

CS CONSULTING

GROUP

Engineering Services Statement

Proposed Change of Use and Associated Works to Presentation Convent building

Presentation Convent, New Road, Clondalkin, Dublin 22

Client: Bartra Property (NH) Limited

Job No. G103

March 2023



ENGINEERING SERVICES STATEMENT

PROPOSED CHANGE OF USE AND ASSOCIATED WORKS TO PRESENTATION CONVENT BUILDING, PRESENTATION CONVENT, NEW ROAD, CLONDALKIN, DUBLIN 22

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Bartra Property (NH) Limited to prepare an Engineering Services Statement for a proposed change of use application to a previously granted planning permission under planning ref. SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP- 304708-19) at Presentation Convent, Clondalkin, Dublin 22.

It is proposed to change a use of part of the existing convent building (Protected Structure) from staff accommodation ancillary to the adjacent nursing home building permitted under Ref: SD18A/0328 (An Bord Pleanála under ABP- 304708-19) to a geriatric day-care centre (Ageing Well Centre).

This planning application was previously lodged with South Dublin County Council and was refused under SDCC planning SD22A/0336, one of the reason for refusal being Item 3, which states that;

'The applicant has provided insufficient information in relation to the traffic and transport impacts of the development. The applicant has not satisfactorily provided information in relation to parking arrangements to serve the geriatric day centre, or the potential impact of the development on the surrounding road network. The Planning Authority has a concern that these impacts have not been properly considered in making this application and therefore the development would be contrary to the proper planning and sustainable development of the area'. This document under section 7.0 responds to item 3 of the previous refusal.

This report assesses the proposed development under the following headings:

- Flood Zoning;
- Foul Drainage Infrastructure;



- Stormwater Drainage Infrastructure;
- Potable Water Infrastructure;
- Traffic and Transport Statement.

In preparing this report, CS Consulting has made reference to the following:

- South Dublin County Council Development Plan 2022-2028;
- Regional Code of Practice for Drainage Works;
- Irish Water Code of Practice for Water;
- Irish Water Code of Practice for Wastewater;
- Local Authority Drainage Records;
- The Institute of Highways and Transportation Guidelines for Traffic Impact Assessments
- TII Project Appraisal Guidelines 2011
- TII Traffic and Transport Assessment Guidelines
- Design Manual for Urban Road and Streets 2019.



2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The site of the proposed development lies between New Road and Convent Road of Clondalkin village centre in Dublin 22, on the grounds of the Presentation Convent. The overall ownership site has a total area of 1.34ha, and the application site has a total area of approx. 0.12ha. The development site is located in the administrative jurisdiction of South Dublin County Council.



Figure 1 – Location of proposed development site (map data & imagery: EPA, OSM Contributors, Google)

The location of the proposed development site is shown in **Figure 1** above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in **Figure 2**.



The site is bounded to the north by the Church of the Immaculate Conception and by the existing vehicular access to the Presentation Convent, to all other side by lands of permitted development under planning ref. SDDC Reg. Ref. No. SD18A/0328.

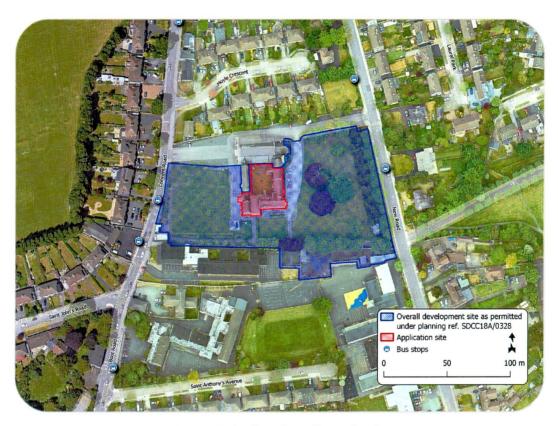


Figure 2 – Indicative site extents

(map data & imagery: NTA, OSM Contributors, OSi, Google)

2.2 Existing Land Use

The site of the proposed development comprises of existing convent building. Planning has been granted for the provision of Nursing home (currently under construction), Retirement home, internal alterations and improvements to part of existing convent building, car parking, vehicular and pedestrian entrances under planning ref. SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP- 304708-19).



2.3 Description of the Proposed Development

The proposed development is described in the public notices as follows:-

The development will consist of: change of use of part of existing convent building (Protected Structure - Ref. 158) from staff accommodation ancillary to the adjacent nursing home/ retirement home permitted under Ref: SD18A/0328 (ABP-304708-19) to community geriatric daycare centre (Ageing Well Centre) with all associated ancillary accommodation; internal alterations and improvements to the interior of the convent at ground, first and second floors; external alterations to accommodate two stair cores (one includes a lift) within the courtyard space and alterations to two existing windows to form escape doors and blocking up a second floor window. Permission is also sought for all ancillary site and development works associated with the above.



3.0 FLOOD ZONING

Flood Zoning for the lands is based on the Strategic Flood Risk Assessment which forms a part of the current South Dublin County Council Development Plan 2022 – 2028.

Recent modelling of the area as part of the Eastern Catchment Flood Risk Assessment Mapping, CFRMA, project indicates that the subject lands is deemed to be located outside of the 0.1% AEP fluvial floodplain, based on the available maps. Therefore, the development site is located in Flood Zone 'C', a designation that it is suitable for all forms of development. See Figure 3 and Appendix B for a copy of CFRAMS maps and South Dublin flood zoning map.

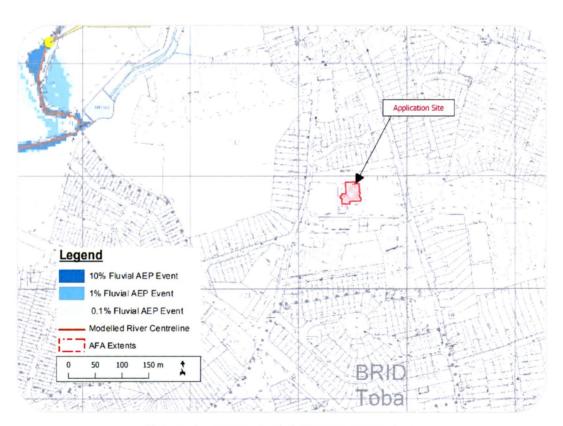


Figure 3 – Extract of CFRAMS Mapping (background image source: floodmaps.ie)



4.0 WASTEWATER INFRASTRUCTURE

A review of the foul drainage infrastructure in the environs of the subject lands indicate an existing 225mm diameter foul sewer flowing south to north on Convent Road, and New Road along eastern and western boundary of the development site. See **Appendix A** for Irish Water drainage records.

It was permitted under planning ref. SDDC Reg. Ref. No. SD18A/0328 to discharge all the foul effluent generated by the development into the existing 225mm diameter foul sewer on Convent Road. This drainage infrastructure shall be retained for the proposed change of use application.

The proposed development consists of geriatric day-care centre of approx. GFA 1,267m² with an anticipated staffing level of 25no. staff¹ and a maximum visitor occupancy of 30no. visitors. Irish Water recommends an effluent volume of 350l/person/day.

This equates to effluent loading of:

- > 3851/person/day (Irish Water recommendation + 10%)
- \rightarrow 55 x 385 l/person/day = 21,175 l/day = 21.175 m³/day.
- 0.245 l/sec Dry Weather Flow (DWF)
- > 1.470 l/sec (Peak 6 DWF)

The previously permitted development comprises of 146-bedroom nursing home and a 14-bedroom retirement home, which accounted for the following effluent generation:

- $ightharpoonup 160 \times 350 \text{ l/person/day} = 56,000 \text{ l/day} = 56.0 \text{ m}^3/\text{day};$
- > 0.648 I/sec Dry Weather Flow (DWF).

¹ 1no. staff per 50m²



3.889 l/sec (6DWF)

This results in 0.245 l/sec increase in the Dry Weather Flow and 1.470 l/sec in Peak flow.

This increase in the foul generated by the proposed development shall not have adverse effect on the surrounding foul infrastructure and can be accommodated by the previously proposed arrangements as permitted under planning ref. SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP- 304708-19).

A Pre-Connection Enquiry (PCE) was lodged with Irish Water and received a favourable response for the previously permitted application under planning ref. SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP-304708-19). Refer to **Appendix C** for Correspondence with Irish Water.



5.0 POTABLE WATER INFRASTRUCTURE

Records obtained from Irish Water indicate a public watermains adjacent to the development site on Convent Road and New Road.

It was proposed to make two number connections to the existing watermain. One connection from the existing main on New Road to the east and another from the existing main on Convent Road to the west as submitted under planning application SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP- 304708-19). This connection shall be retained to serve the proposed development.

The proposed development consists of geriatric day-care centre of approx. GFA 1,267m² with an anticipated staffing level of 25no. staff² and a maximum visitor occupancy of 30no. visitors. Irish Water recommends an effluent volume of 350l/person/day.

This equated to potable water demand of:

- \rightarrow 55 x 350 l/person/day = 19,250 l/day = 19.25 m³/day
- > 0.222 l/sec (Average Demand);
- > 1.11 I/sec (Peak Demand 5 x Average Demand).

The previously permitted development comprises of 146-bedroom nursing home and a 14-bedroom retirement home, which accounted for the following water demand.

- \rightarrow 160 x 350 l/person/day = 56,000 l/day = 56.0 m³/day;
- Average Demand = 0.648 l /sec
- ➤ Peak Demand = 3.25 l/sec.

² 1no. staff per 50m²



This results in 0.222 I/sec increase in the Dry Weather Flow and 1.11 I/sec in Peak flow.

This increase in the demand for potable water can be accommodated by the existing watermain on Convent Road as permitted under planning ref. SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP- 304708-19. As mentioned above a PCE form was submitted for the permitted nursing home and received a favourable response. The minor increase in potable water demand shall have a negligible impact on services. See **Appendix C** Correspondence with Irish Water for details.



6.0 SURFACE WATER INFRASTRUCTURE

Irish Water drainage records indicate a 225mm diameter public storm drain to the west of the development site.

Surface water infrastructure is under the jurisdiction of South Dublin County Council. A key requirement for surface water disposal is to incorporate Sustainable urban Drainage Systems (SuDS) into any proposed scheme.

The pervious planning application permitted under SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP- 304708-19) had proposed to provide attenuation in 2no. areas. The first area catered for the rear of the development including the access roads and car parking spaces. Limiting the discharge from this area to 2.0 l/s an attenuation volume of 190m³ for the 1-in-100-year storm event was provided.

A secondary attenuation system shall then be installed downstream to cater of the remainder of the development and the final discharge from here shall be limited to 2.75 I/s (the total for the site) and an attenuation tank of 147m³ shall be provided.

This surface water arrangement shall be retained as the requirement for the attenuation volume still remains the same for the overall development area 1.34hectors.

The following SuDS proposals were permitted under planning ref. SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP- 304708-19), these SuDS features shall be retained for the proposed development;

- Permeable Paving to all new parking spaces;
- Soakaways/infiltration trenches
- Water butts for local irrigation and washing down;
- Low water usage appliances, to restrict potable water demand;



 Attenuation tank with flow control device, sized to contain a 1-in-100year storm event and increased by 10% for predicted climate change to limit the surface water discharge from the site during extreme rainfall events.

Under this application there is no increase in hard standing to that previously permitted under planning ref. SD18A/0328 (An Bord Pleanála under ABP- 304708-19).



7.0 TRAFFIC AND TRANSPORT STATEMENT

7.1 Existing Traffic Flows

The Clondalkin Nursing Home planning application, which was permitted under SDCC planning reg. ref. SD18A/0328 (An Bord Pleanála under ABP-304708-19) adjacent to the subject site was supported by a Traffic and Transport Assessment prepared by CS Consulting. This was informed by traffic surveys conducted by Tracsis plc, on Tuesday the 12th of December 2017. The traffic survey was conducted between 07:00 and 19:00, at 5no. key junctions on New Road and on Convent Road. Count information was obtained for the following junction;

- J1. Main Street (L1017) / New Road (L5260)
 (3-arm priority junction with one-way major arm)
- J2. New Road (L5260) / Coláiste Bríde school access (3-arm priority junction)
- J3. New Road (L5260) / Knockmeenagh Road / St. Brigid's Road (staggered 4-arm priority junction)
- J4. New Road (L5260) / Presentation Convent eastern access (3-arm priority junction)
- J5. Convent Road (L1008) / Presentation Convent western access (3-arm priority junction)



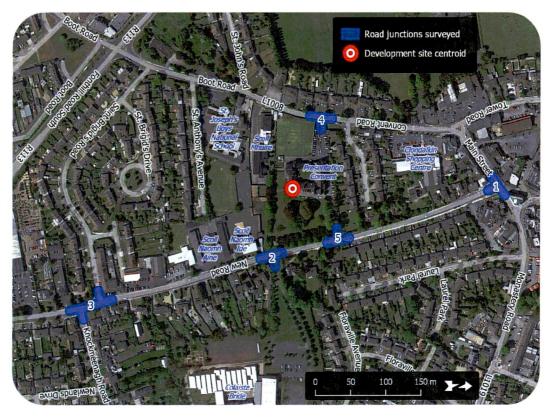


Figure 4 – Surveyed Road Junctions (map data & imagery: EPA, OSM Contributors, Google)

The peak hour traffic flows across all three survey sites were found to be between 08:00 and 09:00 (AM peak hour) and between 17:00 and 18:00 (PM peak hour).

The 2017 weekday peak hour traffic movements at the 5no. traffic survey junctions have been extracted from the CS Consulting Traffic and Transport Assessment, which was submitted previously for the permitted planning application under SDCC reg. ref. SD18A/0328 (An Bord Pleanála under ABP-304708-19). These surveyed traffic flows have then been scaled up to baseline levels for the year 2023 using *Unit 5.5 of the TII Project Appraisal Guidelines (Link-Based Traffic Growth Forecasting)* for this application. The surveyed year and baseline year peak hour flows are included in the traffic flow matrices given in **Appendix E** and **Appendix F** and a summary is given in **Table 1**.



Table 1 – Tota	al Weekday Peak Hour Tro	affic Flows
Time	Total Junction Tra (in Passenge	
Period	2017 Survey	2023 Baseline
Main Str	reet (L1017) / New Road (L5	260)
AM Peak	1121	1234
PM Peak	1013	1116
New Road (I	L5260) / Coláiste Bríde schoo	ol access
AM Peak	623	421
PM Peak	421	463
New Road (L5260)	/KnockmeenaghRoad/S	t. Brigid's Road
AM Peak	715	788
PM Peak	531	585
New Road (L5260)) / Presentation Convent e	astern access
AM Peak	805	888
PM Peak	299	740
Convent Road (L10	08) / Presentation Convent	western access
AM Peak	568	625
PM Peak	375	412

7.2 Subject Development Trip Generation

Trip generation factors from the TRICS database have been used to predict the trip generation to and from the proposed development, for both the AM and PM peak hour periods. Full details of the TRICS data used in the assessments are provided in **Appendix D**.

The subject development comprises of a geriatric day care centre with a GFA of approx. 1,267 sqm. The TRICS sub-category '05 Health / E – Clinics' has been employed, being the most appropriate for this type of development. This is described in the TRICS land use category definitions as follows;

Clinics

"Health centres covering specialist care, not to be confused with GP surgeries. Also includes alternative therapy centres, sports injury centres,



Osteopathy centres, etc. Trip rates are calculated by Gross Floor Area or Employees."

To ensure a robust assessment of the subject development's trip generation potential, the highest average morning and afternoon trip rates have been selected for the AM and PM peak hour assessments, irrespective of whether these occur during the background traffic peak hours. The trip rates selected are given in **Table 2**.

Table 2 – Subject Development TRICS Trip Generation Rates

Geriatric Centre

	Arrivals per 100sqm	Departures per 100sqm
AM Peak	0.813	0.163
PM Peak	0.325	0.325

Trip numbers in this instance have been calculated as a function of the TRICS trip rates given in **Table 2** above and the GFA of the proposed geriatric day care centre (1,267sqm). The following trip generation figures are calculated:

Table 3 – Subject Development Trip Generation from TRICS

	Geriatric Centre		
	Arrivals	Departures	Total trips
AM Peak	10	2	12
PM Peak	4	4	8

7.3 Subject Development Trip Distribution

Vehicular traffic to and from the subject development shall arrive and depart along New Road. The development's vehicular access shall be positioned slightly offset from the existing access to Coláiste Bríde as



permitted under SDCC planning reg. ref. SD18A/0328 (An Bord Pleanála under ABP- 304708-19), therefore, this existing 3-arm priority junction shall become a staggered 4-arm priority junction. It is assumed that the north/south distribution of development traffic shall follow the directional splits currently shown by the combined traffic to and from the Presentation Convent and associated Church (at surveyed junctions 4 and 5). These are given in **Table 4**.

Table 4 – Directional Splits of Convent Traffic (Survey Junctions 4 & 5) Arrivals TO Convent & Church TOTAL From North South AM Peak 67% 33% 100% 57% 43% 100% PM Peak Departures FROM Convent & Church To North South TOTAL AM Peak 57% 43% 100%

71%

It is assumed that no vehicular traffic related to the proposed development shall enter or exit either of the existing accesses to the Presentation Convent and associated Church (surveyed junctions 4 and 5). At the vehicular access along New Road as permitted under SDCC planning reg. ref. SD18A/0328 (An Bord Pleanála under ABP- 304708-19), it is assumed that vehicular traffic to and from the subject development shall be distributed according to the directional splits currently observed at these junctions.

29%

100%

PM Peak



7.4 Proportional Increase in Traffic due to Subject Development

Table 5 – Increases in Traffic at Junction Survey Sites

Junction Survey Site	Baseline Flows at (Year	Junction	Relate	pment- ed Trips Junction	Propo Incre	
survey sile	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	1234	1013	8	3	0.7%	0.3%
J2	687	463	12	8	1.8%	1.8%
J3	788	585	4	5	0.5%	0.8%
J4	805	672	0	0	0.0%	0.0%
J5	625	412	8	3	1.3%	0.8%

The TII Traffic and Transport Assessment Guidelines (PE-PDV-02045) advise that Transport Assessments should generally be applied where traffic to and from a development is predicted to exceed 10% of the existing background traffic on the adjoining road (or 5% at sensitive locations).

As shown in **Table 5**, vehicular traffic generated by the subject development shall not result in an increase of more than 10% in total traffic flows at the surveyed junctions, in either peak hour period. Therefore, no further assessment has been carried out for any of the surrounding road junctions.

7.5 Potential Increase in Traffic due to Committed Development and Subject Development

Trip generation factors from the TRICS database have been used to predict the trip generation to and from the Committed Development – Clondalkin Nursing Home, permitted planning under SDCC planning reg. ref. SD18A/0328 (An Bord Pleanála under ABP- 304708-19), for both the AM and



PM peak hour periods. Full details of the TRICS data used in the assessments are provided in **Appendix D**.

The committed development comprises a 146-bedroom nursing home and 14no. retirement home bedrooms. The TRICS sub-categories '05 Health / F – Care Home' has been employed, being the most appropriate for this type of development. This is described in the TRICS land use category definitions as follows:

Care Home

"A care home in a residential setting where a number of older people live, usually in single rooms, with access to on-site care services. These sites are not registered to meet a specific care need, so not to be confused with the "Care Home (specific condition)" land use subcategory. Trip rates are calculated by Residents or Parking Spaces."

To ensure a robust assessment of the committed development's trip generation potential, the highest average morning and afternoon trip rates have been selected for the AM and PM peak hour assessments, irrespective of whether these occur during the background traffic peak hours. The trip rates selected are given in **Table 6**.

Table 6 – Committed Development TRICS Trip Generation Rates

Nursing Home

	Arrivals per bedroom	Departures per bedroom
AM Peak	0.083	0.019
PM Peak	0.045	0.064

Trip numbers in this instance have been calculated as a function of the TRICS trip rates given in **Table 6** above and the number of bedrooms (160no.) as granted permission under SDCC planning reg. ref. SD18A/0328



(An Bord Pleanála under ABP- 304708-19). The following trip generation figures are calculated:

Table 7 – Committed Development Trip Generation from TRICS

	Nursing	Home	Total
	Arrivals	Departures	trips
AM Peak	13	3	16
PM Peak	7	10	17

Table 8 below gives the combined vehicular trips including committed development and the subject development.

Table 8 – Combined Trip Generation						
	Nursing Home Geriatric Centre					
	Arrivals	Departures	Arrivals	Departures	Total trips	
AM Peak	13	3	10	2	28	
PM Peak	7	10	4	4	25	

As shown in **Table 9** below, the combined vehicular traffic generated by committed development and the subject development shall also not result in an increase of more than 10% in total traffic flows at the surveyed junctions, in either peak hour period. A maximum increase of 5.5% has been observed during the PM peak hour at Junction 2. Therefore, no further assessment has been carried out for any of the surrounding road junctions.



Table 9 – Increases in Traffic due to Committed Dev and Subject Dev

Junction Survey Site	Baseline Flows at (Year		- Relate	+ SC ³ ed Trips Junction	Propo Incre	
sorvey sile	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Jl	1234	1013	19	11	1.5%	0.9%
J2	687	463	29	26	4.2%	5.5%
J3	788	585	10	15	1.3%	2.6%
J4	805	672	0	0	0.0%	0.0%
J5	625	412	19	11	3.0%	2.6%

7.6 Development Access

Vehicular access to the proposed development shall be via a priority-controlled junction on New Road, at the south-eastern boundary of the development site and facing the existing access to Coláiste Bríde as previously permitted under planning ref. SD18A/0328 (An Bord Pleanála under ABP- 304708-19). There is no proposed change in the surrounding road network, development access, or car parking to that previously permitted under planning ref. SD18A/0328 (An Bord Pleanála under ABP-304708-19).

7.7 Car and Bicycle Parking

It is not proposed to provide any additional car parking for the proposed development. A total of 39no. car parking spaces (including 3no. disabled-accessible spaces) and 60no. bicycle parking spaces were provided for the previously permitted planning application SDDC Reg. Ref. No. SD18A/0328

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³ CD – Committed Development, SD – Subject Development



(An Bord Pleanála under ABP- 304708-19). All the car parking spaces shall be used as shared spaces for both the permitted nursing home and the proposed daycare centre.

7.8 Electric Vehicle Charging Provision

Table 10 – Electric Vehicle Parking Provision							
Proposed Car Parking Provision	Standard Required Proportion	Electric Charging Spaces Required	Electric Charging Spaces Proposed				
Development Total							
39 spaces	20%	8	8				

Facilities for the charging of battery electric vehicles (BEVs) shall be provided at 8no. parking spaces, representing 20% of the overall development's car parking provision as permitted under SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP- 304708-19), therefore satisfying the standards given in SDCC Development Plan 2022-2028.

7.9 Car Parking Assessment

Table 11 and **Table 12** gives the average TRICS trip generation rates for Nursing Home facilities and Day Care centres in locations similar to the permitted nursing homes and proposed geriatric day care centre develops over a 14-hour period from 07:00 to 21:00 (the maximum time range interrogable in TRICS for these land use), for cars only. From these trip rates, hourly car arrivals and departures trips have been calculated for the permitted nursing home and proposed geriatric day care centre. See **Appendix D** for TRICS database.



Table 11 – TRICS 14-hour Nursing Home Car Trip Generation

Time		Rates		Trips	Net
Period	(per be	droom)	(160no.b	edroom)	Inbound
renod	Arrivals	Departures	Arrivals	Departures	Car Trips
07:00 - 08:00	0.083	0.019	13	3	10
08:00 - 09:00	0.038	0.019	6	3	3
09:00 - 10:00	0.013	0.006	2	1	1
10:00 - 11:00	0.026	0.019	4	3	1
11:00 - 12:00	0.032	0.032	5	5	0
12:00 - 13:00	0.032	0.013	5	2	3
13:00 - 14:00	0.019	0.032	3	5	-2
14:00 - 15:00	0.064	0.026	10	4	6
15:00 - 16:00	0.045	0.064	7	10	-3
16:00 - 17:00	0.038	0.045	6	7	-1
17:00 - 18:00	0.026	0.077	4	12	-8
18:00 - 19:00	0.013	0.058	2	9	-7
19:00 - 20:00	0.006	0.038	1	6	-5
20:00 - 21:00	0.026	0.058	4	9	-5

The peak hour as seen from the TRICS data for the Nursing home facility is between 07:00-08:00 (AM Peak hour), and 15:00-16:00 (PM Peak hour).



Table 12 - TRICS 14-hour Day Care Centre Car Trip Generation

Time Period	TRICS Rates (per 100 sqm GFA)		Car Trips (1,267 sqm GFA)		Net Inbound
renou	Arrivals	Departures	Arrivals	Departures	Car Trips
07:00 - 08:00	0	0	0	0	0
08:00 - 09:00	0.325	0	4	0	4
09:00 - 10:00	0.813	0.163	10	2	8
10:00 - 11:00	0.65	0.325	8	4	4
11:00 - 12:00	0.325	0.325	4	4	0
12:00 - 13:00	0	0.163	0	2	-2
13:00 - 14:00	0	0	0	0	0
14:00 - 15:00	0.325	0.163	4	2	2
15:00 - 16:00	0.488	0.325	6	4	2
16:00 - 17:00	0.325	0.813	4	10	-6
17:00 - 18:00	0	0.488	0	6	-6
18:00 - 19:00	0	0.488	0	6	-6
19:00 - 20:00	0	0	0	0	0
20:00 - 21:00	0	0	0	0	0

The peak hour as seen from the TRICS data for the Day Care centre is between 09:00 – 10:00 (AM Peak hour), and 11:00 – 12:00 (Mid-day departure peak). The proposed geriatric day care centre has a GFA of approx. 1,267 sqm, and the trip generation has been calculated per 100 sqm.

No over-lap in peak vehicle hours (both arriving and departure) has been observed between the permitted nursing home facility and the proposed geriatric day care centre.



Table 13 - Parking Generated by Overall Development

Time Period	Spaces Occupied at Start of the hour	Net Inbound Car Trips	Spaces Occupied at End of Hour	Total permitted car parking spaces
07:00 - 08:00	0	10	10	39
08:00 - 09:00	10	7	17	39
09:00 - 10:00	17	9	26	39
10:00 - 11:00	26	5	32	39
11:00 - 12:00	32	0	32	39
12:00 - 13:00	32	1	32	39
13:00 - 14:00	32	-2	30	39
14:00 - 15:00	30	8	38	39
15:00 - 16:00	38	-1	37	39
16:00 - 17:00	37	-7	30	39
17:00 - 18:00	30	-14	16	39
18:00 - 19:00	16	-13	3	39
19:00 - 20:00	3	-5	0	39

From the **Table 13** above, it should be noted that a maximum of 38no. spaces shall be required at any time during the day for both permitted nursing home and proposed day care centre. As mentioned earlier, a total of 39no. car parking spaces were permitted previously under planning application SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP-304708-19).

Car parking spaces shall be monitored and controlled by the management company via a Demand Management Strategy (DMS). The DMS will prioritise staff working night shifts and emphasize the importance of the Mobility Management Plan framework proposed, thereby maximising the occupancy rate of the permitted 39no. car parking spaces rather than the implementation of additional car parking spaces which would in turn encourage vehicular trips to the development by car.



13no. car parking spaces located adjacent to the proposed development building shall primarily, but not exclusively be allocated to the Aging Well Centre.

Staff working night shifts shall be given priority on the availability of a car parking space as the alternative transport modes at this time would be less frequent and would be during off peak operation hours. The car parking spaces occupied by the night shift staff shall have no impact on the day time operations of the Ageing Well Centre.

Staff working day shifts shall have minimal or no access to the car parking spaces and shall be encouraged to commute using the public transport facilities (see sub-section 7.11). A Mobility Management Plan (MMP) framework shall be implemented for the proposed development to promote and enhance sustainable modes of travel for staff and visitors. Staff and visitors of the proposed development shall be informed about the existing alternative modes of transport to the private car and shall be given required support and encouragement to travel in a sustainable way.

In advance of opening the adjacent Nursing Home which is currently in the final phase of construction (permitted planning under SDCC planning reg. ref. SD18A/0328 (An Bord Pleanála under ABP- 304708-19)), the clients of the Nursing Home have been conducting a recruitment campaign. The results of this recruitment campaign shows that 80% of the expressions of interest come from the surrounding Clondalkin area. Therefore, the recruited staff who reside in close proximity of the site shall be encouraged and supported to commute to work by walking, cycling or using public transport and therefore further reducing the demand on car parking spaces.

Therefore, the 39no. car parking spaces permitted under planning ref. SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP- 304708-19) can be used as shared spaces for both permitted and proposed developments.



7.10 Bicycle spaces

The bicycle parking provision of the proposed development has been assessed with respect to the South Dublin County Council Development Plan 2022 -2028.

Table 14 – Bicycle Parking Provision

Use	Cycle Parking Minimum	Quantum	Minimum Provision	Proposed Provision
Long-stay	1 space per 5 staff	25 staff ⁴	5 spaces	6 spaces
Short-stay	0.5 per consulting room	8no. consulting rooms	4 spaces	4 spaces
	TOTALS		9 spaces	10 spaces

60no. bicycle parking spaces were provided for the previously permitted planning application SDDC Reg. Ref. No. SD18A/0328.

In addition, it is now proposed to provide a total of 10no. bicycle parking spaces in a safe, secure area for the proposed development.

_

⁴ Assumed staff number.



7.11 Public Transport Services



Figure 5 – Walking times and public transport facilities (map data & imagery: NTA, OSM Contributors, OSi, Google)

Bus stops within 400m of the development site are served by 7no. Dublin Bus routes, which connect it to Dublin city centre and to the city's western, northern, and south-eastern suburbs. Details of which are given in the **Table 15** below.

In addition, the development site is also located within a 25-minute walk of the Red Cow light rail stop on the LUAS Red Line.



Table 15 – Bus services in the vicinity of the development

Route No.	Operator	Destinations	Weekday Services	Peak Interval
13	Dublin Bus	Harristown / Grange Castle	85	10 mins
68, 68a	Dublin Bus	Hawkins St. / Newcastle / Greenogue Business	20	30 mins
69	Dublin Bus	Hawkins St. / Rathcoole	18	45 mins
76, 76a	Go-Ahead	Glenaulin / Belgard Square South	51	20 mins



8.0 SUMMARY AND CONCLUSION

The main observations and conclusions of this study are as follows:

- All the car parking spaces shall be used as shared spaces for both the permitted nursing home and the proposed daycare centre.
- No over-lap in either development's peak hour parking demand (both arriving and departure) is anticipated between the permitted nursing home facility and the proposed geriatric day care centre.
- The subject development shall result in 12no. vehicular traffic movements arriving and departing in AM peak hour period and 8no. vehicular traffic movements arriving and departing in PM peak hour period. Therefore, it is not expected to result in an increase of more than 10% in total traffic flows at any adjoining roads, in either peak hour period due to the minimal level of vehicular traffic forecasted. As such, further assessment is not required.
- The combined vehicular traffic generated by the Clondalkin Nursing
 Home permitted under SDCC planning reg. ref. SD18A/0328 (An Bord
 Pleanála under ABP- 304708-19), and the subject development is also
 not expected to result in an increase of more than 10% in total traffic
 flows at any adjoining roads, in either peak hour period.
- Facilities for the charging of battery electric vehicles (BEVs) shall be provided at 8no. parking spaces, representing 20% of the overall development's car parking provision as permitted under SDDC Reg. Ref. No. SD18A/0328 (An Bord Pleanála under ABP- 304708-19).



Appendix A: Irish Water Drainage Records

Irish Water Webmap



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vater Gravity Mains (Irish Water Owned) Surface

rater Gravity Mains (Non-Irish Water Own Surface

Storm Manholes

Catchpit

Hatchbox

Lamphole

Storm Inlets

Gully

Standard

Other; Unknown

Vent/Col

Other; Unknown Storm Discharge Points

Outfall

Soakaway Other; Unknown

Gravity Mains (Irish Water owned) Sewer

Overflow

Combined

Foul

Unknown

Pressurized Mains (Irish Water owned)

Combined

Foul

Pressurized Mains (Non-Irish Water owned) Combined

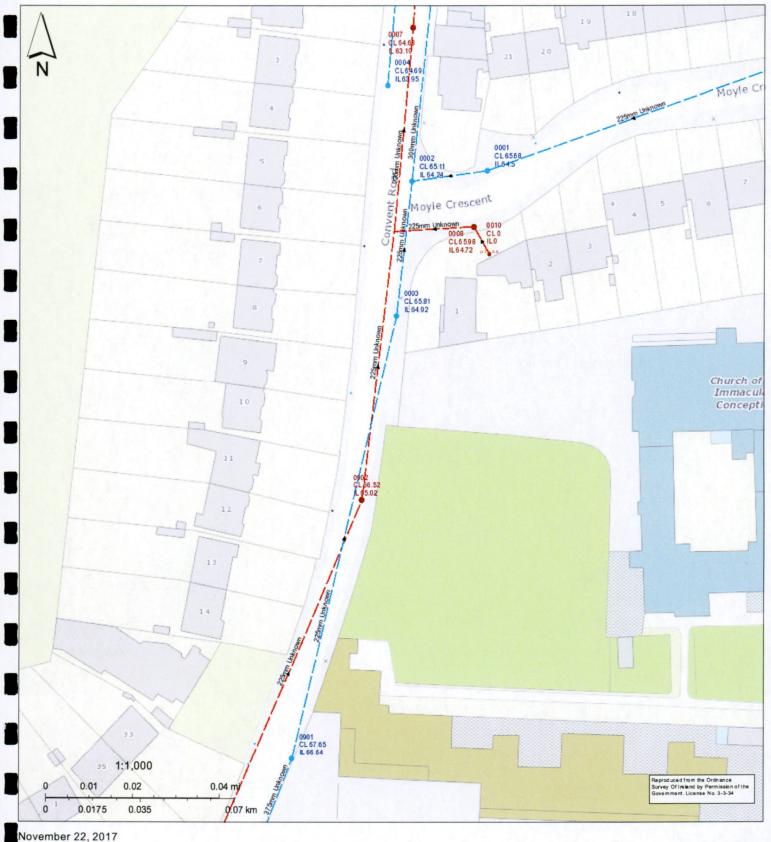
Foul

Overflow Unknown Irish Water gives this information as to the position of its underground network as a general guide only on the strict understanding that it is based on the best available information provided by each Local Authority in Ireland. It should not be relied upon in the event of excavations or other works being carried out in the vicinity of the network. The onus is on the parties carrying out the works to ensure the exact location of the network is identified prior to mechanical works being carried out. Service pipes are not generally shown but their presence should be anticipated.



"Gas Networks Ireland (GNI), their affiliates and assigns, accept no responsibility for any information contained in this document concerning location and technical designation of the gas distribution and transmiss network ("the Information"). Any representations and warranties express implied, are excluded to the fullest extent permitted by law. No liability shall be accepted for any loss or damage including, without limitation, direct, indirect special, incidental, punitive or consequential loss including loss of profits arising out of or in connection with the use of the Information (including maps a mapping data). NOTE: DIAL BEFORE YOU DIG Phone 1850 427 747 or e-m mapping data). No IE: DIAL BEFORE YOU DIG Phone 1850 427 747 or e-fidg@gasnetworks.ie — The actual position of the gas/electricity distribution a transmission network must be verified on site before any mechanica excavating takes place. If any mechanical excavation is proposed, hard copy maps must be requested from GNI re gas. All work in the vicinity of the gas distribution and transmission network must be completed in accordance with the current edition of the Health & Safety Authority publication, 'Code Practice For Avoiding Danger From Underground Services' which is available from the Health and Safety Authority (1890 28 93 89) or can be downloaded from the Apparent workshes in **

Irish Water Webmap



© Ordnance Survey Ireland | © Ordnance Survey Ireland |

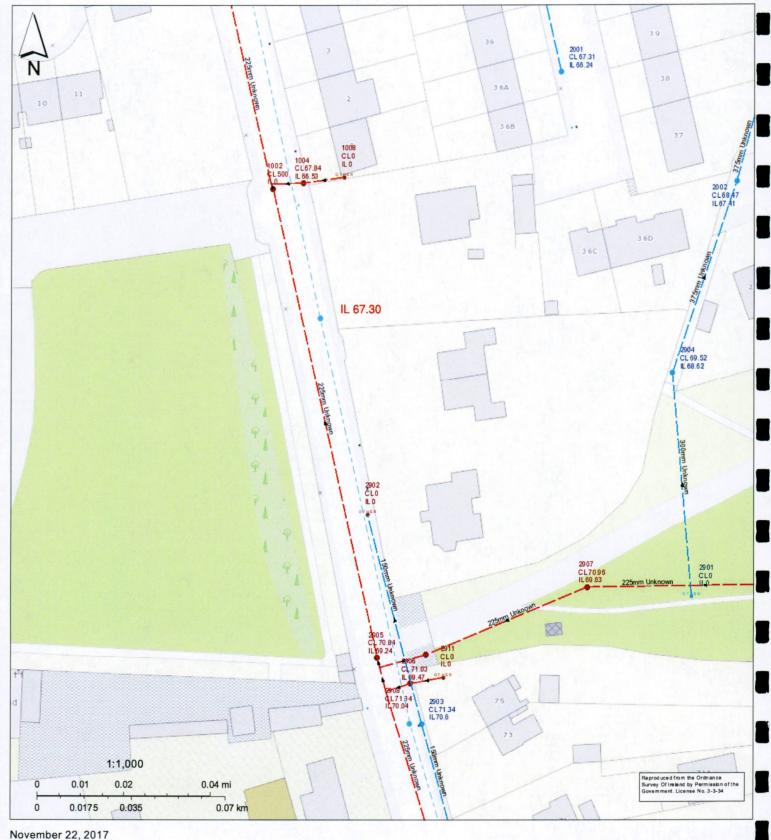
er Gravity Mains (Irish Water Owned) Surface Vent/Col Combined ater Gravity Mains (Non-Irish Water Own Other; Unknown Foul Storm Discharge Points Manholes Unknown Sewer Pressurized Mains (Irish Water owned) Combined Hatchbox Other: Unknown Foul Lamphole Storm Culverts Overflow Standard Storm Clean Outs Unknown Gravity Mains (Irish Water owned) Sewer Pressurized Mains (Non-Irish Water owned) Combined Combined Gully Foul Foul Standard Overflow Overflow Other; Unknown

Irish Water gives this information as to the position of its underground network as a general guide only on the strict understanding that it is based on the best available information provided by each Local Authority in Ireland. It should not be relied upon in the event of excavations or other works being carried out in the vicinity of the network. The onus is on the parties carrying out the works to ensure the exact location of the network is identified prior to mechanical works being carried out. Service pipes are not generally shown but their presence should be anticipated.



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Irish Water Webmap



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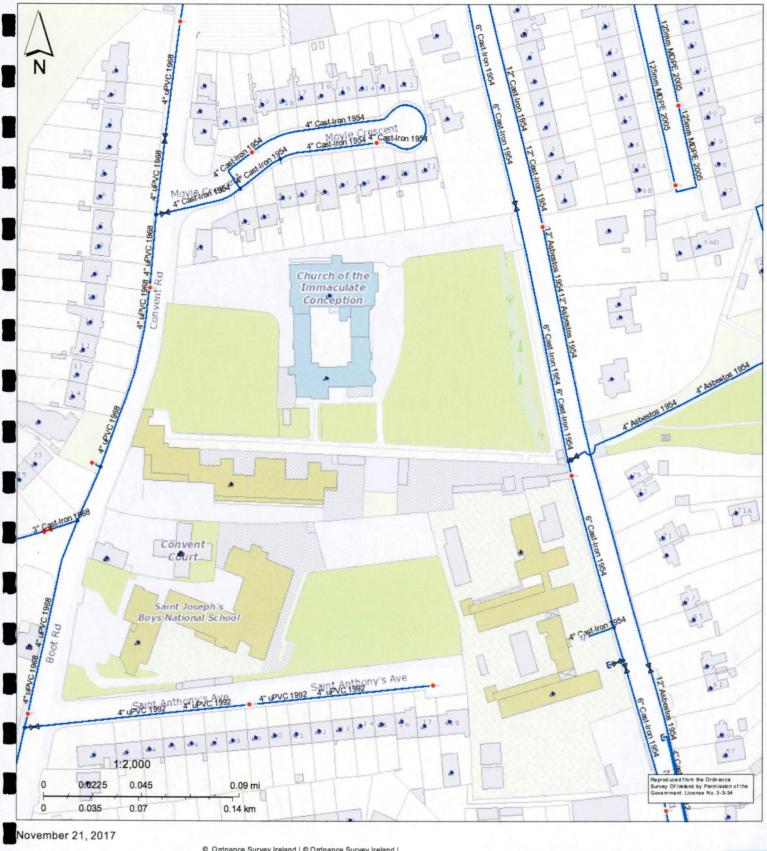
rater Gravity Mains (Irish Water Owned) Surface Vent/Col Combined rater Gravity Mains (Non-Irish Water O Other; Unknown Foul Storm Discharge Points ≯torm Manholes Outfall Unknown Overflow Catchpit Soakaway Combined Hatchbox Other; Unknown Foul Lamphole Storm Culverts Storm Clean Outs Other: Unknown Gravity Mains (Irish Water owned) Pressurized Mains (Non-Irish Water owned) Combined Combined Gully Foul Foul Standard Overflow Overflow Other; Unknown

irish Water gives this information as to the position of its underground network as a general guide only on the strict understanding that it is based on the best available information provided by each Local Authority in Ireland. It should not be relied upon in the event of excavations or other works being carried out in the vicinity of the network. The onus is on the parties carrying out the works to ensure the exact location of the network is identified prior to mechanical works being carried out. Service pipes are not generally shown but their presence should be anticipated.



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Irish Water Webmap



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Hydro Air Control Valves

Orifice Plate Water Stop Valves

Non Boundary Meter PSV Meter

Group Scheme **3oundary Valves** Source

Boundary Meter

Water Hydrants Part Closed

Boundary Valves

District (Boundary Meter)

Fire Hydrant Fire Hydrant/Washout Washout

Raw Water

Pump Stations

Water Network Structures

Abstraction Point

Water Service Connections

Fittings

Cap

Other Fitting

Water Distribution Chambers

Pressure Monitoring Point

Mains(Irish Water Owned)

Potable Water

Water Mains (Non Irish Water Owned)

Untreated

Potable Water

Water Lateral Lines

Irish Water

Water Abandoned Lines

Water Casings

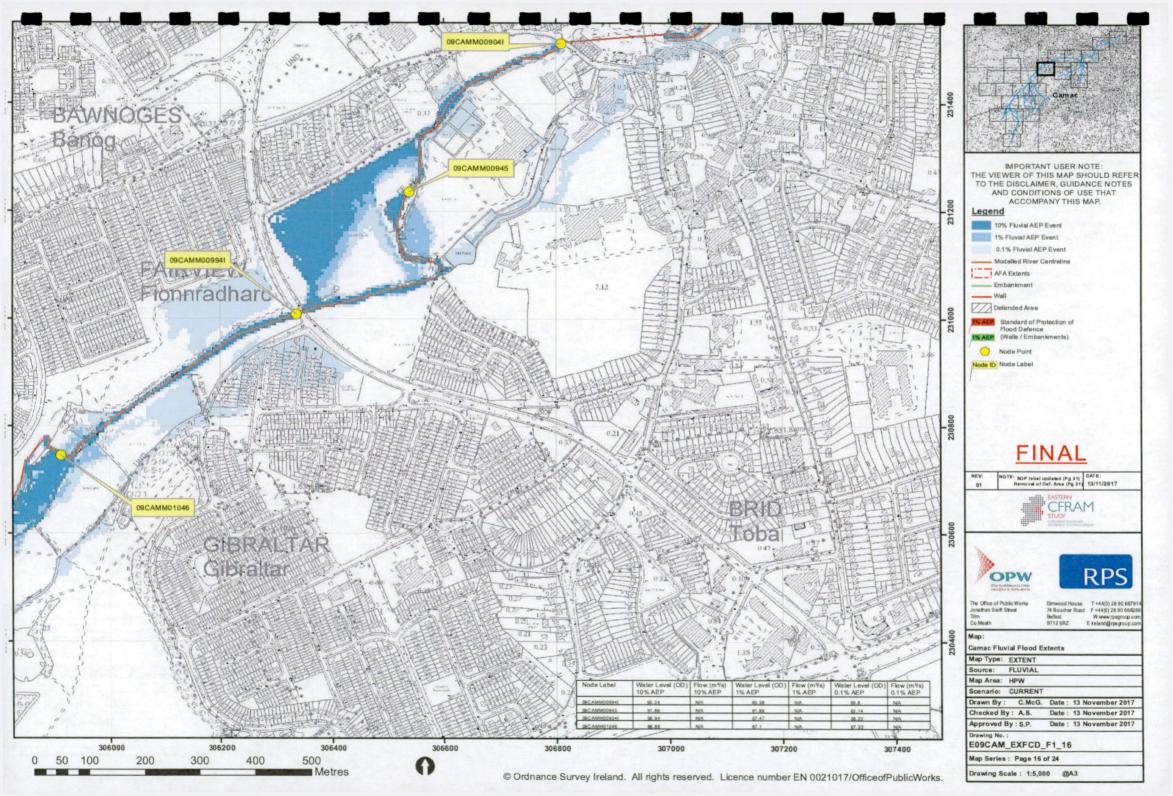
Irish Water gives this information as to the position of its underground network as a general guide only on the strict understanding that it is based on the best available information provided by each Local Authority in I should not be relied upon in the event of excavations or other works being carried out in the vicinity of the network. The onus is on the parties carrying out the works to ensure the exact location of the network is identified prior to mechanical works being carried out. Service pipes are not generally shown but their presence should be anticipated.

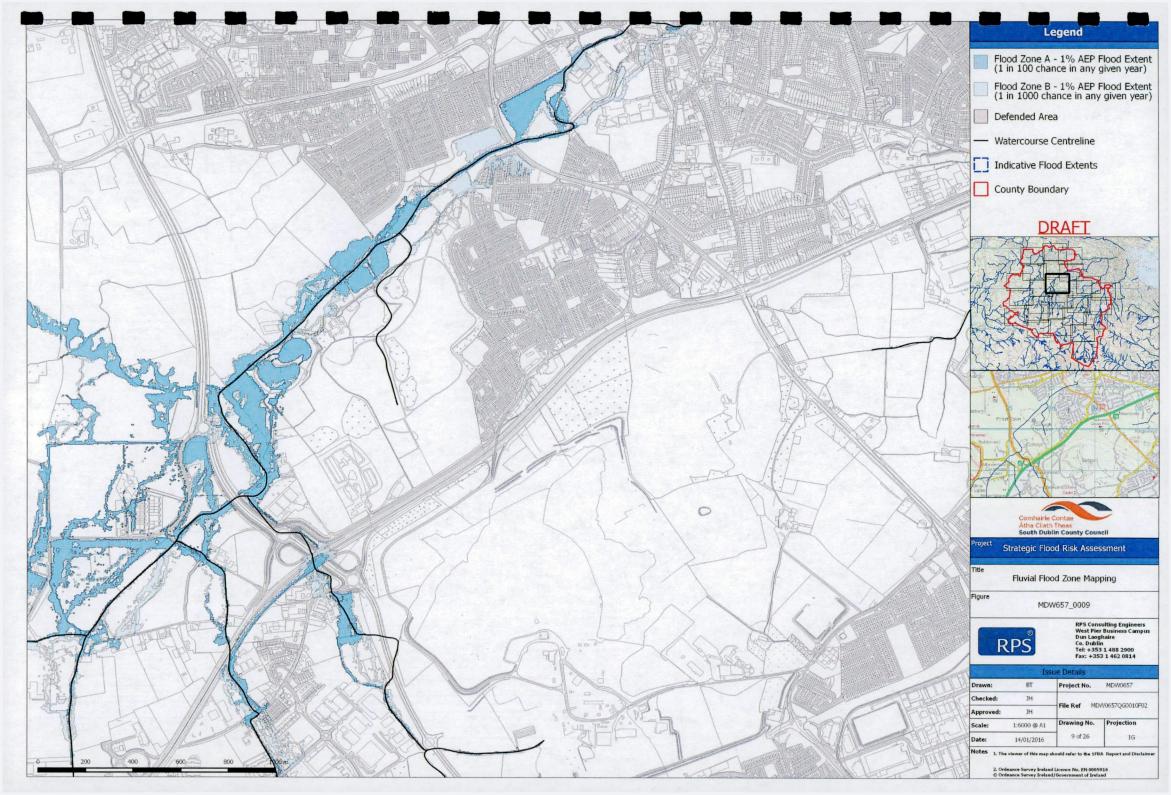


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Appendix B: CFRAMS Map and South Dublin Flood Zoning Map







Appendix C: Correspondence with Irish Water

Gessica Silva 19-22 Dame Street Dublin



Uisce Éireann Bosca OP 6000 Baile Átha Cliath 1

Irish Water PO Box 6000 Dublin 1 Ireland

T: +353 1 89 25000 F: +353 1 89 25001 www.water.ie

08 August 2018

Dear Sir/Madam,

Re: Customer Reference No 5507690942 pre-connection enquiry - Subject to contract | Contract denied [Connection for 155 bed residential care home]

Irish Water has reviewed your pre-connection enquiry in relation to water and wastewater connections at Convent Road Clondalking Dublin. Based upon the details you have provided with your pre-connection enquiry and on the capacity currently available as assessed by Irish Water, we wish to advise you that, subject to a valid connection agreement being put in place, your proposed connection to the Irish Water network can be facilitated.

You are advised that this correspondence does not constitute an offer in whole or in part to provide a connection to any Irish Water infrastructure and is provided subject to a connection agreement being signed at a later date.

A connection agreement can be applied for by completing the connection application form available at **www.water.ie/connections**. Irish Water's current charges for water and wastewater connections are set out in the Water Charges Plan as approved by the Commission for Regulation of Utilities.

If you have any further questions, please contact us on **1850 278 278** or **+353 1 707 2828, 8.00am-4.30pm, Mon-Fri** or email **newconnections@water.ie**. For further information, visit **www.water.ie/connections**

Yours sincerely,

Maria O'Dwyer
Connections and Developer Services

Stiurthóirí / Directors: Mike Quinn (Chairman), Jerry Grant, Cathal Marley, Brendan Murphy, Michael G. O'Sullivan

Oifig Chláraithe / Registered Office: Teach Colvill, 24:26 Sráid Thaibóid, Baile Átha Cliath 1, D01 NP86 / Colvill House, 24:26 Talbot Street, Dublin 1, D01 NP86 Is cuideachta ghníomhaíochta ainmnithe atá faoi theorainn scaireanna é Uisce Éireann / Irish Water is a designated activity company, limited by shares.

Uimhir Chláraithe in Éirinn / Registered in Ireland No.: 530363



Appendix D: TRICS Database

TRICS 7.9.2 180622 B20.49 Database right of TRICS Consortium Limited, 2022. All rights reserved Wednesday 03/08/22 G103 Daycare car only TRICS rates Page 1

G103 Daycare car only TRICS ratesCronin & Sutton Consulting Engineers

19-22 Dame Street

Dublin 2

Calculation Reference: AUDIT-656801-220803-0837

Licence No: 656801

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : E - CLINICS
MULTI-MODAL CARS

Selected regions and areas:

08 NORTH WEST

MS MERSEYSIDE 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 615 to 615 (units: sqm)
Range Selected by User: 60 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 26/11/19

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

Selected survey days:

Wednesday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1

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

Selected Location Sub Categories:

Built-Up Zone

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

Secondary Filtering selection:

Use Class:

E(e) 1 days

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

Population within 500m Range:

All Surveys Included

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Wednesday 03/08/22
G103 Daycare car only TRICS rates

Page 2

Licence No: 656801

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

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

Population within 5 miles:

500,001 or More

1 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

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Cronin & Sutton Consulting Engineers Dublin 2 19-22 Dame Street

LIST OF SITES relevant to selection parameters

COSMETIC SURGERY CLINIC MERSEYSIDE 1 MS-05-E-01

RODNEY STREET LIVERPOOL

Edge of Town Centre Built-Up Zone

Total Gross floor area: 615 sqm

Survey date: WEDNESDAY Survey Type: MANUAL 28/11/18

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

Cronin & Sutton Consulting Engineers

19-22 Dame Street Dublin 2

Licence No: 656801

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		D	EPARTURES			TOTALS	
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	•								
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	615	0.325	1	615	0.000	1	615	0.325
09:00 - 10:00	1	615	0.813	1	615	0.163	1	615	0.976
10:00 - 11:00	1	615	0.650	1	615	0.325	1	615	0.975
11:00 - 12:00	1	615	0.325	1	615	0.325	1	615	0.650
12:00 - 13:00	1	615	0.000	1	615	0.163	1	615	0.163
13:00 - 14:00	1	615	0.000	1	615	0.000	1	615	0.000
14:00 - 15:00	1	615	0.325	1	615	0.163	1	615	0.488
15:00 - 16:00	1	615	0.488	1	615	0.325	1	615	0.813
16:00 - 17:00	1	615	0.325	1	615	0.813	1	615	1.138
17:00 - 18:00	1	615	0.000	1	615	0.488	1	615	0.488
18:00 - 19:00	1	615	0.000	1	615	0.488	1	615	0.488
19:00 - 20:00	1	615	0.000	1	615	0.000	1	615	0.000
20:00 - 21:00	1	615	0.000	1	615	0.000	1	615	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.251			3.253			6.504

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

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

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G103 Nursing Home cars only TRICS rateCronin & Sutton Consulting Engineers 19-2:

19-22 Dame Street Dublin 2

Licence No: 656801

Calculation Reference: AUDIT-656801-220803-0805

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CARS

Selected regions and areas:

04 EAST ANGLIA

CA CAMBRIDGESHIRE 1 days
NORTH

09 NORTH TW TYNE & WEAR

1 days

11 SCOTLAND

EB CITY OF EDINBURGH 1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 48 to 56 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 09/11/21

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

Selected survey days:

Thursday 1 days
Saturday 1 days
Sunday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3

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

Selected Location Sub Categories:

Residential Zone 3

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

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Licence No: 656801

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

Secondary Filtering selection:

Use Class:

C2 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 3 days

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

Population within 5 miles:

125,001 to 250,000 1 days 250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days 1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

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CAMBRIDGESHIRE

Cronin & Sutton Consulting Engineers 19-22 Dame Street Dublin 2

LIST OF SITES relevant to selection parameters

CA-05-F-01 PARK CRESCENT

PETERBOROUGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of residents:

NURSING HOME

16/10/16 Survey Type: MANUAL Survey date: SUNDAY EB-05-F-01 **NURSING HOME CITY OF EDINBURGH**

48

CRAIGHOUSE TERRACE

EDINBURGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of residents: 56

Survey date: SATURDAY 19/03/16 Survey Type: MANUAL

TW-05-F-03 **NURSING HOME TYNE & WEAR**

MOORE STREET **GATESHEAD FELLING SHORE**

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of residents: 52

02/05/19 Survey date: THURSDAY Survey Type: MANUAL

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

Cronin & Sutton Consulting Engineers

19-22 Dame Street Dublin 2

Licence No: 656801

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CARS

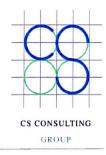
Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			1	DEPARTURES		TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00							-		
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.083	3	52	0.019	3	52	0.102
08:00 - 09:00	3	52	0.038	3	52	0.019	3	52	0.057
09:00 - 10:00	3	52	0.013	3	52	0.006	3	52	0.019
10:00 - 11:00	3	52	0.026	3	52	0.019	3	52	0.045
11:00 - 12:00	3	52	0.032	3	52	0.032	3	52	0.064
12:00 - 13:00	3	52	0.032	3	52	0.013	3	52	0.045
13:00 - 14:00	3	52	0.019	3	52	0.032	3	52	0.051
14:00 - 15:00	3	52	0.064	3	52	0.026	3	52	0.090
15:00 - 16:00	3	52	0.045	3	52	0.064	3	52	0.109
16:00 - 17:00	3	52	0.038	3	52	0.045	3	52	0.083
17:00 - 18:00	3	52	0.026	3	52	0.077	3	52	0.103
18:00 - 19:00	3	52	0.013	3	52	0.058	3	52	0.071
19:00 - 20:00	3	52	0.006	3	52	0.038	3	52	0.044
20:00 - 21:00	3	52	0.026	3	52	0.058	3	52	0.084
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.461			0.506			0.967

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

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



Appendix E: Traffic Matrices - Subject Development

2017 AM Peak (08:00-09:00)

From

Mai

SURVEYED TRAFFIC FLOWS

То	Main Street East	New Road	Main Street West	TOTALS
in Street East	0	290	585	875
New Road	0	0	246	246
in Street West	0	0	0	0
TOTALC	_	200	024	4404

		BASELINE TRAFFIC FLOWS
2023	AM Peak	DASEBILE TRAITIC LEWIS

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	319	644	963
New Road	0	0	271	271
Main Street West	0	0	0	0
TOTALS	0	319	915	1234

2024 AM Peak Other committed development flows

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	0	0	0
New Road	0	0	0	0
Main Street West	0	0	0	0
TOTALS	0	0	0	0

WITHOUT SUBJECT DEVELOPMENT

2024 AM Peak

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	324	654	978
New Road	0	0	276	276
Main Street West	0	0	0	0
TOTALS	0	324	930	1254

WITHOUT SUBJECT DEVELOPMENT AM Peak

2025 (surveyed flows + TII growth factor + committed development)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	330	665	995
New Road	0	0	280	280
Main Street West	0	0	0	0
TOTALS	0	330	945	1275

2025 AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	7	0	7
New Road	0	0	1	1
Main Street West	0	0	0	0
TOTALS	0	7	1	8

WITH SUBJECT DEVELOPMENT IN OPERATION 2025 AM Peak

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	337	665	1002
New Road	0	0	281	281
Main Street West	0	0	0	0
TOTALS	0	337	946	1283

WITHOUT SUBJECT DEVELOPMENT 2030 AM Peak

	(surveye	a nows + III growth	ractor + committed	development
From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	357	720	1077
New Road	0	0	303	303
Main Street West	0	0	0	0
TOTALS	0	357	1023	1380

WITH SUBJECT DEVELOPMENT IN OPERATION 2030 AM Peak (surveyed + TII growth factor + committed dev. + subject dev.)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	364	720	1084
New Road	0	0	304	304
Main Street West	0	0	0	0
TOTALS	0	364	1024	1388

WITHOUT SUBJECT DEVELOPMENT 2040 AM Peak (surveyed flows + TII growth factor + committed development)

From	Main Street East	New Road	Main Street West	TOTALS	
Main Street East	0	376	758	1134	
New Road	0	0	319	319	
Main Street West	0	0	0	0	
TOTALS	0	376	1077	1453	

WITH SUBJECT DEVELOPMENT IN OPERATION 2040 AM Peak (surveyed + TII growth factor + committed dev. + subject dev.)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	383	758	1141
New Road	0	0	320	320
Main Street West	0	0	0	0
TOTALS	0	383	1078	1461

PM Peak (17:00-18:00) 2017

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	237	624	860
New Road	0	0	152	152
Main Street West	0	0	0	0
TOTALS	0	237	776	1013

SURVEYED TRAFFIC FLOWS

BASELINE TRAFFIC FLOWS

2023 PM Peak

ed flows + Til growth factor) **Main Street Main Street** Fast West Main Street East 261 687 948 168 168 **Main Street West** TOTALS 0 261 855 1116

2024 PM Peak

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	0	0	(
New Road	0	0	0	(
Main Street West	0	0	0	(
TOTALS	0	0	0	(

WITHOUT SUBJECT DEVELOPMENT 2024 PM Peak

(surveyed flows + TII growth factor + committed development) Main Street To Main Street TOTALS West Main Street East 265 698 963 **New Road** 171 171 **Main Street West** 1134 TOTALS 265 869 0

WITHOUT SUBJECT DEVELOPMENT

2025 PM Peak (surveyed flows + TII growth factor + committed development)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	269	709	978
New Road	0	0	173	173
Main Street West	0	0	0	0
TOTALS	0	269	882	1151

2025 PM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	2	0	2
New Road	0	0	1	1
Main Street West	0	0	0	0
TOTALS	0	2	1	3

WITH SUBJECT DEVELOPMENT IN OPERATION PM Peak

2025 (surveyed + TII growth factor + committed dev. + subject dev.)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	271	709	980
New Road	0	0	174	174
Main Street West	0	0	0	0
TOTALS	0	271	883	1154

WITHOUT SUBJECT DEVELOPMENT 2030 PM Peak (surveyed flows + TII growth factor + committed development)

То **Main Street Main Street** From East West Main Street East 1061 769 292 **New Road** 188 188 **Main Street West** TOTALS 0 292 957 1249

WITH SUBJECT DEVELOPMENT IN OPERATION PM Peak 2030

(surveyed + TII growth factor + committed dev. + subject dev.)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	294	769	1063
New Road	0	0	189	189
Main Street West	0	0	0	0
TOTALS	0	294	958	1252

WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From	New Road		Main Street West	TOTALS	
Main Street East	0	307	809	1116	
New Road	0	0	198	198	
Main Street West	0	0	0	0	
TOTALS	0	307	1007	1314	

WITH SUBJECT DEVELOPMENT IN OPERATION PM Peak 2040

	(surveyed + TII growth factor + committed dev. + subject dev.)					
From			New Road	Main Street West	TOTALS	
Main Street East	0	309	809	1118		
New Road	0	0	199	199		
Main Street West	0	0	0	0		
TOTALS	0	309	1008	1317		

AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS То Coláiste Bríde TOTALS North South Access 43 208 251 Coláiste Bríde 41 50 **New Road South** 85 197 282 TOTALS 623 238 128 257

2017	PM Peak	(17:00-18:00)			SURVEYED T	RAFFIC FLOWS
From	То	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road	North	0	9	213	0	222
Coláiste	Bríde	18	0	29	0	47
New Road	South	128	23		0	151
Developmen	nt Access	0	0	0	0	0
TOTA	LS	146	32	242	0	421

BASELINE TRAFFIC FLOWS 2023 AM Peak

From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	48	229	0	277
Coláiste Bríde	45	0	55	0	100
New Road South	217	93	0	0	310
Development Access		0	0	0	0
TOTALS	262	141	284	0	687

2023	PM Peak					MATTIC TEOTIS
					(surveyed flows + TII	growth factor)
	То	New Road	5-14' D-41-	New Road	Development	TOTALS
From		North	Coláiste Bríde	South	Access	TOTALS
New Roa	d North	0	10	235	0	245
Coláiste	Bríde	20	0	32	0	52
New Roa	d South	141	25	0	0	166
Developme	ent Access	0	0	0	0	0
TOT	ALS	161	35	267	0	463

AM Peak 2024

2025 AM Peak

	Other committed deve	lopment flows
Road uth	Development Access	TOTALS
0	0	0
0	0	o

SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

WITHOUT SUBJECT DEVELOPMENT

2024	PM Peak				Other committed deve	lopment flow
From	То	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Roa	d North	0	0	0	0	(
Coláist	e Bríde		0		0	(
New Roa	d South	0	()	0	0	(
Developm	ent Access	0	0	0	0	(
TOT	ALS	0	0	0	0	(

To Coláiste Bríde From
New Road North Coláiste Bríde New Road South TOTALS 0

WITHOUT SUBJECT DEVELOPMENT 2024 PM Peak (surveyed flows + TII growth factor + committed development) То New Road New Road Development Coláiste Bríde TOTALS From
New Road North
Coláiste Bríde North South Access 10 239 249 20 32 **New Road South** 26 170

271

52

471

WITH SUBJECT DEVELOPMENT IN OPERATION

WITHOUT SUBJECT DEVELOPMENT

	WITHOUT SUBJECT D with factor + committed	veyed flows + TII gro	(sun		2024 AM Peak					
TOTALS	Development Access	New Road South	Coláiste Bríde	New Road North	То	From				
280	0	232	48	0	ad North	New Ro				
101	0	55	0	46	e Bríde	Coláist				
315	0	0	95	220	ad South	New Ro				
0	0	0	0	0	ent Access	Developm				
696	0	287	143	266	ALS	TO				

WITHOUT SUBJECT		2025	PM Peak		(sur	veyed flows + TII gro	WITHOUT SUBJECT	
Development Access	TOTALS	From	То	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
0	285	New Ros	ad North	0	10	243	0	253
0	103	Coláist	e Bríde	20	0	33	0	53
0	320	New Ro	ad South	146	26	0	0	172
0	0	Developm	ent Access	0	0	0	n	0

164

Development Access
TOTALS

(surveyed flows + TII growth factor + committed development) New Road То Coláiste Bríde TOTALS From
New Road North North South Access 285 49 236 Coláiste Bríde 47 56 103 320 **New Road South** 96 224 Development Access
TOTALS 271 145 292 708

From	North	Coláiste Bríde	South	Access	TOTALS
New Road North	0	10	243	0	253
Coláiste Bríde	20	0	33	0	53
New Road South	146	26	0	0	172
Development Access	0	0	0	0	0
TOTALS	166	36	276	0	478

From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	0	0	7	7
Coláiste Bríde		0	0	0	0
New Road South		0	0	3	3
Development Access	1	0	1	0	2
TOTALS	1	0	1	10	12

From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	0	0	2	2
Coláiste Bríde		0	0	0	0
New Road South		0	0	2	2
Development Access	1	0	3	0	4
TOTALS	1	0	3	4	8

2025	AM Peak		(sur		JBJECT DEVELOPMENT factor + committed dev	
From	То	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Roa	d North	0	49	236	7	292
Coláiste	Bríde	47	0	56	0	103
New Roa	d South	224	96	0	3	323
Developme	nt Access	1	0	1	0	2
TOTA	ALS	272	145	293	10	720

2025 PM	Peak	(surveyed + TII growth factor + committed dev. + subject dev.)						
From	0	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS		
New Road No	rth	0	10	243	2	255		
Coláiste Bríd	e	20	0	33	0	53		
New Road Sou	ıth	146	26		2	174		
Development Ad	ccess	1		3	0	4		
TOTALS		167	36	279	4	486		

2030	AM Peak				WITHOUT SUBJECT	DEVELOPMENT
2030	AIVIFEAR		(sur	veyed flows + TII gro	wth factor + committee	d development)
	To	New Road	C-141-1- D-(4-	New Road	Development	TOTALS
From	From	North	Coláiste Bríde	South	Access	TOTALS
New Roa	d North	0	53	256	0	309
Coláist	e Bríde	51	0	61	0	112
New Roa	ad South	243	104		0	347
Developme	ent Access	0	0	0	0	0
TOT	ALS	294	157	317	0	768

2030	PM Peak		(sur	veyed flows + Til gro	wth factor + committee	
From	То	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Ro	ad North	0	11	263	0	274
Coláist	e Bríde	22		36	0	58
New Ro	ad South	158	28	0	0	186
Developm	ent Access		0	0	0	0
TOT	ΓALS	180	39	299	0	518

2030	AM Peak		(su		JBJECT DEVELOPMENT factor + committed dev.	
From			Coláiste Bríde	New Road South	Development Access	TOTALS
New Road	North	0	53	256	7	316
Coláiste E	ríde	51	0	61	0	112
New Road	South	243	104		3	350
Developmen	t Access	1	0	1	0	2
TOTAL	S	295	157	318	10	780

2030 PM Peak				WITH SU	JBJECT DEVELOPMENT	IN OPERATION				
2030	PIVI Peak		(sur	(surveyed + TII growth factor + committed dev. + subject dev.)						
From	New Road	6 1/1 · · · · · · · · · · ·	New Road	Development	TOTALS					
	North	Coláiste Bríde	South	Access	TOTALS					
New Roa	d North	0	11	263	2	276				
Coláiste	Bríde	22	0	36	0	58				
New Roa	d South	158	28	0	2	188				
Developme	nt Access	1	0	3	0	4				
TOTA	ALS	181	39	302	4	526				

2040 AM Peak			(sur	veyed flows + TII gro	WITHOUT SUBJECT I	
From	То	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road	North	0	56	269	0	325
Coláiste	Bríde	53	0	64	0	117
New Road	South	255	110	0	0	365
Developme	nt Access	0	0	0	0	0
TOTA	LS	308	166	333	0	807

2040 FIVI FEAR	(surveyed flows + TII growth factor + committed development)							
From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS			
New Road North	0	12	277	0	289			
Coláiste Bríde	23	0	38	0	61			
New Road South	166	30	0	0	196			
Development Access		0	0	0				
TOTALS	189	42	315	0	546			

2040 AM	Peak			DRIECT DEVELOPMENT		
2010		(su	factor + committed dev	. + subject dev.)		
	o New Road	Coláiste Bríde	New Road	Development	TOTALS	
From	North	Colaiste Bride	South	Access	TOTALS	
New Road No	rth 0	56	269	7	332	
Coláiste Bríd	e 53	0	64	0	117	
New Road Sou	rth 255	110		3	368	
Development Ad	ccess 1		1	0	2	
TOTALS	309	166	334	10	819	

	actor + committed dev.		(sur		2040 PM Peak		
TOTALS	Development Access	New Road South	Coláiste Bríde	New Road North	То	From	
291	2	277	12	0	ad North	New Roa	
61	0	38	0	23	e Bríde	Coláist	
198	2	0	30	166	ad South	New Roa	
4	0	3	0	1	ent Access	Developm	
554	4	318	42	190	ALS	TOT	

To From New Road North (nockmeenagh Road New Road South St. Brigid's Road	(08:00-09:00)			SURVEYED	TRAFFIC FLOWS	2017 P	M Peak	(17:00-18:00)			SURVEYED 1	TRAFFIC FLOV
New Road North Knockmeenagh Road New Road South St. Brigid's Road	New Road	Knockmeenag	New Road	St. Brigid's	TOTALS		То	New Road	Knockmeenag	New Road	St. Brigid's	TOTALS
Knockmeenagh Road New Road South St. Brigid's Road	North	h Road	South 184	Road 73	273	From New Road I	North	North	h Road	South 188	Road 51	2
St. Brigid's Road	25		25	17	67	Knockmeena		14	0	15	10	-
	105		0	15	132	New Road	and the latest terms of th	103	26	0	37	1
	217	8	18	0	243	St. Brigid's		36	24 63	15 218	98	5
TOTALS	347	37	228	105	715	TOTAL	, 1	152	- 03	210		
2023 AM Peak				BASELINE ' (surveyed flows + Ti	I growth factor)	2023 P	M Peak				(surveyed flows + TI	RAFFIC FLO
From	New Road North	Knockmeenag h Road	New Road South	St. Brigid's Road	TOTALS	From	То	New Road North	Knockmeenag h Road	New Road South	St. Brigid's Road	TOTALS
New Road North	0	17	203	80	300	New Road I		0	14	207	56	2
Cnockmeenagh Road	28		28	19	75	Knockmeena		15	0	17	11	4
New Road South St. Brigid's Road	115 239	14	20	16	145 268	New Road S St. Brigid's		113 39	29 26	17	41	18
TOTALS	382	40	251	115	788	TOTAL		167	69	241	108	58
2024 AM Peak			OH	ner committed deve	along out flour	2024 P	M Peak			Ott	er committed deve	elonment flor
To	New Road	Knockmeenag	New Road	St. Brigid's		2024	To	New Road	Knockmeenag	New Road	St. Brigid's	TOTALS
From	North	h Road	South	Road	TOTALS	From		North	h Road	South	Road	TOTALS
New Road North Cnockmeenagh Road	0		0	0	0	New Road I		0	0	0	0	
New Road South	0		0	0	0	New Road S		0	0	0	0	
St. Brigid's Road	0	0	0	0	0	St. Brigid's	Road	0	0	0	0	
TOTALS	0	0	0	0	0	TOTAL	5	0	0	0	0	
2024 AM Peak				WITHOUT SUBJECT		2024 P	M Peak				WITHOUT SUBJECT	
То	New Road	Knockmeenag	New Road	St. Brigid's	d development) TOTALS		То		Knockmeenag	New Road	St. Brigid's	TOTALS
From New Road North	North	h Road	South 206	Road 82	305	From New Road I	North	North	h Road	South 210	Road 57	28
nockmeenagh Road	28	0	28	19	75	Knockmeenag		16	0	17	11	4
New Road South	117	15	0	16	148	New Road S	outh	115	29	0	41	18
St. Brigid's Road	243	9	20	0	272	St. Brigid's		40	27	17	100	59
TOTALS	388	41	254	117	800	TOTAL	,	171	70	244	109	
2025 AM Peak		(surveye	ed flows + TII growth	WITHOUT SUBJECT		2025 P	M Peak		(surveve		WITHOUT SUBJECT I	
То	New Road	Knockmeenag	New Road	St. Brigid's	TOTALS		То		Knockmeenag	New Road	St. Brigid's	TOTALS
From New Road North	North	h Road	South	Road		From New Road I	North	North	h Road	South 214	Road 58	28
New Road North nockmeenagh Road	28	18	209 29	83 19	310 76	New Road I	and the second second	16	14	17	11	4
New Road South	119	15	0	16	150	New Road S	iouth	117	30	0	42	18
St. Brigid's Road	247	9	20	0	276	St. Brigid's		40	27	17	0	8
TOTALS	394	42	258	118	812	TOTALS)	173	71	248	111	60
2025 AM Peak		SL	JBJECT DEVELOPME	NT FLOWS - OPERA	ATIONAL PHASE	2025 P	M Peak		SU	BJECT DEVELOPME	NT FLOWS - OPERA	TIONAL PHA
From	New Road North	Knockmeenag h Road	New Road South	St. Brigid's Road	TOTALS	From	То	New Road North	Knockmeenag h Road	New Road South	St. Brigid's Road	TOTALS
New Road North	0	0	1	0	1	New Road N	North	0	0	2	1	
nockmeenagh Road	0	0	0	0	0	Knockmeenag	And the State of Local Division in the State Of Division in the St	0	0	0	0	
New Road South St. Brigid's Road	1	0	0	0	1	New Road S St. Brigid's		1 0	0	0	0	
TOTALS	2 3		1	0	4	TOTALS		2	0	2	1	
			WITH SUBJE	CT DEVELOPMENT	IN OPERATION					WITH SUBJE	CT DEVELOPMENT	IN OPERATIO
2025 AM Peak	New Road	(survey	ed + TII growth fact	or + committed dev	. + subject dev.)	2025 P	M Peak	New Road	(surveye		or + committed dev.	+ subject de
From	North	h Road	New Road South	St. Brigid's Road	TOTALS	From	То	North	h Road	South	Road	TOTALS
New Road North	0		210	83	311	New Road N	and the second	0	14	216	59	28
New Road South	28 120	15	29	19 16	76 151	New Road S		16 118	30	17	11 42	19
St. Brigid's Road	249	9	20	10	278	St. Brigid's		40	27	17	0	8
TOTALS	397	42	259	118	816	TOTALS		175	71	250	112	60
TUTALS				VITHOUT SUBJECT		2030 PI	M Peak				VITHOUT SUBJECT I	
	New Road	Knockmeenag	New Road	St. Brigid's			To	New Road	(surveyer	New Road	St. Brigid's	TOTALS
		h Road	South	Road	TOTALS	From		North	h Road	South	Road	
2030 AM Peak	North			90	336	New Road N		0	15	232	63	31
2030 AM Peak To From New Road North	North	19	227		93	Knockmeens	h Road		17			
2030 AM Peak To From New Road North	North		227 31	21 18	83 163	Knockmeenag New Road S		17 127	32	18	12 46	
2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road	North 0 31 129 267	19 0 16 10	31 0 22	21 18	163 299	New Road S St. Brigid's I	outh Road	127 44	32 30	0 18	46	20 9
2030 AM Peak To From New Road North nockmeenagh Road New Road South	North 0 31 129	19 0 16	31	21	163	New Road S	outh Road	127	32	0		20
2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS	North 0 31 129 267	19 0 16 10 45	31 0 22 280	21 18 0 129	163 299 881	New Road S St. Brigid's I TOTALS	outh Road	127 44	32 30 77	18 268 WITH SUBJE	46	65 IN OPERATIO
2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2030 AM Peak	North 0 31 129 267 427	19 0 16 10 45 (survey)	31 22 280 WITH SUBJE ed + Til growth facts New Road	21 18 0 129 CCT DEVELOPMENT or + committed dev. St. Brigid's	163 299 881	New Road S St. Brigid's I TOTALS 2030 PI	outh Road	127 44 188	32 30 77 (surveye Knockmeenag	18 268 WITH SUBJE d + Til growth facto New Road	46 0 121 CT DEVELOPMENT or + committed dev. St. Brigid's	65 IN OPERATIO
2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2030 AM Peak	North 0 31 129 267 427	19 0 16 10 45	31 22 280 WITH SUBJE	21 18 0 129 CT DEVELOPMENT or + committed dev.	163 299 881 IN OPERATION + subject dev.)	New Road S St. Brigid's I TOTALS	M Peak	127 44 188	32 30 77 (surveye	0 18 268 WITH SUBJE d + Til growth factor	121 CT DEVELOPMENT or + committed dev.	9 65 IN OPERATIO + subject de
2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2030 AM Peak To From New Road North nockmeenagh Road	North 0 31 129 267 427 New Road North 0 31	19 0 16 10 45 Knockmeenag h Road	31 22 280 WITH SUBJE ed + Til growth factt New Road South 228 31	21 18 0 129 CT DEVELOPMENT or + committed dev St. Brigid's Road 90 21	163 299 881 IN OPERATION + subject dev.) TOTALS 337 83	New Road S St. Brigid's I TOTALS 2030 PI From New Road N Knockmeenag	M Peak To Iorth th Road	127 44 188 New Road North	32 30 77 (surveye Knockmeenag h Road	234	46 121 CT DEVELOPMENT or + committed dev. St. Brigid's Road 64 12	9 65 IN OPERATION + subject den TOTALS
2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2030 AM Peak To From New Road North nockmeenagh Road New Road South	North 31 129 267 427 New Road North 31 130	19 0 16 10 45 Knockmeenag h Road	31 22 280 WITH SUBJE ed + Til growth factor New Road South 228 31	21 18 0 129 CCT DEVELOPMENT or + committed dev. St. Brigid's Road 90	163 299 881 IN OPERATION + subject dev.) TOTALS 337 83 164	New Road S St. Brigid's I TOTALS 2030 PI From New Road N Knockmeenag New Road S	M Peak To lorth h Road outh	127 44 188 New Road North	32 30 77 (surveye h Road 15 32	18 268 WITH SUBJE d + Till growth facto New Road South 234 18	121 CT DEVELOPMENT or + committed dev. St. Brigid's Road 64	9 65 IN OPERATION + subject der TOTALS 31
2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2030 AM Peak To From New Road North	North 0 31 129 267 427 New Road North 0 31	19 0 16 10 45 Knockmeenag h Road	31 22 280 WITH SUBJE ed + Til growth factt New Road South 228 31	21 18 0 129 CT DEVELOPMENT or + committed dev St. Brigid's Road 90 21	163 299 881 IN OPERATION + subject dev.) TOTALS 337 83	New Road S St. Brigid's I TOTALS 2030 PI From New Road N Knockmeenag	outh Road To To Iorth h Road outh Road	127 44 188 New Road North	32 30 77 (surveye Knockmeenag h Road	234	46 121 CT DEVELOPMENT or + committed dev. St. Brigid's Road 64 12	20 5 65 IN OPERATION + subject de TOTALS 31 4
2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS	North 129 267 427 New Road North 31 130 269	19 0 16 10 45 Knockmeenag h Road	31 22 280 WITH SUBJE ed + Til growth facts New Road South 228 31 0 22 281	21 18 0 129 CCT DEVELOPMENT or + committed dev. St. Brigid's Road 90 21 18	163 299 881 IN OPERATION + subject dev.) TOTALS 337 83 164 301 885	New Road S St. Brigid's I TOTALS 2030 PI From New Road N Knockmeenag New Road S St. Brigid's I TOTALS	outh Road To Iorth Road outh Road	127 44 188 New Road North	32 30 77 (surveye Knockmeenag h Road 15 32 30 77	18 268 WITH SUBLE d + Till growth facto New Road South 18 18 270	46 0 121 CT DEVELOPMENT or + committed dev. St. Brigid's Road 64 12 46 0 122	20 5 65 IN OPERATION + subject de TOTALS 20 5 65
2030 AM Peak To From New Road North inockmeenagh Road New Road South St. Brigid's Road TOTALS 2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road	North 129 267 427 New Road North 31 130 269	19 0 16 10 45 Knockmeenag h Road 19 0 16 10 45	31 22 280 WITH SUBJE ed + Til growth facts New Road South 228 31 0 22 281	21 18 0 129 CT DEVELOPMENT or + committed dev St. Brigid's Road 90 21 18 0 129	163 299 881 IN OPERATION + subject dev.) TOTALS 337 83 164 301 885	New Road S St. Brigid's I TOTALS 2030 PI From New Road N Knockmeenag New Road S St. Brigid's I TOTALS	outh Road To To Iorth h Road outh Road	127 44 188 New Road North 0 17 128 44 190	32 30 77 (surveye Knockmeenag h Road 15 32 30 77	18 268 WITH SUBLE d + Till growth facto New Road South 18 18 270	46 0 121 CT DEVELOPMENT or + committed dev. St. Brigid's Road 64 12 46 0 122	20 9 65 IN OPERATION + subject den TOTALS 31 4 20 9 65 DEVELOPMEN
2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2040 AM Peak	North 31 129 267 427 New Road North 31 130 269 430 New Road North	Survey Knockmeenag h Road 19 16 10 45 Knockmeenag h Road 19 45 (surveye Knockmeenag h Road	31 22 280 WITH SUBJE ed + Til growth facts New Road South 228 31 0 22 281 Ved flows + Til growth New Road South	21 18 0 129 CT DEVELOPMENT or + committed dev St. Brigid's Road 90 21 18 0 129 VITHOUT SUBJECT of factor + committee St. Brigid's Road	163 299 881 IN OPERATION + subject dev.) TOTALS 337 83 164 301 885 DEVELOPMENT I development) TOTALS	New Road S St. Brigid's I TOTALS 2030 PI From New Road N Knockmeenag New Road S St. Brigid's I TOTALS 2040 PI	outh Road To Iorth h Road outh Road M Peak To	127 44 188 New Road North 17 128 44 190	32 30 77 (surveye Knockmeenag h Road 15 32 30 77 (surveyee Knockmeenag h Road	18 268 WITH SUBLE d + Till growth facto New Road South 234 18 270 V if flows + Till growth New Road South	46 0 121 121 CT DEVELOPMENT I or + committed dev. St. Brigid's Road 64 12 46 0 122 WITHOUT SUBJECT of factor + committed St. Brigid's Road	20 9 65 IN OPERATION + subject der TOTALS 31 4 20 9 65 DEVELOPMEN developmen TOTALS
2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2040 AM Peak To From New Road North New Road North	North 129 267 427 New Road North 31 130 269 430 New Road North	19 0 16 10 10 45 Surveye Knockmeenag h Road (surveye Knockmeenag h Road 10 45 Surveye Knockmeenag h Road 20 20	222 280 WITH SUBJE Rew Road South 228 31 0 22 281 Vend flows + Til growth New Road South 299	21 18 0 129 CT DEVELOPMENT or + committed dev St. Brigid's Road 90 21 18 0 129 VITHOUT SUBJECT of factor + committee St. Brigid's Road 95	163 299 881 IN OPERATION + subject dev.) TOTALS 337 83 164 301 885 DEVELOPMENT is development)	Prom New Road St. Brigid's I TOTALS 2030 PI From New Road N Knockmeenag New Road St. Brigid's I TOTALS 2040 PI From New Road N	outh Road To Iorth h Road outh Road M Peak To	127 44 188 New Road North 17 128 44 190	32 30 77 (surveye Knockmeenag h Road 15 32 30 77 (surveyee knockmeenag h Road	18 268 WITH SUBLE d + Til growth fact New Road South 18 270 V If flows + Til growth New Road South A to the Road South 244 244	46 0 121 CT DEVELOPMENT or + committed dev. St. Brigid's Road 64 12 46 0 122 VITHOUT SUBJECT Of factor + committed St. Brigid's Road 66	200 9 65 IN OPERATION + subject dee TOTALS 31 4 20 9 65 DEVELOPMEN developmen TOTALS 32
2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2030 AM Peak To From New Road North nockmeenagh Road New Road South St. Brigid's Road TOTALS 2040 AM Peak	North 31 129 267 427 New Road North 31 130 269 430 New Road North	Survey Knockmeenag h Road 19 16 10 45 Knockmeenag h Road 19 45 (surveye Knockmeenag h Road	31 22 280 WITH SUBJE ed + Til growth facts New Road South 228 31 0 22 281 Ved flows + Til growth New Road South	21 18 0 129 CT DEVELOPMENT or + committed dev St. Brigid's Road 90 21 18 0 129 VITHOUT SUBJECT of factor + committee St. Brigid's Road	163 299 881 IN OPERATION + subject dev.) TOTALS 337 83 164 301 885 DEVELOPMENT I development) TOTALS	New Road S St. Brigid's I TOTALS 2030 PI From New Road N Knockmeenag New Road S St. Brigid's I TOTALS 2040 PI	M Peak To Iorth h Road outh Road To Iorth h Road outh Road To Iorth h Road	127 44 188 New Road North 17 128 44 190	32 30 77 (surveye Knockmeenag h Road 15 32 30 77 (surveyee Knockmeenag h Road	18 268 WITH SUBLE d + Till growth facto New Road South 234 18 270 V if flows + Till growth New Road South	46 0 121 121 CT DEVELOPMENT I or + committed dev. St. Brigid's Road 64 12 46 0 122 WITHOUT SUBJECT of factor + committed St. Brigid's Road	20 9 65 IN OPERATION + subject der TOTALS 31 4 20 9 65 DEVELOPMEN developmen TOTALS

WITH SUBJECT DEVELOPMENT IN OPERATION

95 22 19

136

 New Road North
 Knead
 New Road Nood
 South Road North
 South Road Nood
 South Road Road
 St. Brigid's Road
 TOTALS

To

From
New Road North
Knockmeenagh Road
New Road South
St. Brigid's Road
TOTALS

TOTALS	St. Brigid's Road	New Road South	Knockmeenag h Road	New Road North	From
329	67	246	16	0	New Road North
50	13	19	0	18	Knockmeenagh Road
216	48	0	34	134	New Road South
96	0	19	31	46	St. Brigid's Road
692	128	284	81	199	TOTALS

2017

From Convent Road North

2023

Presentation Convent

Convent Road South

TOTALS

PM Peak (17:00-18:00)

To

PM Peak

2017	AM Peak	(08:00-09:00)		SURVEYED T	RAFFIC FLOWS	
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS	
Convent	Road North	0	35	328	363	
Presentat	ion Convent	16	0	17	33	
Convent	Road South	392	16	0	408	

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	35	328	363
Presentation Convent	16	0	17	33
Convent Road South	392	16	0	408
TOTALS	408	51	345	805

BASELINI	ETRAFFIC	FLOWS

 J D -	 	 	 £	1	

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	39	362	401
Presentation Convent	18	0	19	37
Convent Road South	432	18	0	450
TOTALS	450	57	381	888

2023

AM Peak

AM Peak

TOTALS

BASELINE TRAFFIC FLOWS

SURVEYED TRAFFIC FLOWS

TOTALS

363

10

299

672

(surveyed flows + TII growth factor)

361

369

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	2	398	400
Presentation Convent	2		9	11
Convent Road South	327	2	0	329
TOTALS	329	4	407	740

2

297

299

Convent Road Presentation Convent Road

2024

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	0	0	0
Presentation Convent	0	0	0	0
Convent Road South	0	0	0	0
TOTALS	0	0	0	0

2024 PM Peak

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	0	0	0
Presentation Convent	0	0	0	0
Convent Road South	0	0		0
TOTALS	0	0	0	0

WITHOUT SUBJECT DEVELOPMENT 2024 AM Peak

То	Convent Road	Presentation	Convent Road	TOTALS
From	North	Convent	South	TOTALS
Convent Road North	0	39	367	406
Presentation Convent	18	0	19	37
Convent Road South	439	18	0	457
TOTALS	457	57	386	900

PM Peak 2024

WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	2	404	406
Presentation Convent	2	0	9	11
Convent Road South	332	2	0	334
TOTALS	334	4	413	751

WITHOUT SUBJECT DEVELOPMENT

392

914

(surveyed flows + TII growth factor + committed development)

From	Convent Road North	Presentation Convent		TOTALS
Convent Road North	0	40	373	413
Presentation Convent	18	0	19	37
Convent Road South	446	18	n	464

WITHOUT SUBJECT DEVELOPMENT

2025 PM Peak

(surveyed flows + Til growth factor + committed development)

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	2	411	413
Presentation Convent	2	0	9	11
Convent Road South	337	2	0	339
TOTALS	339	4	420	763

AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE 2025

58

464

	To	Convent Road	Presentation	Convent Road	TOTALS
From		North	Convent	South	TOTALS
Convent Roa	d North	0	0	0	0
Presentation	Convent	0	0	0	0
Convent Roa	ad South	0	0	0	0
TOTA	LS	0	0	0	0

2025 PM Peak

SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	0	0	0
Presentation Convent	0	0		0
Convent Road South	0	0	Q	0
TOTALS	0	0	0	0

WITH SUBJECT DEVELOPMENT IN OPERATION 2025 AM Peak (surveyed + TII growth factor + committed dev. + subject dev.)

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	40	373	413
Presentation Convent	18	0	19	37
Convent Road South	446	18	0	464
TOTALS	464	58	392	914

North

20

483

503

Convent Road Presentation Convent Road

Convent

43

20

63

2025	PM Peak	WITH SUBJECT DEVELOPMENT IN OPERATION
2025	PIVI PEAK	(surveyed + TII growth factor + committed dev. + subject dev.

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	2	411	413
Presentation Conven	2		9	11
Convent Road South	337	2	0	339
TOTALS	339	4	420	763

AM Peak 2030 То

(surveyed flows + TII growth factor + comm

405

21

426

TOTALS

448

41

503

1044

2030 PM Peak

WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	2	445	447
Presentation Convent	2	0	10	12
Convent Road South	366	2	0	368
TOTALS	368	4	455	827

TOTALS 2030 AM Peak

Convent Road North

Presentation Conven

Convent Road South

From

WITH SUBJECT DEVELOPMENT IN OPERATION

2030 PM Peak WITH SUBJECT DEVELOPMENT IN OPERATION

	(surve	yed + TII growth fac	tor + committed dev.	+ subject dev.)
From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	43	405	448
Presentation Convent	20	0	21	41
Convent Road South	483	20	0	503
TOTALS	503	63	426	992

(surveyed + TII growth factor + committed dev. + subject dev.)

North	Convent	South	TOTALS
0	2	445	447
2	0	10	12
366	2	0	368
368	4	455	827
	North 0 2 366	North Convent	0 2 445 2 0 10 366 2 0

2040 AM Peak

WITHOUT SUBJECT DEVELOPMENT

PM Peak 2040

WITHOUT SUBJECT DEVELOPMENT

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	45	426	471
Presentation Convent	21	0	22	43
Convent Road South	509	21	0	530
TOTALS	530	66	448	1044

(surveyed flows + TII growth factor + committed development)

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	3	468	471
Presentation Convent	3	0	10	13
Convent Road South	385	3	0	388
TOTALS	388	6	478	872

TOTALS

WITH SUBJECT DEVELOPMENT IN OPERATION

448

(surveyed flows + TII growth factor + committed development)

		ladiac	yeu + III growthiac	tor + committee dev	. + subject dev.)
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Roa	d North	0	45	426	471
Presentation	Convent	21		22	43
Convent Roa	d South	509	21	0	530

66

530

WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	3	468	471
Presentation Convent	3	0	10	13
Convent Road South	385	3	0	388
TOTALS	388	6	478	872

2017

From

Convent Road North

Presentation Convent

AM Peak (08:00-09:00) 2017 SURVEYED TRAFFIC FLOWS

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	35	328	363
Presentation Convent	16	0	17	33
Convent Road South	392	16	0	408
TOTALS	408	51	345	805

0	408	Convent R	Convent Road South	
345	805	TOT	TALS	
BASELINE TRAI	FFIC FLOWS			

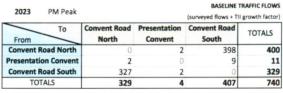
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WITHOUT SUBJECT DEVELOPMENT

WITH SUBJECT DEVELOPMENT IN OPERATION

WITH SUBJECT DEVELOPMENT IN OPERATION

2023 AM Peak				BASELINE T (surveyed flows + TII	growth factor)
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Ro	ad North	0	39	362	401
Presentation	Convent	18	0	19	37
Convent Ro	ad South	432	18	0	450
TOTA	LS	450	57	381	888



Convent Road Presentation Convent Road

Convent

SURVEYED TRAFFIC FLOWS

361

WITHOUT SUBJECT DEVELOPMENT

363

10

299

672

PM Peak (17:00-18:00)

North

To

2024	AM Peak		o	ther committed deve	elopment flow
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent	Road North	0	0	0	
Presentati	ion Convent	0	0	0	
Convent	Donad South	0	0	0	

TOTALS

2030

2030

AM Peak

AM Peak

2024 PM Peak		0	ther committed deve	lopment flows
From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	0	0	0
Presentation Convent	0	0	0	0
Convent Road South	0	0	0	0
TOTALS	0	0	0	0

2024	AM Peak	(survey	yed flows + TII grow	WITHOUT SUBJECT	
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Ro	oad North	0	39	367	406
Presentatio	n Convent	18	0	19	37
Convent Ro	oad South	439	18	0	457
TOT	ALS	457	57	386	900

2024 PM Peak	(survey	yed flows + TII grow	WITHOUT SUBJECT I	
From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	2	404	406
Presentation Convent	2	0	9	11
Convent Road South	332	2	0	334
TOTALS	334	4	413	751

2025	AM Peak	(survey	red flows + TII grow	WITHOUT SUBJECT I	
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent R	oad North	0	40	373	413
Presentatio	n Convent	18	0	19	37
Convent R	oad South	446	18	0	464
707	***				

2025 P	IVI Peak	(survey	red flows + TII grow	th factor + committee	development)
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road	North	0	2	411	413
Presentation (Convent	2	0	9	11
Convent Road	d South	337	2	0	339
TOTAL	S	339	4	420	763

10	IALS	464	58	392	914
2025	AM Peak	5	SUBJECT DEVELOPN	MENT FLOWS - OPER	ATIONAL PHASE
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent l	Road North	0	0	0	0

2025	PM Peak	9	SUBJECT DEVELOPN	MENT FLOWS - OPERA	TIONAL PHASE
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent F	Road North	0	0	0	0
Presentati	on Convent	0	0	0	0
Convent F	Road South	0	0	0	0
TO	TALS	0	0	0	0

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	0	0	0
Presentation Convent	0	0	0	0
Convent Road South	0	0	0	0
TOTALS	0	0	0	0

2025	PM Peak	(surve		JECT DEVELOPMENT tor + committed dev.	
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Roa	ad North	0	2	411	413
Presentation	Convent	2	0	9	11
Convent Roa	ad South	337	2	0	339
TOTA	LS	339	4	420	763

2025	AM Peak	(surve		tor + committed dev.	
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent R	oad North	0	40	373	413
Presentatio	n Convent	18	0	19	37
Convent R	oad South	446	18	0	464
TOT	ALS	464	58	392	914

ТО	TALS	339	4	420	763
2030	PM Peak	(surve	yed flows + TII grow	WITHOUT SUBJECT	
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent	Road North	0	2	445	447
Presentat	ion Convent	2	0	10	12

TOTALS	Convent Road South	Presentation Convent	Convent Road North	From
448	405	43	0	Convent Road North
41	21	0	20	Presentation Convent
503	0	20	483	Convent Road South
992	426	63	503	TOTALS

Convent	Road South	366	2	0	368
ТО	TALS	368	4	455	827
2030	PM Peak	(surve		UECT DEVELOPMENT	
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent	Road North	0	2	445	447

	(surveyed + TII growth factor + committed dev. + subject dev.)				
From	Convent Road North	Presentation Convent	Convent Road South	TOTALS	
Convent Road North	0	43	405	448	
Presentation Convent	20	0	21	41	
Convent Road South	483	20	0	503	
TOTALS	503	63	426	992	

2040	PM Peak	(surveyed flows + Til growth factor + committed developm			
	TALS	368	4	455	
Convent	Road South	366	2	0	368
Presentat	ion Convent	2	0	10	12
Convent	Road North	0	2	445	447

2040	AM Peak	(surve)	yed flows + TII grow	th factor + committee	
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent F	Road North	0	45	426	471
Presentati	on Convent	21	0	22	43
Convent F	Road South	509	21	0	530
TO	TALS	530	66	448	1044

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	3	468	471
Presentation Convent	3	0	10	13
Convent Road South	385	3	0	388
TOTALS	388	6	478	872

2040 AM Pe	ak (surve		JECT DEVELOPMENT tor + committed dev.	
From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road Nor	th 0	45	426	471
Presentation Conve	ent 21	0	22	43
Convent Road Sou	th 509	21	0	530
TOTALS	530	66	448	1044

2040	PM Peak	(surve		JECT DEVELOPMENT tor + committed dev.	
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent F	Road North	0	3	468	471
Presentati	on Convent	3	0	10	13
Convent F	Road South	385	3	0	388
TO	TALS	388	6	478	872



Appendix F: Traffic Matrices - Committed and Subject Development

2017 AM Peak (08:00-09:00)

To Main Street

Main Street East

New Road

TOTALS

SURVEYED TRAFFIC FLOWS

un	(00.00 05.00)				
	Main Street East	New Road	Main Street West	TOTALS	
	0	290	585	875	
	0	0	246	246	
t	0	0	0	0	

290

2023 AM Peak

BASELINE TRAFFIC FLOWS

1121

831

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	319	644	963
New Road	0	0	271	271
Main Street West	0	0	0	0
TOTALS	0	319	915	1234

0

2024 AM Peak

Other committed development flows

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	0	0	0
New Road	0	0	0	0
Main Street West	0	0	0	0
TOTALS	0	0	0	0

WITHOUT SUBJECT DEVELOPMENT

2024 AM Peak

(surveyed flows + TII growth factor + committed development)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	324	654	978
New Road	0	0	276	276
Main Street West	0	0	0	0
TOTALS	0	324	930	1254

2025 AM Peak

WITHOUT SUBJECT DEVELOPMENT

(surveyed flows + TII growth factor + committed development)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	330	665	995
New Road	0	0	280	280
Main Street West	0	0	0	0
TOTALS	0	330	945	1275

2025 AM Peak

SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	16	0	16
New Road	0	0	3	3
Main Street West	0	0	0	0
TOTALS	0	16	3	19

WITH SUBJECT DEVELOPMENT IN OPERATION

2025 AM Peak (surveyed + Til growth factor + committed dev. + subject dev.)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	346	665	1011
New Road	0	0	283	283
Main Street West	0	0	0	0
TOTALS	0	346	948	1294

2030 AM Peak

WITHOUT SUBJECT DEVELOPMENT

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	357	720	1077
New Road	0	0	303	303
Main Street West	0	0	0	0
TOTALS	0	357	1023	1380

2030 AM Peak

WITH SUBJECT DEVELOPMENT IN OPERATION

	(surveye	ed + III growth facti	or + committed dev.	+ subject dev.)
From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	373	720	1093
New Road	0	0	306	306
Main Street West	0	0	0	0
TOTALS	0	272	1036	1200

2040 AM Peak

WITHOUT SUBJECT DEVELOPMENT
(surveyed flows + TII growth factor + committed development)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	376	758	1134
New Road	0	0	319	319
Main Street West	0	0	0	0
TOTALS	0	376	1077	1453

2040 AM Peak

WITH SUBJECT DEVELOPMENT IN OPERATION

	(surveye	ed + III growth fact	or + committed dev.	+ subject dev.)
From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	392	758	1150
New Road	0	0	322	322
Main Street West	0	0	0	0
TOTALS	0	202	1000	1/172

2017 PM Peak (17:00-18:00)

Main Street Main Street То **New Road** From East Main Street East 237 624 860 **New Road** 152 152 **Main Street West** TOTALS 0 237 776 1013

2023 PM Peak

BASELINE TRAFFIC FLOWS

SURVEYED TRAFFIC FLOWS

			surveyed flows + 111	growth factor
From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	261	687	948
New Road	0	0	168	168
Main Street West	0	0	0	0
TOTALS	0	261	855	1116

2024 PM Peak

Other committed development flows

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	0	0	0
New Road	0	0	0	0
Main Street West	0	0	0	0
TOTALS	0	0	0	0

2024 PM Peak

WITHOUT SUBJECT DEVELOPMENT

	· · · · · · · ·	(surveye	d flows + TII growth	factor + committed	development)
From	То	Main Street East	New Road	Main Street West	TOTALS
Main St	treet East	0	265	698	963
New	Road	0	0	171	171
Main St	reet West	0	0	0	0
TO	TALC	0	365	960	1124

303E PM Pea

WITHOUT SUBJECT DEVELOPMENT

	(surveye	d flows + TII growth	factor + committed	development)
From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	269	709	978
New Road	0	0	173	173
Main Street West	0	0	0	0
TOTALS	0	269	882	1151

2025 PM Peak

SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	6	0	6
New Road	0	0	4	4
Main Street West	0	0	0	0
TOTALS	0	6	4	11

2025 PM Peak

WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + Til growth factor + committed dev. + subject dev.)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	275	709	984
New Road	0	0	177	177
Main Street West	0	0	0	0
TOTALS	0	275	886	1162

2030 PM Peak

WITHOUT SUBJECT DEVELOPMENT (surveyed flows + Til growth factor + committed development)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	292	769	1061
New Road	0	0	188	188
Main Street West	0	0	0	0
TOTALS	0	292	957	1249

2030 PM Peak

WITH SUBJECT DEVELOPMENT IN OPERATION(surveyed + Til growth factor + committed dev. + subject dev.)

From	Main Street East	New Road	Main Street West	TOTALS
Main Street East	0	298	769	1067
New Road	0	0	192	192
Main Street West	0	0	0	0
TOTALS	0	298	961	1260

2040 PM Peak

WITHOUT SUBJECT DEVELOPMENT

	(surveyed flows + Til growth factor + committed development)						
From	Main Street East	New Road	Main Street West	TOTALS			
Main Street East	0	307	809	1116			
New Road	0	0	198	198			
Main Street West	0	0	0	0			
TOTALS	0	307	1007	1314			

2040 PM Peak

WITH SUBJECT DEVELOPMENT IN OPERATION

	(surveyed + TII growth factor + committed dev. + subject dev.)						
From	Main Street East	New Road	Main Street West	TOTALS			
Main Street East	0	313	809	1122			
New Road	0	0	202	202			
Main Street West	0	0	0	0			
TOTALS	0	313	1011	1325			

2017 AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS PM Peak (17:00-18:00) New Road Coláiste Bríde То То TOTALS From
New Road North From
New Road North North South Access North South Access 43 251 208 Coláiste Bríde New Road South 41 197 91 282 Coláiste Bríde 18 50 29 128 23 85 Development Access
TOTALS 0 623 TOTALS 238 32 242 128 257 146 0

WITHOUT SUBJECT DEVELOPMENT

WITHOUT SUBJECT DEVELOPMENT

SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

WITH SUBJECT DEVELOPMENT IN OPERATION

WITHOUT SUBJECT DEVELOPMENT

2023 AM Peak				BASELINE I	KAFFIC FLOWS
2025 AIVI PEAK				(surveyed flows + TII	growth factor)
From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	48	229	0	277
Coláiste Bríde	45	0	55	0	100
New Road South	217	93	0	0	310
Development Access	0	0	0	0	0
TOTALS	262	141	204	0	607

From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	10	235	0	245
Coláiste Bríde	20	0	32	0	52
New Road South	141	25	0	0	166
Development Access	0	0	0	0	0
TOTALS	161	35	267	0	463

47

151

421

BASELINE TRAFFIC FLOWS

WITHOUT SUBJECT DEVELOPMENT

WITH SUBJECT DEVELOPMENT IN OPERATION

WITHOUT SUBJECT DEVELOPMENT

From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	0	0	0	0
Coláiste Bríde	0	0	0	0	0
New Road South	0	0	0	0	0
Development Access	0	0	0	0	0
TOTALS	0	0	0	0	0

2024 PM Peak				Other committed deve	opment flow
From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	0	0	0	(
Coláiste Bríde	0	0	0	0	(
New Road South	0	0	0	0	(
Development Access	0	0	0	0	
TOTALS	0	0	0	0	

TOTALS	Development Access	New Road South	Coláiste Bríde	New Road North	То
280	0	232	48	0	w Road North
101	0	55	0	46	oláiste Bríde
315	0	.0	95	220	w Road South
0	0	0	0	0	lopment Access
696	0	287	143	266	TOTALS

	WITHOUT SUBJECT D wth factor + committed	reyed flows + Til gro	(surv		2024 PM Peak				
TOTALS	Development Access	New Road South	Coláiste Bríde	New Road North	То	From			
249	0	239	10	0	ad North	New Ro			
52	0	32	0	20	e Bríde	Coláist			
170	0	0	26	144	ad South	New Ro			
(0	0	0	0	ent Access	Developm			
471	0	271	36	164	ΓALS	TOT			

2025 AM Peak		DEVELOPMENT development)			
From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	49	236	0	285
Coláiste Bríde	47	0	56	0	103
New Road South	224	96	0	0	320
Development Access	0	0	0	0	0
TOTALS	271	145	292	0	708

2025 PIVI PEAK	(surveyed flows + TII growth factor + committed development)						
From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS		
New Road North	0	10	243	0	253		
Coláiste Bríde	20	0	33	0	53		
New Road South	146	26	0	0	172		
Development Access	0	0	0	0	0		
TOTALS	166	36	276	0	478		

From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	0	0	16	16
Coláiste Bríde	0	0	0	0	0
New Road South	0	0	0	8	8
Development Access	3	0	2	0	5
TOTALS	3	0	2	24	29

2025

AM Peak

2025 PM	Peak		SUBJECT DEVELO	PMENT FLOWS - OPERA	TIONAL PHASE
From	o New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road No	rth 0	0	0	6	6
Coláiste Bríd	e 0	0	0	0	0
New Road Sou	nth 0	0	0	5	5
Development A	ccess 4	0	10	0	14
TOTALS	4	0	10	11	26

2025 AM Peak			WITH S	UBJECT DEVELOPMENT	IN OPERATION
2025 AIVI Peak		(su	rveyed + TII growth	factor + committed dev	. + subject dev.)
From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	49	236	16	301
Coláiste Bríde	47	0	56	0	103
New Road South	224	96	0	8	328
Development Access	3	0	2	0	5
TOTALS	274	145	294	24	737

2025 PM Peak		(surveyed + Til growth factor + committed dev. + subject de					
From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS		
New Road North	0	10	243	6	259		
Coláiste Bríde	20	0	33	0	53		
New Road South	146	26	0	5	177		
Development Access	4	0	10	0	14		
TOTALS	170	36	286	11	504		

2030 AM Peak				WITHOUT SUBJECT I	DEVELOPMENT
2030 AM Peak		(sur	veyed flows + TII gro	owth factor + committee	development)
From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	53	256	0	309
Coláiste Bríde	51	0	61	0	112
New Road South	243	104	0	0	347
Development Access	0	0	0	0	0
TOTALS	294	157	317	0	768

2030 PM Peak		(sur	veyed flows + TII gro	with factor + committed	
From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	11	263	0	274
Coláiste Bríde	22	0	36	0	58
New Road South	158	28	0	0	186
Development Access	0	0		0	0
TOTALS	180	39	299	0	518

TOTALS	Development Access	New Road South	Coláiste Bríde	New Road North	То	From
325	16	256	53	0	Road North	New Ro
112	0	61	0	51	iste Bride	Coláis
355	8		104	243	Road South	New Ro
5	0	2	0	3	pment Access	Developm
797	24	319	157	297	TOTALS	TO

	BJECT DEVELOPMENT I actor + committed dev.		(sur		PM Peak	2030
TOTALS	Development Access	New Road South	Coláiste Bríde	New Road North	То	From
280	6	263	11	0	ad North	New Ro
58	0	36	0	22	e Bríde	Coláist
191	5	0	28	158	ad South	New Ro
14	0	10	0	4	ent Access	Developm
544	11	309	39	184	TALS	TOT

development	wth factor + committed	reyed flows + TII gro	(sur		AM Peak	2040
TOTALS	Development Access	New Road South	Coláiste Bríde	New Road North	То	From
325	0	269	56	0	oad North	New Ro
117	0	64	0	53	te Bríde	Coláist
365	0	0	110	255	oad South	New Ro
(0	0	0	0	ment Access	Developm
807	0	333	166	308	TALS	TOT

TOTALS	Development Access	New Road South	Coláiste Bríde	New Road North	From
289	0	277	12	0	New Road North
61	0	38	0	23	Coláiste Bríde
196	0	0	30	166	New Road South
(0	0	0	0	Development Access
546	0	315	42	189	TOTALS

2040 AM Peak			WITH S	UBJECT DEVELOPMENT	IN OPERATION
2040 AIVI PEAK		(sur	rveyed + TII growth	factor + committed dev.	+ subject dev.)
From	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Road North	0	56	269	16	341
Coláiste Bríde	53	0	64	0	117
New Road South	255	110		8	373
Development Access	3	0	2	0	5
TOTALS	311	166	335	24	836

2040	PM Peak		(sur		actor + committed dev.	
From	То	New Road North	Coláiste Bríde	New Road South	Development Access	TOTALS
New Ro	ad North	0	12	277	6	295
Coláist	te Bríde	23	0	38	0	61
New Ro	ad South	166	30	0	5	201
Developm	ent Access	4		10	0	14
TO	TALS	193	42	325	11	572

Peak Hour Traffic Flow Matrices (Passenger Car Units) 2017 AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS 2017 PM Peak (17:00-18:00) SURVEYED TRAFFIC FLOWS New Road Knockmee To New Road St. Brigid's To New Road St. Brigid's TOTALS TOTALS From
New Road North From
New Road North North h Road South North h Road South 51 251 184 Knockmeenagh Road New Road South 25 25 17 67 Knockmeenagh Road 14 15 10 39 26 37 13 132 103 105 15 St. Brigid's Road 243 St. Brigid's Road 36 24 75 TOTALS 531 **TOTALS** 347 37 228 105 715 152 63 218 98 BASELINE TRAFFIC FLOWS BASELINE TRAFFIC FLOWS 2023 AM Peak 2023 PM Peak d flows + TII growth factor) d flows + TII growth factor) То New Road Knockmeenag New Road St. Brigid's To New Road Knockmeenag **New Road** St. Brigid's TOTALS TOTALS From
New Road North North h Road North h Road New Road North 277 203 80 300 14 207 56 Knockmeenagh Ro 11 28 19 75 17 28 New Road South 115 14 16 145 New Road South 113 29 41 183 82 St. Brigid's Road St. Brigid's Road 239 20 268 39 26 TOTALS TOTALS 241 108 585 2024 То Knockmeenag St. Brigid's Knockmeenag New Ro St. Brigid's To TOTALS TOTALS From
New Road North From North h Road South North h Road South New Road North 0 0 Knockmeenagh Road Knockmeenagh Road 0 New Road South New Road South 0 St. Brigid's Road St. Brigid's Road 0 TOTALS 0 0 0 TOTALS 0 0 0 WITHOUT SUBJECT DEVELOPMENT WITHOUT SUBJECT DEVELOPMENT 2024 AM Peak 2024 PM Peak То To New Road Knockmeenag New Road Knockmeer New Road St. Brigid's New Road St. Brigid's TOTALS TOTALS From From North h Road h Road w Road North New Road North 206 82 305 14 57 281 Knockmeenagh Road New Road South 11 28 28 19 75 16 17 117 15 16 148 New Road South 115 29 41 185 St. Brigid's Road St. Brigid's Road 243 20 272 40 84 TOTALS 800 TOTALS 117 171 109 WITHOUT SUBJECT DEVELOPMENT WITHOUT SUBJECT DEVELOPMENT 2025 AM Peak 2025 PM Peak (surveyed flows + Til growth factor + committed de-(surveyed flows + TII growth factor + co St. Brigid's То **New Road** St. Brigid's To Kno **New Road New Road** nag TOTALS TOTALS North South From North South New Road North d North 286 18 209 83 310 14 214 Knockmeenagh Road New Road South nockmeenagh Road New Road South 29 17 11 44 119 15 16 150 117 30 42 189 St. Brigid's Road St. Brigid's Road 84 276 TOTALS 394 42 258 118 812 TOTALS 173 71 248 111 603 2025 AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE 2025 PM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE То То New Road St. Brigid's Knockmee New Road St. Brigid's New Road Knockmeenag TOTALS TOTALS North h Road North h Road New Road North New Road North 2 10 0 New Road South New Road South 3 St. Brigid's Road St. Brigid's Road TOTALS TOTALS 10 WITH SUBJECT DEVELOPMENT IN OPERATION WITH SUBJECT DEVELOPMENT IN OPERATION 2025 PM Peak AM Peak 2025 (surveyed + TII growth factor + cor (surveyed + TII growth factor + committed dev. + subject dev.) nitted dev. + subject dev.) То St. Brigid's To TOTALS TOTALS From North h Road South From North h Road South New Road North New Road North 296 312 222 18 210 84 60 Knockmeenagh Road New Road South Knockmeenagh Road New Road South 29 19 77 17 11 44 29 192 15 152 30 42 121 16 120 St. Brigid's Road St. Brigid's Road 41 85 TOTALS 402 42 259 119 822 TOTALS 178 72 256 113 618 WITHOUT SUBJECT DEVELOPMENT 2030 AM Peak 2030 PM Peak wth factor + committed development) То New Road Knockmeenag New Road New Road St. Brigid's To Knockmeenag New Road St. Brigid's TOTALS TOTALS From South New Road North 336 New Road North 15 310 227 232 90 63 Knockmeenagh Road New Road South Knockmeenagh Road New Road South 21 12 47 31 18 32 129 16 18 163 127 46 205 St. Brigid's Road St. Brigid's Road TOTALS 427 45 280 129 881 TOTALS 188 77 268 121 WITH SUBJECT DEVELOPMENT IN OPERATION WITH SUBJECT DEVELOPMENT IN OPERATION 2030 AM Peak 2030 PM Peak mitted dev. + subject dev.) То То New Road Knockmeenag New Road Knockm New Road St. Brigid's New Road St. Brigid's TOTALS TOTALS From
New Road North From
New Road North 338 320 19 228 91 16 240 65 32 84 18 12 31 21 **New Road South** 131 16 18 165 **New Road South** 130 32 46 208 St. Brigid's Road St. Brigid's Road 10 304 TOTALS 435 130 TOTALS 193 276 123 WITHOUT SUBJECT DEVELOPMENT WITHOUT SUBJECT DEVELOPMENT 2040 AM Peak 2040 PM Peak ws + TII growth factor + co То То Knockmeenag **New Road** New Road St. Brigid's New Road New Road St. Brigid's TOTALS TOTALS From h Roa New Road North New Road North 326 20 239 95 354 16 244 66 22 87 19 13 32 33 **New Road South** 135 17 19 171 **New Road South** 133 34 48 215 St. Brigid's Road St. Brigid's Road 23 46 31 96 281 10 314

136

96

22

19

137

tted dev. + subject dev.)

TOTALS

356

88

173

319

936

WITH SUBJECT DEVELOPMENT IN OPERATION

TII growth factor + o

240

33

296

20

17

47

TOTALS

TOTALS

New Road North

Knockmeenagh Roa New Road South

St. Brigid's Road TOTALS

То

New Road

North

33

137

286

456

TII growth factor + d dev. + subject dev.) То New Road New R St. Brigid's TOTALS New Road North 68 336 13 19 **New Road South** 136 34 48 218 St. Brigid's Road TOTALS 202 290 129 702

127

WITH SUBJECT DEVELOPMENT IN OPERATION

282

687

197

2017 AM Peak (08:00-09:00) SURVEYED TRAFFIC FLOWS

BASELINE TRAFFIC FLOWS

	То	Convent Road	Presentation	Convent Road	
2017	PM Peak	(17:00-18:00)		SURVEYED	

SURVEYED TRAFFIC FLOWS

TOTALS

363

10

299

672

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	35	328	363
Presentation Convent	16	0	17	33
Convent Road South	392	16	0	408
TOTALS	408	51	345	805

From	North	Convent	South	TOTALS	From
Convent Road North	0	35	328	363	Convent Road North
Presentation Convent	16	0	17	33	Presentation Convent
Convent Road South	392	16	0	408	Convent Road South
TOTALS	408	51	345	805	TOTALS

TOTALS 2023 PM Peak

BASELINE TRAFFIC FLOWS

369

2023	AM Peak			(surveyed flows + TI	II growth factor)
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent F	Road North	0	39	362	401
Presentati	on Convent	18	0	19	37
Convent F	Road South	432	18	0	450
TO	TALS	450	57	381	888

			(surveyed flows + TI	I growth factor)
From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	2	398	400
Presentation Convent	2	0	9	11
Convent Road South	327	2	0	329
TOTALS	329	4	407	740

297

299

2024 AM Peak

AM Peak

2023

Other committed development flows

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	0	0	0
Presentation Convent	0	0	0	0
Convent Road South	0	0	0	0
TOTALS	1 0	0	o	0

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	0	0	0
Presentation Convent	0	0	0	0
Convent Road South	0	0	0	0
TOTALS	0	0	o	0

2024 PM Peak WITHOUT SUBJECT DEVELOPMENT

2024 AM Peak WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)		To	Convent Road	Presentation	Convent Road	
	2024	AM Peak	(survey	ved flows + TII grow		

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	39	367	406
Presentation Convent	18	0	19	37
Convent Road South	439	18	0	457
TOTALS	457	57	386	900

(surveyed flows + TII growth factor + committed develo Convent Road Presentation Convent Road TOTALS From North Convent Convent Road North 406 404 11 **Presentation Convent Convent Road South** 332

334

339

WITHOUT SUBJECT DEVELOPMENT

2025 PM Peak

TOTALS

TOTALS

413 WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed development)

420

751

763

2025	AM Peak	(surveyed flows + TII growth factor + committed dev				
	То			Convent Road	TOTALS	
From		North	Convent	South		
Convent I	land North	0	40	272	412	

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	40	373	413
Presentation Convent	18	0	19	37
Convent Road South	446	18	0	464
TOTALS	464	58	392	914

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	2	411	413
Presentation Convent	2	0	9	11
Convent Road South	337	2	0	339

2025 AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

2025	PM Peak	

SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Ro	ad North	0	0	0	0
Presentation	Convent	0	0	0	0
Convent Ro	ad South	0	0	0	0
TOTA	LS	0	0	0	0

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	0	0	0
Presentation Convent	0	0	0	0
Convent Road South	0	0	0	0
TOTALS	0	0	0	0

2025 AM Peak $\label{eq:committed} \mbox{(surveyed + TII growth factor + committed dev. + subject dev.)}$

PM Peak	(surveyed + TII growth factor + committed dev. + subject dev
	WITH SUBJECT DEVELOPMENT IN OPERATI
	PM Peak

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	40	373	413
Presentation Convent	18	0	19	37
Convent Road South	446	18	0	464
TOTALS	464	58	392	914

		(, 8		
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Ro	ad North	0	2	411	413
Presentation	Convent	2	0	9	11
Convent Ro	ad South	337	2	0	339
TOTA	LS	339	4	420	763

2030 AM Peak

WITHOUT SUBJECT DEVELOPMENT (surveyed flows + TII growth factor + committed deve

WITHOUT SUBJECT DEVELOPMENT 2030 PM Peak (surveyed flows + TII growth factor + committed development)

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	43	405	448
Presentation Convent	20	0	21	41
Convent Road South	483	20	0	503
TOTALS	503	63	426	992

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	2	445	447
Presentation Convent	2	0	10	12
Convent Road South	366	2	0	368
TOTALS	368	4	455	827

2030

WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

WITH SUBJECT DEVELOPMENT IN OPERATION 2030 PM Peak (surveyed + TII growth factor + committed dev. + subject dev.)

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	43	405	448
Presentation Convent	20	0	21	41
Convent Road South	483	20	0	503
TOTALS	503	63	426	992

From	North	Presentation Convent	South	TOTALS
Convent Road North	0	2	445	447
Presentation Convent	2	0	10	12
Convent Road South	366	2	0	368
TOTALS	368	4	455	827

2040 AM Peak WITHOUT SUBJECT DEVELOPMENT

2040	PM Peak	WITHOUT SUBJECT DEVE (surveyed flows + Til growth factor + committed dev				
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS	
Convent I	Road North	0	3	468	471	
Presentati	on Convent	3	0	10	13	
			_			

From	То	, , , , , , , , , , , , , , , , , , , ,		Convent Road South	
Convent Ro	ad North	0	45	426	471
Presentation	Convent	21	0	22	43
Convent Ro	ad South	509	21	0	530
TOTA	LS	530	66	448	1044

385 478 872 **TOTALS** 388

AM Peak

WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

2040	PM Peak	(surve		JECT DEVELOPMENT		
	To	Convent Road	Presentation	Convent Road	TOTALS	Ì
From		North	Convent	South	TOTALS	l

From	Convent Road North	Presentation Convent	Convent Road South	TOTALS
Convent Road North	0	45	426	471
Presentation Convent	21	0	22	43
Convent Road South	509	21	0	530
TOTALS	530	66	448	1044

2040	PIVI Peak	(surve	yed + TII growth fac	tor + committed dev	+ subject dev.)			
From	То	Convent Road North	Presentation Convent	Convent Road South	TOTALS			
Convent F	Road North	0	3	468	471			
Presentati	on Convent	3	0	10	13			
Convent F	Road South	385	3	0	388			
TO	TALS	388	6	478	872			

2017	AM Peak	(08:00-09:00)		SURVEYED 1	RAFFIC FLOWS
From	То	New Road South	Presentation Convent	New Road North	TOTALS
New Roa	ad South	0	13	245	258
Presentation	on Convent	7	0	16	23
Now Do	ad Month	204	22	0	207

From	South	Convent	North	TOTALS
New Road South	0	13	245	258
Presentation Convent	7	0	16	23
New Road North	264	23	0	287
TOTALS	271	36	261	568

	BASELINE TRAFFIC FLOV
AM Peak	

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	14	270	284
Presentation Convent	8	0	18	26
New Road North	290	25	0	315
TOTALS	298	39	288	625

2023

2024 AM Peak

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South				0
Presentation Convent				0
New Road North				0
TOTALS	0	0	0	0

WITHOUT SUBJECT DEVELOPMENT AM Peak

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	15	274	289
Presentation Convent	8	0	18	26
New Road North	295	26	0	321
TOTALS	303	41	292	636

WITHOUT SUBJECT DEVELOPMENT AM Peak 2025

	(3dive)	(surveyed flows + 111 growth factor + committed developmen			
From	New Road South	Presentation Convent	New Road North	TOTALS	
New Road South	0	15	279	294	
Presentation Convent	8	0	18	26	
New Road North	300	26	0	326	
TOTALS	200	A1	207	EAG	

2025 AM Peak SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	0	3	3
Presentation Convent	0	0	0	0
New Road North	16	0	0	16
TOTALS	16	0	3	19

WITH SUBJECT DEVELOPMENT IN OPERATION

2025 AM Peak	(surve	yed + TII growth fact	or + committed dev.	+ subject dev.)
From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	15	282	297
Presentation Convent	8	0	18	26
New Road North	316	26	0	342
TOTALS	324	41	300	665

WITHOUT SUBJECT DEVELOPMENT AM Peak

2030 AIVI PEAK	(surve)	(surveyed flows + TII growth factor + committed development)			
From	New Road South	Presentation Convent	New Road North	TOTALS	
New Road South	0	16	302	318	
Presentation Convent	9	0	20	29	
New Road North	325	28	0	353	
TOTALS	334	44	322	700	

WITH SUBJECT DEVELOPMENT IN OPERATION AM Peak

2030	AIVI FEAK	(surveyed + TII growth factor + committed dev. + subject dev.)				
From	То	New Road South	Presentation Convent	New Road North	TOTALS	
New Roa	d South	0	16	305	321	
Presentatio	n Convent	9	0	20	29	
New Roa	d North	341	28	0	369	
TOT	ΔIS	350	44	325	710	

WITHOUT SUBJECT DEVELOPMENT AM Peak

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	17	318	335
Presentation Convent	9	0	21	30
New Road North	342	30	0	372
TOTALS	351	47	339	737

WITH SUBJECT DEVELOPMENT IN OPERATION AM Peak 2040

		yed + III growth fact		
From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	17	321	338
Presentation Convent	9	0	21	30
New Road North	358	30	0	388
TOTALS	367	47	342	756

2017 PM Peak (17:00-18:00)

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	1	146	147
Presentation Convent	2	0	2	4
New Road North	222	2	0	224
TOTALS	224	3	148	375

PM Peak 2023

DAGELINE	HOWHETEONS
(surveyed flows + T	II growth factor)
New Road	TOTALS

SURVEYED TRAFFIC FLOWS

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	1	161	162
Presentation Convent	2	0	2	4
New Road North	244	2	0	246
TOTALS	246	3	163	412

2024 PM Peak

Other committed development flows

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South				0
Presentation Convent				0
New Road North				0
TOTALS	0	0	0	0

WITHOUT SUBJECT DEVELOPMENT 2024 PM Peak (surveyed flows + TII growth factor + committed development)

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	1	164	165
Presentation Convent	2	0	2	4
New Road North	248	2	0	250
TOTALS	250	3	166	419

WITHOUT SUBJECT DEVELOPMENT

2025 PM Peak (surveyed flows + TII growth factor + committed development)

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	1	166	167
Presentation Convent	2	0	2	4
New Road North	252	2	0	254
TOTALS	254	3	168	425

2025 PM Peak

SUBJECT DEVELOPMENT FLOWS - OPERATIONAL PHASE

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	0	4	4
Presentation Convent	0	0	0	0
New Road North	6	0	0	6
TOTALS	6	0	4	11

2025

	WITH SOMECI	DE TEEO!		
d + TII	growth factor	committe	d dev. +	subject dev.

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	1	170	171
Presentation Convent	2	0	2	4
New Road North	258	2	0	260
TOTALS	260	3	172	436

2030 PM Peak

WITHOUT SUBJECT DEVELOPMENT

(surveyed flows + TII growth factor + come New Road Presentation **New Road** To TOTALS From **New Road South** 180 181 2 Presentation Conven **New Road North** 275 273

275

2030 PM Peak

WITH SUBJECT DEVELOPMENT IN OPERATION (surveyed + TII growth factor + committed dev. + subject dev.)

182

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	1	184	185
Presentation Convent	2	0	2	4
New Road North	279	2	0	281
TOTALS	291	3	186	471

2040 PM Peak

WITHOUT SUBJECT DEVELOPMENT

	(surveyed flows + TII growth factor + committed development)			
From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	1	190	191
Presentation Convent	3	0	3	6
New Road North	288	3	0	291
TOTALS	291	4	193	488

PM Peak 2040

WITH SUBJECT DEVELOPMENT IN OPERATION

From	New Road South	Presentation Convent	New Road North	TOTALS
New Road South	0	1	194	195
Presentation Convent	3	0	3	6
New Road North	294	3	0	297
TOTALS	297	4	197	499