | 5 | 6 | 1 | 0 | 29 | 2 | 1 | 0 | 33 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 08:00 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 16 | 1 | 0 | 0 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 08:15 | 0 | 0 | 7 | 1 | 1 | 0 | 9 | 10 | 2 | 0 | 16 | 1 | 0 | 0 | 19 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 08:30 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 12 | 1 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 08:45 | 0 | 0 | 6 | 1 | 1 | 1 | 9 | 11 | 0 | 0 | 10 | 2 | 1 | 1 | 14 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| H/TOT | 0 | 0 | 21 | 2 | 2 | 1 | 26 | 29 | 2 | 0 | 54 | 5 | 1 | 1 | 63 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 09:00 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | 0 | 1 | 11 | 1 | 0 | 0 | 13 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 09:15 | 0 | 0 | 9 | 0 | 1 | 0 | 10 | 11 | 0 | 0 | 7 | 1 | 0 | 0 | 8 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | |
| 09:30 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 5 | 0 | 0 | 8 | 1 | 1 | 0 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 09:45 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 10 | 0 | 1 | 0 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| H/TOT | 0 | 0 | 26 | 1 | 1 | 0 | 28 | 29 | 0 | 1 | 36 | 3 | 2 | 0 | 42 | 43 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | |
| P/TOT | 0 | 0 | 49 | 5 | 4 | 1 | 59 | 64 | 3 | 1 | 119 | 10 | 4 | 1 | 138 | 140 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | |

| TIME | MOVEMENT 4 | | | | | | | TOT | PCU | MOVEMENT 5 | | | | | | | TOT | PCU | MOVEMENT 6 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|----------|----------|----------|------------|------------|----------|------------|-----------|----------|----------|----------|-----------|-----------|----------|----------|------------|----------|----------|----------|----------|----------|--|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | PCL | MCL | | | CAR | LGV | HGV | BUS | | | | | |
| 16:00 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 16 | 0 | 0 | 5 | 3 | 1 | 0 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 16:15 | 0 | 0 | 9 | 0 | 1 | 0 | 10 | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 16:30 | 0 | 0 | 9 | 3 | 0 | 0 | 12 | 12 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 16:45 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| H/TOT | 0 | 0 | 42 | 3 | 1 | 0 | 46 | 47 | 0 | 0 | 20 | 3 | 1 | 0 | 24 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 17:00 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 17:15 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 17:30 | 0 | 0 | 15 | 1 | 0 | 0 | 16 | 16 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 17:45 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 9 | 1 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| H/TOT | 0 | 0 | 39 | 1 | 0 | 0 | 40 | 40 | 0 | 0 | 25 | 1 | 0 | 0 | 26 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 18:00 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 18:15 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| H/TOT | 0 | 0 | 21 | 0 | 0 | 0 | 21 | 21 | 0 | 0 | 23 | 0 | 0 | 0 | 23 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| P/TOT | 0 | 0 | 102 | 4 | 1 | 0 | 107 | 108 | 0 | 0 | 68 | 4 | 1 | 0 | 73 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |

TRAFFINOMICS LIMITED

**LUCAN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**FEBRUARY 2020
TRA/20/034**

SITE: 08

DATE: 6th February 2020

LOCATION: N4 W/B Off Slip & Service Road

DAY: Thursday

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU |
|--------------|------------|----------|------------|------------|-----------|----------|------------|------------|----------|------------|------------|-----------|-----------|-----------|------------|------------|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | | | | |
| 07:30 | 0 | 0 | 43 | 10 | 5 | 1 | 59 | 65 | 0 | 0 | 34 | 19 | 1 | 4 | 58 | 63 | | |
| 07:45 | 0 | 1 | 81 | 26 | 1 | 1 | 110 | 111 | 0 | 0 | 37 | 12 | 3 | 4 | 56 | 63 | | |
| H/TOT | 0 | 1 | 124 | 36 | 6 | 2 | 169 | 176 | 0 | 0 | 71 | 31 | 4 | 8 | 114 | 126 | | |
| 08:00 | 0 | 2 | 79 | 9 | 2 | 0 | 92 | 93 | 0 | 0 | 78 | 7 | 5 | 8 | 98 | 111 | | |
| 08:15 | 0 | 0 | 79 | 6 | 2 | 2 | 89 | 93 | 0 | 0 | 138 | 7 | 0 | 3 | 148 | 151 | | |
| 08:30 | 0 | 0 | 67 | 6 | 3 | 0 | 76 | 79 | 0 | 0 | 108 | 10 | 1 | 4 | 123 | 128 | | |
| 08:45 | 0 | 0 | 71 | 15 | 4 | 1 | 91 | 96 | 1 | 0 | 63 | 9 | 3 | 4 | 80 | 86 | | |
| H/TOT | 0 | 2 | 296 | 36 | 11 | 3 | 348 | 361 | 1 | 0 | 387 | 33 | 9 | 19 | 449 | 476 | | |
| 09:00 | 0 | 1 | 62 | 6 | 6 | 1 | 76 | 82 | 0 | 0 | 43 | 5 | 1 | 3 | 52 | 56 | | |
| 09:15 | 0 | 0 | 76 | 11 | 5 | 1 | 93 | 99 | 0 | 0 | 42 | 7 | 4 | 2 | 55 | 61 | | |
| 09:30 | 0 | 1 | 81 | 7 | 5 | 0 | 94 | 98 | 0 | 0 | 40 | 11 | 2 | 3 | 56 | 61 | | |
| 09:45 | 0 | 0 | 59 | 13 | 5 | 0 | 77 | 82 | 2 | 0 | 38 | 2 | 2 | 2 | 46 | 48 | | |
| H/TOT | 0 | 2 | 278 | 37 | 21 | 2 | 340 | 362 | 2 | 0 | 163 | 25 | 9 | 10 | 209 | 226 | | |
| P/TOT | 0 | 5 | 698 | 109 | 38 | 7 | 857 | 899 | 3 | 0 | 621 | 89 | 22 | 37 | 772 | 829 | | |

| TIME | MOVEMENT 1 | | | | | | | TOT | PCU | MOVEMENT 2 | | | | | | | TOT | PCU |
|--------------|------------|-----------|-------------|------------|-----------|----------|-------------|-------------|-----------|------------|------------|-----------|----------|-----------|------------|-------------|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | | | | |
| 16:00 | 0 | 1 | 113 | 20 | 2 | 1 | 137 | 139 | 3 | 0 | 78 | 8 | 1 | 6 | 96 | 101 | | |
| 16:15 | 0 | 1 | 144 | 20 | 4 | 2 | 171 | 176 | 2 | 0 | 70 | 9 | 1 | 2 | 84 | 85 | | |
| 16:30 | 0 | 0 | 151 | 22 | 2 | 1 | 176 | 179 | 3 | 1 | 62 | 9 | 0 | 4 | 79 | 80 | | |
| 16:45 | 0 | 2 | 140 | 12 | 1 | 0 | 155 | 155 | 2 | 0 | 70 | 14 | 0 | 6 | 92 | 96 | | |
| H/TOT | 0 | 4 | 548 | 74 | 9 | 4 | 639 | 650 | 10 | 1 | 280 | 40 | 2 | 18 | 351 | 362 | | |
| 17:00 | 0 | 2 | 185 | 25 | 3 | 0 | 215 | 217 | 3 | 2 | 52 | 13 | 0 | 1 | 71 | 68 | | |
| 17:15 | 0 | 2 | 179 | 29 | 2 | 1 | 213 | 215 | 3 | 3 | 87 | 8 | 0 | 10 | 111 | 117 | | |
| 17:30 | 0 | 0 | 170 | 25 | 1 | 0 | 196 | 197 | 5 | 5 | 99 | 5 | 2 | 9 | 125 | 129 | | |
| 17:45 | 0 | 3 | 141 | 13 | 0 | 2 | 159 | 159 | 5 | 4 | 117 | 12 | 0 | 7 | 145 | 146 | | |
| H/TOT | 0 | 7 | 675 | 92 | 6 | 3 | 783 | 788 | 16 | 14 | 355 | 38 | 2 | 27 | 452 | 460 | | |
| 18:00 | 0 | 1 | 151 | 13 | 1 | 0 | 166 | 166 | 6 | 1 | 90 | 14 | 2 | 10 | 123 | 130 | | |
| 18:15 | 0 | 1 | 163 | 12 | 0 | 1 | 177 | 177 | 2 | 0 | 55 | 7 | 1 | 3 | 68 | 70 | | |
| H/TOT | 0 | 2 | 314 | 25 | 1 | 1 | 343 | 344 | 8 | 1 | 145 | 21 | 3 | 13 | 191 | 200 | | |
| P/TOT | 0 | 13 | 1537 | 191 | 16 | 8 | 1765 | 1781 | 34 | 16 | 780 | 99 | 7 | 58 | 994 | 1022 | | |

P20 of 20

TRAFFINOMICS LIMITED

**LUCAN RETAIL PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT/ACCUMULATION COUNTS**

**SEPTEMBER 2021
TRA/21/160**

SITE: 01

DATE: 18th September 2021

LOCATION: Lucan Retail Park Access

DAY: Saturday

| TIME | ENTRY | | | | | | | TOT | PCU | EXIT | | | | | | | TOT | PCU |
|--------------|-------|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|---|---|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | PCL | | | MCL | CAR | LGV | HGV | BUS | | | | |
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 01:00 | 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 | 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 | |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 02:00 | 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 | 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 | |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 03:00 | 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 | |
| 03:30 | 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 | |
| H/TOT | 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 | |
| 04:15 | 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 | |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 05:00 | 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 | |
| 05:30 | 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 | 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 | |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 06:30 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | |
| H/TOT | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:45 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | |
| H/TOT | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | |

TRAFFINOMICS LIMITED

**LUCAN RETAIL PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT/ACCUMULATION COUNTS**

**SEPTEMBER 2021
TRA/21/160**

SITE: 01

DATE: 18th September 2021

LOCATION: Lucan Retail Park Access

DAY: Saturday

| TIME | ENTRY | | | | | | TOT | PCU | EXIT | | | | | | TOT | PCU |
|--------------|----------|----------|------------|-----------|----------|----------|------------|------------|----------|----------|------------|-----------|----------|----------|------------|------------|
| | PCL | MCL | CAR | LGV | HGV | BUS | | | PCL | MCL | CAR | LGV | HGV | BUS | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 |
| 08:45 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 14 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 |
| H/TOT | 0 | 0 | 20 | 0 | 0 | 0 | 20 | 20 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 9 |
| 09:00 | 0 | 0 | 13 | 3 | 0 | 0 | 16 | 16 | 0 | 0 | 9 | 1 | 0 | 0 | 10 | 10 |
| 09:15 | 0 | 0 | 24 | 3 | 0 | 0 | 27 | 27 | 0 | 0 | 17 | 2 | 0 | 0 | 19 | 19 |
| 09:30 | 0 | 0 | 17 | 2 | 0 | 0 | 19 | 19 | 0 | 0 | 12 | 3 | 0 | 0 | 15 | 15 |
| 09:45 | 0 | 0 | 23 | 5 | 1 | 0 | 29 | 30 | 0 | 0 | 13 | 4 | 1 | 0 | 18 | 19 |
| H/TOT | 0 | 0 | 77 | 13 | 1 | 0 | 91 | 92 | 0 | 0 | 51 | 10 | 1 | 0 | 62 | 63 |
| 10:00 | 0 | 0 | 34 | 4 | 0 | 0 | 38 | 38 | 0 | 0 | 24 | 4 | 0 | 0 | 28 | 28 |
| 10:15 | 0 | 0 | 32 | 0 | 0 | 0 | 32 | 32 | 0 | 0 | 34 | 2 | 0 | 0 | 36 | 36 |
| 10:30 | 0 | 0 | 31 | 2 | 0 | 0 | 33 | 33 | 0 | 0 | 27 | 1 | 0 | 0 | 28 | 28 |
| 10:45 | 0 | 0 | 34 | 2 | 0 | 0 | 36 | 36 | 0 | 0 | 28 | 3 | 0 | 0 | 31 | 31 |
| H/TOT | 0 | 0 | 131 | 8 | 0 | 0 | 139 | 139 | 0 | 0 | 113 | 10 | 0 | 0 | 123 | 123 |
| 11:00 | 0 | 0 | 35 | 2 | 0 | 0 | 37 | 37 | 0 | 0 | 36 | 3 | 0 | 0 | 39 | 39 |
| 11:15 | 0 | 0 | 34 | 1 | 1 | 0 | 36 | 37 | 0 | 0 | 33 | 1 | 0 | 0 | 34 | 34 |
| 11:30 | 0 | 0 | 44 | 7 | 0 | 0 | 51 | 51 | 0 | 0 | 34 | 3 | 1 | 0 | 38 | 39 |
| 11:45 | 0 | 0 | 47 | 2 | 1 | 0 | 50 | 51 | 0 | 0 | 35 | 4 | 1 | 0 | 40 | 41 |
| H/TOT | 0 | 0 | 160 | 12 | 2 | 0 | 174 | 176 | 0 | 0 | 138 | 11 | 2 | 0 | 151 | 153 |
| 12:00 | 0 | 0 | 54 | 5 | 0 | 0 | 59 | 59 | 0 | 0 | 45 | 4 | 0 | 0 | 49 | 49 |
| 12:15 | 0 | 0 | 47 | 1 | 0 | 0 | 48 | 48 | 0 | 0 | 56 | 3 | 0 | 0 | 59 | 59 |
| 12:30 | 0 | 0 | 50 | 4 | 0 | 0 | 54 | 54 | 0 | 0 | 54 | 4 | 0 | 0 | 58 | 58 |
| 12:45 | 0 | 0 | 44 | 6 | 1 | 0 | 51 | 52 | 0 | 0 | 48 | 4 | 0 | 0 | 52 | 52 |
| H/TOT | 0 | 0 | 195 | 16 | 1 | 0 | 212 | 213 | 0 | 0 | 203 | 15 | 0 | 0 | 218 | 218 |
| 13:00 | 0 | 0 | 39 | 3 | 0 | 0 | 42 | 42 | 0 | 0 | 34 | 3 | 0 | 0 | 37 | 37 |
| 13:15 | 0 | 0 | 34 | 3 | 0 | 0 | 37 | 37 | 0 | 0 | 41 | 5 | 0 | 0 | 46 | 46 |
| 13:30 | 0 | 0 | 50 | 3 | 0 | 0 | 53 | 53 | 0 | 0 | 38 | 3 | 0 | 0 | 41 | 41 |
| 13:45 | 0 | 0 | 50 | 2 | 0 | 0 | 52 | 52 | 0 | 0 | 52 | 2 | 1 | 0 | 55 | 56 |
| H/TOT | 0 | 0 | 173 | 11 | 0 | 0 | 184 | 184 | 0 | 0 | 165 | 13 | 1 | 0 | 179 | 180 |
| 14:00 | 0 | 0 | 45 | 1 | 0 | 0 | 46 | 46 | 0 | 0 | 42 | 2 | 0 | 0 | 44 | 44 |
| 14:15 | 0 | 0 | 54 | 2 | 0 | 0 | 56 | 56 | 0 | 0 | 48 | 2 | 0 | 0 | 50 | 50 |
| 14:30 | 0 | 0 | 42 | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 42 | 4 | 0 | 0 | 46 | 46 |
| 14:45 | 0 | 0 | 55 | 3 | 0 | 0 | 58 | 58 | 0 | 0 | 44 | 7 | 0 | 0 | 51 | 51 |
| H/TOT | 0 | 0 | 196 | 14 | 0 | 0 | 210 | 210 | 0 | 0 | 176 | 15 | 0 | 0 | 191 | 191 |
| 15:00 | 0 | 0 | 46 | 5 | 0 | 0 | 51 | 51 | 0 | 0 | 60 | 3 | 0 | 0 | 63 | 63 |
| 15:15 | 0 | 0 | 47 | 3 | 0 | 0 | 50 | 50 | 0 | 0 | 48 | 3 | 0 | 0 | 51 | 51 |
| 15:30 | 0 | 0 | 35 | 2 | 0 | 0 | 37 | 37 | 0 | 0 | 46 | 2 | 0 | 0 | 48 | 48 |
| 15:45 | 0 | 0 | 53 | 2 | 0 | 0 | 55 | 55 | 0 | 0 | 45 | 4 | 0 | 0 | 49 | 49 |
| H/TOT | 0 | 0 | 181 | 12 | 0 | 0 | 193 | 193 | 0 | 0 | 199 | 12 | 0 | 0 | 211 | 211 |

TRAFFINOMICS LIMITED

**LUCAN RETAIL PARK TRAFFIC COUNTS
MANUAL CLASSIFIED ENTRY/EXIT/ACCUMULATION COUNTS**

**SEPTEMBER 2021
TRA/21/160**

SITE: 01

DATE: 18th September 2021

LOCATION: Lucan Retail Park Access

DAY: Saturday

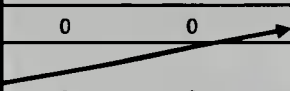
| TIME | ENTRY | | | | | | | PCU | EXIT | | | | | | | TOT | PCU |
|--------------|----------|----------|------------|-----------|----------|----------|------------|------------|----------|----------|------------|-----------|----------|----------|------------|------------|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | PCL | MCL | CAR | LGV | HGV | BUS | TOT | | |
| 16:00 | 0 | 0 | 44 | 2 | 0 | 0 | 46 | 46 | 0 | 0 | 46 | 2 | 0 | 0 | 48 | 48 | |
| 16:15 | 0 | 0 | 39 | 3 | 0 | 0 | 42 | 42 | 0 | 0 | 34 | 3 | 0 | 0 | 37 | 37 | |
| 16:30 | 0 | 0 | 48 | 4 | 0 | 0 | 52 | 52 | 0 | 0 | 41 | 3 | 0 | 0 | 44 | 44 | |
| 16:45 | 0 | 0 | 39 | 3 | 0 | 0 | 42 | 42 | 0 | 0 | 57 | 4 | 0 | 0 | 61 | 61 | |
| H/TOT | 0 | 0 | 170 | 12 | 0 | 0 | 182 | 182 | 0 | 0 | 178 | 12 | 0 | 0 | 190 | 190 | |
| 17:00 | 0 | 0 | 35 | 3 | 0 | 0 | 38 | 38 | 0 | 0 | 40 | 2 | 0 | 0 | 42 | 42 | |
| 17:15 | 0 | 0 | 31 | 2 | 0 | 0 | 33 | 33 | 0 | 0 | 42 | 3 | 0 | 0 | 45 | 45 | |
| 17:30 | 0 | 0 | 22 | 2 | 0 | 0 | 24 | 24 | 0 | 0 | 33 | 2 | 0 | 0 | 35 | 35 | |
| 17:45 | 0 | 0 | 17 | 1 | 0 | 0 | 18 | 18 | 0 | 0 | 32 | 1 | 0 | 0 | 33 | 33 | |
| H/TOT | 0 | 0 | 105 | 8 | 0 | 0 | 113 | 113 | 0 | 0 | 147 | 8 | 0 | 0 | 155 | 155 | |
| 18:00 | 0 | 0 | 9 | 1 | 0 | 0 | 10 | 10 | 0 | 0 | 31 | 1 | 0 | 0 | 32 | 32 | |
| 18:15 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | |
| 18:30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 5 | |
| 18:45 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | |
| H/TOT | 0 | 0 | 12 | 2 | 0 | 0 | 14 | 14 | 0 | 0 | 42 | 2 | 0 | 0 | 44 | 44 | |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 20:15 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| H/TOT | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 4 | |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 23:00 | 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 | 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 | |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | | | | | | | | | | | | | | | | |
|---------------|---|---|------|-----|---|---|------|------|---|---|------|-----|---|---|------|------|
| 07:00 - 19:00 | 0 | 0 | 1424 | 108 | 4 | 0 | 1536 | 1540 | 0 | 0 | 1423 | 108 | 4 | 0 | 1535 | 1539 |
| 09:00 - 22:00 | 0 | 0 | 1427 | 108 | 4 | 1 | 1540 | 1545 | 0 | 0 | 1428 | 108 | 4 | 1 | 1541 | 1546 |

| Total Accum | Vehicles Parked @ 00:00 | | | | | |
|-------------|-------------------------|-----|-----|-----|-----|-----|
| | PCL | MCL | CAR | LGV | HGV | BUS |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 3 | 0 | 0 | 3 | 0 | 0 | 0 |

| | | | | | | |
|-----|---|---|-----|---|---|---|
| 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| 5 | 0 | 0 | 5 | 0 | 0 | 0 |
| 6 | 0 | 0 | 6 | 0 | 0 | 0 |
| 14 | 0 | 0 | 14 | 0 | 0 | 0 |
| 20 | 0 | 0 | 18 | 2 | 0 | 0 |
| 28 | 0 | 0 | 25 | 3 | 0 | 0 |
| 32 | 0 | 0 | 30 | 2 | 0 | 0 |
| 43 | 0 | 0 | 40 | 3 | 0 | 0 |
| 53 | 0 | 0 | 50 | 3 | 0 | 0 |
| 49 | 0 | 0 | 48 | 1 | 0 | 0 |
| 54 | 0 | 0 | 52 | 2 | 0 | 0 |
| 59 | 0 | 0 | 58 | 1 | 0 | 0 |
| 57 | 0 | 0 | 57 | 0 | 0 | 0 |
| 59 | 0 | 0 | 58 | 0 | 1 | 0 |
| 72 | 0 | 0 | 68 | 4 | 0 | 0 |
| 82 | 0 | 0 | 80 | 2 | 0 | 0 |
| 92 | 0 | 0 | 89 | 3 | 0 | 0 |
| 81 | 0 | 0 | 80 | 1 | 0 | 0 |
| 77 | 0 | 0 | 76 | 1 | 0 | 0 |
| 76 | 0 | 0 | 72 | 3 | 1 | 0 |
| 81 | 0 | 0 | 77 | 3 | 1 | 0 |
| 72 | 0 | 0 | 70 | 1 | 1 | 0 |
| 84 | 0 | 0 | 82 | 1 | 1 | 0 |
| 81 | 0 | 0 | 80 | 1 | 0 | 0 |
| 83 | 0 | 0 | 83 | 0 | 0 | 0 |
| 89 | 0 | 0 | 89 | 0 | 0 | 0 |
| 93 | 0 | 0 | 89 | 4 | 0 | 0 |
| 100 | 0 | 0 | 100 | 0 | 0 | 0 |
| 88 | 0 | 0 | 86 | 2 | 0 | 0 |
| 87 | 0 | 0 | 85 | 2 | 0 | 0 |
| 76 | 0 | 0 | 74 | 2 | 0 | 0 |
| 82 | 0 | 0 | 82 | 0 | 0 | 0 |

**MAX NO.
PARKED**



80
85
93
74

70
58
47
32

10
7
3
2

2
1
1
1

1
1
0
0

0
0
0
0

0
0
0
0

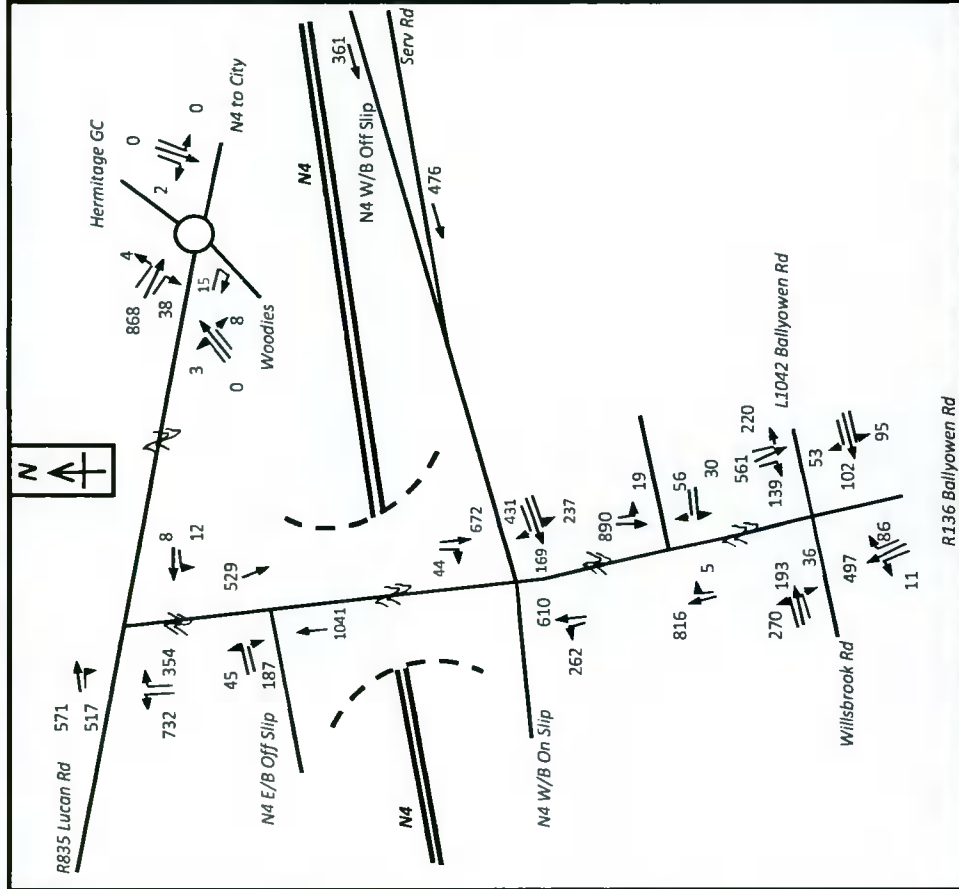
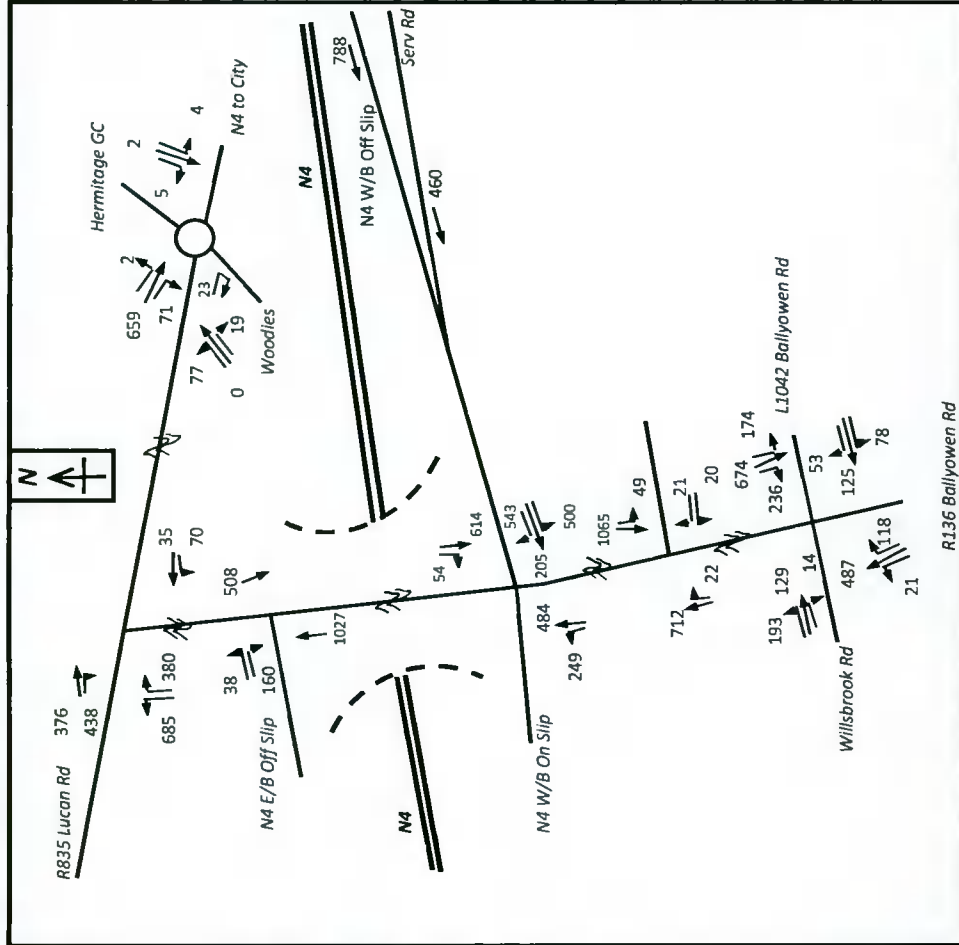
0
0
0
0

| | | | | | |
|---|---|----|---|---|---|
| 0 | 0 | 80 | 0 | 0 | 0 |
| 0 | 0 | 85 | 0 | 0 | 0 |
| 0 | 0 | 92 | 1 | 0 | 0 |
| 0 | 0 | 74 | 0 | 0 | 0 |
| 0 | 0 | 69 | 1 | 0 | 0 |
| 0 | 0 | 58 | 0 | 0 | 0 |
| 0 | 0 | 47 | 0 | 0 | 0 |
| 0 | 0 | 32 | 0 | 0 | 0 |
| 0 | 0 | 10 | 0 | 0 | 0 |
| 0 | 0 | 6 | 1 | 0 | 0 |
| 0 | 0 | 3 | 0 | 0 | 0 |
| 0 | 0 | 2 | 0 | 0 | 0 |
| 0 | 0 | 2 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |



APPENDIX D

**Traffic Calculations, Trip Distribution,
Network Traffic Flow Diagrams & Worst Case Projections
Based on Traffic Surveys/TRICS**

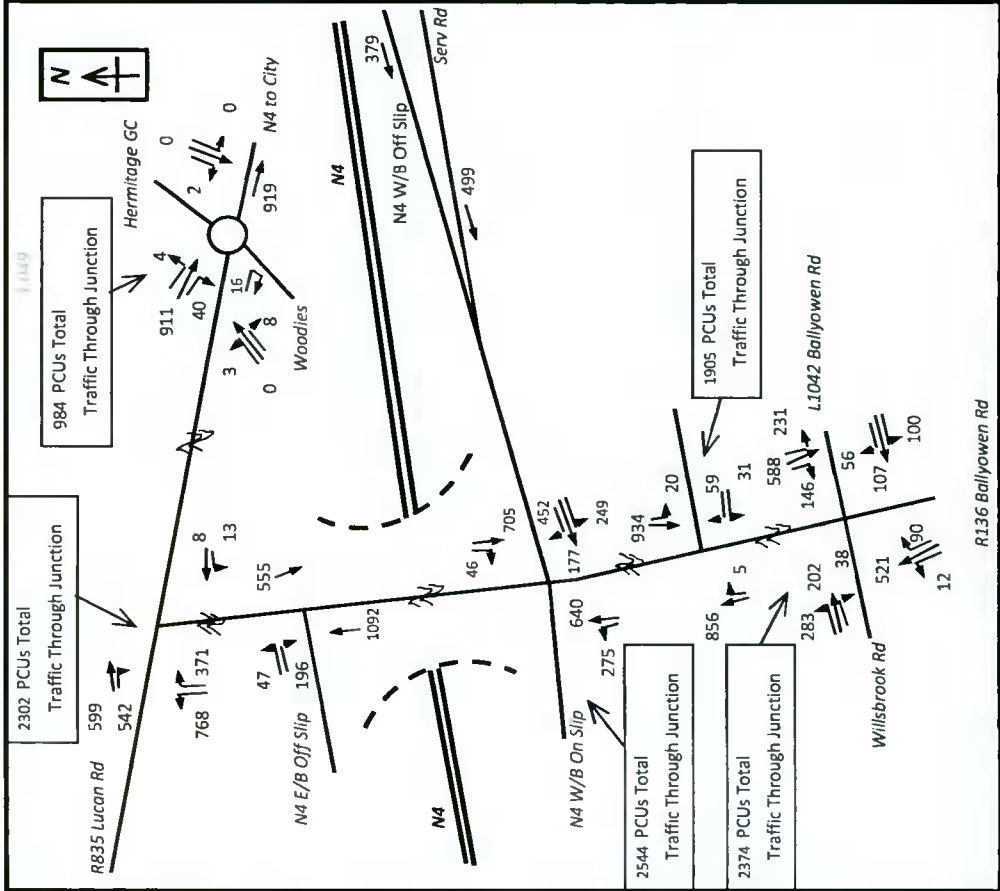
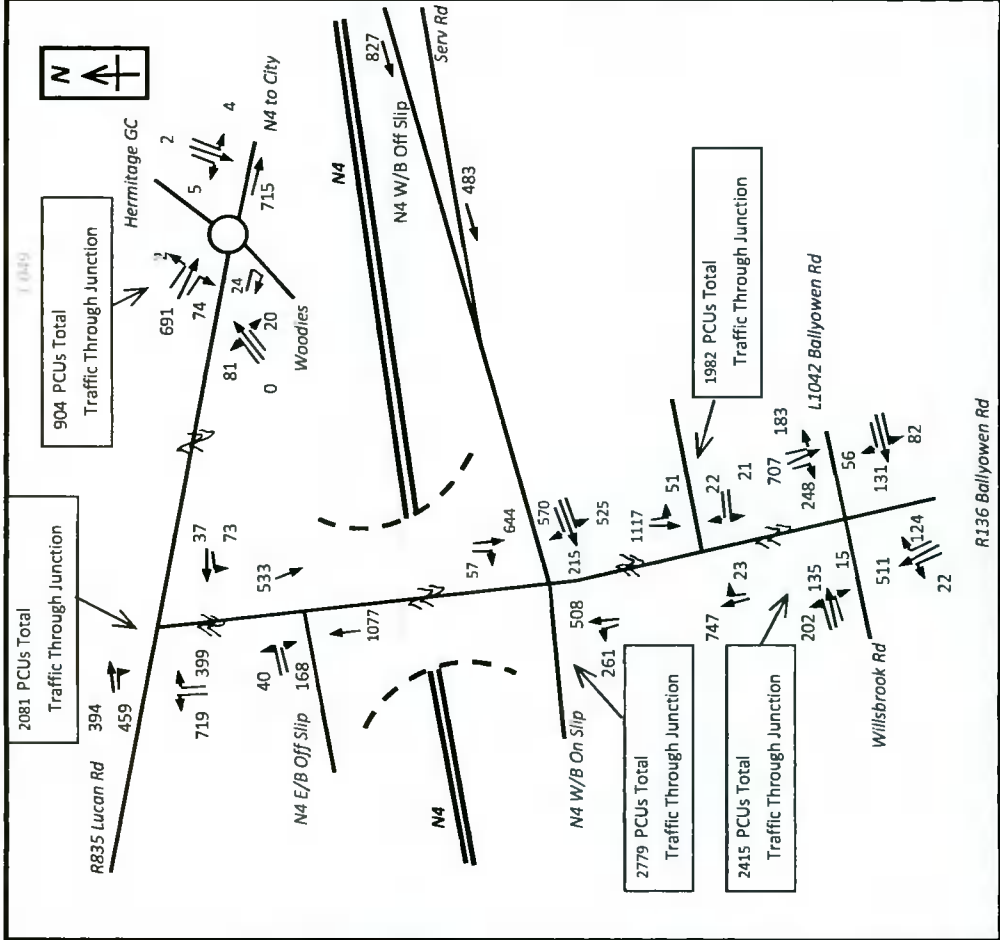


WEEKDAY AM PEAK HOUR 8-9AM

WEEKDAY PM PEAK HOUR 5-6PM

EXISTING AS-SURVEYED TRAFFIC CONDITIONS (PRE-COVID PANDEMIC) 2020 (PCUs)

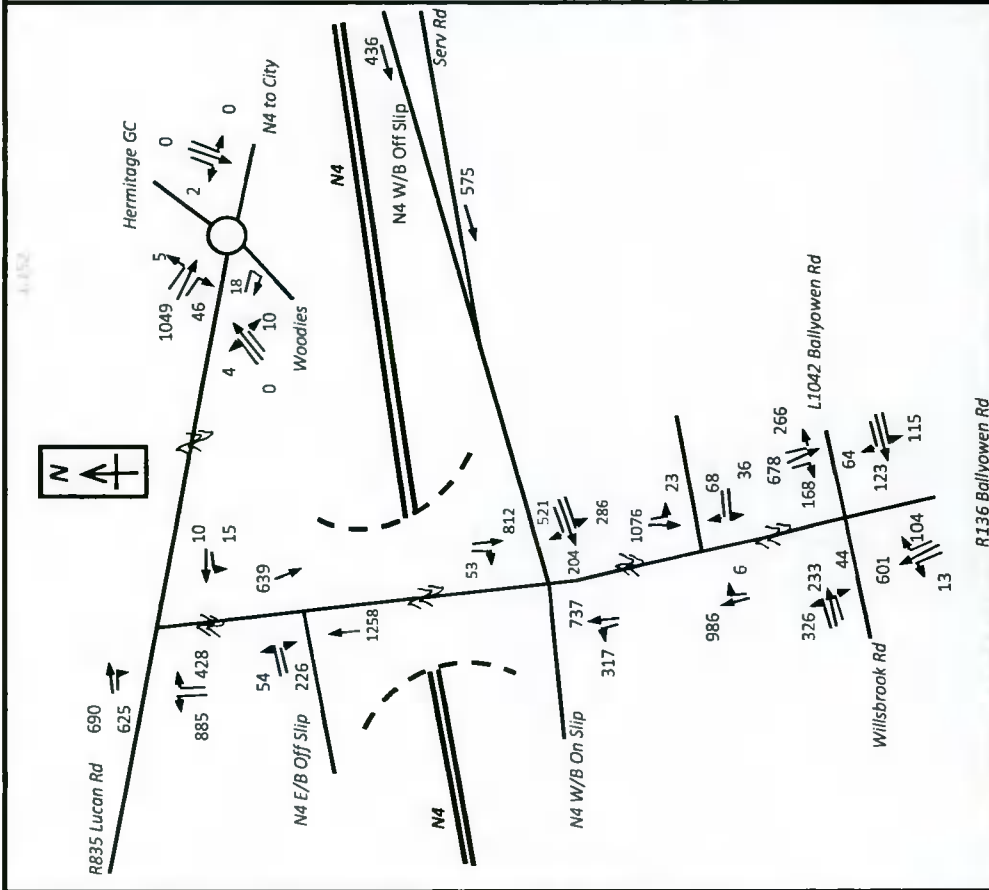
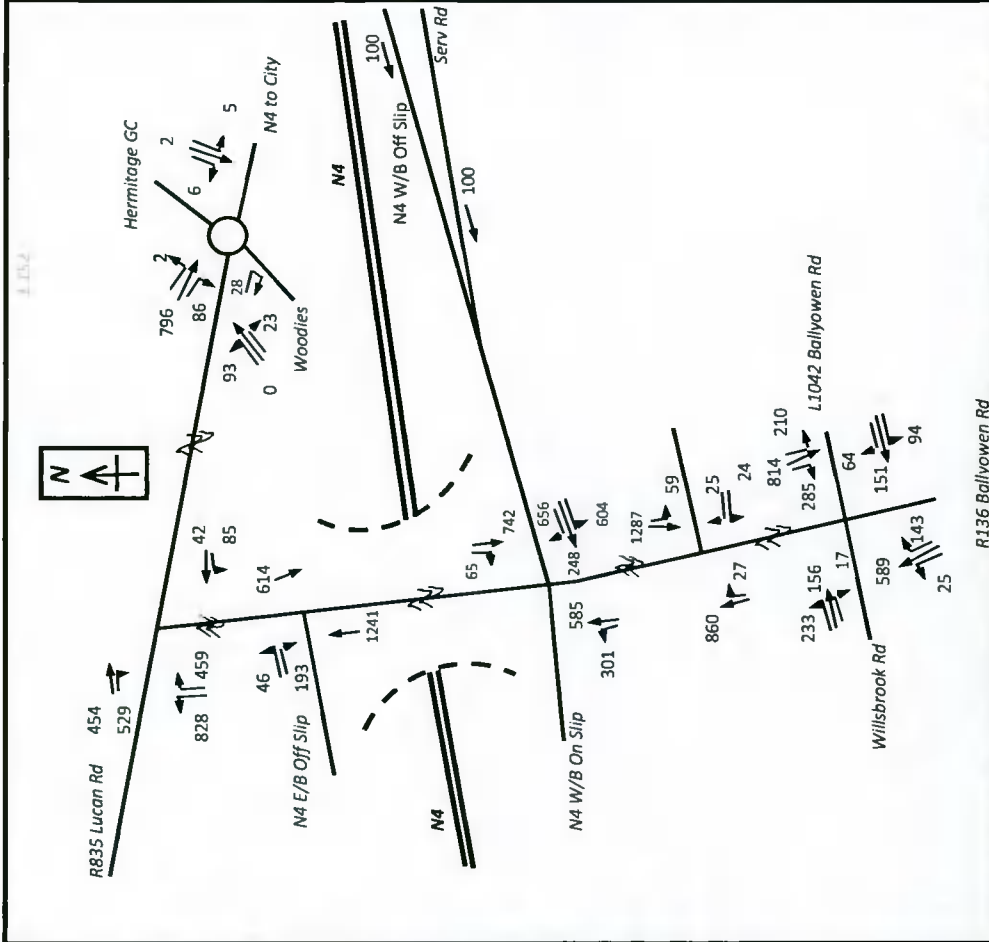
| | |
|---|----------------------|
| TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 (Travel Demand Projections 2019, Table 6.1: Central Growth Rates: Annual Growth Factors Metropolitan Dublin) | 2020 to 2023 = 1.049 |
| | 2023 to 2038 = 1.152 |



WEEKDAY AM PEAK HOUR 8-9AM

WEEKDAY PM PEAK HOUR 5-6PM

PROJECTED OPENING YEAR TRAFFIC CONDITIONS 2023 (PCUs) - WITHOUT PROPOSED DEVELOPMENT

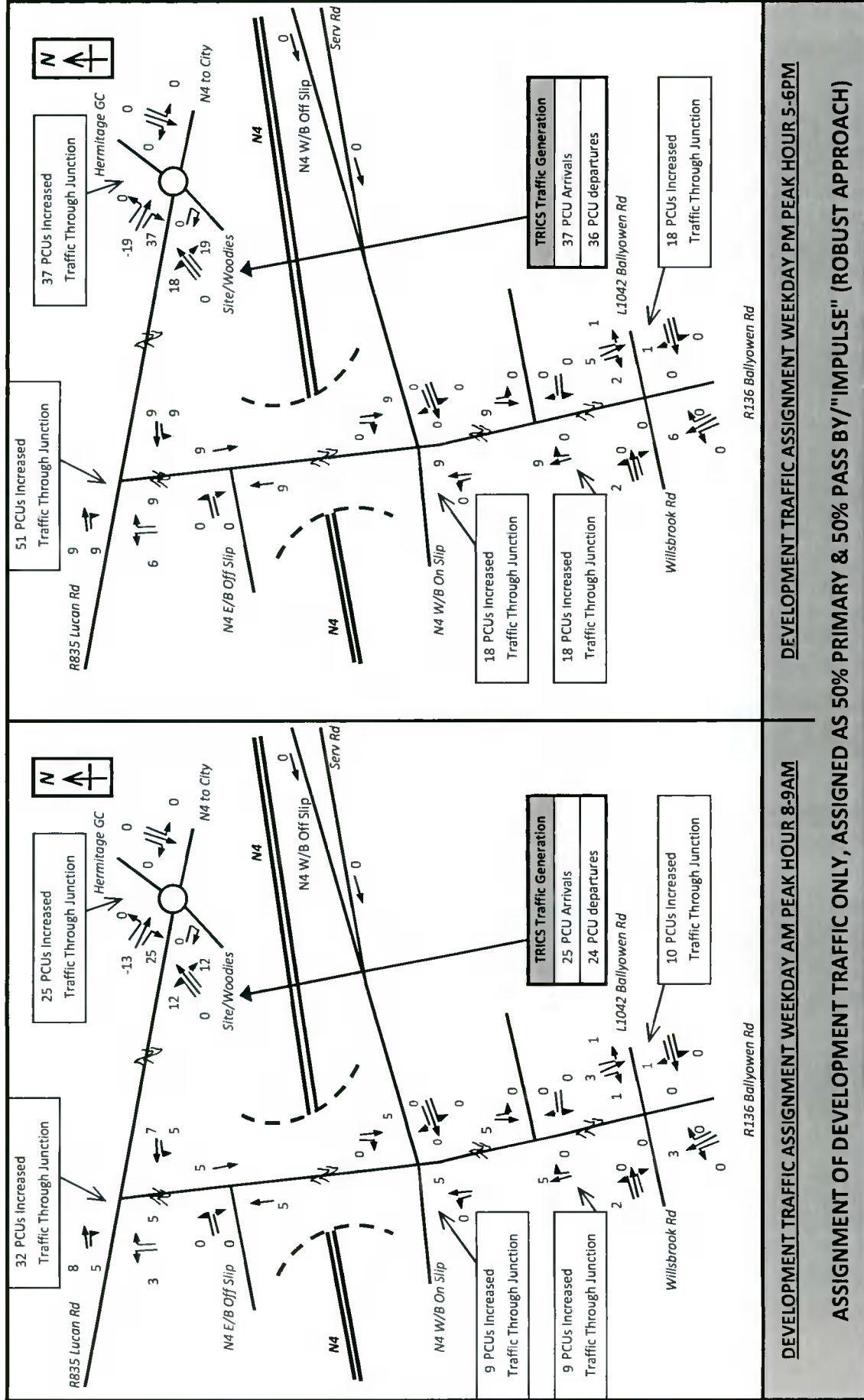


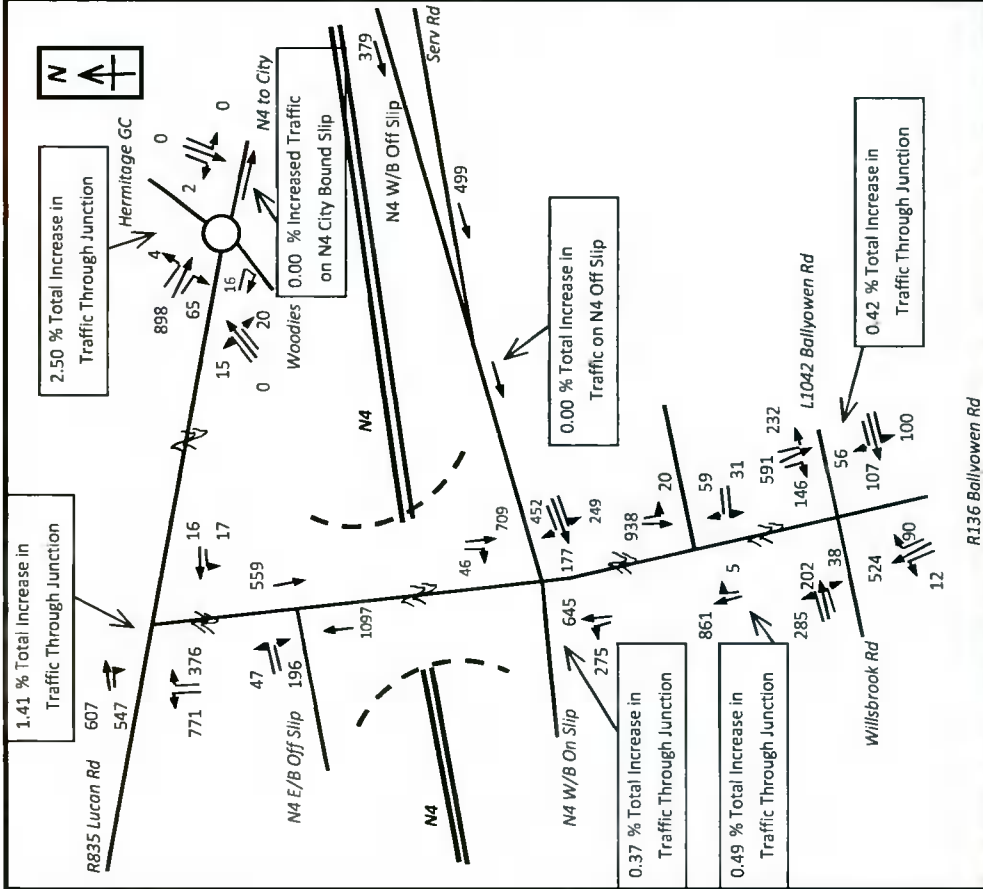
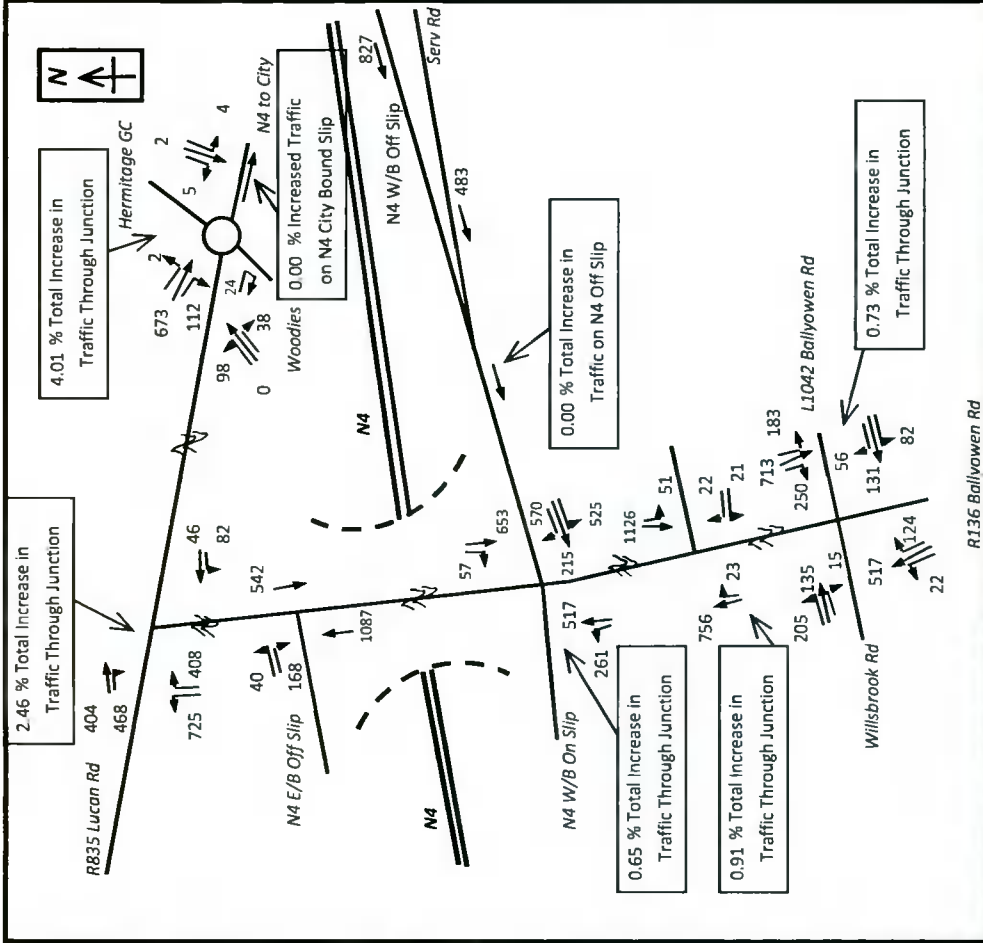
TRICS ASSESSMENT OF WORST-CASE TRAFFIC GENERATED
(Using Robust Assessment Based on TRICS V7.8.3 Refer Appendix C)

| 170 m2 GFA | PCU Arrivals | | PCU Departures | | Total 2-Way Traffic |
|------------------|--------------|-------|----------------|-------|---------------------|
| | /100m2 | Total | /100m2 | Total | |
| AM Peak Hr 8-9am | 14.790 | 25 | 14.069 | 24 | 49 |
| PM Peak Hr 5-6pm | 21.782 | 37 | 21.255 | 36 | 73 |

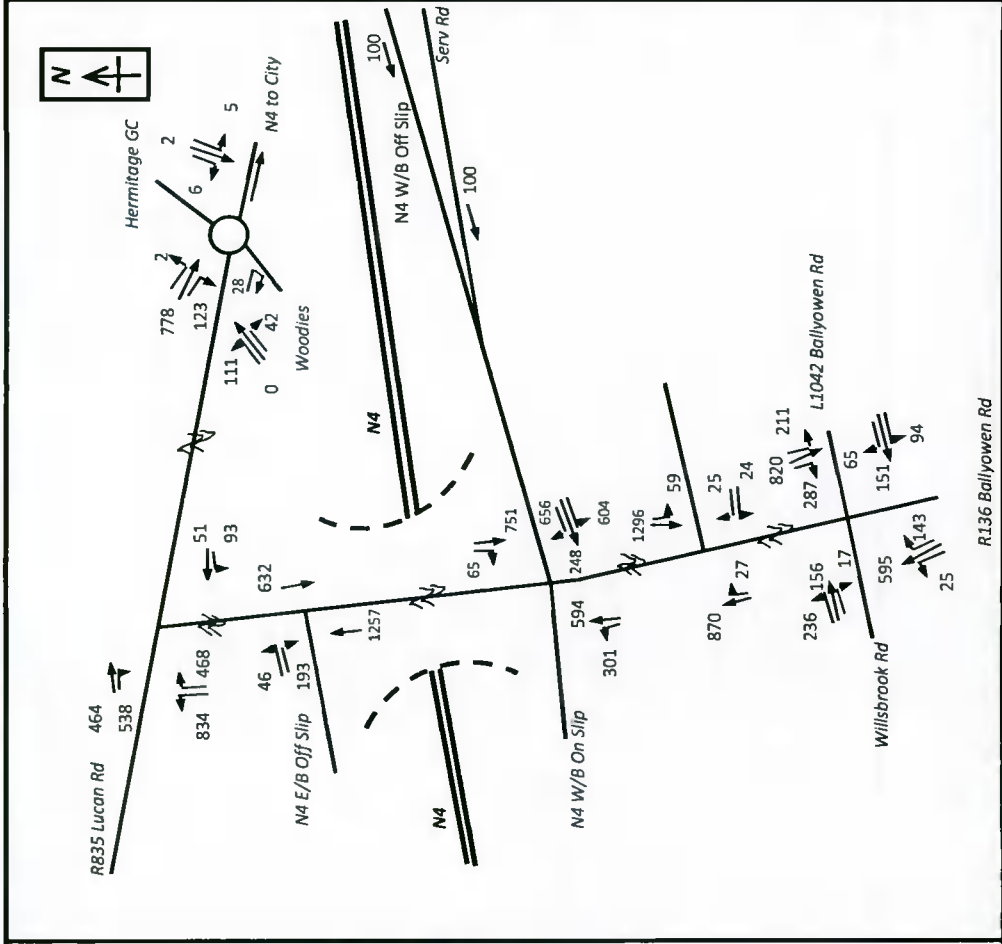
Drive Thrus - AS Extracted from TRICS, Output Enclosed in Appendix C

The Above Traffic Generation Assessment has been completed Recognising Low Levels of Primary Trips Generated by Developments of This Nature - Very Few People Get in their Cars to go out with the sole purpose of buying a coffee - the vast majority are therefore Pass-By Trips (or "Impulse Buys").

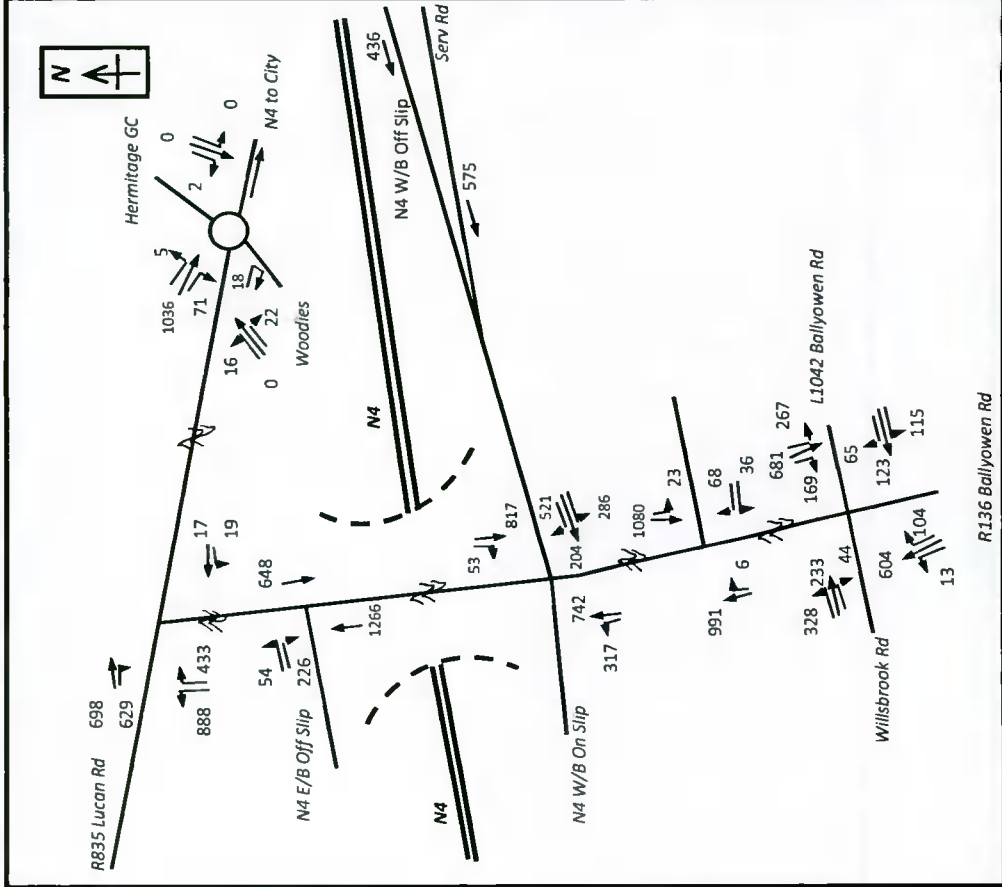




PROJECTED OPENING YEAR TRAFFIC CONDITIONS 2023 (PCUs) - WITH PROPOSED DEVELOPMENT (Showing % Increases)



WEEKDAY AM PEAK HOUR 8-9AM



WEEKDAY PM PEAK HOUR 5-6PM

PROJECTED DESIGN YEAR (OPE +15) TRAFFIC CONDITIONS 2038 (PCUs) - WITHOUT PROPOSED DEVELOPMENT

APPENDIX E

**Junction9 ARCADY Output
(Site Access Roundabout Rd Junction)**

**Capacity Assessment With Subject Development Open & Occupied
Existing Roundabout/Site Access Junction – Robust Case with 50% Primary (New) Trips**

| Modelled Scenario | Period Mean Max Q (PCUs) | Period Max RFC |
|------------------------------|--------------------------|----------------|
| 2023 Opening Year AM Peak Hr | <1 | 0.54 |
| 2023 Opening Year PM Peak Hr | <1 | 0.44 |
| 2038 Design Year AM Peak Hr | <1 | 0.62 |
| 2038 Design Year PM Peak Hr | <1 | 0.51 |

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

NB - Any Small Changes to Selected Opening Year 2023 or Design Year 2038, or indeed significantly higher traffic volumes experienced, as clearly deductible from the positive results presented, will clearly have no significant implications in terms of the conclusions of the Study.

| |
|--|
| Junctions 9 |
| ARCADY 9 - Roundabout Module |
| Version: 9.0.1.4646 [] © Copyright TRL Limited, 2021 |
| For sales and distribution information, program advice and maintenance, contact TRL. Tel +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: 2023 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2021\21-104 Lucan Retail Park\Calculations\Site Access R'abt

Report generation date: 23/11/2021 20:56:10

»2023, AM

»2023, PM

Summary of junction performance

| | AM | | | | PM | | | |
|-------------|---------|-----------|------|-----|---------|-----------|------|-----|
| | Q (PCU) | Delay (s) | RFC | LOS | Q (PCU) | Delay (s) | RFC | LOS |
| 2023 | | | | | | | | |
| Arm 1 | 0.0 | 2.96 | 0.03 | A | 0.1 | 3.27 | 0.12 | A |
| Arm 2 | 1.2 | 4.06 | 0.54 | A | 0.8 | 3.37 | 0.44 | A |
| Arm 3 | 0.0 | 0.00 | 0.00 | A | 0.0 | 4.47 | 0.01 | A |
| Arm 4 | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |

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

File summary

File Description

| | |
|-------------|--------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 22/11/2021 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | NRB-004\Eoin |
| Description | |

Units

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

Analysis Options

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



Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2023 | AM | ONE HOUR | 07:45 | 09:15 | 15 |
| D2 | 2023 | PM | ONE HOUR | 16:45 | 18:15 | 15 |

Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000 |

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Junction Delay (s) | Junction LOS |
|----------|---------------------|---------------------|--------------------|--------------|
| 1 | Existing Roundabout | Standard Roundabout | 4.02 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description |
|-----|--------------|-------------|
| 1 | Site | |
| 2 | Lucan | |
| 3 | Hermitage GC | |
| 4 | To N4 | |

Roundabout Geometry

| Arm | V (m) | E (m) | I' (m) | R (m) | D (m) | PHI (deg) | Exit only |
|-----|-------|-------|--------|-------|-------|-----------|-----------|
| 1 | 3.00 | 4.50 | 9.0 | 15.0 | 30.0 | 14.0 | |
| 2 | 3.50 | 7.50 | 30.0 | 15.0 | 30.0 | 14.0 | |
| 3 | 3.50 | 4.50 | 15.0 | 15.0 | 30.0 | 14.0 | |
| 4 | 3.50 | 4.50 | 10.0 | 15.0 | 30.0 | 14.0 | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/hr) |
|-----|-------------|--------------------------|
| 1 | 0.579 | 1253 |
| 2 | 0.728 | 1985 |
| 3 | 0.601 | 1362 |
| 4 | 0.597 | 1341 |

The slope and intercept shown above include any corrections and adjustments

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 | 2023 | AM | ONE HOUR | 07:45 | 09:15 | 15 |

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

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Av. Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|---------------------|--------------------|
| 1 | | ✓ | 35 | 100.000 |
| 2 | | ✓ | 967 | 100.000 |
| 3 | | ✓ | 2 | 100.000 |
| 4 | | ✓ | 0 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | | To | | | |
|------|---|----|----|---|-----|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 15 | 0 | 20 |
| | 2 | 65 | 0 | 4 | 898 |
| | 3 | 0 | 2 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

Vehicle Mix

HV %s

| | | To | | | |
|------|---|----|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 0 | 0 | 0 |
| | 2 | 2 | 0 | 2 | 2 |
| | 3 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

Results
Results Summary for whole modelled period

| Arm | Max RFC | Max delay (s) | Max Q (PCU) | Max LOS |
|-----|---------|---------------|-------------|---------|
| 1 | 0.03 | 2.96 | 0.0 | A |
| 2 | 0.54 | 4.06 | 1.2 | A |
| 3 | 0.00 | 0.00 | 0.0 | A |
| 4 | 0.00 | 0.00 | 0.0 | A |

Main Results for each time segment

07:45 - 08:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 26 | 0 | 1253 | 0.021 | 26 | 0.0 | 2.934 | A |
| 2 | 728 | 15 | 1974 | 0.369 | 726 | 0.6 | 2.937 | A |
| 3 | 0 | 738 | 918 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 49 | 1312 | 0.000 | 0 | 0.0 | 0.000 | A |

08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 31 | 0 | 1253 | 0.025 | 31 | 0.0 | 2.947 | A |
| 2 | 869 | 18 | 1972 | 0.441 | 868 | 0.8 | 3.327 | A |
| 3 | 0 | 883 | 831 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 58 | 1306 | 0.000 | 0 | 0.0 | 0.000 | A |

08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 39 | 0 | 1253 | 0.031 | 39 | 0.0 | 2.964 | A |
| 2 | 1065 | 22 | 1969 | 0.541 | 1063 | 1.2 | 4.047 | A |
| 3 | 0 | 1081 | 712 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 71 | 1298 | 0.000 | 0 | 0.0 | 0.000 | A |

08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 39 | 0 | 1253 | 0.031 | 39 | 0.0 | 2.964 | A |
| 2 | 1065 | 22 | 1969 | 0.541 | 1065 | 1.2 | 4.060 | A |
| 3 | 0 | 1082 | 711 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 72 | 1298 | 0.000 | 0 | 0.0 | 0.000 | A |

08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 31 | 0 | 1253 | 0.025 | 31 | 0.0 | 2.947 | A |
| 2 | 869 | 18 | 1972 | 0.441 | 871 | 0.8 | 3.339 | A |
| 3 | 0 | 885 | 830 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 59 | 1306 | 0.000 | 0 | 0.0 | 0.000 | A |

09:00 - 09:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 26 | 0 | 1253 | 0.021 | 26 | 0.0 | 2.937 | A |
| 2 | 728 | 15 | 1974 | 0.369 | 729 | 0.6 | 2.952 | A |
| 3 | 0 | 741 | 916 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 49 | 1311 | 0.000 | 0 | 0.0 | 0.000 | A |

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Junction Delay (s) | Junction LOS |
|----------|---------------------|---------------------|--------------------|--------------|
| 1 | Existing Roundabout | Standard Roundabout | 3.37 | 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 | 2023 | PM | ONE HOUR | 16:45 | 18:15 | 15 |

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

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Av. Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|---------------------|--------------------|
| 1 | | ✓ | 136 | 100.000 |
| 2 | | ✓ | 787 | 100.000 |
| 3 | | ✓ | 11 | 100.000 |
| 4 | | ✓ | 0 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | | To | | | |
|------|---|-----|----|---|-----|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 98 | 0 | 38 |
| | 2 | 112 | 0 | 2 | 673 |
| | 3 | 2 | 5 | 0 | 4 |
| | 4 | 0 | 0 | 0 | 0 |

Vehicle Mix

HV %s

| | | To | | | |
|------|---|----|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 0 | 0 | 0 |
| | 2 | 2 | 0 | 2 | 2 |
| | 3 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max delay (s) | Max Q (PCU) | Max LOS |
|-----|---------|---------------|-------------|---------|
| 1 | 0.12 | 3.27 | 0.1 | A |
| 2 | 0.44 | 3.37 | 0.8 | A |
| 3 | 0.01 | 4.47 | 0.0 | A |
| 4 | 0.00 | 0.00 | 0.0 | A |

Main Results for each time segment

16:45 - 17:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 102 | 4 | 1251 | 0.082 | 102 | 0.1 | 3.134 | A |
| 2 | 592 | 29 | 1964 | 0.302 | 591 | 0.4 | 2.670 | A |
| 3 | 8 | 618 | 990 | 0.008 | 8 | 0.0 | 3.664 | A |
| 4 | 0 | 89 | 1287 | 0.000 | 0 | 0.0 | 0.000 | A |

17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 122 | 4 | 1250 | 0.098 | 122 | 0.1 | 3.191 | A |
| 2 | 707 | 34 | 1960 | 0.361 | 707 | 0.6 | 2.928 | A |
| 3 | 10 | 739 | 917 | 0.011 | 10 | 0.0 | 3.966 | A |
| 4 | 0 | 107 | 1277 | 0.000 | 0 | 0.0 | 0.000 | A |

17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 150 | 5 | 1250 | 0.120 | 150 | 0.1 | 3.272 | A |
| 2 | 867 | 42 | 1954 | 0.443 | 866 | 0.8 | 3.368 | A |
| 3 | 12 | 905 | 818 | 0.015 | 12 | 0.0 | 4.468 | A |
| 4 | 0 | 131 | 1263 | 0.000 | 0 | 0.0 | 0.000 | A |

17:30 - 17:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 150 | 6 | 1250 | 0.120 | 150 | 0.1 | 3.272 | A |
| 2 | 867 | 42 | 1954 | 0.443 | 866 | 0.8 | 3.374 | A |
| 3 | 12 | 906 | 817 | 0.015 | 12 | 0.0 | 4.471 | A |
| 4 | 0 | 131 | 1262 | 0.000 | 0 | 0.0 | 0.000 | A |

17:45 - 18:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 122 | 5 | 1250 | 0.098 | 122 | 0.1 | 3.194 | A |
| 2 | 707 | 34 | 1960 | 0.361 | 708 | 0.6 | 2.937 | A |
| 3 | 10 | 741 | 917 | 0.011 | 10 | 0.0 | 3.972 | A |
| 4 | 0 | 107 | 1277 | 0.000 | 0 | 0.0 | 0.000 | A |

18:00 - 18:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 102 | 4 | 1251 | 0.082 | 102 | 0.1 | 3.135 | A |
| 2 | 592 | 29 | 1964 | 0.302 | 593 | 0.4 | 2.678 | A |
| 3 | 8 | 620 | 989 | 0.008 | 8 | 0.0 | 3.669 | A |
| 4 | 0 | 90 | 1267 | 0.000 | 0 | 0.0 | 0.000 | A |

| |
|---|
| Junctions 9 |
| ARCADY 9 - Roundabout Module |
| Version: 9.0.1.4646 [] © Copyright TRL Limited, 2021 |
| For sales and distribution information, program advice and maintenance, contact TRL. Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: 2038 AM PM.j9

Path: C:\Users\Eoin\NRB Consulting Engineers Ltd\NRB Server - Documents\2021\21-104 Lucan Retail Park\Calculations\Site Access R'abt

Report generation date: 23/11/2021 20:58:44

»2038, AM

»2038, PM

Summary of junction performance

| | AM | | | | PM | | | |
|-------------|---------|-----------|------|-----|---------|-----------|------|-----|
| | Q (PCU) | Delay (s) | RFC | LOS | Q (PCU) | Delay (s) | RFC | LOS |
| 2038 | | | | | | | | |
| Arm 1 | 0.0 | 2.97 | 0.03 | A | 0.2 | 3.33 | 0.13 | A |
| Arm 2 | 1.7 | 4.94 | 0.62 | A | 1.1 | 3.84 | 0.51 | A |
| Arm 3 | 0.0 | 0.00 | 0.00 | A | 0.0 | 4.97 | 0.02 | A |
| Arm 4 | 0.0 | 0.00 | 0.00 | A | 0.0 | 0.00 | 0.00 | A |

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

File summary

File Description

| | |
|-------------|--------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 22/11/2021 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | NRB-004\Eoin |
| Description | |

Units

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

Analysis Options

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



Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2038 | AM | ONE HOUR | 07:45 | 09:15 | 15 |
| D2 | 2038 | PM | ONE HOUR | 16:45 | 18:15 | 15 |

Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000 |

2038, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Junction Delay (s) | Junction LOS |
|----------|---------------------|---------------------|--------------------|--------------|
| 1 | Existing Roundabout | Standard Roundabout | 4.88 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description |
|-----|--------------|-------------|
| 1 | Site | |
| 2 | Lucan | |
| 3 | Hermitage GC | |
| 4 | To N4 | |

Roundabout Geometry

| Arm | V (m) | E (m) | I' (m) | R (m) | D (m) | PHI (deg) | Exit only |
|-----|-------|-------|--------|-------|-------|-----------|-----------|
| 1 | 3.00 | 4.50 | 9.0 | 15.0 | 30.0 | 14.0 | |
| 2 | 3.50 | 7.50 | 30.0 | 15.0 | 30.0 | 14.0 | |
| 3 | 3.50 | 4.50 | 15.0 | 15.0 | 30.0 | 14.0 | |
| 4 | 3.50 | 4.50 | 10.0 | 15.0 | 30.0 | 14.0 | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/hr) |
|-----|-------------|--------------------------|
| 1 | 0.579 | 1253 |
| 2 | 0.728 | 1985 |
| 3 | 0.601 | 1362 |
| 4 | 0.597 | 1341 |

The slope and intercept shown above include any corrections and adjustments.

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 | 2038 | AM | ONE HOUR | 07:45 | 09:15 | 15 |

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

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Av. Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|---------------------|--------------------|
| 1 | | ✓ | 38 | 100.000 |
| 2 | | ✓ | 1112 | 100.000 |
| 3 | | ✓ | 2 | 100.000 |
| 4 | | ✓ | 0 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | | To | | | |
|------|---|----|----|---|------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 16 | 0 | 22 |
| | 2 | 71 | 0 | 5 | 1036 |
| | 3 | 0 | 2 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

Vehicle Mix

HV %s

| | | To | | | |
|------|---|----|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 0 | 0 | 0 |
| | 2 | 2 | 0 | 2 | 2 |
| | 3 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

Results
Results Summary for whole modelled period

| Arm | Max RFC | Max delay (s) | Max Q (PCU) | Max LOS |
|-----|---------|---------------|-------------|---------|
| 1 | 0.03 | 2.97 | 0.0 | A |
| 2 | 0.62 | 4.94 | 1.7 | A |
| 3 | 0.00 | 0.00 | 0.0 | A |
| 4 | 0.00 | 0.00 | 0.0 | A |

Main Results for each time segment

07:45 - 08:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 29 | 0 | 1253 | 0.023 | 29 | 0.0 | 2.940 | A |
| 2 | 837 | 17 | 1973 | 0.424 | 834 | 0.7 | 3.217 | A |
| 3 | 0 | 847 | 853 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 53 | 1309 | 0.000 | 0 | 0.0 | 0.000 | A |

08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 34 | 0 | 1253 | 0.027 | 34 | 0.0 | 2.953 | A |
| 2 | 1000 | 20 | 1971 | 0.507 | 998 | 1.0 | 3.772 | A |
| 3 | 0 | 1014 | 753 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 64 | 1303 | 0.000 | 0 | 0.0 | 0.000 | A |

08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 42 | 0 | 1253 | 0.033 | 42 | 0.0 | 2.972 | A |
| 2 | 1224 | 24 | 1967 | 0.622 | 1222 | 1.7 | 4.908 | A |
| 3 | 0 | 1241 | 616 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 78 | 1294 | 0.000 | 0 | 0.0 | 0.000 | A |

08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 42 | 0 | 1253 | 0.033 | 42 | 0.0 | 2.972 | A |
| 2 | 1224 | 24 | 1967 | 0.622 | 1224 | 1.7 | 4.941 | A |
| 3 | 0 | 1243 | 615 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 78 | 1294 | 0.000 | 0 | 0.0 | 0.000 | A |

08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 34 | 0 | 1253 | 0.027 | 34 | 0.0 | 2.956 | A |
| 2 | 1000 | 20 | 1971 | 0.507 | 1002 | 1.1 | 3.800 | A |
| 3 | 0 | 1017 | 750 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 64 | 1302 | 0.000 | 0 | 0.0 | 0.000 | A |

09:00 - 09:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 29 | 0 | 1253 | 0.023 | 29 | 0.0 | 2.940 | A |
| 2 | 837 | 17 | 1973 | 0.424 | 838 | 0.8 | 3.239 | A |
| 3 | 0 | 851 | 850 | 0.000 | 0 | 0.0 | 0.000 | A |
| 4 | 0 | 54 | 1309 | 0.000 | 0 | 0.0 | 0.000 | A |

2038, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Junction Delay (s) | Junction LOS |
|----------|---------------------|---------------------|--------------------|--------------|
| 1 | Existing Roundabout | Standard Roundabout | 3.78 | 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 | 2038 | PM | ONE HOUR | 16:45 | 18:15 | 15 |

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

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Av. Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|---------------------|--------------------|
| 1 | | ✓ | 153 | 100.000 |
| 2 | | ✓ | 903 | 100.000 |
| 3 | | ✓ | 13 | 100.000 |
| 4 | | ✓ | 0 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | | To | | | |
|------|---|-----|-----|---|-----|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 111 | 0 | 42 |
| | 2 | 123 | 0 | 2 | 778 |
| | 3 | 2 | 6 | 0 | 5 |
| | 4 | 0 | 0 | 0 | 0 |

Vehicle Mix

HV %s

| | | To | | | |
|------|---|----|---|---|---|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0 | 0 | 0 | 0 |
| | 2 | 2 | 0 | 2 | 2 |
| | 3 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max delay (s) | Max Q (PCU) | Max LOS |
|-----|---------|---------------|-------------|---------|
| 1 | 0.13 | 3.33 | 0.2 | A |
| 2 | 0.51 | 3.84 | 1.1 | A |
| 3 | 0.02 | 4.97 | 0.0 | A |
| 4 | 0.00 | 0.00 | 0.0 | A |

Main Results for each time segment

16:45 - 17:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 115 | 4 | 1250 | 0.092 | 115 | 0.1 | 3.171 | A |
| 2 | 680 | 32 | 1962 | 0.347 | 678 | 0.5 | 2.854 | A |
| 3 | 10 | 708 | 936 | 0.010 | 10 | 0.0 | 3.884 | A |
| 4 | 0 | 98 | 1282 | 0.000 | 0 | 0.0 | 0.000 | A |

17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 138 | 5 | 1250 | 0.110 | 137 | 0.1 | 3.236 | A |
| 2 | 812 | 38 | 1957 | 0.415 | 811 | 0.7 | 3.201 | A |
| 3 | 12 | 847 | 853 | 0.014 | 12 | 0.0 | 4.280 | A |
| 4 | 0 | 118 | 1270 | 0.000 | 0 | 0.0 | 0.000 | A |

17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 168 | 7 | 1249 | 0.135 | 168 | 0.2 | 3.331 | A |
| 2 | 994 | 46 | 1951 | 0.510 | 993 | 1.1 | 3.826 | A |
| 3 | 14 | 1037 | 739 | 0.019 | 14 | 0.0 | 4.969 | A |
| 4 | 0 | 144 | 1255 | 0.000 | 0 | 0.0 | 0.000 | A |

17:30 - 17:45

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 168 | 7 | 1249 | 0.135 | 168 | 0.2 | 3.331 | A |
| 2 | 994 | 46 | 1951 | 0.510 | 994 | 1.1 | 3.835 | A |
| 3 | 14 | 1038 | 738 | 0.019 | 14 | 0.0 | 4.975 | A |
| 4 | 0 | 144 | 1255 | 0.000 | 0 | 0.0 | 0.000 | A |

17:45 - 18:00

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 138 | 5 | 1250 | 0.110 | 138 | 0.1 | 3.239 | A |
| 2 | 812 | 38 | 1957 | 0.415 | 813 | 0.7 | 3.214 | A |
| 3 | 12 | 849 | 851 | 0.014 | 12 | 0.0 | 4.288 | A |
| 4 | 0 | 118 | 1270 | 0.000 | 0 | 0.0 | 0.000 | A |

18:00 - 18:15

| Arm | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| 1 | 115 | 5 | 1250 | 0.092 | 115 | 0.1 | 3.171 | A |
| 2 | 680 | 32 | 1962 | 0.347 | 681 | 0.5 | 2.866 | A |
| 3 | 10 | 711 | 935 | 0.010 | 10 | 0.0 | 3.892 | A |
| 4 | 0 | 99 | 1262 | 0.000 | 0 | 0.0 | 0.000 | A |