Stephen Reid Consulting
Traffic and Transportation

Proposed Warehouse Development

Magna Drive/Magna Avenue, Citywest, Dublin 24
Traffic Impact Assessment

Client: Rockface Developments Limited

FEBRUARY 2022

Contents

Appendices

Rev	Date	Purpose of Issue	Approved
0	14.02.2022	Draft	SR
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1 INTRODUCTION

1.1 BACKGROUND

Stephen Reid Consulting Traffic and Transportation Limited (SRC) have prepared this report on behalf of Rockface Developments Limited who intend to apply for permission for development of a site at Magna Avenue and Magna Drive, Citywest, Dublin 24. The lands are bounded to the south by Magna Avenue, to the north and west by Magna Drive and to the east by development within Magna Business Park. The building will have a maximum height of 15.5 m with a gross floor area of 13,604 sq m including a warehouse area (12,568 sq m), staff facilities (498 sq m) and ancillary office area (538 sq m).

The development will also include: a vehicular and pedestrian entrance to the site from Magna Avenue, a separate HGV entrance from Magna Drive; 69 No. ancillary car parking spaces accessed from the Magna Avenue entrance; covered bicycle parking; HGV parking and yards; level access goods doors; dock levellers; access gates; signage; hard and soft landscaping; lighting; boundary treatments; ESB substation; sprinkler tank and pump house; and all associated site development works above and below ground.

The application site location is indicated in Figure 1.1.

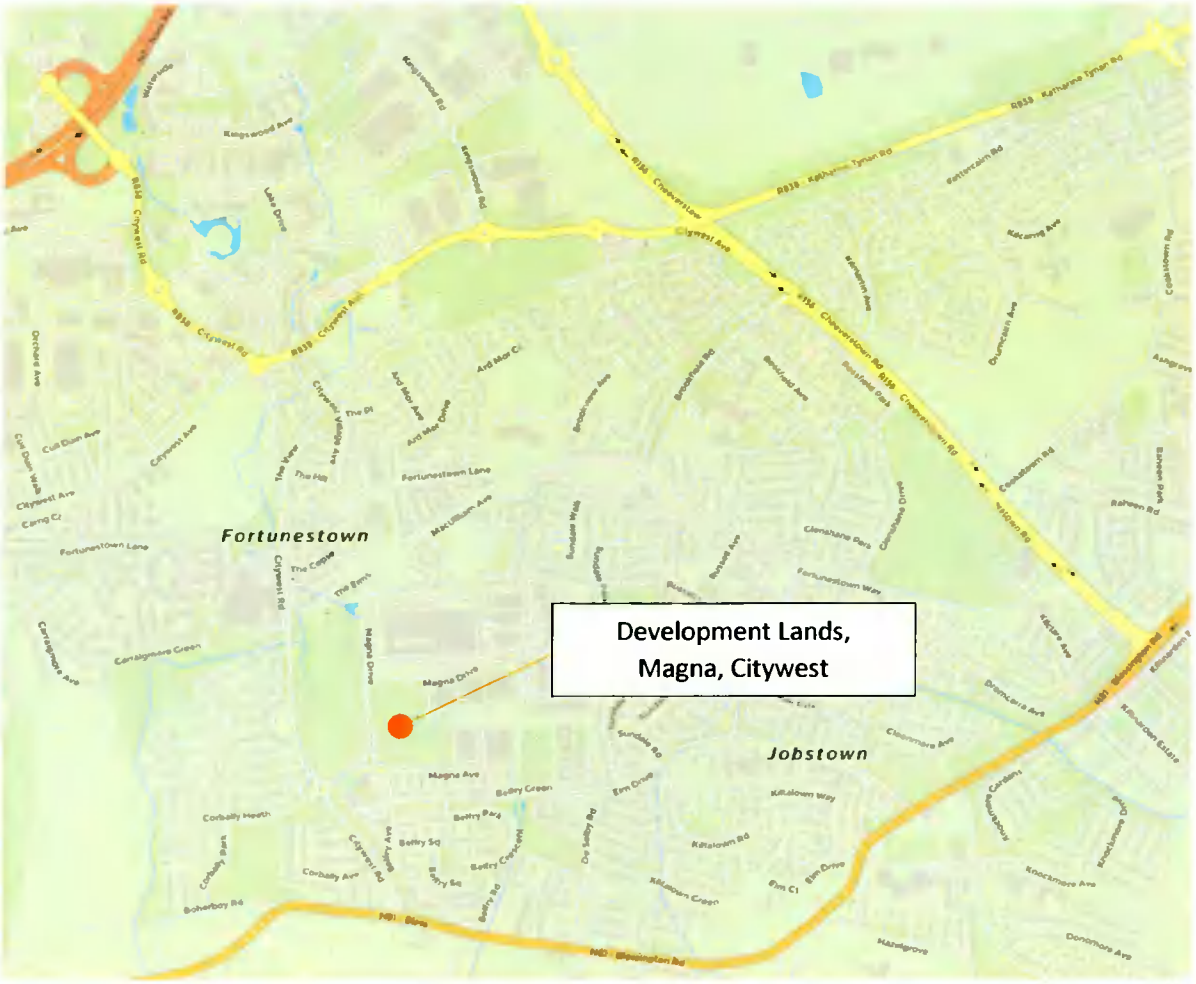


Figure 1.1: Site Location, Magna, Citywest, Dublin 24
(source: https://trafficdata.tii.ie/publicmultinodemap.asp)

It is important to note that the Citywest Road has been downgraded from its previous function as the N82 between N7 Junction 3 (Brownsbarn) and the N81 Blessington Road. The southern section is the L2011, while the section between Citywest Avenue and the N7 Junction 3 is now the R838 Citywest Road. The R838 route continues eastwards from Citywest Road to the R136 Cheeverstown Road (part of the ORR) and then eastwards from there as Bóthar Katherine Tynan to Belgard Road. This designation is illustrated in the TII traffic count website mapping (other maps are still referencing the old N82 designation).

1.2 METHODOLOGY

This report is based on a standard methodology for traffic impact assessment, having regard for the TII Guidelines and the South Dublin County Development Plan.

Traffic counts for the L2011 Citywest Road/Magna Drive/Corbally Heath roundabout and the Magna Avenue/Magna Drive/Belfry Avenue roundabout were obtained for peak periods on Thursday 20th January 2022 (a school term-time weekday) and these were reviewed against the TII permanent traffic counter Average Daily Traffic (ADT) and hourly peak glows on the N81 Blessington Road to the south end of the Citywest Road.

The 2022 counts were taken to be baseline flows, and these were factored up to opening year and design year flows using TII growth factors.

Development vehicle trip generation rates have been applied for the proposed land use area from TRICS rates and assigned to the network using the proportions of vehicle types in the TRICS data with the delivery vans and trucks utilising the northern access on Magna Drive and the staff vehicles (cars/motorbikes/taxis) using the southern access on Magna Avenue.

Committed traffic generated by the Glenveagh SHD residential development on Citywest Road (to the north of the Magna Avenue roundabout) and other committed Citywest development traffic was obtained from the Barrett Mahony Traffic and Transport Assessment prepared in December 2019.

From this the percentage impact of the proposed warehouse development on the key road network can be determined, in the opening and future years.

If the impact is greater than defined thresholds, modelling of the junctions can be 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 formed by currently undeveloped lands accessed from the roads serving Magna Business Park, to the east of the L2011 Citywest Road.

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

2.2 ROAD NETWORK

The key junction which will service the development site is the L2011 Citywest Road/Magna Drive/Corbally Heath roundabout, located 175m southwest of the development boundary.

The roundabout (Roundabout 7 in Citywest) has an 18m diameter central island and 40m outer diameter, and is a four-arm arrangement, with single-lane entries and exits and slight flaring into the yield line on each arm.

The north and south arms are the L2011 Citywest Road, a two-lane single carriageway which terminates 375m to the southeast of Roundabout 7, at the N81 Blessington Road traffic signal junction, while some 675m to the north, the Fortunestown Lane junction (previously Roundabout 6) has recently been converted to form a traffic signal crossroads.

The southwestern arm of Roundabout 7 services a residential estate (Corbally Heath) which is a cul-de-sac, while the eastern arm is 110m long with a tree lined central reserve and traffic calming ramps, connecting to the four arm Magna Drive/Magna Avenue/Belfry Avenue roundabout (Citywest Roundabout 7A).

This eastern roundabout has a 17m central island and 40m outer diameter, with single lane entry and exits on each arm, and serves the Magna Business Park and also provides access to the Belfry residential estate (this is not a cul-de-sac as there is access through Belfry Square and De Selby Park, connecting south to the N81 and north to Fortunestown Road).

As a result, there is a mix of Business Park and residential traffic using Roundabout 7A and the link to the L2011 Citywest Road.

Magna Avenue extends eastwards from Roundabout 7A passing the site frontage and then serving two commercial units ending as a cul-de-sac. There are speed control ramps on Magna Avenue which is 9m between kerbs and a footpath behind a verge on the northern side of the road.

Magna Drive extends northwards from Roundabout 7A with a central median section of approximately 100m and speed control ramps at a security barrier point (barriers are open during daytime periods). The road continues northwards as a single carriageway. A side road junction is located 100m north of the security barrier point and the priority arrangement is the major arm extends northwards for a further 200m terminating as a turning head adjacent to the delivery vehicle access servicing the United Drug/Freightspeed facility. The minor arm of the T-junction continues east as Magna Drive passing along the sites northern boundary and terminates at a domed painted roundabout (with flexiposts to stop overrunning) approximately 420m east of the junction.

There is a footpath behind a verge along the western and northern sides of the Magna Drive roadways (which are 9m wide between kerbs) opposite the western and northern site frontages.

2.3 Existing Traffic Flows

SRC commissioned traffic counts for Roundabouts 7 and 7A which was collected on Thursday 20th January 2022. This data was obtained following the easing of lockdown restrictions and would therefore be more representative of current conditions. In addition, the TII permanent traffic counter sites located on the N81 were reviewed to determine peak period to daily factors.

The traffic survey data is appended to this report. The AM peak hour was identified as 08.00-09.00 and the PM peak hour was identified as 17.00-18.00 (the two hours with the highest volumes through the two roundabouts). Please reference Diagrams 1(a) and 1(b) appended to this report, and note HVs include OGV1, OGV2 and PSV categories.

Key baseline flows at Roundabout 7A (Magna Avenue/Magna Drive/Belfry Avenue) were as follows

- 08.00-09.00 AM peak hour (Roundabout 7A total inflow volume 692 vehicles):
    - 376 vehicles (4.3% HVs) eastbound from Roundabout 7 and 284 vehicles (6.3% HVs) westbound towards Roundabout 7
    - 225 vehicles (0.4% HVs) exiting Belfry Avenue northbound and 154 vehicles (2.6% HVs) entering Belfry Avenue southbound

- 218 vehicles (4.1% HVs) northbound and 82 vehicles (15.9% HVs) southbound on Magna Drive to the north of Roundabout 7A
- 36 vehicles (8.3% HVs) eastbound and 9 vehicles (44.4% HVs) westbound on Magna Avenue.

- 17.00-18.00 PM peak hour (Roundabout 7A total inflow volume 530 vehicles):
  - 206 vehicles (5.8% HVs) eastbound from Roundabout 7 and 317 vehicles (1.6% HVs) westbound towards Roundabout 7
  - 145 vehicles (1.4% HVs) exiting Belfry Avenue northbound and 139 vehicles (4.3% HVs) entering Belfry Avenue southbound
  - 73 vehicles (8.2% HVs) northbound and 147 vehicles (0.7% HVs) southbound on Magna Drive to the north of Roundabout 7A
  - 7 vehicles (0% HVs) eastbound and 32 vehicles (3.1% HVs) westbound on Magna Avenue.

Key baseline flows at Roundabout 7 (Citywest Road/Magna Drive/Corbally Heath) were as follows

- 08.00-09.00 AM peak hour (Roundabout 7 total inflow volume 1,348 vehicles):
  - 426 vehicles (16.4% HVs) on Citywest Road northbound (from N81) and 289 vehicles (18.7% HVs) southbound (to N81)
  - 489 vehicles (13.0% HVs) southbound from Fortunestown Lane junction, and 639 vehicles (13.1% HVs) northbound towards Fortunestown Lane junction
  - 149 vehicles (1.3% HVs) eastbound from Corbally Heath and 42 vehicles (0% HVs) westbound into Corbally Heath.
- 17.00-18.00 AM peak hour (Roundabout 7 total inflow volume 1,191 vehicles):
  - 354 vehicles (6.5% HVs) on Citywest Road northbound (from N81) and 405 vehicles (8.9% HVs) southbound (to N81)
  - 458 vehicles (10.3% HVs) southbound from Fortunestown Lane junction, and 516 vehicles (5.4% HVs) northbound towards Fortunestown Lane junction
  - 62 vehicles (1.6% HVs) eastbound from Corbally Heath and 92 vehicles (2.1% HVs) westbound into Corbally Heath.

The existing volumes do not result in any undue queuing or delays and the two roundabouts were observed to function well for the traffic movements using them across the day. The highest link flows were recorded on the L2011 Citywest Road to the north of Roundabout 7 during the AM peak hour and the northbound flow during that hour was 35.5% of the practical lane capacity (1,800 vehicles per hour per lane), indicating there is adequate spare operating capacity to accommodate traffic increases from future development in the area.

The estimated daily link flows (24hr two-way totals) are based on a factor of 10.5 (AM peak hour to 24hr) taken from nearby TII counter sites on the N81, illustrated in Diagram 1(c).

2.4 Pedestrian and Cyclist Accessibility

There is footpath provision on the west side of Citywest Road and only limited footpath provision on the east side connecting the southbound bus stop to the Magna Business Park.

Within the Magna Business Park area there is footpath provision both sides of the Magna Drive link between Roundabout 7 and Roundabout 7A, and on the west and north side of side Magna Drive (to the north of 7A) and on the north side of Magna Avenue (to the east of 7A).

There is street lighting along the Citywest Road and within the Magna Business Park area.

There are no dedicated cyclist provisions within the Magna Business Park area. There is a tarmac path next to the footpath in sections on the west side of Citywest Road to the north of Roundabout 7 to the north of the N81 junction, but these cannot be considered as effective for cyclists using Citywest Road.

2.5 Public Transport Accessibility

There are bus stops on the Citywest Road to the north and south of Roundabout 7. As noted above there is a section of footpath to connect from Roundabout 7 to the northernmost southbound stop (4932) which is 350m from the proposed pedestrian access on Magna Avenue, but there are no formal crossing points from the northbound stop on the west side of Citywest Road (4929) which is 600m from the proposed pedestrian access on Magna Avenue.

To the south side of Roundabout 7, northbound stop (2575) is 450m from the proposed pedestrian access, and while southbound stop (4933) is also 350m from the proposed entrance, it has no approach footpaths on the east side of Citywest Road, so it requires passengers from Magna to cross Citywest Road twice.

These 4 stops are all serviced by two routes operating between the City Centre and Citywest.

The 65B operates between Poolbeg Street and the Citywest Road terminus opposite Bianconi Avenue, via Rathmines, Templeogue, and Killinarden. This service has a varying frequency, typically hourly with additional peak period services.

The 77A operates between Ringsend Road and Citywest Road terminus opposite Bianconi Avenue, via Cork Street, Walkinstown, and Tallaght. This service has a 20-minute frequency across the weekday.

The Fortunestown Luas Stop (in front of the Citywest Shopping Centre on the Red Line Saggart Spur) is a 1.1km walk from the site via Citywest Road to the north of Roundabout 7.

The current level of service is reasonably good but the accessibility for pedestrians in the area is affected by the lack of formal crossing points and intermittent/indirect footpath provision on Citywest Road.

3 PROPOSED DEVELOPMENT

3.1 GENERAL

As set out in the introduction section of this report, the development comprises a commercial warehouse building. The building will have a maximum height of 15.5 m with a gross floor area of 13,604 sq m including a warehouse area (12,568 sq m), staff facilities (498 sq m) and ancillary office area (538 sq m).

The development will also include: a vehicular and pedestrian entrance to the site from Magna Avenue, a separate HGV entrance from Magna Drive; 69 No. ancillary car parking spaces accessed from the Magna Avenue entrance; covered bicycle parking; HGV parking and yards; level access goods doors; dock levellers; access gates; signage; hard and soft landscaping; lighting; boundary treatments; ESB substation; sprinkler tank and pump house; and all associated site development works above and below ground.

It should be noted that the office space is less than 4% of the overall gross floor area, confirming that it is ancillary to the primary function of development as commercial warehousing use.

3.2 ACCESS FOR VEHICLES AND PEDESTRIANS

The overall site layout including AutoTracking of the HGV yard is presented in the Kavanagh Burke Site layout plan D1720-D2-PL1 submitted with the application.

The southern access (south east corner of site) will serve as the car park and pedestrian access for staff and visitors) and is located 125m east of Roundabout 7A, between two traffic calming ramps. As the section with the proposed access is a straight road and there is a grass verge and footpath to the rear of this, adequate sightlines for DMURS 50kph requirements of 45m x 2.4m in each direction can be achieved.

The northern access (north east corner of the site) will serve as a delivery access for vans and HGVs and is located 128m east of the priority T-junction on Magna Drive. There are 5 relatively slender trees in the existing landscaped area which will have to be removed to form this access.

The car park access roadways are 6m wide between kerbs. A 1.8m footpath is proposed to connect from the access in to the car park and access/reception and to the cycle parking.

Stop road markings and signage at the exits from the car park and HGV yard will be installed as part of the site development works, in accordance with the Traffic Signs Manual (TSM).

3.3 CAR PARKING STANDARDS AND PROVISION

Car parking for the development is to be provided with reference to the South Dublin Development Plan 2016-2022 parking standards for development, which set out at Table 11.23 the maximum permissible for different land uses.

There are two approaches to calculating the car parking requirement for this type of use, based on the SDCC Development Plan standards, which set out maximum requirements of 1/100 sq.m for commercial warehousing (employment), and 1/50 sq. m for office space, which would equate to either a) a maximum of 136 spaces if applying the warehouse standard to the overall GFA, or b) a maximum of 137 spaces if applying the separate standards to the warehouse and office floor space only.

It is proposed to provide 69 spaces (including 4 wheelchair accessible spaces). This provision is within the requirements of the Development Plan in either approach a) or b) to calculating the maximum requirement.

There is provision for 5.7% of the total spaces in the car park (4 spaces) to be for EV use and installed with EV charging points, with ducting to facilitate future expansion of the EV charging equipment, if demands arise.

3.4 Cycle Parking Standards and Provision

The SDCC Development Plan standards out minimum requirements at Table 11.22 for Enterprise and Employment (manufacturing and offices) of 1 space/200 square metres GFA (long-term), which would equate to a minimum of 66 spaces (office and warehouse areas only) or 68 spaces (overall GFA) depending on option a) or b) noted in Section 3.3 above.

It is proposed to provide 36 Sheffield stands (which will be double-sided to accommodate up to 72 cycles. These will be located close to the admin/staff entrance of the building and accessible from the pedestrian access and car park access on Magna Avenue.

The cycle parking will be covered as required in the Development Plan for long stay (staff) use.

Lockers, showers and changing rooms are provided within the staff welfare area.

This will ensure that the staff who are based locally have cycle parking and facilities available to them, should they choose to travel by bike to/from work. Additional cycle parking facilities can easily be provided within the site if there is an increased demand in the future.

4 DEVELOPMENT TRAFFIC GENERATION

4.1 Trip Generation

The predicted development traffic generation is based on TRICS data of existing surveyed sites for distribution warehouse uses, including a number in the Dublin and Leinster TRICS Regions.

The data in the TRICS site is for the overall floor area, and an element of ancillary office space (usually less than 10%) would be inherent in these surveyed sites.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 13604 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	10	10755	0.079	10.752	10	10755	0.052	7.084	10	10755	0.131	17.836
06:00 - 07:00	11	10217	0.157	21.305	11	10217	0.089	12.105	11	10217	0.246	33.410
07:00 - 08:00	**24**	**10682**	**0.213**	**29.026**	24	10682	0.102	13.849	**24**	**10682**	**0.315**	**42.875**
08:00 - 09:00	24	10682	0.202	27.540	24	10682	0.092	12.576	24	10682	0.294	40.116
09:00 - 10:00	24	10682	0.156	21.278	24	10682	0.094	12.735	24	10682	0.250	34.013
10:00 - 11:00	24	10682	0.110	14.964	24	10682	0.112	15.176	24	10682	0.222	30.140
11:00 - 12:00	24	10682	0.108	14.698	24	10682	0.121	16.450	24	10682	0.229	31.148
12:00 - 13:00	24	10682	0.107	14.539	24	10682	0.131	17.882	24	10682	0.238	32.421
13:00 - 14:00	24	10682	0.156	21.172	24	10682	0.145	19.739	24	10682	0.301	40.911
14:00 - 15:00	24	10682	0.117	15.919	24	10682	0.134	18.201	24	10682	0.251	34.120
15:00 - 16:00	24	10682	0.101	13.743	24	10682	0.133	18.041	24	10682	0.234	31.784
16:00 - 17:00	24	10682	0.104	14.168	24	10682	0.186	25.258	24	10682	0.290	39.426
17:00 - 18:00	24	10682	0.086	11.727	**24**	**10682**	**0.199**	**27.009**	24	10682	0.285	38.736
18:00 - 19:00	24	10682	0.083	11.356	24	10682	0.128	17.405	24	10682	0.211	28.761
19:00 - 20:00	11	11631	0.043	5.848	11	11631	0.089	12.121	11	11631	0.132	17.969
20:00 - 21:00	11	11631	0.035	4.785	11	11631	0.047	6.380	11	11631	0.082	11.165
21:00 - 22:00	1	22270	0.031	4.276	1	22270	0.018	2.443	1	22270	0.049	6.719
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.888	257.096			1.872	254.454			3.760	511.550

Table 4.1 – TRICS Vehicle Trip Rates for Proposed Development

The estimated trip rate columns in Table 4.1 give the vehicle trips for 13,604 sq m GFA. It can be seen that there are arrivals over several hours in the morning as warehouse operators and drivers will arrive earlier for a morning shift, between 06.00 and 08.00, while office/admin staff will tend to arrive between 08.00 and 09.00.

The estimated total for the day (survey data from 05.00-22.00 only) is 257 arrivals and 255 departures, so over a 24-hour total it is expected the arrivals and departures would be even. While the AM development peak is in the preceding hour to the AM network peak hour, it is noted that the difference in total generated vehicle trips is only marginal (43 v 40) so the cumulative traffic will be highest in the 08.00-09.00 hour.

As the development has two accesses which will result in a split of the vehicle trips, with vans and trucks using the northern access on Magna Drive, and therefore it was necessary to drill down into the TRICS data for this set of rates to obtain separate rates for the two accesses.

Proposed development traffic for the network peak hours and daily totals is based on the proposed rates using the two accesses.

In terms of daily movements generated, the TRICS data output tables provide the hourly breakdown in terms of total vehicles, and for sub categories cars, taxis, LGV (vans), OGV (HGVs). These are appended in full for reference.

Based on these data sheets the daily development trips by type are summarised as follows:

	AM Peak			PM Peak			Daily		
Type	In	Out	Total	In	Out	Total	In	Out	Total
Cars	13	2	15	3	16	19	129	129	258
Taxi	0	0	0	0	0	0	1	1	2
Motorcycle	0	0	0	0	0	0	2	2	4
Total using car park access	*13*	*2*	*15*	*3*	*16*	*19*	*132*	*132*	*264*
LGV (Vans)	4	3	7	2	2	4	42	41	83
HGV (Trucks)	5	6	11	4	3	7	82	82	164
Total using delivery access	*9*	*9*	*18*	*6*	*5*	*11*	*124*	*123*	*247*
Development total vehicles	**22**	**11**	**33**	**9**	**22**	**31**	**257**	**255**	**512**

Table 4.2 – TRICS Daily Vehicle Trips for Proposed Development by Type

4.2 Trip Distribution

The percentage impact of the development traffic on the links at Roundabouts 2 and 3 and on the N7 upstream and downstream of Junction 3 is set out in the following section.

The development traffic link flows are presented in 2a)-c).

All traffic will arrive and depart by Roundabout 7 and travel north or south on Citywest Road, with the turning proportions based on the surveyed directional proportions during the peak hours.

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.

4.3 Committed Development Traffic

To account for other development which is committed and likely to be completed and occupied during the design horizon of this proposal, SRC reviewed the SHD application for the Glenveagh site, which is located directly west of the Magna site (proposed development of 463 residential units).

SRC note that the vehicle access to the SHD site is on Citywest Rd to the north of Roundabout 7 with no access from the Magna Drive boundaries, and therefore the increases from this development would be on Citywest Road to the north and south of Roundabout 7. It is also noted that the site plans for the SHD include for a new footpath and cyclepath along the Citywest Road frontage, which will improve accessibility to the pedestrian and cycle network in the Citywest area from the Business Park site.

The SHD application included a Traffic Assessment (by Barrett Mahony) and also provided information on other committed developments to be completed in the Citywest lands to the north of the SHD site and at Fortunestown Lane.

The committed traffic on Citywest Road through Roundabout 7 for the SHD site, and these other developments is given in Diagrams 3a-b) and 4a)-b) for the AM and PM peaks. SRC note the SHD traffic assessment did not provide daily total flows. The committed traffic is only included in the Design Year scenarios as it would not be completed in 2023.

5 DEVELOPMENT IMPACT

5.1 ASSESSMENT YEARS

The earliest opening year for the proposed development allowing for planning and construction would be 2023, and a '+5' design year (2028) and '+15' (2038) 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 2023, 2028 and 2038 has been developed using the Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections PE-PAG-02017 (May 2019).

Figure 6.1 confirms that the site and road network are in the Dublin Metropolitan Area, and therefore Table 6.1. Central Growth Rates are utilised. The appropriate annual rates used are per the Table below which is reproduced from the TII document.

Table 6.1: Link-Based Growth Rates: Metropolitan Area Annual Growth Rates

Metropolitan Area	Low Sensitivity Growth Rates						Central Growth Rates						High Sensitivity Growth Rates					
	2016-2030		2030-2040		2040-2050		2016-2030		2030-2040		2040-2050		2016-2030		2030-2040		2040-2050	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
Dublin	1.0146	1.0280	1.0034	1.0116	1.0028	1.0144	1.0162	1.0295	1.0051	1.0136	1.0044	1.0162	1.0191	1.0328	1.0087	1.0172	1.0093	1.0256

Figure 5.1: Table 6.1. of PE-PAG-02017 (TII)

The annual rate for each period is used to develop a compound factor for the required years.

Therefore, the January 2022 surveyed base year flows were factored up as follows:

- LV by 1.62% and HV by 2.95% from 2022 to an opening year of 2023 (see Diagram 5(a) and 5(b) appended)
- LV by 10.12% and HV by 19.06% from 2022 to a '+5' Design Year of 2028 (see Diagram 6(a) and 6(b) appended)
- LV by 17.8% and HV by 37.6% from 2022 to a '+15' Design Year of 2038 (see Diagram 7(a) and 7(b) appended)

5.2 PERCENTAGE IMPACT ON KEY JUNCTIONS

The TII Guidelines for Transport Assessments state that the thresholds for junction analysis in Transport Assessments are as follows:

- "Traffic to and from the development exceeds 10% of the existing two-way traffic flow on the adjoining highway."

- "Traffic to and from the development exceeds 5% of the existing two-way traffic flow on the adjoining highway, where traffic congestion exists or will exist within the assessment period or in other sensitive locations".

As noted in the previous section, the development traffic will arrive and depart via Citywest Road at Roundabout 7, having travelled primarily from the N7 to the north or the N81 to the south.

The 'Do Nothing' Scenario is the summation of the committed development traffic (SHD and other sites in Citywest) and the factored design year flows, while the 'Do Something' Scenario includes the proposed development traffic in the opening year and also committed traffic in the +5 and +15 Design Years.

Therefore, the impact on the links at Roundabout 7, comparing the Do Nothing flows in Diagrams 5(a) to 7(b) with the additional traffic generated by the development from Diagrams 2(a) and 2(b) is as follows:

Link and Direction	**2023**		**2028**		**2038**	
Roundabout 7	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Citywest Road (N)	+1.99%	+2.46%	+1.46%	+1.95%	+1.37%	+1.83%
Citywest Road (S)	+2.33%	+2.20%	+1.53%	+1.68%	+1.44%	+1.58%
Magna Drive (between 7 and 7A)	+5.96%	+7.83%	+5.48%	+7.23%	+5.11%	+6.73%

Table 5.1 – Development Impact - AM and PM Peak Hours – Do Nothing v Do Something

It should be noted that the percentage impact at each junction in the 2023 opening year will diminish slightly in the 2028 and 2038 design years as the background traffic growth increases the Do-Nothing total flow, while the development trips remain constant for each assessment year.

From the foregoing, it is clear that the proposed development will not have any significant traffic impacts on the road network during the AM or PM peak period, and the volume of off-peak movements are also at a level which will not result in operational issues for the road network or impact on road user safety.

5.3 Operational Traffic Mitigation Measures

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 Rockface Developments Limited in support of a planning application to be submitted to South Dublin County Council (SDCC) for development of lands adjacent to Roundabout 7A (Magna Drive/Magna Avenue) Citywest, Dublin 24.

The development comprises construction of a commercial warehouse with ancillary office accommodation and staff welfare totalling 13,604 sq. m GFA.

An access on the south east corner of the site (On Magna Avenue) will provide pedestrian, cycle and vehicle access to the car park with a separate access on the north east corner of the site (on Magna Drive) serving the delivery yard for vans and HGVs.

The development will be served by 69 car parking spaces (including 4 disabled spaces and 4 EV charging spaces), and 72 cycle parking spaces. The car parking provision is within the maximum standards required in the Development Plan and is therefore appropriate for the site location and the proposed use.

No pedestrians, cyclists or staff/visitor cars will be permitted to use the HGV accesses to enter/exit the development.

Traffic count data from a term-time weekday in January 2022 was used to create baseline robust flows and factored using TII rates for the predicted opening and design years.

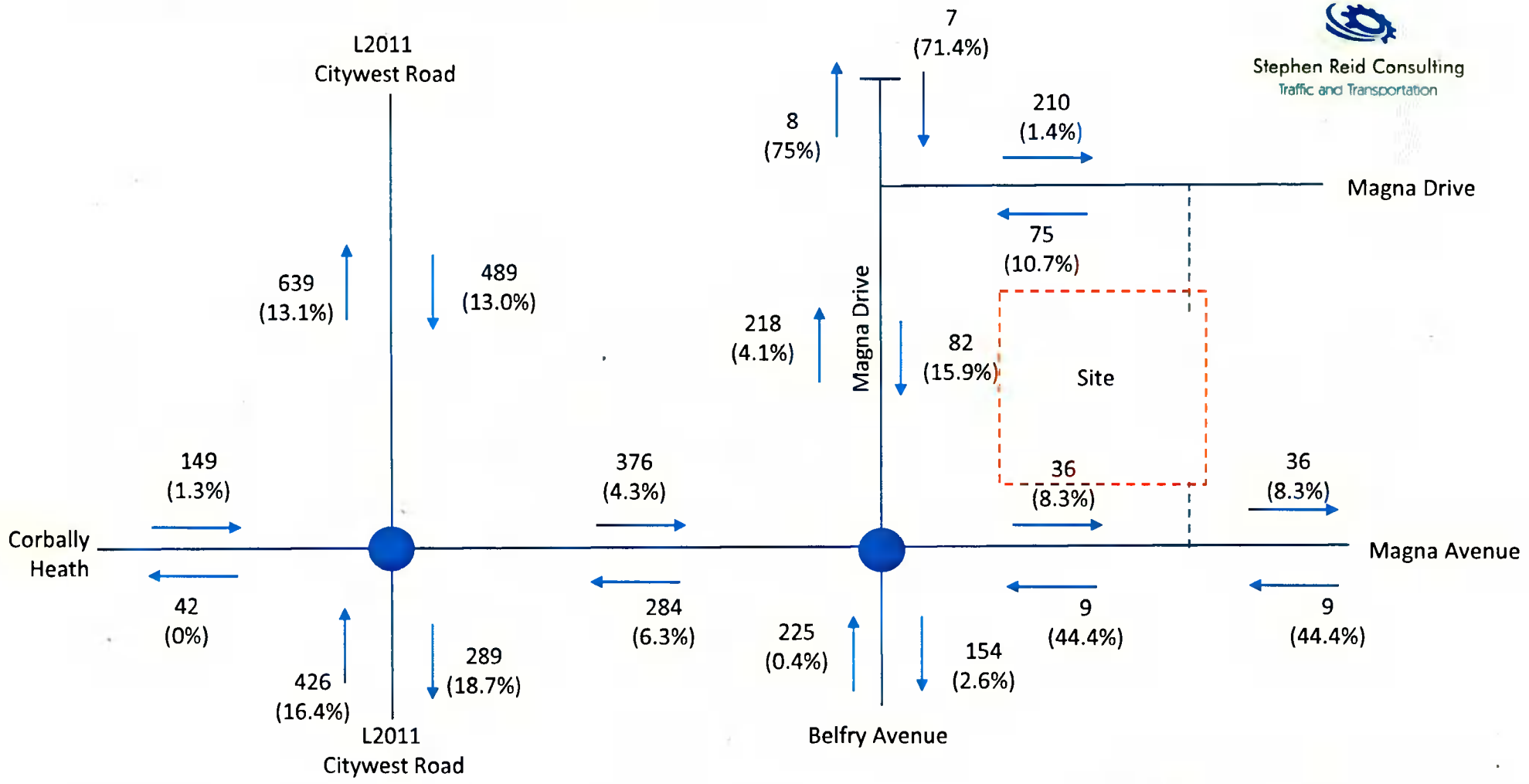
Development traffic generation has been based on TRICS data for similar land uses.

It can be seen from the commentary in this TIA that the volumes of traffic generated by the proposed development will not be significant during the network peak hours, and this can be accommodated by the existing public road network and the proposed access arrangements and internal layout measures without queuing or delays.

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
17.02.2022

Appendices



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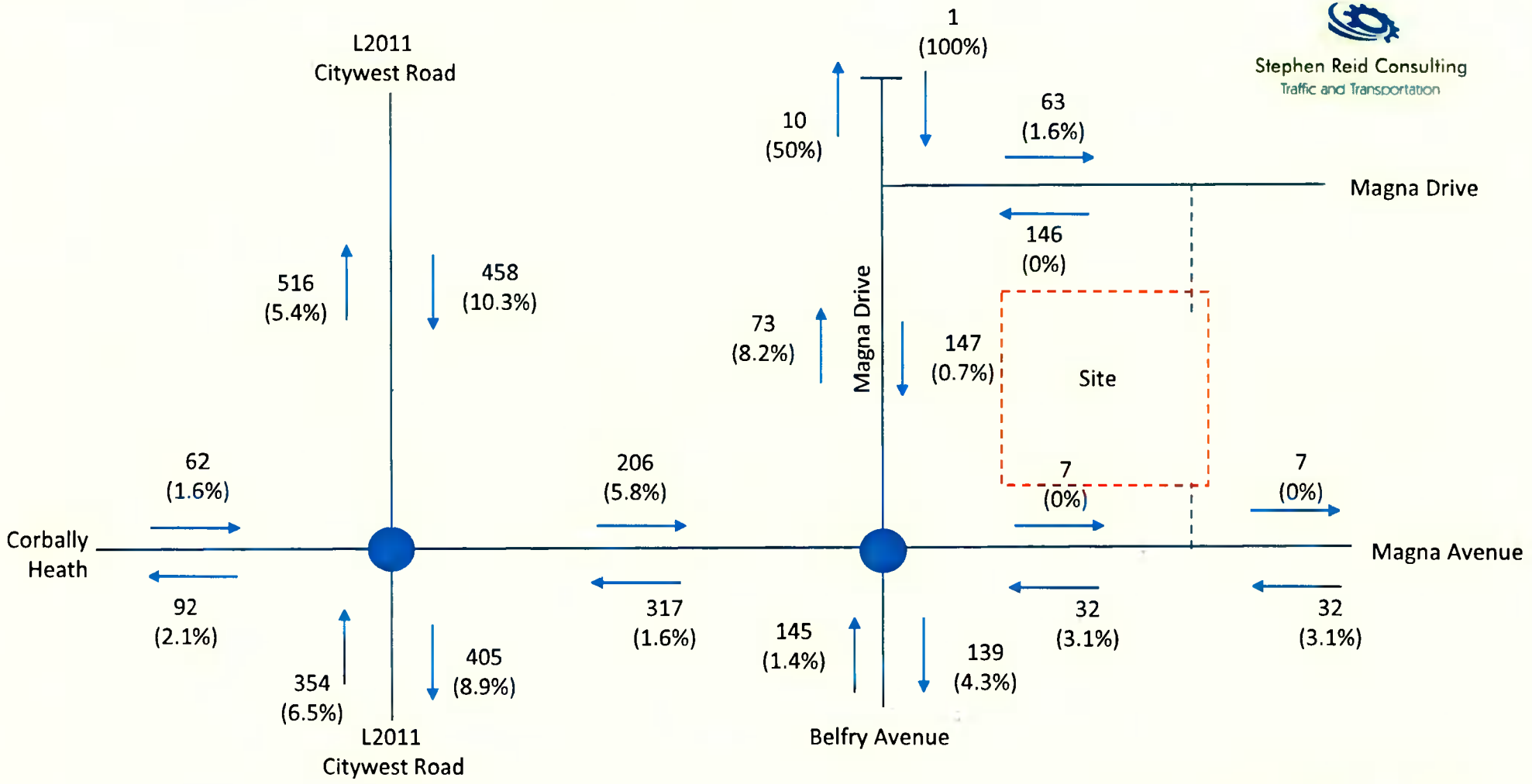
Traffic Counts Thursday 20th January 2022
flows in veh/hr (%HVs)

Diagram 1(a) 2022 Weekday AM Peak Period 08.00-09.00



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Traffic and Transportation

Diagram 1(b) 2022 Weekday PM Peak Period 17.00-18.00

Traffic Counts Thursday 20th January 2022
flows in veh/hr (%HVs)

Stephen Reid Consulting
Traffic and Transportation

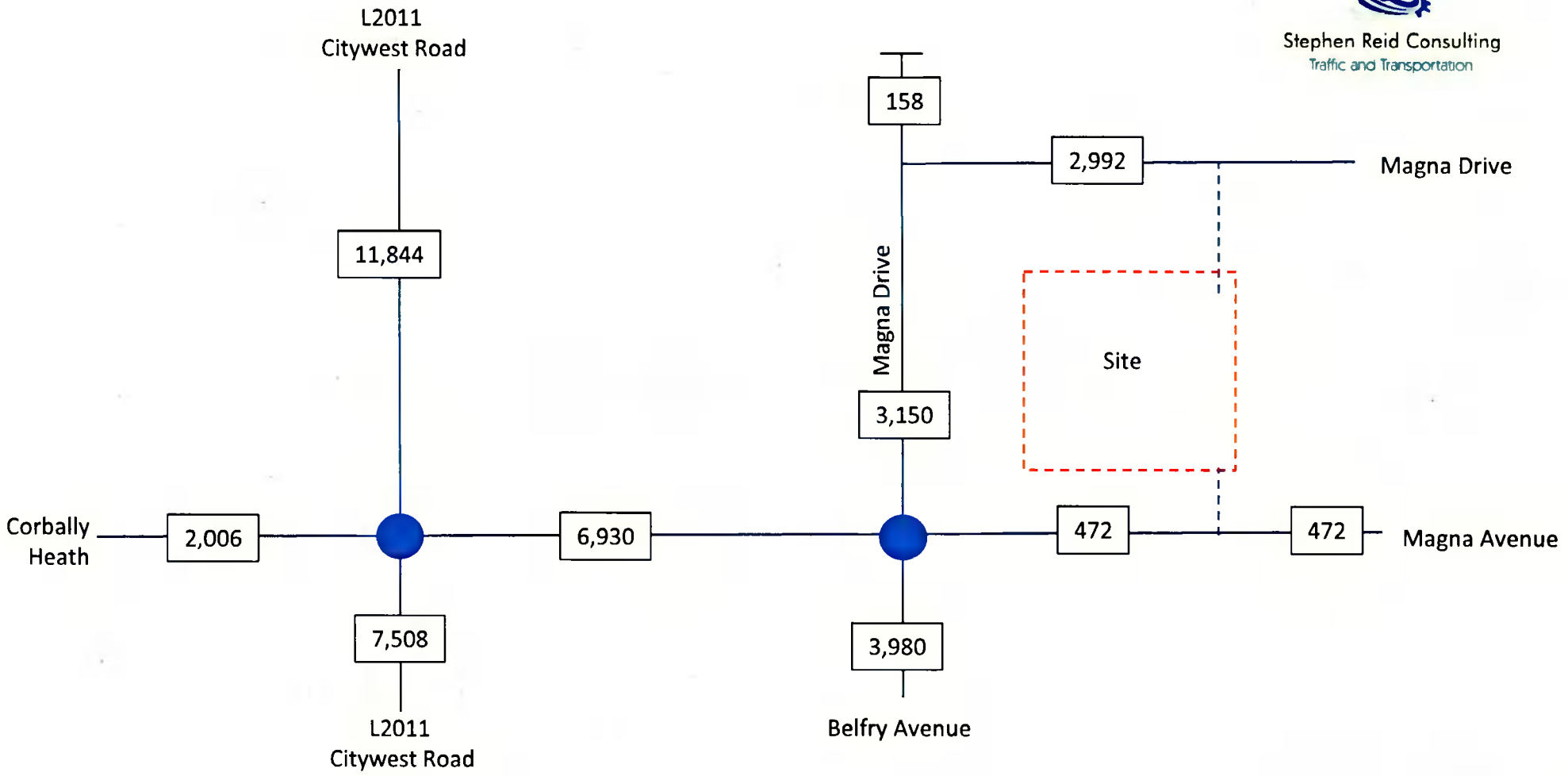


Diagram 1(c) 2022 Weekday 24hr Link Flows (factored from peak traffic counts using TII data)

Stephen Reid Consulting
Traffic and Transportation

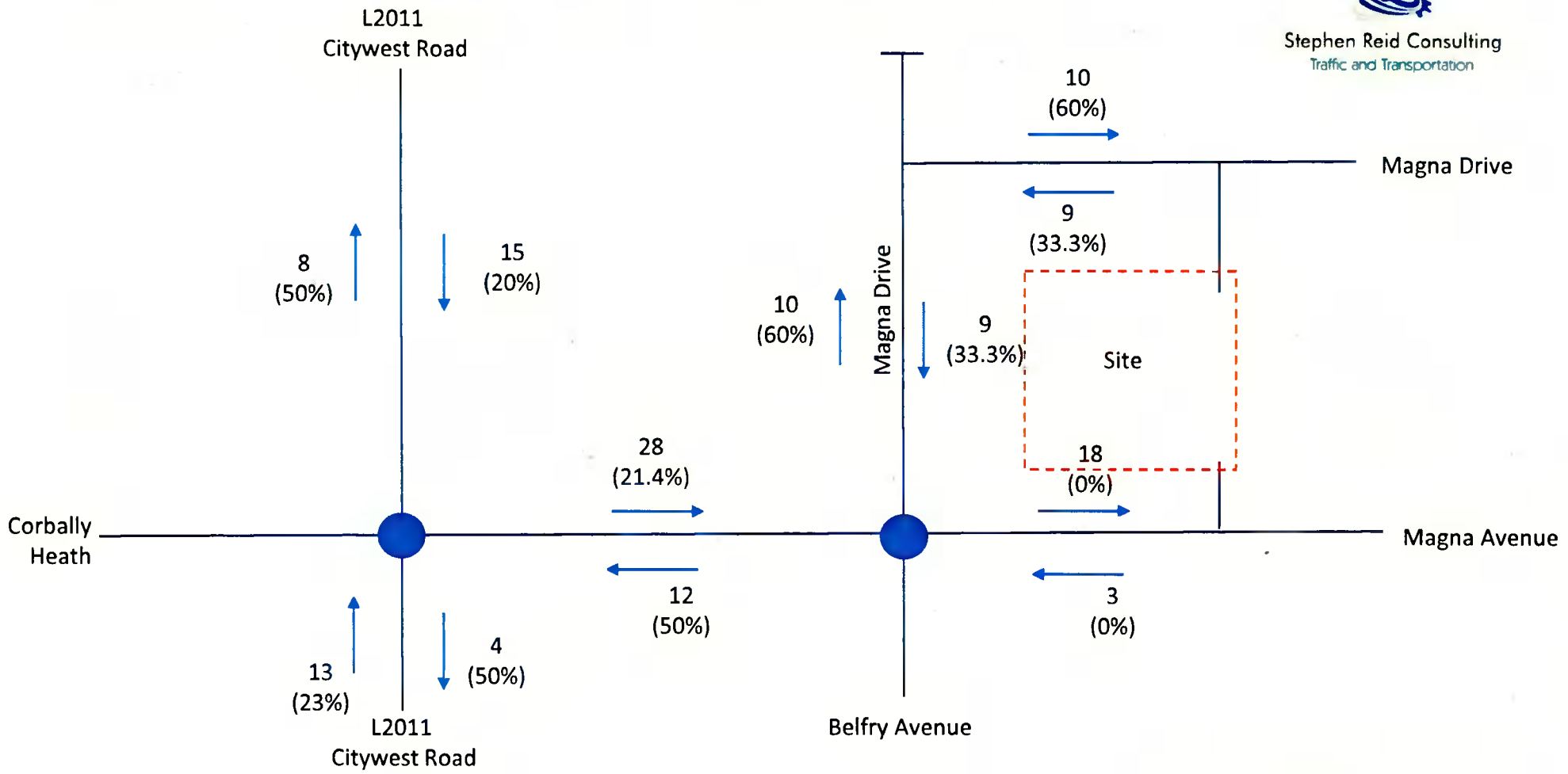


Diagram 2(a) Development Traffic Weekday AM Peak Period 08.00-09.00

Development Traffic from TRICS (see TIA)
flows in veh/hr (%HVs)

Stephen Reid Consulting
Traffic and Transportation

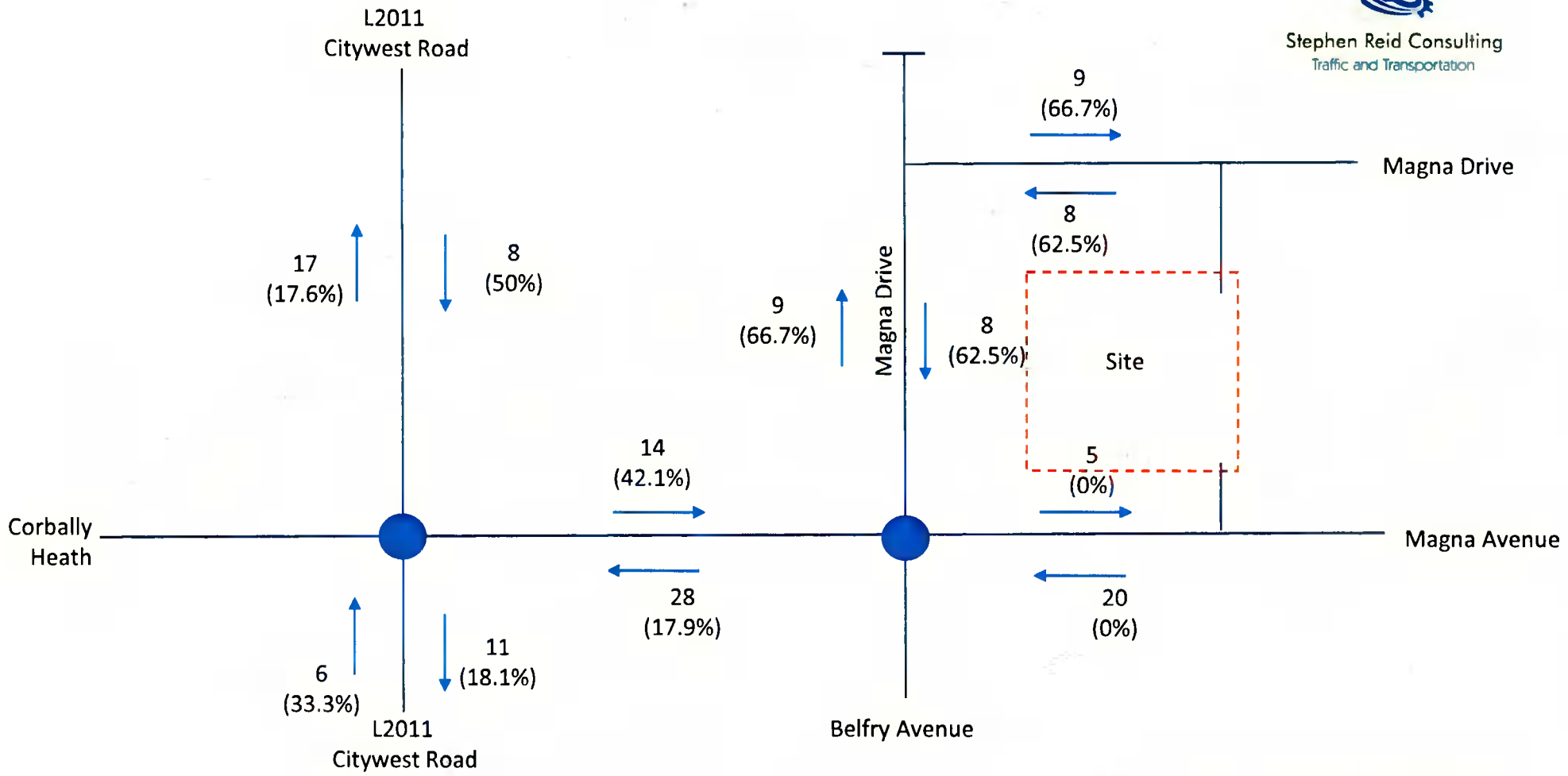
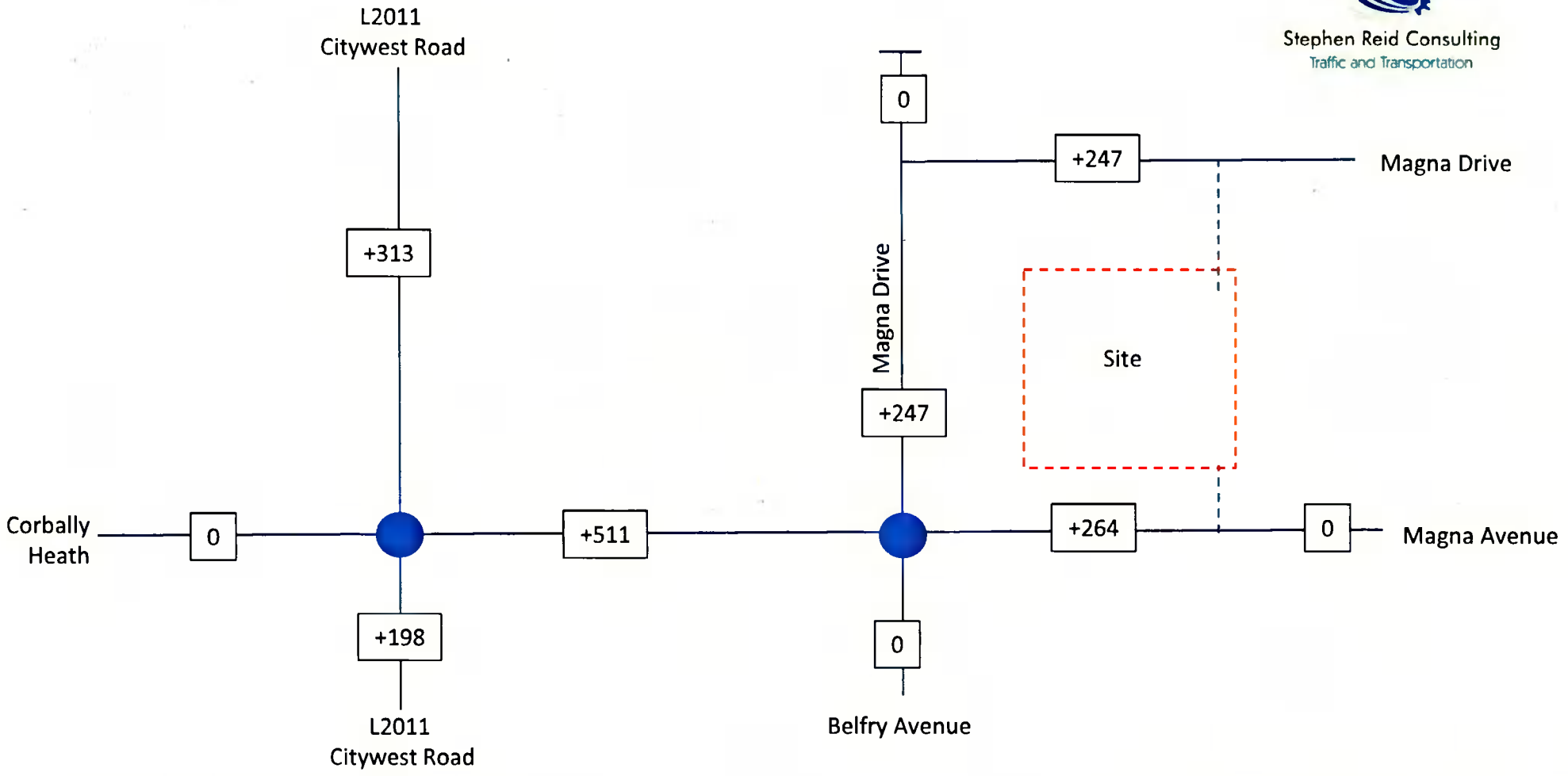


Diagram 2(b) Development Traffic Weekday PM Peak Period 17.00-18.00

Development Traffic from TRICS (see TIA)
flows in veh/hr (%HVs)

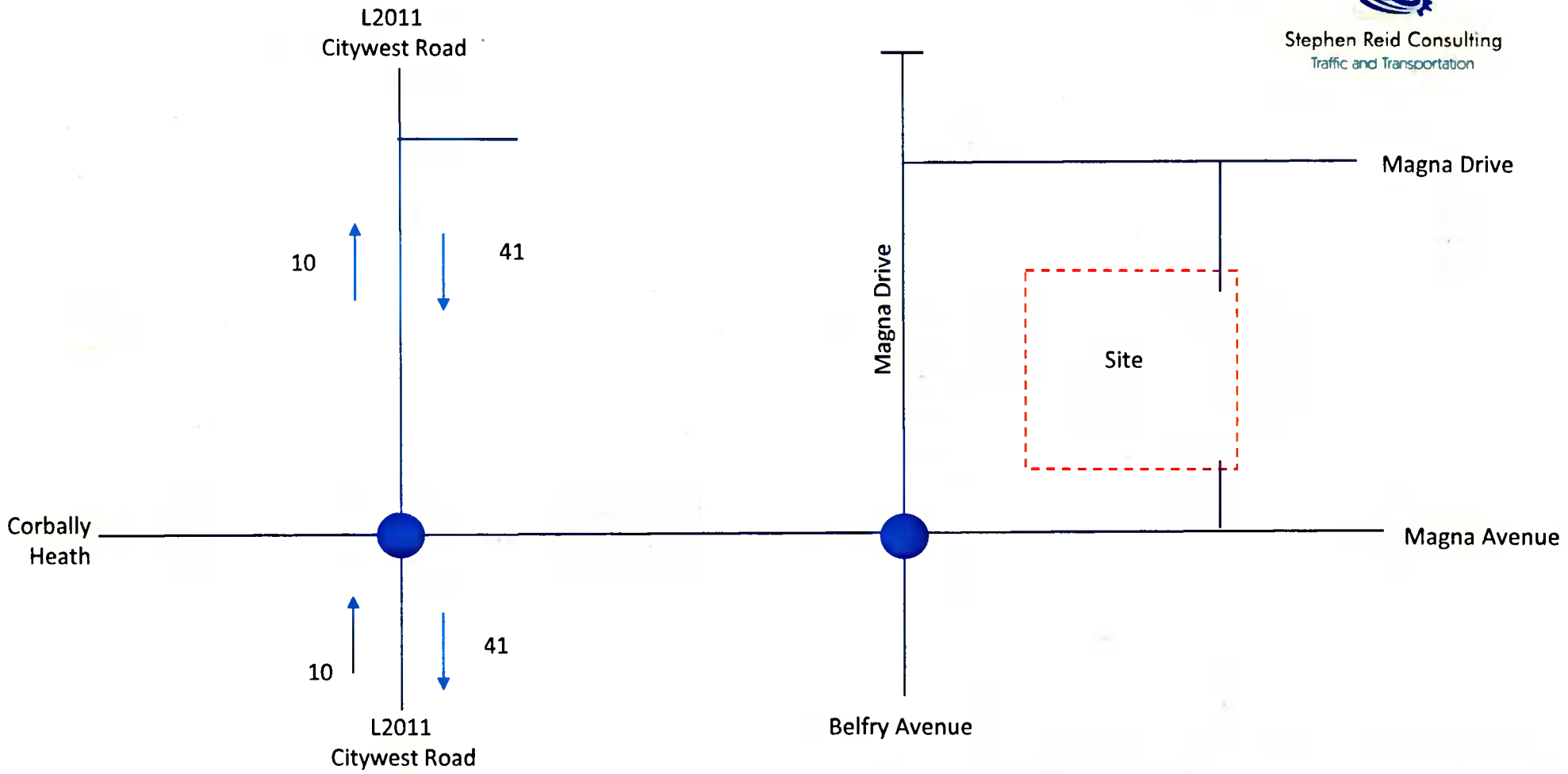
Stephen Reid Consulting
Traffic and Transportation



Development Traffic from TRICS (see TIA)

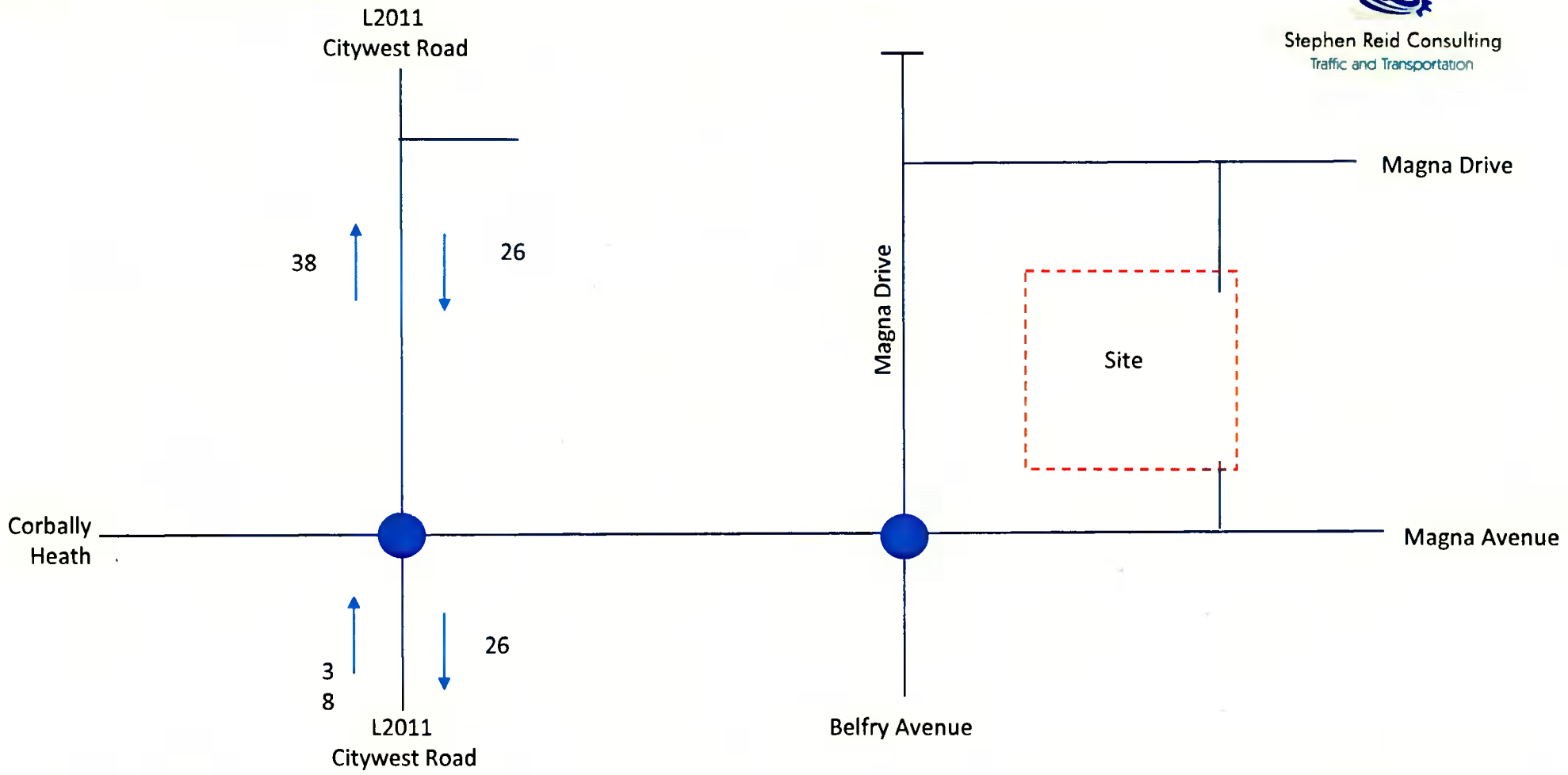
Diagram 2(c) Weekday 24hr Development Link Flows

Stephen Reid Consulting
Traffic and Transportation



Development Traffic from Glenveagh SHD (see BM TIA)
flows in veh

Diagram 3(a) SHD Development Committed Traffic Weekday AM Peak



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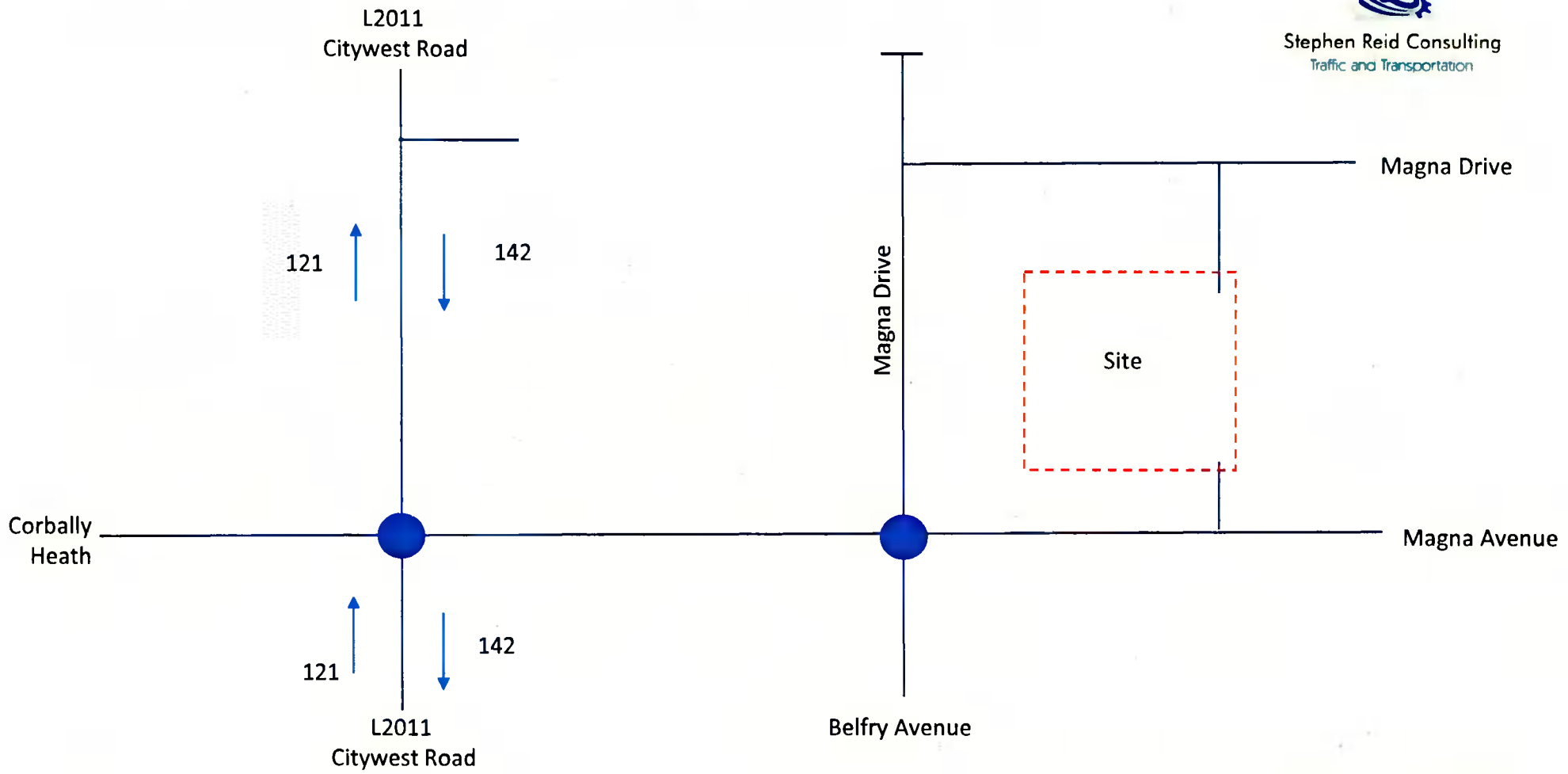
Development Traffic from Glenveagh SHD (see BM TIA)
flows in veh

Diagram 3(b) SHD Development Committed Traffic Weekday PM Peak

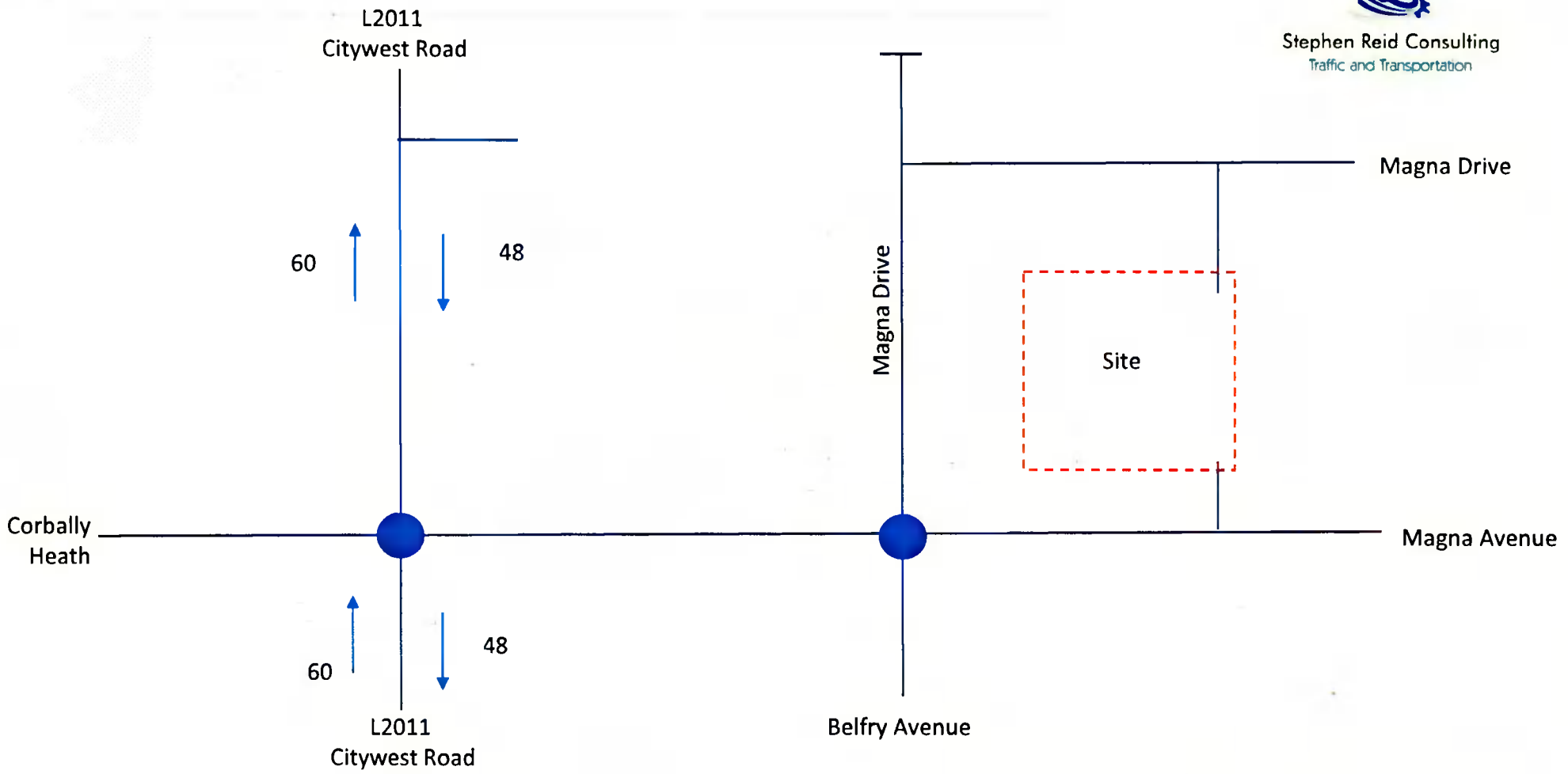
Stephen Reid Consulting
Traffic and Transportation



Development Traffic from Citywest DBFL Study (see BM TIA)
flows in veh

Diagram 4(a) Other Committed Traffic Weekday AM Peak

Stephen Reid Consulting
Traffic and Transportation



Development Traffic from Citywest DBFL Study (see BM TIA)
flows in veh

Diagram 4(b) Other Committed Traffic Weekday PM Peak

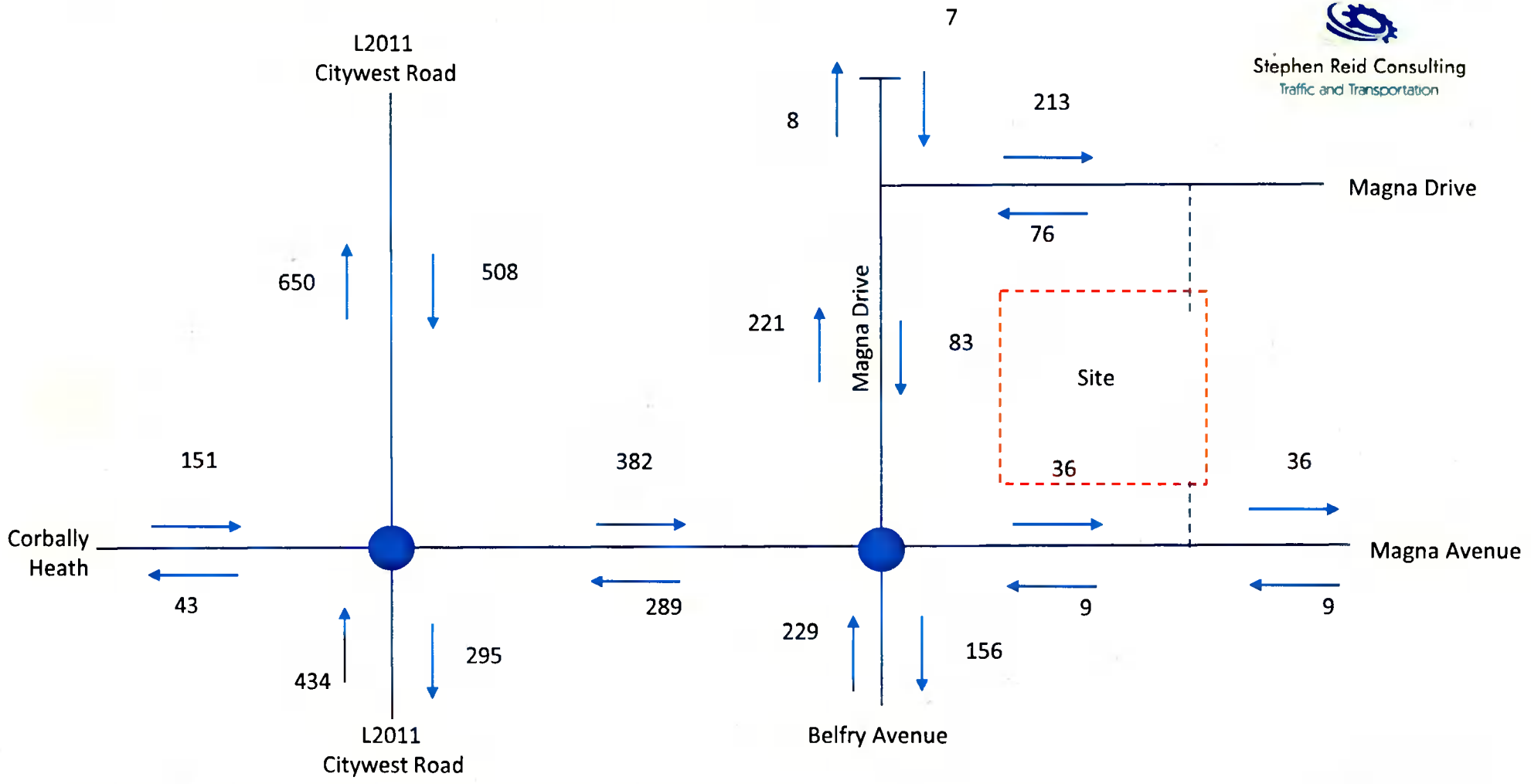


Diagram 5(a) 2023 Weekday AM Peak Period 08.00-09.00 – Opening Year Do Nothing (No Committed Traffic)

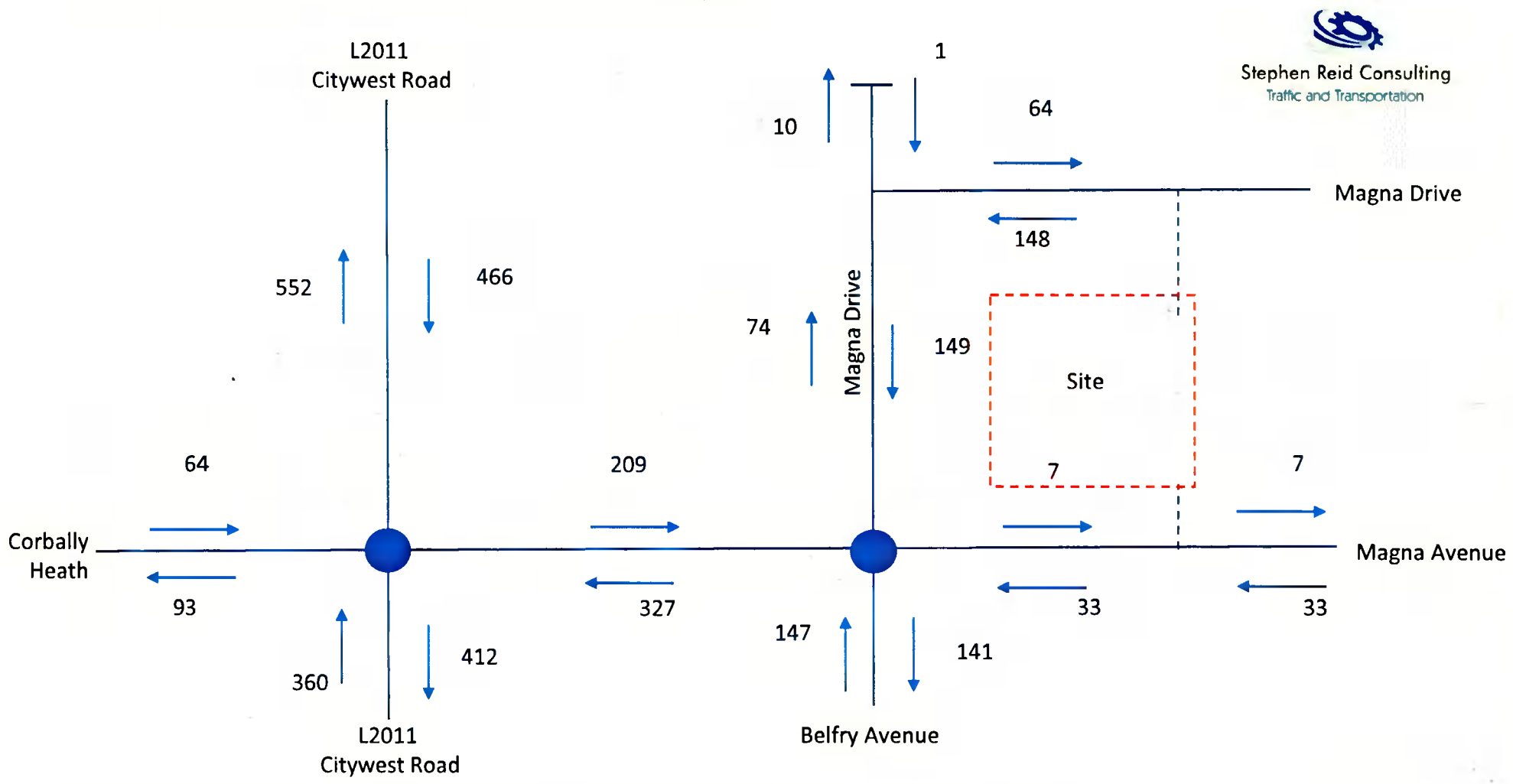
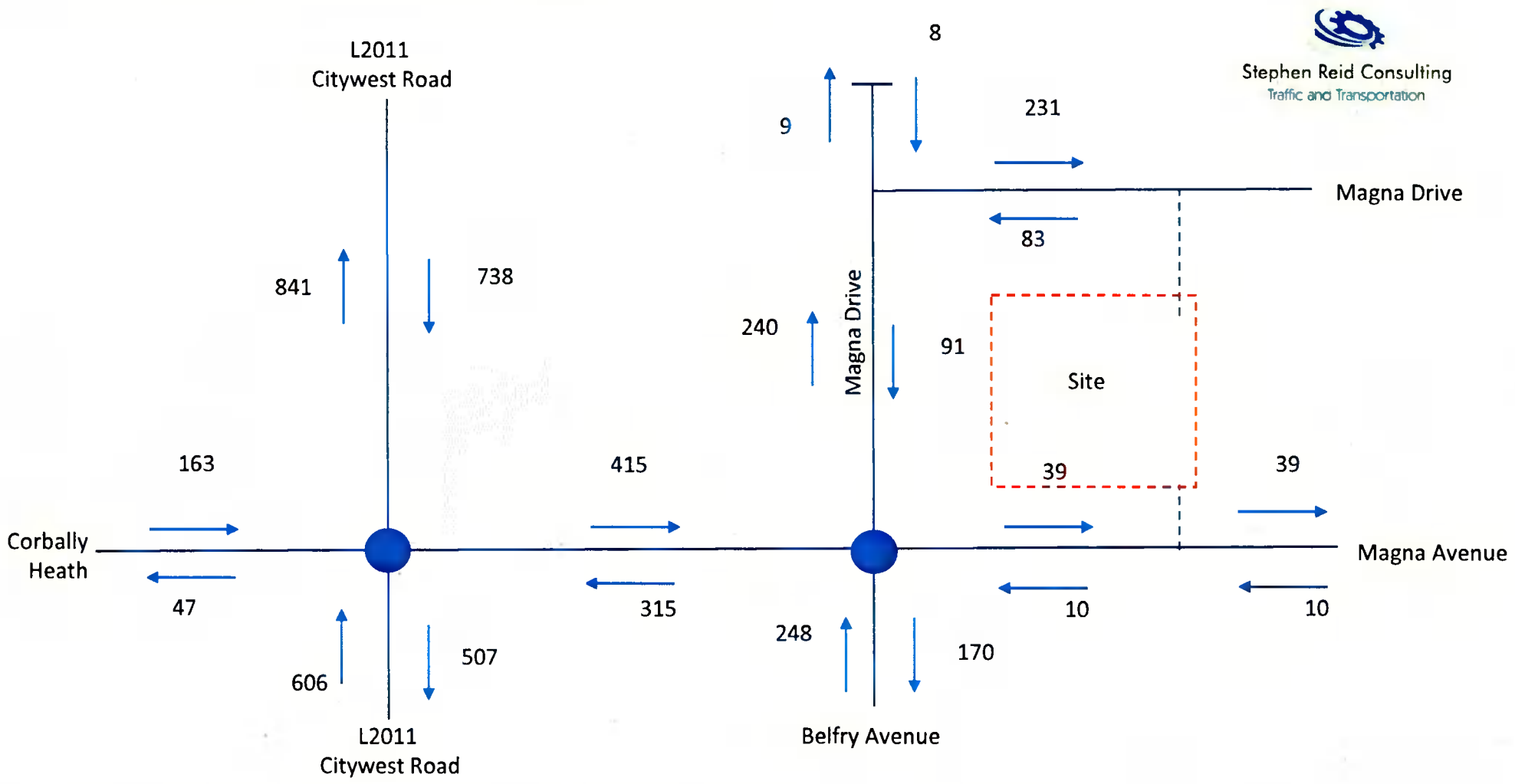


Diagram 5(b) 2023 Weekday PM Peak Period 17.00-18.00 – Opening Year Do Nothing (No Committed Traffic)



flows in veh/hr

Diagram 6(a) 2028 Weekday AM Peak Period 08.00-09.00 – Opening Year +5 Do Nothing (+ Committed Traffic)

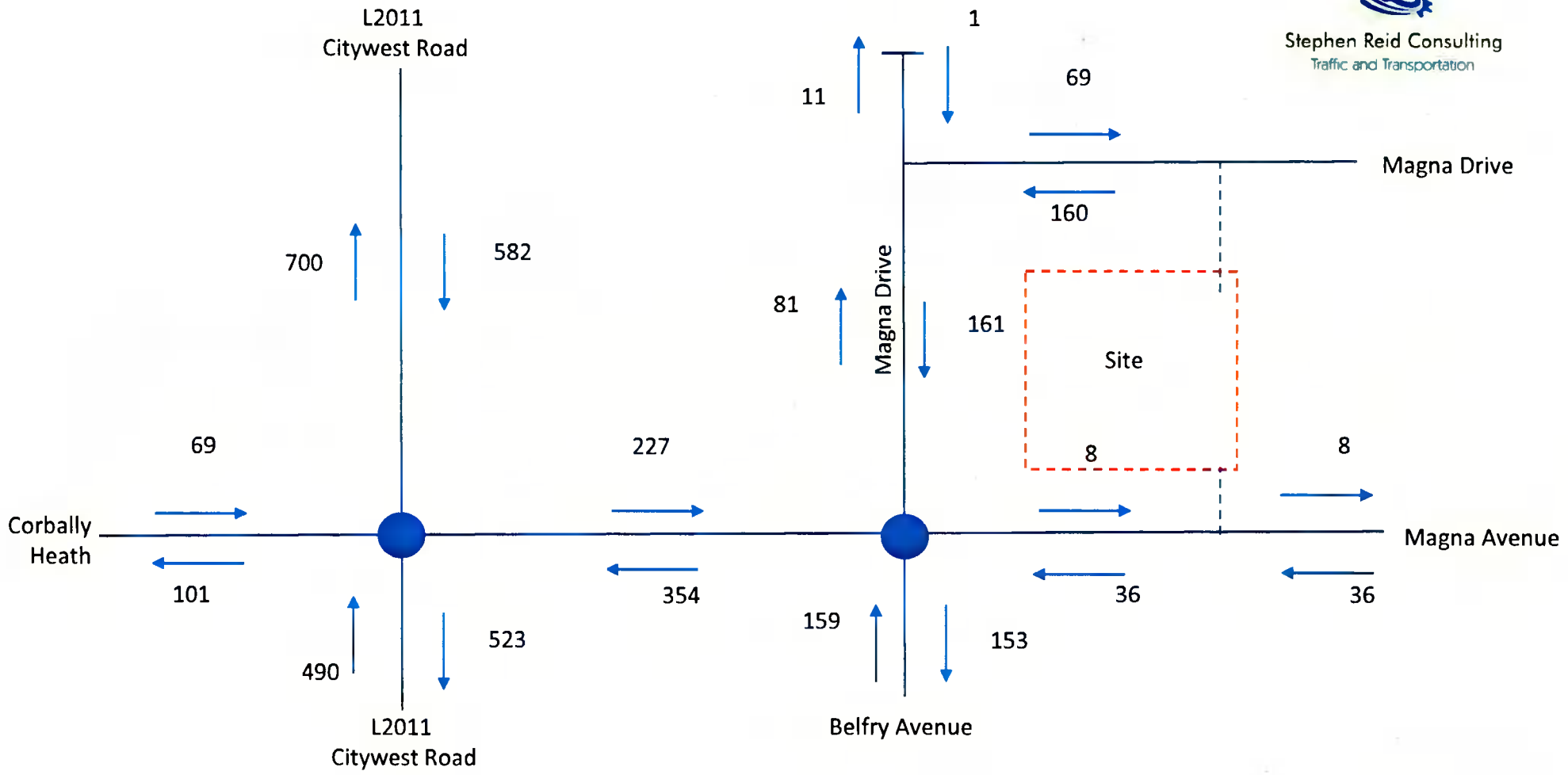


Diagram 6(b) 2028 Weekday PM Peak Period 17.00-18.00 – Opening Year +5 Do Nothing (+ Committed Traffic)

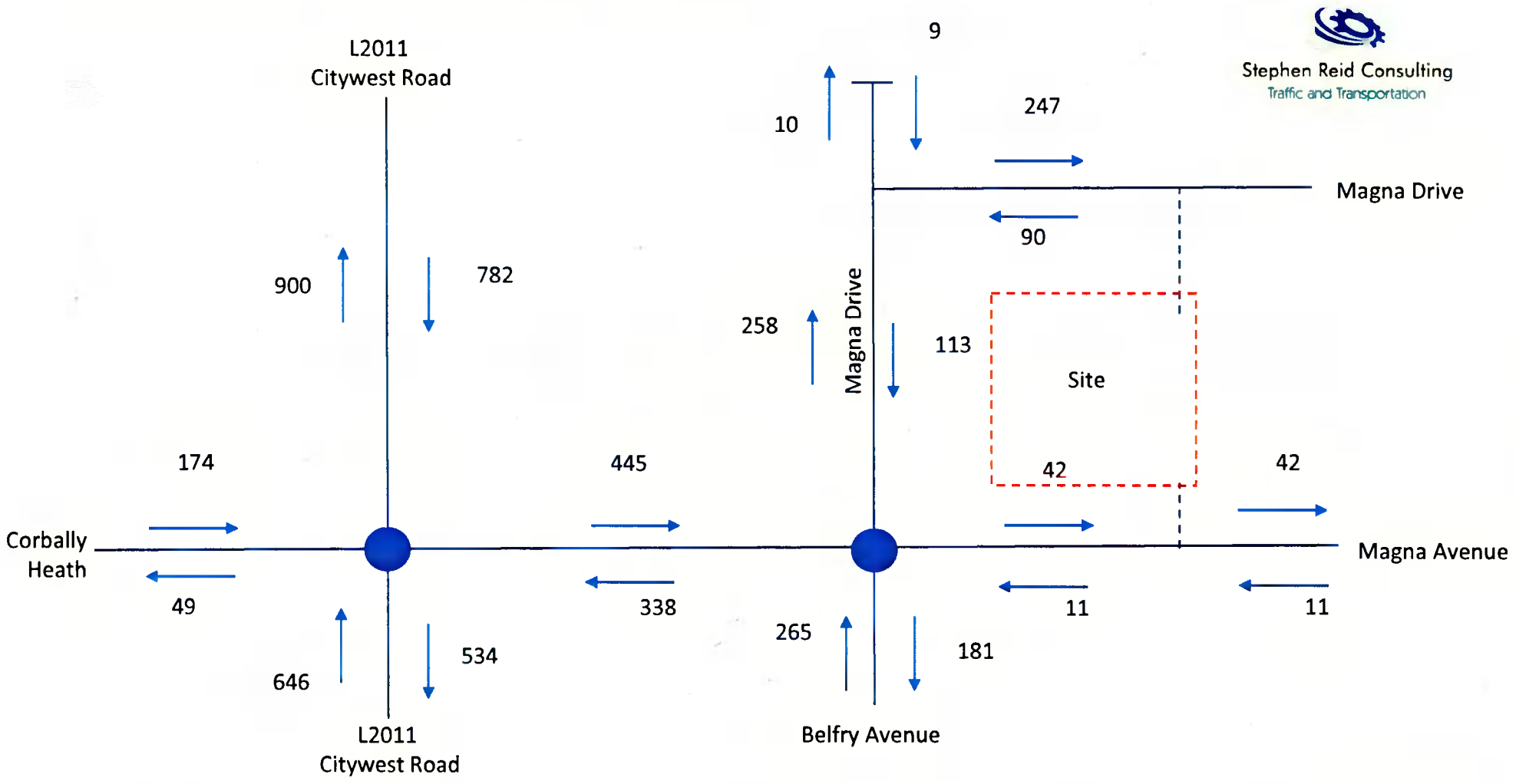
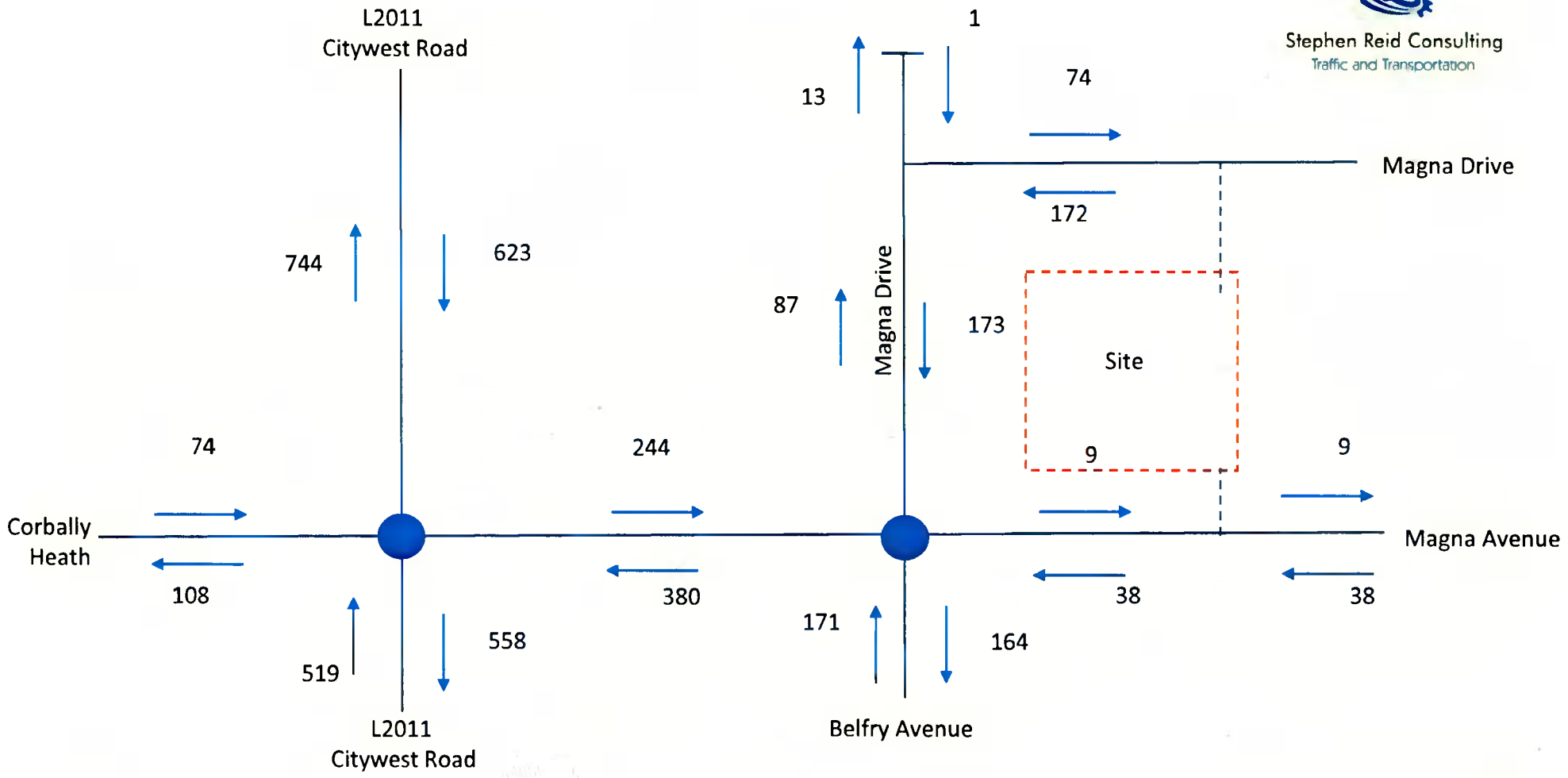


Diagram 7(a) 2038 Weekday AM Peak Period 08.00-09.00 – Opening Year +15 Do Nothing (+ Committed Traffic)



Stephen Reid Consulting
Traffic and Transportation

flows in veh/hr

Diagram 7(b) 2023 Weekday PM Peak Period 17.00-18.00 – Opening Year +15 Do Nothing (+ Committed Traffic)

SITE: 04 DATE: 20th January 2022

LOCATION: L2011 Citywest Road/Corbally Heath/Magna Drive DAY: Thursday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
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07:15	18	4	1	0	0	23	24	15	7	5	3	2	32	40	0	0	0	0	0	0	0	07:15	13	2	0	0	0	15	15	0	0	0	0	0	0	0	7	1	0	0	0	8	8
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07:45	31	8	4	4	1	48	56	20	5	1	13	2	41	60	6	1	1	0	0	8	9	07:45	17	4	0	0	1	22	23	2	2	0	0	0	4	4	10	1	0	0	0	11	11
H/TOT	89	27	7	10	3	136	156	73	22	11	32	7	145	199	10	2	3	0	1	16	19	H/TOT	50	11	2	0	1	64	66	7	3	0	0	0	10	10	31	7	0	0	0	38	38
08:00	62	9	2	1	0	74	76	25	2	0	9	2	38	52	6	0	0	0	0	6	6	08:00	13	4	0	0	0	17	17	3	0	0	0	0	3	3	8	0	0	0	0	8	8
08:15	57	9	4	1	1	72	76	30	4	1	15	2	52	74	5	0	0	0	0	5	5	08:15	22	2	0	0	0	24	24	8	0	0	0	0	8	8	17	2	0	0	0	19	19
08:30	61	6	0	0	0	67	67	32	2	2	6	2	44	55	8	0	0	0	0	8	8	08:30	15	0	0	0	0	15	15	3	1	0	0	0	4	4	12	1	0	0	2	15	17
08:45	55	9	2	3	0	69	74	31	7	1	9	1	49	62	5	0	0	0	0	5	5	08:45	19	1	0	0	0	20	20	2	1	0	0	0	3	3	12	1	0	0	0	13	13
H/TOT	235	33	8	5	1	282	294	118	15	4	39	7	183	243	24	0	0	0	0	24	24	H/TOT	69	7	0	0	0	76	76	16	2	0	0	0	18	18	49	4	0	0	2	55	57
09:00	42	13	2	3	0	60	65	20	4	1	12	1	38	55	11	0	0	0	0	11	11	09:00	10	0	0	0	0	10	10	1	1	0	0	0	2	2	4	0	0	0	0	4	4
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H/TOT	131	26	9	8	1	175	191	77	19	2	45	5	148	213	24	1	1	0	0	26	27	H/TOT	39	4	0	0	0	43	43	2	2	0	0	0	4	4	17	1	1	0	0	19	20
P/TOT	455	86	24	23	5	593	640	268	56	17	116	19	476	654	58	3	4	0	1	66	69	P/TOT	158	22	2	0	1	183	185	25	7	0	0	0	32	32	97	12	1	0	2	112	115

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
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H/TOT	125	30	10	8	1	174	190	158	34	10	39	7	248	311	35	4	0	0	1	40	41	H/TOT	44	1	1	0	0	46	47	7	1	0	0	1	9	10	21	2	1	0	1	25	27
15:00	25	4	1	1	0	31	33	36	8	1	9	1	55	68	19	2	0	0	1	22	23	15:00	9	2	0	0	0	11	11	2	0	0	0	0	2	2	5	0	0	0	0	5	5
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H/TOT	111	22	4	5	0	142	151	233	33	6	27	3	302	343	38	4	1	0	1	44	46	H/TOT	29	1	0	0	0	30	30	7	1	0	0	1	9	10	22	1	0	0	0	23	23
17:00	37	7	1	0	0	45	46	55	11	1	3	1	71	76	11	1	0	0	0	12	12	17:00	4	1	0	0	0	5	5	3	0	0	0	0	3	3	7	1	0	0	0	8	8
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18:00	25	2	0	2	0	29	32	50	8	1	3	1	63	68	11	0	0	0	0	11	11	18:00	9	1	0	0	0	10	10	1	0	0	0	0	1	1	5	0	0	0	0	5	5
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H/TOT	92	6	0	2	0	100	103	196	25	2	3	4	230	239	46	2	0	0	0	48	48	H/TOT	40	4	0	0	0	44	44	6	1	0	0	0	7	7	26	4	0	0	0	30	30
P/TOT	554	98	22	20	2	696	735	977	152	28	113	25	1295	1481	227	18	2	0	3	250	254	P/TOT	172	12	2	0	0	186	187	36	4	0	0	2	42	44	112	11	1	0	1	125	127

SITE: 04 DATE: 20th January 2022

LOCATION: L2011 Citywest Road/Corbally Heath/Magna Drive DAY: Thursday

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9							MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU		CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
07:00	0	2	0	0	0	2	2	45	16	2	18	2	83	109	5	4	1	1	0	11	13	07:00	7	1	0	0	0	8	8	1	0	0	0	0	1	1	17	9	0	1	0	27	28	269
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08:45	5	0	0	0	0	5	5	54	13	3	18	2	90	117	8	2	1	0	0	11	12	08:45	4	1	0	0	0	5	5	4	1	0	0	1	6	7	21	9	1	0	1	32	34	342
H/TOT	14	2	0	0	0	16	16	191	51	16	75	11	344	461	23	13	3	1	0	40	43	**H/TOT**	16	10	2	1	0	29	31	7	1	0	0	1	9	10	61	37	5	4	2	109	119	1166
08:00	2	0	0	0	0	2	2	64	12	3	11	2	92	110	17	2	0	0	1	20	21	08:00	6	4	1	0	0	11	12	0	0	0	0	0	0	0	44	16	0	3	0	63	67	373
08:15	4	2	0	0	0	6	6	59	13	1	9	0	82	94	22	2	0	0	0	24	24	08:15	12	1	0	0	0	13	13	2	0	0	0	0	2	2	45	12	0	3	0	60	64	409
08:30	0	1	0	0	0	1	1	38	6	3	14	2	63	85	6	3	0	1	0	10	11	08:30	7	6	0	1	0	14	15	0	1	0	0	0	1	1	54	7	3	4	0	68	75	354
08:45	7	1	0	0	0	8	8	66	7	5	17	1	96	122	21	1	0	0	0	22	22	08:45	9	4	0	0	0	13	13	0	0	0	0	0	0	0	28	8	2	1	0	39	41	383
H/TOT	13	4	0	0	0	17	17	227	38	12	51	5	333	410	66	8	0	1	1	76	78	**H/TOT**	34	15	1	1	0	51	53	2	1	0	0	0	3	3	171	43	5	11	0	230	247	1519
09:00	13	0	0	0	0	13	13	80	7	1	8	2	98	111	11	2	0	0	0	13	13	09:00	10	1	0	0	1	12	13	3	0	0	0	0	3	3	18	6	2	6	0	32	41	341
09:15	7	2	0	0	0	9	9	36	4	0	7	0	47	56	12	3	1	0	0	16	17	09:15	3	2	0	0	0	5	5	0	0	0	0	0	0	0	30	6	3	2	0	41	45	266
09:30	2	0	0	0	0	2	2	41	5	1	11	3	61	79	6	4	0	0	0	10	10	09:30	5	5	1	1	0	12	14	1	0	0	0	0	1	1	24	6	1	1	0	32	34	239
09:45	2	1	0	0	0	3	3	33	15	2	10	3	63	80	8	2	0	0	0	10	10	09:45	2	3	0	0	0	5	5	1	0	0	0	0	1	1	19	2	2	1	1	25	28	243
H/TOT	24	3	0	0	0	27	27	190	31	4	36	8	269	326	37	11	1	0	0	49	50	**H/TOT**	20	11	1	1	1	34	37	5	0	0	0	0	5	5	91	20	8	10	1	130	148	1089
P/TOT	51	9	0	0	0	60	60	608	120	32	162	24	946	1197	126	32	4	2	1	165	171	**P/TOT**	70	36	4	3	1	114	121	14	2	0	0	1	17	18	323	100	18	25	3	469	514	3774

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9							MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU		CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
14:00	4	0	0	0	0	4	4	34	11	2	10	2	59	75	9	5	1	0	0	15	16	14:00	16	4	1	0	0	21	22	1	0	0	0	0	1	1	44	7	2	3	0	56	61	333
14:15	2	0	1	0	0	3	4	38	9	4	14	0	65	85	6	3	0	0	0	9	9	14:15	5	1	0	1	0	7	8	1	0	0	0	0	1	1	27	3	3	1	1	35	39	328
14:30	1	1	0	0	0	2	2	60	3	3	9	1	76	90	13	0	0	1	0	14	15	14:30	9	2	0	0	0	11	11	2	0	0	0	0	2	2	40	11	3	0	0	54	56	316
14:45	13	0	0	0	0	13	13	69	9	3	9	1	91	105	10	2	1	0	0	13	14	14:45	0	0	2	0	0	2	3	5	0	0	0	1	6	7	35	7	2	4	0	48	54	344
H/TOT	20	1	1	0	0	22	23	201	32	12	42	4	291	356	38	10	2	1	0	51	53	**H/TOT**	30	7	3	1	0	41	44	9	0	0	0	1	10	11	146	28	10	8	1	193	209	1321
15:00	5	0	0	0	0	5	5	39	8	3	7	3	60	74	4	3	0	0	0	7	7	15:00	15	1	0	2	1	19	23	3	0	0	0	0	3	3	35	5	2	1	0	43	45	299
15:15	1	0	0	0	0	1	1	44	5	1	4	0	54	60	7	0	1	0	0	8	9	15:15	7	3	0	0	0	10	10	4	0	0	0	0	4	4	18	13	2	1	0	34	36	253
15:30	10	0	0	0	0	10	10	53	7	1	6	2	69	79	6	1	0	0	0	7	7	15:30	9	1	1	0	0	11	12	2	0	0	0	0	2	2	30	5	0	0	0	35	35	272
15:45	8	1	0	0	0	9	9	50	10	1	3	2	66	72	7	2	0	0	0	9	9	15:45	7	2	0	0	0	9	9	0	0	0	0	0	0	0	27	6	1	0	0	34	35	266
H/TOT	24	1	0	0	0	25	25	186	30	6	20	7	249	285	24	6	1	0	0	31	32	**H/TOT**	38	7	1	2	1	49	53	9	0	0	0	0	9	9	110	29	5	2	0	146	151	1090
16:00	6	2	0	0	0	8	8	52	5	2	6	2	67	78	12	2	0	0	0	14	14	16:00	16	4	0	0	0	20	20	5	0	0	0	0	5	5	53	7	0	1	1	62	64	328
16:15	4	2	0	0	0	6	6	52	12	1	6	0	71	79	13	1	0	0	0	14	14	16:15	25	4	0	0	0	29	29	3	1	0	0	0	4	4	51	2	2	1	0	56	58	362
16:30	11	4	0	0	0	15	15	44	11	1	3	1	60	65	8	3	0	0	0	11	11	16:30	16	1	0	0	0	17	17	3	0	0	0	0	3	3	48	3	0	0	0	51	51	302
16:45	4	1	0	0	0	5	5	59	16	0	1	0	76	77	7	0	0	0	0	7	7	16:45	12	2	0	0	0	14	14	3	0	0	0	0	3	3	36	2	0	0	0	38	38	296
H/TOT	25	9	0	0	0	34	34	207	44	4	16	3	274	300	40	6	0	0	0	46	46	**H/TOT**	69	11	0	0	0	80	80	14	1	0	0	0	15	15	188	14	2	2	1	207	212	1289
17:00	11	0	0	0	0	11	11	49	9	1	0	0	59	60	6	1	0	0	0	7	7	17:00	24	2	0	0	0	26	26	5	0	0	0	0	5	5	70	4	0	2	0	76	79	337
17:15	4	0	0	0	0	4	4	44	9	0	0	2	55	57	3	2	0	0	0	5	5	17:15	9	1	0	0	0	10	10	1	2	0	0	0	3	3	23	3	2	0	0	28	29	276
17:30	6	0	0	0	0	6	6	42	6	0	1	1	50	52	9	1	0	0	0	10	10	17:30	9	0	1	0	0	10	11	2	2	0	0	0	4	4	44	5	0	0	0	49	49	282
17:45	7	2	0	0	0	9	9	62	6	1	0	1	70	72	6	2	0	0	0	8	8	17:45	9	1	0	0	0	10	10	2	0	0	0	0	2	2	35	2	0	0	0	37	37	264
H/TOT	28	2	0	0	0	30	30	197	30	2	1	4	234	240	24	6	0	0	0	30	30	**H/TOT**	51	4	1	0	0	56	57	10	4	0	0	0	14	14	172	14	2	2	0	190	194	1159
18:00	8	1	0	0	0	9	9	58	5	1	0	1	65	67	7	3	0	0	0	10	10	18:00	10	1	0	0	0	11	11	0	0	0	0	0	0	0	34	3	0	1	0	38	39	263
18:15	9	0	0	0	0	9	9	53	3	1	2	1	60	64	8	0	0	0	0	8	8	18:15	4	0	1	0	0	5	6	2	1	0	0	0	3	3	23	0	0	2	0	25	28	242
18:30	9	0	0	0	0	9	9	37	4	1	0	1	43	45	6	1	0	0	0	7	7	18:30	8	1	0	0	0	9	9	1	0	0	0	0	1	1	29	2	0	0	0	31	31	208
18:45	12	0	0	0	0	12	12	36	6	0	1	2	45	48	6	0	0	0	0	6	6	18:45	7	0	0	0	0	7	7	1	0	0	0	0	1	1	16	1	1	0	0	18	19	206
H/TOT	38	1	0	0	0	39	39	184	18	3	3	5	213	223	27	4	0	0	0	31	31	**H/TOT**	29	2	1	0	0	32	33	4	1	0	0	0	5	5	102	6	1	3	0	112	116	918
P/TOT	135	14	1	0	0	150	151	975	154	27	82	23	1261	1404	153	32	3	1	0	189	192	**P/TOT**	217	31	6	3	1	258	266	46	6	0	0	1	53	54	718	91	20	17	2	848	882	5776

TRAFFINOMICS LIMITED

JANUARY 2022 CITYWEST TRAFFIC COUNTS
TRA/22/015 MANUAL CLASSIFIED JUNCTION TURNING COUNTS

JANUARY 2022
TRA/22/015

SITE: 05 DATE: 20th January 2022

LOCATION: Magna Drive/Magna Avenue DAY: Thursday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	0	1	0	12	13	07:00	15	10	1	4	0	30	36	4	0	0	1	0	5	6	8	0	0	0	1	9	10
07:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	7	3	1	0	12	15	07:15	15	9	1	0	0	25	26	4	0	0	0	0	4	4	4	1	1	0	0	6	7
08:30	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	8	1	1	0	10	12	08:30	14	10	1	2	0	27	30	8	0	0	0	0	8	8	6	1	1	0	1	9	11
08:45	0	0	0	1	0	1	2	0	2	0	0	0	2	2	1	8	0	0	0	9	9	08:45	20	9	3	4	0	36	43	4	0	0	0	0	4	4	17	3	2	0	1	23	25
H/TOT	0	0	0	1	0	1	2	1	4	0	0	0	5	5	6	30	4	3	0	43	49	H/TOT	64	38	6	10	0	118	134	20	0	0	1	0	21	22	35	5	4	0	3	47	52
08:00	0	0	0	0	0	0	0	1	1	0	0	0	2	2	4	11	1	3	0	19	23	08:00	44	11	2	0	0	57	58	9	0	0	1	0	10	11	29	0	0	0	1	30	31
08:15	0	0	0	0	0	0	0	2	2	0	0	0	4	4	14	9	0	2	0	25	28	08:15	48	7	2	1	0	58	60	9	1	1	0	0	11	12	30	3	1	0	1	35	37
08:30	1	1	0	0	0	2	2	1	0	0	0	0	1	1	6	6	1	4	0	17	23	08:30	28	6	0	0	0	34	34	6	1	0	1	0	8	9	36	3	0	0	0	39	39
08:45	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	7	2	0	0	10	11	08:45	37	9	2	2	0	50	54	4	0	0	0	0	4	4	37	2	0	1	0	40	41
H/TOT	1	1	0	0	0	2	2	5	4	0	0	0	9	9	25	33	4	9	0	71	85	H/TOT	157	33	6	3	0	199	206	28	2	1	2	0	33	36	132	8	1	1	2	144	148
09:00	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	4	2	6	0	14	23	09:00	9	6	2	3	0	20	25	0	0	0	0	0	0	0	45	10	0	0	0	55	55
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	2	1	0	11	13	09:15	16	3	5	0	0	24	27	2	0	2	1	0	5	7	36	5	0	0	0	41	41
09:30	1	0	0	0	0	1	1	2	0	0	0	0	2	2	5	6	2	1	0	14	16	09:30	11	8	0	0	0	19	19	3	1	0	0	0	4	4	13	1	0	0	1	15	16
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	8	9	09:45	9	4	1	2	0	16	19	4	1	0	1	0	6	7	22	0	0	1	0	23	24
H/TOT	1	1	0	0	0	2	2	2	0	0	0	0	2	2	13	18	8	8	0	47	61	H/TOT	45	21	8	5	0	79	90	9	2	2	2	0	15	19	116	16	0	1	1	134	136
P/TOT	2	2	0	1	0	5	6 3	8	8	0	0	0	16	16	44	81	16	20	0	161	195	P/TOT	266	92	20	18	0	396	429	57	4	3	5	0	69	77	283	29	5	2	6	325	336

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
14:00	0	0	0	0	0	0	0	5	0	0	0	0	5	5	27	8	2	3	0	40	45	14:00	6	8	5	3	0	22	28	3	1	0	1	0	5	6	20	6	0	0	0	26	26
14:15	0	0	0	0	0	0	0	0	1	0	0	0	1	1	8	1	3	2	0	14	18	14:15	7	13	1	2	0	23	26	4	1	0	1	0	6	7	32	2	1	0	1	36	38
14:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	13	10	2	0	0	25	26	14:30	8	3	1	1	0	13	15	4	0	0	1	0	5	6	35	1	0	0	0	36	36
14:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	7	7	4	4	0	22	29	14:45	6	3	3	0	0	12	14	1	0	0	0	0	1	1	44	3	1	0	1	49	51
H/TOT	0	0	0	0	0	0	0	9	1	0	0	0	10	10	55	26	11	9	0	101	118	H/TOT	27	27	10	6	0	70	83	12	2	0	3	0	17	21	131	12	2	0	2	147	150
15:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	16	4	1	2	0	23	26	15:00	5	4	1	1	0	11	13	1	1	0	0	0	2	2	25	2	0	0	0	27	27
15:15	0	0	0	0	0	0	0	1	5	0	0	0	6	6	5	15	2	1	0	23	25	15:15	7	5	1	0	0	13	14	1	0	0	0	0	1	1	26	3	0	0	0	29	29
15:30	0	0	0	0	0	0	0	3	1	0	0	0	4	4	18	5	1	0	0	24	25	15:30	7	3	4	0	0	14	16	0	0	0	1	0	1	2	25	1	0	0	0	26	26
15:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	10	5	1	0	0	16	17	15:45	11	6	0	1	0	18	19	0	1	0	0	0	1	1	20	3	0	0	0	23	23
H/TOT	0	0	0	0	0	0	0	6	6	0	0	0	12	12	49	29	5	3	0	86	92	H/TOT	30	18	6	2	0	56	62	2	2	0	1	0	5	6	96	9	0	0	0	105	105
16:00	0	0	0	0	0	0	0	3	0	0	0	0	3	3	31	8	0	0	0	39	39	16:00	21	3	1	3	0	28	32	1	0	0	0	0	1	1	20	3	1	0	1	25	27
16:15	0	0	0	0	0	0	0	3	0	0	0	0	3	3	52	7	0	1	0	60	61	16:15	19	4	1	1	0	25	27	1	0	0	0	0	1	1	24	5	1	0	0	30	31
16:30	0	1	0	0	0	1	1	1	0	0	0	0	1	1	22	1	0	0	0	23	23	16:30	4	3	0	0	0	7	7	2	0	0	0	0	2	2	35	2	0	1	0	38	39
16:45	0	0	0	0	0	0	0	3	0	0	0	0	3	3	12	2	0	0	0	14	14	16:45	4	2	0	0	0	6	6	1	0	0	0	0	1	1	26	7	0	0	0	33	33
H/TOT	0	1	0	0	0	1	1	10	0	0	0	0	10	10	117	18	0	1	0	136	137	H/TOT	48	12	2	4	0	66	72	5	0	0	0	0	5	5	105	17	2	1	1	126	129
17:00	0	0	0	0	0	0	0	3	0	0	0	0	3	3	60	3	0	2	0	65	68	17:00	5	2	0	0	0	7	7	5	0	0	0	0	5	5	36	6	1	0	0	43	44
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	1	0	0	15	16	17:15	1	0	1	2	0	4	7	0	0	0	0	0	0	0	39	4	0	0	0	43	43
17:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	14	2	1	0	0	17	18	17:30	2	2	0	0	0	4	4	0	0	0	0	0	0	0	38	3	0	0	0	41	41
17:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	13	0	0	0	0	13	13	17:45	4	1	1	0	0	6	7	0	0	0	0	0	0	0	32	6	0	0	1	39	40
H/TOT	1	0	0	0	0	1	1	5	0	0	0	0	5	5	100	6	2	2	0	110	114	H/TOT	12	5	2	2	0	21	25	5	0	0	0	0	5	5	145	19	1	0	1	166	168
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	1	0	14	15	18:00	1	1	0	2	0	4	7	0	0	0	0	0	0	0	32	4	0	0	0	36	36
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	2	0	12	15	18:15	2	0	0	0	0	2	2	0	0	0	0	0	0	0	33	2	0	0	0	35	35
18:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	9	1	0	0	0	10	10	18:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	23	4	0	0	0	27	27
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	32	32
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	1	1	32	2	1	3	0	38	42	H/TOT	5	1	0	2	0	8	11	0	0	0	0	0	0	0	120	10	0	0	0	130	130
P/TOT	1	1	0	0	0	2	2	31	7	0	0	0	38	38	353	81	19	18	0	471	504	P/TOT	122	63	20	16	0	221	252	24	4	0	4	0	32	37 2	597	67	5	1	4	674	682

SITE: 05 DATE: 20th January 2022

LOCATION: Magna Drive/Magna Avenue DAY: Thursday

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9							MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU		CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
07:00	21	3	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89
07:15	13	8	2	0	1	24	26	2	0	0	0	0	2	2	0	0	0	0	0	0	0	07:15	1	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	82
07:30	15	4	0	1	0	20	21	1	0	0	0	0	1	1	0	0	0	0	0	0	0	07:30	1	0	0	0	0	1	1	0	0	0	1	0	1	2	0	0	0	0	0	0	88
07:45	28	3	1	0	2	34	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	07:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	124
H/TOT	77	18	3	1	3	102	108	3	0	0	0	0	3	3	0	0	0	0	0	0	0	H/TOT	4	0	0	0	0	4	4	1	0	0	1	0	2	3	0	0	0	0	0	0	383
08:00	46	9	0	0	0	55	55	4	0	0	0	0	4	4	1	0	0	0	0	1	1	08:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	187
08:15	45	4	0	0	0	49	49	8	2	0	0	0	10	10	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	201
08:30	54	5	1	0	0	60	61	3	0	0	0	0	3	3	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	1	3	1	1	0	6	8	0	0	0	0	0	0	179
08:45	36	5	0	0	0	41	41	1	1	0	0	0	2	2	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	157
H/TOT	181	23	1	0	0	205	206	16	3	0	0	0	19	19	1	0	0	0	0	1	1	H/TOT	1	0	0	0	0	1	1	1	3	1	3	0	8	12	0	0	0	0	0	0	724
09:00	29	2	0	0	1	32	33	1	1	0	0	0	2	2	0	0	0	0	0	0	0	09:00	1	0	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	141
09:15	28	3	0	0	0	31	31	1	0	0	0	0	1	1	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	2	0	1	1	0	4	6	0	0	0	0	0	0	126
09:30	25	4	0	0	0	29	29	1	0	0	0	0	1	1	1	0	0	0	0	1	1	09:30	1	0	0	0	0	1	1	1	0	1	0	1	2	3	0	0	1	0	0	1	95
09:45	19	2	0	0	1	22	23	0	1	0	0	0	1	1	1	0	0	0	0	1	1	09:45	1	0	0	0	0	1	1	0	0	0	1	0	1	2	0	0	0	0	0	0	88
H/TOT	101	11	0	0	2	114	116	3	2	0	0	0	5	5	2	0	0	0	0	2	2	H/TOT	3	0	0	0	0	3	3	2	2	1	3	0	8	12	0	0	1	0	0	1	2	450
P/TOT	359	52	4	1	5	421	429	22	5	0	0	0	27	27	3	0	0	0	0	3	3	P/TOT	8	0	0	0	0	8	8	4	5	2	7	0	18	28.1	0	0	1	0	0	1	1.5	1557

TIME	MOVEMENT 7							MOVEMENT 8							MOVEMENT 9							MOVEMENT 10							MOVEMENT 11							MOVEMENT 12							PCU's Through Junction
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU		CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
14:00	33	3	1	0	0	37	38	1	1	0	0	0	2	2	1	0	0	0	0	1	1	14:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	152
14:15	23	2	0	0	1	26	27	1	1	1	0	0	3	4	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	1	0	0	0	1	125
14:30	35	3	1	0	0	39	40	1	0	0	0	0	1	1	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	129
14:45	27	0	0	0	1	28	29	2	0	0	0	0	2	2	0	0	0	0	0	0	0	14:45	1	0	0	0	0	1	1	6	0	0	0	0	6	6	0	0	0	0	0	0	134
H/TOT	118	8	2	0	2	130	133	5	2	1	0	0	8	9	1	0	0	0	0	1	1	H/TOT	1	0	0	0	0	1	1	12	1	0	0	0	13	13	0	1	0	0	0	1	1	539
15:00	26	2	1	0	1	30	32	3	1	0	0	0	4	4	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0	11	0	0	1	0	12	13	0	0	0	0	0	0	0	118
15:15	24	1	0	0	0	25	25	2	1	0	0	0	3	3	2	0	0	0	0	2	2	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
15:30	21	1	0	0	0	22	22	1	0	0	0	0	1	1	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	98
15:45	19	2	0	0	0	21	21	1	0	0	0	0	1	1	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	89
H/TOT	90	6	1	0	1	98	100	7	2	0	0	0	9	9	2	0	0	0	0	2	2	H/TOT	0	0	0	0	0	0	0	18	1	0	1	0	20	21	0	0	0	0	0	0	0	409
16:00	40	3	0	0	1	44	45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	16:00	2	0	0	0	0	2	2	3	0	0	1	0	4	5	0	0	0	0	0	0	0	156
16:15	24	0	2	0	0	26	27	5	0	0	0	0	5	5	1	0	0	0	0	1	1	16:15	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	159
16:30	36	3	0	0	0	39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	121
16:45	26	2	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	1	0	0	0	0	1	1	13	0	0	0	0	13	13	0	0	0	0	0	0	0	99
H/TOT	126	8	2	0	1	137	139	7	0	0	0	0	7	7	1	0	0	0	0	1	1	H/TOT	3	0	0	0	0	3	3	28	0	0	1	0	29	30	0	0	0	0	0	0	0	535
17:00	32	2	0	0	0	34	34	3	0	0	0	0	3	3	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	171
17:15	20	5	1	0	0	26	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92
17:30	38	5	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	110
17:45	33	2	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	98
H/TOT	123	14	1	0	0	138	139	3	0	0	0	0	3	3	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	470
18:00	28	3	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	93
18:15	18	1	0	0	0	19	19	1	0	0	0	0	1	1	0	0	0	0	0	0	0	18:15	1	0	0	0	0	1	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0	75
18:30	28	2	0	0	0	30	30	2	0	0	0	0	2	2	1	0	0	0	0	1	1	18:30	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	74
18:45	19	1	1	0	0	21	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	59
H/TOT	93	7	1	0	0	101	102	3	0	0	0	0	3	3	1	0	0	0	0	1	1	H/TOT	1	0	0	0	0	1	1	10	0	0	0	0	10	10	0	0	0	0	0	0	0	301
P/TOT	550	43	7	0	4	604	612	25	4	1	0	0	30	30.5	5	0	0	0	0	5	5	P/TOT	5	0	0	0	0	5	5	78	4	0	2	0	84	86.6	0	1	0	0	0	1	1	2254

TRAFFINOMICS LIMITED

CITYWEST TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

JANUARY 2022
TRA/22/015

SITE: 05 DATE: 20th January 2022

LOCATION: Magna Drive/Magna Avenue DAY: Thursday

A A A

65b

Buses from/to
From Poolbeg Street Towards Citywest
Operative Date: 14/01/2018
Version: TT 8.1

Click here to view Route 65b from Rathmines towards City West

Click here to view Route 65b from Rathmines towards Poolbeg St.

From Poolbeg St. Towards Citywest

Sráid an Phoill Bhig , Sráid Camden , Ráth Maonais , Tir an Iúir , Teach Mealóg , An Seanbhábhún , Iarthar na Cathrach

Buses leave terminus at:

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

Poolbeg St. >> 10mins >> Camden St. >> 10mins >> Rathmines >> 10mins >> Terenure >> 10mins >> Templeogue >> 12mins >> Old Bawn >> 12mins >> Citywest

All times are off peak estimates

From Citywest Towards Poolbeg St.

Iarthar na Cathrach , An Seanbhábhún , Teach Mealóg , Tir an Iúir , Ráth Maonais , Sráid Camden , Sráid an Phoill Bhig

Buses leave terminus at:

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

Citywest >> 12mins >> Old Bawn >> 12mins >> Templeogue >> 10mins >> Terenure >> 10mins >> Rathmines >> 10mins >> Camden St. >> 10mins >> Poolbeg St.

All times are off peak estimates

Fare Stages

25	75	Poolbeg St	
26	74	Sth. Great George's St.	
27	73	Aungier St. (Bishop St.)	
28	72	Richmond St. South	
29	71	Rathmines Rd. Lwr. (Richmond Hill)	
30	70	Rathmines Rd. (Rathgar Rd.)	
31	69	Rathgar Rd. (Frankfort Ave.)	
32	68	Terenure	
33	67	Templeogue Rd. (Rathdown Park)	
34	66	Templeogue Rd. (Fortfield Rd.)	
35	65	Templeogue Post Office	
36	64	Templeogue Bridge	
37	63	Charleville Rd.	
38	62	Knocklyon Ave.	
39	61	Ballycullen Rd. (Glenvara Park)	
40	60	Killininny Rd. (Allenton)	
41	59	Killininny Rd. (Oldcourt Farm)	
42	58	Killininny Rd. (Parklands Rd.)	
43	57	Killininny Rd. (Greenfield Park)	
44	56	Old Bawn Rd. (Old Bawn Bridge)	
45	55	Killinarden Heights (Health Centre)	
46	54	Jobstown	
47	53	De Selby Quarries	
48	52	Citywest	

Customer Comment Desk: (01) 8734222
Phone lines open: Monday to Saturday 08:30hrs – 18:00hrs (except public holidays)

A A A

77a

Buses from/to
From Ringsend Road To Citywest
Operative Date: 31/08/2020
Version: TT 20.1

From Ringsend Road Towards Citywest

Bóthar na Rinne , An Camán , Crois Bhaile Bhailcin , Baile an Ridire , Tamhlacht (An Chearnóg) , Iarthar na Cathrach

Buses leave terminus at:

Monday to Friday				Saturday				Sunday			
05:40	06:00	06:20	06:40	05:55	06:30	07:00	07:30	07:00	07:30	08:00	08:30
07:00	07:20	07:40	08:00	08:00	08:20	08:40	09:00	09:00	09:30	10:00	10:30
08:20	08:40	09:00	09:20	09:20	09:40	10:00	10:20	11:00	11:30	12:00	12:30
09:40	10:00	10:20	10:40	10:40	11:00	11:20	11:40	13:00	13:30	14:00	14:30
11:00	11:20	11:40	12:00	12:00	12:20	12:40	13:00	15:00	15:30	16:00	16:30
12:20	12:40	13:00	13:20	13:20	13:40	14:00	14:20	17:00	17:30	18:00	18:30
13:40	14:00	14:20	14:40	14:40	15:00	15:20	15:40	19:00	19:30	20:00	20:30
15:00	15:20	15:40	16:00	16:00	16:20	16:40	17:00	21:00	21:30	22:00	22:30
16:20	16:40	16:55	17:10	17:20	17:40	18:00	18:30	23:00	23:30		
17:25	17:40	17:55	18:10	19:00	19:30	20:00	20:30				
18:30	18:50	19:10	19:30	21:00	21:30	22:00	22:30				
20:00	20:30	21:00	21:30	23:00	23:25						
22:00	22:30	23:00	23:25								

Ringsend Road >> 22mins >> Dolphin's Barn >> 22mins >> Walkinstown Cross >> 15mins >> Balrothery >> 15mins >> Tallaght (The Square) >> 12mins >> Citywest

All times are off peak estimates

From Citywest Towards Ringsend Road

Iarthar na Cathrach , Tamhlacht (An Chearnóg) , Baile an Ridire , Crois Bhaile Bhailcin , An Camán , Bóthar na Rinne

Buses leave terminus at:

Route Variations
t From Kilinarden Community School via Mayberry Rd., St. Peter's Rd., and St. Paul's school Limekiln Ave during term time only

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

Citywest >> 12mins >> Tallaght (The Square) >> 15mins >> Balrothery >> 15mins >> Walkinstown Cross >> 22mins >> Dolphin's Barn >> 22mins >> Ringsend Road

All times are off peak estimates

Fare Stages

22	78	Ringsend Rd. (Barrow St.)	
23	77	Pearse St. (Macken St.)	
24	76	Pearse St. (Lombard St.)	
25	75	College St. / Townsend St.	
26	74	Werburgh St. / Lord Edward St	
27	73	Kevin St. (Patrick St.) / Patrick St.	
28	72	Cork St. (Ardee St.)	
29	71	Cork St. (Donore Ave.)	
30	70	Cork St. (Coombe Hospital)	
37	63	Greenhills Rd. (O'Malley's)	
38	62	Greenhills Rd. (Green Park)	
39	61	Greenhills Rd. (Ballymount Rd. Upr.)	
40	60	Greenhills Rd. (Cuckoo's Nest)	
41	59	Tymon Park	
42	58	Castle Lawns	
43	57	Balrothery (Castle Park)	
44	56	Seskin View Rd.	
45	55	Old Bawn Rd.	

31	69	Dolphin's Barn Cross	46	54	Tallaght (The Square)
32	68	Crumlin Rd. (Loreto Convent)	47	53	Blessington Rd. (Raheen)
33	67	Crumlin Rd. (Bangor Drive)	48	52	Jobstown
34	66	Crumlin Rd. (Cooley Rd.)	49	51	De Selby Quarries
35	65	Drimnagh Rd. (Halfway House)	50	50	Citywest
36	64	Walkinstown Cross (The Kestrel)			

Customer Comment Desk: (01) 8734222
Phone lines open: Monday to Saturday 08:30hrs – 18:00hrs (except public holidays)

Calculation Reference: AUDIT-758001-220131-0107

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 days
	HD	HILLINGDON	1 days
	HO	HOUNSLOW	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	1 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
03	**SOUTH WEST**		
	DV	DEVON	2 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	2 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days
10	**WALES**		
	BG	BRIDGEND	1 days
	NW	NEWPORT	1 days
13	**MUNSTER**		
	CR	CORK	1 days
14	**LEINSTER**		
	CC	CARLOW	1 days
	LU	LOUTH	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	2 days
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	3 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	190 to 50000 (units: sqm)
Range Selected by User:	190 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 19/05/21

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	5 days
Thursday	9 days
Friday	6 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	15
Free Standing (PPS6 Out of Town)	2

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

Selected Location Sub Categories:

Industrial Zone	19
Commercial Zone	2
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

n/a	4 days
B8	20 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	3 days
1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	6 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	3 days
No	21 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	21 days
1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	1 days

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

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

LIST OF SITES relevant to selection parameters

1 **AN-02-F-03** **PACKAGING COMPANY** **ANTRIM**
KENNEDY WAY
BELFAST
KENNEDY WAY IND. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 12234 sqm
Survey date: TUESDAY *11/10/16* *Survey Type: MANUAL*

2 **AN-02-F-04** **TESCO DISTRIBUTION CENTRE** **ANTRIM**
APOLLO ROAD
BELFAST
BALMORAL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 11000 sqm
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

3 **AN-02-F-05** **SEAFOOD DISTRIBUTION** **ANTRIM**
BLACKSTAFF ROAD
BELFAST
ANDERSONSTOWN
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 700 sqm
Survey date: THURSDAY *26/11/20* *Survey Type: MANUAL*

4 **BD-02-F-02** **DRINKS WHOLESALER** **BEDFORDSHIRE**
CAMBRIDGE ROAD
BEDFORD

Edge of Town
Industrial Zone
Total Gross floor area: 3500 sqm
Survey date: THURSDAY *15/10/20* *Survey Type: MANUAL*

5 **BE-02-F-01** **FRESH FRUIT DISTRIBUTOR** **BEXLEY**
THAMES ROAD
CRAYFORD

Edge of Town
Industrial Zone
Total Gross floor area: 20400 sqm
Survey date: THURSDAY *20/09/18* *Survey Type: MANUAL*

6 **BG-02-F-01** **LOGISTICS COMPANY** **BRIDGEND**
PARC CRESCENT
BRIDGEND
WATERTON IND. EST.
Edge of Town
Industrial Zone
Total Gross floor area: 3050 sqm
Survey date: MONDAY *13/10/14* *Survey Type: MANUAL*

7 **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*

8 **CR-02-F-03** **FURNITURE DISTRIBUTION** **CORK**
POULADUFF ROAD
CORK
SOUTHSIDE IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 4800 sqm
Survey date: TUESDAY *15/10/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **DL-02-F-03** **BATHROOM TILES & TIMBER** **DUBLIN**
MAPLE AVENUE
DUBLIN
SANDYFORD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 650 sqm
Survey date: THURSDAY *26/09/19* *Survey Type: MANUAL*

10 **DL-02-F-04** **LOGISTICS COMPANY** **DUBLIN**
SWORDS ROAD
DUBLIN

Edge of Town
Industrial Zone
Total Gross floor area: 3990 sqm
Survey date: WEDNESDAY *19/05/21* *Survey Type: MANUAL*

11 **DV-02-F-01** **OPTICS WAREHOUSE** **DEVON**
ALDERS WAY
PAIGNTON

Edge of Town
Industrial Zone
Total Gross floor area: 190 sqm
Survey date: FRIDAY *29/03/19* *Survey Type: MANUAL*

12 **DV-02-F-02** **LIDL DISTRIBUTION CENTRE** **DEVON**
CHILLPARK BRAKE
NEAR EXETER
CLYST HONITON
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 50000 sqm
Survey date: WEDNESDAY *03/04/19* *Survey Type: MANUAL*

13 **EX-02-F-01** **SPORTS SUPPLEMENTS** **ESSEX**
BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 6560 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

14 **HC-02-F-02** **LOGISTICS** **HAMPSHIRE**
RUTHERFORD ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 13200 sqm
Survey date: THURSDAY *16/06/16* *Survey Type: MANUAL*

15 **HD-02-F-01** **FOOD DISTRIBUTOR** **HILLINGDON**
NINE ACRES CLOSE
HAYES

Edge of Town
Industrial Zone
Total Gross floor area: 8673 sqm
Survey date: THURSDAY *27/09/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 **HO-02-F-01** **LOGISTICS AND FREIGHT** **HOUNSLOW**
ASCOT ROAD
FELTHAM

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 13500 sqm
Survey date: WEDNESDAY *23/11/16* *Survey Type: MANUAL*

17 **KC-02-F-02** **COMMERCIAL WAREHOUSING** **KENT**
MILLS ROAD
AYLESFORD
QUARRY WOOD
Edge of Town
Industrial Zone
Total Gross floor area: 11200 sqm
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

18 **LU-02-F-01** **PACKAGING COMPANY** **LOUTH**
MATTHEWS LANE
DROGHEDA
LAGAVOOREN
Edge of Town
No Sub Category
Total Gross floor area: 5350 sqm
Survey date: FRIDAY *19/06/15* *Survey Type: MANUAL*

19 **NW-02-F-02** **AMAZON DEPOT** **NEWPORT**
LLANWERN WORKS
NEWPORT

Free Standing (PPS6 Out of Town)
Industrial Zone
Total Gross floor area: 4836 sqm
Survey date: WEDNESDAY *25/11/20* *Survey Type: MANUAL*

20 **SF-02-F-02** **WAREHOUSING** **SUFFOLK**
WALTON ROAD
FELIXSTOWE

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 22270 sqm
Survey date: THURSDAY *11/07/13* *Survey Type: MANUAL*

21 **SF-02-F-03** **ROAD HAULAGE** **SUFFOLK**
CENTRAL AVENUE
IPSWICH
WARREN HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY *18/09/15* *Survey Type: MANUAL*

22 **TW-02-F-01** **ASDA DISTRIBUTION CENTRE** **TYNE & WEAR**
MANDARIN WAY
WASHINGTON
PATTISON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 31000 sqm
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

23 **WM-02-F-02** **LOGISTICS FIRM** **WEST MIDLANDS**
SOVEREIGN ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Commercial Zone
Total Gross floor area: 3625 sqm
Survey date: MONDAY *09/11/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

24 WY-02-F-02 DISTRIBUTION COMPANY WEST YORKSHIRE
STAITHGATE LANE
BRADFORD
NEWHALL
Edge of Town
Industrial Zone
Total Gross floor area: 10446 sqm
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 13604 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	10	10755	0.079	10.752	10	10755	0.052	7.084	10	10755	0.131	17.836
06:00 - 07:00	11	10217	0.157	21.305	11	10217	0.089	12.105	11	10217	0.246	33.410
07:00 - 08:00	**24**	**10682**	**0.213**	**29.026**	24	10682	0.102	13.849	**24**	**10682**	**0.315**	**42.875**
08:00 - 09:00	24	10682	0.202	27.540	24	10682	0.092	12.576	24	10682	0.294	40.116
09:00 - 10:00	24	10682	0.156	21.278	24	10682	0.094	12.735	24	10682	0.250	34.013
10:00 - 11:00	24	10682	0.110	14.964	24	10682	0.112	15.176	24	10682	0.222	30.140
11:00 - 12:00	24	10682	0.108	14.698	24	10682	0.121	16.450	24	10682	0.229	31.148
12:00 - 13:00	24	10682	0.107	14.539	24	10682	0.131	17.882	24	10682	0.238	32.421
13:00 - 14:00	24	10682	0.156	21.172	24	10682	0.145	19.739	24	10682	0.301	40.911
14:00 - 15:00	24	10682	0.117	15.919	24	10682	0.134	18.201	24	10682	0.251	34.120
15:00 - 16:00	24	10682	0.101	13.743	24	10682	0.133	18.041	24	10682	0.234	31.784
16:00 - 17:00	24	10682	0.104	14.168	24	10682	0.186	25.258	24	10682	0.290	39.426
17:00 - 18:00	24	10682	0.086	11.727	**24**	**10682**	**0.199**	**27.009**	24	10682	0.285	38.736
18:00 - 19:00	24	10682	0.083	11.356	24	10682	0.128	17.405	24	10682	0.211	28.761
19:00 - 20:00	11	11631	0.043	5.848	11	11631	0.089	12.121	11	11631	0.132	17.969
20:00 - 21:00	11	11631	0.035	4.785	11	11631	0.047	6.380	11	11631	0.082	11.165
21:00 - 22:00	1	22270	0.031	4.276	1	22270	0.018	2.443	1	22270	0.049	6.719
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.888	257.096			1.872	254.454			3.760	511.550

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

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

Parameter summary

Trip rate parameter range selected:	190 - 50000 (units: sqm)
Survey date date range:	01/01/13 - 19/05/21
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 13604 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	10	10755	0.000	0.000	10	10755	0.000	0.000	10	10755	0.000	0.000
06:00 - 07:00	11	10217	0.001	0.121	11	10217	0.001	0.121	11	10217	0.002	0.242
07:00 - 08:00	**24**	**10682**	**0.002**	**0.212**	24	10682	0.002	0.212	**24**	**10682**	**0.004**	**0.424**
08:00 - 09:00	24	10682	0.001	0.159	24	10682	0.001	0.159	24	10682	0.002	0.318
09:00 - 10:00	24	10682	0.000	0.000	24	10682	0.000	0.000	24	10682	0.000	0.000
10:00 - 11:00	24	10682	0.001	0.106	24	10682	0.001	0.106	24	10682	0.002	0.212
11:00 - 12:00	24	10682	0.000	0.000	24	10682	0.000	0.000	24	10682	0.000	0.000
12:00 - 13:00	24	10682	0.000	0.000	24	10682	0.000	0.000	24	10682	0.000	0.000
13:00 - 14:00	24	10682	0.000	0.000	24	10682	0.000	0.000	24	10682	0.000	0.000
14:00 - 15:00	24	10682	0.000	0.053	24	10682	0.000	0.053	24	10682	0.000	0.106
15:00 - 16:00	24	10682	0.000	0.053	24	10682	0.000	0.000	24	10682	0.000	0.053
16:00 - 17:00	24	10682	0.002	0.212	**24**	**10682**	**0.002**	**0.265**	24	10682	0.004	0.477
17:00 - 18:00	24	10682	0.001	0.106	24	10682	0.001	0.106	24	10682	0.002	0.212
18:00 - 19:00	24	10682	0.000	0.053	24	10682	0.000	0.053	24	10682	0.000	0.106
19:00 - 20:00	11	11631	0.000	0.000	11	11631	0.000	0.000	11	11631	0.000	0.000
20:00 - 21:00	11	11631	0.000	0.000	11	11631	0.000	0.000	11	11631	0.000	0.000
21:00 - 22:00	1	22270	0.000	0.000	1	22270	0.000	0.000	1	22270	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.008	1.075			0.008	1.075			0.016	2.150

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 13604 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	10	10755	0.025	3.415	10	10755	0.036	4.933	10	10755	0.061	8.348
06:00 - 07:00	11	10217	0.036	4.842	**11**	**10217**	**0.052**	**7.021**	11	10217	0.088	11.863
07:00 - 08:00	24	10682	0.040	5.412	24	10682	0.046	6.208	24	10682	0.086	11.620
08:00 - 09:00	24	10682	0.043	5.890	24	10682	0.048	6.474	24	10682	0.091	12.364
09:00 - 10:00	**24**	**10682**	**0.052**	**7.057**	24	10682	0.041	5.572	**24**	**10682**	**0.093**	**12.629**
10:00 - 11:00	24	10682	0.046	6.208	24	10682	0.044	5.996	24	10682	0.090	12.204
11:00 - 12:00	24	10682	0.038	5.200	24	10682	0.041	5.519	24	10682	0.079	10.719
12:00 - 13:00	24	10682	0.038	5.147	24	10682	0.036	4.882	24	10682	0.074	10.029
13:00 - 14:00	24	10682	0.041	5.519	24	10682	0.044	5.943	24	10682	0.085	11.462
14:00 - 15:00	24	10682	0.031	4.245	24	10682	0.033	4.510	24	10682	0.064	8.755
15:00 - 16:00	24	10682	0.042	5.678	24	10682	0.032	4.351	24	10682	0.074	10.029
16:00 - 17:00	24	10682	0.044	6.049	24	10682	0.035	4.723	24	10682	0.079	10.772
17:00 - 18:00	24	10682	0.034	4.616	24	10682	0.030	4.139	24	10682	0.064	8.755
18:00 - 19:00	24	10682	0.024	3.237	24	10682	0.022	3.025	24	10682	0.046	6.262
19:00 - 20:00	11	11631	0.022	2.977	11	11631	0.030	4.147	11	11631	0.052	7.124
20:00 - 21:00	11	11631	0.022	2.977	11	11631	0.027	3.615	11	11631	0.049	6.592
21:00 - 22:00	1	22270	0.027	3.665	1	22270	0.004	0.611	1	22270	0.031	4.276
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.605	82.134			0.601	81.669			1.206	163.803

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.

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

CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 13604 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	10	10755	0.000	0.000	10	10755	0.000	0.000	10	10755	0.000	0.000
06:00 - 07:00	11	10217	0.005	0.726	11	10217	0.001	0.121	11	10217	0.006	0.847
07:00 - 08:00	**24**	**10682**	**0.007**	**1.008**	24	10682	0.001	0.106	24	10682	0.008	1.114
08:00 - 09:00	24	10682	0.006	0.849	24	10682	0.001	0.106	24	10682	0.007	0.955
09:00 - 10:00	24	10682	0.000	0.053	24	10682	0.000	0.000	24	10682	0.000	0.053
10:00 - 11:00	24	10682	0.000	0.053	24	10682	0.000	0.000	24	10682	0.000	0.053
11:00 - 12:00	24	10682	0.001	0.106	24	10682	0.000	0.053	24	10682	0.001	0.159
12:00 - 13:00	24	10682	0.001	0.106	24	10682	0.000	0.000	24	10682	0.001	0.106
13:00 - 14:00	24	10682	0.004	0.584	24	10682	0.002	0.265	24	10682	0.006	0.849
14:00 - 15:00	24	10682	0.004	0.478	24	10682	0.002	0.212	24	10682	0.006	0.690
15:00 - 16:00	24	10682	0.002	0.318	24	10682	0.004	0.531	24	10682	0.006	0.849
16:00 - 17:00	24	10682	0.004	0.531	**24**	**10682**	**0.008**	**1.114**	**24**	**10682**	**0.012**	**1.645**
17:00 - 18:00	24	10682	0.002	0.212	24	10682	0.008	1.061	24	10682	0.010	1.273
18:00 - 19:00	24	10682	0.002	0.212	24	10682	0.005	0.690	24	10682	0.007	0.902
19:00 - 20:00	11	11631	0.000	0.000	11	11631	0.000	0.000	11	11631	0.000	0.000
20:00 - 21:00	11	11631	0.000	0.000	11	11631	0.001	0.106	11	11631	0.001	0.106
21:00 - 22:00	1	22270	0.000	0.000	1	22270	0.000	0.000	1	22270	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.038	5.236			0.033	4.365			0.071	9.601

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.*

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

CARS

Calculation factor: 100 sqm

Estimated TRIP rate value per 13604 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	10	10755	0.052	7.084	10	10755	0.014	1.897	10	10755	0.066	8.981
06:00 - 07:00	11	10217	0.106	14.405	11	10217	0.026	3.510	11	10217	0.132	17.915
07:00 - 08:00	**24**	**10682**	**0.144**	**19.580**	24	10682	0.043	5.784	**24**	**10682**	**0.187**	**25.364**
08:00 - 09:00	24	10682	0.129	17.617	24	10682	0.021	2.918	24	10682	0.150	20.535
09:00 - 10:00	24	10682	0.066	8.968	24	10682	0.028	3.767	24	10682	0.094	12.735
10:00 - 11:00	24	10682	0.033	4.457	24	10682	0.032	4.404	24	10682	0.065	8.861
11:00 - 12:00	24	10682	0.041	5.625	24	10682	0.043	5.890	24	10682	0.084	11.515
12:00 - 13:00	24	10682	0.039	5.306	24	10682	0.062	8.490	24	10682	0.101	13.796
13:00 - 14:00	24	10682	0.092	12.470	24	10682	0.076	10.294	24	10682	0.168	22.764
14:00 - 15:00	24	10682	0.062	8.384	24	10682	0.074	10.029	24	10682	0.136	18.413
15:00 - 16:00	24	10682	0.029	3.980	24	10682	0.072	9.764	24	10682	0.101	13.744
16:00 - 17:00	24	10682	0.035	4.829	24	10682	0.124	16.874	24	10682	0.159	21.703
17:00 - 18:00	24	10682	0.035	4.829	**24**	**10682**	**0.149**	**20.323**	24	10682	0.184	25.152
18:00 - 19:00	24	10682	0.050	6.792	24	10682	0.094	12.788	24	10682	0.144	19.580
19:00 - 20:00	11	11631	0.020	2.658	11	11631	0.055	7.443	11	11631	0.075	10.101
20:00 - 21:00	11	11631	0.011	1.489	11	11631	0.019	2.552	11	11631	0.030	4.041
21:00 - 22:00	1	22270	0.004	0.611	1	22270	0.013	1.833	1	22270	0.017	2.444
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.948	129.084			0.945	128.560			1.893	257.644

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.*

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

LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 13604 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	10	10755	0.001	0.126	10	10755	0.002	0.253	10	10755	0.003	0.379
06:00 - 07:00	11	10217	0.013	1.816	11	10217	0.010	1.332	11	10217	0.023	3.148
07:00 - 08:00	24	10682	0.025	3.396	24	10682	0.012	1.592	24	10682	0.037	4.988
08:00 - 09:00	24	10682	0.027	3.661	24	10682	0.022	3.025	24	10682	0.049	6.686
09:00 - 10:00	**24**	**10682**	**0.038**	**5.200**	24	10682	0.025	3.396	24	10682	0.063	8.596
10:00 - 11:00	24	10682	0.031	4.192	24	10682	0.034	4.616	**24**	**10682**	**0.065**	**8.808**
11:00 - 12:00	24	10682	0.027	3.714	**24**	**10682**	**0.036**	**4.935**	24	10682	0.063	8.649
12:00 - 13:00	24	10682	0.027	3.661	24	10682	0.032	4.404	24	10682	0.059	8.065
13:00 - 14:00	24	10682	0.021	2.812	24	10682	0.025	3.343	24	10682	0.046	6.155
14:00 - 15:00	24	10682	0.023	3.131	24	10682	0.024	3.237	24	10682	0.047	6.368
15:00 - 16:00	24	10682	0.027	3.714	24	10682	0.027	3.714	24	10682	0.054	7.428
16:00 - 17:00	24	10682	0.021	2.865	24	10682	0.022	2.972	24	10682	0.043	5.837
17:00 - 18:00	24	10682	0.014	1.963	24	10682	0.014	1.963	24	10682	0.028	3.926
18:00 - 19:00	24	10682	0.009	1.220	24	10682	0.011	1.433	24	10682	0.020	2.653
19:00 - 20:00	11	11631	0.002	0.213	11	11631	0.004	0.532	11	11631	0.006	0.745
20:00 - 21:00	11	11631	0.002	0.319	11	11631	0.002	0.213	11	11631	0.004	0.532
21:00 - 22:00	1	22270	0.000	0.000	1	22270	0.000	0.000	1	22270	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.308	42.003			0.302	40.960			0.610	82.963

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.*

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

MOTOR CYCLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 13604 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	10	10755	0.001	0.126	10	10755	0.000	0.000	10	10755	0.001	0.126
06:00 - 07:00	11	10217	0.001	0.121	11	10217	0.001	0.121	11	10217	0.002	0.242
07:00 - 08:00	**24**	**10682**	**0.003**	**0.425**	24	10682	0.000	0.053	24	10682	0.003	0.478
08:00 - 09:00	24	10682	0.002	0.212	24	10682	0.000	0.000	24	10682	0.002	0.212
09:00 - 10:00	24	10682	0.000	0.053	24	10682	0.000	0.000	24	10682	0.000	0.053
10:00 - 11:00	24	10682	0.000	0.000	24	10682	0.000	0.053	24	10682	0.000	0.053
11:00 - 12:00	24	10682	0.001	0.159	24	10682	0.001	0.106	24	10682	0.002	0.265
12:00 - 13:00	24	10682	0.002	0.318	24	10682	0.000	0.000	24	10682	0.002	0.318
13:00 - 14:00	24	10682	0.003	0.371	24	10682	0.001	0.159	24	10682	0.004	0.530
14:00 - 15:00	24	10682	0.000	0.053	24	10682	0.002	0.318	24	10682	0.002	0.371
15:00 - 16:00	24	10682	0.002	0.265	24	10682	0.001	0.159	24	10682	0.003	0.424
16:00 - 17:00	24	10682	0.002	0.212	**24**	**10682**	**0.003**	**0.425**	**24**	**10682**	**0.005**	**0.637**
17:00 - 18:00	24	10682	0.000	0.053	24	10682	0.003	0.371	24	10682	0.003	0.424
18:00 - 19:00	24	10682	0.000	0.053	24	10682	0.000	0.053	24	10682	0.000	0.106
19:00 - 20:00	11	11631	0.000	0.000	11	11631	0.000	0.000	11	11631	0.000	0.000
20:00 - 21:00	11	11631	0.000	0.000	11	11631	0.000	0.000	11	11631	0.000	0.000
21:00 - 22:00	1	22270	0.000	0.000	1	22270	0.000	0.000	1	22270	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.017	2.421			0.012	1.818			0.029	4.239

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.

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