

consulting  
engineers

**NRB**

**Traffic and Transport  
Assessment  
Report**

*incl.*

*Preliminary*

*Mobility Management Plan,  
Car & Bicycle Parking  
Management Plan,  
DMURS Statement of Consistency,  
Public Transport Capacity  
Assessment Report,  
Service & Operational Waste  
Management Plan,  
Outline Construction Traffic  
Management Plan &  
Stage 1 Road Safety Audit*

*For*

**Proposed Large Scale  
Residential Development**

*At*

**Belgard Square East,  
Tallaght, Dublin 24.**

**SUBMISSION ISSUE**

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## EXECUTIVE SUMMARY

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NRB Consulting Engineers Ltd are appointed to address the Traffic/Transportation issues associated with a planning application for a Large-Scale Residential Development (LRD) residential development on zoned development lands on Belgard Square East, Tallaght, Dublin 24.

The main development site (approximately 1.19 Ha) is generally bound: to the north by Old Blessington Road; to the east by Belgard Road (R113); to the south by McDonald's Restaurant property (D24 HW74); and to the west by Belgard Square East. The site also includes parts of the carriageways and verges of Belgard Square East, Belgard Road and Old Blessington Road (approximately 0.28 Ha) for the provision of landscaping, 2 No. pedestrian crossings, accesses/junctions, minor road and footpath works, cycle infrastructure and water services infrastructure.

Being located in the heart of Tallaght, adjacent the Square Shopping Centre, and within a 500m or 5-minute walk of Main Street Tallaght, and other local large employment centres such as TU Dublin Campus and Tallaght Hospital, the site is ideally placed to take advantage of, and contribute to, non-car modes of travel.

This Traffic and Transportation Assessment (TTA) has been prepared to address any Traffic/Transportation issues associated with the proposal, and specifically the capacity of the existing road network. The report takes account of the Tallaght LAP transport policy & mobility policy context provisions which seek to change the nature of the networks in the area. The report should be read in conjunction with the appended MMP which highlights the alternative transports modes available at the site.

The Report has been prepared in accordance with the TII's Traffic & Transport Assessment Guidelines and addresses the worst-case traffic impact of the proposal. This TTA addresses the adequacy of the existing local road network to safely and appropriately accommodate the worst-case vehicular demands with the development fully occupied, taking account of the existing transportation demands locally.

We commissioned traffic surveys in 2024 of the adjacent road network for the purposes of this assessment. This traffic survey data formed the basis of the study.

The TTA confirms that the established existing road network and the proposed access junction are more than adequate to accommodate the worst-case traffic associated with the development. The assessment also confirms that the full occupation of the scheme will have a negligible impact upon the operation of the adjacent road network.

In terms of number of transport alternatives easily available to Residents, it is considered that the proposed development is very highly sustainable indeed, in terms of current & future public and alternative transport accessibility. The proximity of the development to existing and proposed public transport services means that all residents will have viable alternatives to the private car for accessing the site and will not be reliant upon the car as a primary mode of travel.

Direct and high-quality pedestrian linkages are provided between the site and the existing pedestrian & cycling facilities on the surrounding road network. The lower provision of car parking will also act as a demand management measure, ensuring that the development is accessed in the most sustainable manner, being predominantly reliant on non-car modes of travel.

The layout of the proposed development seeks to maximise permeability and enhances legibility, and the design of the scheme actively contributes to a highly permeable and accessible community for both pedestrians and cyclists.

The scheme abuts the Tallaght to City Centre Core Bus Corridor on Old Blessington Road. The proposed development does not impede or obstruct the proposed Bus-Connects scheme, as no changes (other than the NTA requested cycle track) are proposed outside the site on Old Blessington Road.

The assessment includes a Preliminary Mobility Management Plan for the site which is included herein as a separate report as **Appendix K**. A Car & Bicycle Parking Management Plan is included as **Appendix L**. A Statement of Consistency with DMURS is also included, which confirms that the internal layout is compliant with the DMURS requirements, and this is included as a separate report as **Appendix M**. A Public Transport Capacity Assessment Report included as **Appendix N**. A Service & Operational Waste Management Plan included as **Appendix O**. An Outline Construction Traffic Management Plan included as **Appendix P**. An independent Stage 1 Road Safety Audit, together with the Designer Feedback form, has been undertaken and is included as a separate report as **Appendix Q**.

We conclude that there are no adverse traffic/transportation capacity or operational safety issues associated with the construction and occupation of the proposed residential apartment development which would prevent planning permission being granted by South Dublin County Council.

## 1.0 INTRODUCTION

- 1.1 This Traffic & Transport Assessment (TTA) has been prepared by NRB Consulting Engineers Ltd and addresses the Traffic / Transportation issues arising from the proposal to construct and occupy a Large-Scale Residential development of 199 apartments, plus non-residential units at Belgard Square East, Tallaght, Dublin 24.
- 1.2 The proposed development, a high-density apartment-led scheme, should be considered in the context of its location within the heart of Tallaght Town Centre. A site location plan is included below as **Figure 1.1**.



**Figure 1.1 - Site Location in Heart of Tallaght**

- 1.3 In describing the Receiving Environment and the Proposed Future Environment, this report addresses the following aspects of the proposed development:
- Relatively Small Scale of the development in **Traffic terms** (conscious of the long-established use and nature of the retail and commercial sites adjacent),
  - Location of the development within Tallaght in close proximity to high quality Public Transport Links,
  - Traffic & Transportation impact,
  - Capacity of the proposed vehicular accesses to accommodate the worst-case development traffic flows,

- Capacity of & Impact Upon the Existing Road Network,
- Adequacy and safety of the existing roads and junctions locally, within the area of influence.

1.4 Recommendations contained within this TTA are based on the following sources of information and industry-standard practices:

- The TII Traffic & Transport Assessment Guidelines,
- Design Manual for Urban Roads and Streets,
- Weekday AM and PM Peak Classified Turning Movements Traffic Survey Data previously commissioned,
- TII Design Guidance,
- Transportation Planning Policy provisions of the SDCC Development Plan & the Tallaght Town Centre Local Area Plan (LAP),
- Our experience in assessing the impact of Developments of this Nature, and,
- Site Visits and Observations.

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

1.6 The assessment includes a Preliminary Mobility Management Plan for the site which is included herein as a separate report as **Appendix K**. A Car & Bicycle Parking Management Plan is included as **Appendix L**. A Statement of Consistency with DMURS is also included, which confirms that the internal layout is compliant with the DMURS requirements, and this is included as a separate report as **Appendix M**. A Public Transport Capacity Assessment Report included as **Appendix N**. A Service & Operational Waste Management Plan included as **Appendix O**. An Outline Construction Traffic Management Plan included as **Appendix P**. An independent Stage 1 Road Safety Audit, together with the Designer Feedback form, has been undertaken and is included as a separate report as **Appendix Q**.

**SDCC Stage 2 Opinion**

1.7 We include below the extract from the SDCC Opinion received in connection with this application, regarding Active Travel & Transportation/Roads issues within the Opinion, and we set out thereafter our response to each item in turn.

1. Works for the relocation of all traffic signs outside of the development is to be for the written agreement of the Planning Authority. Cost of such relocation to be borne solely by the applicant.

1.8 **Sustainable Movement Item 1** – The applicant notes the requirement that any works associated with the relocation of traffic signs outside of the development site are to be subject to the written agreement of the Planning Authority. We also acknowledge and accept that all associated costs for such relocation will be borne solely by the applicant.

2. The location, design and construction details of alterations to the existing pedestrian crossings to be constructed by the applicant/developer and at their own expense shall be for the written agreement of the Planning Authority.

1.9 **Sustainable Movement Item 2** – The applicant notes that the location, design, and construction details of all alterations to the existing pedestrian crossings shall be subject to the written agreement of the Planning Authority. We further confirm that such works will be undertaken by the applicant/developer and at their own expense.

3. A layout showing a cycle link to the north of the development along Old Blessington Road.

1.10 **Sustainable Movement Item 3** – The layout has been updated which shows a cycle link to the north of the development along Old Blessington Road. It should be noted that a cycle link to the north of the development is not indicated on the BusConnects proposals, and this proposed cycle track should be tied into the upgraded Belgard Square East / Old Blessington Rd Signal junction and Belgard Road / Old Blessington Rd Signal junction as part of the NTA's BusConnects scheme.

4. A revised layout to include the removal of the left-turn slip road from Belgard Road onto Blessington Road to reflect the current preferred Bus Connects design at this location.

1.11 **Sustainable Movement Item 4** – Discussions have taken place between the applicant's representatives, SDCC, and the NTA (see Appendix R) regarding the proposed removal

of the left-turn slip road. The applicant's representatives highlighted that, as the BusConnects scheme has already been granted planning permission, any infrastructure delivered in these locations may ultimately be superseded by future modifications under the NTA BusConnects scheme. This presents a risk that works undertaken at significant cost by the applicant could subsequently be removed and reconstructed, resulting in wasted resources and potential public criticism. Following liaison with both the NTA and SDCC, SDCC confirmed that they had consulted the NTA on the proposals for the LRD at Belgard. On this basis, the NTA indicated they were satisfied for the requirement for the removal of the slip lane to be omitted.

5. A revised layout showing the line/road marking to allowing vehicles access the developments car park.

- 1.12 **Sustainable Movement Item 5** – A revised layout showing the line/road markings to facilitate access to the development's car park has been provided, including a yellow box at the development access to facilitate easier right turn movements into the site.

6. A layout showing the SDCC active travel cycle link to the east of the development along Belgard Road. Especially the vehicle access points and pedestrian crossings.

- 1.13 **Sustainable Movement Item 6** – The Tallaght to Clondalkin Cycle scheme commences at Cookstown Road to the north and finishes at Old Blessington Road junction just to the northeast of the site. As per the response to Item 4, the requirement to remove the left turn slip lane is no longer sought by SDCC and the NTA. The Tallaght to Clondalkin Cycle shows this left slip lane removed, and therefore this will be delivered by the NTA through the Tallaght to City Centre BusConnects scheme. The existing raised cycle track is to be retained on the Belgard Road, but with modifications proposed to facilitate both the proposed pedestrian crossing and service access.

7. Prior to commencement of development, the applicant shall submit a developed Construction Traffic Management Plan for the written agreement of the Planning Authority.

- 1.14 **Sustainable Movement Item 7** – An Outline Construction Traffic Management Plan, is included as part of this application, and includes a description of the proposed construction works and how traffic will be managed for the duration of the demolition and

construction works on site. The methodology set out in this report, follows the methodology as will be set out in the developed Site Specific Construction Stage Management Plan which will be prepared and submitted for the written agreement of the Planning Authority when a Contractor is appointed for the works.

8. At the final stage of design, the applicant shall submit a road safety audit.

1.15 **Sustainable Movement Item 8** – An Stage 1 Road Safety Audit, together with the Designer Feedback form, has been undertaken and is included as a separate report as **Appendix Q**.

- Full details of how the service lane will be operated including how delivery times will be staggered to avoid blockages along the lane and service vehicles attempting to reverse back onto Belgard Road. This document shall also outline how the entrance and exits for the service lane will be marked to prevent motorists using the hardstanding area to the front for parking.

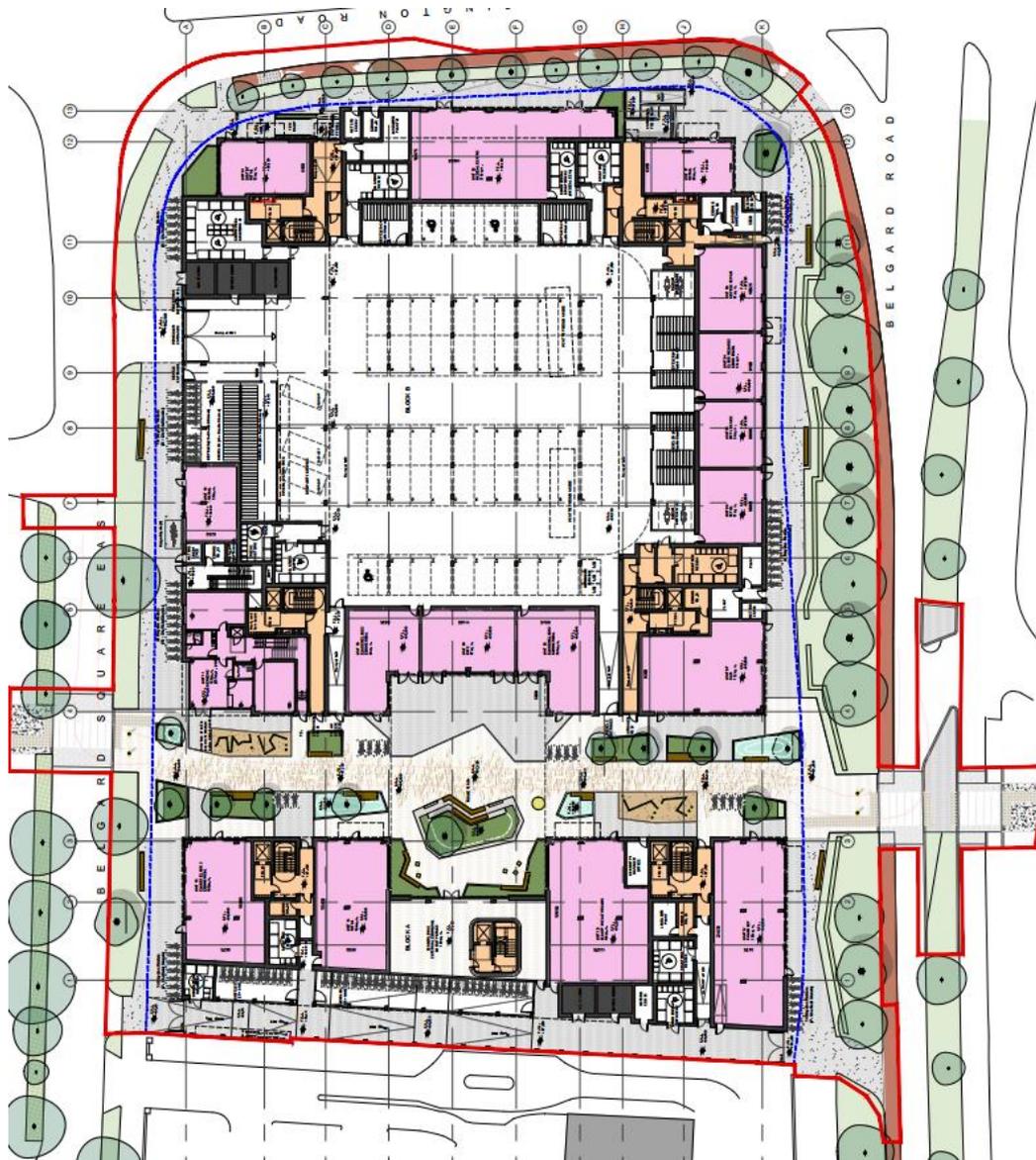
1.16 **Sustainable Movement** - The service lane will be managed by the site’s management team to ensure smooth, safe and efficient operation. Access will be controlled, with staff on hand to allow service vehicles into the yard as required, with access also provided to drivers via code passes or fob access. There is a long service yard, approximately 70m long, with sufficient capacity for 5 – 8 service vehicles. The exit gates will operate automatically, which will minimise delays for those drivers exiting. The entrance and exit points for the service lane will be clearly marked, ensuring the hardstanding area to the front is kept free of parked vehicles. The service lane is designed solely to accommodate servicing requirements for the four non-residential units located within Block A, and as such, vehicle movements along this lane will be limited. Servicing for the remaining non-residential units will be facilitated via the undercroft car park area associated with Block B.

1.17 A Service & Operational Waste Management Plan is included as **Appendix O**. This outlines measures to ensure delivery times are appropriately staggered to avoid congestion along the service lane and to prevent vehicles from having to reverse onto Belgard Road.

## 2.0 EXISTING CONDITIONS, DEVELOPMENT PROPOSALS & PARKING

### Development Content

- 2.1 The content of the development is as set out on the detailed plans and associated Architectural Schedule of Accommodation, but in terms of Traffic/Transportation Assessment the development content is as summarised below for ease of reference.
- 2.2 The development includes a total of 199 No. residential dwellings (6 No. studios, 47 No. 1-bed, 98 No. 2-bed and 48 No. 3-bed) in the 2 No. blocks, with Block A comprising 49 No. 'senior living' apartment units and Block B comprising 150 No. 'standard' apartment units. The development also provides 2,123 sq m of non-residential floor space.
- 2.3 An illustration of the proposed development extracted from the Architects Ground Floor Plan is included below in **Figure 2.1**, and the TA drawings included in **Appendix A**.



**Figure 2.1 – Extract Arch Plans - Ground Floor Layout Plan**

- 2.4 The development also comprises: an under-croft car park, which provides 58 No. car parking spaces, accessed via a new entrance/exit at Belgard Square East; a gated service lane to the south of Block A, with entrances/exits off Belgard Square East and Belgard Road; 2 No. pedestrian/cycle crossings at Belgard Square East and Belgard Road; cycle parking; internal communal amenity spaces for the senior living units; hard and soft landscaping, including public open space.
- 2.5 A shared pedestrian and cycle link is proposed through the proposed site, which will create a stronger pedestrian & cycle desire line between Tallaght Town Centre and The Square. 2 No. Combined Zebra Crossings (as per TL605 of the Cycle Design Manual) are proposed at Belgard Square East and Belgard Road, linking to the shared pedestrian and cycle link through the proposed site.

**Existing Conditions**

- 2.6 Belgard Square East is a single carriageway 2-way road, currently subject to a 50km/h speed restriction and is relatively lightly trafficked. It runs in a N-S orientation immediately west of the site, and it is intended that the site access will be directly from Belgard Square East in the form of a traditional simple priority ‘T-Junction’. A Google Streetview image showing the current arrangement of Belgard Square East is included below as **Figure 2.2**.



**Figure 2.2 – Belgard Square East, Google Streetview, View West at Site**

- 2.7 The Traffic survey and assessment within **Appendix D**, confirms that Belgard Square East carries a weekday AM Peak Hour 2-Way traffic flow of approximately 451 Passenger Car Units (PCUs) and a 2-way flow of 574 PCUs in the PM Peak Hour, measured adjacent the

proposed site access junction. In these terms, the road is considered lightly-moderately trafficked in terms of its link carrying capacity.

- 2.8 The Belgard Road is located to the east of the site. The Belgard Road is an important arterial link road for Tallaght, providing for access to & from Tallaght Village to the east and the City Centre via the N81. The Belgard Road is also a single carriageway 2-way road (with a large median), currently subject to a 50km/h speed restriction.
- 2.9 It runs generally in an N-S orientation, meeting the Old Blessington Road to the northeast of the site in the form of a traffic signal-controlled junction. The Belgard Road meets the N81 some 0.27km to the south. The Traffic survey and assessment within **Appendix D**, confirms that The Belgard Road carries a weekday AM Peak Hour 2-Way traffic flow of approximately 881 Passenger Car Units (PCUs) and a 2-way flow of 933 PCUs in the PM Peak Hour, measured just south of the Old Blessington Road Junction. In these terms, the road is considered moderately trafficked in terms of its link carrying capacity.
- 2.10 A Google Streetview image showing the current arrangement of Belgard Road is included below as **Figure 2.3**.



**Figure 2.3 – Belgard Road, Google Streetview, View South at the Old Blessington Road**

- 2.11 To set the above existing flows on both Belgard Square East and The Belgard Road in context, roads of this nature have a traffic carrying or link capacity of between 1,500 and 1,800 PCUs per-direction per-hour. In these terms, this link capacity provides a context for

the traffic nature classification of the existing flows as set out above. Of course, it is acknowledged that the capacity or through-put of any road in an urban environment of this nature is generally determined by the capacity of the junctions.

**BusConnects**

2.12 The scheme abuts the Tallaght to City Centre Core Bus Corridor on Old Blessington Road, which is shown on **Figure 2.4** below, with the proposed site highlighted. The proposed development **does not compromise** the proposed Bus-Connects scheme, as no changes are proposed outside the proposed development site on Old Blessington Road. The proposed scheme, with the Bus-Connects Scheme overlaid is shown on NRB-TA-008.



**Figure 2.4 – Proposed BusConnects Route (Source: Tallaght to City Centre Sheet 4)**

**Car Parking and Bicycle Parking Quantum - Discussion**

2.13 We have reviewed the **car parking** provision in terms of the maximum requirements of the SDCC Development Plan 2022-2028 (Table 12.26), for the entire development. The site is interpreted as being within SDCC Zone 2, with the resulting maximum parking provision and breakdown provided below as **Table 2.1 and 2.2**:

**Table 2.1: Car Parking Requirements as per SDCC Development Plan**

Element	No.	SDCC Max Rate	Requires Max No.
3 Bed+ Apartments	48	1.25/Unit	60
2 Bed Apartments	98	1/unit	98
1 Bed/Studio Apartments	53	0.75/unit	40
<b>Total <u>Maximum</u> Parking Required Under Current SDCC Plan</b>			<b>191</b>

**Table 2.2: Maximum Commercial Car Parking as per SDCC Development Plan**

<i>Element</i>	<i>Quantum Provided</i>	<i>SDCC Max Rate</i>	<i>Requires</i>
Retail comparison	276	1 per 35sqm	8
Retail convenience	913	1 per 25sqm	37
Café	302	1 per 20sqm	15
Creche	5	0.5 per 1 classroom	2.5
Medical	4	1.5 per consulting room	6
<b>Total <u>Maximum</u> Parking Required Under Current SDCC Plan</b>			<b>68.5</b>

2.14 The entire development has a provision of 58 parking spaces for the residential element of the scheme, including mobility-impaired parking spaces and therefore meets the MAXIMUM requirements of the SDCC Development Plan as set out above in **Table 2.1** above, being circa 30% of the maximum parking number allowable in the Plan.

2.15 Given the site’s highly accessible town centre location, situated adjacent to both the Square Shopping Centre and Tallaght Village Centre, it is proposed that no dedicated car parking spaces be provided for the commercial element of the development. This approach aligns with the principles of sustainable urban mobility and active travel promoted under the South Dublin County Development Plan 2022–2028, which encourages the reduction of car dependency in areas well served by public transport and within walking distance of key local amenities. Accordingly, the proposal fully complies with, and indeed meets, the MAXIMUM car parking standards set out in the Development Plan for such central and highly accessible locations.

2.16 The requirement for bicycle parking has also been assessed in accordance with the **SDCC Development Plan** 2022-2028 (Table 12.23) and this is included below as **Table 2.3** below (which aligns with the principle of the Compact Settlements Guidelines' cycle parking SPPR.):

**Table 2.3: Minimum Residential Bicycle Parking as per SDCC Development Plan**

<i>Element</i>	<i>SDCC Min Parking Rate</i>		<i>Requires</i>	
	Long Term	Short Stay	Long Stay	Short Stay
53no. 1-bed Apartments	1/Bedroom	1/2 units	53	27
98no. 2-bed Apartments	1/Bedroom	1/2 units	196	49
48no. 3-bed Apartments	1/Bedroom	1/2 units	144	24
<b>Total</b>			<b>393</b>	<b>100</b>
<b>Total Min Cycle Parking Required Under SDCC Plan</b>			<b>493</b>	

2.17 There are additional cycle parking requirements for the Retail, Cafés, Creche and Medical elements of the proposed scheme, and this is included below as **Table 2.4** below. The non-residential elements of the scheme require a provision of 1 staff bicycle parking space per 5 staff members, plus a short-term visitor cycle parking per 50sqm GFA for Retail, 1 per 10 Seats for the Cafés, 1 per 10 Children for the Creche, and 1 per 2 Consulting Rooms for Medical. This requires 17no. staff (or long term) bicycle parking spaces and 42 visitor (short term) bicycle parking spaces for Commercial units.

**Table 2.4: Minimum Commercial Bicycle Parking as per SDCC Development Plan**

<b>Element</b>	<b>SDCC Min Parking Rate</b>		<b>Requires</b>	
	Long Term	Short Stay	Long Stay	Short Stay
Retail comparison	1 per 5 staff	1 per 50sqm	2	8
Retail convenience	1 per 5 staff	1 per 50sqm	7	17
Café	1 per 5 staff	1 per 10 seats	2	4
Creche	1 per 5 staff	1 per 10 Kids	3	7
Medical	1 per 5 staff	1 per 2 Rooms	3	6
<b>Total</b>			<b>17</b>	<b>42</b>
<b>Total Min Cycle Parking Required Under SDCC Plan</b>			<b>59</b>	

2.18 In total, the bicycle requirement for the apartments, and Commercial elements is 410 long-term spaces and a total of 142 short term spaces, a total of 552. With a total of 557 bicycle spaces proposed, 412 Long Term Spaces (including 5no. cargo spaces) and 145no. short-term spaces (73no. Sheffield Stands), this is in excess of the minimum guideline.

2.19 The development includes 557 Bicycle Parking Spaces, in excess of the minimum requirements of the Development Plan, to include an allowance for the use of the commercial units at GF Level.

**Discussion/Justification - Car Parking**

2.20 In terms of the ‘per-unit car parking ratio’, 58 No parking spaces represents a ratio of 0.29 per unit, noting that there is excellent alternative public transport facilities and good amenities in close proximity.

2.21 The ‘Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities’, updates previous guidance in the context of greater evidence and knowledge of current and likely future housing demand in Ireland taking account of the Housing Agency’s National Statement on Housing Demand and Supply, the Government’s action programme on housing and homelessness Rebuilding Ireland and Project Ireland 2040 and the National Planning Framework.

2.22 These guidelines address Apartment Design Parameters, including cycle and car. The guidelines acknowledge that the quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria.

2.23 We are also mindful of the guidance provided within the Guidelines in relation to a 'location in cities or towns', as the site close to both Tallaght Village and the Square Shopping Centre (benefitting from a host of services and amenities and employment opportunities). Under Section 4.6 the guidelines note that in larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be wholly eliminated or substantially reduced. Specifically, Section 4.6 states; -

**Having regard to the types of location in cities and towns that may be suitable for apartment development, car parking ratios should be minimised, substantially reduced or wholly eliminated at locations that have good access to urban services and to public transport.**

2.24 In terms of the stated Policy, the subject site meets all the requirements for significantly reducing or eliminating the provision of Private Car Parking, under the headings:

- High Density Development** ✓
- Comprising Wholly of Apartments** ✓
- Central Location** ✓
- Well Served by Public Transport** ✓
- Rail/Bus in Close Proximity** ✓

2.25 The National Apartment Guidance states (Paragraph 4.25):

***For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles and cycle parking and secure storage. It is also a requirement to***

**demonstrate specific measures that enable car parking provision to be reduced or avoided.**

2.26 These requirements are now also supplemented by Table 3.1 of the recent Compact Settlement Guidelines (CSG) which set out the three different areas and density categories for Dublin City, namely City Centre, City- Urban Neighbourhoods and City - Suburban / Urban Extension. Having reviewed the site location we believe that the site, falls within a City- Urban Neighbourhoods (as defined in Table 3.1).

2.27 The relevant extract is included below as **Figure 2.5**.

**Table 3.1 - Areas and Density Ranges Dublin and Cork City and Suburbs**

<p><b>City - Centre</b></p> <p>The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods<sup>6</sup>, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork.</p>
<p><b>City - Urban Neighbourhoods</b></p> <p>The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations<sup>7</sup>, <u>(iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges</u> (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.</p>
<p><b>City - Suburban/Urban Extension</b></p> <p>Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built up footprint that are zoned for residential or mixed-use (including residential) development<sup>8</sup>. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).</p>

**Figure 2.5 – Extract Table 3.1 – Areas and Density Ranges from the CSG**

2.28 Examination of the frequency of both Existing and Proposed Bus Services confirms that the site can best be described as an “Urban Neighbourhood” solely in the context of the CSG definitions for calculating appropriate car parking provision. We include below the associated Parking Provision SPPR – Car Parking extract from the CSG as **Figure 2.6**.

Table 3.8 defines 'Accessible', 'Intermediate' and 'Peripheral' Locations. These definitions should form the basis for the approach to car parking.

### **SPPR 3 - Car Parking**

It is a specific planning policy requirement of these Guidelines that:

- (i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.
- (ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.
- (iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

**Figure 2.6 – NRB Annotated Extract SPPR of CSG Parking Provision**

2.29 Note that the parking provision in the CSG does NOT include car club spaces, set down spaces, public EV Spaces or Accessible spaces, but does include visitor provision. Based on the above, applying the CSG to the Apartments would strictly allow a maximum of the following:

- 1 x Car Parking Space per Residential Apartment (199 Spaces),

2.30 Conscious that the scheme is intended to be actively marketed as Reduced Car Dependency, the layout has been designed with the above issues in mind.

2.31 For the proposed development, given the mix of units, it is anticipated that there will be an associated lower car ownership & dependency for this nature of scheme. Given the slightly restricted number of spaces being provided, the entire scheme will be actively marketed and promoted as a "**Reduced Car Dependency**" scheme, and this will be communicated from the outset as part of sales and marketing. The development will also be managed on

an on-going basis to ensure that the Reduced Car Dependency nature of the development is continually promoted and enhanced.

2.32 The development will be managed and operated by a Management Company. Car parking will not be an automatic entitlement with the apartments, but spaces will be available to rent and purchase. Renting/sales of parking will be allocated to residents mainly on a first come first served basis by the Management Company and will be continually managed by the Management.

2.33 Some parking spaces will be reserved for visitors with other car parking spaces allocated for rent/sale to larger units. The allocation of car parking spaces will reviewed/renewed on an annual/ongoing basis to suit demand.

2.34 In terms of **specific measures** to enable car parking provision to be reduced to the level proposed, with a parking ratio of 0.29, the specific measures are:

- The Active Management and Marketing of the Development from the outset as 'Reduced Car Dependency',
- Restricted Dedicated Car Parking is intended to be provided to Residents and will be specifically associated with specific private sales or rental properties (and same will be Specified in associated Rental Agreements),
- The Location within walking/cycling distance of all South Dublin amenities (e.g., Tallaght Village, The Square, TU Tallaght, Tallaght Hospital etc) and schools,
- Associated Employment Opportunities locally (*Based on the CSO Census Data, in there were 2,958 commuters who lived in the Electoral Division of Tallaght - Springfield but worked elsewhere. There were 8,874 commuters who travelled into this electoral division to work. This resulted in a net in-flow of 5,916 commuters. This indicates that the locality has significant employment opportunities, and these are continually improving*),
- Proximity to Bus Connects being directly on the new corridor,
- Copious Cycle Parking and Cycle Storage (Refer Above),  
On site Security and Management by permanent staff and CCTV that will ensure the car parking areas are monitored and policed, with a clamping system in operation, so that the car parking restrictions are closely controlled and enforced, and,
- The Implementation of a working Mobility Management Plan.
- The provision of service and set down bays.

### 3.0 TRIP GENERATION, ASSIGNMENT & DISTRIBUTION

- 3.1 In terms of assessing Car Traffic and the impact of same on the local road network, the Trip Rate Information Computer System database is ordinarily used to ascertain vehicular trip generation associated with the use of any particular site. This represents industry standard practice for Traffic and Transport Assessments in Ireland and is specifically recommended for use within the TII Traffic and Transport Assessment Guidelines.
- 3.2 We have included as **Appendix C** the TRICS output for traditional Residential Apartments, medical centre, dentist, crèche, pub, café, and retail, and this provides a robust estimation of traffic. The levels of traffic generated by the subject development are as illustrated in **Table 3.1** below. Given the location, adjacent the Luas and on the Core Bus Corridor, it is anticipated that the traffic generation will be less than apartments selected from within the database.
- 3.3 The Tables summarises the traffic generation for the proposed development, based on output from the TRICS database, which is included herein as **Appendix C** for comparison purposes.

**Table 3.1: TRICS Data Summary – Proposed Subject Development**

199 Apartments	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way
Network Hour	Per Unit	Dev	Per Unit	Dev	
Weekday AM Peak (8-9)	0.063	13	0.204	41	53
Weekday PM Peak (5-6)	0.164	33	0.091	18	51
24 Hours	1.137	226	1.206	240	466
210 Medical Centre	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way
Network Hour	Per Unit	Dev	Per Unit	Dev	
Weekday AM Peak (8-9)	0.788	2	0.099	0	2
Weekday PM Peak (5-6)	0.654	1	0.981	2	3
24 Hours	12.032	25	12.114	25	51
72 Dentist	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way
Network Hour	Per Unit	Dev	Per Unit	Dev	
Weekday AM Peak (8-9)	2.986	2	0.733	1	3
Weekday PM Peak (5-6)	0.367	0	1.833	1	2
24 Hours	21.246	15	20.009	14	30
350 Creche	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way
Network Hour	Per Unit	Dev	Per Unit	Dev	
Weekday AM Peak (8-9)	3.419	12	2.593	9	21
Weekday PM Peak (5-6)	2.849	10	3.647	13	23
24 Hours	14.478	51	15.699	55	106
215 Pub/Rest	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way
Network Hour	Per Unit	Dev	Per Unit	Dev	
Weekday AM Peak (8-9)	0.190	0	0.000	0	0
Weekday PM Peak (5-6)	2.440	5	1.551	3	9
24 Hours	21.924	47	21.227	46	93
87 Café	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way
Network Hour	Per Unit	Dev	Per Unit	Dev	
Weekday AM Peak (8-9)	2.415	2	0.966	1	3
Weekday PM Peak (5-6)	0.000	0	2.609	2	2
24 Hours	57.574	50	56.891	49	100
1189 Other Retail	Arrivals (PCUs)		Departures (PCUs)		Total 2-Way
Network Hour	Per Unit	Dev	Per Unit	Dev	
Weekday AM Peak (8-9)	4.590	55	3.925	47	101
Weekday PM Peak (5-6)	6.749	80	7.273	86	167
24 Hours	82.535	981	82.474	981	1962
TOTAL PRIMARY DEVELOPMENT TRAFFIC GENERATED BY SUBJECT SITE					
Network Hour	Arrivals (PCUs)		Departures (PCUs)		2-Way
Weekday AM Peak (8-9)	85		98		183
Weekday PM Peak (5-6)	130		126		256
24 Hours	1396		1411		2807

- 3.4 We consider that the use of TRICS in the methodology adopted is Robust and Onerous and the Trip Rates applied and used provide for a robust reflection of the expected worst-case traffic generated by the proposed development. This is particularly the case for the subject site where the vast majority (if not 100%) of the trips to the retail units will be linked to existing trips to Tallaght Town Centre / The Square or associated with residents living on-site and there is restricted residential car parking provision, which further limits trip generation.
- 3.5 Notwithstanding, in light of observation of existing capacity conditions, the use of higher Trip Rates, if required, would have no impact upon the conclusions of the study. This is particularly the case given the low traffic impact associated with the development.

### **Assessment Methodology**

- 3.6 We have used hand assignment techniques based on the observed movements, with the worst-case traffic assigned to the roads based on the observed established traffic patterns, being the industry standard methodology. The standard methodology applied was to firstly ascertain the base background traffic conditions for both the weekday AM and weekday PM Commuter Peak periods. To this end we utilised recent Traffic Survey data of the existing affected roads and junctions in order to establish base background traffic conditions.
- 3.7 Details of the traffic surveys are included as **Appendix B** and are reproduced as commuter peak hour Traffic Flow Diagrams as **Appendix D**.
- 3.8 We used the TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 (Travel Demand Projections 2021, Table 6.1: Central Growth Rates: Annual Growth Factors, Metropolitan Dublin), to establish projected occupation/opening year 2028 and design year 2043 traffic conditions 15 years following opening on the local road network. The worst-case traffic based on the content of **Table 3.1** above was then applied in order to establish Opening Year and Design Year Traffic Conditions with the proposed developments in place and fully occupied. This is all included in the calculations included herein as **Appendix D**.
- 3.9 It should be noted that we have selected an opening year of 2028 as being reasonable and appropriate. However, in our experience, varying the opening year and design year by 1-3 years, if required for whatever reason, would have no significant impact upon the conclusions of the study. In addition, given the favourable results reported in this study,

if required to apply higher background traffic conditions for any reason we would not anticipate any changes to the conclusions.

- 3.10 Traffic growth factors for future year assessments were calculated from data obtained in the TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3 which provides the recommended method of predicting future year traffic growth on Roads.
- 3.11 Calculations of the relevant growth factors are included in **Table 3.2** below (based on tabulated 'Central Growth' for Metropolitan Dublin). It should be noted that any requirement to use different or higher growth factors will also have no implications for the conclusions of the study.

**Table 3.3: Traffic Growth Rates, TII Travel Demand Projections Unit 5.3**

Year	to Year	Table 6.1:
Surveyed	2028	1.066
2028	2043	1.101

## 4.0 TRAFFIC IMPACT - TRAFFIC CAPACITY RESULTS

- 4.1 The TII Traffic and Transport Assessment Guidelines set out a strict mechanism for assessment of developments of this nature and determining whether further assessment is indeed required. This Guideline requires a **Threshold Assessment** of the impact on the local roads to be provided in order to determine whether further, more detailed modelling and assessment of particular critical junctions is necessary.
- 4.2 We have assessed the impact of the proposed development with a wide area of influence included. The professional guidance referenced above sets out specific increases in traffic volume associated with new development, which, when breached, requires further detailed analysis to be undertaken. The recommendation is that, if the expected increase is **5%** for networks that are considered heavily trafficked or congested, then further analysis is warranted. In this case, given the location, for robustness, the 5% threshold has been applied. The Threshold is 10% for uncongested networks and it could be argued that the use of the higher threshold is warranted.
- 4.3 In this regard, it is demonstrated herein that the occupation of the development, with relatively low volumes of vehicular traffic added to a busy network, will not result in any significant or noticeable level of new trips on the local roads, with all anticipated traffic increases beyond the Proposed Access junction and Belgard Square East itself expected to be **well below** the Industry-Standard level of 5% above which further assessment is required. This underlines the low levels of traffic generated in comparison with the established road network traffic volumes.
- 4.4 Our assessment confirms that the absolute worst-case traffic increases on the adjacent road network junctions, with the entire development open and occupied, undertaken in accordance with Guidelines, is as summarised below as **Table 4.1**.

**Table 4.1: All of the Proposed Development Open & Occupied - Threshold Assessment, Worst-Case Impact - AM & PM Peak Hours 2028**

Assessed Road or Junction	Traffic Increase %		COMMENT
	AM Pk Hr	PM Pk Hr	
Belgard Square East / Old Blessington Rd Signals	16%	16%	>5% Junction Capacity Assessment
Site Access T Junction	NA	NA	Junction Capacity Assessment Included
Belgard Square East / The Square	16%	19%	>5% Junction Capacity Assessment
Belgard Square East / McDs Access	15%	16%	>5% Junction Capacity Assessment
Belgard Square East / Belgard Walk Roundabout	9%	11%	>5% Junction Capacity Assessment
Belgard Road / Old Blessington Rd Signals	3%	4%	<<5% No Further Assessment Required

Belgard Road / Abberley Sq North	0%	0%	<<5% No Further Assessment Required
Belgard Road / Abberley Sq West	0%	0%	<<5% No Further Assessment Required
Belgard Road / Belgard Walk Roundabout	5%	6%	>5% Junction Capacity Assessment

- 4.5 Apart from the junctions on Belgard Square East, the worst-case traffic increases are way below the Guideline and industry standard 5% level above which further assessment is required, in accordance with the Guidelines. The traffic increases and effects will therefore go unnoticed locally.
- 4.6 To set these increased levels of traffic in context, the day-to-day variation in traffic volume (due to day-of-week or weather conditions for example) is accepted as 10%, so, in this context alone, increases of less than 5% will go entirely unnoticed and this underscores the negligible impact of the proposed development traffic.
- 4.7 We have undertaken traffic modelling of the proposed access T-Junction on Belgard Square East, and the existing junctions north and south of the access for weekday AM and PM Periods (2028 Opening Year and 2043 Design Year +15) to confirm & demonstrate adequate capacity exists to accommodate the increased traffic associated with the development.
- 4.8 We have used the TII-approved software package 'Junctions 10' PiCADY' (**P**riority **I**ntersection **C**apacity **A**nd **D**elay) software package (as part of the TRL Package 'Junction 9') to assess the capacity of the priority controlled junctions. We have used the associated TII-approved software package 'Junctions 10' ARADY' (**A**ssessment of **R**oundabout **C**apacity **A**nd **D**elay) software package to assess the capacity of the roundabout junctions.
- 4.9 Both PiCADY & ARCDAY produce results based on a ratio of flow to capacity (RFC) and queue length. An RFC greater than 1.00 indicates that a junction is operating at or above capacity, with 0.85 considered to be the optimum RFC value.
- 4.10 We have undertaken detailed modelling of the traffic signal controlled junctions using the TII-approved software, LiNSiG (**L**inked **S**ignal **D**esign). This is TII-approved macrosimulation capacity modelling software that enables the user to determine the capacity queues and delays at junctions controlled by traffic signals such as the subject case.
- 4.11 The outputs from the LiNSiG software present Degree of Saturation (DoS) and also Practical Reserve Capacity (PRC) & Queue lengths as indicators of the operational

efficiency of the Signals to accommodate the flows. Both are presented in % (percentage) terms. An output DoS approaching 0.90 or 90% would indicate that the junction is approaching capacity and would highlight a potential capacity concern

4.12 We have appended the detailed computer simulation model results for each of the assessed junctions with the results tabulated and summarised below.

### **JUNCTION CAPACITY ANALYSIS**

4.13 A summary of the results is included below as **Table 4.2** to **Table 4.6**, with the detailed results provided in **Appendix E** to **Appendix J** respectively.

**Table 4.2:** Site Access PiCADY Results, Weekday AM & PM Commuter Pk Hours - 2028 & 2043

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2028 Opening Year AM Peak	0.3	0.22
2028 Opening Year PM Peak	0.5	0.32
2043 Design Year AM Peak	0.3	0.22
2043 Design Year PM Peak	0.5	0.33

**Table 4.3:** Belgard Square East / Old Blessington Rd LinSig Results, Weekday AM & PM Commuter Pk Hours - 2028 & 2043

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max DoS
2028 Opening Year AM Peak	5.3	34.2%
2028 Opening Year PM Peak	6.1	39.6%
2043 Design Year AM Peak	5.7	36.5%
2043 Design Year PM Peak	6.9	43.4%

**Table 4.4:** Belgard Square East / The Square PiCADY Results, Weekday AM & PM Commuter Pk Hours - 2028 & 2043

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2028 Opening Year AM Peak	0.1	0.09
2028 Opening Year PM Peak	0.4	0.29
2043 Design Year AM Peak	0.2	0.10
2043 Design Year PM Peak	0.5	0.32

**Table 4.5:** \*Belgard Square East / McDs Access PiCADY Results, Weekday AM & PM Commuter Pk Hours - 2028 & 2043

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2028 Opening Year AM Peak	0.2	0.18
2028 Opening Year PM Peak	0.3	0.23
2043 Design Year AM Peak	0.3	0.21
2043 Design Year PM Peak	0.4	0.26

\*Modelled as a single junction

**Table 4.6:** Belgard Square East / Belgard Walk Roundabout ARCADY Results, Weekday AM & PM Commuter Pk Hours - 2028 & 2043

Modelled Scenario	Period Mean Max Q (PCUs)	Period Max RFC
2028 Opening Year AM Peak	3.4	0.77
2028 Opening Year PM Peak	2.8	0.74
2043 Design Year AM Peak	5.3	0.85
2043 Design Year PM Peak	4.5	0.83

**Table 4.7:** Belgard Road / Belgard Walk Roundabout ARCADY Results, Weekday AM & PM Commuter Pk Hours - 2028 & 2043

<b>Modelled Scenario</b>	<b>Period Mean Max Q (PCUs)</b>	<b>Period Max RFC</b>
2028 Opening Year AM Peak	0.8	0.43
2028 Opening Year PM Peak	2.9	0.75
2043 Design Year AM Peak	0.9	0.48
2043 Design Year PM Peak	4.9	0.84

- 4.14 The results of the modelling for all the above junctions clearly shows that they will have significantly more than adequate capacity to accommodate the worst case traffic associated with the development. All of the RFCs are way below the theoretical optimum capacity of 0.85 (or 0.9 DoS for signals), in opening and design years (conscious of the very small volumes of traffic generated by the subject development).
- 4.15 The analysis undertaken confirms that there is adequate capacity in the existing road network to accommodate the worst-case traffic projections without any concerns arising in terms of increased Traffic Congestion or indeed adverse Traffic Safety.

## 5.0 CONCLUSION

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- 5.1 NRB Consulting Engineers Ltd are appointed to address the Traffic/Transportation issues associated with a Large-Scale Residential Development (LRD) residential development on zoned development lands on Belgard Square East, Tallaght, Dublin 24.
- 5.2 The main development site (approximately 1.19 Ha) is generally bound: to the north by Old Blessington Road; to the east by Belgard Road (R113); to the south by McDonald's Restaurant property (D24 HW74); and to the west by Belgard Square East.
- 5.3 Being located in the heart of Tallaght, adjacent the Square Shopping Centre, and within a 500m or 5-minute walk of Main Street Tallaght, and other local large employment centres such as TU Dublin Campus and Tallaght Hospital, the site is ideally placed to take advantage of, and contribute to, non-car modes of travel.
- 5.4 This Traffic and Transportation Assessment (TTA) has been prepared to address any Traffic/Transportation issues associated with the proposal, and specifically the capacity of the existing road network. The report takes account of the Tallaght LAP transport policy & mobility policy context provisions which seek to change the nature of the networks in the area.
- 5.5 The Report has been prepared in accordance with the TII's Traffic & Transportation Assessment Guidelines and addresses the worst-case traffic impact of the proposal. This TA addresses the adequacy of the existing and improved local road network to safely and appropriately accommodate the worst-case vehicular demands with the development fully occupied, taking account of the existing transportation demands locally.
- 5.6 An assessment of Car Parking and Bicycle Parking quantum and design provided has been undertaken, and the provision is generally consistent with the requirements of the SDCC Development Plan, National Apartment Guidelines and best sustainability practices.
- 5.7 The TTA confirms that the established existing road network and the proposed access junction are more than adequate to accommodate the worst-case traffic associated with the development. The assessment also confirms that the full occupation of the scheme will have a negligible impact upon the operation of the adjacent road network.
- 5.8 The scheme abuts the Tallaght to City Centre Core Bus Corridor on Old Blessington Road. The proposed development does not impede or obstruct the proposed BusConnects

scheme, as no changes are proposed outside the proposed development site on Old Blessington Road.

- 5.9 The assessment includes a Preliminary Mobility Management Plan for the site which is included herein as a separate report as **Appendix K**. A Car & Bicycle Parking Management Plan is included as **Appendix L**. A Statement of Consistency with DMURS is also included, which confirms that the internal layout is compliant with the DMURS requirements, and this is included as a separate report as **Appendix M**. A Public Transport Capacity Assessment Report included as **Appendix N**. A Service & Operational Waste Management Plan included as **Appendix O**. An Outline Construction Traffic Management Plan included as **Appendix P**. An independent Stage 1 Road Safety Audit, together with the Designer Feedback form, has been undertaken and is included as a separate report as **Appendix Q**.
- 5.10 The assessment confirms that the proposed access junction is of more than adequate capacity to accommodate the worst-case traffic associated with the proposed development during the selected year of opening and the design year 15 years following opening.
- 5.11 It is considered that there are no significant Operational Traffic Safety or Road Capacity issues, affecting the established road network, that prevent a positive determination of the application by South Dublin County Council.

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<b>P</b>	Outline Construction Traffic Management Plan
<b>Q</b>	Stage 1 Road Safety Audit (& Designer Feedback Form)
<b>R</b>	SDCC Correspondence

## APPENDIX A

**Proposed Development – Layout Drawing & Tracks**



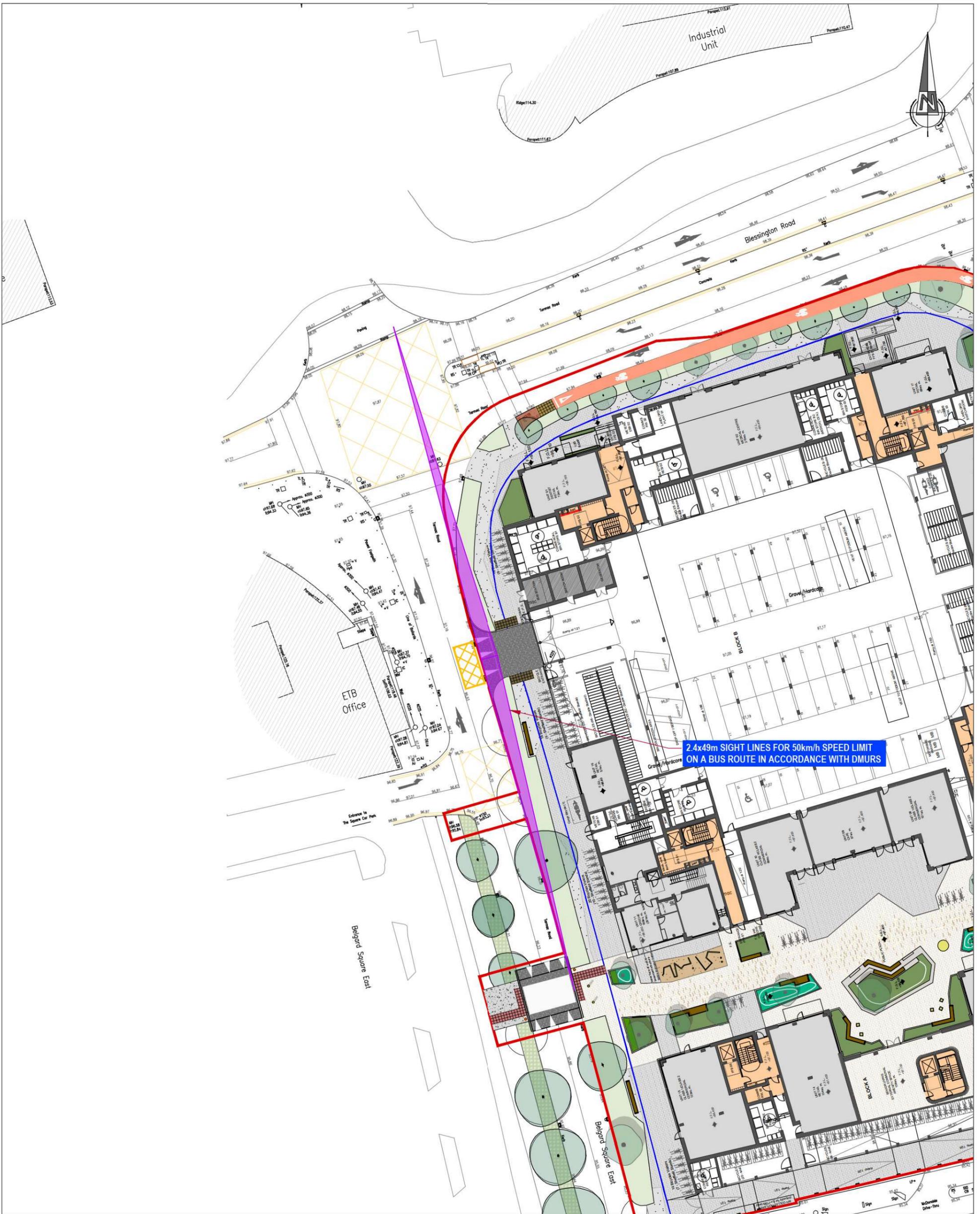
NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client. This drawing is based upon Architects drawing 2424\_PROPOSED GROUND FLOOR\_OCT 28, received 28/10/25. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
NRB Consulting Engineers Ltd 1st Floor, Apollo Building Dundrum Road Dundrum Dublin 14  Phone/Fax: +353 1 292 1941 Email: info@nrb.ie Web: www.nrb.ie Registered in Ireland No. 491679					



Client			
Project	Belgard LRD Dublin		
Title	Proposed Site Layout		
<small>NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.</small>			

Project No.	24-115		Drawing No.	NRB-TA-001	
Drawn	CD	Checked	BMcM 12/11/25	Approved	BMcM 12/11/25
Date	12-Nov-25		Scale @ A3	1:500	
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	<input type="checkbox"/> As Built	<input type="checkbox"/> Tender	<input type="checkbox"/> Construction		



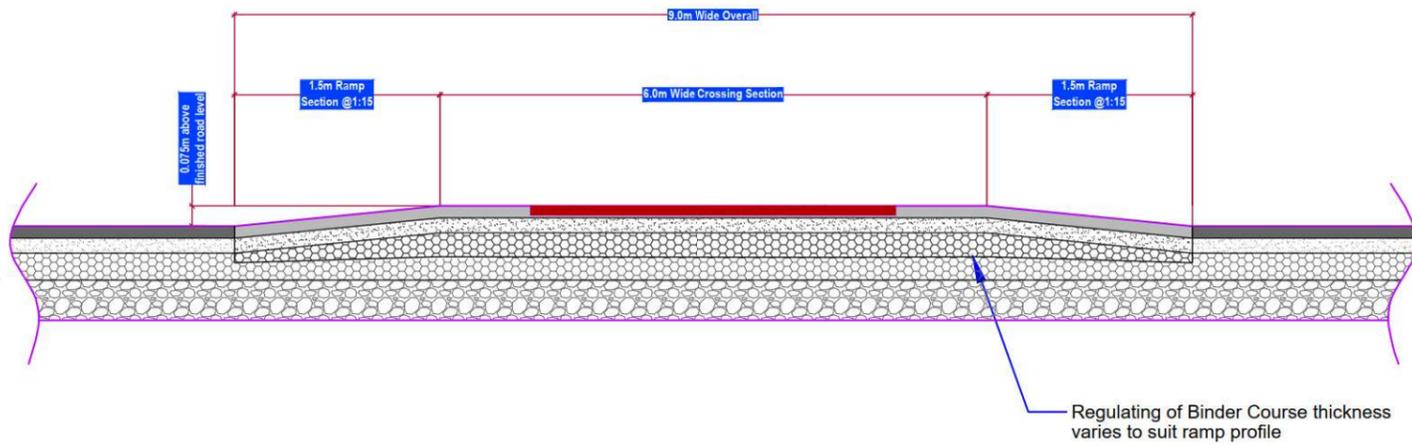
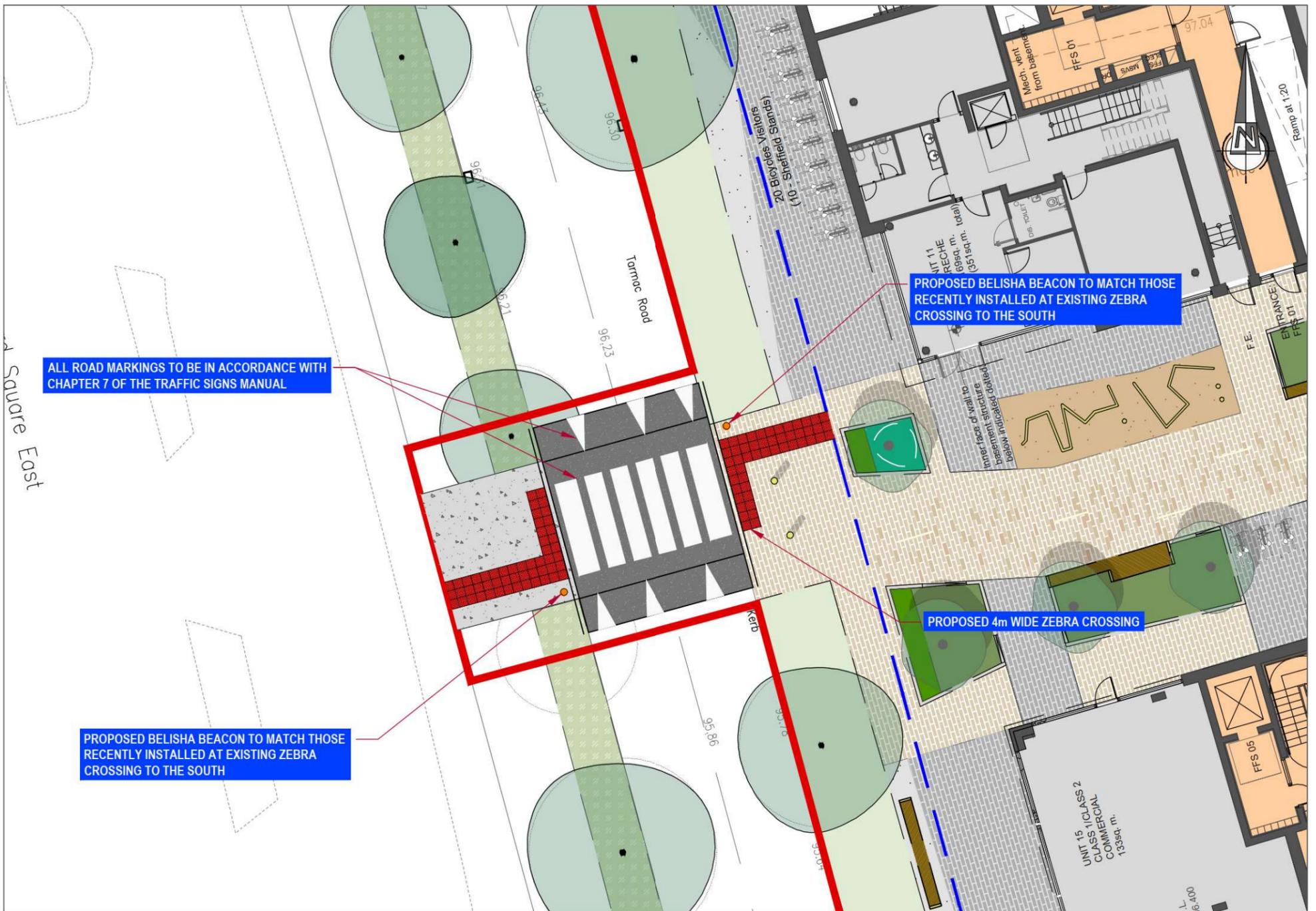
NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client. This drawing is based upon Architects drawing 2424\_PROPOSED GROUND FLOOR\_OCT 28, received 28/10/25. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
NRB Consulting Engineers Ltd 1st Floor, Apollo Building Dundrum Road Dundrum Dublin 14  Phone/Fax: +353 1 292 1941 Email: info@nrb.ie Web: www.nrb.ie Registered in Ireland No. 491679					



Client				Project No.	24-115	Drawing No.	NRB-TA-002
Project	Belgard LRD Dublin			Drawn	CD	Checked	BMcM 12/11/25
Title	Proposed Site Access Sight Lines			Date	12-Nov-25	Approved	BMcM 12/11/25
NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.				Purpose of Issue	<input type="checkbox"/> Draft <input type="checkbox"/> As Built <input type="checkbox"/> Information <input type="checkbox"/> Tender <input type="checkbox"/> Approval <input type="checkbox"/> Construction		

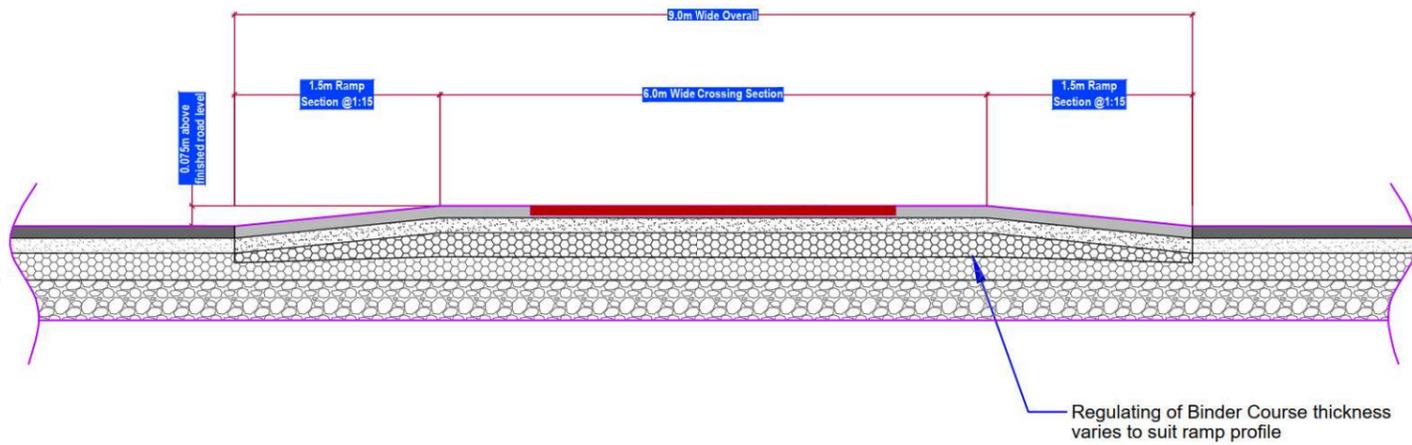
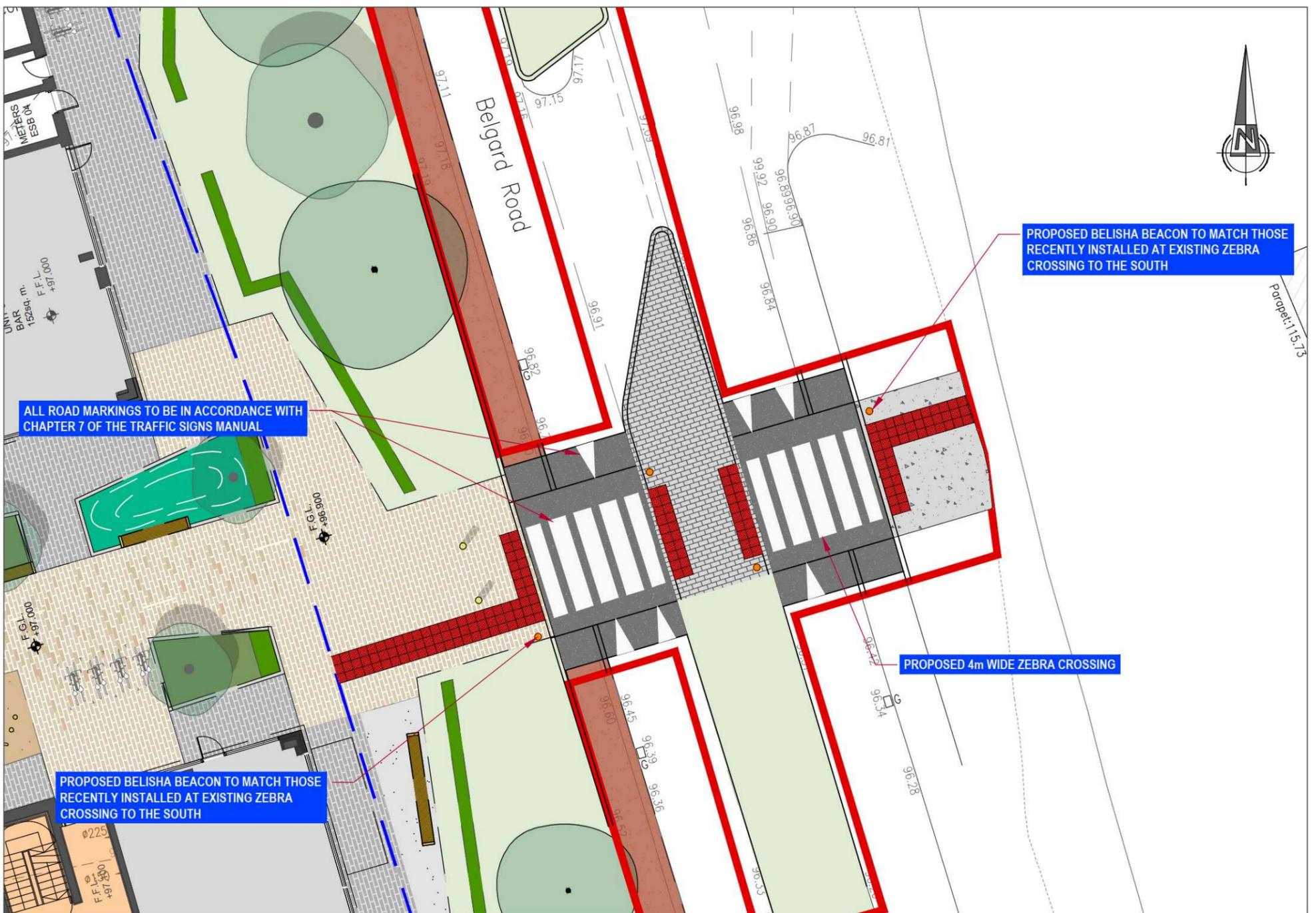
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**CROSS SECTION THROUGH RAISED PLATFORM CROSSING**

NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client. This drawing is based upon Architects drawing 2424\_PROPOSED GROUND FLOOR\_OCT 28, received 28/10/25. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

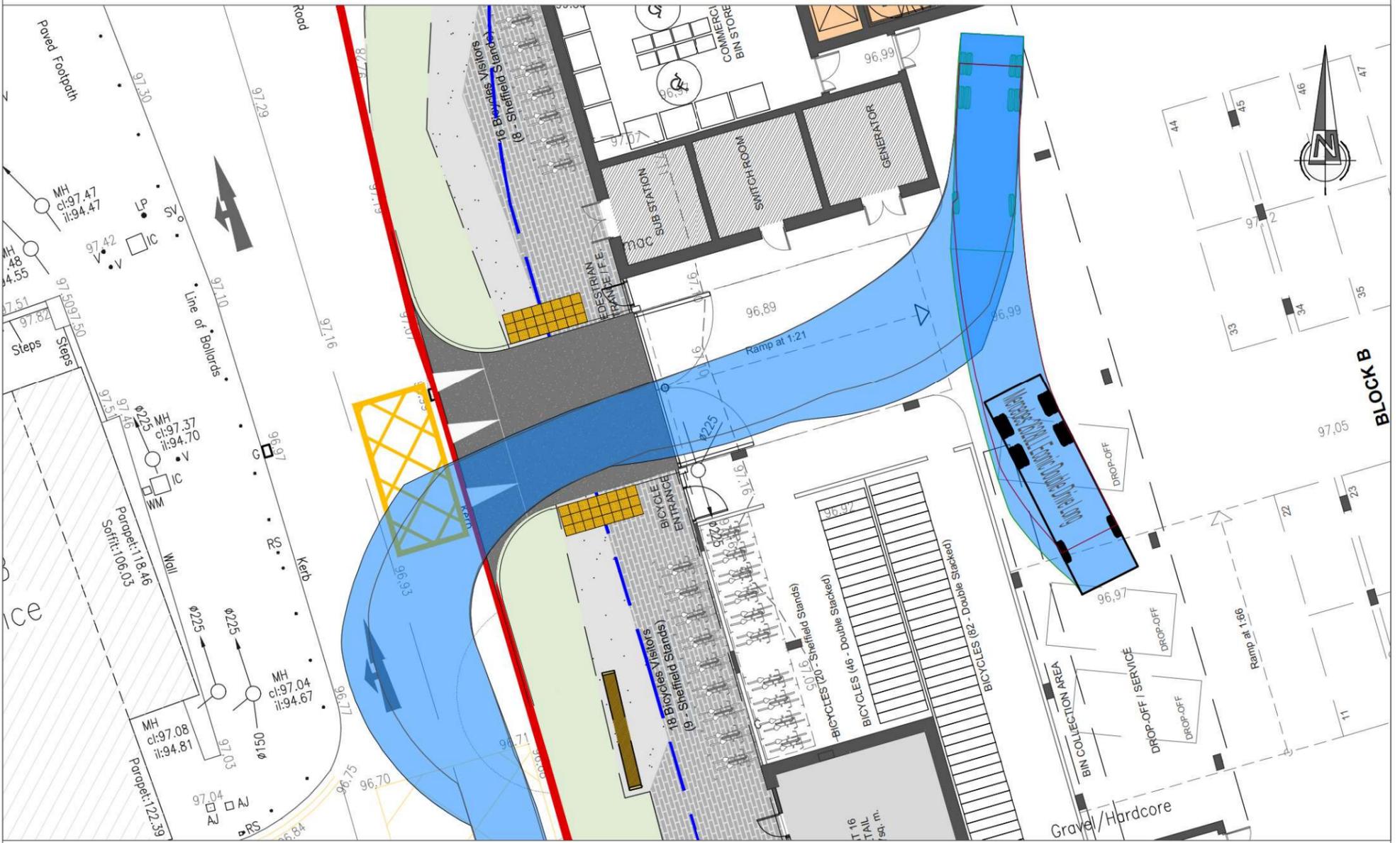
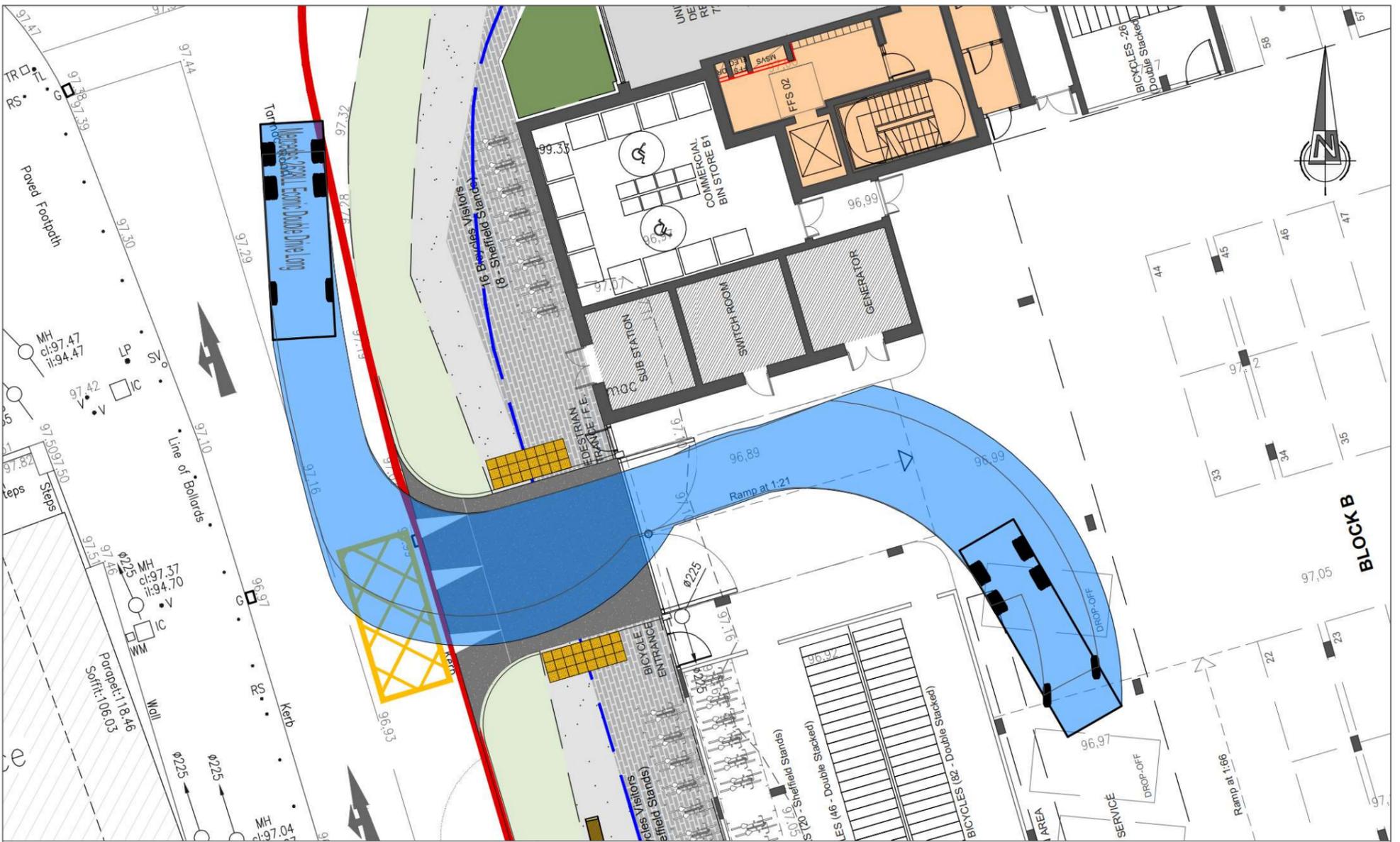
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NRB Consulting Engineers Ltd 1st Floor, Apollo Building Dundrum Road Dundrum Dublin 14  Phone/Fax: +353 1 292 1941 Email: info@nrb.ie Web: www.nrb.ie Registered in Ireland No. 491679						<b>NRB</b> consulting engineers		Client Belgard LRD Dublin		Project No. <b>24-115</b>		Drawing No. <b>NRB-TA-003</b>	
						Project <b>Belgard LRD Dublin</b>		Drawn <b>CD</b>		Checked <b>BMcM 12/11/25</b>		Approved <b>BMcM 12/11/25</b>	
						Title <b>Proposed Zebra Crossing on Belgard Square East</b>		Date <b>12-Nov-25</b>		Scale @ A3 <b>1:200</b>		Rev <b>E</b>	
						NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.		Purpose of Issue		<input type="checkbox"/> Draft <input type="checkbox"/> As Built		<input type="checkbox"/> Information <input type="checkbox"/> Tender	
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**CROSS SECTION THROUGH RAISED PLATFORM CROSSING**

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REV	DATE	AMENDMENTS	DRAWN	CHK	APP								
NRB Consulting Engineers Ltd 1st Floor, Apollo Building Dundrum Road Dundrum Dublin 14  Phone/Fax: +353 1 292 1941 Email: info@nrb.ie Web: www.nrb.ie Registered in Ireland No. 491679						<b>NRB</b> consulting engineers		Client Project Title		Project No. 24-115		Drawing No. NRB-TA-004	
						Belgard LRD Dublin		Drawn CD		Checked BMcM 12/11/25		Approved BMcM 12/11/25	
						Proposed Zebra Crossing on Belgard Road		Date 12-Nov-25		Scale @ A3 1:200		Rev E	
						NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.		Purpose of Issue <input type="checkbox"/> Draft <input type="checkbox"/> As Built		<input type="checkbox"/> Information <input type="checkbox"/> Tender		<input type="checkbox"/> Approval <input type="checkbox"/> Construction	



NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client. This drawing is based upon Architects drawing 2424\_PROPOSED GROUND FLOOR\_OCT 28, received 28/10/25. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

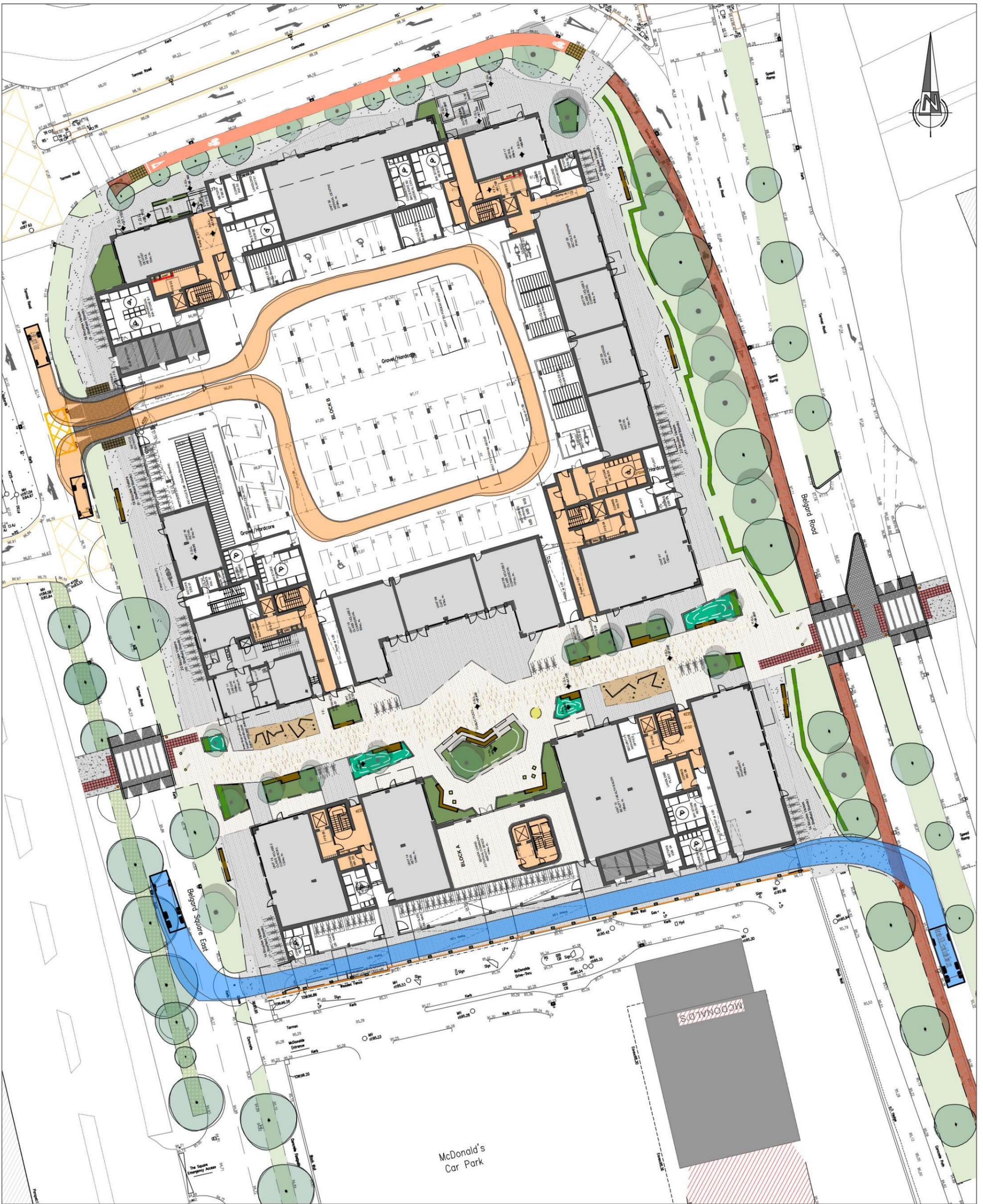
NRB Consulting Engineers Ltd  
1st Floor, Apollo Building  
Dundrum Road  
Dundrum  
Dublin 14

Phone/Fax: +353 1 292 1941  
Email: info@nrb.ie  
Web: www.nrb.ie  
Registered in Ireland No. 491679



Client	Belgard LRD Dublin		
Project	AutoTRACKs of a Refuse Vehicle Entering and Exiting Main Car Park		
Title	AutoTRACKs of a Refuse Vehicle Entering and Exiting Main Car Park		
<small>NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.</small>			

Project No.	24-115		Drawing No.	NRB-TA-005	
Drawn	CD	Checked	BMcM 12/11/25	Approved	BMcM 12/11/25
Date	12-Nov-25		Scale @ A3	1:200	
Purpose of Issue	<input type="checkbox"/> Draft	<input type="checkbox"/> Information	<input type="checkbox"/> Approval	<input type="checkbox"/> As Built	<input type="checkbox"/> Tender
	<input type="checkbox"/> As Built	<input type="checkbox"/> Tender	<input type="checkbox"/> Construction		



NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client. This drawing is based upon Architects drawing 2424\_PROPOSED GROUND FLOOR\_OCT 28, received 28/10/25. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
NRB Consulting Engineers Ltd 1st Floor, Apollo Building Dundrum Road Dundrum Dublin 14  Phone/Fax: +353 1 292 1941 Email: info@nrb.ie Web: www.nrb.ie Registered in Ireland No. 491679					



Client	Project No. 24-115			Drawing No. NRB-TA-006	
Project	Belgard LRD Dublin			Drawn CD	Checked BMcM 12/11/25
Title	AutoTRACKs of a Refuse Vehicle and a Delivery Van			Date 12-Nov-25	Approved BMcM 12/11/25
NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.			Scale @ A3 1:500 Rev E		

Purpose of Issue		<input type="checkbox"/> Draft	<input type="checkbox"/> Information	<input type="checkbox"/> Approval
		<input type="checkbox"/> As Built	<input type="checkbox"/> Tender	<input type="checkbox"/> Construction



NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client. This drawing is based upon Architects drawing 2424\_PROPOSED GROUND FLOOR\_OCT 28, received 28/10/25. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
NRB Consulting Engineers Ltd 1st Floor, Apollo Building Dundrum Road Dundrum Dublin 14  Phone/Fax: +353 1 292 1941 Email: info@nrb.ie Web: www.nrb.ie Registered in Ireland No. 491679					



Client	Project No. 24-115			Drawing No. NRB-TA-007	
Project	Belgard LRD Dublin			Drawn CD	Checked BMcM 12/11/25
Title	AutoTRACKs of a Fire Tender Traversing the Site			Date 12-Nov-25	Approved BMcM 12/11/25
NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.			Scale @ A3 1:500 Rev E		

Purpose of Issue			<input type="checkbox"/> Draft	<input type="checkbox"/> Information	<input type="checkbox"/> Approval
			<input type="checkbox"/> As Built	<input type="checkbox"/> Tender	<input type="checkbox"/> Construction



NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client. This drawing is based upon Architects drawing 2424\_PROPOSED GROUND FLOOR\_OCT 28, received 28/10/25. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
NRB Consulting Engineers Ltd 1st Floor, Apollo Building Dundrum Road Dundrum Dublin 14  Phone/Fax: +353 1 292 1941 Email: info@nrb.ie Web: www.nrb.ie Registered in Ireland No. 491679					



Client	Project No. 24-115			Drawing No. NRB-TA-008	
Project	Belgard LRD Dublin			Drawn CD	Checked BMcM 12/11/25
Title	AutoTRACKs of a Fire Tender Traversing the Site			Date 12-Nov-25	Approved BMcM 12/11/25
NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.			Scale @ A3 1:500		Rev E

Purpose of Issue		<input type="checkbox"/> Draft	<input type="checkbox"/> Information	<input type="checkbox"/> Approval
		<input type="checkbox"/> As Built	<input type="checkbox"/> Tender	<input type="checkbox"/> Construction



NRB Consulting Engineers Ltd recommend that Road and land ownership boundaries are verified through Legal & Land searches by the Client. This drawing is based upon Architects drawing 2424\_PROPOSED GROUND FLOOR\_OCT 28, received 28/10/25. NRB Consulting Engineers Ltd shall not be liable for any inaccuracies or deficiencies.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

NRB Consulting Engineers Ltd  
 1st Floor, Apollo Building  
 Dundrum Road  
 Dundrum  
 Dublin 14

Phone/Fax: +353 1 292 1941  
 Email: info@nrb.ie  
 Web: www.nrb.ie  
 Registered in Ireland No. 491679



Client			
Project	Belgard LRD Dublin		
Title	Proposed Site Layout With Bus Connects		
NRB Consulting Engineers Ltd accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions to be worked to.			

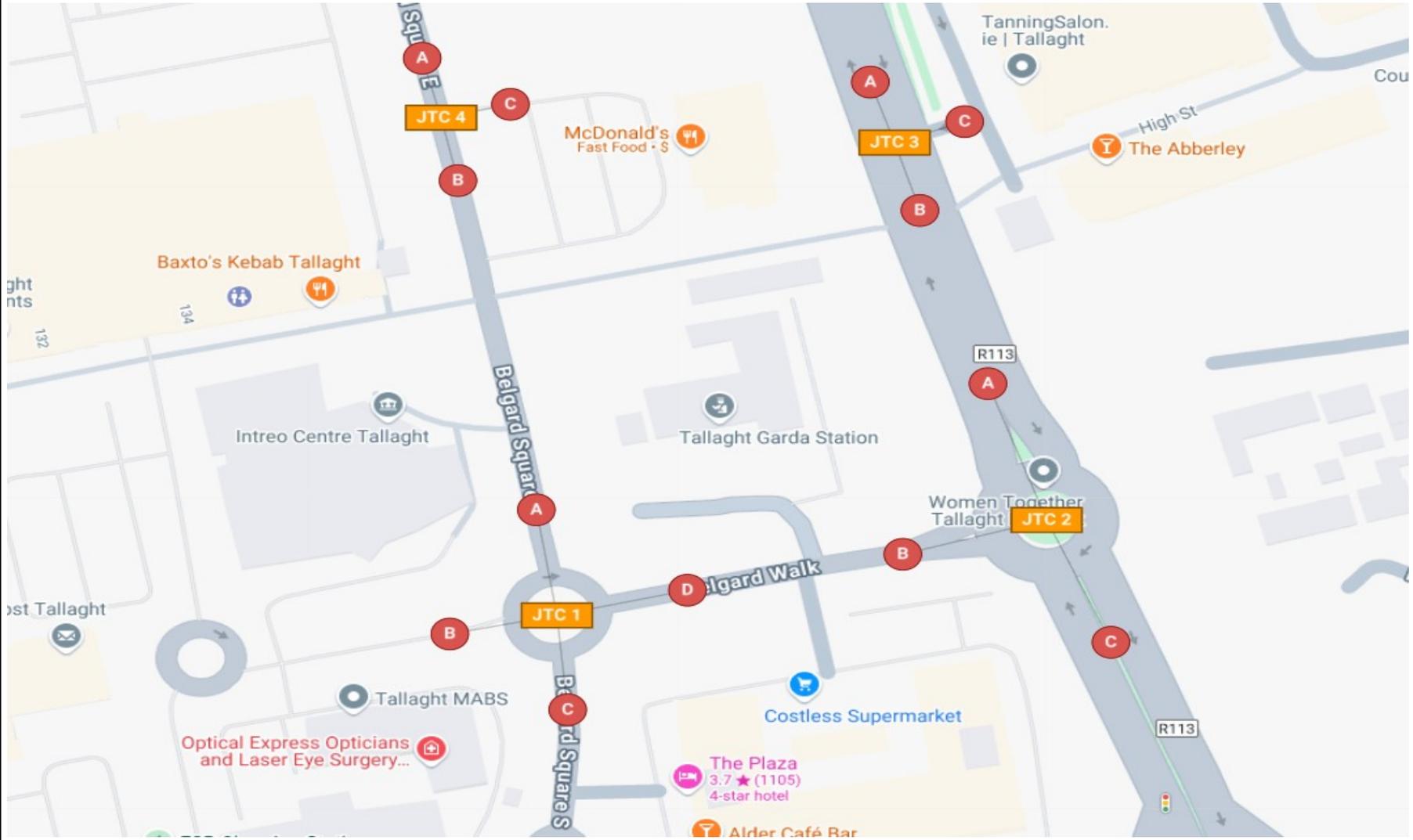
Project No.		Drawing No.	
24-115		NRB-TA-009	
Drawn	Checked	Approved	
CD	BMcM 12/11/25	BMcM 12/11/25	BMcM 12/11/25
Date	Scale @ A3		Rev
16-Sep-25	1:500		E
Purpose of Issue			
<input type="checkbox"/> Draft	<input type="checkbox"/> Information	<input type="checkbox"/> Approval	
<input type="checkbox"/> As Built	<input type="checkbox"/> Tender	<input type="checkbox"/> Construction	

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## APPENDIX B

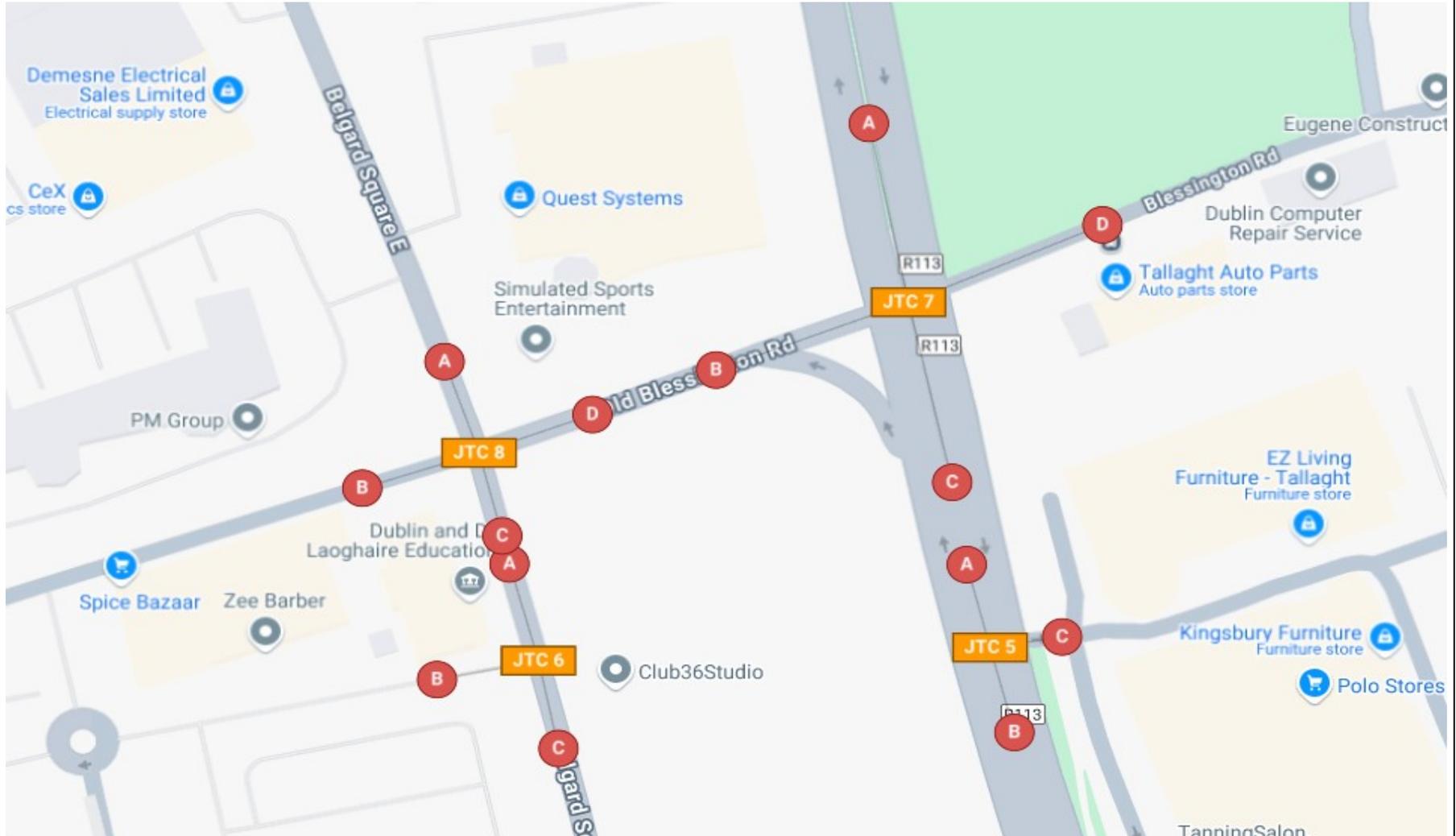
**Original Raw Traffic Survey Data Output**

# Site/Movement Labelling



	Job number: IDA/24/662	Job Dates: 17 <sup>th</sup> September 2024	Drawing No: IDA/24/662-01	 <b>Innovative Data Solutions</b>
	Client: NRB Consulting Engineers	Job Days: Tuesday	Author: VB	

# Site/Movement Labelling



	Job number: IDA/24/662	Job Dates: 17 <sup>th</sup> September 2024	Drawing No: IDA/24/662-02	 <b>Innovative Data Solutions</b>
	Client: NRB Consulting Engineers	Job Days: Tuesday	Author: VB	

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 1

DATE: 17th September 2024

LOCATION: Belgard Square E/Square Town Centre/Belgard Square S/Belgard Walk

DAY: Tuesday

TIME	MOVEMENT 1 (A => D)							TOT	PCU	MOVEMENT 2 (A => C)							TOT	PCU	MOVEMENT 3 (A => B)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
07:30	0	0	15	2	0	0	17	17	1	0	3	1	0	1	6	6	0	0	2	0	0	0	2	2	2		
07:45	0	0	8	3	0	0	11	11	0	0	5	0	0	0	5	5	0	0	1	0	0	0	1	1	1		
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>		
08:00	0	0	14	2	0	0	16	16	0	0	5	0	1	0	6	7	1	0	5	0	0	0	6	6	5		
08:15	0	0	7	1	1	0	9	10	0	0	6	1	1	0	8	9	0	0	3	0	1	0	4	5	5		
08:30	0	0	16	3	0	0	19	19	0	0	8	1	0	0	9	9	0	0	5	0	0	0	5	5	5		
08:45	0	1	18	1	1	0	21	21	0	1	6	0	0	0	7	6	1	0	13	1	0	0	15	14	14		
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>66</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>29</b>	<b>29</b>		
09:00	0	0	16	3	1	0	20	21	0	0	11	1	0	0	12	12	0	0	9	0	0	0	9	9	9		
09:15	0	0	12	2	0	0	14	14	0	0	9	1	0	0	10	10	0	0	10	0	1	0	11	12	12		
09:30	2	0	23	1	1	0	27	26	0	0	11	0	0	0	11	11	0	0	4	0	0	0	4	4	4		
09:45	0	1	13	0	0	0	14	13	0	0	14	0	0	0	14	14	0	0	6	0	0	0	6	6	6		
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>31</b>	<b>31</b>		
<b>P/TOT</b>	<b>2</b>	<b>2</b>	<b>142</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>168</b>	<b>168</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>88</b>	<b>89</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>63</b>	<b>63</b>		

TIME	MOVEMENT 1 (A => D)							TOT	PCU	MOVEMENT 2 (A => C)							TOT	PCU	MOVEMENT 3 (A => B)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
16:00	0	0	56	4	0	0	60	60	0	0	19	0	1	0	20	21	0	0	8	0	0	0	8	8	8		
16:15	1	0	61	6	0	0	68	67	0	1	42	2	0	0	45	44	0	0	6	0	0	0	6	6	6		
16:30	2	0	47	5	0	0	54	52	1	1	33	1	0	0	36	35	0	1	6	0	1	0	8	8	8		
16:45	0	0	49	0	0	0	49	49	0	0	25	3	0	0	28	28	0	0	10	0	0	0	10	10	10		
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>213</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>231</b>	<b>228</b>	<b>1</b>	<b>2</b>	<b>119</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>129</b>	<b>128</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>32</b>	<b>32</b>		
17:00	0	0	79	5	0	0	84	84	0	0	32	3	0	0	35	35	0	0	6	2	0	0	8	8	8		
17:15	0	0	59	2	0	0	61	61	0	0	33	0	0	0	33	33	0	0	5	0	0	0	5	5	5		
17:30	1	0	58	1	0	0	60	59	2	0	27	3	0	1	33	32	0	0	7	1	1	0	9	10	10		
17:45	0	0	46	1	0	0	47	47	0	0	16	2	0	0	18	18	0	0	9	0	0	0	9	9	9		
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>242</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>252</b>	<b>251</b>	<b>2</b>	<b>0</b>	<b>108</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>119</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>32</b>	<b>32</b>		
18:00	1	0	45	1	0	0	47	46	1	0	22	0	0	0	23	22	1	0	4	0	0	0	5	4	4		
18:15	0	0	28	1	0	0	29	29	0	0	11	1	0	0	12	12	0	0	4	0	0	0	4	4	4		
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>75</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>8</b>	<b>8</b>		
<b>P/TOT</b>	<b>5</b>	<b>0</b>	<b>528</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>559</b>	<b>554</b>	<b>4</b>	<b>2</b>	<b>260</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>283</b>	<b>280</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>72</b>	<b>72</b>		

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 1

DATE: 17th September 2024

LOCATION: Belgard Square E/Square Town Centre/Belgard Square S/Belgard Walk

DAY: Tuesday

TIME	MOVEMENT 4 (B => A)							TOT	PCU	MOVEMENT 5 (B => D)							TOT	PCU	MOVEMENT 6 (B => C)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
07:30	0	0	1	1	1	0	3	4	0	0	2	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	
07:45	0	0	1	0	0	0	1	1	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
08:00	0	0	2	0	0	0	2	2	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1		
08:15	0	0	2	1	0	0	3	3	0	0	1	2	1	0	4	5	0	0	1	0	0	0	1	1			
08:30	0	0	5	1	0	0	6	6	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0			
08:45	0	0	5	1	0	0	6	6	0	0	8	1	0	0	9	9	0	0	1	1	0	0	2	2			
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>			
09:00	0	0	6	0	0	0	6	6	0	0	7	4	2	0	13	15	0	0	1	0	0	0	1	1			
09:15	0	0	1	1	0	0	2	2	0	0	15	1	0	0	16	16	0	0	1	0	0	0	1	1			
09:30	0	0	5	0	1	0	6	7	0	0	16	2	0	0	18	18	0	0	3	0	0	0	3	3			
09:45	0	0	7	1	0	0	8	8	0	0	17	3	0	0	20	20	0	0	2	0	0	0	2	2			
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>			
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>90</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>			

TIME	MOVEMENT 4 (B => A)							TOT	PCU	MOVEMENT 5 (B => D)							TOT	PCU	MOVEMENT 6 (B => C)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
16:00	0	0	10	2	0	0	12	12	0	0	30	3	0	0	33	33	0	0	5	0	0	0	5	5			
16:15	0	0	5	1	0	0	6	6	0	0	33	0	0	0	33	33	0	0	6	0	0	0	6	6			
16:30	0	0	3	1	0	0	4	4	0	1	33	2	0	0	36	35	0	0	7	1	0	0	8	8			
16:45	0	1	17	1	0	0	19	18	1	0	25	0	0	0	26	25	0	0	2	0	0	0	2	2			
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>40</b>	<b>1</b>	<b>1</b>	<b>121</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>126</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>			
17:00	0	0	18	0	0	0	18	18	0	0	33	0	1	0	34	35	0	0	6	0	0	0	6	6			
17:15	0	0	8	0	0	0	8	8	0	0	31	1	0	0	32	32	0	0	2	0	0	0	2	2			
17:30	0	1	10	0	0	0	11	10	1	1	29	4	0	0	35	34	0	0	3	0	0	0	3	3			
17:45	0	0	2	0	0	0	2	2	0	0	38	0	1	0	39	40	0	0	5	0	0	0	5	5			
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>38</b>	<b>1</b>	<b>1</b>	<b>131</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>140</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>			
18:00	1	0	13	0	0	0	14	13	0	1	33	1	1	0	36	36	2	0	3	0	0	1	6	5			
18:15	0	1	11	1	0	0	13	12	0	0	14	1	0	0	15	15	0	0	0	0	0	0	0	0			
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>51</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>5</b>			
<b>P/TOT</b>	<b>1</b>	<b>3</b>	<b>97</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>103</b>	<b>2</b>	<b>3</b>	<b>299</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>319</b>	<b>318</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>42</b>			

SITE: Site 1 DATE: 17th September 2024  
 LOCATION: Belgard Square E/Square Town Centre/Belgard Square S/Belgard Walk DAY: Tuesday

TIME	MOVEMENT 7 (C => B)							TOT	PCU	MOVEMENT 8 (C => A)							TOT	PCU	MOVEMENT 9 (C => D)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
07:30	0	0	1	0	1	0	2	3	0	0	7	2	0	0	9	9	0	0	21	6	0	0	27	27			
07:45	0	0	4	0	0	0	4	4	2	0	18	3	0	0	23	21	1	0	31	7	1	1	41	42			
<b>H/TOT</b>	0	0	5	0	1	0	6	7	2	0	25	5	0	0	32	30	1	0	52	13	1	1	68	69			
08:00	0	0	7	0	0	0	7	7	0	0	29	1	1	0	31	32	0	0	48	5	0	2	55	57			
08:15	0	0	3	1	0	0	4	4	0	0	18	1	0	0	19	19	0	0	44	3	0	0	47	47			
08:30	0	0	7	0	0	0	7	7	1	0	10	3	0	0	14	13	0	0	45	4	1	0	50	51			
08:45	0	0	9	1	0	0	10	10	1	0	13	1	0	1	16	16	1	0	16	1	0	1	19	19			
<b>H/TOT</b>	0	0	26	2	0	0	28	28	2	0	70	6	1	1	80	80	1	0	153	13	1	3	171	174			
09:00	0	0	7	1	0	0	8	8	0	0	6	2	0	0	8	8	0	0	13	0	2	0	15	17			
09:15	0	0	4	1	0	0	5	5	0	0	13	2	0	1	16	17	0	0	13	3	0	0	16	16			
09:30	0	0	5	0	0	0	5	5	0	1	5	0	1	2	9	11	0	0	16	4	0	0	20	20			
09:45	1	0	2	0	1	0	4	4	0	0	9	0	0	0	9	9	0	0	15	4	0	0	19	19			
<b>H/TOT</b>	1	0	18	2	1	0	22	22	0	1	33	4	1	3	42	45	0	0	57	11	2	0	70	72			
<b>P/TOT</b>	1	0	49	4	2	0	56	57	4	1	128	15	2	4	154	155	2	0	262	37	4	4	309	315			

TIME	MOVEMENT 7 (C => B)							TOT	PCU	MOVEMENT 8 (C => A)							TOT	PCU	MOVEMENT 9 (C => D)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
16:00	0	0	6	0	0	0	6	6	0	0	14	1	0	0	15	15	0	0	28	3	0	0	31	31			
16:15	0	0	3	0	0	0	3	3	0	1	8	1	1	0	11	11	0	0	30	3	1	1	35	37			
16:30	0	0	1	0	0	0	1	1	0	0	10	2	0	0	12	12	1	1	37	1	0	0	40	39			
16:45	0	0	3	0	0	0	3	3	0	0	6	0	0	0	6	6	0	0	25	1	0	0	26	26			
<b>H/TOT</b>	0	0	13	0	0	0	13	13	0	1	38	4	1	0	44	44	1	1	120	8	1	1	132	133			
17:00	0	0	8	0	0	0	8	8	0	0	8	0	0	0	8	8	0	0	24	3	1	0	28	29			
17:15	0	0	1	0	0	0	1	1	0	0	12	1	0	0	13	13	1	0	29	2	0	0	32	31			
17:30	0	0	1	0	0	0	1	1	0	0	11	1	0	0	12	12	1	0	27	2	0	0	30	29			
17:45	0	0	5	0	0	0	5	5	0	0	12	0	0	0	12	12	0	0	20	2	1	0	23	24			
<b>H/TOT</b>	0	0	15	0	0	0	15	15	0	0	43	2	0	0	45	45	2	0	100	9	2	0	113	113			
18:00	0	0	1	0	0	1	2	3	0	0	15	1	1	0	17	18	0	1	23	2	0	0	26	25			
18:15	0	0	5	0	0	0	5	5	0	0	7	0	0	1	8	9	0	0	23	1	1	0	25	26			
<b>H/TOT</b>	0	0	6	0	0	1	7	8	0	0	22	1	1	1	25	27	0	1	46	3	1	0	51	51			
<b>P/TOT</b>	0	0	34	0	0	1	35	36	0	1	103	7	2	1	114	116	3	2	266	20	4	1	296	297			

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 1

DATE: 17th September 2024

LOCATION: Belgard Square E/Square Town Centre/Belgard Square S/Belgard Walk

DAY: Tuesday

TIME	MOVEMENT 10 (D => C)							TOT	PCU	MOVEMENT 11 (D => B)							TOT	PCU	MOVEMENT 12 (D => A)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
07:30	0	0	29	3	0	0	32	32	0	0	10	0	0	0	10	10	10	0	0	26	5	2	0	33	35		
07:45	0	0	46	1	0	0	47	47	0	1	5	2	1	0	9	9	9	0	0	43	2	0	0	45	45		
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>79</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>80</b>		
08:00	0	1	34	2	0	0	37	36	1	0	5	2	0	0	8	7	1	0	59	1	0	0	61	60			
08:15	0	0	36	4	0	1	41	42	0	0	11	1	1	0	13	14	0	0	78	4	0	0	82	82			
08:30	0	0	30	6	1	0	37	38	0	0	29	0	0	0	29	29	0	1	46	1	0	0	48	47			
08:45	0	0	29	1	1	0	31	32	0	0	54	2	0	0	56	56	0	0	65	3	0	0	68	68			
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>129</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>146</b>	<b>148</b>	<b>1</b>	<b>0</b>	<b>99</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>106</b>	<b>106</b>	<b>1</b>	<b>1</b>	<b>248</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>259</b>	<b>257</b>			
09:00	0	1	44	2	1	0	48	48	0	0	44	4	0	0	48	48	2	0	66	2	1	0	71	70			
09:15	0	0	27	2	0	0	29	29	0	0	52	4	0	0	56	56	0	0	43	3	0	0	46	46			
09:30	1	0	36	1	1	0	39	39	0	0	40	2	0	0	42	42	0	0	38	1	0	0	39	39			
09:45	0	0	34	2	0	0	36	36	0	0	46	1	1	0	48	49	0	1	27	1	0	0	29	28			
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>141</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>152</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>182</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>194</b>	<b>195</b>	<b>2</b>	<b>1</b>	<b>174</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>185</b>	<b>183</b>			
<b>P/TOT</b>	<b>1</b>	<b>2</b>	<b>345</b>	<b>24</b>	<b>4</b>	<b>1</b>	<b>377</b>	<b>379</b>	<b>1</b>	<b>1</b>	<b>296</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>319</b>	<b>320</b>	<b>3</b>	<b>2</b>	<b>491</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>522</b>	<b>520</b>			

TIME	MOVEMENT 10 (D => C)							TOT	PCU	MOVEMENT 11 (D => B)							TOT	PCU	MOVEMENT 12 (D => A)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
16:00	0	0	36	4	0	0	40	40	1	1	23	1	0	0	26	25	0	0	32	1	0	0	33	33			
16:15	0	1	45	5	0	1	52	52	0	1	29	3	0	0	33	32	0	0	33	2	0	0	35	35			
16:30	1	0	39	3	0	0	43	42	0	0	23	0	0	0	23	23	0	0	16	2	0	0	18	18			
16:45	0	2	35	3	0	2	42	43	0	0	21	0	0	0	21	21	1	0	39	4	0	0	44	43			
<b>H/TOT</b>	<b>1</b>	<b>3</b>	<b>155</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>177</b>	<b>177</b>	<b>1</b>	<b>2</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>101</b>	<b>1</b>	<b>0</b>	<b>120</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>129</b>			
17:00	0	0	32	2	0	0	34	34	0	1	27	1	0	0	29	28	0	0	20	3	0	0	23	23			
17:15	0	0	38	2	0	0	40	40	0	0	39	0	0	0	39	39	0	0	18	4	0	0	22	22			
17:30	1	0	31	2	0	1	35	35	0	0	24	2	0	0	26	26	0	0	19	0	0	0	19	19			
17:45	0	0	49	5	0	0	54	54	0	0	16	0	0	0	16	16	0	0	20	2	0	0	22	22			
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>150</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>163</b>	<b>163</b>	<b>0</b>	<b>1</b>	<b>106</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>86</b>			
18:00	1	0	29	3	1	0	34	34	0	1	7	0	0	0	8	7	0	0	31	1	0	0	32	32			
18:15	0	0	31	1	0	0	32	32	0	0	13	0	0	0	13	13	0	0	42	3	0	0	45	45			
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>66</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>77</b>			
<b>P/TOT</b>	<b>3</b>	<b>3</b>	<b>365</b>	<b>30</b>	<b>1</b>	<b>4</b>	<b>406</b>	<b>406</b>	<b>1</b>	<b>4</b>	<b>222</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>234</b>	<b>230</b>	<b>1</b>	<b>0</b>	<b>270</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>293</b>	<b>292</b>			

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 2

DATE: 17th September 2024

LOCATION: R113/Belgard Walk

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)							TOT	PCU	MOVEMENT 2 (A => B)							TOT	PCU	MOVEMENT 3 (B => A)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
07:30	0	0	25	7	3	0	35	38	0	0	6	2	0	0	8	8	0	0	6	3	0	0	9	9			
07:45	0	0	29	13	0	0	42	42	0	0	9	1	0	0	10	10	1	0	5	0	0	1	7	7			
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>77</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>16</b>			
08:00	0	0	43	8	5	0	56	61	0	0	6	1	0	0	7	7	0	0	19	1	0	0	20	20			
08:15	1	0	51	11	3	0	66	68	0	0	15	2	1	0	18	19	0	0	16	1	0	0	17	17			
08:30	0	1	58	12	3	0	74	76	0	0	13	1	1	0	15	16	0	0	11	1	0	0	12	12			
08:45	2	1	53	11	2	0	69	69	0	0	26	1	0	0	27	27	0	0	13	2	0	1	16	17			
<b>H/TOT</b>	<b>3</b>	<b>2</b>	<b>205</b>	<b>42</b>	<b>13</b>	<b>0</b>	<b>265</b>	<b>274</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>66</b>			
09:00	1	0	47	11	6	0	65	70	0	0	26	0	1	0	27	28	0	0	7	0	3	0	10	13			
09:15	0	0	40	8	1	0	49	50	0	0	22	2	0	0	24	24	0	0	7	2	0	0	9	9			
09:30	1	0	63	15	3	0	82	84	1	0	26	0	0	0	27	26	0	0	9	2	0	0	11	11			
09:45	0	0	70	13	2	0	85	87	0	0	20	2	0	0	22	22	1	0	18	2	0	0	21	20			
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>220</b>	<b>47</b>	<b>12</b>	<b>0</b>	<b>281</b>	<b>291</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>53</b>			
<b>P/TOT</b>	<b>5</b>	<b>2</b>	<b>479</b>	<b>109</b>	<b>28</b>	<b>0</b>	<b>623</b>	<b>645</b>	<b>1</b>	<b>0</b>	<b>169</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>185</b>	<b>187</b>	<b>2</b>	<b>0</b>	<b>111</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>132</b>	<b>135</b>			

TIME	MOVEMENT 1 (A => C)							TOT	PCU	MOVEMENT 2 (A => B)							TOT	PCU	MOVEMENT 3 (B => A)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
16:00	2	2	92	16	0	1	113	111	0	0	15	1	0	0	16	16	0	0	20	1	0	0	21	21			
16:15	0	0	71	9	0	0	80	80	0	0	17	0	1	0	18	19	0	0	17	2	1	0	20	21			
16:30	1	1	115	11	1	0	129	129	1	0	21	1	0	0	23	22	2	1	17	1	0	0	21	19			
16:45	2	0	102	11	0	1	116	115	0	0	26	0	0	0	26	26	0	0	17	0	0	0	17	17			
<b>H/TOT</b>	<b>5</b>	<b>3</b>	<b>380</b>	<b>47</b>	<b>1</b>	<b>2</b>	<b>438</b>	<b>435</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>83</b>	<b>2</b>	<b>1</b>	<b>71</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>78</b>			
17:00	0	1	100	8	0	0	109	108	0	0	15	2	0	0	17	17	0	0	22	1	0	0	23	23			
17:15	0	0	92	13	1	0	106	107	0	0	19	1	0	0	20	20	0	0	16	2	0	0	18	18			
17:30	2	1	122	7	1	0	133	132	1	0	17	1	0	0	19	18	0	0	12	3	0	0	15	15			
17:45	2	4	110	10	1	0	127	124	0	0	14	3	0	0	17	17	0	0	14	0	1	0	15	16			
<b>H/TOT</b>	<b>4</b>	<b>6</b>	<b>424</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>475</b>	<b>471</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>72</b>			
18:00	4	1	94	6	0	1	106	103	0	0	19	1	1	0	21	22	1	0	19	1	0	0	21	20			
18:15	1	2	98	5	2	1	109	110	1	0	26	1	0	0	28	27	1	0	10	0	1	0	12	12			
<b>H/TOT</b>	<b>5</b>	<b>3</b>	<b>192</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>215</b>	<b>213</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>49</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>32</b>			
<b>P/TOT</b>	<b>14</b>	<b>12</b>	<b>996</b>	<b>96</b>	<b>6</b>	<b>4</b>	<b>1128</b>	<b>1119</b>	<b>3</b>	<b>0</b>	<b>189</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>205</b>	<b>204</b>	<b>4</b>	<b>1</b>	<b>164</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>183</b>	<b>182</b>			

SITE: Site 2

DATE: 17th September 2024

LOCATION: R113/Belgard Walk

DAY: Tuesday

TIME	MOVEMENT 4 (B => C)							TOT	PCU	MOVEMENT 5 (C => B)							TOT	PCU	MOVEMENT 6 (C => A)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
07:30	0	0	34	5	1	0	40	41	0	0	63	6	1	0	70	71	2	1	81	14	1	0	99	98			
07:45	0	0	43	9	1	0	53	54	0	1	86	5	1	0	93	93	0	1	112	9	1	0	123	123			
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>93</b>	<b>95</b>	<b>0</b>	<b>1</b>	<b>149</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>163</b>	<b>164</b>	<b>2</b>	<b>2</b>	<b>193</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>222</b>	<b>221</b>			
08:00	0	0	44	6	0	2	52	54	2	1	99	4	0	0	106	104	2	0	112	12	1	1	128	128			
08:15	0	0	39	5	2	0	46	48	0	1	112	7	0	1	121	121	0	0	102	11	0	1	114	115			
08:30	0	0	55	6	1	0	62	63	0	1	105	8	0	0	114	113	2	2	116	15	2	0	137	136			
08:45	0	1	32	0	0	0	33	32	0	0	131	4	1	0	136	137	1	1	125	12	1	0	140	140			
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>170</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>193</b>	<b>197</b>	<b>2</b>	<b>3</b>	<b>447</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>477</b>	<b>475</b>	<b>5</b>	<b>3</b>	<b>455</b>	<b>50</b>	<b>4</b>	<b>2</b>	<b>519</b>	<b>519</b>			
09:00	0	0	34	6	2	0	42	44	1	1	156	7	1	0	166	166	0	1	127	10	0	0	138	137			
09:15	0	0	34	5	0	0	39	39	0	0	129	8	0	0	137	137	0	0	109	8	0	0	117	117			
09:30	0	0	44	4	1	0	49	50	0	0	118	2	1	0	121	122	1	1	102	14	1	0	119	119			
09:45	0	1	38	6	0	0	45	44	0	1	115	3	1	0	120	120	0	0	105	9	1	0	115	116			
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>150</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>175</b>	<b>177</b>	<b>1</b>	<b>2</b>	<b>518</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>544</b>	<b>545</b>	<b>1</b>	<b>2</b>	<b>443</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>489</b>	<b>489</b>			
<b>P/TOT</b>	<b>0</b>	<b>2</b>	<b>397</b>	<b>52</b>	<b>8</b>	<b>2</b>	<b>461</b>	<b>469</b>	<b>3</b>	<b>6</b>	<b>1114</b>	<b>54</b>	<b>6</b>	<b>1</b>	<b>1184</b>	<b>1184</b>	<b>8</b>	<b>7</b>	<b>1091</b>	<b>114</b>	<b>8</b>	<b>2</b>	<b>1230</b>	<b>1229</b>			

TIME	MOVEMENT 4 (B => C)							TOT	PCU	MOVEMENT 5 (C => B)							TOT	PCU	MOVEMENT 6 (C => A)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
16:00	0	1	116	7	0	0	124	123	0	1	84	5	0	0	90	89	0	0	72	6	3	1	82	86			
16:15	1	0	118	10	0	1	130	130	0	2	93	11	0	1	107	107	0	1	40	8	0	0	49	48			
16:30	1	1	115	6	0	0	123	122	0	0	78	4	0	0	82	82	0	1	62	12	3	0	78	80			
16:45	1	0	100	1	0	0	102	101	0	2	81	6	0	2	91	92	0	3	79	13	4	0	99	101			
<b>H/TOT</b>	<b>3</b>	<b>2</b>	<b>449</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>479</b>	<b>476</b>	<b>0</b>	<b>5</b>	<b>336</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>370</b>	<b>370</b>	<b>0</b>	<b>5</b>	<b>253</b>	<b>39</b>	<b>10</b>	<b>1</b>	<b>308</b>	<b>315</b>			
17:00	0	0	132	7	2	0	141	143	0	1	72	4	0	0	77	76	4	0	54	10	3	0	71	71			
17:15	1	0	115	4	0	0	120	119	0	0	88	6	0	1	95	96	1	2	77	8	0	0	88	86			
17:30	2	1	120	5	0	0	128	126	0	0	72	3	0	0	75	75	1	2	73	7	1	0	84	83			
17:45	0	0	98	4	1	0	103	104	0	0	88	4	0	0	92	92	1	0	68	7	1	1	78	79			
<b>H/TOT</b>	<b>3</b>	<b>1</b>	<b>465</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>492</b>	<b>492</b>	<b>0</b>	<b>1</b>	<b>320</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>339</b>	<b>339</b>	<b>7</b>	<b>4</b>	<b>272</b>	<b>32</b>	<b>5</b>	<b>1</b>	<b>321</b>	<b>319</b>			
18:00	0	2	99	2	1	0	104	104	0	1	65	3	0	0	69	68	0	0	64	2	0	0	66	66			
18:15	0	0	63	3	0	0	66	66	0	0	80	4	0	0	84	84	0	0	71	6	1	0	78	79			
<b>H/TOT</b>	<b>0</b>	<b>2</b>	<b>162</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>170</b>	<b>170</b>	<b>0</b>	<b>1</b>	<b>145</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>153</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>144</b>	<b>145</b>			
<b>P/TOT</b>	<b>6</b>	<b>5</b>	<b>1076</b>	<b>49</b>	<b>4</b>	<b>1</b>	<b>1141</b>	<b>1138</b>	<b>0</b>	<b>7</b>	<b>801</b>	<b>50</b>	<b>0</b>	<b>4</b>	<b>862</b>	<b>861</b>	<b>7</b>	<b>9</b>	<b>660</b>	<b>79</b>	<b>16</b>	<b>2</b>	<b>773</b>	<b>779</b>			

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 3

DATE: 17th September 2024

LOCATION: R113/Access to Abberley Sqaure

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)							TOT	PCU	MOVEMENT 2 (A => B)							TOT	PCU	MOVEMENT 3 (B => A)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
07:30	0	0	0	0	0	0	0	0	0	1	0	24	8	1	0	34	34	2	1	99	18	1	0	121	120		
07:45	0	0	0	0	0	0	0	0	0	0	0	33	14	0	0	47	47	1	1	122	12	2	1	139	141		
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>81</b>	<b>3</b>	<b>2</b>	<b>221</b>	<b>30</b>	<b>3</b>	<b>1</b>	<b>260</b>	<b>261</b>		
08:00	0	0	0	0	0	0	0	0	0	0	0	43	7	5	0	55	60	1	0	137	17	1	1	157	158		
08:15	0	0	0	0	0	0	0	0	0	1	0	47	11	3	0	62	64	0	0	123	14	0	1	138	139		
08:30	0	0	0	0	0	0	0	0	0	0	1	50	12	3	0	66	68	1	2	129	18	2	0	152	152		
08:45	0	0	0	0	0	0	0	0	0	2	1	56	11	2	0	72	72	1	1	145	16	1	1	165	166		
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>196</b>	<b>41</b>	<b>13</b>	<b>0</b>	<b>255</b>	<b>264</b>	<b>3</b>	<b>3</b>	<b>534</b>	<b>65</b>	<b>4</b>	<b>3</b>	<b>612</b>	<b>615</b>		
09:00	0	0	0	0	0	0	0	0	0	0	0	50	10	6	0	66	72	1	1	147	12	3	0	164	166		
09:15	1	0	0	0	0	0	1	0	1	0	0	47	8	1	0	57	57	0	0	113	10	0	0	123	123		
09:30	0	0	0	0	0	0	0	0	0	1	0	75	14	2	0	92	93	0	0	122	17	1	0	140	141		
09:45	0	0	0	0	0	0	0	0	0	1	0	74	12	2	0	89	90	0	1	135	11	1	0	148	148		
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>246</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>304</b>	<b>312</b>	<b>1</b>	<b>2</b>	<b>517</b>	<b>50</b>	<b>5</b>	<b>0</b>	<b>575</b>	<b>578</b>			
<b>P/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>499</b>	<b>107</b>	<b>25</b>	<b>0</b>	<b>640</b>	<b>657</b>	<b>7</b>	<b>7</b>	<b>1272</b>	<b>145</b>	<b>12</b>	<b>4</b>	<b>1447</b>	<b>1454</b>			

TIME	MOVEMENT 1 (A => C)							TOT	PCU	MOVEMENT 2 (A => B)							TOT	PCU	MOVEMENT 3 (B => A)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
16:00	0	0	0	0	0	0	0	0	0	2	0	89	14	0	0	105	103	0	0	100	8	3	0	111	114		
16:15	0	0	0	0	0	0	0	0	0	0	0	62	7	1	0	70	71	0	1	68	11	1	1	82	83		
16:30	0	0	0	0	0	0	0	0	0	3	1	98	12	1	0	115	113	0	2	92	13	3	0	110	112		
16:45	0	0	0	0	0	0	0	0	0	1	0	89	7	0	1	98	98	2	3	95	11	4	0	115	116		
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>338</b>	<b>40</b>	<b>2</b>	<b>1</b>	<b>388</b>	<b>385</b>	<b>2</b>	<b>6</b>	<b>355</b>	<b>43</b>	<b>11</b>	<b>1</b>	<b>418</b>	<b>425</b>		
17:00	0	0	0	0	0	0	0	0	0	0	0	81	9	0	0	90	90	0	0	93	15	3	0	111	114		
17:15	0	0	0	0	0	0	0	0	0	1	0	78	9	1	0	89	89	1	2	97	10	0	0	110	108		
17:30	0	0	0	0	0	0	0	0	0	2	3	114	5	1	0	125	123	1	2	103	11	1	0	118	117		
17:45	0	0	0	0	0	0	0	0	0	3	1	81	6	1	0	92	90	2	0	89	10	2	1	104	105		
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>354</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>396</b>	<b>392</b>	<b>4</b>	<b>4</b>	<b>382</b>	<b>46</b>	<b>6</b>	<b>1</b>	<b>443</b>	<b>444</b>		
18:00	0	0	0	0	0	0	0	0	0	2	1	90	5	1	1	100	100	2	0	109	4	0	0	115	113		
18:15	0	0	0	0	0	0	0	0	0	2	2	89	6	2	1	102	102	3	0	89	7	2	0	101	101		
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>179</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>202</b>	<b>202</b>	<b>5</b>	<b>0</b>	<b>198</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>216</b>	<b>214</b>		
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>8</b>	<b>871</b>	<b>80</b>	<b>8</b>	<b>3</b>	<b>986</b>	<b>979</b>	<b>11</b>	<b>10</b>	<b>935</b>	<b>100</b>	<b>19</b>	<b>2</b>	<b>1077</b>	<b>1083</b>		

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 3

DATE: 17th September 2024

LOCATION: R113/Access to Abberley Sqaure

DAY: Tuesday

TIME	MOVEMENT 4 (B => C)							MOVEMENT 5 (C => B)							MOVEMENT 6 (C => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	0	0	0	0	0	0	0	0	13	2	2	0	17	19	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	9	3	1	0	13	14	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>33</b>	<b>0</b>							
08:00	0	0	0	0	0	0	0	0	0	0	15	6	0	0	21	21	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	25	4	1	0	30	31	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	25	5	1	0	31	32	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	35	2	0	0	37	37	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>119</b>	<b>121</b>	<b>0</b>							
09:00	0	0	0	0	0	0	0	0	0	0	25	3	1	0	29	30	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	22	2	0	0	24	24	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	21	2	1	0	24	25	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	30	3	0	0	33	33	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>110</b>	<b>112</b>	<b>0</b>							
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>220</b>	<b>32</b>	<b>7</b>	<b>0</b>	<b>259</b>	<b>266</b>	<b>0</b>							

TIME	MOVEMENT 4 (B => C)							MOVEMENT 5 (C => B)							MOVEMENT 6 (C => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	0	0	0	0	0	0	0	2	28	3	0	1	34	34	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	31	3	0	0	34	34	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	45	1	0	0	46	46	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	45	3	0	0	48	48	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>149</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>162</b>	<b>162</b>	<b>0</b>							
17:00	0	0	0	0	0	0	0	0	0	1	46	3	0	0	50	49	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	46	5	0	0	51	51	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	46	4	0	0	50	50	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	1	50	9	0	0	60	59	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>188</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>211</b>	<b>209</b>	<b>0</b>							
18:00	0	0	0	0	0	0	0	0	0	1	43	3	0	0	47	46	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	1	42	2	0	0	45	44	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>90</b>	<b>0</b>							
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>422</b>	<b>36</b>	<b>0</b>	<b>1</b>	<b>465</b>	<b>461</b>	<b>0</b>							

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 4

DATE: 17th September 2024

LOCATION: Belgard Square E/Access to McDonalds's Car Park

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)							MOVEMENT 2 (A => B)							MOVEMENT 3 (B => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	10	1	0	0	11	11	1	0	14	2	0	1	18	18	0	0	35	7	2	0	44	46
07:45	0	0	4	2	0	0	6	6	1	0	8	2	0	0	11	10	1	0	59	4	1	0	65	65
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>109</b>	<b>111</b>
08:00	0	0	6	1	0	0	7	7	1	0	12	1	1	0	15	15	0	0	76	2	1	0	79	80
08:15	0	0	7	0	0	0	7	7	0	0	9	2	3	0	14	17	0	0	98	4	0	0	102	102
08:30	0	1	5	0	0	0	6	5	0	0	21	3	0	0	24	24	0	0	55	3	0	0	58	58
08:45	0	0	11	0	0	0	11	11	0	0	24	4	1	0	29	30	2	0	82	5	0	1	90	89
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>82</b>	<b>86</b>	<b>2</b>	<b>0</b>	<b>311</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>329</b>	<b>329</b>
09:00	0	0	11	0	0	0	11	11	0	0	25	3	1	0	29	30	1	0	75	4	0	0	80	79
09:15	0	0	8	1	0	0	9	9	0	0	26	3	1	0	30	31	1	0	62	6	1	0	70	70
09:30	0	0	8	2	0	0	10	10	1	0	23	1	1	0	26	26	0	0	43	1	2	3	49	54
09:45	0	0	9	1	0	0	10	10	0	0	26	0	0	0	26	26	0	1	37	2	0	0	40	39
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>111</b>	<b>113</b>	<b>2</b>	<b>1</b>	<b>217</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>239</b>	<b>242</b>
<b>P/TOT</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>87</b>	<b>4</b>	<b>0</b>	<b>188</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>222</b>	<b>227</b>	<b>5</b>	<b>1</b>	<b>622</b>	<b>38</b>	<b>7</b>	<b>4</b>	<b>677</b>	<b>682</b>

TIME	MOVEMENT 1 (A => C)							MOVEMENT 2 (A => B)							MOVEMENT 3 (B => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	8	2	0	0	10	10	0	1	69	3	1	0	74	74	1	0	50	4	0	0	55	54
16:15	0	0	15	1	0	0	16	16	1	0	90	7	0	0	98	97	0	0	47	2	1	0	50	51
16:30	0	0	11	0	0	0	11	11	2	1	71	6	1	0	81	80	0	1	30	6	0	0	37	36
16:45	0	0	15	0	0	0	15	15	0	0	72	2	0	0	74	74	1	1	61	3	0	0	66	65
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>52</b>	<b>3</b>	<b>2</b>	<b>302</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>327</b>	<b>325</b>	<b>2</b>	<b>2</b>	<b>188</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>208</b>	<b>206</b>
17:00	0	0	5	0	0	0	5	5	0	0	99	9	0	0	108	108	0	0	48	4	0	0	52	52
17:15	0	0	9	1	0	0	10	10	1	1	88	1	0	0	91	90	0	0	37	3	0	0	40	40
17:30	0	0	6	2	0	0	8	8	2	0	75	4	1	1	83	83	0	1	37	1	0	0	39	38
17:45	0	0	17	0	0	0	17	17	1	0	57	4	0	0	62	61	2	0	38	2	0	0	42	40
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>4</b>	<b>1</b>	<b>319</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>344</b>	<b>342</b>	<b>2</b>	<b>1</b>	<b>160</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>173</b>	<b>170</b>
18:00	0	2	8	0	0	0	10	9	4	0	55	1	0	0	60	57	1	0	36	1	1	0	39	39
18:15	0	0	6	1	0	0	7	7	1	0	34	2	0	0	37	36	0	2	55	3	0	1	61	61
<b>H/TOT</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>93</b>	<b>1</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>100</b>
<b>P/TOT</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>108</b>	<b>12</b>	<b>3</b>	<b>710</b>	<b>39</b>	<b>3</b>	<b>1</b>	<b>768</b>	<b>760</b>	<b>5</b>	<b>5</b>	<b>439</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>481</b>	<b>476</b>

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 4

DATE: 17th September 2024

LOCATION: Belgard Square E/Access to McDonalds's Car Park

DAY: Tuesday

TIME	MOVEMENT 4 (B => C)							MOVEMENT 5 (C => B)							MOVEMENT 6 (C => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	5	3	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	11	2	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
08:00	0	0	13	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	8	1	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	14	1	0	0	16	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	10	3	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
09:00	0	0	16	1	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	10	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	15	0	0	0	16	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	14	1	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>P/TOT</b>	<b>0</b>	<b>2</b>	<b>116</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>128</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						

TIME	MOVEMENT 4 (B => C)							MOVEMENT 5 (C => B)							MOVEMENT 6 (C => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	16	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	10	2	0	0	13	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	12	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	14	2	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
17:00	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	9	2	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	18	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
18:00	0	0	17	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	18	1	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>P/TOT</b>	<b>0</b>	<b>1</b>	<b>129</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						

SITE: Site 5

DATE: 17th September 2024

LOCATION: R113/Abberley Square

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)							MOVEMENT 2 (A => B)							MOVEMENT 3 (B => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	9	3	1	0	13	14	1	0	26	7	1	0	35	35	2	1	86	16	1	0	106	105
07:45	0	0	21	3	0	0	24	24	0	0	33	14	0	0	47	47	1	1	110	11	2	0	125	126
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>82</b>	<b>3</b>	<b>2</b>	<b>196</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>231</b>	<b>231</b>
08:00	0	0	11	3	2	0	16	18	0	0	42	7	6	0	55	61	1	0	122	11	1	1	136	137
08:15	0	0	8	1	0	0	9	9	1	0	47	11	2	0	61	62	0	0	110	13	0	1	124	125
08:30	0	0	25	2	0	0	27	27	0	1	53	12	3	0	69	71	1	2	110	19	0	0	132	130
08:45	0	0	20	1	0	0	21	21	2	1	52	12	2	0	69	69	1	0	132	15	2	0	150	151
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>75</b>	<b>3</b>	<b>2</b>	<b>194</b>	<b>42</b>	<b>13</b>	<b>0</b>	<b>254</b>	<b>263</b>	<b>3</b>	<b>2</b>	<b>474</b>	<b>58</b>	<b>3</b>	<b>2</b>	<b>542</b>	<b>543</b>
09:00	0	0	18	4	0	0	22	22	0	0	53	9	6	0	68	74	1	1	131	7	2	0	142	143
09:15	0	0	21	1	0	0	22	22	2	0	45	8	1	0	56	55	0	0	95	9	0	0	104	104
09:30	0	0	27	2	2	0	31	33	1	0	75	14	2	0	92	93	0	0	112	16	1	0	129	130
09:45	0	0	20	5	0	0	25	25	1	0	74	13	2	0	90	91	0	1	117	9	1	0	128	128
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>102</b>	<b>4</b>	<b>0</b>	<b>247</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>306</b>	<b>313</b>	<b>1</b>	<b>2</b>	<b>455</b>	<b>41</b>	<b>4</b>	<b>0</b>	<b>503</b>	<b>505</b>
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>180</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>210</b>	<b>215</b>	<b>8</b>	<b>2</b>	<b>500</b>	<b>107</b>	<b>25</b>	<b>0</b>	<b>642</b>	<b>658</b>	<b>7</b>	<b>6</b>	<b>1125</b>	<b>126</b>	<b>10</b>	<b>2</b>	<b>1276</b>	<b>1279</b>

TIME	MOVEMENT 1 (A => C)							MOVEMENT 2 (A => B)							MOVEMENT 3 (B => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	1	2	28	2	1	0	34	33	2	0	91	14	0	0	107	105	0	0	82	6	3	0	91	94
16:15	0	0	42	0	1	0	43	44	0	0	65	8	1	0	74	75	0	1	63	7	0	1	72	72
16:30	0	1	52	2	0	0	55	54	3	1	100	11	1	0	116	114	0	2	74	12	3	0	91	93
16:45	1	0	35	5	0	0	41	40	1	0	85	7	0	1	94	94	2	3	79	10	4	0	98	99
<b>H/TOT</b>	<b>2</b>	<b>3</b>	<b>157</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>173</b>	<b>171</b>	<b>6</b>	<b>1</b>	<b>341</b>	<b>40</b>	<b>2</b>	<b>1</b>	<b>391</b>	<b>388</b>	<b>2</b>	<b>6</b>	<b>298</b>	<b>35</b>	<b>10</b>	<b>1</b>	<b>352</b>	<b>358</b>
17:00	0	1	33	2	0	0	36	35	0	0	84	10	0	0	94	94	0	0	84	15	3	0	102	105
17:15	2	0	38	4	0	0	44	42	1	0	77	8	1	0	87	87	1	2	87	9	0	0	99	97
17:30	1	0	46	4	0	0	51	50	2	3	106	6	1	0	118	116	1	2	86	8	1	0	98	97
17:45	0	0	27	3	0	0	30	30	3	1	86	6	1	0	97	95	2	0	73	8	1	1	85	85
<b>H/TOT</b>	<b>3</b>	<b>1</b>	<b>144</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>161</b>	<b>157</b>	<b>6</b>	<b>4</b>	<b>353</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>396</b>	<b>392</b>	<b>4</b>	<b>4</b>	<b>330</b>	<b>40</b>	<b>5</b>	<b>1</b>	<b>384</b>	<b>384</b>
18:00	0	2	32	1	0	0	35	34	2	1	86	5	1	1	96	96	2	0	104	3	0	0	109	107
18:15	1	0	31	1	0	0	33	32	2	2	87	6	2	1	100	100	3	0	74	5	2	0	84	84
<b>H/TOT</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>66</b>	<b>4</b>	<b>3</b>	<b>173</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>196</b>	<b>196</b>	<b>5</b>	<b>0</b>	<b>178</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>193</b>	<b>191</b>
<b>P/TOT</b>	<b>6</b>	<b>6</b>	<b>364</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>402</b>	<b>394</b>	<b>16</b>	<b>8</b>	<b>867</b>	<b>81</b>	<b>8</b>	<b>3</b>	<b>983</b>	<b>976</b>	<b>11</b>	<b>10</b>	<b>806</b>	<b>83</b>	<b>17</b>	<b>2</b>	<b>929</b>	<b>933</b>

SITE: Site 5

DATE: 17th September 2024

LOCATION: R113/Abberley Square

DAY: Tuesday

TIME	MOVEMENT 4 (B => C)							MOVEMENT 5 (C => B)							MOVEMENT 6 (C => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	13	2	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	9	1	0	1	11	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
08:00	0	0	18	3	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	14	2	0	0	16	16	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	18	0	1	0	19	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	12	1	0	1	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>						
09:00	0	0	17	4	1	0	22	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	17	2	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	11	1	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	18	3	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>P/TOT</b>	<b>0</b>	<b>1</b>	<b>147</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>171</b>	<b>174</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>						

TIME	MOVEMENT 4 (B => C)							MOVEMENT 5 (C => B)							MOVEMENT 6 (C => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	14	2	0	0	16	16	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
16:15	0	0	9	4	1	0	14	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	18	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	16	2	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>						
17:00	0	0	8	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	13	1	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	17	3	0	0	20	20	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	2
17:45	0	0	17	3	1	0	21	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>						
18:00	0	0	6	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	14	3	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>152</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>						

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 6

DATE: 17th September 2024

LOCATION: Belgard Square E/Access to Dunnes Store

DAY: Tuesday

TIME	MOVEMENT 1 (A => C)							MOVEMENT 2 (A => B)							MOVEMENT 3 (B => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	1	0	21	3	0	1	26	26	0	0	3	1	0	0	4	4	0	0	1	0	0	0	1	1
07:45	0	0	11	4	0	0	15	15	0	0	5	0	0	0	5	5	0	0	1	0	0	0	1	1
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
08:00	1	0	18	1	2	0	22	23	0	0	6	1	1	0	8	9	0	0	1	0	0	0	1	1
08:15	0	0	15	2	2	0	19	21	0	0	11	1	0	0	12	12	0	0	3	0	0	0	3	3
08:30	0	1	27	2	0	0	30	29	0	0	7	0	0	0	7	7	0	0	1	2	0	0	3	3
08:45	0	0	31	3	1	0	35	36	0	0	5	0	1	0	6	7	0	0	2	0	0	0	2	2
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>106</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>
09:00	0	0	34	4	1	0	39	40	0	0	11	0	0	0	11	11	0	0	2	0	0	0	2	2
09:15	0	0	32	4	1	0	37	38	0	0	22	0	0	0	22	22	0	0	4	0	0	0	4	4
09:30	1	0	28	2	0	0	31	30	0	0	22	1	0	0	23	23	0	0	11	0	0	0	11	11
09:45	0	0	33	1	0	0	34	34	0	0	16	1	0	0	17	17	0	0	4	0	0	0	4	4
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>127</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>141</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>
<b>P/TOT</b>	<b>3</b>	<b>1</b>	<b>250</b>	<b>26</b>	<b>7</b>	<b>1</b>	<b>288</b>	<b>292</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>115</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>32</b>

TIME	MOVEMENT 1 (A => C)							MOVEMENT 2 (A => B)							MOVEMENT 3 (B => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	1	65	3	1	0	70	70	0	0	8	0	0	0	8	8	0	0	19	1	0	0	20	20
16:15	1	0	91	8	0	0	100	99	0	0	13	2	0	0	15	15	0	0	20	0	0	0	20	20
16:30	1	1	69	3	1	0	75	75	0	0	12	1	0	0	13	13	0	0	12	0	0	0	12	12
16:45	0	0	81	2	0	0	83	83	0	0	14	1	0	0	15	15	0	0	13	0	0	0	13	13
<b>H/TOT</b>	<b>2</b>	<b>2</b>	<b>306</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>328</b>	<b>327</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>65</b>
17:00	0	0	94	8	0	0	102	102	0	0	14	0	0	0	14	14	0	0	13	0	0	0	13	13
17:15	1	1	88	2	0	0	92	91	0	0	4	1	0	0	5	5	0	0	12	1	0	0	13	13
17:30	2	0	66	5	1	1	75	75	0	0	4	0	0	0	4	4	0	0	13	3	0	0	16	16
17:45	1	0	60	3	0	0	64	63	0	0	8	0	0	0	8	8	0	0	19	1	0	0	20	20
<b>H/TOT</b>	<b>4</b>	<b>1</b>	<b>308</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>333</b>	<b>331</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>
18:00	3	2	51	1	0	0	57	53	0	0	7	1	0	0	8	8	0	0	12	0	0	0	12	12
18:15	0	0	37	1	0	0	38	38	0	0	5	0	0	0	5	5	0	0	11	0	0	0	11	11
<b>H/TOT</b>	<b>3</b>	<b>2</b>	<b>88</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>23</b>
<b>P/TOT</b>	<b>9</b>	<b>5</b>	<b>702</b>	<b>36</b>	<b>3</b>	<b>1</b>	<b>756</b>	<b>749</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>144</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>150</b>

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 6

DATE: 17th September 2024

LOCATION: Belgard Square E/Access to Dunnes Store

DAY: Tuesday

TIME	MOVEMENT 4 (B => C)							MOVEMENT 5 (C => B)							MOVEMENT 6 (C => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	2	0	0	0	2	2	0	0	5	2	0	0	7	7	0	0	30	5	2	0	37	39
07:45	1	0	1	0	0	0	2	1	0	0	6	1	0	0	7	7	1	0	53	3	1	0	58	58
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>95</b>	<b>97</b>
08:00	0	0	0	1	0	0	1	1	0	0	6	0	1	0	7	8	0	0	70	2	0	0	72	72
08:15	0	0	1	0	0	0	1	1	0	0	8	0	0	0	8	8	0	0	90	4	0	0	94	94
08:30	0	0	2	1	0	0	3	3	0	0	4	1	0	0	5	5	0	0	50	2	0	0	52	52
08:45	0	0	1	1	0	0	2	2	0	0	9	0	0	0	9	9	2	0	73	5	0	1	81	80
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>283</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>299</b>	<b>298</b>
09:00	0	0	2	0	0	0	2	2	1	0	14	1	0	0	16	15	0	0	63	2	0	0	65	65
09:15	0	0	1	0	0	0	1	1	0	0	20	1	0	0	21	21	1	0	40	6	1	0	48	48
09:30	0	0	3	0	1	0	4	5	0	0	16	0	1	0	17	18	0	0	27	1	1	3	32	36
09:45	0	0	3	0	0	0	3	3	0	1	7	2	0	0	10	9	0	0	30	0	0	0	30	30
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>63</b>	<b>1</b>	<b>0</b>	<b>160</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>175</b>	<b>179</b>
<b>P/TOT</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>95</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>107</b>	<b>107</b>	<b>4</b>	<b>0</b>	<b>526</b>	<b>30</b>	<b>5</b>	<b>4</b>	<b>569</b>	<b>574</b>

TIME	MOVEMENT 4 (B => C)							MOVEMENT 5 (C => B)							MOVEMENT 6 (C => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	14	2	0	0	16	16	0	0	7	1	0	0	8	8	1	0	40	3	0	0	44	43
16:15	0	0	15	0	0	0	15	15	0	0	7	0	0	0	7	7	0	0	43	2	1	0	46	47
16:30	1	0	9	3	0	0	13	12	0	0	4	2	0	0	6	6	0	1	26	4	0	0	31	30
16:45	0	0	7	0	0	0	7	7	0	0	10	1	0	0	11	11	1	1	51	2	0	0	55	54
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>32</b>	<b>2</b>	<b>2</b>	<b>160</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>176</b>	<b>174</b>
17:00	0	0	10	1	0	0	11	11	0	0	6	1	0	0	7	7	0	0	42	3	0	0	45	45
17:15	0	0	12	0	0	0	12	12	0	0	3	0	0	0	3	3	0	0	34	3	0	0	37	37
17:30	0	0	13	1	0	0	14	14	0	0	5	0	0	0	5	5	0	1	33	1	0	0	35	34
17:45	1	0	15	1	0	0	17	16	0	0	6	0	0	0	6	6	2	0	32	2	0	0	36	34
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>141</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>153</b>	<b>150</b>
18:00	0	0	10	0	0	0	10	10	1	0	5	0	0	0	6	5	0	0	31	1	1	0	33	34
18:15	1	0	4	2	0	0	7	6	0	0	14	1	0	0	15	15	0	2	40	2	0	1	45	45
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>79</b>
<b>P/TOT</b>	<b>3</b>	<b>0</b>	<b>109</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>122</b>	<b>119</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>73</b>	<b>4</b>	<b>5</b>	<b>372</b>	<b>23</b>	<b>2</b>	<b>1</b>	<b>407</b>	<b>403</b>

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 7

DATE: 17th September 2024

LOCATION: R113/Old Blessington Rd/Blessington Rd

DAY: Tuesday

TIME	MOVEMENT 1 (A => D)							MOVEMENT 2 (A => C)							MOVEMENT 3 (A => B)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	1	0	1	0	0	5	7	11	1	0	35	8	2	0	46	47	0	0	2	0	0	0	2	2
07:45	0	0	2	0	0	6	8	14	0	0	50	16	0	0	66	66	0	0	1	1	0	0	2	2
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>15</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>112</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
08:00	0	0	1	0	0	7	8	15	0	0	51	9	8	0	68	76	0	0	1	0	1	0	2	3
08:15	0	0	2	0	0	5	7	12	0	0	52	10	2	0	64	66	0	0	4	0	0	0	4	4
08:30	1	0	5	1	0	4	11	14	0	1	69	14	3	0	87	89	0	0	3	0	0	0	3	3
08:45	2	0	4	0	0	7	13	18	2	1	60	9	2	0	74	74	0	0	5	1	0	0	6	6
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>39</b>	<b>59</b>	<b>2</b>	<b>2</b>	<b>232</b>	<b>42</b>	<b>15</b>	<b>0</b>	<b>293</b>	<b>305</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>16</b>
09:00	1	0	5	0	0	7	13	19	0	0	65	11	5	0	81	86	0	0	12	0	0	0	12	12
09:15	0	0	3	0	0	4	7	11	2	0	54	7	1	0	64	63	0	0	5	2	0	0	7	7
09:30	0	0	2	0	0	4	6	10	1	0	88	15	4	0	108	111	0	0	10	1	0	0	11	11
09:45	0	0	7	3	1	4	15	20	1	0	79	16	2	0	98	99	0	0	7	0	1	0	8	9
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>19</b>	<b>41</b>	<b>60</b>	<b>4</b>	<b>0</b>	<b>286</b>	<b>49</b>	<b>12</b>	<b>0</b>	<b>351</b>	<b>359</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>39</b>
<b>P/TOT</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>4</b>	<b>1</b>	<b>53</b>	<b>95</b>	<b>144</b>	<b>7</b>	<b>2</b>	<b>603</b>	<b>115</b>	<b>29</b>	<b>0</b>	<b>756</b>	<b>777</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>59</b>

TIME	MOVEMENT 1 (A => D)							MOVEMENT 2 (A => C)							MOVEMENT 3 (A => B)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	1	0	6	1	0	7	15	21	3	2	89	11	1	0	106	103	0	0	4	1	0	0	5	5
16:15	1	0	2	0	0	1	4	4	0	0	88	8	2	0	98	100	0	0	15	1	0	0	16	16
16:30	4	0	5	1	0	4	14	15	4	0	128	9	1	0	142	140	0	0	13	2	0	0	15	15
16:45	6	0	4	1	0	5	16	16	1	0	91	10	0	1	103	103	0	0	7	2	0	0	9	9
<b>H/TOT</b>	<b>12</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>49</b>	<b>56</b>	<b>8</b>	<b>2</b>	<b>396</b>	<b>38</b>	<b>4</b>	<b>1</b>	<b>449</b>	<b>446</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>45</b>
17:00	2	0	5	3	0	5	15	18	0	1	97	10	0	0	108	107	2	0	10	3	0	0	15	13
17:15	4	0	3	0	0	7	14	18	3	0	88	8	1	0	100	99	1	0	15	2	0	0	18	17
17:30	2	0	4	1	0	7	14	19	2	2	134	10	1	0	149	147	1	0	6	2	0	0	9	8
17:45	3	0	3	0	0	3	9	10	3	1	99	7	2	0	112	111	0	0	6	0	0	0	6	6
<b>H/TOT</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>65</b>	<b>8</b>	<b>4</b>	<b>418</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>469</b>	<b>464</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>44</b>
18:00	0	1	0	0	0	4	5	8	2	3	101	4	0	1	111	109	2	0	9	0	0	0	11	9
18:15	1	0	3	0	0	2	6	7	2	2	105	7	2	1	119	119	2	0	4	0	0	0	6	4
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>15</b>	<b>4</b>	<b>5</b>	<b>206</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>230</b>	<b>228</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>13</b>
<b>P/TOT</b>	<b>24</b>	<b>1</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>45</b>	<b>112</b>	<b>136</b>	<b>20</b>	<b>11</b>	<b>1020</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>1148</b>	<b>1138</b>	<b>8</b>	<b>0</b>	<b>89</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>102</b>

SITE: Site 7

DATE: 17th September 2024

LOCATION: R113/Old Blessington Rd/Blessington Rd

DAY: Tuesday

TIME	MOVEMENT 4 (B => A)							TOT	PCU	MOVEMENT 5 (B => D)							TOT	PCU	MOVEMENT 6 (B => C)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
07:30	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2	0	0	0	3	2	0	0	2	2
07:45	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	2	0	0	0	3	2	0	0	3	3
<b>H/TOT</b>	0	0	0	0	0	2	2	4	2	0	0	0	0	0	0	0	0	2	0	0	0	3	2	0	0	5	5
08:00	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	1	0	1	0	2	1	0	0	4	3
08:15	0	0	0	0	0	1	1	2	1	0	2	0	0	0	0	0	0	3	2	0	0	0	1	0	0	1	1
08:30	1	0	2	0	0	1	4	4	5	0	1	0	0	0	0	0	0	6	2	0	0	1	2	0	0	3	3
08:45	0	0	1	0	0	1	2	3	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2	2
<b>H/TOT</b>	1	0	3	0	0	4	8	11	8	0	3	0	0	0	0	0	0	11	4	1	0	5	4	0	0	10	9
09:00	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	5
09:15	0	0	1	0	1	2	4	7	2	0	1	0	0	0	0	0	0	3	1	0	0	4	0	0	0	4	4
09:30	0	0	4	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
09:45	0	0	2	0	0	1	3	4	1	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	5	5
<b>H/TOT</b>	0	0	10	0	1	4	15	20	3	0	1	0	0	0	0	0	0	4	1	0	0	18	0	1	0	19	20
<b>P/TOT</b>	1	0	13	0	1	10	25	35	13	0	4	0	0	0	0	0	0	17	5	1	0	26	6	1	0	34	34

TIME	MOVEMENT 4 (B => A)							TOT	PCU	MOVEMENT 5 (B => D)							TOT	PCU	MOVEMENT 6 (B => C)							TOT	PCU
	PCL	MCL	CAR	LGV	HGV	BUS	PCL			MCL	CAR	LGV	HGV	BUS	PCL	MCL			CAR	LGV	HGV	BUS					
16:00	0	0	1	1	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
16:15	0	0	4	0	0	1	5	6	0	0	3	1	0	0	0	0	0	4	4	0	0	12	1	0	0	13	13
16:30	3	0	8	0	0	1	12	11	1	0	1	0	1	0	0	0	0	3	3	0	1	14	2	0	0	17	16
16:45	0	0	4	0	0	1	5	6	3	0	1	0	0	0	0	0	0	4	2	1	0	11	1	0	0	13	12
<b>H/TOT</b>	3	0	17	1	0	4	25	27	4	0	5	1	1	1	0	0	0	11	9	1	1	47	4	0	0	53	51
17:00	0	0	2	0	0	1	3	4	2	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	0	8	8
17:15	0	0	4	0	0	1	5	6	2	0	2	0	0	0	0	0	0	4	2	0	1	14	2	0	0	17	16
17:30	0	0	1	1	0	1	3	4	3	0	1	0	0	0	0	0	0	4	2	1	0	7	0	0	0	8	7
17:45	0	0	4	0	0	1	5	6	3	0	0	0	0	0	0	0	0	3	1	0	0	5	0	0	0	5	5
<b>H/TOT</b>	0	0	11	1	0	4	16	20	10	0	3	0	0	0	0	0	0	13	5	1	1	34	2	0	0	38	36
18:00	1	0	8	0	0	1	10	10	2	0	1	0	0	0	0	0	0	3	1	0	0	9	0	0	0	9	9
18:15	0	0	2	0	0	1	3	4	1	0	1	0	0	0	1	0	0	3	3	1	0	6	0	0	0	7	6
<b>H/TOT</b>	1	0	10	0	0	2	13	14	3	0	2	0	0	0	1	0	0	6	4	1	0	15	0	0	0	16	15
<b>P/TOT</b>	4	0	38	2	0	10	54	61	17	0	10	1	1	1	1	1	0	30	18	3	2	96	6	0	0	107	102

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 7

DATE: 17th September 2024

LOCATION: R113/Old Blessington Rd/Blessington Rd

DAY: Tuesday

TIME	MOVEMENT 7 (C => B)							MOVEMENT 8 (C => A)							MOVEMENT 9 (C => D)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	1	0	0	0	1	1	1	1	81	14	2	0	99	100	0	0	4	1	0	0	5	5
07:45	1	0	3	0	0	0	4	3	1	0	99	11	2	0	113	114	0	1	0	1	0	0	2	1
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>180</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>212</b>	<b>214</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>6</b>
08:00	0	0	3	0	0	0	3	3	1	0	117	11	1	1	131	132	0	0	9	0	0	0	9	9
08:15	1	0	10	0	0	0	11	10	0	0	99	10	0	1	110	111	0	0	4	2	0	0	6	6
08:30	0	0	6	0	0	0	6	6	1	1	82	17	0	0	101	100	0	1	19	1	0	0	21	20
08:45	0	0	5	0	0	0	5	5	1	0	99	15	2	0	117	118	0	0	18	0	0	0	18	18
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>24</b>	<b>3</b>	<b>1</b>	<b>397</b>	<b>53</b>	<b>3</b>	<b>2</b>	<b>459</b>	<b>461</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>53</b>
09:00	0	0	3	1	0	0	4	4	1	1	106	7	2	0	117	118	0	0	31	1	0	0	32	32
09:15	0	0	9	0	0	0	9	9	0	0	79	8	0	0	87	87	0	0	9	1	0	0	10	10
09:30	0	0	7	0	0	0	7	7	0	0	94	15	1	0	110	111	0	0	9	1	0	0	10	10
09:45	0	0	3	2	0	0	5	5	0	1	96	6	1	0	104	104	0	0	20	1	0	0	21	21
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>1</b>	<b>2</b>	<b>375</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>418</b>	<b>420</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>73</b>
<b>P/TOT</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>53</b>	<b>6</b>	<b>4</b>	<b>952</b>	<b>114</b>	<b>11</b>	<b>2</b>	<b>1089</b>	<b>1095</b>	<b>0</b>	<b>2</b>	<b>123</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>132</b>

TIME	MOVEMENT 7 (C => B)							MOVEMENT 8 (C => A)							MOVEMENT 9 (C => D)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	4	2	0	0	6	6	1	0	61	4	2	0	68	69	0	0	9	0	0	0	9	9
16:15	0	0	8	2	0	0	10	10	0	1	61	6	1	1	70	71	0	0	4	1	0	0	5	5
16:30	0	0	5	0	0	0	5	5	0	2	63	11	3	0	79	81	0	0	0	0	0	0	0	0
16:45	0	0	5	2	0	0	7	7	2	3	79	6	4	0	94	95	0	0	3	1	0	0	4	4
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>3</b>	<b>6</b>	<b>264</b>	<b>27</b>	<b>10</b>	<b>1</b>	<b>311</b>	<b>316</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>
17:00	0	0	3	0	0	0	3	3	0	0	75	13	3	0	91	94	0	0	0	0	0	0	0	0
17:15	1	2	6	2	0	0	11	9	0	0	81	6	0	0	87	87	0	0	2	0	0	0	2	2
17:30	2	0	11	0	1	0	14	13	2	1	76	8	0	0	87	85	0	0	1	1	0	0	2	2
17:45	0	0	13	0	0	0	13	13	2	1	65	7	1	1	77	77	0	0	2	1	0	0	3	3
<b>H/TOT</b>	<b>3</b>	<b>2</b>	<b>33</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>38</b>	<b>4</b>	<b>2</b>	<b>297</b>	<b>34</b>	<b>4</b>	<b>1</b>	<b>342</b>	<b>343</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>
18:00	0	0	7	0	0	0	7	7	2	0	87	4	0	0	93	91	0	0	3	0	0	0	3	3
18:15	1	0	10	0	0	0	11	10	2	0	63	6	2	0	73	73	0	0	3	0	0	0	3	3
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>150</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>166</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>
<b>P/TOT</b>	<b>4</b>	<b>2</b>	<b>72</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>83</b>	<b>11</b>	<b>8</b>	<b>711</b>	<b>71</b>	<b>16</b>	<b>2</b>	<b>819</b>	<b>823</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>

SITE: Site 7

DATE: 17th September 2024

LOCATION: R113/Old Blessington Rd/Blessington Rd

DAY: Tuesday

TIME	MOVEMENT 10 (D => C)							MOVEMENT 11 (D => B)							MOVEMENT 12 (D => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	5	1	1	1	0	5	13	13
07:45	0	0	1	1	0	0	2	2	4	0	1	0	0	0	5	2	1	0	8	0	1	6	16	22
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>29</b>	<b>35</b>
08:00	0	0	3	0	0	0	3	3	3	0	0	0	1	0	4	3	4	0	4	0	0	0	8	5
08:15	1	0	1	1	0	0	3	2	0	0	2	0	0	0	2	2	2	0	6	0	0	5	13	16
08:30	0	0	7	0	0	0	7	7	3	0	5	0	0	0	8	6	2	0	13	2	0	2	19	19
08:45	0	0	11	2	0	0	13	13	1	0	3	0	0	0	4	3	2	0	19	1	0	2	24	24
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>42</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>64</b>
09:00	0	0	6	3	0	0	9	9	0	0	9	0	0	0	9	9	1	0	16	0	0	8	25	32
09:15	0	0	5	1	0	0	6	6	1	0	1	0	0	0	2	1	1	0	15	0	0	4	20	23
09:30	0	0	7	1	0	0	8	8	0	0	3	0	0	0	3	3	2	0	8	2	0	5	17	20
09:45	0	0	12	3	0	0	15	15	0	0	2	0	0	0	2	2	1	0	15	2	1	5	24	29
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>54</b>	<b>4</b>	<b>1</b>	<b>22</b>	<b>86</b>	<b>104</b>
<b>P/TOT</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>65</b>	<b>13</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>31</b>	<b>21</b>	<b>1</b>	<b>105</b>	<b>8</b>	<b>2</b>	<b>42</b>	<b>179</b>	<b>203</b>

TIME	MOVEMENT 10 (D => C)							MOVEMENT 11 (D => B)							MOVEMENT 12 (D => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	21	4	0	0	25	25	1	0	6	0	0	0	7	6	2	1	28	4	0	1	36	35
16:15	0	0	12	1	0	0	13	13	2	0	8	1	0	0	11	9	0	0	20	5	0	4	29	33
16:30	0	1	11	1	0	0	13	12	0	0	1	0	0	0	1	1	1	0	15	0	1	7	24	31
16:45	0	0	15	1	0	0	16	16	1	0	6	0	0	0	7	6	0	0	27	1	0	3	31	34
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>66</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>90</b>	<b>10</b>	<b>1</b>	<b>15</b>	<b>120</b>	<b>133</b>
17:00	0	0	16	3	0	0	19	19	0	0	3	0	0	0	3	3	0	0	36	4	1	5	46	52
17:15	0	0	12	1	0	0	13	13	0	0	0	1	0	0	1	1	1	0	14	2	0	4	21	24
17:30	0	0	8	1	0	0	9	9	2	0	4	0	0	0	6	4	0	0	19	0	0	6	25	31
17:45	0	0	10	2	0	0	12	12	2	0	3	0	0	0	5	3	0	0	9	0	0	6	15	21
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>53</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>1</b>	<b>21</b>	<b>107</b>	<b>128</b>
18:00	0	0	6	1	0	0	7	7	4	0	2	0	0	0	6	3	2	0	10	1	0	5	18	21
18:15	0	0	7	0	0	0	7	7	0	0	0	0	0	0	0	0	0	1	7	2	0	6	16	21
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>34</b>	<b>42</b>
<b>P/TOT</b>	<b>0</b>	<b>1</b>	<b>118</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>133</b>	<b>12</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>36</b>	<b>6</b>	<b>2</b>	<b>185</b>	<b>19</b>	<b>2</b>	<b>47</b>	<b>261</b>	<b>303</b>

SITE: Site 8

DATE: 17th September 2024

LOCATION: Belgard Square E/Old Blessington Rd

DAY: Tuesday

TIME	MOVEMENT 1 (A => D)							MOVEMENT 2 (A => C)							MOVEMENT 3 (A => B)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	0	1	0	1	2	3	1	0	22	4	0	1	28	28	0	0	0	1	0	0	1	1
07:45	1	0	2	0	0	1	4	4	1	0	16	3	0	0	20	19	1	0	2	1	0	0	4	3
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>
08:00	3	0	1	0	0	1	5	4	1	0	24	2	1	0	28	28	0	0	1	0	0	0	1	1
08:15	0	0	1	0	0	1	2	3	0	0	21	3	2	0	26	28	0	0	2	1	0	0	3	3
08:30	3	0	2	1	0	1	7	6	0	1	28	1	0	0	30	29	0	0	1	0	0	0	1	1
08:45	0	0	3	0	0	1	4	5	0	0	30	3	2	0	35	37	0	0	3	0	0	0	3	3
<b>H/TOT</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>103</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>119</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>
09:00	1	0	4	0	0	0	5	4	0	0	30	4	1	0	35	36	0	0	5	0	0	0	5	5
09:15	0	0	4	0	0	2	6	8	0	0	44	3	1	0	48	49	1	0	9	1	0	0	11	10
09:30	0	0	2	0	0	1	3	4	0	0	43	2	0	0	45	45	0	0	9	0	1	0	10	11
09:45	0	0	5	0	0	1	6	7	0	0	43	2	0	0	45	45	1	0	11	2	0	0	14	13
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>20</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>160</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>173</b>	<b>175</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>39</b>
<b>P/TOT</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>44</b>	<b>48</b>	<b>3</b>	<b>1</b>	<b>301</b>	<b>27</b>	<b>7</b>	<b>1</b>	<b>340</b>	<b>344</b>	<b>3</b>	<b>0</b>	<b>43</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>51</b>

TIME	MOVEMENT 1 (A => D)							MOVEMENT 2 (A => C)							MOVEMENT 3 (A => B)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	2	0	0	1	3	4	0	1	55	1	0	0	57	56	0	0	8	2	0	0	10	10
16:15	0	0	10	1	0	1	12	13	0	0	72	7	0	0	79	79	0	0	5	0	0	0	5	5
16:30	2	1	2	2	0	1	8	7	1	1	59	4	1	0	66	66	0	0	6	0	0	0	6	6
16:45	0	0	5	0	0	1	6	7	0	0	81	2	0	0	83	83	0	0	5	1	0	0	6	6
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>31</b>	<b>1</b>	<b>2</b>	<b>267</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>285</b>	<b>284</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27</b>
17:00	0	0	3	0	0	1	4	5	0	0	85	4	0	0	89	89	1	0	8	0	0	0	9	8
17:15	0	1	4	2	0	1	8	8	0	0	68	3	0	0	71	71	0	0	9	0	0	0	9	9
17:30	2	0	1	0	0	1	4	3	2	0	55	2	0	1	60	59	0	0	5	1	0	0	6	6
17:45	1	0	4	0	0	1	6	6	0	0	47	3	0	0	50	50	3	0	1	0	0	0	4	2
<b>H/TOT</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>255</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>270</b>	<b>269</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>
18:00	0	0	5	0	0	1	6	7	0	2	47	2	0	0	51	50	0	0	8	1	0	0	9	9
18:15	2	0	4	0	0	2	8	8	0	0	31	1	0	0	32	32	0	0	8	0	0	0	8	8
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>
<b>P/TOT</b>	<b>7</b>	<b>2</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>68</b>	<b>3</b>	<b>4</b>	<b>600</b>	<b>29</b>	<b>1</b>	<b>1</b>	<b>638</b>	<b>635</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>69</b>

SITE: Site 8

DATE: 17th September 2024

LOCATION: Belgard Square E/Old Blessington Rd

DAY: Tuesday

TIME	MOVEMENT 4 (B => A)							MOVEMENT 5 (B => D)							MOVEMENT 6 (B => C)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	1	1
07:45	0	0	1	1	0	0	2	2	2	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
08:00	0	0	0	1	0	0	1	1	0	0	1	1	0	0	2	2	0	0	1	0	0	0	1	1
08:15	0	0	3	0	0	0	3	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	1	1	3	0	1	1	0	0	5	3	0	0	0	1	0	0	1	1
08:45	1	0	4	0	0	0	5	4	1	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
09:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0
09:15	0	0	4	0	0	0	4	4	1	0	3	0	1	0	5	5	0	0	1	0	0	0	1	1
09:30	0	0	5	0	1	0	6	7	0	0	7	0	0	0	7	7	0	0	1	0	0	0	1	1
09:45	0	0	7	5	1	0	13	14	1	0	2	0	0	0	3	2	0	0	1	0	0	0	1	1
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
<b>P/TOT</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>

TIME	MOVEMENT 4 (B => A)							MOVEMENT 5 (B => D)							MOVEMENT 6 (B => C)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	23	1	0	0	24	24	0	0	8	1	0	0	9	9	0	0	11	0	0	0	11	11
16:15	0	0	20	1	0	0	21	21	0	0	10	1	0	0	11	11	0	0	23	1	0	0	24	24
16:30	0	0	15	2	0	0	17	17	3	0	20	0	1	0	24	23	0	0	10	0	0	0	10	10
16:45	0	0	16	4	0	0	20	20	3	0	11	1	0	0	15	13	0	0	5	0	0	0	5	5
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>82</b>	<b>6</b>	<b>0</b>	<b>49</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>
17:00	0	0	23	1	0	0	24	24	2	0	8	0	0	0	10	8	0	0	9	2	0	0	11	11
17:15	0	0	16	1	0	0	17	17	2	0	14	0	0	0	16	14	0	0	10	0	0	0	10	10
17:30	2	0	17	0	0	0	19	17	2	0	9	0	0	0	11	9	0	0	8	0	0	0	8	8
17:45	1	0	15	0	0	0	16	15	2	0	4	0	0	0	6	4	0	0	12	0	0	0	12	12
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>73</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>41</b>
18:00	0	0	8	1	0	0	9	9	3	0	12	0	0	0	15	13	1	0	8	0	0	0	9	8
18:15	0	0	12	1	0	0	13	13	0	0	6	0	0	0	6	6	0	0	6	0	0	0	6	6
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>14</b>
<b>P/TOT</b>	<b>3</b>	<b>0</b>	<b>165</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>180</b>	<b>177</b>	<b>17</b>	<b>0</b>	<b>102</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>123</b>	<b>110</b>	<b>1</b>	<b>0</b>	<b>102</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>105</b>

**IDASO**

**24662 - Tallaght, Dublin**  
**MANUAL CLASSIFIED JUNCTION TURNING COUNTS**

**SEPTEMBER 2024**  
**IDA/24/662**

SITE: Site 8

DATE: 17th September 2024

LOCATION: Belgard Square E/Old Blessington Rd

DAY: Tuesday

TIME	MOVEMENT 7 (C => B)							MOVEMENT 8 (C => A)							MOVEMENT 9 (C => D)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
07:30	0	0	1	0	0	0	1	1	0	0	31	5	2	0	38	40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	53	3	1	0	57	58	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>95</b>	<b>98</b>	<b>0</b>							
08:00	0	0	1	0	0	0	1	1	0	0	67	2	0	0	69	69	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	92	4	0	0	96	96	0	0	1	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	52	4	0	0	56	56	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	2	0	78	5	0	1	86	85	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>289</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>307</b>	<b>306</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
09:00	0	0	0	0	0	0	0	0	0	0	65	2	0	0	67	67	0	0	0	0	0	0	0	0
09:15	0	0	1	0	0	0	1	1	0	0	43	6	1	0	50	51	0	0	0	0	0	0	0	0
09:30	0	0	3	0	0	0	3	3	0	0	34	1	1	3	39	43	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	35	0	0	1	0	0	0	1	1
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>177</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>191</b>	<b>196</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>550</b>	<b>32</b>	<b>5</b>	<b>4</b>	<b>593</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>

TIME	MOVEMENT 7 (C => B)							MOVEMENT 8 (C => A)							MOVEMENT 9 (C => D)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	1	0	2	0	0	0	3	2	1	0	53	3	0	0	57	56	0	0	0	0	0	0	0	0
16:15	0	0	2	0	0	0	2	2	0	0	64	3	1	0	68	69	0	0	1	0	0	0	1	1
16:30	0	0	1	0	0	0	1	1	0	1	37	4	0	0	42	41	0	0	0	0	0	0	0	0
16:45	0	0	4	0	0	0	4	4	0	1	58	2	0	0	61	60	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>212</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>228</b>	<b>226</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
17:00	0	0	3	0	0	0	3	3	0	0	53	2	0	0	55	55	0	0	0	0	0	0	0	0
17:15	0	0	2	0	0	0	2	2	0	0	44	5	0	0	49	49	0	0	0	0	0	0	0	0
17:30	0	0	4	0	0	0	4	4	0	1	41	3	0	0	45	44	0	0	0	1	0	0	1	1
17:45	2	0	2	0	0	0	4	2	0	0	51	3	0	0	54	54	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>189</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>203</b>	<b>202</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
18:00	0	0	3	0	0	0	3	3	0	0	38	1	1	0	40	41	0	0	1	0	0	0	1	1
18:15	0	0	3	2	0	0	5	5	0	2	48	0	0	1	51	51	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>P/TOT</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>28</b>	<b>1</b>	<b>5</b>	<b>487</b>	<b>26</b>	<b>2</b>	<b>1</b>	<b>522</b>	<b>520</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>

SITE: Site 8

DATE: 17th September 2024

LOCATION: Belgard Square E/Old Blessington Rd

DAY: Tuesday

TIME	MOVEMENT 10 (D => C)							MOVEMENT 11 (D => B)							MOVEMENT 12 (D => A)										
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	
07:30	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	2
07:45	0	0	0	1	0	0	1	1	1	0	1	0	0	0	0	2	1	4	0	4	0	0	0	8	5
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>7</b>	
08:00	0	0	1	0	2	0	3	5	0	0	0	0	0	0	0	0	3	0	3	0	0	0	6	4	
08:15	0	0	4	0	0	0	4	4	0	0	2	0	0	0	2	2	1	0	10	0	0	0	11	10	
08:30	0	0	5	0	0	0	5	5	0	0	2	0	0	0	2	2	3	0	6	0	0	0	9	7	
08:45	0	0	6	0	0	0	6	6	1	0	1	0	0	0	2	1	0	0	7	1	0	0	8	8	
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>29</b>	
09:00	0	0	12	0	0	0	12	12	0	0	1	0	0	0	1	1	0	0	7	1	0	0	8	8	
09:15	0	0	8	1	0	0	9	9	1	0	5	1	0	0	7	6	0	0	6	0	0	0	6	6	
09:30	0	0	5	1	0	0	6	6	0	0	3	0	0	0	3	3	0	0	9	0	0	0	9	9	
09:45	0	0	5	0	0	0	5	5	0	0	4	0	1	0	5	6	0	0	5	2	0	0	7	7	
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>55</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>59</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>66</b>	

TIME	MOVEMENT 10 (D => C)							MOVEMENT 11 (D => B)							MOVEMENT 12 (D => A)									
	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU	PCL	MCL	CAR	LGV	HGV	BUS	TOT	PCU
16:00	0	0	7	2	1	0	10	11	1	0	5	0	0	0	6	5	0	0	4	1	0	0	5	5
16:15	0	0	12	2	0	0	14	14	1	0	4	0	0	0	5	4	0	0	9	2	0	0	11	11
16:30	0	0	12	0	0	0	12	12	1	0	7	2	0	0	10	9	0	0	5	0	0	0	5	5
16:45	0	0	11	1	0	0	12	12	1	0	3	1	0	0	5	4	0	0	5	2	0	0	7	7
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>49</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>
17:00	0	0	11	2	0	0	13	13	2	0	1	1	0	0	4	2	0	0	2	0	0	0	2	2
17:15	0	1	13	2	0	0	16	15	1	0	7	0	0	0	8	7	1	1	3	2	0	0	7	6
17:30	1	0	6	1	1	0	9	9	1	0	6	1	0	0	8	7	2	0	6	1	0	0	9	7
17:45	0	0	9	0	0	0	9	9	1	0	7	0	0	0	8	7	1	0	8	0	0	0	9	8
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>46</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>23</b>	<b>4</b>	<b>1</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>23</b>
18:00	2	0	8	0	0	0	10	8	5	0	2	0	0	0	7	3	0	0	9	0	0	0	9	9
18:15	0	0	3	0	0	0	3	3	3	0	2	0	0	0	5	3	0	0	8	0	0	0	8	8
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>
<b>P/TOT</b>	<b>3</b>	<b>1</b>	<b>92</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>108</b>	<b>106</b>	<b>17</b>	<b>0</b>	<b>44</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>51</b>	<b>4</b>	<b>1</b>	<b>59</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>68</b>

## APPENDIX C

### TRICS Trip Generation Output

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	19	62	0.028	19	62	0.164	19	62	0.192
08:00 - 09:00	19	62	0.063	19	62	0.204	19	62	0.267
09:00 - 10:00	19	62	0.078	19	62	0.089	19	62	0.167
10:00 - 11:00	19	62	0.064	19	62	0.081	19	62	0.145
11:00 - 12:00	19	62	0.068	19	62	0.084	19	62	0.152
12:00 - 13:00	19	62	0.097	19	62	0.093	19	62	0.190
13:00 - 14:00	19	62	0.076	19	62	0.086	19	62	0.162
14:00 - 15:00	19	62	0.075	19	62	0.073	19	62	0.148
15:00 - 16:00	19	62	0.132	19	62	0.077	19	62	0.209
16:00 - 17:00	19	62	0.119	19	62	0.075	19	62	0.194
17:00 - 18:00	19	62	0.164	19	62	0.091	19	62	0.255
18:00 - 19:00	19	62	0.173	19	62	0.089	19	62	0.262
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.137			1.206			2.343

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

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

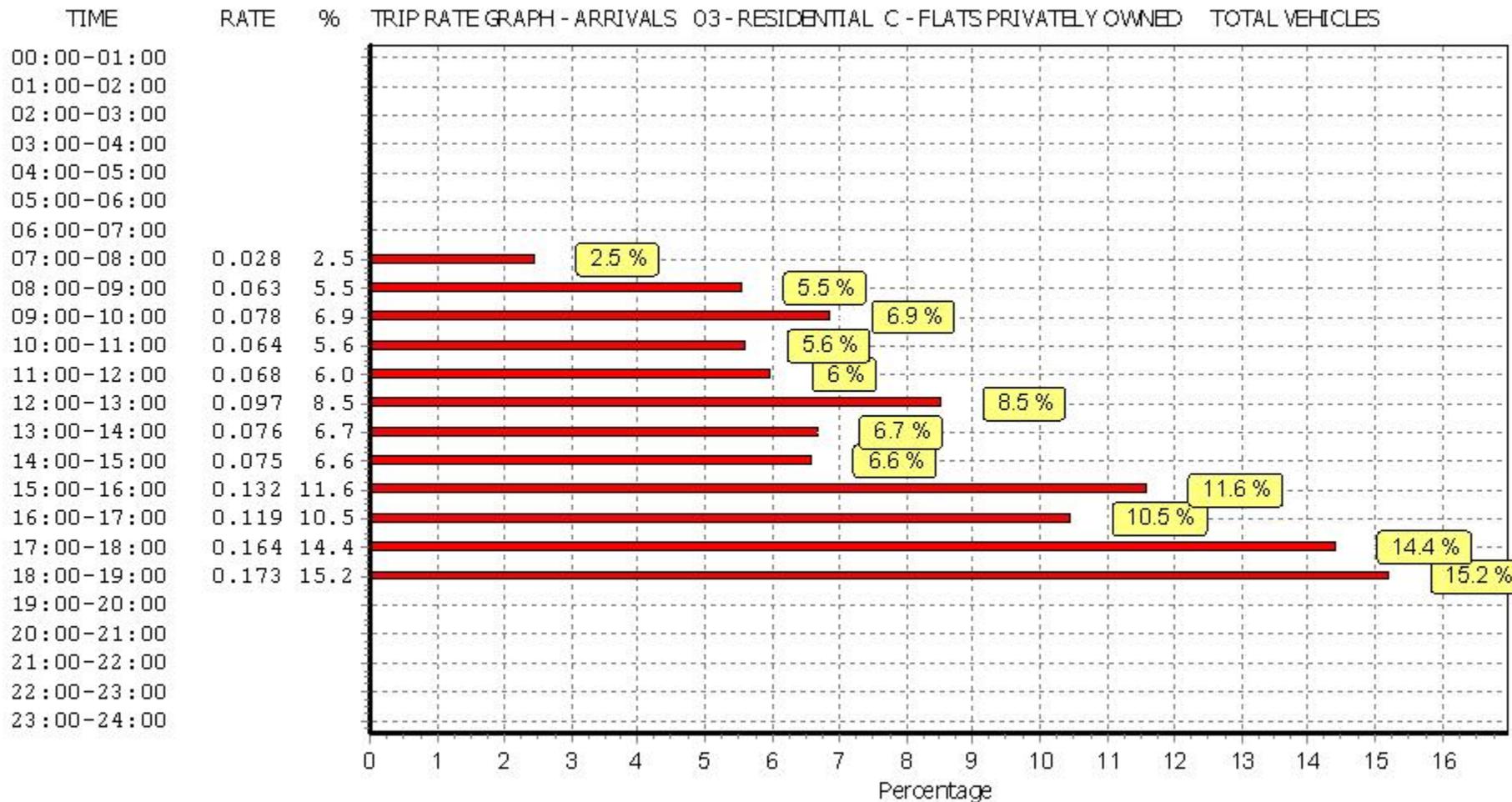
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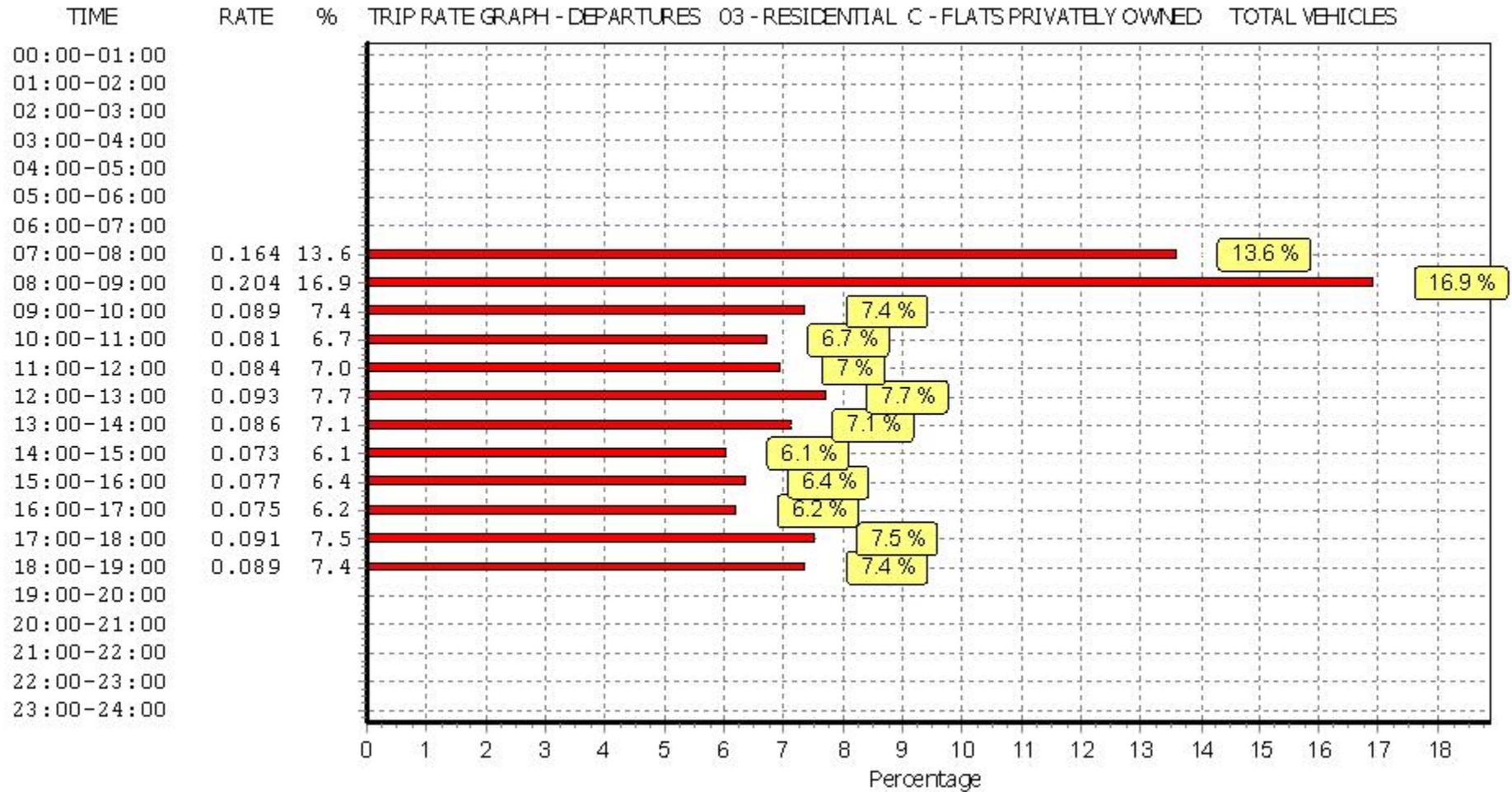
Parameter summary

Trip rate parameter range selected: 16 - 175 (units: )  
 Survey date range: 01/01/16 - 02/10/23  
 Number of weekdays (Monday-Friday): 19  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 3  
 Surveys manually removed from selection: 5

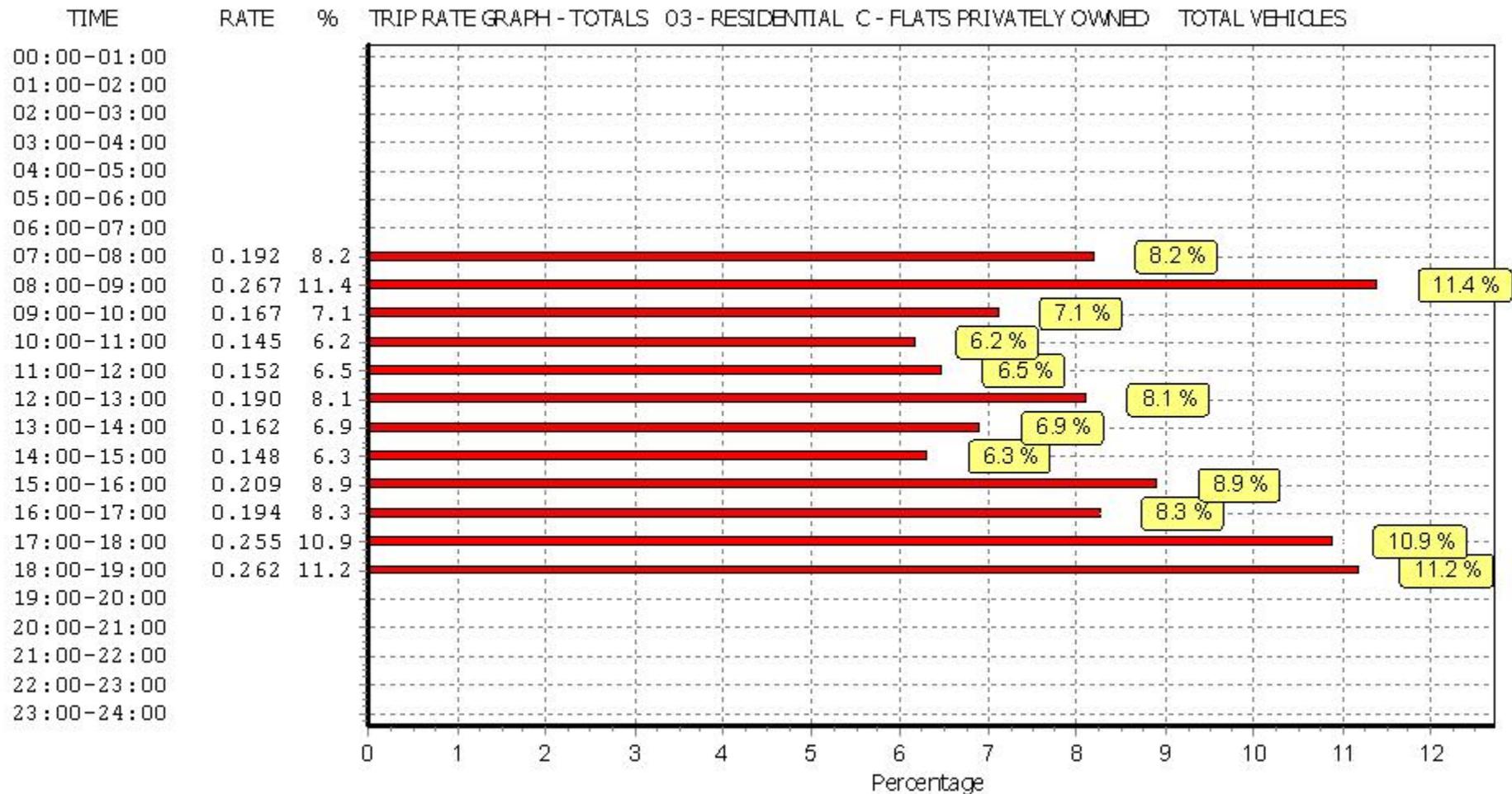
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	55	1.818	1	55	0.000	1	55	1.818
08:00 - 09:00	4	104	2.415	4	104	0.966	4	104	3.381
09:00 - 10:00	5	95	7.173	5	95	5.907	5	95	13.080
10:00 - 11:00	5	95	8.650	5	95	7.806	5	95	16.456
11:00 - 12:00	5	95	7.806	5	95	7.173	5	95	14.979
12:00 - 13:00	5	95	8.861	5	95	8.861	5	95	17.722
13:00 - 14:00	5	95	10.127	5	95	8.439	5	95	18.566
14:00 - 15:00	5	95	4.008	5	95	4.641	5	95	8.649
15:00 - 16:00	5	95	5.696	5	95	7.173	5	95	12.869
16:00 - 17:00	4	98	1.020	4	98	3.316	4	98	4.336
17:00 - 18:00	2	58	0.000	2	58	2.609	2	58	2.609
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			57.574			56.891			114.465

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

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

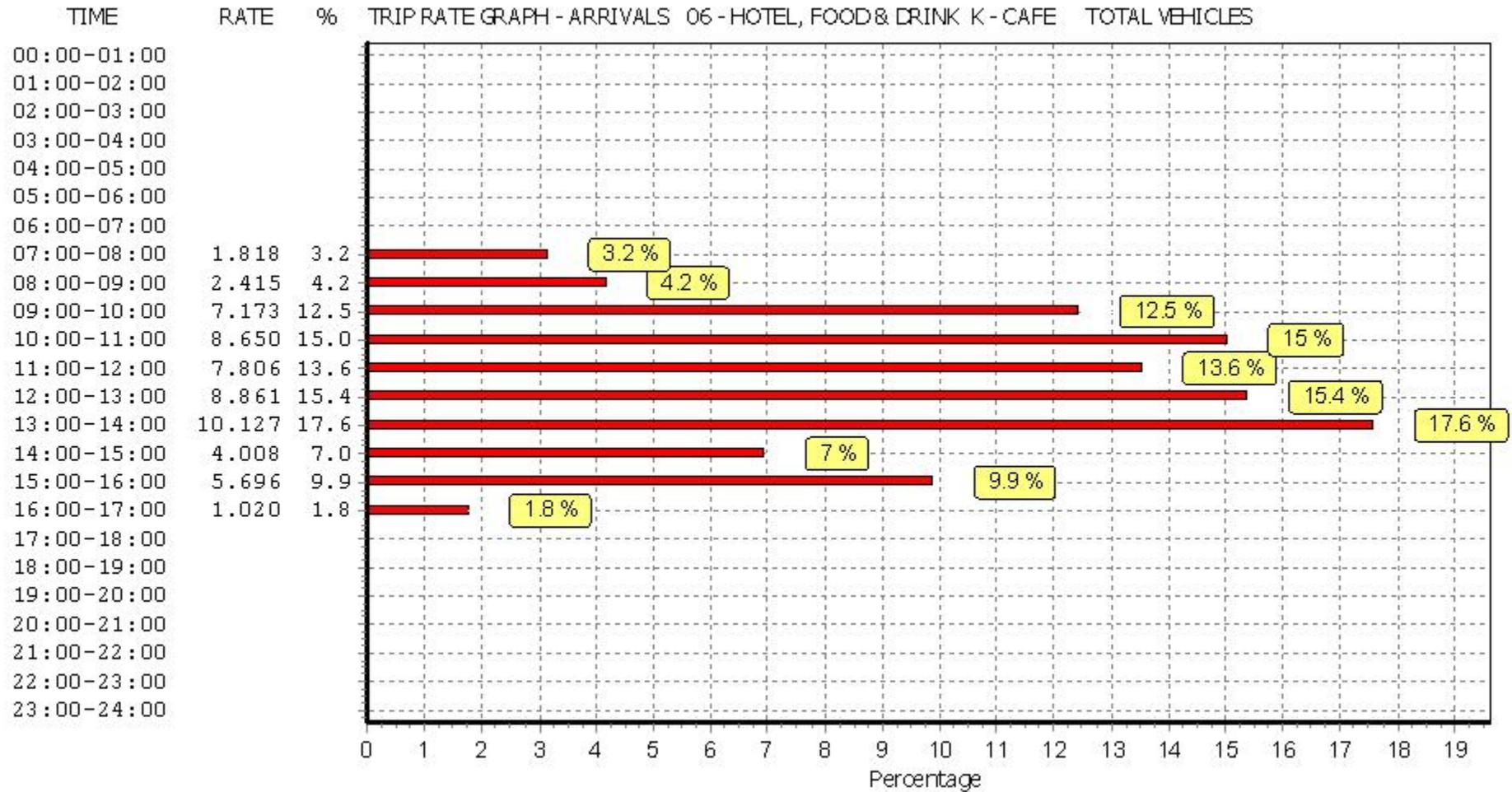
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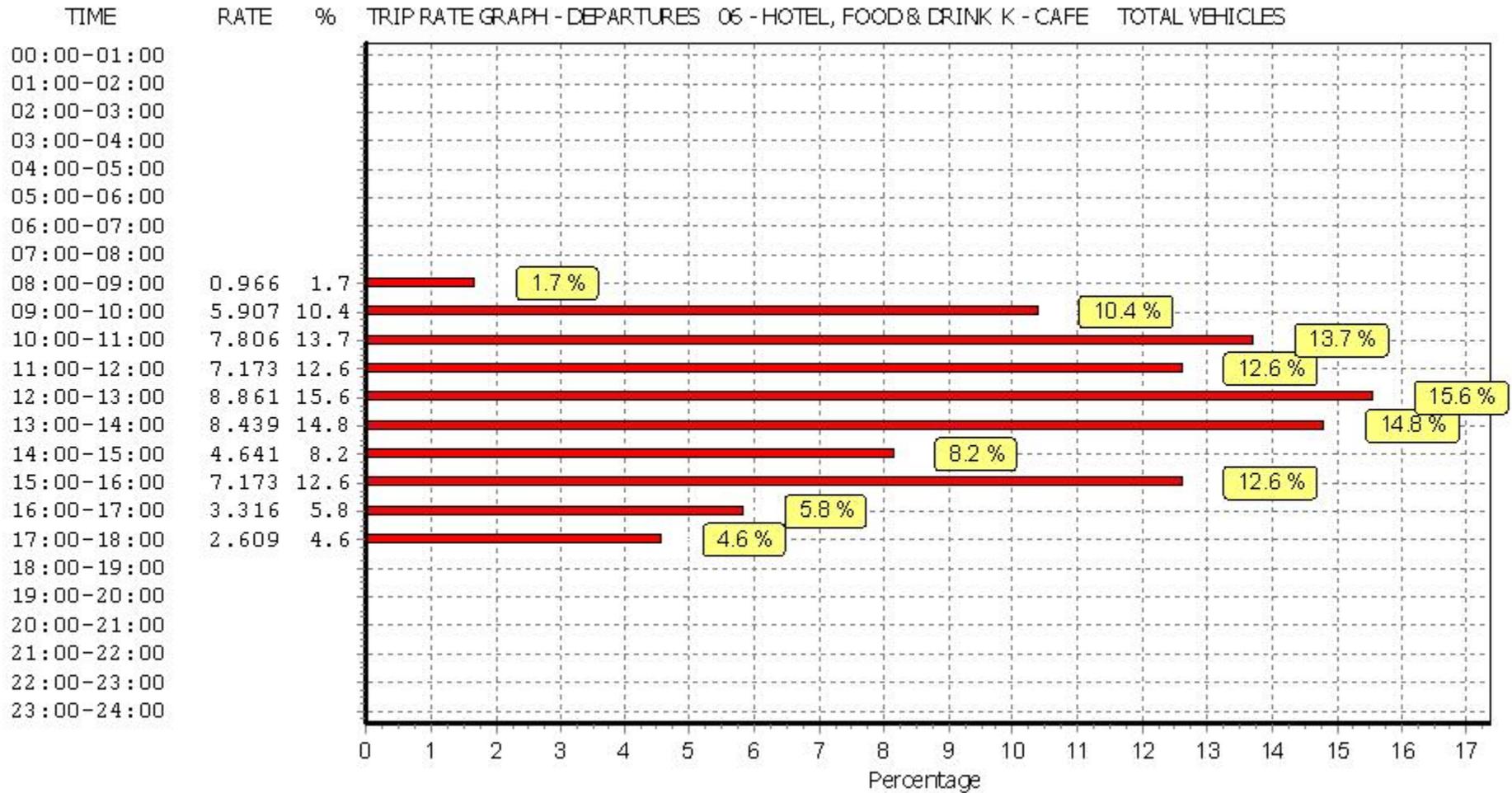
Parameter summary

Trip rate parameter range selected: 55 - 190 (units: sqm)  
 Survey date range: 01/01/16 - 06/06/24  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

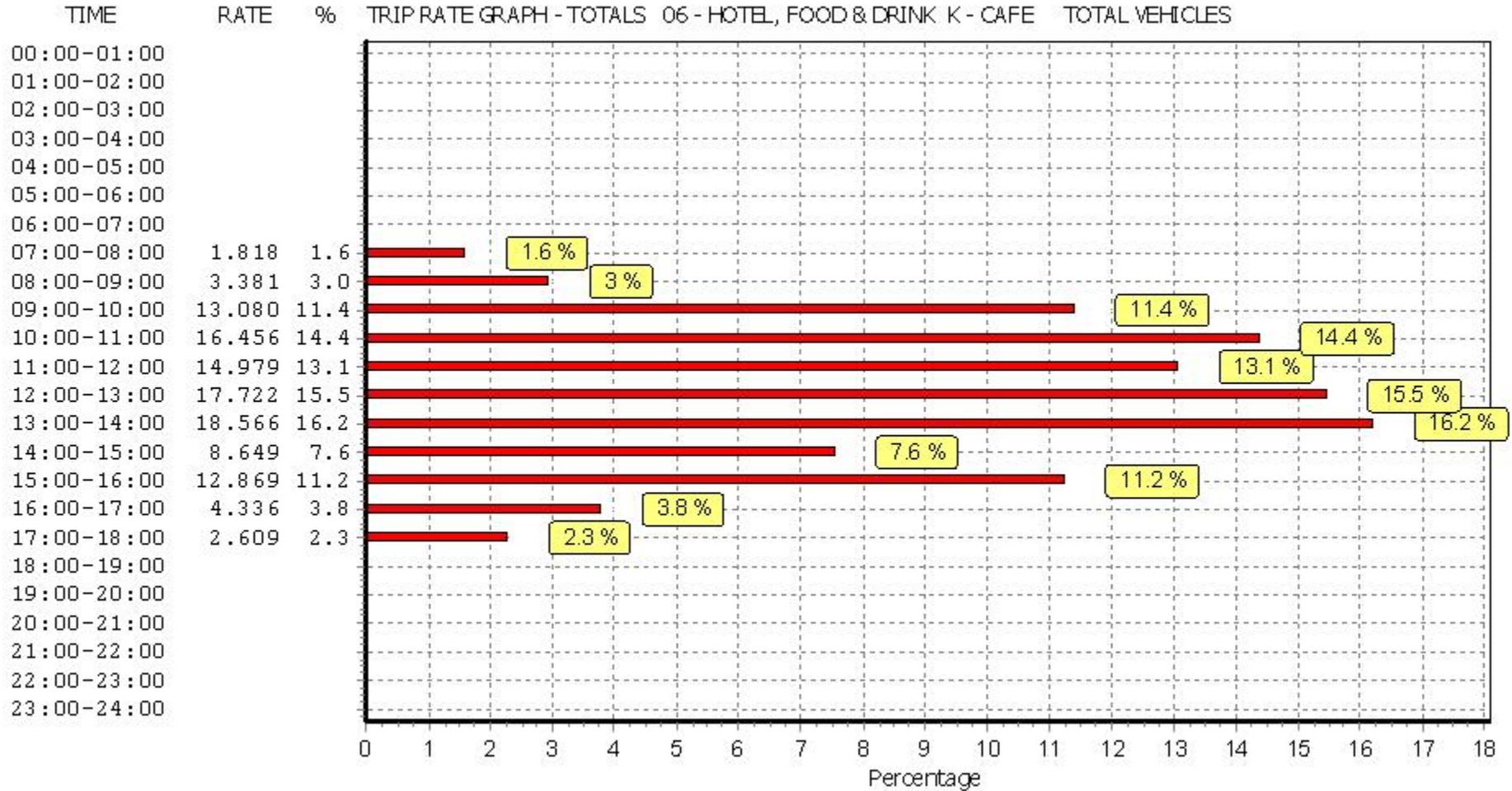
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	282	0.213	5	282	0.000	5	282	0.213
08:00 - 09:00	8	254	0.788	8	254	0.099	8	254	0.887
09:00 - 10:00	8	254	1.281	8	254	0.640	8	254	1.921
10:00 - 11:00	8	254	1.281	8	254	1.084	8	254	2.365
11:00 - 12:00	8	254	1.330	8	254	1.724	8	254	3.054
12:00 - 13:00	8	254	1.182	8	254	1.133	8	254	2.315
13:00 - 14:00	8	254	0.690	8	254	0.887	8	254	1.577
14:00 - 15:00	8	254	0.936	8	254	0.788	8	254	1.724
15:00 - 16:00	7	262	1.145	7	262	1.091	7	262	2.236
16:00 - 17:00	7	262	1.091	7	262	0.927	7	262	2.018
17:00 - 18:00	7	262	0.654	7	262	0.981	7	262	1.635
18:00 - 19:00	6	268	0.935	6	268	0.997	6	268	1.932
19:00 - 20:00	3	263	0.506	3	263	1.013	3	263	1.519
20:00 - 21:00	1	400	0.000	1	400	0.750	1	400	0.750
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			12.032			12.114			24.146

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

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

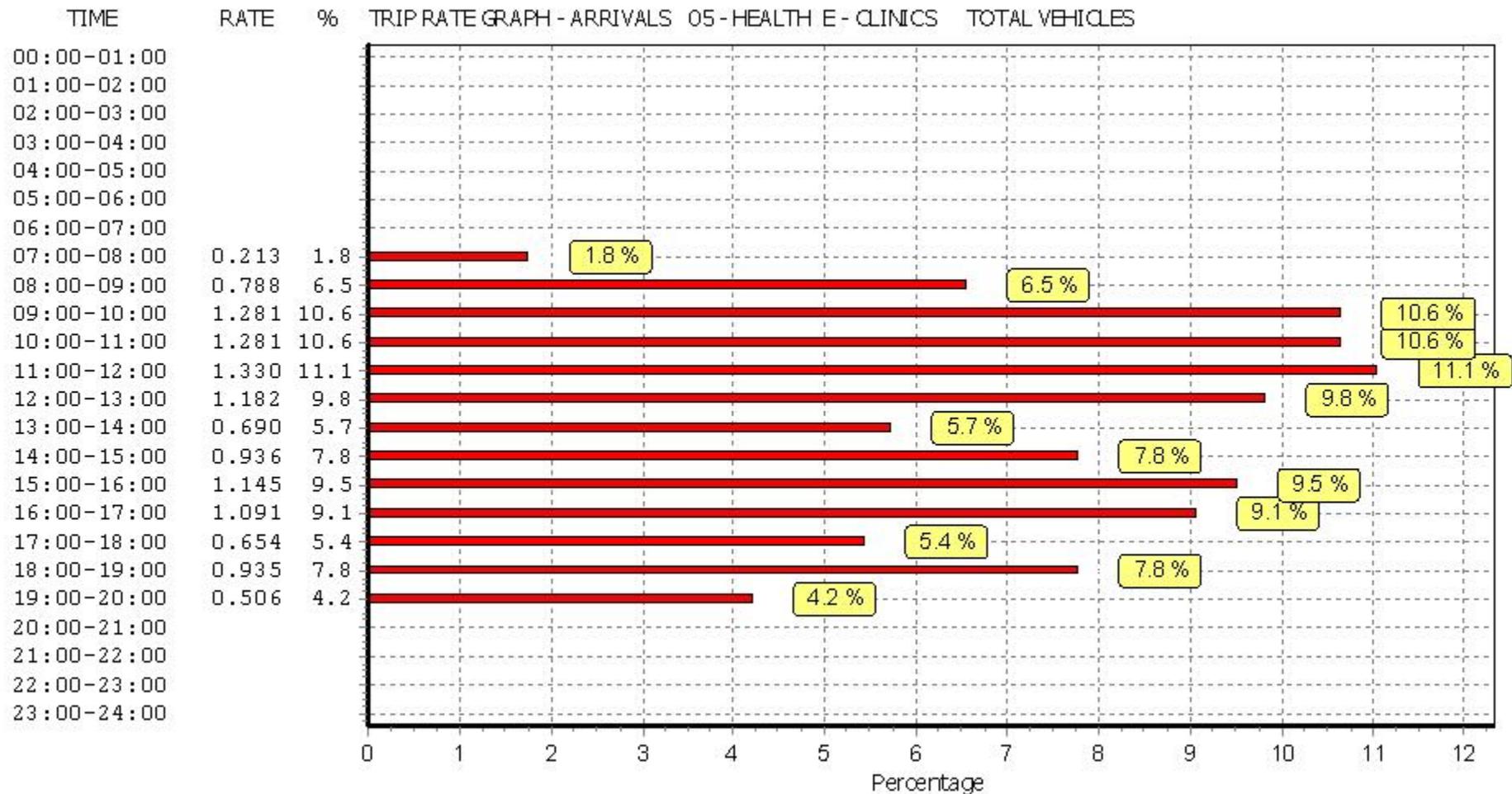
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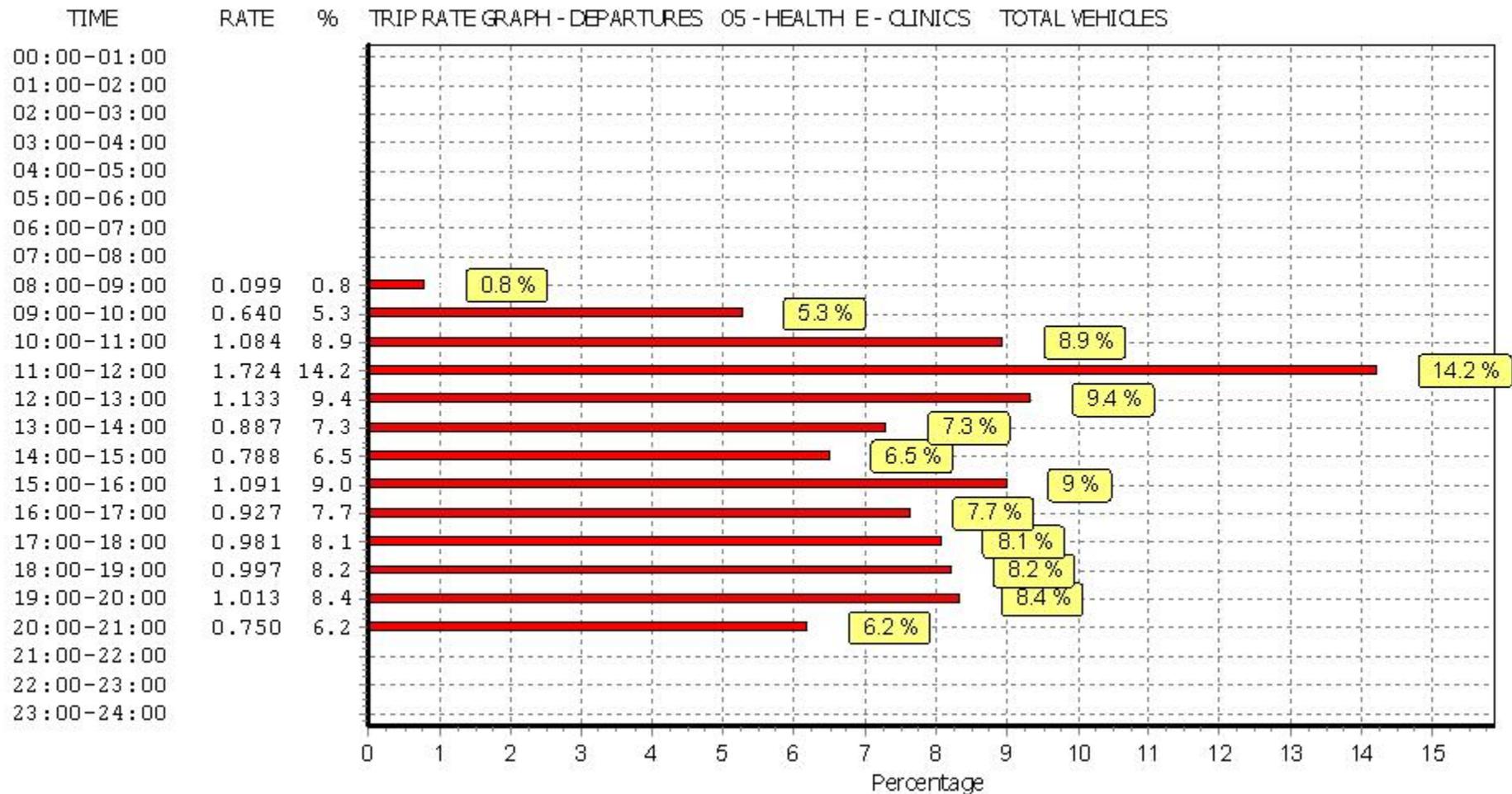
Parameter summary

Trip rate parameter range selected: 80 - 400 (units: sqm)  
 Survey date range: 01/01/16 - 25/10/22  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

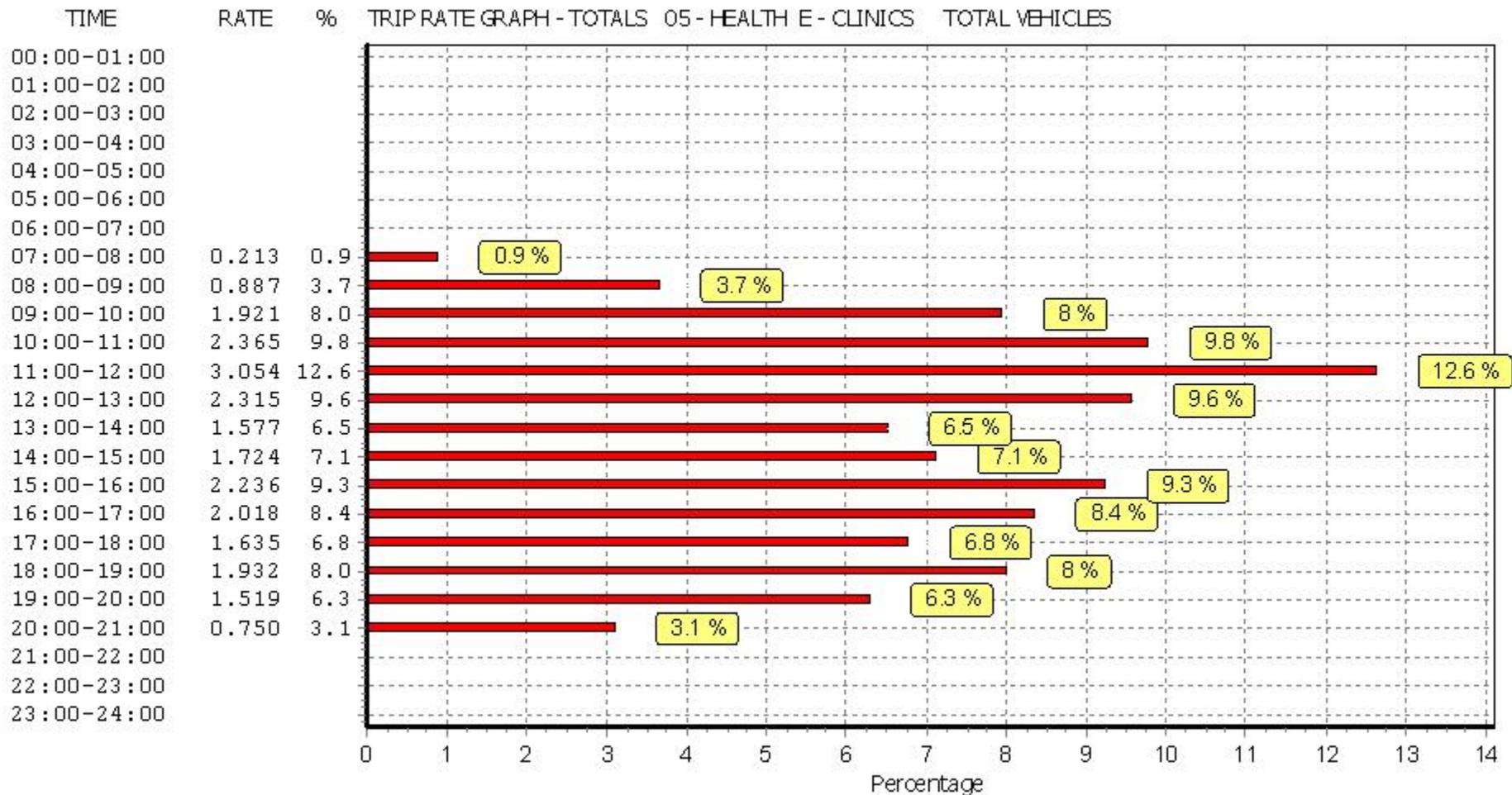
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	375	0.267	2	375	0.000	2	375	0.267
07:00 - 08:00	6	585	2.080	6	585	1.026	6	585	3.106
08:00 - 09:00	6	585	3.419	6	585	2.593	6	585	6.012
09:00 - 10:00	6	585	1.140	6	585	1.168	6	585	2.308
10:00 - 11:00	6	585	0.171	6	585	0.028	6	585	0.199
11:00 - 12:00	6	585	0.427	6	585	0.228	6	585	0.655
12:00 - 13:00	6	585	0.855	6	585	1.254	6	585	2.109
13:00 - 14:00	6	585	0.883	6	585	1.026	6	585	1.909
14:00 - 15:00	6	585	0.285	6	585	0.370	6	585	0.655
15:00 - 16:00	6	585	0.399	6	585	0.427	6	585	0.826
16:00 - 17:00	6	585	1.168	6	585	1.026	6	585	2.194
17:00 - 18:00	6	585	2.849	6	585	3.647	6	585	6.496
18:00 - 19:00	6	585	0.313	6	585	0.684	6	585	0.997
19:00 - 20:00	1	450	0.222	1	450	2.222	1	450	2.444
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			14.478			15.699			30.177

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

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

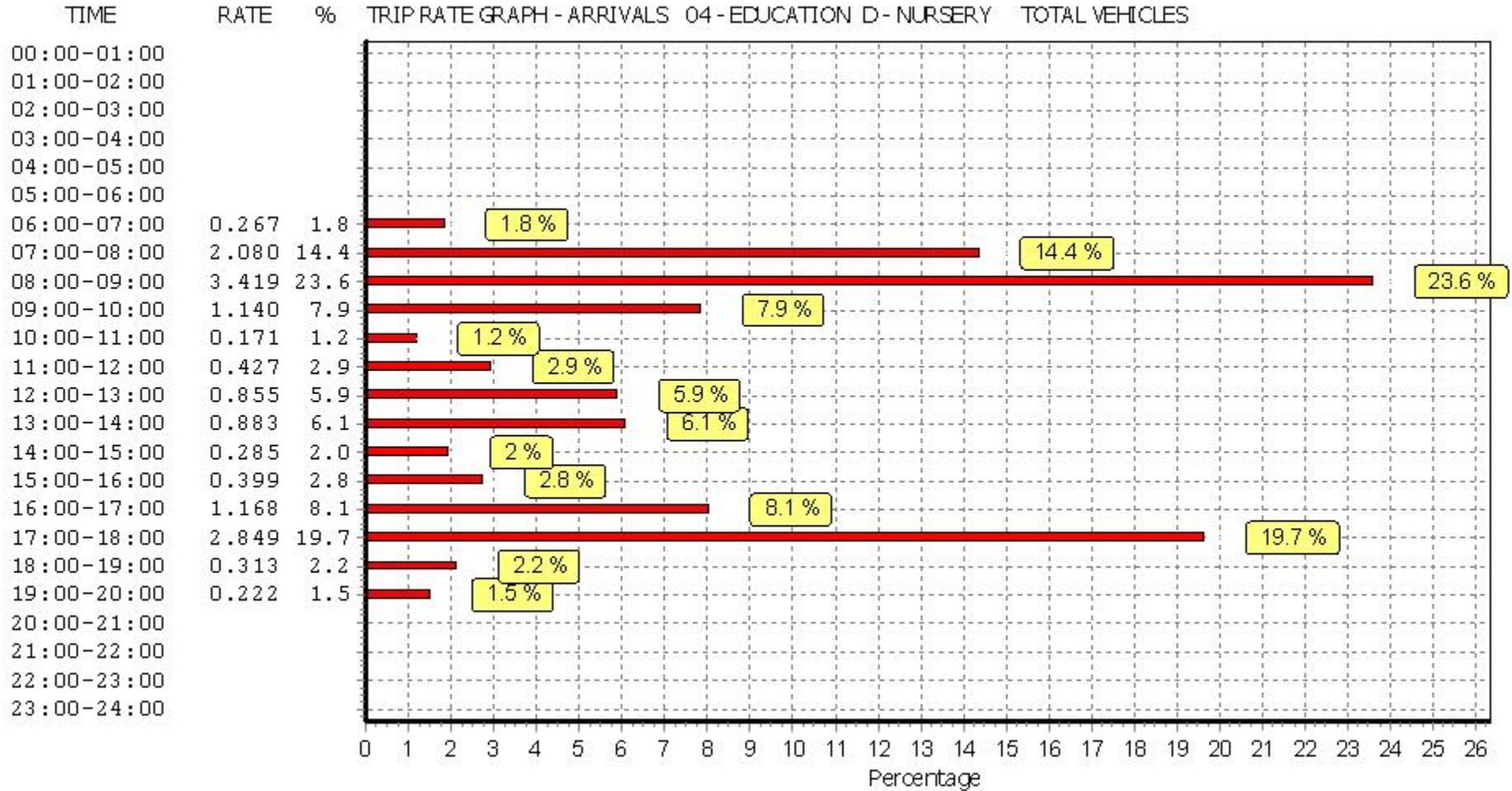
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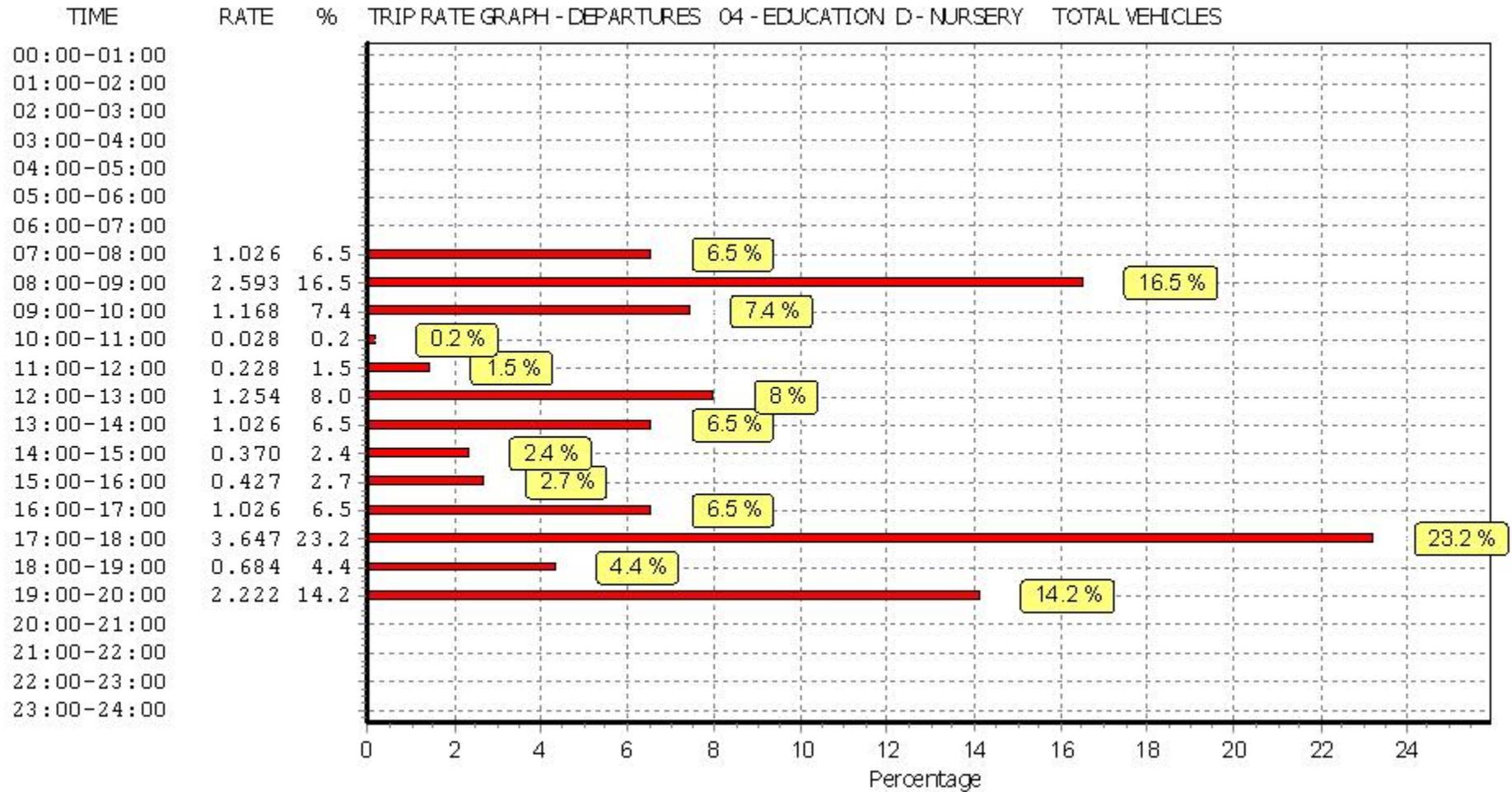
Parameter summary

Trip rate parameter range selected: 300 - 850 (units: sqm)  
 Survey date range: 01/01/16 - 06/09/23  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

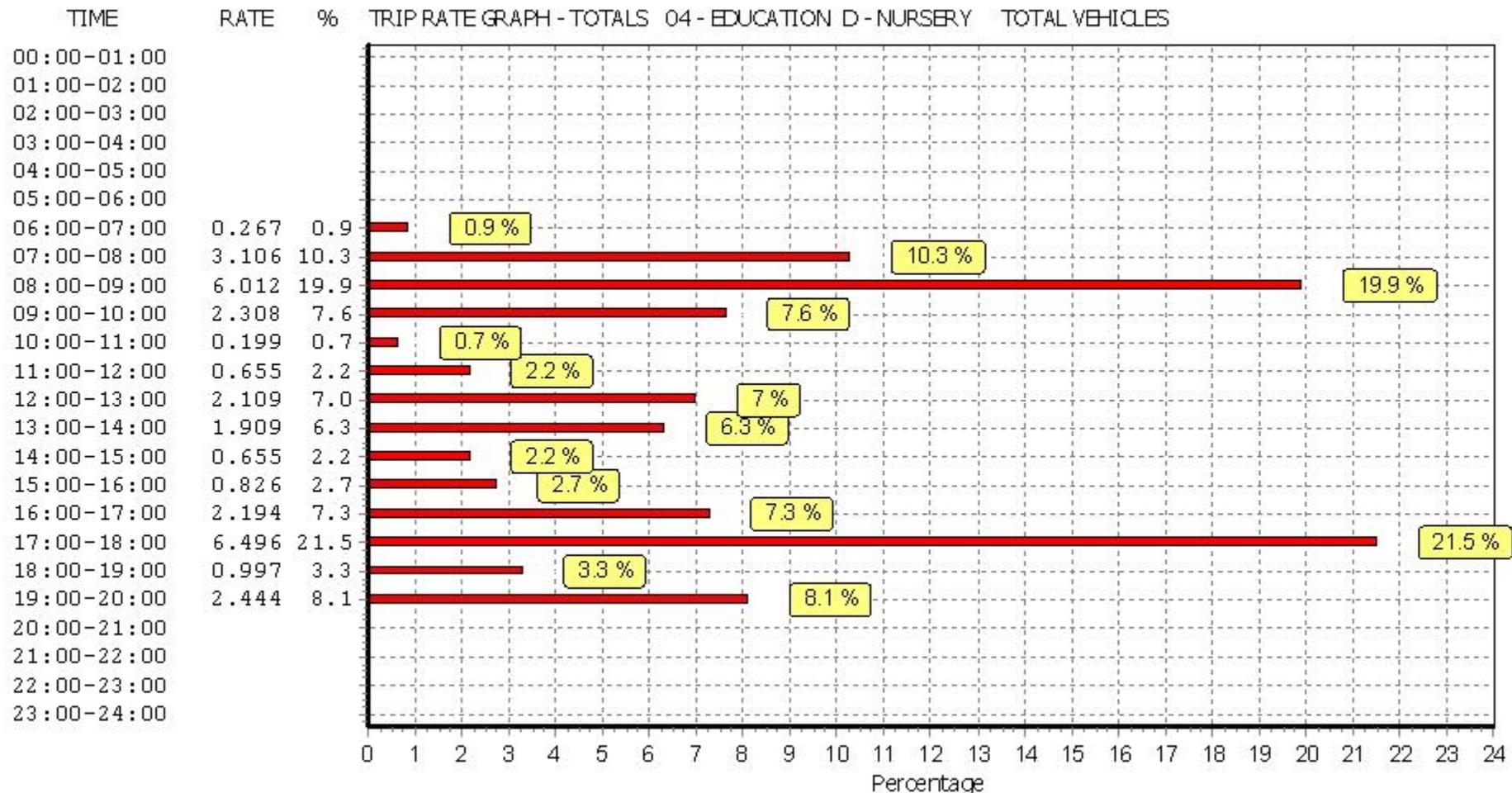
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*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	167	1.497	2	167	0.000	2	167	1.497
08:00 - 09:00	8	239	2.986	8	239	0.733	8	239	3.719
09:00 - 10:00	8	239	2.043	8	239	1.676	8	239	3.719
10:00 - 11:00	8	239	2.776	8	239	2.724	8	239	5.500
11:00 - 12:00	8	239	2.567	8	239	2.672	8	239	5.239
12:00 - 13:00	8	239	1.519	8	239	2.200	8	239	3.719
13:00 - 14:00	8	239	1.729	8	239	1.100	8	239	2.829
14:00 - 15:00	8	239	2.095	8	239	2.252	8	239	4.347
15:00 - 16:00	8	239	1.938	8	239	2.252	8	239	4.190
16:00 - 17:00	8	239	1.729	8	239	2.567	8	239	4.296
17:00 - 18:00	8	239	0.367	8	239	1.833	8	239	2.200
18:00 - 19:00	2	167	0.000	2	167	0.000	2	167	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			21.246			20.009			41.255

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

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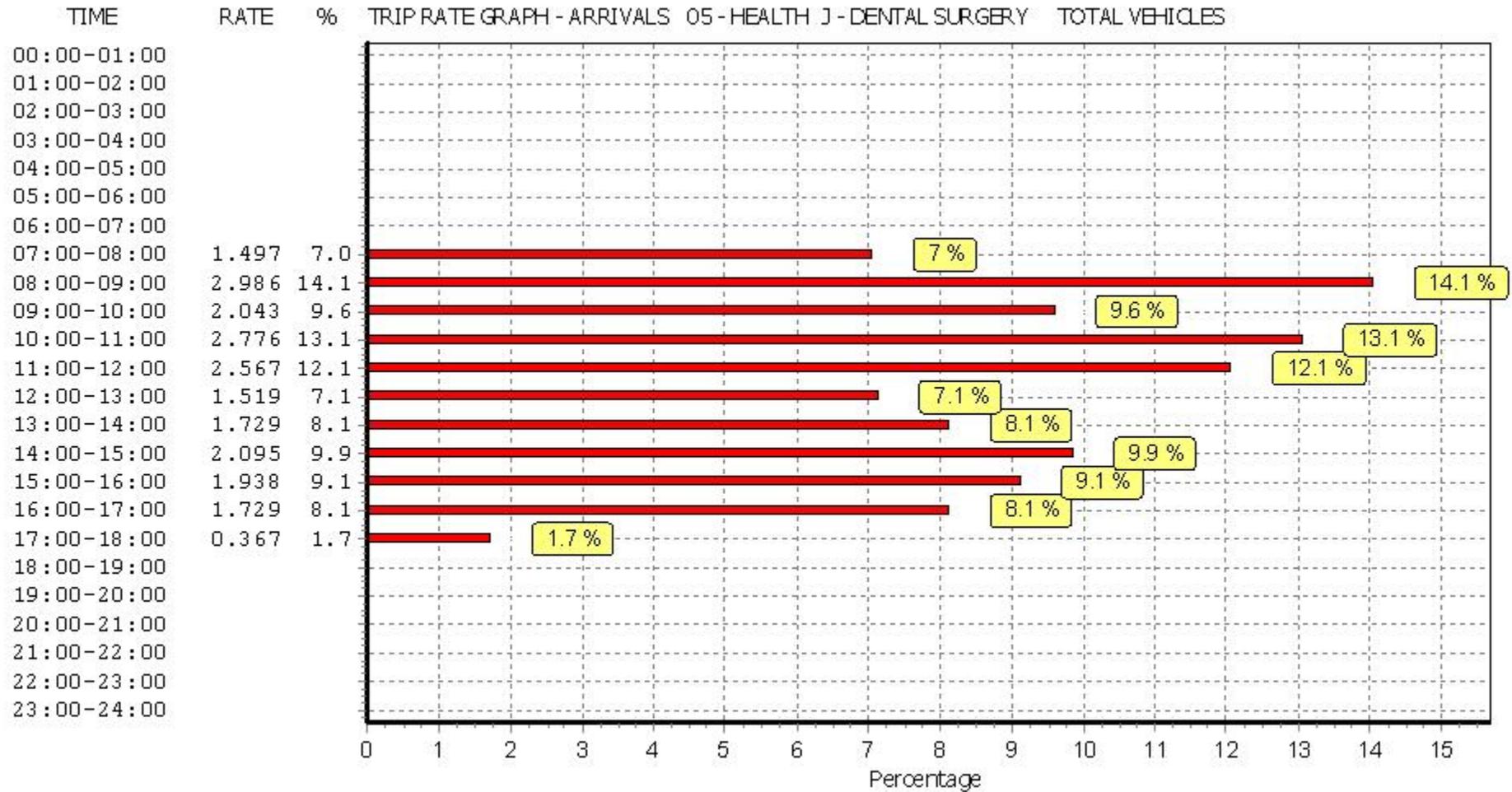
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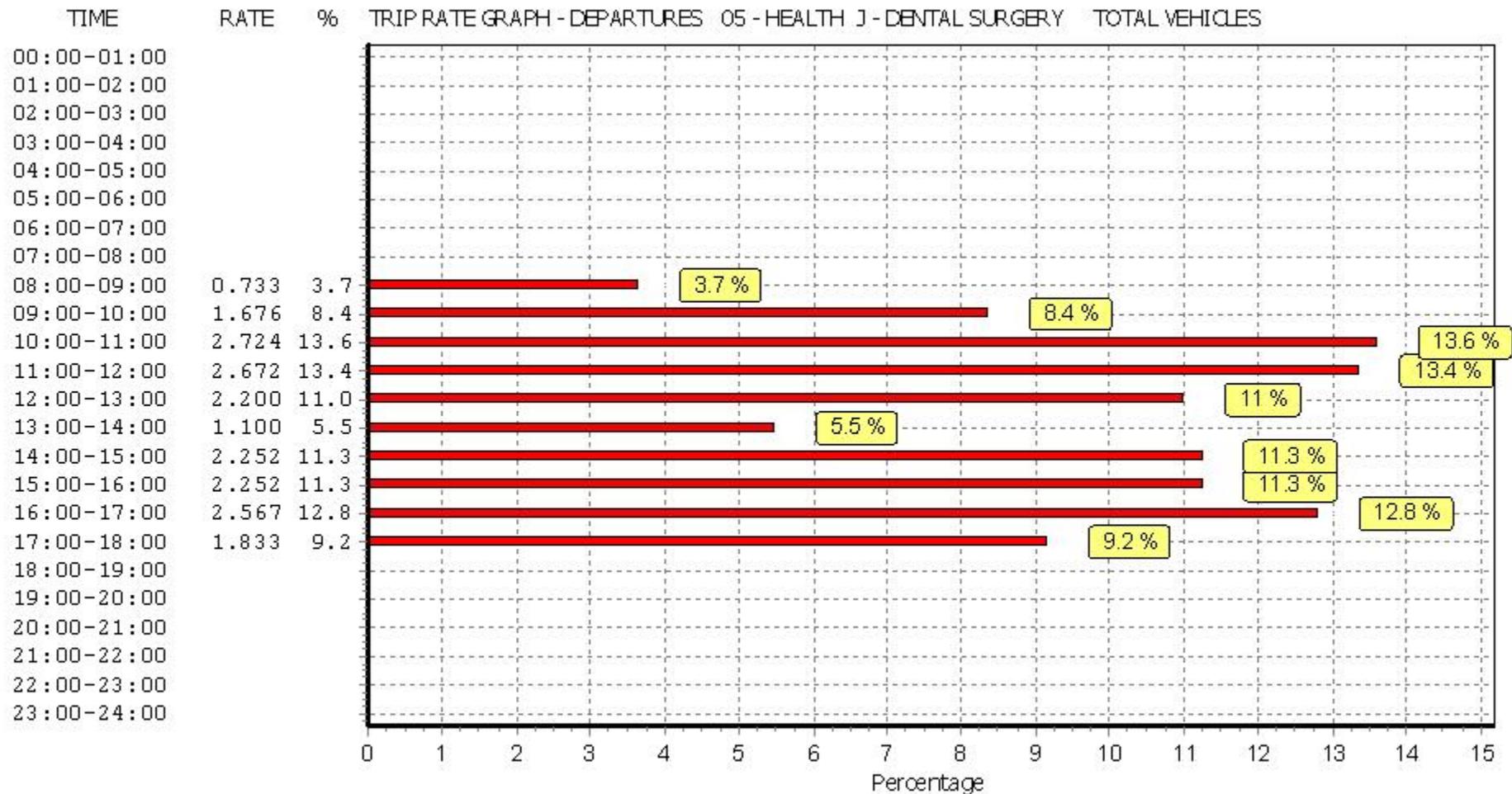
Parameter summary

Trip rate parameter range selected: 84 - 480 (units: sqm)  
 Survey date range: 01/01/16 - 08/05/24  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

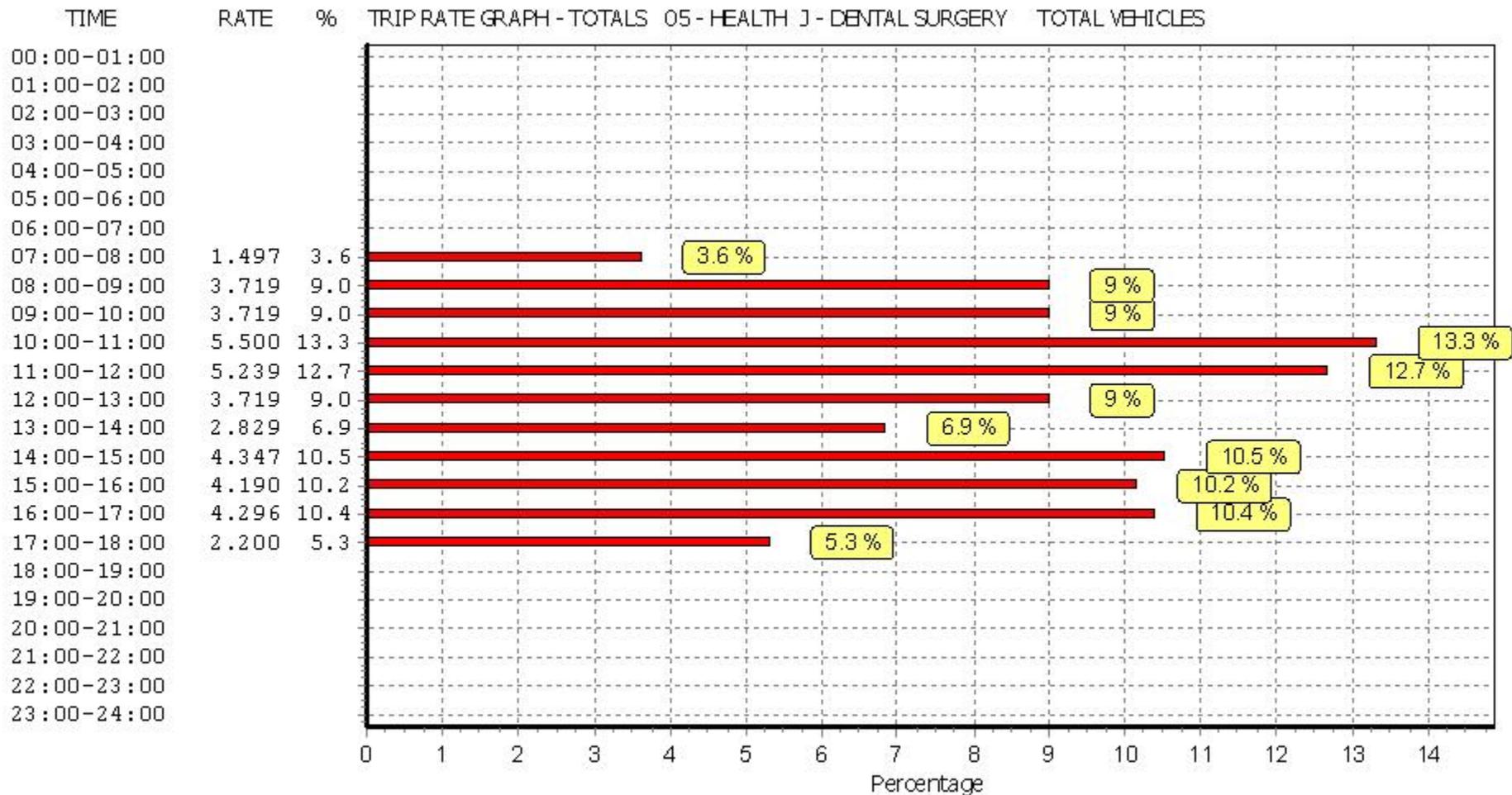
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*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	2	791	0.190	2	791	0.000	2	791	0.190
09:00 - 10:00	2	791	0.190	2	791	0.000	2	791	0.190
10:00 - 11:00	13	569	0.460	13	569	0.149	13	569	0.609
11:00 - 12:00	17	632	1.377	17	632	0.567	17	632	1.944
12:00 - 13:00	17	632	2.251	17	632	0.763	17	632	3.014
13:00 - 14:00	17	632	2.103	17	632	1.740	17	632	3.843
14:00 - 15:00	17	632	1.219	17	632	2.009	17	632	3.228
15:00 - 16:00	18	612	1.460	18	612	1.234	18	612	2.694
16:00 - 17:00	18	612	1.932	18	612	1.333	18	612	3.265
17:00 - 18:00	18	612	2.440	18	612	1.551	18	612	3.991
18:00 - 19:00	18	612	2.749	18	612	2.395	18	612	5.144
19:00 - 20:00	18	612	2.513	18	612	2.885	18	612	5.398
20:00 - 21:00	18	612	1.587	18	612	2.667	18	612	4.254
21:00 - 22:00	18	612	0.934	18	612	1.787	18	612	2.721
22:00 - 23:00	18	612	0.390	18	612	1.696	18	612	2.086
23:00 - 24:00	15	517	0.129	15	517	0.451	15	517	0.580
<b>Total Rates:</b>			21.924			21.227			43.151

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

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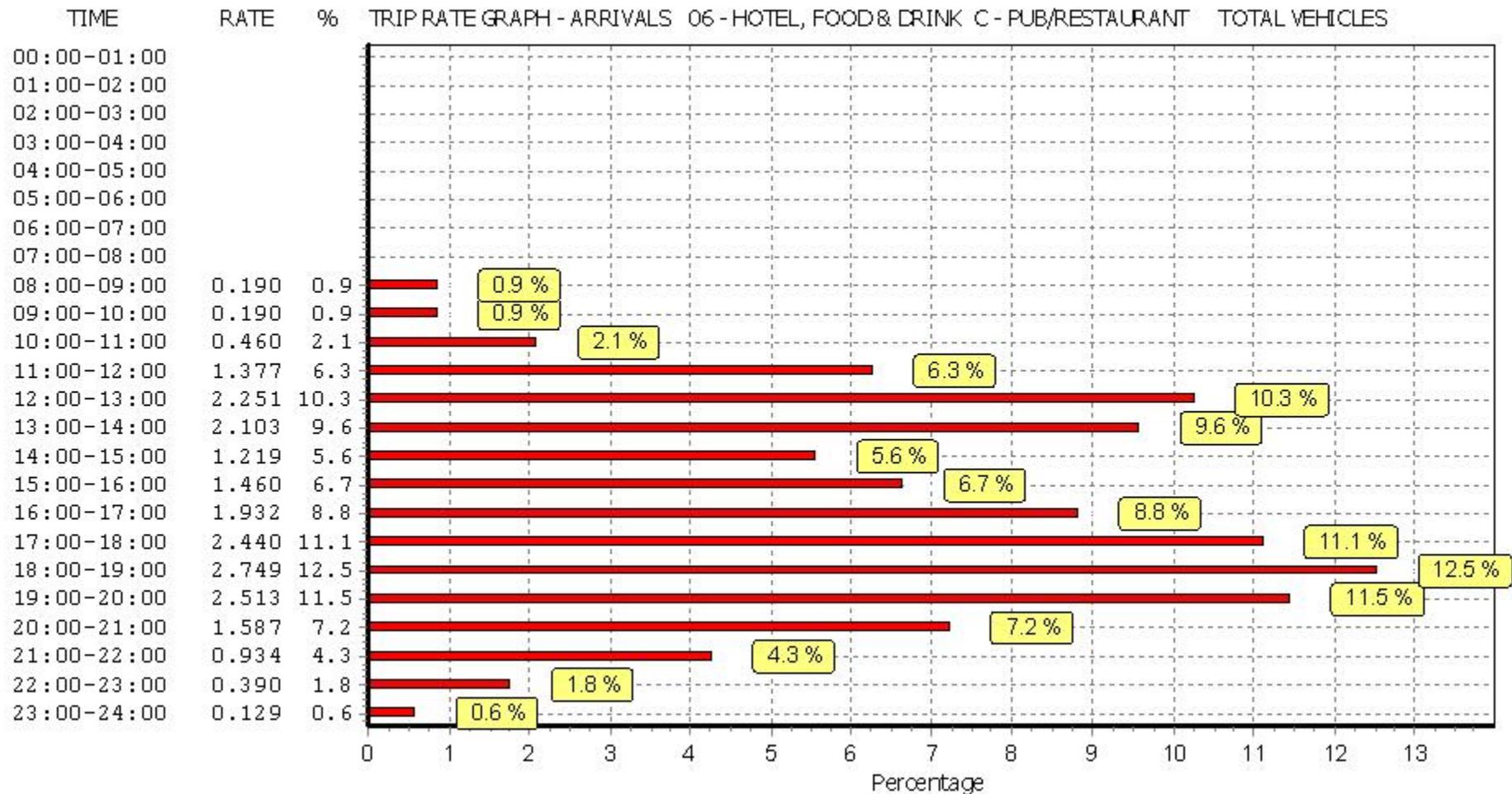
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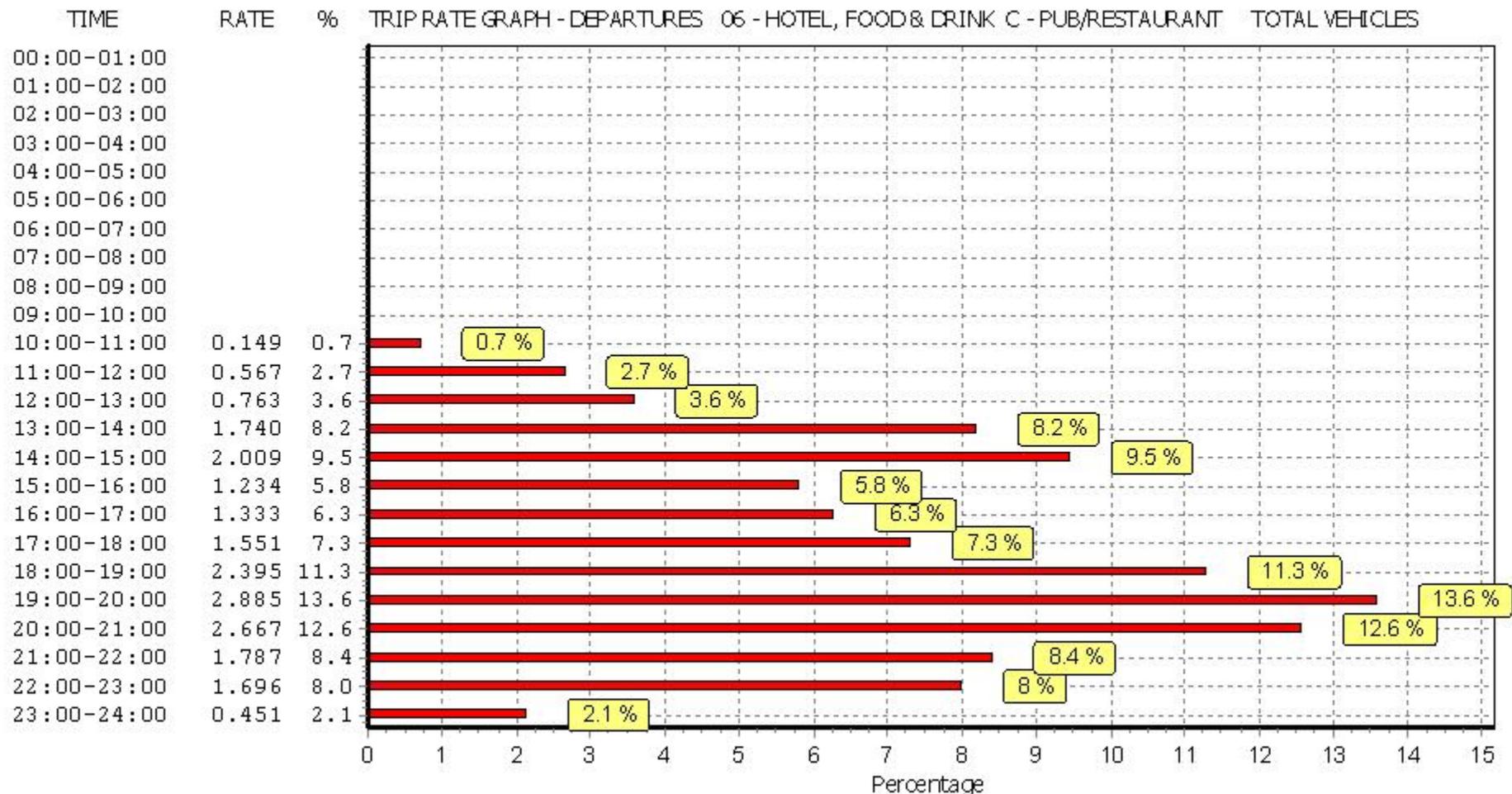
Parameter summary

Trip rate parameter range selected: 200 - 2000 (units: sqm)  
 Survey date range: 01/01/16 - 16/10/23  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

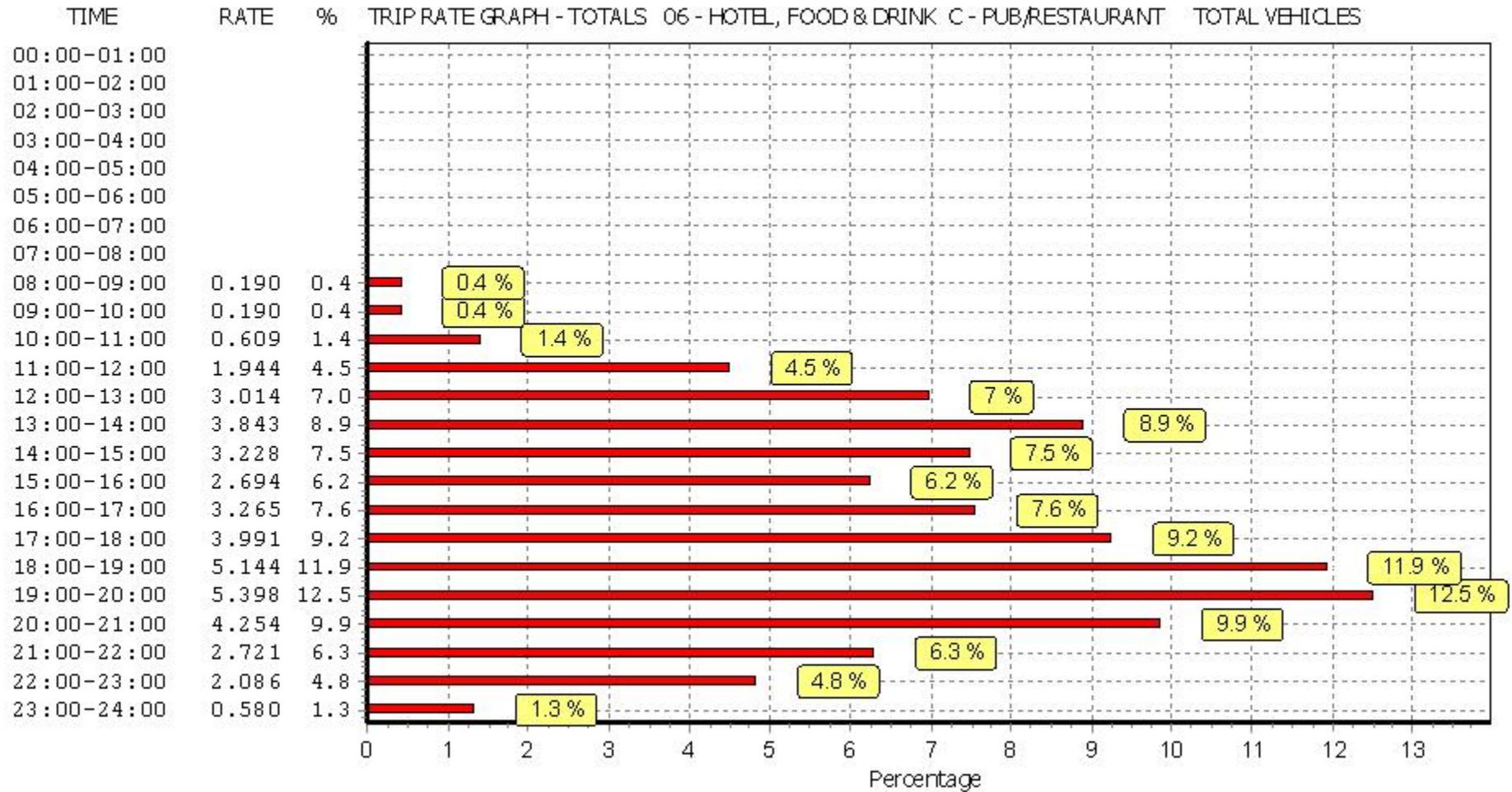
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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	704	0.000	1	704	0.000	1	704	0.000
06:00 - 07:00	5	927	1.057	5	927	0.842	5	927	1.899
07:00 - 08:00	11	1040	2.719	11	1040	2.579	11	1040	5.298
08:00 - 09:00	11	1040	4.590	11	1040	3.925	11	1040	8.515
09:00 - 10:00	11	1040	5.070	11	1040	4.633	11	1040	9.703
10:00 - 11:00	11	1040	6.067	11	1040	5.542	11	1040	11.609
11:00 - 12:00	11	1040	5.752	11	1040	5.726	11	1040	11.478
12:00 - 13:00	11	1040	6.478	11	1040	6.294	11	1040	12.772
13:00 - 14:00	11	1040	6.557	11	1040	6.600	11	1040	13.157
14:00 - 15:00	11	1040	6.041	11	1040	6.259	11	1040	12.300
15:00 - 16:00	11	1040	6.084	11	1040	6.268	11	1040	12.352
16:00 - 17:00	11	1040	6.810	11	1040	6.862	11	1040	13.672
17:00 - 18:00	11	1040	6.749	11	1040	7.273	11	1040	14.022
18:00 - 19:00	11	1040	6.294	11	1040	6.355	11	1040	12.649
19:00 - 20:00	11	1040	5.070	11	1040	5.385	11	1040	10.455
20:00 - 21:00	11	1040	3.523	11	1040	3.689	11	1040	7.212
21:00 - 22:00	11	1040	2.229	11	1040	2.553	11	1040	4.782
22:00 - 23:00	5	785	1.019	5	785	1.121	5	785	2.140
23:00 - 24:00	1	704	0.426	1	704	0.568	1	704	0.994
<b>Total Rates:</b>			82.535			82.474			165.009

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

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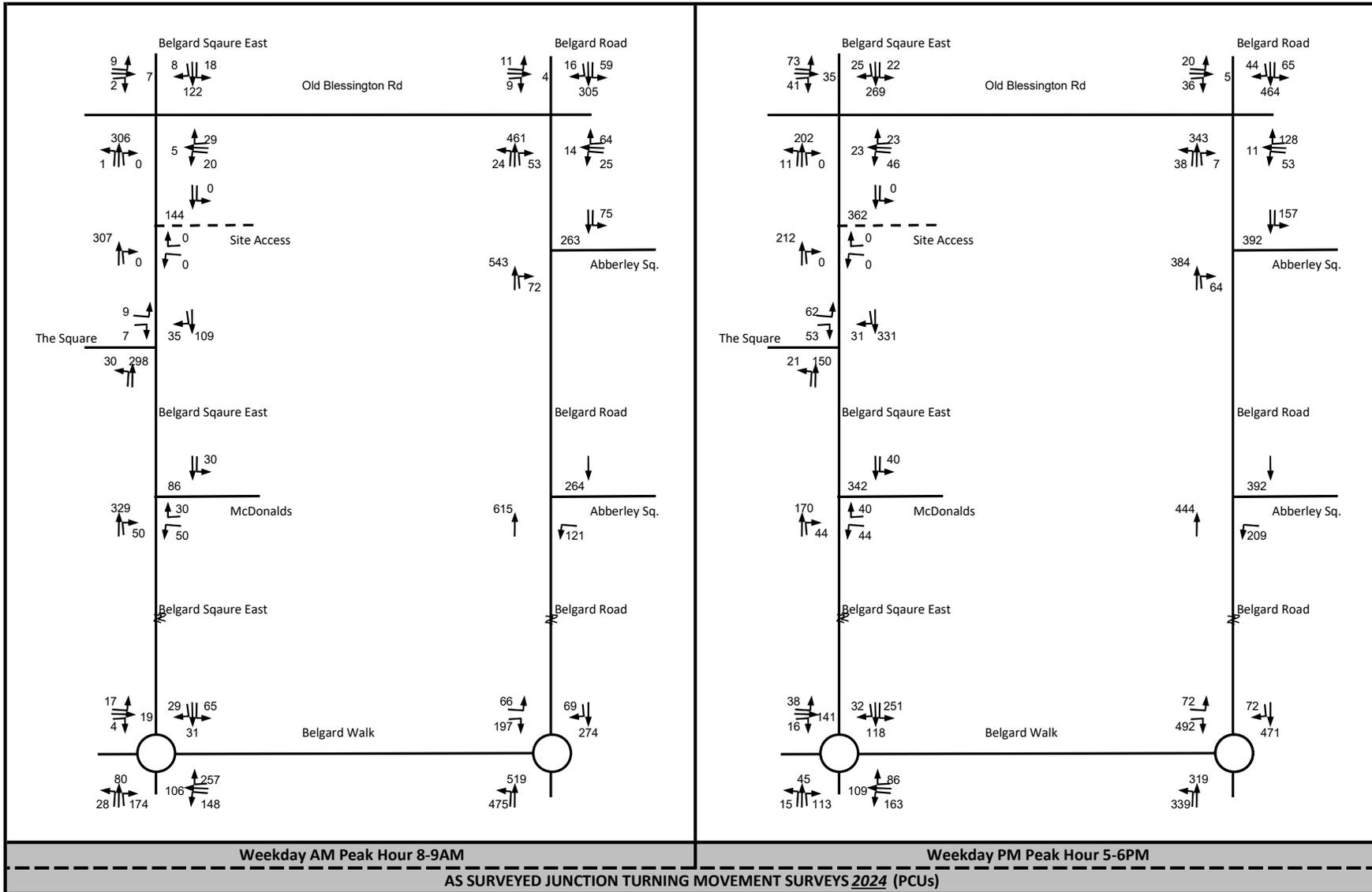
Parameter summary

Trip rate parameter range selected: 200 - 2700 (units: sqm)  
 Survey date date range: 01/01/16 - 18/06/24  
 Number of weekdays (Monday-Friday): 11  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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## APPENDIX D

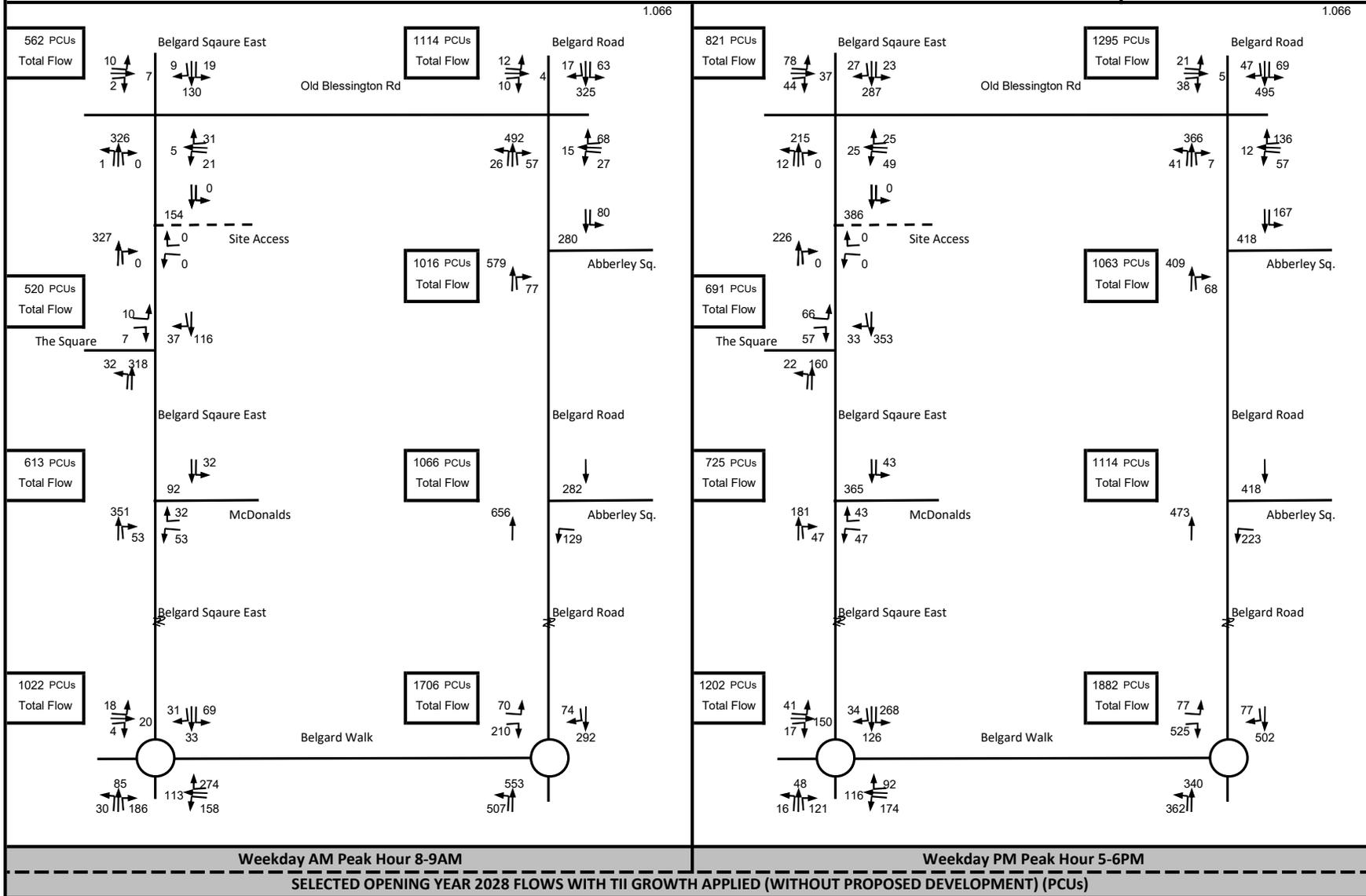
**Existing Traffic Flows, Trip Distribution &  
Network Traffic Flow Diagrams**



TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3  
 (Travel Demand Projections 2021, Table 6.1: Central Growth Rates: Link-Based Growth Factors (Dublin Wicklow Area))

2024 to 2028 = 1.066

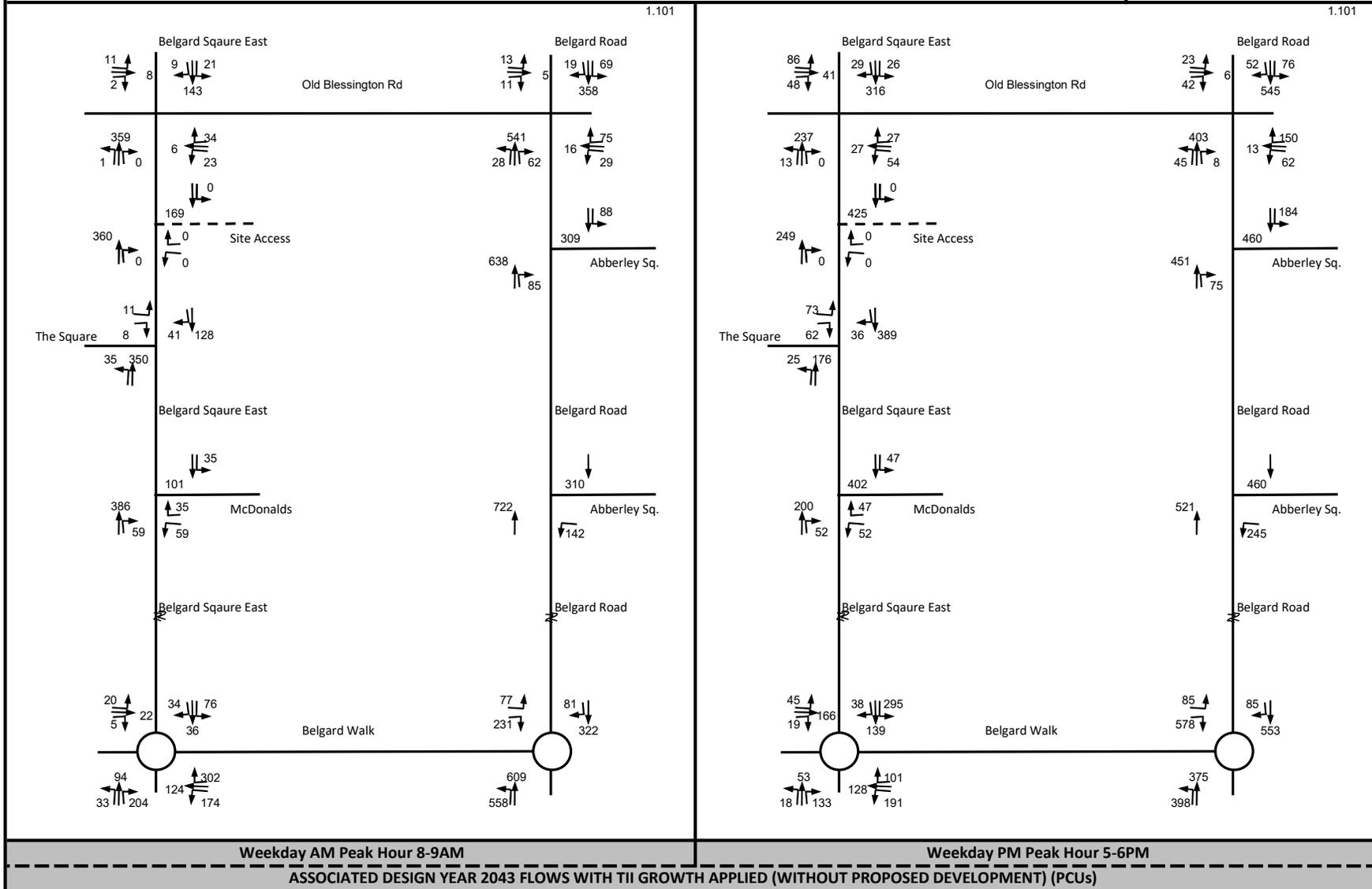
2028 to 2043 = 1.101



TII PE-PAG-02017 Project Appraisal Guidelines for National Roads Unit 5.3  
 (Travel Demand Projections 2021, Table 6.1: Central Growth Rates: Link-Based Growth Factors (Dublin Wicklow Area))

2024 to 2028 = 1.066

2028 to 2043 = 1.101



**TRICS ASSESSMENT OF TRAFFIC GENERATED BY PROPOSED DEVELOPMENT ELEMENTS  
(USING TRICS OUTPUT IN APPENDIX C)**

<b>199 Apartments</b>	<b>Arrivals (PCUs)</b>		<b>Departures (PCUs)</b>		<b>Total 2-Way</b>
<b>Network Hour</b>	<b>Per Unit</b>	<b>Dev</b>	<b>Per Unit</b>	<b>Dev</b>	
Weekday AM Peak (8-9)	0.063	13	0.204	41	53
Weekday PM Peak (5-6)	0.164	33	0.091	18	51
24 Hours	1.137	226	1.206	240	466
<b>210 Medical Centre</b>	<b>Arrivals (PCUs)</b>		<b>Departures (PCUs)</b>		<b>Total 2-Way</b>
<b>Network Hour</b>	<b>Per Unit</b>	<b>Dev</b>	<b>Per Unit</b>	<b>Dev</b>	
Weekday AM Peak (8-9)	0.788	2	0.099	0	2
Weekday PM Peak (5-6)	0.654	1	0.981	2	3
24 Hours	12.032	25	12.114	25	51
<b>72 Dentist</b>	<b>Arrivals (PCUs)</b>		<b>Departures (PCUs)</b>		<b>Total 2-Way</b>
<b>Network Hour</b>	<b>Per Unit</b>	<b>Dev</b>	<b>Per Unit</b>	<b>Dev</b>	
Weekday AM Peak (8-9)	2.986	2	0.733	1	3
Weekday PM Peak (5-6)	0.367	0	1.833	1	2
24 Hours	21.246	15	20.009	14	30
<b>350 Creche</b>	<b>Arrivals (PCUs)</b>		<b>Departures (PCUs)</b>		<b>Total 2-Way</b>
<b>Network Hour</b>	<b>Per Unit</b>	<b>Dev</b>	<b>Per Unit</b>	<b>Dev</b>	
Weekday AM Peak (8-9)	3.419	12	2.593	9	21
Weekday PM Peak (5-6)	2.849	10	3.647	13	23
24 Hours	14.478	51	15.699	55	106
<b>215 Pub/Rest</b>	<b>Arrivals (PCUs)</b>		<b>Departures (PCUs)</b>		<b>Total 2-Way</b>
<b>Network Hour</b>	<b>Per Unit</b>	<b>Dev</b>	<b>Per Unit</b>	<b>Dev</b>	
Weekday AM Peak (8-9)	0.190	0	0.000	0	0
Weekday PM Peak (5-6)	2.440	5	1.551	3	9
24 Hours	21.924	47	21.227	46	93
<b>87 Café</b>	<b>Arrivals (PCUs)</b>		<b>Departures (PCUs)</b>		<b>Total 2-Way</b>
<b>Network Hour</b>	<b>Per Unit</b>	<b>Dev</b>	<b>Per Unit</b>	<b>Dev</b>	
Weekday AM Peak (8-9)	2.415	2	0.966	1	3
Weekday PM Peak (5-6)	0.000	0	2.609	2	2
24 Hours	57.574	50	56.891	49	100
<b>1189 Other Retail</b>	<b>Arrivals (PCUs)</b>		<b>Departures (PCUs)</b>		<b>Total 2-Way</b>
<b>Network Hour</b>	<b>Per Unit</b>	<b>Dev</b>	<b>Per Unit</b>	<b>Dev</b>	
Weekday AM Peak (8-9)	4.590	55	3.925	47	101
Weekday PM Peak (5-6)	6.749	80	7.273	86	167
24 Hours	82.535	981	82.474	981	1962
<b>TOTAL PRIMARY DEVELOPMENT TRAFFIC GENERATED BY SUBJECT SITE</b>					
<b>Network Hour</b>	<b>Arrivals (PCUs)</b>		<b>Departures (PCUs)</b>		<b>2-Way</b>
Weekday AM Peak (8-9)	85		98		183
Weekday PM Peak (5-6)	130		126		256
24 Hours	1396		1411		2807

