



Stephen Reid Consulting
Traffic and Transportation

Commercial Warehousing Development

Traffic Impact Assessment

Kingswood Business Park, Baldonnell, Dublin 22

Client: JMC Van Trans Ltd (SDCC Ref: SD18A/0314)

JAN 2019

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1 INTRODUCTION

1.1 BACKGROUND

Stephen Reid Consulting Traffic and Transportation Limited (SRC) have prepared this report on behalf of JMC Van Trans Ltd in response to a Request for Additional Information (AI) issued by South Dublin County Council (SDCC) further to a planning application which was submitted for the following proposed development, on 5th September 2018:

Warehousing unit incorporating ancillary offices/staff facilities on 3 floors to the front (south) elevation, office/staff facilities for the warehouse use at the rear (north) elevation and plant room, totalling 14,104sq.m gross internal area, which comprises: (1) 12,240sq.m warehousing area (17.9m high); (2) 1,674sq.m front ancillary office/staff facilities area on 3 floors (12.45m high); (3) 122sq.m office/staff facilities attached to the rear of the warehouse (8.4m high), 63sq.m plant room attached to the eastern side of the warehouse (5.7m high). The development also includes: (A) On-site security hut 16sq.m (3.00m high) at the HGV access/egress location; (B) 4,160sq.m solar panels placed on the warehouse roof; (C) Site access; (D) Ancillary car parking (145 spaces); (E) HGV marshalling yard on 16,380sq.m of yard and HGV parking for 49 vehicles; (F) Dock levellers and level access doors; (G) Canopy over level access doors attached to western elevation and canopy over dock levellers at the rear; (H) Perimeter landscaping; (I) Drainage works including underground surface water attenuation facility, flood management measures, foul sewer pumping and storage tank; (J) All services and utilities and (K) All associated site development works.

The AI contains 6No. items, with Item 6 relating to traffic and transportation aspects of the proposed development, which is as follows:

"6. Roads and Traffic.

The applicant is requested to submit, as additional information, the following in relation to roads and traffic issues:

- (a) A Traffic and Transport Assessment, including specific details of the origin/destination of HGV traffic associated with the development and proposed access routes to/from the N7 to be used by HGV traffic.*
- (b) A Mobility Management Plan.*
- (c) A drawing showing swept path analysis which demonstrates the ability of HGVs to enter and egress the site, and to turn and park within the site."*

The TIA and a MMP document (which is appended to this report) have been prepared by SRC to address 6(a) and (b). Kavanagh Burke Consulting Engineers have separately provided drawings to address 6(c).

The application site location is indicated in Figure 1.1.



Figure 1.1: Site Location, Kingswood Business Park, Baldonnell (source: www.google.ie/maps)

1.2 METHODOLOGY

On the basis of discussions with SDCC Planning & Transportation Department, and with recognition of the predominant use of the N7 Junction 2 Kingswood for traffic movements to/from the development, SRC agreed a scope of the Traffic Impact Assessment, which would be to carry out weekday traffic counts at the following junctions:

- Kingswood Business Park/Baldonnell Road T-junction;
- R136 Outer Ring Road/Baldonnell Road/Corkagh Park Roundabout;
- N7 eastbound slips/R136 ORR Roundabout (Junction 2, north of bridge);
- N7 westbound slips/R136 ORR Roundabout (Junction 2, south of bridge).

The TII permanent traffic counters on the N7 to the east and west of Junction 2 provide a link flow for the N7 passing through the interchange and therefore it was unnecessary to carry out counts for the mainline.

From these counts, SRC determined the network peak hours (when the traffic volumes using the network are highest) and with reference to existing JMC Van Trans traffic demands at the current site on the N7 between the Monastery Road/Red Cow and Newlands Cross junctions to the east, and assignment using the R136 ORR and N7, the percentage impact on the key road network can be determined, due to proposed development traffic, in the opening and future years.

Where the impact is greater than defined thresholds, modelling of the junctions has been undertaken to confirm adequate capacity to accommodate the development.

2 SITE LOCATION & EXISTING CONDITIONS

2.1 GENERAL

The site is identified in Figures 1.1 and 2.1 and is located to the west of the R136 Outer Orbital Road (ORR), with a boundary along the west side of the Baldonnell Road and along the north side of the Kingswood Business Park access road. Grange Castle Golf Club forms the northern boundary of the site, while a business and undeveloped lands form the western boundary.



Figure 2.1: Site Location and Surrounding Lands (source: www.google.ie/maps)

2.2 ROAD NETWORK

The R136 Outer Orbital Road is primarily constructed as a dual carriageway route which extends from the N81 to the west of Tallaght to the N4 Ballyowen/Lucan to the north and provides access to a number of areas including Grange Castle, Kingswood and Cheeverstown, with a key grade separated interchange with the N7 Naas Road dual carriageway at N7 Junction 2. In the vicinity of the N7 Kingswood area, the R136 is subject to 80kph speed limit and has large diameter roundabout junctions.

The R136 has two traffic lanes and a bus lane in each direction of travel, with off-road footpath and cyclepath provision on both sides. The R136/Baldonnell Road junction is a four-arm roundabout with a 66 metre outer diameter, and there are controlled Toucan (pedestrian and cyclist) crossings on the R136 and Baldonnell Road arms. The fourth arm is an access to a car park serving Corkagh Park and has low traffic use.

The Baldonnell Road is a single carriageway of 7m width with a 2m footpath on both sides, which forms the major arm of a priority-controlled T-junction, some 300m south west of the R136 roundabout. The speed limit on Baldonnell Road is 60 kph to the south of the R136 roundabout.

The minor arm provides access to the Kingswood Business Park and is formed by a 9m road with a footpath on the south side of the road behind a tree-lined grass verge. The minor arm is on the inside of a bend and there is a setback boundary line in each direction to maintain adequate sightlines for traffic exiting to Baldonnell Road.

2.3 EXISTING TRAFFIC FLOWS

Baseline data was collected on Thursday 22nd November 2018 using continuous traffic counts from 07.00-10.00 and 16.00-19.00 to capture the two network peak periods, which had been identified from a review of the TII permanent traffic counters on the N7 mainline.

The network peak hours (highest volumes in a one-hour period) were determined as 07.45-08.45 and 16.45-17.45.

Key flows at the R136/Baldonnell Road Roundabout are as follows:

- 07.45-08.45 AM peak hour (total inflow volume 3,378 pcu):
 - 1,449 pcu southbound and 1,349 pcu northbound on the R136 to the north of the roundabout;
 - 1,551 pcu northbound and 1,583 pcu southbound on the R136 to the south of the roundabout;
 - 377 pcu northbound and 446 pcu southbound on the Baldonnell Road to the south of the roundabout.
- 16.45-17.45 PM peak hour (total inflow volume 3,277 pcu):
 - 1,441 pcu southbound and 1,365 pcu northbound on the R136 to the north of the roundabout;
 - 1,528 pcu northbound and 1,600 pcu southbound on the R136 to the south of the roundabout;
 - 305 pcu northbound and 308 pcu southbound on the Baldonnell Road to the south of the roundabout.

Key flows at the Baldonnell Road/Kingswood Business Park T-junction are as follows:

- 07.45-08.45 AM peak hour (total inflow volume 891 pcu):
 - 446 pcu southbound and 426 pcu northbound on Baldonnell Rd to the north of the junction;
 - 400 pcu northbound and 391 pcu southbound on Baldonnell Rd to the south of the junction;
 - 45 pcu exiting and 74 pcu entering Kingswood Business Park.
- 16.45-17.45 PM peak hour (total inflow volume 626 pcu):

- 308 pcu southbound and 305 pcu northbound on Baldonnell Rd to the north of the junction;
- 221 pcu northbound and 283 pcu southbound on Baldonnell Rd to the south of the junction;
- 97 pcu exiting and 38 pcu entering Kingswood Business Park.

The counts were also carried out at the two roundabout junctions which form the N7 Junction 2 Interchange and the connections to Kingswood and the Green Isle Road.

The flows joining and leaving the N7 at Junction 2 during the peak hours are as follows:

- 07.45-08.45 AM peak hour:
 - 1,288 pcu eastbound leaving the N7, and 351 pcu eastbound joining the N7 (north roundabout);
 - 726 pcu westbound leaving the N7, and 689 pcu westbound joining the N7 (south roundabout).
- 16.45-17.45 PM peak hour:
 - 824 pcu eastbound leaving the N7, and 586 pcu eastbound joining the N7 (north roundabout);
 - 586 pcu westbound leaving the N7, and 929 pcu westbound joining the N7 (south roundabout);

A review of the TII permanent traffic counter sites on the N7 Naas dual carriageway located between J2 Kingswood and J1a Newlands for the same day as the traffic survey data for the junctions has identified the following hourly link flows (with the network peak hours estimated from these using the 25/75 ratio of each hour:

Hour	N7 link flows between J2 and J1a	
	Eastbound	Westbound
07.00-08.00	4,380	3,331
08.00-09.00	4,238	4,137
<i>(Est.) 07.45-08.45</i>	<i>4,274</i>	<i>3,936</i>
16.00-17.00	3,989	4,244
17.00-18.00	3,711	4,428
<i>(Est.) 16.45-17.45</i>	<i>3,781</i>	<i>4,382</i>

Table 2.1: N7 Mainline flows passing between J2 and J1a, Thursday 22nd November 2018
 (source: TII traffic data portal, in veh/hr)

SRC note that the TII counter between J2 and J3 has a fault on eastbound with only 2 of the three lanes recording data and therefore to calculate the eastbound flow on this eastbound link the turning volumes from the traffic counts on/off the N7 at J2 (SRC Note: in veh/hr, NOT in pcu), were used with the eastbound flow between J2 and J1a, as follows:

Hour	N7 link flows between J2 and J3	
	Eastbound	Westbound
<i>(Est.) 07.45-08.45</i>	5,165	3,836
<i>(Est.) 16.45-17.45</i>	4,063	4,712

Table 2.1: N7 Mainline flows passing between J2 and J1a, Thursday 22nd November 2018

From these tables it is clear that the directional split on the N7 has a more pronounced tidal effect to the west of J2, particularly during the AM peak period, while the directional split to the east of J2 is somewhat less pronounced in favour of eastbound flow. There is a high volume of traffic exiting from the N7 eastbound at J2 onto the R136 during the AM peak period. During the PM peak there is a slight tidal split in favor of westbound both to the east and west of N7 J2.

Full traffic count data and flow diagrams for each junction is appendicised to this report.

2.4 PEDESTRIAN AND CYCLIST ACCESSIBILITY

As noted previously there is a good level of pedestrian provision on the R136 and on Baldonnell Road. In the vicinity of the site, there is a footpath on the south side of the Business Park access road (serving the existing units). There is street lighting along the R136, and on the Baldonnell Road approach to the roundabout. There is no street lighting on Baldonnell Road passing the Business Park junction, but there is street lighting within the Business Park.

There are dedicated off-road cyclist provisions on both sides of the R136, but no dedicated facilities along Baldonnell Road or on the Business Park access road.

2.5 PUBLIC TRANSPORT ACCESSIBILITY

Although there are existing bus lanes on the R136, the closest bus serving the area is the No.69 service (which operates between Poolbeg in Dublin City and Rathcoole hourly each way throughout the day, and while it passes through the N7 J2 northern roundabout, the nearest stops are outside Camac Valley/Corkagh Park which is 1.6km (21 minutes walking time) from the proposed development access and would therefore be beyond a reasonable walking distance for staff accessing the site. It is noted that there are also stops on the Old Naas Road outside the Kingswood Hotel served by the same bus, but these are a similar walking distance from the site.

There are also a number of services on New Nangor Road for routes serving Clondalkin, Adamstown and Grangecastle, but these are approximately 2km from the site.

3 PROPOSED DEVELOPMENT

3.1 GENERAL

As set out in the introduction section of this report, the development is primarily distribution warehousing with an element of support office and staff welfare space. The current proposed floor areas being submitted for the AI response are as follows:

Warehousing unit incorporating ancillary offices/staff facilities on 3 floors to the front (south) elevation, office/staff facilities for the warehouse use at the rear (north) elevation and plant room, totalling 14,065sq.m gross internal area, which comprises:

- (1) 12,240sq.m warehousing area;
- (2) 1,059sq.m office area;
- (3) 766sq.m staff facilities;
- (4) 63sq.m plant room.

The development also includes:

- (A) On-site security hut of 16sq.m at the HGV access/egress location;
- (B) 4,160sq.m solar panels placed on the warehouse roof;
- (C) Site access;
- (D) Ancillary car parking (145 spaces);
- (E) HGV marshalling yard on 16,380sq.m of yard and HGV parking for 49 vehicles;
- (F) Dock levellers and level access doors;
- (G) Canopy over level access doors attached to western elevation and canopy over dock levellers at the rear;
- (H) Perimeter landscaping;
- (I) Drainage works including underground surface water attenuation facility, flood management measures, foul sewer pumping and storage tank;
- (J) All services and utilities; and
- (K) All associated site development works.

It should be noted that the office space included is just 7.5% of the overall warehousing unit, so it is at a suitable proportion to be considered as ancillary to the primary use.

3.2 ROAD ACCESS

The overall site layout is presented in the Kavanagh Burke site layout plans submitted with the AI response. This has been tested using AutoTracking software to determine the adequacy of the access road and yard areas.

The proposed access to the development lands is as follows:

- Access with a setback security checkpoint (security hut) off the existing small roundabout at the bend in the Business Park access road, which will be for HGV traffic only. A sliding gate will be installed to control access to/from the site outside operational hours.
- A separate access for cars and small vans on the southern frontage of site on the Business Park access road, which provides access to the car park for staff and visitors, and does not connect with the HGV marshalling and parking areas to the west of the building, to maintain separation between types of traffic movement. Adjacent to the car/van access is a pedestrian access which is close to the front door entrance to the office and/reception areas.
- A new footpath along the access road frontage of the site will connect to the existing footpaths at the Baldonnell road junction.

Stop road markings and signage for exiting vehicles will be installed as part of the site development works, in accordance with the Traffic Signs Manual (TSM).

3.3 PEDESTRIAN ACCESS

Uncontrolled crossing points with dropped kerbs and tactile pavers will be installed where the new footpath crosses the car/van access to accommodate pedestrian movements,

3.4 CAR PARKING

Car parking for the development is to be provided in accordance with the SDCC Development Plan standards, which set out maximum requirements for commercial warehousing (employment, at 1/100sqm) and office (employment, at 1/50 sqm).

Therefore, for the warehousing 124 spaces will be provided while for the office 21 spaces will be provided, totaling 145 spaces (including 8 disabled spaces = 5% of the total)

3.5 CYCLE PARKING

Cycle parking for the development is to be provided in accordance with the SDCC Development Plan standards, which set out minimum requirements for commercial warehousing (employment) and office (employment). However, SRC note that the rate of 1/200sqm for the warehousing use would appear to be a clear typographic error in the Development Plan. This was discussed with SDCC Transportation in relation to a previous warehousing planning application project who accepted that the rate for warehousing should be much lower (i.e. 1/1000sqm) than for office.

Therefore, it is proposed to provide the following:

- Office 6 spaces (3 Sheffield stands)
- Warehousing 13 spaces (7 Sheffield stands)

The total of 10 stands will accommodate 20 cycles and these are located close to the office/reception entrance, as illustrated on the Kavanagh Burke drawings.

4 DEVELOPMENT TRAFFIC GENERATION

4.1 TRIP GENERATION

For a typical generic distribution warehouse, the standard approach to predicting development traffic generation would be based on use of TRCIS data of existing surveyed sites for distribution warehouse uses in Dublin and Leinster Regions.

The data in the TRCIS site is for the overall floor area, and an element of office space (10% or less would be inherent in these).

Land Use	Rate	Weekday AM peak (07.45-08:45)		Weekday PM Peak (16.45-17.45)	
		Arrivals	Departures	Arrivals	Departures
Distribution Warehousing	Per 100 sq. m	0.298	0.050	0.040	0.217

Table 4.1 – Trip Rates for Proposed Development

When the above trip rates are used in conjunction with the schedule of accommodation of the proposed development, the total trips generated can be found. These can be seen in Table 4.2 below.

Land Use	GFA	Weekday AM peak (07.45-08:45)		Weekday PM Peak (16.45-17.45)	
		Arrivals	Departures	Arrivals	Departures
Distribution Warehousing	14,065sq.m	42	7	6	31

Table 4.2 – Vehicle Trips for Proposed Development

Clearly the levels of traffic generation during the network peak hours are not significant having regard for the scale and capacity of the road network serving the site. This is expected as the staff arrival profile for a distribution warehouse is more heavily weighted to 07.00-08.00 when the background flows will be lower on the network.

The TRICS data also provides a 12-hour trip rate (from 07.00-19.00) which equates to 253 vehicle arrivals and 247 vehicle departures (aggregated total of HGVs, vans and cars).

In this case the proposed end user is also the applicant JMC Van Trans Ltd, and therefore a review of the existing and proposed operations has been carried out, based on information supplied by the client. This information was also used to inform the MMP prepared for the AI response.

Shift times are simplified for clarity, start and end times are staggered by +/- 1 or 2 hours but the values below represent the majority.

Shift times (simplified for clarity):

Office Staff: 09.00 – 18.00 (some variations)

Drivers 08.00 – 18.00 (some variations)

Day Operations Shift: 06.00 – 16.00 (some variations)

Night Operations Shift 1600 – 02.00 (some variations)

Staff Numbers (in terms of FTE with a breakdown into numbers for each shift, and split into different roles i.e. drivers, admin/office, pickers, management etc):

Office Staff: 55

Drivers: 55

Day Operations Shift: 28

Night Operations Shift: 23

Car parking demands:

Approximately 100 car parking spaces are in use on any day (existing site has approximately 140 spaces available for staff and visitors).

It is expected that all HGV movements will travel in and out from the site off the N7 at J2. JMC propose to operate the Kingswood facility for 24 hours/day, Monday to Friday, although the volume of movements to/from the site from 19.00-06.00 will be low.

The majority of operational traffic movements would occur from 07.00 to 11.00 and 16.30 to 19.00 from Monday to Friday.

The trips generated from TRICS rates would correlate well with the likely volumes of arrivals and departures generated by JMC Van Trans staff during the network peak hours, and across the 12hour daytime period, having regard for arrivals before the start of each shift and departures at the end of each shift.

While the HGVS will be routes to/from the N7 Junction 2, it is recognised that staff and some delivery vans will also use the R136 ORR to access the local areas such as Clondalkin, Lucan and Tallaght.

The distribution of network peak development traffic volumes has been based on a review of the existing percentages turning in/out of Baldonnell Road at the R136 ORR roundabout.

- AM peak hour trip distribution:
 - Arrivals 72% from R136 south (and N7 J2), 28% from R136 north;
 - Departures 69% to R136 south (and N7 J2), 31% to R136 north.
- PM peak hour trip distribution:
 - Arrivals 87% from R136 south (and N7 J2), 13% from R136 north;
 - Departures 65% to R136 south (and N7 J2), 35% to R136 north.

Upstream and downstream of the Baldonnell Road/R136 ORR roundabout junction it is considered that the development traffic will continue through the R136 roundabouts to the south and access the N7 interchange where the traffic will disperse between the N7 westbound and eastbound, and south on the R136 ORR towards west Tallaght and the N81, or to the north towards Grangecastle and Clondalkin/Lucan.

The percentage impact of the development traffic on the arms of the R136/Baldonnell Road roundabout and other key junctions is set out in the following section.

5 DEVELOPMENT IMPACT

5.1 ASSESSMENT YEARS

The earliest opening year for the proposed development allowing for planning and construction would be 2021, and a +5 design year (2026) and +15 design year (2036) has also been considered.

In addition to the traffic generated by the proposed development there is also an expected increase in traffic flows due to general development and an increase in car ownership that needs to be taken into consideration when assessing future year junction capacity.

Traffic growth to 2021, 2026 and 2036 has been developed using the TII PAG Unit 5.3 'Travel Demand Projections' Dublin Region 1 Central Growth indices for LVs (as the traffic flows are in pcus).

Therefore, the 2018 surveyed base year flows were factored up as follows:

- by 5.47% for an opening year of 2021;
- by 12.73% for an Opening Year +5 of 2026;
- by 21.60% for an Opening Year +15 of 2036.

5.2 PERCENTAGE IMPACT ON KEY JUNCTIONS

Business Park/Baldonnell Road T-Junction

All traffic will arrive and depart through this junction and it is assumed that this would all travel to/from the R136 ORR/Baldonnell Road roundabout. The percentage impact on the Business Park access junction on Baldonnell Road is as follows (comparing the Do Nothing and Do Something development flows):

- 2021 AM peak hour = +5.21%;
- 2021 PM peak hour = +5.61%.

R136 ORR/Baldonnell Road Roundabout

As noted above, all development traffic will arrive and depart through this junction and use the R136 ORR to access to/from the N7 and other strategic links in the network to the north and south of the Kingswood area.

Therefore, the worst-case impact on the R136/Baldonnell Road roundabout during weekday peak hour conditions is as follows (comparing the Do Nothing and Do Something development flows):

- 2021 AM peak hour = +1.38%;
- 2021 PM peak hour = +1.07%.

R136 ORR/N7 J2 Eastbound Slips/Green Isle Road Roundabout

The worst-case impact on the northern roundabout at the N7 J2 interchange during weekday peak hour conditions is as follows (comparing the Do Nothing and Do Something development flows):

- 2021 AM peak hour = +0.76%;
- 2021 PM peak hour = +0.60%.

R136 ORR/N7 J2 Westbound Slips/Old Naas Road Roundabout

The worst-case impact on the southern roundabout at the J2 interchange during weekday peak hour conditions is as follows (comparing the Do Nothing and Do Something development flows):

- 2021 AM peak hour = +0.53%;
- 2021 PM peak hour = +0.47%.

It should be noted that the percentage impact at each junction in the 2021 opening year will diminish slightly in the 2026 and 2036 design years as the background traffic growth increases the background total while the development trips remain constant.

It is submitted that there are no specific traffic mitigation measures required to accommodate the proposed development.

6 SUMMARY

6.1 GENERAL

Stephen Reid Consulting Traffic and Transportation Limited (SRC) have prepared this report on behalf of JMC Van Trans Ltd in response to an Additional Information request issued by South Dublin County Council (SDCC) in respect of a planning application for a distribution warehousing development on lands at Kingswood Business Park, Baldonnell, Dublin 22.

The application will comprise of a warehousing building with an overall GFA of 14,065 sq.m GFA, including 12,240 sq.m of warehousing floor area, 1,059 sq. m of ancillary office space, 766 sq.m of staff facilities and 63 sq.m of plant.

6.2 EXISTING AND PROPOSED TRAFFIC VOLUMES

Traffic flow data was collected in November 2018 for weekday peak periods at key junctions, including the Business Park access on Baldonnell Road, and on the R136 Outer Ring Road and at the N7 Junction 2. This was supplemented by a review of TII permanent counter data for the N7 mainline for the same periods.

TRICS data was reviewed for the type of distribution warehousing proposed and cross-referenced against information on the client's existing facility at Newlands (further east on the N7).

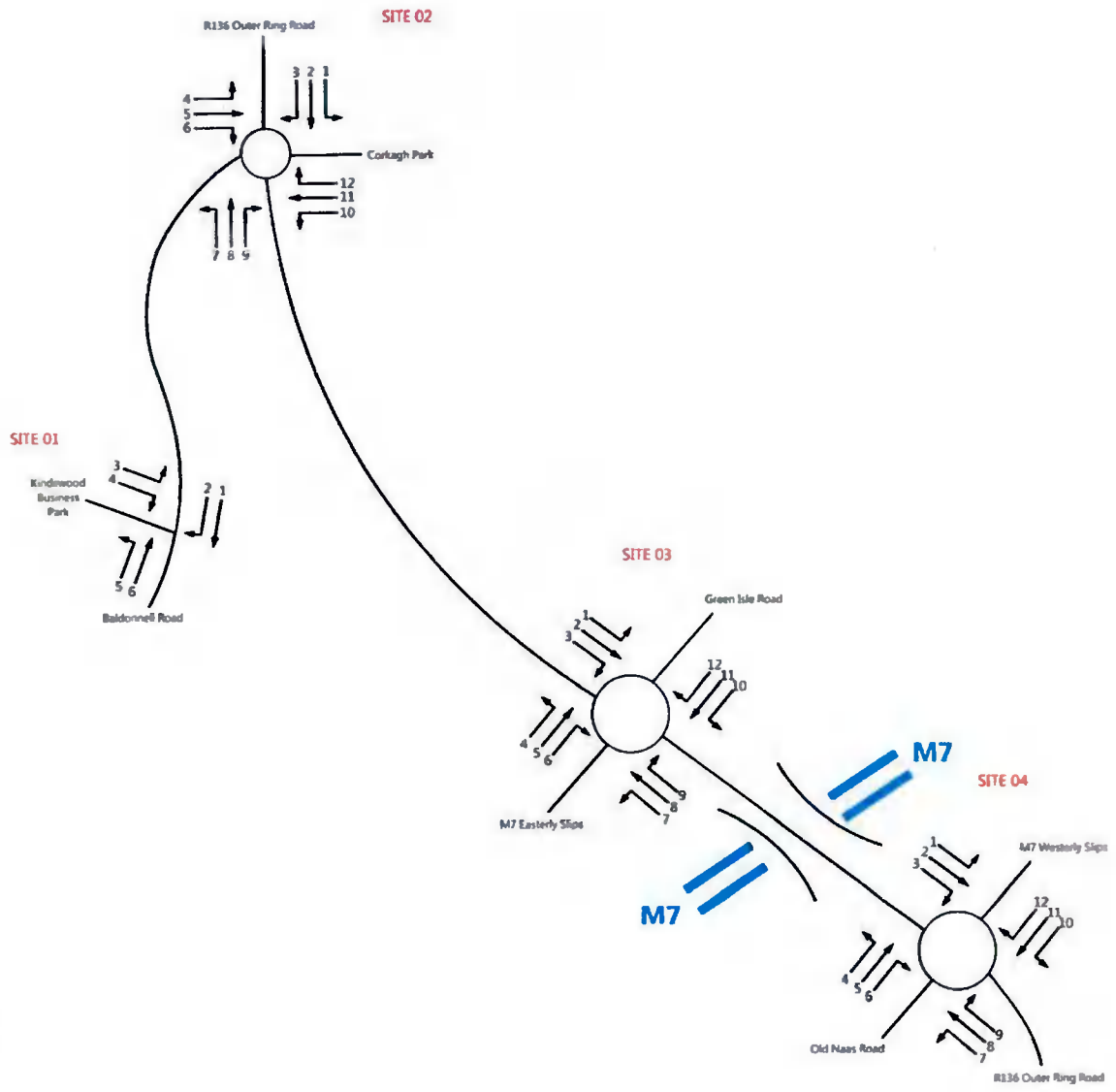
This data was compared against future year background traffic volumes (which had been factored using TII growth forecasting indices) to confirm the percentage impact of the development at key junctions.



It can be seen from the comments in this TIA that the volumes of traffic generated by the proposed development will not be significant during the network AM and PM peak hours, and therefore the proposed development can be accommodated by the proposed access arrangements and internal layout measures without material impacts on the road network.

Therefore, it is submitted that the development as proposed is in accordance with the proper planning and sustainable development of the area.

Stephen Reid Consulting Traffic and Transportation
29.01.2019

Site/Movement Numbering



	Job number: TRA/18/200	Job Date: 22 nd November 2018	Drawing No: TRA/18/200-02	traffinomics 
	Client: Stephen Reid	Job Day: Thursday	Author: SPW	

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 01

DATE: 22nd November 2018

LOCATION: Baldonnell Road/Kingswood Business Park

DAY: Thursday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	33	19	5	1	0	58	62	5	2	1	1	0	9	11	3	1	0	0	0	4	4
07:15	50	12	3	1	0	66	69	2	0	0	0	0	2	2	1	4	0	0	0	5	5
07:30	64	10	0	1	0	75	76	6	4	0	0	0	10	10	2	0	0	0	0	2	2
07:45	68	11	2	2	0	83	87	12	5	1	0	0	18	19	11	3	0	0	0	14	14
H/TOT	215	52	10	5	0	282	294	25	11	2	1	0	39	41	17	8	0	0	0	25	25
08:00	83	14	2	0	1	100	102	11	11	0	0	0	22	22	6	3	2	0	0	11	12
08:15	85	3	5	2	0	95	100	8	0	0	0	0	8	8	4	6	0	0	0	10	10
08:30	88	6	1	0	0	95	96	9	3	1	0	0	13	14	1	1	0	0	0	2	2
08:45	88	10	4	3	0	105	111	9	1	0	0	0	10	10	5	4	0	0	0	9	9
H/TOT	344	33	12	5	1	395	409	37	15	1	0	0	53	54	16	14	2	0	0	32	33
09:00	67	10	5	1	0	83	87	6	4	1	0	0	11	12	3	1	0	0	0	4	4
09:15	49	12	2	1	2	66	70	9	5	2	0	0	16	17	2	1	2	0	0	5	6
09:30	36	14	6	1	1	58	63	6	6	0	0	0	12	12	2	5	3	0	0	10	12
09:45	21	10	3	2	2	38	44	3	3	1	2	0	9	12	7	3	4	0	0	14	16
H/TOT	173	46	16	5	5	245	265	24	18	4	2	0	48	53	14	10	9	0	0	33	38
P/TOT	732	131	38	15	6	922	967	86	44	7	3	0	140	147	47	32	11	0	0	90	96

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	29	10	7	1	0	47	52	6	6	0	0	0	12	12	7	6	0	1	0	14	15
16:15	37	18	3	3	0	61	66	2	5	1	0	0	8	9	3	6	0	0	0	9	9
16:30	22	9	7	5	0	43	53	2	7	0	1	0	10	11	3	1	1	0	0	5	6
16:45	35	6	4	6	0	51	61	3	6	0	0	0	9	9	12	11	0	0	0	23	23
H/TOT	123	43	21	15	0	202	232	13	24	1	1	0	39	41	25	24	1	1	0	51	53
17:00	35	9	3	7	0	54	65	3	3	1	1	0	8	10	32	9	0	1	0	42	43
17:15	52	10	5	6	0	73	83	8	0	0	0	0	8	8	12	3	1	0	0	16	17
17:30	36	8	5	7	0	56	68	4	1	0	0	0	5	5	5	2	0	0	0	7	7
17:45	23	4	3	4	0	34	41	3	0	0	0	0	3	3	4	0	1	0	0	5	6
H/TOT	146	31	16	24	0	217	256	18	4	1	1	0	24	26	53	14	2	1	0	70	72
18:00	30	2	2	1	0	35	37	3	0	0	0	0	3	3	8	1	0	0	0	9	9
18:15	20	4	0	4	0	28	33	10	0	0	2	0	12	15	9	2	0	0	0	11	11
18:30	11	6	4	4	0	25	32	12	0	0	0	0	12	12	6	1	1	0	0	8	9
18:45	17	1	1	1	0	20	22	10	1	0	0	0	11	11	4	0	0	1	0	5	6
H/TOT	78	13	7	10	0	108	125	35	1	0	2	0	38	41	27	4	1	1	0	33	35
P/TOT	347	87	44	49	0	527	613	66	29	2	4	0	101	107	105	42	4	3	0	154	160

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 01

DATE: 22nd November 2018

LOCATION: Baldonnell Road/Kingswood Business Park

DAY: Thursday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	5	0	1	21	25
07:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	32	12	3	7	0	54	65
07:30	0	0	0	0	0	0	0	0	2	0	0	0	2	2	64	21	8	2	0	95	102
07:45	1	2	0	0	0	3	3	1	1	0	0	0	2	2	60	15	6	1	0	82	86
H/TOT	1	2	0	0	0	3	3	2	3	0	0	0	5	5	167	52	22	10	1	252	277
08:00	0	2	0	0	0	2	2	2	1	1	0	0	4	5	49	5	6	4	0	64	72
08:15	1	0	0	0	0	1	1	4	1	0	0	0	5	5	86	5	4	1	0	96	99
08:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	56	12	4	2	1	75	81
08:45	0	0	0	0	0	0	0	2	1	0	0	0	3	3	37	8	3	0	0	48	50
H/TOT	2	2	0	0	0	4	4	8	3	1	0	0	12	13	228	30	17	7	1	283	302
09:00	0	2	0	0	0	2	2	4	0	2	0	0	6	7	36	12	3	1	0	52	55
09:15	2	2	0	0	0	4	4	2	2	1	0	0	5	6	34	10	1	1	1	47	50
09:30	0	1	0	0	0	1	1	2	0	1	0	0	3	4	23	7	5	1	0	36	40
09:45	0	0	0	0	0	0	0	1	1	0	0	0	2	2	19	8	2	0	0	29	30
H/TOT	2	5	0	0	0	7	7	9	3	4	0	0	16	18	112	37	11	3	1	164	174
P/TOT	5	9	0	0	0	14	14	19	9	5	0	0	33	36	507	119	50	20	3	699	753

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	1	2	0	0	0	3	3	0	0	0	0	0	0	0	40	6	1	0	0	47	48
16:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	43	9	2	2	0	56	60
16:30	0	2	0	0	0	2	2	0	1	0	0	0	1	1	61	8	3	0	0	72	74
16:45	0	0	1	1	0	2	4	0	1	0	0	0	1	1	37	14	0	0	0	51	51
H/TOT	1	4	1	1	0	7	9	1	2	0	0	0	3	3	181	37	6	2	0	226	232
17:00	1	1	0	0	0	2	2	1	0	0	0	0	1	1	55	7	1	0	0	63	64
17:15	0	0	0	0	0	0	0	4	0	0	0	0	4	4	52	3	0	0	0	55	55
17:30	0	1	0	0	0	1	1	0	0	0	0	0	0	0	39	3	2	0	0	44	45
17:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	34	2	0	0	0	36	36
H/TOT	1	2	0	0	0	3	3	6	0	0	0	0	6	6	180	15	3	0	0	198	200
18:00	3	0	0	0	0	3	3	2	0	0	0	0	2	2	25	4	0	0	0	29	29
18:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	18	5	0	0	0	23	23
18:30	0	0	0	0	0	0	0	1	1	0	0	0	2	2	14	2	0	0	0	16	16
18:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	22	3	1	0	0	26	27
H/TOT	3	0	0	0	0	3	3	6	1	0	0	0	7	7	79	14	1	0	0	94	95
P/TOT	5	6	1	1	0	13	15	13	3	0	0	0	16	16	440	66	10	2	0	518	526

PCU's Through Junction
101
141
192
210
645
215
223
193
182
813
166
153
131
104
554
2012

PCU's Through Junction
130
145
146
149
569
184
167
126
86
563
83
83
71
68
304
1436

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 02

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/Baldonnell Road/Corkagh Park

DAY: Thursday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	1	0	0	0	0	1	1	195	28	5	4	1	233	242	13	9	2	0	0	24	25
07:15	0	0	0	0	0	0	0	232	38	6	3	0	279	286	16	7	0	0	0	23	23
07:30	1	0	0	0	0	1	1	294	35	14	4	0	347	359	17	5	0	0	0	22	22
07:45	0	0	0	0	0	0	0	273	27	7	6	5	318	334	30	7	1	1	0	39	41
H/TOT	2	0	0	0	0	2	2	994	128	32	17	6	1177	121	76	28	3	1	0	108	111
08:00	0	0	0	0	0	0	0	305	29	9	2	1	346	354	23	9	1	0	0	33	34
08:15	0	0	0	0	0	0	0	262	22	5	2	2	293	300	23	1	1	0	0	25	26
08:30	0	0	0	0	0	0	0	273	38	8	4	1	324	334	24	1	1	0	0	26	27
08:45	0	1	0	0	0	1	1	243	48	17	6	1	315	332	19	1	3	0	0	23	25
H/TOT	0	1	0	0	0	1	1	1083	137	39	14	5	1278	1321	89	12	6	0	0	107	110
09:00	1	0	0	0	0	1	1	189	35	11	5	1	241	254	15	4	1	0	0	20	21
09:15	1	0	0	0	0	1	1	208	31	15	6	0	260	275	9	2	2	0	0	13	14
09:30	3	0	0	0	0	3	3	162	23	10	4	2	201	213	9	2	0	0	0	11	11
09:45	0	1	0	0	0	1	1	138	18	17	6	1	180	197	6	4	0	0	0	10	10
H/TOT	5	1	0	0	0	6	6	697	107	53	21	4	882	940	39	12	3	0	0	54	56
P/TOT	7	2	0	0	0	9	9	2774	372	124	52	15	3337	3482	204	52	12	1	0	269	276

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	3	0	0	0	0	3	3	259	42	9	4	1	315	326	12	2	2	0	0	16	17
16:15	0	0	0	0	0	0	0	279	37	8	4	3	331	343	5	3	0	0	0	8	8
16:30	0	0	0	0	0	0	0	318	35	8	7	1	369	383	5	2	4	0	0	11	13
16:45	0	0	0	0	0	0	0	287	45	11	5	1	349	362	6	2	1	0	0	9	10
H/TOT	3	0	0	0	0	3	3	1143	159	36	20	6	1364	1414	28	9	7	0	0	44	48
17:00	1	0	0	0	0	1	1	354	27	4	2	0	387	392	7	3	1	0	0	11	12
17:15	2	0	0	0	0	2	2	284	27	6	2	0	319	325	9	2	0	0	0	11	11
17:30	0	0	0	0	0	0	0	283	21	2	5	1	312	321	5	2	0	0	0	7	7
17:45	1	0	0	0	0	1	1	273	27	10	1	2	313	321	5	1	0	0	0	6	6
H/TOT	4	0	0	0	0	4	4	1194	102	22	10	3	1331	1358	26	8	1	0	0	35	36
18:00	0	0	0	0	0	0	0	220	30	3	2	0	255	259	4	0	0	0	0	4	4
18:15	1	0	0	0	0	1	1	232	20	3	1	3	259	265	6	0	0	1	0	7	8
18:30	0	0	0	0	0	0	0	200	17	3	2	2	224	230	0	1	0	0	0	1	1
18:45	0	0	0	0	0	0	0	221	8	3	1	1	234	238	8	0	0	0	0	8	8
H/TOT	1	0	0	0	0	1	1	873	75	12	6	6	972	992	18	1	0	1	0	20	21
P/TOT	8	0	0	0	0	8	8	3210	336	70	36	15	3667	3764	72	18	8	1	0	99	104

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 02

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/Baldonnell Road/Corkagh Park

DAY: Thursday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	5	0	2	0	0	7	8	0	0	0	0	0	0	0	9	5	3	0	1	18	21
07:15	15	6	0	1	0	22	23	0	0	0	0	0	0	0	18	10	3	6	0	37	46
07:30	19	5	1	0	0	25	26	0	0	0	0	0	0	0	47	16	7	2	0	72	78
07:45	25	2	2	0	0	29	30	0	0	0	0	0	0	0	46	16	4	1	0	67	70
H/TOT	64	13	5	1	0	83	87	0	0	0	0	0	0	120	47	17	9	1	194	215	
08:00	22	3	1	0	0	26	27	0	0	0	0	0	0	0	33	5	7	4	0	49	58
08:15	34	5	1	0	0	40	41	0	0	0	0	0	0	0	56	6	3	1	0	66	69
08:30	12	4	1	1	0	18	20	0	0	0	0	0	0	0	45	9	3	1	1	59	63
08:45	9	4	1	0	0	14	15	0	0	0	0	0	0	0	33	8	2	0	0	43	44
H/TOT	77	16	4	1	0	98	101	0	0	0	0	0	0	167	28	15	6	1	217	233	
09:00	10	5	2	0	0	17	18	0	0	0	0	0	0	0	29	8	1	1	0	39	41
09:15	9	4	1	0	0	14	15	0	0	0	0	0	0	0	27	7	2	1	1	38	41
09:30	6	6	3	1	0	16	19	0	0	0	0	0	0	0	19	6	5	0	0	30	33
09:45	9	7	2	0	0	18	19	0	0	0	0	0	0	0	17	4	4	0	0	25	27
H/TOT	34	22	8	1	0	65	70	0	0	0	0	0	0	92	25	12	2	1	132	142	
P/TOT	175	51	17	3	0	246	258	0	0	0	0	0	0	379	100	44	17	3	543	590	

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	9	4	0	0	0	13	13	1	1	0	0	0	2	2	37	7	1	1	0	46	48
16:15	14	4	1	1	0	20	22	0	0	0	0	0	0	0	32	11	1	1	0	45	47
16:30	11	2	2	0	0	15	16	0	0	0	0	0	0	0	53	7	2	0	0	62	63
16:45	12	3	0	0	0	15	15	0	0	0	0	0	0	0	37	22	0	0	0	59	59
H/TOT	46	13	3	1	0	63	66	1	1	0	0	0	2	2	159	47	4	2	0	212	217
17:00	34	6	1	1	0	42	44	0	0	0	0	0	0	0	53	10	0	0	0	63	63
17:15	24	1	1	0	0	26	27	0	0	0	0	0	0	0	40	5	0	0	0	45	45
17:30	19	1	1	0	0	21	22	0	0	0	0	0	0	0	25	4	1	0	0	30	31
17:45	12	1	0	0	0	13	13	0	0	0	0	0	0	0	26	1	1	0	0	28	29
H/TOT	89	9	3	1	0	102	105	0	0	0	0	0	0	144	20	2	0	0	166	167	
18:00	8	2	0	0	0	10	10	0	0	0	0	0	0	0	25	3	0	0	0	28	28
18:15	11	3	0	0	0	14	14	0	0	0	0	0	0	0	16	4	0	0	0	20	20
18:30	8	1	0	0	0	9	9	0	0	0	0	0	0	0	12	2	1	0	0	15	16
18:45	7	3	0	0	0	10	10	0	0	0	0	0	0	0	19	0	1	1	0	21	23
H/TOT	34	9	0	0	0	43	43	0	0	0	0	0	0	72	9	2	1	0	84	86	
P/TOT	169	31	6	2	0	208	214	1	1	0	0	0	2	2	375	76	8	3	0	462	470

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 02

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/Baldonnell Road/Corkagh Park

DAY: Thursday

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	25	12	4	2	0	43	48	196	34	2	9	5	246	264	0	0	0	0	0	0	0
07:15	36	5	3	1	0	45	48	209	49	4	6	4	272	286	0	0	0	0	0	0	0
07:30	53	9	0	1	0	63	64	297	39	5	6	2	349	361	0	0	0	0	0	0	0
07:45	50	9	2	1	0	62	64	260	30	6	11	3	310	330	0	0	0	0	0	0	0
H/TOT	164	35	9	5	0	213	224	962	152	17	32	14	1177	1241	0	0	0	0	0	0	0
08:00	71	16	1	0	1	89	91	262	26	6	7	1	302	315	0	0	0	0	0	0	0
08:15	70	2	4	2	0	78	83	227	28	9	8	4	276	295	0	0	0	0	0	0	0
08:30	73	8	1	0	0	82	83	219	33	8	10	2	272	291	0	0	0	0	0	0	0
08:45	78	10	1	3	0	92	96	202	20	4	11	7	244	267	0	0	0	0	0	0	0
H/TOT	292	36	7	5	1	341	352	910	107	27	36	14	1094	1168	0	0	0	0	0	0	0
09:00	58	10	5	1	0	74	78	190	24	7	12	2	235	256	0	0	0	0	0	0	0
09:15	49	15	2	1	2	69	73	165	28	6	6	2	207	220	0	0	0	0	0	0	0
09:30	33	18	6	1	1	59	64	146	24	5	10	0	185	201	0	0	0	0	0	0	0
09:45	18	9	4	4	2	37	46	107	15	4	12	0	138	156	1	0	0	0	0	1	1
H/TOT	158	52	17	7	5	239	262	608	91	22	40	4	765	832	1	0	0	0	0	1	1
P/TOT	614	123	33	17	6	793	838	2480	350	66	108	32	3036	3241	1	0	0	0	0	1	1

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	22	14	5	1	0	42	46	206	32	4	8	1	251	264	1	0	0	0	0	1	1
16:15	34	20	4	3	0	61	67	187	39	6	6	3	241	255	0	0	0	0	0	0	0
16:30	19	14	3	6	0	42	51	216	31	6	5	1	259	270	0	0	0	0	0	0	0
16:45	32	10	3	6	0	51	60	228	44	12	3	0	287	297	1	0	0	0	0	1	1
H/TOT	107	58	15	16	0	196	224	837	146	28	22	5	1038	1086	2	0	0	0	0	2	2
17:00	31	9	3	8	0	51	63	275	35	2	3	0	315	320	0	0	0	0	0	0	0
17:15	51	8	5	6	0	70	80	292	31	3	1	3	330	336	0	0	0	0	0	0	0
17:30	35	7	5	7	0	54	66	258	36	3	3	0	300	305	0	0	0	0	0	0	0
17:45	21	3	3	4	0	31	38	261	33	4	0	3	301	306	0	0	0	0	0	0	0
H/TOT	138	27	16	25	0	206	247	1086	135	12	7	6	1246	1267	0	0	0	0	0	0	0
18:00	29	2	2	1	0	34	36	240	27	7	5	0	279	289	0	0	0	0	0	0	0
18:15	24	4	0	5	0	33	40	255	18	1	6	0	280	288	2	0	0	0	0	2	2
18:30	23	5	4	4	0	36	43	223	13	2	3	0	241	246	0	0	0	0	0	0	0
18:45	19	2	1	1	0	23	25	186	18	6	2	0	212	218	0	0	0	0	0	0	0
H/TOT	95	13	7	11	0	126	144	904	76	16	16	0	1012	1041	2	0	0	0	0	2	2
P/TOT	340	98	38	52	0	528	615	2827	357	56	45	11	3296	3394	4	0	0	0	0	4	4

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

NOVEMBER 2018

TRA/18/200

SITE: 02

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/Baldonnell Road/Corkagh Park

DAY: Thursday

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU		
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	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
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
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	1	1	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
08:15	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	
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
09:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
P/TOT	2	1	0	0	0	3	3	0	0	0	0	0	0	3	0	0	0	0	0	3	3		

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	2	1	0	0	0	3	3	1	0	0	0	0	1	1	0	1	0	0	0	1	1
16:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	3	0	0	0	0	3	3
16:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	6	6	1	0	0	0	0	1	1	3	1	0	0	0	4	4
17:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:15	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	3	0	0	0	0	3	3	0	0	0	0	0	0	3	0	0	0	0	3	3	
P/TOT	12	1	0	0	0	13	13	1	0	0	0	0	1	1	6	1	0	0	7	7	

PCU's Through Junction
608
712
912
870
3102
878
812
817
781
3289
669
639
543
459
2311
8701

PCU's Through Junction
725
747
797
804
3072
895
826
752
715
3187
627
641
546
522
2336
8595

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 03

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/N7 Easterly Slips/Green Isle Road

DAY: Thursday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	4	0	0	0	0	4	4	169	24	7	3	1	204	212	31	9	1	1	1	43	46
07:15	12	1	0	0	0	13	13	223	32	7	5	0	267	277	15	15	2	4	0	36	42
07:30	20	4	0	0	0	24	24	299	37	14	6	0	356	371	22	10	7	0	0	39	43
07:45	18	2	1	0	0	21	22	275	34	9	5	4	327	342	26	7	1	2	1	37	41
H/TOT	54	7	1	0	0	62	63	966	127	37	19	5	1154	1202	94	41	11	7	2	155	172
08:00	21	0	0	1	0	22	23	282	29	15	3	1	330	342	35	5	1	2	0	43	46
08:15	23	0	0	0	0	23	23	259	23	4	2	2	290	297	36	5	4	1	0	46	49
08:30	22	2	1	0	0	25	26	275	39	6	5	2	327	339	21	6	4	0	0	31	33
08:45	21	1	0	0	0	22	22	230	47	18	5	1	301	318	25	8	1	1	0	35	37
H/TOT	87	3	1	1	0	92	94	1046	138	43	15	6	1248	1295	117	24	10	4	0	155	165
09:00	11	1	0	0	0	12	12	181	32	9	4	0	226	236	27	10	3	2	1	43	48
09:15	13	1	0	0	0	14	14	196	31	16	4	1	248	262	26	6	1	3	0	36	40
09:30	5	1	1	0	0	7	8	156	17	10	1	2	186	194	20	11	4	3	0	38	44
09:45	8	0	1	0	0	9	10	120	21	13	4	1	159	172	28	2	7	2	0	39	45
H/TOT	37	3	2	0	0	42	43	653	101	48	13	4	819	864	101	29	15	10	1	156	178
P/TOT	178	13	4	1	0	196	199	2665	366	128	47	15	3221	3361	312	94	36	21	3	466	514

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	13	1	0	0	0	14	14	214	41	9	2	0	266	273	71	8	1	3	1	84	89
16:15	10	0	0	0	0	10	10	243	34	8	3	3	291	302	60	14	1	2	0	77	80
16:30	15	4	0	0	0	19	19	277	33	9	7	1	327	342	80	5	1	0	0	86	87
16:45	10	0	0	0	0	10	10	237	50	11	4	1	303	315	77	17	0	1	0	95	96
H/TOT	48	5	0	0	0	53	53	971	158	37	16	5	1187	1231	288	44	3	6	1	342	352
17:00	16	0	0	0	0	16	16	306	33	4	2	0	345	350	86	4	0	0	0	90	90
17:15	19	0	0	1	0	20	21	227	24	6	0	0	257	260	79	8	0	1	0	88	89
17:30	14	2	1	0	0	17	18	227	22	1	2	1	253	257	68	1	1	3	0	73	77
17:45	15	0	1	0	0	16	17	225	22	9	1	2	259	267	60	6	1	0	0	67	68
H/TOT	64	2	2	1	0	69	71	985	101	20	5	3	1114	1134	293	19	2	4	0	318	324
18:00	8	2	1	0	0	11	12	181	25	2	2	0	210	214	56	6	0	0	0	62	62
18:15	14	0	0	0	0	14	14	197	22	2	1	3	225	230	40	2	1	0	0	43	44
18:30	8	1	0	0	0	9	9	170	16	3	1	0	190	193	34	2	1	1	2	40	44
18:45	11	0	0	0	0	11	11	192	7	3	1	1	204	208	37	1	1	1	0	40	42
H/TOT	41	3	1	0	0	45	46	740	70	10	5	4	829	845	167	11	3	2	2	185	191
P/TOT	153	10	3	1	0	167	170	2696	329	67	26	12	3130	3209	748	74	8	12	3	845	868

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 03

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/N7 Easterly Slips/Green Isle Road

DAY: Thursday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	69	18	4	2	3	96	104	11	1	0	0	0	12	12	116	10	0	8	1	135	146
07:15	60	16	7	4	3	90	102	31	4	0	0	1	36	37	101	16	1	3	1	122	127
07:30	43	12	3	2	1	61	66	30	0	0	0	0	30	30	165	17	1	2	1	186	190
07:45	75	15	5	1	1	97	102	43	4	0	0	1	48	49	144	18	2	10	0	174	188
H/TOT	247	61	19	9	8	344	373	115	9	0	0	2	126	128	526	61	4	23	3	617	652
08:00	119	12	3	4	0	138	145	51	4	0	0	0	55	55	112	11	1	6	0	130	138
08:15	99	19	4	7	1	130	142	42	1	0	0	0	43	43	109	6	1	3	0	119	123
08:30	91	16	1	4	1	113	120	29	1	0	0	0	30	30	123	9	2	7	1	142	153
08:45	109	12	4	5	1	131	141	23	5	0	0	0	28	28	139	7	1	4	3	154	163
H/TOT	418	59	12	20	3	512	547	145	11	0	0	0	156	156	483	33	5	20	4	545	578
09:00	101	6	6	6	0	119	130	21	1	0	2	0	24	27	92	16	2	6	2	118	129
09:15	72	15	2	5	1	95	104	20	2	0	0	1	23	24	64	2	2	9	0	77	90
09:30	82	20	2	7	0	111	121	23	0	0	0	0	23	23	53	6	0	5	2	66	75
09:45	62	8	4	10	0	84	99	15	1	0	0	0	16	16	48	8	3	5	0	64	72
H/TOT	317	49	14	28	1	409	453	79	4	0	2	1	86	90	257	32	7	25	4	325	365
P/TOT	982	169	45	57	12	1265	1374	339	24	0	2	3	368	374	1266	126	16	68	11	1487	1594

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	75	15	1	3	0	94	98	12	1	1	0	1	15	17	48	6	2	2	0	58	62
16:15	65	14	3	6	1	89	99	9	3	0	0	0	12	12	39	12	2	2	0	55	59
16:30	65	6	2	4	0	77	83	6	4	1	0	0	11	12	38	16	1	4	0	59	65
16:45	65	8	2	3	0	78	83	30	3	0	0	0	33	33	31	8	5	3	0	47	53
H/TOT	270	43	8	16	1	338	364	57	11	2	0	1	71	73	156	42	10	11	0	219	238
17:00	95	11	0	3	0	109	113	24	4	0	0	0	28	28	44	5	1	1	0	51	53
17:15	108	5	4	0	2	119	123	51	1	0	0	0	52	52	53	23	1	3	1	81	86
17:30	91	12	1	1	0	105	107	40	2	0	0	0	42	42	36	5	5	1	0	47	51
17:45	82	5	1	0	2	90	93	34	1	0	1	1	37	39	36	5	5	2	0	48	53
H/TOT	376	33	6	4	4	423	435	149	8	0	1	1	159	161	169	38	12	7	1	227	243
18:00	71	8	4	3	0	86	92	18	3	0	0	0	21	21	51	3	0	3	0	57	61
18:15	73	2	0	3	0	78	82	23	3	0	0	0	26	26	16	3	1	2	0	22	25
18:30	80	4	0	1	0	85	86	16	2	0	0	0	18	18	26	5	1	0	0	32	33
18:45	65	5	1	1	0	72	74	19	2	0	0	0	21	21	25	4	0	0	0	29	29
H/TOT	289	19	5	8	0	321	334	76	10	0	0	0	86	86	118	15	2	5	0	140	148
P/TOT	935	95	19	28	5	1082	1133	282	29	2	1	2	316	320	443	95	24	23	1	586	629

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 03

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/N7 Easterly Slips/Green Isle Road

DAY: Thursday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	20	10	0	0	0	30	30	146	26	2	9	2	185	200	6	3	1	0	1	11	13
07:15	18	7	1	1	0	27	29	180	38	0	3	1	222	227	11	6	0	0	0	17	17
07:30	20	5	2	1	0	28	30	299	34	1	5	1	340	348	12	1	0	0	1	14	15
07:45	27	6	1	0	0	34	35	228	22	3	11	1	265	282	21	3	0	0	1	25	26
H/TOT	85	28	4	2	0	119	124	853	120	6	28	5	1012	1056	50	13	1	0	3	67	71
08:00	22	9	1	1	1	34	37	206	27	4	3	2	242	250	19	2	0	0	1	22	23
08:15	34	11	1	1	0	47	49	180	10	7	3	3	203	213	24	6	0	0	0	30	30
08:30	40	7	4	2	0	53	58	187	24	8	6	1	226	239	20	4	0	0	0	24	24
08:45	22	3	3	1	0	29	32	160	17	1	9	6	193	211	13	1	0	0	0	14	14
H/TOT	118	30	9	5	1	163	175	733	78	20	21	12	864	913	76	13	0	0	1	90	91
09:00	22	4	3	1	0	30	33	137	25	6	7	2	177	191	7	0	0	0	0	7	7
09:15	19	8	2	2	0	31	35	138	28	6	2	2	176	184	7	0	1	0	0	8	9
09:30	22	6	4	2	0	34	39	94	20	9	4	1	128	139	7	0	0	0	1	8	9
09:45	18	8	6	2	0	34	40	60	16	4	6	2	88	100	10	2	0	0	0	12	12
H/TOT	81	26	15	7	0	129	146	429	89	25	19	7	569	613	31	2	1	0	1	35	37
P/TOT	284	84	28	14	1	411	444	2015	287	51	68	24	2445	2583	157	28	2	0	5	192	198

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	41	11	2	1	0	55	57	148	30	8	6	1	193	206	22	7	0	0	0	29	29
16:15	56	3	5	0	0	64	67	152	44	6	3	1	206	214	20	2	0	0	2	24	26
16:30	91	9	2	0	0	102	103	165	36	7	7	1	216	230	17	2	1	0	0	20	21
16:45	61	6	4	1	1	73	77	181	43	13	5	0	242	255	12	2	0	0	1	15	16
H/TOT	249	29	13	2	1	294	304	646	153	34	21	3	857	904	71	13	1	0	3	88	92
17:00	60	5	1	0	0	66	67	205	30	5	8	0	248	261	12	1	0	0	0	13	13
17:15	37	2	1	0	0	40	41	221	30	4	7	1	263	275	16	2	0	0	0	18	18
17:30	41	1	1	1	0	44	46	197	31	7	9	0	244	259	17	1	2	0	0	20	21
17:45	44	1	0	1	0	46	47	194	31	6	4	1	236	245	8	2	0	0	0	10	10
H/TOT	182	9	3	2	0	196	200	817	122	22	28	2	991	1040	53	6	2	0	0	61	62
18:00	49	4	4	1	0	58	61	191	21	5	3	0	220	226	11	2	0	0	1	14	15
18:15	30	4	1	1	0	36	38	196	19	1	8	0	224	235	7	0	1	0	0	8	9
18:30	25	4	2	1	0	32	34	158	14	6	6	0	184	195	13	1	0	0	0	14	14
18:45	30	2	0	0	0	32	32	130	15	6	2	0	153	159	6	1	0	0	1	8	9
H/TOT	134	14	7	3	0	158	165	675	69	18	19	0	781	815	37	4	1	0	2	44	47
P/TOT	565	52	23	7	1	648	670	2138	344	74	68	5	2629	2759	161	23	4	0	5	193	200

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 03

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/N7 Easterly Slips/Green Isle Road

DAY: Thursday

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	10	1	0	0	0	11	11	0	0	0	0	0	0	0	6	2	0	0	0	8	8
07:15	14	2	0	0	0	16	16	0	0	0	0	0	0	0	5	0	0	0	0	5	5
07:30	23	1	1	0	0	25	26	0	0	0	0	0	0	0	8	2	1	0	0	11	12
07:45	27	2	0	0	0	29	29	2	0	0	0	0	0	2	7	2	0	0	1	10	11
H/TOT	74	6	1	0	0	81	82	2	0	0	0	0	2	2	26	6	1	0	1	34	36
08:00	38	5	0	0	2	45	47	0	0	0	0	0	0	0	8	3	0	0	0	11	11
08:15	37	5	0	0	0	42	42	1	0	0	0	0	1	1	18	1	2	0	0	21	22
08:30	45	6	1	0	0	52	53	0	0	0	0	0	0	0	14	1	0	0	0	15	15
08:45	35	1	1	1	0	38	40	0	0	0	0	0	0	0	11	1	0	0	0	12	12
H/TOT	155	17	2	1	2	177	181	1	0	0	0	0	1	1	51	6	2	0	0	59	60
09:00	38	3	0	0	0	41	41	0	0	0	0	0	0	0	10	3	0	0	0	13	13
09:15	13	3	1	0	0	17	18	0	0	0	0	0	0	0	4	0	0	0	1	5	6
09:30	21	0	0	1	1	23	25	2	0	0	0	0	2	2	3	2	0	0	0	5	5
09:45	19	2	0	0	1	22	23	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	91	8	1	1	2	103	107	2	0	0	0	0	2	2	21	5	0	0	1	27	28
P/TOT	320	31	4	2	4	361	370	5	0	0	0	0	5	5	98	17	3	0	2	120	124

TIME	MOVEMENT 10					TOT	PCU	MOVEMENT 11					TOT	PCU	MOVEMENT 12					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	27	3	0	0	0	30	30	4	0	0	0	0	4	4	6	1	0	0	0	7	7
16:15	25	6	0	0	0	31	31	4	0	0	0	0	4	4	4	1	1	0	1	7	9
16:30	20	2	0	0	0	22	22	0	0	0	0	0	0	0	5	3	0	0	0	8	8
16:45	36	9	0	0	0	45	45	0	2	0	0	0	2	2	15	3	0	1	0	19	20
H/TOT	108	20	0	0	0	128	128	8	2	0	0	0	10	10	30	8	1	1	1	41	44
17:00	42	4	0	0	2	48	50	0	0	0	0	0	0	0	6	3	0	0	0	9	9
17:15	23	2	1	0	0	26	27	0	0	0	0	0	0	0	14	4	0	0	0	18	18
17:30	31	3	0	0	0	34	34	1	0	0	0	0	1	1	5	0	0	0	0	5	5
17:45	29	5	0	0	0	34	34	0	0	0	0	0	0	0	6	0	0	0	0	6	6
H/TOT	125	14	1	0	2	142	145	1	0	0	0	0	1	1	31	7	0	0	0	38	38
18:00	30	2	0	0	1	33	34	0	0	0	0	0	0	0	7	0	0	0	0	7	7
18:15	32	0	0	0	0	32	32	3	0	0	0	0	3	3	12	1	0	0	0	13	13
18:30	29	2	0	0	0	31	31	1	0	0	0	0	1	1	8	0	0	0	0	8	8
18:45	31	5	0	0	1	37	38	1	0	0	0	0	1	1	10	0	0	0	0	10	10
H/TOT	122	9	0	0	2	133	135	5	0	0	0	0	5	5	37	1	0	0	0	38	38
P/TOT	355	43	1	0	4	403	408	14	2	0	0	0	16	16	98	16	1	1	1	117	120

PCU's Through Junction
785
892
1154
1128
3959
1118
1035
1088
1016
4256
866
784
683
592
2925
11140

PCU's Through Junction
886
912
990
1006
3793
1049
1010
918
878
3855
805
750
666
633
2853
10501

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 04

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/Old Naas Road/N7 Westerly Slips

DAY: Thursday

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	55	11	2	5	0	73	81	216	21	5	6	2	250	262	24	3	0	0	0	27	27
07:15	80	9	2	6	0	97	106	229	37	6	2	1	275	282	29	4	0	0	0	33	33
07:30	68	9	3	3	0	83	88	389	42	13	4	1	449	462	30	4	0	1	0	35	36
07:45	77	10	3	6	2	98	109	318	36	7	9	1	371	387	51	8	1	0	1	61	63
H/TOT	280	39	10	20	2	351	384	1152	136	31	21	5	1345	1393	134	19	1	1	1	156	159
08:00	85	8	5	7	1	106	119	276	32	10	2	1	321	330	71	5	1	0	1	78	80
08:15	76	9	3	2	0	90	94	259	16	2	3	2	282	289	70	9	0	0	0	79	79
08:30	98	15	3	8	2	126	140	264	34	4	4	1	307	315	81	5	2	0	0	88	89
08:45	66	8	4	5	0	83	92	236	39	15	3	3	296	310	102	8	1	2	1	114	118
H/TOT	325	40	15	22	3	405	444	1035	121	31	12	7	1206	1244	324	27	4	2	2	359	366
09:00	65	6	9	5	1	86	98	165	42	2	2	0	211	215	81	3	0	3	1	88	93
09:15	69	10	8	4	1	92	102	160	23	9	9	0	201	217	44	3	2	0	0	49	50
09:30	52	8	3	3	2	68	75	145	11	6	2	2	166	174	33	4	1	2	1	41	45
09:45	49	11	6	7	1	74	87	112	15	8	2	0	137	144	26	5	2	0	1	34	36
H/TOT	235	35	26	19	5	320	363	582	91	25	15	2	715	749	184	15	5	5	3	212	224
P/TOT	840	114	51	61	10	1076	1191	2769	348	87	48	14	3266	3386	642	61	10	8	6	727	748

TIME	MOVEMENT 1					TOT	PCU	MOVEMENT 2					TOT	PCU	MOVEMENT 3					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	107	15	2	3	0	127	132	156	26	8	1	0	191	196	26	9	1	0	0	36	37
16:15	122	16	1	1	0	140	142	137	25	7	2	1	172	179	48	11	2	2	2	65	71
16:30	106	15	3	5	1	130	139	192	34	2	3	0	231	236	37	2	5	3	0	47	53
16:45	132	18	1	4	0	155	161	133	43	13	1	1	191	200	39	6	2	2	0	49	53
H/TOT	467	64	7	13	1	552	573	618	128	30	7	2	785	811	150	28	10	7	2	197	213
17:00	136	21	1	2	1	161	165	201	12	4	1	0	218	221	55	9	0	0	1	65	66
17:15	116	8	4	3	0	131	137	143	36	4	0	0	183	185	44	5	0	0	1	50	51
17:30	117	14	1	2	0	134	137	149	15	5	1	1	171	176	28	1	0	0	0	29	29
17:45	130	12	4	1	2	149	154	128	18	10	2	0	158	166	32	2	0	0	0	34	34
H/TOT	499	55	10	8	3	575	593	621	81	23	4	1	730	748	159	17	0	0	2	178	180
18:00	125	12	1	3	0	141	145	97	14	1	2	0	114	117	40	4	0	0	1	45	46
18:15	110	8	1	1	3	123	128	108	13	2	2	0	125	129	27	4	0	0	0	31	31
18:30	92	7	2	1	0	102	104	110	15	2	0	0	127	128	23	1	0	0	0	24	24
18:45	103	5	0	1	1	110	112	112	9	2	0	0	123	124	33	2	1	0	1	37	39
H/TOT	430	32	4	6	4	476	490	427	51	7	4	0	489	498	123	11	1	0	2	137	140
P/TOT	1396	151	21	27	8	1603	1657	1666	260	60	15	3	2004	2057	432	56	11	7	6	512	533

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 04

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/Old Naas Road/N7 Westerly Slips

DAY: Thursday

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	23	6	0	1	2	32	35	0	0	0	0	0	0	0	4	0	0	0	0	4	4
07:15	25	6	0	0	1	32	33	0	0	0	1	0	1	2	6	2	0	0	0	8	8
07:30	29	2	2	0	0	33	34	1	0	0	0	0	1	1	2	1	0	0	0	3	3
07:45	32	10	1	0	1	44	46	1	0	0	0	0	1	1	7	0	0	0	0	7	7
H/TOT	109	24	3	1	4	141	148	2	0	0	1	0	3	4	19	3	0	0	0	22	22
08:00	32	7	1	2	2	44	49	3	0	0	0	0	3	3	5	0	0	0	0	5	5
08:15	52	2	0	1	0	55	56	10	1	0	0	0	11	11	7	0	0	0	1	8	9
08:30	45	4	1	1	0	51	53	7	2	0	0	0	9	9	3	1	0	0	0	4	4
08:45	24	5	1	1	1	32	35	4	0	0	1	0	5	6	1	0	0	0	0	1	1
H/TOT	153	18	3	5	3	182	193	24	3	0	1	0	28	29	16	1	0	0	1	18	19
09:00	28	7	2	2	0	39	43	2	0	0	1	0	3	4	3	1	0	0	1	5	6
09:15	25	2	1	0	1	29	31	4	2	0	1	0	7	8	5	0	0	0	1	6	7
09:30	18	6	4	1	1	30	34	3	0	0	0	0	3	3	3	0	0	0	0	3	3
09:45	14	5	3	3	0	25	30	0	1	0	0	0	1	1	4	1	0	0	0	5	5
H/TOT	85	20	10	6	2	123	138	9	3	0	2	0	14	17	15	2	0	0	2	19	21
P/TOT	347	62	16	12	9	446	479	35	6	0	4	0	45	50	50	6	0	0	3	59	62

TIME	MOVEMENT 4					TOT	PCU	MOVEMENT 5					TOT	PCU	MOVEMENT 6					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	59	12	0	1	1	73	75	1	0	0	0	0	1	1	11	0	0	0	0	11	11
16:15	79	6	0	1	1	87	89	4	0	0	2	0	6	9	3	1	1	0	0	5	6
16:30	102	11	1	1	0	115	117	2	1	0	0	0	3	3	4	3	1	0	0	8	9
16:45	77	6	1	0	2	86	89	4	1	0	0	0	5	5	5	0	0	0	0	5	5
H/TOT	317	35	2	3	4	361	370	11	2	0	2	0	15	18	23	4	2	0	0	29	30
17:00	114	6	0	0	0	120	120	3	0	0	0	0	3	3	11	2	0	0	0	13	13
17:15	77	1	0	1	0	79	80	2	0	0	0	0	2	2	8	1	0	0	0	9	9
17:30	74	0	2	0	0	76	77	3	0	0	0	0	3	3	6	0	0	0	0	6	6
17:45	55	2	0	0	1	58	59	2	2	0	0	0	4	4	5	0	0	0	0	5	5
H/TOT	320	9	2	1	1	333	336	10	2	0	0	0	12	12	30	3	0	0	0	33	33
18:00	55	7	1	1	0	64	66	6	0	0	0	0	6	6	7	1	0	0	0	8	8
18:15	41	5	0	1	0	47	48	2	0	0	0	0	2	2	18	2	0	0	0	20	20
18:30	29	2	0	0	0	31	31	2	0	0	0	0	2	2	6	1	0	0	0	7	7
18:45	28	1	0	1	1	31	33	2	1	0	0	0	3	3	3	0	0	0	0	3	3
H/TOT	153	15	1	3	1	173	178	12	1	0	0	0	13	13	34	4	0	0	0	38	38
P/TOT	790	59	5	7	6	867	885	33	5	0	2	0	40	43	87	11	2	0	0	100	101

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 04

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/Old Naas Road/N7 Westerly Slips

DAY: Thursday

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
07:00	0	2	0	0	0	2	2	96	19	2	4	1	122	129	12	4	0	4	0	20	25
07:15	0	0	0	0	0	0	0	102	33	0	3	0	138	142	26	9	1	8	0	44	55
07:30	0	1	1	0	0	2	3	194	28	1	4	2	229	237	25	13	3	6	1	48	58
07:45	4	0	0	0	1	5	6	135	12	0	8	0	155	165	27	7	1	11	0	46	61
H/TOT	4	3	1	0	1	9	11	527	92	3	19	3	644	673	90	33	5	29	1	158	199
08:00	8	0	0	0	0	8	8	126	14	2	2	1	145	150	23	7	0	6	0	36	44
08:15	3	2	0	0	0	5	5	92	17	6	1	3	119	126	31	5	1	6	0	43	51
08:30	4	1	1	0	0	6	7	119	23	7	5	1	155	166	33	6	1	3	0	43	47
08:45	2	0	0	0	0	2	2	97	2	1	5	4	109	120	26	7	0	7	0	40	49
H/TOT	17	3	1	0	0	21	22	434	56	16	13	9	528	562	113	25	2	22	0	162	192
09:00	2	1	1	0	0	4	5	61	13	2	4	2	82	90	19	4	2	2	0	27	31
09:15	2	0	1	0	1	4	6	73	23	5	2	0	103	108	22	1	0	3	0	26	30
09:30	1	1	0	0	0	2	2	60	5	1	3	1	70	75	20	6	0	3	0	29	33
09:45	4	0	0	0	0	4	4	37	13	3	4	0	57	64	25	2	1	3	1	32	37
H/TOT	9	2	2	0	1	14	16	231	54	11	13	3	312	337	86	13	3	11	1	114	131
P/TOT	30	8	4	0	2	44	48	1192	202	30	45	15	1484	1573	289	71	10	62	2	434	522

TIME	MOVEMENT 7					TOT	PCU	MOVEMENT 8					TOT	PCU	MOVEMENT 9					TOT	PCU
	CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS			CAR	LGV	OGV1	OGV2	BUS		
16:00	7	1	0	0	1	9	10	114	20	0	5	0	139	146	66	12	4	7	0	89	100
16:15	5	2	0	2	0	9	12	123	21	5	0	2	151	156	55	11	1	1	0	68	70
16:30	12	5	1	0	0	18	19	137	18	2	2	1	160	165	65	12	1	3	0	81	85
16:45	21	1	1	1	0	24	26	129	32	13	1	0	175	183	62	9	1	4	0	76	82
H/TOT	45	9	2	3	1	60	66	503	91	20	8	3	625	648	248	44	7	15	0	314	337
17:00	10	4	0	0	0	14	14	122	11	5	1	0	139	143	64	12	1	0	1	78	80
17:15	16	3	0	0	0	19	19	136	23	3	0	0	162	164	69	3	0	1	0	73	74
17:30	12	1	0	0	0	13	13	120	25	3	6	0	154	163	68	11	1	0	0	80	81
17:45	18	0	0	0	0	18	18	139	17	2	3	0	161	166	55	4	1	0	0	60	61
H/TOT	56	8	0	0	0	64	64	517	76	13	10	0	616	636	256	30	3	1	1	291	295
18:00	13	0	0	0	0	13	13	128	15	2	3	1	149	155	50	10	1	2	0	63	66
18:15	4	3	0	0	0	7	7	100	6	0	3	0	109	113	54	3	1	0	0	58	59
18:30	4	0	0	0	0	4	4	117	7	2	2	0	128	132	39	3	0	0	0	42	42
18:45	6	0	0	0	0	6	6	99	11	4	1	0	115	118	39	3	0	0	0	42	42
H/TOT	27	3	0	0	0	30	30	444	39	8	9	1	501	518	182	19	2	2	0	205	209
P/TOT	128	20	2	3	1	154	160	1464	206	41	27	4	1742	1802	686	93	12	18	1	810	840

TRAFFINOMICS LIMITED

**KINGSWOOD BUSINESS PARK TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**NOVEMBER 2018
TRA/18/200**

SITE: 04

DATE: 22nd November 2018

LOCATION: R136 Outer Ring Road/Old Naas Road/N7 Westerly Slips

DAY: Thursday

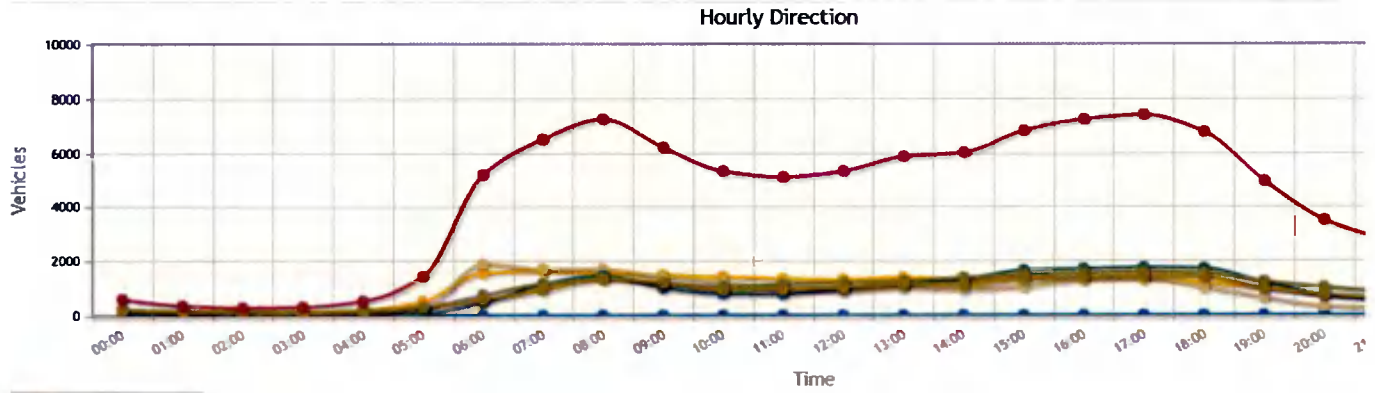
TIME	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	9	4	0	4	1	18	24	20	0	0	3	1	24	29	53	14	1	4	0	72	78
07:15	6	0	0	3	0	9	13	21	2	0	1	0	24	25	82	12	1	1	0	96	98
07:30	13	3	3	1	0	20	23	44	5	0	2	1	52	56	108	10	0	2	0	120	123
07:45	14	3	0	1	0	18	19	35	2	0	1	0	38	39	109	9	3	3	1	125	131
H/TOT	42	10	3	9	1	65	79	120	9	0	7	2	138	149	352	45	5	10	1	413	430
08:00	20	5	2	1	0	28	30	35	0	1	1	0	37	39	89	17	2	0	1	109	111
08:15	17	3	0	1	1	22	24	33	0	0	0	1	34	35	94	8	2	2	0	106	110
08:30	18	7	1	2	0	28	31	48	3	2	0	0	53	54	83	8	4	2	0	97	102
08:45	12	8	0	1	2	23	26	44	3	0	0	0	47	47	74	14	2	4	1	95	102
H/TOT	67	23	3	5	3	101	112	160	6	3	1	1	171	175	340	47	10	8	2	407	424
09:00	10	4	0	0	0	14	14	52	2	1	2	1	58	62	77	9	5	2	0	93	98
09:15	11	1	0	3	0	15	19	41	6	2	0	0	49	50	66	11	3	2	1	83	88
09:30	12	6	3	2	0	23	27	26	1	2	1	0	30	32	45	15	8	2	0	70	77
09:45	9	3	0	2	1	15	19	11	3	2	1	0	17	19	37	8	4	1	2	52	57
H/TOT	42	14	3	7	1	67	79	130	12	7	4	1	154	164	225	43	20	7	3	298	320
P/TOT	151	47	9	21	5	233	270	410	27	10	12	4	463	488	917	135	35	25	6	1118	1174

TIME	MOVEMENT 10							MOVEMENT 11							MOVEMENT 12						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
16:00	15	3	0	2	1	21	25	30	4	0	5	1	40	48	38	16	10	1	0	65	71
16:15	18	5	2	1	0	26	28	34	5	1	0	0	40	41	26	22	6	2	0	56	62
16:30	26	5	0	1	0	32	33	34	3	0	1	0	38	39	34	18	7	4	0	63	72
16:45	12	4	0	0	0	16	16	35	7	0	0	0	42	42	48	13	3	5	0	69	77
H/TOT	71	17	2	4	1	95	102	133	19	1	6	1	160	169	146	69	26	12	0	253	282
17:00	28	13	1	0	0	42	43	14	0	3	0	2	19	23	41	19	1	7	0	68	78
17:15	19	6	1	1	0	27	29	22	5	1	3	0	31	35	61	10	2	6	1	80	90
17:30	29	6	0	1	0	36	37	28	3	0	0	0	31	31	61	8	5	4	0	78	86
17:45	27	10	2	0	0	39	40	37	2	0	1	0	40	41	52	15	4	2	0	73	78
H/TOT	103	35	4	2	0	144	149	101	10	4	4	2	121	130	215	52	12	19	1	299	331
18:00	31	10	0	2	0	43	46	26	1	1	1	0	29	31	68	5	6	0	0	79	82
18:15	35	8	0	4	0	47	52	26	1	0	2	1	30	34	92	12	3	5	0	112	120
18:30	29	5	1	3	0	38	42	13	2	0	0	0	15	15	50	10	6	5	0	71	81
18:45	20	2	0	3	0	25	29	15	2	0	0	0	17	17	39	6	2	0	0	47	48
H/TOT	115	25	1	12	0	153	169	80	6	1	3	1	91	96	249	33	17	10	0	309	331
P/TOT	289	77	7	18	1	392	420	314	35	6	13	4	372	396	610	154	55	41	1	861	943

PCU's Through Junction
696
797
1123
1035
3650
966
890
1017
909
3781
758
716
581
503
2558
9989

PCU's Through Junction
851
862
969
937
3620
967
875
839
825
3506
781
742
612
574
2709
9834

Hourly Direction Report NRA 00000001071 2018-11-22



- Eastbound 1
- Eastbound 2
- Eastbound 3
- Westbound 3
- Westbound 2
- Westbound 1
- Total

Site Name: TMU N07 005 0 E Site ID: 00000001071 Grid: 305058228640 Description: N07 Between Jn02 Kingswood and Jn03 Citywest, Kingswood, Co. Dublin

Setup: N7 1071 Precision: Normal Exclude data: None

	Eastbound 1	Eastbound 2	Eastbound 3	Westbound 3	Westbound 2	Westbound 1	Total
00:00	0	98	10	44	217	224	593
01:00	0	58	3	15	134	149	359
02:00	0	55	4	7	76	142	284
03:00	0	110	6	5	77	112	310
04:00	0	201	35	12	99	179	526
05:00	0	516	230	64	282	319	1411
06:00	0	1545	1872	465	728	573	5183
07:00	0	1624	1694	1123	1137	923	6501
08:00	0	1509	1680	1439	1304	1311	7243
09:00	0	1467	1400	991	1160	1181	6199
10:00	0	1394	1192	783	1024	933	5326
11:00	0	1321	950	766	1117	950	5104
12:00	0	1296	874	967	1178	1011	5326
13:00	0	1363	999	1140	1247	1113	5862
14:00	0	1299	954	1301	1364	1097	6015
15:00	0	1361	1046	1643	1469	1302	6821
16:00	0	1362	1280	1700	1537	1368	7247
17:00	0	1321	1337	1744	1576	1428	7406
18:00	0	1161	1003	1710	1524	1370	6768
19:00	0	977	632	1177	1214	951	4951
20:00	0	722	319	714	1000	749	3504
21:00	0	591	232	502	813	597	2735
22:00	0	432	122	288	613	470	1925
23:00	0	288	55	140	432	339	1254
07-19	-	16478	14409	15307	15637	13987	75818
06-22	-	20313	17464	18165	19392	16857	92191
06-24	-	21033	17641	18593	20437	17666	95370
00-24	-	22071	17929	18740	21322	18791	98853
am Peak	-	07:00	06:00	08:00	08:00	08:00	08:00
Peak Volume	-	1624	1872	1439	1304	1311	7243
pm Peak	-	13:00	17:00	17:00	17:00	17:00	17:00
Peak Volume	-	1363	1337	1744	1576	1428	7406

Event key: ■ Accident ■ Road Works ■ Special ■ Road Closed ■ Holiday ■ Offline
■ Weekends and defined holidays

Holidays & Events:
None

Data prepared by Tii January 28, 2019 17:48:26

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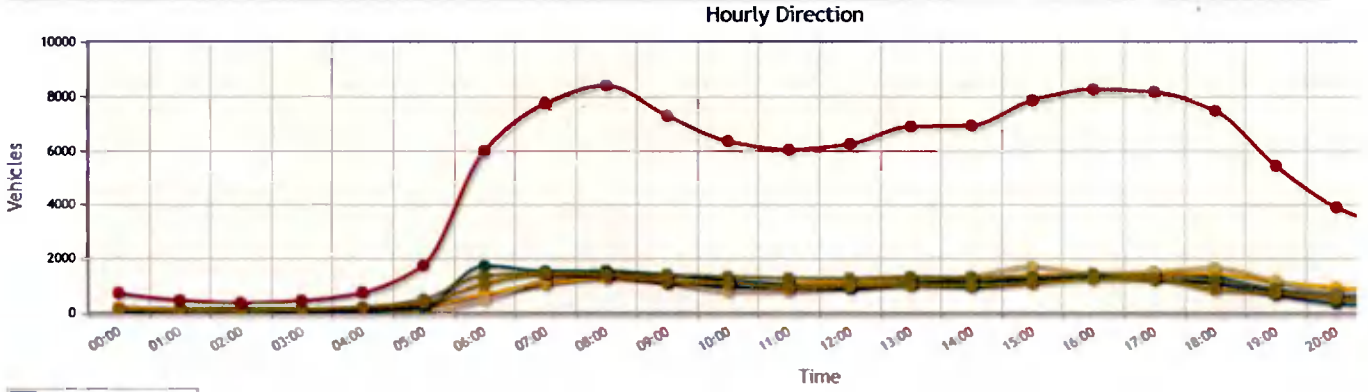
Version 18.09.10.150731



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Hourly Direction Report NRA 00000001072 2018-11-22



Site Name: TMU N07 000.0 W Site ID: 00000001072 Grid: 305970229437 Description: N07 Between Jn01a Newlands Cross and Jn02 Kingswood, Co Dublin

Setup: 1072_6Chn Precision: Normal Exclude data: None

	Westbound 1	Westbound 2	Westbound 3	Eastbound 3	Eastbound 2	Eastbound 1	Total
00:00	206	213	52	12	100	136	719
01:00	155	133	16	5	64	96	469
02:00	133	83	3	5	59	91	374
03:00	115	69	11	6	125	123	449
04:00	165	104	22	43	186	218	738
05:00	310	255	72	221	506	373	1737
06:00	667	684	485	1723	1358	1047	5964
07:00	1066	1068	1197	1521	1435	1424	7711
08:00	1311	1257	1569	1508	1357	1373	8375
09:00	1106	1157	1130	1394	1362	1131	7280
10:00	928	1048	814	1172	1321	1058	6341
11:00	953	1068	806	1011	1264	924	6026
12:00	985	1139	969	905	1259	972	6229
13:00	1095	1241	1156	1066	1317	1007	6882
14:00	1085	1221	1340	970	1292	1007	6915
15:00	1231	1371	1695	1143	1317	1081	7838
16:00	1391	1401	1452	1362	1406	1221	8233
17:00	1486	1438	1504	1219	1264	1228	8139
18:00	1289	1413	1659	1054	1189	856	7460
19:00	830	1143	1171	665	892	731	5432
20:00	692	930	730	351	682	522	3907
21:00	559	790	472	220	583	398	3022
22:00	433	595	268	131	410	318	2155
23:00	330	416	175	55	305	257	1538
07-19	13926	14822	15291	14325	15783	13282	87429
06-22	16674	18369	18149	17284	19298	15980	105754
06-24	17437	19380	18592	17470	20013	16555	109447
00-24	18521	20237	18768	17762	21053	17592	113933
am Peak	08:00	08:00	08:00	06:00	07:00	07:00	08:00
Peak Volume	1311	1257	1569	1723	1435	1424	8375
pm Peak	17:00	17:00	15:00	16:00	16:00	17:00	16:00
Peak Volume	1486	1438	1695	1362	1406	1228	8233

Event key: Accident Road Works Special Road Closed Holiday Weekends and defined holidays

Holidays & Events: None

Data prepared by Tii January 28, 2019 17:57:57

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Version 18.09.10.150731



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Calculation Reference: AUDIT-758001-180704-0720

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

VEHICLES

Selected regions and areas:

14 LEINSTER	
CC CARLOW	1 days
LU LOUTH	1 days
15 GREATER DUBLIN	
DL DUBLIN	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3950 to 10500 (units: sqm)
 Range Selected by User: 3760 to 10500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 25/05/16

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

Selected survey days:

Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B2	1 days
B8	2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days
2.1 to 2.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CC-02-F-01	HYDRAULIC CYCLINDERS	CARLOW
	O'BRIEN ROAD		
	CARLOW		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10500 sqm	
	Survey date: WEDNESDAY	25/05/16	Survey Type: MANUAL
2	DL-02-F-02	DISTRIBUTION CEN	DUBLIN
	TURVEY AVENUE		
	DONABATE		
	DUBLIN		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	3950 sqm	
	Survey date: THURSDAY	29/09/11	Survey Type: MANUAL
3	LU-02-F-01	PACKAGING COMPANY	LOUTH
	MATTHEWS LANE		
	LAGAVOOREN		
	DROGHEDA		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5350 sqm	
	Survey date: FRIDAY	19/06/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	TOTALS				
	Trip Rate	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00					
01:00 - 02:00					
02:00 - 03:00					
03:00 - 04:00					
04:00 - 05:00					
05:00 - 06:00					
06:00 - 07:00					
07:00 - 08:00	0.662	0.045	3	6600	0.707
08:00 - 09:00	0.177	0.051	3	6600	0.228
09:00 - 10:00	0.091	0.071	3	6600	0.162
10:00 - 11:00	0.071	0.091	3	6600	0.162
11:00 - 12:00	0.066	0.076	3	6600	0.142
12:00 - 13:00	0.066	0.126	3	6600	0.192
13:00 - 14:00	0.197	0.136	3	6600	0.333
14:00 - 15:00	0.207	0.136	3	6600	0.343
15:00 - 16:00	0.106	0.152	3	6600	0.258
16:00 - 17:00	0.101	0.520	3	6600	0.621
17:00 - 18:00	0.020	0.116	3	6600	0.136
18:00 - 19:00	0.035	0.232	3	6600	0.267
19:00 - 20:00					
20:00 - 21:00					
21:00 - 22:00					
22:00 - 23:00					
23:00 - 24:00					

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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Parameter summary

Trip rate parameter range selected:	3950 - 10500 (units: sqm)
Survey date range:	01/01/10 - 25/05/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TAXIS

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									
07:00 - 08:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
08:00 - 09:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
09:00 - 10:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
10:00 - 11:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
11:00 - 12:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
12:00 - 13:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
13:00 - 14:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
14:00 - 15:00	3	6600	0.005	3	6600	0.005	3	6600	0.010
15:00 - 16:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
16:00 - 17:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
17:00 - 18:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
18:00 - 19:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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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Parameter summary

Trip rate parameter range selected:	3950 - 10500 (units: sqm)
Survey date range:	01/01/10 - 25/05/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

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									
07:00 - 08:00	3	6600	0.020	3	6600	0.015	3	6600	0.035
08:00 - 09:00	3	6600	0.020	3	6600	0.020	3	6600	0.040
09:00 - 10:00	3	6600	0.020	3	6600	0.005	3	6600	0.025
10:00 - 11:00	3	6600	0.015	3	6600	0.025	3	6600	0.040
11:00 - 12:00	3	6600	0.010	3	6600	0.020	3	6600	0.030
12:00 - 13:00	3	6600	0.015	3	6600	0.015	3	6600	0.030
13:00 - 14:00	3	6600	0.005	3	6600	0.005	3	6600	0.010
14:00 - 15:00	3	6600	0.035	3	6600	0.015	3	6600	0.050
15:00 - 16:00	3	6600	0.005	3	6600	0.015	3	6600	0.020
16:00 - 17:00	3	6600	0.015	3	6600	0.025	3	6600	0.040
17:00 - 18:00	3	6600	0.005	3	6600	0.010	3	6600	0.015
18:00 - 19:00	3	6600	0.005	3	6600	0.000	3	6600	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.170			0.170			0.340

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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Parameter summary

Trip rate parameter range selected:	3950 - 10500 (units: sqm)
Survey date range:	01/01/10 - 25/05/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVS

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									
07:00 - 08:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
08:00 - 09:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
09:00 - 10:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
10:00 - 11:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
11:00 - 12:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
12:00 - 13:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
13:00 - 14:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
14:00 - 15:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
15:00 - 16:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
16:00 - 17:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
17:00 - 18:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
18:00 - 19:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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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Parameter summary

Trip rate parameter range selected:	3950 - 10500 (units: sqm)
Survey date range:	01/01/10 - 25/05/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

CYCLISTS

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									
07:00 - 08:00	3	6600	0.051	3	6600	0.005	3	6600	0.056
08:00 - 09:00	3	6600	0.005	3	6600	0.000	3	6600	0.005
09:00 - 10:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
10:00 - 11:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
11:00 - 12:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
12:00 - 13:00	3	6600	0.000	3	6600	0.000	3	6600	0.000
13:00 - 14:00	3	6600	0.005	3	6600	0.000	3	6600	0.005
14:00 - 15:00	3	6600	0.005	3	6600	0.000	3	6600	0.005
15:00 - 16:00	3	6600	0.000	3	6600	0.005	3	6600	0.005
16:00 - 17:00	3	6600	0.000	3	6600	0.015	3	6600	0.015
17:00 - 18:00	3	6600	0.005	3	6600	0.005	3	6600	0.010
18:00 - 19:00	3	6600	0.000	3	6600	0.030	3	6600	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.060			0.131

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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Parameter summary

Trip rate parameter range selected:	3950 - 10500 (units: sqm)
Survey date range:	01/01/10 - 25/05/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

