



## Transport Statment

Crockaunadreenagh Road

October 2022




Prepared for:

Pearse Mc Kiernan

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# 1 INTRODUCTION

## 1.1 Background

This Traffic Statement has been prepared in support of a planning application to South Dublin County Council for the following:

Pearse McKiernan is applying for permission for the erection of a three-bedroom detached dwelling house (233.6sqm), single storey, installation of a packaged wastewater sewage treatment system and polishing filter, stormwater harvesting tank and soakaways, well, new vehicular access, landscaping, and ancillary site works, all in association with equine business at Hillcrest House, Crockaunadreenagh Road, Redgap, Rathcoole, Co. Dublin.

The location of the development site is shown in Figure 1 below.



**Figure 1 Site Location (Source: Google Maps)**

For the full planning boundary refer to the Architect's drawings.

## 1.2 Objectives

The main objective of this report is to examine the traffic impact of the proposed development and its access arrangements on the local area road network. The net change in traffic on the network due to the development has been examined and its impact on the local area road network has been determined.

## 1.3 Study Methodology

The methodology adopted for this report can be summarised as follows:

**Existing Transport Infrastructure:** Information was collected on public transport, walking and cycling in the area of the proposed development.

**Development Proposals:** An overview of the proposed development in the context of the surrounding environment.

**Committed Developments in the Area:** Consideration was given to committed developments that would impact the transport network in the vicinity of the site.

**Development Trip Generation Figures:** Trip rate data was derived using comparison sites and development of traffic flows, which were assigned to the existing network having regard for traffic patterns on the surrounding network.

**Construction Traffic Management Plan:** The contents of a future Construction Traffic Management Plan are discussed with a view to reduce the impact of construction traffic on the local road network.

**Road Safety:** A review of the Road Safety Audit carried out by Bruton Consulting Engineers.

#### **1.4 Structure of Report**

The remainder of this report is divided into the following sections:

- Section 2 considers the location of the site and existing/future transport provision,
- Section 3 discusses the proposed development.
- Section 4 considers the traffic generation and potential impacts of the development.
- Section 5 considers the construction impact.
- Section 6 considers the road safety impact of the proposed development.
- Section 7 gives a summary of the proposed development.

## 2 EXISTING CONDITIONS AND RECEIVING ENVIRONMENT

### 2.1 Introduction

The subject site is located on Crockaunadreenagh Road, located to the south of Rathcoole.

The existing access location shown in Figure 2, was an entrance to a family home which was conditioned to be removed prior to building a large 5-bedroom residence which was granted planning by Dublin County Council and An Bord Pleanala. However, the planning lapsed prior to the new house being built.

The site is currently a green field site and is surrounded by undeveloped lands to the north, the Crockaunadreenagh Road to south, an existing dwelling to the west and the Applicant's family home to the east.

The location of the site is shown on the map extract below in Figure 2.



Figure 2 Site Location (Source: Google Maps)

### 2.2 Existing Road Network

A summary of the existing road network is provided below:

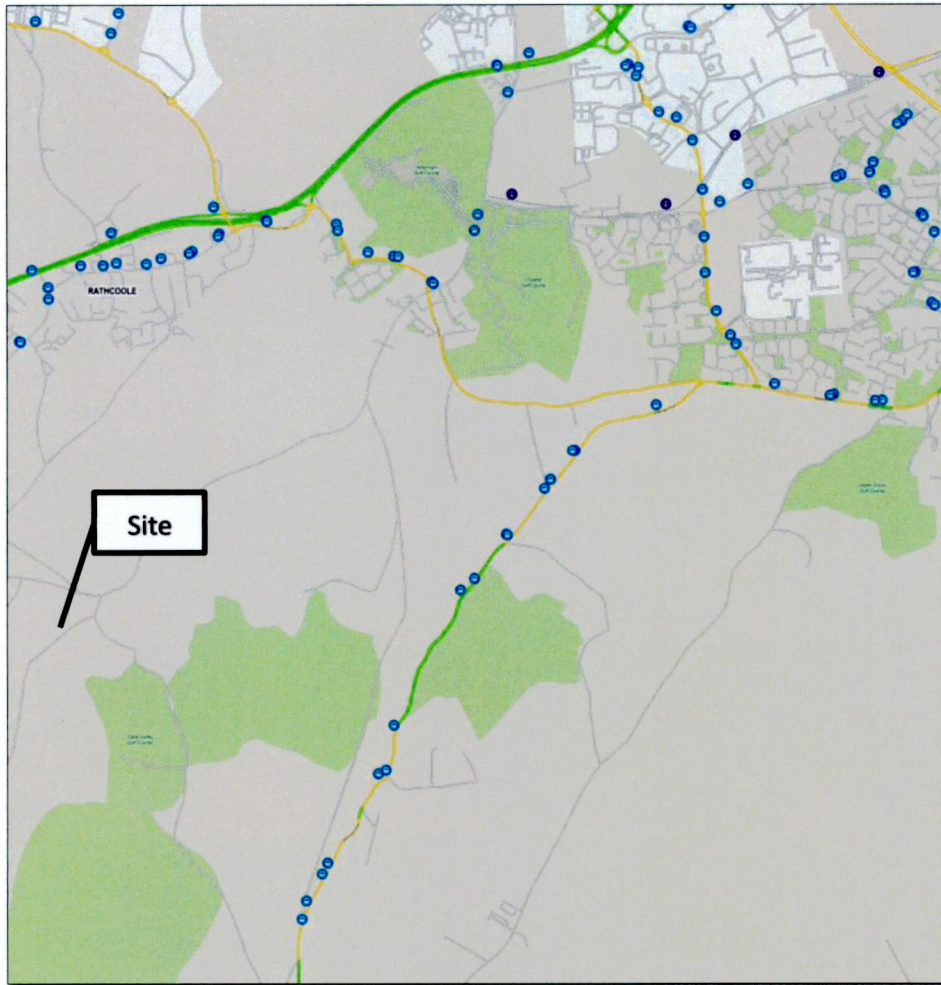
#### Crockaunadreenagh Road

Crockaunadreenagh Road is rural road approximately 3.5m wide along the site frontage. It forms priority-controlled junctions with local roads to the northeast and southwest of the development.

A speed limit of 60km/h operates along Crockaunadreenagh Road.

#### 2.2.1 Public Transport Accessibility

Local public transport options are illustrated below.



**Figure 3 Bus Stop Locations**

### **2.2.2 Bus**

There are numerous bus operators providing a bus service locally from Saggart and Rathcoole, with further details shown in Table 1 below.

The bus routes listed below included services to/from Rathcoole and Saggart.



No.	Route	Service	Mon-Fri	Sat	Sun	
69 (via Rathcoole)	Hawkins St. - Rathcoole	Hawkins St.	First	06:15	06:20	10:00
			Last	23:15	23:15	23:15
		Rathcoole	First	06:00	06:15	11:15
			Last	00:05	00:05	00:10
		Frequency	Up to 20/day	Up to 21/day	Up to 12/day	
126/d	Dublin City University – Crockaunadreenagh Road Newbridge	DCU/Connolly Station	First	07:05	07:42	09:12
			Last	01:05	01:05	23:15
		Newbridge/Rathangan	First	05:32	06:45	08:02
			Last	23:32	23:32	23:05
		Frequency	Up to 32/day	Up to 27/day	Up to 2/day	
65 (via Saggart)	Blessington / Ballymore -Poolbeg St.	Blessington / Ballymore	First	05:30	05:40	08:00
			Last	23:00	23:15	23:15
		Poolbeg St.	First	06:30	07:10	09:30
			Last	00:15	00:20	00:30
		Frequency	Up to 15/day	Up to 12/day	Up to 10/day	

**Table 1 Local Bus Services**

The nearest bus stop is located approximately 2.4km to the north of the proposed development. Additional services, such as the 175 and 77a, are located in Saggart.

### 2.2.3 Luas

The Luas Red Line (Saggart/Tallaght to Conolly/The Point) calls at the Saggart which is located approximately 5km north of the subject site.

Luas Red Line					
Monday – Friday (05:30-00:00)		Saturday (06:30-00:00)		Sunday (07:00-23:00)	
Peak	Off Peak	Peak	Off Peak	Peak	Off Peak
3-6	6-15	7-8	10-15	11-12	-

**Table 2 Luas Red Line Frequency (minutes) – (source www.luas.ie)**

The Luas has a major terminus at the Square, Tallaght which is also a major terminus for Dublin Bus. The Square is served by Dublin Bus with several local routes. Currently timetabled bus services adjacent to the site include the 27 (which has approximately 80 services per day in each direction from Clarehall to Jobstown), the 49 (which has approximately 37 services per day in each direction from Pearse Street to Tallaght), the 54a (which has approximately 30 services per day in each direction from Pearse St. towards Ellensborough / Kiltipper Way), the 65 (which has approximately 14 services per day in each direction from Hawkins Street to Blessington/Ballymore), the 75 (which has approximately 38 services per day in each direction from the Square to Dun Laoghaire), the 76 (which has approximately 40 services per day in each direction from Tallaght to Chapelizod), the 76a (which has approximately 3 services per day in each direction from Tallaght to Blanchardstown Centre) and 77a (which has approximately 56 services per day in each direction from Ringsend to Citywest).

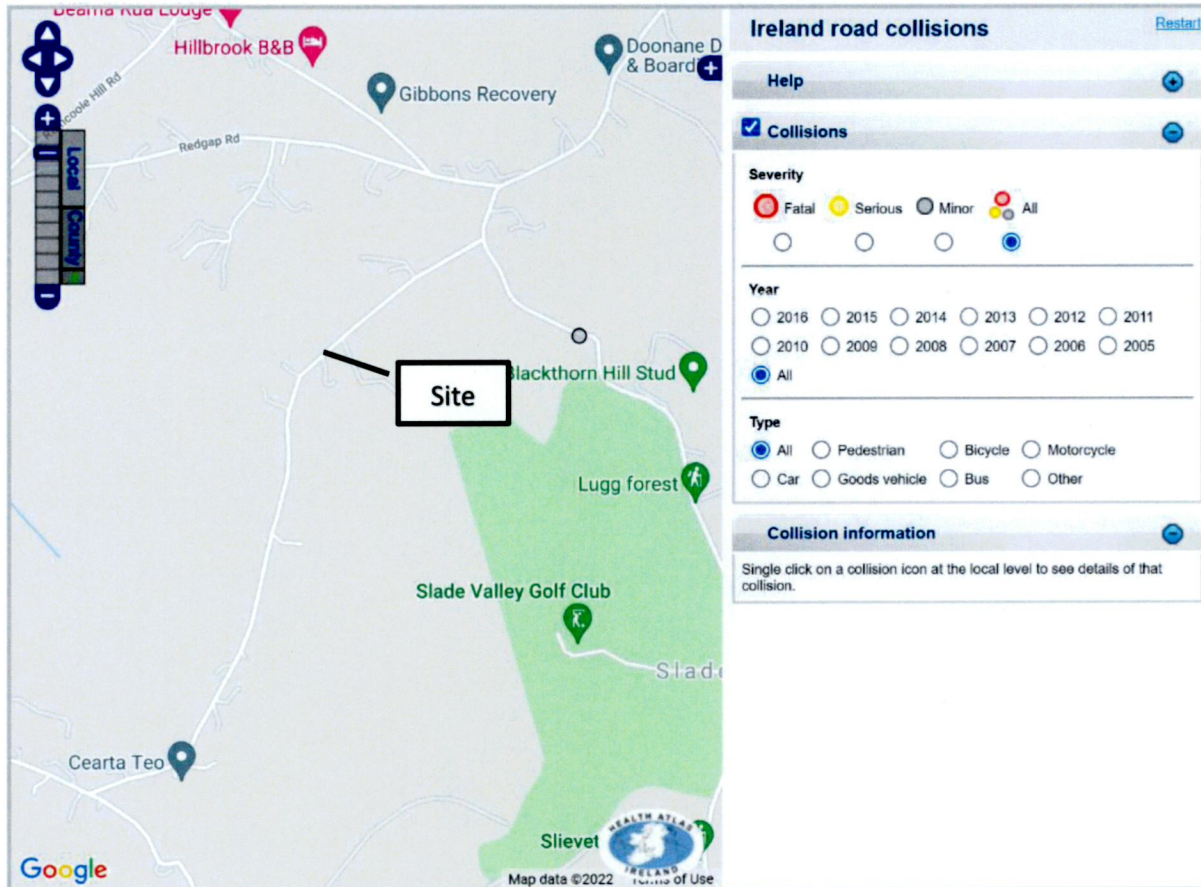
### 2.3 Walking and Cycling

There is no dedicated walking or cycling infrastructure locally.

### 2.4 Road Safety Data

A review of the Road Safety Authority (RSA) traffic collision database has been undertaken for the road network in the vicinity of the proposed site to identify any collision trends. This review will assist to identify any potential safety concerns in relation to the existing road network.

Traffic collision data was obtained for the period 2005-2016, which is the most recent data available from the RSA website. These incidents are categorised into class of severity, which includes minor, serious, or fatal collisions. The analysis is shown in the figure below.



**Figure 4 Road Collision Statistics (Source: RSA.ie)**

There were no reported incidents adjacent to the proposed development access or at the alternative access.

As part of the proposed development, appropriate design measures have been undertaken to ensure that the required sight lines and forward visibility is provided at access points to reduce the likelihood of incidents occurring.

In addition to the adoption of appropriate design standards for the access, an independent Road Safety Audit was undertaken with all recommendations fully implemented in the final design of the access.

## 2.5 Planning Search

A planning search was undertaken to identify any developments that have planning permission but are not yet implemented or any schemes that are implemented but are as yet un-let or empty.

No developments were found that would impact on the proposed site.

## 2.6 Summary

Based on the availability of public transport, the development will be car dependent.

### 3 PROPOSED DEVELOPMENT

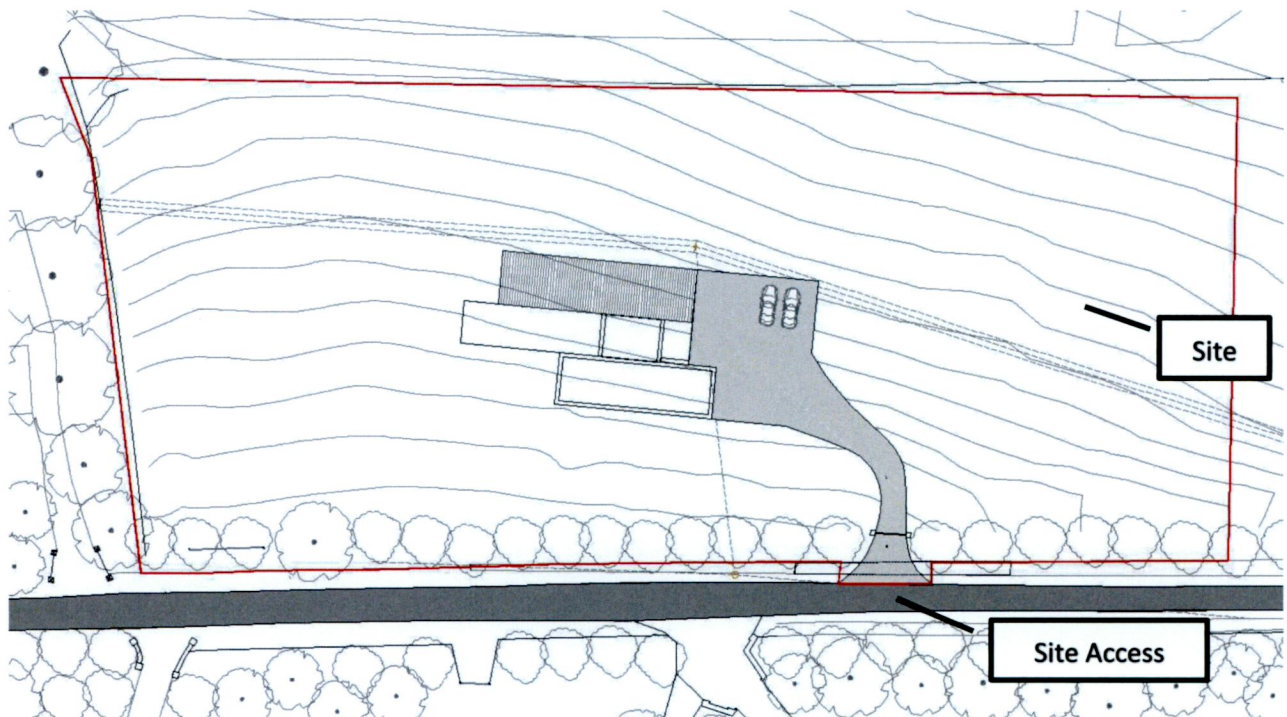
#### 3.1 General

The proposed development will consist of the following:

Pearse McKiernan is applying for permission for the erection of a three-bedroom detached dwelling house (233.6sqm), single storey, installation of a packaged wastewater sewage treatment system and polishing filter, stormwater harvesting tank and soakaways, well, new vehicular access, landscaping, and ancillary site works, all in association with equine business at Hillcrest House, Crockaunadreenagh Road, Redgap, Rathcoole, Co. Dublin.

#### 3.2 Site Access

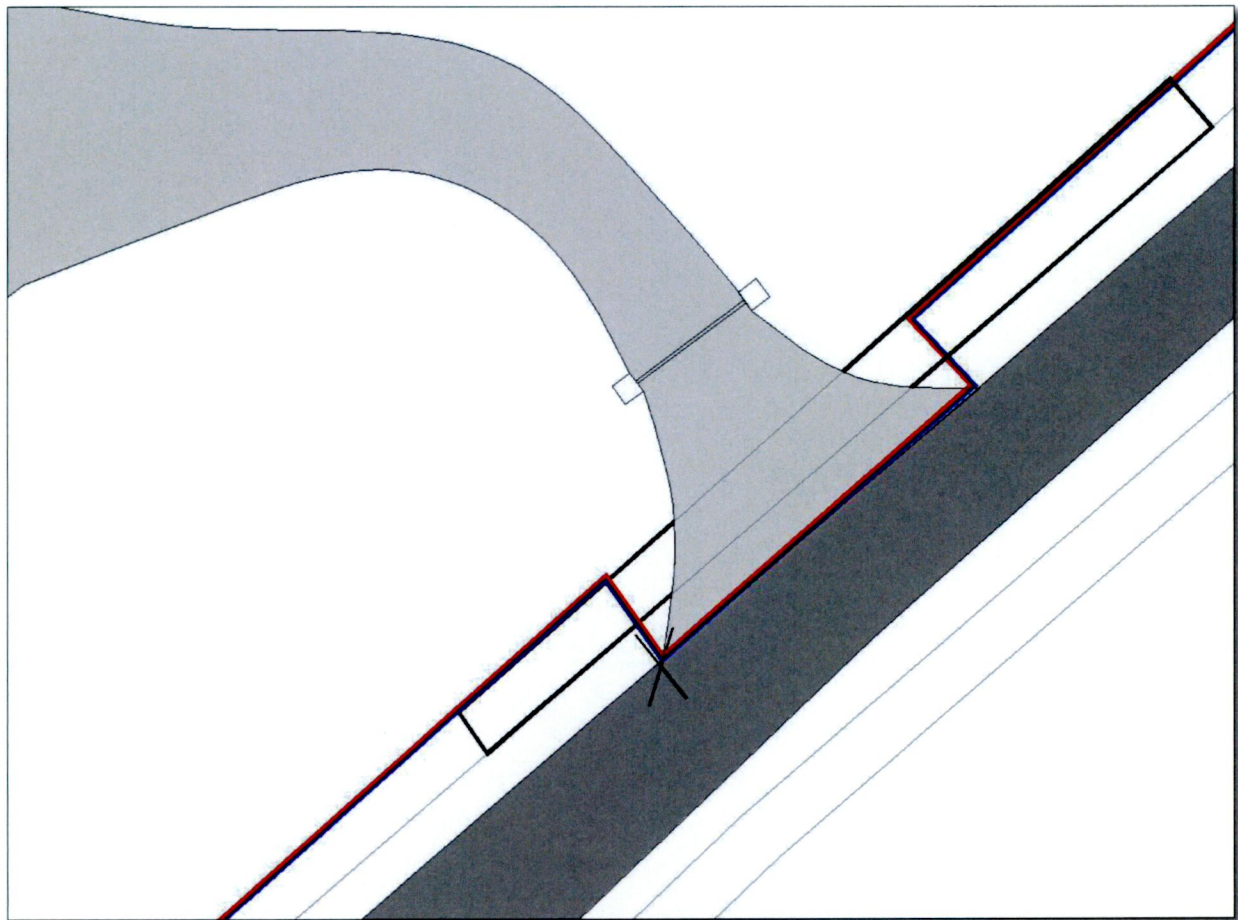
The development will be accessed via a new access on Crockaunadreenagh Road.



**Figure 5 Access**

A speed survey was carried out by Trafficonmics in June 2022. The 85th% speed limit was measured as 52.11 km/h northbound and 50.15k/h southbound.

Under TA 85/13 it is suggested that road alignment shall be designed to ensure that standards of curvature, visibility, superelevation etc. are provided for a Design Speed which shall be consistent with the anticipated vehicle speeds on the road. In this instance, it is suggested that the recorded 85th% speed can be used when specific visibility splays and forward visibility.



**Figure 6 Access GA**

Sight lines and stopping sight distance have been assessed based on the current horizontal and vertical alignment.

Therefore, two options are available to assess the sight lines and stopping sight distance as follows:

Option 1 – TII Standards

Sight lines of 2.4m x 90m has been provided in accordance with DN-GEO-03031-10. Stopping sight distances of 90m have also been provided in both directions on approach to the new access.

The stopping sight distance would allow cars to stop within safe distance on approach to the junction taking into account the horizontal and vertical alignment of the road should the need arise. Similarly, the sight lines have been provided to ensure that vehicles exiting the development only do such when it is safe to do so.

Providing adequate sight lines and stop sight distances will allow the access to be added to Crockaunadreenagh Road safely considering local conditions.

Option 2 – DMURS Standards

Alternatively, sight lines for a 60km/h speed limit can be provided in accordance with DMURS. DMURS suggests that smaller sight lines would result in a more cautious approach for cars entering the main road from the minor arm of the junction.

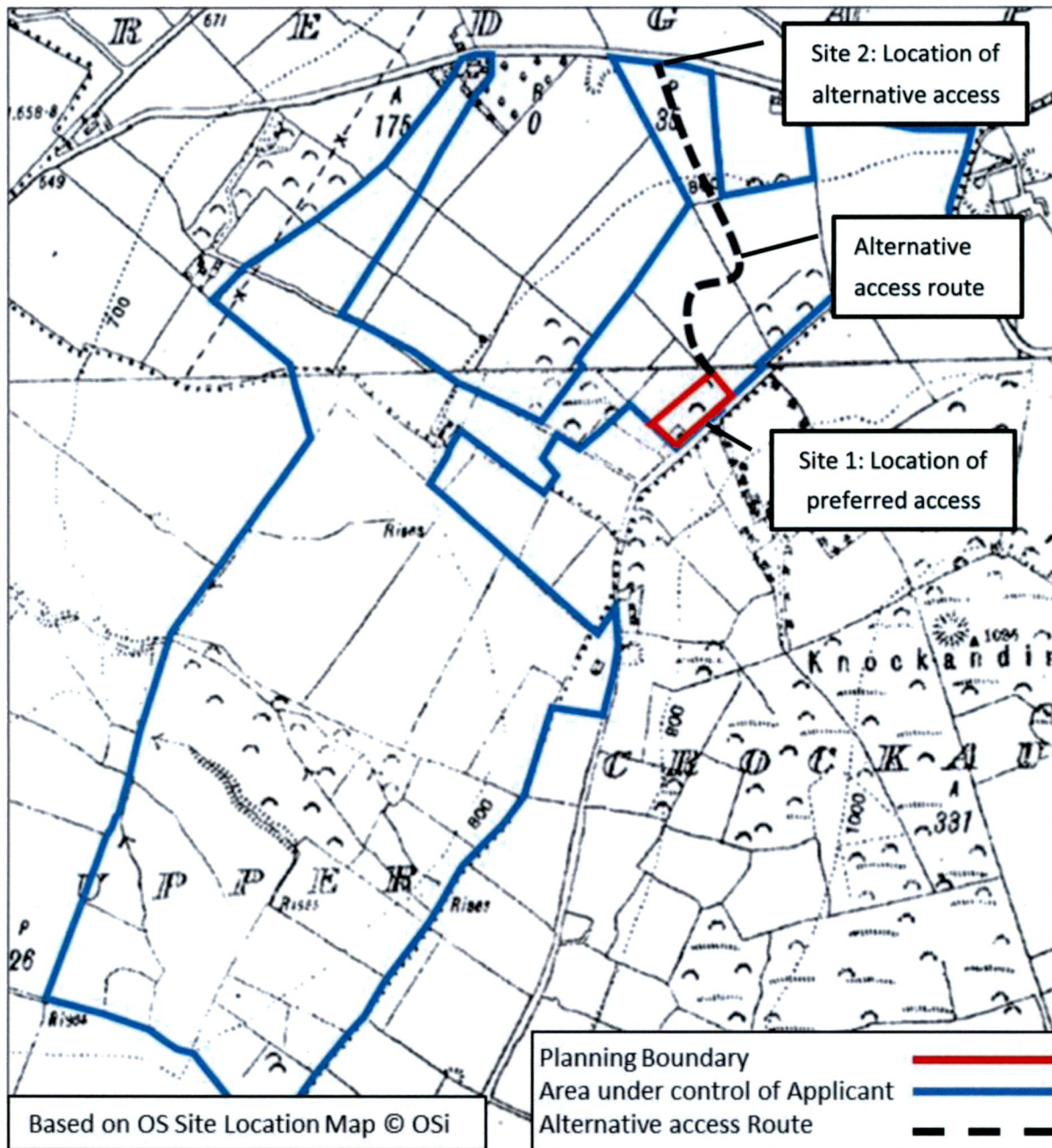
For details on the sight lines and forward visibility referred to Pinnacle Engineering Drawing No. P210304-PIN-XX-DR-D-0010-S1

### 3.3 Alternative Access

The Applicant would accept a condition from South Dublin County Council that access be provided off Redgap Road through family-owned lands. If this alternative access is favourable to South Dublin County Council, then no works will be required on Crockaunadreenagh Road.

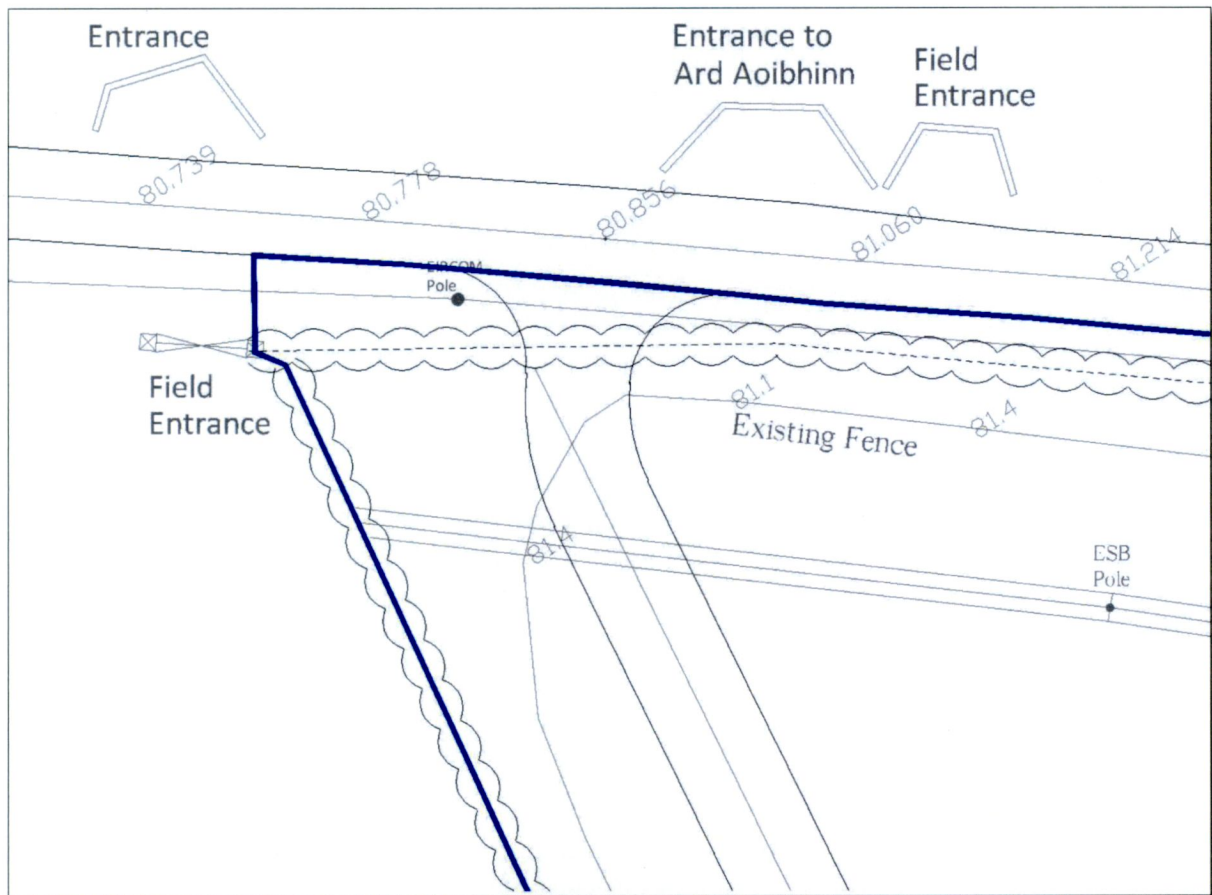
Redgap Road is c. 6.0m wide and would allow for two cars to pass.

The approximate location of the access is shown in the figure below.



**Figure 7 Alternative access location**

A general arrangement of the alternative access can be seen in the figure below.



**Figure 8 Alternative Access GA**

A speed survey was carried out by Trafficonmics in October 2022. The 85th% speed limit was measured as 65.16 km/h eastbound and 63.39k/h westbound.

Measured from the edge of the existing carriageway, a 2.4m x 90m sight line for a 70km/h speed limit as per table 1.3 of DN-GEO-03031-10 for one step below the desirable minimum. Refer to Pinnacle Engineering Drawing No. P210304-PIN-XX-DR-D-0007 for details of the proposed sight lines.

### 3.4 Servicing

A swept path analysis has been carried out to demonstrate that an ambulance and fire tender can access the site. The swept path analysis demonstrates that the house can be accessed from Crockaunadreenagh Road.

The development will be serviced from Crockaunadreenagh Road including refuse collection. Bins will be left outside beside road for kerb side collection.

## 4 TRAFFIC IMPACT

### 4.1 Introduction

The methodology for assessing the traffic implications of this development involves quantifying the number and nature of trips that would be generated and reviewing these trips in the context of the prevailing conditions, the area of influence and the available infrastructure.

Research into trips associated with developments of this type has been extensive and in order to try and determine a realistic level of resultant impact the following classifications are adopted.

**Primary New trip** ~ a single purpose trip (such as development-work-development) that would not exist on the network prior to the opening of the development.

**Primary Transfer trip** ~ an existing single purpose trip to another destination (such as another similar development) that would transfer to the new development once it becomes operational.

**Non-Primary Diverted trip** ~ an existing multi-purpose (linked) trip that involves deviating from the normal route in order to visit the new development whilst on the way to another destination.

**Non-Primary Pass-By trip** ~ an existing multi-purpose (linked) trip that arises from visiting the new development without having to deviate significantly from the existing route being taken.

In essence a Primary trip is one which has the same origin on visiting the site as destination when leaving the site, but only a proportion of these are newly generated (i.e., would not have taken place if the development didn't exist). The remainder of primary trips already exist on the road network as they would be those visiting another similar but existing destination.

A linked/pass-by trip is a form of trip that doesn't result in any additional load to the impact area, since it already exists on the network adjacent to the site.

For the purpose of this assessment, it is assumed that the proposed development will a primary transfer trip i.e., the applicant will be moving from the family house to his own home. In this instance, the location of the family home means the origin of the trip will be almost identical locations.

### 4.2 Traffic Survey

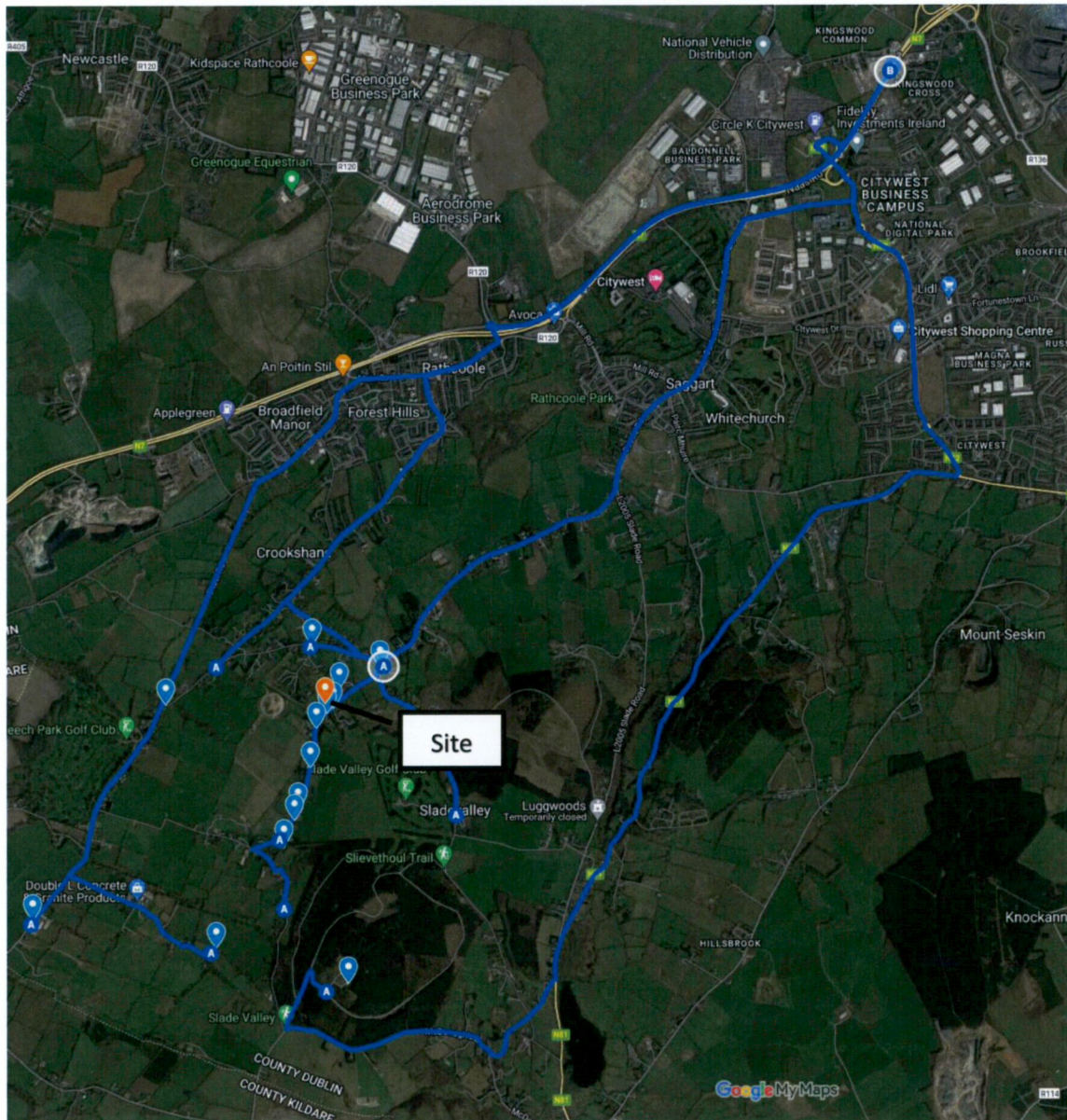
A speed survey also collected vehicle traffic as per the table below. As can be seen, the road has very low traffic volumes.

Peak	AM	IP	PM
<b>Most Frequent Peak Hour</b>	0700	1300	1600
<b>Average Vehicles per Peak Hour</b>	5	7	8

**Table 3 Extract from Speed Survey Traffic Counts – Proposed Access**

The Applicant currently lives with his parents on lands adjacent to the development site. The figures above include trips generated by the Applicant and his parents.





**Figure 9 Local Routes**

There are approximately 12 dwellings located on Crockaunadreenagh Road. Figure 9 maps the suggested routes from other local residents towards the N81/N7.

Based on the number of trips recorded on Crockaunadreenagh Road during the survey period, combined with the local routes to/from the N81/N7 it is suggested that the Crockaunadreenagh Road is only used by residents on Crockaunadreenagh Road. Crockaunadreenagh Road is not used as a rat run to other dwellings and servicing local needs only.

**4.3 Development Impact**

The development is unlikely to produce any new trips on the local network. All trips to/from the proposed development will be diverted trips. i.e., the Applicant moving from family home on Crockaunadreenagh Road to a site also located Crockaunadreenagh Road.

In essence, these trips will already be on the network and will not impact on local junctions. Therefore, there will be no additional queuing or delay as a result of the proposed development.

## **5 CONSTRUCTION IMPACT**

### **5.1 Introduction**

This section of the Transport Statement has been prepared in consultation with the Applicant and their contractors. It will form a key construction contract document, the implementation of which aims to reduce possible impacts which may occur during the construction of the proposed development.

The applicant is responsible for ensuring construction activities are managed in accordance with the final CTMP. This Outline CTMP will shape the final plan but is subject to change/revision.

Objectives and measures are also included for the management, design and construction of the project to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.

### **5.2 Construction Traffic Management Plan**

This section outlines the content of the final Construction Traffic Management Plan (CTMP) which shall be prepared prior to construction of the proposed development. It shall be a requirement of the contract that, prior to construction, the appointed contractor shall liaise with the relevant authorities including the local roads authority i.e., South Dublin County Council, for the purpose of finalising the CTMP, which will encompass all aspects of this outline Construction Traffic Management Plan.

The CTMP shall be termed a 'Live Document', such that any changes to construction programme or operations can be incorporated into the CTMP.

The contractor will be contractually required to ensure that the elements of this outline CTMP shall be incorporated into the final CTMP. The contractor shall also agree and implement monitoring measures to confirm the effectiveness of the mitigation measures outlined in the CTMP. On finalisation of the CTMP, the contractor shall adopt the plan and associated monitoring measures. The final CTMP shall address the following issues (including all aspects identified in this outline CTMP):

- Site Access & Egress.
- Traffic Management Signage.
- Routing of Construction Traffic / Road Closures.
- Timings of Material Deliveries to Site.
- Traffic Management Speed Limits.
- Road Cleaning.
- Road Condition.
- Enforcement of Construction Traffic Management Plan
- Details of Working Hours and Days.
- Details of Emergency plan.
- Communication.
- Construction Methodologies; and
- Particular Construction Impacts

These items are explained in detail in the remainder of this section of the report.

### **5.3 Site Access and Egress**

Access to the site will be via Crockaunadreenagh Road, as illustrated in Figure 10.

Access to the site will be gated. The gate will be set back off the external road network to ensure that vehicles entering the site can do so without causing an obstruction on the main carriageway.

The contractor shall provide advanced warning signs, in accordance with Chapter 8 of the Department of the Environment's Traffic Signs Manual 2019, on the approach to proposed site access locations a minimum of one week prior to construction works commencing at the site.

There will be heras fencing secured to a minimum height of 2 metres surrounding the construction site or solid panel hoarding in areas with high/low viewing panels to help reduce unauthorised access to the construction compound.

This fence will be checked daily and maintained as necessary, and it will be the responsibility of the Site Manager to open and lock the gates each working day to ensure the site is not left open and unattended at any time.

Access to the construction site will only be to authorised persons. During afterhours, security will be employed by the main contractors to ensure no unauthorised access.

Where possible, construction traffic and non-construction traffic will be separated for all modes of transport. Where the construction programme requires mixing of traffic, additional temporary traffic management measures will be put in place.

#### **5.4 National Road Network**

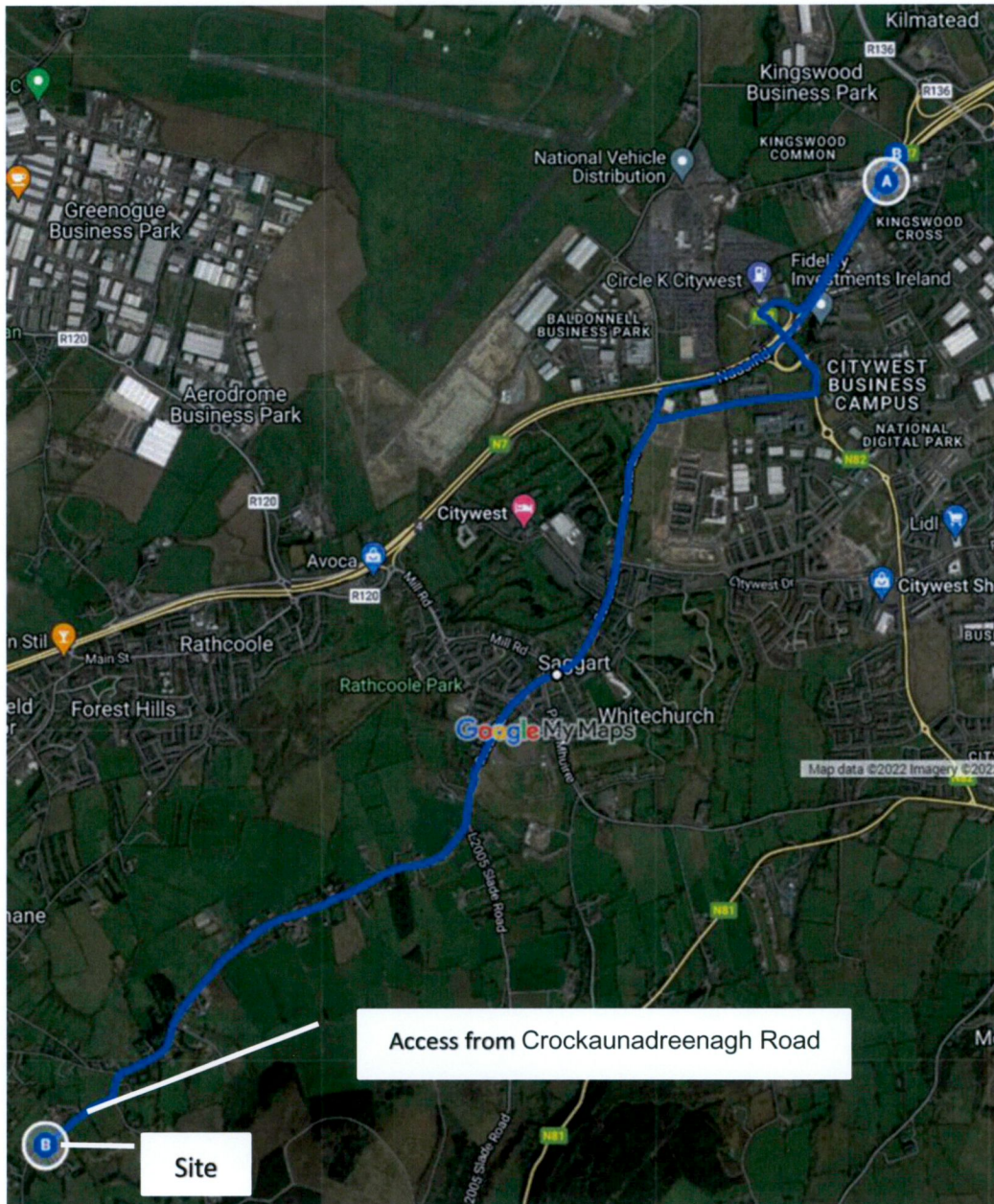
Access to the site along the National Road Network will be via Crockaunadreenagh Road and M50/N7. It is anticipated that the majority of construction related traffic will travel along the M50/N7 at which point construction traffic will enter the regional/local road network i.e., via Castle Road towards Crockaunadreenagh Road from Saggart.

#### **5.5 Regional & Local Road Network**

The majority of access / egress to proposed sites shall be facilitated from the local road networks. To mitigate against possible restrictions in visibility requirements, it is proposed that the contractor shall use a safe system of permanent flag men for the control of traffic during all access / egress operations at each site location, if required.

#### **5.6 Haul Routes**

A suggested haul route is shown below.



**Figure 10 Haul Route – Site Access**

## 5.7 Traffic Management

### 5.7.1 Signage

The contractor shall undertake consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements. Such signage shall be installed prior to works commencing on site.

Proposed signage may include warning signs to provide warning to road users of the works access / egress locations and the presence of construction traffic. All signage shall be provided in accordance with the Department of Transport's Traffic Signs Manual, Chapter 8 – Temporary Traffic Measures and Signs for Roadworks.

In summary, the contractor will be required to ensure that the following elements are implemented:

- Consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements.

- Provision of temporary signage indicating site access route and locations for contractors and associated suppliers; and
- Provision of general information signage to inform road users and local communities of the nature and locations of the works, including project contact details.

#### **5.7.2 Traffic management for road works.**

In accordance with plans and drawings submitted to the planning authority, and subject to the necessary approval of Irish Water and in agreement with the Roads and Transport Department of the Local Authority (WCC), road works are required to facilitate the proposed development.

A specific Traffic Management Plan (TMP) will be required by the Local authority in conjunction with the application for a road opening licence, in advance of carrying out these road works. The TMP design and service will be provided by an independent specialist and will deal with the efficient management of traffic and pedestrians, mitigating all potential safety risks to users, whilst maintaining effective operation of the carriage way.

#### **5.8 Programming**

In order to reduce impacts on local communities and residents adjacent to the proposed sites, it is proposed that:

- The contractor will be required to liaise with the management of other construction projects and the Local Authorities to co-ordinate deliveries.
- The contractor will be required to schedule deliveries in such a way that construction activities and deliveries activities do not run concurrently e.g., avoiding pouring of concrete on the same day as material deliveries in order to reduce the possibility of numbers of construction delivery vehicles arriving on site simultaneously, resulting in build-up of traffic on road network.
- The contractor will be required to schedule deliveries to and from the proposed materials storage yard such that traffic volumes on the surrounding road network are kept to a minimum.
- HGV deliveries to the development site will be suspended on the days of any major event in the area that have the potential to cause larger than normal traffic volumes.
- The contractor will be required to interact with members of the local community to ensure that deliveries will not conflict with sensitive events such as funerals.
- HGV deliveries will avoid passing schools at opening and closing times where it is reasonably practicable.
- Deliveries of materials to site will generally be between the hours of 07:00 and 19:00 Monday to Friday, and 09:00 to 13:00 on Saturdays. No deliveries will be scheduled for Sundays or Bank Holidays.

The construction period for the proposed development is anticipated to be approximately 1 year from the commencement of the site works.

#### **5.9 Recommended Traffic Management Speed Limits**

Adherence to posted / legal speed limits will be emphasised to all staff / suppliers and contractors during induction training.

Drivers of construction vehicles / HGVs will be advised that vehicular movements in locations, such as local community areas, shall be restricted to 50 km/h. Special speed limits of 30 km/h shall be implemented for construction traffic in sensitive areas such as school locations. Such recommended speed limits will only apply to construction traffic and shall not apply to general traffic. It is not proposed to signpost such speed limits in the interest of clarity for local road users.

#### **5.10 Road Cleaning**

It shall be a requirement of the works contract that the contractor will be required to carry out road sweeping operations to remove any project related dirt and material deposited on the road network by construction / delivery vehicles. All material collected will be disposed to a licensed waste facility.

### **5.11 Road Condition**

The extent of the heavy vehicle traffic movements and the nature of the payload may create problems of:

- Fugitive losses from wheels, trailers or tailgates; and
- Localised areas of subgrade and wearing surface failure.

The contractors shall ensure that:

- Loads of materials leaving each site will be evaluated and covered if considered necessary to minimise potential dust impacts during transportation.
- The transportation contractor shall take all reasonable measures while transporting waste or any other materials likely to cause fugitive losses from a vehicle during transportation to and from site, including but not limited to:
  - Covering of all waste or material with suitably secured tarpaulin/ covers to prevent loss; and
  - Utilisation of enclosed units to prevent loss.
- The roads forming part of the haul routes will be monitored visually throughout the construction period and a truck mounted vacuum mechanical sweeper will be assigned to roads along the haul route as required.

In addition, the contractor shall, in conjunction with the local authority:

- Undertake additional inspections and reviews of the roads forming the haul routes one month prior to the construction phase to record the condition of these roads at that particular time.
- Such surveys shall comprise, as a minimum, a review of video footage taken at that time, which shall confirm the condition of the road corridor immediately prior to commencement of construction. This shall include video footage of the road wearing course, the appearance and condition of boundary treatments and the condition of any overhead services that will be crossed. Visual inspections and photographic surveys will be undertaken of bridges and culverts that are along the haul roads.
- Where requested by the local authority prior to the commencement of construction operations, pavement condition surveys will also be carried along roads forming part of the haul route. These will record the baseline structural condition of the road being surveyed immediately prior to construction.
- Throughout the course of the construction of the proposed development, on-going visual inspections and monitoring of the haul roads will be undertaken to ensure any damage caused by construction traffic is recorded and that the relevant local authority is notified. Arrangements will be made to repair any such damage to an appropriate standard in a timely manner such that any disruption is minimised.
- Upon completion of the construction of the proposed development, the surveys carried out at preconstruction phase shall be repeated and a comparison of the pre and post construction surveys carried out.

### **5.12 Enforcement of Construction Traffic Management Plan**

All project staff and material suppliers will be required to adhere to the final CTMP. As outlined above, the contractor shall agree and implement monitoring measures to confirm the effectiveness of the CTMP.

### **5.13 Details of Working Hours and Days**

Deliveries of materials to site will generally be between the hours of 07:00 and 19:00 Monday to Friday, and 08:00 to 13:00 on Saturdays. No deliveries will be scheduled for Sundays or Bank Holidays.

All access roads used by contractors will be monitored for mud and any construction materials and cleared using a shovel and broom and if required a mechanical road sweeper.

#### **5.14 Emergency Procedures During Construction**

The contractor shall ensure that unobstructed access is provided to all emergency vehicles along all routes and site accesses. The contractor shall provide to the local authorities and emergency services, contact details of the contractor's personnel responsible for construction traffic management. In the case of an emergency the following procedure shall be followed:

- Emergency Services will be contacted immediately by dialling 911 or 112.
- Exact details of the emergency / incident will be given by the caller to the emergency line operator to allow them to assess the situation and respond in an adequate manner.
- The emergency will then be reported to the Site Team Supervisors and the Safety Officer.
- All construction traffic shall be notified of the incident (where such occurs off site).
- Where required, appointed site first aiders will attend the emergency immediately; and
- The Safety Officer will ensure that the emergency services are en-route.

#### **5.15 Communication**

The contractor shall ensure that close communication with the relevant local authorities and the emergency services shall be maintained throughout the construction phase. Such communications shall include:

- Submissions of proposed traffic management measures for comment and approval.
- On-going reporting relating to the condition of the road network and updates to construction programming; and
- Information relating to local and community events that could conflict with proposed traffic management measures and construction traffic in order to implement alternative measures to avoid such conflicts.

The contractor shall also ensure that the local community is informed of proposed traffic management measures in advance of their implementation. Such information shall be disseminated by posting advertisements in local newspapers and delivering leaflets to houses in the affected areas. Such information shall contain contact information for members of the public to obtain additional information and to provide additional knowledge such as local events, sports fixtures etc. which may conflict with proposed traffic management measures.

## **6 ROAD SAFETY**

### **6.1 Introduction**

A Road Safety Audit has been prepared as both Reason No.1 and Reason No. 2 of the refusal were based on the argument that the development would give rise to additional traffic hazard.

### **6.2 Road Safety Audit**

The following issues raised by the RSA is outlined below:

*Crockaunadreenagh Road has a very narrow cross section. Two vehicles generally cannot pass unless at access points or informal widening at certain locations along the road. The lack of passing areas adjacent to the proposed dwelling may increase the risk of drivers having to reverse to allow passing. Reversing could lead to rear-end collisions.*

The following recommendation was made:

*It is recommended that the proposed access be widened to act as both an access and a passing bay on Crockaunadreenagh Road.*

This recommendation has been fully accepted by the Applicant. The site access, as per the original application, can be used as a pull in bay. Refer to Pinnacle Engineering Drawing No. P210304-PIN-XX-DR-D-0005-S1 for details.

Additional passing bays have been provided as requested by South Dublin County Council. Refer to Pinnacle Engineering Drawing No. P210304-PIN-XX-DR-D-0006-S1 for details.

All items raised in the RSA have been addressed. Refer to attached Designer's Response and Pinnacle Engineering Drawing No. P210304-PIN-XX-DR-D-0005-S1 for details.

The following additions are included in this application:

1. The levels are such that there is no risk that drivers exiting from the site may lack traction, particularly in frosty conditions
2. Levels have been designed to ensure that all drainage falls internally and not on to the road
3. The culvert under the access has been extended either side of the access
4. The access will be used as both an access and a passing bay on Crockaunadreenagh Road

### **6.3 Additional Issues**

All issues raised in the Road Safety Audit were addressed through the Designer's Response. Refer to the final Road Safety Audit for details.



## **7 SUMMARY AND CONCLUSION**

### **7.1 Summary**

This Traffic Statement has been prepared in support of a planning application to South Dublin County Council for the proposed residential property and equine business located on Crockaunadreenagh Road, Co Dublin.

### **7.2 Development Proposals**

The proposed development will consist of the following:

*Pearse McKiernan is applying for permission for the erection of a three-bedroom detached dwelling house (233.6sqm), single storey, installation of a packaged wastewater sewage treatment system and polishing filter, stormwater harvesting tank and soakaways, well, new vehicular access, landscaping, and ancillary site works, all in association with equine business at Hillcrest House, Crockaunadreenagh Road, Redgap, Rathcoole, Co. Dublin.'*

### **7.3 Development Access**

The development will be accessed off Crockaunadreenagh Road.

### **7.4 Trip Generation**

The development is unlikely to produce any new trips on the local network. All trips to/from the proposed development will be linked and/or pass by trips. In essence, these trips will already be on the network and will not impact on local junctions.

### **7.5 Operational Assessment**

The proposed development will not have a material impact on the surrounding road network.

### **7.6 Construction Assessment**

The construction stage of the proposed development will not have a material impact on the surrounding road network.

### **7.7 Conclusion**

This traffic assessment has confirmed that the proposed access arrangements on Crockaunadreenagh Road would adequately accommodate anticipated levels of traffic visitation and that as such the traffic generated by the development would have no material adverse impact on the operation of the local road network.

The site had the benefit of an existing grant of permission for a 5-bedroom residence which lapsed and was conditioned to remove the existing property on the site.

This application relates to a 3-bedroom house. It will not result in any additional traffic on Crockaunadreenagh Road as the Applicant will be moving from the family home, where he currently lives, c.160m east of the application site.

Should the application be refused, and the Applicant will be forced to live away from their equine business which is located adjacent to the proposed development. This will result in the creation of new trips on Crockaunadreenagh Road to their equine business from their new place of residence to facilitate the upkeep of their equine business and livestock.

The Applicant is willing to undertake improvements locally on Crockaunadreenagh Road to improve road safety as per the recommendations of the Road Safety Audit. Subject to a site survey/land constraint, additional pull in bays, to facilitate the passing of vehicles, will be installed at the proposed access and at two other locations on Crockaunadreenagh Road.

There were a number of issues raised by South Dublin County Council in their decision to refuse permission for the proposed development.

The issue raised relating to the highways are summarised below:

The general width of the Crockaunadreenagh Road and its poor horizontal and vertical alignment is such that two vehicles cannot pass each other safely. An intensification of traffic on this road will lead to increased traffic hazard.

The new development will result in diversion of an existing trips originating c. 160m east of the development on Crockaunadreenagh Road.

Adequate sight lines, based on speed surveys and the recommendations of a Road Safety Audit have been provided. A pull bay at the proposed site access, as recommended by the Road Safety Audit, in addition to the pull in bays requested by South Dublin County Council.

It is therefore concluded that the development will not increase the traffic hazard.

Accordingly, there are no reasons in relation to traffic and transportation aspects why this scheme should not be granted planning permission.

**Appendix A – ROAD SAFETY AUDIT**

Title: **STAGE 1&2 ROAD SAFETY AUDIT**

For;

**Domestic Residence, Redgap, Rathcoole, Co. Dublin**

Client: **Pierce McKiernan**

Date: **February 2022**

Report reference: **1385R01**

VERSION: **FINAL**

Prepared By:

**Bruton Consulting Engineers Ltd**

Glaspistol

Clogherhead

Drogheda

Co. Louth.

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## CONTENTS SHEET

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## 1.0 Introduction

This report was prepared in response to a request from Mr. Ronan Kearns, Pinnacle Consulting Engineers, for a Combined Stage 1&2 Road Safety Audit of the proposed development of a single dwelling house in Crockaunadreenagh Road, Redgap, Rathcoole, Co. Dublin.

The Road Safety Audit Team comprised of;

Team Leader: **Norman Bruton**, BE CEng FIEI, Cert Comp RSA.

TII Auditor Approval no. NB 168446

Team Member: **Owen O'Reilly**, B.SC. Eng Dip Struct. Eng NCEA Civil Dip Civil. Eng CEng MIEI

TII Auditor Approval no. OO1291756

The Road Safety Audit comprised an examination of the drawings provided and a site visit by the Audit Team, on the 11<sup>th</sup> of February 2022.

The weather at the time of the daytime site visit was dry however the road surface was wet.

This Stage 1&2 Road Safety Audit has been carried out in accordance with the requirements of TII, Publication Number GE-STY-01024, dated December 2017.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety. It has not been examined or verified for compliance with any other standards or criteria.

The problems identified in this report are considered to require action in order to improve the safety of the scheme for road users.

If any of the recommendations within this safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observation are intended to be for information only. Written responses to Observations are not required.

A location map showing where each problem occurs is provided in **Appendix A**.

A list of the documents provided to the Audit Team is provided in **Appendix B**.

The feedback form to be completed by the Design Team Leader is provided in **Appendix C**.

**STAGE 1&2 RSA – REDGAP, RATHCOOLE  
PINNACLE**

**2.0 Background**

It is proposed to construct a single residence on Crockaunadreenagh Road, Redgap. The public road is a rural narrow single carriageway with open ditches on both sides.

Access would be directly onto Crockaunadreenagh Road from the dwelling house. The speed limit is 60km/hr.

The site location is shown below.



*Imagery courtesy of Openstreetmap.org*

# STAGE 1&2 RSA – REDGAP, RATHCOOLE PINNACLE



The Road Safety Authority's website [www.rsa.ie](http://www.rsa.ie) shows that there were no recorded collisions adjacent to the site between the years 2005 and 2016.

The screenshot displays the 'Ireland road collisions' interface. On the left is a map showing the Redgap area with labels for 'Redgap Rd', 'Blackthorn Hill Stud', 'Lugg forest', 'Slade Valley Golf Club', 'Slade', 'Cearta Teo', 'Slieviet', 'Hillbrook B&B', 'Gibbons Recovery', and 'Doonane D & Board'. The right-hand panel contains the following controls:

- Severity:** Radio buttons for Fatal (red), Serious (yellow), Minor (grey), and All (blue). 'All' is selected.
- Year:** Radio buttons for years from 2016 to 2005, and 'All'. 'All' is selected.
- Type:** Radio buttons for All (blue), Pedestrian, Bicycle, Motorcycle, Car, Goods vehicle, Bus, and Other. 'All' is selected.
- Collision information:** A section with a blue minus sign icon and the text: 'Single click on a collision icon at the local level to see details of that collision.'



## 3.0 Issues Identified in This Road Safety Audit.

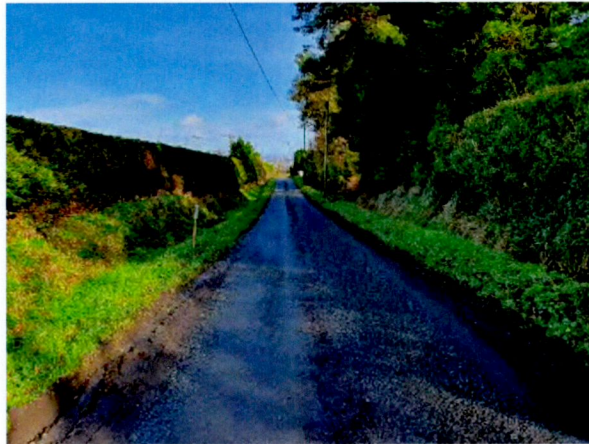
### 3.1 Problem

#### LOCATION

Drawing P210304-PIN-XX-DR-D-0001-SI P02, Crockaunadreenagh Road.

#### PROBLEM

Crockaunadreenagh Road has a very narrow cross section. Two vehicles generally cannot pass unless at access points or informal widening at certain locations along the road. The lack of passing areas adjacent to the proposed dwelling may increase the risk of drivers having to reverse to allow passing. Reversing could lead to rear-end collisions.



#### RECOMMENDATION

It is recommended that the proposed access be widened to act as both an access and a passing bay on Crockaunadreenagh Road.

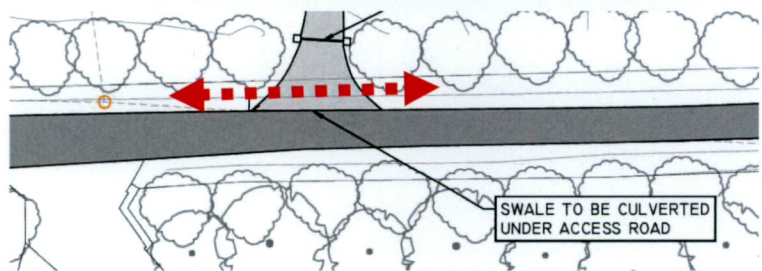
### 3.2 Problem

#### LOCATION

Drawing P210304-PIN-XX-DR-D-0001-SI P02, Crockaunadreenagh Road.

#### PROBLEM

The swale along Crockaunadreenagh Road is relatively deep and will require a large diameter pipe to allow adequate flow of runoff water to pass through the culverted area. This will create a height hazard which may not be obvious to drivers during the hours of darkness as they turn into the access which could lead to vehicles overturning or pedestrians falling over the edge.



*RECOMMENDATION*

It is recommended that the culverted distance extend beyond the paved area so that there is not a sudden drop at the edge of the trafficked area.

**3.3 Problem**

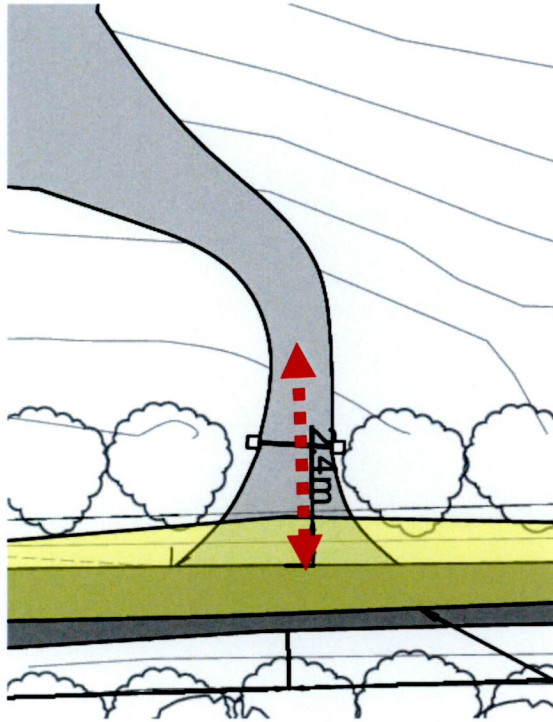
*LOCATION*

Drawing P210304-PIN-XX-DR-D-0001-SI P02, Crockaunadreenagh Road.

*PROBLEM*

The topography of the site falls away from Crockaunadreenagh Road. There is a risk that drivers exiting from the site may lack traction, particularly in frosty conditions if there is a steep incline towards Crockaunadreenagh Road. This could lead to drivers entering the public road at inappropriate times leading to side-impact collisions.

STAGE 1&2 RSA – REDGAP, RATHCOOLE  
PINNACLE



*RECOMMENDATION*

It is recommended that a dwell area with suitable gradients be provided along the driveway on approach to Crockaunadreenagh Road.



## 4.0 Audit Statement

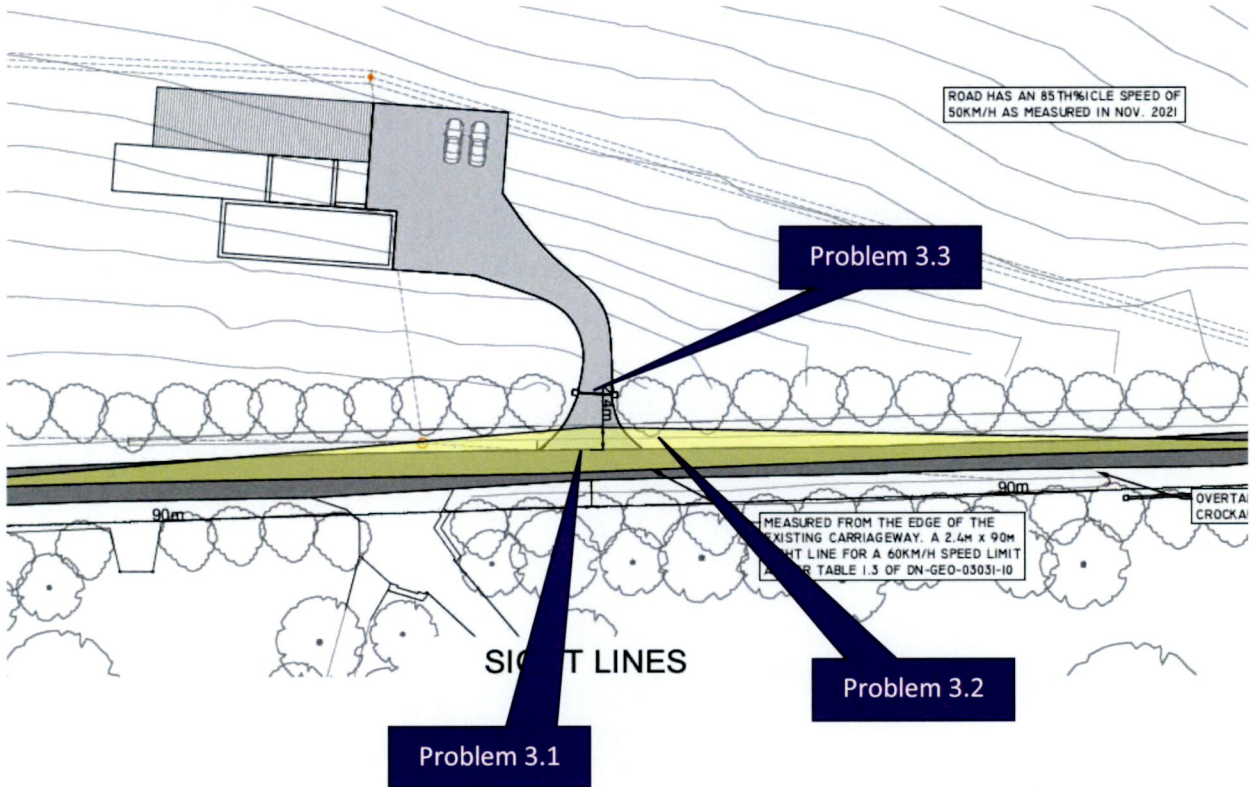
We certify that we have examined the site on the 11<sup>th</sup> of February 2022. The examination has been carried out with the sole purpose of identifying any aspects of the design which could be added, removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions which we would recommend should be studied for implementation. The audit has been carried out by the persons named below who have not been involved in any design work on this scheme as a member of the Design Team.

**Norman Bruton**                      Signed: *Norman Bruton*  
**(Audit Team Leader)**              Dated: 21/2/2022

**Owen O'Reilly**                      Signed: *Owen O'Reilly*  
**(Audit Team Member)**              Dated: 21/2/2022

Appendix A – Problem Location Map



## Appendix B

### Information Supplied to the Audit Team

- Drawing P210304-PIN-XX-DR-D-0001-SI P02
- Drawing P210304-PIN-XX-DR-D-00010-SI P02

## Appendix C

### Feedback Form

**SAFETY AUDIT FORM – FEEDBACK ON AUDIT REPORT**

Scheme: House, Redgap, Rathcoole

Stage: 1&2 Road Safety Audit

Date Audit (Site Visit) Completed: 11<sup>th</sup> February 2022

Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measures (describe)	Alternative measures accepted by Auditors (Yes/No)
3.1	Yes	Yes		
3.2	Yes	Yes		
3.3	Yes	Yes		

Signed.....

Date.....

Design Team Leader

Signed *Norman Bruton*

Date 21-2-2022

Audit Team Leader

H&S	<input type="checkbox"/>
Checked	<input checked="" type="checkbox"/>
Approved	<input checked="" type="checkbox"/>
18 FEB 2022	
Ronan Kearns BA BAI MSc MBA CEng MIEI Chartered Engineer Membership No. 050252	
Signature:	<i>[Signature]</i>

Signed:

Date:

Developer/ Employer



**Appendix B – SPEED SURVEY**

**LOCATION:** Unclassified Road in Redgap Townland @ Client Access (Google Maps Ref: 53.261902, -6.477991)

**SPEED SURVEY SUMMARY:**

<b>NORTHBOUND</b>	85% Speed = 52.11 km/h, 95% Speed = 58.75 km/h, Median = 41.85 km/h	Maximum = 71.0 km/h, Minimum = 7.1 km/h, Mean = 41.6 km/h
<b>SOUTHBOUND</b>	85% Speed = 50.15 km/h, 95% Speed = 53.17 km/h, Median = 40.05 km/h	Maximum = 70.7 km/h, Minimum = 3.9 km/h, Mean = 39.4 km/h

**VOLUMETRIC VEHICLE COUNTS:**

Direction	Time	Thursday 16 June 2022	Friday 17 June 2022	Saturday 18 June 2022	Sunday 19 June 2022	Monday 20 June 2022	Tuesday 21 June 2022	Wednesday 22 June 2022	No. Vehicles	7 day Mean
NORTHBOUND	07-19	54	66	57	53	54	53	56	393	56
SOUTHBOUND	07-19	48	52	59	43	40	42	42	326	47
NORTHBOUND	00-00	61	75	64	60	64	61	69	454	65
SOUTHBOUND	00-00	57	62	69	49	53	50	57	397	57

**PEAK FLOW SUMMARY:**

Peak	AM	IP	PM
Most Frequent Peak Hour	0700	1300	1600
Average Vehicles per Peak Hour	5	7	8

**TRAFFINOMICS LIMITED**

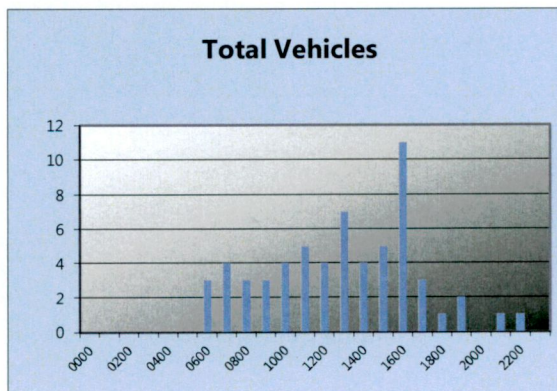
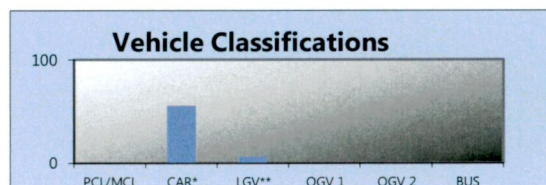
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Thursday 16 June 2022  
TRA/22/123**

**SITE 01  
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	2	1	0	0	0	3	3
0700	0	3	1	0	0	0	4	4
0800	0	3	0	0	0	0	3	3
0900	0	3	0	0	0	0	3	3
1000	0	4	0	0	0	0	4	4
1100	0	4	1	0	0	0	5	5
1200	0	4	0	0	0	0	4	4
1300	0	7	0	0	0	0	7	7
1400	0	3	1	0	0	0	4	4
1500	0	5	0	0	0	0	5	5
1600	0	10	1	0	0	0	11	11
1700	0	3	0	0	0	0	3	3
1800	0	1	0	0	0	0	1	1
1900	0	2	0	0	0	0	2	2
2000	0	0	0	0	0	0	0	0
2100	0	0	1	0	0	0	1	1
2200	0	1	0	0	0	0	1	1
2300	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>0</b>	<b>50</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>54</b>
<b>06-22</b>	<b>0</b>	<b>54</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>60</b>
<b>06-00</b>	<b>0</b>	<b>55</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>61</b>
<b>00-00</b>	<b>0</b>	<b>55</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>61</b>

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0700	4	4
<b>IP</b>	1300	7	7
<b>PM</b>	1600	11	11



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

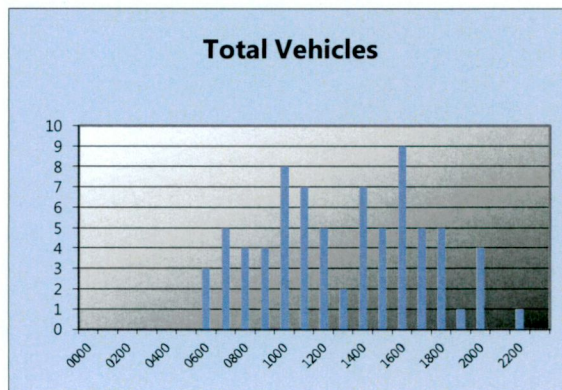
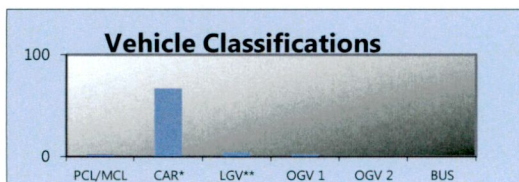
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Friday 17 June 2022  
TRA/22/123**

**SITE 01  
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	3	0	0	0	0	3	3
0700	0	4	1	0	0	0	5	5
0800	0	3	0	1	0	0	4	5
0900	0	4	0	0	0	0	4	4
1000	1	7	0	0	0	0	8	7
1100	0	4	2	1	0	0	7	8
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1600	1	8	0	0	0	0	9	8
1700	0	5	0	0	0	0	5	5
1800	0	5	0	0	0	0	5	5
1900	0	1	0	0	0	0	1	1
2000	0	4	0	0	0	0	4	4
2100	0	0	0	0	0	0	0	0
2200	0	1	0	0	0	0	1	1
2300	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>2</b>	<b>58</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>65</b>
<b>06-22</b>	<b>2</b>	<b>66</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>73</b>
<b>06-00</b>	<b>2</b>	<b>67</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>74</b>
<b>00-00</b>	<b>2</b>	<b>67</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>74</b>

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0700	5	5
<b>IP</b>	1400	7	7
<b>PM</b>	1600	9	8.2



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

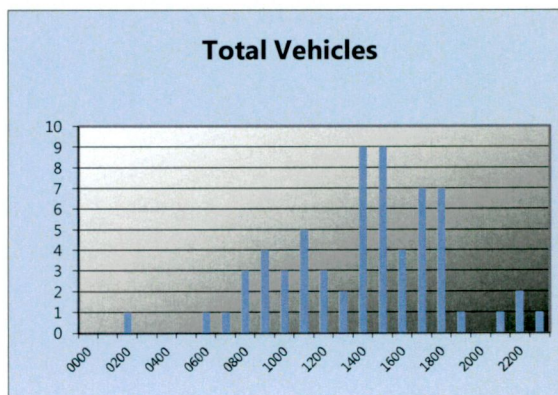
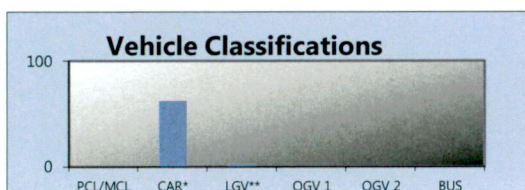
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Saturday 18 June 2022  
TRA/22/123**

**SITE 01  
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	1	0	0	0	0	1	1
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	1	0	0	0	0	1	1
0700	0	1	0	0	0	0	1	1
0800	0	3	0	0	0	0	3	3
0900	0	4	0	0	0	0	4	4
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1100	0	5	0	0	0	0	5	5
1200	0	3	0	0	0	0	3	3
1300	0	2	0	0	0	0	2	2
1400	0	8	1	0	0	0	9	9
1500	0	9	0	0	0	0	9	9
1600	0	3	1	0	0	0	4	4
1700	0	7	0	0	0	0	7	7
1800	0	7	0	0	0	0	7	7
1900	0	1	0	0	0	0	1	1
2000	0	0	0	0	0	0	0	0
2100	0	1	0	0	0	0	1	1
2200	0	2	0	0	0	0	2	2
2300	0	1	0	0	0	0	1	1
<b>07-19</b>	0	<b>55</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>57</b>
<b>06-22</b>	0	<b>58</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>60</b>
<b>06-00</b>	0	<b>61</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>63</b>
<b>00-00</b>	0	<b>62</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>64</b>

Peaks	Time	Vehicles	PCU's
AM	0900	4	4
IP	1400	9	9
PM	1700	7	7



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

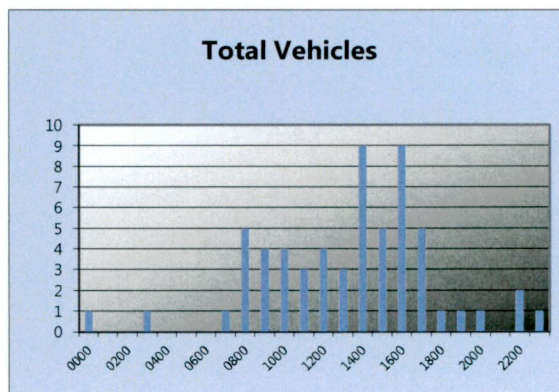
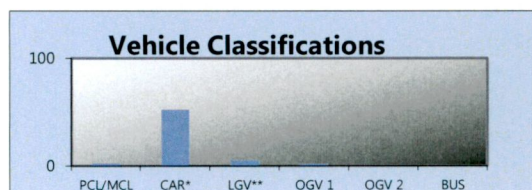
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Sunday 19 June 2022  
TRA/22/123**

**SITE 01  
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	1	0	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0
0700	0	1	0	0	0	0	1	1
0800	0	5	0	0	0	0	5	5
0900	0	4	0	0	0	0	4	4
1000	0	3	1	0	0	0	4	4
1100	0	3	0	0	0	0	3	3
1200	1	3	0	0	0	0	4	3
1300	0	3	0	0	0	0	3	3
1400	1	4	3	1	0	0	9	9
1500	0	4	1	0	0	0	5	5
1600	0	9	0	0	0	0	9	9
1700	0	5	0	0	0	0	5	5
1800	0	1	0	0	0	0	1	1
1900	0	1	0	0	0	0	1	1
2000	0	1	0	0	0	0	1	1
2100	0	0	0	0	0	0	0	0
2200	0	2	0	0	0	0	2	2
2300	0	1	0	0	0	0	1	1
<b>07-19</b>	<b>2</b>	<b>45</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>52</b>
<b>06-22</b>	<b>2</b>	<b>47</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>54</b>
<b>06-00</b>	<b>2</b>	<b>50</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>57</b>
<b>00-00</b>	<b>2</b>	<b>52</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>59</b>

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0800	5	5
<b>IP</b>	1400	9	8.7
<b>PM</b>	1600	9	9



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

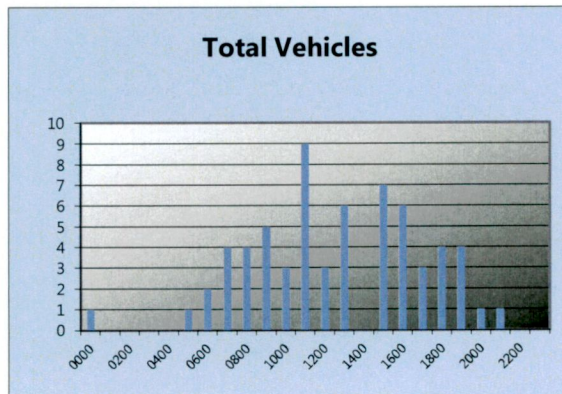
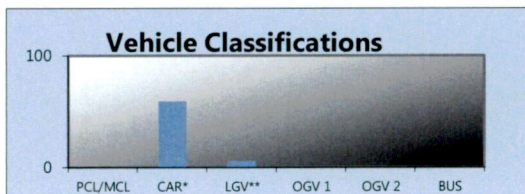
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Monday 20 June 2022  
TRA/22/123**

**SITE 01  
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	1	0	0	0	1	1
0600	0	2	0	0	0	0	2	2
0700	0	2	2	0	0	0	4	4
0800	0	4	0	0	0	0	4	4
0900	0	5	0	0	0	0	5	5
1000	0	3	0	0	0	0	3	3
1100	0	9	0	0	0	0	9	9
1200	0	3	0	0	0	0	3	3
1300	0	5	1	0	0	0	6	6
1400	0	0	0	0	0	0	0	0
1500	0	7	0	0	0	0	7	7
1600	0	6	0	0	0	0	6	6
1700	0	3	0	0	0	0	3	3
1800	0	3	1	0	0	0	4	4
1900	0	4	0	0	0	0	4	4
2000	0	1	0	0	0	0	1	1
2100	0	1	0	0	0	0	1	1
2200	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>0</b>	<b>50</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>54</b>
<b>06-22</b>	<b>0</b>	<b>58</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>
<b>06-00</b>	<b>0</b>	<b>58</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>
<b>00-00</b>	<b>0</b>	<b>59</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>64</b>

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0900	5	5
<b>IP</b>	1300	6	6
<b>PM</b>	1600	6	6



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

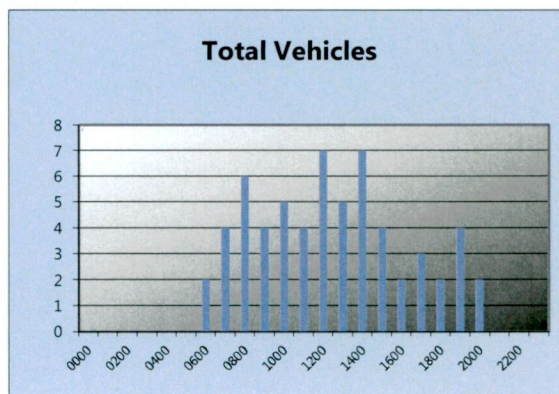
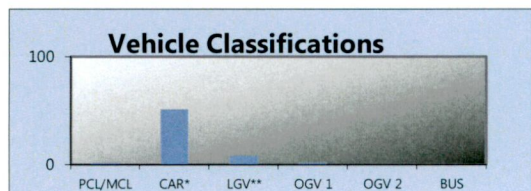
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Tuesday 21 June 2022  
TRA/22/123**

**SITE 01  
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	2	0	0	0	0	2	2
0700	0	3	1	0	0	0	4	4
0800	0	6	0	0	0	0	6	6
0900	0	4	0	0	0	0	4	4
1000	0	4	1	0	0	0	5	5
1100	0	4	0	0	0	0	4	4
1200	0	5	1	1	0	0	7	8
1300	0	4	1	0	0	0	5	5
1400	0	5	2	0	0	0	7	7
1500	1	1	2	0	0	0	4	3
1600	0	2	0	0	0	0	2	2
1700	0	3	0	0	0	0	3	3
1800	0	2	0	0	0	0	2	2
1900	0	4	0	0	0	0	4	4
2000	0	2	0	0	0	0	2	2
2100	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1</b>	<b>43</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>53</b>
<b>06-22</b>	<b>1</b>	<b>51</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>61</b>
<b>06-00</b>	<b>1</b>	<b>51</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>61</b>
<b>00-00</b>	<b>1</b>	<b>51</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>61</b>

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0800	6	6
<b>IP</b>	1200	7	7.5
<b>PM</b>	1700	3	3



Traffinomics Limited for  
Mr. Pearse McKiernan



**TRAFFINOMICS LIMITED**

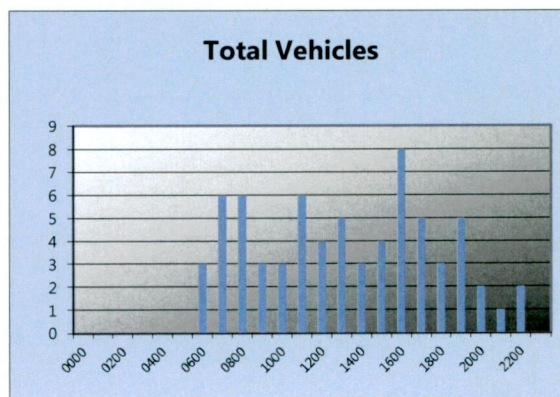
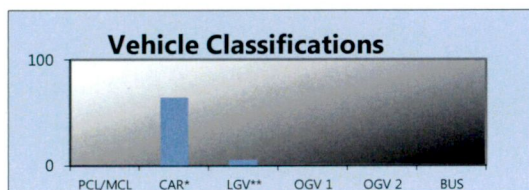
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Wednesday 22 June 2022  
TRA/22/123**

**SITE 01  
NORTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	3	0	0	0	0	3	3
0700	0	5	1	0	0	0	6	6
0800	0	4	2	0	0	0	6	6
0900	0	3	0	0	0	0	3	3
1000	0	3	0	0	0	0	3	3
1100	0	5	1	0	0	0	6	6
1200	0	4	0	0	0	0	4	4
1300	0	5	0	0	0	0	5	5
1400	0	2	1	0	0	0	3	3
1500	0	4	0	0	0	0	4	4
1600	0	8	0	0	0	0	8	8
1700	0	5	0	0	0	0	5	5
1800	0	3	0	0	0	0	3	3
1900	0	5	0	0	0	0	5	5
2000	0	2	0	0	0	0	2	2
2100	0	1	0	0	0	0	1	1
2200	0	2	0	0	0	0	2	2
2300	0	0	0	0	0	0	0	0
<b>07-19</b>	0	<b>51</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>56</b>
<b>06-22</b>	0	<b>62</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>67</b>
<b>06-00</b>	0	<b>64</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>69</b>
<b>00-00</b>	0	<b>64</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>69</b>

Peaks	Time	Vehicles	PCU's
AM	0700	6	6
IP	1300	5	5
PM	1600	8	8



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

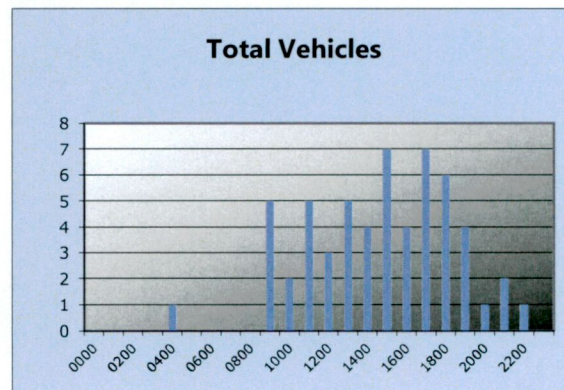
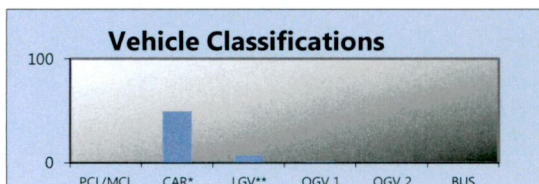
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Thursday 16 June 2022  
TRA/22/123**

**SITE 01  
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	1	0	0	0	0	1	1
0500	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0
0900	0	4	1	0	0	0	5	5
1000	0	2	0	0	0	0	2	2
1100	0	3	1	1	0	0	5	6
1200	0	2	1	0	0	0	3	3
1300	0	5	0	0	0	0	5	5
1400	0	4	0	0	0	0	4	4
1500	0	6	1	0	0	0	7	7
1600	0	4	0	0	0	0	4	4
1700	0	7	0	0	0	0	7	7
1800	0	4	2	0	0	0	6	6
1900	0	3	1	0	0	0	4	4
2000	0	1	0	0	0	0	1	1
2100	0	2	0	0	0	0	2	2
2200	0	1	0	0	0	0	1	1
2300	0	0	0	0	0	0	0	0
<b>07-19</b>	0	41	6	1	0	0	48	49
<b>06-22</b>	0	47	7	1	0	0	55	56
<b>06-00</b>	0	48	7	1	0	0	56	57
<b>00-00</b>	0	49	7	1	0	0	57	58

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0900	5	5
<b>IP</b>	1300	5	5
<b>PM</b>	1700	7	7



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

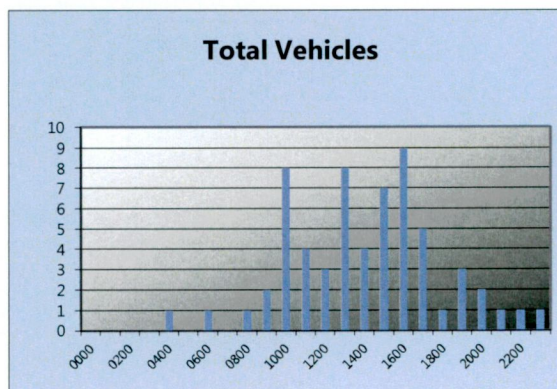
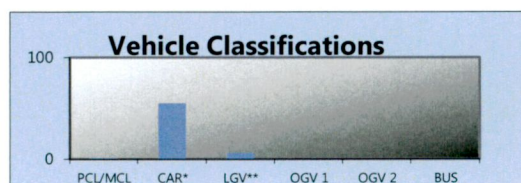
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Friday 17 June 2022  
TRA/22/123**

**SITE 01  
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	1	0	0	0	0	1	1
0500	0	0	0	0	0	0	0	0
0600	0	1	0	0	0	0	1	1
0700	0	0	0	0	0	0	0	0
0800	0	1	0	0	0	0	1	1
0900	0	2	0	0	0	0	2	2
1000	0	6	2	0	0	0	8	8
1100	0	3	1	0	0	0	4	4
1200	0	3	0	0	0	0	3	3
1300	0	7	1	0	0	0	8	8
1400	0	3	1	0	0	0	4	4
1500	1	5	1	0	0	0	7	6
1600	0	9	0	0	0	0	9	9
1700	0	5	0	0	0	0	5	5
1800	0	1	0	0	0	0	1	1
1900	0	3	0	0	0	0	3	3
2000	0	2	0	0	0	0	2	2
2100	0	1	0	0	0	0	1	1
2200	0	1	0	0	0	0	1	1
2300	0	1	0	0	0	0	1	1
<b>07-19</b>	<b>1</b>	<b>45</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>51</b>
<b>06-22</b>	<b>1</b>	<b>52</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>58</b>
<b>06-00</b>	<b>1</b>	<b>54</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>60</b>
<b>00-00</b>	<b>1</b>	<b>55</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>61</b>

Peaks	Time	Vehicles	PCU's
AM	0900	2	2
IP	1300	8	8
PM	1600	9	9



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

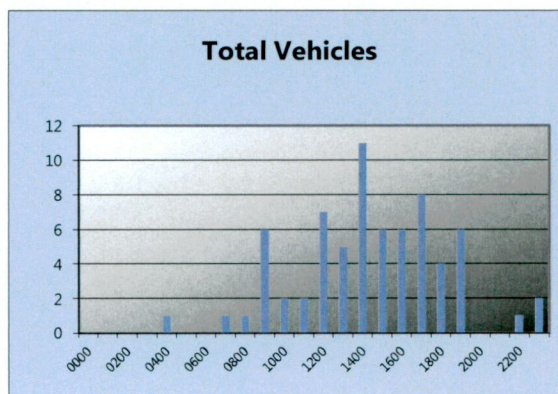
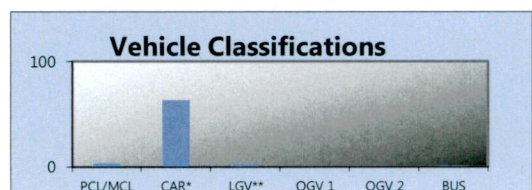
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Saturday 18 June 2022  
TRA/22/123**

**SITE 01  
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	1	0	0	0	0	1	1
0500	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0
0700	0	1	0	0	0	0	1	1
0800	0	1	0	0	0	0	1	1
0900	1	5	0	0	0	0	6	5
1000	0	2	0	0	0	0	2	2
1100	0	2	0	0	0	0	2	2
1200	1	5	0	0	0	1	7	7
1300	1	4	0	0	0	0	5	4
1400	0	11	0	0	0	0	11	11
1500	0	6	0	0	0	0	6	6
1600	0	6	0	0	0	0	6	6
1700	0	8	0	0	0	0	8	8
1800	0	4	0	0	0	0	4	4
1900	0	5	1	0	0	0	6	6
2000	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0
2200	0	1	0	0	0	0	1	1
2300	0	1	1	0	0	0	2	2
<b>07-19</b>	<b>3</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>58</b>
<b>06-22</b>	<b>3</b>	<b>60</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>64</b>
<b>06-00</b>	<b>3</b>	<b>62</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>67</b>
<b>00-00</b>	<b>3</b>	<b>63</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>68</b>

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0900	6	5.2
<b>IP</b>	1400	11	11
<b>PM</b>	1700	8	8



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

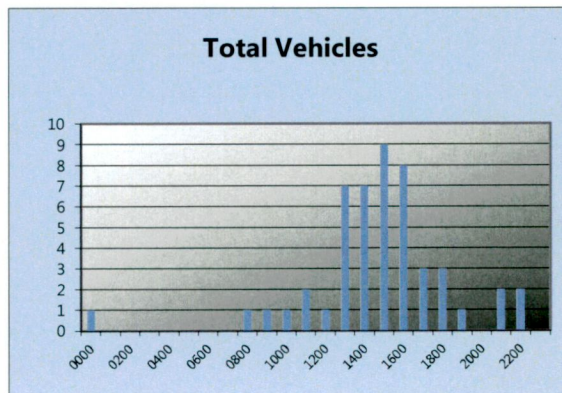
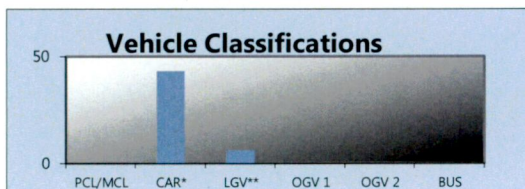
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Sunday 19 June 2022  
TRA/22/123**

**SITE 01  
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0
0800	0	1	0	0	0	0	1	1
0900	0	1	0	0	0	0	1	1
1000	0	1	0	0	0	0	1	1
1100	0	2	0	0	0	0	2	2
1200	0	1	0	0	0	0	1	1
1300	0	6	1	0	0	0	7	7
1400	0	5	2	0	0	0	7	7
1500	0	9	0	0	0	0	9	9
1600	0	6	2	0	0	0	8	8
1700	0	3	0	0	0	0	3	3
1800	0	3	0	0	0	0	3	3
1900	0	1	0	0	0	0	1	1
2000	0	0	0	0	0	0	0	0
2100	0	1	1	0	0	0	2	2
2200	0	2	0	0	0	0	2	2
2300	0	0	0	0	0	0	0	0
<b>07-19</b>	0	38	5	0	0	0	43	43
<b>06-22</b>	0	40	6	0	0	0	46	46
<b>06-00</b>	0	42	6	0	0	0	48	48
<b>00-00</b>	0	43	6	0	0	0	49	49

Peaks	Time	Vehicles	PCU's
AM	0800	1	1
IP	1300	7	7
PM	1600	8	8



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

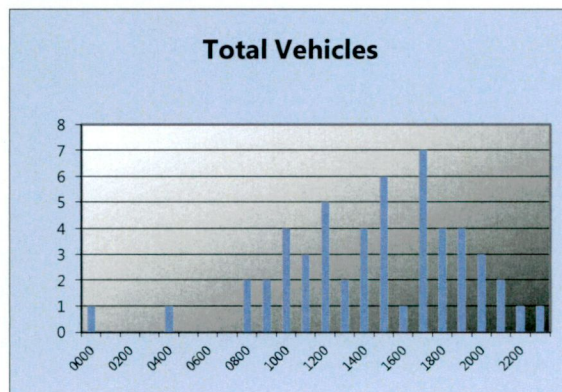
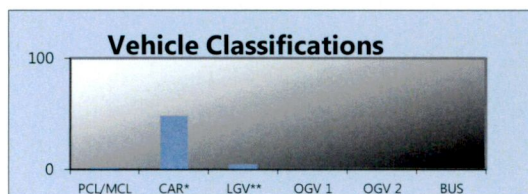
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Monday 20 June 2022  
TRA/22/123**

**SITE 01  
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	1	0	0	0	0	1	1
0500	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0
0800	0	2	0	0	0	0	2	2
0900	0	2	0	0	0	0	2	2
1000	0	4	0	0	0	0	4	4
1100	0	3	0	0	0	0	3	3
1200	0	4	1	0	0	0	5	5
1300	0	2	0	0	0	0	2	2
1400	0	4	0	0	0	0	4	4
1500	1	5	0	0	0	0	6	5
1600	0	1	0	0	0	0	1	1
1700	0	6	1	0	0	0	7	7
1800	0	3	1	0	0	0	4	4
1900	0	3	1	0	0	0	4	4
2000	0	3	0	0	0	0	3	3
2100	0	2	0	0	0	0	2	2
2200	0	1	0	0	0	0	1	1
2300	0	1	0	0	0	0	1	1
<b>07-19</b>	<b>1</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>39</b>
<b>06-22</b>	<b>1</b>	<b>44</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>48</b>
<b>06-00</b>	<b>1</b>	<b>46</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>50</b>
<b>00-00</b>	<b>1</b>	<b>48</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>52</b>

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0800	2	2
<b>IP</b>	1200	5	5
<b>PM</b>	1700	7	7



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

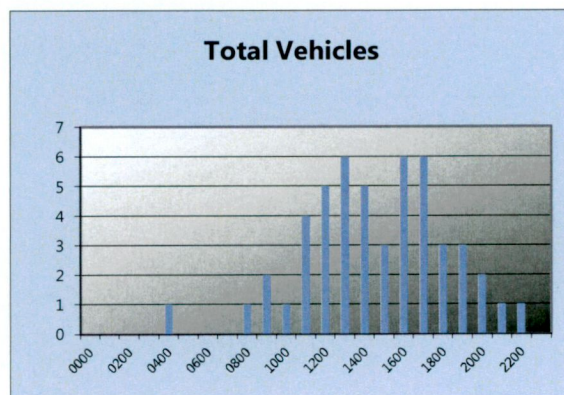
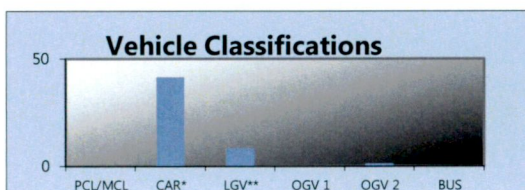
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Tuesday 21 June 2022  
TRA/22/123**

**SITE 01  
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	1	0	0	0	0	1	1
0500	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0
0800	0	1	0	0	0	0	1	1
0900	0	2	0	0	0	0	2	2
1000	0	1	0	0	0	0	1	1
1100	0	4	0	0	0	0	4	4
1200	0	3	2	0	0	0	5	5
1300	0	4	1	0	1	0	6	7
1400	0	4	1	0	0	0	5	5
1500	0	2	1	0	0	0	3	3
1600	0	6	0	0	0	0	6	6
1700	0	6	0	0	0	0	6	6
1800	0	1	2	0	0	0	3	3
1900	0	3	0	0	0	0	3	3
2000	0	1	1	0	0	0	2	2
2100	0	1	0	0	0	0	1	1
2200	0	1	0	0	0	0	1	1
2300	0	0	0	0	0	0	0	0
<b>07-19</b>	0	34	7	0	1	0	42	43
<b>06-22</b>	0	39	8	0	1	0	48	49
<b>06-00</b>	0	40	8	0	1	0	49	50
<b>00-00</b>	0	41	8	0	1	0	50	51

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0900	2	2
<b>IP</b>	1300	6	7.3
<b>PM</b>	1600	6	6



Traffinomics Limited for  
Mr. Pearse McKiernan

**TRAFFINOMICS LIMITED**

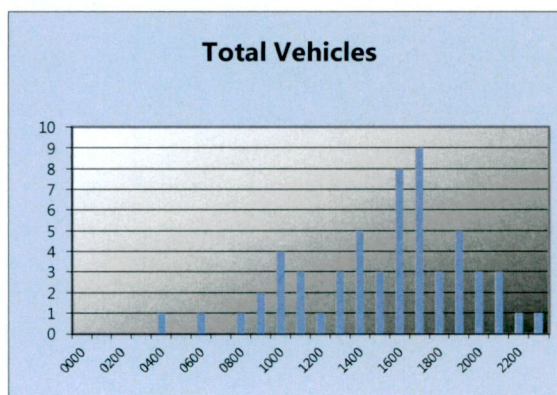
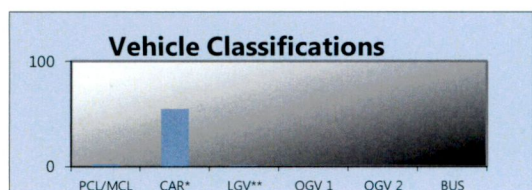
**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Wednesday 22 June 2022  
TRA/22/123**

**SITE 01  
SOUTHBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	1	0	0	0	0	1	1
0500	0	0	0	0	0	0	0	0
0600	0	1	0	0	0	0	1	1
0700	0	0	0	0	0	0	0	0
0800	0	1	0	0	0	0	1	1
0900	0	2	0	0	0	0	2	2
1000	0	4	0	0	0	0	4	4
1100	1	2	0	0	0	0	3	2
1200	0	1	0	0	0	0	1	1
1300	0	3	0	0	0	0	3	3
1400	1	4	0	0	0	0	5	4
1500	0	3	0	0	0	0	3	3
1600	0	8	0	0	0	0	8	8
1700	0	8	1	0	0	0	9	9
1800	0	3	0	0	0	0	3	3
1900	0	5	0	0	0	0	5	5
2000	0	3	0	0	0	0	3	3
2100	0	3	0	0	0	0	3	3
2200	0	1	0	0	0	0	1	1
2300	0	1	0	0	0	0	1	1
<b>07-19</b>	<b>2</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>40</b>
<b>06-22</b>	<b>2</b>	<b>51</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>52</b>
<b>06-00</b>	<b>2</b>	<b>53</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>54</b>
<b>00-00</b>	<b>2</b>	<b>54</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>55</b>

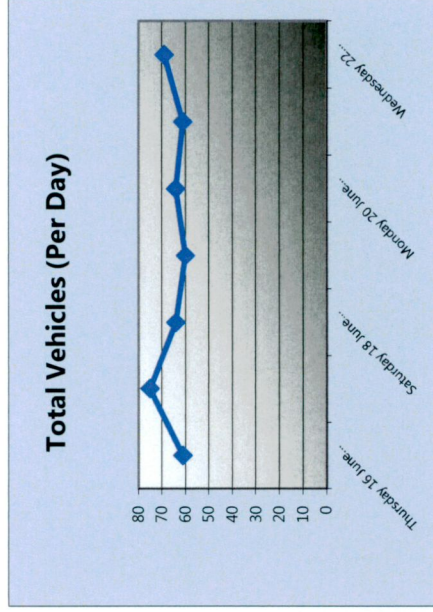
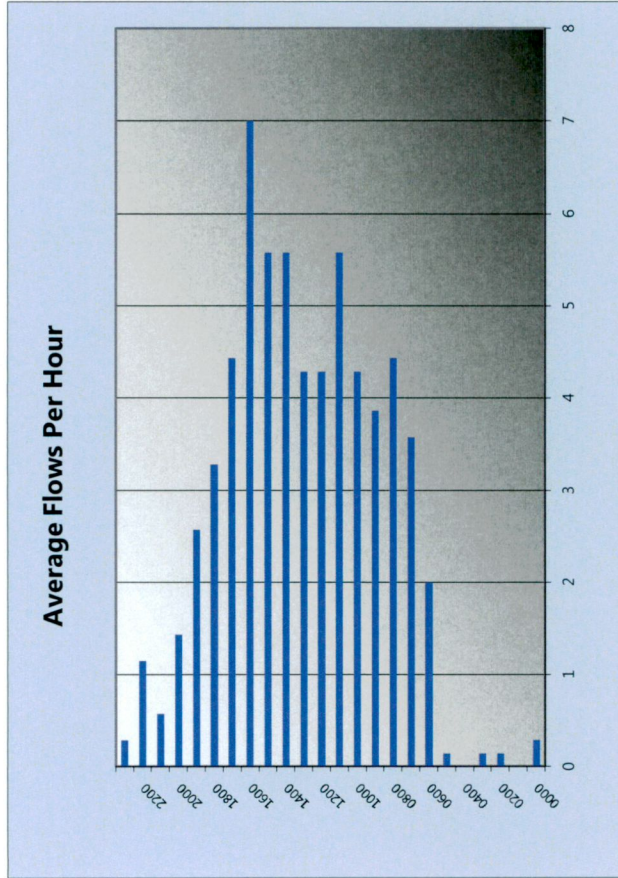
Peaks	Time	Vehicles	PCU's
<b>AM</b>	0900	2	2
<b>IP</b>	1400	5	4.2
<b>PM</b>	1700	9	9



Traffinomics Limited for  
Mr. Pearse McKiernan



TIME PERIOD	Thursday 16 June 2022	Friday 17 June 2022	Saturday 18 June 2022	Sunday 19 June 2022	Monday 20 June 2022	Tuesday 21 June 2022	Wednesday 22 June 2022	Average
0000	0	0	0	1	1	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	0	0
0300	0	0	0	1	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	1	0	0	0
0600	3	3	1	0	2	2	3	2
0700	4	5	1	1	4	4	6	4
0800	3	4	3	5	4	6	6	4
0900	3	4	4	4	5	4	3	4
1000	4	8	3	4	3	5	3	4
1100	5	7	5	3	9	4	6	6
1200	4	5	3	4	3	7	4	4
1300	7	2	2	3	6	5	5	4
1400	4	7	9	9	0	7	3	6
1500	5	5	9	5	7	4	4	6
1600	11	9	4	9	6	2	8	7
1700	3	5	7	5	3	3	5	4
1800	1	5	7	1	4	2	3	3
1900	2	1	1	1	4	4	5	3
2000	0	4	0	1	1	2	2	1
2100	1	0	1	0	1	0	1	1
2200	1	1	2	2	0	0	2	1
2300	0	0	1	1	0	0	0	0
<b>07-19</b>	<b>54</b>	<b>66</b>	<b>57</b>	<b>53</b>	<b>54</b>	<b>53</b>	<b>56</b>	<b>56</b>
<b>06-22</b>	<b>60</b>	<b>74</b>	<b>60</b>	<b>55</b>	<b>62</b>	<b>61</b>	<b>67</b>	<b>63</b>
<b>06-00</b>	<b>61</b>	<b>75</b>	<b>63</b>	<b>58</b>	<b>62</b>	<b>61</b>	<b>69</b>	<b>64</b>
<b>00-00</b>	<b>61</b>	<b>75</b>	<b>64</b>	<b>60</b>	<b>64</b>	<b>61</b>	<b>69</b>	<b>65</b>



Peak Time & Volumetric Count Data

	Thursday 16 June 2022	Friday 17 June 2022	Saturday 18 June 2022	Sunday 19 June 2022	Monday 20 June 2022	Tuesday 21 June 2022	Wednesday 22 June 2022	Mode/Average
<b>AM</b>								
<b>Time</b>	0700	0700	0900	0800	0900	0800	0700	0700
<b>Vehicles</b>	4	5	4	5	5	6	6	5
<b>IP</b>								
<b>Time</b>	1300	1400	1400	1400	1300	1200	1300	1300
<b>Vehicles</b>	7	7	9	9	6	7	5	7
<b>PM</b>								
<b>Time</b>	1600	1600	1700	1600	1600	1700	1600	1600
<b>Vehicles</b>	11	9	7	9	6	3	8	8

**REDGAP TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**SITE 01  
SOUTHBOUND**

**Thursday 16 June 2022  
TRA/22/123**

**WEEK COMMENCING:**

TIME PERIOD	Thursday 16 June 2022	Friday 17 June 2022	Saturday 18 June 2022	Sunday 19 June 2022	Monday 20 June 2022	Tuesday 21 June 2022	Wednesday 22 June 2022	Average
0000	0	0	0	1	1	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	1	1	1	0	1	1	1	1
0500	0	0	0	0	0	0	0	0
0600	0	1	0	0	0	0	1	0
0700	0	0	1	0	0	0	0	0
0800	0	1	1	1	2	1	1	1
0900	5	2	6	1	2	2	2	3
1000	2	8	2	1	4	1	4	3
1100	5	4	2	2	3	4	3	3
1200	3	3	7	1	5	5	1	4
1300	5	8	5	7	2	6	3	5
1400	4	4	11	7	4	5	5	6
1500	7	7	6	9	6	3	3	6
1600	4	9	6	8	1	6	8	6
1700	7	5	8	3	7	6	9	6
1800	6	1	4	3	4	3	3	3
1900	4	3	6	1	4	3	5	4
2000	1	2	0	0	3	2	3	2
2100	2	1	0	2	2	1	3	2
2200	1	1	1	2	1	1	1	1
2300	0	1	2	0	1	0	1	1
<b>07-19</b>	<b>48</b>	<b>52</b>	<b>59</b>	<b>43</b>	<b>40</b>	<b>42</b>	<b>42</b>	<b>47</b>
<b>06-22</b>	<b>55</b>	<b>59</b>	<b>65</b>	<b>46</b>	<b>49</b>	<b>48</b>	<b>54</b>	<b>54</b>
<b>06-00</b>	<b>56</b>	<b>61</b>	<b>68</b>	<b>48</b>	<b>51</b>	<b>49</b>	<b>56</b>	<b>56</b>
<b>00-00</b>	<b>57</b>	<b>62</b>	<b>69</b>	<b>49</b>	<b>53</b>	<b>50</b>	<b>57</b>	<b>57</b>

**SITE 01  
SOUTHBOUND**

**Profile:**

Filter time: 00:00 16th June 2022 => 23:59 22nd June 2022

Speed range: 0 - 200 km/h.

Separation: Greater than 4.00 seconds. - (Headway)

Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Vehicles = 384

Maximum = 70.7 km/h, Minimum = 3.9 km/h, Mean = 39.4 km/h

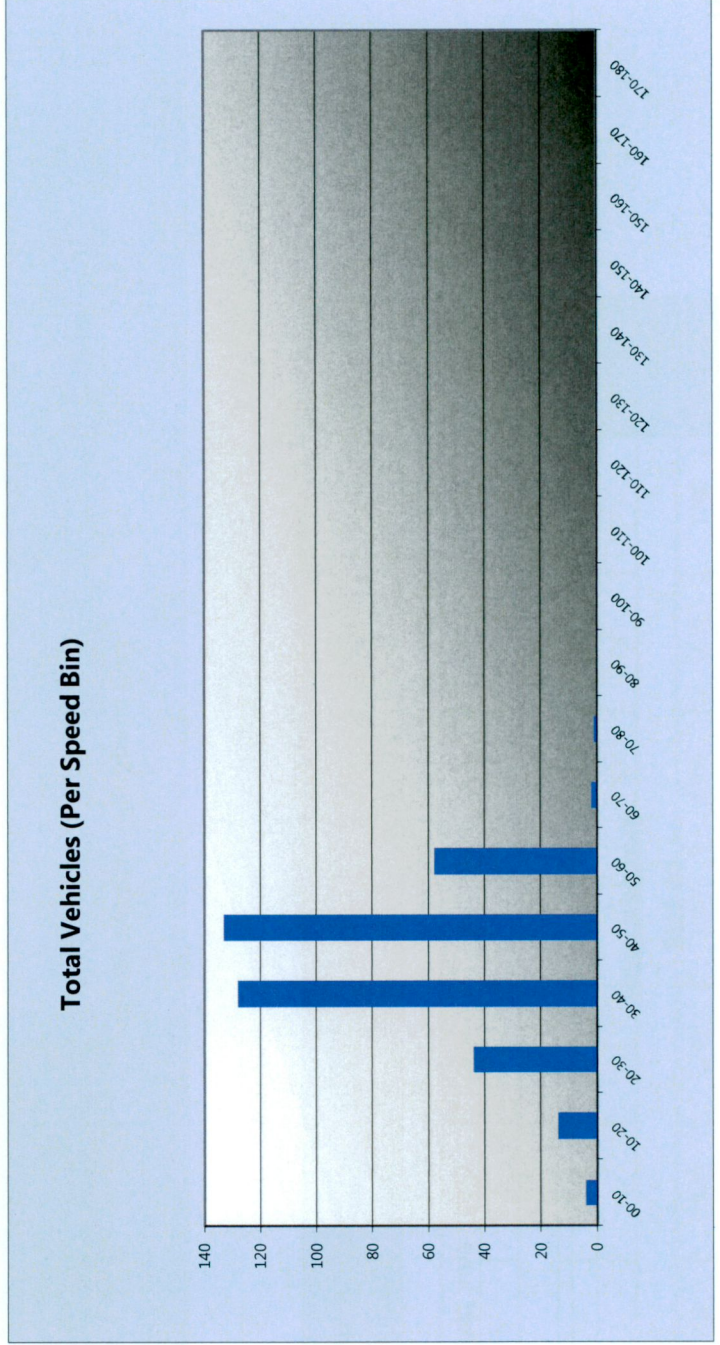
85% Speed = 50.15 km/h, 95% Speed = 53.17 km/h, Median = 40.05 km/h

20 km/h Pace = 32 - 52, Number in Pace = 281 (73.18%)

Variance = 106.21, Standard Deviation = 10.31 km/h

**Speed Bins:**

Speed KPH	Bin	
	No.	%
00-10	4	1.0
10-20	14	3.6
20-30	44	11.5
30-40	128	33.3
40-50	133	34.6
50-60	58	15.1
60-70	2	0.5
70-80	1	0.3
80-90	0	0.0
90-100	0	0.0
100-110	0	0.0
110-120	0	0.0
120-130	0	0.0
130-140	0	0.0
140-150	0	0.0
150-160	0	0.0
160-170	0	0.0
170-180	0	0.0



**CLASSIFICATION SCHEMES:**

**Scheme F Classification Scheme (Non-metric)**

Scheme F is an attempt to implement the FHWA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Vehicle Class	Class	Vehicle Type	No. of Axles	Axle spacing in feet					
				Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6	
PCL/MCL	1	motorcycle	2	<6.0					
CAR*	2	passenger car	2	6.0 - 10.0					
		car + 1 axle trailer	3	<10.0	10.0 - 18.0				
LGV**	3	car + 2 axle trailer	4	<10.0		<3.5			
		pickup	2	10.0 - 15.0					
		pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0				
		pickup + 2 axle trailer	4	10.0 - 15.0		<3.5			
BUS	4	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5		
		bus	2	>20.0					
		bus	3	>19.0					
OGV 1	5	single unit truck - dual rear axle	2	14.9 - 20.0				<3.5	
		3 axle truck	3		<18.0				
OGV 2	7	4 axle truck	4						
		2S1	3		>18.0				
		2S2	4		>5.0	>3.5			
		3S1	4		<5.0	>10.0			
		3S2	5		<6.1		3.5 - 8.0		
		5 axle combination	5						
		6 axle combination	6			3.5 - 5.0			
		3S3	6						
		2S1-2	5			>6.0			
		3S1-2	6						>10.0
13	7 or more	truck							



Car\* Cars and LGV based cars  
 LGV\*\* Light Goods Vehicles with the exception of LGV based on cars

# Site Location



# Site Location



	Job number: TRA/22/123	Job Date: Week Commencing Thursday 16 <sup>th</sup> June 2022	Drawing No: TRA/22/123-01	
	Client: Mr. Pearse McKiernan		Author: SPW	

**TRAFFINOMICS LIMITED**

**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**SUMMARY**

**WEEK COMMENCING:**

**Friday 7 October 2022  
TRA/22/117**

**SITE 01**

**LOCATION:** Redgap Road, Crookshane, Rathcoole @ Clients Access (Google Maps Ref: 53.265499, -6.479109)

**SPEED SURVEY SUMMARY:**

<b>EASTBOUND</b>	85% Speed = 65.16 km/h, 95% Speed = 71.64 km/h, Median = 53.37 km/h	Maximum = 97.0 km/h, Minimum = 12.2 km/h, Mean = 52.5 km/h
<b>WESTBOUND</b>	85% Speed = 63.39 km/h, 95% Speed = 70.47 km/h, Median = 52.65 km/h	Maximum = 96.8 km/h, Minimum = 7.3 km/h, Mean = 52.6 km/h

**VOLUMETRIC VEHICLE COUNTS:**

Direction	Time	Friday 7 October 2022	Saturday 8 October 2022	Sunday 9 October 2022	Monday 10 October 2022	Tuesday 11 October 2022	Wednesday 12 October 2022	Thursday 13 October 2022	No. Vehicles 7 day Mean
EASTBOUND	07-19	276	208	134	423	281	306	296	1924
WESTBOUND	07-19	198	197	119	175	162	183	168	1202
EASTBOUND	00-00	312	258	169	449	312	343	329	2172
WESTBOUND	00-00	252	241	146	212	192	218	205	1466

**PEAK FLOW SUMMARY:**

Peak	AM	IP	PM
Most Frequent Peak Hour	0800	1300	1700
Average Vehicles per Peak Hour	57	21	25

**TRAFFINOMICS LIMITED**

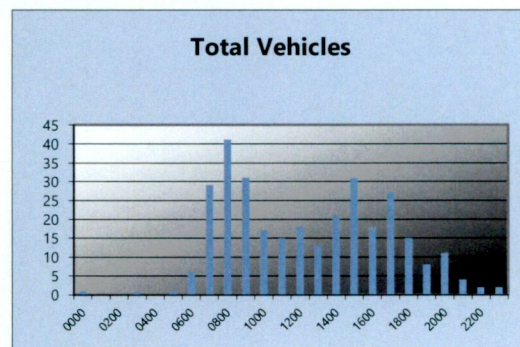
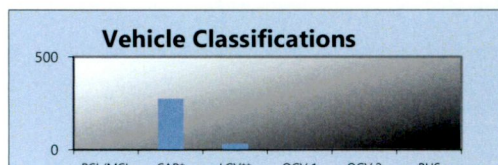
**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Friday 7 October 2022  
TRA/22/117**

**SITE 01  
EASTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	1	0	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	1	1
0600	0	5	1	0	0	0	6	6
0700	0	26	3	0	0	0	29	29
0800	0	36	5	0	0	0	41	41
0900	0	29	2	0	0	0	31	31
1000	1	12	3	1	0	0	17	17
1100	0	11	4	0	0	0	15	15
1200	0	15	2	1	0	0	18	19
1300	0	13	0	0	0	0	13	13
1400	0	20	1	0	0	0	21	21
1500	0	30	1	0	0	0	31	31
1600	0	16	2	0	0	0	18	18
1700	1	25	1	0	0	0	27	26
1800	0	13	2	0	0	0	15	15
1900	0	6	2	0	0	0	8	8
2000	0	8	3	0	0	0	11	11
2100	0	4	0	0	0	0	4	4
2200	0	1	1	0	0	0	2	2
2300	0	2	0	0	0	0	2	2
<b>07-19</b>	<b>2</b>	<b>246</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>276</b>	<b>275</b>
<b>06-22</b>	<b>2</b>	<b>269</b>	<b>32</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>305</b>	<b>304</b>
<b>06-00</b>	<b>2</b>	<b>272</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>309</b>	<b>308</b>
<b>00-00</b>	<b>2</b>	<b>275</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>312</b>	<b>311</b>

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0800	41	41
<b>IP</b>	1400	21	21
<b>PM</b>	1700	27	26.2



**TRAFFINOMICS LIMITED**



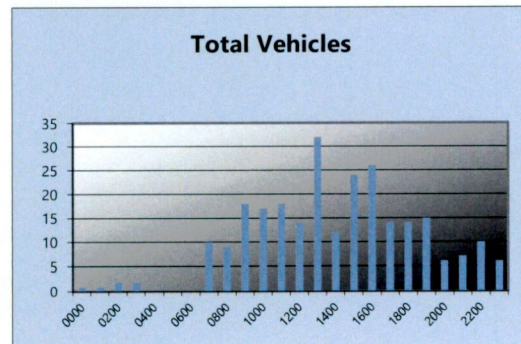
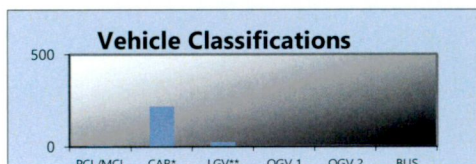
**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Saturday 8 October 2022  
TRA/22/117**

**SITE 01  
EASTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	1	0	0	0	0	1	1
0200	0	2	0	0	0	0	2	2
0300	0	2	0	0	0	0	2	2
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0
0700	0	10	0	0	0	0	10	10
0800	0	9	0	0	0	0	9	9
0900	0	15	3	0	0	0	18	18
1000	0	16	1	0	0	0	17	17
1100	1	12	5	0	0	0	18	17
1200	2	9	3	0	0	0	14	12
1300	1	29	2	0	0	0	32	31
1400	0	12	0	0	0	0	12	12
1500	3	19	1	1	0	0	24	22
1600	0	20	6	0	0	0	26	26
1700	0	14	0	0	0	0	14	14
1800	0	12	2	0	0	0	14	14
1900	0	15	0	0	0	0	15	15
2000	0	6	0	0	0	0	6	6
2100	0	6	1	0	0	0	7	7
2200	0	10	0	0	0	0	10	10
2300	0	6	0	0	0	0	6	6
<b>07-19</b>	<b>7</b>	<b>177</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>208</b>	<b>203</b>
<b>06-22</b>	<b>7</b>	<b>204</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>236</b>	<b>231</b>
<b>06-00</b>	<b>7</b>	<b>220</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>252</b>	<b>247</b>
<b>00-00</b>	<b>7</b>	<b>226</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>258</b>	<b>253</b>

Peaks	Time	Vehicles	PCU's
AM	0900	18	18
IP	1300	32	31.2
PM	1600	26	26



**TRAFFINOMICS LIMITED**

**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

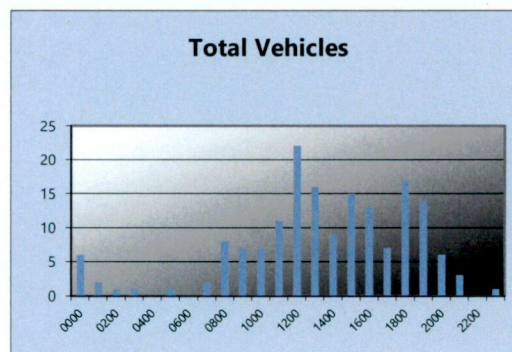
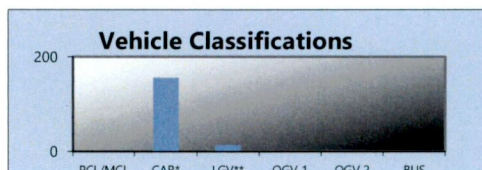
**Sunday 9 October 2022  
TRA/22/117**

Traffinomics Limited for  
Mr. Pearse McKiernan

**SITE 01  
EASTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	5	1	0	0	0	6	6
0100	0	1	1	0	0	0	2	2
0200	0	0	1	0	0	0	1	1
0300	0	1	0	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	1	1
0600	0	0	0	0	0	0	0	0
0700	0	2	0	0	0	0	2	2
0800	0	8	0	0	0	0	8	8
0900	0	6	1	0	0	0	7	7
1000	0	7	0	0	0	0	7	7
1100	0	9	2	0	0	0	11	11
1200	0	19	3	0	0	0	22	22
1300	0	16	0	0	0	0	16	16
1400	0	9	0	0	0	0	9	9
1500	0	15	0	0	0	0	15	15
1600	0	11	1	0	1	0	13	14
1700	0	7	0	0	0	0	7	7
1800	0	15	2	0	0	0	17	17
1900	0	14	0	0	0	0	14	14
2000	0	5	1	0	0	0	6	6
2100	0	3	0	0	0	0	3	3
2200	0	0	0	0	0	0	0	0
2300	0	1	0	0	0	0	1	1
<b>07-19</b>	<b>0</b>	<b>124</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>134</b>	<b>135</b>
<b>06-22</b>	<b>0</b>	<b>146</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>157</b>	<b>158</b>
<b>06-00</b>	<b>0</b>	<b>147</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>158</b>	<b>159</b>
<b>00-00</b>	<b>0</b>	<b>155</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>169</b>	<b>170</b>

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0800	8	8
<b>IP</b>	1200	22	22
<b>PM</b>	1800	17	17



**TRAFFINOMICS LIMITED**

**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Monday 10 October 2022  
TRA/22/117**

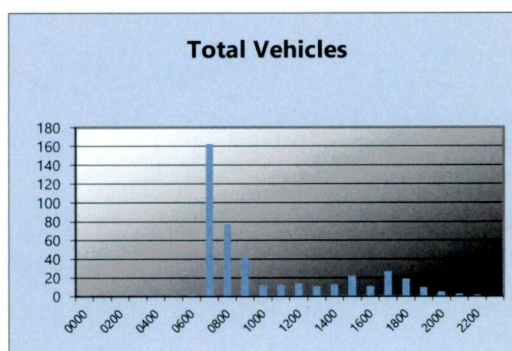
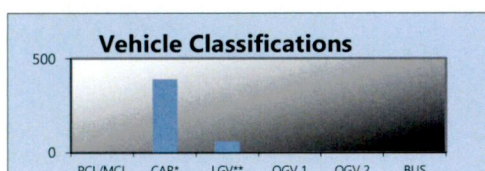
**SITE 01**

Traffinomics Limited for  
Mr. Pearse McKiernan

## EASTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	1	0	0	0	1	1
0500	0	1	0	0	0	0	1	1
0600	0	2	1	0	0	0	3	3
0700	0	144	18	0	0	0	162	162
0800	0	73	4	0	0	0	77	77
0900	0	36	6	0	0	0	42	42
1000	0	10	2	0	0	0	12	12
1100	0	10	3	0	0	0	13	13
1200	0	10	4	0	0	0	14	14
1300	0	8	3	0	0	0	11	11
1400	0	9	4	0	0	0	13	13
1500	0	20	2	0	0	0	22	22
1600	0	9	2	0	0	0	11	11
1700	0	25	2	0	0	0	27	27
1800	0	15	4	0	0	0	19	19
1900	0	9	1	0	0	0	10	10
2000	0	4	1	0	0	0	5	5
2100	0	3	0	0	0	0	3	3
2200	0	1	1	0	0	0	2	2
2300	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>0</b>	<b>369</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>423</b>	<b>423</b>
<b>06-22</b>	<b>0</b>	<b>387</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>444</b>	<b>444</b>
<b>06-00</b>	<b>0</b>	<b>388</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>446</b>	<b>446</b>
<b>00-00</b>	<b>0</b>	<b>390</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>449</b>	<b>449</b>

Peaks	Time	Vehicles	PCU's
AM	0700	162	162
IP	1200	14	14
PM	1700	27	27



**TRAFFINOMICS LIMITED**

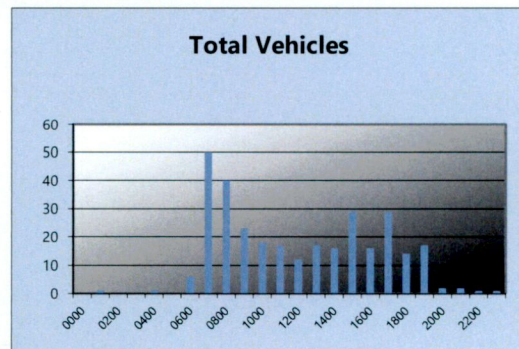
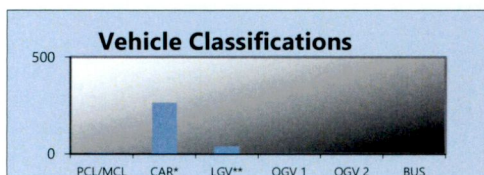
**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Tuesday 11 October 2022  
TRA/22/117**

**SITE 01  
EASTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	1	0	0	0	0	1	1
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	1	0	0	0	0	1	1
0500	0	0	0	0	0	0	0	0
0600	0	5	1	0	0	0	6	6
0700	0	44	6	0	0	0	50	50
0800	0	37	3	0	0	0	40	40
0900	0	21	2	0	0	0	23	23
1000	1	15	1	1	0	0	18	18
1100	0	11	5	1	0	0	17	18
1200	0	11	1	0	0	0	12	12
1300	2	13	2	0	0	0	17	15
1400	0	14	2	0	0	0	16	16
1500	0	26	3	0	0	0	29	29
1600	0	14	2	0	0	0	16	16
1700	0	19	8	1	1	0	29	31
1800	1	13	0	0	0	0	14	13
1900	0	14	3	0	0	0	17	17
2000	0	2	0	0	0	0	2	2
2100	0	2	0	0	0	0	2	2
2200	0	1	0	0	0	0	1	1
2300	0	1	0	0	0	0	1	1
<b>07-19</b>	<b>4</b>	<b>238</b>	<b>35</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>281</b>	<b>281</b>
<b>06-22</b>	<b>4</b>	<b>261</b>	<b>39</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>308</b>	<b>308</b>
<b>06-00</b>	<b>4</b>	<b>263</b>	<b>39</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>310</b>	<b>310</b>
<b>00-00</b>	<b>4</b>	<b>265</b>	<b>39</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>312</b>	<b>312</b>

Peaks	Time	Vehicles	PCU's
AM	0700	50	50
IP	1300	17	16
PM	1700	29	30.8



**TRAFFINOMICS LIMITED**

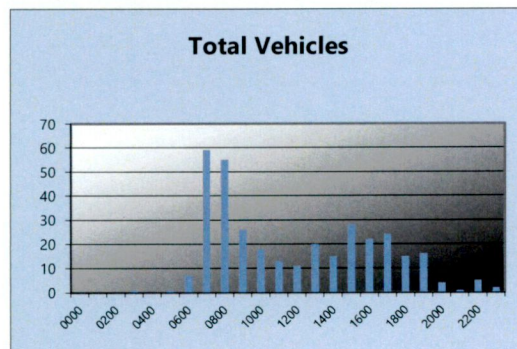
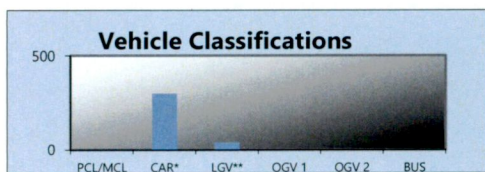
**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Wednesday 12 October 2022  
TRA/22/117**

**SITE 01  
EASTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	0	0	1	0	0	0	1	1
0600	0	4	3	0	0	0	7	7
0700	0	54	5	0	0	0	59	59
0800	0	50	5	0	0	0	55	55
0900	0	24	2	0	0	0	26	26
1000	0	12	5	0	1	0	18	19
1100	1	11	1	0	0	0	13	12
1200	0	11	0	0	0	0	11	11
1300	0	17	2	1	0	0	20	21
1400	0	13	2	0	0	0	15	15
1500	1	26	1	0	0	0	28	27
1600	0	19	3	0	0	0	22	22
1700	0	21	3	0	0	0	24	24
1800	0	11	3	1	0	0	15	16
1900	0	15	1	0	0	0	16	16
2000	0	4	0	0	0	0	4	4
2100	0	1	0	0	0	0	1	1
2200	0	4	1	0	0	0	5	5
2300	0	1	1	0	0	0	2	2
<b>07-19</b>	<b>2</b>	<b>269</b>	<b>32</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>306</b>	<b>307</b>
<b>06-22</b>	<b>2</b>	<b>293</b>	<b>36</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>334</b>	<b>335</b>
<b>06-00</b>	<b>2</b>	<b>298</b>	<b>38</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>341</b>	<b>342</b>
<b>00-00</b>	<b>2</b>	<b>298</b>	<b>40</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>343</b>	<b>344</b>

Peaks	Time	Vehicles	PCU's
AM	0700	59	59
IP	1300	20	20.5
PM	1700	24	24



**TRAFFINOMICS LIMITED**

**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Thursday 13 October 2022  
TRA/22/117**

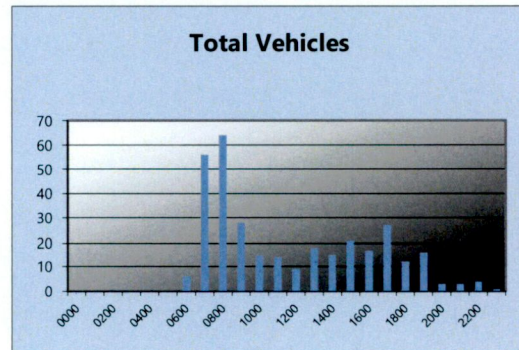
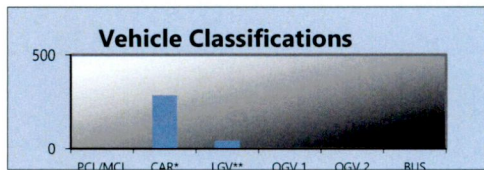
**SITE 01  
EASTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0

Traffinomics Limited for  
Mr. Pearse McKiernan

0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	4	2	0	0	0	6	6
0700	0	54	2	0	0	0	56	56
0800	0	56	8	0	0	0	64	64
0900	0	24	4	0	0	0	28	28
1000	0	11	4	0	0	0	15	15
1100	0	12	2	0	0	0	14	14
1200	0	9	0	0	0	0	9	9
1300	0	15	3	0	0	0	18	18
1400	0	13	2	0	0	0	15	15
1500	0	18	3	0	0	0	21	21
1600	0	12	5	0	0	0	17	17
1700	0	22	4	1	0	0	27	28
1800	0	11	1	0	0	0	12	12
1900	0	15	1	0	0	0	16	16
2000	0	3	0	0	0	0	3	3
2100	0	2	1	0	0	0	3	3
2200	0	3	1	0	0	0	4	4
2300	0	1	0	0	0	0	1	1
<b>07-19</b>	<b>0</b>	<b>257</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>296</b>	<b>297</b>
<b>06-22</b>	<b>0</b>	<b>281</b>	<b>42</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>324</b>	<b>325</b>
<b>06-00</b>	<b>0</b>	<b>285</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>329</b>	<b>330</b>
<b>00-00</b>	<b>0</b>	<b>285</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>329</b>	<b>330</b>

Peaks	Time	Vehicles	PCU's
AM	0800	64	64
IP	1300	18	18
PM	1700	27	27.5



**TRAFFINOMICS LIMITED**

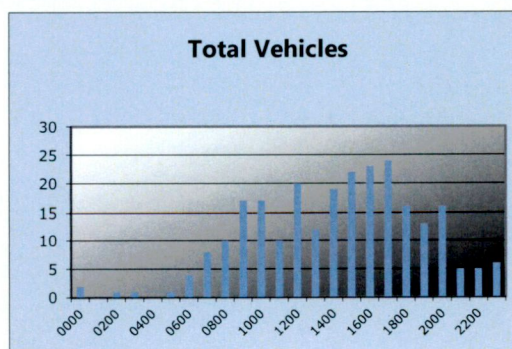
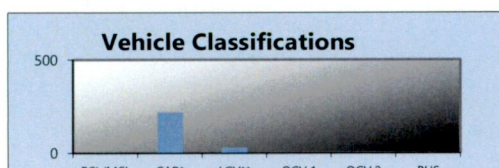
**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Friday 7 October 2022  
TRA/22/117**

**SITE 01  
WESTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	0	0	0	0	2	2
0100	0	0	0	0	0	0	0	0
0200	0	1	0	0	0	0	1	1
0300	0	1	0	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	1	1
0600	0	4	0	0	0	0	4	4
0700	0	5	3	0	0	0	8	8
0800	0	7	3	0	0	0	10	10
0900	0	16	1	0	0	0	17	17
1000	0	15	2	0	0	0	17	17
1100	0	8	2	0	0	0	10	10
1200	0	17	3	0	0	0	20	20
1300	1	10	1	0	0	0	12	11
1400	0	16	3	0	0	0	19	19
1500	0	19	3	0	0	0	22	22
1600	0	22	1	0	0	0	23	23
1700	0	22	2	0	0	0	24	24
1800	2	12	2	0	0	0	16	14
1900	0	11	2	0	0	0	13	13
2000	0	16	0	0	0	0	16	16
2100	0	4	1	0	0	0	5	5
2200	0	4	1	0	0	0	5	5
2300	0	6	0	0	0	0	6	6
<b>07-19</b>	<b>3</b>	<b>169</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>198</b>	<b>196</b>
<b>06-22</b>	<b>3</b>	<b>204</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>236</b>	<b>234</b>
<b>06-00</b>	<b>3</b>	<b>214</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>247</b>	<b>245</b>
<b>00-00</b>	<b>3</b>	<b>219</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>252</b>	<b>250</b>

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0900	17	17
<b>IP</b>	1200	20	20
<b>PM</b>	1700	24	24



**TRAFFINOMICS LIMITED**

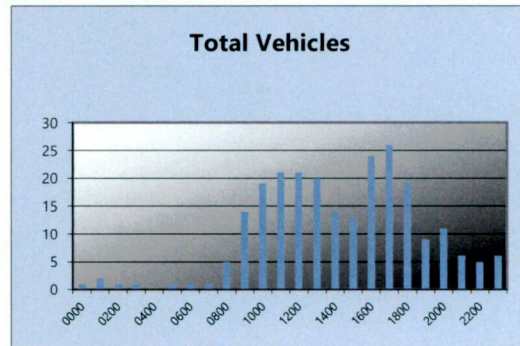
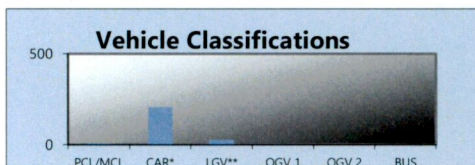
**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Saturday 8 October 2022  
TRA/22/117**

**SITE 01  
WESTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	2	0	0	0	0	2	2
0200	0	1	0	0	0	0	1	1
0300	0	1	0	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	1	1
0600	0	1	0	0	0	0	1	1
0700	0	1	0	0	0	0	1	1
0800	0	5	0	0	0	0	5	5
0900	0	11	3	0	0	0	14	14
1000	0	16	3	0	0	0	19	19
1100	0	12	9	0	0	0	21	21
1200	1	18	2	0	0	0	21	20
1300	3	15	1	1	0	0	20	18
1400	1	13	0	0	0	0	14	13
1500	0	12	1	0	0	0	13	13
1600	0	23	1	0	0	0	24	24
1700	1	24	1	0	0	0	26	25
1800	1	14	4	0	0	0	19	18
1900	0	9	0	0	0	0	9	9
2000	0	11	0	0	0	0	11	11
2100	0	5	1	0	0	0	6	6
2200	0	5	0	0	0	0	5	5
2300	0	6	0	0	0	0	6	6
<b>07-19</b>	<b>7</b>	<b>164</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>197</b>	<b>192</b>
<b>06-22</b>	<b>7</b>	<b>190</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>224</b>	<b>219</b>
<b>06-00</b>	<b>7</b>	<b>201</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>235</b>	<b>230</b>
<b>00-00</b>	<b>7</b>	<b>207</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>241</b>	<b>236</b>

Peaks	Time	Vehicles	PCU's
AM	0900	14	14
IP	1200	21	20.2
PM	1700	26	25.2



**TRAFFINOMICS LIMITED**

**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Sunday 9 October 2022  
TRA/22/117**

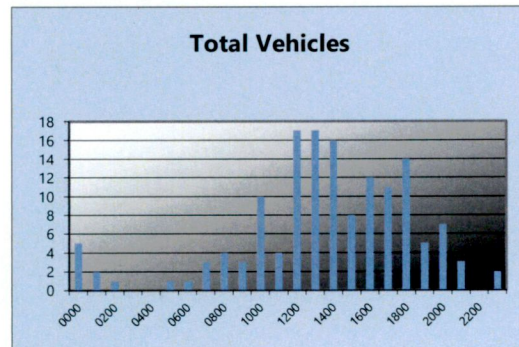
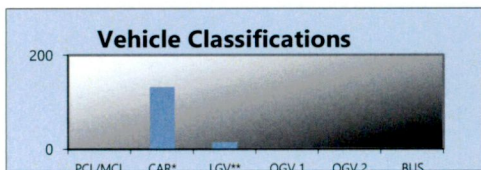
Traffinomics Limited for  
Mr. Pearse McKiernan



**SITE 01  
WESTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	4	1	0	0	0	5	5
0100	0	1	1	0	0	0	2	2
0200	0	1	0	0	0	0	1	1
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	1	0	0	0	0	1	1
0600	0	1	0	0	0	0	1	1
0700	0	2	1	0	0	0	3	3
0800	0	4	0	0	0	0	4	4
0900	0	3	0	0	0	0	3	3
1000	0	9	1	0	0	0	10	10
1100	0	4	0	0	0	0	4	4
1200	0	15	2	0	0	0	17	17
1300	0	17	0	0	0	0	17	17
1400	0	16	0	0	0	0	16	16
1500	0	7	1	0	0	0	8	8
1600	0	10	2	0	0	0	12	12
1700	0	10	1	0	0	0	11	11
1800	0	13	1	0	0	0	14	14
1900	0	4	1	0	0	0	5	5
2000	0	7	0	0	0	0	7	7
2100	0	2	1	0	0	0	3	3
2200	0	0	0	0	0	0	0	0
2300	0	1	1	0	0	0	2	2
<b>07-19</b>	<b>0</b>	<b>110</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>119</b>
<b>06-22</b>	<b>0</b>	<b>124</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>135</b>
<b>06-00</b>	<b>0</b>	<b>125</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>137</b>
<b>00-00</b>	<b>0</b>	<b>132</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>146</b>

Peaks	Time	Vehicles	PCU's
AM	0800	4	4
IP	1200	17	17
PM	1800	14	14



**TRAFFINOMICS LIMITED**

**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Monday 10 October 2022  
TRA/22/117**

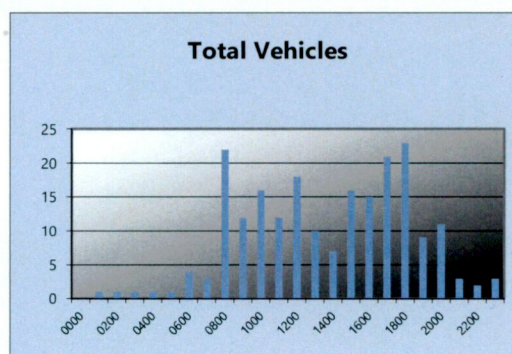
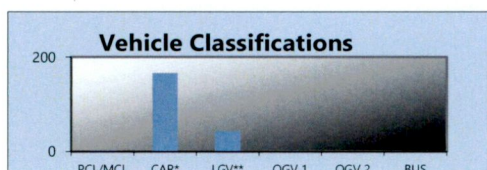
**SITE 01**

Traffinomics Limited for  
Mr. Pearse McKiernan

## WESTBOUND

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	1	1
0200	0	0	1	0	0	0	1	1
0300	0	1	0	0	0	0	1	1
0400	0	0	1	0	0	0	1	1
0500	0	0	1	0	0	0	1	1
0600	0	4	0	0	0	0	4	4
0700	0	3	0	0	0	0	3	3
0800	0	16	6	0	0	0	22	22
0900	0	11	1	0	0	0	12	12
1000	0	12	4	0	0	0	16	16
1100	1	9	2	0	0	0	12	11
1200	0	14	4	0	0	0	18	18
1300	0	8	2	0	0	0	10	10
1400	0	3	3	1	0	0	7	8
1500	0	13	3	0	0	0	16	16
1600	0	13	2	0	0	0	15	15
1700	0	17	4	0	0	0	21	21
1800	1	20	2	0	0	0	23	22
1900	0	8	1	0	0	0	9	9
2000	0	9	2	0	0	0	11	11
2100	0	2	1	0	0	0	3	3
2200	0	1	1	0	0	0	2	2
2300	0	2	1	0	0	0	3	3
<b>07-19</b>	<b>2</b>	<b>139</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>174</b>
<b>06-22</b>	<b>2</b>	<b>162</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>202</b>	<b>201</b>
<b>06-00</b>	<b>2</b>	<b>165</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>207</b>	<b>206</b>
<b>00-00</b>	<b>2</b>	<b>166</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>212</b>	<b>211</b>

Peaks	Time	Vehicles	PCU's
AM	0800	22	22
IP	1200	18	18
PM	1800	23	22.2



**TRAFFINOMICS LIMITED**

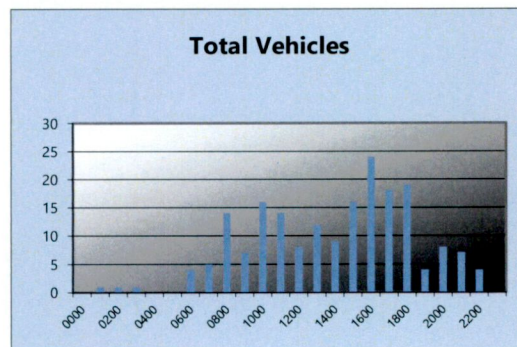
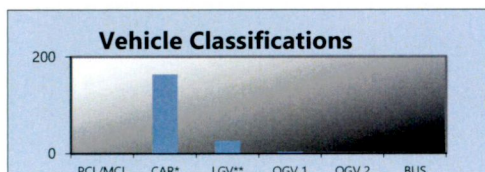
**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Tuesday 11 October 2022  
TRA/22/117**

**SITE 01  
WESTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	0	0	0	0	0	0	0
0100	0	1	0	0	0	0	1	1
0200	0	1	0	0	0	0	1	1
0300	0	1	0	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	4	0	0	0	0	4	4
0700	0	4	1	0	0	0	5	5
0800	0	13	1	0	0	0	14	14
0900	0	7	0	0	0	0	7	7
1000	0	13	3	0	0	0	16	16
1100	0	9	5	0	0	0	14	14
1200	0	6	1	1	0	0	8	9
1300	0	11	0	1	0	0	12	13
1400	0	6	2	1	0	0	9	10
1500	0	13	3	0	0	0	16	16
1600	0	20	4	0	0	0	24	24
1700	0	17	1	0	0	0	18	18
1800	0	17	2	0	0	0	19	19
1900	0	4	0	0	0	0	4	4
2000	0	6	2	0	0	0	8	8
2100	0	7	0	0	0	0	7	7
2200	0	4	0	0	0	0	4	4
2300	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>0</b>	<b>136</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>162</b>	<b>164</b>
<b>06-22</b>	<b>0</b>	<b>157</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>185</b>	<b>187</b>
<b>06-00</b>	<b>0</b>	<b>161</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>189</b>	<b>191</b>
<b>00-00</b>	<b>0</b>	<b>164</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>192</b>	<b>194</b>

Peaks	Time	Vehicles	PCU's
AM	0800	14	14
IP	1300	12	12.5
PM	1600	24	24



**TRAFFINOMICS LIMITED**

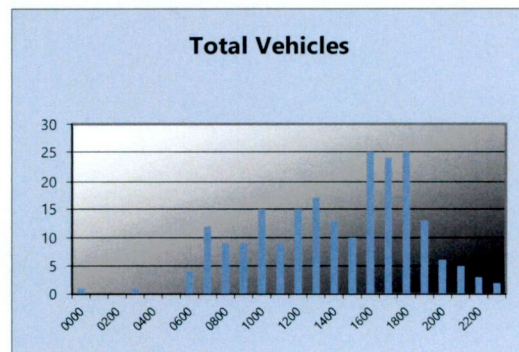
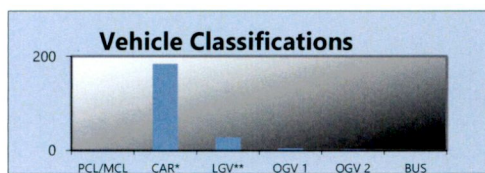
**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Wednesday 12 October 2022  
TRA/22/117**

**SITE 01  
WESTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	1	0	0	0	0	1	1
0100	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	1	1
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	4	0	0	0	0	4	4
0700	0	8	3	1	0	0	12	13
0800	0	8	1	0	0	0	9	9
0900	0	9	0	0	0	0	9	9
1000	0	12	3	0	0	0	15	15
1100	0	7	1	0	1	0	9	10
1200	0	12	2	1	0	0	15	16
1300	0	12	4	1	0	0	17	18
1400	0	10	3	0	0	0	13	13
1500	0	9	1	0	0	0	10	10
1600	0	24	1	0	0	0	25	25
1700	1	19	3	0	1	0	24	25
1800	0	24	1	0	0	0	25	25
1900	0	11	1	1	0	0	13	14
2000	0	6	0	0	0	0	6	6
2100	0	5	0	0	0	0	5	5
2200	0	2	1	0	0	0	3	3
2300	0	1	1	0	0	0	2	2
<b>07-19</b>	<b>1</b>	<b>154</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>183</b>	<b>186</b>
<b>06-22</b>	<b>1</b>	<b>180</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>211</b>	<b>215</b>
<b>06-00</b>	<b>1</b>	<b>183</b>	<b>26</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>216</b>	<b>220</b>
<b>00-00</b>	<b>1</b>	<b>184</b>	<b>27</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>218</b>	<b>222</b>

Peaks	Time	Vehicles	PCU's
<b>AM</b>	0700	12	12.5
<b>IP</b>	1300	17	17.5
<b>PM</b>	1600	25	25



**TRAFFINOMICS LIMITED**

**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**Thursday 13 October 2022  
TRA/22/117**

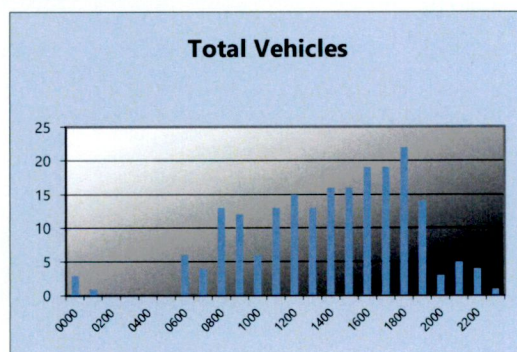
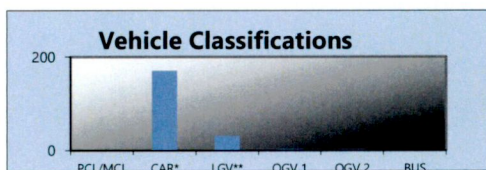
**SITE 01  
WESTBOUND**

TIME	PCL/MCL	CAR*	LGV**	OGV 1	OGV 2	BUS	TOTAL	PCU
0000	0	2	1	0	0	0	3	3

Traffinomics Limited for  
Mr. Pearse McKiernan

0100	0	1	0	0	0	0	1	1
0200	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0
0600	0	6	0	0	0	0	6	6
0700	0	4	0	0	0	0	4	4
0800	0	11	2	0	0	0	13	13
0900	0	10	2	0	0	0	12	12
1000	0	6	0	0	0	0	6	6
1100	0	5	6	1	1	0	13	15
1200	0	12	3	0	0	0	15	15
1300	0	12	1	0	0	0	13	13
1400	0	14	2	0	0	0	16	16
1500	0	13	2	1	0	0	16	17
1600	0	17	2	0	0	0	19	19
1700	0	15	4	0	0	0	19	19
1800	0	18	3	0	1	0	22	23
1900	0	14	0	0	0	0	14	14
2000	0	2	1	0	0	0	3	3
2100	0	4	1	0	0	0	5	5
2200	0	3	1	0	0	0	4	4
2300	0	1	0	0	0	0	1	1
<b>07-19</b>	<b>0</b>	<b>137</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>168</b>	<b>172</b>
<b>06-22</b>	<b>0</b>	<b>163</b>	<b>29</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>196</b>	<b>200</b>
<b>06-00</b>	<b>0</b>	<b>167</b>	<b>30</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>201</b>	<b>205</b>
<b>00-00</b>	<b>0</b>	<b>170</b>	<b>31</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>205</b>	<b>209</b>

Peaks	Time	Vehicles	PCU's
AM	0800	13	13
IP	1400	16	16
PM	1800	22	23.3



**TRAFFINOMICS LIMITED**

**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**SITE 01  
EASTBOUND**

**WEEK COMMENCING:**

**Friday 7 October 2022  
TRA/22/117**

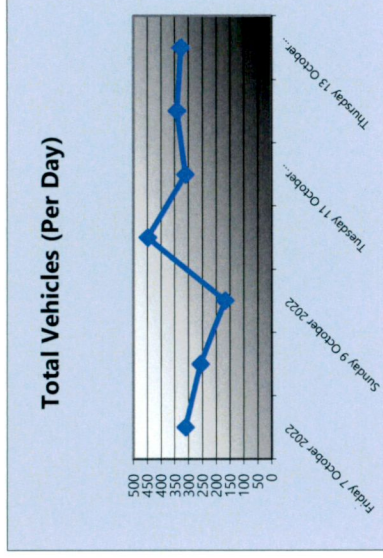
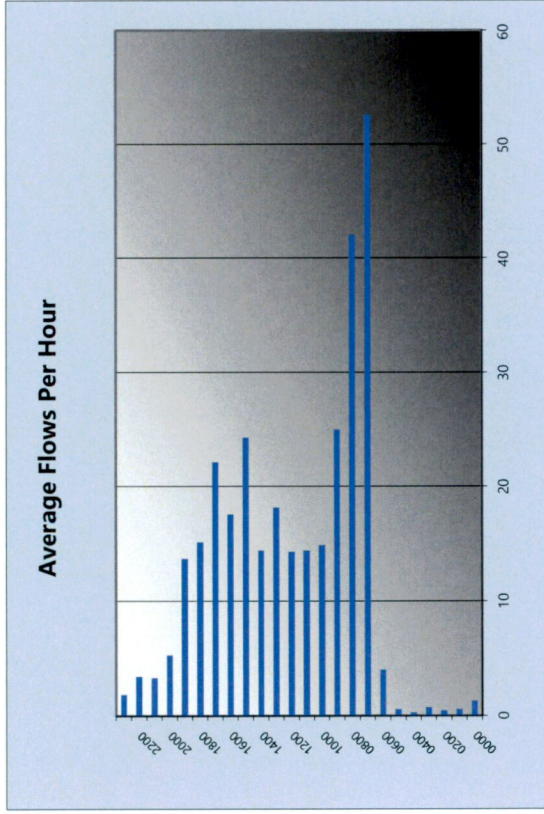
TIME PERIOD	Friday 7 October 2022	Saturday 8 October 2022	Sunday 9 October 2022	Monday 10 October 2022	Tuesday 11 October 2022	Wednesday 12 October 2022	Thursday 13 October 2022	Average
0000	1	1	6	1	0	0	0	1
0100	0	1	2	0	1	0	0	1
0200	0	2	1	0	0	0	0	0
0300	1	2	1	0	0	1	0	1
0400	0	0	0	1	1	0	0	0
0500	1	0	1	1	0	1	0	1
0600	6	0	0	3	6	7	6	4
0700	29	10	2	162	50	59	56	53
0800	41	9	8	77	40	55	64	42
0900	31	18	7	42	23	26	28	25
1000	17	17	7	12	18	18	15	15
1100	15	18	11	13	17	13	14	14
1200	18	14	22	14	12	11	9	14
1300	13	32	16	11	17	20	18	18
1400	21	12	9	13	16	15	15	14
1500	31	24	15	22	29	28	21	24
1600	18	26	13	11	16	22	17	18
1700	27	14	7	27	29	24	27	22
1800	15	14	17	19	14	15	12	15
1900	8	15	14	10	17	16	16	14
2000	11	6	6	5	2	4	3	5
2100	4	7	3	3	2	1	3	3
2200	2	10	0	2	1	5	4	3
2300	2	6	1	0	1	2	1	2
<b>07-19</b>	<b>276</b>	<b>208</b>	<b>134</b>	<b>423</b>	<b>281</b>	<b>306</b>	<b>296</b>	<b>275</b>
<b>06-22</b>	<b>305</b>	<b>236</b>	<b>157</b>	<b>444</b>	<b>308</b>	<b>334</b>	<b>324</b>	<b>301</b>
<b>06-00</b>	<b>309</b>	<b>252</b>	<b>158</b>	<b>446</b>	<b>310</b>	<b>341</b>	<b>329</b>	<b>306</b>
<b>00-00</b>	<b>312</b>	<b>258</b>	<b>169</b>	<b>449</b>	<b>312</b>	<b>343</b>	<b>329</b>	<b>310</b>

**TRAFFINOMICS LIMITED**

REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT

SITE 01  
EASTBOUND

WEEK COMMENCING: Friday 7 October 2022  
TRA/22/117



Peak Time & Volumetric Count Data

	Friday 7 October 2022	Saturday 8 October 2022	Sunday 9 October 2022	Monday 10 October 2022	Tuesday 11 October 2022	Wednesday 12 October 2022	Thursday 13 October 2022	Mode/ Average
<b>AM</b>								
<b>Time</b>	0800	0900	0800	0700	0700	0700	0800	0800
<b>Vehicles</b>	41	18	8	162	50	59	64	57
<b>IP</b>								
<b>Time</b>	1400	1300	1200	1200	1300	1300	1300	1300
<b>Vehicles</b>	21	32	22	14	17	20	18	21
<b>PM</b>								
<b>Time</b>	1700	1600	1800	1700	1700	1700	1700	1700
<b>Vehicles</b>	27	26	17	27	29	24	27	25

**TRAFFINOMICS LIMITED**

**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**SITE 01  
WESTBOUND**

**WEEK COMMENCING:**

**Friday 7 October 2022  
TRA/22/117**

TIME PERIOD	Friday 7 October 2022	Saturday 8 October 2022	Sunday 9 October 2022	Monday 10 October 2022	Tuesday 11 October 2022	Wednesday 12 October 2022	Thursday 13 October 2022	Average
0000	2	1	5	0	0	1	3	2
0100	0	2	2	1	1	0	1	1
0200	1	1	1	1	1	0	0	1
0300	1	1	0	1	1	1	0	1
0400	0	0	0	1	0	0	0	0
0500	1	1	1	1	0	0	0	1
0600	4	1	1	4	4	4	6	3
0700	8	1	3	3	5	12	4	5
0800	10	5	4	22	14	9	13	11
0900	17	14	3	12	7	9	12	11
1000	17	19	10	16	16	15	6	14
1100	10	21	4	12	14	9	13	12
1200	20	21	17	18	8	15	15	16
1300	12	20	17	10	12	17	13	14
1400	19	14	16	7	9	13	16	13
1500	22	13	8	16	16	10	16	14
1600	23	24	12	15	24	25	19	20
1700	24	26	11	21	18	24	19	20
1800	16	19	14	23	19	25	22	20
1900	13	9	5	9	4	13	14	10
2000	16	11	7	11	8	6	3	9
2100	5	6	3	3	7	5	5	5
2200	5	5	0	2	4	3	4	3
2300	6	6	2	3	0	2	1	3
<b>07-19</b>	<b>198</b>	<b>197</b>	<b>119</b>	<b>175</b>	<b>162</b>	<b>183</b>	<b>168</b>	<b>172</b>
<b>06-22</b>	<b>236</b>	<b>224</b>	<b>135</b>	<b>202</b>	<b>185</b>	<b>211</b>	<b>196</b>	<b>198</b>
<b>06-00</b>	<b>247</b>	<b>235</b>	<b>137</b>	<b>207</b>	<b>189</b>	<b>216</b>	<b>201</b>	<b>205</b>
<b>00-00</b>	<b>252</b>	<b>241</b>	<b>146</b>	<b>212</b>	<b>192</b>	<b>218</b>	<b>205</b>	<b>209</b>

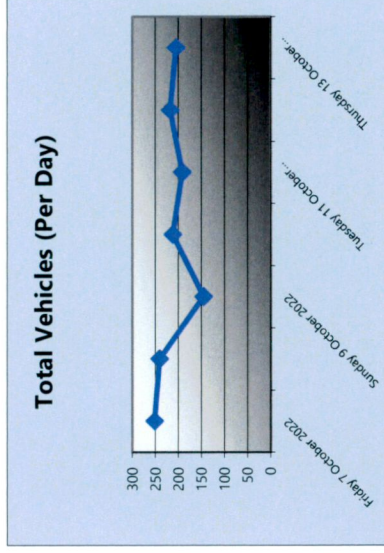
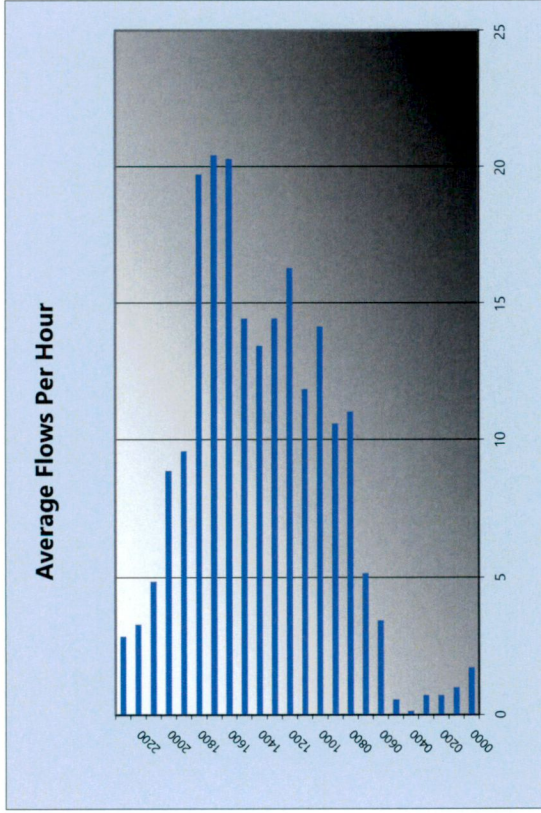
**TRAFFINOMICS LIMITED**



REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT

SITE 01  
WESTBOUND

WEEK COMMENCING:  
Friday 7 October 2022  
TRA/22/117



Peak Time & Volumetric Count Data

	Friday 7 October 2022	Saturday 8 October 2022	Sunday 9 October 2022	Monday 10 October 2022	Tuesday 11 October 2022	Wednesday 12 October 2022	Thursday 13 October 2022	Mode/ Average
<b>AM</b>								
<b>Time</b>	0900	0900	0800	0800	0800	0700	0800	0800
<b>Vehicles</b>	17	14	17	22	14	12	13	16
<b>IP</b>								
<b>Time</b>	1200	1200	1200	1200	1300	1300	1400	1200
<b>Vehicles</b>	20	21	17	18	12	17	16	17
<b>PM</b>								
<b>Time</b>	1700	1700	1800	1800	1600	1600	1800	1800
<b>Vehicles</b>	24	26	14	23	24	25	22	23

**SITE 01  
EASTBOUND**

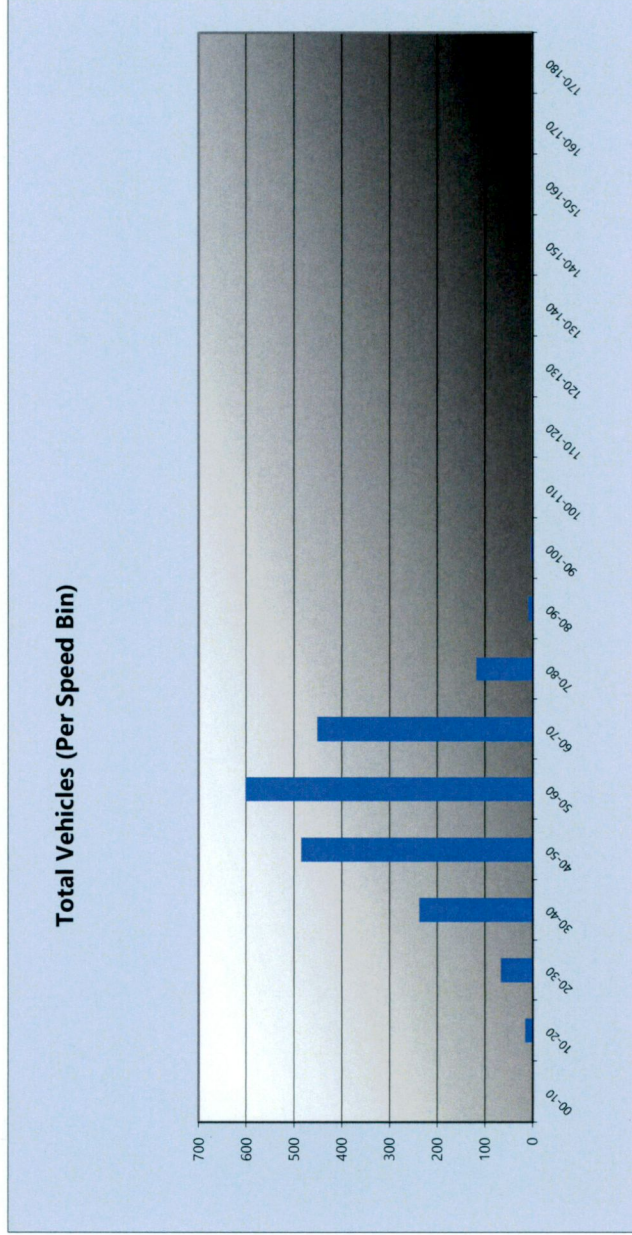
**Profile:**

Filter time: 00:00 7th October 2022 => 23:59 13th October 2022  
 Speed range: 0 - 200 km/h.  
 Separation: Greater than 4.00 seconds. - (Headway)  
 Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Vehicles = 1992  
 Maximum = 97.0 km/h, Minimum = 12.2 km/h, Mean = 52.5 km/h  
 85% Speed = 65.16 km/h, 95% Speed = 71.64 km/h, Median = 53.37 km/h  
 20 km/h Pace = 43 - 63, Number in Pace = 1157 (58.08%)  
 Variance = 155.45, Standard Deviation = 12.47 km/h

**Speed Bins:**

Speed KPH	Bin	
	No.	%
00-10	0	0.0
10-20	16	0.8
20-30	67	3.4
30-40	238	11.9
40-50	485	24.3
50-60	602	30.2
60-70	451	22.6
70-80	119	6.0
80-90	10	0.5
90-100	4	0.2
100-110	0	0.0
110-120	0	0.0
120-130	0	0.0
130-140	0	0.0
140-150	0	0.0
150-160	0	0.0
160-170	0	0.0
170-180	0	0.0



**TRAFFINOMICS LIMITED**

**REDGAP ROAD TRAFFIC COUNT/SPEED SURVEY  
AUTOMATIC TRAFFIC COUNT**

**WEEK COMMENCING: Friday 7 October 2022  
TRA/22/117**

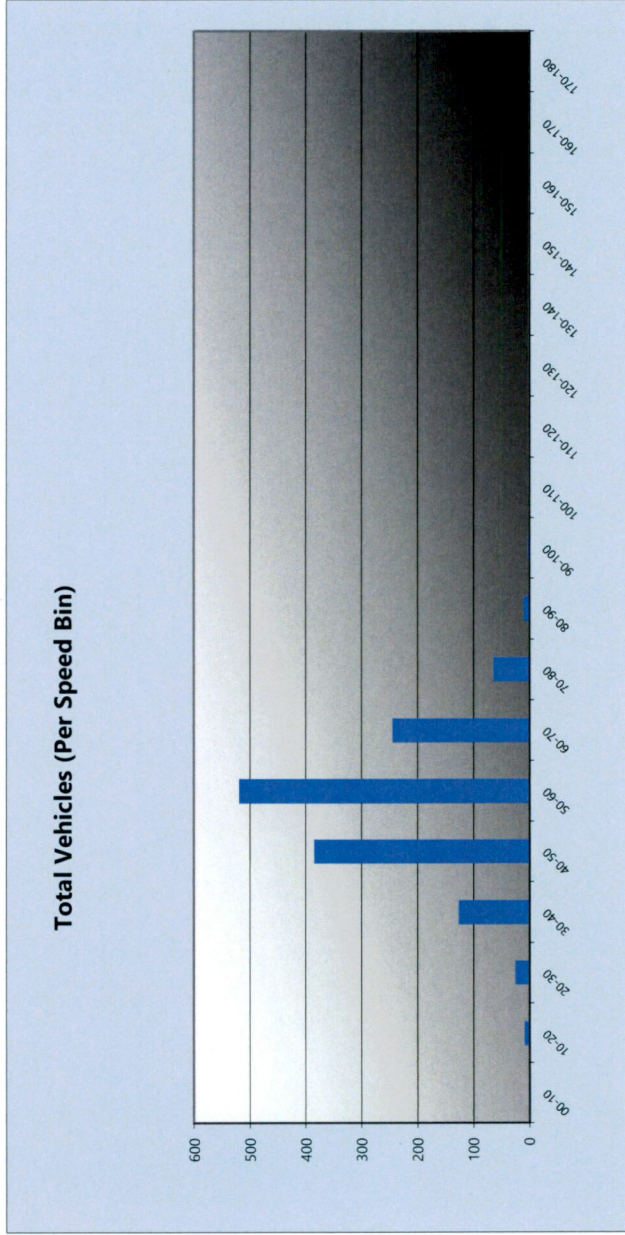
**SITE 01  
WESTBOUND**

**Profile:**

Filter time: 00:00 7th October 2022 => 23:59 13th October 2022  
 Speed range: 0 - 200 km/h. Vehicles = 1390  
 Separation: Greater than 4.00 seconds. - (Headway) Maximum = 96.8 km/h, Minimum = 7.3 km/h, Mean = 52.6 km/h  
 Units: Metric (meter, kilometer, m/s, km/h, kg, tonne) 85% Speed = 63.39 km/h, 95% Speed = 70.47 km/h, Median = 52.65 km/h  
 20 km/h Pace = 44 - 64, Number in Pace = 937 (67.41%)  
 Variance = 122.64, Standard Deviation = 11.07 km/h

**Speed Bins:**

Speed KPH	Bin	
	No.	%
00-10	1	0.1
10-20	9	0.6
20-30	26	1.9
30-40	127	9.1
40-50	385	27.7
50-60	519	37.3
60-70	245	17.6
70-80	65	4.7
80-90	10	0.7
90-100	3	0.2
100-110	0	0.0
110-120	0	0.0
120-130	0	0.0
130-140	0	0.0
140-150	0	0.0
150-160	0	0.0
160-170	0	0.0
170-180	0	0.0



**TRAFFINOMICS LIMITED**

**CLASSIFICATION SCHEMES:**

**Scheme F Classification Scheme (Non-metric)**

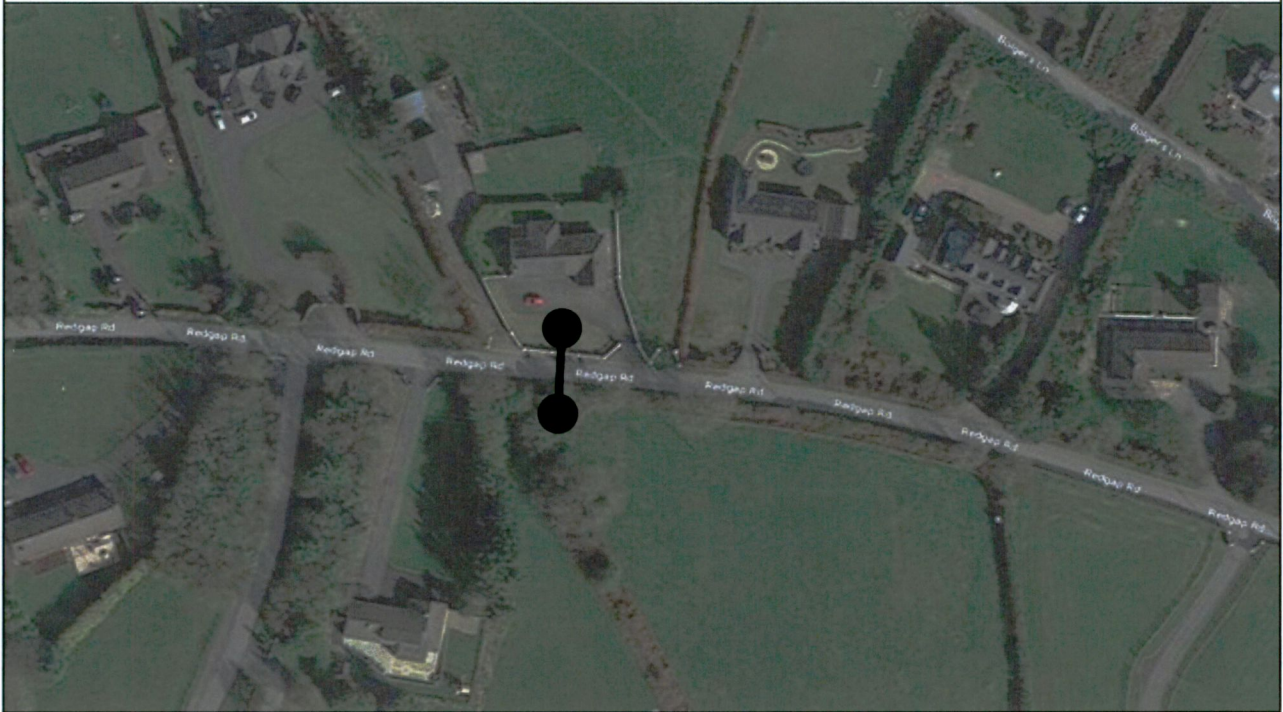
Scheme F is an attempt to implement the FHWA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Vehicle Class	Class	Vehicle Type	No. of Axles	Axle spacing in feet					
				Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6	
PCL/MCL	1	motorcycle	2	<6.0					
CAR*	2	passenger car	2	6.0 - 10.0					
		car + 1 axle trailer	3	<10.0	10.0 - 18.0				
		car + 2 axle trailer	4	<10.0		<3.5			
LGV**	3	pickup	2	10.0 - 15.0					
		pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0				
		pickup + 2 axle trailer	4	10.0 - 15.0		<3.5			
		pickup + 3 axle trailer	5	9.9 - 15.0			<3.5		
BUS	4	bus	2	>20.0					
		bus	3	>19.0					
OGV 1	5	single unit truck - dual rear axle	2	14.9 - 20.0				<3.5	
		3 axle truck	3		<18.0				
		4 axle truck	4						
OGV 2	8	2S1	3		>18.0				
		2S2	4		>5.0	>3.5			
		3S1	4		<5.0	>10.0			
		3S2	5		<6.1		3.5 - 8.0		
		5 axle combination	5						
OGV 2	10	6 axle combination	6			3.5 - 5.0			
		3S3	6						
		2S1-2	5		>6.0				
OGV 2	12	3S1-2	6					>10.0	
		truck	7 or more						

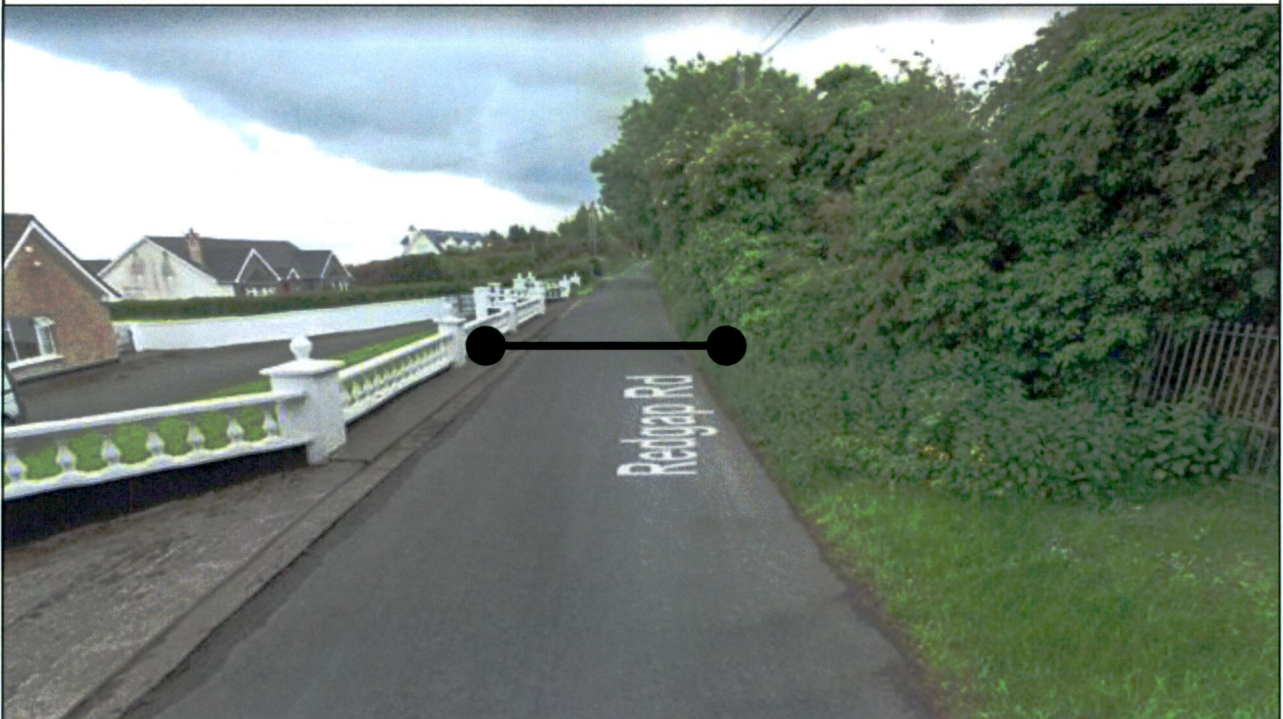
Car\* Cars and LGV based cars



LGV\*\* Light Goods Vehicles with the exception of LGV based on cars

# Site Location



# Site Location



	Job number: TRA/22/117	Job Date: Week Commencing Friday 7 <sup>th</sup> October 2022	Drawing No: TRA/22/117-01	
	Client: Mr. Pearse McKiernan		Author: SPW	



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