



TRINITY WHARF DEVELOPMENT

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Traffic and Transportation Report

.....

February 2019



Trinity Wharf Development Traffic and Transportation Report

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1.0 INTRODUCTION

The Traffic and Transport Report (TTR) provides a comprehensive examination of the existing transportation network, an assessment of the traffic impacts and an analysis of the accessibility of the Trinity Wharf Development, Wexford.

2.0 METHODOLOGY

This TTR has been undertaken in accordance with current best practice guidance and planning policies. The following documents have been referenced during the preparation of this report;

- TII's Traffic and Transport Assessment Guidelines, PE-PDV-02045, (May 2014)
- Design Manual for Urban Road and Streets (DMURS)
- TII Design Manual for Roads and Bridges (DMRB)
- NTA National Cycle Manual

3.0 TRANSPORTATION PLANNING POLICY

The Wexford Town and Environs Development Plan 2009 – 2015 (as amended) is the current strategic document guiding planning and development in Wexford Town. It sets out policies in Chapter 9 to achieve the following transportation goals and objectives for Wexford Town;

- Goal – To develop a safer, more efficient and integrated transport system within Wexford, with improvements to the road network, other forms of the transport network including public transport, cycle ways and to create a pedestrian friendly environment.
- Objective (1) – To integrate land use and transportation to ensure that, in the future, travel to and within Wexford is carried out using the most convenient and appropriate mode of travel.
- Objective (2) - To minimise car access and direct through-traffic in the Town Centre by the development of key road links.
- Objective (3) - To maximise pedestrian and cycle movements between Residential Areas, the Town Centre, Schools, Industrial Estates and the Railway Station

4.0 ROAD AND PUBLIC TRANSPORT ACCESS

4.1 Surrounding Road Network

Wexford Town is served by the N11 towards Dublin and the N25 bypass approximately 3.5km west and south of the Town Centre which bypasses the town and connects south to Rosslare Harbour and west to Waterford and Cork. The main urban arterial routes in Wexford Town are the R730, the R733, R769 and the R741:

- The R730 extends along the River Slaney and Harbour and connects to the N11 at the River Slaney Bridge 3.5km north-west of the Town Centre and to the N25 at the Rosslare Road Roundabout 4.5km to the south and passes through Wexford Town;

- The R769 Newtown Road runs west of the Town Centre and connects to the N11/ N25 bypass at the New Ross Road Roundabout; and
- The R733 runs southwest of the Town Centre and connects to the N11/ N25 bypass at the Duncannon Road Roundabout;
- The R741 extends northward to Gorey via Castlebridge and forms the only river crossing east of the Town Centre via Wexford Bridge.

See Plate 4.1 Surrounding Regional Road Network and Plate 4.2 Surrounding Local Road Network below.

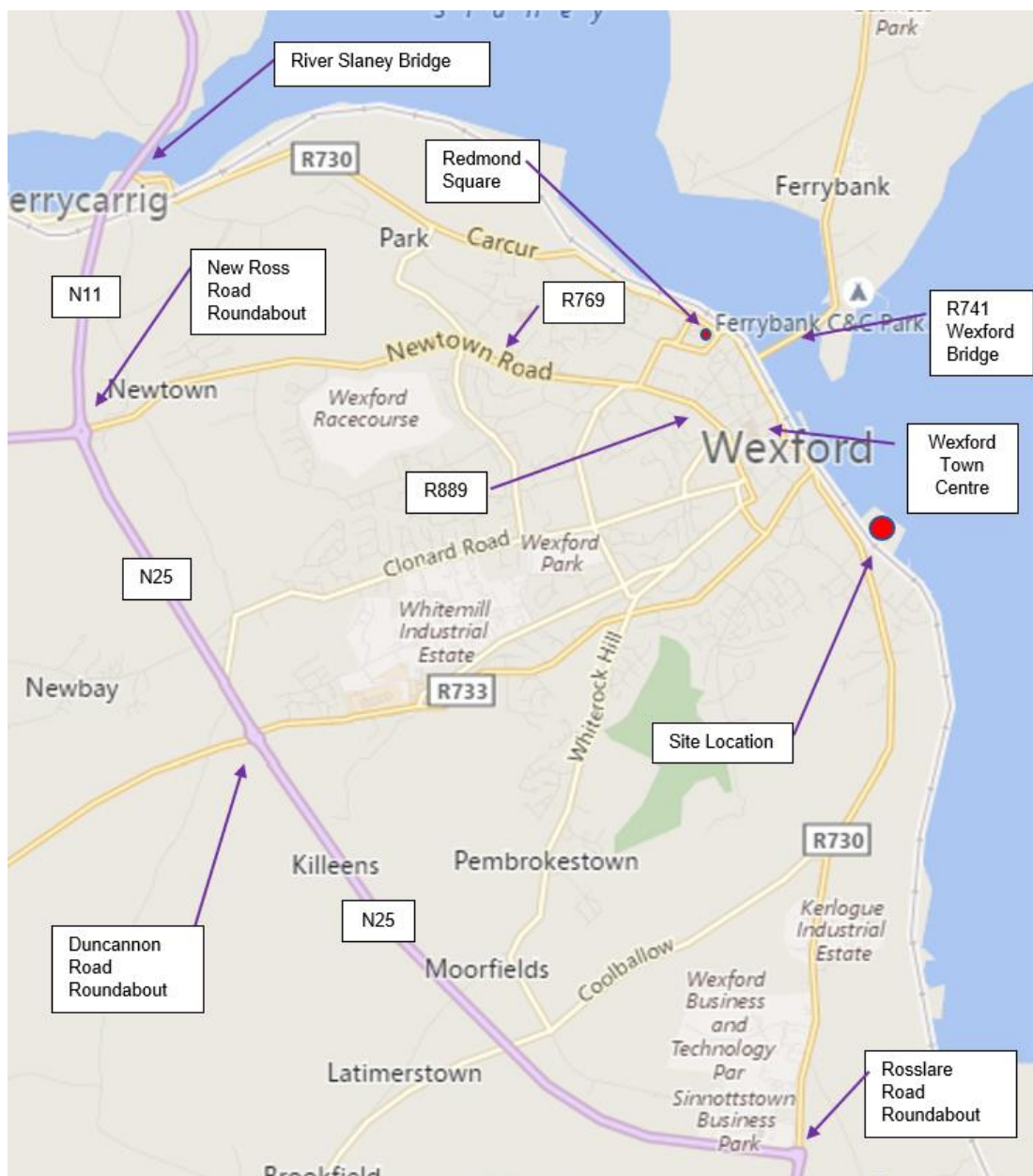


Plate 4.1 Surrounding Regional Road Network



Plate 4.2 Surrounding Local Road Network

The site is located directly off the R730 on Trinity Street and is currently accessed via a lane immediately to the north of McMahons Home and Garden, where the lane connects with Trinity Street at a priority junction. The lane continues in an easterly direction for approximately 60m where there is a level crossing with the Dublin / Rosslare Railway Line upon the access into the site.

The most direct route between the site and the N11/N25 bypass and thus the national road network is south along R730 Rosslare Road, connecting at the Rosslare Road Roundabout. The R730 north links to the retail core of Wexford Town Centre, the R733 and the R769. It also links to Wexford Bridge via Paul Quay, Crescent Quay and Commercial Quay. The quays between Wexford Bridge and Crescent Quay are subject to moderate daily traffic congestion during peak traffic hours.

Trinity Street, off which access is gained to the Trinity Wharf site, is a wide urban street with medium density residential and commercial buildings lining both sides of the street. The carriageway consists of two 3.5m lanes with a 1.2m-1.5m ghost central median and on-street parking on both sides. A 2m footpath is provided on western side of the road and a wider 3.2m footpath on the eastern side. Directly across from the proposed site access is Seaview Avenue, a narrow access lane leading to 12 residential properties.



Plate 4.3 Trinity Street View South from the Proposed Access – note one lane in each direction with on-street parking on both sides and ghost central median



Plate 4.4 Trinity Street View in the direction of Town Centre (North) from Proposed Access – one lane in each direction with on-street parking on both sides and ghost central median



Plate 4.5 Seaview Avenue

Trinity Street connects with Parnell Street 300m north of the site. Parnell Street provides a one-way eastbound link for inbound traffic from R733 Distillery Road, R889 Joseph Street and South Main Street towards Trinity Street. Parnell Street is approached from R733 Distillery Road and R889 Joseph Street via Mill Road, Faythe Lane, Swan View and Kevin Barry Street, and approached from South Main Street via Barrack Street.



Plate 4.6 View west up Parnell Street – Note: single traffic lane for inbound traffic lined with on-street parking.



Plate 4.7 Mill Road – Note: one-way street with on street parking provided to one side and intermittent accesses.



Plate 4.8 Kevin Barry Street – Note: narrow one-way street lined by high / medium density housing on one side.

For westbound traffic Trinity Street connects to the R733 at the junction of Lower King Street and Paul Quay 450m north of the site at the Talbot Hotel. Lower King Street and Upper King Street comprise 450m of one-way street for outbound traffic until it forms into Distillery Road at the junction with R889 Joseph Street and Mill Road.



Plate 4.9 Lower King Street – Note: one-way street for outbound traffic with on-street parking provided on one side and with store and housing frontage.

4.2 Public Transport Accessibility

The site's location at the edge of the Town Centre is well situated for access by public transport. While the Dublin/Rosslare railway line runs adjacent to the site, Wexford Town's railway and bus stations are in Redmond Square approximately 1.5km north of the site. Rail and bus combined provide Wexford with approximately 26 daily services between Wexford and Dublin Monday to Friday.

The site is connected to Redmond Square by a local bus service operated by Wexford Bus which run at 30min intervals Monday to Friday between 07:15 and 19:15 in both directions.

The Fisher's Row Bus Stop located 55m south of the proposed site access on Trinity Street is served by the WX2 local bus route. The Trinity Street Bus Stop located 270m north of the proposed site access is served by the 40, 132, 370, 378, 379, 385, 390 and WX1 bus routes.

A summary of all accessible public transport modes is shown below in *Table 4.1*. Timetables for full details of the public transport route is provide in **Appendix A: Public Transport Timetables**.

Table 4.1 Summary of Site Accessible Public Transport Services in Wexford Town

	Route No.	Route Details	Service Frequency
Iarnród Éireann		Dublin Connolly – Rosslare Europort	Mon – Fri: 4 daily services in both directions Sat & Sun: 3 daily services in both directions
		Dublin Connolly – Wexford O'Hanrahan	Mon – Fri: 1 daily service in Dublin direction
Bus Éireann	2	Dublin Airport – Wexford Station	Mon – Sun: 11 daily services in both directions + 5 additional seasonal services.
	40	Tralee Bus Station – Rosslare Europort	Services vary seasonally. Very low levels of service to Rosslare Europort and Waterford City
	132	Dublin City – Rosslare Harbour	1 weekly service on Thursday in both directions
	370	Dunmore Road Roundabout – Rosslare harbour	Mon – Sat: 1 daily service in both directions between Rosslare Harbour and Waterford City for August and October
	378	Wexford Station – Churchtown (Wexford)	1 weekly service in both directions
	379	Rosslare Harbour – Ballycanew	1 weekly service in both directions
	380	Wexford Station - Crossabeg	2 weekly services in both directions
	381	Wexford Station - Blackhall	2 weekly services in both directions
	382	Adamstown Supermarket - Wexford Station	1 weekly service in both directions
	383	Wexford Station – Kilmore Quay	4 weekly services in both directions
	385	Wexford Station – Rosslare Harbour	Mon-Sat: 1 daily service between August and October
	390	Redmond Square – Kilmore Quay	Mon – Fri excl. Wed: 4 daily services in both directions Wednesday: 3 daily services in both directions Saturday: 3 daily services in Kilmore Quay direction and 4 daily services in Redmond Square direction.
Wexford Bus	WX1	Clonard Village – Drinagh Business Park	Mon – Fri excl. Bank Holidays: 23 daily services in Drinagh Business Park direction. Sat: 21 daily services in Drinagh Business Park direction

	Route No.	Route Details	Service Frequency
	WX2	Drinagh Business Park - Clonard Village	Mon – Fri excl. Bank Holidays: 23 daily services in Clonard Village direction. Sat: 21 daily services in Clonard Village direction
	740	Wexford (Redmond Sq) – Dublin Airport	Mon – Fri excl. public holidays: 36 daily services in both directions Sat: 31 services in both directions Sun: 26 services in both directions
	340	Wexford (Redmond Sq) – Waterford	Mon – Fri excl. public holidays: 16 daily services in both directions Sat & Sun: 12 services in both directions

4.3 Accessibility for Cyclist and Pedestrians

There are good provisions for pedestrians within the vicinity of the site. The footpaths on Trinity Street are typically 2.0m to 3.0m wide and the surrounding network of urban roads and streets generally have footpaths on both sides. Zebra crossings have been provided on Trinity Street and William Street Lower approximately 580m north and 230m south of the proposed site access. The town centre is within a 10-15-minute walk and the railway station and bus station are within a 20-minute walk from the site. The accessibility of the site within a 10, 15- and 20-minute journey time by foot is shown in Plate 4.10.

Cycles lanes are provided on both sides of the Rosslare Road for a length of 2.5km. The 1.5m wide cycle lanes start 150m north of the Rosslare Road Roundabout and terminates 850m south of the proposed site at the Wexford Creamery. Cyclists typically use the traffic lanes north of this point into the town centre.

There are no dedicated cycle facilities along Trinity Street or William Street Lower. The wide carriageway and moderate traffic volumes are not conducive for comfortable on-street cycling conditions.

It is the Council's policy to extend cycle facilities along these routes as outlined in the Wexford Town and Environs Development Plan 2009-2015 (as extended) with the following policy statement;

- CW3 To continue to provide for and extend the system of safe pedestrian and cycle routes linking residential areas and the town centre with schools, shops, the train station and open spaces.

The accessibility of the site within a 10, 15 and 20 minute journey time by cycling is shown in Plate 4.11.

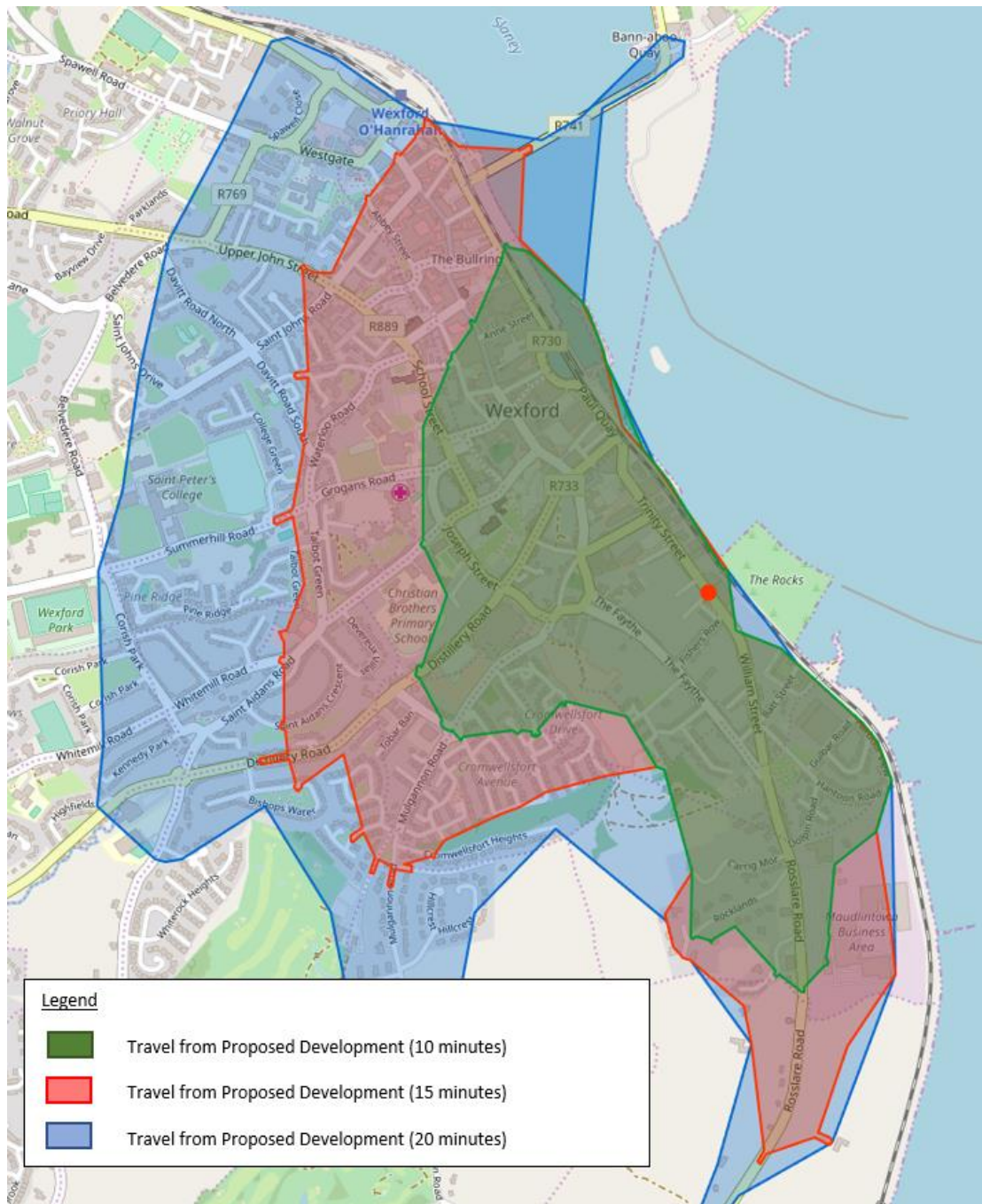


Plate 4.10 Walking Isochrone Map

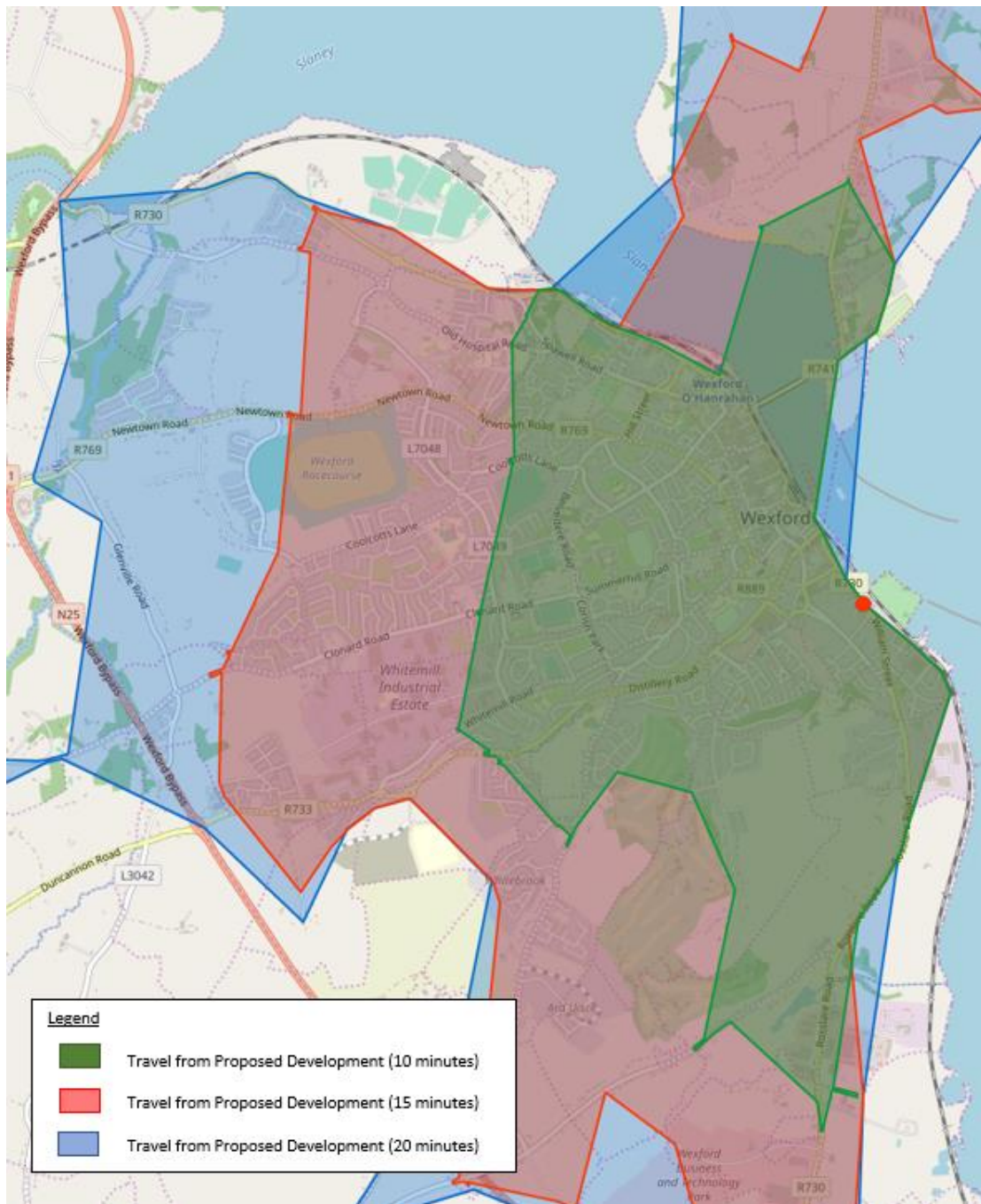


Plate 4.11 Cycling Isochrone Map

4.4 Road Safety

An inspection of the road collision statistics from the Road Safety Authority shows that there have been 3 collisions on Trinity Street and William Street Lower in the 10-year period between 2005 and 2014. All three entries have been recorded as minor injury rear end collisions.

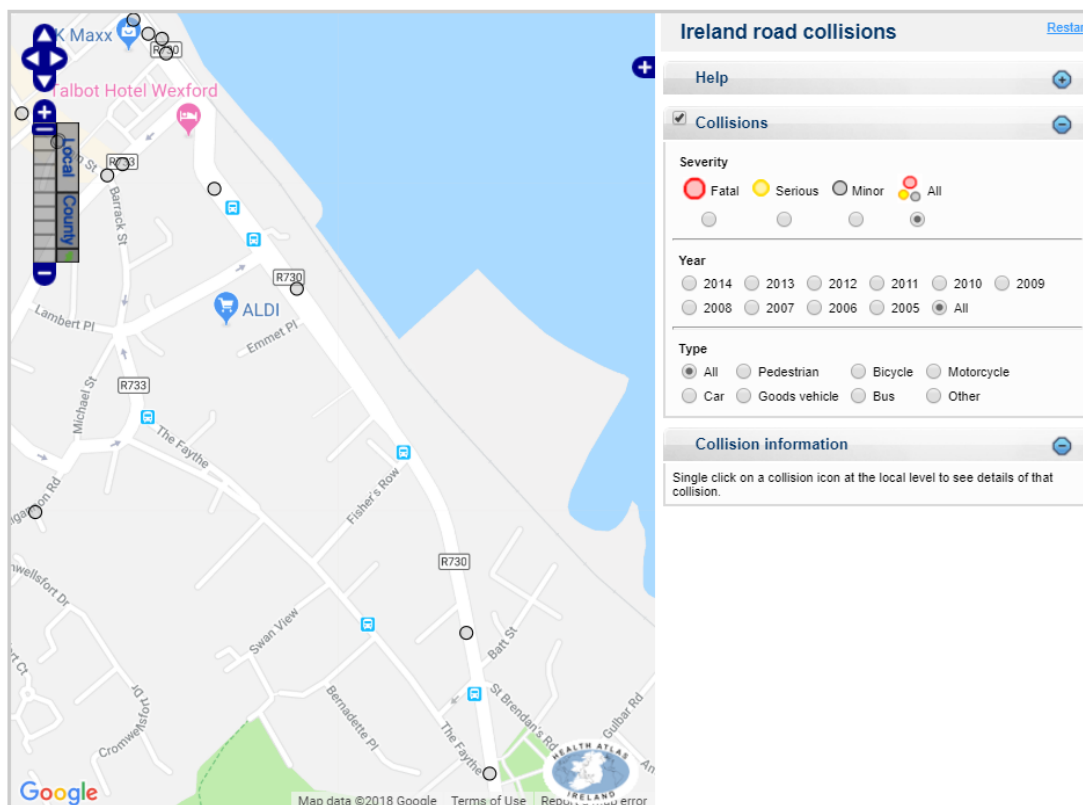


Plate 4.12 RSA Road Collision Records

5.0 EXISTING TRAFFIC

Traffic Surveys around Wexford Town were undertaken by Nationwide Data Collection (NDC) between Thursday, 1st December and Sunday, 3rd December 2016. The survey included 24-hour Automatic Traffic Counts (ATC) on Parnell Street, Trinity Street and William Street Lower, and a Junction Turning Count (JTC) at the Trinity Street / King Street / Paul Quay Junction during periods of peak traffic.

Updated traffic surveys were carried out in 2018 by NDC which consisted of an ATC on Trinity Street and JTCs at the junctions of Trinity Street / William Street Lower / Fisher's Row and William Street / The Faythe between Thursday, 2nd August and Thursday, 9th August. These surveys were scheduled to capture peak seasonal traffic.

The 2018 traffic survey data indicated a 5-day average traffic count of 10,154 vehicles in two directions on Trinity Street. This is a slight increase of 1.2% on the 2016 volumes which had a two-way weekday average of 10,029 vehicles per day.

The busiest period of the day according to the August 2018 survey is between 11:00 and 12:00 which had a two-way traffic flow of 895 vehicles per hour, while the AM peak was from 08:00 – 09:00 with a two-way flow of 536 vehicles per hour and the PM peak was from 17:00 - 18:00 with a two-way flow of 672 vehicles per hour.

Full details of the traffic survey are included in **Appendix B: Traffic Survey Reports**.

6.0 PROPOSED DEVELOPMENT

6.1 Description of the Proposed Development

The proposed development will provide a number of different land uses including; commercial leisure activities such as a hotel, marina, restaurants and bars, office space, residential housing and public realm including pedestrian & cycling facilities and a cultural centre.

6.2 Development Overview

The proposed development will provide a mixed-use building development totalling 5.47 ha, and comprising the following elements:

- 2 No. Advanced Technology/Office Buildings (5 storeys each) totalling 10,236m² floor space;
- Corporate HQ building (4 Storeys) 5035m² floor space;
- Hotel with 5 Storeys with 120 bedrooms and 9351m² floor space;
- Residential apartment building with 5 storeys, 58 No. apartments and 6369m²;
- Café/ Retail/Restaurant bar as an evening and weekend attraction, complementary to provision in the main town centre;
- Multi-storey car-park with capacity for 462 spaces and
- 64 berth marina

In addition, there is a public realm element to the development which consists of the following:

- Arts/Cultural/Performance Building/Space; provision for a high quality, distinctive, feature Arts/Cultural/Performance building of 2,600m²
- Public park and plaza with open performance space
- Landscaping Design & Plan
- Boardwalk structure to link Paul Quay with Trinity Wharf
- Roadworks Trinity Street

6.3 Proposed Site Access

6.3.1 Proposed Boardwalk

The proposed 6m wide boardwalk between the northern corner of the site and Paul Quay will form a high-quality pedestrian and cycle link improving connectivity to the retail centre of Wexford Town. Plate 6.1 below indicates the proposed location and extent of the proposed boardwalk.

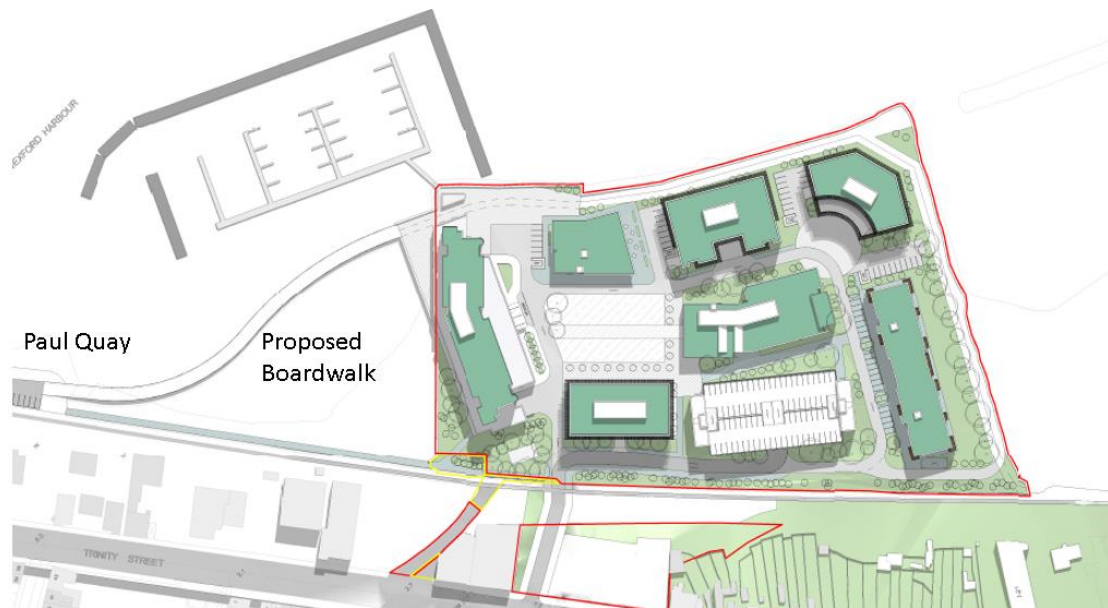


Plate 6.1 Location of Boardwalk

The northern end of the boardwalk will tie-in to the existing promenade of Paul Quay and the southern end will tie-in to the public space immediately adjacent to the proposed hotel at Trinity Wharf. A consequence of the construction of this boardwalk will be the loss of approximately 21 car parking spaces on the southern end of Paul Quay where the approach ramp to the boardwalk is to be constructed. See Figures 4.7 and 4.8 in **Appendix C: Drawings** for details of the Boardwalk.

6.3.2 Access Road and Junction

The proposed link road will typically consist of a 6m wide carriageway and 3m wide footpaths on both sides which will widen at the junction with Trinity Street for a right turn lane. The design speed limit and the predicted traffic volumes are appropriate for shared use of the road with cyclists without dedicated cycle lanes. The additional footpath width above the standard 2.5m has been provided for shared use of the footpath with novice cyclists.

The new access junction will form a 4-way signalised junction with Trinity Street and Seaview Avenue. A turning head facility will be provided on Seaview Avenue to facilitate the signalised junction. See Plate 6.2 for a plan view of the junction.

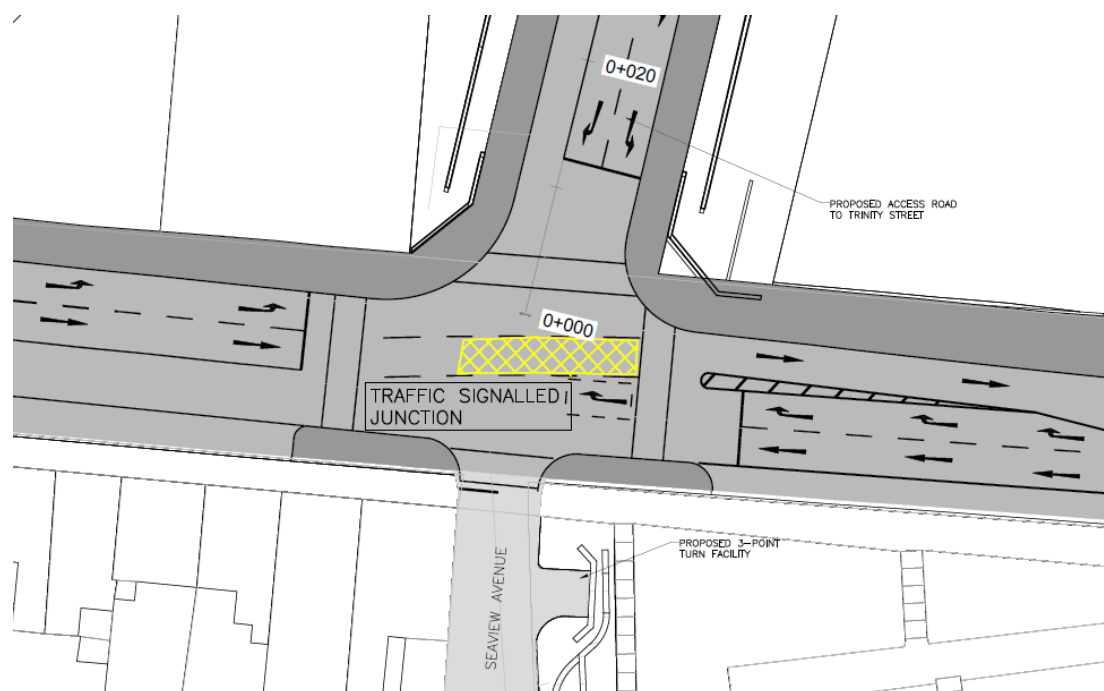


Plate 6.2 Proposed Signalled Access Junction

The signalled junction will have two approach lanes on three arms and a single approach lane on Seaview Avenue. The junction geometry has been developed in accordance with the Department of Transport Design Manual for Urban Roads and Streets (DMURS) and the traffic signal layout is designed in accordance with the TII Design Manual for Roads & Bridges DN-GEO-03060 – Geometric Design of Junctions. The proposed junction layout retains the on-street parking on the west side of the street except for approximately 4 spaces through the junction. Approximately 12 parking spaces will also be removed from the east side of Trinity Street. Kerb buildouts on both sides of Sea View Avenue will reduce the distance for crossing pedestrians and improve visibility for vehicles pulling out of Sea View Avenue. See Figure 4.9 in **Appendix C: Drawings** for details of the Junction design.

The turning head facility on Seaview Avenue consists of a 4m long x 3.3m wide pavement widening to prevent the current practice of vehicles reversing into or out of the lane from Trinity Street. The turning head will ensure vehicles can perform a 3-point turn within the laneway and face the correct direction on the approach to the traffic signals. See Figure 4.21 In **Appendix C: Drawings** for details of the Turning Head.

The junction will primarily function on a four-stage cycle, including a stage for pedestrians. A fifth stage for Seaview Avenue will be incorporated into the cycle when a vehicle is detected on this leg via a vehicle activation device.

The proposed link road into the development site will form a new level crossing with the Dublin to Rosslare Railway Line. Iarnród Éireann have agreed in principal to the design of the level crossing which will consist of signalised automatic controlled boom barriers. The barriers will active for 3-minute intervals 8 times a day for passing trains at 05:56, 07:41, 12:08, 13:16, 16:09, 17:51, 19:18 and 21:12. (according to the current Irish Rail timetable). A service building will also be provided for personnel managing the operation of the level crossing. This is located to the

south of the railway crossing and is accessed via the access road. A plan of the proposed level crossing can be viewed in Figure 4.9 in **Appendix C: Drawings**.

7.0 INTERNAL CIRCULATION

The public spaces and streets within the development are proposed as a pedestrian dominated public realm capable of holding outdoor events in the open spaces. The site will have a high degree of permeability for pedestrians with footways provided on all desire lines. A 4m wide dual pedestrian / cyclist promenade will be provided on the north-east and south-east site boundaries with the coast.

The internal traffic routes are shown below in Plate 7.1.

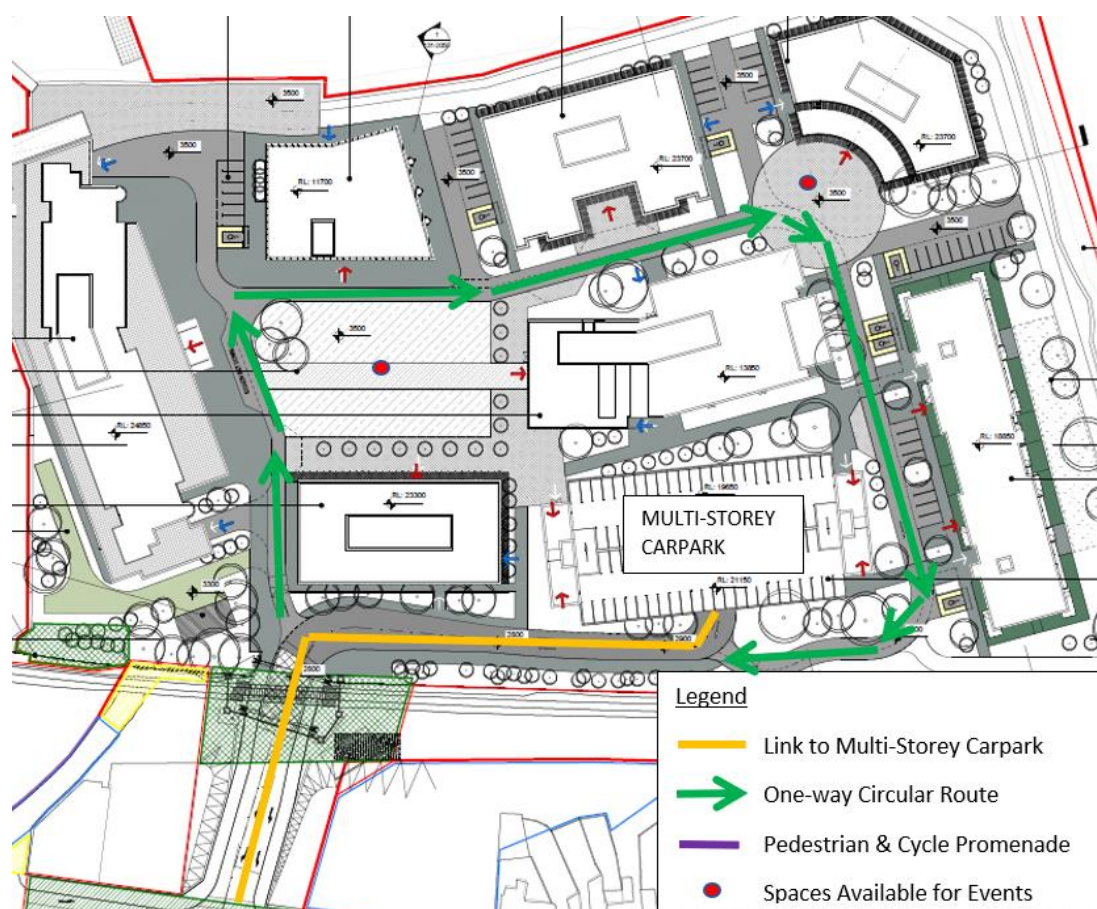


Plate 7.1 Internal Traffic Routes

A large proportion of vehicular traffic accessing the site (approximately 90%) are expected to drive directly to the multi-storey carpark via the 6m wide access road. The multi-storey car parking has been located adjacent to the Trinity Street entrance to minimise traffic circulation through the development and prevent associated traffic severance of the public realm areas.

A circular route through the development is proposed as a pedestrian priority shared surface which will cater for one-way low-speed vehicular traffic. The one-way route is intended exclusively for service and emergency vehicles, pick-ups and drop-offs to the hotel and cultural / performance centre and traffic accessing the small number of surface car parking including accessibility bays. Vehicles intending to use the multi-

storey carpark after making a drop off first can access the carpark via the one-way route.

The circular route will typically consist of a 5m wide delineated route for vehicles with flush/ dished kerbs on both sides and a mix of pavement materials to highlight the shared nature of the route. The section of the circular route passing the Central Plaza will narrow to 3m with pedestrians catered for by the pavement to the front of the hotel and the café/ restaurant building and the plaza. Street furniture along this section of the route will be set back appropriately to provide gaps where vehicles can temporarily set down to one side of the path without blocking traffic. Low traffic speeds will be achieved with entry and exit ramps, use of traffic calming pavement, street furniture and landscaping and narrow carriageway widths with tight corner radii in accordance with DMURS.

Coach and taxi set down areas have been provided convenient to the entrances of the hotel, the cultural / performance centre and all three office buildings which will meet the regular daily needs of the development.

The development may generate a concentrated arrival and departure of 3-4 coaches and taxis either side of an event in the cultural/ performance centre. Coaches in these instances can drop off passengers within the development at the set down areas and return shortly before the event finishes. The Accessibility Implementation Plan for events will identify coach parking locations off-site as described in section 14. It is anticipated that attendees seeking taxis will exit the site and hail a taxi from Trinity Street or Paul Quay or arrange to be collected from a location within the site. Taxis will be permitted to temporarily stand to one side of the circular route when making pick-ups or seeking fares without causing an obstruction to through traffic.

Heavy goods vehicle (HGV) accessibility through the development has been analysed using AutoTrack (see Figure 4.11 in **Appendix C**) software to ensure service and emergency vehicles have access throughout the site including buildings, the marina and the promenade. The largest vehicle envisaged on the site is a 12m long rigid coach.

8.0 TRANSPORT DEMAND GENERATION

8.1 Trip Generation

The trip rate generation of the proposed Development is estimated from the Trip Rate Information Computer System (TRICS) software. TRICS quantifies the trip generation of proposed developments based on a database of trip rates for developments in the United Kingdom and Ireland.

The TRICS output for the offices, hotel, apartments and cultural and performance centre were combined to anticipate the total number of multi-modal trips generated by the site when fully developed. A summary of the combined TRICS report can be seen in Table 8.1 below. The reports in full can be viewed in **Appendix D TRICS Reports**. Hourly arrival and departure movements below indicate 3 peak periods highlighted in bold in the morning, afternoon and evening. The busiest hour is at lunchtime between 1 and 2 pm.

Table 8.1 Multi Modal Trip Generation

TRICS Report Summary: Multi Modal Trip Generation for Mixed-Use Development			
Time Range	Arrivals	Departures	Total (two-way)
07:00 - 08:00	151	33	184
08:00 - 09:00	516	88	606
09:00 - 10:00	391	161	553
10:00 - 11:00	301	249	550
11:00 - 12:00	260	267	527
12:00 - 13:00	336	382	718
13:00 - 14:00	425	401	825
14:00 - 15:00	312	290	601
15:00 - 16:00	180	298	479
16:00 - 17:00	185	395	580
17:00 - 18:00	125	476	600
18:00 - 19:00	51	164	217
19:00 - 20:00	20	18	38
20:00 - 21:00	21	18	39
21:00 - 22:00	10	21	31

An analysis of the TRICS report indicates that a combined total of 3,284 inbound and 3,261 outbound daily trips (all modes of travel) are predicted to be generated when the site is fully developed. The majority of trips taken outside the AM and PM commuter period are anticipated to be internal trips taken within the site and to the Town Centre by either foot or bicycle. The proposed mixed-use development will be busiest in the afternoon with a total of 825 trips between 13:00 and 14:00.

As shown in the section 8.3, a higher proportion of trips during the day will be by walking rather than driving, as occupants of the site will be inclined to walk to and from the adjoining town centre. Thus, the busiest periods for traffic movements will be in the usual morning and evening peaks.

8.2 Model Split

The 2016 CSO census Small Area Population Statistics (SAPS) was analysed for the Settlement of Wexford, to ascertain the modes of travel used when travelling to work. The Census data is summarised below in *Plate 8.1: Travel Modes Chart – Settlement of Wexford*. The Census data can be viewed in full in **Appendix E: CSO SAPS Data**.

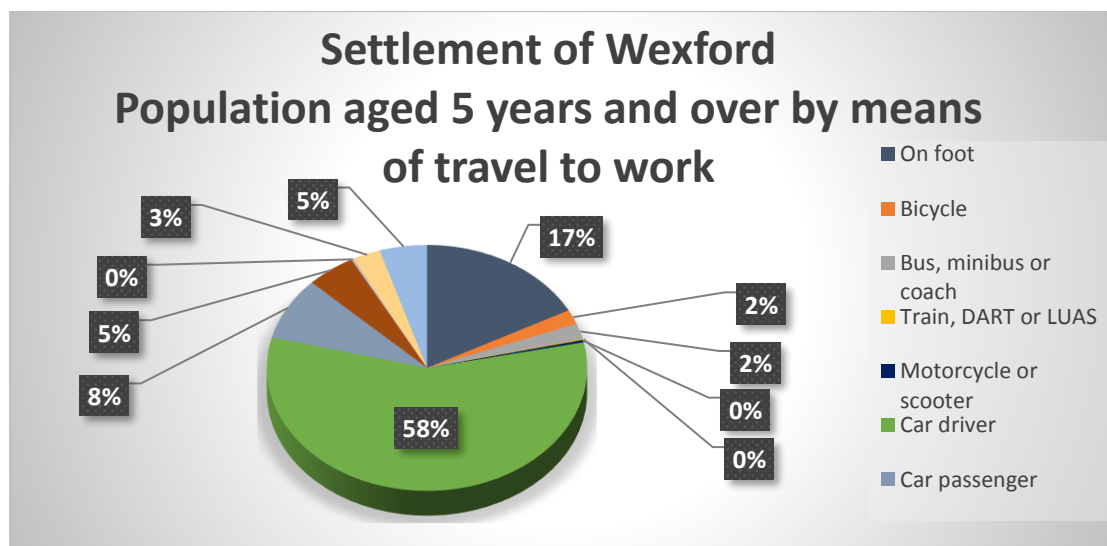


Plate 8.1 Travel Modes Chart – Settlement of Wexford

The data shows 63% of people in Wexford Town driving to work by car or van, with 5% traveling as a passenger. The data shows 17% walk to work, 2% cycle and 2% catch public transport.

8.3 Traffic Prediction for the Site

The traffic generated by the development during the AM and PM peak hour periods are estimated by applying current commuter travel modes data for the Settlement of Wexford to the predicted trip rate generation. The current travel modes to work data is taken from the 2016 Census available on the CSO website shown in the section above.

The traffic flows generated by the development outside the AM and PM peak commuter traffic (10:00 – 16:00) are taken directly from the TRICS vehicular trip data.

The predicted traffic generation throughout the day has been provided below in Table 8.2. The full details can be found *in Appendix F: Traffic Calculations*.

Table 8.2: Summary of Predicted Traffic Generation

Time Range	Arrivals (vehicles)	Departures (vehicles)	Two-way (vehicles)
07:00-08:00	94	21	115
08:00-09:00	321	55	377
09:00-10:00	244	100	344
10:00-11:00	149	108	257
11:00-12:00	118	124	242
12:00-13:00	108	122	230
13:00-14:00	128	126	254
14:00-15:00	127	118	245
15:00-16:00	89	127	216
16:00-17:00	115	246	361
17:00-18:00	78	297	374

Time Range	Arrivals (vehicles)	Departures (vehicles)	Two-way (vehicles)
18:00-19:00	32	102	135
19:00-20:00	12	11	24
20:00-21:00	13	11	24
21:00-22:00	6	13	19
Total	1,635	1,580	3,217

The daily regular traffic peaks generated by the development are anticipated during the hours commencing at 08:00, 13:00 and 17:00 with 377, 254 and 374 vehicles per hour.

8.4 Traffic Assignments

The predicted traffic distribution model of traffic generated by the development was developed by estimating the percentage of vehicles in peak hour traffic travelling to and from the primary origin/ destination zones within the study area.

The proposed site is anticipated to be the destination for only 80% of traffic generated by the development based on the available on-site parking. The remaining 20% of car trips will be made to under-utilised car parks located in the nearby Town Centre such as Sinnott Place. Refer to section 9 for further details on the car parking proposals. The predicted distribution of traffic generated by the development during the AM and PM peaks is shown in the Plate 8.2, below. Refer to **Appendix F: Traffic Calculations** for full details of the traffic assignments.

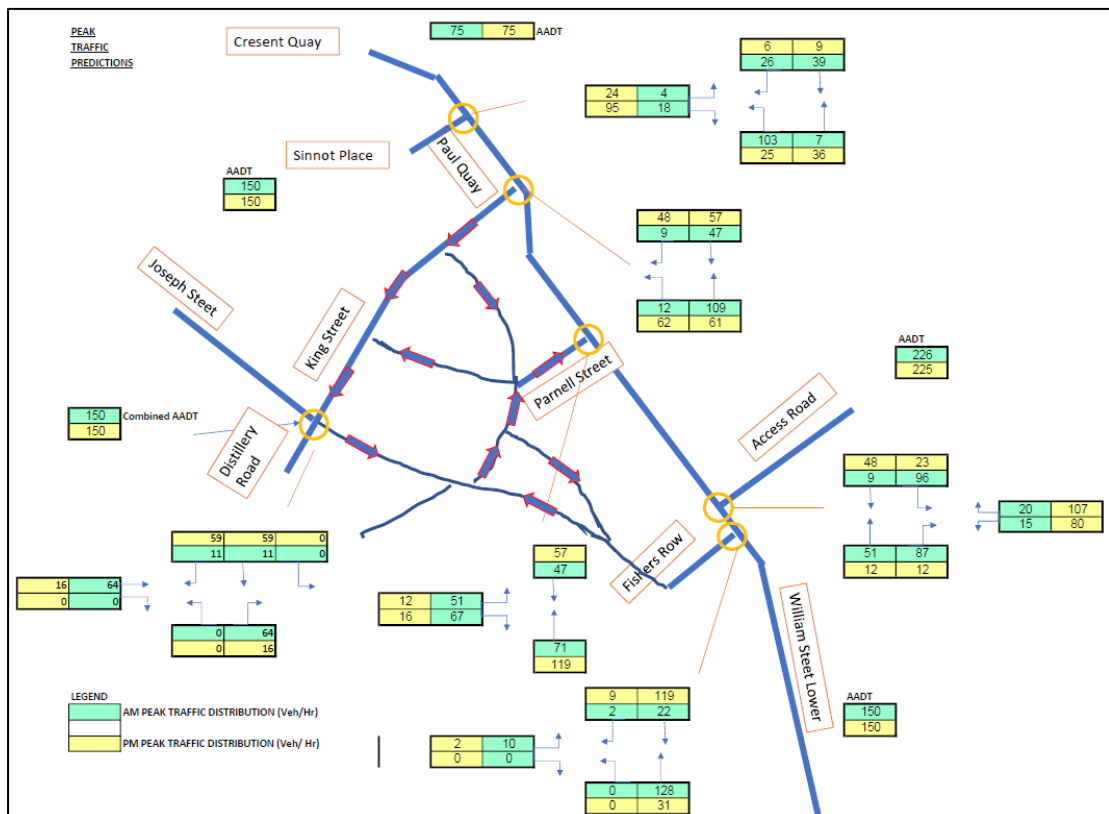


Plate 8.2: Predicted Traffic Distribution Model of Traffic Generated by the Development

Based on the location of the site relative to the geographical distribution of the main residential areas in the town and the surrounding hinterland, it is estimated that 60% of the traffic will come from within the town and 40% of traffic generated by the site will originate from the southern direction via the Rosslare Road and William Street Lower direction because of the site's accessibility from the N25 bypass from the south. Traffic originating from the hinterland land will use the N25/ R730 to avoid the busy town centre.

40% of traffic is anticipated to originate from the King Street / Joseph Street node as it forms the intersection between the R733 and the R889 circular route around the Town Centre on the western side. Traffic originating from this node are anticipated to use Mill Road, Kevin Barry Street and Parnell Street to arrive at the site and King Street when departing.

The remaining 20% is anticipated to approach from the north along the Wexford Quays.

Traffic levels surrounding the site are not anticipated to grow in future years in a do-nothing scenario. Development in the Town Centre is reaching saturation where there is limited scope for substantial infill development to generate traffic increases, and any such development should be balanced by an improving mode share by public transport, walking and cycling. The completion of the M11 Gorey to Enniscorthy is also anticipated to have a beneficial effect on traffic levels in Wexford Town as commuter traffic will use the new scheme rather than bypass Enniscorthy via Wexford Bridge and the R741.

9.0 PARKING PROVISIONS

9.1 Parking Demand Generation

A benefit of mixed-use developments is the efficient use of car parking facilities in a shared capacity. The core demand for parking is generated by the residential complex, hotel and offices. A summary of the demand assessment is shown below:

Table 9.1: Core demand for regular mid-week parking at peak development

Land Use	Car Parking Demand (Spaces)
Offices	521
Residential Complex	58
Hotel	60
Total	639

The parking demand generated by the office has been estimated based on 63% of employees driving to work at 1 employee per 20sqm GFA of office space. The parking demand generated by the apartment complex is based on 1 space per dwelling. The demand for parking for the hotel during core office hours is estimated as half the number of bedrooms in the hotel based on an analysis of the TRICS data and a car park survey of other hotel car parks located in Wexford Town Centre. The parking demand calculations can be viewed in **Appendix 5.5: Traffic Calculations**.

The core demand for parking for the hotel, cultural quarter and the marina will be during evening hours and at the weekends. The peak demand generated by these components of the development can be accommodated with the dual use of office parking based on estimates of 120 spaces for the hotel and 200 spaces for the conference centre.

Events and conferences in the cultural and performance centre will rarely be held at times which coincide with office hours. Events and conferences held at these times will implement an Accessibility Implementation Plan as described in section 14.

9.2 Proposed Provision

The car parking provisions at peak development are summarised below in *Table 9.2*.

Table 9.2: Proposed Parking Provision at peak development

Provision	No. of Spaces (accessibility spaces)
Surface Car Parking	47 (8)
Multi-Storey Car parking	462 (23)
Total	509 (31)

The proposed development includes a multi-storey carpark with 462 spaces, including 23 accessible spaces. There will be 47 surface car parking spaces throughout the site which will include 8 accessibility spaces. This give a total onsite parking provision of 509 spaces. This includes 31 accessibility spaces or 6% of the total parking provision which exceeds the 5% recommended in the Building Regulations 2010 Technical Guidance Document.

This provision equates to 80% of the anticipated core demand for parking generated by the combined elements on the site. The remaining 20% of the car parking demand

can be accommodated in nearby alternative long-term car parks as described in the section below. The long-term on-street parking of commuter vehicles on the surrounding streets will be prevented with the management and enforcement of an appropriate permit, tariff and enforcement system.

9.3 Alternative Parking

There are several alternative long-term car parks located close to the proposed site which can accommodate the excess core parking demands of the development in a communal capacity. The Talbot Hotel, Paul Quay, Sinnott Place and Crescent Quay South car parks are within a 10-minute walk of the site as shown in Figure 5.1 in **Appendix C: Drawings**.

A parking survey of the Town Centre car parks carried out in November 2016 found that the daily occupancy of some off-street public car parks at 5pm throughout the town centre was low with some operating between 22% and 50% capacity. The findings of the parking survey are shown in Table 9.3 below.

Table 9.3: Wexford Town Centre Parking Observations at 5pm in November 2016

	Location	Occupied	Available	Total	% Full	Charges		Comments
						Hourly	Daily	
1	Trinity Street Talbot Hotel	57	34	91	63%	€1	€5	
2	Talbot Hotel overflow carpark	25	17	42	60%	€1	€5	
3	Paul Quay	109	20	129	84%	€2	€2	
4	Paul Quay on street	13	7	20	65%	€1.40	€5.60	Max. 4 hrs
5	Sinnott Place multi-storey	85	235	320	27%	€1	€3	
6	Crescent Quay off street South	52	18	70	74%	€1.20	€3	
7	Crescent Quay on street	25	4	29	86%	€1.40	€5.60	Max. 4 hrs
8	Crescent Quay off street North	46	11	57	81%	€1.40	€5.60	Max. 4 hrs

Talbot Hotel, Sinnott Place multi-story and Crescent Quay off-street south are public long-term car parks within a 10-minute walk of the site which had 51, 235 and 18 spaces available. The Paul Quay car park, which provides all-day parking for people employed in the town centre is likely be at 100% capacity with the reduction of the 21 spaces to facilitate the proposed pedestrian and cycle link.

Therefore, the total number of viable unoccupied spaces surveyed within a 10-minute walk of the site was 304. This is enough to accommodate the surplus demand for regular daily long-term car parking for the proposed Trinity Wharf at peak development.

Table 9.4 Estimated core demand for parking against on-site provisions and parking availability in nearby public car parks.

	Spaces
Demand Generated by Development	639
Provision for Parking within Development Site	509
Shortfall of on-site Parking	130
Parking Available in Public Long-Term Car Parks Nearby	304

9.4 Parking Provisions for Interim Development Phases

The site is likely to be developed in two or more phases. A Construction Environmental Management Plan (CEMP) for each phase of the development will be prepared once details of any phased development are known. This plan will include proposals for providing adequate parking for each phase of development. It is likely that the initial phase or phases will be served by temporary surface car parks within the development on areas of the site for later phases of the development. The number of parking spaces which will be permitted at each phase will be limited to the applied rate in Table 9.5 below. When there is no longer enough undeveloped space to accommodate the parking demands of further development on the site, the multi-storey car park must be completed before these following phases of development are commenced.

Table 9.5: Maximum parking provisions in phased development of site

Land Use	Applied Rate
Hotel	1 space/ bedroom
Office Building A	1space/ 33sqm
Office Building B	1space/ 33sqm
Office Building C	1space/ 33sqm
Residential Complex	1 dedicated space/ dwell

9.5 Conclusion and Strategy on Car Parking Provisions

It is essential that the on-site parking facilities are managed with an appropriate permit, tariff and enforcement system. The site will be included to the car parking variable message signage (VMS) system currently in operation on the approaches to Wexford Town to advise of parking availability.

The surplus regular daily demand for parking can be accommodated in existing Town Centre off-street public carparks which are currently under-utilised. The rationalising of long-term parking in the Town Centre is considered an efficient use of valuable public land and amenities. It reduces the attractiveness of single occupant car journeys to work and encourages commuters to seek more sustainable modes of transport.

The existing on-street parking provisions for residents and businesses on the surrounding street will be protected from the demand of long-term parking generated by the development with the management of an appropriate permit, traffic and enforcement system.

9.6 Cycle Parking Provisions

The provision for cycle parking in keeping with the policy statement in the Wexford Town and Environs Development Plan 2009-2015;

- CW5 to encourage the provision of secure bicycle parking in the Town Centre, at public facilities such as Schools, Libraries, the Train Station and in all new developments in accordance with standards set out in development management standards.

The Wexford Town and Environs Development Plan states that the National Manual for the Design of Cycle Facilities in Urban Areas will be the basis for informing the design of cycle facilities. The Wexford County Development Plan (18.29.5 Cycling) outlines that the council will have regard to the National Cycling Manual (NCM) in its assessment of the required cycle facilities.

The bicycle parking will consist of Sheffield stands and shelters in a convenient location close to the entrances of the various buildings. Each cycle stand will cater for two bicycles.

The proposed provisions are outlined in the table below.

Table 9.6 Cycle Parking Provisions

Building	Cycle Stands	No. of Spaces
Hotel	16	32
Office Building A	12	24
Office Building B	14	28
Office Building C	12	24
Cultural Quarter	12	24
Café / Retail/ Restaurant	7	14
<u>Total General Public Use</u>	<u>73</u>	<u>146</u>
<u>Residential Complex</u>		
Residents External Bicycle Stores	20	40
Resident Internal Bicycle Stores	10	20
Visitor	15	30
<u>Total Residential Complex Bicycle Parking</u>	<u>45</u>	<u>90</u>

The core demand for bicycle parking are the offices and the hotel, while the residential complex should have cycle parking set aside for residents use only. The café/ retail/ restaurant building is an ancillary component of the development during core office hours while the cultural/ performance centre can share the office parking in a dual use capacity during the evenings and at the weekends.

The NCM outlines that bicycle parking should be provided for 10% of employees in the offices. The hotel will be allocated with a small provision for staff. Hotel guests are unlikely to generate a large demand for bicycle parking because of the nature of the business. This equates to 76 spaces in accordance with the NCM based on 1 space for 10% of employees at 1 employee per 20sq.m GFA of office space plus an additional 10 spaces allocated for the hotel staff giving a total of 86.

The proposed provision allocated for general public use on the site is 146, which is 60 spaces or 70% more than recommended in the NCM. These spaces are provided in secure and shelter bicycle parking areas conveniently located near the main entrances to the buildings. Each of these buildings will provide end-of-trip bicycle facilities such as showers and locked storage facilities.

The NCM for a housing development is 2 private secure bicycle spaces per 100sq.m (net) + 1 visitor space/ two housing units giving a total provision of 152 space. This allocation of cycle parking is high (roughly 2.6 spaces/ dwell) given that the CSO data indicates that only 2% of people in Wexford cycle to work. A rate of 1.5 spaces per dwell adopted in development plans in similar towns such as Wicklow and Dundalk give a more realistic and practical total of 87 spaces.

The development proposes to provide 90 parking spaces for residents in secure and sheltered bicycle parking areas conveniently located internally and to the front of the building near the main entrances.

10.0 TRAFFIC IMPACT ANALYSIS

The methodology used in the traffic analysis for the proposed development involved an assessment of the additional traffic loading resulting from the proposed development and an examination of the capacities and delays at the proposed development junction and nearby junctions in a post development scenario, i.e. when the Trinity Wharf site is fully developed as per the proposed development.

10.1 Access Road/ Dublin – Rosslare Railway Line Level Crossing

The proposed link road into the development site will form a new level crossing with the Dublin - Rosslare Railway Line. Iarnród Éireann have agreed in principle to the design of the level crossing which will consist of signalised automatic controlled boom barriers.

The impact of the level crossing was considered based on the current operational requirements of the Dublin – Rosslare Railway Line which caters to 8 daily services travelling in both directions. The future potential expansion of services is limited by restrictions on the Wexford Bridge Level Crossing which is considered crucial to the transport network.

The barriers will activate for 3 minutes intervals 8 times a day for passing trains at 05:56, 07:41, 12:08, 13:16, 16:09, 17:51, 19:18 and 21:12. The Dublin Connolly service arriving at Wexford O'Hanrahan at 17:51 coincides with the predicted daily PM peak hour traffic generated by the development. This is anticipated to result in a queue of 3 inbound vehicles and 12 outbound vehicles based on a predicted traffic flow of 62 veh/hr and 238 veh/hr arriving and departing the site between 17:00 and 18:00. These outbound vehicles will stack back into the site and will have no external impact for traffic on Trinity Street.

Brief traffic queuing resulting from the signalised level crossing is anticipated to dissipate quickly once the barriers are lifted.

10.2 Junction Capacity Analysis

The study area being considered in the traffic impact analysis, which takes into account the anticipated development traffic generation and distribution, includes the following junctions;

- Proposed Trinity Wharf Access / Trinity Street Junction
- Trinity Street / Fishers Row / William Street Lower Junction
- Trinity Street / Parnell Street Junction
- Trinity Street / King Street / Paul Quay Junction.
- Distillery Road / Joseph Street / Mill Road / King Street Junction

Beyond these junctions' traffic will have dissipated onto a multitude of different streets to an extent that the increases in traffic generated by the proposed development is not considered significant.

The proposed Access Junction, Trinity Street / King Street / Paul Quay Junction and Distillery Road / Joseph Street / Mill Road / King Street Junction are signalised junctions and were analysed using Linsig software. Linsig software presents the results of a junction model in Degrees of Saturation (% DoS). A signalised junction is considered to be performing satisfactorily if the DoS is at or below 90%. A junction operating above this level of DoS is likely to have queues building and excessive delays.

Trinity Street / Parnell Street Junction and Trinity Street / Fishers Row / William Street Lower Junction are priority junctions and were analysed using Junctions 8 Picady software. Picady software presents the results of a junction model in Ratio of Flow to Capacity (RFC). A priority junction is considered to be performing satisfactorily if the RFC is at or below 0.85. A junction operating above this level of RFC is likely to have queues building and excessive delays.

A summary of the results from the junction analysis for the peak periods of each junction in a post development scenario are shown in Tables 10.1, 10.2, 10.3, 10.4 and 10.5 below. The reports from the junction capacity analysis can be viewed in full in **Appendix G: Junction Capacity Reports**.

Table 10.1: Summary of Linsig Model Report for Proposed Development Access / Trinity St Junction

Trinity Street / Access Link Road Junction – 90s signal cycle				
Lane Description	AM Peak % DoS		PM Peak % DoS	
	Baseline	Peak Development	Baseline	Peak Development
Trinity Street North Arm – Left Turn	-	17.3	-	5.3
Trinity Street North Arm – Through Lane	-	25.9	-	53.5
Access Link – Right & Left Turns	-	16.9	-	53.5
Trinity Street South Arm – Ahead and Right Turns	-	48.5	-	37.7

Table 10.2: Summary of Linsig Model Report for Trinity St / King St / Paul Quay Junction

Trinity Street / King Street / Paul Quay Junction – 90s signal cycle				
Lane Description	AM Peak % Dos		PM Peak % Dos	
	Baseline	Peak Development	Baseline	Peak Development
Paul Quay Arm – Right and Through Turns	25.5	29.4	42.1-	48.4
Trinity Street Arm – Left and Ahead Turns	-40.7	49.3	36.1	47.8

Table 10.3: Summary of Linsig Model Report for Distillery Road / Joseph Street / Mill Road / King Street Junction

Distillery Road/ Joseph Street / Mill Road / King Street – 90s signal cycle				
Lane Description	AM Peak % Dos		PM Peak % DoS	
	Baseline	Peak Development	Baseline	Peak Development
Distillery Road – Right & Left	51.8	59.8	73.8	79
Joseph Street – Right & Ahead	51.7	58.3	74.9	82.8
King Street – Ahead & Left	52.2	59.9	78.6	82
King Street – Right	36.8	43.3	52.8	60.1

Table 10.4: Summary of Picady (Junctions 8) Model Report for Trinity St / Fishers Row/ William St Lwr Junction

Trinity Street / Fishers Row / William Street Lower Junction				
Lane Description	AM Peak Max RFC		PM Peak Max RFC	
	Baseline	Peak Development	Baseline	Peak Development
Fisher's Row – Left and Right Turn	0.05	0.06	0.04	0.04
Trinity Street North Arm – Right and Straight Turns	0.02	0.02	0.13	0.14

Table 10.5: Summary of Picady Model Report Trinity St / Parnell St Junction

Trinity Street / Parnell Street				
Lane Description	AM Peak Max RFC		PM Peak Max RFC	
	Baseline	Peak Development	Baseline	Peak Development
Parnell Street – Left Turn	0.15	0.20	0.22	0.25
Parnell Street – Right Turn	0.09	0.32	0.20	0.30
Trinity Street	No Right Turn			

The results show that the nearby junctions on the surrounding network will operate satisfactorily when the site reaches peak development as per the Trinity Wharf Development. As such the adverse effects of the predicted traffic generated by the

proposed development are considered to have a slight impact on the capacity of the surrounding road network.

The cultural and performance centre will generate a concentrated traffic demand on the Trinity Street access junction when events are being held. These events will primarily be held during evening times and at the weekend. The peak traffic generated by the cultural and performance centre is estimated to be 200 vehicles per hour based on a venue capacity of 400 people.

A peak traffic demand of 200 vehicles per hour is significantly less than the trips generated by the development during regular daily peak hour traffic and does not warrant further analysis.

An accessibility implementation plan will be implemented on rare occasions that an event coincides with regular daily traffic. The accessibility implementation plan will encourage attendees to park at long-term car parks on the outskirts of the town and use public transport in order to ease traffic and parking pressures on the site.

11.0 ROAD SAFETY AUDIT

A Stage 1 Road Safety Audit has been carried out in accordance with Transport Infrastructure Ireland's (TII) Publication GE-STY-01024 – Road Safety Audit and included in **Appendix H: Road Safety Audit Report**. All issues raised in the Road Safety Audit have been accepted so the proposed development will be satisfactory in terms of traffic operations and safety.

Subject to planning approval a Stage 2 Road Safety Audit will be carried out on the detailed design and a Stage 3 Road Safety Audit will be carried out in the constructed scheme.

12.0 CONSTRUCTION STAGE TRAFFIC

The most dominant construction activities from a transport perspective are the earthworks and the delivery of large structural components such as the prefabricated steelwork elements for the boardwalk and the individual breakwater and pontoon elements for the marina.

The traffic generated by the construction of the development is anticipated to peak during the earthwork activities which will create the most long-term consistent movement of HGVs over the construction programme. It is proposed to raise the ground level of the site by an average in excess of 1.5m over a 6-month period which will require an estimated 83,700m³ of imported fill material, or 10,500 HGV loads based on an average capacity of 8m³ per HGV. This equates to 81 HGV loads per working day, or 162 HGV movements per working day.

The haulage route for the delivery of plant and construction materials during the construction phase of the development will be restricted to approaching the site from the south via the Rosslare Road Roundabout and the R730 in order to minimise these impacts (construction traffic prohibited from travelling through Wexford town), see Figure 4.18 in **Appendix C: Drawings** for proposed haulage routes. The access road, the temporary level crossing and a site compound will be constructed in advance of the main construction works to facilitate access to the site.

It is anticipated that in the order of 50 construction workers will typically be on site although this number will vary during different stages of the programme. Assuming they all travel in their own car, which is a worst-case scenario, 50 car movements will occur in the morning prior to works commencing and 50 after works cease on site on any given day.

Table 12.1 below shows the estimated peak construction traffic.

Table 12.1 Peak Traffic Estimates Generated during Construction Phase of Development

Road Link	Existing AADT	Existing AADT HGVs	Additional AADT HGVs during earthwork activities	Increase in HGVs	Increase in Total Traffic
Trinity Street	10,157	711	162	23%	2.6%
William Street Lower	10,029	682	162	24%	2.6%

The peak traffic generated by the development during the construction phase will result in a 2.6% increase in total traffic movements and an increase of 28% in HGV movements over course of a working day. This is considered a worst-case scenario which will be confined to the 6-month period for earthwork activities. While the increase in total traffic movements is not considered environmentally significant, the increase in HGV movements is high and considered a temporary moderate negative impact. All other construction activities, including the concrete pours, will generate less than 30 HGV movements per working day which is not considered environmentally significant.

The works contractor(s), when appointed, will be required to prepare a Construction Environmental Management Plan and associated Traffic Management Plan to minimise construction impacts on the surrounding areas and earlier completed phases of the development.

13.0 TRANSPORTATION MOBILITY MANAGEMENT PLAN

A Mobility Management Plan has been prepared for the proposed development. The purpose of the Mobility Management Plan is to assist the tenants achieve a modal shift away from single occupant vehicles as a means of getting to and from work. A modal shift will ease the pressure on traffic and car parking facilities surrounding the site.

The primary elements of the Transportation Mobility Management Plan are;

- An assessment of the development in terms of its accessibility by all modes of transport,
- Recommendations consisting of physical measures and good working practices that encourage and makes it easier for staff and visitors to travel to the site by public transport, car sharing, walking or cycling,
- Setting modal split targets with on-going monitoring and assessment.

The transportation Mobility Management Plan is included in **Appendix I: Mobility Management Plan**.

14.0 ACCESSIBILITY IMPLEMENTATION PLAN

An Accessibility Implementation Plan will be prepared by the organisers if an event held at the cultural performance building coincides with office working hours. The objective of the Accessibility Implementation Plan is to ease transport and parking pressures on the site and on the surrounding network. The main elements of the Accessibility Implementation Plan will;

- Implement a Temporary Signage Plan for the duration of the event.
- Outline locations where Traffic Wardens will be deployed to direct traffic.
- Coordinate the existing VMS system on the approaches to the town to provide real time information on the availability of parking within the site.
- Provide details of alternative Town Centre car parks. The plan will ensure that event attendees are advised of other events in the town centre that may affect the availability of Town Centre car parking.
- Notify attendees of the on-site parking limitations and encourage the use of alternative modes of transport such as public transport. The plan will ensure adequate public transport is scheduled to service the event.
- Possibly increase the capacity of the public transport network by operating additional buses serving long-term car parks on the outskirts of the town.
- Identify off-site coach parking areas.

15.0 SUMMARY CONCLUSIONS

The conclusion of this Traffic and Transport Report are as follows:

- (i) The proposed Trinity Wharf Development is a dense urban mix-use development in Wexford Town.
- (ii) The site is located close to local and regional public transport services serving Wexford Town.
- (iii) Road Collision Data from the Road Safety Authority showed 3 minor collisions over a 10-year period along Trinity Street and William Street Lower which indicates that there are no particular road safety issues.
- (iv) Traffic Surveys at various locations surrounding Wexford Town were undertaken between Thursday, 1st December and Sunday, 3rd December 2016. Supplement Traffic Surveys were undertaken on Trinity Street and at the junctions of Trinity Street / Fisher's Row and William Street / The Faythe. The AM and PM peak two-way traffic flows on Trinity Street were 536 and 672 vehicles per hour.
- (v) The proposed urban access road into the development will form a 4-way signalised junction with Trinity Street and Seaview Avenue. The access road will typically consist of a 6m wide carriageway and 3m wide footpaths on both sides. The access road will form a new level crossing with the Dublin - Rosslare Railway Line consisting of signalised automatic controlled boom barriers.
- (vi) Heavy goods vehicle (HGV) accessibility through the development has been analysed using AutoTrack software to ensure service and emergency vehicles have access throughout the site including buildings, the marina and the promenade. The largest vehicle envisaged on the site is a 12m long rigid coach.

- (vii) The proposed 6m wide boardwalk between the northern corner of the site and Paul Quay will form a high-quality pedestrian and cycle link directly to the Town Centre.
- (viii) The development is anticipated to generate 3,284 daily inbound and 3,261 daily outbound trips of all transport modes Monday to Friday. It is anticipated that 1,635 inbound trips and 1,580 outbound trips will be undertaken by car drivers.
- (ix) The estimated core demand for regularly daily parking at peak development will be 639 spaces. The proposed provision is 509 including 31 accessibility spaces. The remainder can be accommodated in nearby existing Town Centre public long-term carparks which are currently under-utilised. The existing on-street parking provisions for residents and businesses on the surrounding street will be protected from the demand of long-term parking generated by the development with the management of an appropriate permit, traffic and enforcement system.
- (x) The proposed cycle parking provision for general public use within the development is 146, 60% more than the core parking demand in accordance with the National Cycling Manual. The bicycle parking will consist of Sheffield stands and shelters in a convenient location close to the entrances of the various buildings. Each building will provide end-of-trip bicycle facilities such as showers and locked storage facilities for commuter cyclists.
- (xi) The development proposes to provide 90 secure and sheltered cycle parking spaces for residents of the apartment complex conveniently located internally and to the front of the building near the main entrances.
- (xii) The traffic impacts were assessed at the junctions below.
 - Access Road/ Dublin – Rosslare Railway Line Level Crossing,
 - Proposed Trinity Wharf Access / Trinity Street Junction
 - Trinity Street / Parnell Street Junction,
 - Trinity Street / King Street / Paul Quay Junction,
 - Distillery Road / Joseph Street / Mill Road / King Street Junction.A junction analysis found that all junctions will function comfortably within capacity at peak development.
- (xiii) The development will adopt a Transportation Mobility Management Plan to minimise the amount of road traffic the development will generate and ease the pressure on car parking facilities by actively encouraging staff and visitors to use sustainable modes of transport.
- (xiv) Stage 1 Road Safety Audit has been carried out in accordance with Transport Infrastructure Ireland's (TII) Publication GE-STY-01024 – Road Safety Audit. Subject to planning approval a Stage 2 Road Safety Audit will be carried out on the detailed design and a Stage 3 Road Safety Audit will be carried out in the constructed scheme.

APPENDIX A: PUBLIC TRANSPORT TIMETABLES

operated by Bus Éireann

Notes	Mon, Tue, Wed, Thu, Fri, Sat			Mon, Sat, Sun	Mon, Tue, Wed, Thu, Fri, Sat, Sun																
	A	A	A	ab																	
Dublin Airport <small>Airport Black</small>	11.00	13.00	15.00	17.00	6.00	8.00	10.00	12.00	14.00	16.00	18.00	19.00	21.00	22.00	0.00						
Dublin Busaras, Busáras, stop 135001	11.30	13.30	15.30	17.30	6.20	8.30	10.30	12.30	14.30	16.30	18.30	19.30	21.30	22.30	0.20						
Dublin City South, Merrion Sq North, stop 100351	11.35	13.35	15.35	17.35	6.25	8.35	10.35	12.35	14.35	16.35	18.35	19.35	21.35	22.35	0.25						
Ballsbridge, Merrion Road, stop 100401			15.40						14.40		18.40										
Merrion, Vincent's Hospital, stop 355151			15.43						14.43		18.43										
Dublin City South, Leeson St Upper, stop 847 (SE-bound)	11.40	13.40		17.40	6.30	8.40	10.40	12.40		16.40		19.40	21.40	22.40	0.30						
Donnybrook, Donnybrook Stadium, stop 100071	11.42	13.42		17.42	6.32	8.42	10.42	12.42		16.42		19.42	21.42	22.42	0.32						
Boolestown, Woodbine Road, stop 102201	11.45	13.45	15.45	17.45	6.35	8.45	10.45	12.45	14.45	16.45	18.45	19.45	21.45	22.45	0.35						
Loughlinstown, St Columille's Hosp, stop 102251 (SE-bound)	12.00	14.00	16.00	18.00	6.45	8.00	11.00	13.00	15.00	17.00	19.00	20.00	21.55	22.55	0.45						
Arklow, Arklow Methodist Ch, stop 106121	12.35	14.35	16.35	18.35	7.25	9.35	11.35	13.35	15.35	17.35	19.35	20.35	22.30	23.30	1.25						
Arklow, Arklow, stop 135541	12.37	14.37	16.37	18.37	7.27	9.37	11.37	13.37	15.37	17.37	19.37	20.37	22.32	23.32	1.27						
Arklow, Arklow Lidl, stop 355211	12.40	14.40	16.40	18.40	7.30	9.40	11.40	13.40	15.40	17.40	19.40	20.40	22.34	23.34	1.30						
Arklow, Knockmore, stop 355171	12.42	14.42	16.42	18.42	7.32	9.42	11.42	13.42	15.42	17.42	19.42	20.42	22.35	23.35	1.32						
Gorey, Gorey, stop 355531	13.00	15.00	17.00	19.00	7.50	10.00	12.00	14.00	16.00	18.00	20.00	21.00	22.46	23.46	1.50						
Clough (Wexford), Clough, stop 355291	13.05	15.05	17.05	19.05	7.54	10.05	12.05	14.05	16.05	18.05	20.05	21.05	22.50	23.50	1.54						
Camolin, Camolin, stop 351061	13.10	15.10	17.10	19.10	7.59	10.10	12.10	14.10	16.10	18.10	20.10	21.10	22.54	23.54	1.59						
Ferns, Ferns, stop 351081	13.15	15.15	17.15	19.15	8.03	10.15	12.15	14.15	16.15	18.15	20.15	21.15	22.58	23.58	2.03						
Enniscorthy, Templeshannon, stop 355521	13.25	15.25	17.25	19.25	8.11	10.25	12.25	14.25	16.25	18.25	20.25	21.25	23.12	0.12	2.11						
Oilgate, Oylegate, stop 339861	13.35	15.35	17.35	19.35	8.17	10.35	12.35	14.35	16.35	18.35	20.35	21.35	23.20	0.20	2.17						
Wexford, Wexford Station, stop 355511	13.45	15.45	17.45	19.45	8.25	10.45	12.45	14.45	16.45	18.45	20.45	21.45	23.30	0.30	2.25						

A = from 3.8.18 to 6.10.18, not 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9.

ab = only 4.8.18 to 6.8., 11.8., 12.8., 18.8., 19.8., 25.8., 26.8., 1.9., 2.9., 8.9., 9.9., 15.9., 16.9., 22.9., 23.9., 29.9., 30.9., 6.10., 7.10. * = Part or all of this journey operates in the morning of the following day

↑ = picks up only

* = Part or all of this journey operates in the morning of the following day

operated by Bus Éireann

Notes	Mon, Tue, Wed, Thu, Fri, Sat			Mon, Sat, Sun	Mon, Tue, Wed, Thu, Fri, Sat, Sun																
	A	A	A	ab																	
Wexford, Wexford Station, stop 355511	7.00	9.00	11.00	5.50	2.00	4.00	8.00	10.00	12.00	13.00	14.00	15.00	17.00	18.30	20.30						
Oilgate, Oylegate, stop 351131	7.10	9.10	11.10	6.00	2.10	4.10	8.10	10.10	12.10	13.10	14.10	15.10	17.10	18.40	20.40						
Enniscorthy, Templeshannon, stop 355521	7.20	9.20	11.20	6.10	2.20	4.20	8.20	10.20	12.20	13.20	14.20	15.20	17.20	18.50	20.50						
Ferns, Ferns, stop 355111 (1)	7.30	9.30	11.30	6.20	2.30	4.30	8.30	10.30	12.30	13.30	14.30	15.30	17.30	19.00	21.00						
Camolin, Camolin, stop 355191	7.35	9.35	11.35	6.25	2.35	4.35	8.35	10.35	12.35	13.35	14.35	15.35	17.35	19.05	21.05						
Clough (Wexford), Clough, stop 355231	7.40	9.40	11.40	6.30	2.40	4.40	8.40	10.40	12.40	13.40	14.40	15.40	17.40	19.10	21.10						
Gorey, Gorey, stop 355121	7.50	9.50	11.50	6.40	2.45	4.45	8.50	10.50	12.50	13.50	14.50	15.50	17.50	19.20	21.20						
Arklow, Knockmore, stop 355181	8.05	10.05	12.05	6.52	2.57	4.57	9.05	11.05	13.05	14.05	15.05	16.05	18.05	19.35	21.35						
Arklow, Arklow Lidl, stop 351481	8.07	10.07	12.07	6.55	3.00	5.00	9.07	11.07	13.07	14.07	15.07	16.07	18.07	19.37	21.37						
Arklow, Arklow, stop 135531	8.10	10.10	12.10	6.58	3.03	5.03	9.10	11.10	13.10	14.10	15.10	16.10	18.10	19.40	21.40						
Arklow, Arklow Methodist Ch, stop 351491	8.12	10.12	12.12	7.00	3.05	5.05	9.12	11.12	13.12	14.12	15.12	16.12	18.12	19.42	21.42						
Loughlinstown, Loughlinstown Hosp, stop 106341 (NW-bound)	8.45	10.45	12.45	7.35	3.40	5.40	9.45	11.45	13.45	14.45	15.45	16.45	18.45	20.15	22.15						
Belfield, UCD N11 Entrance, stop 768	9.00	11.00	13.00	7.50	3.50	5.50	10.00	12.00	14.00	15.00	16.00	17.00	19.00	20.30	22.30						
Merrion, Nutley Avenue, stop 2086 (NW-bound)	9.05	11.05							12.05												
Ballsbridge, Merrion Road, stop 100461	9.08	11.08							12.08												
Donnybrook, Donnybrook Stadium, stop 100061			13.05	7.55	3.55	5.55	10.05		14.05	15.05	16.05	17.05	19.05	20.35	22.35						
Dublin City South, Grand Parade, stop 136551			13.08	7.58	3.58	5.58	10.08		14.08	15.08	16.08	17.08	19.08	20.38	22.38						
Merrion Square, Clare Street, stop 100041	9.11	11.11	13.11	8.01	4.01	6.01	10.11	12.11	14.11	15.11	16.11	17.11	19.11	20.41	22.41						
Dublin, Custom House Quay, stop 135271	9.15	11.15	13.15	8.04	4.05	6.05	10.15	12.15	14.15	15.15	16.15	17.15	19.15	20.45	22.45						
Dublin Airport <small>Airport Black</small>	9.35	11.35	13.35	8.25	4.25	6.25	10.35	12.35	14.35	15.35	16.35	17.35	19.35	21.05	23.05						

A = from 3.8.18 to 6.10.18, not 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9.

ab = only 4.8.18 to 6.8., 11.8., 12.8., 18.8., 19.8., 25.8., 26.8., 1.9., 2.9., 8.9., 9.9., 15.9., 16.9., 22.9., 23.9., 29.9., 30.9., 6.10., 7.10. † = sets down only

Baile Átha Cliath - Calafort Ros Láir - Luan go Domhnaigh (gan saoire phoiblí san áireamh) - Bailí ó 09.09.2018 go bhfógrófar a mhalairt
 Dublin – Rosslare Europort - Monday - Sunday (excluding public holidays) - Valid from 09.09.2018 until further notice

			2	2	2	2	2
			Mon to Fri	Mon to Fri	Mon to Fri	Mon to Fri	Mon to Fri
DUBLIN Connolly	Dep	09.33	13.33	16.33	17.33	18.35	
Tara Street	Dep	09.36	13.35	16.35	17.36	18.37	
DUBLIN Pearse	Dep	09.39	13.38	16.38	17.39	18.40	
DUN LAOGHAIRE Mallin	Dep	09.58	13.58	16.58	17.58	19.00	
BRAY Daly	Dep	10.22	14.22	17.22	18.22	19.21	
Greystones	Dep	10.32	14.32	17.32	18.32	19.32	
Kilcoole	Dep	....	....	17.37	18.37	19.36	
Wicklow	Dep	10.46	14.47	17.49	18.49	19.48	
Rathdrum	Dep	10.59	14.59	18.03	19.05	19.59	
Arklow	Arr	11.14	15.15	18.18	19.21	20.15	
Gorey	Arr	11.27	15.28	18.31	19.35	20.28	
Enniscorthy	Arr	11.46	15.47	18.55	19.56	20.47	
WEXFORD O'Hanrahan	Arr	12.08	16.08	19.17	20.17	21.11	
WEXFORD O'Hanrahan	Dep	12.08	16.09	19.18	..	21.12	
Rosslare Strand	Dep	12.24	16.25	19.33	....	21.28	
ROSSLARE EUROPORT	Arr	12.30	16.32	19.40	..	21.35	

			2	2	2
			Sat Only	Sat Only	Sat Only
DUBLIN Connolly	Dep	09.40	13.36	18.38	
Tara Street	Dep	09.43	13.39	18.41	
DUBLIN Pearse	Dep	09.46	13.42	18.44	
DUN LAOGHAIRE Mallin	Dep	09.57	13.57	18.56	
BRAY Daly	Dep	10.18	14.17	19.17	
Greystones	Dep	10.29	14.28	19.28	
Kilcoole	Dep	....	....	19.33	
Wicklow	Dep	10.43	14.45	19.46	
Rathdrum	Dep	10.55	14.56	19.58	
Arklow	Arr	11.10	15.11	20.13	
Gorey	Arr	11.23	15.25	20.26	
Enniscorthy	Arr	11.42	15.44	20.45	
WEXFORD O'Hanrahan	Arr	12.04	16.06	21.07	
WEXFORD O'Hanrahan	Dep	12.05	16.07	21.08	
Rosslare Strand	Dep	12.21	16.23	21.24	
ROSSLARE EUROPORT	Arr	12.29	16.30	21.31	










			2	2	2
			Sun Only	Sun Only	Sun Only
DUBLIN Connolly	Dep	09.45	13.45	18.45	
Tara Street	Dep	09.47	13.47	18.47	
DUBLIN Pearse	Dep	09.50	13.50	18.50	
DUN LAOGHAIRE Mallin	Dep	10.06	14.06	19.06	
BRAY Daly	Dep	10.30	14.27	19.27	
Greystones	Dep	10.40	14.37	19.37	
Kilcoole	Dep	....	....	....
Wicklow	Dep	10.53	14.50	19.53	
Rathdrum	Dep	11.09	15.02	20.05	
Arklow	Arr	11.24	15.17	20.20	
Gorey	Arr	11.36	15.29	20.32	
Enniscorthy	Arr	11.56	15.52	20.52	
WEXFORD O'Hanrahan	Arr	12.18	16.14	21.14	
WEXFORD O'Hanrahan	Dep	12.18	16.15	21.14	
Rosslare Strand	Dep	12.36	16.33	21.32	
ROSSLARE EUROPORT	Arr	12.44	16.41	21.40	








Standard Class Snacks/Drinks Bus Link (Route 747) to Dublin Airport
 LUAS Tram Link to/from Dublin City Centre Ferry to Great Britain Ferry to Europe
 Limited Bicycle accommodation, check www.irishrail.ie Station platform gates will close 2 minutes prior to departure.
 Passengers should allow 1 hour transfer time between Connolly and Heuston Stations, when using LUAS or bus services.

















Iarnród Éireann
 Irish Rail

Calafort Ros Láir - Baile Átha Cliath - Luan go Domhnaigh (gan saoire phoiblí san áireamh) - Baili ó 09.09.2018 go bhfógrófar a mhalairt
Rosslare Europort - Dublin - Monday - Sunday (excluding public holidays) - Valid from 09.09.2018 until further notice

		2 	2 	2 	2 	2 
		Mon to Fri	Mon to Fri	Mon to Fri	Mon to Fri	Mon to Fri
ROSSLARE EUROPORT  	Dep	....	05.35	07.20	12.55	17.30
Rosslare Strand	Dep	..	05.40	07.26	13.01	17.36
WEXFORD O'Hanrahan	Arr	....	05.56	07.41	13.16	17.51
WEXFORD O'Hanrahan	Dep	..	05.57	07.43	13.18	17.53
Enniscorthy	Dep	....	06.20	08.04	13.39	18.13
Gorey	Dep	05.50	06.43	08.25	14.00	18.36
Arklow	Dep	06.03	06.57	08.38	14.13	18.49
Rathdrum	Dep	06.21	07.15	08.54	14.29	19.04
Wicklow	Dep	06.33	07.30	09.05	14.46	19.16
Kilcoole	Dep	06.43	07.40	..	..	..
Greystones	Dep	06.48	07.48	09.19	15.00	19.32
BRAY Daly	Dep	07.00	07.59	09.29	15.10	19.43
DUN LAOGHAIRE Mallin	Dep	07.21	08.19	09.49	15.30	20.00
Blackrock	Dep	07.27	08.26	..	..	..
Lansdowne Road	Dep	07.35	08.35	....	....	....
Grand Canal Dock	Dep	07.38	08.38	..	..	..
DUBLIN Pearse	Dep	07.41	08.41	10.12	15.51	20.22
Tara Street	Dep	07.44	08.44	10.15	15.53	20.25
DUBLIN Connolly  	Arr	07.48	08.47	10.19	15.56	20.28
		..	To	..	..	..
		....	Dundalk	....	....	....

		2	2 	2 	2 
		Sat Only	Sat Only	Sat Only	Sat Only
ROSSLARE EUROPORT  	Dep	....	07.20	12.55	17.55
Rosslare Strand	Dep	..	07.26	13.01	18.01
WEXFORD O'Hanrahan	Arr	....	07.43	13.18	18.18
WEXFORD O'Hanrahan	Dep	..	07.45	13.20	18.19
Enniscorthy	Dep	....	08.06	13.41	18.40
Gorey	Dep	06.45	08.27	14.02	19.01
Arklow	Dep	07.01	08.40	14.15	19.14
Rathdrum	Dep	07.20	08.56	14.31	19.30
Wicklow	Dep	07.35	09.07	14.43	19.45
Kilcoole	Dep	07.46	..	..	..
Greystones	Dep	07.53	09.22	14.56	19.58
BRAY Daly	Dep	08.05	09.35	15.07	20.09
DUN LAOGHAIRE Mallin	Dep	08.25	09.54	15.22	20.24
Blackrock	Dep	08.30	..	..	..
Lansdowne Road	Dep	08.36	....	....	....
Grand Canal Dock	Dep	08.38	..	..	..
DUBLIN Pearse	Dep	08.41	10.08	15.35	20.43
Tara Street	Dep	08.44	10.11	15.37	20.45
DUBLIN Connolly  	Arr	08.47	10.16	15.43	20.49
		To	..	..	..
		Dundalk	....	....	....

		2 	2 	2 
		Sun Only	Sun Only	Sun Only
ROSSLARE EUROPORT  	Dep	09.30	14.20	18.05
Rosslare Strand	Dep	09.36	14.26	18.11
WEXFORD O'Hanrahan	Arr	09.53	14.45	18.29
WEXFORD O'Hanrahan	Dep	09.55	14.47	18.31
Enniscorthy	Dep	10.16	15.08	18.52
Gorey	Dep	10.36	15.31	19.12
Arklow	Dep	10.49	15.45	19.25
Rathdrum	Dep	11.09	16.01	19.41
Wicklow	Dep	11.21	16.12	19.54
Kilcoole	Dep	..	..	..
Greystones	Dep	11.35	16.26	20.07
BRAY Daly	Dep	11.47	16.37	20.16
DUN LAOGHAIRE Mallin	Dep	12.06	16.51	20.31
DUBLIN Pearse	Dep	12.21	17.04	20.40
Tara Street	Dep	12.24	17.07	20.42
DUBLIN Connolly  	Arr	12.29	17.12	20.48

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Iarnród Éireann
Irish Rail

Calafort Ros Láir - BÁC - Luan go Domhnaigh (gan saoire phoiblí san áireamh)
Rosslare Europort - Dublin - Monday - Sunday (excluding public holidays)



operated by Bus Éireann

Notes	Mon, Tue, Wed, Thu, Fri, Sat											Mon, Sun										
	ac	ac	ac	ac	ac	ac	ac	ac	ac	ac	ac	ad	ad	ad	ad	ad	ad	ad	ad	ad	ad	ad
Rosslare Harbour, Rosslare Europort, stop 355501	7.00	9.05				13.00					19.00		7.15		13.00		17.00		19.00			
Rosslare Harbour, St Patricks Church, stop 553921	7.02	9.07				13.02					19.02		7.17		13.02		17.02		19.02			
Kilrane, Kilrane, stop 331591	7.04	9.09				13.04					19.04		7.19		13.04		17.04		19.04			
Tagoat, Tagoat, stop 331601 (NW-bound)	7.07	9.12				13.07					19.07		7.22		13.07		17.06		19.07			
County Wexford, Piercestown Cross, stop 331611	7.15	9.20				13.15					19.15		7.30		13.15		17.11		19.15			
Wexford, Trinity Street, stop 331621	7.23	9.28				13.23					19.23		7.38		13.23		17.18		19.23			
Wexford, Wexford Station, stop 355511	7.25	9.30				13.25					19.25		7.40		13.25		17.20		19.25			
Wexford, Bettyville RC, stop 298881 (nr)	7.30	9.32				13.30					19.30		7.45		13.30		17.30		19.30			
Ballynabola, Ballinaboola, stop 331631	7.53	9.48				13.58					19.53		8.13		13.58		17.53		19.58			
New Ross, The Quay, stop 355461	8.00	10.00				14.05					20.00		8.20		14.05		18.00		20.05			
Ferrybank Shopping Centre	8.25	10.16				14.21					20.16		8.36		14.21		18.16		20.21			
Waterford City, Waterford Bus Stn, stop 355051	8.30	10.20		11.00		14.25				17.00	20.20		8.40		11.00	14.25	18.20	17.00	18.00	20.25	19.30	
Waterford City, Waterford College, stop 352051				11.05						17.05	20.20				11.05			17.05	18.05		19.35	
Waterford City, WIT, stop 352111				11.10						17.10	20.20				11.10			17.10	18.10		19.40	
Holycross (Waterford), Whitfield Clinic, stop 353241				11.12						17.12	20.20				11.12			17.12	18.12		19.42	
Kilmeaden Village Centre, Kilmeaden, stop 216291 (NW-bound)				11.16						17.16	20.20				11.16			17.16	18.16		19.46	
Kilmacthomas, Kilmacthomas, stop 216301				11.26						17.26	20.20				11.26			17.26	18.26		19.56	
Lemybrien, Leamybrien, stop 216311				11.40						17.40	20.20				11.40			17.40	18.40		20.10	
Abbeyside, Sexton Street, stop 216381				11.48						17.48	20.20				11.48			17.48	18.48		20.18	
Dungarvan, Waterford City Cnl, stop 216321				11.50						17.50	20.20				11.50			17.50	18.50		20.20	
Dungarvan, Spring, stop 216391				11.53						17.53	20.20				11.53			17.53	18.53		20.23	
Grange, GRNGC				12.10						18.10	20.20				12.10			18.10	19.10		20.40	
Youghal, Youghal, stop 216341 (opp)				12.25						18.25	20.20				12.25			18.25	19.25		20.55	
Youghal, Youghal Church, stop 216401				12.27						18.27	20.20				12.27			18.27	19.27		20.57	
Killeagh, Killeagh, stop 216351 (SW-bound)				12.35						18.35	20.20				12.35			18.35	19.35		21.05	
Castlemartyr, Castlemartyr, stop 216361				12.40						18.40	20.20				12.40			18.40	19.40		21.10	
Midleton, Midleton Library, stop 216371 (SE-bound)				12.50						18.50	20.20				12.50			18.50	19.50		21.20	
Cork Bus Station, Parnell Place, stop 255021		10.00	13.15	11.30		13.30	15.30	16.30		19.15	20.20		10.30	13.15	11.30	15.30	16.30		19.15	20.15	21.45	
Sundays Well, Castlewhite Apts, stop 240551		10.10		11.40		13.40	15.40	16.40		19.40	20.20		10.40		13.40	15.40	16.40		19.40			
Bishopstown, Wilton Centre CUH, stop 214551		10.15		11.45		13.45	15.45	16.45		19.45	20.20		10.45		13.45	15.45	16.45		19.45			
Macroon, Macroon, stop 356141		10.45		12.15		14.15	16.15	17.15		19.15	20.20		11.15		14.15	16.15	17.15		19.15			
Ballymakeera, Ballymakeera, stop 635111		11.02		12.32		14.32	16.32	17.32		19.32	20.20		11.32		14.32	16.32	17.32		19.32			
Ballyvourney, Ballyvourney, stop 635121		11.05		12.35		14.35	16.35	17.35		19.35	20.20		11.35		14.35	16.35	17.35		19.35			
Glenflesk, Glenflesk, stop 635161		11.25		12.55		14.55	16.55	17.55		19.55	20.20		11.55		14.55	16.55	17.55		19.55			
Killarney, Killarney Station, stop 635601		11.35		13.05		15.05	17.05	18.05		20.05	20.20		12.05		15.05	17.05	18.05		20.05			
Killarney, Rock Road, stop 335751		11.40		13.10		15.10	17.10	18.10		20.10	20.20		12.10		15.10	17.10	18.10		20.10			
Farranfore, Farranfore (N-bound)		11.50		13.20		15.20	17.20	18.20		20.20	20.20		12.20		15.20	17.20	18.20		20.20			
Farranfore, Kerry Airport, stop 350001		11.55		13.25		15.25	17.25	18.25		20.25	20.20		12.25		15.25	17.25	18.25		20.25			
Tralee, Kerry Hospital, stop 635071		12.10	13.40	15.40	17.40	18.40				20.40	20.20		12.40	15.40	17.40	18.40		20.40				
Tralee, Tralee Bus Station		12.15	13.45	15.45	17.45	18.45				20.45	20.20		12.45	15.45	17.45	18.45		20.45				

K = from 3.8.18, not 13.8.18, 20.8., 27.8., 3.9., 10.9., 17.9., 24.9., 1.10.
ac = from 3.8.18 to 6.10.18, not 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9.
ad = only 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9., 7.10.
af = only 4.8.18 to 6.8., 11.8., 12.8., 18.8., 19.8., 25.8., 26.8., 1.9., 2.9., 8.9., 9.9., 15.9., 16.9., 22.9., 23.9., 29.9., 30.9., 6.10., 7.10.
au = only 4.8.18 to 7.8., 11.8., 12.8., 14.8., 18.8., 19.8., 21.8., 25.8., 26.8., 28.8., 1.9., 2.9., 4.9., 8.9., 9.9., 11.9., 15.9., 16.9., 18.9., 22.9., 23.9., 25.9., 29.9., 30.9., 2.10., 6.10., 7.10.

ay = from 3.8.18, not 4.8.18, 7.8., 11.8., 13.8., 14.8., 18.8., 20.8., 21.8., 25.8., 27.8., 28.8., 1.9., 3.9., 4.9., 8.9., 10.9., 11.9., 15.9., 17.9., 18.9., 22.9., 24.9., 25.9., 29.9., 1.10., 2.10., 6.10.
az = only 4.8.18, 11.8., 18.8., 25.8., 1.9., 8.9., 9.9., 15.9., 16.9., 22.9., 23.9., 29.9., 30.9., 6.10., 7.10.
bv8 = This bus does not operate on Christmas Eve nor New Year's E-ve.
bx1 = This bus does not operate on Christmas Eve nor New Year's E-ve.:Tue, Sat
• = sets down only
▶ = picks up only

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Busáras - Rosslare Harbour



operated by Bus Éireann

	Thu	Mon, Tue, Wed, Thu, Fri	Sat	Mon, Sun	Mon, Tue, Wed, Thu, Fri, Sat, Sun
Dublin Busaras, Busáras, stop 135001	17.45	E E E		aa aa	
C Connolly Station, Amiens Street, stop 135121		9.30 16.00	17.30	17.30 21.00	12.30
T Tallaght, Tallaght Hospital, stop 155011	18.10	10.00 16.30 18.05	18.05	18.00 21.30	13.00
B Blessington, Blessington (SW-bound)	18.30	10.15 16.45 18.20	18.20	18.15 21.45	13.15
C County Wicklow, Annalecky Cross, stop 133491 (S-bound)	18.45	10.30 17.00 18.35	18.35	18.30 22.00	13.30
B Balinglass, Balinglass, stop 133651	19.00	10.40 17.10 18.45	18.45	18.40 22.10	13.40
K Kiltegan, Kiltegan, stop 133931 (SW-bound)	19.10				
H Hacketstown, Hacketstown, stop 134021 (SE-bound)	19.20				
T Tinahealy, Crossbridge, stop 436101	19.30				
T Tinahealy, Tinahealy, stop 134391 (SE-bound)	19.35				
S Shillelagh, Shillelagh, stop 134501 (S-bound)	19.45				
C Carnew, Carnew, stop 134551	19.55				
R Rathvilly, Rathvilly, stop 351141 (SW-bound)		10.55 17.25 19.00	19.00	18.55 22.25	13.55
T Tullow, Tullow, stop 355561		11.15 17.45 19.20	19.20	19.15 22.45	14.15
B Ballon, Ballon, stop 351721		17.55 19.30	19.30	19.25 22.55	
K Kildavin, Kildavin, stop 351181 (SE-bound)		18.10 19.45	19.45	19.40 23.10	
B Bunclody, Bunclody, stop 351201 (N-bound)	20.15	18.15 19.50	19.50	19.45 23.15	
E Enniscorthy, Templeshannon, stop 355521	20.35				
E Enniscorthy, St Senan's Hospital, stop 355241 (S-bound)	20.40				
O Oilgate, Oylgate, stop 339861	20.50				
W Wexford, Wexford Hospital, stop 355571	21.07				
W Wexford, Wexford Station, stop 355511	21.10				
W Wexford, Trinity Street, stop 300401	21.15				
R Rosslare Harbour, Rosslare Europort, stop 355501	21.30				

E = from 3.8.18 to 5.10.18, not 4.8.18 to 6.8., 11.8., 12.8., 18.8., 19.8., 25.8., 26.8., 1.9., 2.9., 8.9., 9.9., 15.9., 16.9., 22.9., 23.9., 29.9., 30.9. aa = only 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9., 7.10. ▶ = picks up only

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Rosslare Harbour - Outside Connolly Station



operated by Bus Éireann

	Thu	Mon, Tue, Wed, Thu, Fri	Mon, Tue, Wed, Thu, Fri, Sat	Mon, Sun	Mon, Tue, Wed, Thu, Fri, Sat, Sun
Rosslare Harbour, Rosslare Europort, stop 355501	8.15	E E	ab	aa aa	
W Wexford, Trinity Street, stop 331621	8.30				
W Wexford, Wexford Station, stop 355511	8.35				
W Wexford, Wexford Hospital, stop 136301	8.38				
O Oilgate, Oylgate, stop 351131	8.45				
E Enniscorthy, St Senan's Hospital, stop 136291	8.55				
E Enniscorthy, Templeshannon, stop 355521	9.00				
B Bunclody, Bunclody, stop 136281	9.20	6.00	7.50	8.50 17.50	
C Carnew, Carnew, stop 136271	9.40				
S Shillelagh, Shillelagh, stop 136261	9.50				
T Tinahealy, Tinahealy, stop 136251	10.00				
T Tinahealy, Crossbridge, stop 136241	10.05				
H Hacketstown, Hacketstown, stop 136231	10.15				
K Kiltegan, Kiltegan, stop 136221	10.25				
K Kildavin, Kildavin, stop 351181 (SE-bound)		6.05	7.55	8.55 17.55	
B Ballon, Ballon, stop 351711		6.20	8.10	9.10 18.10	
T Tullow, Tullow, stop 136311		6.30 11.40	8.20	9.20 18.20	14.40
R Rathvilly, Rathvilly, stop 136211		6.50 12.00	8.40	9.40 18.40	15.00
B Balinglass, Balinglass, stop 136201	10.35	7.00 12.10	8.50	9.50 18.50	15.10
D Donard, Annalecky Cross, stop 136191	10.50	7.15 12.25	9.05	10.05 19.05	15.25
B Blessington, St Marys Church, stop 136181	11.05	7.30 12.40	9.20	10.20 19.20	15.40
T Tallaght, Tallaght Hospital, stop 105661	11.30	7.50 12.55	9.35	10.35 19.35	15.55
D Dublin Busaras, Busáras, stop 135001	11.50				
C Connolly Station, Amiens Street, stop 135121		8.35 13.25	10.05	11.05 20.05	16.25

E = from 3.8.18 to 5.10.18, not 4.8.18 to 6.8., 11.8., 12.8., 18.8., 19.8., 25.8., 26.8., 1.9., 2.9., 8.9., 9.9., 15.9., 16.9., 22.9., 23.9., 29.9., 30.9. ab = from 3.8.18 to 6.10.18, not 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9. aa = only 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9., 7.10. • = sets down only

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Outer Ring Rd (Dunmore Rd Roundabout) - Rosslare Harbour und zurück



operated by Bus Éireann

	Mon, Tue, Wed, Thu, Fri, Sat	Mon, Tue, Wed, Thu, Fri, Sat
Waterford City, Outer Ring Rd, stop 352741	A A A A A A	A A A A A A
B Ballinakill, Waterford Hospital, stop 352731	11.00 15.00	13.45
W Waterford City, WIT, stop 352501	11.10 15.10 17.20	13.47
W Waterford City, Waterford Bus Stn, stop 355051	10.00 11.20 15.20 17.30 18.00	13.49
G Glenmore, Glenmore, stop 351261 (SW-bound)	10.10 11.30 15.30 17.40 18.10	13.51
N New Ross, The Quay, stop 355471	10.20 11.40 15.40 17.50 18.20	13.55
B Ballynabola, Ballinaboola, stop 330881	17.57	14.10
C Campile, Campile, stop 330911	10.40 12.00 16.00 18.40	14.15
R Ramsgrange, Ramsgrange, stop 330861	10.50 12.10 16.10 18.50	14.20
D Duncannon, Duncannon, stop 330691	12.15 16.15 18.55 19.05	16.35
F Fethard, Fethard-on-Sea, stop 330371		16.55
W Wellingtonbridge, Wellington Bridge, stop 339541	11.10 12.30 16.30 18.20	17.30
B Bridgetown, Bridgetown, stop 331191		17.40
W Wexford, Wexford Hospital, stop 355571	11.40	17.45
W Wexford, Wexford Station, stop 355511	11.45	17.50
R Rosslare, Claremorris, stop 355261	12.05	19.00
T Tagoat, St Mary's Church, stop 331641	12.09	19.04
K Kilrane, Kilrane, stop 140641	12.11	19.06
R Rosslare Harbour, St Partick's Church, stop 298901	12.13	19.08
R Rosslare Harbour, Rosslare Europort, stop 355501	12.15	19.10
R Rosslare Harbour, Rosslare Europort, stop 355501		6.40
R Rosslare Harbour, St Patricks Church, stop 553921		6.42
K Kilrane, Kilrane, stop 331591		6.44
T Tagoat, Tagoat, stop 351471		6.46
R Rosslare, Strand Road, stop 339631		6.50
W Wexford, Trinity Street, stop 331621		14.10
W Wexford, Wexford Station, stop 355511		14.15
W Wexford, Bettyville RC, stop 298881 (nr)		14.20
B Bridgetown, Bridgetown, stop 331181	7.10	16.35
W Wellingtonbridge, Wellington Bridge, stop 339641 (opp)	7.30	12.35 14.50 16.35
F Fethard, Fethard-on-Sea, stop 330371		7.15
D Duncannon, Duncannon, stop 330691		7.25 12.55 16.55
R Ramsgrange, Ramsgrange, stop 339651		7.30 13.00 15.10 17.00
C Campile, Campile, stop 339661		7.40 13.10 15.15 17.10
B Ballynabola, Ballinaboola, stop 331631	7.45	17.40
N New Ross, The Quay, stop 355461	8.00	8.00 13.30 15.35 17.30
G Glenmore, Glenmore, stop 351461		8.10 13.40 15.45 17.40
W Waterford City, Waterford Bus Stn, stop 355051	8.30	8.30 13.55 16.05 17.55
W Waterford City, Waterford College, stop 352051	8.35	8.35
W Waterford City, Waterford HSE, stop 352081	8.38	8.38
W Waterford City, WIT, stop 352111	8.45	8.45
B Ballinakill, Waterford Hospital, stop 352731	8.55	8.55

A = from 3.8.18 to 6.10.18, not 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9. • = sets down only ▶ = picks up only

378

Wexford Station - Churchtown (Wexford)
und zurück

operated by Bus Éireann

	Fri			Fri	
Wexford, Wexford Station, stop 355511	13.30		Lady's Island, Churchtown, stop 339551	9.53	14.17
Wexford, Trinity Street, stop 300401	13.32		Lady's Island, Carne, stop 331561	10.00	14.21
County Wexford, Drinagh Garden Cen, stop 234641	13.40		Our Lady'S Island, Ladys Island Chruh, stop 331551	10.02	14.23
Kilmacree, Kilmacree, stop 339521	13.43		County Wexford, Broadway, stop 331521	10.05	14.25
Killinick, Killinick, stop 339071	13.48		County Wexford, Tacumshane, stop 338682	10.10	
County Wexford, Ballymore, stop 338881	13.51		Green Field Cross (North)	10.16	
County Wexford, Twelve Acre, stop 338841	13.54		Ballymore (Pump)	10.19	
County Wexford, Tacumshane, stop 338681	14.00		Killinick, KLLNC	10.22	
County Wexford, Broadway, stop 331051	9.45	14.05	Kilmacree (Northbound)	10.27	
Lady's Island, Ladys Island, stop 330981	9.47	14.08	County Wexford, Piercestown Cross, stop 331611	10.30	
Lady's Island, Carne, stop 330821	9.49	14.10	Wexford, Trinity Street, stop 331621	10.38	
Lady's Island, Churchtown, stop 339551	9.53	14.17	Wexford, Wexford Station, stop 355511	10.40	

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Rosslare Harbour - Ballycanew
und zurück

operated by Bus Éireann

	Mon			Sat		Mon			Sat
	aa	aa	aa			aa	aa		
Rosslare Harbour, Rosslare Europort, stop 355501				7.45	Ballycanew, Ballycanew, stop 351151	12.00	15.10		
Rosslare Harbour, St Patricks Church, stop 553921				7.47	Gorey (Rail Station)	12.15	15.30		
Kilrane, Kilrane, stop 331591				7.49	Gorey, Gorey, stop 355121	12.15	15.32	12.05	
Tagoat, Tagoat, stop 331601 (NW-bound)				7.52	Gorey, MNTFL		15.36	12.11	
County Wexford, Piercestown Cross, stop 331611				8.00	Courtown, Courtown, stop 330641		15.45	12.20	
Wexford, Trinity Street, stop 331621				8.08	Ardamaine (Opp Parklands)		15.52	12.27	
Wexford, Wexford Station, stop 355511				8.13	Ballygarrett, Ballygarrett, stop 330801		15.59	12.34	
Wexford, Wexford Station, stop 355511	arr	10.15		8.15	County Wexford, Clonevin, stop 339492		16.02	12.37	
Castlebridge, Castlebridge, stop 339341	dep	10.24		8.24	Kilmuckridge (Opposite KMH)		16.11	12.46	16.52
Curracloe, Curracloe, stop 339181		10.34		8.34	Blackwater, Blackwater, stop 338821		16.25	13.00	17.02
Curracloe, Kilacoe, stop 339061		10.40		8.40	Kilacoe (Southbound)		16.30	13.05	17.07
Blackwater, Blackwater, stop 338891		10.45		8.45	Curracloe (National School)		16.36	13.11	17.13
Kilmuckridge, Kilmuckridge, stop 331291		10.59		8.59	Castlebridge, CSBRD		16.46	13.21	
County Wexford, Clonevin, stop 339491		11.08		9.08	Wexford, Wexford Station, stop 355511		16.55	13.30	17.25
Ballygarrett, Ballygarrett, stop 330891		11.11		9.11					
Courtown, Ardamaine, stop 330771		11.18		9.18					
Courtown, Courtown, stop 330671		11.25		9.25					
Gorey, Montfield, stop 330601		11.34		9.34					
Gorey, Gorey, stop 355531		11.40	11.45	9.40					
Ballycanew, Ballycanew, stop 351151		11.55	15.05						

aa = only 13.8.18, 20.8., 27.8., 3.9., 10.9., 17.9., 24.9., 1.10.

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Wexford Station - Crossabeg
und zurück

operated by Bus Éireann

	Fri			Fri	
Wexford, Wexford Station, stop 355511	10.45	14.15	County Wexford, Crossabeg, stop 331061	10.58	14.37
County Wexford, Fahys Cross, stop 338941		14.25	County Wexford, Fairy Hill, stop 339971	11.02	
Castlebridge, Castlebridge, stop 339341		14.30	Castlebridge, CSBRD	11.05	
County Wexford, Fairy Hill, stop 320241		14.33	County Wexford, Fahys Cross, stop 339961	11.10	
County Wexford, Ferrycarrig Bridge, stop 339361	10.50		County Wexford, KYLCR		14.39
Kitestown, Kitestown, stop 339221	10.52		Kitestown, Kitestown, stop 339691		14.43
County Wexford, Kyle Cross, stop 339241	10.56		Ferrycarrig, Ferrycarrig Bridge, stop 339381		14.45
County Wexford, Crossabeg, stop 331061	10.58	14.37	Wexford, Wexford Station, stop 355511	11.20	14.50

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Wexford Station - Blackhall
und zurück

operated by Bus Éireann

	Tue			Tue	
Wexford, Wexford Station, stop 355511	10.00	15.05	Carrick, Brandane, stop 330961	11.00	16.10
Wexford, Kerlogue Cross, stop 339411	10.06	15.12	Carrick, Grange Cross, stop 337351	11.04	
County Wexford, Rathaspeck, stop 339271	10.12	15.18	Carrick, Carrick on Bannow, stop 330301	11.08	
Murrtown, Murrtown, stop 339111	10.15	15.27	Coolishal	11.13	
Sleadagh, Sleadagh, stop 339021	10.19	15.32	Duncormick, Duncormick, stop 331301	11.21	
Mulrankin, Mulrankin, stop 338791	10.24	15.35	Coolleskin, Coolleskin, stop 330561		16.18
Bridgetown Level Crossing	10.29	15.37	Rathangan (Wexford), Rathangan, stop 331071	11.25	16.27
County Wexford, Baldwinstown, stop 339561	10.32	15.41	County Wexford, BALDW	11.29	16.32
Rathangan (Wexford), Rathangan, stop 331011	10.35	15.45	Bridgetown Level Crossing	11.33	16.36
Duncormick, Duncormick, stop 331301		15.49	Mulrankin, Mulrankin, stop 338792	11.38	16.41
Coolishal (Wexford), Coolishal, stop 330432		15.57	Sleadagh, Sleadagh, stop 339031	11.43	16.46
Carrick, Carrick on Bannow, stop 330351		16.02	Murrtown, MRRNS	11.48	16.50
Carrick, Grange Cross, stop 337371		16.06	County Wexford, Rathaspeck, stop 339231	11.52	16.53
Coolleskin, Coolleskin, stop 330541	10.47		Wexford, Kerlogue Cross, stop 339201	12.00	16.58
Blackhall (Wexford), Blackhall, stop 330241	10.55	16.10	Wexford, Wexford Station, stop 355511	12.05	17.05

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Adamstown (Supermarket) - Adamstown (Supermarket)
und zurück

operated by Bus Éireann

	Fri			Fri	
Adamstown, Adamstown, stop 330341	10.40		Wexford, Wexford Station, stop 355511	15.00	
County Wexford, Galbally, stop 331421	11.04		Ferrycarrig, Ferrycarrig Bridge, stop 339382	15.08	
Carrigunane, Clonmore, stop 330081	11.14		Ballyhogue, Ballyhogue, stop 330041	15.27	
Ballyhogue, Ballyhogue, stop 330031	11.27		County Wexford, Sparrow Bridge, stop 330051	15.40	
Killurin (Wexford), Killurin, stop 330021	11.33		Galbally (Wexford), Galbally, stop 331501	15.50	
Ferrycarrig, Ferrycarrig Bridge, stop 339381	11.46		Adamstown, Adamstown, stop 330391	16.13	16.13
Wexford, Wexford Station, stop 355511	10.00	11.54	Ballyvergin (Wexford), Ballyvergin, stop 330291		16.17
Ferrycarrig, Ferrycarrig Bridge, stop 339382	10.07		Camross (Rochfords Pub)		16.20
County Wexford, Barry's Cross, stop 330201	10.27		County Wexford, BRRYS		16.26
County Wexford, Camross, stop 330251	10.33		Ferrycarrig, Ferrycarrig Bridge, stop 339381		16.50
Ballyvergin (Wexford), Ballyvergin, stop 330281	10.36		Wexford, Wexford Station, stop 355511		16.53
Adamstown, Adamstown, stop 330341	10.40				

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Wexford Station - Kilmore Quay und zurück



operated by Bus Éireann

	Wed	Sat		Wed	Sat
Wexford, Wexford Station, stop 355511	10.00	15.30	Kilmore Quay, Kilmore Quay, stop 330311	10.35	16.10
Killiane, Killiane, stop 331481	10.11	15.42	County Wexford, Chapel Cross, stop 335411	10.37	16.12
Lightwater, Lightwater, stop 338991	10.15	15.47	Kilmore, Kilmore, stop 333411	10.42	16.17
Ringaheen, Ringsheen, stop 338811		15.50	County Wexford, Boleys Cross, stop 333421	10.45	16.20
Ballycogly, Ballycogly, stop 331171		15.52	County Wexford, Tenacre Cross, stop 333441	10.48	16.23
County Wexford, Tenacre Cross, stop 331161	10.19	15.57	Ballycogly, Ballycogly, stop 333451	10.53	16.28
County Wexford, Boleys Cross, stop 339481	10.23	16.00	Lightwater, Lightwater, stop 333461	10.58	16.33
Kilmore, Kilmore, stop 330441	10.25	16.03	Killiane, Killiane, stop 333471	11.03	16.38
County Wexford, Chapel Cross, stop 336771	10.28	16.08	Bridgetown, Bridgetown, stop 331181		11.55
Kilmore Quay, Kilmore Quay, stop 330311	10.33	16.10	Sledagh, Sledagh, stop 339031		12.05
			Murrtown, MRRNS		12.10
			County Wexford, Rathaspeck, stop 339231		12.14
			Wexford, Wexford Station, stop 355511	11.15	16.50
					12.25
					17.00
					17.02
					17.07

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Wexford Station - Rosslare Harbour



operated by Bus Éireann

	Mon, Tue, Wed, Thu, Fri, Sat
Wexford, Wexford Station, stop 355511	18.00
Wexford, Trinity Street, stop 300401	18.05
Rosslare, Claremorris, stop 355261	18.20
Tagoat, St Mary's Church, stop 331641	18.23
Kilrane, Kilrane, stop 140641	18.26
Rosslare Harbour, St Partick's Church, stop 298901	18.28
Rosslare Harbour, Rosslare Europort, stop 355501	18.30

A = from 3.8.18 to 6.10.18, not 5.8.18, 6.8., 12.8., 19.8., 26.8., 2.9., 9.9., 16.9., 23.9., 30.9.

390

Redmond Square - Kilmore Quay



operated by Wexford Bus

	Monday to Friday	Saturday
Redmond Square	7.20 10.10 13.20 17.50	7.20 13.20 17.50
Wexford, Custom House Quay	10.11 13.21 17.51	13.21 17.51
Paul Quay Tourist Office	10.12 13.22 17.52	13.22 17.52
Wexford, Trinity Street, stop 331621	10.13 13.23 17.53	13.23 17.53
Wexford, Maudintown	10.14 13.24 17.54	13.24 17.54
Maudintown	7.32 10.15 13.25 17.55	7.32 13.25 17.55
Wexford, Kerlogue Cross, stop 339201	7.33 10.16 13.26 17.56	7.33 13.26 17.56
Drinagh Business Park	7.34 10.17	7.34
Ballycogly, Ballycogly, stop 331171	7.40 10.23	7.40
Starvehall, Jct Coolbarrow Rd	13.29 17.58	13.29 17.58
Front Gates	13.31 18.00	13.31 18.00
Murrtown, Murrntown Upper	13.33 18.02	13.33 18.02
Bridgetown, Bridgetown south	13.43 18.12	13.43 18.12
Kilmore, Kilmore	7.45 10.30 13.48 18.17	7.45 13.48 18.17
Kilmore Quay, Kilmore Quay Post Office	7.49 10.35 13.53 18.23	7.49 13.53 18.23
Kilmore Quay, Crossfarnoge	7.50 10.37 13.54 18.24	7.50 13.54 18.24

WedX = Excluding Wednesday

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Kilmore Quay - Redmond Square



operated by Wexford Bus

	Monday to Friday	Saturday
Kilmore Quay, Crossfarnoge	7.50 10.40 13.55 18.25	7.50 10.40 13.55 18.25
Kilmore Quay, Kilmore Quay Post Office	7.51 10.41 13.56 18.26	7.51 10.41 13.56 18.26
Kilmore, Kilmore	7.56 10.46 14.01 18.31	7.56 10.46 14.01 18.31
Ballycogly, Ballycogly, stop 331171	18.38	18.38
Bridgetown, Bridgetown south	8.01 10.50 14.07	8.01 10.50 14.07
Murrtown, Murrntown Upper	8.11 11.00 14.17	8.11 11.00 14.17
Front Gates	8.13 11.02 14.19	8.13 11.02 14.19
Starvehall, Jct Coolbarrow Rd	8.15 11.04 14.21	8.15 11.04 14.21
Wexford, Kerlogue Cross, stop 339411	8.17 11.06 14.23 18.47	8.17 11.06 14.23 18.47
Maudintown	8.19 11.07 14.24 18.48	8.19 11.07 14.24 18.48
Wexford, Trinity Street, stop 331621	8.20 11.08 14.25 18.49	8.20 11.08 14.25 18.49
Paul Quay Tourist Office	8.21 11.10 14.26 18.50	8.21 11.10 14.26 18.50
Custom House Quay Wexford	8.22 11.11 14.27 18.51	8.22 11.11 14.27 18.51
Redmond Square	8.25 11.15 14.30 18.55	8.25 11.15 14.30 18.55

WedX = Excluding Wednesday

&PHols

340 to Waterford

	M-F	M-F	M-Sa	M-Su	M-Su	M-Su	M-Su	M-Su	SUO
Wexford (Redmond Sq)	06.30	07.40	08.45	10.30	12.30	14.30	16.30	18.30	20.30
Wexford (Newtown Rd)	06.33	07.43	08.48	10.32	12.32	14.32	16.32	18.32	20.32
Ballinaboola	06.50	08.05	09.07	10.52	12.52	14.52	16.52	18.52	20.52
New Ross (The Quay)	07.03	08.15	09.20	11.05	13.05	15.05	17.05	19.05	21.05
SDO Waterford (Clock Tower)	07.25	-	09.50	11.30	13.30	15.30	17.30	19.30	21.25
SDO Waterford (The Mall)	-	-	-	11.33	13.33	15.33	17.33	19.33	21.28
SDO Waterford (Parnell St, CTI)	-	-	-	11.35	13.35	15.35	17.35	19.35	21.30
SDO Waterford (Regional Hospital)	-	-	10.00	-	-	-	-	-	-
SDO Waterford (WIT)	-	09.00	10.10	11.40	13.40	15.40	17.40	19.40	21.35
SDO Waterford (Whitfield Hospital)	-		10.15	11.45	13.45	15.45	17.45	19.45	21.40
SDO Waterford (The Manor)	-	09.10	-	-	-	-	-	-	-
SDO Waterford (Regional Hospital)	-	09.20	-	-	-	-	-	-	-

M-F Service operates Monday to Friday only excluding public holidays.

M-Su Service operates Monday to Sunday.

PUO Pick up only

SDO

Set down only

M-Sa Service operates Monday to Saturday only excluding public holidays

Suo & PHols Service operates on Sundays and public holidays only.

±

Requires Transfer to Route 740

&PHols

340 to Wexford

	M-F	M-Sa	M-F	M-Su	M-Su	M-Su	M-Su	M-Su	SUO
PUO Waterford (Whitfield Hospital)	-	10.00	11.00	12.00	14.00	16.00	18.00	20.00	22.00
PUO Waterford (WIT)	-	10.03	11.03	12.03	14.03	16.03	18.03	20.03	22.03
PUO Waterford (Parnell St, CTI)	-	10.08	11.08	12.08	14.08	16.08	18.08	20.08	22.08
PUO Waterford (Opp Clock Tower)	07.25	10.15	11.15	12.15	14.15	16.15	18.15	20.15	22.15
New Ross (The Quay)	07.45	10.40	11.40	12.40	14.40	16.40	18.40	20.40	22.30
Ballinaboola	07.55	10.50	11.50	12.50	14.50	16.50	18.50	20.50	22.35
Wexford (Newtown Rd)	08.18	11.13	12.13	13.13	15.13	17.13	19.13	21.13	22.55
Wexford (Redmond Square)	08.25	11.15	12.15	13.15	15.15	17.15	19.15	21.15	23.00
Dublin (Clare St) ±	10.50	13.50	14.50	15.50	17.50	19.45	21.40	-	-
Dublin Airport ±	11.15	14.15	15.15	16.15	18.20	20.15	22.10	-	-

NB: CONNECT WITH 740 SERVICE IN WEXFORD FOR SERVICES TO/FROM DUBLIN CITY & AIRPORT. SEE ROUTE 740 TIMETABLE OVERLEAF.

Timetable is subject to change. Please confirm 48 hours prior to travel date. All times are dependent on traffic and road conditions at the time of travel. Wexford Bus is not liable for passengers who miss their flights.

WX1

Clonard Village Wexford - Drinagh Business Park



operated by Wexford Bus

Table with columns for route names and time slots. Includes sub-headers for 'Monday to Friday excluding Bank Holidays' and 'Saturday'. Lists routes like Wexford, Clonard Village, Clonard Cross, etc.

WX2

Drinagh Business Park - Clonard Village Wexford



operated by Wexford Bus

Table with columns for route names and time slots. Includes sub-headers for 'Monday to Friday excluding Bank Holidays' and 'Saturday'. Lists routes like Drinagh Business Park, Starvehall, Jct Coolbarrow Rd, etc.

APPENDIX B: TRAFFIC SURVEY REPORT



Ireland

9 City Gate,
Lower Bridge Street,
Dublin 8

Tel: 01 633 4725
Fax: 01 633 4562

**ROUGHAN & O'DONOVAN
TRINITY STREET, WEXFORD
TRAFFIC SURVEY**

**SURVEY REPORT
AUGUST 2018**

PROJECT NO.	9010
CHECKED	P. MURRAY
DATE	15/08/2018
CONTACT	A.CHAMBERS
REVISION	

CONTENTS

Introduction

Junction Turning Counts

Automatic Traffic Count

Diagram 9010-01

Drawing 9010-01

Appendix A – Vehicle Categories

INTRODUCTION

Nationwide Data Collection (NDC) was instructed by Roughan & O'Donovan to undertake junction turning counts and an automatic traffic count in Co. Wexford.

A general location plan is given in Diagram 9010-01.

JUNCTION TURNING COUNTS

Junction turning counts were undertaken at the following sites:

Site No.	Location.	Day / Date
1	Trinity Street / Fishers Row / William Street Lower	Thursday 2 nd August 2018
2	R730(N) / The Faythe / R730(S)	

All sites were surveyed using telescopically mounted video cameras from which the information was subsequently extracted. Details of the observed movements are given in Drawing 9010-01.

The survey was carried out with survey hours of 07:00 to 19:00. All information was collected in 15 minute intervals and has been tabulated with both hourly and period totals.

Vehicles were classified into the following categories:

- Cars and Taxis / Light Goods Vehicles (**LV**),
- Heavy Goods Vehicles / Buses (**HV**).

A detailed description of the vehicles included in each category is provided in Appendix A.

AUTOMATIC TRAFFIC COUNT

An automatic traffic count was undertaken at the following site:

Site No.	Location.	Days / Dates
1	Trinity Street, north of JTC Site 1	Thursday 2 nd August to Thursday 9 th August 2018

METROCOUNT 5600 series automatic traffic counters, attached to pneumatic tubes, were used at all the sites. Data was collected in both directions at all locations, with one counter being used for single carriageway sites (1 lane per direction).

The survey was carried out with survey hours of 07:00 on Thursday 2nd August to 00:00 on Thursday 9th August 2018.

The results have been provided in excel, in hourly totals and includes the following information:

- Total Vehicles
- Class Bin Totals (12 Class)
- Number of Vehicles over Speed Limit
- Percentage of Vehicles over Speed Limit
- Number of Vehicles over Speed Limit 1 (Speed Limit + 5kph)
- Percentage of Vehicles over Speed Limit 1
- Number of Vehicles over Speed Limit 2 – (Speed Limit + 10kph)
- Percentage of Vehicles over Speed Limit 2
- Mean Speed
- 85th Percentile Speed
- Speed Bin Totals (Range 0 to 140kph)

12hr (07:00 to 19:00), 16hr (06:00 to 22:00), 18hr (06:00 to 00:00) and 24hr (00:00 to 00:00) totals are also included along with a virtual day, week and grand total. The peak time period for both the a.m (00:00 to 12:00) and p.m (12:00 to 24:00) are also highlighted.

A detailed description of the vehicles included in each category is provided in Appendix A.

SITE REPORT

Weather Clear and sunny.

Accidents None.

Roadworks None.

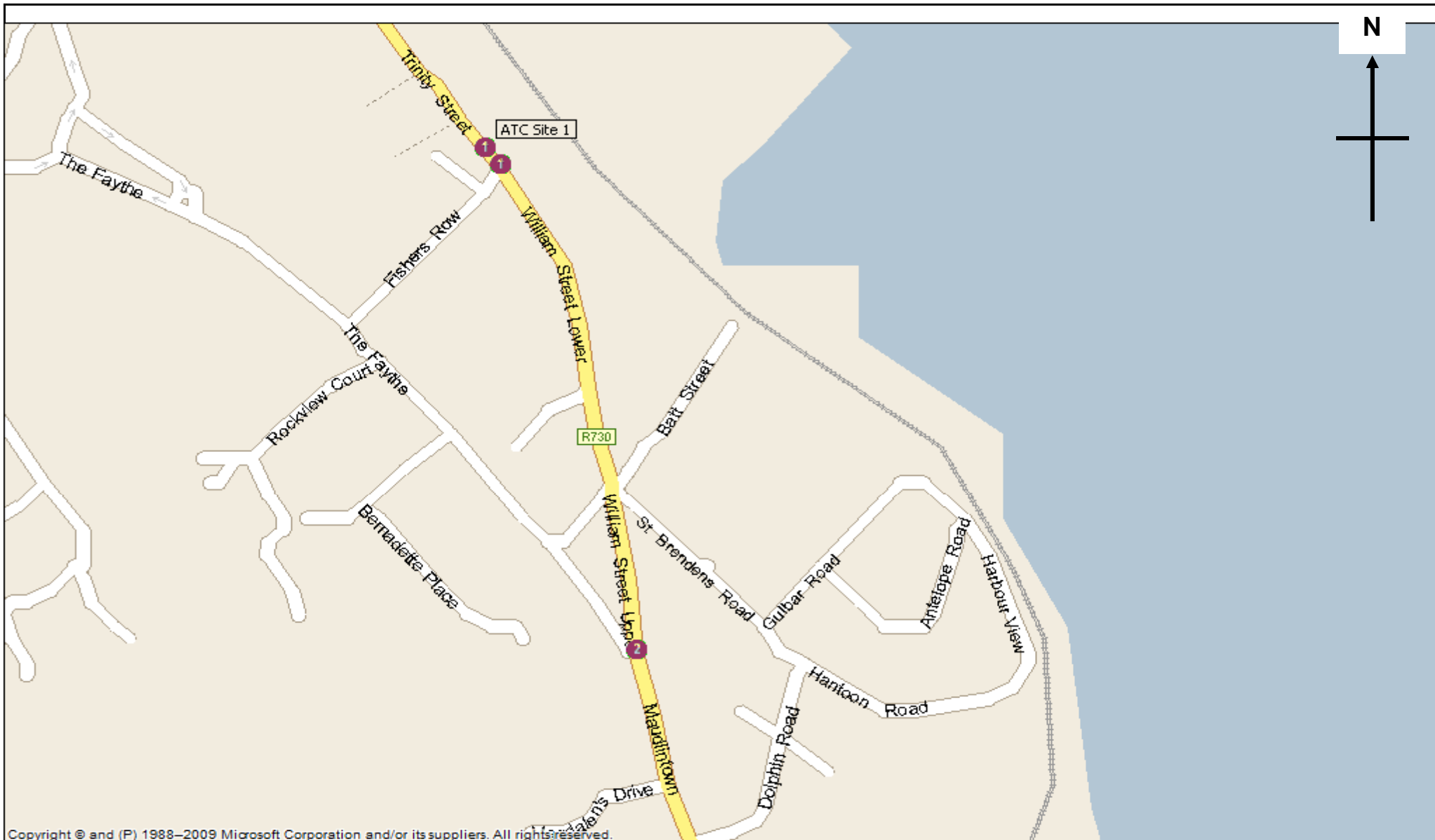
Queues Not required.


Pedestrians Not required.

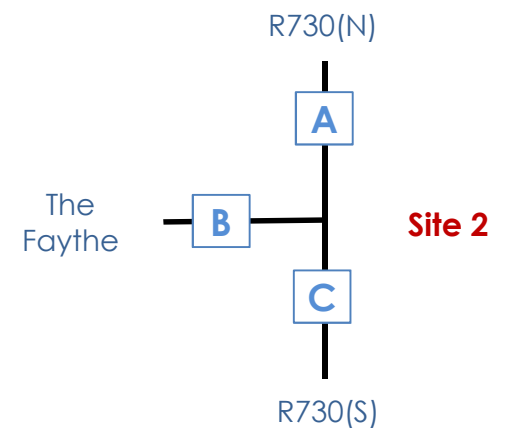
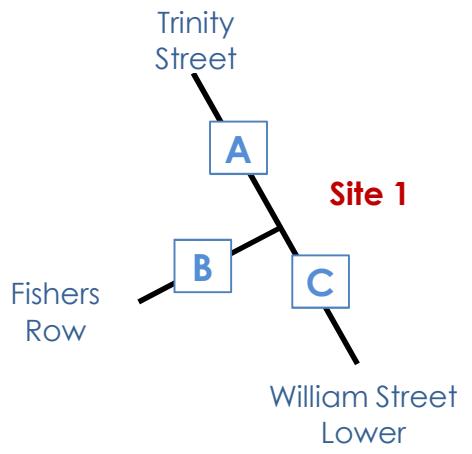
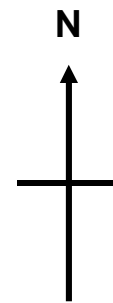
General Site Notes. No additional notes.

APPENDIX A

VEHICLE CATEGORIES















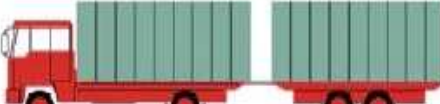




	Sites / Location: ATC Site 1 and JTC Sites 1 & 2	Project No: 9010	Diagram No: 9010-01	Drawn By: AC	
	Survey Date: JTC: Thursday 2nd August 2018 ATC: Thursday 2nd August to Thursday 9th August 2018	Project Name: TRINITY STREET, WEXFORD			
	Survey Times: JTC: 07:00 to 19:00 ATC: (Thursday 2nd) 07:00 to 00:00 (Thursday 9th)	Diagram Title: General Location Plan			



Sites / Location:	Sites 1 & 2	Project No:	9010	Drawing No:	9010-01	Drawn By:	AC		
	Survey Date:		Thursday 2nd August 2018		Project Name:		TRINITY STREET, WEXFORD		
	Survey Times:		07:00 to 19:00				Drawing Title:	Site Layout and Observed Movements	

VEHICLE CATEGORIES

LIGHT VEHICLES (LV)	 SALOON	 ESTATE	
	 PEOPLE CARRIER	 CAR TOWING CARAVAN / TRAILER	
	 VAN	 <3.5 TONNES – single rear tyres	 PICK-UP
HEAVY VEHICLES (HV)	 > 3.5 TONNES – twin rear tyres	 2-AXLES RIGID	
	 2-AXLES RIGID	 3 AXLES-RIGID	
	 4 OR MORE AXLES RIGID	 3-AXLES ARTIC	
	 4 OR MORE AXLES ARTIC	 OTHER GOODS VEHICLE WITH TRAILER	
	 DOUBLE DECK BUS	 SINGLE DECK BUS OR COACH	

VEHICLE CATEGORIES

Definition of Categories

The various components of traffic have different characteristics in terms of operating costs, growth and occupancy. For the purpose of this survey vehicles types are defined as follows:

Cars and Light Goods Vehicles are grouped together as Light Vehicles (**LV**). All other Goods Vehicles, Buses and Coaches are defined as Heavy Vehicles (**HV**).

Cars (CARS)

Including taxis, estate cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle unless included as a separate class.

Light Goods Vehicles (LGV)

Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group is delivery vans of one type or another.

Other Goods Vehicles (OGV 1)

Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive unit without a trailer is also included.












Other Goods Vehicles (OGV 2)

This category includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer.

Buses and Coaches (PSV)

Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.

ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

Site No.	Location.	Direction.	Speed Limit - PSL (km/h)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > Speed Limit1 (+5km/h).	% > Speed Limit1 (+5km/h).	No. > Speed Limit1 (+10km/h)	% > Speed Limit1 (+10km/h).	Mean Speed	85%ile Speed
1	Trinity Street, north of JTC Site 1	Northbound	50	Thursday, 02 August 2018	Thursday, 09 August 2018	38144	4777	4794	2265	5.9	778	2.0	290	0.8	36.8	45.4
		Southbound	50	Thursday, 02 August 2018	Thursday, 09 August 2018	41626	5378	5234	3789	9.1	1245	3.0	421	1.0	38.7	47.2
		Northbound/Southbound	50	Thursday, 02 August 2018	Thursday, 09 August 2018	79770	10154	10029	6054	7.6	2023	2.5	711	0.9	37.8	46.4

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Thursday, 02 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	216	0	177	1	31	4	0	0	2	1	0	0	0	48	22.2	11	5.1	3	1.4	45.4	51.5
0800	412	3	351	6	41	5	0	0	3	2	0	1	0	25	6.1	5	1.2	2	0.5	40.1	46.1
0900	407	7	364	2	30	1	0	0	3	0	0	0	0	21	5.2	5	1.2	1	0.2	40.6	46.4
1000	409	3	372	1	24	2	1	0	2	1	3	0	0	7	1.7	1	0.2	0	0	36.4	43.6
1100	446	9	405	3	27	0	1	0	0	0	1	0	0	1	0.2	0	0	0	0	33.3	39.6
1200	330	4	298	4	17	0	3	0	3	0	0	0	1	1	0.3	0	0	0	0	27.7	37.8
1300	327	3	305	3	13	0	0	0	2	1	0	0	0	2	0.6	1	0.3	1	0.3	35	43.2
1400	241	2	227	2	7	1	0	1	1	0	0	0	0	0	0	0	0	0	0	23.8	34.9
1500	220	5	206	1	6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	23.3	36.7
1600	360	9	318	4	19	2	5	0	1	2	0	0	0	3	0.8	0	0	0	0	29.1	40.3
1700	291	2	268	6	9	1	1	2	0	2	0	0	0	2	0.7	0	0	0	0	29.4	40.7
1800	270	3	253	3	11	0	0	0	0	0	0	0	0	3	1.1	0	0	0	0	34.4	42.5
1900	366	4	340	1	17	1	3	0	0	0	0	0	0	13	3.6	1	0.3	1	0.3	38.6	45
2000	264	1	256	0	4	0	0	0	1	2	0	0	0	19	7.2	5	1.9	2	0.8	40.2	46.1
2100	202	1	195	2	4	0	0	0	0	0	0	0	0	18	8.9	6	3	3	1.5	41.2	47.2
2200	100	0	97	0	3	0	0	0	0	0	0	0	0	27	27	10	10	5	5	45	53.6
2300	66	1	63	1	1	0	0	0	0	0	0	0	0	14	21.2	8	12.1	2	3	45.9	51.8
07-19	3929	50	3544	36	235	16	12	3	18	9	4	1	1	113	2.9	23	0.6	7	0.2	33.7	43.6
06-22	4761	56	4335	39	260	17	15	3	19	11	4	1	1	163	3.4	35	0.7	13	0.3	34.7	44.3
06-00	4927	57	4495	40	264	17	15	3	19	11	4	1	1	204	4.1	53	1.1	20	0.4	35.1	44.6
00-00	4927	57	4495	40	264	17	15	3	19	11	4	1	1	204	4.1	53	1.1	20	0.4	35.1	44.6



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Friday, 03 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	34	0	31	0	3	0	0	0	0	0	0	0	0	14	41.2	7	20.6	4	11.8	48.8	56.5
0100	29	0	25	0	2	1	0	0	1	0	0	0	0	10	34.5	6	20.7	4	13.8	46.5	56.2
0200	12	0	12	0	0	0	0	0	0	0	0	0	0	3	25	1	8.3	1	8.3	46.5	50.8
0300	7	0	3	0	2	0	0	0	1	1	0	0	0	5	71.4	2	28.6	1	14.3	53.1	-
0400	9	0	4	0	2	1	0	0	1	1	0	0	0	6	66.7	1	11.1	0	0	50.4	-
0500	40	0	20	1	11	2	1	0	3	2	0	0	0	16	40	12	30	7	17.5	49.9	60.5
0600	78	2	63	0	8	3	1	0	0	0	1	0	0	30	38.5	15	19.2	11	14.1	49.9	56.5
0700	216	5	168	0	32	3	3	0	2	3	0	0	0	26	12	4	1.9	2	0.9	40.8	48.6
0800	424	1	387	4	24	2	1	0	3	0	2	0	0	21	5	3	0.7	0	0	39	45.7
0900	420	1	381	5	27	2	2	0	2	0	0	0	0	8	1.9	1	0.2	0	0	38.2	44.6
1000	452	5	418	4	23	0	0	0	0	0	2	0	0	11	2.4	0	0	0	0	36	42.5
1100	434	9	390	4	27	1	1	0	1	0	1	0	0	8	1.8	2	0.5	1	0.2	34.1	40.3
1200	281	6	261	1	10	0	0	0	2	0	0	0	1	2	0.7	0	0	0	0	20	31.7
1300	222	4	210	3	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	35.3
1400	309	6	288	4	7	2	0	1	1	0	0	0	0	0	0	0	0	0	23.3	35.3	
1500	205	3	189	3	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	21.6	34.2
1600	205	0	191	3	10	0	0	0	1	0	0	0	0	1	0.5	0	0	0	0	23.7	34.6
1700	155	8	140	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.8	27.4
1800	276	5	253	4	14	0	0	0	0	0	0	0	0	12	4.3	1	0.4	0	0	38.9	45.7
1900	288	4	269	2	10	0	1	0	1	0	0	0	1	11	3.8	3	1	0	0	39.8	46.4
2000	257	1	251	0	3	0	0	0	2	0	0	0	0	18	7	5	1.9	0	0	39.6	45
2100	210	0	203	1	6	0	0	0	0	0	0	0	0	21	10	9	4.3	2	1	40.6	47.2
2200	165	3	156	0	5	1	0	0	0	0	0	0	0	20	12.1	10	6.1	4	2.4	42.6	48.2
2300	80	0	76	0	3	0	1	0	0	0	0	0	0	13	16.3	5	6.3	2	2.5	43.4	50.4
07-19	3599	53	3276	39	185	13	9	3	12	3	5	0	1	89	2.5	11	0.3	3	0.1	31.4	42.8
06-22	4432	60	4062	42	212	16	11	3	15	3	6	0	2	169	3.8	43	1	16	0.4	33.2	43.9
06-00	4677	63	4294	42	220	17	12	3	15	3	6	0	2	202	4.3	58	1.2	22	0.5	33.7	44.3
00-00	4808	63	4389	43	240	21	13	3	21	7	6	0	2	256	5.3	87	1.8	39	0.8	34.1	44.6



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Saturday, 04 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	44	0	41	0	3	0	0	0	0	0	0	0	0	12	27.3	5	11.4	2	4.5	46.8	52.6
0100	28	0	25	0	1	0	1	0	1	0	0	0	0	5	17.9	4	14.3	1	3.6	43.5	50
0200	17	0	16	0	1	0	0	0	0	0	0	0	0	7	41.2	5	29.4	1	5.9	47.1	55.8
0300	14	0	11	0	1	0	0	0	2	0	0	0	0	6	42.9	2	14.3	2	14.3	48.9	52.6
0400	18	0	16	0	0	1	0	0	1	0	0	0	0	3	16.7	1	5.6	0	0	42.4	49.7
0500	11	0	4	0	6	1	0	0	0	0	0	0	0	1	9.1	1	9.1	1	9.1	42.5	44.6
0600	49	1	37	2	7	1	0	0	0	1	0	0	0	18	36.7	9	18.4	4	8.2	47.6	56.2
0700	127	3	107	1	11	1	1	0	1	2	0	0	0	21	16.5	10	7.9	2	1.6	43.7	50
0800	231	8	199	1	18	1	1	0	1	2	0	0	0	23	10	6	2.6	3	1.3	41.3	47.5
0900	336	3	301	2	23	3	0	0	4	0	0	0	0	7	2.1	2	0.6	2	0.6	38.3	45.4
1000	425	7	402	2	13	0	0	0	0	0	0	1	0	13	3.1	1	0.2	0	0	37.8	43.9
1100	467	8	427	5	24	0	1	0	1	1	0	0	0	2	0.4	0	0	0	0	31.5	40.3
1200	428	4	403	4	11	2	4	0	0	0	0	0	0	7	1.6	3	0.7	0	0	33.5	40.3
1300	330	7	309	3	8	2	1	0	0	0	0	0	0	9	2.7	1	0.3	0	0	30.2	41.4
1400	353	1	342	1	9	0	0	0	0	0	0	0	0	3	0.8	0	0	0	0	35.5	42.8
1500	299	4	276	5	12	1	1	0	0	0	0	0	0	12	4	1	0.3	0	0	38.6	44.3
1600	285	5	263	3	10	0	2	0	1	0	1	0	0	11	3.9	4	1.4	0	0	38.5	43.9
1700	286	3	267	4	11	1	0	0	0	0	0	0	0	12	4.2	4	1.4	1	0.3	40.5	46.4
1800	269	2	256	1	10	0	0	0	0	0	0	0	0	23	8.6	5	1.9	1	0.4	40.8	47.2
1900	243	6	226	1	7	2	1	0	0	0	0	0	0	20	8.2	5	2.1	0	0	41.1	47.2
2000	255	3	247	2	2	0	0	0	1	0	0	0	0	11	4.3	3	1.2	0	0	39.1	46.1
2100	197	4	189	0	4	0	0	0	0	0	0	0	0	16	8.1	6	3	1	0.5	40.6	47.5
2200	141	1	134	2	4	0	0	0	0	0	0	0	0	15	10.6	8	5.7	3	2.1	42.4	49
2300	98	0	92	1	4	0	0	0	1	0	0	0	0	16	16.3	4	4.1	1	1	43.3	50.4
07-19	3836	55	3552	32	160	11	11	0	8	5	1	1	0	143	3.7	37	1	9	0.2	36.7	44.3
06-22	4580	69	4251	37	180	14	12	0	9	6	1	1	0	208	4.5	60	1.3	14	0.3	37.3	45
06-00	4819	70	4477	40	188	14	12	0	10	6	1	1	0	239	5	72	1.5	18	0.4	37.6	45.4
00-00	4951	70	4590	40	200	16	13	0	14	6	1	1	0	273	5.5	90	1.8	25	0.5	37.8	45.7

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Sunday, 05 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	50	1	48	0	1	0	0	0	0	0	0	0	0	11	22	4	8	1	2	45.3	50.8
0100	53	0	46	0	5	1	0	0	1	0	0	0	0	11	20.8	4	7.5	0	0	44.6	51.1
0200	45	0	38	1	5	0	0	0	0	1	0	0	0	17	37.8	5	11.1	4	8.9	48.2	54
0300	35	0	31	0	3	0	0	0	1	0	0	0	0	20	57.1	11	31.4	7	20	50.8	61.2
0400	20	0	19	0	0	0	0	0	1	0	0	0	0	13	65	3	15	1	5	50.7	54
0500	16	0	13	1	1	0	0	0	1	0	0	0	0	5	31.3	2	12.5	1	6.3	46.8	53.6
0600	37	0	33	1	2	0	0	0	1	0	0	0	0	14	37.8	7	18.9	4	10.8	48.3	55.4
0700	84	3	71	2	5	1	0	0	2	0	0	0	0	14	16.7	6	7.1	2	2.4	44.3	50
0800	100	2	92	0	2	1	0	0	2	0	1	0	0	17	17	10	10	3	3	44.4	50
0900	170	5	154	0	6	1	2	0	1	1	0	0	0	30	17.6	14	8.2	3	1.8	42.9	51.1
1000	206	9	189	2	2	2	0	0	1	0	1	0	0	31	15	7	3.4	2	1	42.3	49.7
1100	294	5	276	3	8	0	0	0	2	0	0	0	0	21	7.1	8	2.7	2	0.7	41.3	47.5
1200	352	6	329	3	12	2	0	0	0	0	0	0	0	19	5.4	4	1.1	0	0	40	45.7
1300	327	8	309	1	7	0	1	1	0	0	0	0	0	11	3.4	2	0.6	1	0.3	38.2	43.9
1400	310	2	298	4	6	0	0	0	0	0	0	0	0	9	2.9	3	1	1	0.3	40.1	44.3
1500	276	2	264	1	8	1	0	0	0	0	0	0	0	12	4.3	4	1.4	2	0.7	40.4	45.4
1600	302	3	285	4	8	1	1	0	0	0	0	0	0	11	3.6	5	1.7	2	0.7	39.9	45.4
1700	298	6	284	1	6	0	1	0	0	0	0	0	0	14	4.7	3	1	2	0.7	40.4	46.1
1800	346	7	328	3	8	0	0	0	0	0	0	0	0	20	5.8	13	3.8	10	2.9	40.2	45.7
1900	337	5	315	2	15	0	0	0	0	0	0	0	0	13	3.9	3	0.9	2	0.6	39.9	45
2000	236	2	222	4	7	1	0	0	0	0	0	0	0	19	8.1	6	2.5	2	0.8	40.3	46.4
2100	185	0	177	0	7	0	0	0	0	0	0	1	0	17	9.2	7	3.8	3	1.6	40.9	47.5
2200	183	0	173	2	8	0	0	0	0	0	0	0	0	16	8.7	4	2.2	2	1.1	42.4	47.9
2300	89	0	82	0	7	0	0	0	0	0	0	0	0	22	24.7	9	10.1	3	3.4	45.1	52.2
07-19	3065	58	2879	24	78	9	5	1	8	1	2	0	0	209	6.8	79	2.6	30	1	40.6	46.8
06-22	3860	65	3626	31	109	10	5	1	9	1	2	1	0	272	7	102	2.6	41	1.1	40.6	46.8
06-00	4132	65	3881	33	124	10	5	1	9	1	2	1	0	310	7.5	115	2.8	46	1.1	40.8	46.8
00-00	4351	66	4076	35	139	11	5	1	13	2	2	1	0	387	8.9	144	3.3	60	1.4	41.1	47.5



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Monday, 06 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	52	0	48	0	4	0	0	0	0	0	0	0	0	17	32.7	9	17.3	2	3.8	47.1	56.2
0100	63	0	58	0	3	0	0	0	1	0	1	0	0	23	36.5	11	17.5	2	3.2	47.7	55.4
0200	58	0	53	0	5	0	0	0	0	0	0	0	0	15	25.9	9	15.5	4	6.9	47.4	54.7
0300	31	0	26	0	3	0	0	0	2	0	0	0	0	24	77.4	17	54.8	12	38.7	57.1	62.3
0400	17	0	14	0	2	0	0	0	1	0	0	0	0	11	64.7	7	41.2	4	23.5	53.1	60.5
0500	11	0	8	0	3	0	0	0	0	0	0	0	0	2	18.2	2	18.2	1	9.1	46.4	47.2
0600	44	1	31	0	8	0	0	0	2	2	0	0	0	15	34.1	4	9.1	2	4.5	46.4	51.8
0700	70	3	57	0	7	1	0	0	0	0	1	0	1	15	21.4	8	11.4	2	2.9	44.4	52.6
0800	110	5	98	0	3	1	0	0	2	1	0	0	0	21	19.1	3	2.7	2	1.8	43.2	51.1
0900	156	2	131	3	15	2	0	0	1	0	2	0	0	13	8.3	4	2.6	1	0.6	40.5	47.5
1000	227	8	202	3	8	2	1	0	0	1	2	0	0	18	7.9	5	2.2	1	0.4	40.2	47.2
1100	350	10	318	3	14	1	1	0	0	1	2	0	0	11	3.1	2	0.6	0	0	37.7	43.9
1200	349	10	327	5	5	0	0	0	1	0	1	0	0	9	2.6	1	0.3	0	0	37.3	43.6
1300	384	3	363	2	11	1	1	0	2	1	0	0	0	9	2.3	1	0.3	1	0.3	39	44.3
1400	383	5	365	4	5	0	1	0	1	0	1	0	1	9	2.3	2	0.5	1	0.3	37.5	42.8
1500	364	5	344	7	6	0	1	0	0	0	1	0	0	3	0.8	1	0.3	0	0	34.8	41.8
1600	400	2	381	8	7	0	0	0	0	0	2	0	0	1	0.3	0	0	0	0	36.9	42.5
1700	319	5	293	6	10	1	1	1	1	1	0	0	0	5	1.6	0	0	0	0	32.1	40.3
1800	332	1	314	4	11	0	1	0	0	0	1	0	0	11	3.3	2	0.6	0	0	39.4	43.9
1900	279	3	261	3	9	1	1	1	0	0	0	0	0	12	4.3	1	0.4	0	0	39.4	45.4
2000	210	2	204	0	3	1	0	0	0	0	0	0	0	17	8.1	7	3.3	4	1.9	40.5	46.1
2100	158	0	152	1	5	0	0	0	0	0	0	0	0	24	15.2	7	4.4	3	1.9	43	49.7
2200	105	0	101	1	2	0	0	0	1	0	0	0	0	30	28.6	9	8.6	3	2.9	46	52.2
2300	44	1	42	0	1	0	0	0	0	0	0	0	0	12	27.3	4	9.1	1	2.3	44.8	51.1
07-19	3444	59	3193	45	102	9	7	1	8	5	13	0	2	125	3.6	29	0.8	8	0.2	37.6	44.3
06-22	4135	65	3841	49	127	11	8	2	10	7	13	0	2	193	4.7	48	1.2	17	0.4	38.2	45
06-00	4284	66	3984	50	130	11	8	2	11	7	13	0	2	235	5.5	61	1.4	21	0.5	38.5	45.4
00-00	4516	66	4191	50	150	11	8	2	15	7	14	0	2	327	7.2	116	2.6	46	1	39	46.1

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Tuesday, 07 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	30	1	28	1	0	0	0	0	0	0	0	0	0	10	33.3	5	16.7	3	10	46.3	56.2
0100	11	0	6	0	3	1	0	0	1	0	0	0	0	1	9.1	0	0	0	0	42	46.1
0200	2	0	1	0	0	0	0	0	0	1	0	0	0	1	50	0	0	0	0	49.5	-
0300	4	0	1	0	1	0	0	0	2	0	0	0	0	1	25	1	25	0	0	45.2	-
0400	21	0	16	1	1	2	0	0	0	1	0	0	0	6	28.6	5	23.8	3	14.3	45	56.2
0500	35	0	25	0	4	2	0	0	3	0	1	0	0	19	54.3	11	31.4	3	8.6	50.3	57.6
0600	96	1	72	1	16	4	1	0	1	0	0	0	0	43	44.8	15	15.6	5	5.2	48.2	55.1
0700	233	1	189	2	31	2	0	0	4	4	0	0	0	41	17.6	10	4.3	1	0.4	44.2	50.4
0800	390	3	352	1	26	5	0	0	1	1	1	0	0	24	6.2	5	1.3	2	0.5	40.5	47.2
0900	433	9	375	3	41	1	1	1	1	1	0	0	0	11	2.5	2	0.5	1	0.2	38.1	44.6
1000	435	7	392	6	27	0	3	0	0	0	0	0	0	7	1.6	2	0.5	0	0	35.9	42.1
1100	470	3	437	4	21	1	0	0	2	1	1	0	0	1	0.2	0	0	0	0	31.8	38.2
1200	276	1	255	1	13	0	1	1	1	2	1	0	0	0	0	0	0	0	0	22	34.9
1300	164	3	156	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.5	14.8
1400	176	2	169	1	4	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	16.7	25.6
1500	341	4	310	4	14	3	2	1	1	1	1	0	0	3	0.9	0	0	0	0	28.8	38.5
1600	193	5	179	2	2	3	0	1	0	0	1	0	0	0	0	0	0	0	0	26.2	37.4
1700	163	2	154	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	31.7
1800	188	3	175	1	6	1	1	0	0	0	1	0	0	2	1.1	0	0	0	0	26.3	41
1900	328	12	291	2	19	3	0	0	0	0	0	1	0	11	3.4	3	0.9	1	0.3	39.1	45
2000	242	3	230	1	8	0	0	0	0	0	0	0	0	15	6.2	5	2.1	2	0.8	40.2	46.4
2100	155	1	149	0	4	0	0	0	0	1	0	0	0	16	10.3	4	2.6	0	0	41.5	47.5
2200	114	0	110	0	3	0	0	1	0	0	0	0	0	20	17.5	11	9.6	3	2.6	43.7	50.4
2300	53	2	50	1	0	0	0	0	0	0	0	0	0	11	20.8	5	9.4	1	1.9	44.6	51.1
07-19	3462	43	3143	27	193	17	9	4	10	10	6	0	0	90	2.6	19	0.5	4	0.1	31.2	42.5
06-22	4283	60	3885	31	240	24	10	4	11	11	6	1	0	175	4.1	46	1.1	12	0.3	33	43.9
06-00	4450	62	4045	32	243	24	10	5	11	11	6	1	0	206	4.6	62	1.4	16	0.4	33.5	44.3
00-00	4553	63	4122	34	252	29	10	5	17	13	7	1	0	244	5.4	84	1.8	25	0.5	33.8	44.6

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Wednesday, 08 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	37	2	33	0	2	0	0	0	0	0	0	0	0	14	37.8	7	18.9	2	5.4	48.9	55.4
0100	17	0	15	0	0	1	0	0	1	0	0	0	0	6	35.3	0	0	0	0	47.6	51.8
0200	2	0	1	0	0	0	0	0	0	1	0	0	0	2	100	1	50	1	50	58.4	-
0300	5	0	3	0	1	0	0	0	1	0	0	0	0	4	80	2	40	0	0	52.9	-
0400	16	0	11	1	2	0	1	0	0	1	0	0	0	4	25	3	18.8	1	6.3	46.4	56.5
0500	44	0	28	0	10	3	1	0	1	1	0	0	0	26	59.1	14	31.8	5	11.4	51.2	58
0600	66	0	52	0	11	2	0	0	1	0	0	0	0	17	25.8	9	13.6	5	7.6	48.2	54
0700	207	5	157	3	25	5	2	0	5	5	0	0	0	30	14.5	9	4.3	2	1	41.5	49.7
0800	401	5	355	3	29	2	1	0	3	2	1	0	0	18	4.5	2	0.5	0	0	39.5	46.8
0900	400	10	340	5	36	2	2	0	3	2	0	0	0	10	2.5	3	0.8	1	0.3	37.8	44.3
1000	425	5	377	6	31	0	2	0	0	3	1	0	0	8	1.9	1	0.2	0	0	37	42.8
1100	426	3	391	4	22	2	0	0	1	1	2	0	0	13	3.1	0	0	0	0	36.6	44.3
1200	348	4	315	0	24	2	2	0	1	0	0	0	0	2	0.6	0	0	0	0	28.5	38.2
1300	307	1	276	7	17	2	1	1	1	1	0	0	0	0	0	0	0	0	0	27.9	39.2
1400	382	9	345	2	19	4	1	0	1	1	0	0	0	2	0.5	1	0.3	0	0	33.7	40.3
1500	356	5	335	4	8	1	0	0	2	0	1	0	0	1	0.3	0	0	0	0	32.3	40.3
1600	278	3	256	4	15	0	0	0	0	0	0	0	0	5	1.8	4	1.4	0	0	32.2	41.8
1700	229	3	209	4	11	1	0	0	0	1	0	0	0	2	0.9	0	0	0	0	30.5	40
1800	215	3	202	1	9	0	0	0	0	0	0	0	0	1	0.5	1	0.5	0	0	30	41
1900	294	5	269	3	13	0	2	0	0	0	2	0	0	17	5.8	5	1.7	2	0.7	40.3	46.8
2000	245	5	234	0	4	0	0	0	2	0	0	0	0	13	5.3	2	0.8	1	0.4	39.4	45
2100	181	5	166	1	8	0	0	0	0	0	1	0	0	14	7.7	5	2.8	1	0.6	40.8	46.4
2200	119	0	113	1	4	0	0	0	1	0	0	0	0	23	19.3	5	4.2	2	1.7	44.5	50.8
2300	48	1	47	0	0	0	0	0	0	0	0	0	0	14	29.2	4	8.3	2	4.2	45.9	52.9
07-19	3974	56	3558	43	246	21	11	1	17	16	5	0	0	92	2.3	21	0.5	3	0.1	34.2	42.8
06-22	4760	71	4279	47	282	23	13	1	20	16	8	0	0	153	3.2	42	0.9	12	0.3	35.3	43.9
06-00	4927	72	4439	48	286	23	13	1	21	16	8	0	0	190	3.9	51	1	16	0.3	35.6	44.3
00-00	5048	74	4530	49	301	27	15	1	24	19	8	0	0	246	4.9	78	1.5	25	0.5	36	44.6

Thursday, 09 August 2018

Time	Total	Classification												>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
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Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

		1	2	3	4	5	6	7	8	9	10	11	12	50	50	55	55	60	60		85
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT			+5kph	+5kph	+10kph	+10kph		
0000	29	0	25	0	3	0	0	0	0	1	0	0	0	15	51.7	8	27.6	4	13.8	48.9	59
0100	21	1	18	0	0	1	0	0	1	0	0	0	0	7	33.3	6	28.6	4	19	48.4	60.8
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	5	83.3	3	50	1	16.7	54.3	-
0300	8	0	5	0	1	0	0	0	1	1	0	0	0	7	87.5	4	50	3	37.5	56.6	-
0400	19	0	14	0	2	1	0	0	1	1	0	0	0	11	57.9	7	36.8	2	10.5	51.4	56.5
0500	40	0	26	0	9	2	0	0	3	0	0	0	0	22	55	14	35	9	22.5	52.1	62.3
0600	81	2	61	1	13	3	1	0	0	0	0	0	0	26	32.1	18	22.2	6	7.4	45.6	56.2
0700	228	4	188	3	27	1	0	0	2	3	0	0	0	46	20.2	14	6.1	5	2.2	45.2	51.8
0800	412	4	366	3	29	2	2	0	3	1	2	0	0	30	7.3	8	1.9	3	0.7	40.4	46.4
0900	440	9	382	1	38	3	1	0	3	3	0	0	0	21	4.8	3	0.7	0	0	39.2	45.4
1000	383	2	345	4	26	0	2	0	1	3	0	0	0	6	1.6	0	0	0	0	37.9	44.3
1100	402	1	368	4	23	0	3	0	1	1	1	0	0	6	1.5	1	0.2	0	0	36.7	42.8
1200	276	2	261	1	7	2	2	0	0	0	1	0	0	1	0.4	0	0	0	0	27	39.2
1300	307	5	283	1	15	1	1	0	1	0	0	0	0	5	1.6	3	1	0	0	32.1	42.1
1400	358	1	333	1	17	3	0	0	0	1	1	1	0	6	1.7	0	0	0	0	37.5	43.2
1500	372	7	335	1	24	0	1	0	1	2	1	0	0	13	3.5	5	1.3	1	0.3	37.6	43.6
1600	358	3	321	6	22	0	4	0	0	2	0	0	0	7	2	2	0.6	1	0.3	37	43.2
1700	141	6	124	4	5	0	1	1	0	0	0	0	0	1	0.7	0	0	0	0	23.6	36.7
1800	102	1	91	2	8	0	0	0	0	0	0	0	0	2	2	1	1	0	0	36.7	43.9
1900	364	10	331	3	18	0	0	0	2	0	0	0	0	11	3	2	0.5	0	0	39.4	45
2000	265	3	249	5	8	0	0	0	0	0	0	0	0	19	7.2	7	2.6	3	1.1	40.9	47.2
2100	193	6	184	0	3	0	0	0	0	0	0	0	0	17	8.8	6	3.1	2	1	40.5	47.2
2200	115	1	110	0	4	0	0	0	0	0	0	0	0	22	19.1	6	5.2	2	1.7	43.7	50.8
2300	70	0	68	1	1	0	0	0	0	0	0	0	0	22	31.4	8	11.4	4	5.7	46.3	53.3
07-19	3779	45	3397	31	241	12	17	1	12	16	6	1	0	144	3.8	37	1	10	0.3	36.6	44.6
06-22	4682	66	4222	40	283	15	18	1	14	16	6	1	0	217	4.6	70	1.5	21	0.4	37.4	45
06-00	4867	67	4400	41	288	15	18	1	14	16	6	1	0	261	5.4	84	1.7	27	0.6	37.7	45.4
00-00	4990	68	4494	41	303	19	18	1	20	19	6	1	0	328	6.6	126	2.5	50	1	38	45.7



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Day (Partial days = 7.71)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	39	1	36	0	2	0	0	0	0	0	0	0	0	13	33.7	6	16.3	3	6.5	47.3	55.4
0100	32	0	28	0	2	1	0	0	1	0	0	0	0	9	28.4	4	14	2	5	46	54.4
0200	20	0	18	0	2	0	0	0	0	0	0	0	0	7	35.2	3	16.9	2	8.5	48	55.1
0300	15	0	11	0	2	0	0	0	1	0	0	0	0	10	64.4	6	37.5	4	24	52.9	62.3
0400	17	0	13	0	1	1	0	0	1	1	0	0	0	8	45	4	22.5	2	9.2	48.3	57.6
0500	28	0	18	0	6	1	0	0	2	0	0	0	0	13	46.2	8	28.4	4	13.7	49.9	58.7
0600	64	1	50	1	9	2	0	0	1	0	0	0	0	23	36.1	11	17.1	5	8.2	47.8	55.4
0700	173	3	139	2	21	2	1	0	2	2	0	0	0	30	17.5	9	5.2	2	1.4	43.6	50.8
0800	310	4	275	2	22	2	1	0	2	1	1	0	0	22	7.2	5	1.7	2	0.6	40.3	47.2
0900	345	6	304	3	27	2	1	0	2	1	0	0	0	15	4.4	4	1.2	1	0.3	39.1	45.4
1000	370	6	337	4	19	1	1	0	1	1	1	0	0	13	3.4	2	0.6	0	0.1	37.5	43.9
1100	411	6	377	4	21	1	1	0	1	1	1	0	0	8	1.9	2	0.4	0	0.1	35	42.5
1200	330	5	306	2	12	1	2	0	1	0	0	0	0	5	1.6	1	0.3	0	0	30.2	41
1300	296	4	276	3	10	1	1	0	1	0	0	0	0	5	1.5	1	0.3	0	0.1	31.3	42.1
1400	314	4	296	2	9	1	0	0	1	0	0	0	0	4	1.2	1	0.2	0	0.1	32.5	42.1
1500	304	4	282	3	11	1	1	0	1	0	1	0	0	6	1.8	1	0.5	0	0.1	33	42.5
1600	298	4	274	4	12	1	2	0	0	1	1	0	0	5	1.6	2	0.6	0	0.1	33.7	42.8
1700	235	4	217	4	7	1	1	1	0	1	0	0	0	5	1.9	1	0.4	0	0.2	31.6	42.8
1800	250	3	234	2	10	0	0	0	0	0	0	0	0	9	3.7	3	1.2	1	0.6	36.6	44.6
1900	312	6	288	2	14	1	1	0	0	0	0	0	0	14	4.3	3	0.9	1	0.2	39.6	45.7
2000	247	3	237	2	5	0	0	0	1	0	0	0	0	16	6.6	5	2	2	0.7	40	46.1
2100	185	2	177	1	5	0	0	0	0	0	0	0	0	18	9.7	6	3.4	2	1	41.1	47.5
2200	130	1	124	1	4	0	0	0	0	0	0	0	0	22	16.6	8	6	3	2.3	43.6	50.8
2300	69	1	65	1	2	0	0	0	0	0	0	0	0	16	22.6	6	8.6	2	2.9	44.8	51.8
07-19	3636	53	3317	35	181	14	12	1	12	8	5	0	0	127	47.7	32	12.6	6	3.7	424.4	527.7
06-22	4444	65	4069	41	214	17	13	1	14	8	5	0	0	198	104.4	57	36	16	13.8	592.9	722.4
06-00	4643	67	4258	43	220	17	13	1	14	8	5	0	0	236	143.6	71	50.6	21	19	681.3	825
00-00	4794	68	4382	43	235	20	13	1	19	9	5	0	0	296	396.5	102	186.2	38	85.9	973.7	1168.5



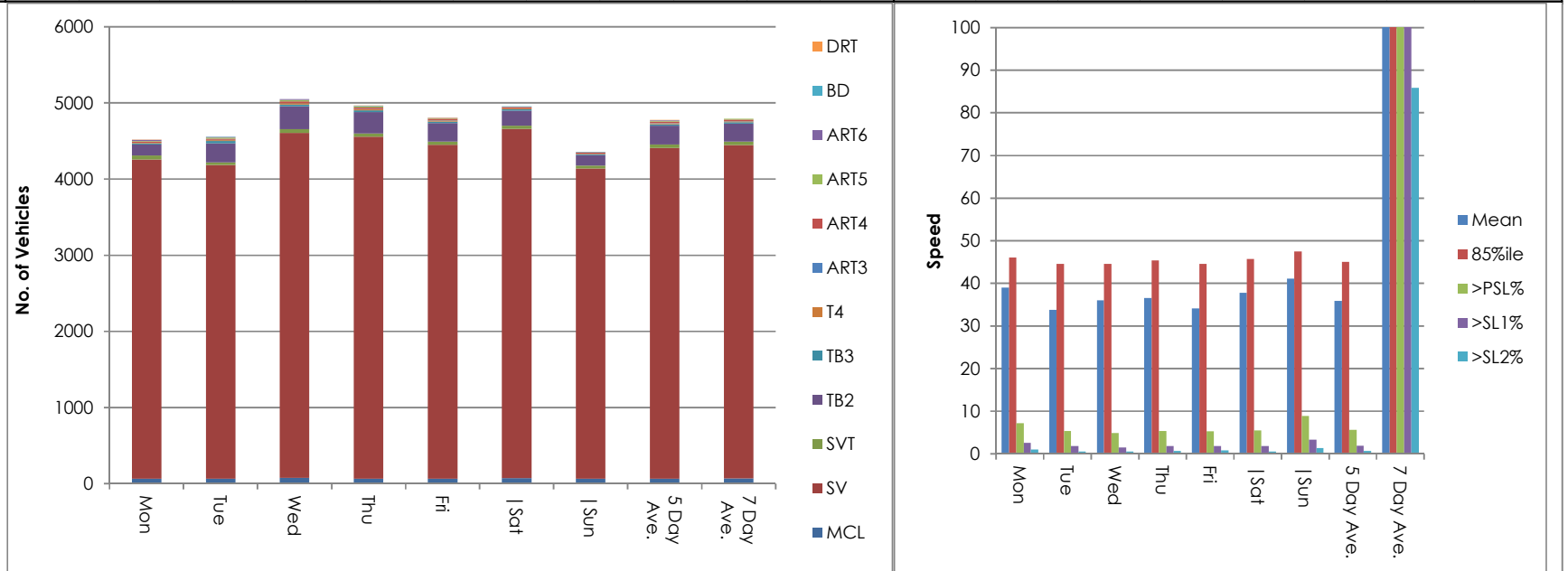
Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Week (Partial weeks = 1.14)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4516	66	4191	50	150	11	8	2	15	7	14	0	2	327	7.2	116	2.6	46	1	39	46.1
Tue	4553	63	4122	34	252	29	10	5	17	13	7	1	0	244	5.4	84	1.8	25	0.5	33.8	44.6
Wed	5048	74	4530	49	301	27	15	1	24	19	8	0	0	246	4.9	78	1.5	25	0.5	36	44.6
Thu	4959	63	4495	41	284	18	17	2	20	15	5	1	1	266	5.4	90	1.8	35	0.7	36.6	45.4
Fri	4808	63	4389	43	240	21	13	3	21	7	6	0	2	256	5.3	87	1.8	39	0.8	34.1	44.6
|Sat	4951	70	4590	40	200	16	13	0	14	6	1	1	0	273	5.5	90	1.8	25	0.5	37.8	45.7
|Sun	4351	66	4076	35	139	11	5	1	13	2	2	1	0	387	8.9	144	3.3	60	1.4	41.1	47.5
5 Day Ave.	4777	66	4345	43	245	21	13	3	19	12	8	0	1	268	5.6	91	1.9	34	0.7	35.9	45.1
7 Day Ave.	4794	68	4382	43	235	20	13	1	19	9	5	0	0	296	396.5	102	186.2	38	85.9	973.7	1168.5
--	38144	527	34887	332	1849	151	97	16	143	84	48	5	5	2265	5.9	778	2.0	290	0.8	36.8	45.4

Summary Graphs



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Thursday, 02 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	216	0	0	0	0	0	0	7	35	63	63	37	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	412	0	0	1	6	8	31	25	124	131	61	20	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	407	0	0	1	0	8	20	39	107	132	79	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	409	0	0	0	9	19	53	65	134	93	29	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	446	0	2	10	10	34	53	137	133	61	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	330	0	4	48	43	33	43	61	67	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	327	0	2	4	12	19	50	59	94	59	26	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	241	2	30	41	25	22	36	45	26	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	220	0	5	69	39	21	16	25	27	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	360	1	12	35	31	56	45	51	64	52	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	291	0	13	23	20	61	24	41	53	39	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	270	0	3	3	13	25	19	64	70	50	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	366	0	0	1	2	5	34	49	116	102	44	12	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
2000	264	0	0	0	0	3	24	25	73	87	33	14	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	202	0	0	0	1	2	9	19	49	65	39	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	100	0	0	0	0	1	5	8	9	27	23	17	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	66	0	0	0	0	0	3	2	8	16	23	6	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
07-19	3929	3	71	235	208	306	390	619	934	730	320	90	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	4761	3	71	236	211	316	457	712	1172	984	436	128	22	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	
06-00	4927	3	71	236	211	317	465	722	1189	1027	482	151	33	14	4	0	2	0	0	0	0	0	0	0	0	0	0	0	
00-00	4927	3	71	236	211	317	465	722	1189	1027	482	151	33	14	4	0	2	0	0	0	0	0	0	0	0	0	0	0	



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Friday, 03 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	34	0	0	0	0	0	0	3	3	4	10	7	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	29	0	0	1	0	0	1	0	5	6	6	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	0	2	0	4	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	0	0	1	1	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	0	1	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	40	0	0	0	0	0	0	1	6	9	8	4	5	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	78	0	0	0	0	1	1	1	6	10	29	15	4	5	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	216	0	0	1	4	10	19	12	26	73	45	22	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	424	0	0	0	1	12	30	66	134	99	61	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	420	0	0	2	4	9	33	64	138	110	52	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	452	0	0	0	8	26	38	110	154	74	31	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	434	0	2	2	5	34	66	125	121	63	8	6	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1200	281	2	50	56	71	19	34	17	15	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	222	0	23	78	26	23	18	15	32	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	309	1	35	36	61	47	43	37	30	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	205	0	18	68	24	18	21	26	14	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	205	0	10	42	28	38	28	28	21	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	155	0	7	35	48	32	17	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	276	0	0	0	0	6	30	39	75	72	42	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	288	0	0	1	0	6	21	36	65	101	47	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	257	0	0	0	1	3	14	30	93	76	22	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	210	0	0	0	0	2	14	30	52	65	26	12	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	165	0	0	0	0	4	3	17	35	51	35	10	6	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2300	80	0	0	0	1	2	4	3	15	21	21	8	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3599	3	145	320	280	274	377	550	764	545	252	78	8	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06-22	4432	3	145	321	281	286	427	647	980	797	376	126	27	7	4	3	0	1	1	0	0	0	0	0	0	0	0	0	0
06-00	4677	3	145	321	282	292	434	667	1030	869	432	144	36	11	4	4	0	1	1	0	1	0	0	0	0	0	0	0	0
00-00	4808	3	145	322	282	292	435	673	1045	894	461	169	48	16	12	7	0	2	1	0	1	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Saturday, 04 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	44	0	0	0	0	0	1	0	7	9	15	7	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	28	0	0	0	0	0	0	3	8	8	4	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	17	0	0	0	0	0	2	0	3	1	4	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	14	0	0	0	0	0	0	0	2	3	3	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	0	0	1	1	7	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	0	0	0	1	0	4	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	49	0	0	0	0	1	0	4	2	13	11	9	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	127	0	0	0	2	3	4	9	11	39	38	11	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	231	0	0	0	1	6	13	15	58	71	44	17	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	336	0	0	1	5	14	31	38	85	106	49	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	425	0	0	0	5	13	34	62	152	111	35	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	467	0	3	38	28	32	71	95	120	62	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	428	0	1	3	8	39	73	135	98	46	18	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	330	0	4	27	42	39	43	62	45	44	15	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	353	0	0	26	1	11	23	70	102	92	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	299	0	0	0	0	4	24	47	110	74	28	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	285	0	0	0	0	9	17	51	92	77	28	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	286	0	0	0	0	0	11	41	82	85	55	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	269	0	0	0	0	2	16	31	65	92	40	18	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	243	0	0	0	0	2	11	26	60	82	42	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	255	0	0	0	2	6	12	36	81	69	38	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	197	0	0	0	0	6	8	24	60	51	32	10	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	141	0	0	0	0	0	3	20	28	43	32	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	98	0	0	0	1	1	3	4	17	39	17	12	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	3836	0	8	95	92	172	360	656	1020	899	391	106	28	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4580	0	8	95	94	187	391	746	1223	1114	514	148	46	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4819	0	8	95	95	188	397	770	1268	1196	563	167	54	11	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0
00-00	4951	0	8	95	95	188	402	774	1299	1223	594	183	65	13	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Sunday, 05 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	50	0	0	0	0	0	2	1	8	9	19	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	53	0	0	0	0	1	1	3	8	13	16	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	45	0	0	0	0	0	0	0	6	11	11	12	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	35	0	0	0	0	1	0	2	2	5	5	9	4	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	20	0	0	0	0	0	0	0	0	4	3	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	0	0	0	0	1	1	1	2	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	37	0	0	0	0	1	0	0	4	6	12	7	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	84	0	0	0	1	1	1	4	13	23	27	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	100	0	0	0	1	1	2	7	16	18	38	7	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	170	0	0	0	2	1	8	15	29	55	30	16	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	206	0	0	2	2	4	11	14	32	64	46	24	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	294	0	0	0	1	4	14	29	73	90	62	13	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	352	0	0	1	0	3	16	49	98	115	51	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	327	0	0	0	0	3	38	59	98	88	30	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	310	0	0	0	1	1	9	33	96	132	29	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	276	0	0	0	0	1	11	30	84	102	36	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	302	0	0	0	1	0	14	47	92	98	39	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	298	0	0	0	0	2	12	40	84	101	45	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	346	0	0	1	0	5	15	44	112	97	52	7	3	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	337	0	0	0	1	2	15	38	117	106	45	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	236	0	0	0	0	1	14	33	64	71	34	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	185	0	0	0	1	2	4	25	60	49	27	10	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	183	0	0	0	2	0	6	16	35	60	48	12	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	89	0	0	0	1	1	3	2	10	28	22	13	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3065	0	0	4	9	26	151	371	827	983	485	130	49	24	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3860	0	0	4	11	32	184	467	1072	1215	603	170	61	35	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4132	0	0	4	14	33	193	485	1117	1303	673	195	69	38	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4351	0	0	4	14	35	197	492	1142	1347	733	243	84	46	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Monday, 06 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	52	0	0	0	0	0	0	3	5	13	14	8	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	63	0	0	0	0	0	1	3	8	10	18	12	9	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	58	0	0	0	0	0	0	3	8	7	25	6	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	31	0	0	0	0	0	0	0	0	1	6	7	5	8	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	0	0	0	0	3	3	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	0	0	0	0	0	2	1	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	44	0	0	0	0	0	2	3	4	7	13	11	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	70	0	0	0	1	2	3	1	8	26	14	7	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	110	0	0	0	1	1	5	7	20	33	22	18	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	156	0	0	0	0	1	15	15	33	53	26	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	227	0	0	1	0	1	15	25	71	62	34	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	350	0	0	0	1	4	41	69	117	73	34	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	349	0	0	1	5	14	28	64	120	82	26	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	384	0	0	0	0	3	25	52	141	113	41	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	383	0	0	0	2	6	32	77	140	91	26	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	364	0	0	7	8	22	48	87	110	50	29	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	400	0	0	0	0	8	34	99	142	93	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	319	0	2	17	17	32	47	74	70	39	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	332	0	0	0	0	3	15	43	115	112	33	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	279	0	0	0	0	6	13	41	90	81	36	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	210	0	0	0	1	4	15	21	47	80	25	10	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	158	0	0	0	2	0	7	12	40	34	39	17	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	105	0	0	0	1	0	4	1	11	28	30	21	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	44	0	0	0	0	1	1	1	5	14	10	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3444	0	2	26	35	97	308	613	1087	827	324	96	21	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4135	0	2	26	38	107	345	690	1268	1029	437	145	31	10	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4284	0	2	26	39	108	350	692	1284	1071	477	174	40	14	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4516	0	2	26	39	108	351	701	1307	1106	549	211	70	29	9	4	3	1	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Tuesday, 07 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	30	0	0	0	0	0	1	0	6	8	5	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	0	2	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	21	0	0	0	0	0	1	3	4	5	2	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	35	0	0	0	0	0	0	1	1	10	4	8	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	96	0	0	0	0	1	3	1	5	21	22	28	10	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	233	0	0	0	0	1	4	8	41	77	61	31	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	390	0	2	0	2	8	19	37	100	125	73	19	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	433	0	0	0	1	13	33	82	120	129	44	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	435	0	1	3	5	17	67	85	134	90	26	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	470	0	3	6	12	53	93	132	125	40	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	276	0	10	90	46	20	30	39	33	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	164	0	15	112	29	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	176	0	22	91	25	11	4	4	11	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	341	0	4	44	20	44	58	64	75	20	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	193	0	2	32	30	20	37	28	27	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	163	0	4	25	50	17	34	22	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	188	0	9	28	46	14	15	12	26	27	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	328	0	0	0	0	5	32	45	88	107	40	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	242	0	0	0	2	2	9	31	71	75	37	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	155	0	0	0	0	0	5	19	36	54	25	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	114	0	0	0	1	0	2	15	12	37	27	9	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	53	0	0	0	0	1	2	2	7	16	14	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3462	0	72	431	266	220	400	513	700	540	230	71	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4283	0	72	431	268	228	449	609	900	797	354	129	34	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4450	0	72	431	269	229	453	626	919	850	395	144	46	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4553	0	72	431	269	229	455	632	932	880	409	160	59	17	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Wednesday, 08 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	37	0	0	0	0	0	0	2	3	3	15	7	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	0	0	0	0	0	0	2	2	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	1	3	4	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	44	0	0	0	0	0	0	1	4	8	5	12	9	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	66	0	0	0	0	0	0	4	4	12	29	8	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	207	0	0	1	4	5	12	16	38	61	40	21	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	401	0	0	2	3	9	32	37	128	113	59	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	400	0	0	2	2	21	26	65	121	108	45	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	425	0	0	1	0	8	40	114	133	91	30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	426	0	0	4	6	13	41	116	104	90	39	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	348	0	14	40	28	28	48	88	68	27	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	307	0	6	40	44	23	49	48	61	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	382	0	0	2	5	38	61	100	112	52	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	356	0	4	17	24	25	43	79	105	44	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	278	0	2	22	23	20	31	56	63	42	14	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	229	0	2	15	14	28	46	50	36	29	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	215	0	1	23	14	34	29	42	34	23	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	294	0	0	1	1	6	21	37	54	101	56	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	245	0	0	0	1	9	10	34	76	72	30	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	181	0	1	0	0	2	7	20	41	71	25	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	119	0	0	0	1	0	0	2	21	44	28	18	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	48	0	0	1	0	1	0	0	8	9	15	10	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3974	0	29	169	167	252	458	811	1003	713	280	71	18	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4760	0	30	170	169	269	496	906	1178	969	420	111	30	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4927	0	30	171	170	270	496	908	1207	1022	463	139	35	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5048	0	30	171	170	270	496	912	1219	1040	494	168	53	11	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0

Thursday, 09 August 2018

Time	Total	Speed Bins (km/h)																								
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Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	29	0	0	0	0	1	1	1	4	2	5	7	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	21	0	0	0	0	0	2	0	2	6	4	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	0	0	0	1	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	19	0	0	0	0	0	0	1	1	3	3	4	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	40	0	0	0	0	0	0	2	1	6	9	8	5	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	81	0	0	1	0	1	2	13	4	15	19	8	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	228	0	0	0	0	1	5	8	28	70	70	32	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	412	0	0	0	2	5	19	49	119	122	66	22	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	440	0	0	1	0	10	32	53	134	137	52	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	383	0	0	0	7	11	26	76	101	124	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	402	0	0	1	0	8	61	75	133	93	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	276	0	18	41	38	28	21	39	54	25	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	307	0	6	35	9	19	42	57	61	51	22	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	358	0	1	1	0	7	27	71	121	99	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	372	0	0	4	6	5	25	89	111	83	36	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	358	0	0	1	1	13	47	71	103	86	29	5	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1700	141	0	1	32	33	20	16	8	18	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	102	0	0	1	2	2	10	24	30	21	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	364	0	0	0	0	5	18	54	119	109	48	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	265	0	0	0	1	8	11	23	71	82	50	12	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	193	0	0	0	1	5	13	24	45	47	41	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	115	0	0	0	1	0	4	9	20	24	35	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	70	0	0	0	0	2	2	0	8	19	17	14	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3779	0	26	117	98	129	331	620	1013	920	381	107	27	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06-22	4682	0	26	118	100	148	375	734	1252	1173	539	147	49	18	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
06-00	4867	0	26	118	101	150	381	743	1280	1216	591	177	57	24	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
00-00	4990	0	26	118	101	151	384	747	1288	1234	613	202	76	38	6	3	2	0	0	0	0	1	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Day (Partial days = 7.71)

Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	39	0	0	0	0	0	1	1	5	7	12	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	32	0	0	0	0	0	1	2	5	7	8	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	20	0	0	0	0	0	0	1	2	3	6	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	15	0	0	0	0	0	0	0	1	2	2	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	17	0	0	0	0	0	0	1	2	3	3	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	28	0	0	0	0	0	0	1	3	6	6	5	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	64	0	0	0	0	1	1	4	4	12	19	12	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	173	0	0	0	2	3	6	8	25	54	45	21	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	310	0	0	0	2	6	19	30	87	89	53	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	345	0	0	1	2	10	25	46	96	104	47	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	370	0	0	1	5	12	36	69	114	89	33	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	411	0	1	8	8	23	55	97	116	72	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	330	0	12	35	30	23	37	62	69	42	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	296	0	7	37	20	16	34	44	67	49	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	314	0	11	25	15	18	29	55	80	63	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	304	0	4	26	15	18	31	56	80	50	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	298	0	3	17	14	21	32	54	76	59	18	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	235	0	4	18	23	24	26	36	44	38	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	250	0	2	7	9	11	19	37	66	62	28	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	312	0	0	0	1	5	21	41	89	99	45	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	247	0	0	0	1	5	14	29	72	77	34	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	185	0	0	0	1	2	8	22	48	55	32	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	130	0	0	0	1	1	3	11	21	39	32	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	69	0	0	0	0	1	2	2	10	20	17	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	3636	0	44	175	145	185	349	594	920	771	334	94	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	4444	0	44	175	148	198	393	690	1133	1014	464	140	40	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4643	0	44	175	149	200	398	703	1164	1073	513	164	49	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4794	0	44	175	149	200	400	709	1182	1101	550	193	66	23	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0



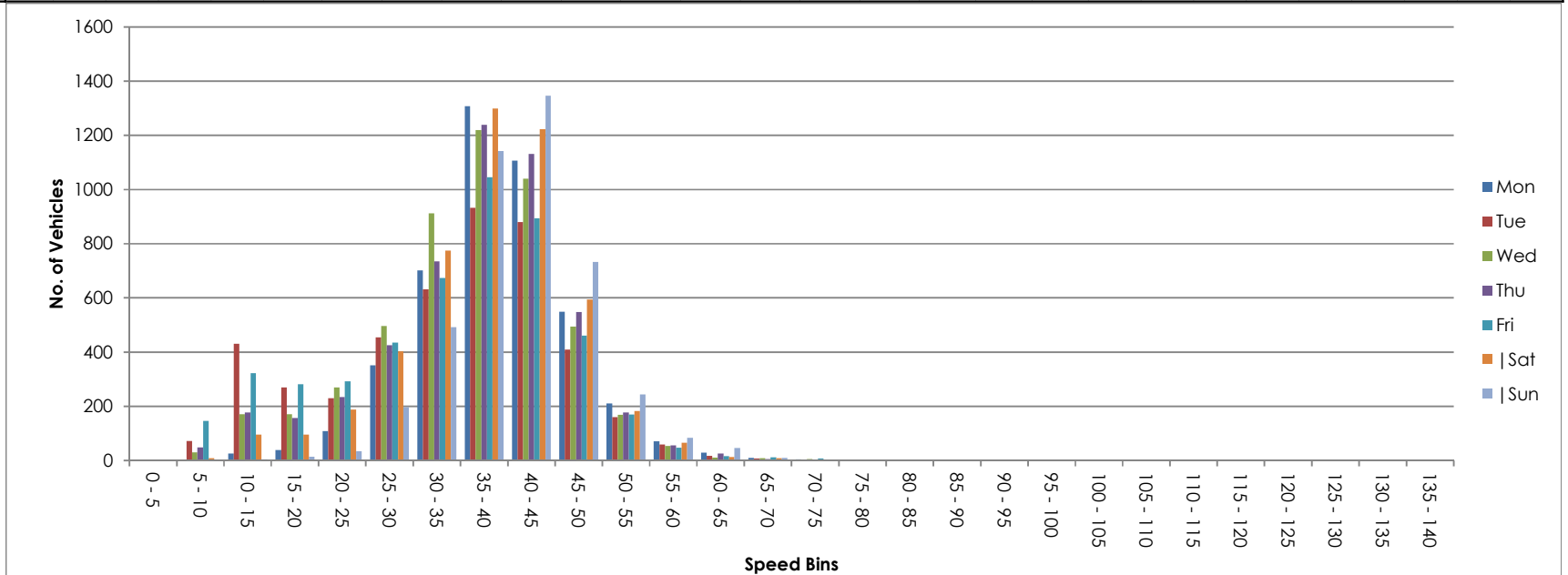
Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Week (Partial weeks = 1.14)

Time	Total	Speed Bins (km/h)																														
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
Mon	4516	0	2	26	39	108	351	701	1307	1106	549	211	70	29	9	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	4553	0	72	431	269	229	455	632	932	880	409	160	59	17	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wed	5048	0	30	171	170	270	496	912	1219	1040	494	168	53	11	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Thu	4959	2	49	177	156	234	425	735	1239	1131	548	177	55	26	5	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0		
Fri	4808	3	145	322	282	292	435	673	1045	894	461	169	48	16	12	7	0	2	1	0	1	0	0	0	0	0	0	0	0	0		
|Sat	4951	0	8	95	95	188	402	774	1299	1223	594	183	65	13	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
|Sun	4351	0	0	4	14	35	197	492	1142	1347	733	243	84	46	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
5 Day Ave.	4777	1	60	225	183	227	432	731	1148	1010	492	177	57	20	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
7 Day Ave.	4794	0	44	175	149	200	400	709	1182	1101	550	193	66	23	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
--	38144	6	354	1403	1181	1590	3185	5653	9421	8751	4335	1487	488	184	64	25	10	4	1	0	1	1	0	0	0	0	0	0	0			

Summary Graphs



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Thursday, 02 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	215	4	186	2	16	1	2	2	0	1	1	0	0	34	15.8	7	3.3	1	0.5	43.6	50
0800	323	0	289	1	29	1	2	0	1	0	0	0	0	32	9.9	10	3.1	2	0.6	40.2	48.2
0900	286	2	253	5	22	1	0	0	1	1	1	0	0	34	11.9	11	3.8	4	1.4	41.2	48.6
1000	332	3	297	1	24	2	4	0	1	0	0	0	0	14	4.2	3	0.9	1	0.3	37.5	44.6
1100	404	4	373	2	22	0	0	0	1	0	2	0	0	5	1.2	1	0.2	0	0	35.1	42.5
1200	449	10	404	0	30	1	0	0	0	2	2	0	0	4	0.9	2	0.4	0	0	33.6	41.4
1300	464	3	439	2	17	1	1	1	0	0	0	0	0	16	3.4	4	0.9	2	0.4	36.8	43.6
1400	423	13	377	3	29	1	0	0	0	0	0	0	0	6	1.4	1	0.2	1	0.2	32.3	39.2
1500	393	4	352	3	22	4	0	1	2	2	3	0	0	4	1	0	0	0	0	30.7	40.7
1600	444	5	410	3	21	2	0	0	1	1	1	0	0	6	1.4	0	0	0	0	34.6	42.5
1700	564	8	514	2	29	5	1	0	1	0	4	0	0	9	1.6	4	0.7	0	0	33.4	42.5
1800	454	4	424	0	19	4	2	1	0	0	0	0	0	34	7.5	11	2.4	1	0.2	38.7	46.8
1900	323	0	306	0	14	2	1	0	0	0	0	0	0	32	9.9	6	1.9	2	0.6	41.8	48.2
2000	256	1	243	0	9	1	0	0	1	0	0	0	1	42	16.4	11	4.3	3	1.2	42.9	50
2100	205	2	198	0	4	1	0	0	0	0	0	0	0	36	17.6	17	8.3	5	2.4	43.3	50.4
2200	138	3	131	0	3	0	0	0	0	0	1	0	0	36	26.1	14	10.1	2	1.4	45.4	53.3
2300	58	0	56	0	1	1	0	0	0	0	0	0	0	26	44.8	9	15.5	0	0	47.4	54.4
07-19	4751	60	4318	24	280	23	12	5	8	7	14	0	0	198	4.2	54	1.1	12	0.3	35.9	44.6
06-22	5535	63	5065	24	307	27	13	5	9	7	14	0	1	308	5.6	88	1.6	22	0.4	36.8	45.7
06-00	5731	66	5252	24	311	28	13	5	9	7	15	0	1	370	6.5	111	1.9	24	0.4	37.1	46.1
00-00	5731	66	5252	24	311	28	13	5	9	7	15	0	1	370	6.5	111	1.9	24	0.4	37.1	46.1

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Friday, 03 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	41	0	38	0	1	1	0	0	0	0	1	0	0	6	14.6	3	7.3	1	2.4	46.1	49.3
0100	28	0	26	0	2	0	0	0	0	0	0	0	0	10	35.7	7	25	4	14.3	47.5	59.4
0200	14	0	12	0	1	0	0	0	0	0	1	0	0	10	71.4	3	21.4	0	0	51.2	55.1
0300	10	0	9	0	0	0	0	0	0	0	1	0	0	2	20	1	10	0	0	45.5	-
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	6	75	4	50	2	25	53.2	-
0500	30	0	27	0	2	1	0	0	0	0	0	0	0	9	30	6	20	2	6.7	48.7	55.1
0600	102	0	93	0	6	0	1	0	0	1	1	0	0	50	49	26	25.5	15	14.7	50.6	59.8
0700	246	2	228	0	12	4	0	0	0	0	0	0	0	29	11.8	10	4.1	2	0.8	40.8	48.2
0800	279	1	257	1	17	1	1	0	0	0	1	0	0	23	8.2	5	1.8	2	0.7	41.1	48.2
0900	299	1	267	2	23	2	0	0	2	2	0	0	0	25	8.4	10	3.3	2	0.7	39	46.4
1000	289	1	251	2	30	2	0	0	2	1	0	0	0	7	2.4	3	1	1	0.3	37.8	44.6
1100	367	3	331	3	22	3	2	0	0	0	3	0	0	12	3.3	4	1.1	2	0.5	36.1	42.8
1200	349	5	321	1	17	4	0	0	0	1	0	0	0	4	1.1	0	0	0	0	29.2	38.9
1300	447	7	405	5	30	0	0	0	0	0	0	0	0	7	1.6	2	0.4	1	0.2	31.4	41.4
1400	441	8	397	3	27	4	1	0	0	0	1	0	0	12	2.7	4	0.9	3	0.7	33.1	42.5
1500	457	7	413	2	30	4	0	0	0	1	0	0	0	4	0.9	1	0.2	1	0.2	29.2	38.2
1600	493	7	452	0	27	3	0	0	0	3	1	0	0	10	2	1	0.2	1	0.2	34.2	42.5
1700	444	11	408	2	18	2	0	1	1	1	0	0	0	11	2.5	1	0.2	0	0	33.2	42.1
1800	444	6	412	1	18	3	1	0	1	2	0	0	0	48	10.8	11	2.5	5	1.1	41.3	49
1900	303	4	286	1	7	2	0	0	0	1	2	0	0	39	12.9	11	3.6	4	1.3	42.5	49.3
2000	252	3	242	0	5	1	0	0	0	1	0	0	0	17	6.7	7	2.8	2	0.8	40.6	46.4
2100	210	2	201	0	7	0	0	0	0	0	0	0	0	21	10	8	3.8	1	0.5	40.8	47.5
2200	133	0	128	0	3	1	1	0	0	0	0	0	0	19	14.3	6	4.5	2	1.5	43.1	49.7
2300	91	1	86	1	2	1	0	0	0	0	0	0	0	21	23.1	6	6.6	3	3.3	44.8	50.8
07-19	4555	59	4142	22	271	32	5	1	6	11	6	0	0	192	4.2	52	1.1	20	0.4	35	44.3
06-22	5422	68	4964	23	296	35	6	1	6	14	9	0	0	319	5.9	104	1.9	42	0.8	36.2	45.4
06-00	5646	69	5178	24	301	37	7	1	6	14	9	0	0	359	6.4	116	2.1	47	0.8	36.5	45.7
00-00	5777	69	5297	24	308	39	7	1	6	14	12	0	0	402	7	140	2.4	56	1	36.8	46.1



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Saturday, 04 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	57	0	54	0	2	0	0	0	0	1	0	0	0	20	35.1	5	8.8	3	5.3	47.2	52.9
0100	53	0	48	1	3	1	0	0	0	0	0	0	0	13	24.5	7	13.2	3	5.7	46.8	54.4
0200	19	0	19	0	0	0	0	0	0	0	0	0	0	7	36.8	1	5.3	1	5.3	48.1	53.6
0300	26	0	24	0	1	0	0	0	0	0	1	0	0	11	42.3	4	15.4	0	0	46.7	52.6
0400	7	0	6	0	1	0	0	0	0	0	0	0	0	5	71.4	4	57.1	1	14.3	55.1	-
0500	27	0	23	0	4	0	0	0	0	0	0	0	0	15	55.6	2	7.4	1	3.7	48.5	53.3
0600	57	0	53	0	2	1	0	0	0	1	0	0	0	11	19.3	7	12.3	1	1.8	45.8	52.2
0700	104	1	96	0	5	0	0	0	0	1	1	0	0	31	29.8	20	19.2	6	5.8	47.1	55.8
0800	125	3	109	1	9	1	0	0	0	1	1	0	0	33	26.4	10	8	4	3.2	43.6	51.8
0900	214	1	198	3	10	1	0	0	0	0	1	0	0	23	10.7	3	1.4	0	0	41.2	49
1000	271	0	243	1	23	1	0	0	0	0	3	0	0	24	8.9	5	1.8	2	0.7	40.1	46.4
1100	331	4	308	2	16	1	0	0	0	0	0	0	0	15	4.5	8	2.4	3	0.9	37.2	45.4
1200	405	2	376	6	14	1	0	0	1	1	4	0	0	19	4.7	0	0	0	0	37.5	45.4
1300	451	10	423	5	8	2	0	0	0	1	2	0	0	14	3.1	3	0.7	1	0.2	35.2	42.8
1400	476	5	438	7	19	2	3	0	0	0	2	0	0	14	2.9	3	0.6	0	0	38	44.6
1500	430	6	405	1	13	0	1	1	2	0	1	0	0	32	7.4	8	1.9	1	0.2	40.1	47.5
1600	395	9	362	3	17	2	1	0	0	1	0	0	0	40	10.1	20	5.1	7	1.8	40.4	47.9
1700	364	5	347	2	7	2	1	0	0	0	0	0	0	47	12.9	13	3.6	3	0.8	42.5	49
1800	346	2	330	2	9	2	1	0	0	0	0	0	0	46	13.3	13	3.8	5	1.4	41.6	49.3
1900	282	3	270	1	7	1	0	0	0	0	0	0	0	38	13.5	16	5.7	8	2.8	42.6	48.6
2000	234	0	226	0	5	2	1	0	0	0	0	0	0	30	12.8	9	3.8	4	1.7	42.3	48.6
2100	202	3	196	0	3	0	0	0	0	0	0	0	0	22	10.9	7	3.5	2	1	42.8	49
2200	152	0	148	0	2	2	0	0	0	0	0	0	0	26	17.1	8	5.3	5	3.3	43.2	50.4
2300	99	0	93	0	4	1	0	0	0	0	1	0	0	25	25.3	10	10.1	2	2	44.9	51.5
07-19	3912	48	3635	33	150	15	7	1	3	5	15	0	0	338	8.6	106	2.7	32	0.8	39.5	47.2
06-22	4687	54	4380	34	167	19	8	1	3	6	15	0	0	439	9.4	145	3.1	47	1	40	47.5
06-00	4938	54	4621	34	173	22	8	1	3	6	16	0	0	490	9.9	163	3.3	54	1.1	40.2	47.9
00-00	5127	54	4795	35	184	23	8	1	3	7	17	0	0	561	10.9	186	3.6	63	1.2	40.5	47.9



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Sunday, 05 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	62	0	59	0	2	1	0	0	0	0	0	0	0	17	27.4	9	14.5	1	1.6	47.6	54.7
0100	49	0	48	0	1	0	0	0	0	0	0	0	0	18	36.7	7	14.3	2	4.1	46.5	54.4
0200	59	0	57	0	2	0	0	0	0	0	0	0	0	18	30.5	7	11.9	1	1.7	47.7	52.9
0300	45	0	41	0	3	1	0	0	0	0	0	0	0	20	44.4	11	24.4	4	8.9	48.9	57.2
0400	14	0	14	0	0	0	0	0	0	0	0	0	0	5	35.7	2	14.3	2	14.3	44.9	54.7
0500	14	0	12	0	2	0	0	0	0	0	0	0	0	3	21.4	1	7.1	1	7.1	44.6	50.8
0600	30	2	27	0	0	0	0	0	0	0	1	0	0	12	40	6	20	4	13.3	49	58.3
0700	75	0	71	1	2	0	0	0	0	0	1	0	0	22	29.3	8	10.7	1	1.3	46.9	52.9
0800	57	0	54	0	3	0	0	0	0	0	0	0	0	14	24.6	3	5.3	1	1.8	45.3	51.5
0900	95	6	83	0	5	0	0	0	0	0	1	0	0	28	29.5	14	14.7	2	2.1	44	54
1000	184	7	168	1	8	0	0	0	0	0	0	0	0	26	14.1	11	6	7	3.8	41.5	49.3
1100	223	7	203	0	9	1	0	0	0	0	3	0	0	21	9.4	9	4	5	2.2	41.3	47.9
1200	324	2	317	0	5	0	0	0	0	0	0	0	0	27	8.3	8	2.5	1	0.3	41.3	46.4
1300	384	7	367	0	7	1	2	0	0	0	0	0	0	36	9.4	9	2.3	3	0.8	40.8	47.5
1400	333	5	318	2	7	0	1	0	0	0	0	0	0	28	8.4	10	3	1	0.3	42.2	48.2
1500	299	3	283	0	10	0	1	1	0	0	0	0	1	32	10.7	12	4	2	0.7	41.7	48.2
1600	328	6	315	2	3	1	0	0	0	0	1	0	0	40	12.2	12	3.7	3	0.9	42.7	48.6
1700	321	4	307	0	5	2	1	0	0	0	2	0	0	41	12.8	11	3.4	6	1.9	42.1	48.6
1800	273	4	261	2	6	0	0	0	0	0	0	0	0	31	11.4	11	4	4	1.5	41.8	48.6
1900	263	2	252	1	6	2	0	0	0	0	0	0	0	30	11.4	8	3	1	0.4	41.6	48.6
2000	226	3	216	0	6	1	0	0	0	0	0	0	0	25	11.1	7	3.1	1	0.4	41.9	49
2100	183	0	176	0	6	0	1	0	0	0	0	0	0	25	13.7	10	5.5	2	1.1	42.4	49.3
2200	156	1	148	0	6	1	0	0	0	0	0	0	0	31	19.9	16	10.3	6	3.8	43.9	52.2
2300	116	1	105	1	8	1	0	0	0	0	0	0	0	25	21.6	8	6.9	1	0.9	44.6	51.5
07-19	2896	51	2747	8	70	5	5	1	0	0	8	0	1	346	11.9	118	4.1	36	1.2	42	48.6
06-22	3598	58	3418	9	88	8	6	1	0	0	9	0	1	438	12.2	149	4.1	44	1.2	42	49
06-00	3870	60	3671	10	102	10	6	1	0	0	9	0	1	494	12.8	173	4.5	51	1.3	42.2	49
00-00	4113	60	3902	10	112	12	6	1	0	0	9	0	1	575	14	210	5.1	62	1.5	42.5	49.7



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Monday, 06 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	70	0	66	0	3	0	1	0	0	0	0	0	0	26	37.1	7	10	1	1.4	47.6	52.9
0100	70	0	68	0	2	0	0	0	0	0	0	0	0	22	31.4	9	12.9	5	7.1	48.7	54
0200	82	0	77	0	4	1	0	0	0	0	0	0	0	23	28	9	11	3	3.7	47.2	52.9
0300	46	0	41	0	3	1	0	0	0	0	1	0	0	32	69.6	14	30.4	5	10.9	53	58.7
0400	13	0	13	0	0	0	0	0	0	0	0	0	0	8	61.5	3	23.1	0	0	51.6	56.5
0500	23	0	21	0	2	0	0	0	0	0	0	0	0	9	39.1	7	30.4	7	30.4	51	65.9
0600	60	3	56	0	1	0	0	0	0	0	0	0	0	20	33.3	10	16.7	2	3.3	47.3	55.8
0700	86	0	84	0	2	0	0	0	0	0	0	0	0	37	43	17	19.8	6	7	49.2	56.2
0800	82	1	73	1	5	0	0	0	0	1	1	0	0	18	22	3	3.7	0	0	44.8	51.5
0900	140	1	127	3	8	0	0	0	1	0	0	0	0	25	17.9	8	5.7	4	2.9	43.3	50
1000	173	5	154	1	9	0	0	0	1	2	1	0	0	26	15	7	4	1	0.6	42.1	49.7
1100	237	2	226	0	6	1	0	0	0	2	0	0	0	15	6.3	4	1.7	2	0.8	39.7	46.8
1200	300	1	280	2	11	0	1	0	1	1	3	0	0	16	5.3	2	0.7	0	0	39	45.4
1300	365	1	352	4	6	1	0	0	0	0	1	0	0	29	7.9	7	1.9	2	0.5	40.5	47.2
1400	388	4	362	0	19	1	0	0	1	1	0	0	0	13	3.4	2	0.5	1	0.3	39.6	45.4
1500	382	4	362	2	10	0	1	0	1	0	2	0	0	19	5	5	1.3	3	0.8	38.6	44.6
1600	397	1	383	2	7	1	0	0	1	1	1	0	0	19	4.8	1	0.3	0	0	38.9	45
1700	377	7	359	3	8	0	0	0	0	0	0	0	0	28	7.4	9	2.4	2	0.5	36.8	45
1800	306	6	291	0	8	0	0	0	1	0	0	0	0	36	11.8	12	3.9	3	1	42	48.6
1900	255	0	248	1	5	0	1	0	0	0	0	0	0	32	12.5	8	3.1	3	1.2	41.6	49
2000	199	1	191	0	3	3	0	0	0	0	1	0	0	23	11.6	6	3	2	1	41.8	48.6
2100	138	0	133	2	1	2	0	0	0	0	0	0	0	13	9.4	4	2.9	2	1.4	41.6	47.5
2200	88	0	87	0	0	1	0	0	0	0	0	0	0	17	19.3	7	8	3	3.4	45.9	51.1
2300	61	0	59	0	1	1	0	0	0	0	0	0	0	18	29.5	6	9.8	0	0	45.6	53.3
07-19	3233	33	3053	18	99	4	2	0	7	8	9	0	0	281	8.7	77	2.4	24	0.7	40	47.2
06-22	3885	37	3681	21	109	9	3	0	7	8	10	0	0	369	9.5	105	2.7	33	0.8	40.4	47.5
06-00	4034	37	3827	21	110	11	3	0	7	8	10	0	0	404	10	118	2.9	36	0.9	40.6	47.9
00-00	4338	37	4113	21	124	13	4	0	7	8	11	0	0	524	12.1	167	3.8	57	1.3	41.2	48.6

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Tuesday, 07 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	28	0	26	0	0	1	0	0	0	0	1	0	0	12	42.9	7	25	2	7.1	48.5	58
0100	14	0	13	0	0	1	0	0	0	0	0	0	0	6	42.9	5	35.7	1	7.1	50	58.7
0200	5	0	4	0	0	0	0	0	0	0	1	0	0	2	40	1	20	1	20	47.1	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	2	33.3	0	0	48.1	-
0400	10	0	10	0	0	0	0	0	0	0	0	0	0	6	60	6	60	2	20	52.4	-
0500	26	1	21	0	4	0	0	0	0	0	0	0	0	15	57.7	8	30.8	6	23.1	51.9	62.6
0600	88	1	79	0	4	1	1	0	0	1	1	0	0	40	45.5	16	18.2	8	9.1	47.9	56.5
0700	206	1	187	2	14	0	1	0	0	0	1	0	0	49	23.8	18	8.7	1	0.5	45.3	52.2
0800	326	0	286	3	32	0	2	0	1	1	1	0	0	39	12	7	2.1	1	0.3	42.7	49
0900	284	3	250	2	23	2	1	0	2	1	0	0	0	29	10.2	9	3.2	1	0.4	40.7	47.9
1000	309	4	272	2	25	1	1	1	2	0	1	0	0	11	3.6	4	1.3	1	0.3	36.8	43.9
1100	425	4	386	4	22	1	4	0	1	1	2	0	0	9	2.1	0	0	0	0	33	40.7
1200	342	8	317	1	13	1	1	1	0	0	0	0	0	2	0.6	1	0.3	0	0	29.3	38.2
1300	376	9	341	2	18	2	1	0	1	0	2	0	0	1	0.3	1	0.3	0	0	26.9	36.4
1400	378	13	330	5	24	3	1	0	1	1	0	0	0	7	1.9	2	0.5	0	0	26.5	36.4
1500	400	6	359	3	24	3	1	0	0	3	1	0	0	8	2	2	0.5	0	0	33.7	43.2
1600	456	6	405	4	32	2	1	0	1	1	4	0	0	6	1.3	1	0.2	0	0	33.6	41.4
1700	536	12	486	3	24	3	2	1	2	2	1	0	0	2	0.4	0	0	0	0	29.7	37.8
1800	437	5	401	4	23	2	1	0	0	1	0	0	0	7	1.6	1	0.2	0	0	32.2	42.1
1900	291	3	273	3	10	2	0	0	0	0	0	0	0	28	9.6	7	2.4	2	0.7	42.5	48.2
2000	232	2	216	4	6	1	1	1	0	0	1	0	0	29	12.5	7	3	0	0	41	48.6
2100	208	0	200	2	1	2	1	0	1	0	1	0	0	29	13.9	9	4.3	2	1	42.5	49.7
2200	110	0	108	0	1	1	0	0	0	0	0	0	0	24	21.8	8	7.3	2	1.8	44.2	50.8
2300	74	2	70	0	1	1	0	0	0	0	0	0	0	17	23	9	12.2	3	4.1	46.6	53.3
07-19	4475	71	4020	35	274	20	17	3	11	11	13	0	0	170	3.8	46	1	4	0.1	33.3	43.2
06-22	5294	77	4788	44	295	26	20	4	12	12	16	0	0	296	5.6	85	1.6	16	0.3	34.8	45
06-00	5478	79	4966	44	297	28	20	4	12	12	16	0	0	337	6.2	102	1.9	21	0.4	35.1	45.4
00-00	5567	80	5046	44	301	30	20	4	12	12	18	0	0	382	6.9	131	2.4	33	0.6	35.4	45.7



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Wednesday, 08 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	29	0	28	0	0	1	0	0	0	0	0	0	0	9	31	3	10.3	2	6.9	48.2	53.6
0100	15	0	13	0	0	2	0	0	0	0	0	0	0	6	40	4	26.7	1	6.7	51.4	56.9
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	1	20	1	20	52.8	-
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	6	75	6	75	1	12.5	54.8	-
0400	12	0	10	0	2	0	0	0	0	0	0	0	0	1	8.3	1	8.3	0	0	45.6	48.6
0500	27	0	22	0	3	1	0	0	1	0	0	0	0	11	40.7	2	7.4	1	3.7	49.3	51.8
0600	86	0	80	0	4	0	0	0	0	0	2	0	0	42	48.8	21	24.4	11	12.8	49.7	57.6
0700	216	2	190	1	19	1	1	1	0	0	1	0	0	47	21.8	11	5.1	5	2.3	43.9	50.8
0800	316	1	270	3	27	5	3	0	2	2	2	0	1	41	13	14	4.4	8	2.5	41.2	49.3
0900	268	4	232	2	23	2	4	0	0	0	1	0	0	22	8.2	4	1.5	0	0	39.4	46.4
1000	299	1	259	3	31	0	1	0	1	1	2	0	0	18	6	5	1.7	3	1	37.5	45.4
1100	376	3	324	3	41	1	0	0	1	1	2	0	0	15	4	2	0.5	1	0.3	38.1	46.1
1200	438	5	396	2	24	4	3	1	1	1	1	0	0	11	2.5	6	1.4	4	0.9	34.9	42.8
1300	392	7	366	3	13	3	0	0	0	0	0	0	0	9	2.3	2	0.5	0	0	35.4	42.5
1400	441	5	397	3	30	2	3	0	0	1	0	0	0	18	4.1	7	1.6	4	0.9	36.5	44.3
1500	413	3	375	1	23	1	0	0	1	3	6	0	0	8	1.9	4	1	0	0	36.3	43.2
1600	445	3	414	0	25	1	0	0	0	2	0	0	0	11	2.5	2	0.4	1	0.2	36.7	43.2
1700	553	4	515	4	24	2	0	0	0	3	1	0	0	14	2.5	2	0.4	1	0.2	35.2	42.8
1800	457	8	426	1	18	1	0	0	2	1	0	0	0	23	5	6	1.3	4	0.9	35.3	44.3
1900	301	2	283	2	12	2	0	0	0	0	0	0	0	52	17.3	14	4.7	5	1.7	42.2	50.8
2000	224	1	207	1	13	1	0	0	0	0	1	0	0	24	10.7	6	2.7	2	0.9	41	46.1
2100	207	3	198	1	5	0	0	0	0	0	0	0	0	32	15.5	10	4.8	4	1.9	42.6	50
2200	117	0	113	0	3	1	0	0	0	0	0	0	0	25	21.4	7	6	5	4.3	43	50.8
2300	63	0	62	0	0	1	0	0	0	0	0	0	0	16	25.4	6	9.5	0	0	45.3	52.6
07-19	4614	46	4164	26	298	23	15	2	8	15	16	0	1	237	5.1	65	1.4	31	0.7	37	45
06-22	5432	52	4932	30	332	26	15	2	8	15	19	0	1	387	7.1	116	2.1	53	1	37.9	46.1
06-00	5612	52	5107	30	335	28	15	2	8	15	19	0	1	428	7.6	129	2.3	58	1	38.1	46.1
00-00	5708	52	5193	30	340	32	15	2	9	15	19	0	1	463	8.1	146	2.6	64	1.1	38.3	46.4

Thursday, 09 August 2018

Time	Total	Classification												>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
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Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

		1	2	3	4	5	6	7	8	9	10	11	12	50	50	55	55	60	60		85
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT			+5kph	+5kph	+10kph	+10kph		
0000	36	0	32	0	3	1	0	0	0	0	0	0	0	8	22.2	4	11.1	3	8.3	45.1	54
0100	13	0	12	0	1	0	0	0	0	0	0	0	0	3	23.1	1	7.7	1	7.7	44.6	50
0200	12	0	12	0	0	0	0	0	0	0	0	0	0	1	8.3	1	8.3	1	8.3	44.1	46.4
0300	13	0	11	0	1	0	0	0	0	0	1	0	0	6	46.2	6	46.2	3	23.1	53.5	62.3
0400	7	0	6	0	0	0	0	0	0	1	0	0	0	6	85.7	6	85.7	1	14.3	55.6	-
0500	26	0	21	0	4	0	0	0	1	0	0	0	0	16	61.5	9	34.6	8	30.8	52.1	62.3
0600	83	0	76	2	2	1	1	0	0	0	1	0	0	26	31.3	11	13.3	4	4.8	44.8	54.4
0700	236	1	203	0	23	1	4	0	0	0	4	0	0	52	22	10	4.2	1	0.4	44.8	51.5
0800	299	0	274	0	18	2	1	0	0	3	1	0	0	45	15.1	14	4.7	7	2.3	42.4	49.7
0900	274	3	242	1	25	0	0	0	0	2	1	0	0	32	11.7	11	4	6	2.2	41.9	49
1000	294	2	258	2	26	0	3	0	1	1	1	0	0	14	4.8	2	0.7	0	0	39.1	45.4
1100	351	2	315	3	25	1	2	0	0	1	2	0	0	20	5.7	6	1.7	4	1.1	37.8	45.4
1200	424	11	382	1	23	1	1	1	0	1	3	0	0	4	0.9	2	0.5	2	0.5	34.1	41.8
1300	446	2	402	2	34	2	2	0	0	1	1	0	0	12	2.7	6	1.3	3	0.7	36.9	42.8
1400	394	2	362	0	22	2	2	0	0	3	1	0	0	26	6.6	10	2.5	3	0.8	39.8	46.4
1500	444	4	407	2	24	2	1	0	0	2	2	0	0	29	6.5	4	0.9	2	0.5	38.2	46.1
1600	456	7	409	5	24	3	3	0	0	4	1	0	0	23	5	3	0.7	0	0	38.2	45
1700	335	11	297	3	20	1	1	1	1	0	0	0	0	7	2.1	3	0.9	1	0.3	32.5	40.7
1800	133	0	124	1	5	0	0	1	1	0	1	0	0	27	20.3	6	4.5	2	1.5	42.7	51.5
1900	345	4	323	2	13	0	0	0	1	1	1	0	0	55	15.9	10	2.9	3	0.9	41.7	50
2000	244	1	229	2	7	2	1	0	1	0	1	0	0	25	10.2	5	2	1	0.4	40.6	47.5
2100	211	3	203	0	3	1	1	0	0	0	0	0	0	28	13.3	9	4.3	4	1.9	41.8	48.6
2200	126	0	123	0	3	0	0	0	0	0	0	0	0	26	20.6	4	3.2	0	0	44.9	50.8
2300	63	0	58	0	4	1	0	0	0	0	0	0	0	21	33.3	11	17.5	2	3.2	47.1	55.4
07-19	4086	45	3675	20	269	15	20	3	3	18	18	0	0	291	7.1	77	1.9	31	0.8	38.4	46.4
06-22	4969	53	4506	26	294	19	23	3	5	19	21	0	0	425	8.6	112	2.3	43	0.9	39	47.2
06-00	5158	53	4687	26	301	20	23	3	5	19	21	0	0	472	9.2	127	2.5	45	0.9	39.3	47.5
00-00	5265	53	4781	26	310	21	23	3	6	20	22	0	0	512	9.7	154	2.9	62	1.2	39.4	47.5



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Day (Partial days = 7.71)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	46	0	43	0	2	1	0	0	0	0	0	0	0	14	30.3	5	11.8	2	4	47.2	54
0100	35	0	33	0	1	1	0	0	0	0	0	0	0	11	32.2	6	16.5	2	7	47.7	55.4
0200	28	0	27	0	1	0	0	0	0	0	0	0	0	9	32.1	3	11.7	1	4.1	47.6	54
0300	22	0	20	0	1	0	0	0	0	0	1	0	0	12	52.6	6	28.6	2	8.4	50.2	58
0400	10	0	9	0	1	0	0	0	0	0	0	0	0	5	52.1	4	36.6	1	11.3	50.3	58.3
0500	25	0	21	0	3	0	0	0	0	0	0	0	0	11	45.1	5	20.2	4	15	49.7	57.6
0600	72	1	66	0	3	0	0	0	0	0	1	0	0	29	39.7	14	19.2	6	8.9	48	56.5
0700	173	1	156	1	12	1	1	0	0	0	1	0	0	38	21.7	13	7.3	3	1.7	44.4	51.5
0800	226	1	202	1	18	1	1	0	1	1	1	0	0	31	13.6	8	3.7	3	1.4	42	49.3
0900	233	3	207	2	17	1	1	0	1	1	1	0	0	27	11.7	9	3.8	2	1	40.9	48.6
1000	269	3	238	2	22	1	1	0	1	1	1	0	0	18	6.5	5	1.9	2	0.7	38.7	46.1
1100	339	4	308	2	20	1	1	0	0	1	2	0	0	14	4.1	4	1.3	2	0.6	36.8	45
1200	379	6	349	2	17	2	1	0	0	1	2	0	0	11	2.9	3	0.7	1	0.2	34.7	43.2
1300	416	6	387	3	17	2	1	0	0	0	1	0	0	16	3.7	4	1	2	0.4	35.5	43.6
1400	409	7	373	3	22	2	1	0	0	1	1	0	0	16	3.8	5	1.2	2	0.4	35.9	44.6
1500	402	5	370	2	20	2	1	0	1	1	2	0	0	17	4.2	5	1.1	1	0.3	35.8	44.3
1600	427	6	394	2	20	2	1	0	0	2	1	0	0	19	4.5	5	1.2	2	0.4	37.1	44.6
1700	437	8	404	2	17	2	1	0	1	1	1	0	0	20	4.6	5	1.2	2	0.4	35.1	43.9
1800	356	4	334	1	13	2	1	0	1	1	0	0	0	32	8.8	9	2.5	3	0.8	38.8	47.5
1900	295	2	280	1	9	1	0	0	0	0	0	0	0	38	12.9	10	3.4	4	1.2	42.1	49.3
2000	233	2	221	1	7	2	0	0	0	0	1	0	0	27	11.5	7	3.1	2	0.8	41.5	48.6
2100	196	2	188	1	4	1	0	0	0	0	0	0	0	26	13.2	9	4.7	3	1.4	42.3	49.3
2200	128	1	123	0	3	1	0	0	0	0	0	0	0	26	20	9	6.9	3	2.5	44.1	51.1
2300	78	1	74	0	3	1	0	0	0	0	0	0	0	21	27	8	10.4	1	1.8	45.6	52.9
07-19	4066	54	3722	23	215	19	12	0	6	11	14	0	0	259	90.1	75	26.9	25	8.3	455.7	552.2
06-22	4862	61	4477	26	238	23	12	0	6	11	16	0	0	379	167.4	115	57.3	40	20.6	629.6	755.9
06-00	5068	63	4674	26	244	25	12	0	6	11	16	0	0	426	214.4	132	74.6	44	24.9	719.3	859.9
00-00	5234	63	4827	26	253	27	12	0	6	11	17	0	0	488	458.8	161	200	56	74.7	1012	1197.2



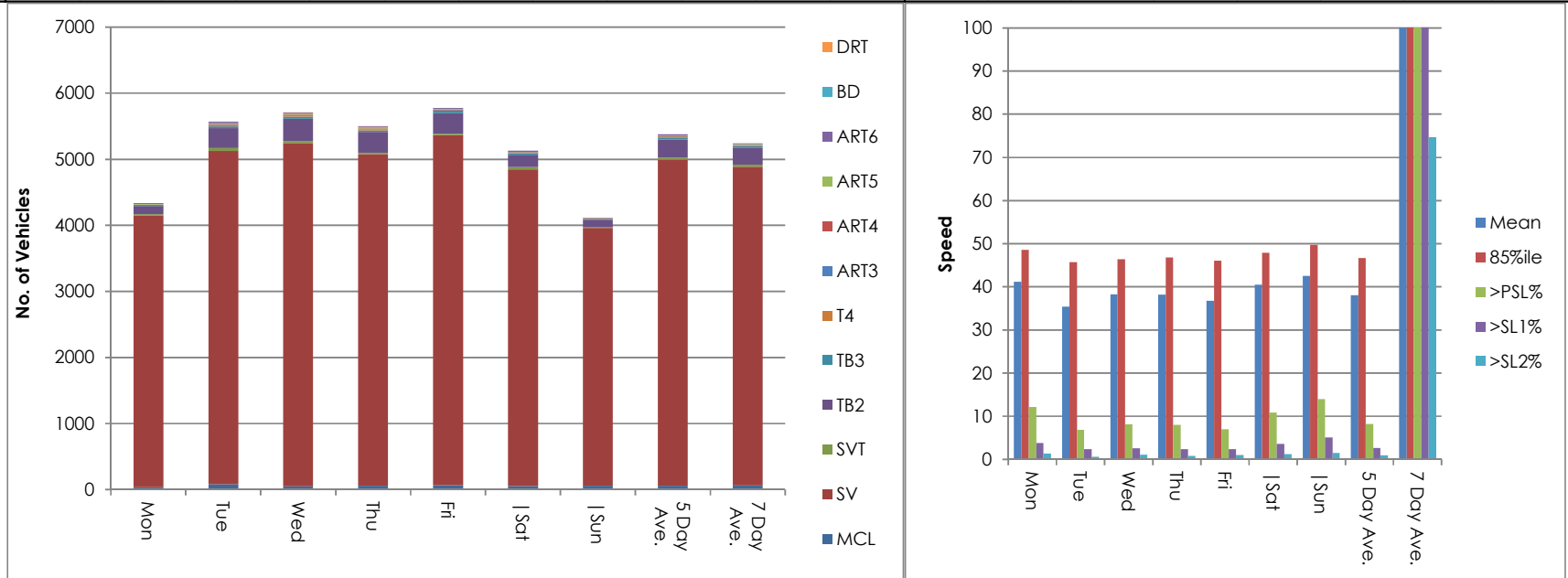
Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Week (Partial weeks = 1.14)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4338	37	4113	21	124	13	4	0	7	8	11	0	0	524	12.1	167	3.8	57	1.3	41.2	48.6
Tue	5567	80	5046	44	301	30	20	4	12	12	18	0	0	382	6.9	131	2.4	33	0.6	35.4	45.7
Wed	5708	52	5193	30	340	32	15	2	9	15	19	0	1	463	8.1	146	2.6	64	1.1	38.3	46.4
Thu	5498	60	5017	25	311	25	18	4	8	14	19	0	1	441	8	133	2.4	43	0.8	38.2	46.8
Fri	5777	69	5297	24	308	39	7	1	6	14	12	0	0	402	7	140	2.4	56	1	36.8	46.1
|Sat	5127	54	4795	35	184	23	8	1	3	7	17	0	0	561	10.9	186	3.6	63	1.2	40.5	47.9
|Sun	4113	60	3902	10	112	12	6	1	0	0	9	0	1	575	14	210	5.1	62	1.5	42.5	49.7
5 Day Ave.	5378	60	4933	29	277	28	13	2	8	13	16	0	0	442	8.2	143	2.7	51	0.9	38.0	46.7
7 Day Ave.	5234	63	4827	26	253	27	12	0	6	11	17	0	0	488	458.8	161	200.0	56	74.7	1012.0	1197.2
--	41626	471	38379	214	1990	198	96	17	52	83	123	0	3	3789	9.1	1245	3.0	421	1.0	38.7	47.2

Summary Graphs



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Thursday, 02 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	215	0	0	0	2	0	8	20	28	58	65	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	323	0	0	3	14	13	17	27	57	85	75	22	8	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	286	0	1	1	2	4	17	38	41	100	48	23	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	332	1	1	5	4	9	21	74	92	79	32	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	404	0	0	1	17	29	45	93	118	63	33	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	449	3	2	5	37	26	56	85	136	71	24	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	464	0	0	1	8	28	43	87	130	117	34	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	423	5	1	3	19	52	59	115	109	44	10	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	393	5	5	11	28	57	74	79	67	45	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	444	2	1	9	18	27	58	100	110	82	31	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	564	1	1	12	46	50	73	124	109	96	43	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	454	1	1	1	15	21	24	49	136	110	62	23	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	323	0	0	0	0	6	13	28	65	110	69	26	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	256	0	0	0	4	2	8	19	52	70	59	31	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	205	0	0	0	0	0	13	17	37	51	51	19	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	138	0	0	0	0	0	1	6	32	27	36	22	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	58	0	0	0	0	0	0	5	4	12	11	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4751	18	13	52	210	316	495	891	1133	950	475	144	42	9	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5535	18	13	52	214	324	529	955	1287	1181	654	220	66	15	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5731	18	13	52	214	324	530	966	1323	1220	701	259	87	17	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5731	18	13	52	214	324	530	966	1323	1220	701	259	87	17	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Friday, 03 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	41	0	0	0	0	0	0	1	4	10	20	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	28	0	0	0	0	1	1	2	0	8	6	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	0	0	0	0	3	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	2	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	0	2	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	0	0	0	0	1	3	5	12	3	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	102	0	0	0	0	0	0	2	7	12	31	24	11	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	246	0	0	3	4	7	6	27	63	68	39	19	8	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	279	0	0	0	3	2	13	39	53	90	56	18	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	299	0	1	1	8	6	16	46	89	69	38	15	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	289	0	0	0	1	11	23	59	76	77	35	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	367	0	0	0	13	30	33	72	107	70	30	8	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	349	4	6	23	31	44	69	71	59	30	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	447	3	3	12	29	60	100	71	84	58	20	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	441	4	4	7	29	29	81	99	84	67	25	8	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	457	5	2	28	33	80	82	95	85	34	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	493	4	0	8	18	29	62	147	104	76	35	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	444	3	3	11	24	42	61	90	108	64	27	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	444	0	1	1	2	7	18	58	93	124	92	37	6	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	303	0	0	0	0	6	10	33	57	94	64	28	7	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
2000	252	1	0	0	0	3	10	36	58	89	38	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	210	0	0	1	1	5	10	23	50	62	37	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	133	0	0	0	0	1	3	16	15	51	28	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	91	0	0	0	0	1	0	10	8	26	25	15	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4555	23	20	94	195	347	564	874	1005	827	414	140	32	13	3	0	2	2	0	0	0	0	0	0	0	0	0	0	0
06-22	5422	24	20	95	196	361	594	968	1177	1084	584	215	62	24	12	0	2	2	0	0	0	0	0	0	0	2	0	0	0
06-00	5646	24	20	95	196	363	597	994	1200	1161	637	243	69	28	13	0	2	2	0	0	0	0	0	0	2	0	0	0	0
00-00	5777	24	20	95	196	364	598	1000	1209	1189	680	262	84	33	15	1	3	2	0	0	0	0	0	0	2	0	0	0	0

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Saturday, 04 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	57	0	0	0	0	0	0	2	4	16	15	15	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	53	0	0	0	0	0	1	2	4	13	20	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	19	0	0	0	0	0	1	0	0	3	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	26	0	0	0	0	0	1	0	3	7	4	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	0	0	0	2	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	27	0	0	0	0	0	0	1	1	7	3	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	57	0	0	0	0	0	0	2	6	18	20	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	104	0	0	0	0	0	1	6	9	31	26	11	14	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	125	0	0	0	2	1	3	11	26	29	20	23	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	214	0	0	0	1	7	12	26	43	51	51	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	271	0	0	0	3	3	8	44	82	68	39	19	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	331	2	0	2	5	16	41	60	79	68	43	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	405	0	0	0	6	25	45	64	110	90	46	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	451	1	4	2	9	41	53	89	124	91	23	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	476	1	0	1	0	24	36	79	150	115	56	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	430	0	3	3	1	7	25	50	102	140	67	24	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	395	0	0	1	1	10	21	56	100	121	45	20	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	364	0	0	1	0	2	7	30	95	119	63	34	10	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
1800	346	0	1	2	6	10	11	38	58	97	77	33	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	282	0	0	0	0	4	7	19	80	77	57	22	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	234	0	0	1	0	6	8	22	42	67	58	21	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	202	0	0	0	1	0	4	16	30	85	44	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	152	0	0	0	0	0	2	17	38	33	36	18	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	99	0	0	0	0	2	3	5	10	30	24	15	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3912	4	8	12	34	146	263	553	978	1020	556	232	74	22	7	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06-22	4687	4	8	13	35	156	282	612	1136	1267	735	294	98	30	14	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06-00	4938	4	8	13	35	158	287	634	1184	1330	795	327	109	34	17	0	0	3	0	0	0	0	0	0	0	0	0	0	0
00-00	5127	4	8	13	35	158	290	639	1196	1376	847	375	123	41	19	0	0	3	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Sunday, 05 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	62	0	0	0	0	0	1	1	5	14	24	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	49	0	0	0	0	0	2	1	5	14	9	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	59	0	0	0	0	0	1	2	3	10	25	11	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	45	0	0	0	0	0	0	0	5	12	8	9	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	0	0	1	0	0	5	1	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	14	0	0	0	0	0	1	0	1	7	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	30	0	0	0	0	0	0	0	5	6	7	6	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	75	0	0	0	0	0	0	3	7	22	21	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	57	0	0	0	0	0	1	4	8	14	16	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	95	0	0	1	3	1	6	4	9	25	18	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	184	0	1	4	7	5	6	14	28	49	44	15	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	223	0	0	1	2	2	11	20	48	81	37	12	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	324	0	0	0	0	2	7	32	88	121	47	19	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	384	0	0	0	1	4	20	52	105	95	71	27	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	333	0	0	0	1	2	9	27	79	108	79	18	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	299	0	0	0	1	2	13	31	80	91	49	20	10	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	328	0	0	0	0	2	5	23	79	107	72	28	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	321	0	0	0	1	2	10	31	87	90	59	30	5	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1800	273	0	0	0	1	6	10	19	74	78	54	20	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	263	0	0	1	3	6	11	21	50	81	60	22	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	226	0	0	0	0	1	7	30	58	57	48	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	183	0	0	0	0	0	7	20	37	54	40	15	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	156	0	0	0	0	3	5	9	29	47	32	15	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	116	0	0	0	0	1	5	5	13	35	32	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2896	0	1	6	17	28	98	260	692	881	567	228	82	21	10	0	4	1	0	0	0	0	0	0	0	0	0	0	0
06-22	3598	0	1	7	20	35	123	331	842	1079	722	289	105	27	11	0	5	1	0	0	0	0	0	0	0	0	0	0	0
06-00	3870	0	1	7	20	39	133	345	884	1161	786	321	122	32	12	1	5	1	0	0	0	0	0	0	0	0	0	0	0
00-00	4113	0	1	7	20	40	138	349	908	1219	856	365	148	41	14	1	5	1	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Monday, 06 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	70	0	0	0	0	0	0	1	6	16	21	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	70	0	0	0	0	0	0	1	1	14	32	13	4	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	82	0	0	0	0	0	0	3	4	27	25	14	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	46	0	0	0	0	0	0	0	1	5	8	18	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	0	0	0	1	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	0	0	0	0	1	9	4	2	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	60	0	0	0	0	0	0	1	6	21	12	10	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	86	0	0	1	0	0	1	0	7	17	23	20	11	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	82	0	0	0	1	0	0	2	11	26	24	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	140	0	0	0	2	2	1	8	33	37	32	17	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	173	0	0	0	2	0	8	23	29	51	34	19	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	237	0	1	0	2	6	8	44	58	63	40	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	300	0	0	0	3	3	18	61	76	85	38	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	365	0	0	1	0	7	21	42	95	114	56	22	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	388	0	0	0	0	2	17	55	127	125	49	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	382	0	0	0	1	11	34	65	94	124	34	14	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	397	0	0	1	3	3	26	64	123	112	46	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	377	4	1	5	11	15	30	67	108	77	31	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	306	1	0	0	1	1	14	32	63	92	66	24	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	255	0	0	0	3	6	6	32	54	69	53	24	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	199	0	0	0	0	4	2	31	48	47	44	17	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	138	0	0	0	0	0	7	17	26	51	24	9	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	88	0	0	0	0	0	1	2	11	21	36	10	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	61	0	0	0	0	0	0	2	10	16	15	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3233	5	2	8	26	50	178	463	824	923	473	204	53	14	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3885	5	2	8	29	60	193	544	958	1111	606	264	72	17	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4034	5	2	8	29	60	194	548	979	1148	657	286	82	20	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4338	5	2	8	29	60	194	553	992	1220	751	357	110	30	17	7	2	1	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Tuesday, 07 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	28	0	0	0	1	0	0	0	3	1	11	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	0	0	1	5	2	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	1	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	0	2	0	0	2	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	1	0	0	0	0	2	1	7	7	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	88	0	0	0	0	1	1	10	5	11	20	24	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	206	0	0	0	1	0	3	5	36	47	65	31	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	326	0	0	2	1	3	12	25	51	90	103	32	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	284	0	0	0	4	5	17	30	66	88	45	20	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	309	0	0	3	6	14	30	66	82	70	27	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	425	0	0	7	16	57	49	124	93	50	20	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	342	7	12	13	26	36	59	88	70	24	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	376	11	3	16	52	73	79	68	49	19	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	378	7	8	23	47	87	73	69	35	18	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	400	2	2	6	22	39	52	92	82	56	39	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	456	2	3	0	7	41	77	129	112	59	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	536	6	8	29	32	55	102	155	104	34	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	437	1	11	20	32	47	43	83	93	76	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	291	0	0	0	0	1	6	19	78	96	63	21	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	232	0	0	1	2	2	19	21	48	67	43	22	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	208	0	0	0	0	3	9	17	42	67	41	20	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	110	0	0	0	0	0	2	8	18	35	23	16	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	74	0	0	0	0	0	0	2	8	25	22	8	6	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4475	36	47	119	246	457	596	934	873	631	366	124	42	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5294	36	47	120	248	464	631	1001	1046	872	533	211	69	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5478	36	47	120	248	464	633	1011	1072	932	578	235	81	15	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5567	36	47	121	249	464	633	1016	1078	940	601	251	98	22	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Wednesday, 08 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	29	0	0	0	0	0	1	0	2	4	13	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	0	0	0	0	1	3	5	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	0	1	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	0	1	0	3	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	27	0	0	0	0	0	0	0	1	3	12	9	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	86	0	0	0	0	0	1	1	10	11	21	21	10	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	216	0	0	0	1	4	6	10	40	53	55	36	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	316	0	1	0	2	4	21	57	47	84	59	27	6	1	4	0	2	0	1	0	0	0	0	0	0	0	0	0	0
0900	268	0	0	1	1	14	19	27	66	86	32	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	299	0	0	2	7	14	32	54	73	68	31	13	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1100	376	0	0	5	10	28	25	49	79	98	67	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	438	1	3	4	13	33	70	85	112	77	29	5	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	392	3	2	1	11	18	48	83	130	61	26	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	441	0	1	6	23	17	41	76	113	105	41	11	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	413	0	1	2	7	24	41	76	141	76	37	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	445	1	0	4	13	14	29	92	145	102	34	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	553	4	0	3	13	30	78	134	153	89	35	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	457	3	4	8	21	28	63	64	108	102	33	17	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	301	0	0	2	11	4	7	27	54	72	72	38	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	224	0	0	0	1	4	8	28	54	80	25	18	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	207	0	1	0	0	2	4	21	41	69	37	22	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	117	0	0	0	0	2	5	11	22	33	19	18	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	63	0	0	0	0	0	0	8	7	14	18	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4614	12	12	36	122	228	473	807	1207	1001	479	172	34	15	9	1	5	0	1	0	0	0	0	0	0	0	0	0	0
06-22	5432	12	13	38	134	238	493	884	1366	1233	634	271	63	29	14	3	6	0	1	0	0	0	0	0	0	0	0	0	0
06-00	5612	12	13	38	134	240	498	903	1395	1280	671	299	71	32	15	4	6	0	1	0	0	0	0	0	0	0	0	0	0
00-00	5708	12	13	38	134	240	499	904	1400	1293	712	317	82	34	17	5	6	1	1	0	0	0	0	0	0	0	0	0	0

Thursday, 09 August 2018

Time	Total	Speed Bins (km/h)																								
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Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	36	0	0	0	0	0	2	2	5	13	6	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	0	0	1	2	5	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	0	0	2	6	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	0	0	0	0	0	1	6	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	0	1	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	1	0	0	2	2	5	7	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	83	0	0	2	0	1	0	11	12	15	16	15	7	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	236	0	0	0	1	0	2	17	34	62	68	42	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	299	0	0	1	1	2	9	30	59	101	51	31	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	274	0	1	0	1	5	13	34	46	84	58	21	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	294	0	0	2	1	12	21	42	69	94	39	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	351	0	0	3	5	12	37	65	96	73	40	14	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	424	8	1	6	24	18	47	100	113	77	26	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1300	446	0	0	1	6	22	51	78	126	121	29	6	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	394	0	0	1	0	6	19	59	121	98	64	16	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	444	0	0	1	5	16	42	83	118	99	51	25	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	456	0	0	2	4	12	31	95	122	119	48	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	335	4	3	9	19	32	46	73	84	46	12	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	133	0	0	1	1	1	3	11	37	30	22	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	345	0	0	2	3	7	18	25	85	81	69	45	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	244	0	0	5	0	2	12	26	60	66	48	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	211	0	0	0	0	1	10	31	45	61	35	19	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	126	0	0	0	0	1	1	2	20	38	38	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	63	0	0	0	0	0	0	2	11	12	17	10	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4086	12	5	27	68	138	321	687	1025	1004	508	214	46	19	7	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0
06-22	4969	12	5	36	71	149	361	780	1227	1227	676	313	69	26	9	4	2	0	0	0	0	2	0	0	0	0	0	0	0	0
06-00	5158	12	5	36	71	150	362	784	1258	1277	731	345	82	28	9	4	2	0	0	0	0	2	0	0	0	0	0	0	0	0
00-00	5265	12	5	36	71	151	364	787	1270	1304	753	358	92	41	13	4	2	0	0	0	0	2	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Day (Partial days = 7.71)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	46	0	0	0	0	0	1	1	4	11	16	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	35	0	0	0	0	0	1	1	2	9	11	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	28	0	0	0	0	0	0	1	1	7	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	22	0	0	0	0	0	0	1	1	4	4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	0	0	1	1	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	0	0	0	0	2	5	6	6	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	72	0	0	0	0	0	0	4	7	13	18	15	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	173	0	0	1	1	1	3	11	28	45	45	25	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	226	0	0	1	3	3	10	24	39	65	51	22	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	233	0	0	1	3	6	13	27	49	68	40	19	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	269	0	0	2	4	9	19	47	66	70	35	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	339	0	0	2	9	23	31	66	85	71	39	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	379	3	3	6	18	23	46	73	96	72	28	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	416	2	2	4	15	32	52	71	105	85	33	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	409	2	2	5	15	27	42	72	102	85	41	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	402	2	2	6	12	30	45	71	96	83	38	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	427	1	1	3	8	17	39	88	112	97	41	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	437	3	2	9	18	29	51	88	106	77	35	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	356	1	2	4	10	15	23	44	83	89	54	23	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	295	0	0	1	3	5	10	26	65	85	63	28	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	233	0	0	1	1	3	9	27	53	68	45	20	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	196	0	0	0	0	1	8	20	39	63	39	17	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	128	0	0	0	0	1	3	9	23	36	31	17	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	78	0	0	0	0	1	1	5	9	21	21	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4066	14	14	44	116	215	374	682	967	907	480	184	51	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4862	14	14	46	120	224	401	759	1131	1136	645	264	77	24	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5068	14	14	46	120	226	405	773	1163	1193	697	294	90	27	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5234	14	14	46	120	226	407	777	1174	1230	745	327	107	34	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0



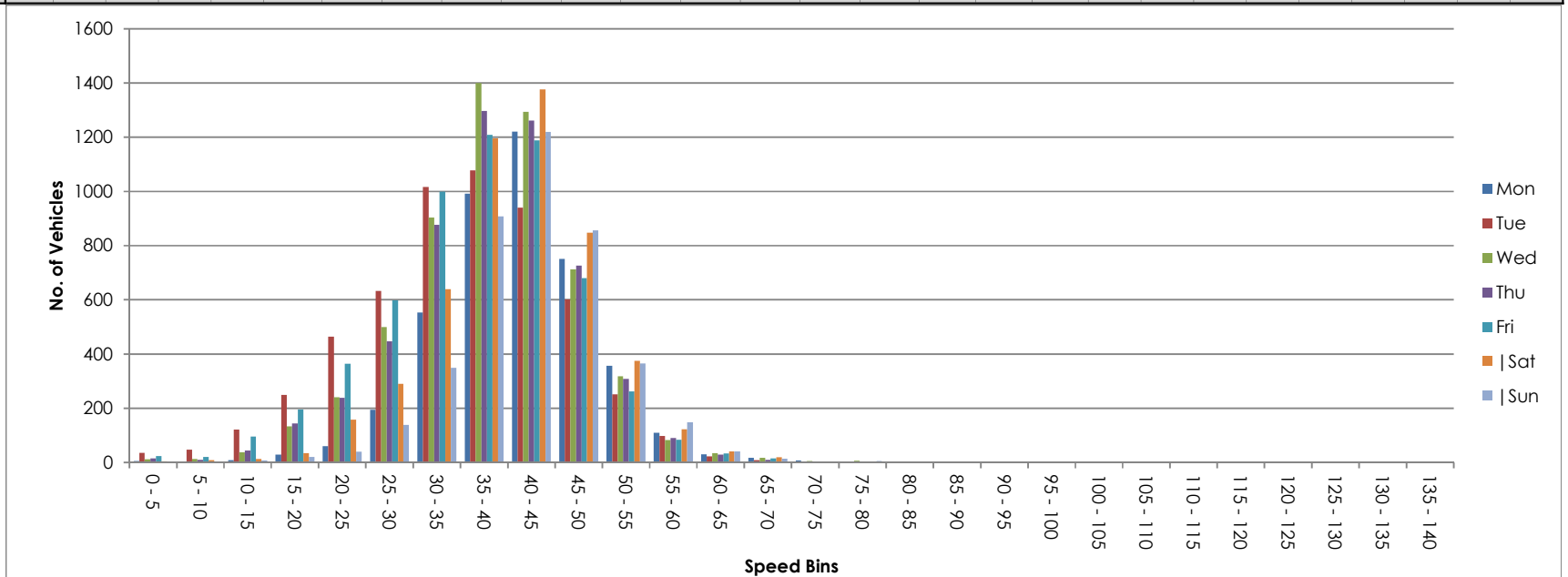
Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Week (Partial weeks = 1.14)

Time	Total	Speed Bins (km/h)																																	
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140						
Mon	4338	5	2	8	29	60	194	553	992	1220	751	357	110	30	17	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Tue	5567	36	47	121	249	464	633	1016	1078	940	601	251	98	22	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Wed	5708	12	13	38	134	240	499	904	1400	1293	712	317	82	34	17	5	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Thu	5498	15	9	44	143	238	447	877	1297	1262	727	309	90	29	9	3	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
Fri	5777	24	20	95	196	364	598	1000	1209	1189	680	262	84	33	15	1	3	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0		
|Sat	5127	4	8	13	35	158	290	639	1196	1376	847	375	123	41	19	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
|Sun	4113	0	1	7	20	40	138	349	908	1219	856	365	148	41	14	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	5378	18	18	61	150	273	474	870	1195	1181	694	299	93	30	13	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	5234	14	14	46	120	226	407	777	1174	1230	745	327	107	34	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	41626	111	109	370	948	1801	3246	6214	9376	9761	5901	2544	824	259	107	22	20	8	1	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	

Summary Graphs



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Thursday, 02 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	431	4	363	3	47	5	2	2	2	2	1	0	0	82	19	18	4.2	4	0.9	44.5	51.1
0800	735	3	640	7	70	6	2	0	4	2	0	1	0	57	7.8	15	2	4	0.5	40.1	47.5
0900	693	9	617	7	52	2	0	0	4	1	1	0	0	55	7.9	16	2.3	5	0.7	40.8	47.2
1000	741	6	669	2	48	4	5	0	3	1	3	0	0	21	2.8	4	0.5	1	0.1	36.9	43.9
1100	850	13	778	5	49	0	1	0	1	0	3	0	0	6	0.7	1	0.1	0	0	34.2	41
1200	779	14	702	4	47	1	3	0	3	2	2	0	1	5	0.6	2	0.3	0	0	31.1	40.3
1300	791	6	744	5	30	1	1	1	2	1	0	0	0	18	2.3	5	0.6	3	0.4	36	43.6
1400	664	15	604	5	36	2	0	1	1	0	0	0	0	6	0.9	1	0.2	1	0.2	29.2	38.5
1500	613	9	558	4	28	4	1	1	3	2	3	0	0	4	0.7	0	0	0	0	28.1	39.2
1600	804	14	728	7	40	4	5	0	2	3	1	0	0	9	1.1	0	0	0	0	32.1	41.8
1700	855	10	782	8	38	6	2	2	1	2	4	0	0	11	1.3	4	0.5	0	0	32.1	41.8
1800	724	7	677	3	30	4	2	1	0	0	0	0	0	37	5.1	11	1.5	1	0.1	37.1	45
1900	689	4	646	1	31	3	4	0	0	0	0	0	0	45	6.5	7	1	3	0.4	40.1	46.8
2000	520	2	499	0	13	1	0	0	2	2	0	0	1	61	11.7	16	3.1	5	1	41.5	48.2
2100	407	3	393	2	8	1	0	0	0	0	0	0	0	54	13.3	23	5.7	8	2	42.3	49.3
2200	238	3	228	0	6	0	0	0	0	0	1	0	0	63	26.5	24	10.1	7	2.9	45.2	53.3
2300	124	1	119	1	2	1	0	0	0	0	0	0	0	40	32.3	17	13.7	2	1.6	46.6	53.6
07-19	8680	110	7862	60	515	39	24	8	26	16	18	1	1	311	3.6	77	0.9	19	0.2	34.9	44.3
06-22	10296	119	9400	63	567	44	28	8	28	18	18	1	2	471	4.6	123	1.2	35	0.3	35.9	45
06-00	10658	123	9747	64	575	45	28	8	28	18	19	1	2	574	5.4	164	1.5	44	0.4	36.2	45.4
00-00	10658	123	9747	64	575	45	28	8	28	18	19	1	2	574	5.4	164	1.5	44	0.4	36.2	45.4



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Friday, 03 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	75	0	69	0	4	1	0	0	0	0	1	0	0	20	26.7	10	13.3	5	6.7	47.3	54.4
0100	57	0	51	0	4	1	0	0	1	0	0	0	0	20	35.1	13	22.8	8	14	47	58.7
0200	26	0	24	0	1	0	0	0	0	0	1	0	0	13	50	4	15.4	1	3.8	49	54.7
0300	17	0	12	0	2	0	0	0	1	1	1	0	0	7	41.2	3	17.6	1	5.9	48.6	54.4
0400	17	0	11	0	3	1	0	0	1	1	0	0	0	12	70.6	5	29.4	2	11.8	51.7	58
0500	70	0	47	1	13	3	1	0	3	2	0	0	0	25	35.7	18	25.7	9	12.9	49.4	58
0600	180	2	156	0	14	3	2	0	0	1	2	0	0	80	44.4	41	22.8	26	14.4	50.3	59.8
0700	462	7	396	0	44	7	3	0	2	3	0	0	0	55	11.9	14	3	4	0.9	40.8	48.6
0800	703	2	644	5	41	3	2	0	3	0	3	0	0	44	6.3	8	1.1	2	0.3	39.8	47.2
0900	719	2	648	7	50	4	2	0	4	2	0	0	0	33	4.6	11	1.5	2	0.3	38.5	45.4
1000	741	6	669	6	53	2	0	0	2	1	2	0	0	18	2.4	3	0.4	1	0.1	36.7	43.6
1100	801	12	721	7	49	4	3	0	1	0	4	0	0	20	2.5	6	0.7	3	0.4	35	41.8
1200	630	11	582	2	27	4	0	0	2	1	0	0	1	6	1	0	0	0	0	25.1	37.8
1300	669	11	615	8	32	2	0	1	0	0	0	0	0	7	1	2	0.3	1	0.1	27.9	39.2
1400	750	14	685	7	34	6	1	1	1	0	1	0	0	12	1.6	4	0.5	3	0.4	29.1	40.3
1500	662	10	602	5	37	5	1	1	0	1	0	0	0	4	0.6	1	0.2	1	0.2	26.9	37.1
1600	698	7	643	3	37	3	0	0	1	3	1	0	0	11	1.6	1	0.1	1	0.1	31.1	41
1700	599	19	548	6	20	2	1	1	1	1	0	0	0	11	1.8	1	0.2	0	0	29.7	40.3
1800	720	11	665	5	32	3	1	0	1	2	0	0	0	60	8.3	12	1.7	5	0.7	40.4	47.9
1900	591	8	555	3	17	2	1	0	1	1	2	0	1	50	8.5	14	2.4	4	0.7	41.2	47.5
2000	509	4	493	0	8	1	0	0	2	1	0	0	0	35	6.9	12	2.4	2	0.4	40.1	45.7
2100	420	2	404	1	13	0	0	0	0	0	0	0	0	42	10	17	4	3	0.7	40.7	47.5
2200	298	3	284	0	8	2	1	0	0	0	0	0	0	39	13.1	16	5.4	6	2	42.8	49.3
2300	171	1	162	1	5	1	1	0	0	0	0	0	0	34	19.9	11	6.4	5	2.9	44.1	50.8
07-19	8154	112	7418	61	456	45	14	4	18	14	11	0	1	281	3.4	63	0.8	23	0.3	33.4	43.6
06-22	9854	128	9026	65	508	51	17	4	21	17	15	0	2	488	5	147	1.5	58	0.6	34.8	44.6
06-00	10323	132	9472	66	521	54	19	4	21	17	15	0	2	561	5.4	174	1.7	69	0.7	35.2	45
00-00	10585	132	9686	67	548	60	20	4	27	21	18	0	2	658	6.2	227	2.1	95	0.9	35.6	45.4

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Saturday, 04 August 2018

Time	Total	Classification												>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	55 +5kph	55 +5kph	60 +10kph	60 +10kph		
0000	101	0	95	0	5	0	0	0	0	1	0	0	0	32	31.7	10	9.9	5	5	47	53.3
0100	81	0	73	1	4	1	1	0	1	0	0	0	0	18	22.2	11	13.6	4	4.9	45.6	54.4
0200	36	0	35	0	1	0	0	0	0	0	0	0	0	14	38.9	6	16.7	2	5.6	47.6	55.8
0300	40	0	35	0	2	0	0	0	2	0	1	0	0	17	42.5	6	15	2	5	47.5	52.6
0400	25	0	22	0	1	1	0	0	1	0	0	0	0	8	32	5	20	1	4	45.9	57.6
0500	38	0	27	0	10	1	0	0	0	0	0	0	0	16	42.1	3	7.9	2	5.3	46.8	53.3
0600	106	1	90	2	9	2	0	0	0	2	0	0	0	29	27.4	16	15.1	5	4.7	46.6	54
0700	231	4	203	1	16	1	1	0	1	3	1	0	0	52	22.5	30	13	8	3.5	45.2	53.3
0800	356	11	308	2	27	2	1	0	1	3	1	0	0	56	15.7	16	4.5	7	2	42.1	50.4
0900	550	4	499	5	33	4	0	0	4	0	1	0	0	30	5.5	5	0.9	2	0.4	39.4	46.4
1000	696	7	645	3	36	1	0	0	0	0	3	1	0	37	5.3	6	0.9	2	0.3	38.7	45
1100	798	12	735	7	40	1	1	0	1	1	0	0	0	17	2.1	8	1	3	0.4	33.9	43.2
1200	833	6	779	10	25	3	4	0	1	1	4	0	0	26	3.1	3	0.4	0	0	35.4	43.2
1300	781	17	732	8	16	4	1	0	0	1	2	0	0	23	2.9	4	0.5	1	0.1	33.1	42.1
1400	829	6	780	8	28	2	3	0	0	0	2	0	0	17	2.1	3	0.4	0	0	36.9	43.9
1500	729	10	681	6	25	1	2	1	2	0	1	0	0	44	6	9	1.2	1	0.1	39.5	46.1
1600	680	14	625	6	27	2	3	0	1	1	1	0	0	51	7.5	24	3.5	7	1	39.6	46.1
1700	650	8	614	6	18	3	1	0	0	0	0	0	0	59	9.1	17	2.6	4	0.6	41.6	47.5
1800	615	4	586	3	19	2	1	0	0	0	0	0	0	69	11.2	18	2.9	6	1	41.3	48.6
1900	525	9	496	2	14	3	1	0	0	0	0	0	0	58	11	21	4	8	1.5	41.9	47.9
2000	489	3	473	2	7	2	1	0	1	0	0	0	0	41	8.4	12	2.5	4	0.8	40.7	47.5
2100	399	7	385	0	7	0	0	0	0	0	0	0	0	38	9.5	13	3.3	3	0.8	41.7	48.2
2200	293	1	282	2	6	2	0	0	0	0	0	0	0	41	14	16	5.5	8	2.7	42.8	49.3
2300	197	0	185	1	8	1	0	0	1	0	1	0	0	41	20.8	14	7.1	3	1.5	44.1	50.8
07-19	7748	103	7187	65	310	26	18	1	11	10	16	1	0	481	6.2	143	1.8	41	0.5	38.1	46.1
06-22	9267	123	8631	71	347	33	20	1	12	12	16	1	0	647	7	205	2.2	61	0.7	38.7	46.4
06-00	9757	124	9098	74	361	36	20	1	13	12	17	1	0	729	7.5	235	2.4	72	0.7	38.9	46.8
00-00	10078	124	9385	75	384	39	21	1	17	13	18	1	0	834	8.3	276	2.7	88	0.9	39.2	46.8



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Sunday, 05 August 2018

Time	Total	Classification												>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	55 +5kph	55 +5kph	60 +10kph	60 +10kph		
0000	112	1	107	0	3	1	0	0	0	0	0	0	0	28	25	13	11.6	2	1.8	46.5	53.6
0100	102	0	94	0	6	1	0	0	1	0	0	0	0	29	28.4	11	10.8	2	2	45.5	53.3
0200	104	0	95	1	7	0	0	0	0	1	0	0	0	35	33.7	12	11.5	5	4.8	47.9	53.6
0300	80	0	72	0	6	1	0	0	1	0	0	0	0	40	50	22	27.5	11	13.8	49.8	58.7
0400	34	0	33	0	0	0	0	0	1	0	0	0	0	18	52.9	5	14.7	3	8.8	48.3	54.7
0500	30	0	25	1	3	0	0	0	1	0	0	0	0	8	26.7	3	10	2	6.7	45.8	52.2
0600	67	2	60	1	2	0	0	0	1	0	1	0	0	26	38.8	13	19.4	8	11.9	48.6	56.2
0700	159	3	142	3	7	1	0	0	2	0	1	0	0	36	22.6	14	8.8	3	1.9	45.5	52.6
0800	157	2	146	0	5	1	0	0	2	0	1	0	0	31	19.7	13	8.3	4	2.5	44.7	51.1
0900	265	11	237	0	11	1	2	0	1	1	1	0	0	58	21.9	28	10.6	5	1.9	43.3	52.6
1000	390	16	357	3	10	2	0	0	1	0	1	0	0	57	14.6	18	4.6	9	2.3	41.9	49.7
1100	517	12	479	3	17	1	0	0	2	0	3	0	0	42	8.1	17	3.3	7	1.4	41.3	47.5
1200	676	8	646	3	17	2	0	0	0	0	0	0	0	46	6.8	12	1.8	1	0.1	40.6	46.4
1300	711	15	676	1	14	1	3	1	0	0	0	0	0	47	6.6	11	1.5	4	0.6	39.6	46.4
1400	643	7	616	6	13	0	1	0	0	0	0	0	0	37	5.8	13	2	2	0.3	41.2	46.8
1500	575	5	547	1	18	1	1	1	0	0	0	0	1	44	7.7	16	2.8	4	0.7	41.1	47.2
1600	630	9	600	6	11	2	1	0	0	0	1	0	0	51	8.1	17	2.7	5	0.8	41.3	47.2
1700	619	10	591	1	11	2	2	0	0	0	2	0	0	55	8.9	14	2.3	8	1.3	41.3	47.5
1800	619	11	589	5	14	0	0	0	0	0	0	0	0	51	8.2	24	3.9	14	2.3	40.9	47.2
1900	600	7	567	3	21	2	0	0	0	0	0	0	0	43	7.2	11	1.8	3	0.5	40.7	46.8
2000	462	5	438	4	13	2	0	0	0	0	0	0	0	44	9.5	13	2.8	3	0.6	41	47.5
2100	368	0	353	0	13	0	1	0	0	0	0	1	0	42	11.4	17	4.6	5	1.4	41.7	48.6
2200	339	1	321	2	14	1	0	0	0	0	0	0	0	47	13.9	20	5.9	8	2.4	43.1	49.3
2300	205	1	187	1	15	1	0	0	0	0	0	0	0	47	22.9	17	8.3	4	2	44.8	51.5
07-19	5961	109	5626	32	148	14	10	2	8	1	10	0	1	555	9.3	197	3.3	66	1.1	41.3	47.9
06-22	7458	123	7044	40	197	18	11	2	9	1	11	1	1	710	9.5	251	3.4	85	1.1	41.3	47.9
06-00	8002	125	7552	43	226	20	11	2	9	1	11	1	1	804	10	288	3.6	97	1.2	41.5	48.2
00-00	8464	126	7978	45	251	23	11	2	13	2	11	1	1	962	11.4	354	4.2	122	1.4	41.8	48.6

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Monday, 06 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	122	0	114	0	7	0	1	0	0	0	0	0	0	43	35.2	16	13.1	3	2.5	47.4	54.4
0100	133	0	126	0	5	0	0	0	1	0	1	0	0	45	33.8	20	15	7	5.3	48.3	54.7
0200	140	0	130	0	9	1	0	0	0	0	0	0	0	38	27.1	18	12.9	7	5	47.3	53.3
0300	77	0	67	0	6	1	0	0	2	0	1	0	0	56	72.7	31	40.3	17	22.1	54.6	61.2
0400	30	0	27	0	2	0	0	0	1	0	0	0	0	19	63.3	10	33.3	4	13.3	52.5	58.7
0500	34	0	29	0	5	0	0	0	0	0	0	0	0	11	32.4	9	26.5	8	23.5	49.5	65.5
0600	104	4	87	0	9	0	0	0	2	2	0	0	0	35	33.7	14	13.5	4	3.8	46.9	54
0700	156	3	141	0	9	1	0	0	0	0	1	0	1	52	33.3	25	16	8	5.1	47	55.1
0800	192	6	171	1	8	1	0	0	2	2	1	0	0	39	20.3	6	3.1	2	1	43.9	51.1
0900	296	3	258	6	23	2	0	0	2	0	2	0	0	38	12.8	12	4.1	5	1.7	41.9	49.3
1000	400	13	356	4	17	2	1	0	1	3	3	0	0	44	11	12	3	2	0.5	41	48.6
1100	587	12	544	3	20	2	1	0	0	3	2	0	0	26	4.4	6	1	2	0.3	38.5	45.4
1200	649	11	607	7	16	0	1	0	2	1	4	0	0	25	3.9	3	0.5	0	0	38.1	44.6
1300	749	4	715	6	17	2	1	0	2	1	1	0	0	38	5.1	8	1.1	3	0.4	39.7	45.7
1400	771	9	727	4	24	1	1	0	2	1	1	0	1	22	2.9	4	0.5	2	0.3	38.6	44.3
1500	746	9	706	9	16	0	2	0	1	0	3	0	0	22	2.9	6	0.8	3	0.4	36.7	43.9
1600	797	3	764	10	14	1	0	0	1	1	3	0	0	20	2.5	1	0.1	0	0	37.9	43.9
1700	696	12	652	9	18	1	1	1	1	1	0	0	0	33	4.7	9	1.3	2	0.3	34.7	43.2
1800	638	7	605	4	19	0	1	0	1	0	1	0	0	47	7.4	14	2.2	3	0.5	40.6	46.4
1900	534	3	509	4	14	1	2	1	0	0	0	0	0	44	8.2	9	1.7	3	0.6	40.5	47.2
2000	409	3	395	0	6	4	0	0	0	0	1	0	0	40	9.8	13	3.2	6	1.5	41.1	47.9
2100	296	0	285	3	6	2	0	0	0	0	0	0	0	37	12.5	11	3.7	5	1.7	42.3	49.3
2200	193	0	188	1	2	1	0	0	1	0	0	0	0	47	24.4	16	8.3	6	3.1	45.9	52.2
2300	105	1	101	0	2	1	0	0	0	0	0	0	0	30	28.6	10	9.5	1	1	45.2	52.6
07-19	6677	92	6246	63	201	13	9	1	15	13	22	0	2	406	6.1	106	1.6	32	0.5	38.8	45.7
06-22	8020	102	7522	70	236	20	11	2	17	15	23	0	2	562	7	153	1.9	50	0.6	39.3	46.1
06-00	8318	103	7811	71	240	22	11	2	18	15	23	0	2	639	7.7	179	2.2	57	0.7	39.5	46.4
00-00	8854	103	8304	71	274	24	12	2	22	15	25	0	2	851	9.6	283	3.2	103	1.2	40.1	47.5

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Tuesday, 07 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	58	1	54	1	0	1	0	0	0	0	1	0	0	22	37.9	12	20.7	5	8.6	47.4	57.2
0100	25	0	19	0	3	2	0	0	1	0	0	0	0	7	28	5	20	1	4	46.5	57.2
0200	7	0	5	0	0	0	0	0	0	1	1	0	0	3	42.9	1	14.3	1	14.3	47.8	-
0300	10	0	7	0	1	0	0	0	2	0	0	0	0	5	50	3	30	0	0	47	-
0400	31	0	26	1	1	2	0	0	0	1	0	0	0	12	38.7	11	35.5	5	16.1	47.4	58.7
0500	61	1	46	0	8	2	0	0	3	0	1	0	0	34	55.7	19	31.1	9	14.8	51	58.7
0600	184	2	151	1	20	5	2	0	1	1	1	0	0	83	45.1	31	16.8	13	7.1	48.1	55.4
0700	439	2	376	4	45	2	1	0	4	4	1	0	0	90	20.5	28	6.4	2	0.5	44.7	51.1
0800	716	3	638	4	58	5	2	0	2	2	2	0	0	63	8.8	12	1.7	3	0.4	41.5	48.2
0900	717	12	625	5	64	3	2	1	3	2	0	0	0	40	5.6	11	1.5	2	0.3	39.2	45.7
1000	744	11	664	8	52	1	4	1	2	0	1	0	0	18	2.4	6	0.8	1	0.1	36.3	42.8
1100	895	7	823	8	43	2	4	0	3	2	3	0	0	10	1.1	0	0	0	0	32.4	39.6
1200	618	9	572	2	26	1	2	2	1	2	1	0	0	2	0.3	1	0.2	0	0	26.1	36.4
1300	540	12	497	2	21	3	2	0	1	0	2	0	0	1	0.2	1	0.2	0	0	22.8	33.8
1400	554	15	499	6	28	3	1	0	1	1	0	0	0	8	1.4	2	0.4	0	0	23.4	34.9
1500	741	10	669	7	38	6	3	1	1	4	2	0	0	11	1.5	2	0.3	0	0	31.5	41.4
1600	649	11	584	6	34	5	1	1	1	1	5	0	0	6	0.9	1	0.2	0	0	31.4	40.3
1700	699	14	640	5	29	3	2	1	2	2	1	0	0	2	0.3	0	0	0	0	28	36.7
1800	625	8	576	5	29	3	2	0	0	1	1	0	0	9	1.4	1	0.2	0	0	30.4	41.8
1900	619	15	564	5	29	5	0	0	0	0	0	1	0	39	6.3	10	1.6	3	0.5	40.7	46.8
2000	474	5	446	5	14	1	1	1	0	0	1	0	0	44	9.3	12	2.5	2	0.4	40.6	47.9
2100	363	1	349	2	5	2	1	0	1	1	1	0	0	45	12.4	13	3.6	2	0.6	42.1	48.6
2200	224	0	218	0	4	1	0	1	0	0	0	0	0	44	19.6	19	8.5	5	2.2	44	50.8
2300	127	4	120	1	1	1	0	0	0	0	0	0	0	28	22	14	11	4	3.1	45.8	52.6
07-19	7937	114	7163	62	467	37	26	7	21	21	19	0	0	260	3.3	65	0.8	8	0.1	32.4	43.2
06-22	9577	137	8673	75	535	50	30	8	23	23	22	1	0	471	4.9	131	1.4	28	0.3	34	44.6
06-00	9928	141	9011	76	540	52	30	9	23	23	22	1	0	543	5.5	164	1.7	37	0.4	34.4	45
00-00	10120	143	9168	78	553	59	30	9	29	25	25	1	0	626	6.2	215	2.1	58	0.6	34.6	45.4



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Wednesday, 08 August 2018

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	66	2	61	0	2	1	0	0	0	0	0	0	0	23	34.8	10	15.2	4	6.1	48.6	54.4
0100	32	0	28	0	0	3	0	0	1	0	0	0	0	12	37.5	4	12.5	1	3.1	49.3	54.7
0200	7	0	6	0	0	0	0	0	0	1	0	0	0	4	57.1	2	28.6	2	28.6	54.4	-
0300	13	0	11	0	1	0	0	0	1	0	0	0	0	10	76.9	8	61.5	1	7.7	54.1	58.7
0400	28	0	21	1	4	0	1	0	0	1	0	0	0	5	17.9	4	14.3	1	3.6	46.1	50.8
0500	71	0	50	0	13	4	1	0	2	1	0	0	0	37	52.1	16	22.5	6	8.5	50.5	56.9
0600	152	0	132	0	15	2	0	0	1	0	2	0	0	59	38.8	30	19.7	16	10.5	49	55.8
0700	423	7	347	4	44	6	3	1	5	5	1	0	0	77	18.2	20	4.7	7	1.7	42.8	50.4
0800	717	6	625	6	56	7	4	0	5	4	3	0	1	59	8.2	16	2.2	8	1.1	40.2	47.9
0900	668	14	572	7	59	4	6	0	3	2	1	0	0	32	4.8	7	1	1	0.1	38.4	45
1000	724	6	636	9	62	0	3	0	1	4	3	0	0	26	3.6	6	0.8	3	0.4	37.2	43.9
1100	802	6	715	7	63	3	0	0	2	2	4	0	0	28	3.5	2	0.2	1	0.1	37.3	45
1200	786	9	711	2	48	6	5	1	2	1	1	0	0	13	1.7	6	0.8	4	0.5	32.1	41
1300	699	8	642	10	30	5	1	1	1	1	0	0	0	9	1.3	2	0.3	0	0	32.1	40.7
1400	823	14	742	5	49	6	4	0	1	2	0	0	0	20	2.4	8	1	4	0.5	35.2	42.5
1500	769	8	710	5	31	2	0	0	3	3	7	0	0	9	1.2	4	0.5	0	0	34.5	42.1
1600	723	6	670	4	40	1	0	0	0	2	0	0	0	16	2.2	6	0.8	1	0.1	34.9	42.8
1700	782	7	724	8	35	3	0	0	0	4	1	0	0	16	2	2	0.3	1	0.1	33.8	41.8
1800	672	11	628	2	27	1	0	0	2	1	0	0	0	24	3.6	7	1	4	0.6	33.6	43.2
1900	595	7	552	5	25	2	2	0	0	0	2	0	0	69	11.6	19	3.2	7	1.2	41.3	49
2000	469	6	441	1	17	1	0	0	2	0	1	0	0	37	7.9	8	1.7	3	0.6	40.1	45.7
2100	388	8	364	2	13	0	0	0	0	0	1	0	0	46	11.9	15	3.9	5	1.3	41.7	47.9
2200	236	0	226	1	7	1	0	0	1	0	0	0	0	48	20.3	12	5.1	7	3	43.8	51.1
2300	111	1	109	0	0	1	0	0	0	0	0	0	0	30	27	10	9	2	1.8	45.6	52.6
07-19	8588	102	7722	69	544	44	26	3	25	31	21	0	1	329	3.8	86	1	34	0.4	35.7	44.3
06-22	10192	123	9211	77	614	49	28	3	28	31	27	0	1	540	5.3	158	1.6	65	0.6	36.7	45
06-00	10539	124	9546	78	621	51	28	3	29	31	27	0	1	618	5.9	180	1.7	74	0.7	36.9	45.4
00-00	10756	126	9723	79	641	59	30	3	33	34	27	0	1	709	6.6	224	2.1	89	0.8	37.2	45.7

Thursday, 09 August 2018

Time	Total	Classification												>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
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Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

		1	2	3	4	5	6	7	8	9	10	11	12	50	50	55	55	60	60		85
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT			+5kph	+5kph	+10kph	+10kph		
0000	65	0	57	0	6	1	0	0	0	1	0	0	0	23	35.4	12	18.5	7	10.8	46.8	55.8
0100	34	1	30	0	1	1	0	0	1	0	0	0	0	10	29.4	7	20.6	5	14.7	46.9	59.8
0200	18	0	18	0	0	0	0	0	0	0	0	0	0	6	33.3	4	22.2	2	11.1	47.5	55.1
0300	21	0	16	0	2	0	0	0	1	1	1	0	0	13	61.9	10	47.6	6	28.6	54.7	62.6
0400	26	0	20	0	2	1	0	0	1	2	0	0	0	17	65.4	13	50	3	11.5	52.5	58
0500	66	0	47	0	13	2	0	0	4	0	0	0	0	38	57.6	23	34.8	17	25.8	52.1	62.3
0600	164	2	137	3	15	4	2	0	0	0	1	0	0	52	31.7	29	17.7	10	6.1	45.2	55.4
0700	464	5	391	3	50	2	4	0	2	3	4	0	0	98	21.1	24	5.2	6	1.3	45	51.5
0800	711	4	640	3	47	4	3	0	3	4	3	0	0	75	10.5	22	3.1	10	1.4	41.2	47.9
0900	714	12	624	2	63	3	1	0	3	5	1	0	0	53	7.4	14	2	6	0.8	40.2	46.8
1000	677	4	603	6	52	0	5	0	2	4	1	0	0	20	3	2	0.3	0	0	38.4	44.6
1100	753	3	683	7	48	1	5	0	1	2	3	0	0	26	3.5	7	0.9	4	0.5	37.2	43.9
1200	700	13	643	2	30	3	3	1	0	1	4	0	0	5	0.7	2	0.3	2	0.3	31.3	41
1300	753	7	685	3	49	3	3	0	1	1	1	0	0	17	2.3	9	1.2	3	0.4	34.9	42.8
1400	752	3	695	1	39	5	2	0	0	4	2	1	0	32	4.3	10	1.3	3	0.4	38.7	45
1500	816	11	742	3	48	2	2	0	1	4	3	0	0	42	5.1	9	1.1	3	0.4	37.9	45
1600	814	10	730	11	46	3	7	0	0	6	1	0	0	30	3.7	5	0.6	1	0.1	37.7	43.9
1700	476	17	421	7	25	1	2	2	1	0	0	0	0	8	1.7	3	0.6	1	0.2	29.9	40
1800	235	1	215	3	13	0	0	1	1	0	1	0	0	29	12.3	7	3	2	0.9	40.1	48.2
1900	709	14	654	5	31	0	0	0	3	1	1	0	0	66	9.3	12	1.7	3	0.4	40.5	47.5
2000	509	4	478	7	15	2	1	0	1	0	1	0	0	44	8.6	12	2.4	4	0.8	40.8	47.5
2100	404	9	387	0	6	1	1	0	0	0	0	0	0	45	11.1	15	3.7	6	1.5	41.2	48.2
2200	241	1	233	0	7	0	0	0	0	0	0	0	0	48	19.9	10	4.1	2	0.8	44.3	50.8
2300	133	0	126	1	5	1	0	0	0	0	0	0	0	43	32.3	19	14.3	6	4.5	46.7	53.6
07-19	7865	90	7072	51	510	27	37	4	15	34	24	1	0	435	5.5	114	1.4	41	0.5	37.6	45.4
06-22	9651	119	8728	66	577	34	41	4	19	35	27	1	0	642	6.7	182	1.9	64	0.7	38.2	46.1
06-00	10025	120	9087	67	589	35	41	4	19	35	27	1	0	733	7.3	211	2.1	72	0.7	38.5	46.4
00-00	10255	121	9275	67	613	40	41	4	26	39	28	1	0	840	8.2	280	2.7	112	1.1	38.8	46.8

Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Day (Partial days = 7.71)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	86	1	80	0	4	1	0	0	0	0	0	0	0	27	31.9	12	13.9	4	5.2	47.2	54.4
0100	66	0	60	0	3	1	0	0	1	0	0	0	0	20	30.4	10	15.3	4	6	46.9	54.7
0200	48	0	45	0	3	0	0	0	0	0	0	0	0	16	33.4	7	13.9	3	5.9	47.8	54.4
0300	37	0	31	0	3	0	0	0	1	0	1	0	0	21	57.4	12	32.2	5	14.7	51.3	59.8
0400	27	0	23	0	2	1	0	0	1	1	0	0	0	13	47.6	8	27.7	3	9.9	49	58
0500	53	0	39	0	9	2	0	0	2	0	0	0	0	24	45.7	13	24.6	8	14.3	49.8	59
0600	137	2	116	1	12	2	1	0	1	1	1	0	0	52	38	25	18.2	12	8.6	47.9	55.8
0700	346	4	295	2	33	3	2	0	2	3	1	0	0	68	19.6	22	6.3	5	1.5	44	51.1
0800	536	5	477	4	39	4	2	0	3	2	2	0	0	53	9.9	14	2.5	5	0.9	41	48.2
0900	578	8	510	5	44	3	2	0	3	2	1	0	0	42	7.3	13	2.3	4	0.6	39.8	46.8
1000	639	9	575	5	41	2	2	0	2	2	2	0	0	30	4.7	7	1.1	2	0.4	38	45
1100	750	10	685	6	41	2	2	0	1	1	3	0	0	22	2.9	6	0.8	3	0.3	35.8	43.6
1200	709	10	655	4	30	3	2	1	1	1	2	0	0	16	2.3	4	0.5	1	0.1	32.6	42.5
1300	712	10	663	5	26	3	2	1	1	1	1	0	0	20	2.8	5	0.7	2	0.3	33.7	43.2
1400	723	10	669	5	31	3	2	0	1	1	1	0	0	19	2.7	6	0.8	2	0.3	34.4	43.2
1500	706	9	652	5	30	3	2	1	1	2	2	0	0	23	3.2	6	0.8	2	0.2	34.6	43.6
1600	724	9	668	7	31	3	2	0	1	2	2	0	0	24	3.3	7	0.9	2	0.3	35.7	43.6
1700	672	12	622	6	24	3	1	1	1	1	1	0	0	24	3.6	6	0.9	2	0.3	33.9	43.6
1800	606	8	568	4	23	2	1	0	1	1	0	0	0	41	6.7	12	1.9	4	0.7	37.9	46.1
1900	608	8	568	4	23	2	1	0	1	0	1	0	0	52	8.5	13	2.1	4	0.7	40.8	47.5
2000	480	4	458	2	12	2	0	0	1	0	1	0	0	43	9	12	2.6	4	0.8	40.7	47.2
2100	381	4	365	1	9	1	0	0	0	0	0	0	0	44	11.5	16	4.1	5	1.2	41.7	48.6
2200	258	1	248	1	7	1	0	0	0	0	0	0	0	47	18.3	17	6.5	6	2.4	43.8	50.8
2300	147	1	139	1	5	1	0	0	0	0	0	0	0	37	25	14	9.5	3	2.3	45.2	52.2
07-19	7701	104	7039	58	393	34	22	4	18	19	18	0	0	382	69	108	19.5	34	5.9	441.4	540.5
06-22	9307	122	8546	66	449	41	24	4	21	20	21	0	0	573	136	174	46.5	59	17.2	612.5	739.6
06-00	9712	124	8933	68	461	43	24	4	21	20	21	0	0	657	179.3	205	62.5	68	21.9	701.5	842.6
00-00	10029	125	9211	68	485	48	24	4	26	21	22	0	0	778	425.7	267	190.1	95	77.9	993.5	1182.9



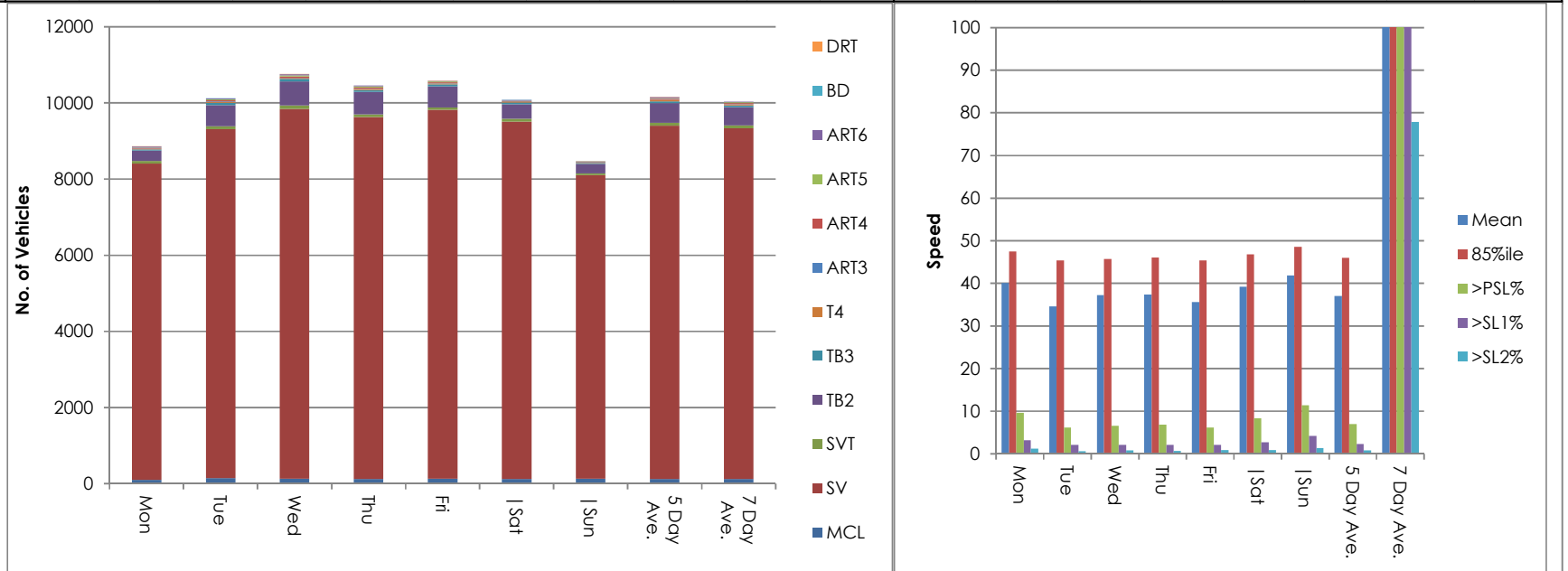
Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Week (Partial weeks = 1.14)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	8854	103	8304	71	274	24	12	2	22	15	25	0	2	851	9.6	283	3.2	103	1.2	40.1	47.5
Tue	10120	143	9168	78	553	59	30	9	29	25	25	1	0	626	6.2	215	2.1	58	0.6	34.6	45.4
Wed	10756	126	9723	79	641	59	30	3	33	34	27	0	1	709	6.6	224	2.1	89	0.8	37.2	45.7
Thu	10457	122	9511	66	594	43	35	6	27	29	24	1	1	707	6.8	222	2.1	78	0.7	37.4	46.1
Fri	10585	132	9686	67	548	60	20	4	27	21	18	0	2	658	6.2	227	2.1	95	0.9	35.6	45.4
|Sat	10078	124	9385	75	384	39	21	1	17	13	18	1	0	834	8.3	276	2.7	88	0.9	39.2	46.8
|Sun	8464	126	7978	45	251	23	11	2	13	2	11	1	1	962	11.4	354	4.2	122	1.4	41.8	48.6
5 Day Ave.	10154	125	9278	72	522	49	25	5	28	25	24	0	1	710	7.0	234	2.3	85	0.8	37.0	46.0
7 Day Ave.	10029	125	9211	68	485	48	24	4	26	21	22	0	0	778	425.7	267	190.1	95	77.9	993.5	1182.9
--	79770	998	73266	546	3839	349	193	33	195	167	171	5	8	6054	7.6	2023	2.5	711	0.9	37.8	46.4

Summary Graphs



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Thursday, 02 August 2018

Time	Total	Speed Bins (km/h)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	431	0	0	0	2	0	8	27	63	121	128	64	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	735	0	0	4	20	21	48	52	181	216	136	42	11	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	693	0	1	2	2	12	37	77	148	232	127	39	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	741	1	1	5	13	28	74	139	226	172	61	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	850	0	2	11	27	63	98	230	251	124	38	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	779	3	6	53	80	59	99	146	203	96	29	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	791	0	2	5	20	47	93	146	224	176	60	13	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	664	7	31	44	44	74	95	160	135	57	11	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	613	5	10	80	67	78	90	104	94	57	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	804	3	13	44	49	83	103	151	174	134	41	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	855	1	14	35	66	111	97	165	162	135	58	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	724	1	4	4	28	46	43	113	206	160	82	26	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	689	0	0	1	2	11	47	77	181	212	113	38	4	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	520	0	0	0	4	5	32	44	125	157	92	45	11	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	407	0	0	0	1	2	22	36	86	116	90	31	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	238	0	0	0	0	1	6	14	41	54	59	39	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	124	0	0	0	0	0	3	7	12	28	34	23	15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	8680	21	84	287	418	622	885	1510	2067	1680	795	234	58	15	2	1	1	0	0	0	0	0	0	0	0	0	0	0
06-22	10296	21	84	288	425	640	986	1667	2459	2165	1090	348	88	24	7	2	2	0	0	0	0	0	0	0	0	0	0	0
06-00	10658	21	84	288	425	641	995	1688	2512	2247	1183	410	120	31	8	2	3	0	0	0	0	0	0	0	0	0	0	0
00-00	10658	21	84	288	425	641	995	1688	2512	2247	1183	410	120	31	8	2	3	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Friday, 03 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	75	0	0	0	0	0	0	4	7	14	30	10	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	57	0	0	1	0	1	2	2	5	14	12	7	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	26	0	0	0	0	0	0	2	0	7	4	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	17	0	0	0	0	0	0	2	0	3	5	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	0	0	0	3	1	1	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	70	0	0	0	0	0	0	2	9	14	20	7	9	3	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	180	0	0	0	0	1	1	3	13	22	60	39	15	12	10	3	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	462	0	0	4	8	17	25	39	89	141	84	41	10	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	703	0	0	0	4	14	43	105	187	189	117	36	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	719	0	1	3	12	15	49	110	227	179	90	22	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	741	0	0	0	9	37	61	169	230	151	66	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	801	0	2	2	18	64	99	197	228	133	38	14	3	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1200	630	6	56	79	102	63	103	88	74	41	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	669	3	26	90	55	83	118	86	116	61	24	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	750	5	39	43	90	76	124	136	114	85	26	8	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	662	5	20	96	57	98	103	121	99	47	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	698	4	10	50	46	67	90	175	125	84	36	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	599	3	10	46	72	74	78	101	112	65	27	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	720	0	1	1	2	13	48	97	168	196	134	48	7	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	591	0	0	1	0	12	31	69	122	195	111	36	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
2000	509	1	0	0	1	6	24	66	151	165	60	23	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	420	0	0	1	1	7	24	53	102	127	63	25	14	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	298	0	0	0	0	5	6	33	50	102	63	23	10	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2300	171	0	0	0	1	3	4	13	23	47	46	23	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8154	26	165	414	475	621	941	1424	1769	1372	666	218	40	15	3	0	2	2	1	0	0	0	0	0	0	0	0	0	0
06-22	9854	27	165	416	477	647	1021	1615	2157	1881	960	341	89	31	16	3	2	3	1	0	0	0	0	0	0	2	0	0	0
06-00	10323	27	165	416	478	655	1031	1661	2230	2030	1069	387	105	39	17	4	2	3	1	0	1	0	0	0	2	0	0	0	0
00-00	10585	27	165	417	478	656	1033	1673	2254	2083	1141	431	132	49	27	8	3	4	1	0	1	0	0	0	2	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Saturday, 04 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	101	0	0	0	0	0	1	2	11	25	30	22	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	81	0	0	0	0	0	1	5	12	21	24	7	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	36	0	0	0	0	0	3	0	3	4	12	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	40	0	0	0	0	0	1	0	5	10	7	11	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	25	0	0	0	0	0	1	1	7	2	6	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	38	0	0	0	0	0	1	1	5	11	4	13	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	106	0	0	0	0	1	0	6	8	31	31	13	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	231	0	0	0	2	3	5	15	20	70	64	22	22	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	356	0	0	0	3	7	16	26	84	100	64	40	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	550	0	0	1	6	21	43	64	128	157	100	25	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	696	0	0	0	8	16	42	106	234	179	74	31	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	798	2	3	40	33	48	112	155	199	130	59	9	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	833	0	1	3	14	64	118	199	208	136	64	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	781	1	8	29	51	80	96	151	169	135	38	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	829	1	0	27	1	35	59	149	252	207	81	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	729	0	3	3	1	11	49	97	212	214	95	35	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	680	0	0	1	1	19	38	107	192	198	73	27	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	650	0	0	1	0	2	18	71	177	204	118	42	13	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
1800	615	0	1	2	6	12	27	69	123	189	117	51	12	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	525	0	0	0	0	6	18	45	140	159	99	37	13	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	489	0	0	1	2	12	20	58	123	136	96	29	8	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	399	0	0	0	1	6	12	40	90	136	76	25	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	293	0	0	0	0	0	5	37	66	76	68	25	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	197	0	0	0	1	3	6	9	27	69	41	27	11	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	7748	4	16	107	126	318	623	1209	1998	1919	947	338	102	28	10	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06-22	9267	4	16	108	129	343	673	1358	2359	2381	1249	442	144	38	18	2	0	3	0	0	0	0	0	0	0	0	0	0	0
06-00	9757	4	16	108	130	346	684	1404	2452	2526	1358	494	163	45	21	2	0	4	0	0	0	0	0	0	0	0	0	0	0
00-00	10078	4	16	108	130	346	692	1413	2495	2599	1441	558	188	54	27	3	0	4	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Sunday, 05 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	112	0	0	0	0	0	3	2	13	23	43	15	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	102	0	0	0	0	1	3	4	13	27	25	18	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	104	0	0	0	0	0	1	2	9	21	36	23	7	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	80	0	0	0	0	1	0	2	7	17	13	18	11	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	34	0	0	0	0	1	0	0	5	5	5	13	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	0	0	0	2	1	2	9	8	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	67	0	0	0	0	1	0	0	9	12	19	13	5	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	159	0	0	0	1	1	1	7	20	45	48	22	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	157	0	0	0	1	1	3	11	24	32	54	18	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	265	0	0	1	5	2	14	19	38	80	48	30	23	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	390	0	1	6	9	9	17	28	60	113	90	39	9	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	517	0	0	1	3	6	25	49	121	171	99	25	10	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	676	0	0	1	0	5	23	81	186	236	98	34	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	711	0	0	0	1	7	58	111	203	183	101	36	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	643	0	0	0	2	3	18	60	175	240	108	24	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	575	0	0	0	1	3	24	61	164	193	85	28	12	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	630	0	0	0	1	2	19	70	171	205	111	34	12	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	619	0	0	0	1	4	22	71	171	191	104	41	6	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1800	619	0	0	1	1	11	25	63	186	175	106	27	10	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	600	0	0	1	4	8	26	59	167	187	105	32	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	462	0	0	0	0	2	21	63	122	128	82	31	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	368	0	0	0	1	2	11	45	97	103	67	25	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	339	0	0	0	2	3	11	25	64	107	80	27	12	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	205	0	0	0	1	2	8	7	23	63	54	30	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5961	0	1	10	26	54	249	631	1519	1864	1052	358	131	45	14	1	5	1	0	0	0	0	0	0	0	0	0	0	0
06-22	7458	0	1	11	31	67	307	798	1914	2294	1325	459	166	62	15	1	6	1	0	0	0	0	0	0	0	0	0	0	0
06-00	8002	0	1	11	34	72	326	830	2001	2464	1459	516	191	70	18	2	6	1	0	0	0	0	0	0	0	0	0	0	0
00-00	8464	0	1	11	34	75	335	841	2050	2566	1589	608	232	87	24	4	6	1	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Monday, 06 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	122	0	0	0	0	0	0	4	11	29	35	27	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	133	0	0	0	0	0	1	4	9	24	50	25	13	2	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	140	0	0	0	0	0	0	6	12	34	50	20	11	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	77	0	0	0	0	0	0	0	1	6	14	25	14	12	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
0400	30	0	0	0	0	0	0	0	0	4	7	9	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	0	0	0	0	0	3	10	10	2	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	104	0	0	0	0	0	2	4	10	28	25	21	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	156	0	0	1	1	2	4	1	15	43	37	27	17	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	192	0	0	0	2	1	5	9	31	59	46	33	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	296	0	0	0	2	3	16	23	66	90	58	26	7	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	400	0	0	1	2	1	23	48	100	113	68	32	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	587	0	1	0	3	10	49	113	175	136	74	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	649	0	0	1	8	17	46	125	196	167	64	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	749	0	0	1	0	10	46	94	236	227	97	30	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	771	0	0	0	2	8	49	132	267	216	75	18	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	746	0	0	7	9	33	82	152	204	174	63	16	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	797	0	0	1	3	11	60	163	265	205	69	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	696	4	3	22	28	47	77	141	178	116	47	24	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	638	1	0	0	1	4	29	75	178	204	99	33	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	534	0	0	0	3	12	19	73	144	150	89	35	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	409	0	0	0	1	8	17	52	95	127	69	27	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	296	0	0	0	2	0	14	29	66	85	63	26	6	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	193	0	0	0	1	0	5	3	22	49	66	31	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	105	0	0	0	0	1	1	3	15	30	25	20	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	6677	5	4	34	61	147	486	1076	1911	1750	797	300	74	19	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8020	5	4	34	67	167	538	1234	2226	2140	1043	409	103	27	13	7	3	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8318	5	4	34	68	168	544	1240	2263	2219	1134	460	122	34	13	7	3	0	0	0	0	0	0	0	0	0	0	0	0
00-00	8854	5	4	34	68	168	545	1254	2299	2326	1300	568	180	59	26	11	5	2	0	0	0	0	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Tuesday, 07 August 2018

Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	58	0	0	0	1	0	1	0	9	9	16	10	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	25	0	0	0	0	0	0	2	2	10	4	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	7	0	0	0	0	0	0	1	0	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	10	0	0	0	0	0	0	2	1	2	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	31	0	0	0	0	0	1	5	4	5	4	1	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	61	0	0	1	0	0	0	1	3	11	11	15	10	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	184	0	0	0	0	2	4	11	10	32	42	52	18	7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0700	439	0	0	0	1	1	7	13	77	124	126	62	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	716	0	2	2	3	11	31	62	151	215	176	51	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	717	0	0	0	5	18	50	112	186	217	89	29	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	744	0	1	6	11	31	97	151	216	160	53	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	895	0	3	13	28	110	142	256	218	90	25	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	618	7	22	103	72	56	89	127	103	31	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	540	11	18	128	81	75	85	68	49	19	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	554	7	30	114	72	98	77	73	46	25	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	741	2	6	50	42	83	110	156	157	76	48	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	649	2	5	32	37	61	114	157	139	75	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	699	6	12	54	82	72	136	177	112	36	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	625	1	20	48	78	61	58	95	119	103	33	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	619	0	0	0	0	6	38	64	166	203	103	29	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	474	0	0	1	4	4	28	52	119	142	80	32	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	363	0	0	0	0	3	14	36	78	121	66	32	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	224	0	0	0	1	0	4	23	30	72	50	25	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	127	0	0	0	0	1	2	4	15	41	36	14	10	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	7937	36	119	550	512	677	996	1447	1573	1171	596	195	57	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	9577	36	119	551	516	692	1080	1610	1946	1669	887	340	103	21	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	9928	36	119	551	517	693	1086	1637	1991	1782	973	379	127	28	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	10120	36	119	552	518	693	1088	1648	2010	1820	1010	411	157	39	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Wednesday, 08 August 2018

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	66	0	0	0	0	0	1	2	5	7	28	13	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	32	0	0	0	0	0	0	0	3	5	12	8	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	0	0	0	3	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	0	0	0	0	1	1	1	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	28	0	0	0	0	0	0	2	3	7	11	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	71	0	0	0	0	0	0	1	5	11	17	21	10	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	152	0	0	0	0	0	1	5	14	23	50	29	14	5	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	423	0	0	1	5	9	18	26	78	114	95	57	13	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	717	0	1	2	5	13	53	94	175	197	118	43	8	1	4	0	2	0	1	0	0	0	0	0	0	0	0	0	0
0900	668	0	0	3	3	35	45	92	187	194	77	25	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	724	0	0	3	7	22	72	168	206	159	61	20	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1100	802	0	0	9	16	41	66	165	183	188	106	26	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	786	1	17	44	41	61	118	173	180	104	34	7	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	699	3	8	41	55	41	97	131	191	94	29	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	823	0	1	8	28	55	102	176	225	157	51	12	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	769	0	5	19	31	49	84	155	246	120	51	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	723	1	2	26	36	34	60	148	208	144	48	10	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	782	4	2	18	27	58	124	184	189	118	42	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	672	3	5	31	35	62	92	106	142	125	47	17	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	595	0	0	3	12	10	28	64	108	173	128	50	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	469	0	0	0	2	13	18	62	130	152	55	29	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	388	0	2	0	0	4	11	41	82	140	62	31	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	236	0	0	0	1	2	5	13	43	77	47	36	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	111	0	0	1	0	1	0	8	15	23	33	20	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8588	12	41	205	289	480	931	1618	2210	1714	759	243	52	17	9	2	5	0	1	0	0	0	0	0	0	0	0	0	0
06-22	10192	12	43	208	303	507	989	1790	2544	2202	1054	382	93	34	19	5	6	0	1	0	0	0	0	0	0	0	0	0	0
06-00	10539	12	43	209	304	510	994	1811	2602	2302	1134	438	106	39	21	6	7	0	1	0	0	0	0	0	0	0	0	0	0
00-00	10756	12	43	209	304	510	995	1816	2619	2333	1206	485	135	45	25	10	7	1	1	0	0	0	0	0	0	0	0	0	0

Thursday, 09 August 2018

Time	Total	Speed Bins (km/h)																									
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Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	65	0	0	0	0	1	3	3	9	15	11	11	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	34	0	0	0	0	0	2	1	4	11	6	3	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	18	0	0	0	0	0	0	0	2	7	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	21	0	0	0	0	0	0	0	0	1	7	3	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	26	0	0	0	0	0	0	1	2	3	3	4	10	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	66	0	0	0	0	1	0	2	3	8	14	15	6	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	164	0	0	3	0	2	2	24	16	30	35	23	19	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	464	0	0	0	1	1	7	25	62	132	138	74	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	711	0	0	1	3	7	28	79	178	223	117	53	12	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	714	0	1	1	1	15	45	87	180	221	110	39	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	677	0	0	2	8	23	47	118	170	218	71	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	753	0	0	4	5	20	98	140	229	166	65	19	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	700	8	19	47	62	46	68	139	167	102	37	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
1300	753	0	6	36	15	41	93	135	187	172	51	8	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	752	0	1	2	0	13	46	130	242	197	89	22	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	816	0	0	5	11	21	67	172	229	182	87	33	6	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1600	814	0	0	3	5	25	78	166	225	205	77	25	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1700	476	4	4	41	52	52	62	81	102	55	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	235	0	0	2	3	3	13	35	67	51	32	22	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	709	0	0	2	3	12	36	79	204	190	117	54	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	509	0	0	5	1	10	23	49	131	148	98	32	8	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	404	0	0	0	1	6	23	55	90	108	76	30	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	241	0	0	0	1	1	5	11	40	62	73	38	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	133	0	0	0	0	2	2	2	19	31	34	24	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7865	12	31	144	166	267	652	1307	2038	1924	889	321	73	28	7	1	2	0	0	0	0	3	0	0	0	0	0	0	0
06-22	9651	12	31	154	171	297	736	1514	2479	2400	1215	460	118	44	10	4	3	0	0	0	0	3	0	0	0	0	0	0	0
06-00	10025	12	31	154	172	300	743	1527	2538	2493	1322	522	139	52	10	4	3	0	0	0	0	3	0	0	0	0	0	0	0
00-00	10255	12	31	154	172	302	748	1534	2558	2538	1366	560	168	79	19	7	4	0	0	0	0	3	0	0	0	0	0	0	0



Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count

Virtual Day (Partial days = 7.71)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	86	0	0	0	0	0	1	2	9	17	28	15	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	66	0	0	0	0	0	1	3	7	16	19	10	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	48	0	0	0	0	0	1	2	4	11	16	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	37	0	0	0	0	0	0	1	2	6	7	9	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	27	0	0	0	0	0	0	1	3	4	5	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	53	0	0	0	0	0	0	1	4	11	12	11	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	137	0	0	0	0	1	1	8	11	25	37	27	13	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	346	0	0	1	3	4	9	19	53	99	90	46	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	536	0	0	1	5	9	28	55	126	154	104	40	9	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	578	0	0	1	5	15	37	73	145	171	87	29	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	639	0	0	3	8	21	54	116	180	158	68	23	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	750	0	1	10	17	45	86	163	201	142	63	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	709	3	15	41	47	46	83	135	165	114	43	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	712	2	9	41	35	48	86	115	172	133	51	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	723	3	13	30	30	45	71	127	182	148	56	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	706	2	6	33	27	47	76	127	176	133	58	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	724	1	4	20	22	38	70	142	187	156	60	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	672	3	6	27	41	53	77	124	150	115	53	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	606	1	4	11	19	27	42	82	149	150	81	29	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	608	0	0	1	3	10	30	66	154	184	108	39	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	480	0	0	1	2	8	23	56	125	144	79	31	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	381	0	0	0	1	4	16	42	86	117	70	28	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	258	0	0	0	1	2	6	20	45	75	63	31	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	147	0	0	0	0	2	3	7	19	42	38	23	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7701	15	58	219	259	398	719	1278	1886	1673	814	276	73	22	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9307	15	58	221	265	421	789	1450	2262	2143	1108	401	115	36	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9712	15	58	221	266	425	798	1477	2326	2260	1209	455	137	44	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	10029	15	58	221	266	425	801	1487	2355	2325	1296	514	170	60	22	2	1	0	0	0	0	0	0	0	0	0	0	0	0



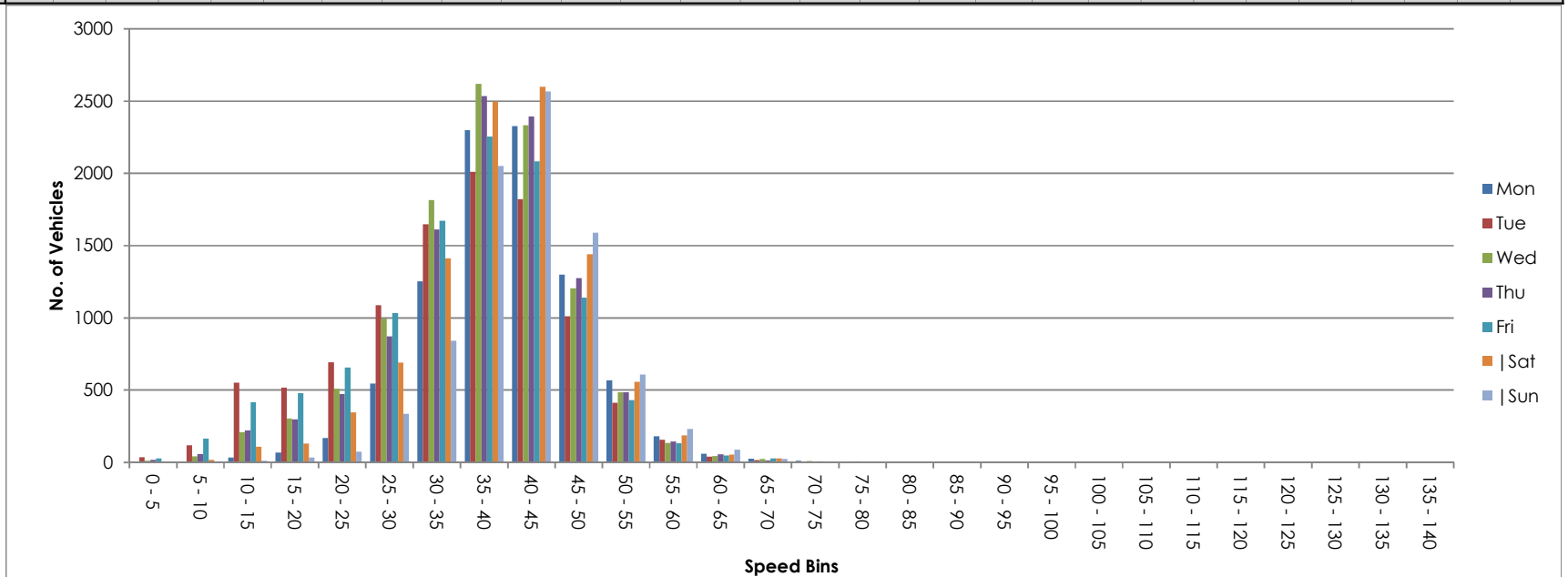
Site 1
 Location Trinity Street, north of JTC Site 1
 Direction Northbound/Southbound

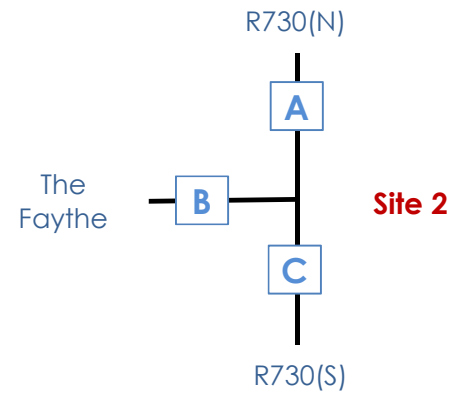
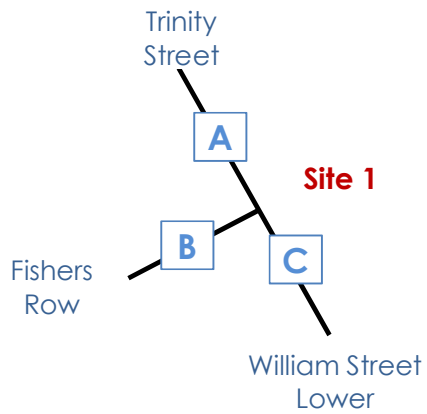
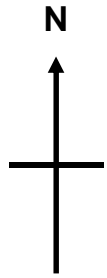
9010 / Trinity Street, Wexford
 August 2018
 Automatic Traffic Count


Virtual Week (Partial weeks = 1.14)

Time	Total	Speed Bins (km/h)																																	
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140						
Mon	8854	5	4	34	68	168	545	1254	2299	2326	1300	568	180	59	26	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Tue	10120	36	119	552	518	693	1088	1648	2010	1820	1010	411	157	39	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wed	10756	12	43	209	304	510	995	1816	2619	2333	1206	485	135	45	25	10	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Thu	10457	17	58	221	299	472	872	1611	2535	2393	1275	485	144	55	14	5	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
Fri	10585	27	165	417	478	656	1033	1673	2254	2083	1141	431	132	49	27	8	3	4	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	
|Sat	10078	4	16	108	130	346	692	1413	2495	2599	1441	558	188	54	27	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
|Sun	8464	0	1	11	34	75	335	841	2050	2566	1589	608	232	87	24	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	10154	19	78	287	333	500	907	1600	2343	2191	1186	476	150	49	21	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	10029	15	58	221	266	425	801	1487	2355	2325	1296	514	170	60	22	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	79770	117	463	1773	2129	3391	6431	11867	18797	18512	10236	4031	1312	443	171	47	30	12	2	0	1	3	0	0	0	0	2	0	0	0	0	0	0	0	

Summary Graphs





	Sites / Location: Sites 1 & 2	Project No: 9010	Drawing No: 9010-01	Drawn By: AC
	Survey Date: Thursday 2nd August 2018	Project Name: TRINITY STREET, WEXFORD		
	Survey Times: 07:00 to 19:00	Drawing Title: Site Layout and Observed Movements		



Site No. 1
Location Trinity Street / Fishers Row / William Street Lower
Date 02 August 2018

Time	A to C - Trinity Street to William Street Lower		Veh. Total	A to B - Trinity Street to Fishers Row		Veh. Total
	LV	HV		LV	HV	
07:00	24	3	27	3	0	3
07:15	40	3	43	0	0	0
07:30	70	4	74	2	0	2
07:45	70	6	76	0	0	0
Hour	204	16	220	5	0	5
08:00	60	2	62	2	0	2
08:15	62	5	67	4	0	4
08:30	77	2	79	1	0	1
08:45	93	5	98	3	0	3
Hour	292	14	306	10	0	10
09:00	62	4	66	4	0	4
09:15	63	3	66	3	0	3
09:30	68	5	73	2	0	2
09:45	54	2	56	2	0	2
Hour	247	14	261	11	0	11
10:00	60	4	64	3	0	3
10:15	60	6	66	4	0	4
10:30	81	7	88	8	0	8
10:45	75	10	85	9	0	9
Hour	276	27	303	24	0	24
11:00	72	4	76	8	0	8
11:15	75	4	79	2	0	2
11:30	94	5	99	18	0	18
11:45	71	7	78	7	0	7
Hour	312	20	332	35	0	35
12:00	98	8	106	9	0	9
12:15	85	3	88	6	1	7
12:30	98	7	105	20	0	20
12:45	88	3	91	9	0	9
Hour	369	21	390	44	1	45
13:00	95	2	97	12	0	12
13:15	83	7	90	6	0	6
13:30	106	4	110	17	0	17
13:45	95	4	99	11	0	11
Hour	379	17	396	46	0	46
14:00	98	8	106	5	1	6
14:15	90	6	96	11	0	11
14:30	108	6	114	6	0	6
14:45	91	9	100	21	0	21
Hour	387	29	416	43	1	44
15:00	95	5	100	19	1	20
15:15	99	7	106	14	0	14
15:30	102	6	108	14	0	14
15:45	99	7	106	6	0	6
Hour	395	25	420	53	1	54
16:00	87	6	93	8	0	8
16:15	108	5	113	25	0	25
16:30	92	2	94	11	0	11
16:45	95	2	97	9	0	9
Hour	382	15	397	53	0	53
17:00	122	8	130	13	0	13
17:15	117	8	125	14	0	14
17:30	115	4	119	22	0	22
17:45	121	6	127	14	0	14
Hour	475	26	501	63	0	63
18:00	117	3	120	16	0	16
18:15	115	0	115	20	0	20
18:30	80	3	83	9	0	9
18:45	76	3	79	10	0	10
Hour	388	9	397	55	0	55
Total	4106	233	4339	442	3	445



Site No. 1
Location Trinity Street / Fishers Row / William Street Lower
Date 02 August 2018

Time	B to A - Fishers Row to Trinity Street		Veh. Total	B to C - Fishers Row to William Street Lower		Veh. Total
	LV	HV		LV	HV	
07:00	0	0	0	0	0	0
07:15	0	0	0	1	0	1
07:30	2	0	2	1	0	1
07:45	4	0	4	1	0	1
Hour	6	0	6	3	0	3
08:00	3	0	3	0	0	0
08:15	5	1	6	3	0	3
08:30	4	0	4	2	0	2
08:45	1	0	1	3	0	3
Hour	13	1	14	8	0	8
09:00	2	0	2	0	0	0
09:15	1	0	1	0	0	0
09:30	1	0	1	2	0	2
09:45	2	0	2	3	0	3
Hour	6	0	6	5	0	5
10:00	1	0	1	1	0	1
10:15	1	0	1	0	0	0
10:30	1	0	1	0	0	0
10:45	2	0	2	1	0	1
Hour	5	0	5	2	0	2
11:00	12	0	12	2	0	2
11:15	11	0	11	1	0	1
11:30	5	0	5	1	0	1
11:45	7	0	7	0	0	0
Hour	35	0	35	4	0	4
12:00	14	1	15	0	0	0
12:15	5	0	5	2	0	2
12:30	6	0	6	1	0	1
12:45	2	0	2	1	0	1
Hour	27	1	28	4	0	4
13:00	5	1	6	4	0	4
13:15	6	0	6	0	0	0
13:30	13	1	14	1	0	1
13:45	19	0	19	3	0	3
Hour	43	2	45	8	0	8
14:00	10	0	10	1	0	1
14:15	10	0	10	2	0	2
14:30	3	1	4	2	0	2
14:45	4	0	4	1	0	1
Hour	27	1	28	6	0	6
15:00	4	0	4	2	0	2
15:15	3	0	3	2	0	2
15:30	7	0	7	6	0	6
15:45	6	0	6	2	0	2
Hour	20	0	20	12	0	12
16:00	3	0	3	1	0	1
16:15	9	0	9	1	0	1
16:30	6	0	6	1	0	1
16:45	10	0	10	1	0	1
Hour	28	0	28	4	0	4
17:00	1	0	1	2	0	2
17:15	2	0	2	0	1	1
17:30	4	0	4	1	0	1
17:45	7	0	7	1	0	1
Hour	14	0	14	4	1	5
18:00	5	0	5	0	0	0
18:15	7	0	7	3	0	3
18:30	8	0	8	2	0	2
18:45	9	0	9	1	0	1
Hour	29	0	29	6	0	6
Total	253	5	258	66	1	67



Site No. 1
 Location Trinity Street / Fishers Row / William Street Lower
 Date 02 August 2018

Time	C to B - William Street Lower to Fishers Row		Veh. Total	C to A - William Street Lower to Trinity Street		Veh. Total
	LV	HV		LV	HV	
07:00	0	0	0	26	6	32
07:15	1	0	1	36	6	42
07:30	0	0	0	52	4	56
07:45	0	0	0	70	5	75
Hour	1	0	1	184	21	205
08:00	1	0	1	68	4	72
08:15	0	0	0	92	4	96
08:30	1	0	1	111	7	118
08:45	4	0	4	112	7	119
Hour	6	0	6	383	22	405
09:00	5	0	5	86	2	88
09:15	7	1	8	85	5	90
09:30	6	0	6	93	5	98
09:45	11	0	11	95	6	101
Hour	29	1	30	359	18	377
10:00	9	0	9	87	8	95
10:15	15	0	15	79	4	83
10:30	7	0	7	86	5	91
10:45	8	0	8	90	7	97
Hour	39	0	39	342	24	366
11:00	3	0	3	102	2	104
11:15	3	0	3	127	7	134
11:30	5	0	5	85	4	89
11:45	2	0	2	95	7	102
Hour	13	0	13	409	20	429
12:00	1	0	1	85	7	92
12:15	10	1	11	72	6	78
12:30	14	0	14	76	2	78
12:45	18	0	18	89	0	89
Hour	43	1	44	322	15	337
13:00	12	0	12	84	4	88
13:15	2	0	2	75	3	78
13:30	2	0	2	65	4	69
13:45	2	0	2	81	2	83
Hour	18	0	18	305	13	318
14:00	4	0	4	91	2	93
14:15	10	0	10	63	6	69
14:30	16	0	16	62	5	67
14:45	19	0	19	61	2	63
Hour	49	0	49	277	15	292
15:00	25	0	25	33	1	34
15:15	22	0	22	60	4	64
15:30	17	0	17	76	3	79
15:45	5	0	5	65	1	66
Hour	69	0	69	234	9	243
16:00	2	0	2	89	7	96
16:15	16	0	16	63	3	66
16:30	21	0	21	103	3	106
16:45	5	0	5	87	2	89
Hour	44	0	44	342	15	357
17:00	16	0	16	91	2	93
17:15	11	0	11	74	2	76
17:30	10	0	10	58	2	60
17:45	17	1	18	69	1	70
Hour	54	1	55	292	7	299
18:00	22	0	22	49	2	51
18:15	9	0	9	47	1	48
18:30	4	0	4	70	0	70
18:45	1	0	1	77	3	80
Hour	36	0	36	243	6	249
Total	401	3	404	3692	185	3877



Site No. 1
Location Trinity Street / Fishers Row / William Street Lower
Date 02 August 2018

Time	To Arm A - Trinity Street		Veh. Total	From Arm A - Trinity Street		Veh. Total
	LV	HV		LV	HV	
07:00	26	6	32	27	3	30
07:15	36	6	42	40	3	43
07:30	54	4	58	72	4	76
07:45	74	5	79	70	6	76
Hour	190	21	211	209	16	225
08:00	71	4	75	62	2	64
08:15	97	5	102	66	5	71
08:30	115	7	122	78	2	80
08:45	113	7	120	96	5	101
Hour	396	23	419	302	14	316
09:00	88	2	90	66	4	70
09:15	86	5	91	66	3	69
09:30	94	5	99	70	5	75
09:45	97	6	103	56	2	58
Hour	365	18	383	258	14	272
10:00	88	8	96	63	4	67
10:15	80	4	84	64	6	70
10:30	87	5	92	89	7	96
10:45	92	7	99	84	10	94
Hour	347	24	371	300	27	327
11:00	114	2	116	80	4	84
11:15	138	7	145	77	4	81
11:30	90	4	94	112	5	117
11:45	102	7	109	78	7	85
Hour	444	20	464	347	20	367
12:00	99	8	107	107	8	115
12:15	77	6	83	91	4	95
12:30	82	2	84	118	7	125
12:45	91	0	91	97	3	100
Hour	349	16	365	413	22	435
13:00	89	5	94	107	2	109
13:15	81	3	84	89	7	96
13:30	78	5	83	123	4	127
13:45	100	2	102	106	4	110
Hour	348	15	363	425	17	442
14:00	101	2	103	103	9	112
14:15	73	6	79	101	6	107
14:30	65	6	71	114	6	120
14:45	65	2	67	112	9	121
Hour	304	16	320	430	30	460
15:00	37	1	38	114	6	120
15:15	63	4	67	113	7	120
15:30	83	3	86	116	6	122
15:45	71	1	72	105	7	112
Hour	254	9	263	448	26	474
16:00	92	7	99	95	6	101
16:15	72	3	75	133	5	138
16:30	109	3	112	103	2	105
16:45	97	2	99	104	2	106
Hour	370	15	385	435	15	450
17:00	92	2	94	135	8	143
17:15	76	2	78	131	8	139
17:30	62	2	64	137	4	141
17:45	76	1	77	135	6	141
Hour	306	7	313	538	26	564
18:00	54	2	56	133	3	136
18:15	54	1	55	135	0	135
18:30	78	0	78	89	3	92
18:45	86	3	89	86	3	89
Hour	272	6	278	443	9	452
Total	3945	190	4135	4548	236	4784



Site No. 1
 Location Trinity Street / Fishers Row / William Street Lower
 Date 02 August 2018

Time	To Arm B - Fishers Row		Veh. Total	From Arm B - Fishers Row		Veh. Total
	LV	HV		LV	HV	
07:00	3	0	3	0	0	0
07:15	1	0	1	1	0	1
07:30	2	0	2	3	0	3
07:45	0	0	0	5	0	5
Hour	6	0	6	9	0	9
08:00	3	0	3	3	0	3
08:15	4	0	4	8	1	9
08:30	2	0	2	6	0	6
08:45	7	0	7	4	0	4
Hour	16	0	16	21	1	22
09:00	9	0	9	2	0	2
09:15	10	1	11	1	0	1
09:30	8	0	8	3	0	3
09:45	13	0	13	5	0	5
Hour	40	1	41	11	0	11
10:00	12	0	12	2	0	2
10:15	19	0	19	1	0	1
10:30	15	0	15	1	0	1
10:45	17	0	17	3	0	3
Hour	63	0	63	7	0	7
11:00	11	0	11	14	0	14
11:15	5	0	5	12	0	12
11:30	23	0	23	6	0	6
11:45	9	0	9	7	0	7
Hour	48	0	48	39	0	39
12:00	10	0	10	14	1	15
12:15	16	2	18	7	0	7
12:30	34	0	34	7	0	7
12:45	27	0	27	3	0	3
Hour	87	2	89	31	1	32
13:00	24	0	24	9	1	10
13:15	8	0	8	6	0	6
13:30	19	0	19	14	1	15
13:45	13	0	13	22	0	22
Hour	64	0	64	51	2	53
14:00	9	1	10	11	0	11
14:15	21	0	21	12	0	12
14:30	22	0	22	5	1	6
14:45	40	0	40	5	0	5
Hour	92	1	93	33	1	34
15:00	44	1	45	6	0	6
15:15	36	0	36	5	0	5
15:30	31	0	31	13	0	13
15:45	11	0	11	8	0	8
Hour	122	1	123	32	0	32
16:00	10	0	10	4	0	4
16:15	41	0	41	10	0	10
16:30	32	0	32	7	0	7
16:45	14	0	14	11	0	11
Hour	97	0	97	32	0	32
17:00	29	0	29	3	0	3
17:15	25	0	25	2	1	3
17:30	32	0	32	5	0	5
17:45	31	1	32	8	0	8
Hour	117	1	118	18	1	19
18:00	38	0	38	5	0	5
18:15	29	0	29	10	0	10
18:30	13	0	13	10	0	10
18:45	11	0	11	10	0	10
Hour	91	0	91	35	0	35
Total	843	6	849	319	6	325



Site No. 1
Location Trinity Street / Fishers Row / William Street Lower
Date 02 August 2018

Time	To Arm C - William Street Lower		Veh. Total	From Arm C - William Street Lower		Veh. Total
	LV	HV		LV	HV	
07:00	24	3	27	26	6	32
07:15	41	3	44	37	6	43
07:30	71	4	75	52	4	56
07:45	71	6	77	70	5	75
Hour	207	16	223	185	21	206
08:00	60	2	62	69	4	73
08:15	65	5	70	92	4	96
08:30	79	2	81	112	7	119
08:45	96	5	101	116	7	123
Hour	300	14	314	389	22	411
09:00	62	4	66	91	2	93
09:15	63	3	66	92	6	98
09:30	70	5	75	99	5	104
09:45	57	2	59	106	6	112
Hour	252	14	266	388	19	407
10:00	61	4	65	96	8	104
10:15	60	6	66	94	4	98
10:30	81	7	88	93	5	98
10:45	76	10	86	98	7	105
Hour	278	27	305	381	24	405
11:00	74	4	78	105	2	107
11:15	76	4	80	130	7	137
11:30	95	5	100	90	4	94
11:45	71	7	78	97	7	104
Hour	316	20	336	422	20	442
12:00	98	8	106	86	7	93
12:15	87	3	90	82	7	89
12:30	99	7	106	90	2	92
12:45	89	3	92	107	0	107
Hour	373	21	394	365	16	381
13:00	99	2	101	96	4	100
13:15	83	7	90	77	3	80
13:30	107	4	111	67	4	71
13:45	98	4	102	83	2	85
Hour	387	17	404	323	13	336
14:00	99	8	107	95	2	97
14:15	92	6	98	73	6	79
14:30	110	6	116	78	5	83
14:45	92	9	101	80	2	82
Hour	393	29	422	326	15	341
15:00	97	5	102	58	1	59
15:15	101	7	108	82	4	86
15:30	108	6	114	93	3	96
15:45	101	7	108	70	1	71
Hour	407	25	432	303	9	312
16:00	88	6	94	91	7	98
16:15	109	5	114	79	3	82
16:30	93	2	95	124	3	127
16:45	96	2	98	92	2	94
Hour	386	15	401	386	15	401
17:00	124	8	132	107	2	109
17:15	117	9	126	85	2	87
17:30	116	4	120	68	2	70
17:45	122	6	128	86	2	88
Hour	479	27	506	346	8	354
18:00	117	3	120	71	2	73
18:15	118	0	118	56	1	57
18:30	82	3	85	74	0	74
18:45	77	3	80	78	3	81
Hour	394	9	403	279	6	285
Total	4172	234	4406	4093	188	4281

Site No. 2
Location R730(N) / The Faythe / R730(S)
Date 02 August 2018

Time	A to C - R730(N) to R730(S)		Veh. Total	A to B - R730(N) to The Faythe		Veh. Total
	LV	HV		LV	HV	
07:00	22	3	25	0	0	0
07:15	37	3	40	1	0	1
07:30	68	4	72	1	0	1
07:45	70	5	75	1	1	2
Hour	197	15	212	3	1	4
08:00	59	2	61	2	0	2
08:15	63	4	67	1	0	1
08:30	75	2	77	4	0	4
08:45	82	5	87	6	0	6
Hour	279	13	292	13	0	13
09:00	60	3	63	4	0	4
09:15	61	4	65	3	0	3
09:30	66	5	71	5	0	5
09:45	52	2	54	0	0	0
Hour	239	14	253	12	0	12
10:00	49	5	54	6	0	6
10:15	56	7	63	4	0	4
10:30	67	7	74	9	0	9
10:45	62	5	67	9	1	10
Hour	234	24	258	28	1	29
11:00	73	5	78	3	1	4
11:15	69	4	73	2	0	2
11:30	75	4	79	6	0	6
11:45	76	8	84	8	0	8
Hour	293	21	314	19	1	20
12:00	86	8	94	2	0	2
12:15	84	3	87	2	0	2
12:30	84	6	90	9	1	10
12:45	94	3	97	9	0	9
Hour	348	20	368	22	1	23
13:00	96	2	98	4	0	4
13:15	75	6	81	5	0	5
13:30	105	5	110	6	0	6
13:45	91	2	93	8	0	8
Hour	367	15	382	23	0	23
14:00	91	6	97	5	0	5
14:15	94	6	100	7	0	7
14:30	89	7	96	12	0	12
14:45	81	9	90	5	0	5
Hour	355	28	383	29	0	29
15:00	93	4	97	7	0	7
15:15	88	4	92	6	2	8
15:30	118	7	125	6	0	6
15:45	99	7	106	9	0	9
Hour	398	22	420	28	2	30
16:00	82	6	88	2	0	2
16:15	99	5	104	7	0	7
16:30	93	2	95	6	0	6
16:45	97	2	99	5	0	5
Hour	371	15	386	20	0	20
17:00	122	7	129	3	0	3
17:15	121	7	128	7	0	7
17:30	101	5	106	5	0	5
17:45	131	7	138	5	0	5
Hour	475	26	501	20	0	20
18:00	124	3	127	7	0	7
18:15	111	0	111	5	0	5
18:30	80	3	83	2	0	2
18:45	71	3	74	4	0	4
Hour	386	9	395	18	0	18
Total	3942	222	4164	235	6	241



Site No. 2
 Location R730(N) / The Faythe / R730(S)
 Date 02 August 2018

Time	B to A - The Faythe to R730(N)		Veh. Total	B to C - The Faythe to R730(S)		Veh. Total
	LV	HV		LV	HV	
07:00	3	0	3	6	0	6
07:15	5	0	5	19	0	19
07:30	0	0	0	23	1	24
07:45	8	1	9	18	0	18
Hour	16	1	17	66	1	67
08:00	4	0	4	12	0	12
08:15	3	1	4	25	0	25
08:30	6	0	6	39	1	40
08:45	12	1	13	30	1	31
Hour	25	2	27	106	2	108
09:00	6	0	6	18	0	18
09:15	9	1	10	23	0	23
09:30	12	0	12	23	0	23
09:45	9	2	11	17	0	17
Hour	36	3	39	81	0	81
10:00	7	0	7	23	2	25
10:15	8	1	9	31	0	31
10:30	7	0	7	31	1	32
10:45	11	1	12	22	0	22
Hour	33	2	35	107	3	110
11:00	21	0	21	25	0	25
11:15	19	1	20	25	0	25
11:30	10	0	10	23	1	24
11:45	10	1	11	38	2	40
Hour	60	2	62	111	3	114
12:00	13	1	14	34	0	34
12:15	12	1	13	26	1	27
12:30	19	1	20	32	1	33
12:45	18	0	18	32	0	32
Hour	62	3	65	124	2	126
13:00	3	1	4	57	0	57
13:15	15	0	15	36	0	36
13:30	11	1	12	37	0	37
13:45	11	0	11	47	0	47
Hour	40	2	42	177	0	177
14:00	14	0	14	36	1	37
14:15	8	1	9	40	1	41
14:30	14	1	15	33	0	33
14:45	14	0	14	46	0	46
Hour	50	2	52	155	2	157
15:00	3	0	3	34	1	35
15:15	10	0	10	33	0	33
15:30	10	0	10	37	1	38
15:45	11	0	11	38	0	38
Hour	34	0	34	142	2	144
16:00	18	0	18	39	0	39
16:15	13	0	13	29	0	29
16:30	11	0	11	33	0	33
16:45	13	0	13	37	1	38
Hour	55	0	55	138	1	139
17:00	13	0	13	48	0	48
17:15	7	0	7	34	1	35
17:30	8	0	8	38	4	42
17:45	16	0	16	50	1	51
Hour	44	0	44	170	6	176
18:00	17	1	18	49	0	49
18:15	5	0	5	37	0	37
18:30	7	0	7	40	1	41
18:45	17	1	18	19	1	20
Hour	46	2	48	145	2	147
Total	501	19	520	1522	24	1546



Site No. 2
Location R730(N) / The Faythe / R730(S)
Date 02 August 2018

Time	C to B - R730(S) to The Faythe		Veh. Total	C to A - R730(S) to R730(N)		Veh. Total
	LV	HV		LV	HV	
07:00	7	0	7	33	7	40
07:15	2	0	2	32	5	37
07:30	12	1	13	44	3	47
07:45	20	0	20	66	5	71
Hour	41	1	42	175	20	195
08:00	12	0	12	62	3	65
08:15	22	0	22	83	5	88
08:30	18	0	18	108	4	112
08:45	29	1	30	103	6	109
Hour	81	1	82	356	18	374
09:00	26	0	26	80	3	83
09:15	32	2	34	77	4	81
09:30	15	0	15	84	5	89
09:45	26	0	26	80	8	88
Hour	99	2	101	321	20	341
10:00	37	0	37	79	8	87
10:15	40	1	41	68	3	71
10:30	23	0	23	78	3	81
10:45	26	0	26	86	7	93
Hour	126	1	127	311	21	332
11:00	30	0	30	88	1	89
11:15	33	1	34	103	5	108
11:30	34	0	34	90	6	96
11:45	31	1	32	83	4	87
Hour	128	2	130	364	16	380
12:00	37	1	38	77	6	83
12:15	26	0	26	77	7	84
12:30	26	0	26	76	1	77
12:45	51	1	52	102	0	102
Hour	140	2	142	332	14	346
13:00	48	0	48	72	3	75
13:15	41	0	41	70	3	73
13:30	59	1	60	59	3	62
13:45	30	0	30	69	3	72
Hour	178	1	179	270	12	282
14:00	44	0	44	87	3	90
14:15	42	0	42	78	3	81
14:30	39	1	40	73	6	79
14:45	28	0	28	79	2	81
Hour	153	1	154	317	14	331
15:00	44	0	44	74	1	75
15:15	64	1	65	76	3	79
15:30	28	0	28	63	3	66
15:45	38	0	38	67	1	68
Hour	174	1	175	280	8	288
16:00	39	0	39	86	8	94
16:15	31	1	32	74	3	77
16:30	53	1	54	114	3	117
16:45	43	0	43	77	3	80
Hour	166	2	168	351	17	368
17:00	47	0	47	98	1	99
17:15	44	0	44	71	3	74
17:30	63	0	63	92	3	95
17:45	53	0	53	62	1	63
Hour	207	0	207	323	8	331
18:00	32	0	32	58	2	60
18:15	28	0	28	45	1	46
18:30	22	0	22	72	0	72
18:45	19	0	19	60	1	61
Hour	101	0	101	235	4	239
Total	1594	14	1608	3635	172	3807



Site No. 2
 Location R730(N) / The Faythe / R730(S)
 Date 02 August 2018

Time	To Arm A - R730(N)		Veh. Total	From Arm A - R730(N)		Veh. Total
	LV	HV		LV	HV	
07:00	36	7	43	22	3	25
07:15	37	5	42	38	3	41
07:30	44	3	47	69	4	73
07:45	74	6	80	71	6	77
Hour	191	21	212	200	16	216
08:00	66	3	69	61	2	63
08:15	86	6	92	64	4	68
08:30	114	4	118	79	2	81
08:45	115	7	122	88	5	93
Hour	381	20	401	292	13	305
09:00	86	3	89	64	3	67
09:15	86	5	91	64	4	68
09:30	96	5	101	71	5	76
09:45	89	10	99	52	2	54
Hour	357	23	380	251	14	265
10:00	86	8	94	55	5	60
10:15	76	4	80	60	7	67
10:30	85	3	88	76	7	83
10:45	97	8	105	71	6	77
Hour	344	23	367	262	25	287
11:00	109	1	110	76	6	82
11:15	122	6	128	71	4	75
11:30	100	6	106	81	4	85
11:45	93	5	98	84	8	92
Hour	424	18	442	312	22	334
12:00	90	7	97	88	8	96
12:15	89	8	97	86	3	89
12:30	95	2	97	93	7	100
12:45	120	0	120	103	3	106
Hour	394	17	411	370	21	391
13:00	75	4	79	100	2	102
13:15	85	3	88	80	6	86
13:30	70	4	74	111	5	116
13:45	80	3	83	99	2	101
Hour	310	14	324	390	15	405
14:00	101	3	104	96	6	102
14:15	86	4	90	101	6	107
14:30	87	7	94	101	7	108
14:45	93	2	95	86	9	95
Hour	367	16	383	384	28	412
15:00	77	1	78	100	4	104
15:15	86	3	89	94	6	100
15:30	73	3	76	124	7	131
15:45	78	1	79	108	7	115
Hour	314	8	322	426	24	450
16:00	104	8	112	84	6	90
16:15	87	3	90	106	5	111
16:30	125	3	128	99	2	101
16:45	90	3	93	102	2	104
Hour	406	17	423	391	15	406
17:00	111	1	112	125	7	132
17:15	78	3	81	128	7	135
17:30	100	3	103	106	5	111
17:45	78	1	79	136	7	143
Hour	367	8	375	495	26	521
18:00	75	3	78	131	3	134
18:15	50	1	51	116	0	116
18:30	79	0	79	82	3	85
18:45	77	2	79	75	3	78
Hour	281	6	287	404	9	413
Total	4136	191	4327	4177	228	4405



Site No. 2
 Location R730(N) / The Faythe / R730(S)
 Date 02 August 2018

Time	To Arm B - The Faythe		Veh. Total	From Arm B - The Faythe		Veh. Total
	LV	HV		LV	HV	
07:00	7	0	7	9	0	9
07:15	3	0	3	24	0	24
07:30	13	1	14	23	1	24
07:45	21	1	22	26	1	27
Hour	44	2	46	82	2	84
08:00	14	0	14	16	0	16
08:15	23	0	23	28	1	29
08:30	22	0	22	45	1	46
08:45	35	1	36	42	2	44
Hour	94	1	95	131	4	135
09:00	30	0	30	24	0	24
09:15	35	2	37	32	1	33
09:30	20	0	20	35	0	35
09:45	26	0	26	26	2	28
Hour	111	2	113	117	3	120
10:00	43	0	43	30	2	32
10:15	44	1	45	39	1	40
10:30	32	0	32	38	1	39
10:45	35	1	36	33	1	34
Hour	154	2	156	140	5	145
11:00	33	1	34	46	0	46
11:15	35	1	36	44	1	45
11:30	40	0	40	33	1	34
11:45	39	1	40	48	3	51
Hour	147	3	150	171	5	176
12:00	39	1	40	47	1	48
12:15	28	0	28	38	2	40
12:30	35	1	36	51	2	53
12:45	60	1	61	50	0	50
Hour	162	3	165	186	5	191
13:00	52	0	52	60	1	61
13:15	46	0	46	51	0	51
13:30	65	1	66	48	1	49
13:45	38	0	38	58	0	58
Hour	201	1	202	217	2	219
14:00	49	0	49	50	1	51
14:15	49	0	49	48	2	50
14:30	51	1	52	47	1	48
14:45	33	0	33	60	0	60
Hour	182	1	183	205	4	209
15:00	51	0	51	37	1	38
15:15	70	3	73	43	0	43
15:30	34	0	34	47	1	48
15:45	47	0	47	49	0	49
Hour	202	3	205	176	2	178
16:00	41	0	41	57	0	57
16:15	38	1	39	42	0	42
16:30	59	1	60	44	0	44
16:45	48	0	48	50	1	51
Hour	186	2	188	193	1	194
17:00	50	0	50	61	0	61
17:15	51	0	51	41	1	42
17:30	68	0	68	46	4	50
17:45	58	0	58	66	1	67
Hour	227	0	227	214	6	220
18:00	39	0	39	66	1	67
18:15	33	0	33	42	0	42
18:30	24	0	24	47	1	48
18:45	23	0	23	36	2	38
Hour	119	0	119	191	4	195
Total	1829	20	1849	2023	43	2066



Site No. 2
Location R730(N) / The Faythe / R730(S)
Date 02 August 2018

Time	To Arm C - R730(S)		Veh. Total	From Arm C - R730(S)		Veh. Total
	LV	HV		LV	HV	
07:00	28	3	31	40	7	47
07:15	56	3	59	34	5	39
07:30	91	5	96	56	4	60
07:45	88	5	93	86	5	91
Hour	263	16	279	216	21	237
08:00	71	2	73	74	3	77
08:15	88	4	92	105	5	110
08:30	114	3	117	126	4	130
08:45	112	6	118	132	7	139
Hour	385	15	400	437	19	456
09:00	78	3	81	106	3	109
09:15	84	4	88	109	6	115
09:30	89	5	94	99	5	104
09:45	69	2	71	106	8	114
Hour	320	14	334	420	22	442
10:00	72	7	79	116	8	124
10:15	87	7	94	108	4	112
10:30	98	8	106	101	3	104
10:45	84	5	89	112	7	119
Hour	341	27	368	437	22	459
11:00	98	5	103	118	1	119
11:15	94	4	98	136	6	142
11:30	98	5	103	124	6	130
11:45	114	10	124	114	5	119
Hour	404	24	428	492	18	510
12:00	120	8	128	114	7	121
12:15	110	4	114	103	7	110
12:30	116	7	123	102	1	103
12:45	126	3	129	153	1	154
Hour	472	22	494	472	16	488
13:00	153	2	155	120	3	123
13:15	111	6	117	111	3	114
13:30	142	5	147	118	4	122
13:45	138	2	140	99	3	102
Hour	544	15	559	448	13	461
14:00	127	7	134	131	3	134
14:15	134	7	141	120	3	123
14:30	122	7	129	112	7	119
14:45	127	9	136	107	2	109
Hour	510	30	540	470	15	485
15:00	127	5	132	118	1	119
15:15	121	4	125	140	4	144
15:30	155	8	163	91	3	94
15:45	137	7	144	105	1	106
Hour	540	24	564	454	9	463
16:00	121	6	127	125	8	133
16:15	128	5	133	105	4	109
16:30	126	2	128	167	4	171
16:45	134	3	137	120	3	123
Hour	509	16	525	517	19	536
17:00	170	7	177	145	1	146
17:15	155	8	163	115	3	118
17:30	139	9	148	155	3	158
17:45	181	8	189	115	1	116
Hour	645	32	677	530	8	538
18:00	173	3	176	90	2	92
18:15	148	0	148	73	1	74
18:30	120	4	124	94	0	94
18:45	90	4	94	79	1	80
Hour	531	11	542	336	4	340
Total	5464	246	5710	5229	186	5415



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**ROUGHAN & O'DONOVAN
WEXFORD
TRAFFIC SURVEY**

**SURVEY REPORT
DECEMBER 2016**

PROJECT NO.	6965
CHECKED	P. MURRAY
DATE	04/01/2017
CONTACT	A.CHAMBERS
REVISION	

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INTRODUCTION

Nationwide Data Collection (NDC) was instructed by Roughan & O'Donovan to undertake the following surveys in County Wexford.

General location plans are given in Diagrams 6965-01 to 6965-05.

JUNCTION TURNING COUNTS

Junction turning counts were undertaken at the following sites:

Site No.	Location.	Day / Date
1	Hill Street / R769(W) / R769(E)	Thursday 1 st December and Saturday 3 rd December 2016
2	Car Park Access / R730(W) / R769 / R730(E)	
3	R730(N) / R730(S) / R741	
4	R730(N) / R733 / R730(S)	
5	R733(N) / Joseph Street / R733(S) / Mill Road	
6	Michael Street / Mill Road / Mulgannon Road	

All sites were surveyed using telescopically mounted video cameras from which the information was subsequently extracted. Details of the observed movements are given in Drawings 6965-01 & 6965-02.

The survey was carried out with the following survey hours:

- Thursday 1st December: 08:00-10:00, 12:00-14:00 and 16:00-18:00.
- Saturday 3rd December: 12:00-14:00 and 16:00-18:00.

All information was collected in 15 minute intervals and has been tabulated with period totals.

Vehicles were classified into the following categories:

- Cars (**CAR**)
- Taxis (**TAXI**)
- Light Goods Vehicles (**LGV**),
- Heavy Goods Vehicles (**HGV**),
- Buses (**PSV**),
- Motorcycles (**M/C**) and
- Pedal Cycles (**P/C**).

A detailed description of the vehicles included in each category is provided in Appendix A.

AUTOMATIC TRAFFIC COUNTS

Automatic traffic counts were undertaken at the following sites:

Site No.	Location.	Days / Dates
7A	Redmond Place - North	Thursday 1 st December to Sunday 4 th December 2016
7B	Redmond Place - East	
7C	Redmond Place - West	
8	Westgate	
9	Selsker Street	
10	Abbey Street - North	
11	Georges Street Lower	
12	Abbey Street - South	
13	Georges Street Upper	
14	Cornmarket	
15	Johns Gate Street	
16	Rowe Street	
17	Lower John Street - North	
18	Lower John Street - South	
19	Parnell Street	
20	Henrietta Street	
22	Harpers Lane	
23	Peter Street	
24	Trinity Street	
25	William Street Lower	
26	The Faythe	

METROCOUNT 5600 series automatic traffic counters, attached to pneumatic tubes, were used at all the sites. Data was collected in both directions at all locations, with one counter being used for single carriageway sites (1 lane per direction).

The survey was carried out with survey hours of 00:00 to 00(24):00.

The results have been provided in excel, in hourly totals and includes the following information:

- Total Vehicles
- Class Bin Totals (12 Class)
- Number of Vehicles over Speed Limit
- Percentage of Vehicles over Speed Limit
- Number of Vehicles over Speed Limit 1 (Speed Limit + 5kph)
- Percentage of Vehicles over Speed Limit 1
- Number of Vehicles over Speed Limit 2 – (Speed Limit + 10kph)
- Percentage of Vehicles over Speed Limit 2
- Mean Speed
- 85th Percentile Speed
- Speed Bin Totals (Range 0 to 140kph)

12hr (07:00 to 19:00), 16hr (06:00 to 22:00), 18hr (06:00 to 00:00) and 24hr (00:00 to 00:00) totals are also included along with a virtual day, week and grand total. The peak time period for both the a.m (00:00 to 12:00) and p.m (12:00 to 24:00) are also highlighted.

A detailed description of the vehicles included in each category is provided in Appendix A.

CAR PARK ACCESS COUNTS

Car park access counts were undertaken at the following sites:

Site No.	Location.	Day / Date
27	Old Cinema Car Park on Redmond Road	Thursday 1 st December and Saturday 3 rd December 2016
28	Dunne's Car Park on Redmond Road	
29	Wellington Place Car Park	
30	Car Park Opposite Wexford Bridge	
31	Whyte's Hotel Car Park	
32	Old ESB Car Park	
33A	Petit's Supermarket (Access 1 - Common Quay Street)	
33B	Petit's Supermarket (Access 2 - Crescent Quay/Church Lane)	
33C	Petit's Supermarket (Access 3 - North Main Street/Church Lane)	
34	Old Dunne's Car Park, Crescent Quay	
35	High Street/Keyser's Lane	
36	Sinnott Place Car Park	
37	Paul Quay	
38	Trinity Street/Talbot Hotel	

All sites were surveyed using telescopically mounted video cameras from which the information was subsequently extracted.

The survey was carried out with the following survey hours:

- Thursday 1st December: 08:00 to 20:00.
- Saturday 3rd December: 12:00 to 18:00.

All information was collected in 15 minute intervals and has been tabulated with both hourly and period totals.

Vehicles were classified into the following categories:

- Cars (**CAR**)
- Taxis (**TAXI**)
- Light Goods Vehicles (**LGV**),
- Heavy Goods Vehicles (**HGV**),
- Buses (**PSV**),
- Motorcycles (**M/C**) and
- Pedal Cycles (**P/C**).

A detailed description of the vehicles included in each category is provided in Appendix A.

PEDESTRIAN COUNTS

Two-way pedestrian counts were undertaken at the following sites:

Site No.	Location.	Day / Date
39	Slaney Street/Selskar Street	Thursday 1 st December and Saturday 3 rd December 2016
40	Monck Street - West end	
41A	Common Quay Street between North Main Street	
41B	Common Quay Street, east of North Main Street	
42	Main Street at Rowe Street to Petit's Supermarket Car Park	
43	High Street to Henrietta Street (Vehicle count included at this site)	
44	Oyster Lane/Larkins Lane	
45	South Main Street/King Street/Barrack Street Junction	

All sites were surveyed using telescopically mounted video cameras from which the information was subsequently extracted.

The survey was carried out with survey hours of 12:00 to 14:00 and 16:00 to 18:00 on both survey days. All information was collected in 15 minute intervals and has been tabulated with period totals.

SITE REPORT

Weather Dry and clear on both survey days.

Accidents None.

Roadworks None.

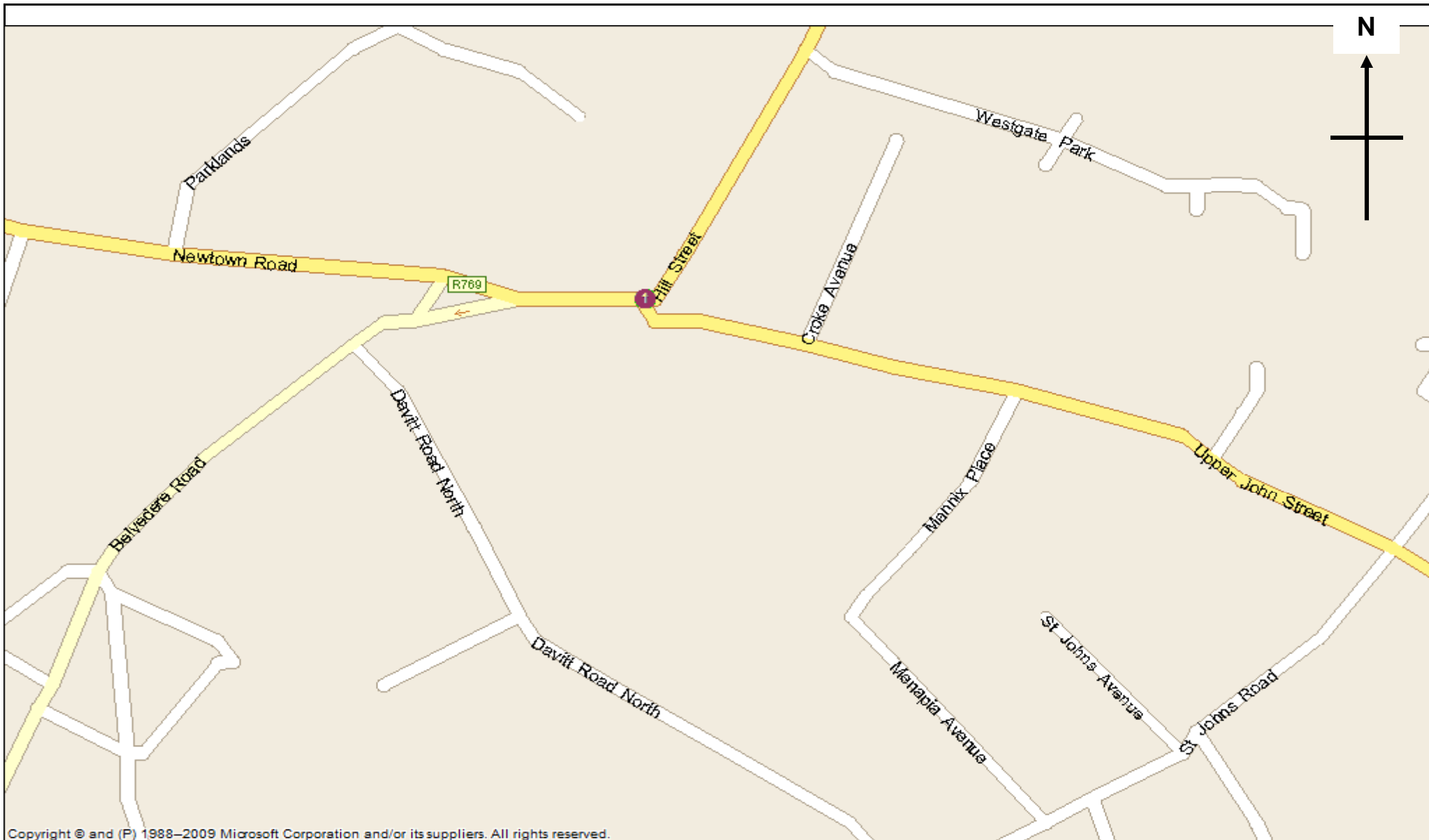
Queues Not required.


Pedestrians Recorded at sites 39 to 45 only.

General Site Notes. Vehicle count undertaken at Site 43 to replace ATC count at Site 21. Site 38 Car park closed on Saturday 3rd December 2016.

APPENDIX A


VEHICLE CATEGORIES

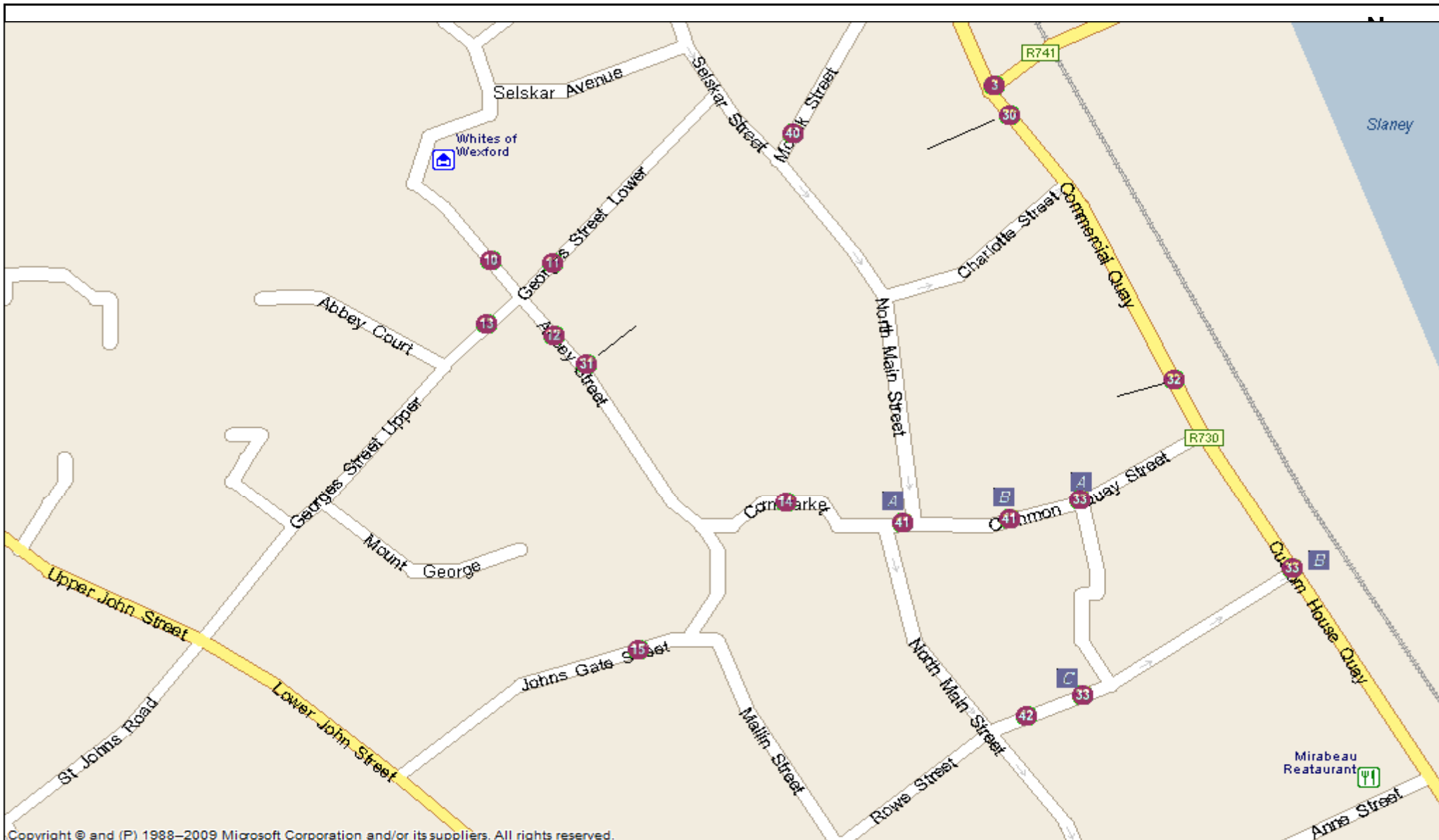



	Sites / Location: 1 / Hill Street / R769(W) / R769(E)	Project No: 6965	Diagram No: 6965-01	Drawn By: AC
	Survey Date: Thursday 1st December and Saturday 3rd December 2016	Project Name: WEXFORD		
	Survey Times: Thursday: 08:00-10:00, 12:00-14:00 & 16:00-18:00 Saturday: 12:00-14:00 & 16:00-18:00	Diagram Title: General Location Plan		

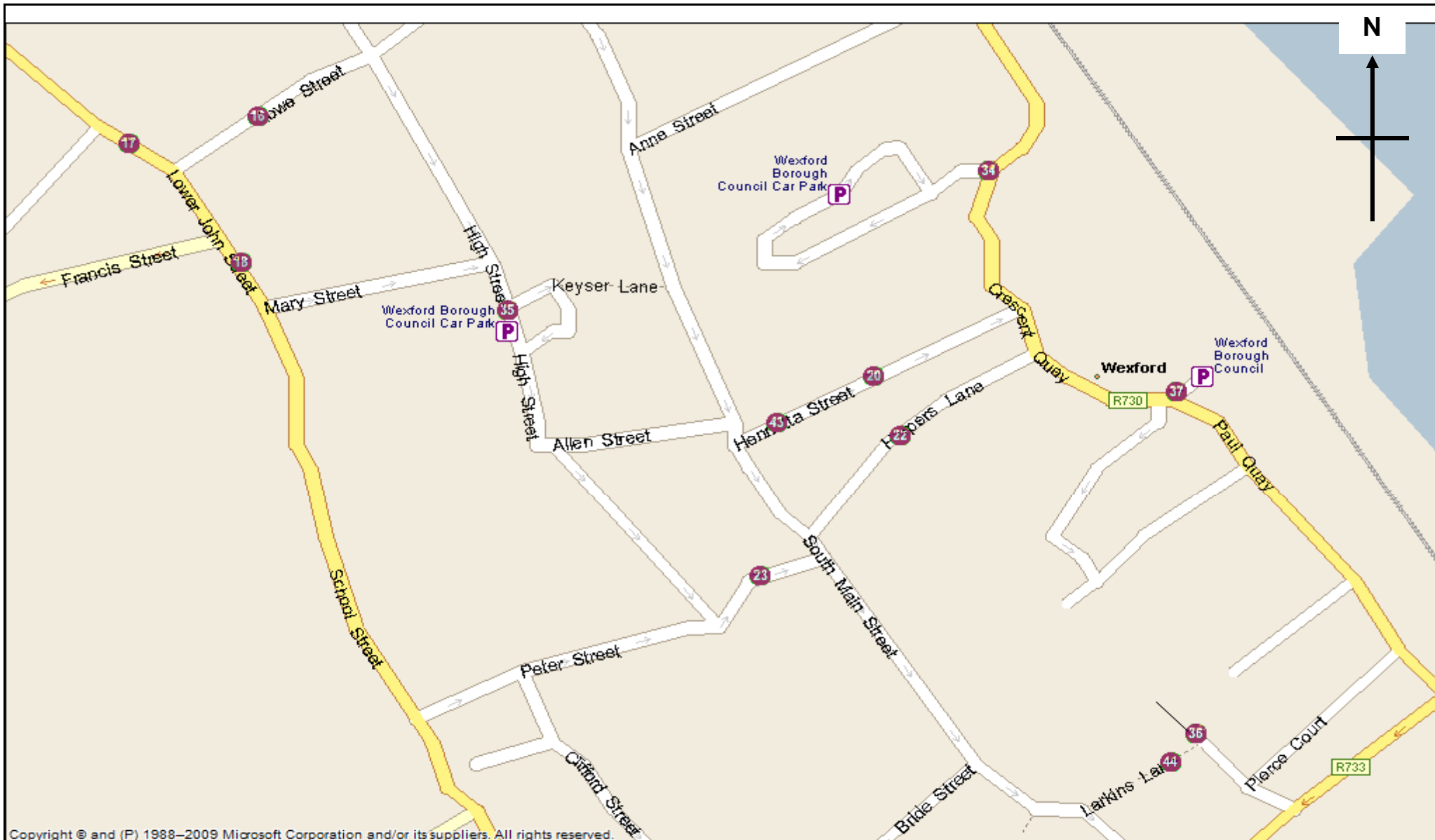



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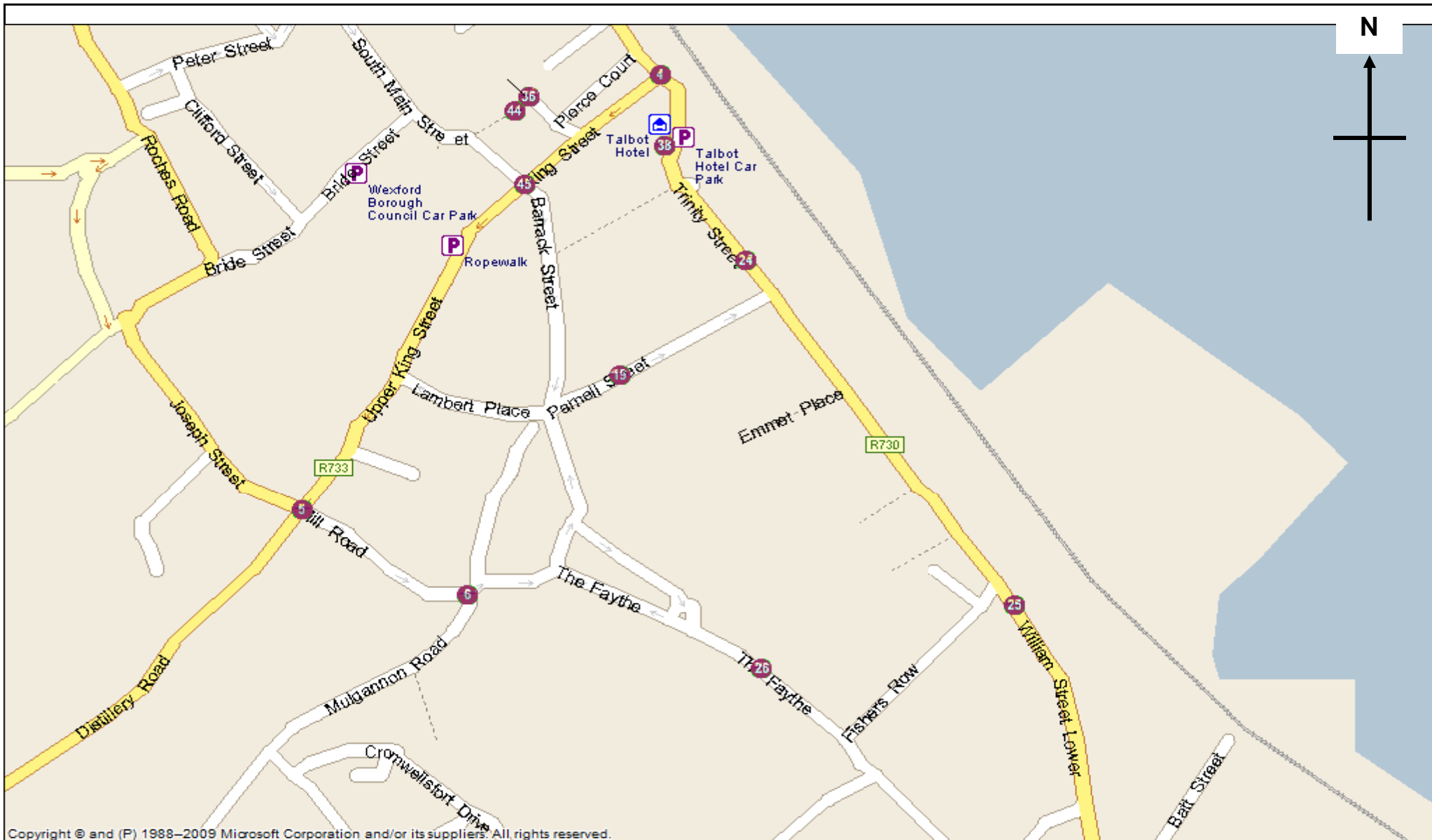
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	Survey Date: Thursday 1st December and Saturday 3rd December 2016	Project Name: WEXFORD		
	Survey Times: Various	Diagram Title: General Location Plan		




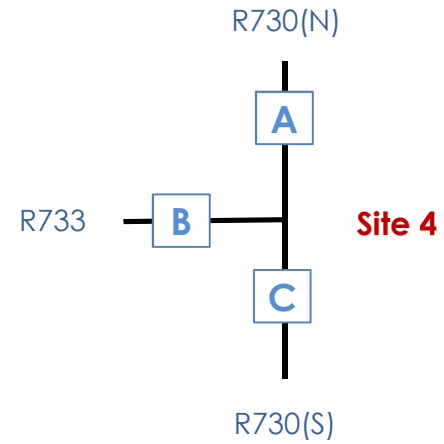
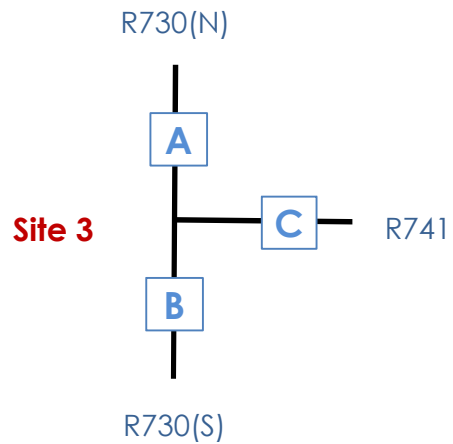
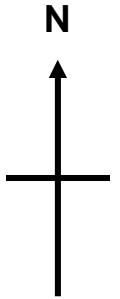
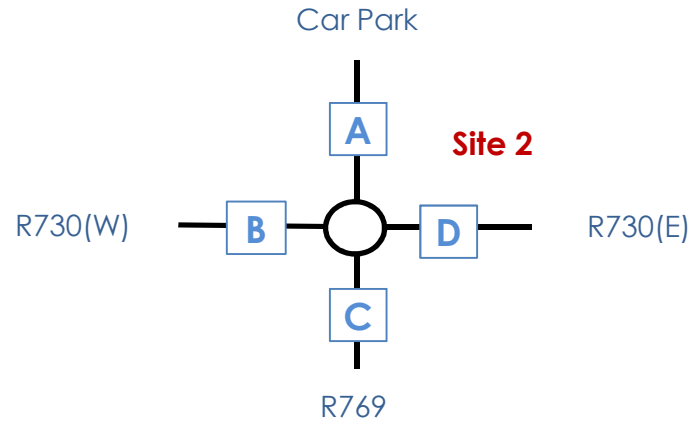
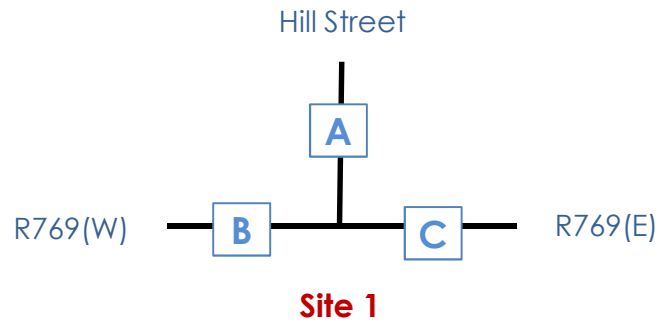
	Sites / Location: JTC Site 3, ATC Sites 10 - 15, Car Park Sites 30 - 33 and Pedestrian Sites 40 - 42	Project No: 6965	Diagram No: 6965-03	Drawn By: AC
	Survey Date: Thursday 1st December and Saturday 3rd December 2016	Project Name: WEXFORD		
	Survey Times: Various	Diagram Title: General Location Plan		



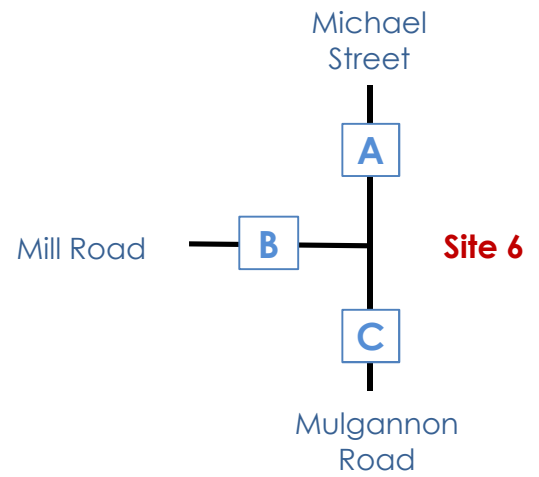
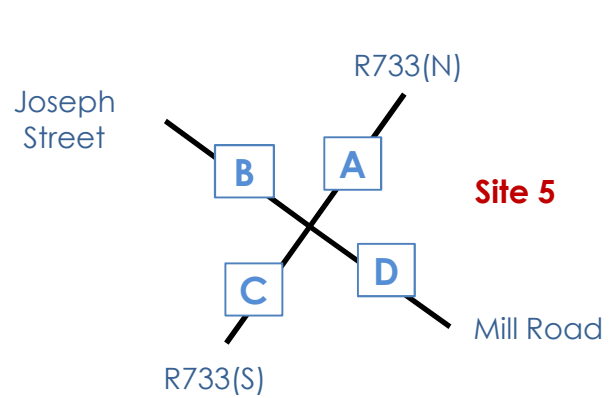
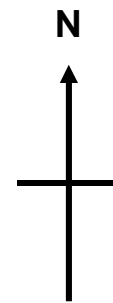
	Sites / Location: ATC Sites 16 - 18, 20, 22 & 23, Car Park Sites 34 - 37 and Pedestrian Sites 43 & 44	Project No: 6965	Diagram No: 6965-04	Drawn By: AC
	Survey Date: Thursday 1st December and Saturday 3rd December 2016	Project Name: WEXFORD		
	Survey Times: Various	Diagram Title: General Location Plan		



	Sites / Location: JTC Sites 4 - 6, ATC Sites 19, 24 - 26, Car Park Site 38 and Pedestrian site 45	Project No: 6965	Diagram No: 6965-05	Drawn By: AC
	Survey Date: Thursday 1st December and Saturday 3rd December 2016	Project Name: WEXFORD		
	Survey Times: Various	Diagram Title: General Location Plan		
















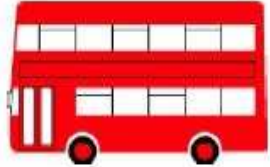



Sites / Location:	1 to 4 / Wexford	Project No:	6965	Drawing No:	6965-01	Drawn By:	AC		
	Survey Date:		Thursday 1st December and Saturday 3rd December 2016		Project Name:		WEXFORD		
	Survey Times:		Thursday : 08:00 to 10:00, 12:00 to 14:00 & 16:00 to 18:00 Saturday: 12:00 to 14:00 & 16:00 to 18:00				Drawing Title:	Site Layout and Observed Movements	














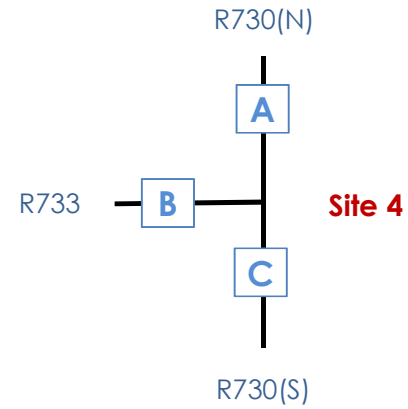
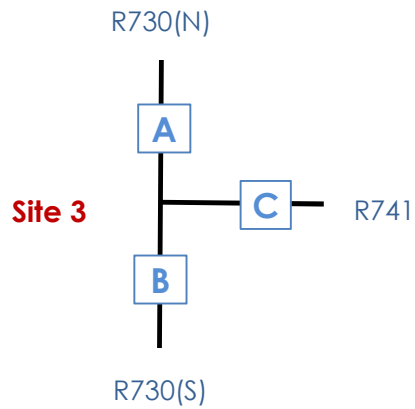
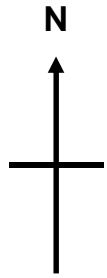
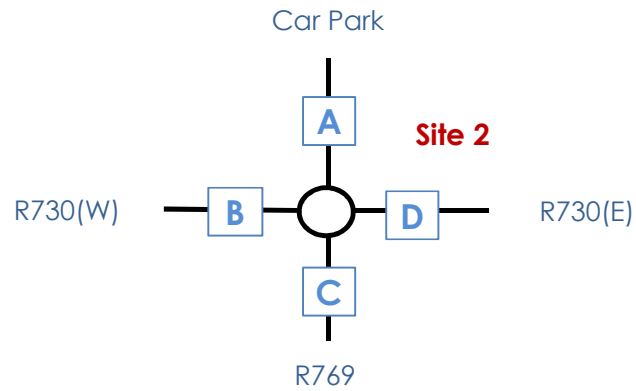
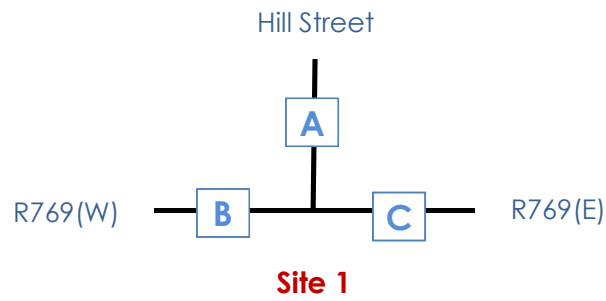
Sites / Location:	5 & 6 / Wexford	Project No:	6965	Drawing No:	6965-02	Drawn By:	AC			
	Survey Date:		Thursday 1st December and Saturday 3rd December 2016		Project Name:		WEXFORD			
	Survey Times:		Thursday : 08:00 to 10:00, 12:00 to 14:00 & 16:00 to 18:00 Saturday: 12:00 to 14:00 & 16:00 to 18:00				Drawing Title:	Site Layout and Observed Movements		

COBA VEHICLE CATEGORIES

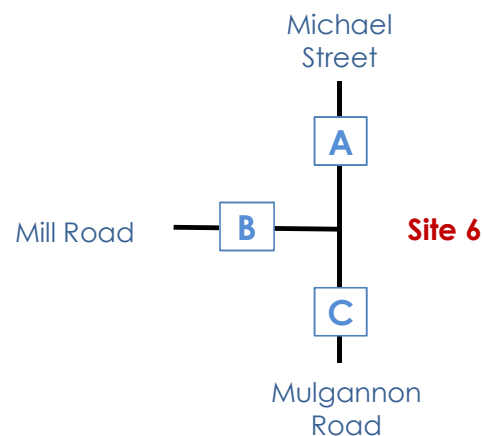
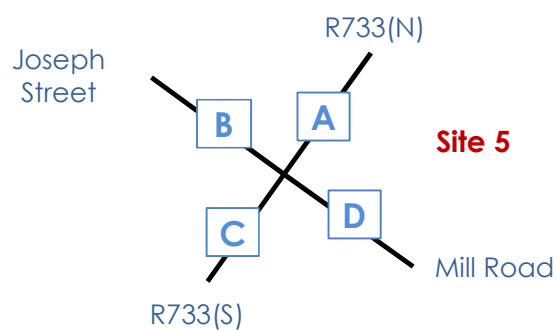
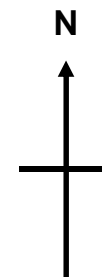
<p>CAR</p>	 SALOON  ESTATE  PEOPLE CARRIER  CAR TOWING CARAVAN / TRAILER
<p>LIGHT GOODS VEHICLE (LGV)</p>	 VAN  <3.5 TONNES – single rear tyres  PICK-UP
<p>HEAVY GOODS VEHICLE (HGV)</p>	 > 3.5 TONNES – twin rear tyres  2-AXLES RIGID  2-AXLES RIGID  3 AXLES-RIGID
<p>HEAVY GOODS VEHICLE (HGV)</p>	 4 OR MORE AXLES RIGID  3-AXLES ARTIC  4 OR MORE AXLES ARTIC  OTHER GOODS VEHICLE WITH TRAILER
<p>BUSES & COACHES (PSV)</p>	 DOUBLE DECK BUS  SINGLE DECK BUS OR COACH

ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)



Sites / Location:	1 to 4 / Wexford	Project No:	6965	Drawing No:	6965-01	Drawn By:	AC			
	Survey Date:		Thursday 1st December and Saturday 3rd December 2016		Project Name:		WEXFORD			
	Survey Times:		Thursday : 08:00 to 10:00, 12:00 to 14:00 & 16:00 to 18:00 Saturday: 12:00 to 14:00 & 16:00 to 18:00				Drawing Title:	Site Layout and Observed Movements		



Sites / Location:	5 & 6 / Wexford	Project No:	6965	Drawing No:	6965-01	Drawn By:	AC
	Survey Date:		Thursday 1st December and Saturday 3rd December 2016		Project Name:		WEXFORD
	Survey Times:		Thursday : 08:00 to 10:00, 12:00 to 14:00 & 16:00 to 18:00 Saturday: 12:00 to 14:00 & 16:00 to 18:00		Drawing Title:		Site Layout and Observed Movements

Site No. 4
Location R730(N) / R733 / R730(S)
Date 01 December 2016

Time	A to C - R730(N) to R730(S)							Veh. Total	A to B - R730(N) to R733							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
08:00	38	1	14	1	1	0	0	55	19	0	5	1	1	0	0	26
08:15	48	1	6	0	1	0	0	56	26	0	9	0	0	0	0	35
08:30	64	3	9	2	2	0	0	80	30	0	0	2	0	0	0	32
08:45	79	1	8	1	0	0	3	92	24	2	2	0	0	0	0	28
09:00	41	1	13	3	2	1	0	61	32	1	0	1	0	0	0	34
09:15	54	1	10	1	1	0	0	67	25	3	3	1	0	0	0	32
09:30	45	0	11	3	1	0	0	60	35	3	2	0	0	0	0	40
09:45	60	1	16	2	0	0	0	79	40	2	6	0	0	0	0	48
Total	429	9	87	13	8	1	3	550	231	11	27	5	1	0	0	275

Date 01 December 2016

Time	A to C - R730(N) to R730(S)							Veh. Total	A to B - R730(N) to R733							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	65	0	8	4	2	0	0	79	38	2	6	0	0	0	0	46
12:15	66	1	12	3	1	0	0	83	49	0	9	0	0	0	0	58
12:30	61	0	5	3	3	0	0	72	44	0	5	1	0	0	0	50
12:45	59	0	11	3	0	0	0	73	56	2	4	1	0	0	0	63
13:00	63	2	7	3	1	0	0	76	48	4	2	1	0	0	0	55
13:15	63	1	10	3	1	0	0	78	43	1	7	1	0	0	1	53
13:30	66	0	11	2	2	0	1	82	43	5	1	1	0	0	0	50
13:45	60	2	10	1	1	0	0	74	37	3	5	0	0	0	0	45
Total	503	6	74	22	11	0	1	617	358	17	39	5	0	0	1	420

Date 01 December 2016

Time	A to C - R730(N) to R730(S)							Veh. Total	A to B - R730(N) to R733							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	85	1	11	2	0	1	0	100	45	3	4	0	1	0	0	53
16:15	66	0	8	2	1	0	0	77	59	1	4	0	1	0	0	65
16:30	60	0	11	0	2	0	0	73	46	0	5	0	0	0	0	51
16:45	71	1	15	1	1	0	0	89	54	0	2	1	0	0	0	57
17:00	71	2	5	4	0	0	0	82	51	1	8	0	0	0	0	60
17:15	99	1	15	0	0	1	0	116	50	2	11	0	0	0	0	63
17:30	91	1	9	3	2	0	1	107	60	0	4	0	0	0	0	64
17:45	84	1	13	1	1	0	0	100	69	0	8	2	0	0	0	79
Total	627	7	87	13	7	2	1	744	434	7	46	3	2	0	0	492

Site No. 4
 Location R730(N) / R733 / R730(S)
 Date 01 December 2016

Time	B to A - R733 to R730(N)							Veh. Total	B to C - R733 to R730(S)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date 01 December 2016

Time	B to A - R733 to R730(N)							Veh. Total	B to C - R733 to R730(S)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date 01 December 2016

Time	B to A - R733 to R730(N)							Veh. Total	B to C - R733 to R730(S)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 4
 Location R730(N) / R733 / R730(S)
 Date 01 December 2016

Time	C to B - R730(S) to R733							Veh. Total	C to A - R730(S) to R730(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
08:00	15	0	3	1	0	0	0	19	53	0	21	5	1	1	0	81
08:15	16	0	5	0	0	0	0	21	81	3	10	4	6	0	1	105
08:30	18	2	8	0	0	0	0	28	113	1	17	3	1	0	0	135
08:45	20	0	4	0	0	0	0	24	119	6	19	3	0	1	0	148
09:00	38	0	2	1	0	0	0	41	100	5	21	3	1	0	0	130
09:15	14	0	5	0	0	0	0	19	90	2	12	2	1	0	1	108
09:30	20	0	5	1	0	0	0	26	103	0	16	2	3	0	0	124
09:45	19	0	3	0	0	0	0	22	92	0	12	2	3	0	0	109
Total	160	2	35	3	0	0	0	200	751	17	128	24	16	2	2	940

Date 01 December 2016

Time	C to B - R730(S) to R733							Veh. Total	C to A - R730(S) to R730(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	20	1	0	0	0	0	0	21	102	3	10	3	1	0	0	119
12:15	27	0	5	0	1	0	0	33	82	2	10	4	3	0	0	101
12:30	29	0	2	0	0	0	0	31	97	3	11	4	1	0	1	117
12:45	28	0	4	0	0	0	0	32	101	1	12	0	2	0	0	116
13:00	29	0	2	0	0	0	0	31	103	0	11	5	0	0	0	119
13:15	31	1	0	0	0	0	0	32	75	3	10	3	3	0	0	94
13:30	23	0	2	0	0	0	0	25	85	3	18	2	0	0	1	109
13:45	28	0	1	0	0	0	0	29	90	0	10	0	1	0	0	101
Total	215	2	16	0	1	0	0	234	735	15	92	21	11	0	2	876

Date 01 December 2016

Time	C to B - R730(S) to R733							Veh. Total	C to A - R730(S) to R730(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	27	0	4	0	1	0	1	33	87	1	21	4	3	0	1	117
16:15	23	0	2	1	0	0	0	26	77	2	8	1	0	0	1	89
16:30	27	1	7	0	1	0	0	36	96	1	10	2	0	0	1	110
16:45	25	1	4	1	0	0	0	31	110	1	12	4	2	0	0	129
17:00	35	1	2	0	0	0	0	38	73	0	12	1	1	1	0	88
17:15	30	0	0	0	0	0	0	30	76	0	3	0	0	0	0	79
17:30	37	0	4	0	0	0	0	41	96	0	9	0	1	0	1	107
17:45	33	0	2	0	0	0	0	35	55	0	8	0	0	0	0	63
Total	237	3	25	2	2	0	1	270	670	5	83	12	7	1	4	782

Site No. 4
 Location R730(N) / R733 / R730(S)
 Date 01 December 2016

Time	To Arm A - R730(N)							Veh. Total	From Arm A - R730(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
08:00	53	0	21	5	1	1	0	81	57	1	19	2	2	0	0	81
08:15	81	3	10	4	6	0	1	105	74	1	15	0	1	0	0	91
08:30	113	1	17	3	1	0	0	135	94	3	9	4	2	0	0	112
08:45	119	6	19	3	0	1	0	148	103	3	10	1	0	0	3	120
09:00	100	5	21	3	1	0	0	130	73	2	13	4	2	1	0	95
09:15	90	2	12	2	1	0	1	108	79	4	13	2	1	0	0	99
09:30	103	0	16	2	3	0	0	124	80	3	13	3	1	0	0	100
09:45	92	0	12	2	3	0	0	109	100	3	22	2	0	0	0	127
Total	751	17	128	24	16	2	2	940	660	20	114	18	9	1	3	825

Date 01 December 2016

Time	To Arm A - R730(N)							Veh. Total	From Arm A - R730(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	102	3	10	3	1	0	0	119	103	2	14	4	2	0	0	125
12:15	82	2	10	4	3	0	0	101	115	1	21	3	1	0	0	141
12:30	97	3	11	4	1	0	1	117	105	0	10	4	3	0	0	122
12:45	101	1	12	0	2	0	0	116	115	2	15	4	0	0	0	136
13:00	103	0	11	5	0	0	0	119	111	6	9	4	1	0	0	131
13:15	75	3	10	3	3	0	0	94	106	2	17	4	1	0	1	131
13:30	85	3	18	2	0	0	1	109	109	5	12	3	2	0	1	132
13:45	90	0	10	0	1	0	0	101	97	5	15	1	1	0	0	119
Total	735	15	92	21	11	0	2	876	861	23	113	27	11	0	2	1037

Date 01 December 2016

Time	To Arm A - R730(N)							Veh. Total	From Arm A - R730(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	87	1	21	4	3	0	1	117	130	4	15	2	1	1	0	153
16:15	77	2	8	1	0	0	1	89	125	1	12	2	2	0	0	142
16:30	96	1	10	2	0	0	1	110	106	0	16	0	2	0	0	124
16:45	110	1	12	4	2	0	0	129	125	1	17	2	1	0	0	146
17:00	73	0	12	1	1	1	0	88	122	3	13	4	0	0	0	142
17:15	76	0	3	0	0	0	0	79	149	3	26	0	0	1	0	179
17:30	96	0	9	0	1	0	1	107	151	1	13	3	2	0	1	171
17:45	55	0	8	0	0	0	0	63	153	1	21	3	1	0	0	179
Total	670	5	83	12	7	1	4	782	1061	14	133	16	9	2	1	1236

Site No. 4
 Location R730(N) / R733 / R730(S)
 Date 01 December 2016

Time	To Arm B - R733							Veh. Total	From Arm B - R733							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
08:00	34	0	8	2	1	0	0	45	0	0	0	0	0	0	0	0	0
08:15	42	0	14	0	0	0	0	56	0	0	0	0	0	0	0	0	0
08:30	48	2	8	2	0	0	0	60	0	0	0	0	0	0	0	0	0
08:45	44	2	6	0	0	0	0	52	0	0	0	0	0	0	0	0	0
09:00	70	1	2	2	0	0	0	75	0	0	0	0	0	0	0	0	0
09:15	39	3	8	1	0	0	0	51	0	0	0	0	0	0	0	0	0
09:30	55	3	7	1	0	0	0	66	0	0	0	0	0	0	0	0	0
09:45	59	2	9	0	0	0	0	70	0	0	0	0	0	0	0	0	0
Total	391	13	62	8	1	0	0	475	0	0	0	0	0	0	0	0	0

Date 01 December 2016

Time	To Arm B - R733							Veh. Total	From Arm B - R733							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
12:00	58	3	6	0	0	0	0	67	0	0	0	0	0	0	0	0	0
12:15	76	0	14	0	1	0	0	91	0	0	0	0	0	0	0	0	0
12:30	73	0	7	1	0	0	0	81	0	0	0	0	0	0	0	0	0
12:45	84	2	8	1	0	0	0	95	0	0	0	0	0	0	0	0	0
13:00	77	4	4	1	0	0	0	86	0	0	0	0	0	0	0	0	0
13:15	74	2	7	1	0	0	1	85	0	0	0	0	0	0	0	0	0
13:30	66	5	3	1	0	0	0	75	0	0	0	0	0	0	0	0	0
13:45	65	3	6	0	0	0	0	74	0	0	0	0	0	0	0	0	0
Total	573	19	55	5	1	0	1	654	0	0	0	0	0	0	0	0	0

Date 01 December 2016

Time	To Arm B - R733							Veh. Total	From Arm B - R733							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
16:00	72	3	8	0	2	0	1	86	0	0	0	0	0	0	0	0	0
16:15	82	1	6	1	1	0	0	91	0	0	0	0	0	0	0	0	0
16:30	73	1	12	0	1	0	0	87	0	0	0	0	0	0	0	0	0
16:45	79	1	6	2	0	0	0	88	0	0	0	0	0	0	0	0	0
17:00	86	2	10	0	0	0	0	98	0	0	0	0	0	0	0	0	0
17:15	80	2	11	0	0	0	0	93	0	0	0	0	0	0	0	0	0
17:30	97	0	8	0	0	0	0	105	0	0	0	0	0	0	0	0	0
17:45	102	0	10	2	0	0	0	114	0	0	0	0	0	0	0	0	0
Total	671	10	71	5	4	0	1	762	0	0	0	0	0	0	0	0	0

Site No. 4
 Location R730(N) / R733 / R730(S)
 Date 01 December 2016

Time	To Arm C - R730(S)							Veh. Total	From Arm C - R730(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
08:00	38	1	14	1	1	0	0	55	68	0	24	6	1	1	0	100
08:15	48	1	6	0	1	0	0	56	97	3	15	4	6	0	1	126
08:30	64	3	9	2	2	0	0	80	131	3	25	3	1	0	0	163
08:45	79	1	8	1	0	0	3	92	139	6	23	3	0	1	0	172
09:00	41	1	13	3	2	1	0	61	138	5	23	4	1	0	0	171
09:15	54	1	10	1	1	0	0	67	104	2	17	2	1	0	1	127
09:30	45	0	11	3	1	0	0	60	123	0	21	3	3	0	0	150
09:45	60	1	16	2	0	0	0	79	111	0	15	2	3	0	0	131
Total	429	9	87	13	8	1	3	550	911	19	163	27	16	2	2	1140

Date 01 December 2016

Time	To Arm C - R730(S)							Veh. Total	From Arm C - R730(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	65	0	8	4	2	0	0	79	122	4	10	3	1	0	0	140
12:15	66	1	12	3	1	0	0	83	109	2	15	4	4	0	0	134
12:30	61	0	5	3	3	0	0	72	126	3	13	4	1	0	1	148
12:45	59	0	11	3	0	0	0	73	129	1	16	0	2	0	0	148
13:00	63	2	7	3	1	0	0	76	132	0	13	5	0	0	0	150
13:15	63	1	10	3	1	0	0	78	106	4	10	3	3	0	0	126
13:30	66	0	11	2	2	0	1	82	108	3	20	2	0	0	1	134
13:45	60	2	10	1	1	0	0	74	118	0	11	0	1	0	0	130
Total	503	6	74	22	11	0	1	617	950	17	108	21	12	0	2	1110

Date 01 December 2016

Time	To Arm C - R730(S)							Veh. Total	From Arm C - R730(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	85	1	11	2	0	1	0	100	114	1	25	4	4	0	2	150
16:15	66	0	8	2	1	0	0	77	100	2	10	2	0	0	1	115
16:30	60	0	11	0	2	0	0	73	123	2	17	2	1	0	1	146
16:45	71	1	15	1	1	0	0	89	135	2	16	5	2	0	0	160
17:00	71	2	5	4	0	0	0	82	108	1	14	1	1	1	0	126
17:15	99	1	15	0	0	1	0	116	106	0	3	0	0	0	0	109
17:30	91	1	9	3	2	0	1	107	133	0	13	0	1	0	1	148
17:45	84	1	13	1	1	0	0	100	88	0	10	0	0	0	0	98
Total	627	7	87	13	7	2	1	744	907	8	108	14	9	1	5	1052

Site No. 4
 Location R730(N) / R733 / R730(S)

Date 03 December 2016

Time	A to C - R730(N) to R730(S)							Veh. Total	A to B - R730(N) to R733							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	66	1	6	3	1	0	0	77	47	0	6	1	0	0	0	54
12:15	60	0	9	2	0	0	0	71	53	0	0	1	0	0	0	54
12:30	86	2	13	2	2	0	0	105	54	0	6	1	0	0	0	61
12:45	90	0	7	0	0	0	0	97	58	0	4	0	0	0	1	63
13:00	82	1	6	1	1	0	0	91	60	0	3	1	0	0	0	64
13:15	88	0	9	3	1	0	0	101	56	0	10	0	0	1	0	67
13:30	85	2	4	0	1	1	0	93	49	0	5	0	0	1	0	55
13:45	77	0	5	1	0	1	0	84	57	0	4	1	0	0	0	62
Total	634	6	59	12	6	2	0	719	434	0	38	5	0	2	1	480

Date 03 December 2016

Time	A to C - R730(N) to R730(S)							Veh. Total	A to B - R730(N) to R733							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	76	0	4	0	0	0	0	80	55	1	2	0	0	0	0	58
16:15	72	1	7	1	2	0	0	83	76	2	3	0	0	0	2	83
16:30	72	2	8	0	0	0	0	82	57	1	3	0	0	0	0	61
16:45	78	1	5	3	1	0	0	88	58	0	2	0	0	0	0	60
17:00	77	2	5	1	1	1	0	87	54	1	5	0	0	0	0	60
17:15	74	0	7	0	0	0	0	81	60	0	1	0	0	0	0	61
17:30	81	0	3	2	3	0	0	89	43	0	4	0	0	0	0	47
17:45	62	1	2	1	0	0	0	66	49	0	4	1	0	0	0	54
Total	592	7	41	8	7	1	0	656	452	5	24	1	0	0	2	484

Site No. 4
 Location R730(N) / R733 / R730(S)

Date 03 December 2016

Time	B to A - R733 to R730(N)							Veh. Total	B to C - R733 to R730(S)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date 03 December 2016

Time	B to A - R733 to R730(N)							Veh. Total	B to C - R733 to R730(S)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site No. 4
 Location R730(N) / R733 / R730(S)

Date 03 December 2016

Time	C to B - R730(S) to R733							Veh. Total	C to A - R730(S) to R730(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	42	0	3	1	0	0	0	46	111	1	13	0	0	0	0	125
12:15	27	0	2	0	0	0	0	29	116	0	11	2	0	0	0	129
12:30	30	0	1	0	0	0	0	31	108	1	5	0	1	0	0	115
12:45	36	0	1	0	0	0	0	37	91	0	10	1	0	0	0	102
13:00	26	0	2	0	0	0	0	28	93	0	11	1	1	0	0	106
13:15	42	0	1	0	0	0	0	43	98	0	11	1	2	2	1	115
13:30	27	0	5	0	0	0	0	32	120	0	5	0	1	1	1	128
13:45	33	1	6	0	0	0	0	40	100	1	7	1	1	0	1	111
Total	263	1	21	1	0	0	0	286	837	3	73	6	6	3	3	931

Date 03 December 2016

Time	C to B - R730(S) to R733							Veh. Total	C to A - R730(S) to R730(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	27	0	3	0	0	0	0	30	94	1	11	2	1	1	1	111
16:15	23	0	1	1	0	0	0	25	77	1	8	2	1	0	1	90
16:30	39	0	1	0	0	0	0	40	98	0	3	2	0	1	0	104
16:45	31	0	3	0	0	0	0	34	92	0	5	0	1	0	0	98
17:00	27	0	4	0	0	0	0	31	86	0	12	0	1	0	1	100
17:15	25	0	1	0	0	0	0	26	83	1	8	2	0	0	0	94
17:30	28	0	0	0	0	0	0	28	82	1	5	0	1	0	0	89
17:45	20	0	0	0	0	0	0	20	81	0	8	0	1	0	0	90
Total	220	0	13	1	0	0	0	234	693	4	60	8	6	2	3	776

Site No. 4
 Location R730(N) / R733 / R730(S)

Date 03 December 2016

Time	To Arm A - R730(N)							Veh. Total	From Arm A - R730(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	111	1	13	0	0	0	0	125	113	1	12	4	1	0	0	131
12:15	116	0	11	2	0	0	0	129	113	0	9	3	0	0	0	125
12:30	108	1	5	0	1	0	0	115	140	2	19	3	2	0	0	166
12:45	91	0	10	1	0	0	0	102	148	0	11	0	0	0	1	160
13:00	93	0	11	1	1	0	0	106	142	1	9	2	1	0	0	155
13:15	98	0	11	1	2	2	1	115	144	0	19	3	1	1	0	168
13:30	120	0	5	0	1	1	1	128	134	2	9	0	1	2	0	148
13:45	100	1	7	1	1	0	1	111	134	0	9	2	0	1	0	146
Total	837	3	73	6	6	3	3	931	1068	6	97	17	6	4	1	1199

Date 03 December 2016

Time	To Arm A - R730(N)							Veh. Total	From Arm A - R730(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	94	1	11	2	1	1	1	111	131	1	6	0	0	0	0	138
16:15	77	1	8	2	1	0	1	90	148	3	10	1	2	0	2	166
16:30	98	0	3	2	0	1	0	104	129	3	11	0	0	0	0	143
16:45	92	0	5	0	1	0	0	98	136	1	7	3	1	0	0	148
17:00	86	0	12	0	1	0	1	100	131	3	10	1	1	1	0	147
17:15	83	1	8	2	0	0	0	94	134	0	8	0	0	0	0	142
17:30	82	1	5	0	1	0	0	89	124	0	7	2	3	0	0	136
17:45	81	0	8	0	1	0	0	90	111	1	6	2	0	0	0	120
Total	693	4	60	8	6	2	3	776	1044	12	65	9	7	1	2	1140

Site No. 4
 Location R730(N) / R733 / R730(S)

Date 03 December 2016

Time	To Arm B - R733							Veh. Total	From Arm B - R733							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	89	0	9	2	0	0	0	100	0	0	0	0	0	0	0	0
12:15	80	0	2	1	0	0	0	83	0	0	0	0	0	0	0	0
12:30	84	0	7	1	0	0	0	92	0	0	0	0	0	0	0	0
12:45	94	0	5	0	0	0	1	100	0	0	0	0	0	0	0	0
13:00	86	0	5	1	0	0	0	92	0	0	0	0	0	0	0	0
13:15	98	0	11	0	0	1	0	110	0	0	0	0	0	0	0	0
13:30	76	0	10	0	0	1	0	87	0	0	0	0	0	0	0	0
13:45	90	1	10	1	0	0	0	102	0	0	0	0	0	0	0	0
Total	697	1	59	6	0	2	1	766	0	0	0	0	0	0	0	0

Date 03 December 2016

Time	To Arm B - R733							Veh. Total	From Arm B - R733							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	82	1	5	0	0	0	0	88	0	0	0	0	0	0	0	0
16:15	99	2	4	1	0	0	2	108	0	0	0	0	0	0	0	0
16:30	96	1	4	0	0	0	0	101	0	0	0	0	0	0	0	0
16:45	89	0	5	0	0	0	0	94	0	0	0	0	0	0	0	0
17:00	81	1	9	0	0	0	0	91	0	0	0	0	0	0	0	0
17:15	85	0	2	0	0	0	0	87	0	0	0	0	0	0	0	0
17:30	71	0	4	0	0	0	0	75	0	0	0	0	0	0	0	0
17:45	69	0	4	1	0	0	0	74	0	0	0	0	0	0	0	0
Total	672	5	37	2	0	0	2	718	0	0	0	0	0	0	0	0

Site No. 4
 Location R730(N) / R733 / R730(S)

Date 03 December 2016

Time	To Arm C - R730(S)							Veh. Total	From Arm C - R730(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	66	1	6	3	1	0	0	77	153	1	16	1	0	0	0	171
12:15	60	0	9	2	0	0	0	71	143	0	13	2	0	0	0	158
12:30	86	2	13	2	2	0	0	105	138	1	6	0	1	0	0	146
12:45	90	0	7	0	0	0	0	97	127	0	11	1	0	0	0	139
13:00	82	1	6	1	1	0	0	91	119	0	13	1	1	0	0	134
13:15	88	0	9	3	1	0	0	101	140	0	12	1	2	2	1	158
13:30	85	2	4	0	1	1	0	93	147	0	10	0	1	1	1	160
13:45	77	0	5	1	0	1	0	84	133	2	13	1	1	0	1	151
Total	634	6	59	12	6	2	0	719	1100	4	94	7	6	3	3	1217

Date 03 December 2016

Time	To Arm C - R730(S)							Veh. Total	From Arm C - R730(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	76	0	4	0	0	0	0	80	121	1	14	2	1	1	1	141
16:15	72	1	7	1	2	0	0	83	100	1	9	3	1	0	1	115
16:30	72	2	8	0	0	0	0	82	137	0	4	2	0	1	0	144
16:45	78	1	5	3	1	0	0	88	123	0	8	0	1	0	0	132
17:00	77	2	5	1	1	1	0	87	113	0	16	0	1	0	1	131
17:15	74	0	7	0	0	0	0	81	108	1	9	2	0	0	0	120
17:30	81	0	3	2	3	0	0	89	110	1	5	0	1	0	0	117
17:45	62	1	2	1	0	0	0	66	101	0	8	0	1	0	0	110
Total	592	7	41	8	7	1	0	656	913	4	73	9	6	2	3	1010

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road
 Date 01 December 2016

Time	A to D - R733(N) to Mill Road							Veh. Total	A to C - R733(N) to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
08:00	11	1	1	2	0	0	0	15	20	2	3	0	0	0	0	25
08:15	5	0	5	0	0	0	0	10	26	1	13	1	0	0	0	41
08:30	7	0	2	0	0	0	0	9	35	2	6	3	0	0	1	47
08:45	13	0	0	0	0	0	0	13	35	0	7	0	0	0	0	42
09:00	26	1	4	1	0	0	0	32	54	1	2	0	0	0	0	57
09:15	19	2	4	0	0	0	0	25	32	0	6	2	0	0	0	40
09:30	17	1	1	0	0	0	0	19	36	2	4	3	0	0	0	45
09:45	15	0	2	0	0	0	0	17	49	1	6	0	0	0	0	56
Total	113	5	19	3	0	0	0	140	287	9	47	9	0	0	1	353

Date 01 December 2016

Time	A to D - R733(N) to Mill Road							Veh. Total	A to C - R733(N) to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	32	1	3	1	0	0	0	37	42	0	3	1	0	1	0	47
12:15	26	1	1	0	0	0	0	28	44	1	9	1	0	0	0	55
12:30	19	0	2	1	0	0	0	22	66	0	9	1	0	0	0	76
12:45	37	1	0	0	0	0	0	38	61	1	7	1	0	0	0	70
13:00	28	0	5	0	0	0	0	33	70	1	7	1	0	0	1	80
13:15	26	0	3	0	0	0	0	29	68	0	6	1	0	1	0	76
13:30	30	1	0	0	0	0	0	31	55	1	5	0	0	0	0	61
13:45	23	0	3	1	0	0	0	27	66	2	6	0	0	0	0	74
Total	221	4	17	3	0	0	0	245	472	6	52	6	0	2	1	539

Date 01 December 2016

Time	A to D - R733(N) to Mill Road							Veh. Total	A to C - R733(N) to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	30	0	2	0	0	0	0	32	64	2	8	0	1	0	1	76
16:15	37	0	2	0	0	0	0	39	80	1	7	2	0	0	0	90
16:30	36	0	6	0	0	0	0	42	70	3	6	0	0	0	0	79
16:45	22	0	1	0	0	0	0	23	71	1	9	1	0	0	0	82
17:00	39	0	1	0	0	0	1	41	66	1	11	0	0	1	0	79
17:15	34	0	0	0	0	0	0	34	72	0	11	0	0	0	0	83
17:30	28	0	1	0	0	0	0	29	74	2	5	0	0	0	0	81
17:45	30	1	0	1	0	0	0	32	83	0	11	1	0	0	0	95
Total	256	1	13	1	0	0	1	272	580	10	68	4	1	1	1	665

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road
 Date 01 December 2016

Time	A to B - R733(N) to Joseph Street							Veh. Total	B to A - Joseph Street to R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
08:00	24	1	7	1	1	0	0	34	0	0	0	0	0	0	0	0
08:15	29	1	3	2	0	0	0	35	0	0	0	0	0	0	0	0
08:30	48	0	3	0	0	0	0	51	0	0	0	0	0	0	0	0
08:45	58	0	5	0	0	0	0	63	0	0	0	0	0	0	0	0
09:00	58	1	2	2	0	0	0	63	0	0	0	0	0	0	0	0
09:15	24	0	2	0	0	0	1	27	0	0	0	0	0	0	0	0
09:30	36	0	1	2	0	0	0	39	0	0	0	0	0	0	0	0
09:45	48	0	6	0	0	0	0	54	0	0	0	0	0	0	1	1
Total	325	3	29	7	1	0	1	366	0	0	0	0	0	0	1	1

Date 01 December 2016

Time	A to B - R733(N) to Joseph Street							Veh. Total	B to A - Joseph Street to R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	48	2	6	0	0	0	0	56	0	0	0	0	0	0	0	0
12:15	41	0	4	0	0	0	0	45	0	0	0	0	0	0	0	0
12:30	49	0	1	1	0	0	0	51	0	0	0	0	0	0	1	1
12:45	47	0	5	0	0	0	1	53	0	0	0	0	0	0	0	0
13:00	49	2	6	0	0	0	0	57	0	0	0	0	0	0	0	0
13:15	52	0	2	0	0	0	0	54	0	0	0	0	0	0	0	0
13:30	34	1	4	0	0	0	0	39	0	0	0	0	0	0	0	0
13:45	61	1	5	0	0	0	1	68	0	0	0	0	0	0	0	0
Total	381	6	33	1	0	0	2	423	0	0	0	0	0	0	1	1

Date 01 December 2016

Time	A to B - R733(N) to Joseph Street							Veh. Total	B to A - Joseph Street to R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	37	1	5	1	0	0	0	44	0	0	0	0	0	0	0	0
16:15	63	0	7	1	1	0	0	72	0	0	0	0	0	0	0	0
16:30	68	0	6	0	2	0	0	76	0	0	0	0	0	0	0	0
16:45	51	1	13	1	0	0	0	66	0	0	0	0	0	0	0	0
17:00	50	0	7	0	0	0	0	57	0	0	0	0	0	0	0	0
17:15	76	0	9	1	0	0	0	86	0	0	0	0	0	0	0	0
17:30	61	3	4	1	0	0	0	69	0	0	0	0	0	0	0	0
17:45	63	1	2	0	1	1	0	68	0	0	0	0	0	0	0	0
Total	469	6	53	5	4	1	0	538	0	0	0	0	0	0	0	0

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road
 Date 01 December 2016

Time	B to D - Joseph Street to Mill Road							Veh. Total	B to C - Joseph Street to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
08:00	13	0	3	0	2	0	0	18	3	0	0	0	0	0	0	3
08:15	27	0	2	0	0	0	1	30	11	0	0	0	0	0	0	11
08:30	60	0	2	0	0	0	0	62	21	0	2	0	0	0	0	23
08:45	52	0	4	0	1	0	1	58	25	1	2	0	0	0	0	28
09:00	39	0	3	1	0	0	0	43	15	0	2	0	0	0	0	17
09:15	34	0	5	2	0	0	1	42	9	0	2	1	0	0	0	12
09:30	28	0	3	0	1	0	0	32	7	0	1	1	0	0	0	9
09:45	17	0	3	1	0	0	2	23	7	0	1	0	0	0	0	8
Total	270	0	25	4	4	0	5	308	98	1	10	2	0	0	0	111

Date 01 December 2016

Time	B to D - Joseph Street to Mill Road							Veh. Total	B to C - Joseph Street to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	41	1	4	0	0	0	0	46	11	0	1	0	0	1	0	13
12:15	43	1	6	1	0	0	0	51	17	0	2	0	0	0	0	19
12:30	41	1	1	0	0	0	0	43	20	0	3	0	0	0	0	23
12:45	51	0	6	0	0	0	0	57	15	0	1	0	0	0	0	16
13:00	49	0	2	1	0	0	0	52	21	0	1	0	0	0	0	22
13:15	55	0	3	1	0	0	0	59	19	0	0	0	0	0	0	19
13:30	35	0	5	0	0	0	0	40	21	0	2	0	0	0	0	23
13:45	37	0	2	0	0	0	1	40	14	0	0	0	0	0	0	14
Total	352	3	29	3	0	0	1	388	138	0	10	0	0	1	0	149

Date 01 December 2016

Time	B to D - Joseph Street to Mill Road							Veh. Total	B to C - Joseph Street to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	51	0	1	1	1	0	0	54	31	1	1	0	0	0	1	34
16:15	46	0	3	0	0	0	0	49	15	2	3	0	0	0	0	20
16:30	40	1	4	0	0	0	0	45	15	1	1	0	0	0	0	17
16:45	39	0	5	1	0	0	0	45	19	1	1	0	0	0	0	21
17:00	45	0	9	0	0	0	0	54	21	1	3	0	0	0	0	25
17:15	38	0	0	0	0	0	0	38	20	1	2	0	0	0	0	23
17:30	38	0	1	0	0	1	1	41	20	0	3	1	0	0	0	24
17:45	38	0	2	0	0	0	0	40	24	0	0	0	0	0	1	25
Total	335	1	25	2	1	1	1	366	165	7	14	1	0	0	2	189

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road
 Date 01 December 2016

Time	C to B - R733(S) to Joseph Street							Veh. Total	C to A - R733(S) to R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
08:00	9	1	1	0	0	0	0	11	0	0	0	0	0	0	0	0
08:15	29	0	3	3	0	0	0	35	0	0	0	0	0	0	0	0
08:30	52	0	2	0	0	0	0	54	0	0	0	0	0	0	0	0
08:45	72	0	3	1	0	0	0	76	0	0	0	0	0	0	0	0
09:00	47	0	2	0	0	0	0	49	0	0	0	0	0	0	0	0
09:15	20	0	2	1	0	0	0	23	0	0	0	0	0	0	0	0
09:30	18	0	2	0	0	0	0	20	0	0	0	0	0	0	0	0
09:45	31	0	4	0	0	0	0	35	0	0	0	0	0	0	0	0
Total	278	1	19	5	0	0	0	303	0	0	0	0	0	0	0	0

Date 01 December 2016

Time	C to B - R733(S) to Joseph Street							Veh. Total	C to A - R733(S) to R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	30	0	3	0	0	0	0	33	0	0	0	0	0	0	0	0
12:15	30	0	1	0	0	0	1	32	0	0	0	0	0	0	0	0
12:30	38	0	1	0	0	0	0	39	0	0	0	0	0	0	0	0
12:45	33	0	1	0	0	0	0	34	0	0	0	0	0	0	0	0
13:00	16	0	2	0	0	1	0	19	0	0	0	0	0	0	0	0
13:15	34	0	3	1	0	0	0	38	0	0	0	0	0	0	0	0
13:30	23	0	6	0	0	1	0	30	0	0	0	0	0	0	0	0
13:45	40	1	3	0	0	0	0	44	0	0	0	0	0	0	0	0
Total	244	1	20	1	0	2	1	269	0	0	0	0	0	0	0	0

Date 01 December 2016

Time	C to B - R733(S) to Joseph Street							Veh. Total	C to A - R733(S) to R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	34	1	2	1	0	0	0	38	0	0	0	0	0	0	0	0
16:15	37	0	6	0	0	0	0	43	0	0	0	0	0	0	1	1
16:30	39	0	4	0	0	0	0	43	0	0	0	0	0	0	0	0
16:45	32	2	7	0	0	0	0	41	0	0	0	0	0	0	0	0
17:00	44	0	3	1	0	0	0	48	0	0	0	0	0	0	0	0
17:15	39	0	3	0	0	0	0	42	0	0	0	0	0	0	0	0
17:30	32	0	3	0	0	0	0	35	0	0	0	0	0	0	0	0
17:45	28	0	5	0	0	0	0	33	0	0	0	0	0	0	0	0
Total	285	3	33	2	0	0	0	323	0	0	0	0	0	0	1	1

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road
 Date 01 December 2016

Time	C to D - R733(S) to Mill Road								Veh. Total	D to C - Mill Road to R733(S)								Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C	CAR		TAXI	LGV	HGV	PSV	M/C	P/C			
08:00	7	0	2	1	0	0	0	10	0	0	0	0	0	0	0	0	0	
08:15	11	0	3	2	1	0	0	17	0	0	0	0	0	0	0	0	0	
08:30	16	0	3	0	0	0	0	19	0	0	0	0	0	0	0	0	0	
08:45	16	0	3	1	1	0	0	21	0	0	0	0	0	0	0	0	0	
09:00	30	0	4	1	0	0	0	35	0	0	0	0	0	0	0	0	0	
09:15	16	0	2	1	0	0	0	19	0	0	0	0	0	0	0	0	0	
09:30	15	0	4	0	1	0	0	20	0	0	0	0	0	0	0	0	0	
09:45	20	0	1	0	1	0	0	22	0	0	0	0	0	0	0	0	0	
Total	131	0	22	6	4	0	0	163	0	0	0	0	0	0	0	0	0	

Date 01 December 2016

Time	C to D - R733(S) to Mill Road								Veh. Total	D to C - Mill Road to R733(S)								Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C	CAR		TAXI	LGV	HGV	PSV	M/C	P/C			
12:00	15	0	1	0	0	0	0	16	0	0	0	0	0	0	0	0	0	
12:15	10	0	3	1	1	0	0	15	0	0	0	0	0	0	0	0	0	
12:30	16	0	1	2	0	0	0	19	0	0	0	0	0	0	0	0	0	
12:45	23	0	1	0	1	0	0	25	0	0	0	0	0	0	1	1	1	
13:00	24	0	3	1	0	0	0	28	0	0	0	0	0	0	0	0	0	
13:15	13	0	0	0	1	0	0	14	0	0	0	0	0	0	0	0	0	
13:30	17	0	1	0	0	0	0	18	0	0	0	0	0	0	0	0	0	
13:45	17	0	2	1	1	0	0	21	0	0	0	0	0	0	0	0	0	
Total	135	0	12	5	4	0	0	156	0	0	0	0	0	0	1	1	1	

Date 01 December 2016

Time	C to D - R733(S) to Mill Road								Veh. Total	D to C - Mill Road to R733(S)								Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C	CAR		TAXI	LGV	HGV	PSV	M/C	P/C			
16:00	24	0	2	1	0	0	0	27	0	0	0	0	0	0	0	0	0	
16:15	22	0	1	0	0	0	0	23	0	0	0	0	0	0	0	0	0	
16:30	31	1	2	1	1	0	0	36	0	0	0	0	0	0	1	1	1	
16:45	15	0	2	0	0	0	0	17	0	0	0	0	0	0	0	0	0	
17:00	11	0	0	0	1	0	0	12	0	0	0	0	0	0	0	0	0	
17:15	17	0	1	0	0	0	0	18	0	0	0	0	0	0	0	0	0	
17:30	12	0	1	0	0	0	0	13	0	0	0	0	0	0	0	0	0	
17:45	13	0	3	0	1	0	0	17	0	0	0	0	0	0	0	0	0	
Total	145	1	12	2	3	0	0	163	0	0	0	0	0	0	1	1	1	

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road
 Date 01 December 2016

Time	D to B - Mill Road to Joseph Street							Veh. Total	D to A - Mill Road to R733(N)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1

Date 01 December 2016

Time	D to B - Mill Road to Joseph Street							Veh. Total	D to A - Mill Road to R733(N)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0

Date 01 December 2016

Time	D to B - Mill Road to Joseph Street							Veh. Total	D to A - Mill Road to R733(N)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	1

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road
 Date 01 December 2016

Time	To Arm A - R733(N)							Veh. Total	From Arm A - R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
08:00	0	0	0	0	0	0	0	0	55	4	11	3	1	0	0	74
08:15	0	0	0	0	0	0	0	0	60	2	21	3	0	0	0	86
08:30	0	0	0	0	0	0	0	0	90	2	11	3	0	0	1	107
08:45	0	0	0	0	0	0	0	0	106	0	12	0	0	0	0	118
09:00	0	0	0	0	0	0	1	1	138	3	8	3	0	0	0	152
09:15	0	0	0	0	0	0	0	0	75	2	12	2	0	0	1	92
09:30	0	0	0	0	0	0	0	0	89	3	6	5	0	0	0	103
09:45	0	0	0	0	0	0	1	1	112	1	14	0	0	0	0	127
Total	0	0	0	0	0	0	2	2	725	17	95	19	1	0	2	859

Date 01 December 2016

Time	To Arm A - R733(N)							Veh. Total	From Arm A - R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	0	0	0	0	0	0	0	0	122	3	12	2	0	1	0	140
12:15	0	0	0	0	0	0	0	0	111	2	14	1	0	0	0	128
12:30	0	0	0	0	0	0	1	1	134	0	12	3	0	0	0	149
12:45	0	0	0	0	0	0	0	0	145	2	12	1	0	0	1	161
13:00	0	0	0	0	0	0	0	0	147	3	18	1	0	0	1	170
13:15	0	0	0	0	0	0	0	0	146	0	11	1	0	1	0	159
13:30	0	0	0	0	0	0	0	0	119	3	9	0	0	0	0	131
13:45	0	0	0	0	0	0	0	0	150	3	14	1	0	0	1	169
Total	0	0	0	0	0	0	1	1	1074	16	102	10	0	2	3	1207

Date 01 December 2016

Time	To Arm A - R733(N)							Veh. Total	From Arm A - R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	131	3	15	1	1	0	1	152
16:15	0	0	0	0	0	0	1	1	180	1	16	3	1	0	0	201
16:30	0	0	0	0	0	0	1	1	174	3	18	0	2	0	0	197
16:45	0	0	0	0	0	0	0	0	144	2	23	2	0	0	0	171
17:00	0	0	0	0	0	0	0	0	155	1	19	0	0	1	1	177
17:15	0	0	0	0	0	0	0	0	182	0	20	1	0	0	0	203
17:30	0	0	0	0	0	0	0	0	163	5	10	1	0	0	0	179
17:45	0	0	0	0	0	0	0	0	176	2	13	2	1	1	0	195
Total	0	0	0	0	0	0	2	2	1305	17	134	10	5	2	2	1475

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road
 Date 01 December 2016

Time	To Arm B - Joseph Street							Veh. Total	From Arm B - Joseph Street							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
08:00	33	2	8	1	1	0	0	45	16	0	3	0	2	0	0	21
08:15	58	1	6	5	0	0	0	70	38	0	2	0	0	0	1	41
08:30	100	0	5	0	0	0	1	106	81	0	4	0	0	0	0	85
08:45	130	0	8	1	0	0	0	139	77	1	6	0	1	0	1	86
09:00	105	1	4	2	0	0	0	112	54	0	5	1	0	0	0	60
09:15	44	0	4	1	0	0	1	50	43	0	7	3	0	0	1	54
09:30	54	0	3	2	0	0	0	59	35	0	4	1	1	0	0	41
09:45	79	0	10	0	0	0	0	89	24	0	4	1	0	0	3	32
Total	603	4	48	12	1	0	2	670	368	1	35	6	4	0	6	420

Date 01 December 2016

Time	To Arm B - Joseph Street							Veh. Total	From Arm B - Joseph Street							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	78	2	9	0	0	0	0	89	52	1	5	0	0	1	0	59
12:15	71	0	5	0	0	0	1	77	60	1	8	1	0	0	0	70
12:30	87	0	2	1	0	0	0	90	61	1	4	0	0	0	1	67
12:45	80	0	6	0	0	0	1	87	66	0	7	0	0	0	0	73
13:00	65	2	8	0	0	1	0	76	70	0	3	1	0	0	0	74
13:15	86	0	5	1	0	0	0	92	74	0	3	1	0	0	0	78
13:30	57	1	10	0	0	1	1	70	56	0	7	0	0	0	0	63
13:45	101	2	8	0	0	0	1	112	51	0	2	0	0	0	1	54
Total	625	7	53	2	0	2	4	693	490	3	39	3	0	1	2	538

Date 01 December 2016

Time	To Arm B - Joseph Street							Veh. Total	From Arm B - Joseph Street							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	71	2	7	2	0	0	0	82	82	1	2	1	1	0	1	88
16:15	100	0	13	1	1	0	0	115	61	2	6	0	0	0	0	69
16:30	107	0	10	0	2	0	1	120	55	2	5	0	0	0	0	62
16:45	83	3	20	1	0	0	0	107	58	1	6	1	0	0	0	66
17:00	94	0	10	1	0	0	0	105	66	1	12	0	0	0	0	79
17:15	115	0	12	1	0	0	0	128	58	1	2	0	0	0	0	61
17:30	93	3	7	1	0	0	1	105	58	0	4	1	0	1	1	65
17:45	91	1	7	0	1	1	0	101	62	0	2	0	0	0	1	65
Total	754	9	86	7	4	1	2	863	500	8	39	3	1	1	3	555

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road
 Date 01 December 2016

Time	To Arm C - R733(S)							Veh. Total	From Arm C - R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
08:00	23	2	3	0	0	0	0	28	16	1	3	1	0	0	0	21
08:15	37	1	13	1	0	0	0	52	40	0	6	5	1	0	0	52
08:30	56	2	8	3	0	0	1	70	68	0	5	0	0	0	0	73
08:45	60	1	9	0	0	0	0	70	88	0	6	2	1	0	0	97
09:00	69	1	4	0	0	0	0	74	77	0	6	1	0	0	0	84
09:15	41	0	8	3	0	0	0	52	36	0	4	2	0	0	0	42
09:30	43	2	5	4	0	0	0	54	33	0	6	0	1	0	0	40
09:45	56	1	7	0	0	0	0	64	51	0	5	0	1	0	0	57
Total	385	10	57	11	0	0	1	464	409	1	41	11	4	0	0	466

Date 01 December 2016

Time	To Arm C - R733(S)							Veh. Total	From Arm C - R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	53	0	4	1	0	2	0	60	45	0	4	0	0	0	0	49
12:15	61	1	11	1	0	0	0	74	40	0	4	1	1	0	1	47
12:30	86	0	12	1	0	0	0	99	54	0	2	2	0	0	0	58
12:45	76	1	8	1	0	0	1	87	56	0	2	0	1	0	0	59
13:00	91	1	8	1	0	0	1	102	40	0	5	1	0	1	0	47
13:15	87	0	6	1	0	1	0	95	47	0	3	1	1	0	0	52
13:30	76	1	7	0	0	0	0	84	40	0	7	0	0	1	0	48
13:45	80	2	6	0	0	0	0	88	57	1	5	1	1	0	0	65
Total	610	6	62	6	0	3	2	689	379	1	32	6	4	2	1	425

Date 01 December 2016

Time	To Arm C - R733(S)							Veh. Total	From Arm C - R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	95	3	9	0	1	0	2	110	58	1	4	2	0	0	0	65
16:15	95	3	10	2	0	0	0	110	59	0	7	0	0	0	1	67
16:30	85	4	7	0	0	0	1	97	70	1	6	1	1	0	0	79
16:45	90	2	10	1	0	0	0	103	47	2	9	0	0	0	0	58
17:00	87	2	14	0	0	1	0	104	55	0	3	1	1	0	0	60
17:15	92	1	13	0	0	0	0	106	56	0	4	0	0	0	0	60
17:30	94	2	8	1	0	0	0	105	44	0	4	0	0	0	0	48
17:45	107	0	11	1	0	0	1	120	41	0	8	0	1	0	0	50
Total	745	17	82	5	1	1	4	855	430	4	45	4	3	0	1	487

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road
 Date 01 December 2016

Time	To Arm D - Mill Road							Veh. Total	From Arm D - Mill Road							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
08:00	31	1	6	3	2	0	0	43	0	0	0	0	0	0	0	0	0
08:15	43	0	10	2	1	0	1	57	0	0	0	0	0	0	0	0	0
08:30	83	0	7	0	0	0	0	90	0	0	0	0	0	0	1	1	1
08:45	81	0	7	1	2	0	1	92	0	0	0	0	0	0	0	0	0
09:00	95	1	11	3	0	0	0	110	0	0	0	0	0	0	1	1	1
09:15	69	2	11	3	0	0	1	86	0	0	0	0	0	0	0	0	0
09:30	60	1	8	0	2	0	0	71	0	0	0	0	0	0	0	0	0
09:45	52	0	6	1	1	0	2	62	0	0	0	0	0	0	0	0	0
Total	514	5	66	13	8	0	5	611	0	0	0	0	0	0	2	2	2

Date 01 December 2016

Time	To Arm D - Mill Road							Veh. Total	From Arm D - Mill Road							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
12:00	88	2	8	1	0	0	0	99	0	0	0	0	0	0	0	0	0
12:15	79	2	10	2	1	0	0	94	0	0	0	0	0	0	0	0	0
12:30	76	1	4	3	0	0	0	84	0	0	0	0	0	0	0	0	0
12:45	111	1	7	0	1	0	0	120	0	0	0	0	0	0	1	1	1
13:00	101	0	10	2	0	0	0	113	0	0	0	0	0	0	0	0	0
13:15	94	0	6	1	1	0	0	102	0	0	0	0	0	0	0	0	0
13:30	82	1	6	0	0	0	0	89	0	0	0	0	0	0	1	1	1
13:45	77	0	7	2	1	0	1	88	0	0	0	0	0	0	0	0	0
Total	708	7	58	11	4	0	1	789	0	0	0	0	0	0	2	2	2

Date 01 December 2016

Time	To Arm D - Mill Road							Veh. Total	From Arm D - Mill Road							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
16:00	105	0	5	2	1	0	0	113	0	0	0	0	0	0	0	0	0
16:15	105	0	6	0	0	0	0	111	0	0	0	0	0	0	0	0	0
16:30	107	2	12	1	1	0	0	123	0	0	0	0	0	0	3	3	3
16:45	76	0	8	1	0	0	0	85	0	0	0	0	0	0	0	0	0
17:00	95	0	10	0	1	0	1	107	0	0	0	0	0	0	0	0	0
17:15	89	0	1	0	0	0	0	90	0	0	0	0	0	0	0	0	0
17:30	78	0	3	0	0	1	1	83	0	0	0	0	0	0	1	1	1
17:45	81	1	5	1	1	0	0	89	0	0	0	0	0	0	0	0	0
Total	736	3	50	5	4	1	2	801	0	0	0	0	0	0	4	4	4

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road

Date 03 December 2016

Time	A to D - R733(N) to Mill Road							Veh. Total	A to C - R733(N) to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	41	0	2	0	0	0	0	43	70	0	3	1	0	0	2	76
12:15	38	0	1	1	0	0	0	40	57	0	1	1	0	0	0	59
12:30	29	0	1	0	0	0	0	30	61	0	4	0	0	0	0	65
12:45	33	0	1	0	0	0	0	34	74	0	6	0	0	0	2	82
13:00	32	0	1	0	0	0	0	33	78	0	4	2	0	0	0	84
13:15	47	0	4	0	0	0	0	51	90	1	8	0	0	0	0	99
13:30	35	0	2	0	0	0	0	37	64	0	7	0	0	1	0	72
13:45	27	0	3	0	0	0	0	30	72	1	9	1	0	0	0	83
Total	282	0	15	1	0	0	0	298	566	2	42	5	0	1	4	620

Date 03 December 2016

Time	A to D - R733(N) to Mill Road							Veh. Total	A to C - R733(N) to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	41	0	2	0	0	0	0	43	74	0	5	0	0	0	0	79
16:15	30	0	2	0	0	0	0	32	71	0	3	1	0	0	2	77
16:30	36	0	3	0	0	0	0	39	74	1	5	0	0	0	0	80
16:45	41	0	2	0	0	0	0	43	53	0	6	0	0	0	0	59
17:00	32	0	3	0	0	0	0	35	58	0	5	0	0	1	0	64
17:15	35	0	0	0	0	0	0	35	75	0	2	0	0	0	0	77
17:30	26	0	1	0	0	0	0	27	63	0	3	1	0	0	0	67
17:45	28	0	1	0	0	0	0	29	72	0	3	2	0	0	0	77
Total	269	0	14	0	0	0	0	283	540	1	32	4	0	1	2	580

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road

Date 03 December 2016

Time	A to B - R733(N) to Joseph Street							Veh. Total	B to A - Joseph Street to R733(N)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
12:00	57	0	9	0	0	0	0	66	0	0	0	0	0	0	0	0	0
12:15	58	0	5	0	0	0	1	64	0	0	0	0	0	0	0	0	0
12:30	53	2	1	0	0	0	0	56	0	0	0	0	0	0	0	0	0
12:45	48	0	5	0	0	0	0	53	0	0	0	0	0	0	0	0	0
13:00	41	0	6	0	0	1	0	48	0	0	0	0	0	0	0	0	0
13:15	41	0	6	0	0	1	0	48	0	0	0	0	0	0	0	0	0
13:30	54	0	2	0	0	0	0	56	0	0	0	0	0	0	0	0	0
13:45	35	0	6	1	0	0	0	42	0	0	0	0	0	0	0	0	0
Total	387	2	40	1	0	2	1	433	0	0	0	0	0	0	0	0	0

Date 03 December 2016

Time	A to B - R733(N) to Joseph Street							Veh. Total	B to A - Joseph Street to R733(N)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
16:00	45	2	3	0	0	0	0	50	0	0	0	0	0	0	0	0	0
16:15	39	0	8	0	0	0	0	47	0	0	0	0	0	0	0	0	0
16:30	48	1	4	0	0	0	0	53	0	0	0	0	0	0	0	0	0
16:45	39	0	3	0	0	1	0	43	0	0	0	0	0	0	0	0	0
17:00	48	0	5	0	0	0	0	53	0	0	0	0	0	0	0	0	0
17:15	42	0	4	0	0	0	0	46	0	0	0	0	0	0	0	0	0
17:30	56	0	1	0	0	0	0	57	0	0	0	0	0	0	0	0	0
17:45	49	0	4	0	0	0	0	53	0	0	0	0	0	0	0	0	0
Total	366	3	32	0	0	1	0	402	0	0	0	0	0	0	0	0	0

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road

Date 03 December 2016

Time	B to D - Joseph Street to Mill Road							Veh. Total	B to C - Joseph Street to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	57	0	2	0	0	0	1	60	20	1	0	0	0	1	0	22
12:15	29	0	3	1	0	0	0	33	14	0	1	0	0	0	1	16
12:30	36	0	2	0	0	0	0	38	19	0	1	0	0	0	0	20
12:45	44	0	7	0	0	0	0	51	20	0	2	0	0	0	0	22
13:00	37	0	3	1	0	0	0	41	23	0	2	0	0	0	0	25
13:15	28	0	1	0	0	0	0	29	16	1	0	0	0	0	0	17
13:30	45	0	3	0	0	0	0	48	14	0	1	0	0	0	0	15
13:45	41	0	5	0	0	0	0	46	21	0	1	0	0	1	0	23
Total	317	0	26	2	0	0	1	346	147	2	8	0	0	2	1	160

Date 03 December 2016

Time	B to D - Joseph Street to Mill Road							Veh. Total	B to C - Joseph Street to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	44	0	3	0	0	1	1	49	21	0	0	0	0	0	0	21
16:15	42	0	3	0	0	0	0	45	27	1	1	0	0	0	0	29
16:30	48	1	2	0	0	0	0	51	18	0	3	0	0	0	0	21
16:45	43	0	2	1	0	0	0	46	26	1	4	0	0	0	0	31
17:00	45	0	1	0	0	0	0	46	20	0	0	0	0	0	0	20
17:15	37	0	2	0	0	0	0	39	17	0	1	0	0	0	0	18
17:30	36	0	3	0	0	1	0	40	16	0	4	0	0	0	0	20
17:45	41	0	4	0	0	0	0	45	21	1	2	0	0	0	0	24
Total	336	1	20	1	0	2	1	361	166	3	15	0	0	0	0	184

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road

Date 03 December 2016

Time	C to B - R733(S) to Joseph Street							Veh. Total	C to A - R733(S) to R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	41	0	3	1	0	0	0	45	0	0	0	0	0	0	0	0
12:15	36	0	6	0	0	1	0	43	0	0	0	0	0	0	0	0
12:30	43	1	1	0	0	0	0	45	0	0	0	0	0	0	0	0
12:45	44	0	0	0	0	0	0	44	0	0	0	0	0	0	1	1
13:00	44	0	2	0	0	0	0	46	0	0	0	0	0	0	0	0
13:15	29	1	2	1	0	0	0	33	0	0	0	0	0	0	0	0
13:30	39	1	1	1	0	0	0	42	0	0	0	0	0	0	0	0
13:45	35	0	5	1	0	0	1	42	0	0	0	0	0	0	0	0
Total	311	3	20	4	0	1	1	340	0	0	0	0	0	0	1	1

Date 03 December 2016

Time	C to B - R733(S) to Joseph Street							Veh. Total	C to A - R733(S) to R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	29	1	3	0	0	0	0	33	0	0	0	0	0	0	0	0
16:15	38	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0
16:30	34	0	2	1	0	0	0	37	0	0	0	0	0	0	0	0
16:45	43	0	1	0	0	0	0	44	0	0	0	0	0	0	0	0
17:00	36	0	5	0	0	0	0	41	0	0	0	0	0	0	0	0
17:15	37	1	1	0	0	0	0	39	0	0	0	0	0	0	0	0
17:30	34	0	3	0	0	0	0	37	0	0	0	0	0	0	0	0
17:45	42	0	1	0	0	0	0	43	0	0	0	0	0	0	0	0
Total	293	2	16	1	0	0	0	312	0	0	0	0	0	0	0	0

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road

Date 03 December 2016

Time	C to D - R733(S) to Mill Road							Veh. Total	D to C - Mill Road to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	17	0	4	0	0	0	1	22	0	0	0	0	0	0	0	0
12:15	17	0	2	0	1	0	0	20	0	0	0	0	0	0	0	0
12:30	21	0	3	0	0	0	0	24	0	0	0	0	0	0	0	0
12:45	19	0	1	0	0	0	0	20	0	0	0	0	0	0	0	0
13:00	23	0	3	0	1	0	0	27	0	0	0	0	0	0	0	0
13:15	18	0	0	0	1	0	0	19	0	0	0	0	0	0	0	0
13:30	33	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0
13:45	20	0	2	0	2	0	0	24	0	0	0	0	0	0	0	0
Total	168	0	15	0	5	0	1	189	0	0	0	0	0	0	0	0

Date 03 December 2016

Time	C to D - R733(S) to Mill Road							Veh. Total	D to C - Mill Road to R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	27	0	1	1	1	0	0	30	0	0	0	0	0	0	0	0
16:15	17	0	1	0	0	0	0	18	0	0	0	0	0	0	0	0
16:30	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:45	25	0	3	0	1	0	0	29	0	0	0	0	0	0	0	0
17:00	15	0	1	0	1	0	0	17	0	0	0	0	0	0	0	0
17:15	15	0	2	0	0	0	0	17	0	0	0	0	0	0	0	0
17:30	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
17:45	15	0	0	0	1	0	0	16	0	0	0	0	0	0	0	0
Total	145	0	8	1	4	0	0	158	0	0	0	0	0	0	0	0

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road

Date 03 December 2016

Time	D to B - Mill Road to Joseph Street							Veh. Total	D to A - Mill Road to R733(N)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0

Date 03 December 2016

Time	D to B - Mill Road to Joseph Street							Veh. Total	D to A - Mill Road to R733(N)							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road

Date 03 December 2016

Time	To Arm A - R733(N)							Veh. Total	From Arm A - R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	0	0	0	0	0	0	0	0	168	0	14	1	0	0	2	185
12:15	0	0	0	0	0	0	0	0	153	0	7	2	0	0	1	163
12:30	0	0	0	0	0	0	0	0	143	2	6	0	0	0	0	151
12:45	0	0	0	0	0	0	1	1	155	0	12	0	0	0	2	169
13:00	0	0	0	0	0	0	0	0	151	0	11	2	0	1	0	165
13:15	0	0	0	0	0	0	0	0	178	1	18	0	0	1	0	198
13:30	0	0	0	0	0	0	0	0	153	0	11	0	0	1	0	165
13:45	0	0	0	0	0	0	0	0	134	1	18	2	0	0	0	155
Total	0	0	0	0	0	0	1	1	1235	4	97	7	0	3	5	1351

Date 03 December 2016

Time	To Arm A - R733(N)							Veh. Total	From Arm A - R733(N)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	0	0	0	0	0	0	0	0	160	2	10	0	0	0	0	172
16:15	0	0	0	0	0	0	0	0	140	0	13	1	0	0	2	156
16:30	0	0	0	0	0	0	0	0	158	2	12	0	0	0	0	172
16:45	0	0	0	0	0	0	0	0	133	0	11	0	0	1	0	145
17:00	0	0	0	0	0	0	0	0	138	0	13	0	0	1	0	152
17:15	0	0	0	0	0	0	0	0	152	0	6	0	0	0	0	158
17:30	0	0	0	0	0	0	0	0	145	0	5	1	0	0	0	151
17:45	0	0	0	0	0	0	0	0	149	0	8	2	0	0	0	159
Total	0	0	0	0	0	0	0	0	1175	4	78	4	0	2	2	1265

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road

Date 03 December 2016

Time	To Arm B - Joseph Street							Veh. Total	From Arm B - Joseph Street							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	98	0	12	1	0	0	0	111	77	1	2	0	0	1	1	82
12:15	94	0	11	0	0	1	1	107	43	0	4	1	0	0	1	49
12:30	96	3	2	0	0	0	0	101	55	0	3	0	0	0	0	58
12:45	92	0	5	0	0	0	0	97	64	0	9	0	0	0	0	73
13:00	85	0	8	0	0	1	0	94	60	0	5	1	0	0	0	66
13:15	70	1	8	1	0	1	0	81	44	1	1	0	0	0	0	46
13:30	93	1	3	1	0	0	0	98	59	0	4	0	0	0	0	63
13:45	70	0	11	2	0	0	3	86	62	0	6	0	0	1	0	69
Total	698	5	60	5	0	3	4	775	464	2	34	2	0	2	2	506

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Time	To Arm B - Joseph Street							Veh. Total	From Arm B - Joseph Street							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	74	3	6	0	0	0	0	83	65	0	3	0	0	1	1	70
16:15	77	0	8	0	0	0	0	85	69	1	4	0	0	0	0	74
16:30	82	1	6	1	0	0	0	90	66	1	5	0	0	0	0	72
16:45	82	0	4	0	0	1	0	87	69	1	6	1	0	0	0	77
17:00	84	0	10	0	0	0	1	95	65	0	1	0	0	0	0	66
17:15	79	1	5	0	0	0	0	85	54	0	3	0	0	0	0	57
17:30	90	0	4	0	0	0	0	94	52	0	7	0	0	1	0	60
17:45	91	0	5	0	0	0	0	96	62	1	6	0	0	0	0	69
Total	659	5	48	1	0	1	1	715	502	4	35	1	0	2	1	545

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road

Date 03 December 2016

Time	To Arm C - R733(S)							Veh. Total	From Arm C - R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
12:00	90	1	3	1	0	1	2	98	58	0	7	1	0	0	1	67
12:15	71	0	2	1	0	0	1	75	53	0	8	0	1	1	0	63
12:30	80	0	5	0	0	0	0	85	64	1	4	0	0	0	0	69
12:45	94	0	8	0	0	0	2	104	63	0	1	0	0	0	1	65
13:00	101	0	6	2	0	0	0	109	67	0	5	0	1	0	0	73
13:15	106	2	8	0	0	0	0	116	47	1	2	1	1	0	0	52
13:30	78	0	8	0	0	1	0	87	72	1	1	1	0	0	0	75
13:45	93	1	10	1	0	1	0	106	55	0	7	1	2	0	1	66
Total	713	4	50	5	0	3	5	780	479	3	35	4	5	1	3	530

Date 03 December 2016

Time	To Arm C - R733(S)							Veh. Total	From Arm C - R733(S)							Veh. Total
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C	
16:00	95	0	5	0	0	0	0	100	56	1	4	1	1	0	0	63
16:15	98	1	4	1	0	0	2	106	55	0	1	0	0	0	0	56
16:30	92	1	8	0	0	0	0	101	47	0	2	1	0	0	0	50
16:45	79	1	10	0	0	0	0	90	68	0	4	0	1	0	0	73
17:00	78	0	5	0	0	1	0	84	51	0	6	0	1	0	0	58
17:15	92	0	3	0	0	0	0	95	52	1	3	0	0	0	0	56
17:30	79	0	7	1	0	0	0	87	52	0	3	0	0	0	0	55
17:45	93	1	5	2	0	0	0	101	57	0	1	0	1	0	0	59
Total	706	4	47	4	0	1	2	764	438	2	24	2	4	0	0	470

Site No. 5
 Location R733(N) / Joseph Street / R733(S) / Mill Road

Date 03 December 2016

Time	To Arm D - Mill Road							Veh. Total	From Arm D - Mill Road							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
12:00	115	0	8	0	0	0	2	125	0	0	0	0	0	0	0	0	0
12:15	84	0	6	2	1	0	0	93	0	0	0	0	0	0	0	0	0
12:30	86	0	6	0	0	0	0	92	0	0	0	0	0	0	0	0	0
12:45	96	0	9	0	0	0	0	105	0	0	0	0	0	0	0	0	0
13:00	92	0	7	1	1	0	0	101	0	0	0	0	0	0	0	0	0
13:15	93	0	5	0	1	0	0	99	0	0	0	0	0	0	0	0	0
13:30	113	0	5	0	0	0	0	118	0	0	0	0	0	0	0	0	0
13:45	88	0	10	0	2	0	0	100	0	0	0	0	0	0	0	2	2
Total	767	0	56	3	5	0	2	833	0	0	0	0	0	0	0	2	2

Date 03 December 2016

Time	To Arm D - Mill Road							Veh. Total	From Arm D - Mill Road							Veh. Total	
	CAR	TAXI	LGV	HGV	PSV	M/C	P/C		CAR	TAXI	LGV	HGV	PSV	M/C	P/C		
16:00	112	0	6	1	1	1	1	122	0	0	0	0	0	0	0	0	0
16:15	89	0	6	0	0	0	0	95	0	0	0	0	0	0	0	0	0
16:30	97	1	5	0	0	0	0	103	0	0	0	0	0	0	0	0	0
16:45	109	0	7	1	1	0	0	118	0	0	0	0	0	0	0	0	0
17:00	92	0	5	0	1	0	0	98	0	0	0	0	0	0	0	1	1
17:15	87	0	4	0	0	0	0	91	0	0	0	0	0	0	0	0	0
17:30	80	0	4	0	0	1	0	85	0	0	0	0	0	0	0	0	0
17:45	84	0	5	0	1	0	0	90	0	0	0	0	0	0	0	0	0
Total	750	1	42	2	4	2	1	802	0	0	0	0	0	0	0	1	1

Site No.	Location.	Direction.	Speed Limit (km/h)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > Speed Limit1 (+5km/h).	% > Speed Limit1 (+5km/h).	No. > Speed Limit1 (+10km/h)	% > Speed Limit1 (+10km/h).	Mean Speed	85%ile Speed
19	Parnell Street	Eastbound	50	Thursday, 01 December 2016	Sunday, 04 December 2016	11146	2918	2787	130	1.2	33	0.3	7	0.1	31.5	38.2

Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Thursday, 01 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	18	0	18	0	0	0	0	0	0	0	0	0	0	2	11.1	0	0	0	0	37	46.8
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	1	33.3	45.7	-
0200	7	0	6	0	1	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	34.7	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-
0600	26	0	21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	43.9
0700	77	0	65	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	40.3
0800	145	2	123	0	18	1	0	0	1	0	0	0	0	0	0	0	0	0	0	31.9	37.4
0900	236	1	219	1	15	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	29.3	34.6
1000	195	1	178	1	10	2	1	1	1	0	0	0	0	0	0	0	0	0	0	30	36
1100	228	1	211	0	16	0	0	0	0	0	0	0	0	3	1.3	1	0.4	0	0	30	36
1200	207	0	194	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	37.8
1300	193	0	179	1	12	0	1	0	0	0	0	0	0	1	0.5	0	0	0	0	31.2	36.4
1400	189	2	175	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	37.1
1500	186	0	178	1	6	0	1	0	0	0	0	0	0	2	1.1	1	0.5	0	0	31.9	38.2
1600	248	0	230	2	14	0	1	1	0	0	0	0	0	1	0.4	0	0	0	0	30	36.7
1700	168	0	162	0	6	0	0	0	0	0	0	0	0	2	1.2	0	0	0	0	32.8	39.2
1800	169	0	167	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	39.6
1900	188	0	181	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	39.2
2000	124	0	123	0	1	0	0	0	0	0	0	0	0	3	2.4	0	0	0	0	34	41
2100	91	1	87	0	3	0	0	0	0	0	0	0	0	3	3.3	1	1.1	0	0	33.6	42.1
2200	53	0	53	0	0	0	0	0	0	0	0	0	0	1	1.9	0	0	0	0	34.2	40
2300	43	0	43	0	0	0	0	0	0	0	0	0	0	5	11.6	1	2.3	1	2.3	36.6	47.9
07-19	2241	7	2081	7	132	6	4	2	2	0	0	0	0	10	0.4	2	0.1	0	0	31	37.4
06-22	2670	8	2493	7	148	6	4	2	2	0	0	0	0	16	0.6	3	0.1	0	0	31.4	37.8
06-00	2766	8	2589	7	148	6	4	2	2	0	0	0	0	22	0.8	4	0.1	1	0	31.5	38.2
00-00	2806	8	2628	7	149	6	4	2	2	0	0	0	0	26	0.9	5	0.2	2	0.1	31.6	38.2

Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Friday, 02 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	33	0	32	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	36.4	43.6
0100	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	39.6
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	1	16.7	0	0	39.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0500	9	0	8	0	1	0	0	0	0	0	0	0	0	1	11.1	0	0	0	0	40.9	-
0600	28	0	25	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	44.3
0700	70	0	62	0	8	0	0	0	0	0	0	0	0	3	4.3	1	1.4	0	0	36.7	43.6
0800	168	1	151	0	14	1	1	0	0	0	0	0	0	2	1.2	2	1.2	0	0	32.7	38.2
0900	218	1	197	0	19	1	0	0	0	0	0	0	0	1	0.5	0	0	0	0	31.4	36.7
1000	210	1	186	1	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	35.6
1100	223	2	207	1	11	2	0	0	0	0	0	0	0	3	1.3	0	0	0	0	30.4	37.1
1200	212	3	194	1	12	2	0	0	0	0	0	0	0	1	0.5	0	0	0	0	29.6	35.6
1300	237	2	220	1	14	0	0	0	0	0	0	0	0	3	1.3	1	0.4	0	0	29.7	35.6
1400	216	0	200	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30	35.6
1500	232	1	219	0	12	0	0	0	0	0	0	0	0	1	0.4	1	0.4	0	0	27.9	33.8
1600	200	3	188	0	9	0	0	0	0	0	0	0	0	2	1	0	0	0	0	31.6	37.8
1700	186	0	177	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	38.5
1800	177	0	171	0	6	0	0	0	0	0	0	0	0	4	2.3	0	0	0	0	34	41
1900	183	1	175	0	7	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	31.8	38.5
2000	142	0	140	0	2	0	0	0	0	0	0	0	0	3	2.1	1	0.7	0	0	34.3	40
2100	108	0	104	0	4	0	0	0	0	0	0	0	0	1	0.9	0	0	0	0	33	40.7
2200	95	1	90	0	4	0	0	0	0	0	0	0	0	4	4.2	1	1.1	0	0	33.6	41.8
2300	60	0	58	0	2	0	0	0	0	0	0	0	0	4	6.7	1	1.7	0	0	35.9	42.8
07-19	2349	14	2172	5	149	7	2	0	0	0	0	0	0	20	0.9	5	0.2	0	0	30.8	37.4
06-22	2810	15	2616	5	165	7	2	0	0	0	0	0	0	25	0.9	6	0.2	0	0	31.2	37.8
06-00	2965	16	2764	5	171	7	2	0	0	0	0	0	0	33	1.1	8	0.3	0	0	31.4	38.2
00-00	3030	16	2825	5	175	7	2	0	0	0	0	0	0	36	1.2	9	0.3	0	0	31.5	38.2

Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Saturday, 03 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	35	0	33	0	2	0	0	0	0	0	0	0	0	3	8.6	1	2.9	0	0	36.5	42.1
0100	29	0	28	0	1	0	0	0	0	0	0	0	0	1	3.4	0	0	0	0	36.2	41.8
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	33.8
0300	11	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	40.3
0400	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0600	17	0	13	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	41.4
0700	40	1	34	0	5	0	0	0	0	0	0	0	0	2	5	0	0	0	0	36.4	42.5
0800	93	0	86	0	7	0	0	0	0	0	0	0	0	1	1.1	1	1.1	0	0	32.6	37.4
0900	188	0	173	1	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.1	37.8
1000	184	1	168	1	13	0	0	1	0	0	0	0	0	1	0.5	0	0	0	0	31	37.4
1100	213	1	205	0	7	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	30.7	36.7
1200	247	0	233	1	12	0	1	0	0	0	0	0	0	2	0.8	1	0.4	1	0.4	27.9	34.6
1300	216	1	204	1	10	0	0	0	0	0	0	0	0	3	1.4	0	0	0	0	30.3	36.7
1400	216	2	209	0	5	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	28.9	35.6
1500	200	0	194	0	5	1	0	0	0	0	0	0	0	1	0.5	0	0	0	0	28.8	35.6
1600	216	1	208	2	5	0	0	0	0	0	0	0	0	1	0.5	1	0.5	0	0	30.4	37.8
1700	185	2	177	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	37.4
1800	203	0	196	0	7	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	31	38.2
1900	184	0	183	0	1	0	0	0	0	0	0	0	0	4	2.2	1	0.5	0	0	33.3	40.7
2000	149	0	145	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	40
2100	132	1	126	1	4	0	0	0	0	0	0	0	0	4	3	1	0.8	0	0	33.6	40.7
2200	97	0	95	0	2	0	0	0	0	0	0	0	0	6	6.2	3	3.1	0	0	34.9	42.8
2300	83	0	79	0	4	0	0	0	0	0	0	0	0	3	3.6	3	3.6	0	0	36.9	43.9
07-19	2201	9	2087	6	95	1	1	1	1	0	0	0	0	14	0.6	3	0.1	1	0	30.3	37.1
06-22	2683	10	2554	7	108	1	1	1	1	0	0	0	0	22	0.8	5	0.2	1	0	30.9	37.8
06-00	2863	10	2728	7	114	1	1	1	1	0	0	0	0	31	1.1	11	0.4	1	0	31.2	38.2
00-00	2964	10	2823	7	120	1	1	1	1	0	0	0	0	35	1.2	12	0.4	1	0	31.4	38.2



Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Sunday, 04 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	58	0	53	0	5	0	0	0	0	0	0	0	0	3	5.2	2	3.4	1	1.7	36	43.2
0100	43	0	41	0	2	0	0	0	0	0	0	0	0	1	2.3	0	0	0	0	37.4	44.3
0200	32	0	28	0	4	0	0	0	0	0	0	0	0	2	6.3	0	0	0	0	34	40.7
0300	14	0	12	0	2	0	0	0	0	0	0	0	0	2	14.3	0	0	0	0	40.2	49
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
0500	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-
0600	6	0	4	0	2	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	37.3	-
0700	23	0	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	40
0800	37	1	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	37.4
0900	64	0	62	0	2	0	0	0	0	0	0	0	0	1	1.6	0	0	0	0	33	39.6
1000	113	3	108	0	2	0	0	0	0	0	0	0	0	2	1.8	1	0.9	1	0.9	31.4	37.4
1100	180	1	168	0	11	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	30.5	37.8
1200	211	3	203	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	36
1300	215	2	207	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	35.6
1400	192	1	189	0	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	29.6	36.4
1500	202	3	197	0	2	0	0	0	0	0	0	0	0	3	1.5	0	0	0	0	29.5	36
1600	201	1	198	0	2	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	29.6	36
1700	202	0	200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	37.1
1800	168	1	162	0	5	0	0	0	0	0	0	0	0	4	2.4	2	1.2	1	0.6	33.3	39.2
1900	131	0	129	0	2	0	0	0	0	0	0	0	0	6	4.6	0	0	0	0	34.9	42.8
2000	85	1	82	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	40.7
2100	78	0	77	0	1	0	0	0	0	0	0	0	0	2	2.6	1	1.3	0	0	35	43.2
2200	52	0	49	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	41.8
2300	27	0	26	1	0	0	0	0	0	0	0	0	0	2	7.4	1	3.7	1	3.7	35.5	41.4
07-19	1808	16	1751	0	41	0	0	0	0	0	0	0	0	14	0.8	3	0.2	2	0.1	30.5	37.1
06-22	2108	17	2043	1	47	0	0	0	0	0	0	0	0	23	1.1	4	0.2	2	0.1	31.1	37.8
06-00	2187	17	2118	3	49	0	0	0	0	0	0	0	0	25	1.1	5	0.2	3	0.1	31.2	38.2
00-00	2346	17	2264	3	62	0	0	0	0	0	0	0	0	33	1.4	7	0.3	4	0.2	31.6	38.5



Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Day (4)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	36	0	34	0	2	0	0	0	0	0	0	0	0	2	6.3	1	2.1	0	0.7	36.3	43.6
0100	22	0	21	0	1	0	0	0	0	0	0	0	0	1	3.4	0	1.1	0	1.1	37	43.2
0200	14	0	13	0	2	0	0	0	0	0	0	0	0	1	7.1	0	1.8	0	0	33.8	40.7
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	1	7.1	0	0	0	0	38.3	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0500	8	0	8	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	38.2	-
0600	19	0	16	0	4	0	0	0	0	0	0	0	0	0	1.3	0	0	0	0	36.6	43.9
0700	53	0	46	0	6	1	0	0	0	0	0	0	0	1	2.4	0	0.5	0	0	35.5	42.1
0800	111	1	99	0	10	1	0	0	0	0	0	0	0	1	0.7	1	0.7	0	0	32.3	38.2
0900	177	1	163	1	12	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	31	36.7
1000	176	2	160	1	12	1	0	1	0	0	0	0	0	1	0.4	0	0.1	0	0.1	30.2	36.4
1100	211	1	198	0	11	1	0	0	0	0	0	0	0	2	0.9	0	0.1	0	0	30.4	36.7
1200	219	2	206	1	11	1	0	0	0	0	0	0	0	1	0.3	0	0.1	0	0.1	29.3	36
1300	215	1	203	1	11	0	0	0	0	0	0	0	0	2	0.8	0	0.1	0	0	30.1	36
1400	203	1	193	0	9	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	29.8	36
1500	205	1	197	0	6	0	0	0	0	0	0	0	0	2	0.9	1	0.2	0	0	29.4	36
1600	216	1	206	1	8	0	0	0	0	0	0	0	0	1	0.6	0	0.1	0	0	30.4	37.1
1700	185	1	179	0	6	0	0	0	0	0	0	0	0	1	0.3	0	0	0	0	31.7	37.8
1800	179	0	174	0	5	0	0	0	0	0	0	0	0	2	1.3	1	0.3	0	0.1	32.7	39.2
1900	172	0	167	0	4	0	0	0	0	0	0	0	0	3	1.6	0	0.1	0	0	33	40
2000	125	0	123	0	2	0	0	0	0	0	0	0	0	2	1.2	0	0.2	0	0	33.9	40.7
2100	102	1	99	0	3	0	0	0	0	0	0	0	0	3	2.4	1	0.7	0	0	33.7	41.8
2200	74	0	72	0	2	0	0	0	0	0	0	0	0	3	3.7	1	1.3	0	0	34.2	41.8
2300	53	0	52	0	2	0	0	0	0	0	0	0	0	4	6.6	2	2.8	1	0.9	36.4	43.6
07-19	2150	12	2023	5	104	4	2	1	1	0	0	0	0	15	0.7	3	0.2	1	0	30.7	37.1
06-22	2568	13	2427	5	117	4	2	1	1	0	0	0	0	22	0.8	5	0.2	1	0	31.1	37.8
06-00	2695	13	2550	6	121	4	2	1	1	0	0	0	0	28	1	7	0.3	1	0	31.3	38.2
00-00	2787	13	2635	6	127	4	2	1	1	0	0	0	0	33	1.2	8	0.3	2	0.1	31.5	38.2



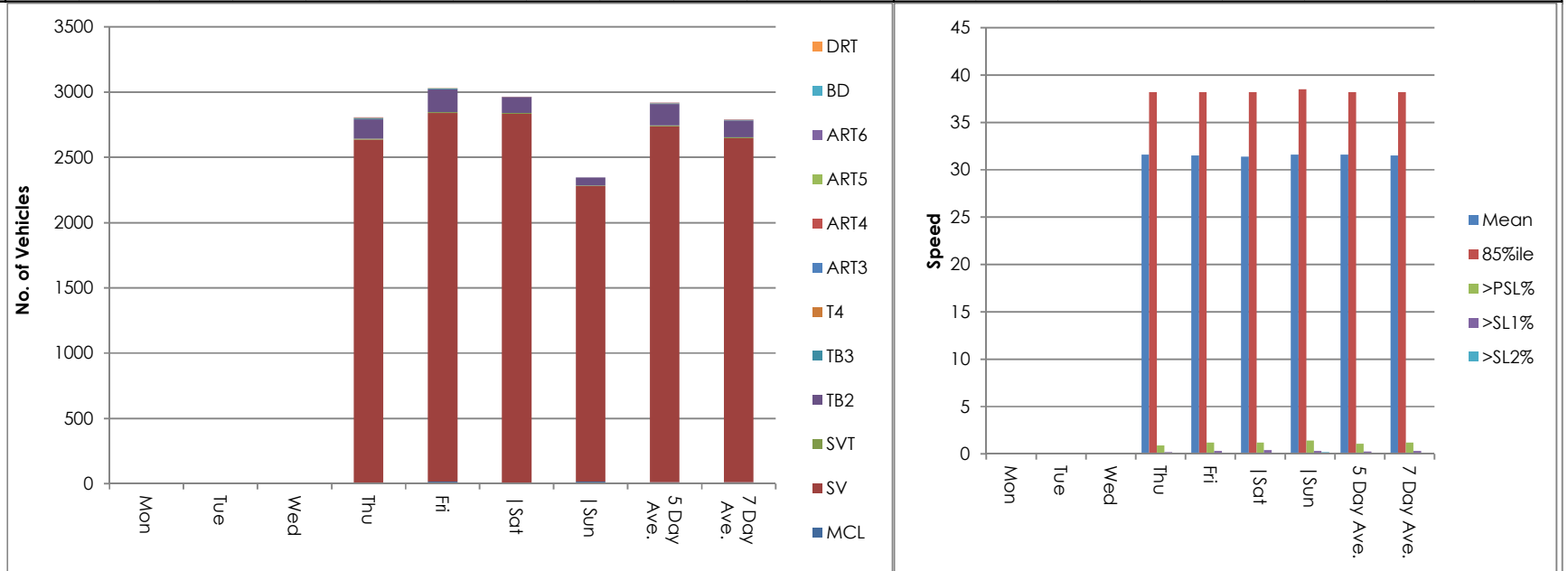
Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Thu	2806	8	2628	7	149	6	4	2	2	0	0	0	0	26	0.9	5	0.2	2	0.1	31.6	38.2
Fri	3030	16	2825	5	175	7	2	0	0	0	0	0	0	36	1.2	9	0.3	0	0	31.5	38.2
|Sat	2964	10	2823	7	120	1	1	1	1	0	0	0	0	35	1.2	12	0.4	1	0	31.4	38.2
|Sun	2346	17	2264	3	62	0	0	0	0	0	0	0	0	33	1.4	7	0.3	4	0.2	31.6	38.5
5 Day Ave.	2918	12	2727	6	162	7	3	1	1	0	0	0	0	31	1.1	7	0.2	1	0.0	31.6	38.2
7 Day Ave.	2787	13	2635	6	127	4	2	1	1	0	0	0	0	33	1.2	8	0.3	2	0.1	31.5	38.2
Total	11146	51	10540	22	506	14	7	3	3	0	0	0	0	130	1.2	33	0.3	7	0.1	31.5	38.2

Summary Graphs



Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Thursday, 01 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	18	0	0	0	0	3	2	3	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	1	1	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	1	1	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	26	0	0	0	0	1	7	4	4	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	77	0	0	0	1	3	13	26	19	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	145	0	0	2	3	11	29	62	26	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	236	0	0	2	14	25	86	77	25	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	195	0	0	2	7	18	80	52	27	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	228	0	0	3	10	38	64	65	33	11	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	207	0	2	4	16	24	56	55	28	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	193	0	0	1	2	23	58	63	34	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	189	0	0	2	3	36	47	52	34	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	186	0	0	1	2	16	51	57	41	15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	248	0	2	5	12	30	68	80	35	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	168	0	0	1	4	11	40	57	33	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	169	0	0	0	3	14	38	57	32	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	188	0	0	0	2	19	52	56	34	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	124	0	0	0	0	14	23	37	26	15	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	91	0	0	0	2	9	18	27	17	12	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	53	0	0	1	1	2	10	13	16	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	1	2	6	14	8	5	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2241	0	4	23	77	249	630	703	367	145	33	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2670	0	4	23	81	292	730	827	448	200	49	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2766	0	4	24	83	296	746	854	472	212	53	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2806	0	4	25	84	300	751	863	477	221	55	21	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Friday, 02 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	33	0	0	0	0	3	4	8	7	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	1	0	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	1	0	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	0	0	2	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	28	0	0	0	0	1	5	5	7	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	70	0	0	2	1	3	4	15	24	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	168	0	0	0	2	9	45	62	34	12	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	218	0	0	0	4	23	64	72	41	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	210	0	0	3	13	37	69	48	30	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	223	0	0	2	10	36	64	56	35	13	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	212	0	0	1	10	40	61	64	23	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	237	0	0	1	10	48	70	63	30	11	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	216	0	0	4	12	23	64	70	28	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	232	0	0	3	16	65	64	56	20	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	200	0	0	1	5	22	66	54	27	14	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	186	0	0	2	7	15	42	57	40	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	177	0	0	2	1	14	31	52	47	18	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	183	0	0	5	4	19	33	63	42	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	142	0	0	1	0	6	35	39	38	13	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	108	0	0	0	5	9	28	23	20	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	95	0	0	1	5	10	15	23	20	13	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	60	0	0	0	0	3	11	18	14	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2349	0	0	21	91	335	644	669	379	143	47	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2810	0	0	27	100	370	745	799	486	193	65	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2965	0	0	28	105	383	771	840	520	213	72	25	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3030	0	0	28	105	388	775	855	539	229	75	27	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Saturday, 03 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	35	0	0	0	0	1	6	9	11	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	29	0	0	0	0	1	4	6	13	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	2	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	2	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	2	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	17	0	0	0	0	0	2	3	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	40	0	0	0	0	1	7	10	9	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	93	0	0	0	1	8	22	30	22	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	188	0	1	0	3	16	45	67	40	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	184	0	0	2	7	27	50	51	28	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	213	0	0	3	11	26	51	73	32	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	247	0	0	4	27	47	77	56	29	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	216	0	0	3	7	30	67	63	35	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	216	0	1	2	24	37	66	44	28	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	200	0	0	4	16	43	54	49	19	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	216	0	0	1	6	35	71	52	30	14	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	185	0	1	5	7	26	38	61	32	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	203	0	0	1	13	28	48	52	37	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	184	0	1	2	3	15	41	48	42	21	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	149	0	0	0	4	5	36	49	31	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	132	0	0	1	1	9	33	34	31	16	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	97	0	1	0	0	9	17	30	17	11	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	83	0	0	0	0	5	8	18	22	22	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2201	0	3	25	122	324	596	608	341	129	39	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2683	0	4	28	130	353	708	742	451	190	55	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2863	0	5	28	130	367	733	790	490	223	66	20	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2964	0	5	28	130	371	749	814	528	234	70	23	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Sunday, 04 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	58	0	0	0	0	6	9	9	18	10	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	43	0	0	0	0	1	3	15	7	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	32	0	0	0	0	4	9	2	11	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	14	0	0	0	0	0	1	3	2	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	0	1	4	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	0	0	0	0	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	23	0	0	0	1	2	1	9	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	37	0	0	0	1	5	10	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	64	0	0	0	0	8	13	21	12	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	113	0	0	0	10	11	27	27	30	6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	180	0	3	1	9	20	53	50	23	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	211	0	0	0	5	41	70	51	34	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	215	0	0	5	18	30	61	64	26	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	192	0	0	3	16	35	52	41	31	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	202	0	0	1	13	37	60	57	24	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	201	0	1	1	7	35	71	49	26	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	202	0	0	0	6	20	57	67	40	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	168	0	0	0	4	18	29	45	50	7	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	131	0	0	0	5	8	17	40	30	20	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	85	0	0	0	0	4	23	21	19	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	78	0	0	0	1	5	13	24	14	13	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	52	0	0	0	2	2	11	17	9	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	27	0	0	0	0	3	4	8	6	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1808	0	4	11	90	262	504	492	308	84	39	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2108	0	4	11	96	279	557	580	373	132	53	19	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2187	0	4	11	98	284	572	605	388	143	57	20	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2346	0	4	11	98	295	594	636	431	174	70	26	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Day (4)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	36	0	0	0	0	3	5	7	10	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	0	1	2	6	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	2	3	3	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	1	1	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	19	0	0	0	0	1	4	4	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	53	0	0	1	1	2	6	15	14	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	111	0	0	1	2	8	27	41	22	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	177	0	0	1	5	18	52	59	30	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	176	0	0	2	9	23	57	45	29	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	211	0	1	2	10	30	58	61	31	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	219	0	1	2	15	38	66	57	29	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	215	0	0	3	9	33	64	63	31	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	203	0	0	3	14	33	57	52	30	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	205	0	0	2	12	40	57	55	26	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	216	0	1	2	8	31	69	59	30	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	185	0	0	2	6	18	44	61	36	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	179	0	0	1	5	19	37	52	42	15	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	172	0	0	2	4	15	36	52	37	19	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	125	0	0	0	1	7	29	37	29	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	102	0	0	0	2	8	23	27	21	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	74	0	0	1	2	6	13	21	16	10	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	53	0	0	0	0	3	7	15	13	10	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2150	0	3	20	95	293	594	618	349	125	40	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2568	0	3	22	102	324	685	737	440	179	56	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2695	0	3	23	104	333	706	772	468	198	62	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2787	0	3	23	104	339	717	792	494	215	68	24	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



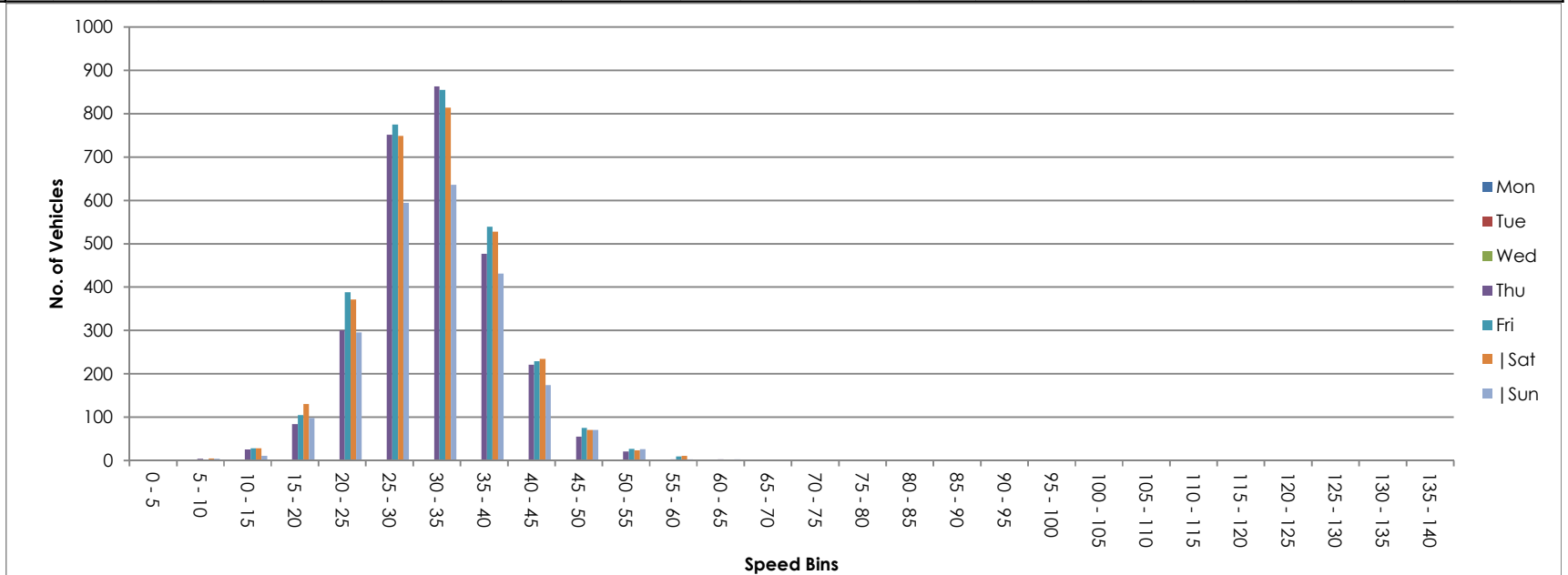
Site 19
 Location Parnell Street
 Direction Eastbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	2806	0	4	25	84	300	751	863	477	221	55	21	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Fri	3030	0	0	28	105	388	775	855	539	229	75	27	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
|Sat	2964	0	5	28	130	371	749	814	528	234	70	23	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
|Sun	2346	0	4	11	98	295	594	636	431	174	70	26	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	2918	0	2	27	95	344	763	859	508	225	65	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	2787	0	3	23	104	339	717	792	494	215	68	24	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	11146	0	13	92	417	1354	2869	3168	1975	858	270	97	26	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	

Summary Graphs





Site No.	Location.	Direction.	Speed Limit (km/h)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > Speed Limit1 (+5km/h).	% > Speed Limit1 (+5km/h).	No. > Speed Limit1 (+10km/h).	% > Speed Limit1 (+10km/h).	Mean Speed	85%ile Speed
25	William Street Lower	Northbound	50	Thursday, 01 December 2016	Sunday, 04 December 2016	19624	5353	4906	551	2.8	171	0.9	52	0.3	36.8	42.8
		Southbound	50	Thursday, 01 December 2016	Sunday, 04 December 2016	17144	4676	4286	1366	8.0	393	2.3	124	0.7	39.6	46.8
		Northbound/Southbound	50	Thursday, 01 December 2016	Sunday, 04 December 2016	36768	10029	9192	1917	5.2	564	1.5	176	0.5	38.1	45.0

Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Thursday, 01 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	21	0	20	0	1	0	0	0	0	0	0	0	0	4	19	1	4.8	0	0	43.8	50.4
0100	12	0	10	0	1	1	0	0	0	0	0	0	0	2	16.7	1	8.3	1	8.3	45.3	49.3
0200	8	0	3	0	2	0	0	0	2	0	1	0	0	0	0	0	0	0	0	37.2	-
0300	5	0	3	0	1	0	0	0	0	1	0	0	0	2	40	1	20	1	20	46.7	-
0400	4	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.1	-
0500	40	1	31	0	6	2	0	0	0	0	0	0	0	11	27.5	5	12.5	1	2.5	45.8	53.6
0600	52	0	41	2	8	1	0	0	0	0	0	0	0	14	26.9	9	17.3	1	1.9	45.5	55.1
0700	150	2	116	0	30	0	1	0	0	1	0	0	0	11	7.3	1	0.7	1	0.7	40	45.7
0800	468	0	419	4	43	0	0	1	1	0	0	0	0	7	1.5	3	0.6	2	0.4	37.8	42.8
0900	461	1	413	9	36	1	0	0	0	1	0	0	0	7	1.5	1	0.2	0	0	36.5	41
1000	363	2	328	3	28	1	0	1	0	0	0	0	0	5	1.4	1	0.3	0	0	37.7	43.2
1100	395	0	353	2	32	2	5	0	0	1	0	0	0	2	0.5	1	0.3	0	0	37.2	41.8
1200	393	2	351	7	29	2	2	0	0	0	0	0	0	5	1.3	2	0.5	1	0.3	37.1	42.5
1300	365	3	330	1	27	1	0	0	0	1	2	0	0	0	0	0	0	0	0	36.2	40.7
1400	333	2	311	0	16	1	1	0	0	1	1	0	0	3	0.9	1	0.3	0	0	34.9	40.7
1500	364	2	336	4	18	2	1	1	0	0	0	0	0	0	0	0	0	0	0	34	40
1600	421	1	388	2	26	2	0	0	0	1	1	0	0	1	0.2	0	0	0	0	33.3	38.5
1700	358	3	342	2	8	1	1	0	1	0	0	0	0	1	0.3	0	0	0	0	35.1	40.7
1800	304	2	285	1	14	0	0	0	0	2	0	0	0	2	0.7	0	0	0	0	36	41
1900	279	1	265	1	12	0	0	0	0	0	0	0	0	8	2.9	2	0.7	0	0	36.8	41.8
2000	173	0	165	1	7	0	0	0	0	0	0	0	0	5	2.9	0	0	0	0	39.1	44.6
2100	99	0	96	0	3	0	0	0	0	0	0	0	0	6	6.1	3	3	1	1	38.5	45.7
2200	77	1	73	1	2	0	0	0	0	0	0	0	0	7	9.1	0	0	0	0	40.9	47.2
2300	43	0	43	0	0	0	0	0	0	0	0	0	0	8	18.6	2	4.7	0	0	43.8	52.2
07-19	4375	20	3972	35	307	13	11	3	2	8	4	0	0	44	1	10	0.2	4	0.1	36.2	41.4
06-22	4978	21	4539	39	337	14	11	3	2	8	4	0	0	77	1.5	24	0.5	6	0.1	36.4	41.8
06-00	5098	22	4655	40	339	14	11	3	2	8	4	0	0	92	1.8	26	0.5	6	0.1	36.6	42.1
00-00	5188	23	4724	40	351	18	11	3	4	9	5	0	0	111	2.1	34	0.7	9	0.2	36.7	42.5



Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Friday, 02 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	46	0	45	0	1	0	0	0	0	0	0	0	0	6	13	3	6.5	1	2.2	44.2	48.6
0100	14	0	13	0	0	1	0	0	0	0	0	0	0	2	14.3	0	0	0	0	43.1	48.2
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	2	33.3	0	0	0	0	46.8	-
0300	9	0	4	0	2	0	0	0	1	2	0	0	0	4	44.4	2	22.2	1	11.1	50.4	-
0400	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0500	38	0	27	0	4	4	0	0	2	1	0	0	0	12	31.6	5	13.2	3	7.9	46.4	51.1
0600	55	0	41	0	13	0	0	0	1	0	0	0	0	10	18.2	2	3.6	1	1.8	44.1	51.5
0700	176	1	142	0	29	2	0	1	0	1	0	0	0	11	6.3	6	3.4	1	0.6	40.5	45.7
0800	452	1	416	1	31	0	2	0	1	0	0	0	0	5	1.1	2	0.4	1	0.2	36.7	41.4
0900	462	0	418	7	36	0	0	1	0	0	0	0	0	4	0.9	1	0.2	1	0.2	36.8	42.1
1000	399	5	361	2	29	1	1	0	0	0	0	0	0	6	1.5	1	0.3	0	0	34.9	40.3
1100	398	1	361	2	30	1	1	0	2	0	0	0	0	2	0.5	1	0.3	0	0	33.6	40.3
1200	401	3	360	1	33	1	2	0	1	0	0	0	0	0	0	0	0	0	0	34.4	40.3
1300	392	3	366	2	19	1	0	0	1	0	0	0	0	1	0.3	0	0	0	0	31.4	39.2
1400	389	2	359	7	18	2	0	0	1	0	0	0	0	1	0.3	0	0	0	0	33.4	38.9
1500	408	1	376	6	19	3	2	0	0	1	0	0	0	1	0.2	0	0	0	0	31.6	38.9
1600	345	1	317	5	18	0	0	0	1	1	2	0	0	2	0.6	0	0	0	0	33	39.6
1700	311	1	301	1	6	2	0	0	0	0	0	0	0	3	1	0	0	0	0	36.7	41.8
1800	333	3	307	1	21	1	0	0	0	0	0	0	0	5	1.5	0	0	0	0	36.1	41.4
1900	316	2	298	1	12	1	1	0	1	0	0	0	0	3	0.9	0	0	0	0	37	42.1
2000	209	2	198	0	9	0	0	0	0	0	0	0	0	8	3.8	0	0	0	0	39.4	45
2100	143	0	139	1	2	0	0	0	0	0	1	0	0	7	4.9	2	1.4	1	0.7	42.2	47.2
2200	93	2	87	0	4	0	0	0	0	0	0	0	0	7	7.5	3	3.2	1	1.1	40.6	46.4
2300	121	1	113	0	7	0	0	0	0	0	0	0	0	8	6.6	2	1.7	0	0	41.6	46.8
07-19	4466	22	4084	35	289	14	8	2	7	3	2	0	0	41	0.9	11	0.2	3	0.1	34.7	41
06-22	5189	26	4760	37	325	15	9	2	9	3	3	0	0	69	1.3	15	0.3	5	0.1	35.3	41.8
06-00	5403	29	4960	37	336	15	9	2	9	3	3	0	0	84	1.6	20	0.4	6	0.1	35.5	42.1
00-00	5518	29	5055	37	344	21	9	2	12	6	3	0	0	110	2	30	0.5	11	0.2	35.7	42.1

Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Saturday, 03 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	65	0	62	0	3	0	0	0	0	0	0	0	0	8	12.3	4	6.2	1	1.5	43.6	49.3
0100	41	0	39	0	1	1	0	0	0	0	0	0	0	6	14.6	2	4.9	0	0	43.3	46.8
0200	29	0	25	0	2	0	0	0	1	0	1	0	0	10	34.5	7	24.1	4	13.8	50	59.4
0300	24	0	22	0	1	0	0	0	0	1	0	0	0	10	41.7	5	20.8	2	8.3	46.6	54.7
0400	15	0	12	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	48.2
0500	16	0	12	0	4	0	0	0	0	0	0	0	0	4	25	0	0	0	0	42.9	51.8
0600	41	0	28	2	8	2	0	1	0	0	0	0	0	10	24.4	3	7.3	1	2.4	46.2	53.3
0700	82	1	69	1	9	1	0	0	0	1	0	0	0	8	9.8	4	4.9	1	1.2	42.8	48.6
0800	226	0	205	0	16	3	0	0	1	1	0	0	0	18	8	3	1.3	1	0.4	40.8	46.1
0900	326	3	296	3	22	1	0	0	0	1	0	0	0	6	1.8	4	1.2	1	0.3	39.3	44.6
1000	376	6	345	3	20	1	0	0	1	0	0	0	0	4	1.1	2	0.5	2	0.5	36.5	41.4
1100	428	3	400	2	22	0	0	0	0	1	0	0	0	1	0.2	0	0	0	0	35.1	40.3
1200	383	1	360	8	14	0	0	0	0	0	0	0	0	2	0.5	1	0.3	0	0	36.3	41
1300	400	2	377	2	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	39.6
1400	408	3	376	5	22	0	1	0	0	1	0	0	0	2	0.5	1	0.2	0	0	32.6	38.2
1500	343	3	325	3	9	1	0	1	0	1	0	0	0	2	0.6	2	0.6	2	0.6	33.5	40.3
1600	312	2	295	2	12	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.3	38.9
1700	274	2	264	1	7	0	0	0	0	0	0	0	0	9	3.3	1	0.4	0	0	36.5	42.8
1800	294	1	277	5	11	0	0	0	0	0	0	0	0	6	2	1	0.3	1	0.3	36.9	42.1
1900	271	0	264	0	6	1	0	0	0	0	0	0	0	5	1.8	0	0	0	0	39	44.3
2000	202	0	199	0	1	0	0	0	1	1	0	0	0	12	5.9	2	1	0	0	39.6	46.1
2100	142	0	137	1	3	0	0	0	0	1	0	0	0	9	6.3	0	0	0	0	40.6	45.4
2200	117	1	112	0	4	0	0	0	0	0	0	0	0	9	7.7	4	3.4	1	0.9	40.6	46.4
2300	123	0	116	0	7	0	0	0	0	0	0	0	0	16	13	7	5.7	1	0.8	41.8	48.6
07-19	3852	27	3589	35	182	8	1	1	2	7	0	0	0	58	1.5	19	0.5	8	0.2	35.8	41.8
06-22	4508	27	4217	38	200	11	1	2	3	9	0	0	0	94	2.1	24	0.5	9	0.2	36.4	42.5
06-00	4748	28	4445	38	211	11	1	2	3	9	0	0	0	119	2.5	35	0.7	11	0.2	36.7	42.8
00-00	4938	28	4617	38	224	13	1	2	4	10	1	0	0	157	3.2	53	1.1	18	0.4	37	43.2

Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Sunday, 04 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	61	0	58	1	2	0	0	0	0	0	0	0	0	11	18	3	4.9	1	1.6	43.6	50.4
0100	70	0	63	0	6	1	0	0	0	0	0	0	0	18	25.7	8	11.4	5	7.1	44.1	53.6
0200	64	0	59	0	5	0	0	0	0	0	0	0	0	14	21.9	6	9.4	1	1.6	46.8	52.2
0300	33	0	28	0	5	0	0	0	0	0	0	0	0	16	48.5	6	18.2	2	6.1	48.8	55.1
0400	15	0	14	0	1	0	0	0	0	0	0	0	0	4	26.7	0	0	0	0	45.4	51.5
0500	7	0	5	0	1	0	0	0	1	0	0	0	0	2	28.6	1	14.3	0	0	42.8	-
0600	21	0	18	0	3	0	0	0	0	0	0	0	0	4	19	4	19	1	4.8	46	55.8
0700	44	0	37	1	4	1	0	0	0	1	0	0	0	5	11.4	1	2.3	0	0	42.4	49.3
0800	78	2	72	0	3	1	0	0	0	0	0	0	0	10	12.8	2	2.6	0	0	42.1	49
0900	137	1	130	1	2	1	1	0	0	1	0	0	0	9	6.6	2	1.5	0	0	41.2	46.8
1000	208	3	198	0	5	1	0	0	0	1	0	0	0	8	3.8	1	0.5	0	0	39.4	45.7
1100	301	2	291	1	6	0	0	0	0	1	0	0	0	8	2.7	0	0	0	0	38.4	43.6
1200	384	6	369	1	5	1	0	0	0	2	0	0	0	3	0.8	1	0.3	1	0.3	36.5	41
1300	429	4	414	3	8	0	0	0	0	0	0	0	0	1	0.2	1	0.2	1	0.2	34.9	40.7
1400	425	1	419	2	1	0	0	0	1	1	0	0	0	6	1.4	3	0.7	0	0	35.2	40
1500	356	2	348	1	5	0	0	0	0	0	0	0	0	3	0.8	2	0.6	0	0	36.6	41
1600	312	1	300	5	6	0	0	0	0	0	0	0	0	5	1.6	1	0.3	0	0	37.1	42.5
1700	306	1	300	2	3	0	0	0	0	0	0	0	0	3	1	0	0	0	0	36.9	42.1
1800	229	0	220	1	5	1	1	0	0	1	0	0	0	3	1.3	0	0	0	0	38	43.6
1900	193	0	186	2	4	0	1	0	0	0	0	0	0	8	4.1	3	1.6	0	0	39.8	45
2000	144	0	143	1	0	0	0	0	0	0	0	0	0	11	7.6	2	1.4	0	0	41.1	47.2
2100	66	0	64	0	2	0	0	0	0	0	0	0	0	4	6.1	1	1.5	0	0	41.1	46.4
2200	61	1	58	0	2	0	0	0	0	0	0	0	0	9	14.8	2	3.3	1	1.6	42.5	49.7
2300	36	0	36	0	0	0	0	0	0	0	0	0	0	8	22.2	4	11.1	1	2.8	44.1	52.6
07-19	3209	23	3098	18	53	6	2	0	1	8	0	0	0	64	2	14	0.4	2	0.1	37.1	42.8
06-22	3633	23	3509	21	62	6	3	0	1	8	0	0	0	91	2.5	24	0.7	3	0.1	37.5	43.2
06-00	3730	24	3603	21	64	6	3	0	1	8	0	0	0	108	2.9	30	0.8	5	0.1	37.7	43.6
00-00	3980	24	3830	22	84	7	3	0	2	8	0	0	0	173	4.3	54	1.4	14	0.4	38.2	44.3

Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Day (4)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	48	0	46	0	2	0	0	0	0	0	0	0	0	7	15	3	5.7	1	1.6	43.8	49.7
0100	34	0	31	0	2	1	0	0	0	0	0	0	0	7	20.4	3	8	2	4.4	43.8	51.1
0200	27	0	23	0	3	0	0	0	1	0	1	0	0	7	24.3	3	12.1	1	4.7	46.9	53.6
0300	18	0	14	0	2	0	0	0	0	1	0	0	0	8	45.1	4	19.7	2	8.5	48.1	55.4
0400	9	0	7	0	1	1	0	0	0	0	0	0	0	1	11.1	0	0	0	0	44.5	-
0500	25	0	19	0	4	2	0	0	1	0	0	0	0	7	28.7	3	10.9	1	4	45.4	53.6
0600	42	0	32	1	8	1	0	0	0	0	0	0	0	10	22.5	5	10.7	1	2.4	45.3	53.3
0700	113	1	91	1	18	1	0	0	0	1	0	0	0	9	7.7	3	2.7	1	0.7	41	46.8
0800	306	1	278	1	23	1	1	0	1	0	0	0	0	10	3.3	3	0.8	1	0.3	38.2	43.6
0900	347	1	314	5	24	1	0	0	0	1	0	0	0	7	1.9	2	0.6	1	0.1	37.7	43.6
1000	337	4	308	2	21	1	0	0	0	0	0	0	0	6	1.7	1	0.4	1	0.1	36.8	42.5
1100	381	2	351	2	23	1	2	0	1	1	0	0	0	3	0.9	1	0.1	0	0	35.9	41.4
1200	390	3	360	4	20	1	1	0	0	1	0	0	0	3	0.6	1	0.3	1	0.1	36.1	41.4
1300	397	3	372	2	18	1	0	0	0	0	1	0	0	1	0.1	0	0.1	0	0.1	34.2	40.3
1400	389	2	366	4	14	1	1	0	1	1	0	0	0	3	0.8	1	0.3	0	0	34	39.6
1500	368	2	346	4	13	2	1	1	0	1	0	0	0	2	0.4	1	0.3	1	0.1	33.8	40
1600	348	1	325	4	16	1	0	0	0	1	1	0	0	2	0.6	0	0.1	0	0	34.1	40
1700	312	2	302	2	6	1	0	0	0	0	0	0	0	4	1.3	0	0.1	0	0	36.2	41.8
1800	290	2	272	2	13	1	0	0	0	1	0	0	0	4	1.4	0	0.1	0	0.1	36.7	41.8
1900	265	1	253	1	9	1	1	0	0	0	0	0	0	6	2.3	1	0.5	0	0	38	43.6
2000	182	1	176	1	4	0	0	0	0	0	0	0	0	9	4.9	1	0.5	0	0	39.7	45.4
2100	113	0	109	1	3	0	0	0	0	0	0	0	0	7	5.8	2	1.3	1	0.4	40.7	46.4
2200	87	1	83	0	3	0	0	0	0	0	0	0	0	8	9.2	2	2.6	1	0.9	41	47.9
2300	81	0	77	0	4	0	0	0	0	0	0	0	0	10	12.4	4	4.6	1	0.6	42.3	48.6
07-19	3976	23	3686	31	208	10	6	2	3	7	2	0	0	52	1.3	14	0.3	4	0.1	35.9	41.8
06-22	4577	24	4256	34	231	12	6	2	4	7	2	0	0	83	1.8	22	0.5	6	0.1	36.3	42.1
06-00	4745	26	4416	34	238	12	6	2	4	7	2	0	0	101	2.1	28	0.6	7	0.1	36.5	42.5
00-00	4906	26	4557	34	251	15	6	2	6	8	2	0	0	138	2.8	43	0.9	13	0.3	36.8	42.8

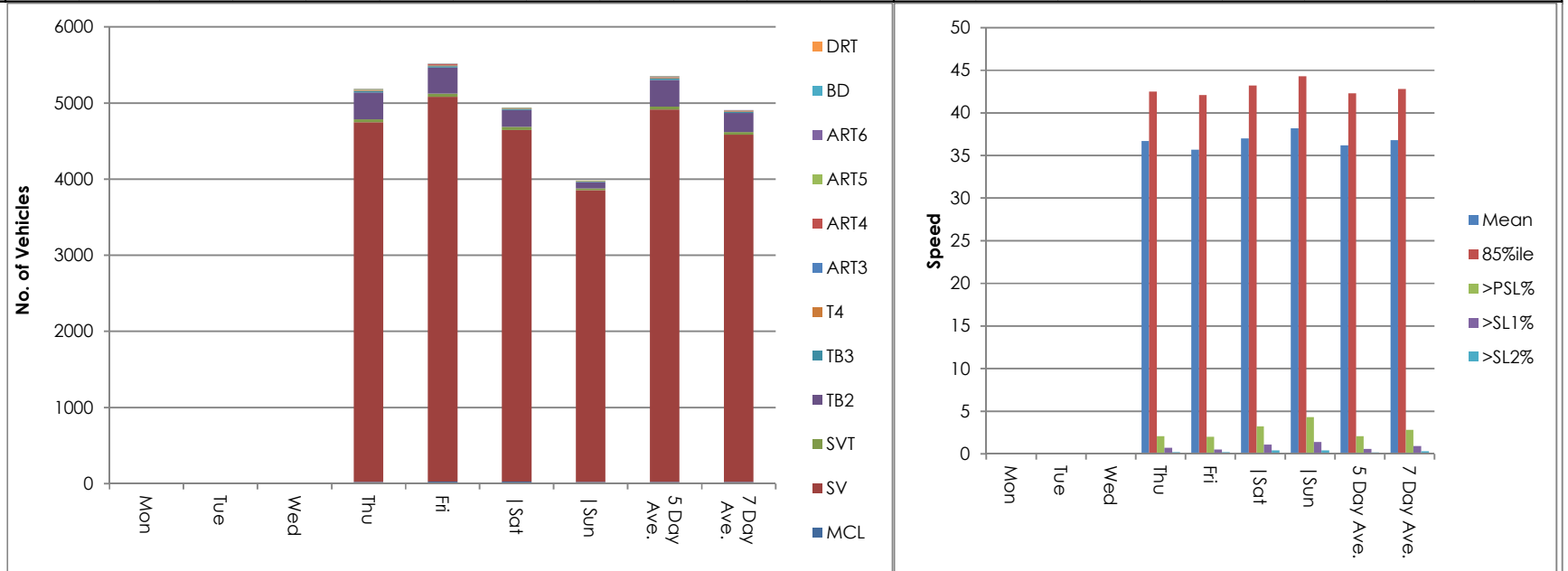
Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Thu	5188	23	4724	40	351	18	11	3	4	9	5	0	0	111	2.1	34	0.7	9	0.2	36.7	42.5
Fri	5518	29	5055	37	344	21	9	2	12	6	3	0	0	110	2	30	0.5	11	0.2	35.7	42.1
|Sat	4938	28	4617	38	224	13	1	2	4	10	1	0	0	157	3.2	53	1.1	18	0.4	37	43.2
|Sun	3980	24	3830	22	84	7	3	0	2	8	0	0	0	173	4.3	54	1.4	14	0.4	38.2	44.3
5 Day Ave.	5353	26	4890	39	348	20	10	3	8	8	4	0	0	111	2.1	32	0.6	10	0.2	36.2	42.3
7 Day Ave.	4906	26	4557	34	251	15	6	2	6	8	2	0	0	138	2.8	43	0.9	13	0.3	36.8	42.8
Total	19624	104	18226	137	1003	59	24	7	22	33	9	0	0	551	2.8	171	0.9	52	0.3	36.8	42.8

Summary Graphs



Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Thursday, 01 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	21	0	0	0	0	0	0	1	5	6	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	0	0	0	0	1	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	1	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	1	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	40	0	0	0	0	0	1	1	8	8	11	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	52	0	0	0	1	0	0	0	14	12	11	5	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	150	0	0	0	0	2	8	16	55	39	19	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	468	0	0	0	2	6	31	99	175	120	28	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	461	0	0	0	0	8	35	135	178	76	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	363	0	0	0	2	6	27	69	140	85	29	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	395	0	0	0	1	7	27	84	156	102	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	393	0	0	0	2	6	23	108	145	79	25	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	365	0	0	1	1	3	43	81	157	67	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	333	0	2	0	9	16	32	92	116	55	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	364	0	0	0	6	19	49	129	103	53	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	421	0	2	1	3	15	94	152	109	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	358	0	2	1	3	7	51	114	116	50	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	304	0	0	1	3	3	33	84	107	64	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	279	0	0	0	2	4	24	71	99	58	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	173	0	0	0	1	2	7	30	55	53	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	99	0	2	0	2	4	1	18	28	24	14	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	77	0	0	0	1	3	0	7	18	30	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	0	0	0	4	8	16	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4375	0	6	4	32	98	453	1163	1557	829	189	34	6	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4978	0	8	4	38	108	485	1282	1753	976	247	53	18	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5098	0	8	4	39	111	485	1293	1779	1022	265	66	20	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5188	0	9	4	39	111	486	1296	1796	1046	290	77	25	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0



Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Friday, 02 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	46	0	0	0	0	0	0	0	16	9	15	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	0	1	2	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	0	1	0	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	38	0	0	0	0	0	0	3	7	5	11	7	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	55	0	0	0	0	2	2	1	8	14	18	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	176	0	0	0	0	3	4	20	56	58	24	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	452	0	0	0	2	6	44	95	191	94	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	462	0	0	2	4	9	42	94	185	96	26	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	399	0	0	2	7	21	39	119	147	47	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	398	0	2	7	8	17	50	153	93	57	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	401	0	0	6	10	11	45	134	130	55	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	392	0	4	20	20	33	67	108	89	41	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	389	0	0	1	2	29	82	126	97	35	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	408	0	5	11	37	11	71	124	111	34	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	345	0	1	6	13	19	57	115	85	37	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	311	0	0	0	2	8	25	71	116	80	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	333	0	1	1	2	3	40	85	122	59	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	316	0	1	1	2	4	25	69	128	66	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	209	0	0	0	1	3	12	28	58	75	24	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	143	0	0	0	0	0	1	10	42	45	38	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	93	0	0	0	1	2	2	12	23	31	15	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	121	0	0	0	0	2	5	3	33	47	23	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4466	0	13	56	107	170	566	1244	1422	693	154	30	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5189	0	14	57	110	179	606	1352	1658	893	251	54	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5403	0	14	57	111	183	613	1367	1714	971	289	64	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5518	0	14	57	111	183	613	1371	1741	996	322	80	19	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Saturday, 03 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	65	0	0	0	0	0	1	5	13	21	17	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	41	0	0	0	0	0	0	1	13	14	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	29	0	0	0	0	0	0	0	3	5	11	3	3	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	24	0	0	0	0	2	0	2	1	3	6	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	0	2	2	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	0	0	0	0	1	2	4	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	41	0	0	0	0	0	0	1	5	12	13	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	82	0	0	0	0	0	1	4	20	30	19	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	226	0	0	1	0	2	3	20	77	67	38	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	326	0	0	0	1	3	12	49	124	88	43	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	376	0	0	0	5	5	28	106	142	75	11	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	428	0	0	1	9	11	47	118	168	59	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	383	0	0	3	6	9	16	100	149	85	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	400	0	0	1	3	26	39	146	129	46	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	408	0	0	1	2	33	89	154	99	22	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	343	0	0	0	9	23	69	103	87	42	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	312	0	0	1	3	12	70	111	79	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	274	0	0	0	1	7	37	63	94	46	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	294	0	0	0	1	8	23	78	107	51	20	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	271	0	0	1	0	0	9	47	101	81	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	202	0	0	0	0	3	11	30	68	53	25	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	142	0	0	0	0	0	6	14	41	57	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	117	0	0	0	0	1	5	12	36	36	18	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	123	0	1	0	0	1	1	11	43	32	18	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3852	0	0	8	40	139	434	1052	1275	640	206	39	11	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4508	0	0	9	40	142	460	1144	1490	843	286	70	15	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4748	0	1	9	40	144	466	1167	1569	911	322	84	24	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4938	0	1	9	40	146	468	1179	1605	960	373	104	35	7	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0

Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Sunday, 04 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	61	0	0	0	0	0	0	8	12	19	11	8	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	70	0	0	0	0	0	1	8	16	17	10	10	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	64	0	0	0	0	0	0	0	4	25	21	8	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	33	0	0	0	0	0	0	1	2	7	7	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	0	1	1	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	0	1	1	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	21	0	0	0	0	0	0	2	1	9	5	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	44	0	0	0	0	1	1	4	8	14	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	78	0	0	0	0	2	0	7	25	17	17	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	137	0	0	0	0	1	1	20	35	41	30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	208	0	0	0	0	2	12	32	61	62	31	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	301	0	0	0	1	0	10	74	107	79	22	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	384	0	2	1	0	7	24	100	170	66	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	429	0	1	2	3	13	54	151	126	60	18	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	425	0	0	1	4	12	28	162	151	56	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	356	0	0	0	0	3	26	108	136	70	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	312	0	0	0	0	1	25	81	116	64	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	306	0	0	0	4	10	21	61	122	68	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	229	0	0	0	3	1	14	37	88	68	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	193	0	0	0	1	0	5	27	71	56	25	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	144	0	0	0	1	2	1	12	47	48	22	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	66	0	0	0	0	1	2	9	15	21	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	61	0	0	0	0	1	1	5	18	16	11	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	36	0	0	0	0	0	2	2	7	8	9	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3209	0	3	4	15	53	216	837	1145	665	207	50	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3633	0	3	4	17	56	224	887	1279	799	273	67	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3730	0	3	4	17	57	227	894	1304	823	293	78	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3980	0	3	4	17	58	229	912	1340	895	349	119	40	12	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0



Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Day (4)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	48	0	0	0	0	0	0	4	12	14	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	34	0	0	0	0	0	0	3	8	11	6	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	27	0	0	0	0	0	0	0	2	9	9	3	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	0	1	0	1	1	3	5	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	1	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	0	0	1	2	5	4	7	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	42	0	0	0	0	1	1	1	7	12	12	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	113	0	0	0	0	2	4	11	35	35	18	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	306	0	0	0	1	4	20	55	117	75	25	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	347	0	0	1	1	5	23	75	131	75	30	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	337	0	0	1	4	9	27	82	123	67	21	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	381	0	1	2	5	9	34	107	131	74	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	390	0	1	3	5	8	27	111	149	71	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	397	0	1	6	7	19	51	122	125	54	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	389	0	1	1	4	23	58	134	116	42	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	368	0	1	3	13	14	54	116	109	50	7	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	348	0	1	2	5	12	62	115	97	42	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	312	0	1	0	3	8	34	77	112	61	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	290	0	0	1	2	4	28	71	106	61	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	265	0	0	1	1	2	16	54	100	65	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	182	0	0	0	1	3	8	25	57	57	23	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	113	0	1	0	1	1	3	13	32	37	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	87	0	0	0	1	2	2	9	24	28	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	81	0	0	0	0	1	2	5	23	26	14	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3976	0	6	18	49	115	417	1074	1350	707	189	38	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4577	0	6	19	51	121	444	1166	1545	878	264	61	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4745	0	7	19	52	124	448	1180	1592	932	292	73	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4906	0	7	19	52	125	449	1190	1621	974	334	95	30	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0



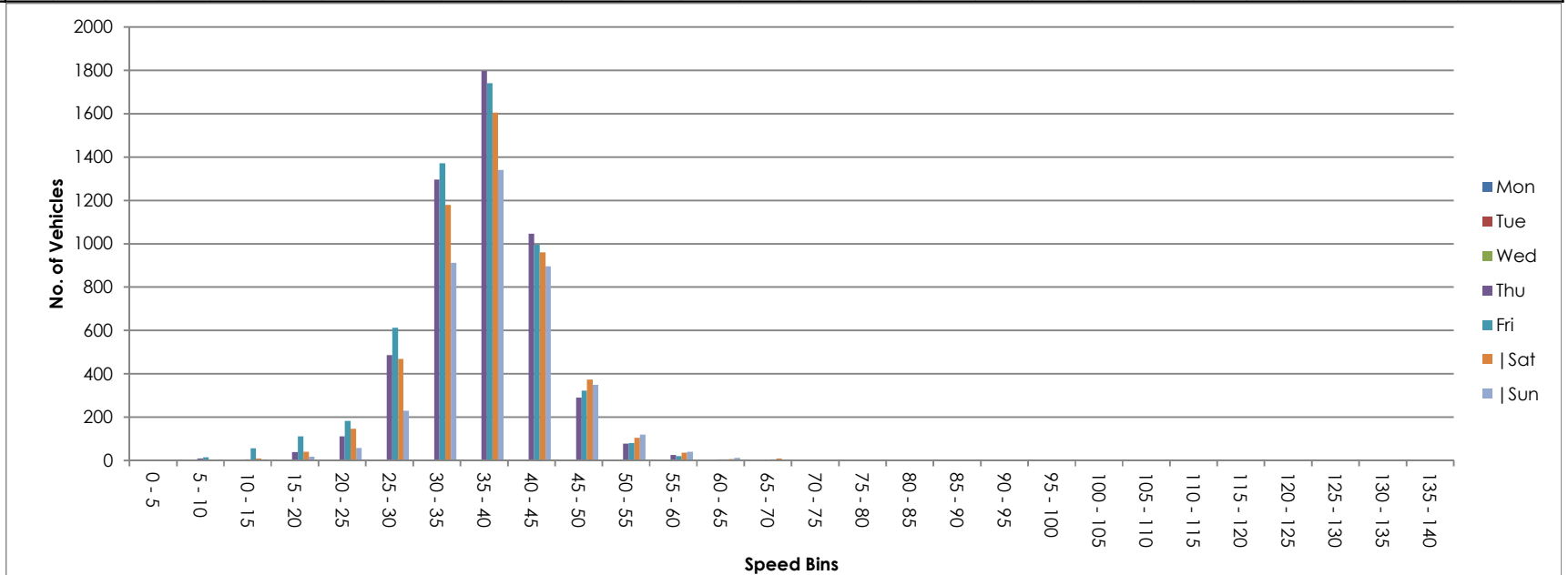
Site 25
 Location William Street Lower
 Direction Northbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	5188	0	9	4	39	111	486	1296	1796	1046	290	77	25	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	
Fri	5518	0	14	57	111	183	613	1371	1741	996	322	80	19	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
|Sat	4938	0	1	9	40	146	468	1179	1605	960	373	104	35	7	10	0	1	0	0	0	0	0	0	0	0	0	0	0	
|Sun	3980	0	3	4	17	58	229	912	1340	895	349	119	40	12	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	5353	0	12	31	75	147	550	1334	1769	1021	306	79	22	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	4906	0	7	19	52	125	449	1190	1621	974	334	95	30	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	
Total	19624	0	27	74	207	498	1796	4758	6482	3897	1334	380	119	30	17	2	3	0	0	0	0	0	0	0	0	0	0	0	

Summary Graphs



Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Thursday, 01 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	14	0	13	0	1	0	0	0	0	0	0	0	0	4	28.6	2	14.3	1	7.1	45.8	54.4
0100	10	0	8	0	0	1	0	0	1	0	0	0	0	5	50	1	10	1	10	48.3	-
0200	7	2	5	0	0	0	0	0	0	0	0	0	0	2	28.6	1	14.3	1	14.3	41	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0	49.1	-
0400	3	0	1	0	2	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	46.5	-
0500	15	0	12	0	3	0	0	0	0	0	0	0	0	5	33.3	1	6.7	1	6.7	47.6	52.2
0600	53	0	46	0	7	0	0	0	0	0	0	0	0	15	28.3	6	11.3	2	3.8	46.1	52.9
0700	217	1	190	0	17	2	0	0	2	1	4	0	0	20	9.2	4	1.8	0	0	40.6	48.2
0800	266	0	232	2	29	0	0	1	0	2	0	0	0	35	13.2	6	2.3	0	0	40.7	49
0900	258	3	225	2	22	2	3	0	1	0	0	0	0	15	5.8	2	0.8	0	0	38.5	47.2
1000	254	1	222	1	25	1	0	0	1	1	2	0	0	11	4.3	1	0.4	1	0.4	39.4	45.4
1100	280	0	244	5	29	0	0	0	0	1	1	0	0	16	5.7	2	0.7	0	0	39.4	46.4
1200	318	1	285	1	27	2	0	0	1	1	0	0	0	17	5.3	2	0.6	1	0.3	40.6	46.4
1300	348	0	315	1	27	2	2	0	0	1	0	0	0	16	4.6	4	1.1	1	0.3	38.4	45
1400	330	4	300	0	24	1	0	0	0	1	0	0	0	7	2.1	2	0.6	0	0	36.3	42.8
1500	363	0	333	3	23	0	0	0	0	4	0	0	0	18	5	1	0.3	0	0	37.4	45.4
1600	399	3	365	3	25	2	0	0	0	0	1	0	0	12	3	1	0.3	0	0	36.7	43.6
1700	420	3	388	1	26	1	0	0	0	0	0	0	1	14	3.3	2	0.5	0	0	37.3	45
1800	299	2	277	1	18	0	1	0	0	0	0	0	0	19	6.4	2	0.7	0	0	38.6	45.7
1900	234	1	223	0	7	2	0	0	0	0	1	0	0	10	4.3	0	0	0	0	39.2	45.7
2000	192	0	182	1	5	2	0	0	0	2	0	0	0	10	5.2	3	1.6	0	0	40.5	46.1
2100	149	0	146	0	2	1	0	0	0	0	0	0	0	14	9.4	6	4	1	0.7	41.6	47.5
2200	81	0	78	0	2	1	0	0	0	0	0	0	0	9	11.1	2	2.5	2	2.5	42.4	48.2
2300	53	0	51	0	0	1	0	0	0	1	0	0	0	4	7.5	1	1.9	0	0	42.5	47.9
07-19	3752	18	3376	20	292	13	6	1	5	12	8	0	1	200	5.3	29	0.8	3	0.1	38.5	45.7
06-22	4380	19	3973	21	313	18	6	1	5	14	9	0	1	249	5.7	44	1	6	0.1	38.8	46.1
06-00	4514	19	4102	21	315	20	6	1	5	15	9	0	1	262	5.8	47	1	8	0.2	38.9	46.1
00-00	4566	21	4144	21	321	21	6	1	6	15	9	0	1	281	6.2	53	1.2	12	0.3	39	46.1



Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Friday, 02 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	26	0	24	0	2	0	0	0	0	0	0	0	0	4	15.4	0	0	0	0	43.6	49
0100	16	0	15	0	1	0	0	0	0	0	0	0	0	3	18.8	2	12.5	1	6.3	42.1	50.4
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	38.8	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	1	33.3	49.7	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50	2	50	0	0	51.1	-
0500	10	0	7	0	3	0	0	0	0	0	0	0	0	2	20	1	10	1	10	44.3	-
0600	83	1	76	0	6	0	0	0	0	0	0	0	0	30	36.1	15	18.1	5	6	45.8	56.9
0700	194	0	174	1	17	1	0	0	0	1	0	0	0	22	11.3	5	2.6	3	1.5	43.1	48.6
0800	290	4	245	0	35	3	2	0	0	1	0	0	0	34	11.7	9	3.1	3	1	41.1	48.6
0900	261	1	233	2	23	0	1	0	0	0	1	0	0	15	5.7	5	1.9	4	1.5	38.5	45.7
1000	226	3	190	0	28	0	2	2	0	0	1	0	0	11	4.9	3	1.3	0	0	38.1	44.3
1100	306	1	270	2	32	0	1	0	0	0	0	0	0	9	2.9	0	0	0	0	38	44.3
1200	302	2	270	4	19	2	1	0	0	3	1	0	0	7	2.3	0	0	0	0	36.2	44.3
1300	366	2	323	2	34	2	3	0	0	0	0	0	0	12	3.3	2	0.5	0	0	36.7	44.3
1400	382	2	351	1	22	4	0	0	0	2	0	0	0	12	3.1	4	1	0	0	36	43.6
1500	340	3	312	2	21	1	0	0	1	0	0	0	0	8	2.4	1	0.3	1	0.3	34.8	43.6
1600	397	2	368	1	22	1	1	0	0	1	1	0	0	12	3	6	1.5	5	1.3	37.5	43.9
1700	413	0	387	3	19	1	0	0	1	2	0	0	0	19	4.6	5	1.2	1	0.2	40.1	46.1
1800	342	0	322	1	16	2	0	0	0	0	1	0	0	21	6.1	8	2.3	1	0.3	39.4	45.4
1900	263	1	247	1	11	2	0	0	0	0	1	0	0	11	4.2	3	1.1	1	0.4	40.1	46.4
2000	234	1	219	0	9	2	0	0	1	1	1	0	0	24	10.3	6	2.6	2	0.9	40.7	48.2
2100	124	0	117	1	5	1	0	0	0	0	0	0	0	23	18.5	7	5.6	1	0.8	43.7	50
2200	110	1	106	0	1	2	0	0	0	0	0	0	0	18	16.4	8	7.3	3	2.7	41.8	50.4
2300	87	0	85	0	2	0	0	0	0	0	0	0	0	12	13.8	1	1.1	0	0	43.3	49
07-19	3819	20	3445	19	288	17	11	2	2	10	5	0	0	182	4.8	48	1.3	18	0.5	38.1	45.4
06-22	4523	23	4104	21	319	22	11	2	3	11	7	0	0	270	6	79	1.7	27	0.6	38.6	45.7
06-00	4720	24	4295	21	322	24	11	2	3	11	7	0	0	300	6.4	88	1.9	30	0.6	38.8	46.1
00-00	4785	24	4352	21	330	24	11	2	3	11	7	0	0	314	6.6	95	2	33	0.7	38.9	46.1

Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Saturday, 03 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	62	0	60	0	2	0	0	0	0	0	0	0	0	9	14.5	5	8.1	1	1.6	43.6	49.7
0100	53	0	51	0	1	1	0	0	0	0	0	0	0	16	30.2	6	11.3	3	5.7	47.1	52.9
0200	26	0	23	0	2	0	0	0	0	1	0	0	0	9	34.6	3	11.5	2	7.7	47.9	54.7
0300	28	0	26	0	1	1	0	0	0	0	0	0	0	11	39.3	4	14.3	1	3.6	46.1	54.4
0400	11	0	10	0	1	0	0	0	0	0	0	0	0	2	18.2	2	18.2	2	18.2	42.7	48.6
0500	10	0	7	0	3	0	0	0	0	0	0	0	0	4	40	3	30	2	20	51.8	-
0600	58	0	52	0	5	0	0	0	0	1	0	0	0	23	39.7	11	19	8	13.8	47.9	55.4
0700	83	0	74	0	9	0	0	0	0	0	0	0	0	32	38.6	12	14.5	3	3.6	47.6	54.7
0800	95	0	77	1	16	1	0	0	0	0	0	0	0	18	18.9	10	10.5	3	3.2	44.6	51.1
0900	194	3	165	4	18	1	1	1	1	0	0	0	0	22	11.3	5	2.6	1	0.5	42.5	48.6
1000	234	0	217	0	15	0	1	1	0	0	0	0	0	20	8.5	3	1.3	0	0	39.3	46.4
1100	317	1	293	1	16	2	1	0	1	2	0	0	0	16	5	5	1.6	0	0	37.7	44.6
1200	365	1	329	4	27	2	1	0	0	1	0	0	0	22	6	4	1.1	2	0.5	39.3	46.1
1300	369	3	347	1	18	0	0	0	0	0	0	0	0	8	2.2	2	0.5	1	0.3	37.1	43.2
1400	326	1	307	3	13	0	2	0	0	0	0	0	0	9	2.8	1	0.3	0	0	36.4	43.6
1500	379	3	358	1	14	0	1	0	1	1	0	0	0	2	0.5	1	0.3	0	0	36.5	43.9
1600	368	1	350	1	14	0	0	0	0	2	0	0	0	10	2.7	2	0.5	1	0.3	37.2	43.2
1700	343	5	327	0	9	1	0	0	0	0	1	0	0	12	3.5	3	0.9	1	0.3	37.5	43.9
1800	292	1	274	2	13	1	1	0	0	0	0	0	0	19	6.5	4	1.4	2	0.7	39.8	46.8
1900	202	2	193	0	6	0	0	0	0	1	0	0	0	21	10.4	5	2.5	0	0	40.9	48.6
2000	169	0	164	0	4	1	0	0	0	0	0	0	0	18	10.7	5	3	1	0.6	41.8	47.9
2100	134	0	129	0	5	0	0	0	0	0	0	0	0	17	12.7	3	2.2	0	0	42.3	49
2200	117	0	110	0	6	1	0	0	0	0	0	0	0	19	16.2	3	2.6	0	0	43.2	50
2300	91	0	83	0	6	1	0	0	0	0	1	0	0	23	25.3	6	6.6	3	3.3	43.5	52.6
07-19	3365	19	3118	18	182	8	8	2	3	6	1	0	0	190	5.6	52	1.5	14	0.4	38.5	45.7
06-22	3928	21	3656	18	202	9	8	2	3	8	1	0	0	269	6.8	76	1.9	23	0.6	39	46.4
06-00	4136	21	3849	18	214	11	8	2	3	8	2	0	0	311	7.5	85	2.1	26	0.6	39.2	46.8
00-00	4326	21	4026	18	224	13	8	2	3	9	2	0	0	362	8.4	108	2.5	37	0.9	39.5	46.8



Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Sunday, 04 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	83	0	79	0	3	1	0	0	0	0	0	0	0	14	16.9	5	6	1	1.2	44.7	51.1
0100	76	0	70	0	5	1	0	0	0	0	0	0	0	26	34.2	10	13.2	4	5.3	46.8	54
0200	60	0	54	0	6	0	0	0	0	0	0	0	0	18	30	6	10	2	3.3	47.9	52.2
0300	37	0	33	0	4	0	0	0	0	0	0	0	0	11	29.7	5	13.5	1	2.7	46.8	52.6
0400	17	0	15	0	2	0	0	0	0	0	0	0	0	8	47.1	5	29.4	1	5.9	50.4	56.9
0500	12	0	11	0	1	0	0	0	0	0	0	0	0	6	50	4	33.3	2	16.7	49	56.9
0600	23	0	22	0	1	0	0	0	0	0	0	0	0	8	34.8	2	8.7	1	4.3	46.9	53.6
0700	51	0	50	0	1	0	0	0	0	0	0	0	0	11	21.6	4	7.8	1	2	45.5	51.1
0800	38	0	36	0	1	0	0	0	0	1	0	0	0	12	31.6	7	18.4	5	13.2	46.4	55.1
0900	71	2	69	0	0	0	0	0	0	0	0	0	0	14	19.7	4	5.6	0	0	43.5	51.1
1000	137	0	130	1	6	0	0	0	0	0	0	0	0	23	16.8	5	3.6	1	0.7	41.6	50.4
1100	183	2	174	2	4	1	0	0	0	0	0	0	0	24	13.1	6	3.3	3	1.6	42.1	49.7
1200	278	4	265	0	7	1	0	0	0	1	0	0	0	19	6.8	4	1.4	2	0.7	40.9	46.8
1300	307	2	299	1	5	0	0	0	0	0	0	0	0	17	5.5	5	1.6	1	0.3	39.3	46.1
1400	295	1	287	1	5	0	1	0	0	0	0	0	0	6	2	3	1	0	0	38.1	44.3
1500	303	1	295	1	5	1	0	0	0	0	0	0	0	14	4.6	6	2	2	0.7	39.4	45.4
1600	347	3	336	1	5	2	0	0	0	0	0	0	0	17	4.9	3	0.9	1	0.3	39.6	45
1700	337	3	326	1	7	0	0	0	0	0	0	0	0	23	6.8	5	1.5	0	0	40.2	46.4
1800	283	0	278	0	5	0	0	0	0	0	0	0	0	26	9.2	6	2.1	2	0.7	40.3	47.5
1900	197	0	187	0	7	1	2	0	0	0	0	0	0	20	10.2	7	3.6	1	0.5	41.9	47.5
2000	139	0	134	1	3	1	0	0	0	0	0	0	0	31	22.3	9	6.5	2	1.4	44.2	51.5
2100	91	0	88	1	2	0	0	0	0	0	0	0	0	29	31.9	9	9.9	1	1.1	44.7	53.3
2200	70	0	67	0	3	0	0	0	0	0	0	0	0	21	30	12	17.1	5	7.1	45.2	56.2
2300	32	0	29	0	3	0	0	0	0	0	0	0	0	11	34.4	5	15.6	3	9.4	47.7	54
07-19	2630	18	2545	8	51	5	1	0	0	2	0	0	0	206	7.8	58	2.2	18	0.7	40.3	47.2
06-22	3080	18	2976	10	64	7	3	0	0	2	0	0	0	294	9.5	85	2.8	23	0.7	40.7	47.5
06-00	3182	18	3072	10	70	7	3	0	0	2	0	0	0	326	10.2	102	3.2	31	1	40.9	47.9
00-00	3467	18	3334	10	91	9	3	0	0	2	0	0	0	409	11.8	137	4	42	1.2	41.4	48.6



Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Day (4)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	46	0	44	0	2	0	0	0	0	0	0	0	0	8	16.8	3	6.5	1	1.6	44.3	51.1
0100	39	0	36	0	2	1	0	0	0	0	0	0	0	13	32.3	5	12.3	2	5.8	46.5	53.6
0200	25	1	22	0	2	0	0	0	0	0	0	0	0	8	30.3	3	10.1	1	5.1	46.9	54.4
0300	18	0	16	0	1	0	0	0	0	0	0	0	0	7	36.6	3	16.9	1	4.2	46.8	55.1
0400	9	0	7	0	2	0	0	0	0	0	0	0	0	3	37.1	2	25.7	1	8.6	47.7	-
0500	12	0	9	0	3	0	0	0	0	0	0	0	0	4	36.2	2	19.1	2	12.8	48.1	56.9
0600	54	0	49	0	5	0	0	0	0	0	0	0	0	19	35	9	15.7	4	7.4	46.6	55.1
0700	136	0	122	0	11	1	0	0	1	1	1	0	0	21	15.6	6	4.6	2	1.3	43	50
0800	172	1	148	1	20	1	1	0	0	1	0	0	0	25	14.4	8	4.6	3	1.6	41.7	49.7
0900	196	2	173	2	16	1	1	0	1	0	0	0	0	17	8.4	4	2	1	0.6	40	47.5
1000	213	1	190	1	19	0	1	1	0	0	1	0	0	16	7.6	3	1.4	1	0.2	39.4	46.1
1100	272	1	245	3	20	1	1	0	0	1	0	0	0	16	6	3	1.2	1	0.3	39	45.7
1200	316	2	287	2	20	2	1	0	0	2	0	0	0	16	5.1	3	0.8	1	0.4	39.2	46.1
1300	348	2	321	1	21	1	1	0	0	0	0	0	0	13	3.8	3	0.9	1	0.2	37.8	44.6
1400	333	2	311	1	16	1	1	0	0	1	0	0	0	9	2.6	3	0.8	0	0	36.6	43.6
1500	346	2	325	2	16	1	0	0	1	1	0	0	0	11	3	2	0.6	1	0.2	37	44.3
1600	378	2	355	2	17	1	0	0	0	1	1	0	0	13	3.4	3	0.8	2	0.5	37.7	43.9
1700	378	3	357	1	15	1	0	0	0	1	0	0	0	17	4.5	4	1	1	0.1	38.7	45.4
1800	304	1	288	1	13	1	1	0	0	0	0	0	0	21	7	5	1.6	1	0.4	39.5	46.4
1900	224	1	213	0	8	1	1	0	0	0	1	0	0	16	6.9	4	1.7	1	0.2	40.4	47.2
2000	184	0	175	1	5	2	0	0	0	1	0	0	0	21	11.3	6	3.1	1	0.7	41.6	48.2
2100	125	0	120	1	4	1	0	0	0	0	0	0	0	21	16.7	6	5	1	0.6	42.9	50
2200	95	0	90	0	3	1	0	0	0	0	0	0	0	17	17.7	6	6.6	3	2.6	43	50.8
2300	66	0	62	0	3	1	0	0	0	0	0	0	0	13	19	3	4.9	2	2.3	43.8	51.5
07-19	3392	19	3121	16	203	11	7	1	3	8	4	0	0	195	5.7	47	1.4	13	0.4	38.7	45.7
06-22	3978	20	3677	18	225	14	7	1	3	9	4	0	0	271	6.8	71	1.8	20	0.5	39.2	46.4
06-00	4138	21	3830	18	230	16	7	1	3	9	5	0	0	300	7.2	81	1.9	24	0.6	39.3	46.4
00-00	4286	21	3964	18	242	17	7	1	3	9	5	0	0	342	8	98	2.3	31	0.7	39.6	46.8



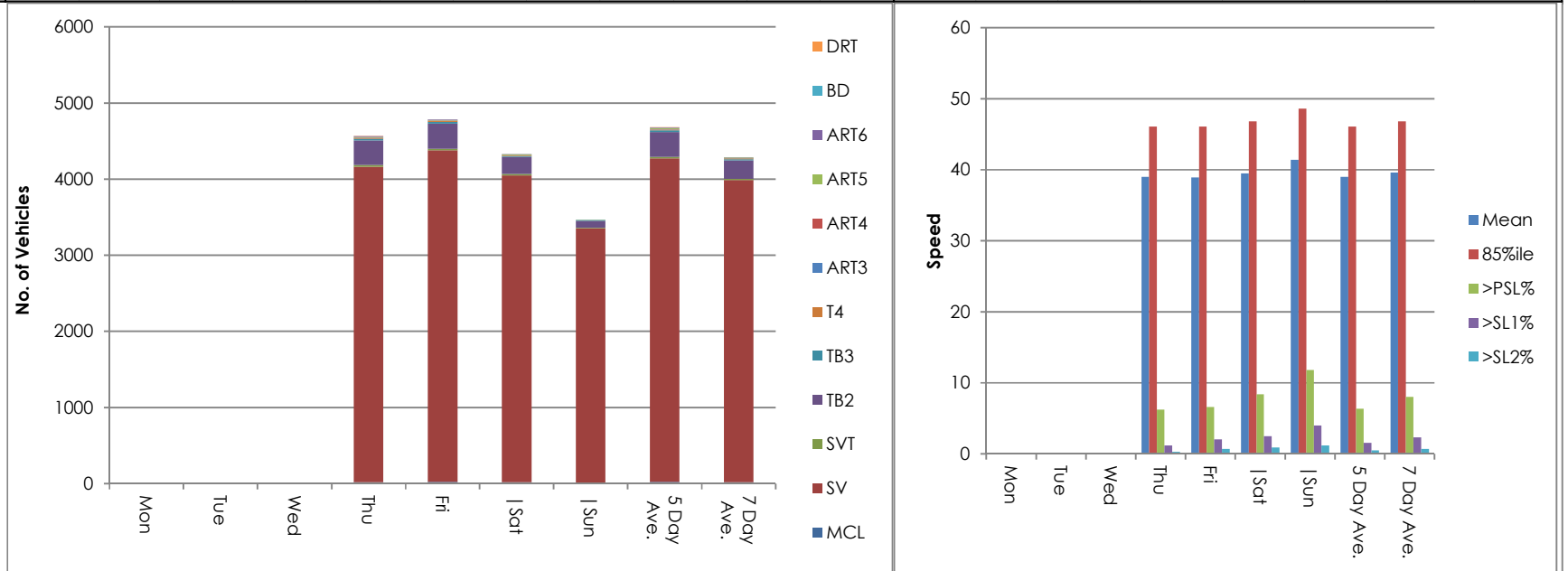
Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Thu	4566	21	4144	21	321	21	6	1	6	15	9	0	1	281	6.2	53	1.2	12	0.3	39	46.1
Fri	4785	24	4352	21	330	24	11	2	3	11	7	0	0	314	6.6	95	2	33	0.7	38.9	46.1
|Sat	4326	21	4026	18	224	13	8	2	3	9	2	0	0	362	8.4	108	2.5	37	0.9	39.5	46.8
|Sun	3467	18	3334	10	91	9	3	0	0	2	0	0	0	409	11.8	137	4	42	1.2	41.4	48.6
5 Day Ave.	4676	23	4248	21	326	23	9	2	5	13	8	0	1	298	6.4	74	1.6	23	0.5	39.0	46.1
7 Day Ave.	4286	21	3964	18	242	17	7	1	3	9	5	0	0	342	8.0	98	2.3	31	0.7	39.6	46.8
Total	17144	84	15856	70	966	67	28	5	12	37	18	0	1	1366	8.0	393	2.3	124	0.7	39.6	46.8

Summary Graphs



Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Thursday, 01 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	14	0	0	0	0	0	1	1	1	4	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	0	0	1	3	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	2	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	15	0	0	0	0	0	0	0	3	3	4	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	53	0	0	0	0	0	1	2	7	16	12	9	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	217	0	0	2	1	5	15	20	47	56	51	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	266	0	0	3	2	8	16	35	46	71	50	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	258	0	0	1	3	14	22	38	63	56	46	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	254	0	1	0	1	6	9	34	83	75	34	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	280	0	0	0	0	11	10	48	85	72	38	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	318	0	1	0	2	4	8	33	92	106	55	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	348	0	0	0	10	7	19	64	99	93	40	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	330	0	0	2	4	19	30	70	102	72	24	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	363	0	2	11	4	8	29	68	91	90	42	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	399	1	2	0	5	18	36	85	119	91	30	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	420	0	1	2	5	12	44	92	114	85	51	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	299	0	0	1	6	5	30	38	84	80	36	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	234	0	0	0	5	3	10	32	79	62	33	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	192	0	0	0	0	4	2	25	59	57	35	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	149	0	0	0	0	3	1	19	35	51	26	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	81	0	0	0	1	0	2	5	19	28	17	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	53	0	0	0	0	0	0	3	18	13	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3752	1	7	22	43	117	268	625	1025	947	497	171	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4380	1	7	22	48	127	282	703	1205	1133	603	205	38	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4514	1	7	22	49	127	284	711	1242	1174	635	215	39	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4566	1	7	22	51	127	285	712	1248	1185	647	228	41	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Friday, 02 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	26	0	0	0	0	0	1	3	4	6	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	0	0	1	1	3	1	5	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	2	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	0	2	2	1	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	83	0	0	0	2	1	4	5	8	19	14	15	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	194	0	0	0	0	0	1	13	46	65	47	17	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	290	1	0	1	1	9	17	33	47	80	67	25	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	261	0	0	2	7	8	19	37	76	62	35	10	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	226	0	0	0	0	9	13	36	87	54	16	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	306	0	0	0	5	8	19	54	94	87	30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	302	0	0	5	6	18	37	57	71	65	36	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	366	0	0	1	5	19	41	74	91	92	31	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	382	0	0	1	5	27	48	80	108	66	35	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	340	0	1	2	24	25	41	60	84	71	24	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	397	1	0	1	1	7	49	83	130	75	38	6	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	413	0	0	1	3	6	17	45	117	141	64	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	342	0	0	4	2	5	19	47	95	110	39	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	263	0	0	0	1	5	11	38	69	79	49	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	234	0	0	1	3	6	8	21	60	76	35	18	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	124	0	0	0	1	0	3	8	29	27	33	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	110	0	1	1	0	0	6	11	29	26	18	10	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	87	0	0	0	0	1	2	6	13	23	30	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3819	2	1	18	59	141	321	619	1046	968	462	134	30	10	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4523	2	1	19	66	153	347	691	1212	1169	593	191	52	18	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4720	2	2	20	66	154	355	708	1254	1218	641	212	58	19	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4785	2	2	20	66	155	359	718	1262	1230	657	219	62	22	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Saturday, 03 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	62	0	0	0	0	1	2	4	12	14	20	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	53	0	0	0	0	0	1	1	5	13	17	10	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	26	0	0	0	0	1	0	0	3	3	10	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	28	0	0	0	0	0	2	2	1	7	5	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	1	1	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	0	1	0	2	3	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	58	0	0	0	0	1	0	4	6	12	12	12	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	83	0	0	0	0	0	1	3	7	17	23	20	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	95	0	0	0	0	2	1	6	19	21	28	8	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	194	0	0	1	1	2	10	8	41	54	55	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	234	0	0	0	8	6	12	41	51	66	30	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	317	0	1	1	5	11	20	73	90	69	31	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	365	0	0	1	1	7	35	46	96	101	56	18	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	369	0	1	2	3	8	32	89	111	84	31	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	326	0	0	1	2	23	35	71	96	60	29	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	379	0	0	1	7	13	48	70	112	92	34	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	368	0	1	2	2	12	26	76	133	77	29	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	343	0	2	1	5	14	27	66	93	93	30	9	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	292	0	1	1	1	8	20	36	65	94	47	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	202	0	0	2	0	2	8	27	52	48	42	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	169	0	0	2	2	4	1	18	27	58	39	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	134	0	0	0	0	2	3	16	27	36	33	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	117	0	0	0	1	0	0	8	30	34	25	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	91	0	0	0	0	2	4	6	17	27	12	17	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3365	0	6	11	35	106	267	585	914	828	423	138	38	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3928	0	6	15	37	115	279	650	1026	982	549	193	53	18	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4136	0	6	15	38	117	283	664	1073	1043	586	226	59	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4326	0	6	15	38	119	289	673	1099	1082	643	254	71	27	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0

Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Sunday, 04 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	83	0	0	0	1	1	0	3	9	31	24	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	76	0	0	0	0	0	0	4	10	19	17	16	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	60	0	0	0	0	0	0	1	4	13	24	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	37	0	0	0	0	0	0	0	6	10	10	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	0	0	0	4	5	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	12	0	0	0	1	0	0	1	0	3	1	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	0	0	0	1	0	4	4	6	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	51	0	0	0	0	0	0	0	14	9	17	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	38	0	0	0	0	0	0	4	4	13	5	5	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	71	0	0	1	2	1	1	4	10	20	18	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	137	0	0	1	3	2	7	7	38	30	26	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	183	0	1	1	2	1	8	16	30	56	44	18	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	278	0	0	1	1	4	12	22	82	88	49	15	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	307	0	0	1	2	4	32	37	89	78	47	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	295	0	0	1	1	7	25	48	97	81	29	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	303	0	1	0	0	3	24	45	87	93	36	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	347	0	0	0	1	9	19	43	94	122	42	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	337	0	1	1	4	7	17	27	91	120	46	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	283	0	0	1	2	4	15	35	82	65	53	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	197	0	0	0	0	6	6	10	50	59	46	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	139	0	0	0	0	3	3	8	25	32	37	22	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	91	0	0	1	1	2	1	8	13	17	19	20	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	70	0	0	0	0	1	3	3	12	23	7	9	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	0	0	0	0	0	2	4	8	7	6	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2630	0	3	8	18	42	160	288	718	775	412	148	40	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3080	0	3	9	19	53	171	314	810	887	520	209	62	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3182	0	3	9	19	54	174	319	826	918	534	224	71	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3467	0	3	9	21	55	174	328	855	998	615	272	95	30	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Day (4)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	46	0	0	0	0	1	1	3	7	14	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	39	0	0	0	0	0	1	2	4	10	9	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	25	0	0	0	1	0	1	1	2	4	10	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	0	0	1	1	2	4	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	0	2	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	12	0	0	0	0	0	0	1	1	2	3	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	54	0	0	0	1	1	2	3	6	13	11	11	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	136	0	0	1	0	1	4	9	29	37	35	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	172	0	0	1	1	5	9	20	29	46	38	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	196	0	0	1	3	6	13	22	48	48	39	13	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	213	0	0	0	3	6	10	30	65	56	27	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	272	0	1	1	3	8	14	48	75	71	36	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	316	0	0	2	3	8	23	40	85	90	49	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	348	0	0	1	5	10	31	66	98	87	37	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	333	0	0	1	3	19	35	67	101	70	29	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	346	0	1	4	9	12	36	61	94	87	34	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	378	1	1	1	2	12	33	72	119	91	35	10	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	378	0	1	1	4	10	26	58	104	110	48	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	304	0	0	2	3	6	21	39	82	87	44	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	224	0	0	1	2	4	9	27	63	62	43	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	184	0	0	1	1	4	4	18	43	56	37	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	125	0	0	0	1	2	2	13	26	33	28	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	95	0	0	0	1	0	3	7	23	28	17	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	66	0	0	0	0	1	2	4	13	18	16	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3392	1	4	15	39	102	254	529	926	880	449	148	34	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3978	1	4	16	43	112	270	590	1063	1043	566	200	51	15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4138	1	5	17	43	113	274	601	1099	1088	599	219	57	18	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4286	1	5	17	44	114	277	608	1116	1124	641	243	67	22	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0



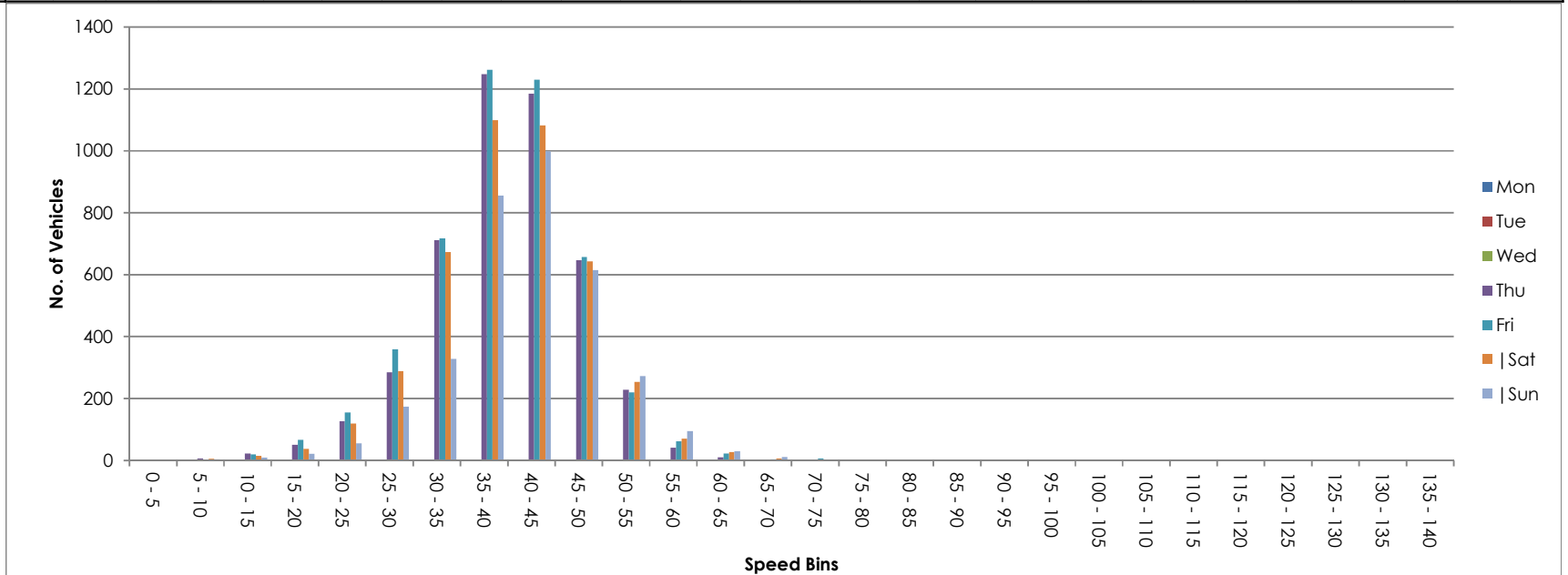
Site 25
 Location William Street Lower
 Direction Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	4566	1	7	22	51	127	285	712	1248	1185	647	228	41	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
Fri	4785	2	2	20	66	155	359	718	1262	1230	657	219	62	22	4	7	0	0	0	0	0	0	0	0	0	0	0	0	
|Sat	4326	0	6	15	38	119	289	673	1099	1082	643	254	71	27	7	2	1	0	0	0	0	0	0	0	0	0	0	0	
|Sun	3467	0	3	9	21	55	174	328	855	998	615	272	95	30	11	1	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	4676	2	5	21	59	141	322	715	1255	1208	652	224	52	16	2	5	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	4286	1	5	17	44	114	277	608	1116	1124	641	243	67	22	6	3	0	0	0	0	0	0	0	0	0	0	0	0	
Total	17144	3	18	66	176	456	1107	2431	4464	4495	2562	973	269	89	22	12	1	0	0	0	0	0	0	0	0	0	0	0	

Summary Graphs



Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Thursday, 01 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	35	0	33	0	2	0	0	0	0	0	0	0	0	8	22.9	3	8.6	1	2.9	44.6	50.8
0100	22	0	18	0	1	2	0	0	1	0	0	0	0	7	31.8	2	9.1	2	9.1	46.7	51.5
0200	15	2	8	0	2	0	0	0	2	0	1	0	0	2	13.3	1	6.7	1	6.7	39	47.5
0300	8	0	6	0	1	0	0	0	0	1	0	0	0	4	50	2	25	1	12.5	47.6	-
0400	7	0	3	0	3	1	0	0	0	0	0	0	0	1	14.3	0	0	0	0	46.8	-
0500	55	1	43	0	9	2	0	0	0	0	0	0	0	16	29.1	6	10.9	2	3.6	46.3	53.6
0600	105	0	87	2	15	1	0	0	0	0	0	0	0	29	27.6	15	14.3	3	2.9	45.8	53.6
0700	367	3	306	0	47	2	1	0	2	2	4	0	0	31	8.4	5	1.4	1	0.3	40.4	47.5
0800	734	0	651	6	72	0	0	2	1	2	0	0	0	42	5.7	9	1.2	2	0.3	38.8	45.4
0900	719	4	638	11	58	3	3	0	1	1	0	0	0	22	3.1	3	0.4	0	0	37.2	43.9
1000	617	3	550	4	53	2	0	1	1	1	2	0	0	16	2.6	2	0.3	1	0.2	38.4	43.9
1100	675	0	597	7	61	2	5	0	0	2	1	0	0	18	2.7	3	0.4	0	0	38.1	43.6
1200	711	3	636	8	56	4	2	0	1	1	0	0	0	22	3.1	4	0.6	2	0.3	38.7	44.6
1300	713	3	645	2	54	3	2	0	0	2	2	0	0	16	2.2	4	0.6	1	0.1	37.3	42.8
1400	663	6	611	0	40	2	1	0	0	2	1	0	0	10	1.5	3	0.5	0	0	35.6	41.8
1500	727	2	669	7	41	2	1	1	0	4	0	0	0	18	2.5	1	0.1	0	0	35.7	42.5
1600	820	4	753	5	51	4	0	0	0	1	2	0	0	13	1.6	1	0.1	0	0	34.9	41
1700	778	6	730	3	34	2	1	0	1	0	0	0	1	15	1.9	2	0.3	0	0	36.3	43.2
1800	603	4	562	2	32	0	1	0	0	2	0	0	0	21	3.5	2	0.3	0	0	37.3	43.2
1900	513	2	488	1	19	2	0	0	0	0	1	0	0	18	3.5	2	0.4	0	0	37.9	43.9
2000	365	0	347	2	12	2	0	0	0	2	0	0	0	15	4.1	3	0.8	0	0	39.8	45.4
2100	248	0	242	0	5	1	0	0	0	0	0	0	0	20	8.1	9	3.6	2	0.8	40.4	46.4
2200	158	1	151	1	4	1	0	0	0	0	0	0	0	16	10.1	2	1.3	2	1.3	41.7	47.9
2300	96	0	94	0	0	1	0	0	0	1	0	0	0	12	12.5	3	3.1	0	0	43.1	49.3
07-19	8127	38	7348	55	599	26	17	4	7	20	12	0	1	244	3	39	0.5	7	0.1	37.2	43.6
06-22	9358	40	8512	60	650	32	17	4	7	22	13	0	1	326	3.5	68	0.7	12	0.1	37.5	43.9
06-00	9612	41	8757	61	654	34	17	4	7	23	13	0	1	354	3.7	73	0.8	14	0.1	37.7	44.3
00-00	9754	44	8868	61	672	39	17	4	10	24	14	0	1	392	4	87	0.9	21	0.2	37.8	44.3



Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Friday, 02 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	72	0	69	0	3	0	0	0	0	0	0	0	0	10	13.9	3	4.2	1	1.4	43.9	49
0100	30	0	28	0	1	1	0	0	0	0	0	0	0	5	16.7	2	6.7	1	3.3	42.6	50
0200	12	0	10	0	2	0	0	0	0	0	0	0	0	3	25	0	0	0	0	42.8	50.4
0300	12	0	7	0	2	0	0	0	1	2	0	0	0	6	50	4	33.3	2	16.7	50.2	56.9
0400	6	0	4	0	1	1	0	0	0	0	0	0	0	2	33.3	2	33.3	0	0	47.8	-
0500	48	0	34	0	7	4	0	0	2	1	0	0	0	14	29.2	6	12.5	4	8.3	45.9	51.8
0600	138	1	117	0	19	0	0	0	1	0	0	0	0	40	29	17	12.3	6	4.3	45.1	53.3
0700	370	1	316	1	46	3	0	1	0	2	0	0	0	33	8.9	11	3	4	1.1	41.9	47.5
0800	742	5	661	1	66	3	4	0	1	1	0	0	0	39	5.3	11	1.5	4	0.5	38.5	45.4
0900	723	1	651	9	59	0	1	1	0	0	1	0	0	19	2.6	6	0.8	5	0.7	37.4	43.9
1000	625	8	551	2	57	1	3	2	0	0	1	0	0	17	2.7	4	0.6	0	0	36.1	41.8
1100	704	2	631	4	62	1	2	0	2	0	0	0	0	11	1.6	1	0.1	0	0	35.5	42.1
1200	703	5	630	5	52	3	3	0	1	3	1	0	0	7	1	0	0	0	0	35.1	42.1
1300	758	5	689	4	53	3	3	0	1	0	0	0	0	13	1.7	2	0.3	0	0	34	42.1
1400	771	4	710	8	40	6	0	0	1	2	0	0	0	13	1.7	4	0.5	0	0	34.7	41.4
1500	748	4	688	8	40	4	2	0	1	1	0	0	0	9	1.2	1	0.1	1	0.1	33.1	41
1600	742	3	685	6	40	1	1	0	1	2	3	0	0	14	1.9	6	0.8	5	0.7	35.4	42.1
1700	724	1	688	4	25	3	0	0	1	2	0	0	0	22	3	5	0.7	1	0.1	38.6	44.3
1800	675	3	629	2	37	3	0	0	0	0	1	0	0	26	3.9	8	1.2	1	0.1	37.8	43.9
1900	579	3	545	2	23	3	1	0	1	0	1	0	0	14	2.4	3	0.5	1	0.2	38.4	44.6
2000	443	3	417	0	18	2	0	0	1	1	1	0	0	32	7.2	6	1.4	2	0.5	40.1	46.4
2100	267	0	256	2	7	1	0	0	0	0	1	0	0	30	11.2	9	3.4	2	0.7	42.9	48.6
2200	203	3	193	0	5	2	0	0	0	0	0	0	0	25	12.3	11	5.4	4	2	41.3	49.3
2300	208	1	198	0	9	0	0	0	0	0	0	0	0	20	9.6	3	1.4	0	0	42.3	47.5
07-19	8285	42	7529	54	577	31	19	4	9	13	7	0	0	223	2.7	59	0.7	21	0.3	36.3	43.2
06-22	9712	49	8864	58	644	37	20	4	12	14	10	0	0	339	3.5	94	1	32	0.3	36.9	43.9
06-00	10123	53	9255	58	658	39	20	4	12	14	10	0	0	384	3.8	108	1.1	36	0.4	37.1	44.3
00-00	10303	53	9407	58	674	45	20	4	15	17	10	0	0	424	4.1	125	1.2	44	0.4	37.2	44.3



Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Saturday, 03 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	127	0	122	0	5	0	0	0	0	0	0	0	0	17	13.4	9	7.1	2	1.6	43.6	49.7
0100	94	0	90	0	2	2	0	0	0	0	0	0	0	22	23.4	8	8.5	3	3.2	45.4	51.5
0200	55	0	48	0	4	0	0	0	1	1	1	0	0	19	34.5	10	18.2	6	10.9	49	56.9
0300	52	0	48	0	2	1	0	0	0	1	0	0	0	21	40.4	9	17.3	3	5.8	46.3	54.7
0400	26	0	22	0	3	1	0	0	0	0	0	0	0	2	7.7	2	7.7	2	7.7	43.1	48.6
0500	26	0	19	0	7	0	0	0	0	0	0	0	0	8	30.8	3	11.5	2	7.7	46.3	53.6
0600	99	0	80	2	13	2	0	1	0	1	0	0	0	33	33.3	14	14.1	9	9.1	47.2	54.4
0700	165	1	143	1	18	1	0	0	0	1	0	0	0	40	24.2	16	9.7	4	2.4	45.2	52.2
0800	321	0	282	1	32	4	0	0	1	1	0	0	0	36	11.2	13	4	4	1.2	41.9	48.2
0900	520	6	461	7	40	2	1	1	1	1	0	0	0	28	5.4	9	1.7	2	0.4	40.5	46.8
1000	610	6	562	3	35	1	1	1	1	0	0	0	0	24	3.9	5	0.8	2	0.3	37.6	43.9
1100	745	4	693	3	38	2	1	0	1	3	0	0	0	17	2.3	5	0.7	0	0	36.2	42.5
1200	748	2	689	12	41	2	1	0	0	1	0	0	0	24	3.2	5	0.7	2	0.3	37.8	44.3
1300	769	5	724	3	36	1	0	0	0	0	0	0	0	8	1	2	0.3	1	0.1	35.6	41.8
1400	734	4	683	8	35	0	3	0	0	1	0	0	0	11	1.5	2	0.3	0	0	34.3	40.3
1500	722	6	683	4	23	1	1	1	1	2	0	0	0	4	0.6	3	0.4	2	0.3	35.1	42.1
1600	680	3	645	3	26	0	0	0	0	3	0	0	0	10	1.5	2	0.3	1	0.1	35.4	41.4
1700	617	7	591	1	16	1	0	0	0	0	1	0	0	21	3.4	4	0.6	1	0.2	37	43.2
1800	586	2	551	7	24	1	1	0	0	0	0	0	0	25	4.3	5	0.9	3	0.5	38.4	45
1900	473	2	457	0	12	1	0	0	0	1	0	0	0	26	5.5	5	1.1	0	0	39.8	46.1
2000	371	0	363	0	5	1	0	0	1	1	0	0	0	30	8.1	7	1.9	1	0.3	40.6	47.2
2100	276	0	266	1	8	0	0	0	0	1	0	0	0	26	9.4	3	1.1	0	0	41.5	47.5
2200	234	1	222	0	10	1	0	0	0	0	0	0	0	28	12	7	3	1	0.4	41.9	49.3
2300	214	0	199	0	13	1	0	0	0	0	1	0	0	39	18.2	13	6.1	4	1.9	42.6	51.1
07-19	7217	46	6707	53	364	16	9	3	5	13	1	0	0	248	3.4	71	1	22	0.3	37.1	43.9
06-22	8436	48	7873	56	402	20	9	4	6	17	1	0	0	363	4.3	100	1.2	32	0.4	37.6	44.6
06-00	8884	49	8294	56	425	22	9	4	6	17	2	0	0	430	4.8	120	1.4	37	0.4	37.9	45
00-00	9264	49	8643	56	448	26	9	4	7	19	3	0	0	519	5.6	161	1.7	55	0.6	38.2	45.4



Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Sunday, 04 December 2016

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	144	0	137	1	5	1	0	0	0	0	0	0	0	25	17.4	8	5.6	2	1.4	44.2	50.8
0100	146	0	133	0	11	2	0	0	0	0	0	0	0	44	30.1	18	12.3	9	6.2	45.5	54
0200	124	0	113	0	11	0	0	0	0	0	0	0	0	32	25.8	12	9.7	3	2.4	47.3	52.2
0300	70	0	61	0	9	0	0	0	0	0	0	0	0	27	38.6	11	15.7	3	4.3	47.7	55.1
0400	32	0	29	0	3	0	0	0	0	0	0	0	0	12	37.5	5	15.6	1	3.1	48.1	54.4
0500	19	0	16	0	2	0	0	0	1	0	0	0	0	8	42.1	5	26.3	2	10.5	46.7	56.9
0600	44	0	40	0	4	0	0	0	0	0	0	0	0	12	27.3	6	13.6	2	4.5	46.5	53.6
0700	95	0	87	1	5	1	0	0	0	1	0	0	0	16	16.8	5	5.3	1	1.1	44.1	50
0800	116	2	108	0	4	1	0	0	0	1	0	0	0	22	19	9	7.8	5	4.3	43.5	51.1
0900	208	3	199	1	2	1	1	0	0	1	0	0	0	23	11.1	6	2.9	0	0	42	49.3
1000	345	3	328	1	11	1	0	0	0	1	0	0	0	31	9	6	1.7	1	0.3	40.3	47.5
1100	484	4	465	3	10	1	0	0	0	1	0	0	0	32	6.6	6	1.2	3	0.6	39.8	46.4
1200	662	10	634	1	12	2	0	0	0	3	0	0	0	22	3.3	5	0.8	3	0.5	38.3	43.9
1300	736	6	713	4	13	0	0	0	0	0	0	0	0	18	2.4	6	0.8	2	0.3	36.7	43.6
1400	720	2	706	3	6	0	1	0	1	1	0	0	0	12	1.7	6	0.8	0	0	36.4	41.8
1500	659	3	643	2	10	1	0	0	0	0	0	0	0	17	2.6	8	1.2	2	0.3	37.9	43.6
1600	659	4	636	6	11	2	0	0	0	0	0	0	0	22	3.3	4	0.6	1	0.2	38.4	44.3
1700	643	4	626	3	10	0	0	0	0	0	0	0	0	26	4	5	0.8	0	0	38.6	44.3
1800	512	0	498	1	10	1	1	0	0	1	0	0	0	29	5.7	6	1.2	2	0.4	39.2	45.7
1900	390	0	373	2	11	1	3	0	0	0	0	0	0	28	7.2	10	2.6	1	0.3	40.8	46.4
2000	283	0	277	2	3	1	0	0	0	0	0	0	0	42	14.8	11	3.9	2	0.7	42.6	49.7
2100	157	0	152	1	4	0	0	0	0	0	0	0	0	33	21	10	6.4	1	0.6	43.2	51.8
2200	131	1	125	0	5	0	0	0	0	0	0	0	0	30	22.9	14	10.7	6	4.6	44	52.6
2300	68	0	65	0	3	0	0	0	0	0	0	0	0	19	27.9	9	13.2	4	5.9	45.8	54
07-19	5839	41	5643	26	104	11	3	0	1	10	0	0	0	270	4.6	72	1.2	20	0.3	38.5	45
06-22	6713	41	6485	31	126	13	6	0	1	10	0	0	0	385	5.7	109	1.6	26	0.4	39	45.7
06-00	6912	42	6675	31	134	13	6	0	1	10	0	0	0	434	6.3	132	1.9	36	0.5	39.2	45.7
00-00	7447	42	7164	32	175	16	6	0	2	10	0	0	0	582	7.8	191	2.6	56	0.8	39.7	46.4

Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Day (4)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	95	0	90	0	4	0	0	0	0	0	0	0	0	15	15.9	6	6.1	2	1.6	44	50.4
0100	73	0	67	0	4	2	0	0	0	0	0	0	0	20	26.7	8	10.3	4	5.1	45.3	52.6
0200	52	1	45	0	5	0	0	0	1	0	1	0	0	14	27.2	6	11.2	3	4.9	46.9	54
0300	36	0	31	0	4	0	0	0	0	1	0	0	0	15	40.8	7	18.3	2	6.3	47.4	55.1
0400	18	0	15	0	3	1	0	0	0	0	0	0	0	4	23.9	2	12.7	1	4.2	46.1	52.2
0500	37	0	28	0	6	2	0	0	1	0	0	0	0	12	31.1	5	13.5	3	6.8	46.2	53.6
0600	97	0	81	1	13	1	0	0	0	0	0	0	0	29	29.5	13	13.5	5	5.2	46	54.4
0700	249	1	213	1	29	2	0	0	1	2	1	0	0	30	12	9	3.7	3	1	42.1	49
0800	478	2	426	2	44	2	1	1	1	1	0	0	0	35	7.3	11	2.2	4	0.8	39.5	46.1
0900	543	4	487	7	40	2	2	1	1	1	0	0	0	23	4.2	6	1.1	2	0.3	38.5	45.4
1000	549	5	498	3	39	1	1	1	1	1	1	0	0	22	4	4	0.8	1	0.2	37.8	43.9
1100	652	3	597	4	43	2	2	0	1	2	0	0	0	20	3	4	0.6	1	0.1	37.2	43.6
1200	706	5	647	7	40	3	2	0	1	2	0	0	0	19	2.7	4	0.5	2	0.2	37.5	43.9
1300	744	5	693	3	39	2	1	0	0	1	1	0	0	14	1.8	4	0.5	1	0.1	35.9	42.5
1400	722	4	678	5	30	2	1	0	1	2	0	0	0	12	1.6	4	0.5	0	0	35.2	41.4
1500	714	4	671	5	29	2	1	1	1	2	0	0	0	12	1.7	3	0.5	1	0.2	35.4	42.5
1600	725	4	680	5	32	2	0	0	0	2	1	0	0	15	2	3	0.4	2	0.2	36	42.5
1700	691	5	659	3	21	2	0	0	1	1	0	0	0	21	3	4	0.6	1	0.1	37.6	43.9
1800	594	2	560	3	26	1	1	0	0	1	0	0	0	25	4.3	5	0.9	2	0.3	38.1	44.3
1900	489	2	466	1	16	2	1	0	0	0	1	0	0	22	4.4	5	1	1	0.1	39.1	45.4
2000	366	1	351	1	10	2	0	0	1	1	0	0	0	30	8.1	7	1.8	1	0.3	40.6	47.2
2100	237	0	229	1	6	1	0	0	0	0	0	0	0	27	11.5	8	3.3	1	0.5	41.9	48.6
2200	182	2	173	0	6	1	0	0	0	0	0	0	0	25	13.6	9	4.7	3	1.8	42	49.3
2300	147	0	139	0	6	1	0	0	0	0	0	0	0	23	15.4	7	4.8	2	1.4	42.9	50
07-19	7367	42	6807	47	411	21	12	3	6	14	5	0	0	246	3.3	60	0.8	18	0.2	37.2	43.9
06-22	8555	45	7934	51	456	26	13	3	7	16	6	0	0	353	4.1	93	1.1	26	0.3	37.7	44.3
06-00	8883	46	8245	52	468	27	13	3	7	16	6	0	0	401	4.5	108	1.2	31	0.3	37.8	44.6
00-00	9192	47	8521	52	492	32	13	3	9	18	7	0	0	479	5.2	141	1.5	44	0.5	38.1	45



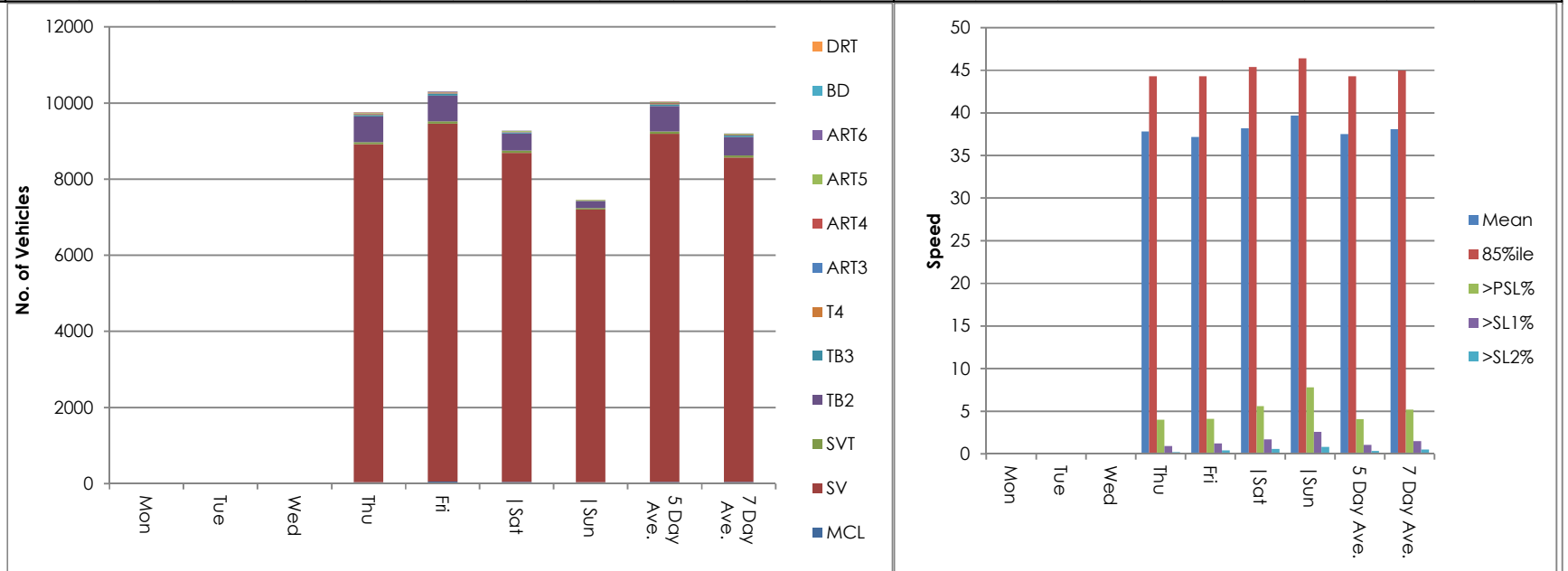
Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												>PSL 50	>PSL% 50	>SL1 55 +5kph	>SL1% 55 +5kph	>SL2 60 +10kph	>SL2% 60 +10kph	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Thu	9754	44	8868	61	672	39	17	4	10	24	14	0	1	392	4	87	0.9	21	0.2	37.8	44.3	
Fri	10303	53	9407	58	674	45	20	4	15	17	10	0	0	424	4.1	125	1.2	44	0.4	37.2	44.3	
|Sat	9264	49	8643	56	448	26	9	4	7	19	3	0	0	519	5.6	161	1.7	55	0.6	38.2	45.4	
|Sun	7447	42	7164	32	175	16	6	0	2	10	0	0	0	582	7.8	191	2.6	56	0.8	39.7	46.4	
5 Day Ave.	10029	49	9138	60	673	42	19	4	13	21	12	0	1	408	4.1	106	1.1	33	0.3	37.5	44.3	
7 Day Ave.	9192	47	8521	52	492	32	13	3	9	18	7	0	0	479	5.2	141	1.5	44	0.5	38.1	45.0	
Total	36768	188	34082	207	1969	126	52	12	34	70	27	0	1	1917	5.2	564	1.5	176	0.5	38.1	45.0	

Summary Graphs



Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Thursday, 01 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	35	0	0	0	0	0	1	2	6	10	8	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	0	0	0	0	2	9	4	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	1	0	2	0	0	0	2	4	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	1	2	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	55	0	0	0	0	0	1	1	11	11	15	10	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	105	0	0	0	1	0	1	2	21	28	23	14	12	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	367	0	0	2	1	7	23	36	102	95	70	26	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	734	0	0	3	4	14	47	134	221	191	78	33	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	719	0	0	1	3	22	57	173	241	132	68	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	617	0	1	0	3	12	36	103	223	160	63	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	675	0	0	0	1	18	37	132	241	174	54	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	711	0	1	0	4	10	31	141	237	185	80	18	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	713	0	0	1	11	10	62	145	256	160	52	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	663	0	2	2	13	35	62	162	218	127	32	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	727	0	2	11	10	27	78	197	194	143	47	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	820	1	4	1	8	33	130	237	228	130	35	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	778	0	3	3	8	19	95	206	230	135	64	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	603	0	0	2	9	8	63	122	191	144	43	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	513	0	0	0	7	7	34	103	178	120	46	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	365	0	0	0	1	6	9	55	114	110	55	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	248	0	2	0	2	7	2	37	63	75	40	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	158	0	0	0	2	3	2	12	37	58	28	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	96	0	0	0	0	0	0	7	26	29	22	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8127	1	13	26	75	215	721	1788	2582	1776	686	205	32	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9358	1	15	26	86	235	767	1985	2958	2109	850	258	56	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9612	1	15	26	88	238	769	2004	3021	2196	900	281	59	9	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9754	1	16	26	90	238	771	2008	3044	2231	937	305	66	15	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0



Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Friday, 02 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	72	0	0	0	0	0	1	3	20	15	23	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	30	0	0	0	0	1	1	4	3	12	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	2	1	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	0	0	0	0	0	0	1	1	0	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	0	0	2	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	48	0	0	0	0	0	0	5	9	6	14	8	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	138	0	0	0	2	3	6	6	16	33	32	23	11	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	370	0	0	0	0	3	5	33	102	123	71	22	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	742	1	0	1	3	15	61	128	238	174	82	28	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	723	0	0	4	11	17	61	131	261	158	61	13	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	625	0	0	2	7	30	52	155	234	101	27	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	704	0	2	7	13	25	69	207	187	144	39	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	703	0	0	11	16	29	82	191	201	120	46	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	758	0	4	21	25	52	108	182	180	133	40	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	771	0	0	2	7	56	130	206	205	101	51	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	748	0	6	13	61	36	112	184	195	105	27	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	742	1	1	7	14	26	106	198	215	112	48	8	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	724	0	0	1	5	14	42	116	233	221	70	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	675	0	1	5	4	8	59	132	217	169	54	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	579	0	1	1	3	9	36	107	197	145	66	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	443	0	0	1	4	9	20	49	118	151	59	26	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	267	0	0	0	1	0	4	18	71	72	71	21	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	203	0	1	1	1	2	8	23	52	57	33	14	7	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	208	0	0	0	0	3	7	9	46	70	53	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8285	2	14	74	166	311	887	1863	2468	1661	616	164	38	13	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9712	2	15	76	176	332	953	2043	2870	2062	844	245	62	22	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	10123	2	16	77	177	337	968	2075	2968	2189	930	276	72	23	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	10303	2	16	77	177	338	972	2089	3003	2226	979	299	81	28	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0



Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Saturday, 03 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	127	0	0	0	0	1	3	9	25	35	37	8	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	94	0	0	0	0	0	1	2	18	27	24	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	55	0	0	0	0	1	0	0	6	8	21	9	4	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	52	0	0	0	0	2	2	4	2	10	11	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	26	0	0	0	0	0	1	3	7	4	9	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	0	1	3	4	4	6	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	99	0	0	0	0	1	0	5	11	24	25	19	5	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	165	0	0	0	0	0	2	7	27	47	42	24	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	321	0	0	1	0	4	4	26	96	88	66	23	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	520	0	0	1	2	5	22	57	165	142	98	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	610	0	0	0	13	11	40	147	193	141	41	19	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	745	0	1	2	14	22	67	191	258	128	45	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	748	0	0	4	7	16	51	146	245	186	69	19	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	769	0	1	3	6	34	71	235	240	130	41	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	734	0	0	2	4	56	124	225	195	82	35	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	722	0	0	1	16	36	117	173	199	134	42	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	680	0	1	3	5	24	96	187	212	106	36	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	617	0	2	1	6	21	64	129	187	139	47	17	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	586	0	1	1	2	16	43	114	172	145	67	20	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	473	0	0	3	0	2	17	74	153	129	69	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	371	0	0	2	2	7	12	48	95	111	64	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	276	0	0	0	0	2	9	30	68	93	48	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	234	0	0	0	1	1	5	20	66	70	43	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	214	0	1	0	0	3	5	17	60	59	30	26	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7217	0	6	19	75	245	701	1637	2189	1468	629	177	49	16	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8436	0	6	24	77	257	739	1794	2516	1825	835	263	68	22	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8884	0	7	24	78	261	749	1831	2642	1954	908	310	83	26	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9264	0	7	24	78	265	757	1852	2704	2042	1016	358	106	34	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0

Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Sunday, 04 December 2016

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	144	0	0	0	1	1	0	11	21	50	35	17	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	146	0	0	0	0	0	1	12	26	36	27	26	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	124	0	0	0	0	0	0	1	8	38	45	20	9	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	70	0	0	0	0	0	0	1	8	17	17	16	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	32	0	0	0	0	0	0	1	1	8	10	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	19	0	0	0	1	1	1	1	1	3	3	3	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	44	0	0	0	0	0	1	2	5	13	11	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	95	0	0	0	0	1	1	4	22	23	28	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	116	0	0	0	0	2	0	11	29	30	22	13	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	208	0	0	1	2	2	2	24	45	61	48	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	345	0	0	1	3	4	19	39	99	92	57	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	484	0	1	1	3	1	18	90	137	135	66	26	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	662	0	2	2	1	11	36	122	252	154	60	17	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	736	0	1	3	5	17	86	188	215	138	65	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	720	0	0	2	5	19	53	210	248	137	34	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	659	0	1	0	0	6	50	153	223	163	46	9	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	659	0	0	0	1	10	44	124	210	186	62	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	643	0	1	1	8	17	38	88	213	188	63	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	512	0	0	1	5	5	29	72	170	133	68	23	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	390	0	0	0	1	6	11	37	121	115	71	18	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	283	0	0	0	1	5	4	20	72	80	59	31	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	157	0	0	1	1	3	3	17	28	38	33	23	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	131	0	0	0	0	2	4	8	30	39	18	16	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	68	0	0	0	0	0	2	4	11	16	16	10	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5839	0	6	12	33	95	376	1125	1863	1440	619	198	52	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	6713	0	6	13	36	109	395	1201	2089	1686	793	276	83	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	6912	0	6	13	36	111	401	1213	2130	1741	827	302	96	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	7447	0	6	13	38	113	403	1240	2195	1893	964	391	135	42	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0



Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

Virtual Day (4)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	95	0	0	0	0	1	1	6	18	28	26	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	73	0	0	0	0	0	1	5	12	21	15	12	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	52	0	0	0	1	0	1	1	4	13	18	8	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	36	0	0	0	0	1	1	2	3	7	8	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	0	0	0	1	3	4	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	37	0	0	0	0	0	1	3	6	6	10	7	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	97	0	0	0	1	1	2	4	13	25	23	16	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	249	0	0	1	0	3	8	20	63	72	53	21	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	478	0	0	1	2	9	28	75	146	121	62	24	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	543	0	0	2	5	12	36	96	178	123	69	17	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	549	0	0	1	7	14	37	111	187	124	47	18	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	652	0	1	3	8	17	48	155	206	145	51	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	706	0	1	4	7	17	50	150	234	161	64	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	744	0	2	7	12	28	82	188	223	140	50	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	722	0	1	2	7	42	92	201	217	112	38	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	714	0	2	6	22	26	89	177	203	136	41	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	725	1	2	3	7	23	94	187	216	134	45	12	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	691	0	2	2	7	18	60	135	216	171	61	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	594	0	1	2	5	9	49	110	188	148	58	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	489	0	0	1	3	6	25	80	162	127	63	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	366	0	0	1	2	7	11	43	100	113	59	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	237	0	1	0	1	3	5	26	58	70	48	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	182	0	0	0	1	2	5	16	46	56	31	16	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	147	0	0	0	0	2	4	9	36	44	30	16	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7367	1	10	33	87	217	671	1603	2276	1586	638	186	43	13	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8555	1	11	35	94	233	714	1756	2608	1921	831	261	67	18	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8883	1	11	35	95	237	722	1781	2690	2020	891	292	78	22	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9192	1	11	35	96	239	726	1797	2737	2098	974	338	97	30	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0



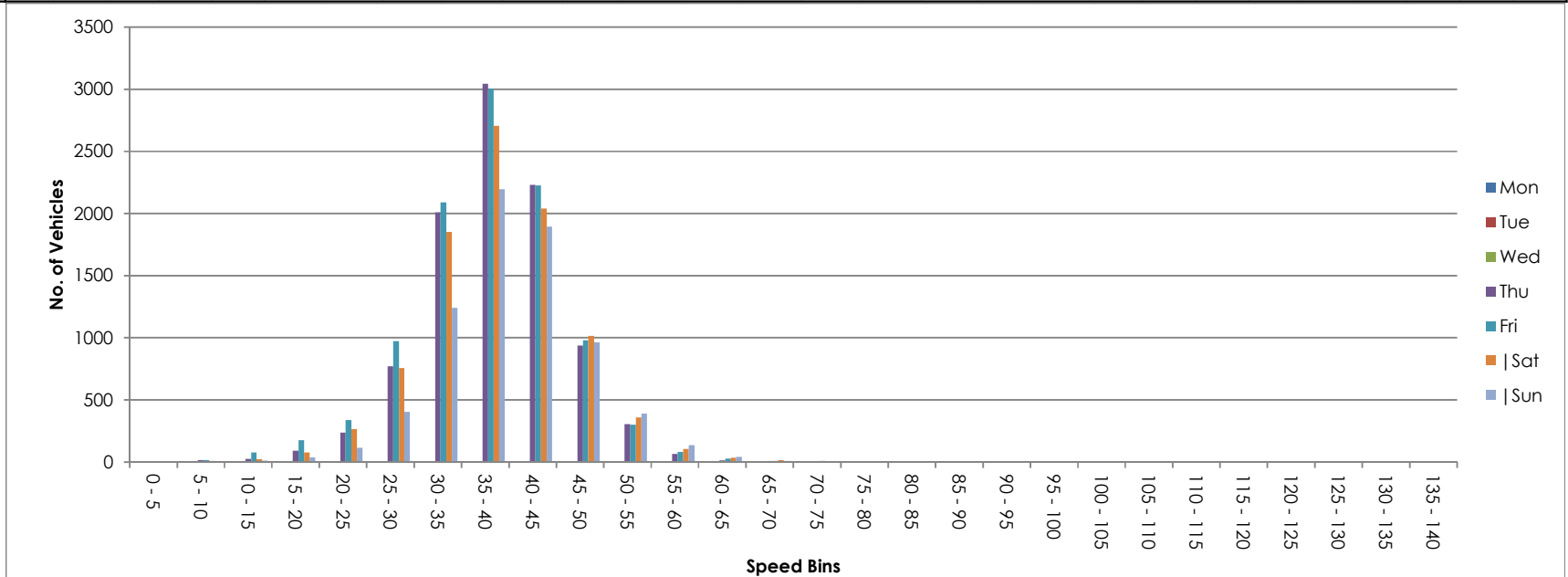
Site 25
 Location William Street Lower
 Direction Northbound/Southbound

6965 / Wexford
 December 2016
 Automatic Traffic Count

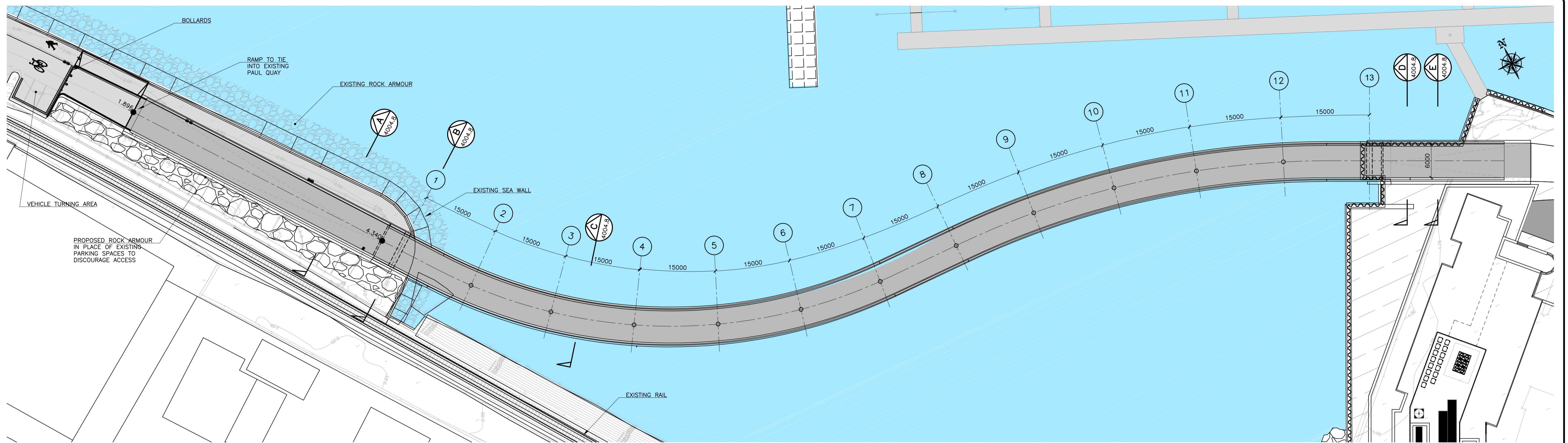
Virtual Week (1)

Time	Total	Speed Bins (km/h)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	9754	1	16	26	90	238	771	2008	3044	2231	937	305	66	15	2	3	1	0	0	0	0	0	0	0	0	0	0	0	
Fri	10303	2	16	77	177	338	972	2089	3003	2226	979	299	81	28	9	7	0	0	0	0	0	0	0	0	0	0	0	0	
|Sat	9264	0	7	24	78	265	757	1852	2704	2042	1016	358	106	34	17	2	2	0	0	0	0	0	0	0	0	0	0	0	
|Sun	7447	0	6	13	38	113	403	1240	2195	1893	964	391	135	42	11	2	1	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	10029	2	16	52	134	288	872	2049	3024	2229	958	302	74	22	6	5	1	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	9192	1	11	35	96	239	726	1797	2737	2098	974	338	97	30	10	4	1	0	0	0	0	0	0	0	0	0	0	0	
Total	36768	3	45	140	383	954	2903	7189	10946	8392	3896	1353	388	119	39	14	4	0	0	0	0	0	0	0	0	0	0	0	

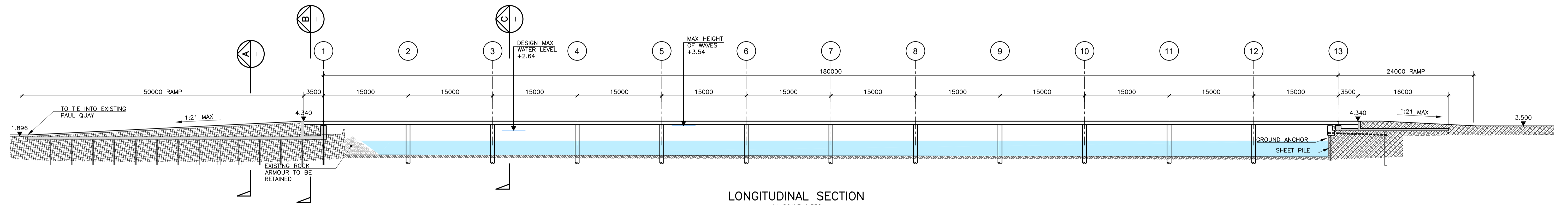
Summary Graphs



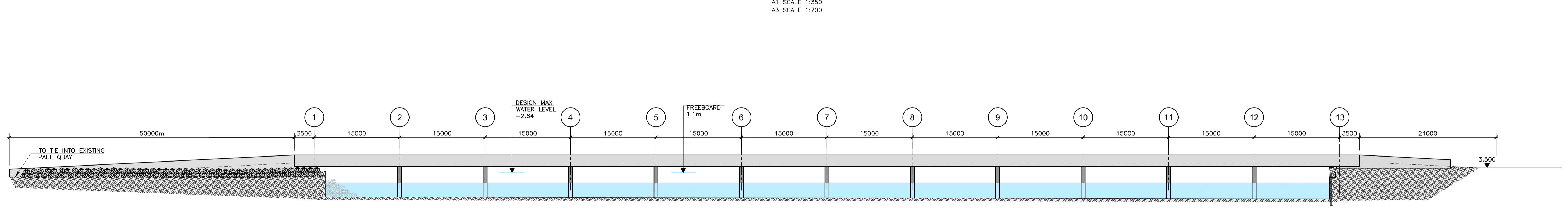
APPENDIX C: DRAWINGS



PLAN ON PEDESTRIAN LINK BRIDGE
 A1 SCALE 1:350
 A3 SCALE 1:700



LONGITUDINAL SECTION
 A1 SCALE 1:350
 A3 SCALE 1:700



ELEVATION
 A1 SCALE 1:350
 A3 SCALE 1:700

ALL LEVELS ARE IN METERS (AOD) MALIN HEAD, DONEGAL



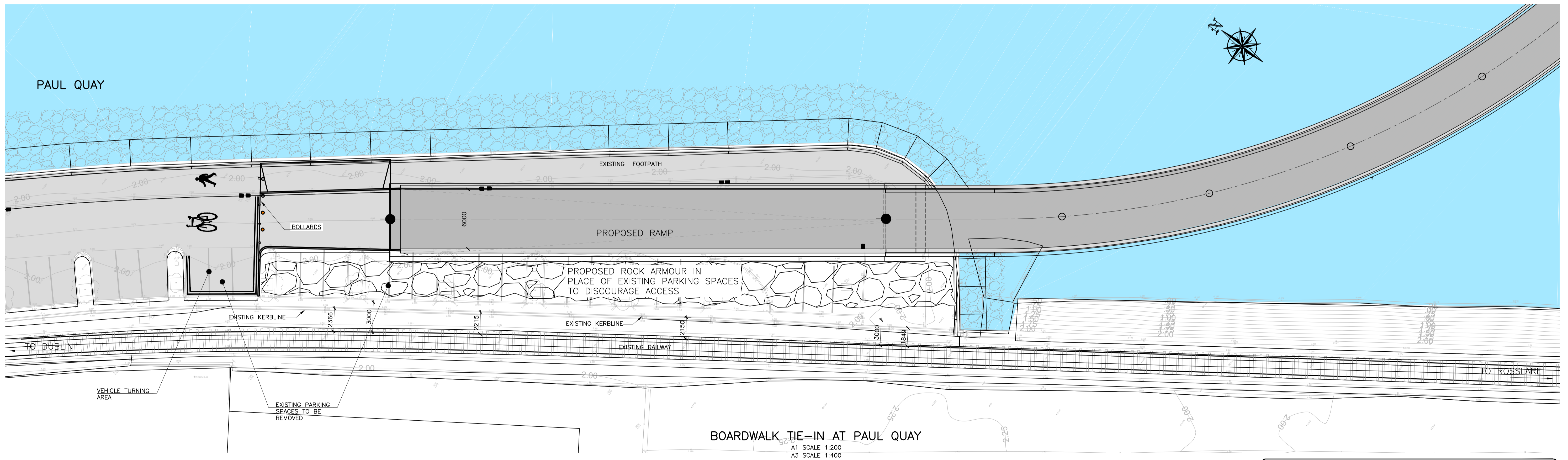
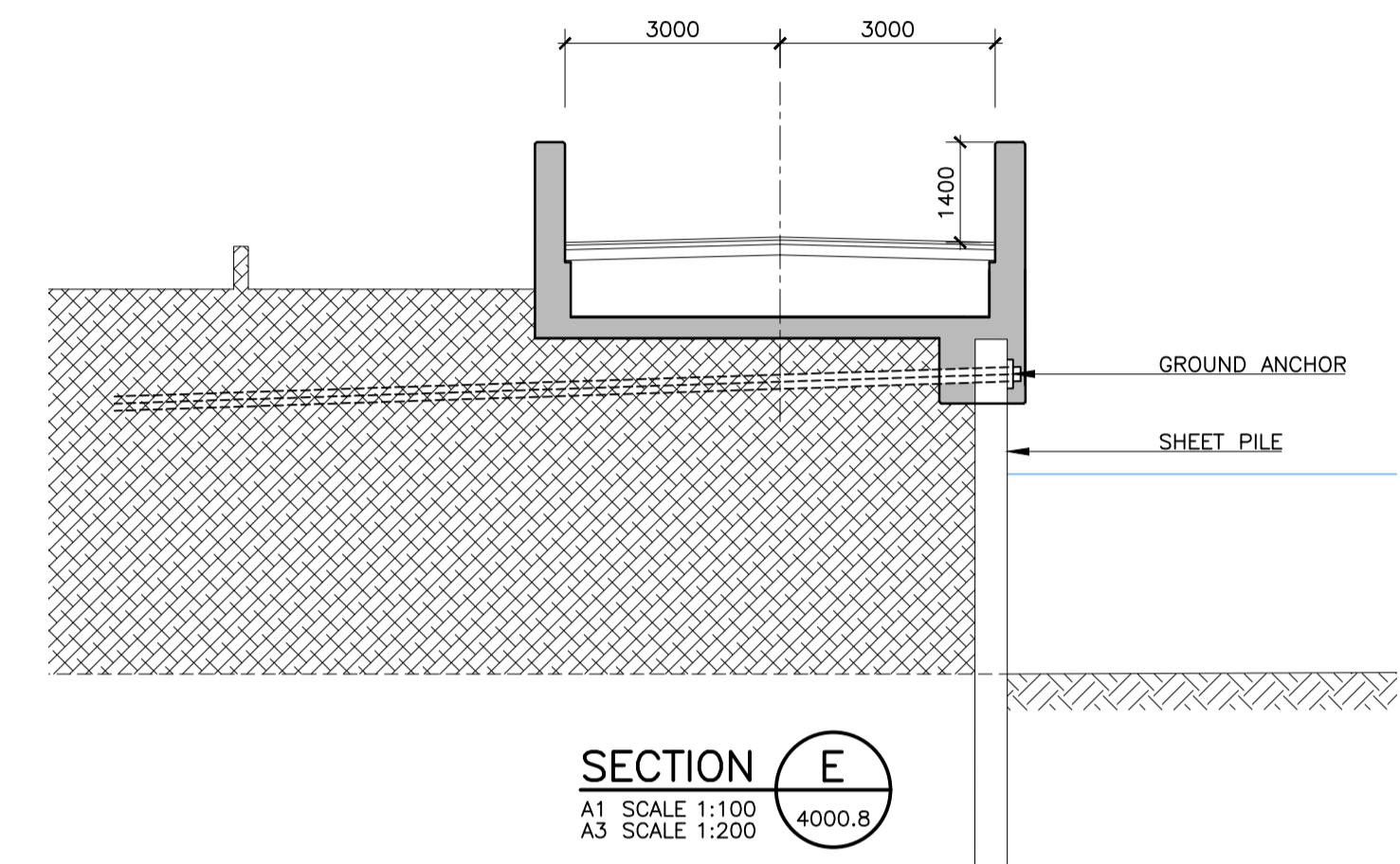
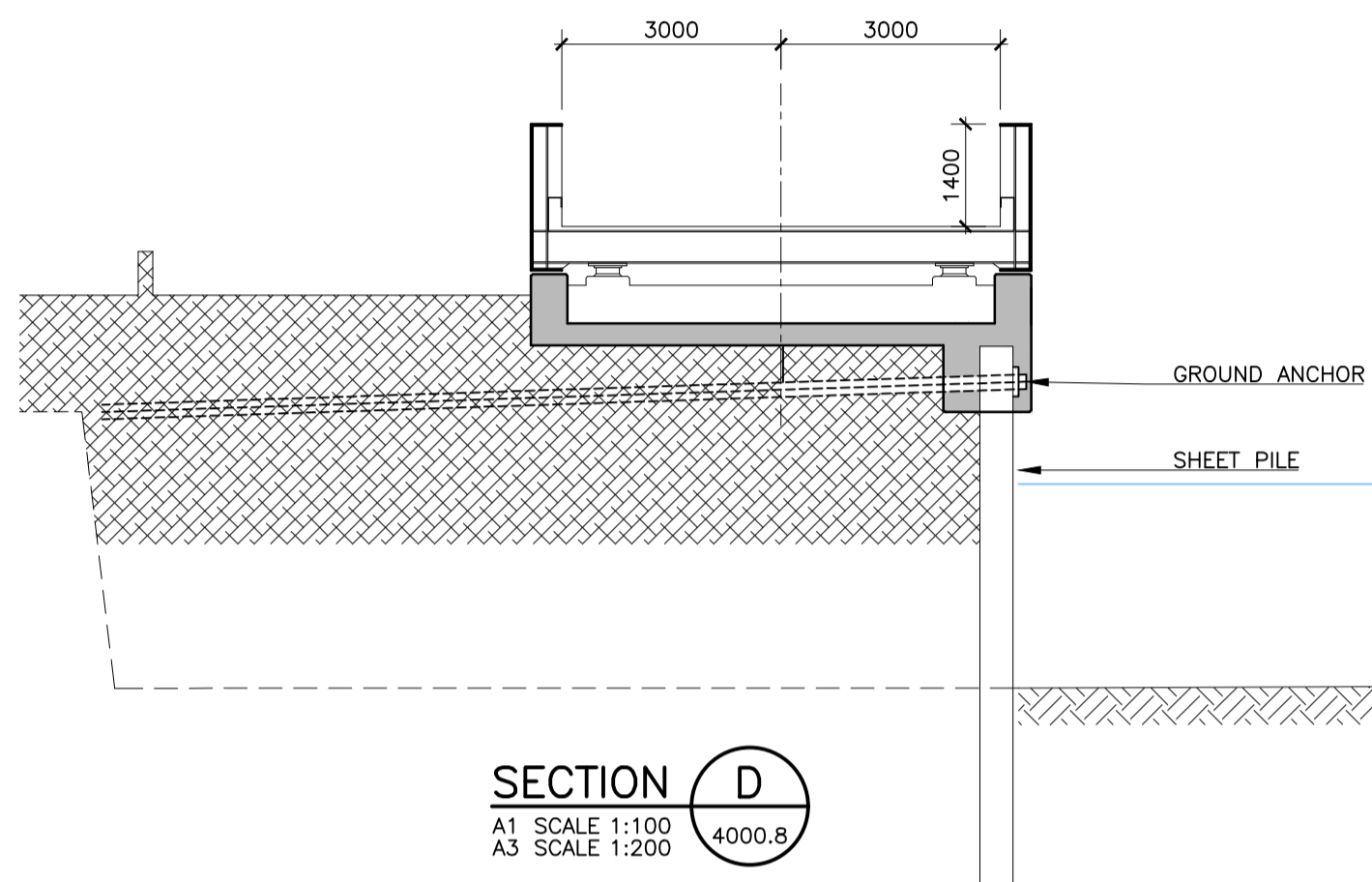
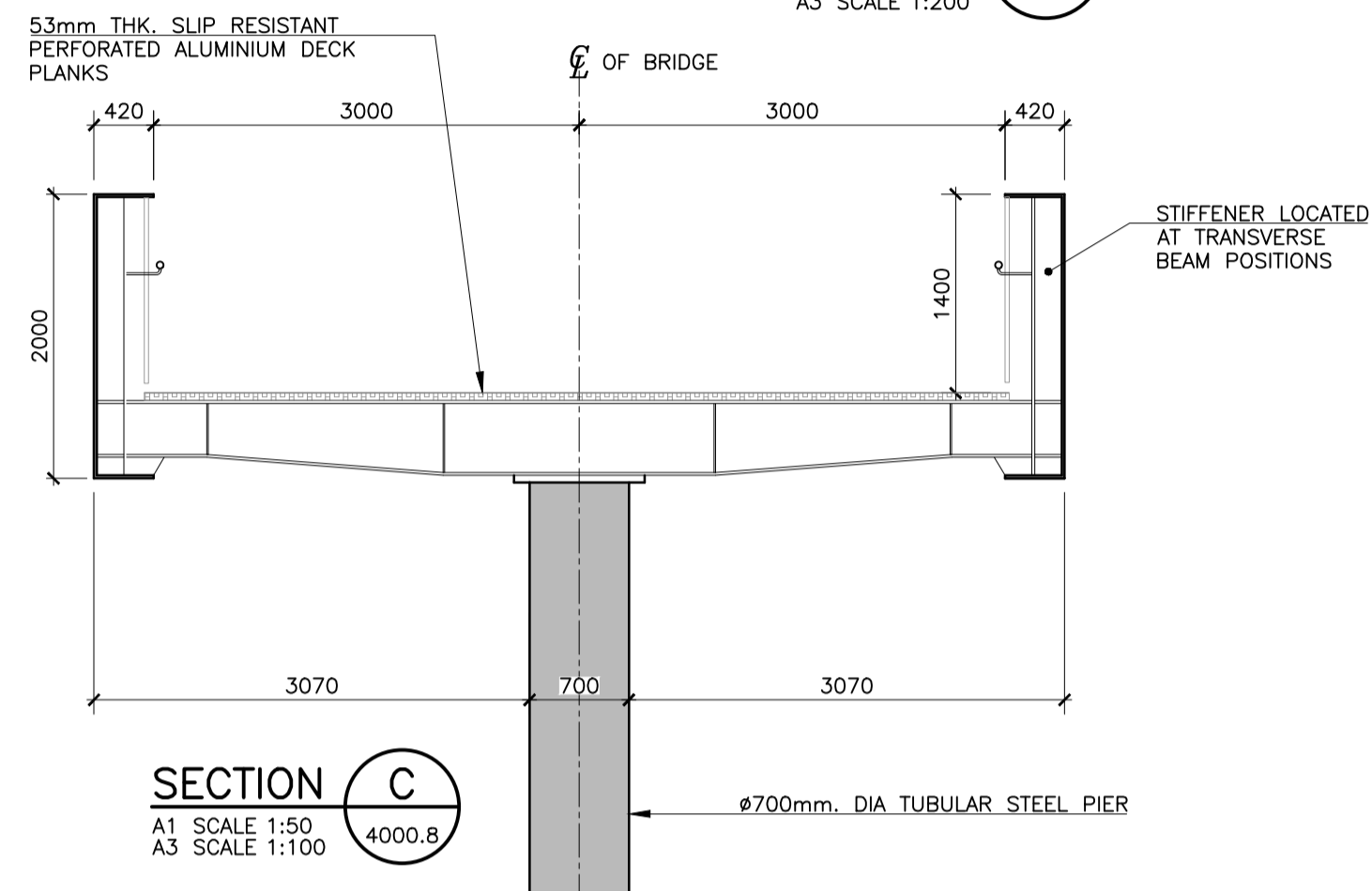
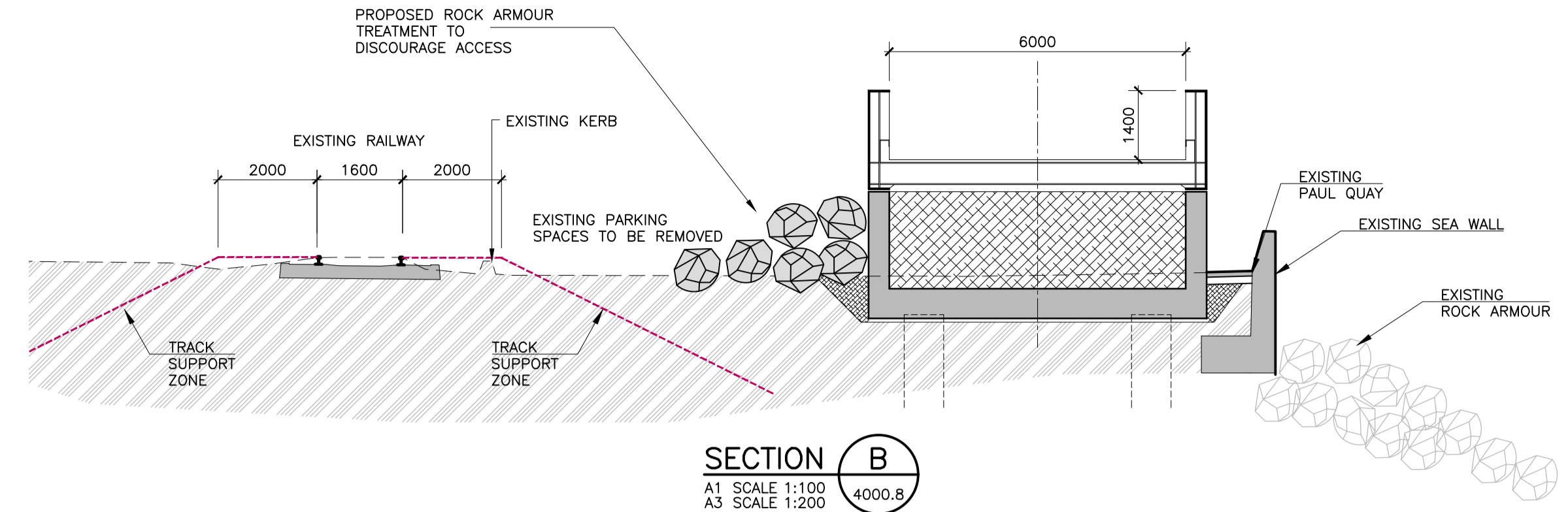
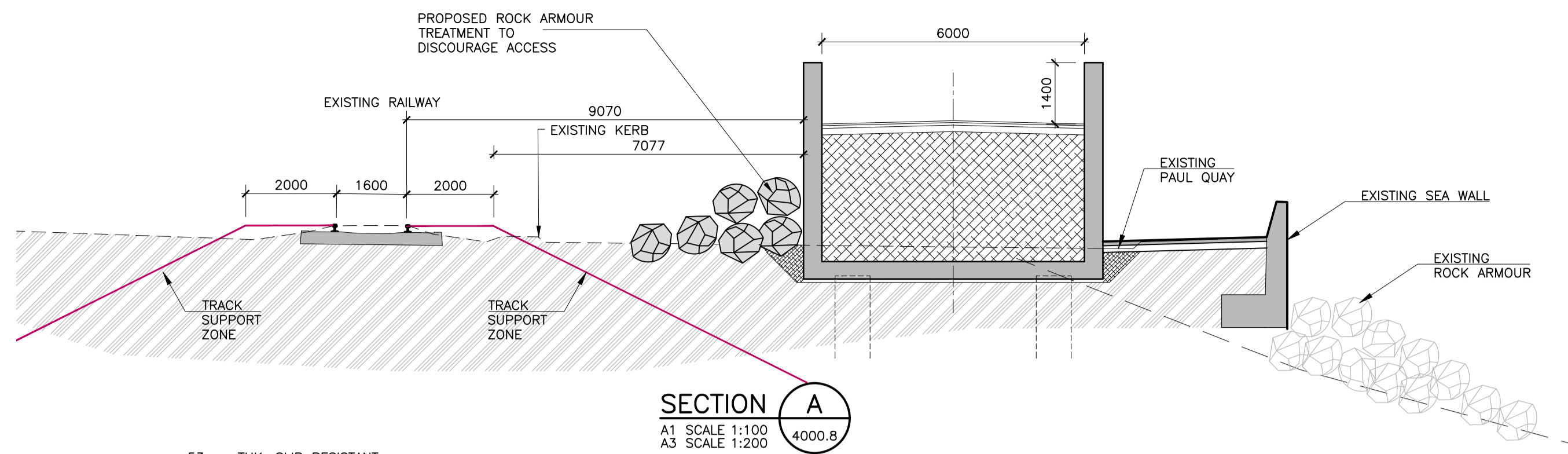
NOTE:
 EIAR drawings based on Design drawings prepared by Scott Tallon Walker Architects with inputs from the project team as listed at the start of this Volume.

TRINITY WHARF DEVELOPMENT
 ENVIRONMENTAL IMPACT ASSESSMENT REPORT



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Project Stage	E.I.A.R.						
Project Title	TRINITY WHARF DEVELOPMENT						
Drawing Title	FIGURE 4.7 BOARDWALK GENERAL ARRANGEMENT - SHEET 1						
Drawing Number	Project	Originator	Volume	Location	Type	Role	Number
TRWH	ROD	SBR	SW_AE	DR	CB		4004.7
Scale (A1)	As Shown	Date:	December 2018	Job No:	18.133	Rev:	-



NOTE:
E.I.A.R drawings based on Design drawings prepared by Scott Tallon Walker Architects with inputs from the project team as listed at the start of this Volume.

TRINITY WHARF DEVELOPMENT

ENVIRONMENTAL IMPACT ASSESSMENT REPORT

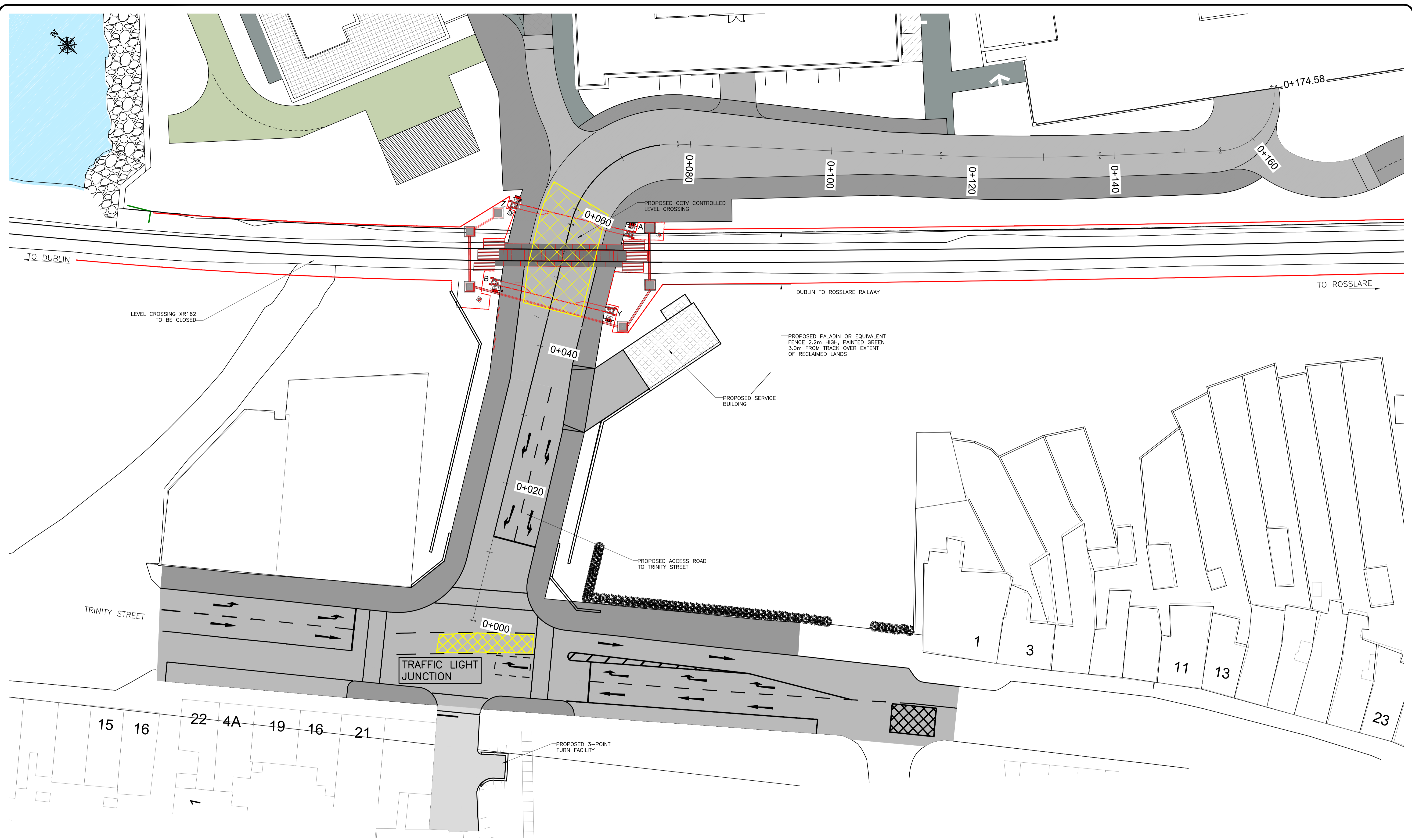


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Consulting Engineers
Civil - Structural - Transportation - Environmental

Drawn	Designed	Checked	Approved	Suitability Code - Description
PC	SH	MK	MK	S4 - Stage Approval

Project Stage	E.I.A.R.				
Project Title	TRINITY WHARF DEVELOPMENT				
Drawing Title	FIGURE 4.8 BOARDWALK GENERAL ARRANGEMENT - SHEET 2				
Drawing Number	Project	Originator	Volume	Location	Type | Role | Number
TRWH	ROD	SBR	SW_AE	DR	CB - 4004.8
Scale (A1)	As Shown	Date:	December 2018	Job No:	18.133
				Rev:	-



CROSSING LAYOUT
 A1 SCALE 1:250
 A3 SCALE 1:500



NOTE:
 E.I.A.R drawings based on Design drawings prepared by Scott Tallon Walker Architects with inputs from the project team as listed at the start of this Volume.

TRINITY WHARF DEVELOPMENT

ENVIRONMENTAL IMPACT ASSESSMENT REPORT

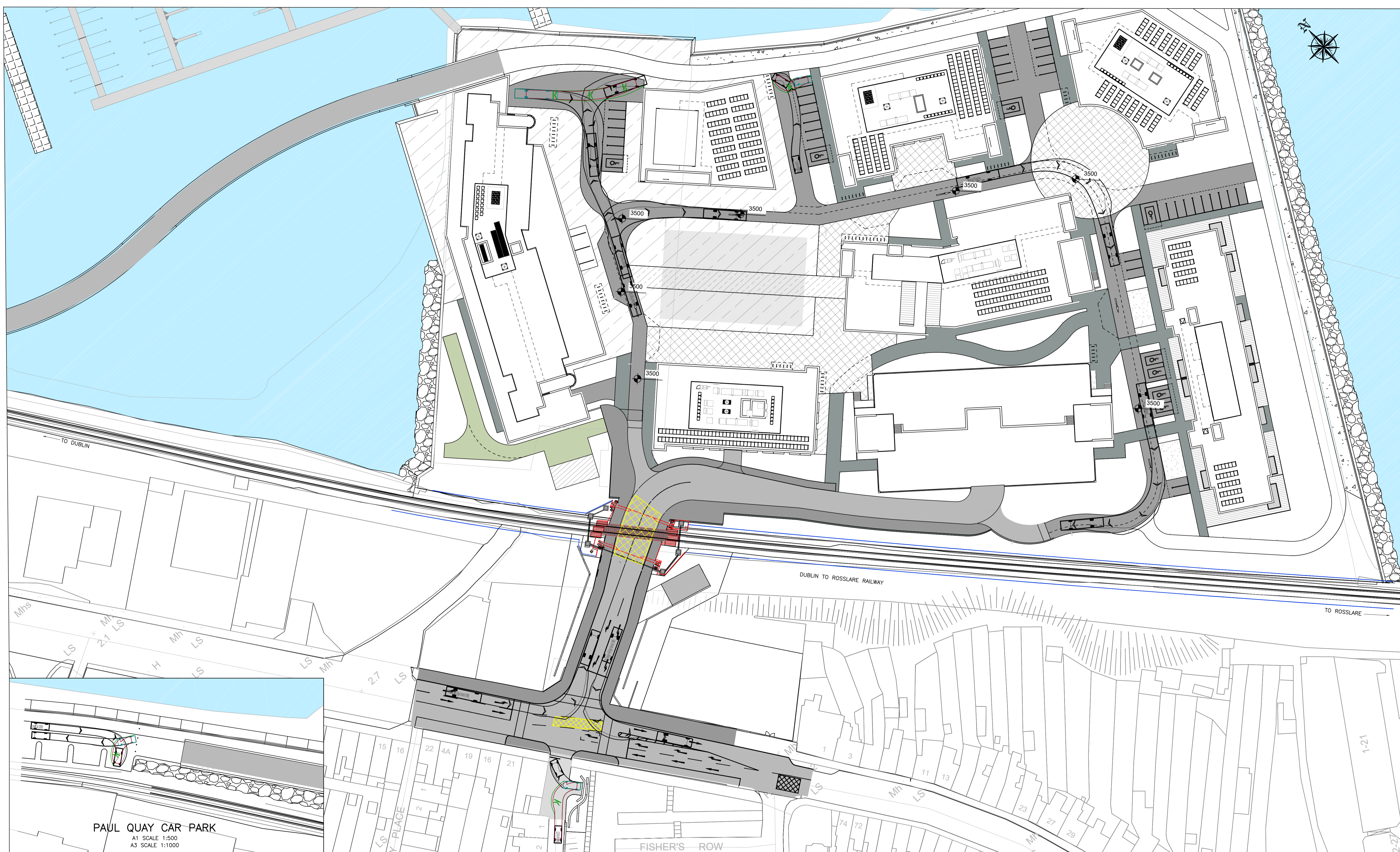


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Consulting Engineers
 Civil - Structural - Transportation - Environmental

Drawn	Designed	Checked	Approved	Suitability Code - Description
JMK	JA	JB	MK	S4 - Stage Approval

Project Stage	E.I.A.R.				
Project Title	TRINITY WHARF DEVELOPMENT				
Drawing Title	FIGURE 4.9 ACCESS ROAD AND LEVEL CROSSING - SHEET 1				
Drawing Number	Project	Originator	Volume	Location	Type | Role | Number
TRWH	ROD	SBR	SW_AE	DR - CH	4004.9
Scale (A1)	AS SHOWN	Date:	December 2018	Job No:	18.133
				Rev:	-



PAUL QUAY CAR PARK
A1 SCALE 1:500
A3 SCALE 1:1000

INTERNAL ROADS
A1 SCALE 1:500
A3 SCALE 1:1000



NOTE:
EIAR drawings based on Design drawings prepared by
Scott Tallon Walker Architects with inputs from the
project team as listed at the start of this Volume.

TRINITY WHARF DEVELOPMENT

ENVIRONMENTAL IMPACT
ASSESSMENT REPORT

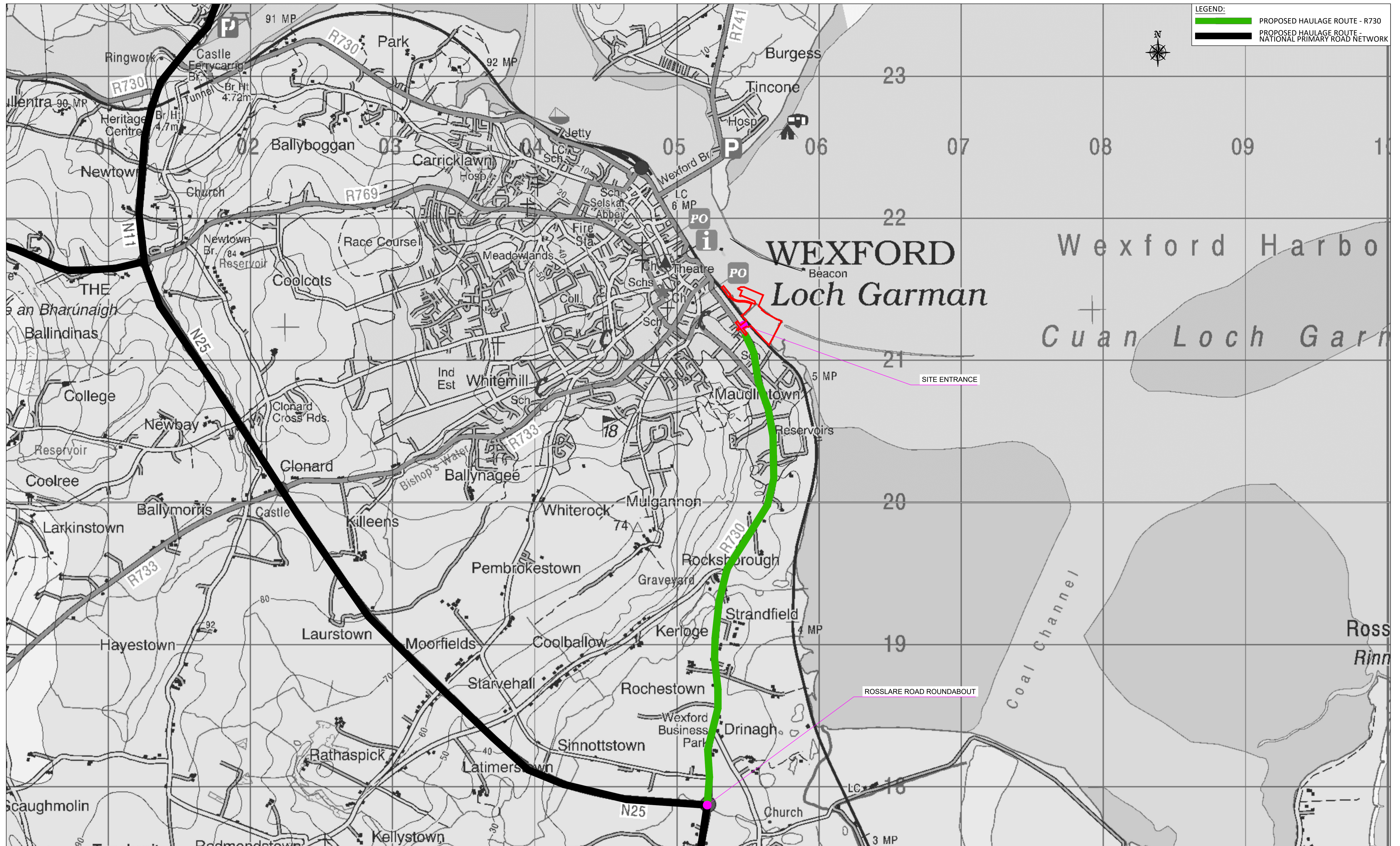


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Consulting Engineers
Civil - Structural - Transportation - Environmental

Drawn	Designed	Checked	Approved	Suitability Code - Description
JA	JA	MK	MK	S4 - Stage Approval

Project Stage	E.I.A.R.				
Project Title	TRINITY WHARF DEVELOPMENT				
Drawing Title	FIGURE 4.11 INTERNAL ROADS AUTOTRACK				
Drawing Number	Project	Originator	Volume	Location	Type | Role | Number
TRWH	ROD	HML	SW_AE	DR	CH - 4004.11
Scale (A1)	AS SHOWN	Date:	December 2018	Job No:	18.133
				Rev:	-



HAULAGE ROUTES OVERVIEW
 A1 SCALE 1:12,500
 A3 SCALE 1:25,000



NOTE:
 E.I.A.R drawings based on Design drawings prepared by
 Scott Tallon Walker Architects with inputs from the project
 team as listed at the start of this Volume.

TRINITY WHARF DEVELOPMENT

ENVIRONMENTAL IMPACT
 ASSESSMENT REPORT

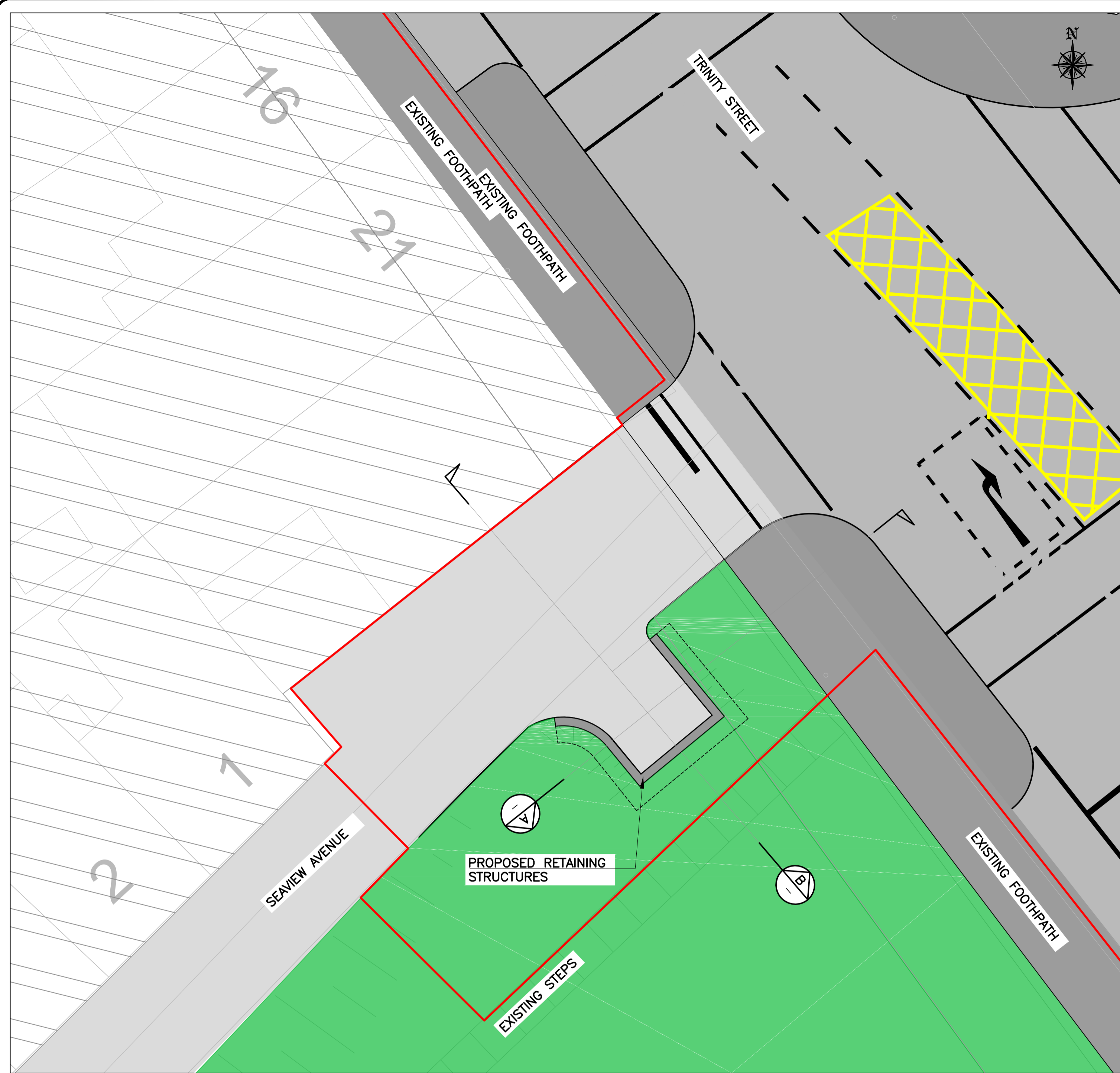


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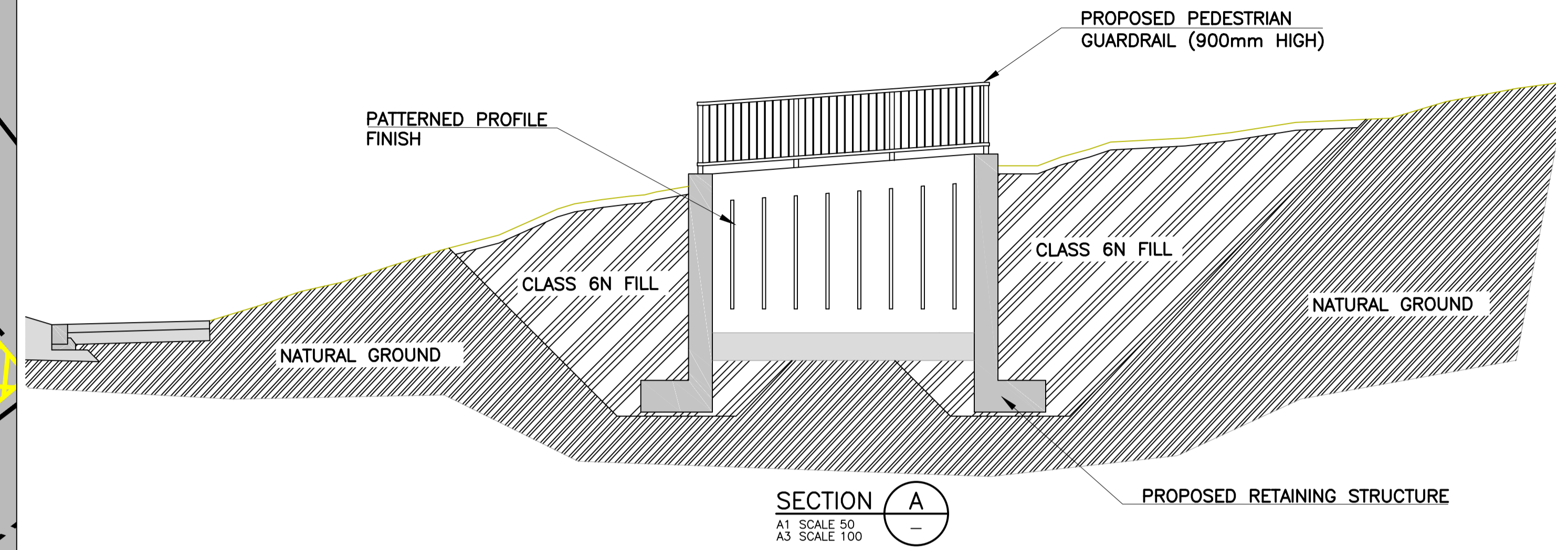
Consulting Engineers
 Civil - Structural - Transportation - Environmental

Drawn	Designed	Checked	Approved	Suitability Code - Description
IM	FK	BC	MK	S4 - Stage Approval

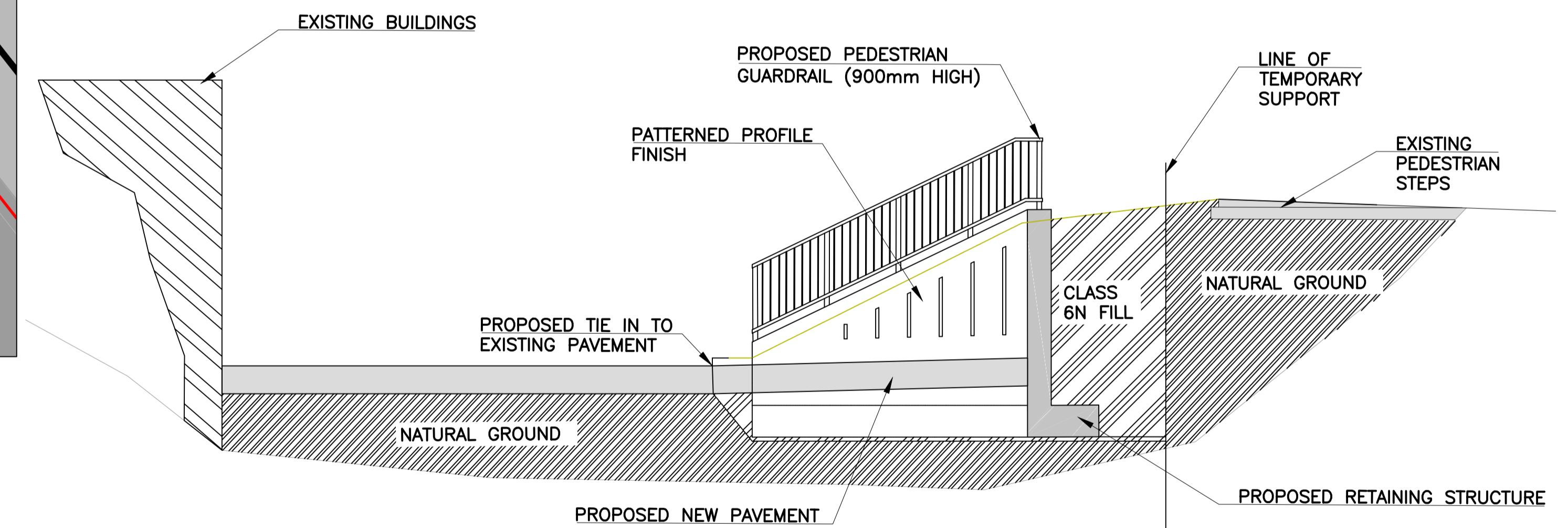
Project Stage	E.I.A.R.				
Project Title	TRINITY WHARF DEVELOPMENT				
Drawing Title	FIGURE 4.18 OVERVIEW OF PROPOSED HAULAGE ROUTES				
Drawing Number	Project	Originator	Volume	Location	Type | Role | Number
TRWH	TRWH	ROD	HAC	SW_AE	M2 - ZM - 4004.18
Scale (A1)	AS SHOWN	Date:	December 2018	Job No:	18.133
				Rev:	-



PROPOSED PLAN
 A1 SCALE 1:100
 A3 SCALE 1:200



SECTION A
 A1 SCALE 50
 A3 SCALE 100



SECTION B
 A1 SCALE 50
 A3 SCALE 100



NOTE:
 E.I.A.R. drawings based on Design drawings prepared by Scott Tallon Walker Architects with inputs from the project team as listed at the start of this Volume.

TRINITY WHARF DEVELOPMENT

ENVIRONMENTAL IMPACT ASSESSMENT REPORT



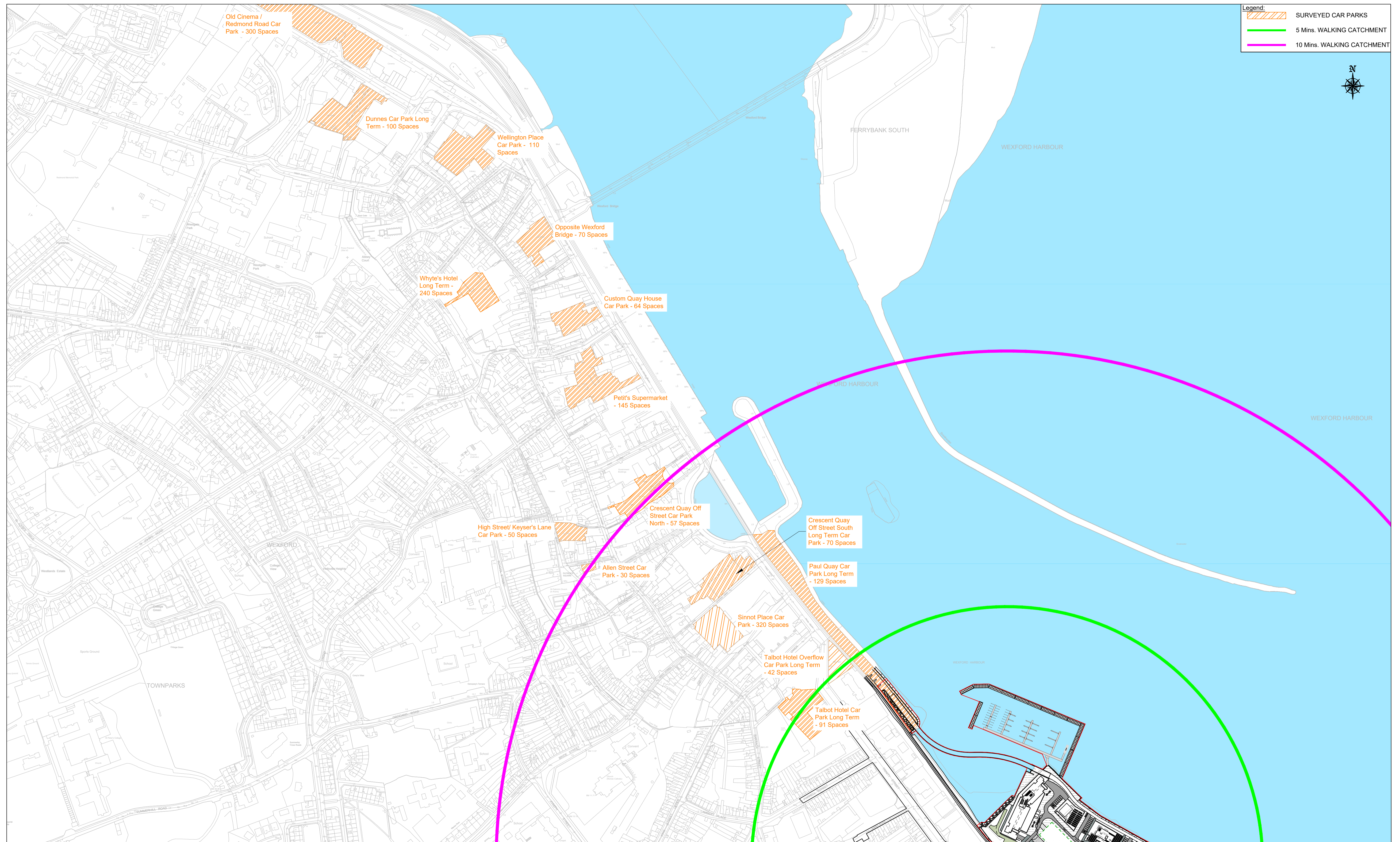
Consulting Engineers
 Civil - Structural - Transportation - Environmental

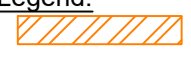


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Drawn	Designed	Checked	Approved	Suitability Code - Description
IM	JA	MK	MK	S4 - Stage Approval

Project Stage	E.I.A.R.				
Project Title	TRINITY WHARF DEVELOPMENT				
Drawing Title	FIGURE 4.21 SEAVIEW AVENUE 3 - POINT TURN FACILITY G.A.				
Drawing Number	Project	Originator	Volume	Location	Type | Role | Number
TRWH	ROD	GEN	SW_AE	DR - CH	4004.21
Scale (A1)	AS SHOWN	Date:	January 2019	Job No:	18.133
				Rev:	-

DO NOT SCALE USE FIGURED DIMENSIONS ONLY



Legend:
 SURVEYED CAR PARKS
 5 Mins. WALKING CATCHMENT
 10 Mins. WALKING CATCHMENT



OFF-SITE PARKING

A1 SCALE 1:2500
 A3 SCALE 1:5000



TRINITY WHARF DEVELOPMENT

ENVIRONMENTAL IMPACT
 ASSESSMENT REPORT



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Drawn	Designed	Checked	Approved	Suitability Code - Description
JMK	JA	JA	MK	S4 - Stage Approval

Project Stage	E.I.A.R.				
Project Title	TRINITY WHARF DEVELOPMENT				
Drawing Title	FIGURE 5.1 CATCHMENT AREA FOR OFF-SITE PARKING				
Drawing Number	Project	Originator	Volume	Location	Type | Role | Number
TRWH	TRWH	ROD	HGN	SW_AE	DR - CH - 4005.1
Scale (A1)	AS SHOWN	Date:	November 2018	Job No:	18.133
				Rev:	-

APPENDIX D: TRICS REPORTS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 51 to 85 (units:)
 Range Selected by User: 6 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 18/09/17

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

Selected survey days:

Thursday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2

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

Selected Location Sub Categories:

Built-Up Zone 2

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

Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 1 mile:

10,001 to 15,000 1 days
 15,001 to 20,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

50,001 to 75,000 2 days

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

Car ownership within 5 miles:

1.1 to 1.5 2 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS	NORFOLK
	Edge of Town Centre Built-Up Zone		
	Total Number of dwellings:	51	
	<i>Survey date: THURSDAY</i>	<i>11/12/14</i>	<i>Survey Type: MANUAL</i>
2	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS	SUFFOLK
	Edge of Town Centre Built-Up Zone		
	Total Number of dwellings:	85	
	<i>Survey date: THURSDAY</i>	<i>18/12/14</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

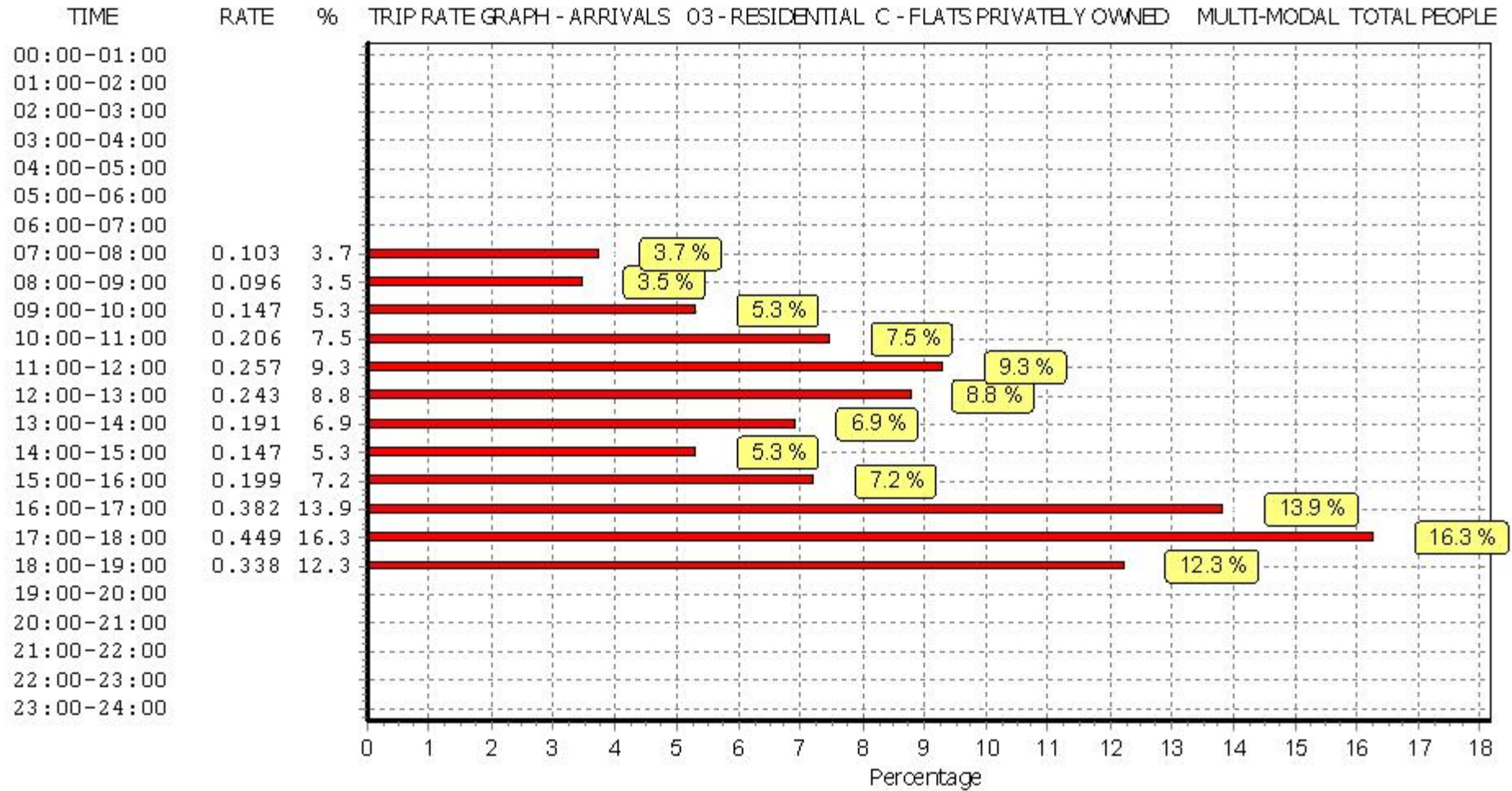
Estimated TRIP rate value per 60 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

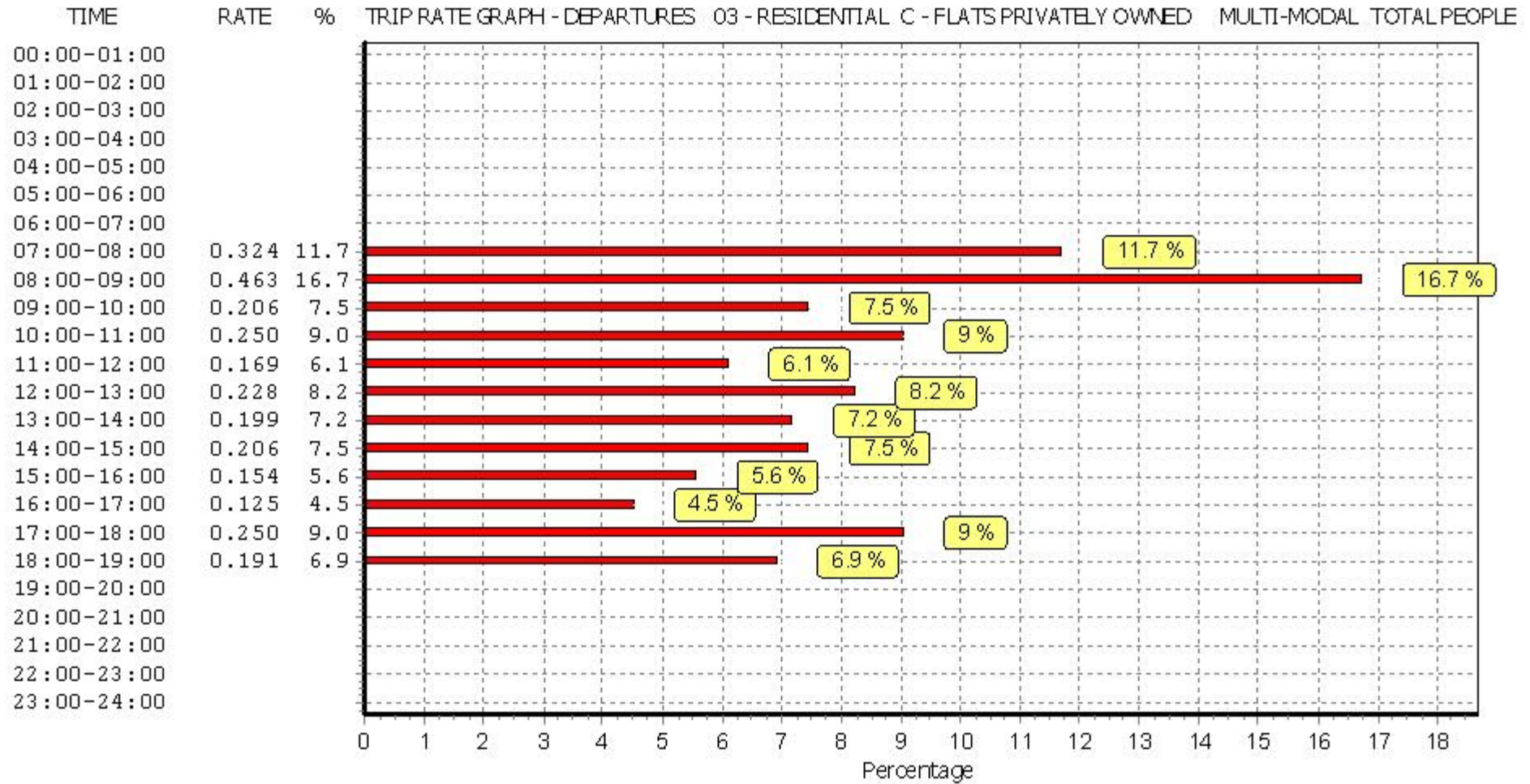
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	68	0.103	6.176	2	68	0.324	19.412	2	68	0.427	25.588
08:00 - 09:00	2	68	0.096	5.735	2	68	0.463	27.794	2	68	0.559	33.529
09:00 - 10:00	2	68	0.147	8.824	2	68	0.206	12.353	2	68	0.353	21.177
10:00 - 11:00	2	68	0.206	12.353	2	68	0.250	15.000	2	68	0.456	27.353
11:00 - 12:00	2	68	0.257	15.441	2	68	0.169	10.147	2	68	0.426	25.588
12:00 - 13:00	2	68	0.243	14.559	2	68	0.228	13.676	2	68	0.471	28.235
13:00 - 14:00	2	68	0.191	11.471	2	68	0.199	11.912	2	68	0.390	23.383
14:00 - 15:00	2	68	0.147	8.824	2	68	0.206	12.353	2	68	0.353	21.177
15:00 - 16:00	2	68	0.199	11.912	2	68	0.154	9.265	2	68	0.353	21.177
16:00 - 17:00	2	68	0.382	22.941	2	68	0.125	7.500	2	68	0.507	30.441
17:00 - 18:00	2	68	0.449	26.912	2	68	0.250	15.000	2	68	0.699	41.912
18:00 - 19:00	2	68	0.338	20.294	2	68	0.191	11.471	2	68	0.529	31.765
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.758	165.442			2.765	165.883			5.523	331.325

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.

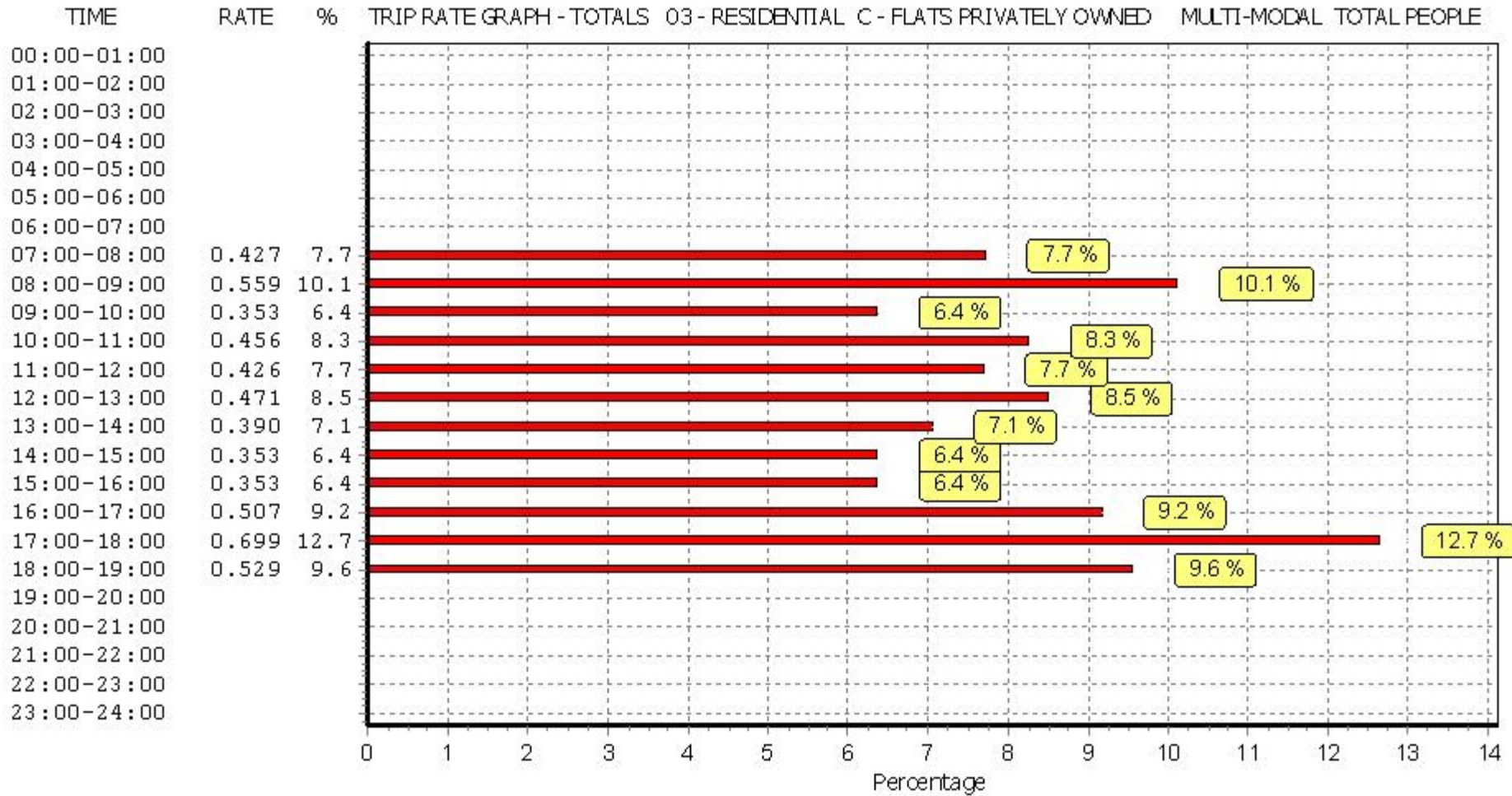
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



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.

Calculation Reference: AUDIT-357901-181129-1149

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days
14	LEINSTER	
	LU LOUTH	3 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 20 to 85 (units:)
 Range Selected by User: 6 to 493 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 03/07/18

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	2 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	9

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

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	3
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3 10 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	9 days

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

Travel Plan:

No 10 days

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

PTAL Rating:

No PTAL Present 10 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone Total Number of dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>12/06/14</i>	<i>Survey Type: MANUAL</i>
2	LU-03-C-01 DONORE ROAD DROGHEDA	BLOCKS OF FLATS		LOUTH
	Edge of Town Centre Residential Zone Total Number of dwellings:		52	
	<i>Survey date: THURSDAY</i>		<i>12/09/13</i>	<i>Survey Type: MANUAL</i>
3	LU-03-C-02 NICHOLAS STREET DUNDALK	BLOCK OF FLATS		LOUTH
	Edge of Town Centre Residential Zone Total Number of dwellings:		33	
	<i>Survey date: MONDAY</i>		<i>16/09/13</i>	<i>Survey Type: MANUAL</i>
4	LU-03-C-03 NICHOLAS STREET DUNDALK	BLOCK OF FLATS		LOUTH
	Edge of Town Centre Residential Zone Total Number of dwellings:		20	
	<i>Survey date: MONDAY</i>		<i>16/09/13</i>	<i>Survey Type: MANUAL</i>
5	MG-03-C-01 MALL ROAD MONAGHAN	BLOCK OF FLATS		MONAGHAN
	Edge of Town Centre No Sub Category Total Number of dwellings:		28	
	<i>Survey date: FRIDAY</i>		<i>06/09/13</i>	<i>Survey Type: MANUAL</i>
6	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total Number of dwellings:		51	
	<i>Survey date: THURSDAY</i>		<i>11/12/14</i>	<i>Survey Type: MANUAL</i>
7	SA-03-C-01 RACECOURSE ROAD AYR	BLOCK OF FLATS		SOUTH AYRSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings:		51	
	<i>Survey date: TUESDAY</i>		<i>16/09/14</i>	<i>Survey Type: MANUAL</i>
8	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total Number of dwellings:		85	
	<i>Survey date: THURSDAY</i>		<i>18/12/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	SR-03-C-01 FORTH SIDE WAY STIRLING	FLATS		STIRLING
	Edge of Town Centre No Sub Category Total Number of dwellings:		80	
	<i>Survey date: WEDNESDAY</i>		<i>18/06/14</i>	<i>Survey Type: MANUAL</i>
10	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total Number of dwellings:		48	
	<i>Survey date: WEDNESDAY</i>		<i>18/06/14</i>	<i>Survey Type: MANUAL</i>

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

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 60 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	10	49	0.041	2.459	10	49	0.113	6.762	10	49	0.154	9.221
08:00 - 09:00	10	49	0.045	2.705	10	49	0.150	8.975	10	49	0.195	11.680
09:00 - 10:00	10	49	0.064	3.811	10	49	0.078	4.672	10	49	0.142	8.483
10:00 - 11:00	10	49	0.057	3.443	10	49	0.080	4.795	10	49	0.137	8.238
11:00 - 12:00	10	49	0.074	4.426	10	49	0.088	5.287	10	49	0.162	9.713
12:00 - 13:00	10	49	0.105	6.270	10	49	0.070	4.180	10	49	0.175	10.450
13:00 - 14:00	10	49	0.072	4.303	10	49	0.094	5.656	10	49	0.166	9.959
14:00 - 15:00	10	49	0.084	5.041	10	49	0.090	5.410	10	49	0.174	10.451
15:00 - 16:00	10	49	0.080	4.795	10	49	0.049	2.951	10	49	0.129	7.746
16:00 - 17:00	10	49	0.107	6.393	10	49	0.086	5.164	10	49	0.193	11.557
17:00 - 18:00	10	49	0.193	11.557	10	49	0.115	6.885	10	49	0.308	18.442
18:00 - 19:00	10	49	0.141	8.484	10	49	0.107	6.393	10	49	0.248	14.877
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.063	63.687			1.120	67.130			2.183	130.817

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.

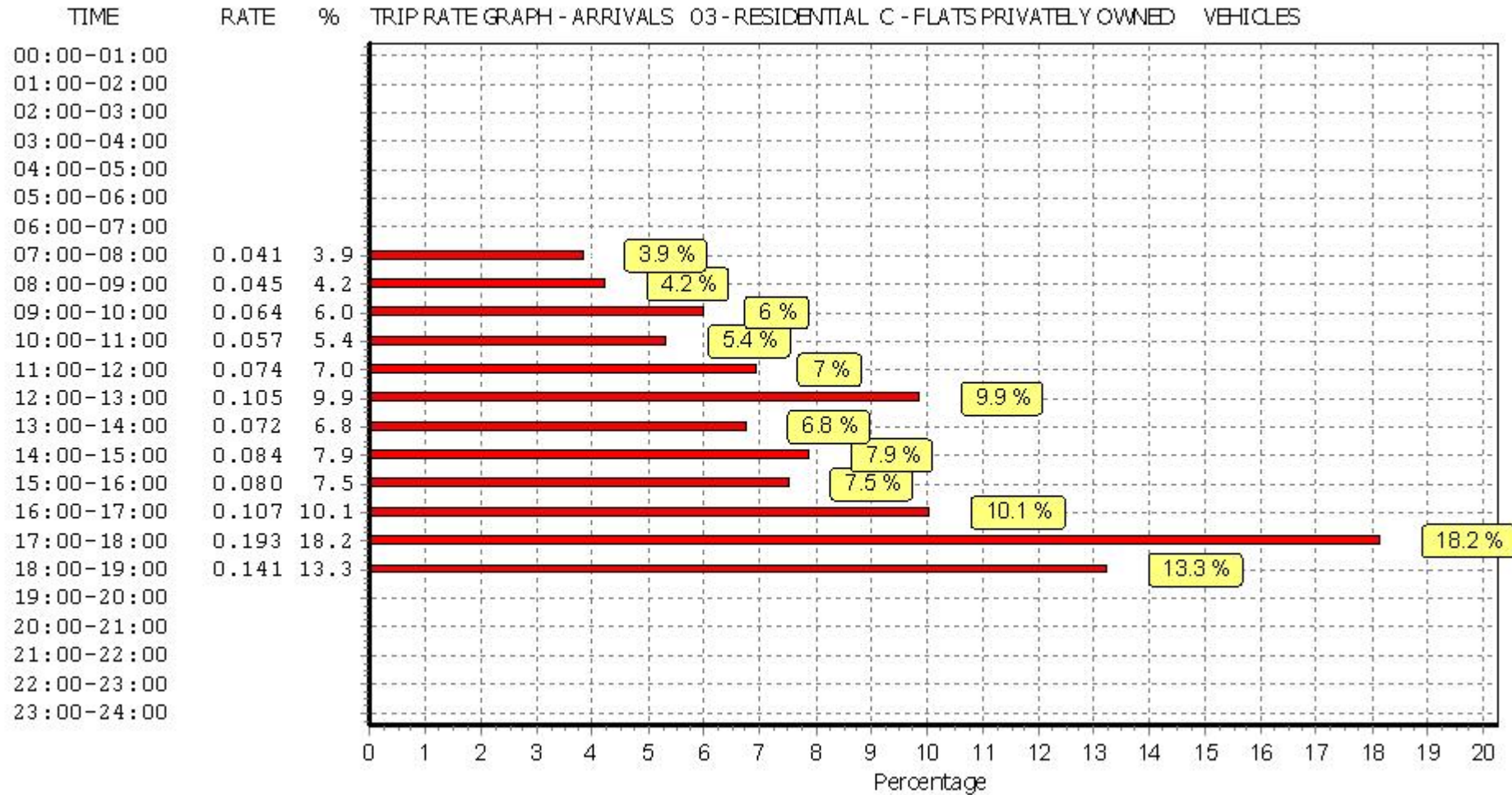
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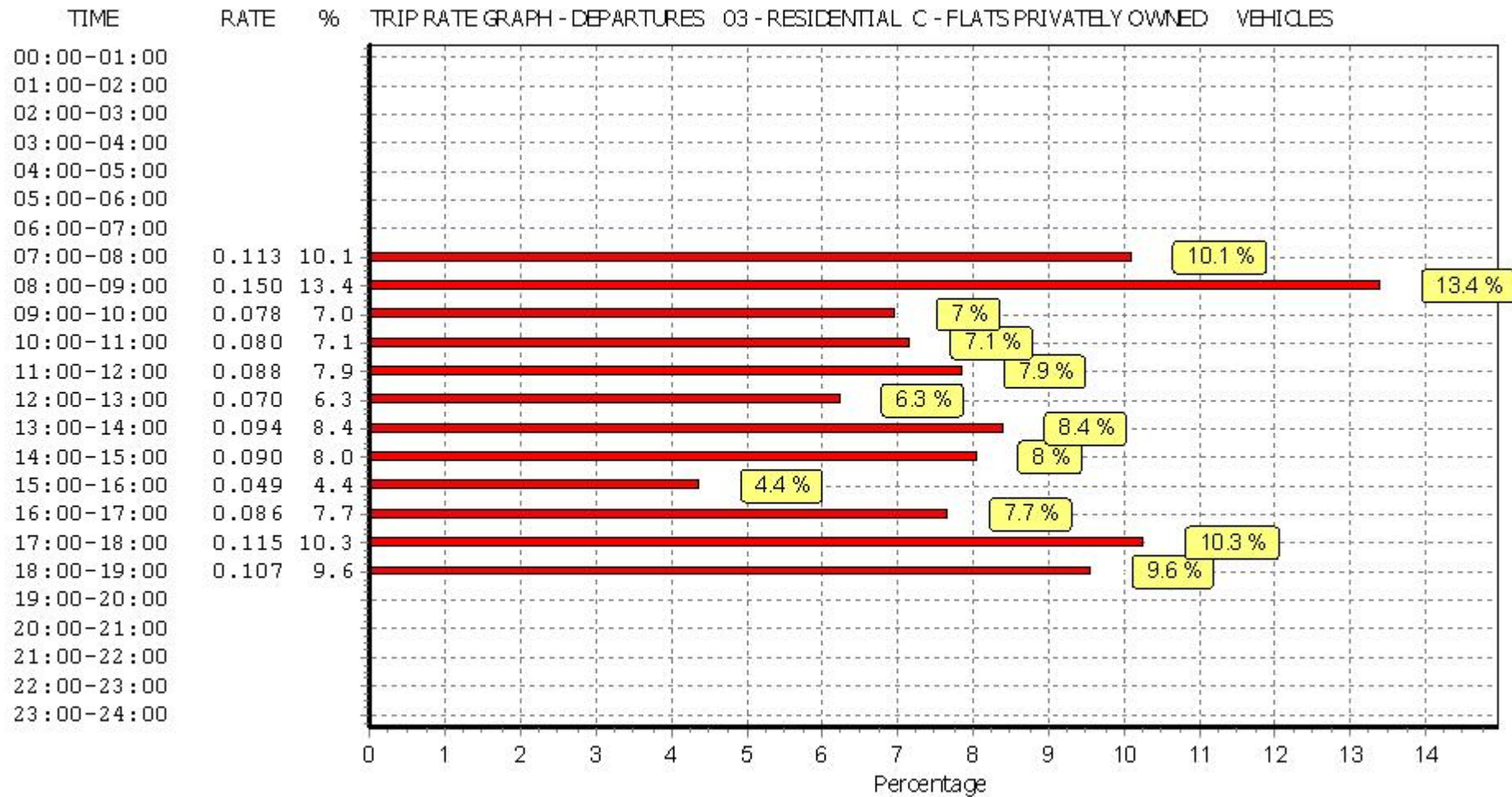
Parameter summary

Trip rate parameter range selected:	20 - 85 (units:)
Survey date date range:	01/01/10 - 03/07/18
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

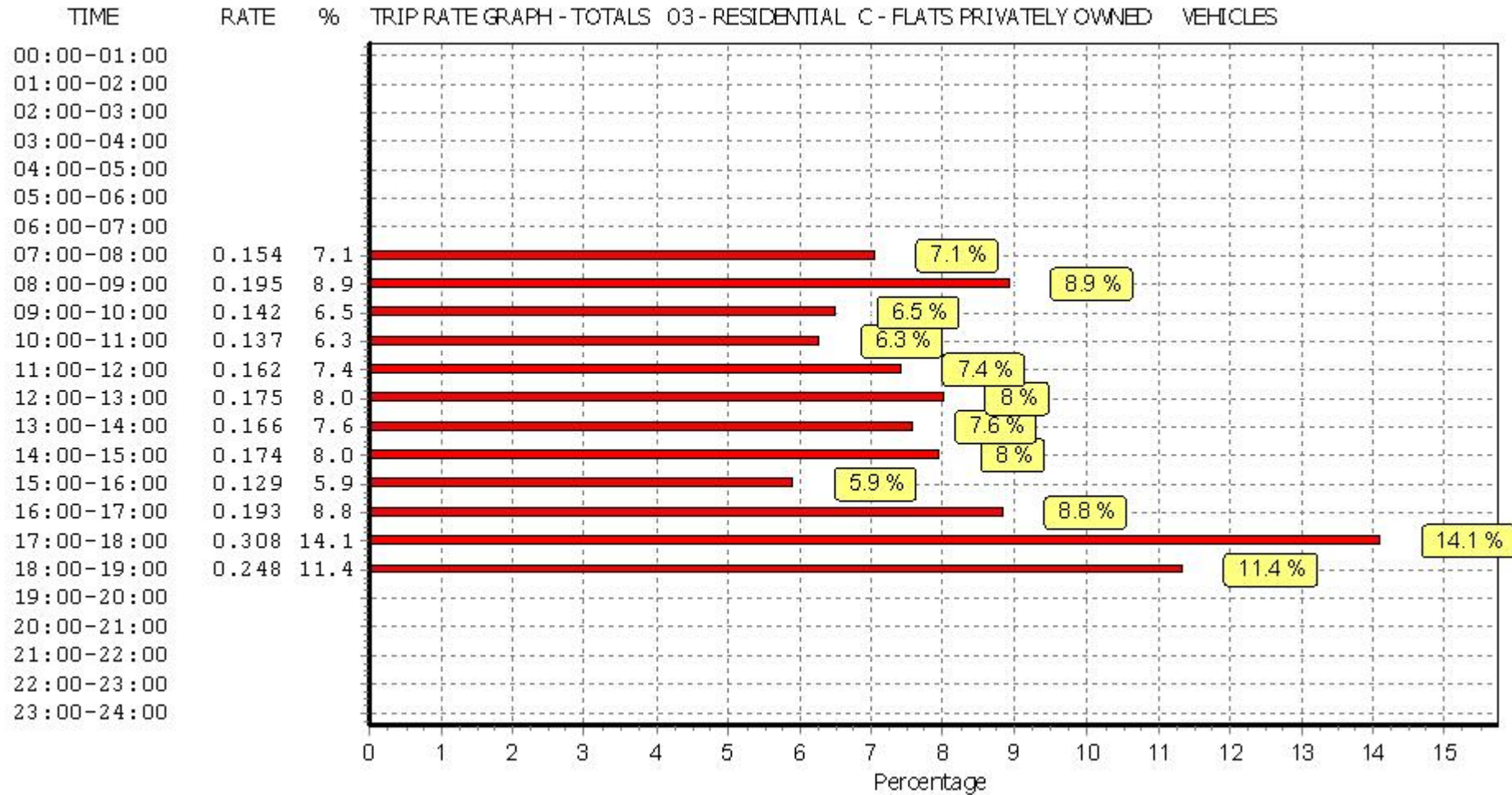
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

Filtering Summary

Land Use	07/I	LEISURE/ART GALLERIES/MUSEUMS/EXHIBITION
Selected Trip Rate Calculation Parameter Range	200-22662 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1325-4450 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 22/09/17
Days of the week selected	Thursday	1
	Friday	1
Main Location Types selected	Town Centre	1
	Edge of Town Centre	1
Population <1 Mile ranges selected	25,001 to 50,000	2
Population <5 Mile ranges selected	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
PTAL Rating	No PTAL Present	2

Calculation Reference: AUDIT-357901-180828-0818

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : 1 - ART GALLERIES/MUSEUMS/EXHIBITIONS
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

11 SCOTLAND
 DU DUNDEE CITY 2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1325 to 4450 (units: sqm)
 Range Selected by User: 200 to 22662 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/17

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

Selected survey days:

Thursday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1
 Edge of Town Centre 1

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

Selected Location Sub Categories:

Development Zone 1
 Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

D1 2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 2 days

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

Population within 5 miles:

125,001 to 250,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	DU-07-I-01 GREENMARKET DUNDEE	SCIENCE CENTRE	DUNDEE CITY
	Edge of Town Centre Development Zone		
	Total Gross floor area:	1325 sqm	
	<i>Survey date: THURSDAY</i>	<i>20/04/17</i>	<i>Survey Type: MANUAL</i>
2	DU-07-I-02 MEADOWSIDE DUNDEE	ART GALLERY	DUNDEE CITY
	Town Centre Built-Up Zone		
	Total Gross floor area:	4450 sqm	
	<i>Survey date: FRIDAY</i>	<i>21/04/17</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
 MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

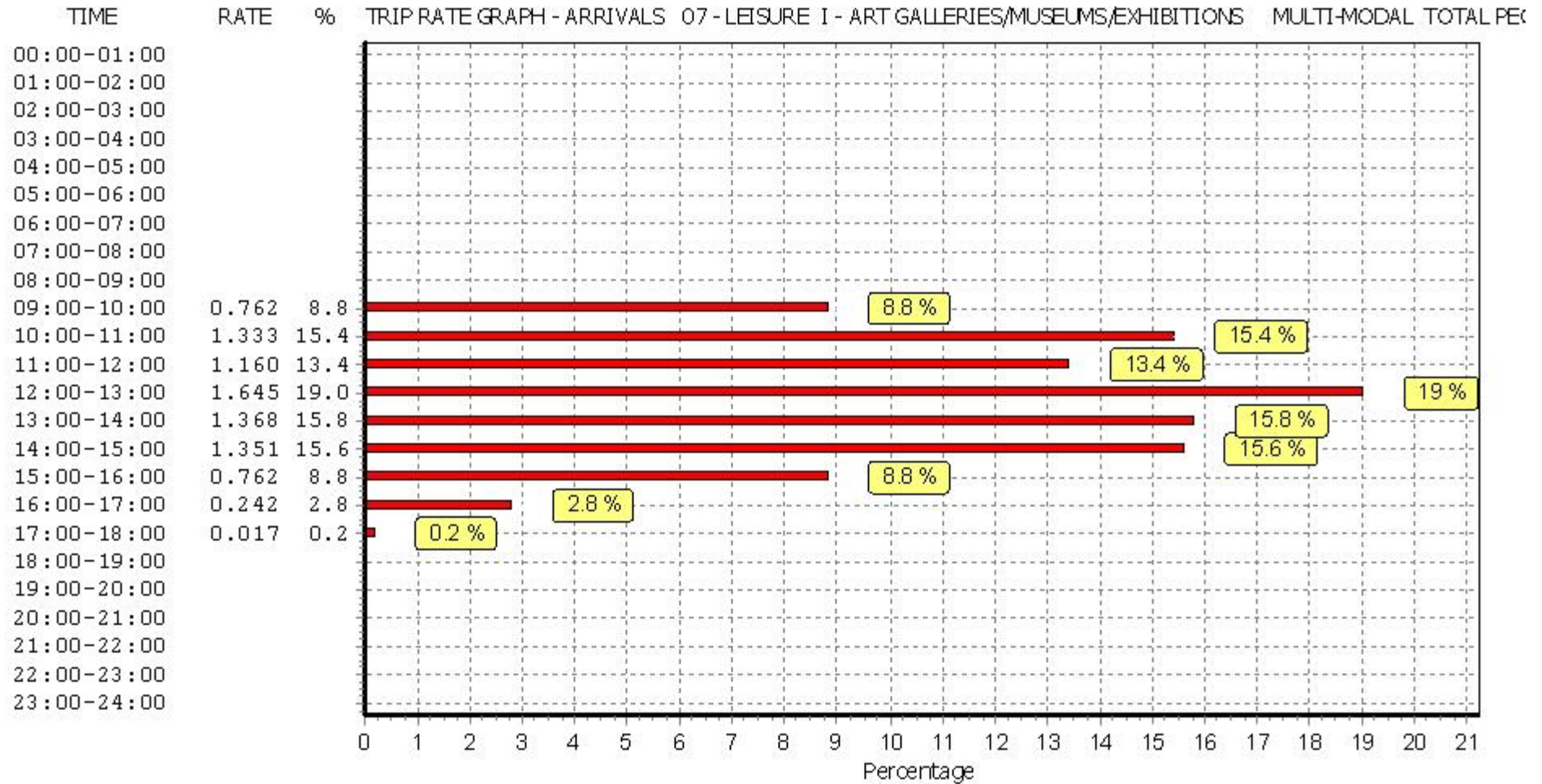
Estimated TRIP rate value per 2568 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

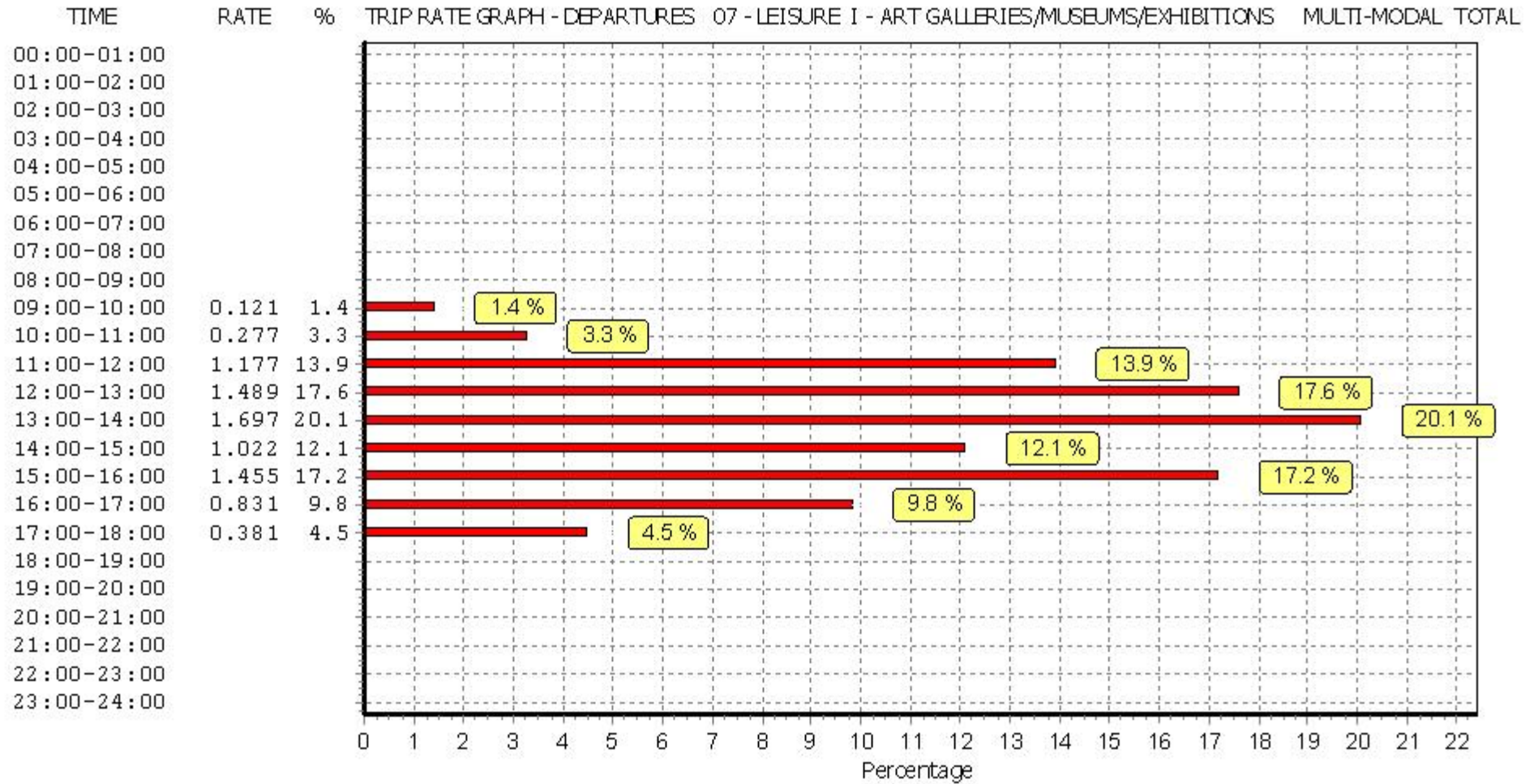
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00												
08:00 - 09:00												
09:00 - 10:00	2	2888	0.762	19.566	2	2888	0.121	3.113	2	2888	0.883	22.679
10:00 - 11:00	2	2888	1.333	34.240	2	2888	0.277	7.115	2	2888	1.610	41.355
11:00 - 12:00	2	2888	1.160	29.793	2	2888	1.177	30.238	2	2888	2.337	60.031
12:00 - 13:00	2	2888	1.645	42.244	2	2888	1.489	38.242	2	2888	3.134	80.486
13:00 - 14:00	2	2888	1.368	35.129	2	2888	1.697	43.578	2	2888	3.065	78.707
14:00 - 15:00	2	2888	1.351	34.685	2	2888	1.022	26.236	2	2888	2.373	60.921
15:00 - 16:00	2	2888	0.762	19.566	2	2888	1.455	37.353	2	2888	2.217	56.919
16:00 - 17:00	2	2888	0.242	6.225	2	2888	0.831	21.344	2	2888	1.073	27.569
17:00 - 18:00	2	2888	0.017	0.445	2	2888	0.381	9.783	2	2888	0.398	10.228
18:00 - 19:00												
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			8.640	221.893			8.450	217.002			17.090	438.895

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.

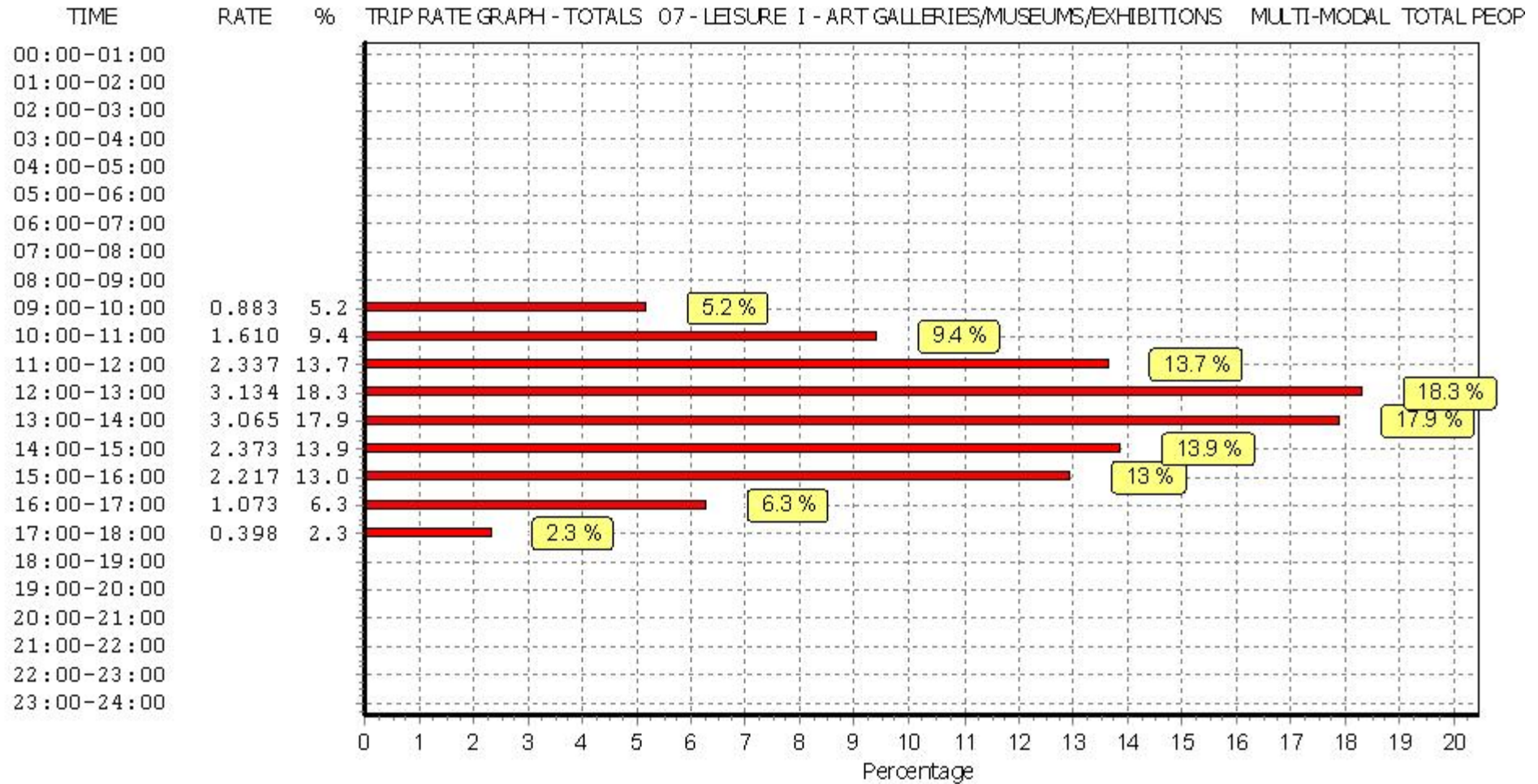
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



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.

Calculation Reference: AUDIT-357901-181129-1103

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : I - ART GALLERIES/MUSEUMS/EXHIBITIONS
 VEHICLES

Selected regions and areas:

11 SCOTLAND
 DU DUNDEE CITY 2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1325 to 4450 (units: sqm)
 Range Selected by User: 200 to 22662 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/17

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

Selected survey days:

Thursday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1
 Edge of Town Centre 1

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

Selected Location Sub Categories:

Development Zone 1
 Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

D1 2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000 2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 2 days

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

No 2 days

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

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	DU-07-I-01 GREENMARKET DUNDEE	SCIENCE CENTRE		DUNDEE CITY
	Edge of Town Centre Development Zone			
	Total Gross floor area:		1325 sqm	
	Survey date: THURSDAY		20/04/17	Survey Type: MANUAL
2	DU-07-I-02 MEADOWSIDE DUNDEE	ART GALLERY		DUNDEE CITY
	Town Centre Built-Up Zone			
	Total Gross floor area:		4450 sqm	
	Survey date: FRIDAY		21/04/17	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 2619 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00												
08:00 - 09:00												
09:00 - 10:00	2	2888	0.242	6.349	2	2888	0.035	0.907	2	2888	0.277	7.256
10:00 - 11:00	2	2888	0.242	6.349	2	2888	0.104	2.721	2	2888	0.346	9.070
11:00 - 12:00	2	2888	0.225	5.896	2	2888	0.225	5.896	2	2888	0.450	11.792
12:00 - 13:00	2	2888	0.173	4.535	2	2888	0.173	4.535	2	2888	0.346	9.070
13:00 - 14:00	2	2888	0.190	4.989	2	2888	0.225	5.896	2	2888	0.415	10.885
14:00 - 15:00	2	2888	0.242	6.349	2	2888	0.242	6.349	2	2888	0.484	12.698
15:00 - 16:00	2	2888	0.190	4.989	2	2888	0.260	6.803	2	2888	0.450	11.792
16:00 - 17:00	2	2888	0.017	0.454	2	2888	0.156	4.082	2	2888	0.173	4.536
17:00 - 18:00	2	2888	0.017	0.454	2	2888	0.104	2.721	2	2888	0.121	3.175
18:00 - 19:00												
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.538	40.364			1.524	39.910			3.062	80.274

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.

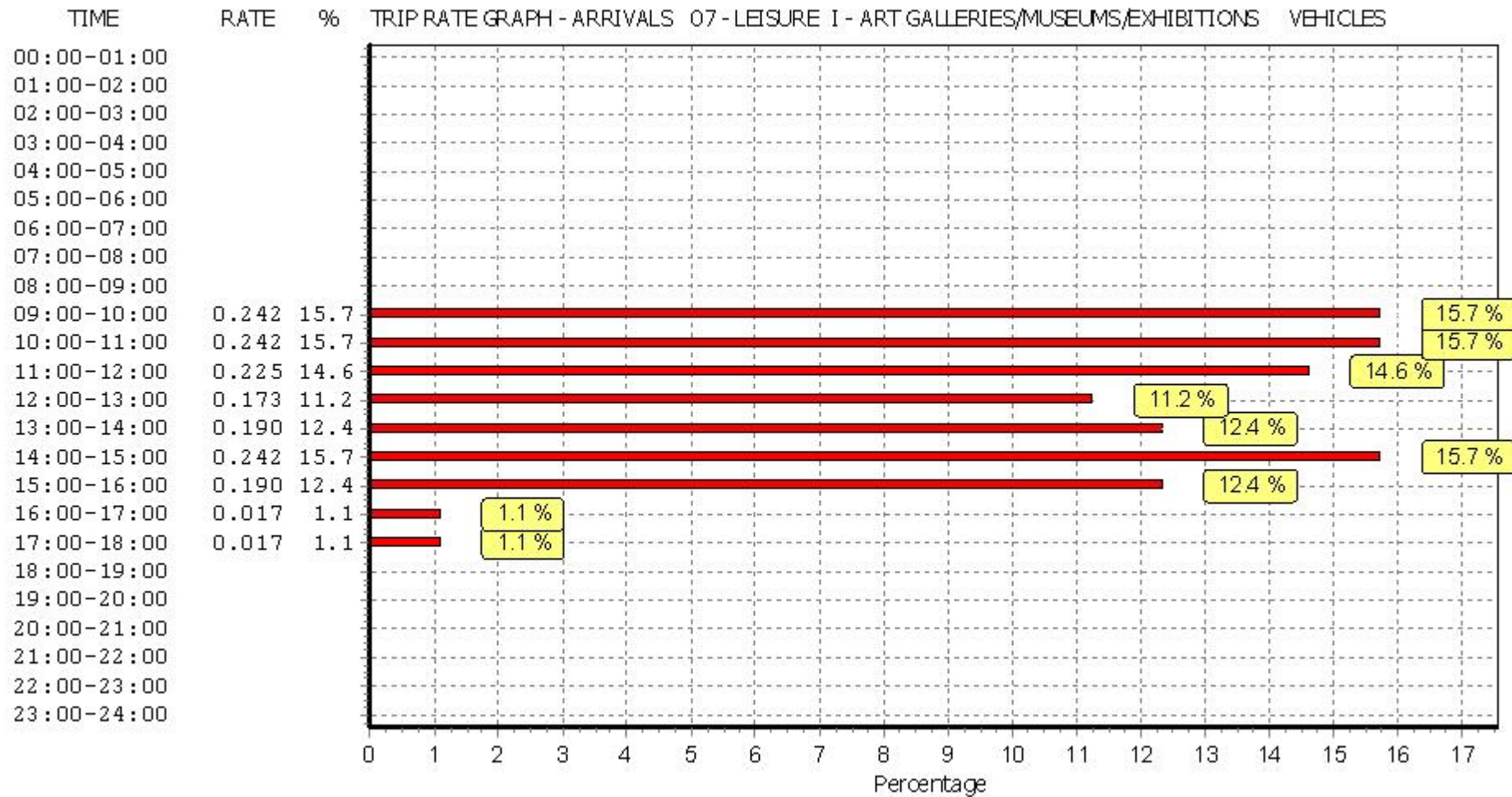
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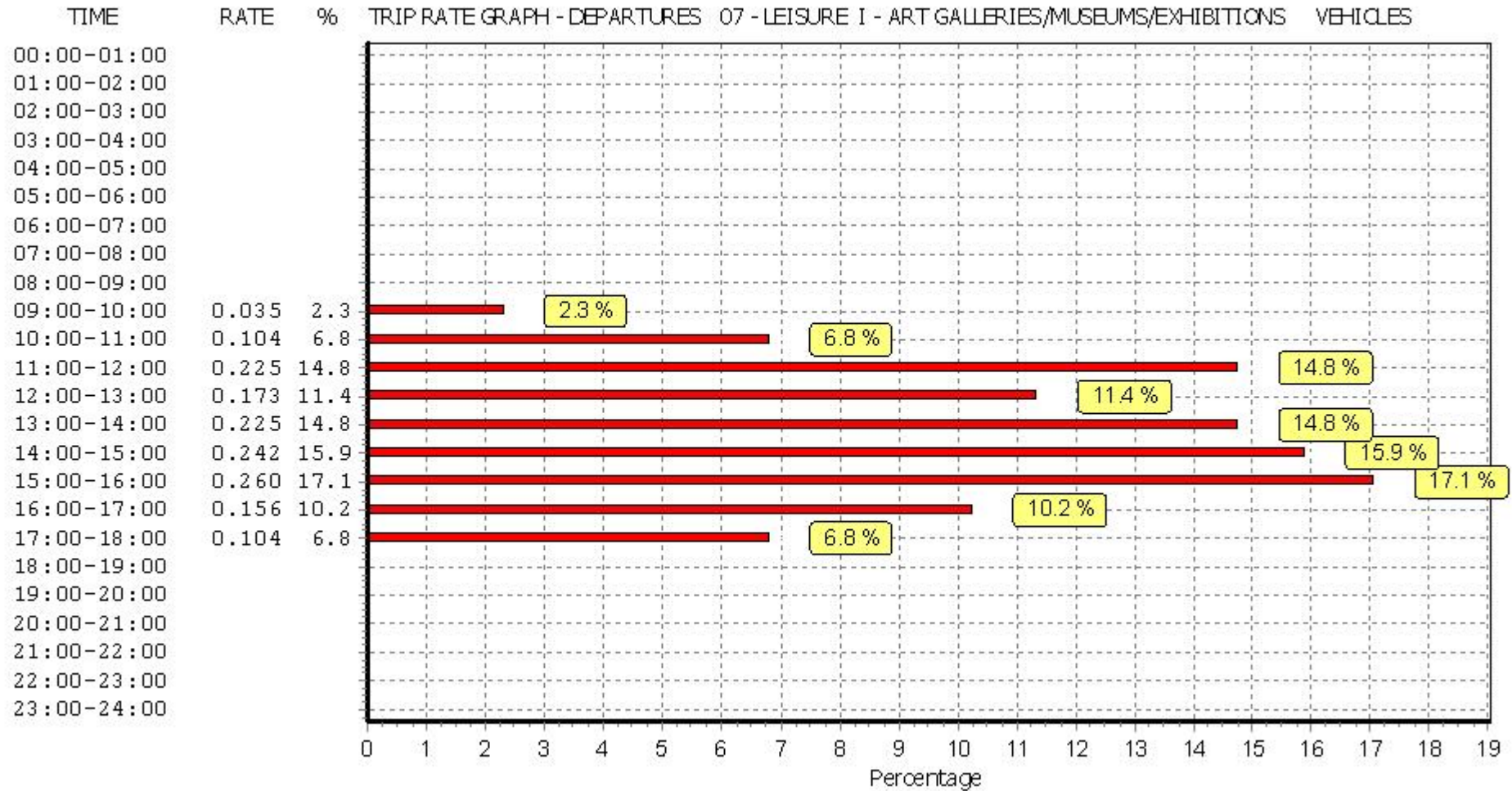
Parameter summary

Trip rate parameter range selected:	1325 - 4450 (units: sqm)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

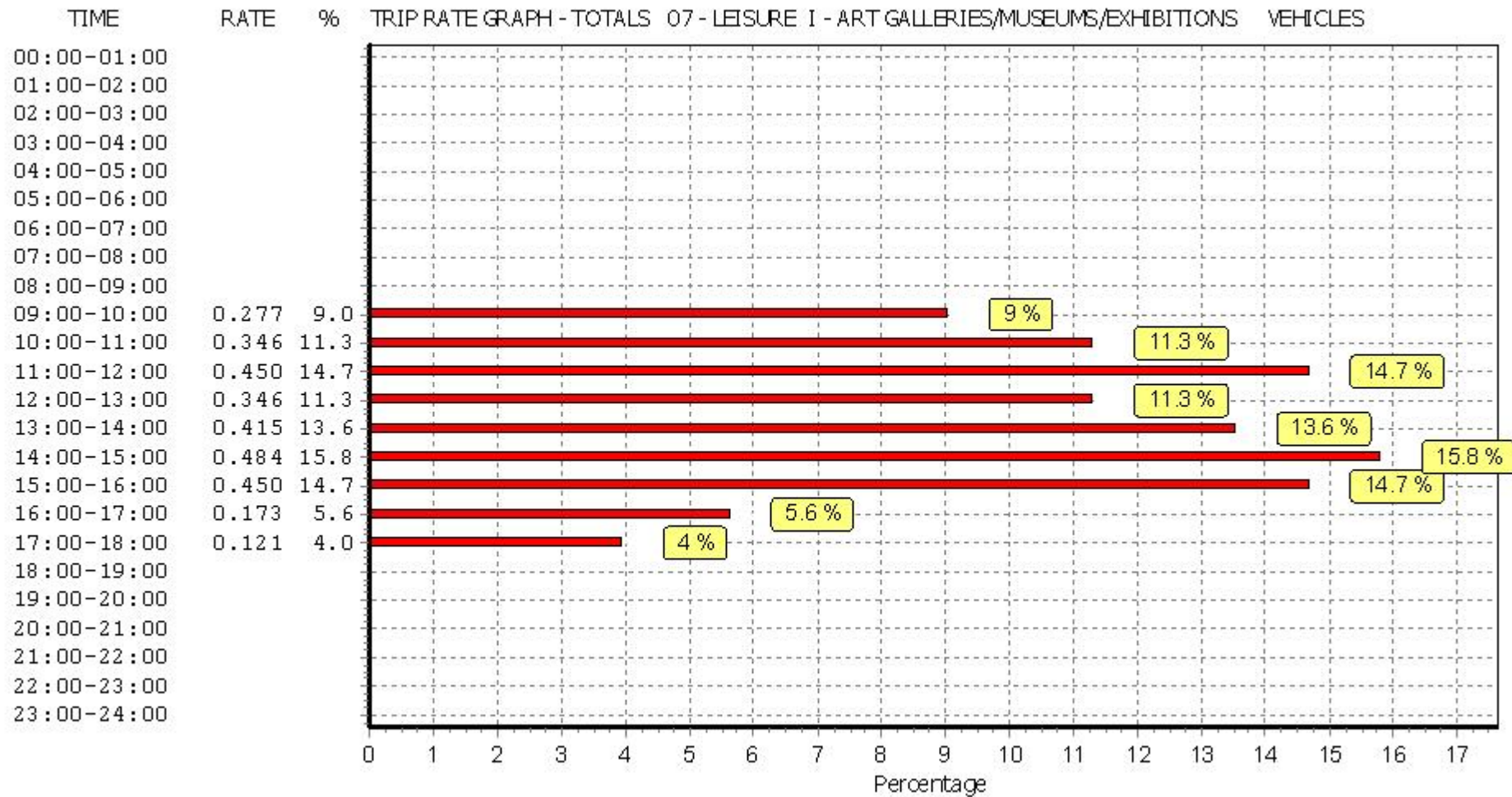
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Filtering Summary

Land Use	06/A	HOTEL, FOOD & DRINK/HOTELS
Selected Trip Rate Calculation Parameter Range	80-200 BEDRMS	
Actual Trip Rate Calculation Parameter Range	98-98 BEDRMS	
Date Range	Minimum: 01/01/10	Maximum: 23/11/16
Days of the week selected	Thursday	1
Main Location Types selected	Edge of Town Centre	1
Population <1 Mile ranges selected	15,001 to 20,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	1
PTAL Rating	No PTAL Present	1

Calculation Reference: AUDIT-357901-180828-0831

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

12 CONNAUGHT
 CS SLIGO 1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 98 to 98 (units:)
 Range Selected by User: 80 to 200 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/11/16

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

Selected survey days:

Thursday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1

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

Selected Location Sub Categories:

Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

C1 1 days

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

Population within 1 mile:

15,001 to 20,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Travel Plan:

No 1 days

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

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 CS-06-A-03 HOTEL SLIGO
STRANDHILL ROAD
SLIGO

Edge of Town Centre
Built-Up Zone

Total Number of bedrooms: 98

Survey date: THURSDAY

31/10/13

Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

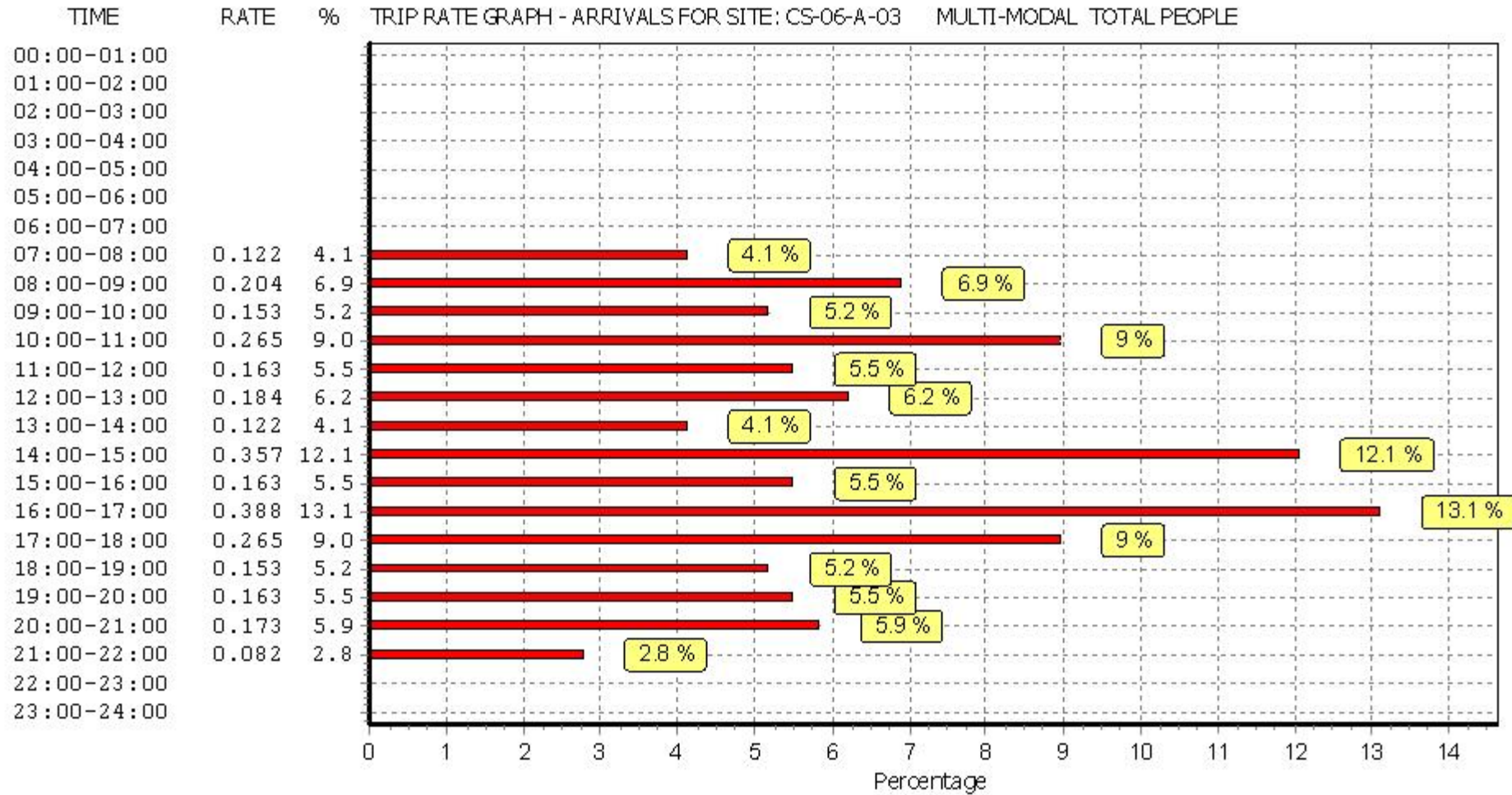
Estimated TRIP rate value per 120 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

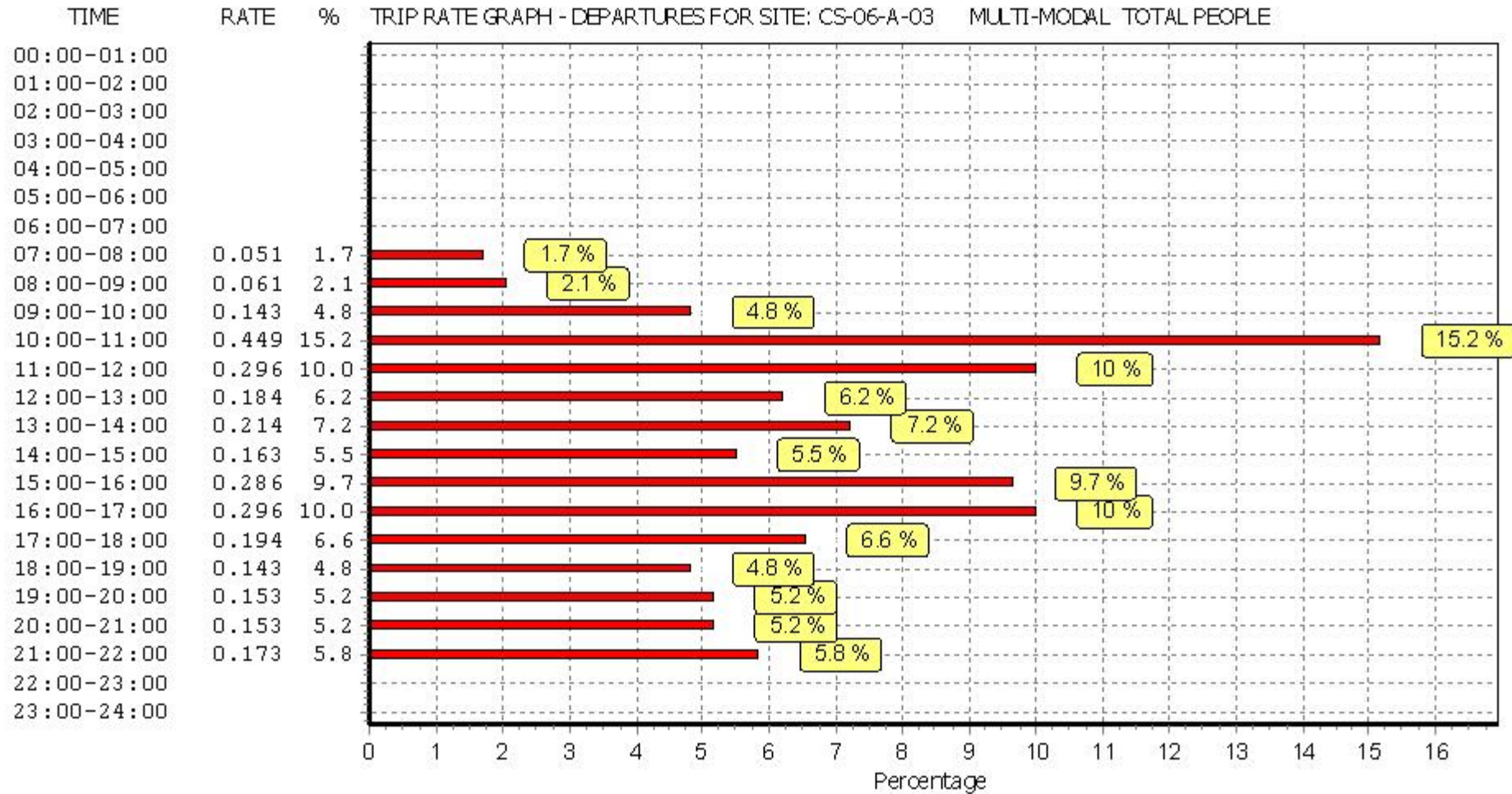
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	98	0.122	14.694	1	98	0.051	6.122	1	98	0.173	20.816
08:00 - 09:00	1	98	0.204	24.490	1	98	0.061	7.347	1	98	0.265	31.837
09:00 - 10:00	1	98	0.153	18.367	1	98	0.143	17.143	1	98	0.296	35.510
10:00 - 11:00	1	98	0.265	31.837	1	98	0.449	53.878	1	98	0.714	85.715
11:00 - 12:00	1	98	0.163	19.592	1	98	0.296	35.510	1	98	0.459	55.102
12:00 - 13:00	1	98	0.184	22.041	1	98	0.184	22.041	1	98	0.368	44.082
13:00 - 14:00	1	98	0.122	14.694	1	98	0.214	25.714	1	98	0.336	40.408
14:00 - 15:00	1	98	0.357	42.857	1	98	0.163	19.592	1	98	0.520	62.449
15:00 - 16:00	1	98	0.163	19.592	1	98	0.286	34.286	1	98	0.449	53.878
16:00 - 17:00	1	98	0.388	46.531	1	98	0.296	35.510	1	98	0.684	82.041
17:00 - 18:00	1	98	0.265	31.837	1	98	0.194	23.265	1	98	0.459	55.102
18:00 - 19:00	1	98	0.153	18.367	1	98	0.143	17.143	1	98	0.296	35.510
19:00 - 20:00	1	98	0.163	19.592	1	98	0.153	18.367	1	98	0.316	37.959
20:00 - 21:00	1	98	0.173	20.816	1	98	0.153	18.367	1	98	0.326	39.183
21:00 - 22:00	1	98	0.082	9.796	1	98	0.173	20.816	1	98	0.255	30.612
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.957	355.103			2.959	355.101			5.916	710.204

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.

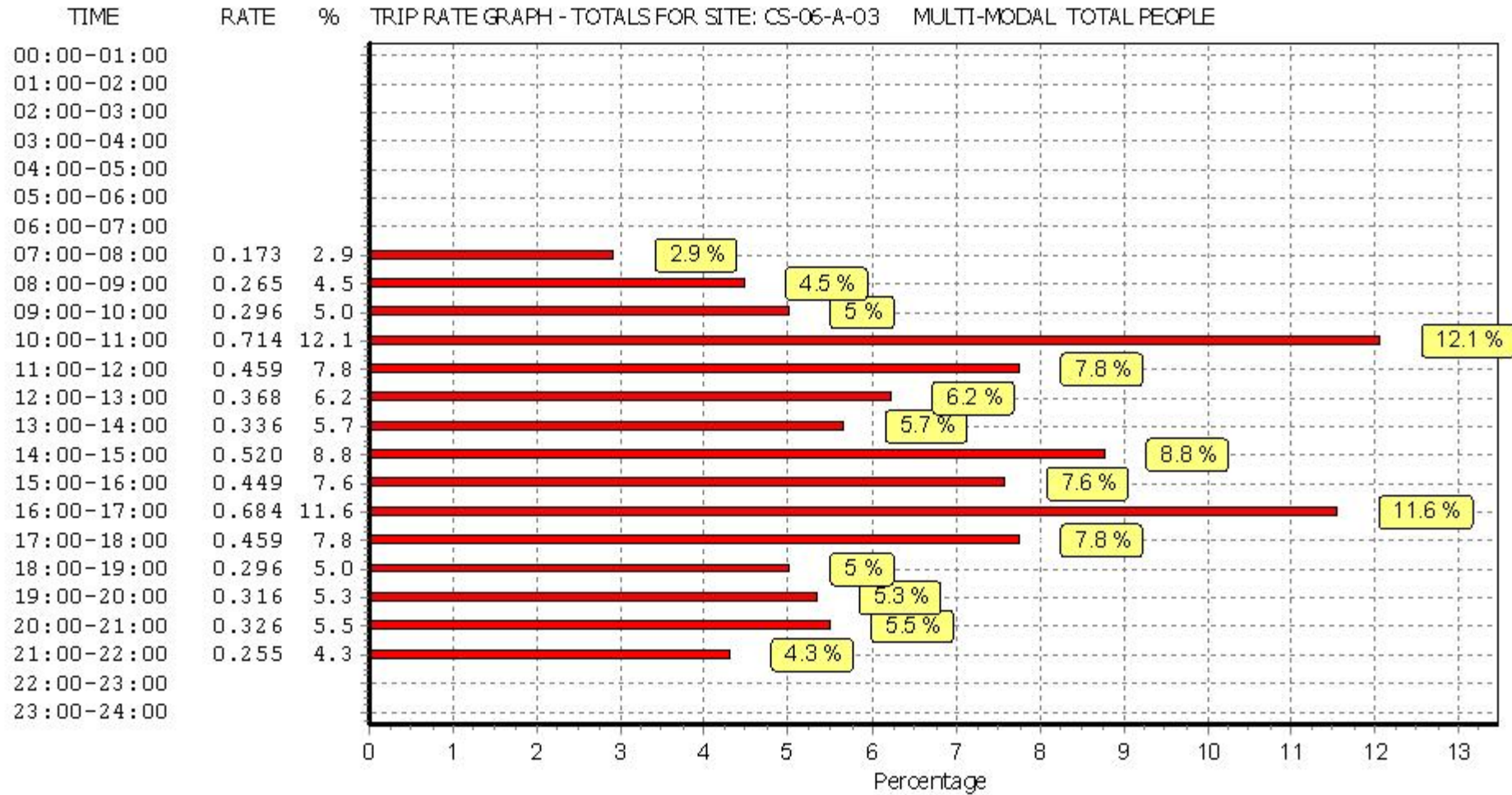
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



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 CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS

VEHICLES

Selected regions and areas:

02	SOUTH EAST EX ESSEX	1 days
03	SOUTH WEST WL WILTSHIRE	1 days
12	CONNAUGHT CS SLIGO	1 days
13	MUNSTER WA WATERFORD	1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 55 to 134 (units:)
 Range Selected by User: 4 to 483 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 21/03/18

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town Centre	1

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	3

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

Secondary Filtering selection:

Use Class:

C1	4 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CS-06-A-03 STRANDHILL ROAD SLIGO	HOTEL		SLIGO
	Edge of Town Centre Built-Up Zone			
	Total Number of bedrooms:		98	
	<i>Survey date:</i>	<i>THURSDAY</i>	<i>31/10/13</i>	<i>Survey Type: MANUAL</i>
2	EX-06-A-01 CHICHESTER ROAD SOUTHEND-ON-SEA	TRAVELODGE		ESSEX
	Town Centre Built-Up Zone			
	Total Number of bedrooms:		55	
	<i>Survey date:</i>	<i>WEDNESDAY</i>	<i>23/10/13</i>	<i>Survey Type: MANUAL</i>
3	WA-06-A-01 CANADA STREET WATERFORD	HOTEL		WATERFORD
	Town Centre Development Zone			
	Total Number of bedrooms:		81	
	<i>Survey date:</i>	<i>TUESDAY</i>	<i>12/05/15</i>	<i>Survey Type: MANUAL</i>
4	WL-06-A-02 BRIDGE STREET SWINDON	HOLIDAY INN EXPRESS		WILTSHIRE
	Town Centre Built-Up Zone			
	Total Number of bedrooms:		134	
	<i>Survey date:</i>	<i>WEDNESDAY</i>	<i>27/11/13</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 VEHICLES

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 120 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	92	0.073	8.804	4	92	0.076	9.130	4	92	0.149	17.934
08:00 - 09:00	4	92	0.090	10.761	4	92	0.201	24.130	4	92	0.291	34.891
09:00 - 10:00	4	92	0.101	12.065	4	92	0.160	19.239	4	92	0.261	31.304
10:00 - 11:00	4	92	0.084	10.109	4	92	0.111	13.370	4	92	0.195	23.479
11:00 - 12:00	4	92	0.065	7.826	4	92	0.095	11.413	4	92	0.160	19.239
12:00 - 13:00	4	92	0.090	10.761	4	92	0.092	11.087	4	92	0.182	21.848
13:00 - 14:00	4	92	0.103	12.391	4	92	0.109	13.043	4	92	0.212	25.434
14:00 - 15:00	4	92	0.120	14.348	4	92	0.087	10.435	4	92	0.207	24.783
15:00 - 16:00	4	92	0.109	13.043	4	92	0.095	11.413	4	92	0.204	24.456
16:00 - 17:00	4	92	0.125	15.000	4	92	0.103	12.391	4	92	0.228	27.391
17:00 - 18:00	4	92	0.158	18.913	4	92	0.098	11.739	4	92	0.256	30.652
18:00 - 19:00	4	92	0.141	16.957	4	92	0.092	11.087	4	92	0.233	28.044
19:00 - 20:00	4	92	0.136	16.304	4	92	0.125	15.000	4	92	0.261	31.304
20:00 - 21:00	4	92	0.095	11.413	4	92	0.071	8.478	4	92	0.166	19.891
21:00 - 22:00	4	92	0.063	7.500	4	92	0.073	8.804	4	92	0.135	16.304
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.552	186.195			1.588	190.759			3.140	376.954

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.*

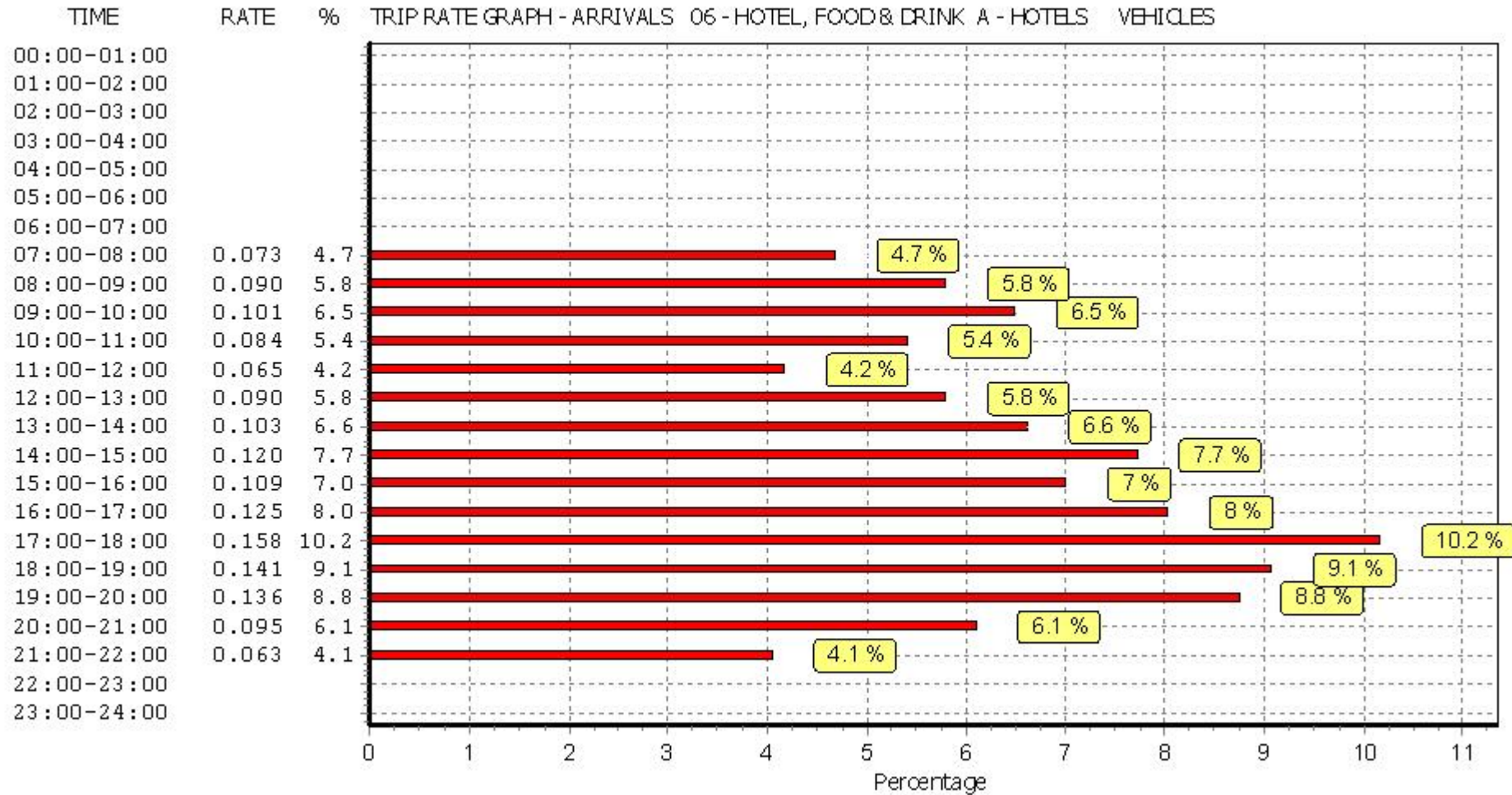
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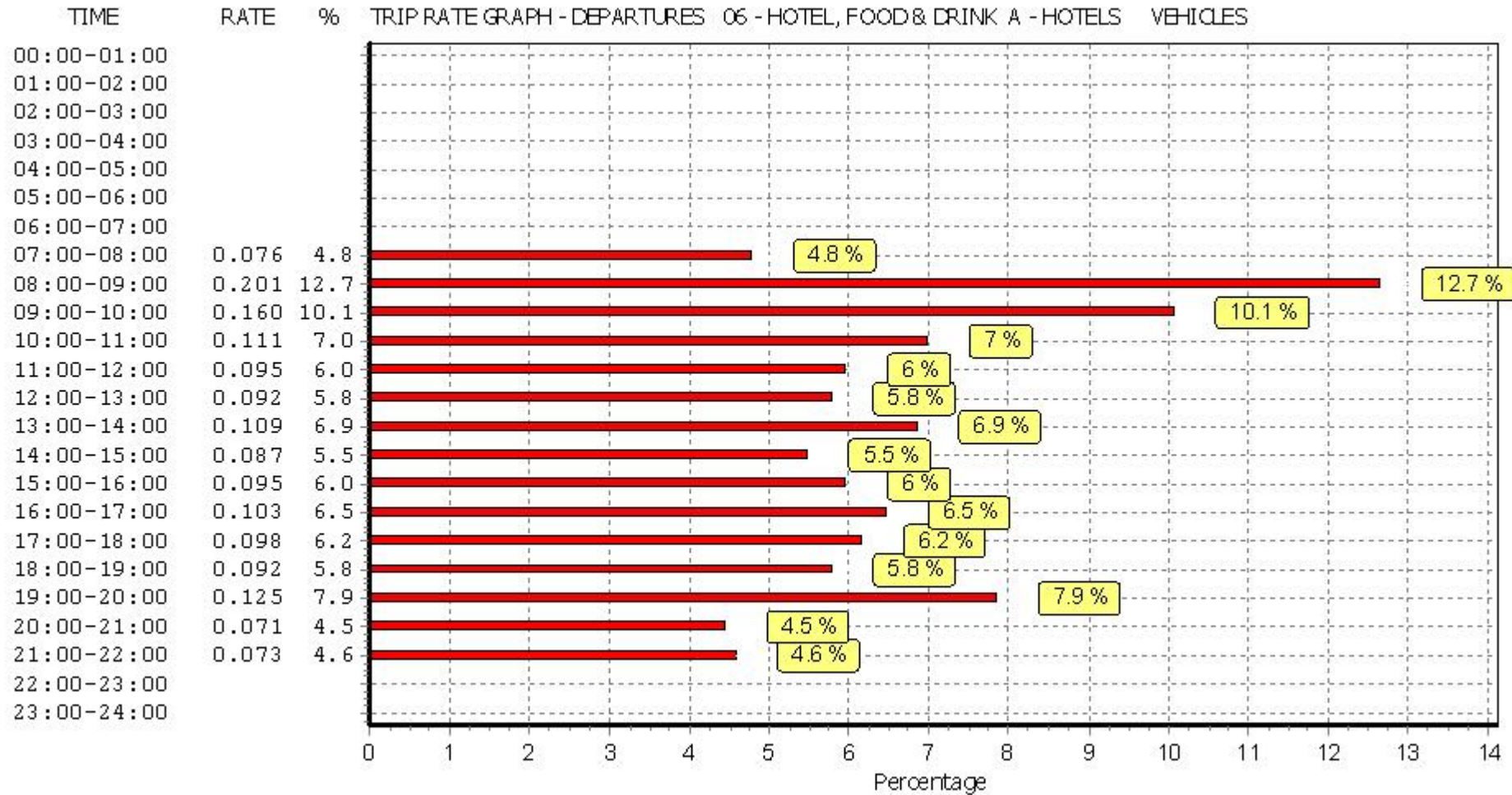
Parameter summary

Trip rate parameter range selected:	55 - 134 (units:)
Survey date date range:	01/01/10 - 21/03/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

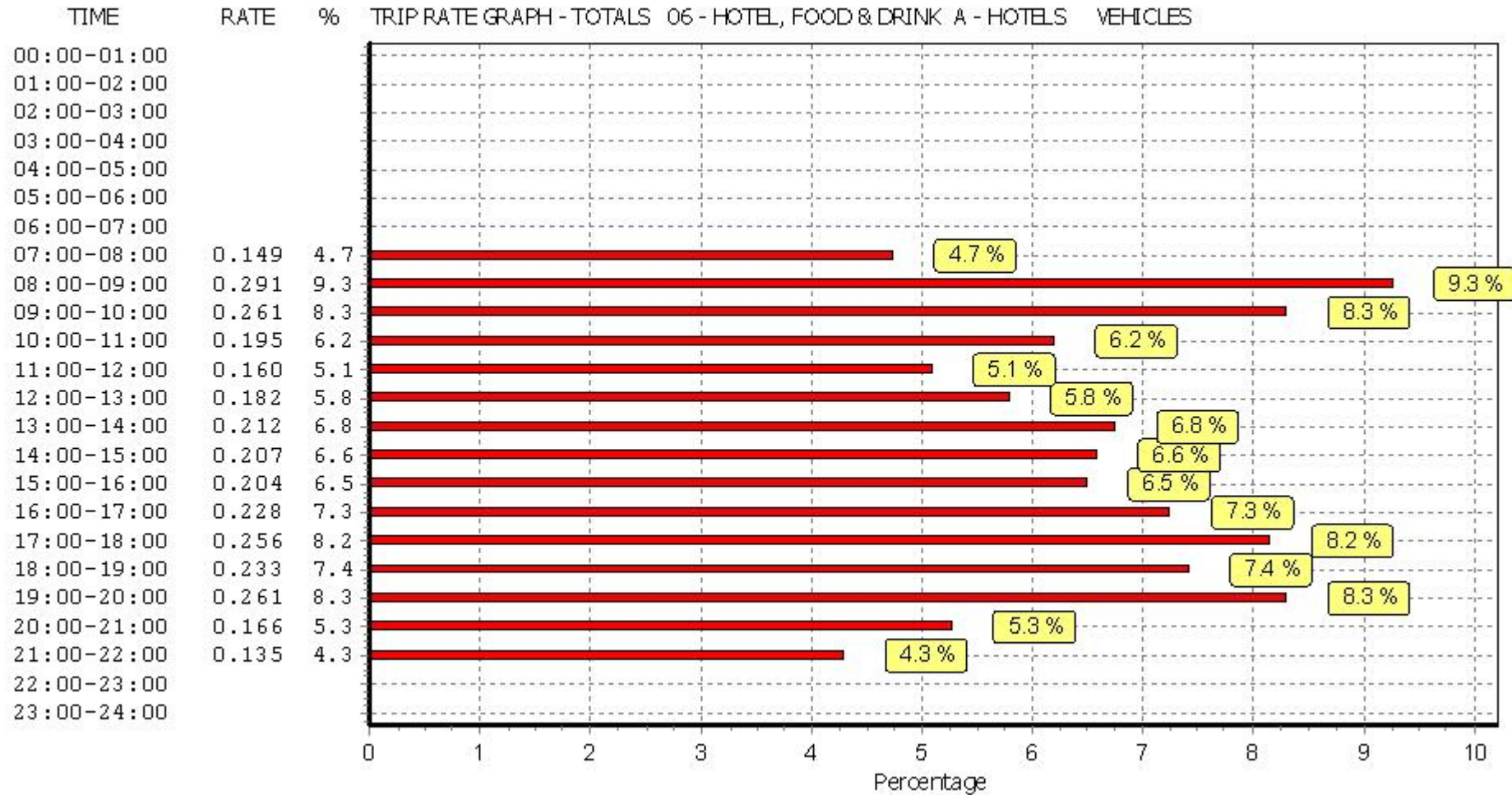
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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.

Calculation Reference: AUDIT-357901-181128-1139

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	MT MERTHYR TYDFIL	1 days
	PS POWYS	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	RO ROSCOMMON	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 400 to 11664 (units: sqm)
 Range Selected by User: 10000 to 120000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/07/18

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	10

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Residential Zone	2
Built-Up Zone	5
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B1 11 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	6 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	4 days
75,001 to 100,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	4 days
No	7 days

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

PTAL Rating:

No PTAL Present	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	<i>Survey date: FRIDAY</i>		<i>24/06/16</i>	<i>Survey Type: MANUAL</i>
2	CS-02-A-02 QUAY STREET SLIGO	COUNCIL OFFICE		SLIGO
	Town Centre Built-Up Zone Total Gross floor area:		2750 sqm	
	<i>Survey date: FRIDAY</i>		<i>01/11/13</i>	<i>Survey Type: MANUAL</i>
3	DC-02-A-09 THE GROVE DORCHESTER	COUNCIL OFFICES		DORSET
	Edge of Town Centre Built-Up Zone Total Gross floor area:		11664 sqm	
	<i>Survey date: MONDAY</i>		<i>28/11/11</i>	<i>Survey Type: MANUAL</i>
4	DN-02-A-02 ST ORANS ROAD BUNCRANA	COUNCIL OFFICES		DONEGAL
	Edge of Town Centre Residential Zone Total Gross floor area:		400 sqm	
	<i>Survey date: MONDAY</i>		<i>28/06/10</i>	<i>Survey Type: MANUAL</i>
5	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES		EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:		3640 sqm	
	<i>Survey date: THURSDAY</i>		<i>26/11/15</i>	<i>Survey Type: MANUAL</i>
6	MT-02-A-02 CASTLE STREET MERTHYR TYDFIL	COUNCIL OFFICES		MERTHYR TYDFIL
	Edge of Town Centre Built-Up Zone Total Gross floor area:		5250 sqm	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>
7	NF-02-A-01 CHAPEL STREET KING'S LYNN	COUNCIL OFFICE		NORFOLK
	Edge of Town Centre Built-Up Zone Total Gross floor area:		5500 sqm	
	<i>Survey date: THURSDAY</i>		<i>30/09/10</i>	<i>Survey Type: MANUAL</i>
8	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	
	<i>Survey date: MONDAY</i>		<i>11/09/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES	NORFOLK
	Edge of Town Centre Commercial Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: TUESDAY	12/09/17	Survey Type: MANUAL
10	PS-02-A-01 SEVERN ROAD WELSHPOOL	COUNCIL OFFICES	POWYS
	Edge of Town Centre No Sub Category		
	Total Gross floor area:	3920 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
11	RO-02-A-02 GOLF LINKS ROAD ROSCOMMON ARDSALLAGH BEG	GOVERNMENT OFFICES	ROSCOMMON
	Edge of Town Centre Residential Zone		
	Total Gross floor area:	7200 sqm	
	Survey date: TUESDAY	23/09/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	4331	0.145	11	4331	0.008	11	4331	0.153
07:30 - 08:00	11	4331	0.378	11	4331	0.048	11	4331	0.426
08:00 - 08:30	11	4331	0.804	11	4331	0.097	11	4331	0.901
08:30 - 09:00	11	4331	0.907	11	4331	0.185	11	4331	1.092
09:00 - 09:30	11	4331	0.764	11	4331	0.239	11	4331	1.003
09:30 - 10:00	11	4331	0.546	11	4331	0.246	11	4331	0.792
10:00 - 10:30	11	4331	0.422	11	4331	0.292	11	4331	0.714
10:30 - 11:00	11	4331	0.363	11	4331	0.233	11	4331	0.596
11:00 - 11:30	11	4331	0.346	11	4331	0.346	11	4331	0.692
11:30 - 12:00	11	4331	0.260	11	4331	0.267	11	4331	0.527
12:00 - 12:30	11	4331	0.241	11	4331	0.273	11	4331	0.514
12:30 - 13:00	11	4331	0.281	11	4331	0.346	11	4331	0.627
13:00 - 13:30	11	4331	0.323	11	4331	0.306	11	4331	0.629
13:30 - 14:00	11	4331	0.363	11	4331	0.285	11	4331	0.648
14:00 - 14:30	11	4331	0.302	11	4331	0.206	11	4331	0.508
14:30 - 15:00	11	4331	0.248	11	4331	0.296	11	4331	0.544
15:00 - 15:30	11	4331	0.191	11	4331	0.281	11	4331	0.472
15:30 - 16:00	11	4331	0.212	11	4331	0.359	11	4331	0.571
16:00 - 16:30	11	4331	0.191	11	4331	0.592	11	4331	0.783
16:30 - 17:00	11	4331	0.139	11	4331	0.569	11	4331	0.708
17:00 - 17:30	11	4331	0.143	11	4331	0.905	11	4331	1.048
17:30 - 18:00	11	4331	0.094	11	4331	0.567	11	4331	0.661
18:00 - 18:30	11	4331	0.042	11	4331	0.426	11	4331	0.468
18:30 - 19:00	11	4331	0.004	11	4331	0.174	11	4331	0.178
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.709			7.546			15.255

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.

*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.*

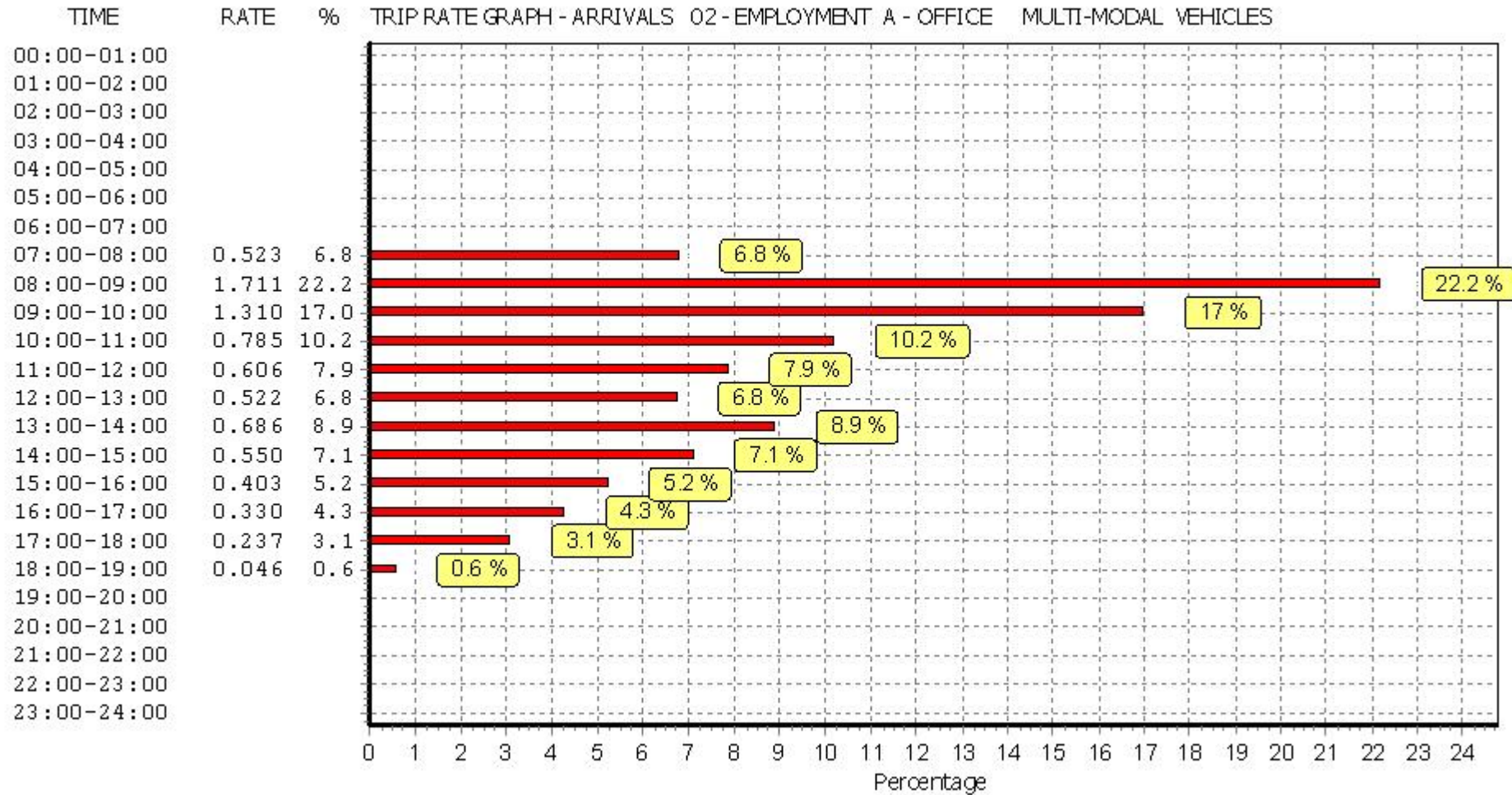
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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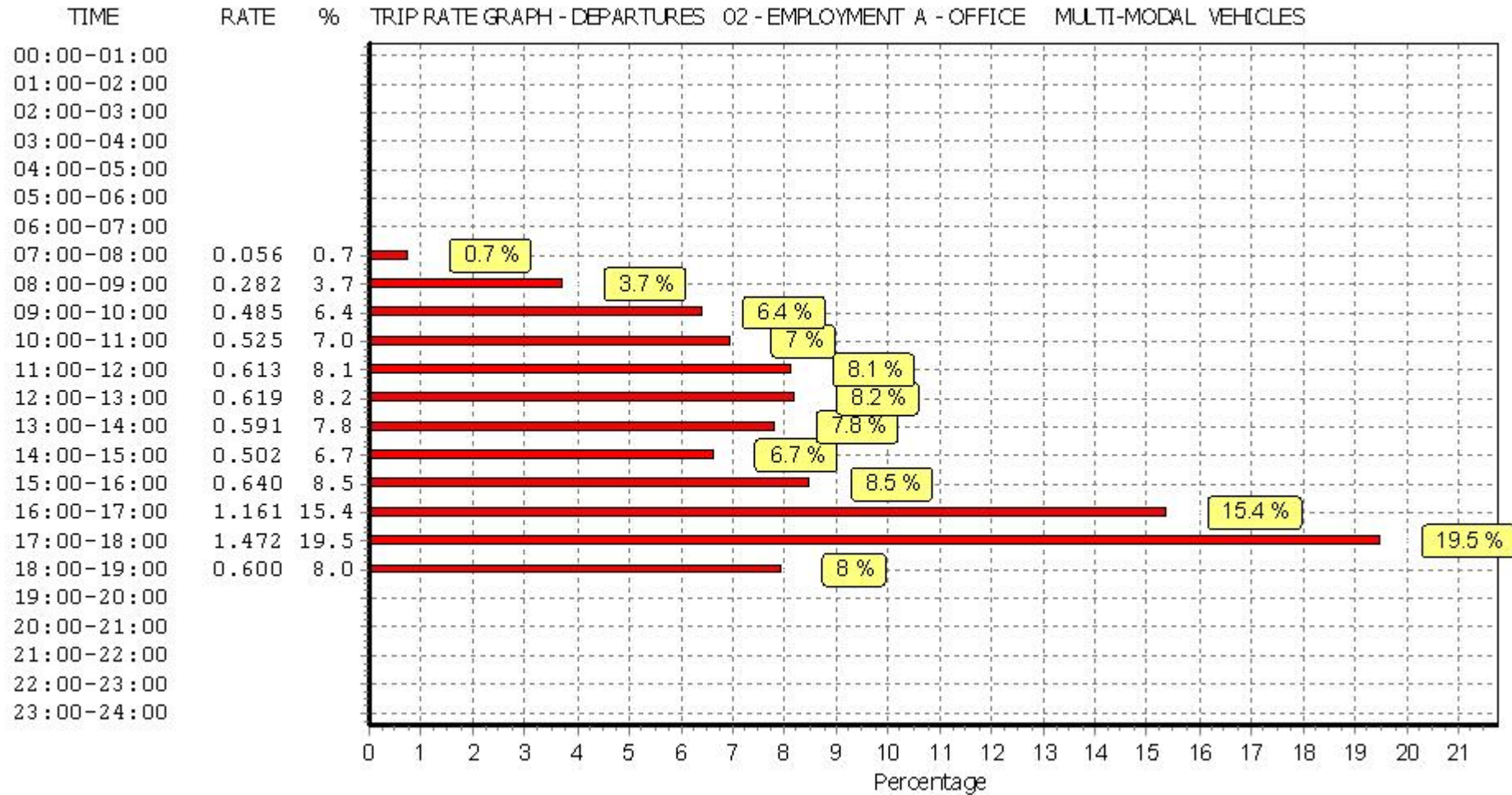
Parameter summary

Trip rate parameter range selected:	400 - 11664 (units: sqm)
Survey date date range:	01/01/10 - 04/07/18
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

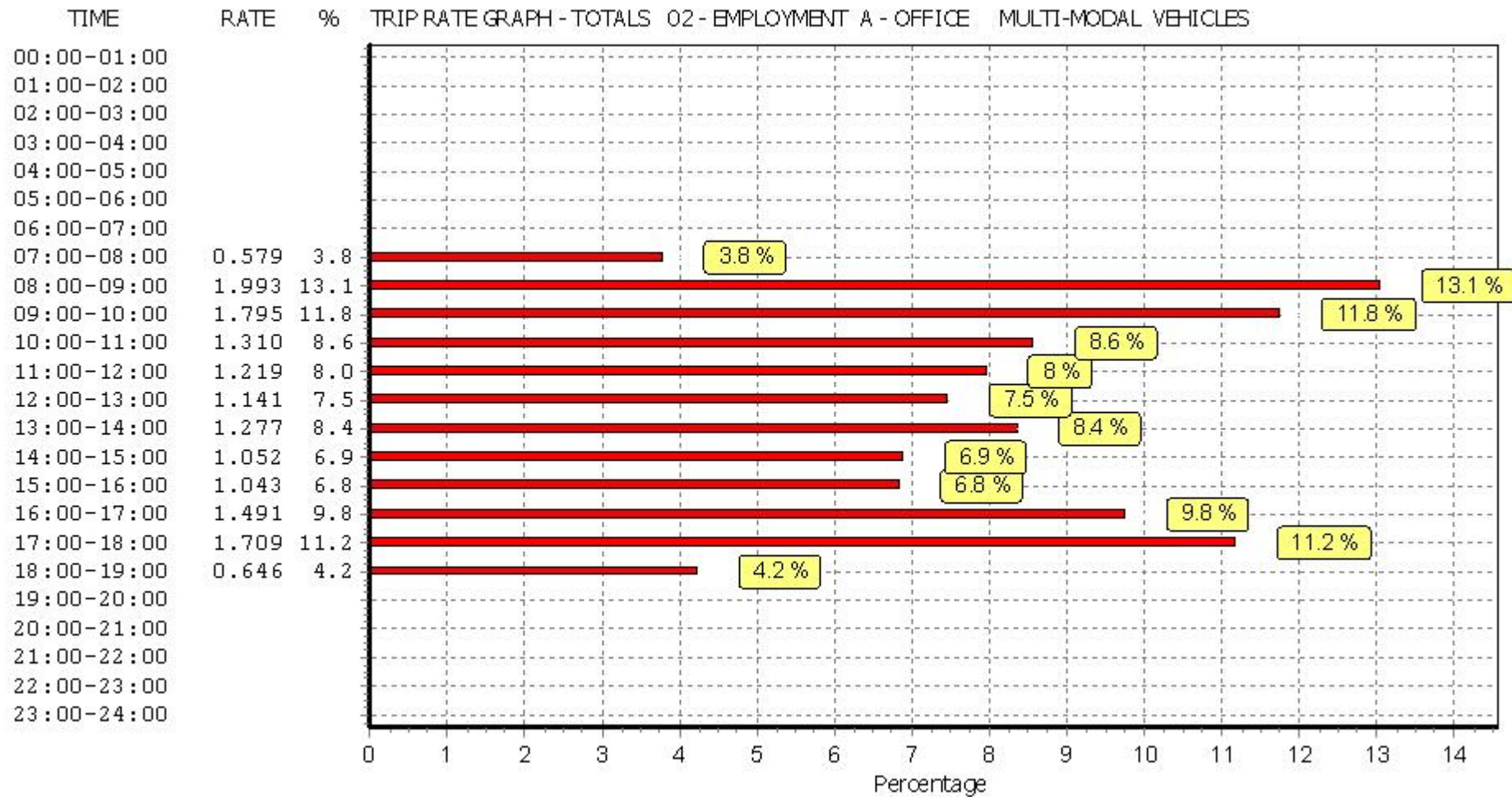
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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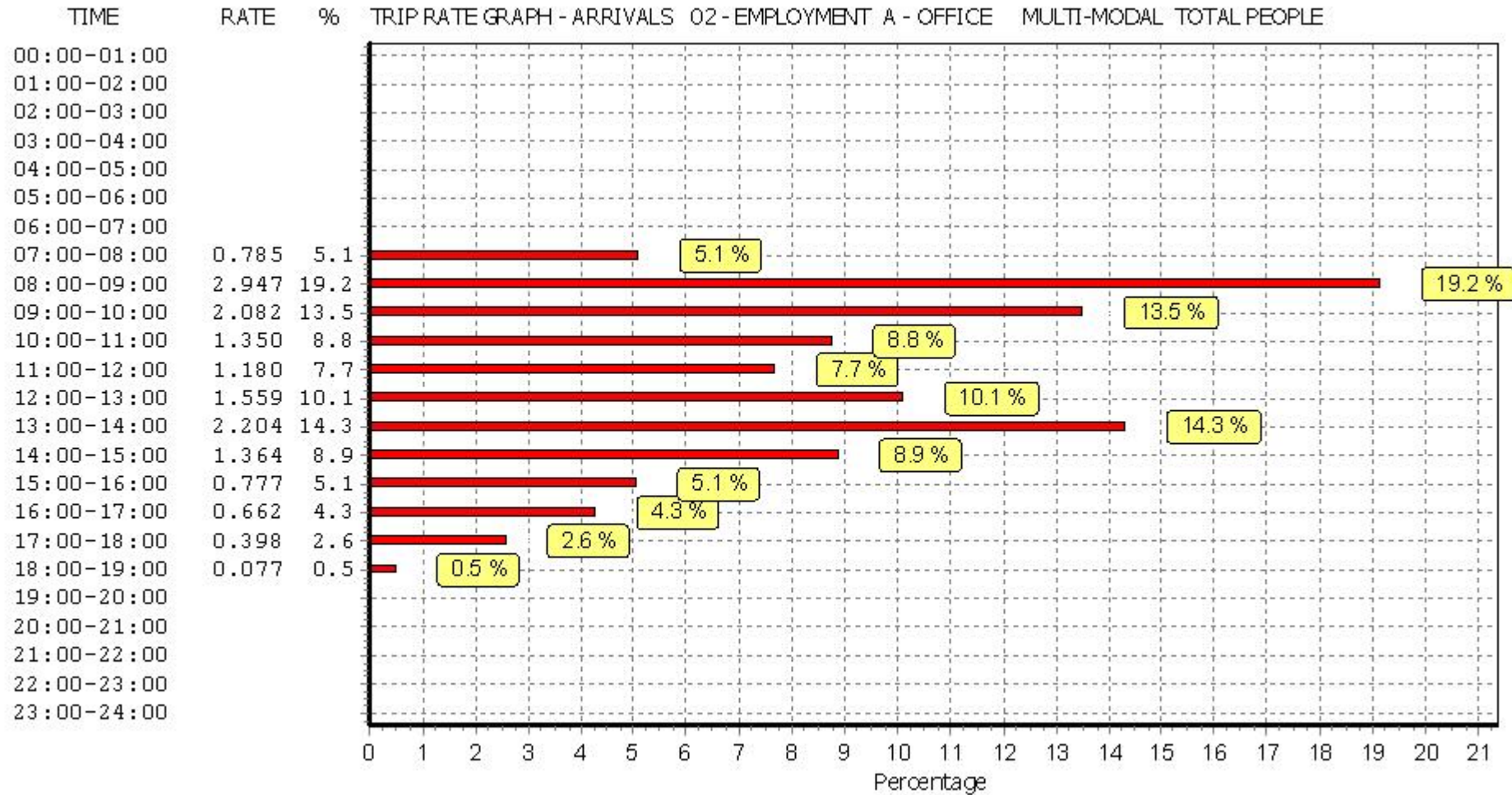
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

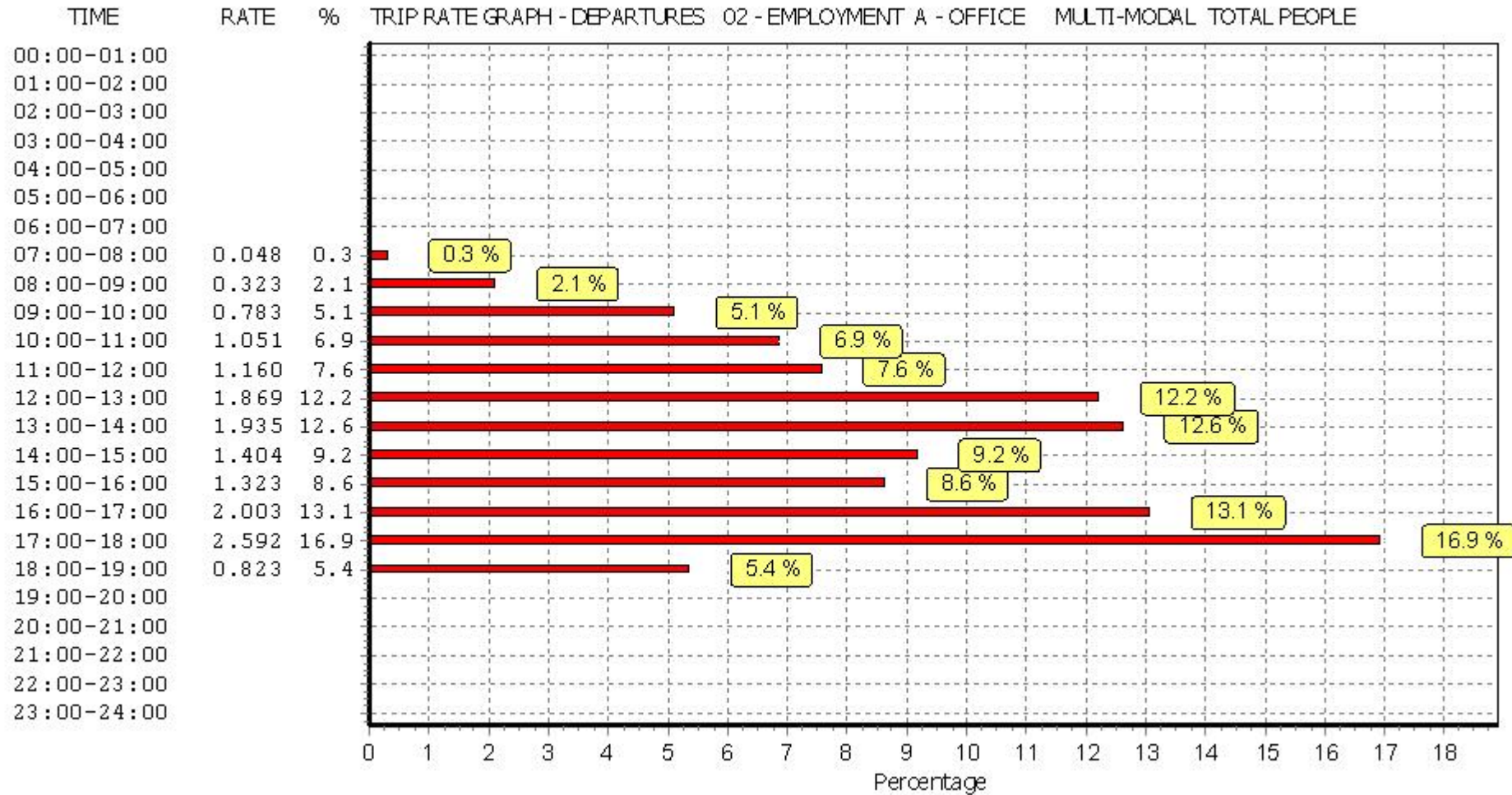
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	4331	0.197	11	4331	0.004	11	4331	0.201
07:30 - 08:00	11	4331	0.588	11	4331	0.044	11	4331	0.632
08:00 - 08:30	11	4331	1.385	11	4331	0.103	11	4331	1.488
08:30 - 09:00	11	4331	1.562	11	4331	0.220	11	4331	1.782
09:00 - 09:30	11	4331	1.207	11	4331	0.359	11	4331	1.566
09:30 - 10:00	11	4331	0.875	11	4331	0.424	11	4331	1.299
10:00 - 10:30	11	4331	0.676	11	4331	0.493	11	4331	1.169
10:30 - 11:00	11	4331	0.674	11	4331	0.558	11	4331	1.232
11:00 - 11:30	11	4331	0.670	11	4331	0.625	11	4331	1.295
11:30 - 12:00	11	4331	0.510	11	4331	0.535	11	4331	1.045
12:00 - 12:30	11	4331	0.682	11	4331	0.924	11	4331	1.606
12:30 - 13:00	11	4331	0.877	11	4331	0.945	11	4331	1.822
13:00 - 13:30	11	4331	1.083	11	4331	1.062	11	4331	2.145
13:30 - 14:00	11	4331	1.121	11	4331	0.873	11	4331	1.994
14:00 - 14:30	11	4331	0.867	11	4331	0.743	11	4331	1.610
14:30 - 15:00	11	4331	0.497	11	4331	0.661	11	4331	1.158
15:00 - 15:30	11	4331	0.378	11	4331	0.607	11	4331	0.985
15:30 - 16:00	11	4331	0.399	11	4331	0.716	11	4331	1.115
16:00 - 16:30	11	4331	0.395	11	4331	0.989	11	4331	1.384
16:30 - 17:00	11	4331	0.267	11	4331	1.014	11	4331	1.281
17:00 - 17:30	11	4331	0.262	11	4331	1.555	11	4331	1.817
17:30 - 18:00	11	4331	0.136	11	4331	1.037	11	4331	1.173
18:00 - 18:30	11	4331	0.069	11	4331	0.588	11	4331	0.657
18:30 - 19:00	11	4331	0.008	11	4331	0.235	11	4331	0.243
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			15.385			15.314			30.699

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.

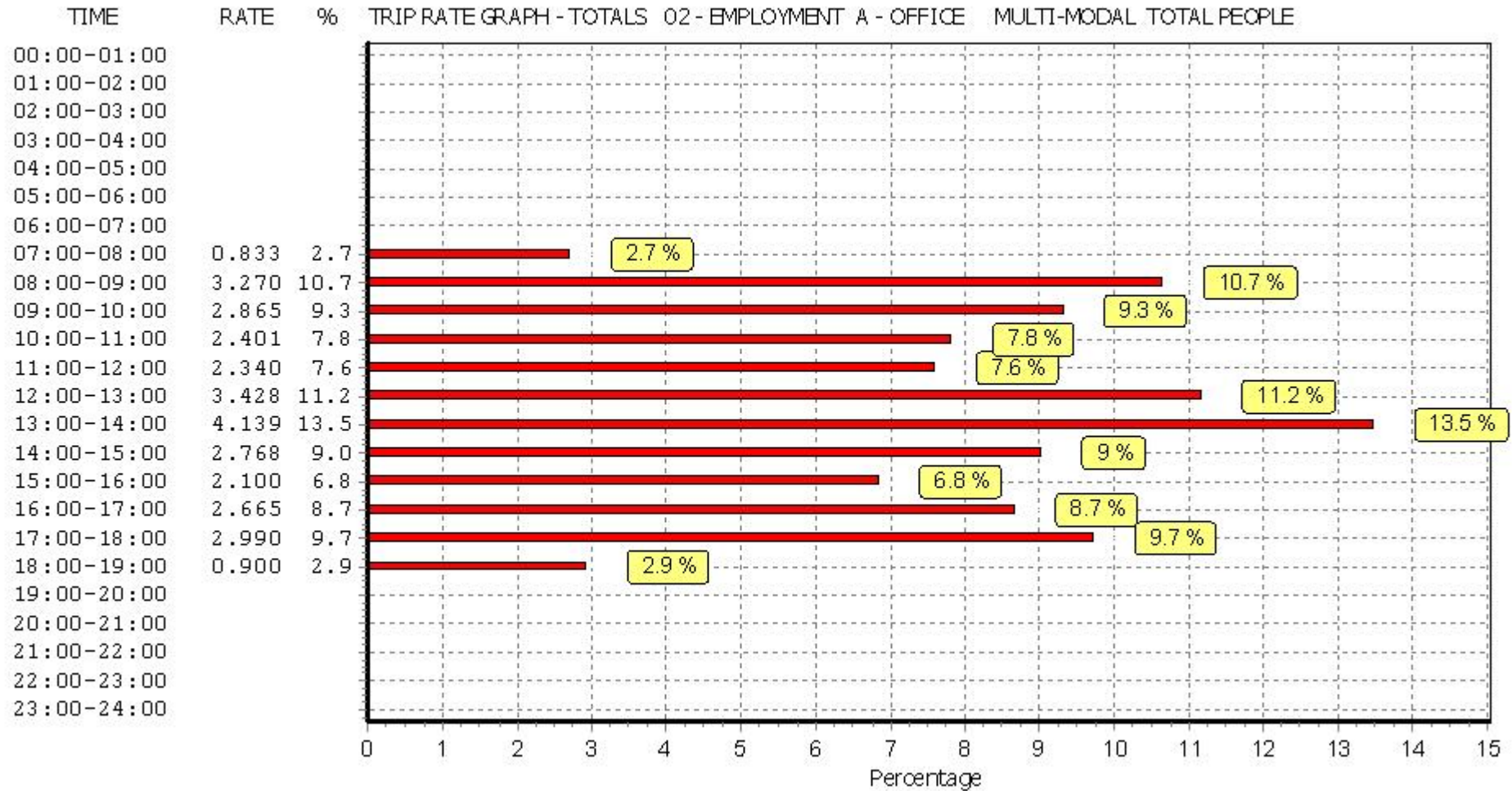
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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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APPENDIX E: CSO SAPS DATA

Census 2016: Population aged 5 years and over by means of travel to work, school or college

Means of Travel	Work	School or College	Total
On foot	1,348	1,273	2,621
Bicycle	150	40	190
Bus, minibus or coach	159	209	368
Train, DART or LUAS	10	13	23
Motorcycle or scooter	26	1	27
Car driver	4,480	122	4,602
Car passenger	641	2,016	2,657
Van	387	6	393
Other (incl. lorry)	19	0	19
Work mainly at or from home	219	2	221
Not stated	374	158	532
Total	7,813	3,840	11,653

APPENDIX F: TRAFFIC CALCULATIONS

TRAFFIC PREDICTION CALCULATIONS BASED ON TRICS ANALYSIS AND CSO SAPS DATA

Time Range	Arrivals							Departures							2-WAY							
	On Foot	Bicycle	Public Transport	Veh Driver	Veh Passenger	Other	Total Arrivals	On Foot	Bicycle	Public Transport	Veh Driver	Veh Passenger	Other	Total Departures	On Foot	Bicycle	Public Transport	Veh Driver	Veh Passenger	Other	Total 2 way	
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		26	3	3	94	12	12	151	6	1	1	21	3	3	33	32	4	4	115	15	15	184
08:00-09:00		89	10	11	321	42	42	516	15	2	2	55	7	7	88	105	12	13	377	50	49	606
09:00-10:00		67	8	8	244	32	32	391	28	3	3	100	13	13	161	95	11	12	344	45	45	553
10:00-11:00					149			301				108			249				257			550
11:00-12:00					118			260				124			267				242			527
12:00-13:00					108			336				122			382				230			718
13:00-14:00					128			425				126			401				254			825
14:00-15:00					127			312				118			290				245			601
15:00-16:00					89			180				127			298				216			479
16:00-17:00		32	4	4	115	15	15	185	68	8	9	246	32	32	395	100	11	13	361	48	47	580
17:00-18:00		22	2	3	78	10	10	125	82	9	10	297	39	39	476	104	12	13	374	49	49	600
18:00-19:00		9	1	1	32	4	4	51	28	3	4	102	13	13	164	37	4	5	135	18	18	217
19:00-20:00		3	0	0	12	2	2	20	3	0	0	11	1	1	18	7	1	1	24	3	3	38
20:00-21:00		4	0	0	13	2	2	21	3	0	0	11	1	1	18	7	1	1	24	3	3	39
21:00-22:00		2	0	0	6	1	1	10	4	0	0	13	2	2	21	5	1	1	19	3	3	31
22:00-23:00																						
23:00-24:00																						
Daily Trip Rates:				1635			4828				1580		4797				3217				9625	

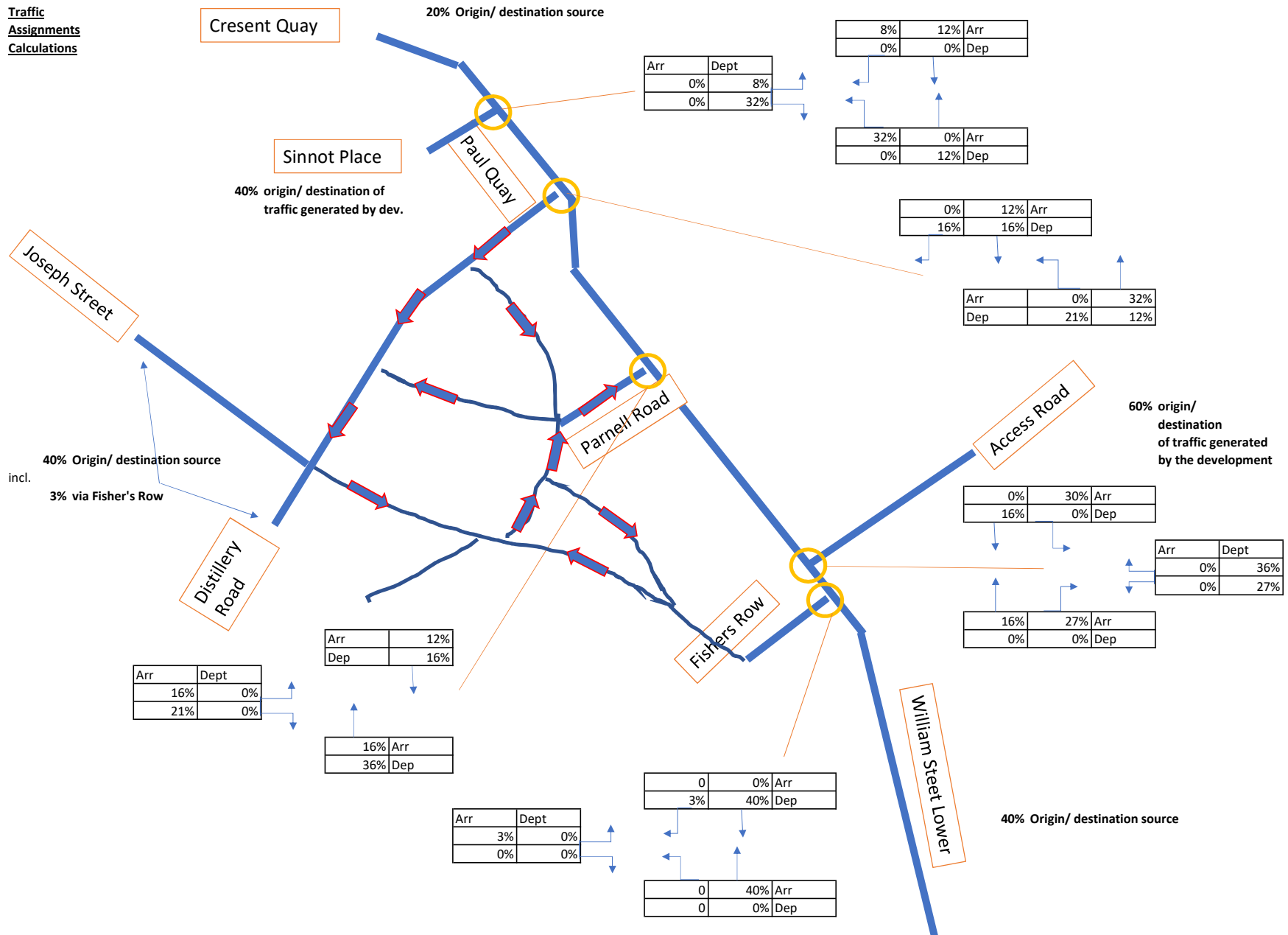
SAPS data from 2016 CSO Census

Means of 1 Work	School or C	Total	% (work)	
On foot	1,348	1,273	2,621	17%
Bicycle	150	40	190	2%
Bus, minibi	159	209	368	2%
Train, DAR	10	13	23	0%
Motorcycle	26	1	27	0%
Car driver	4,480	122	4,602	57%
Car passen	641	2,016	2,657	8%
Van	387	6	393	5%
Other (incl	19	0	19	0%
Work main	219	2	221	3%
Not stated	374	158	532	5%
Total	7,813	3,840	11,653	100%

TRICS Vehicular Data

	Time	Arrivals					Departure					Two Way				
		Apts	Offices	Hotel	Cultural	Total	Apts	Offices	Hotel	Cultural	Total	Apts	Offices	Hotel	Cultural	Total
10:00		3	130	10	6	149	5	87	13	3	108	8	216	23	9	257
11:00		4	100	8	6	118	5	101	11	6	124	10	201	19	12	242
12:00		6	86	11	5	108	4	102	11	5	122	10	188	22	9	230
13:00		4	107	12	5	128	6	101	13	6	126	10	208	25	11	254
14:00		5	101	14	6	127	5	96	10	6	118	10	197	25	13	245
15:00		5	66	13	5	89	3	106	11	7	127	8	172	24	12	216

**Traffic
Assignments
Calculations**



AADT; Network Existing and Predicted

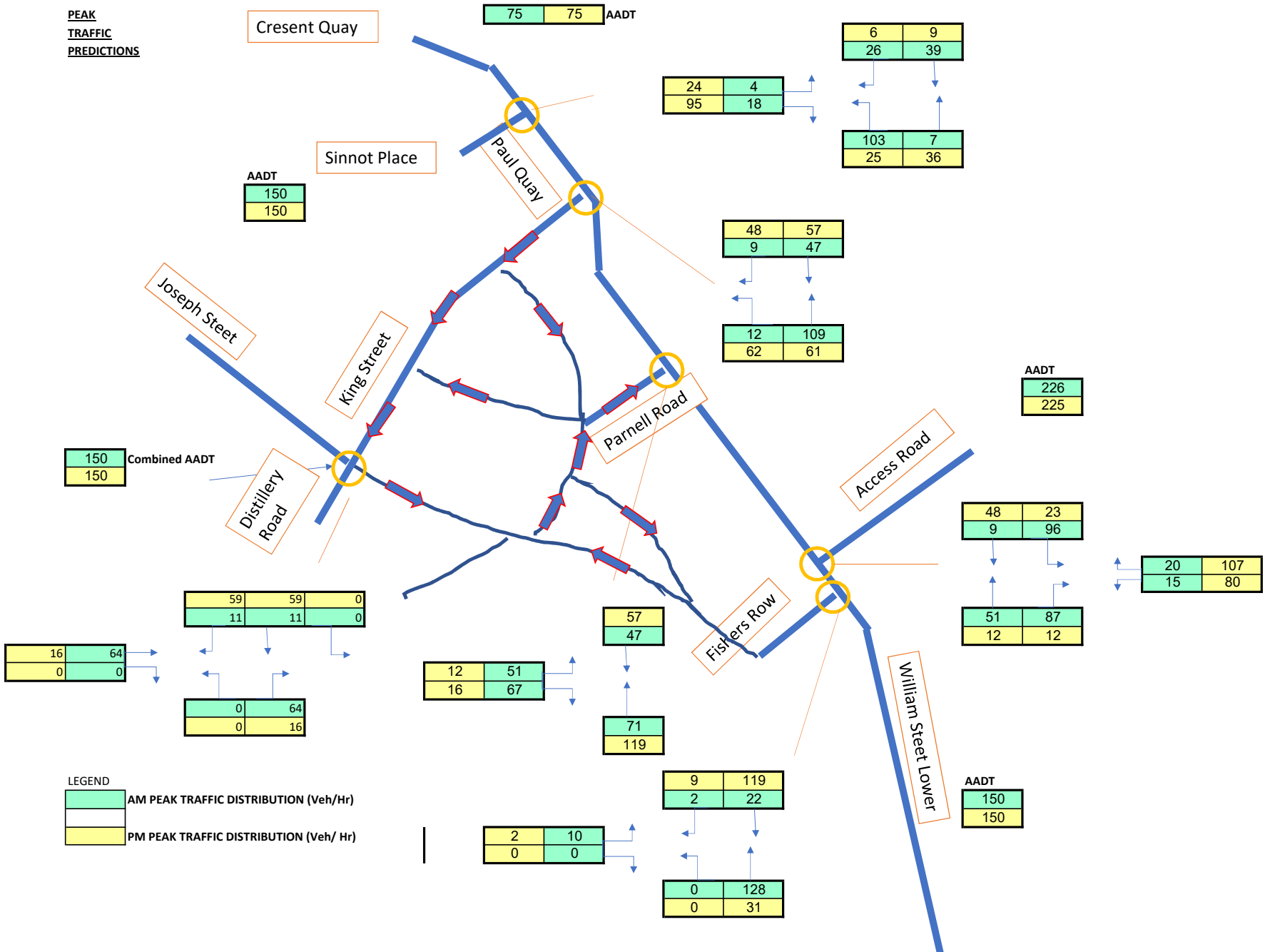


Note: The Trinity Wharf Development is proposed to have approximately 600 car parking spaces of which only cater for 60% of the parking demand for the site based on TRICS accumulation calculations. The remaining 40% is proposed to be accommodated with the under-occupied public all day car parks including Sinnot Place.

Note: The proposed Trinity Wharf development is anticipated to have <30HGVs / day

	Baseline		Post- Development		Average Speed, kph	Δ%	
	AADT	HGV	AADT	HGV		AADT	HGV
Trinity Street	10154	157	11826	169	38	16%	8%
William Street Lower	10208	510	11494	558	38	13%	9%
Fisher's Row	1380	14	1476	14	30	7%	0%
Parnell Street	2918	12	3605	12	32	24%	0%
King Street	4129	41	4793	53	24	16%	29%
Paul Quay	12437	249	12694	249	30	2%	0%
Access Road	0	0	3217	0	30	na	na
Circulatory Rd	0	0	322	0	20	na	na

**PEAK
TRAFFIC
PREDICTIONS**



Post Development Junction Turning Movement Calculations based on Traffic Assignments

Access Junction with Trinity Street

A - Trinity Street North

B - Access Road

C - Trinity Street South

August 2018 ATC Survey

AM - 0800 to 0900

O\D	A	B	C	Total
A	-	0	326	326
B	0	-	0	0
C	390	0	-	390
Total	390	0	326	716

PM - 1700 to 1800

O\D	A	B	C	Total
A	-	0	536	536
B	0	-	0	0
C	163	0	-	163
Total	163	0	536	699

Traffic Generated by Trinity Wharf

AM

O\D	A	B	C	Total
A	-	96	9	105
B	20	-	15	35
C	51	87	-	138
Total	71	183	24	278

PM

O\D	A	B	C	Total
A	-	23	48	71
B	107	-	80	187
C	12	21	-	34
Total	119	44	128	292

Opening Year

AM

O\D	A	B	C	Total
A	-	96	335	431
B	20	-	15	35
C	441	87	-	528
Total	461	183	350	994

PM

O\D	A	B	C	Total
A	-	23	584	607
B	107	-	80	187
C	175	21	-	197
Total	282	44	664	991

Post Development Junction Turning Movement Calculations based on Traffic Assignments

Trinity Street / Fishers Road/ William Street South - JTC Aug 2018

- A - Trinity Street North
- B - Fisher Row
- C - William Street South

Aug 2018 JTC

AM - 0800 to 0900

O\D	A	B	C	Total
A	-	10	306	316
B	14	-	8	22
C	405	6	-	411
Total	419	16	314	749

PM - 1700 to 1800

O\D	A	B	C	Total
A	-	63	501	564
B	14	-	5	19
C	299	55	-	354
Total	313	118	506	937

Traffic Generated by Trinity Wharf

AM

O\D	A	B	C	Total
A	-	2	22	24
B	10	-		10
C	128	-	-	128
Total	138	2	22	162

PM

O\D	A	B	C	Total
A	-	9	119	128
B	2	-		2
C	31	-	-	31
Total	34	9	119	161

Opening Year

AM

O\D	A	B	C	Total
A	-	12	328	340
B	24	-	8	32
C	533	6	-	539
Total	557	0	336	911

PM

O\D	A	B	C	Total
A	-	72	620	692
B	16	-	5	21
C	330	55	-	385
Total	347	0	625	1098

Post Development Junction Turning Movement Calculations based on Traffic Assignments

Trinity Street / Parnell Row - JTC Dec 2016

A - Trinity Street North

B - Parnell Row

C - Trinity Street South

2016 Estimated JTC

AM

O\D	A	B	C	Total
A	-	-	171	171
B	77	-	34	111
C	307	-	-	307
Total	384	0	205	589

PM

O\D	A	B	C	Total
A	-	-	338	338
B	110	-	75	185
C	228	-	-	228
Total	338	0	413	751

Traffic Generated by Trinity Wharf

AM

O\D	A	B	C	Total
A	-	-	47	47
B	51	-	67	119
C	71	-	-	71
Total	123	0	115	237

PM

O\D	A	B	C	Total
A	-	-	57	57
B	12	-	16	29
C	119	-	-	119
Total	132	0	73	205

Opening Year

AM

O\D	A	B	C	Total
A	-	-	218	218
B	128	-	101	230
C	378	-	-	378
Total	507	0	320	826

PM

O\D	A	B	C	Total
A	-	-	395	395
B	122	-	91	214
C	347	-	-	347
Total	470	0	486	956

Post Development Junction Turning Movement Calculations based on Traffic Assignments

Trinity Street/ Pual Quay/ King Street Junction

A - Paul Quay Junction

B - King Street

C - Trinity Street

Dec 2016 JTC Survey

AM - 0800 to 0900

O\D	A	B	C	Total
A	-	121	283	404
B	0	-	0	0
C	469	92	-	561
Total	469	213	283	965

PM - 1700 to 1800

O\D	A	B	C	Total
A	-	266	405	671
B	0	-	0	0
C	337	144	-	481
Total	337	410	405	1152

Traffic Generated by Trinity Wharf

AM

O\D	A	B	C	Total
A	-	9	47	56
B	0	-	0	0
C	109	12	-	121
Total	109	20	47	177

PM

O\D	A	B	C	Total
A	-	48	57	104
B	0	-	0	0
C	61	62	-	123
Total	61	110	57	227

Opening Year

AM

O\D	A	B	C	Total
A	-	130	330	460
B	0	-	0	0
C	578	104	-	682
Total	578	233	330	1142

PM

O\D	A	B	C	Total
A	-	314	462	775
B	0	-	0	0
C	398	206	-	604
Total	398	520	462	1379

Post Development Junction Turning Movement Calculations based on Traffic Assignments

Access Junction with Trinity Street

A - Joseph Street

B - King Street

C - Mill Road

D- Distillery Road

August 2016 JTC Survey

AM - 0800 to 0900

O\D	A	B	C	D	Total
A	0	0	140	46	186
B	183	0	93	198	474
C	0	0	0	0	0
D	127	0	96	0	223
Total	310	0	329	244	883

PM - 1700 to 1800

O\D	A	B	C	D	Total
A	0	0	173	97	270
B	280	0	136	338	754
C	0	0	0	0	0
D	158	0	60	0	218
Total	438	0	369	435	1242

Traffic Generated by Trinity Wharf

AM

O\D	A	B	C	D	Total
A	0	0	64	0	64
B	11	0	0	11	11
C	0	0	0	0	0
D	0	0	64	0	64
Total	11	0	64	11	75

PM

O\D	A	B	C	D	Total
A	0	0	16	0	16
B	59	0	0	59	118
C	0	0	0	0	0
D	0	0	16	0	16
Total	59	0	32	59	150

Opening Year

AM

O\D	A	B	C	D	Total
A	-	0	204	46	250
B	194	0	93	209	485
C	0	0	0	0	0
D	127	0	160	0	287
Total	321	0	393	255	958

PM

O\D	A	B	C	D	Total
A	0	0	189	97	286
B	339	0	136	397	872
C	0	0	0	0	0
D	158	0	76	0	234
Total	339	0	325	494	1158

Office Parking Demand

<u>Land Use</u>	<u>Scale (sq.m.)</u>
Office Building A	5452
Office Building B	6105
Office Building C	4990
	<hr/> 16547

Estimated office occupancy of 1 person / 20sqm = 827 employees

x 63% commuting in single occupancy vehicle=

521 spaces

Total Demand

	Spaces
16547 sqm. GFA Offices	521
120 bedrooms at 33% day occupancy	40
58 apartments	58
	<hr/> 619

Estimated Core Demand	619	
Provision	<hr/> 509	
Deficit	<hr/> 110	18%

Hotel Parking Demand Monday to Friday based on Car Parking Survey and Accumulation of TRICS**ARR. & Dep.**

	Arr.	Dep.	Diff.	Acc.
<u>Assumed Occupancy before 07:00</u>				
07:00-08:00	9	9	0	73
08:00-09:00	11	24	-13	60
09:00-10:00	12	19	-7	53
10:00-11:00	10	13	-3	49
11:00-12:00	8	11	-4	46
12:00-13:00	11	11	0	45
13:00-14:00	12	13	-1	45
14:00-15:00	14	10	4	49
15:00-16:00	13	11	2	50
16:00-17:00	15	12	3	53
17:00-18:00	19	12	7	60 * see note below
18:00-19:00	17	11	6	66
19:00-20:00	16	15	1	67
20:00-21:00	11	8	3	70
21:00-22:00	8	9	-1	69

* 50% occupancy - Typical rate based on average occupancy of other hotels located in Wexford Town captured in car parking survey in November 2016 at 5pm.

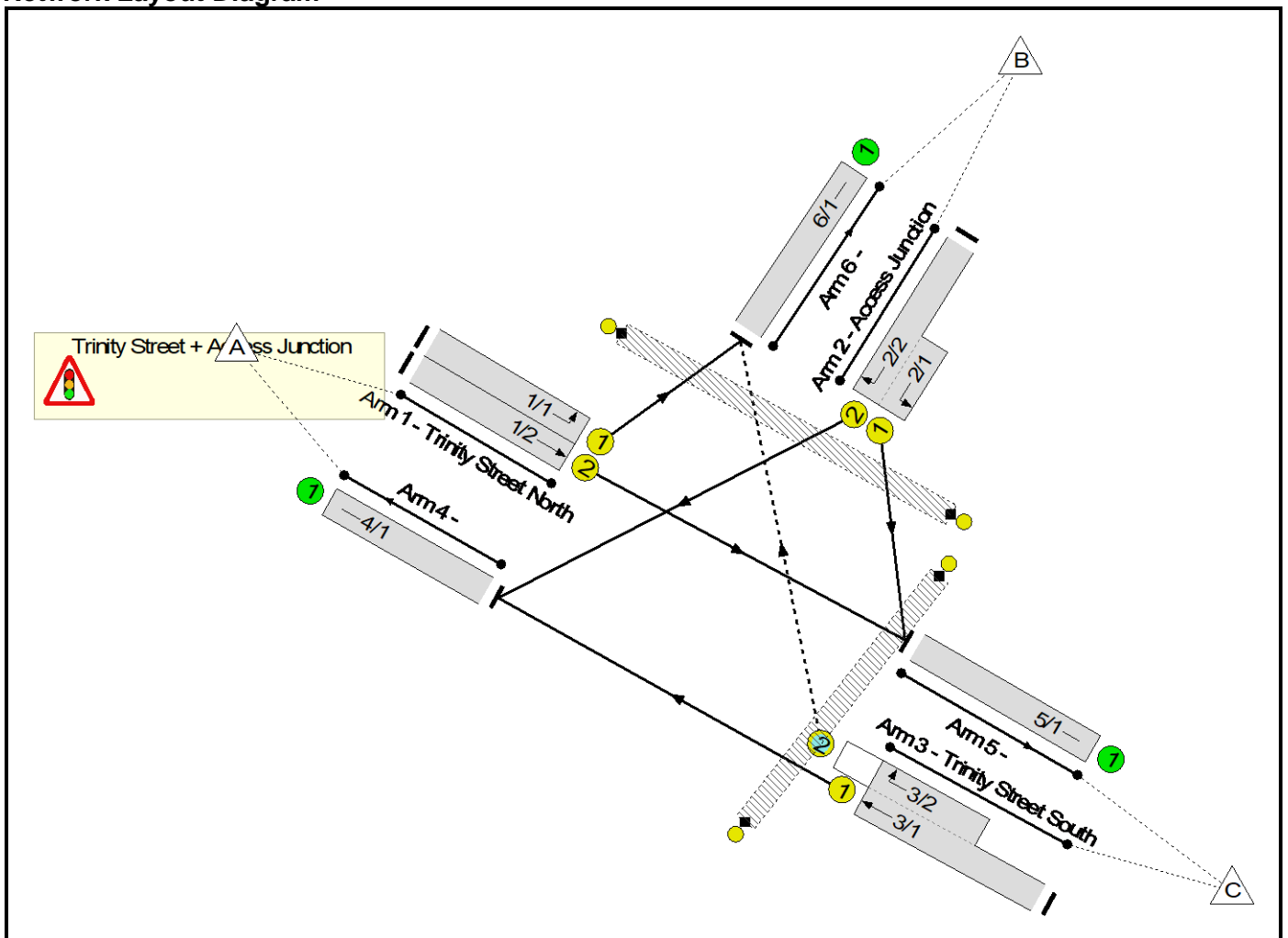
APPENDIX G: JUNCTION CAPACITY REPORTS

Full Input Data And Results
Full Input Data And Results

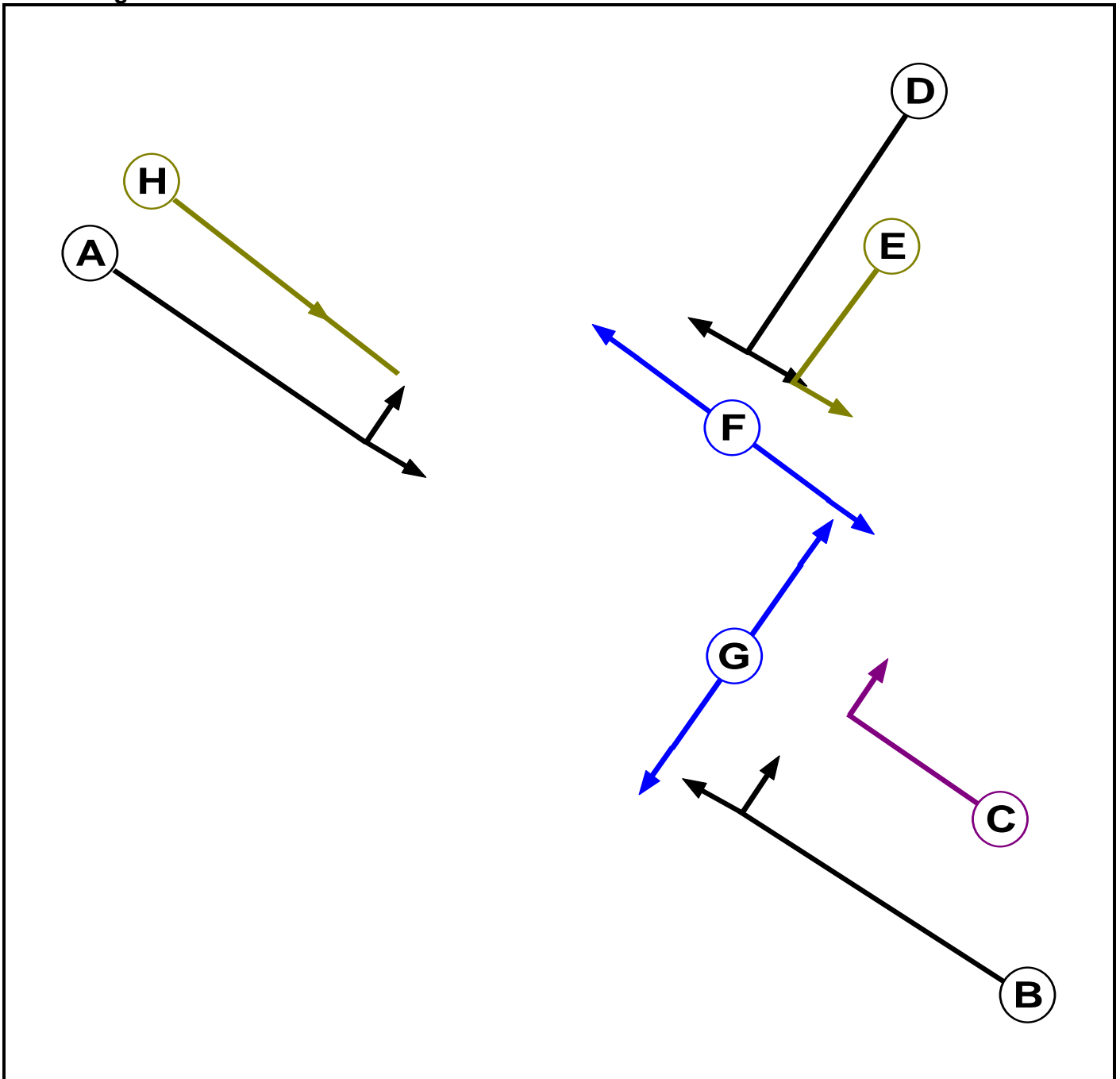
User and Project Details

Project:	18133 Trinity Wharf Masterplan
Title:	Trinity Street Access Junction
Location:	Wexford
File name:	18133 - Access Junction Trinity Street Opening Year.Isg3x
Author:	JA
Company:	ROD
Address:	Dublin 18
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Filter	D	4	0
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Filter	A	4	4

Full Input Data And Results

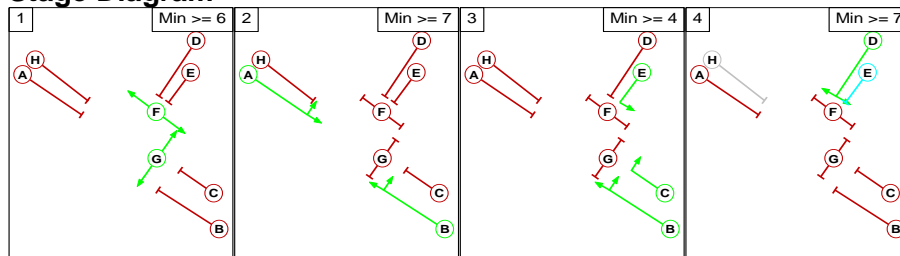
Phase Intergrens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		-	5	5	5	5	5	-
	B	-		-	5	-	5	5	5
	C	5	-		5	-	5	5	5
	D	5	5	-		-	5	5	-
	E	-	-	-	-		5	5	-
	F	10	10	10	10	10		-	10
	G	10	10	10	10	10	-		10
	H	-	5	5	-	-	5	-	

Phases in Stage

Stage No.	Phases in Stage
1	F G
2	A B
3	B C E
4	D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		10	10	10
	2	5		5	5
	3	X	X		5
	4	5	5	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Trinity Street + Access Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/2 (Trinity Street South)	6/1 (Right)	1439	0	1/2	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Trinity Street + Access Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Trinity Street North)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	6.00
1/2 (Trinity Street North)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
2/1 (Access Junction)	U	D E	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 5 Left	6.00
2/2 (Access Junction)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	10.00
3/1 (Trinity Street South)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
3/2 (Trinity Street South)	O	B C	2	3	6.0	Geom	-	3.00	0.00	Y	Arm 6 Right	10.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak'	08:00	09:00	01:00	
2: 'PM Peak'	17:00	18:00	01:00	
3: 'Midday'	13:00	14:00	01:00	

Scenario 1: 'AM Peak' (FG1: 'AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	96	335	431
	B	20	0	15	35
	C	441	87	0	528
	Tot.	461	183	350	994

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak
Junction: Trinity Street + Access Junction	
1/1	96
1/2	335
2/1 (short)	15
2/2 (with short)	35(In) 20(Out)
3/1 (with short)	528(In) 441(Out)
3/2 (short)	87
4/1	461
5/1	350
6/1	183

Lane Saturation Flows

Junction: Trinity Street + Access Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Trinity Street North)	3.00	0.00	Y	Arm 6 Left	6.00	100.0 %	1532	1532
1/2 (Trinity Street North)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Access Junction)	3.00	0.00	Y	Arm 5 Left	6.00	100.0 %	1532	1532
2/2 (Access Junction)	3.00	0.00	Y	Arm 4 Right	10.00	100.0 %	1665	1665
3/1 (Trinity Street South)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Trinity Street South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	23	584	607
	B	107	0	80	187
	C	175	21	0	196
	Tot.	282	44	664	990

Full Input Data And Results

Traffic Lane Flows

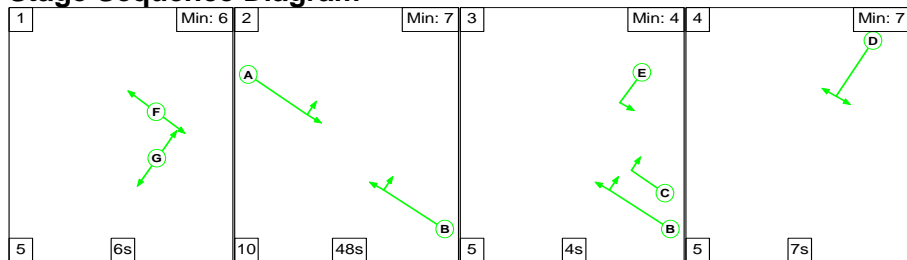
Lane	Scenario 2: PM Peak
Junction: Trinity Street + Access Junction	
1/1	23
1/2	584
2/1 (short)	80
2/2 (with short)	187(In) 107(Out)
3/1 (with short)	196(In) 175(Out)
3/2 (short)	21
4/1	282
5/1	664
6/1	44

Lane Saturation Flows

Junction: Trinity Street + Access Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Trinity Street North)	3.00	0.00	Y	Arm 6 Left	6.00	100.0 %	1532	1532
1/2 (Trinity Street North)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Access Junction)	3.00	0.00	Y	Arm 5 Left	6.00	100.0 %	1532	1532
2/2 (Access Junction)	3.00	0.00	Y	Arm 4 Right	10.00	100.0 %	1665	1665
3/1 (Trinity Street South)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/2 (Trinity Street South)	3.00	0.00	Y	Arm 6 Right	10.00	100.0 %	1665	1665
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak' (FG1: 'AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

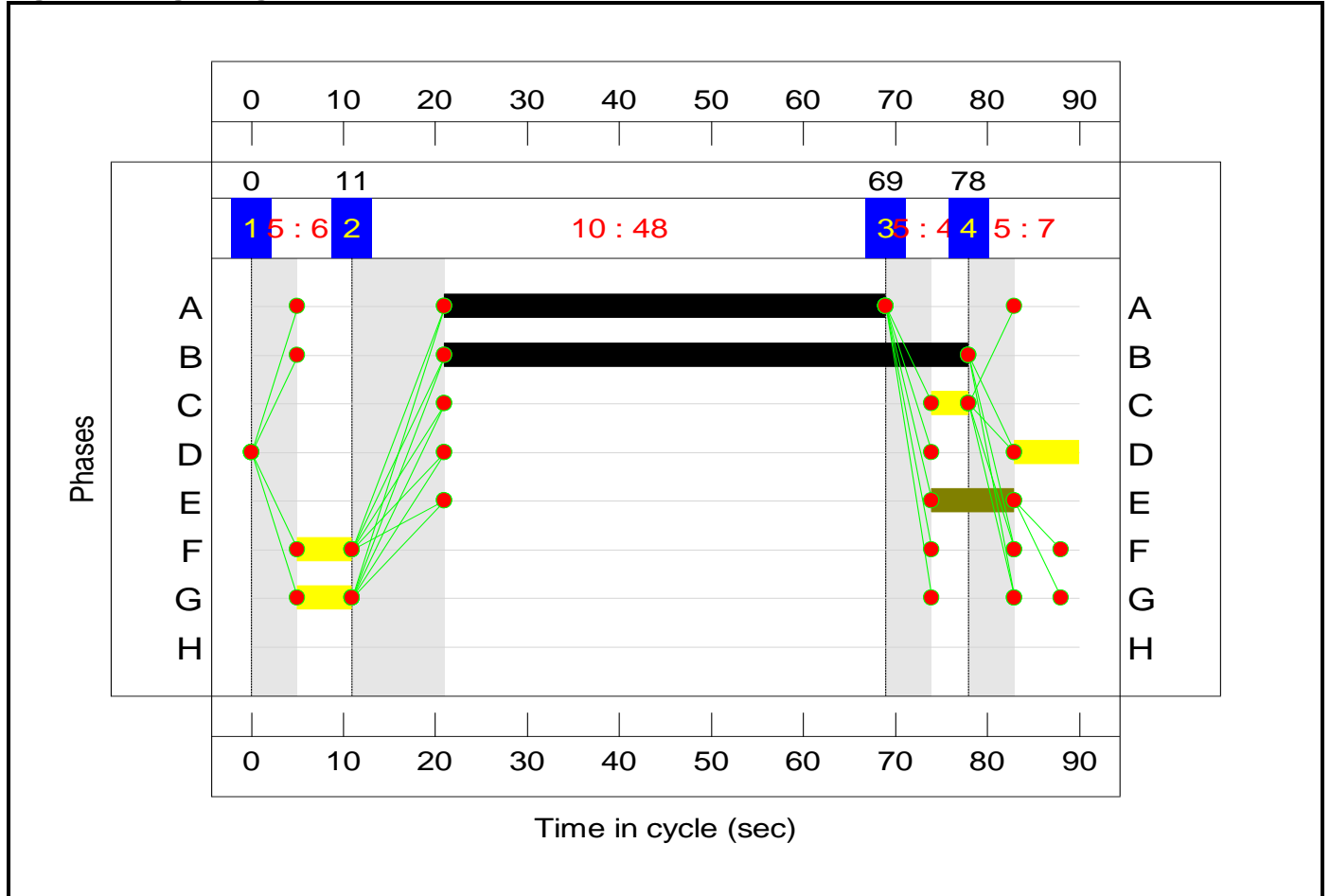


Full Input Data And Results

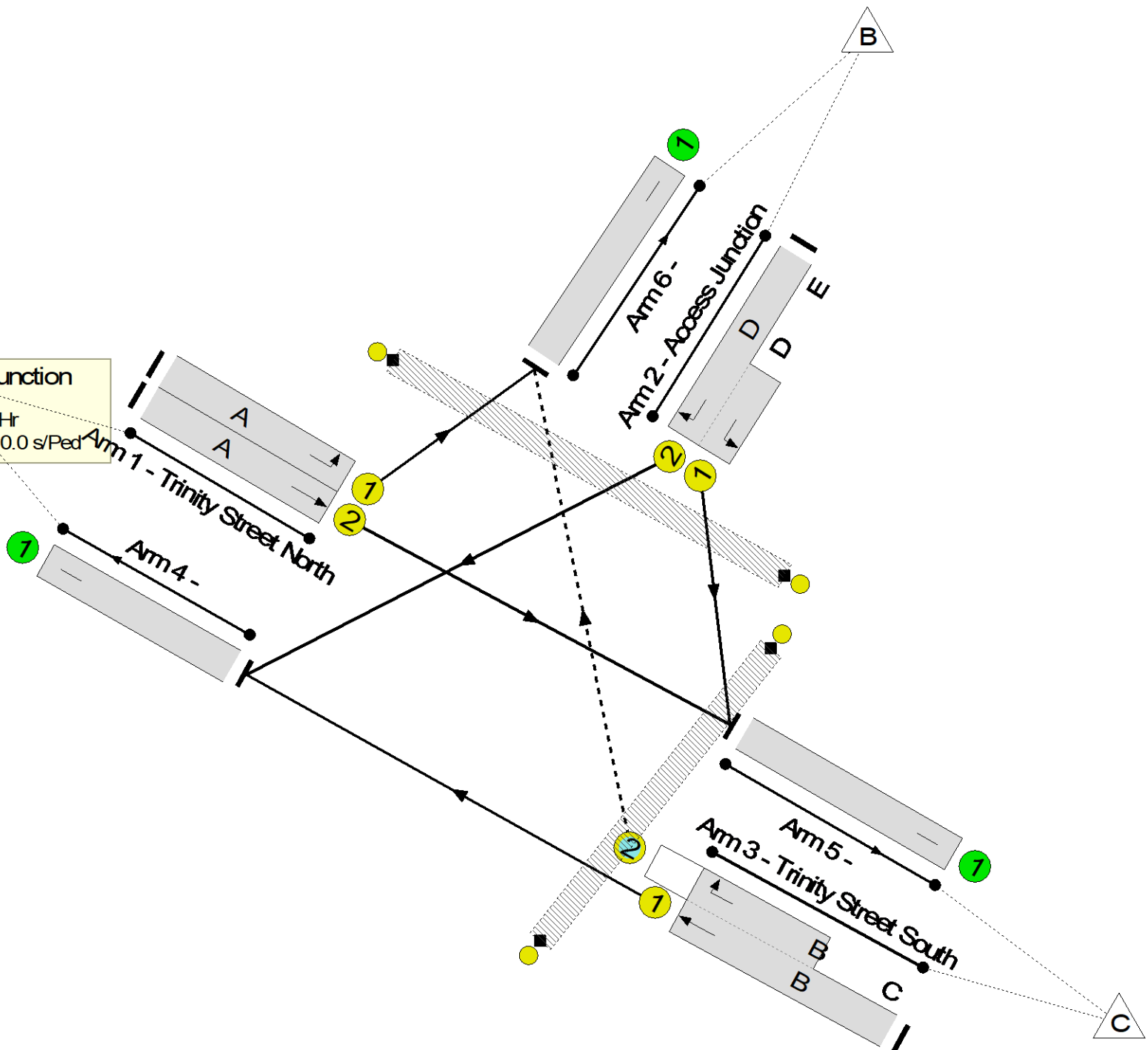
Stage Timings

Stage	1	2	3	4
Duration	6	48	4	7
Change Point	0	11	69	78

Signal Timings Diagram



Trinity Street + Access Junction
PRC: 115.3 %
Total Traffic Delay: 3.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Trinity Street Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	41.8%
Trinity Street + Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	41.8%
1/1	Trinity Street North Left	U	N/A	N/A	A		1	48	-	96	1532	834	11.5%
1/2	Trinity Street North Ahead	U	N/A	N/A	A		1	48	-	335	1915	1043	32.1%
2/2+2/1	Access Junction Right Left	U	N/A	N/A	D	E	1	7:16	9	35	1665:1532	148+111	13.5 : 13.5%
3/1+3/2	Trinity Street South Ahead Right	U+O	N/A	N/A	B	C	1	57	4	528	1915:1665	1055+208	41.8 : 41.8%
4/1		U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
Ped Link: P1	Acce Junction Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Trinity Street Crossing	-	N/A	-	G		1	6	-	0	-	0	0.0%

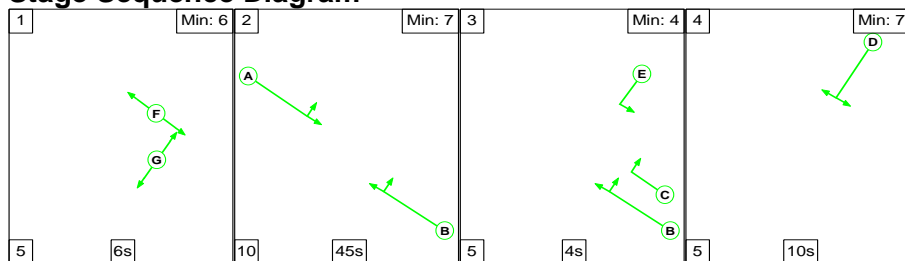
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Trinity Street Access Junction	-	-	78	7	2	2.7	0.7	0.1	3.5	-	-	-	-
Trinity Street + Access Junction	-	-	78	7	2	2.7	0.7	0.1	3.5	-	-	-	-
1/1	96	96	-	-	-	0.3	0.1	-	0.3	12.4	1.1	0.1	1.2
1/2	335	335	-	-	-	1.1	0.2	-	1.3	13.9	4.6	0.2	4.8
2/2+2/1	35	35	-	-	-	0.3	0.1	-	0.4	42.5	0.5	0.1	0.5
3/1+3/2	528	528	78	7	2	1.1	0.4	0.1	1.5	10.3	5.0	0.4	5.4
4/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		115.3	Total Delay for Signalled Lanes (pcuHr):		3.55	Cycle Time (s):		90		
			PRC Over All Lanes (%):		115.3	Total Delay Over All Lanes(pcuHr):		3.55					

Full Input Data And Results

Scenario 2: 'PM Peak' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

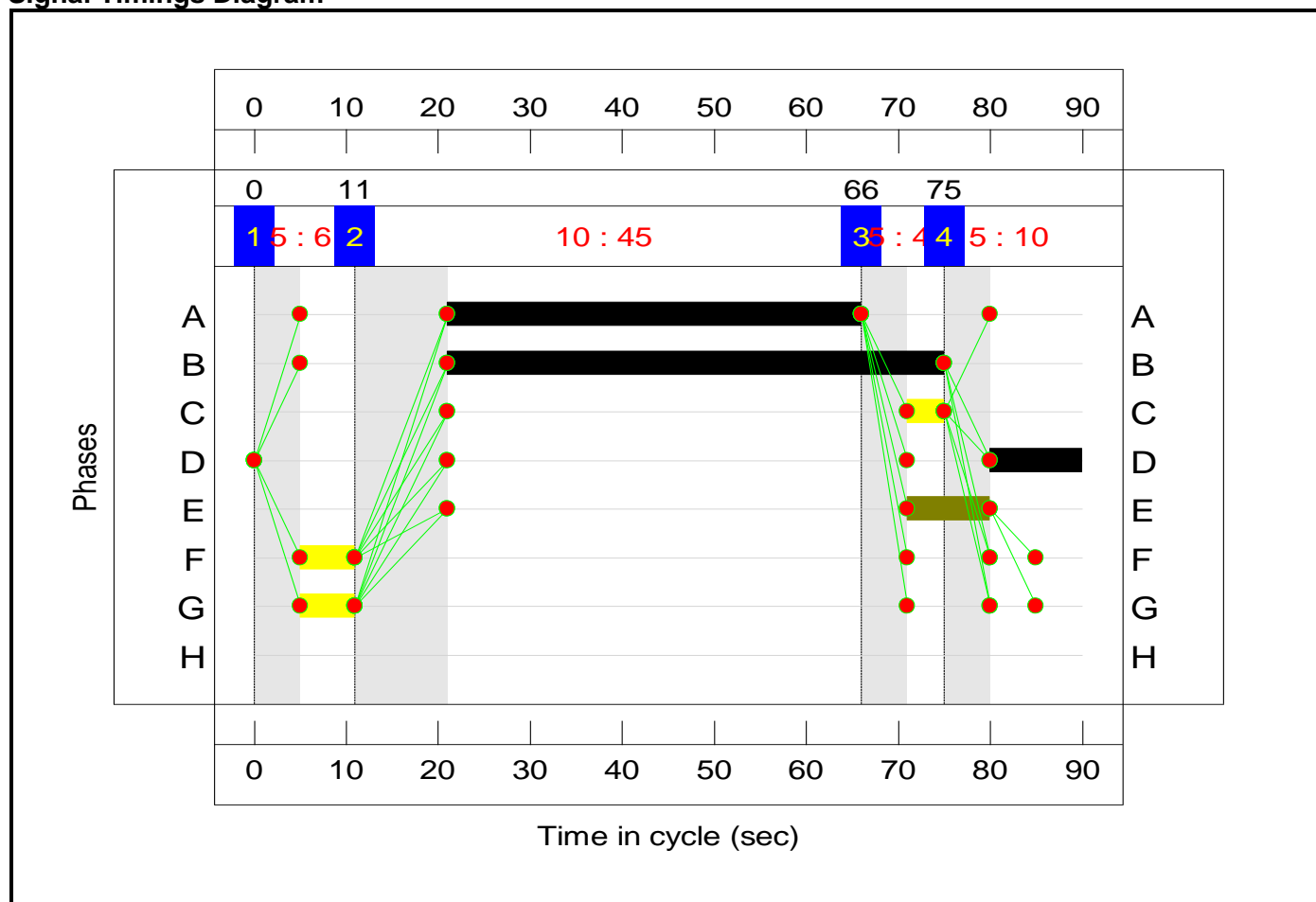
Stage Sequence Diagram



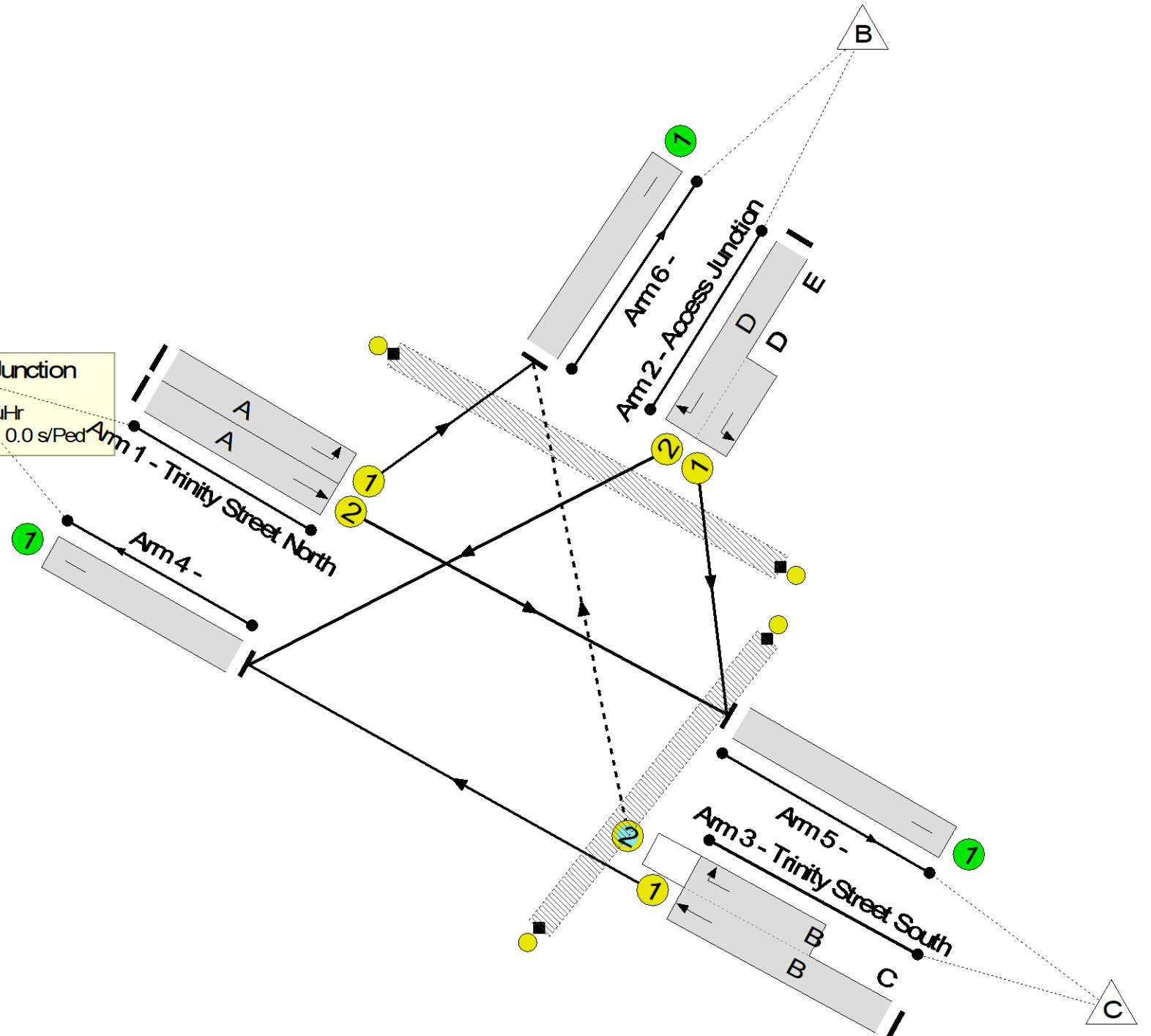
Stage Timings

Stage	1	2	3	4
Duration	6	45	4	10
Change Point	0	11	66	75

Signal Timings Diagram



Trinity Street + Access Junction
PRC: 50.8 %
Total Traffic Delay: 6.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Trinity Street Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.7%
Trinity Street + Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.7%
1/1	Trinity Street North Left	U	N/A	N/A	A		1	45	-	23	1532	783	2.9%
1/2	Trinity Street North Ahead	U	N/A	N/A	A		1	45	-	584	1915	979	59.7%
2/2+2/1	Access Junction Right Left	U	N/A	N/A	D	E	1	10:19	9	187	1665:1532	180+135	59.3 : 59.3%
3/1+3/2	Trinity Street South Ahead Right	U+O	N/A	N/A	B	C	1	54	4	196	1915:1665	1063+128	16.5 : 16.5%
4/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	44	Inf	Inf	0.0%
Ped Link: P1	Acce Junction Crossing	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Trinity Street Crossing	-	N/A	-	G		1	6	-	0	-	0	0.0%

Full Input Data And Results

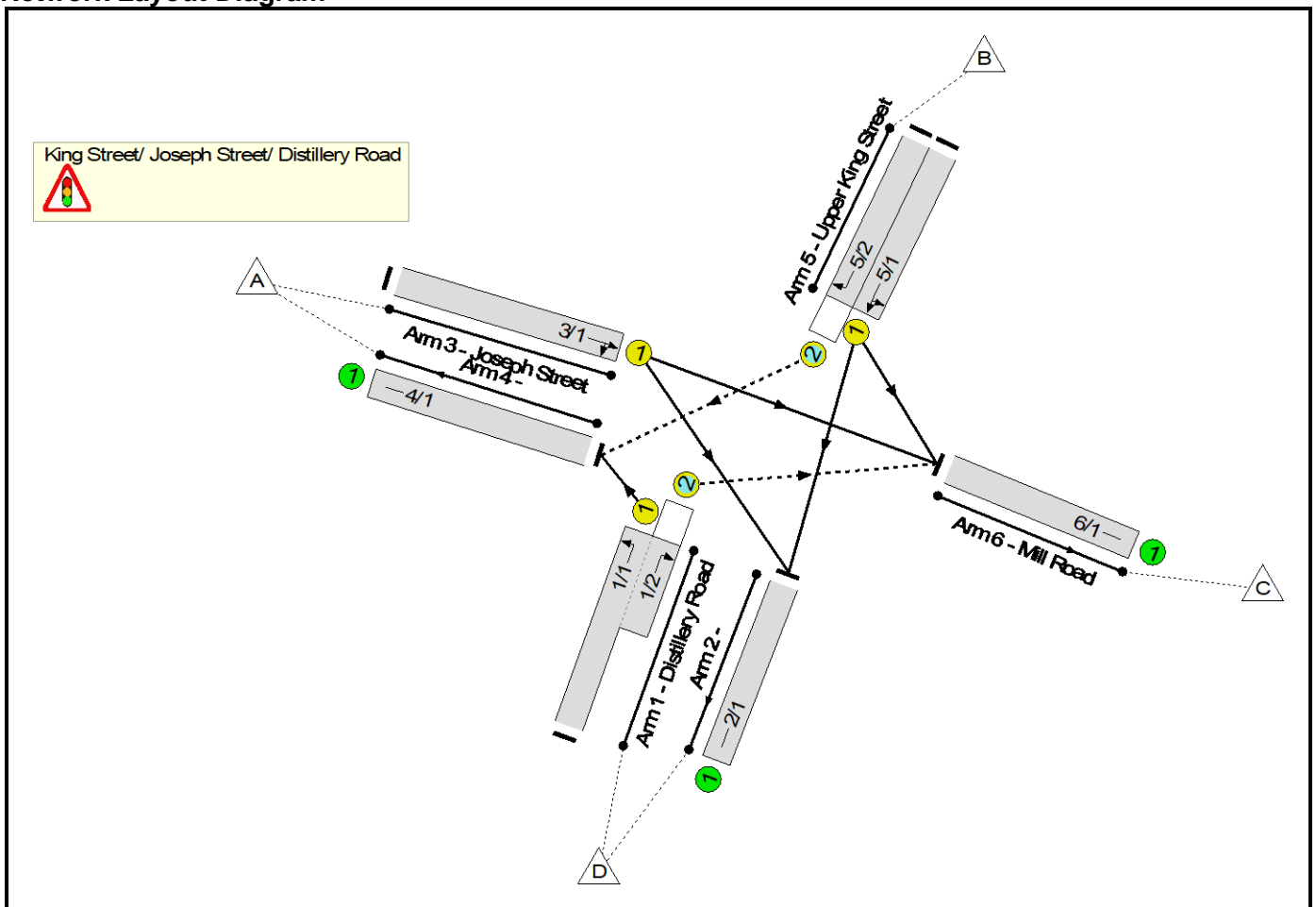
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Trinity Street Access Junction	-	-	19	2	0	4.7	1.6	0.1	6.4	-	-	-	-
Trinity Street + Access Junction	-	-	19	2	0	4.7	1.6	0.1	6.4	-	-	-	-
1/1	23	23	-	-	-	0.1	0.0	-	0.1	13.4	0.3	0.0	0.3
1/2	584	584	-	-	-	2.5	0.7	-	3.2	20.0	10.2	0.7	11.0
2/2+2/1	187	187	-	-	-	1.7	0.7	-	2.5	47.4	2.5	0.7	3.2
3/1+3/2	196	196	19	2	0	0.4	0.1	0.1	0.6	10.3	1.8	0.1	1.9
4/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
<p>C1 PRC for Signalled Lanes (%): 50.8 Total Delay for Signalled Lanes (pcuHr): 6.36 Cycle Time (s): 90</p> <p> PRC Over All Lanes (%): 50.8 Total Delay Over All Lanes(pcuHr): 6.36</p>													

Full Input Data And Results
Full Input Data And Results

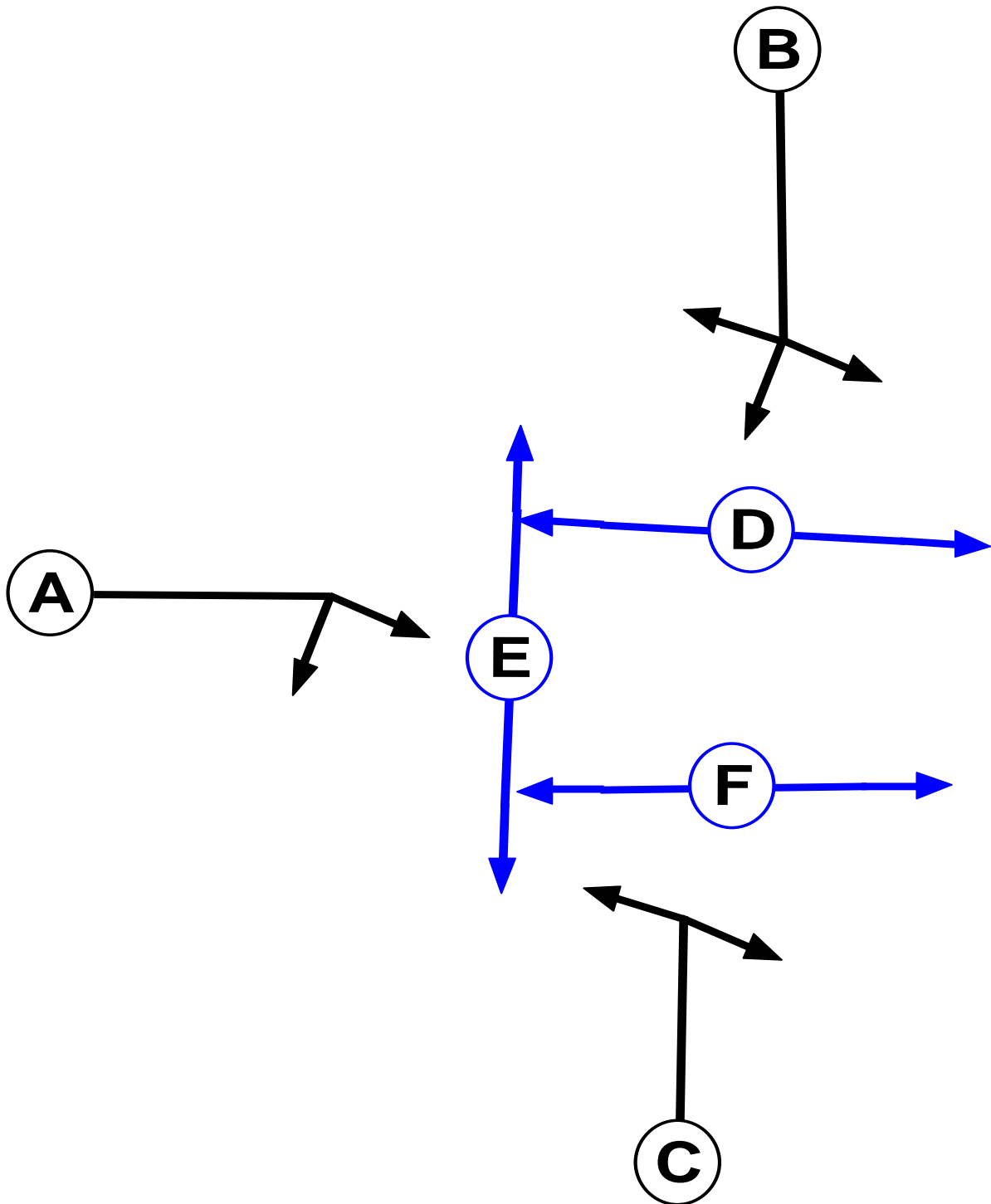
User and Project Details

Project:	Trinity Wharf
Title:	
Location:	
File name:	Distillery Rd_ King St_ Joseph St_ Mill Rd Opt2.lsg3x
Author:	JA
Company:	ROD
Address:	
Notes:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6
E	Pedestrian		6	6
F	Pedestrian		6	6

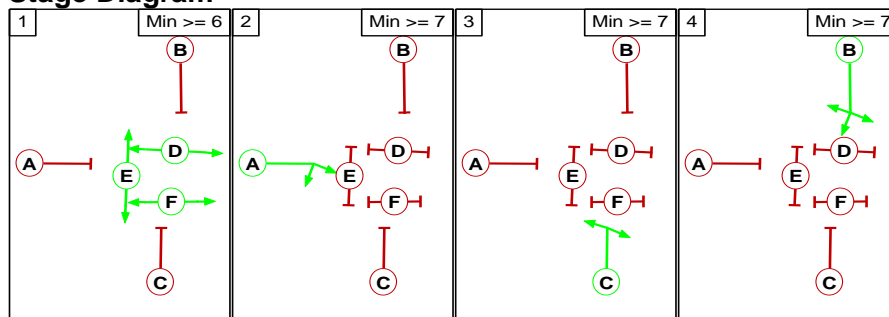
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		5	5	5	5	5
	B	5		5	5	5	5
	C	5	5		5	5	5
	D	8	8	8		-	-
	E	8	8	8	-		-
	F	8	8	8	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	D E F
2	A
3	C
4	B

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		8	8	8
	2	5		5	5
	3	5	5		5
	4	5	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: King Street/ Joseph Street/ Distillery Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Distillery Road)	6/1 (Right)	1439	0	5/1	1.09	All	2.00	-	0.50	2	2.00
5/2 (Upper King Street)	4/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: King Street/ Joseph Street/ Distillery Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Distillery Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Left	10.00
1/2 (Distillery Road)	O	C	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 6 Right	Inf
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Joseph Street)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Right	3.00
											Arm 6 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Upper King Street)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
											Arm 6 Left	3.00
5/2 (Upper King Street)	O	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Right	5.00
6/1 (Mill Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak'	09:00	10:00	01:00	
2: 'PM Peak'	17:00	18:00	01:00	

Scenario 1: 'AM Peak' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	189	97	286
	B	339	0	136	397	872
	C	0	0	0	0	0
	D	158	0	76	0	234
	Tot.	497	0	401	494	1392

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak
Junction: King Street/ Joseph Street/ Distillery Road	
1/1 (with short)	287(In) 127(Out)
1/2 (short)	160
2/1	255
3/1	250
4/1	321
5/1	302
5/2	194
6/1	457

Lane Saturation Flows

Junction: King Street/ Joseph Street/ Distillery Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Distillery Road)	3.25	0.00	Y	Arm 4 Left	10.00	100.0 %	1687	1687
1/2 (Distillery Road)	3.25	0.00	Y	Arm 6 Right	Inf	100.0 %	1940	1940
2/1	Infinite Saturation Flow						Inf	Inf
3/1 (Joseph Street)	3.00	0.00	Y	Arm 2 Right	3.00	18.4 %	1754	1754
				Arm 6 Ahead	Inf	81.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Upper King Street)	3.25	0.00	Y	Arm 2 Ahead	Inf	69.2 %	1681	1681
				Arm 6 Left	3.00	30.8 %		
5/2 (Upper King Street)	3.25	0.00	Y	Arm 4 Right	5.00	100.0 %	1492	1492
6/1 (Mill Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Pm Peak' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	0	189	97	286
	B	339	0	136	397	872
	C	0	0	0	0	0
	D	158	0	76	0	234
	Tot.	497	0	401	494	1392

Traffic Lane Flows

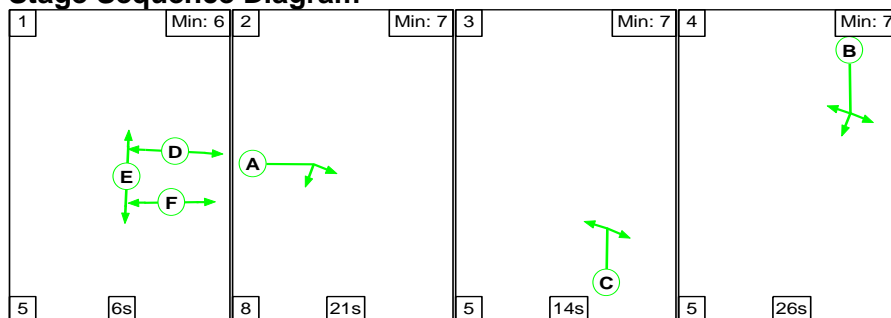
Lane	Scenario 2: Pm Peak
Junction: King Street/ Joseph Street/ Distillery Road	
1/1 (with short)	234(In) 158(Out)
1/2 (short)	76
2/1	494
3/1	286
4/1	497
5/1	533
5/2	339
6/1	401

Lane Saturation Flows

Junction: King Street/ Joseph Street/ Distillery Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Distillery Road)	3.25	0.00	Y	Arm 4 Left	10.00	100.0 %	1687	1687
1/2 (Distillery Road)	3.25	0.00	Y	Arm 6 Right	Inf	100.0 %	1940	1940
2/1	Infinite Saturation Flow						Inf	Inf
3/1 (Joseph Street)	3.00	0.00	Y	Arm 2 Right	3.00	33.9 %	1637	1637
				Arm 6 Ahead	Inf	66.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (Upper King Street)	3.25	0.00	Y	Arm 2 Ahead	Inf	74.5 %	1720	1720
				Arm 6 Left	3.00	25.5 %		
5/2 (Upper King Street)	3.25	0.00	Y	Arm 4 Right	5.00	100.0 %	1492	1492
6/1 (Mill Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

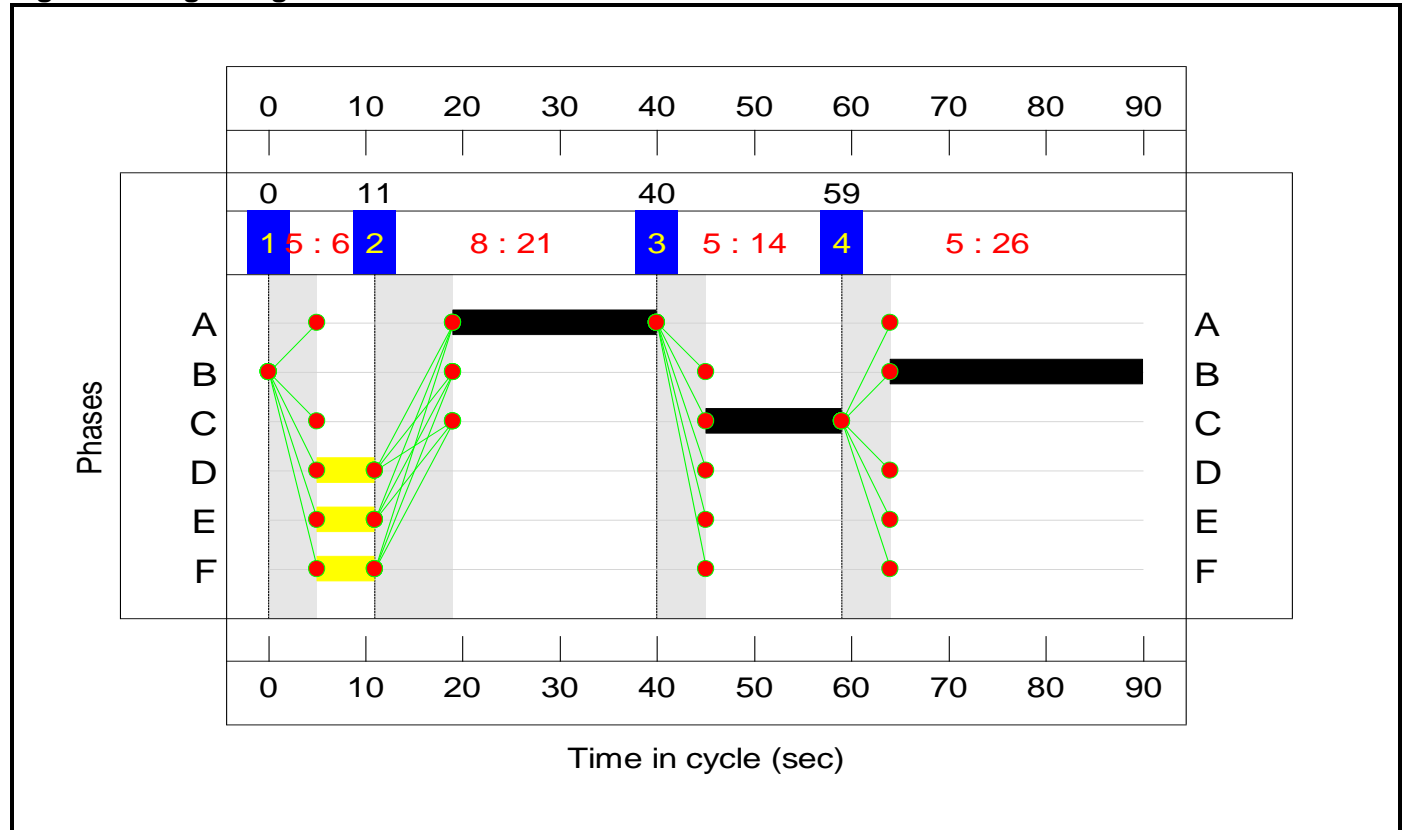


Full Input Data And Results

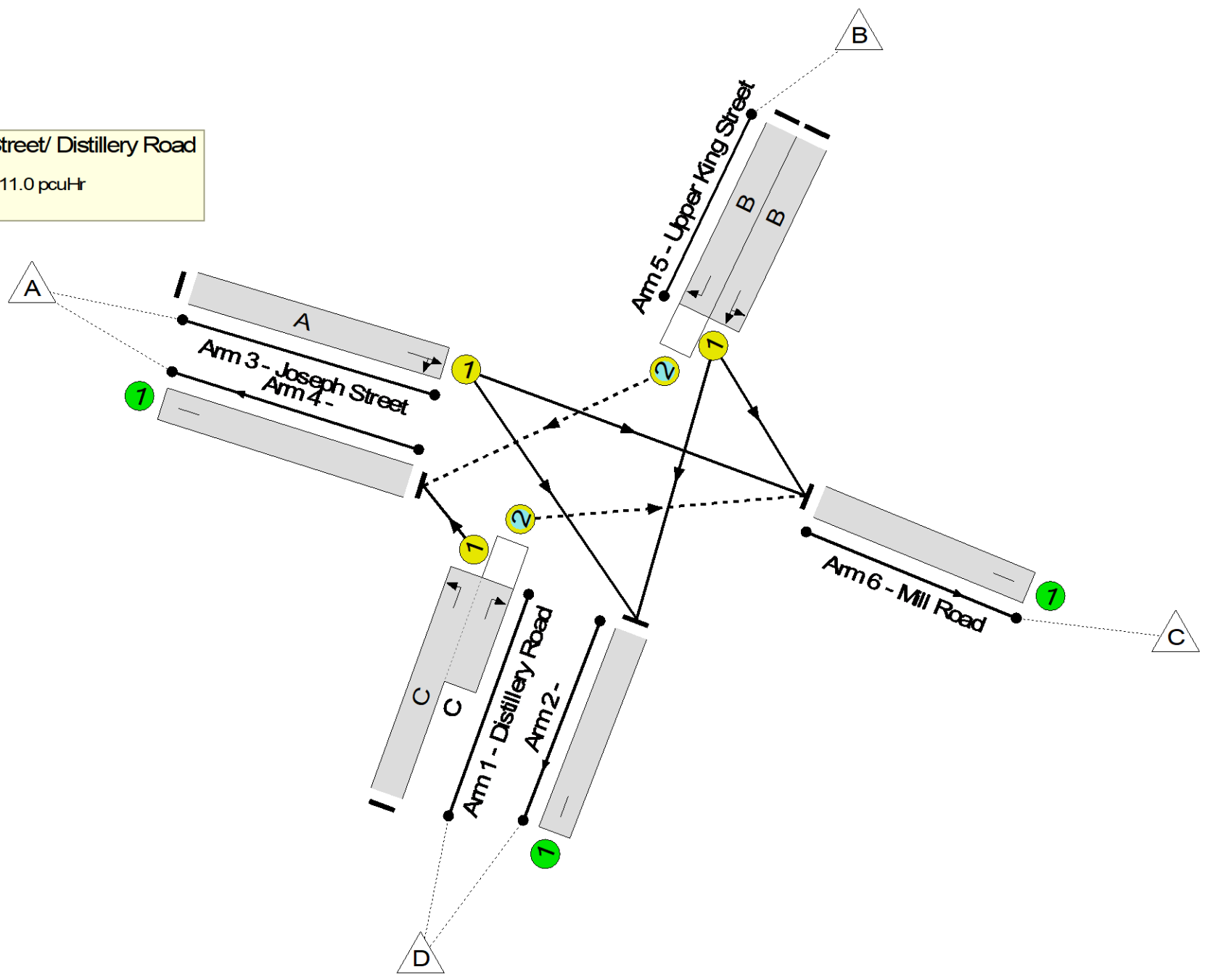

Stage Timings

Stage	1	2	3	4
Duration	6	21	14	26
Change Point	0	11	40	59

Signal Timings Diagram



King Street/ Joseph Street/ Distillery Road
PRC: 50.3 %
Total Traffic Delay: 11.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	59.9%
King Street/ Joseph Street/ Distillery Road	-	-	N/A	-	-		-	-	-	-	-	-	59.9%
1/1+1/2	Distillery Road Left Right	U+O	N/A	N/A	C		1	14	-	287	1687:1940	212+268	59.8 : 59.8%
2/1		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
3/1	Joseph Street Right Ahead	U	N/A	N/A	A		1	21	-	250	1754	429	58.3%
4/1		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
5/1	Upper King Street Ahead Left	U	N/A	N/A	B		1	26	-	302	1681	504	59.9%
5/2	Upper King Street Right	O	N/A	N/A	B		1	26	-	194	1492	448	43.3%
6/1	Mill Road	U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	346	8	8.4	2.6	0.0	11.0	-	-	-	-
King Street/ Joseph Street/ Distillery Road	-	-	0	346	8	8.4	2.6	0.0	11.0	-	-	-	-
1/1+1/2	287	287	0	156	4	2.7	0.7	0.0	3.4	43.2	3.6	0.7	4.3
2/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	250	250	-	-	-	2.1	0.7	-	2.8	40.0	5.5	0.7	6.2
4/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	302	302	-	-	-	2.3	0.7	-	3.0	35.7	6.4	0.7	7.1
5/2	194	194	0	190	4	1.4	0.4	0.0	1.7	32.4	3.9	0.4	4.3
6/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

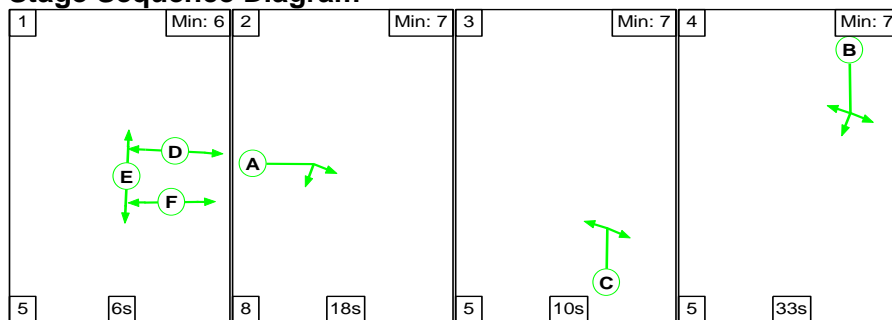
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	50.3	Total Delay for Signalled Lanes (pcuHr):	10.96	Cycle Time (s):	90
	PRC Over All Lanes (%):	50.3	Total Delay Over All Lanes(pcuHr):	10.96		

Full Input Data And Results

Scenario 2: 'Pm Peak' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

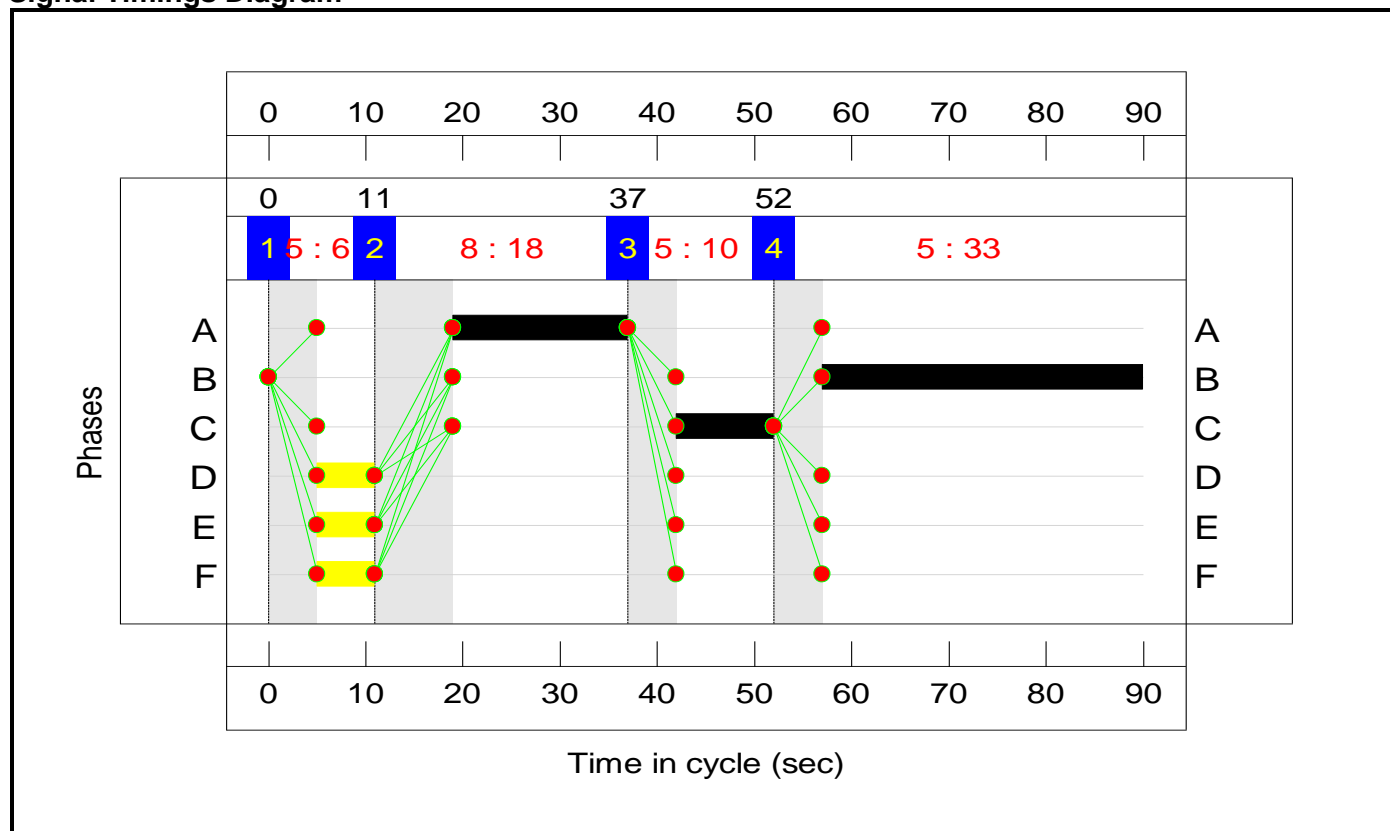
Stage Sequence Diagram



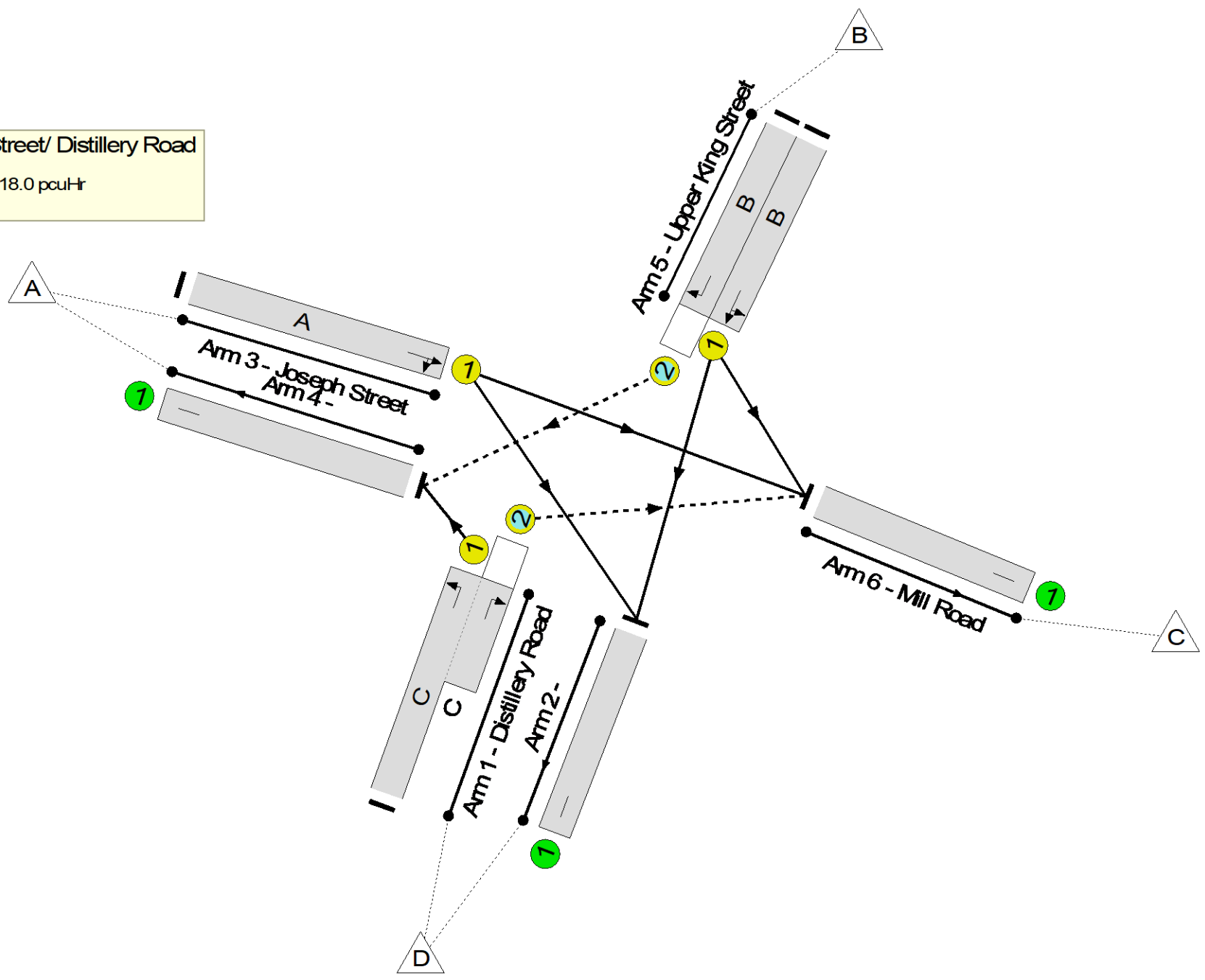
Stage Timings

Stage	1	2	3	4
Duration	6	18	10	33
Change Point	0	11	37	52

Signal Timings Diagram



King Street/ Joseph Street/ Distillery Road
PRC: 8.8 %
Total Traffic Delay: 18.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
King Street/ Joseph Street/ Distillery Road	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
1/1+1/2	Distillery Road Left Right	U+O	N/A	N/A	C		1	10	-	234	1687:1940	200+96	79.0 : 79.0%
2/1		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
3/1	Joseph Street Right Ahead	U	N/A	N/A	A		1	18	-	286	1637	346	82.8%
4/1		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
5/1	Upper King Street Ahead Left	U	N/A	N/A	B		1	33	-	533	1720	650	82.0%
5/2	Upper King Street Right	O	N/A	N/A	B		1	33	-	339	1492	564	60.1%
6/1	Mill Road	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	406	9	11.0	7.0	0.0	18.0	-	-	-	-
King Street/ Joseph Street/ Distillery Road	-	-	0	406	9	11.0	7.0	0.0	18.0	-	-	-	-
1/1+1/2	234	234	0	74	2	2.4	1.8	0.0	4.2	64.9	3.8	1.8	5.6
2/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	286	286	-	-	-	2.7	2.2	-	4.9	62.0	6.8	2.2	9.1
4/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	533	533	-	-	-	3.7	2.2	-	5.9	40.1	12.0	2.2	14.2
5/2	339	339	0	331	8	2.1	0.7	0.0	2.9	30.5	6.8	0.7	7.5
6/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

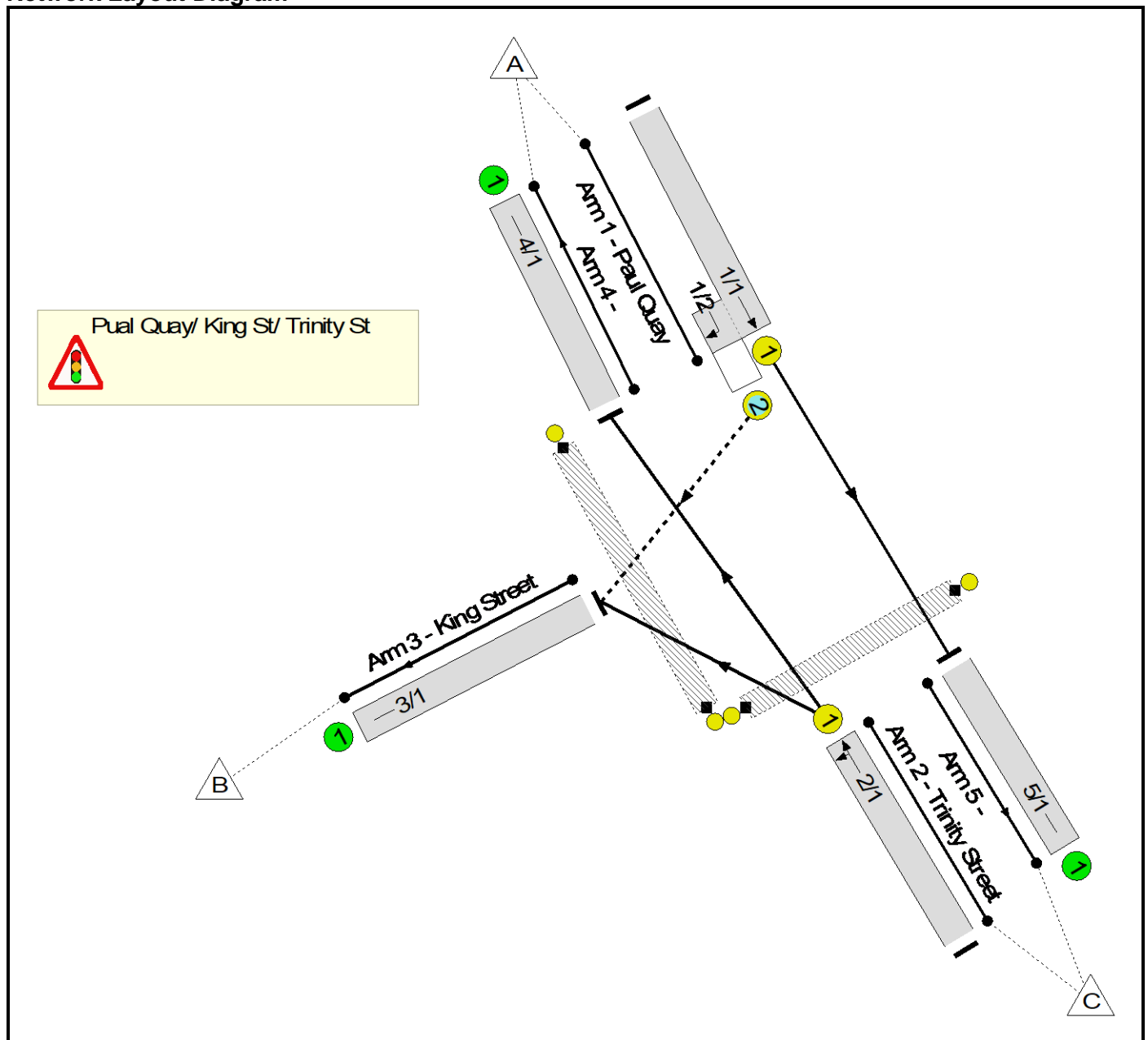
C1	PRC for Signalled Lanes (%):	8.8	Total Delay for Signalled Lanes (pcuHr):	17.96	Cycle Time (s):	90
	PRC Over All Lanes (%):	8.8	Total Delay Over All Lanes(pcuHr):	17.96		

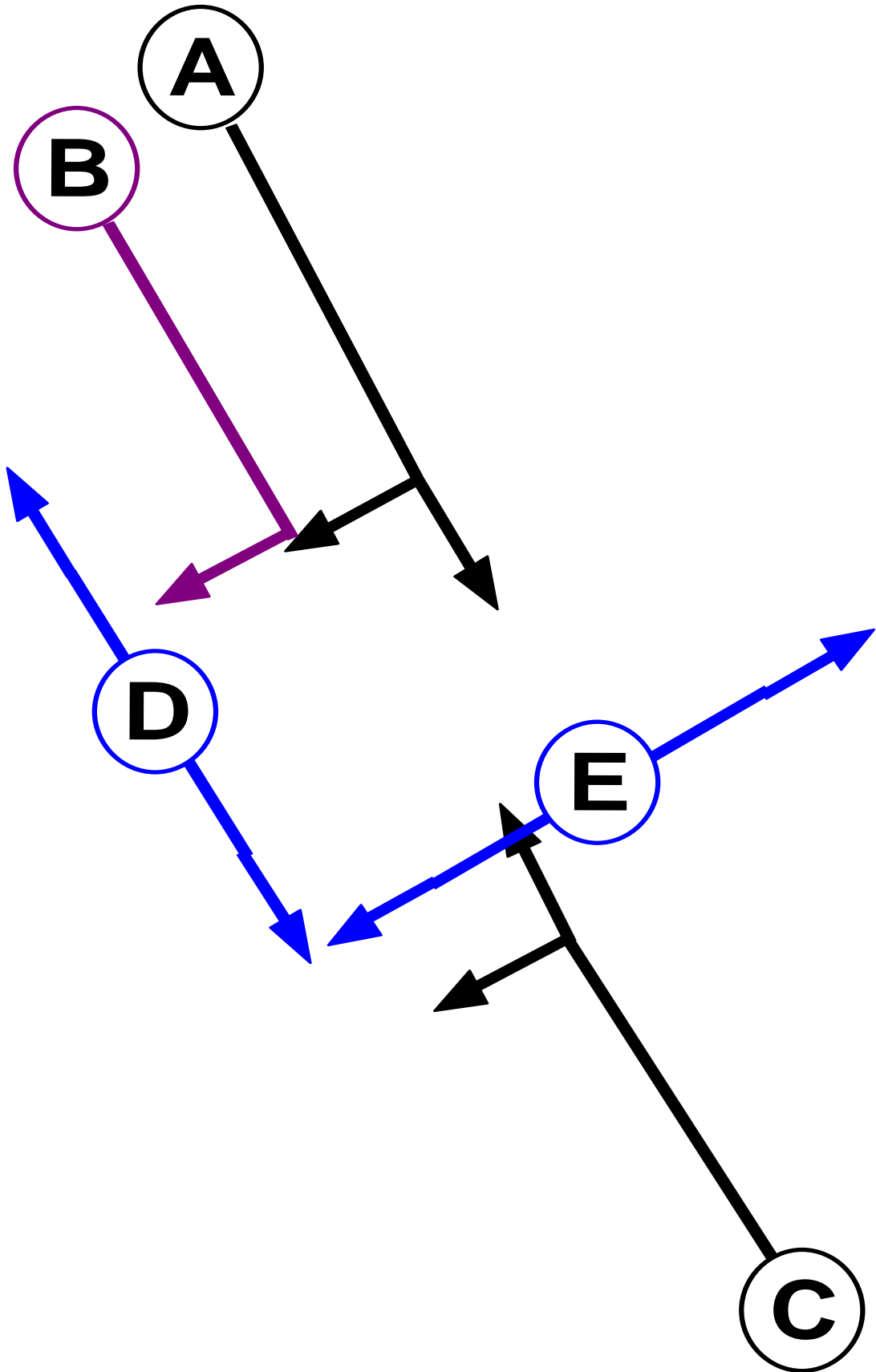
Full Input Data And Results
Full Input Data And Results

User and Project Details

Project:	18133 Trinity Wharf Masterplan
Title:	Trinity St/ King St, Pual Quay
Location:	Wexford
File name:	Paul Quay King St Trinity St Junction Opening Year.lsg3x
Author:	JA
Company:	ROD
Address:	Dublin 18
Notes:	

Network Layout Diagram





Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Pedestrian		6	6
E	Pedestrian		6	6

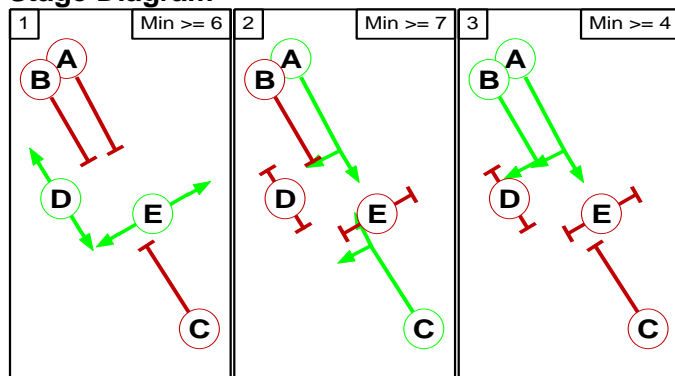
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A	-	-	5	5	
	B	-	-	5	5	-
	C	-	5	-	5	5
	D	5	5	5	-	-
	E	7	-	7	-	-

Phases in Stage

Stage No.	Phases in Stage
1	D E
2	A C
3	A B

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
1	7	X	
2	5		5
3	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Pual Quay/ King St/ Trinity St											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Paul Quay)	3/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Pual Quay/ King St/ Trinity St												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Paul Quay)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
1/2 (Paul Quay)	O	A B	2	3	2.0	Geom	-	3.00	0.00	Y	Arm 3 Right	Inf
2/1 (Trinity Street)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 3 Left	6.00
											Arm 4 Ahead	Inf
3/1 (King Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Am Peak'	08:00	09:00	01:00	
2: 'PM Peak'	17:00	18:00	01:00	

Scenario 1: 'AM' (FG1: 'Am Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	130	330	460
	B	0	0	0	0
	C	578	104	0	682
	Tot.	578	234	330	1142

Traffic Lane Flows

Lane	Scenario 1: AM
Junction: Pual Quay/ King St/ Trinity St	
1/1 (with short)	460(In) 330(Out)
1/2 (short)	130
2/1	682
3/1	234
4/1	578
5/1	330

Full Input Data And Results

Lane Saturation Flows

Junction: Pual Quay/ King St/ Trinity St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Paul Quay)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Paul Quay)	3.00	0.00	Y	Arm 3 Right	Inf	100.0 %	1915	1915
2/1 (Trinity Street)	4.00	0.00	Y	Arm 3 Left	6.00	15.2 %	1941	1941
				Arm 4 Ahead	Inf	84.8 %		
3/1 (King Street Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
A	0	314	462	776	
B	0	0	0	0	
C	398	206	0	604	
Tot.	398	520	462	1380	

Traffic Lane Flows

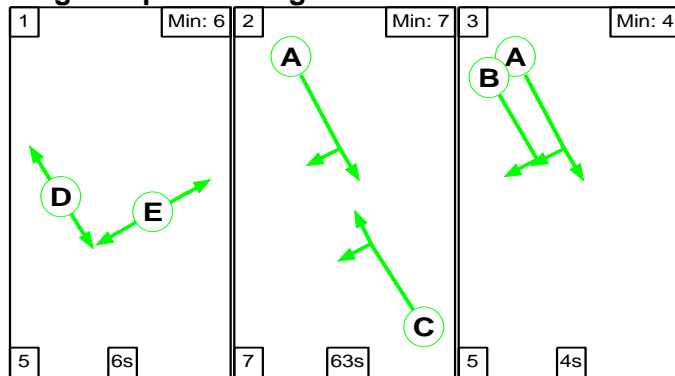
Lane	Scenario 2: PM
Junction: Pual Quay/ King St/ Trinity St	
1/1 (with short)	776(In) 462(Out)
1/2 (short)	314
2/1	604
3/1	520
4/1	398
5/1	462

Lane Saturation Flows

Junction: Pual Quay/ King St/ Trinity St								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Paul Quay)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Paul Quay)	3.00	0.00	Y	Arm 3 Right	Inf	100.0 %	1915	1915
2/1 (Trinity Street)	4.00	0.00	Y	Arm 3 Left	6.00	34.1 %	1857	1857
				Arm 4 Ahead	Inf	65.9 %		
3/1 (King Street Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM' (FG1: 'Am Peak', Plan 1: 'Network Control Plan 1')

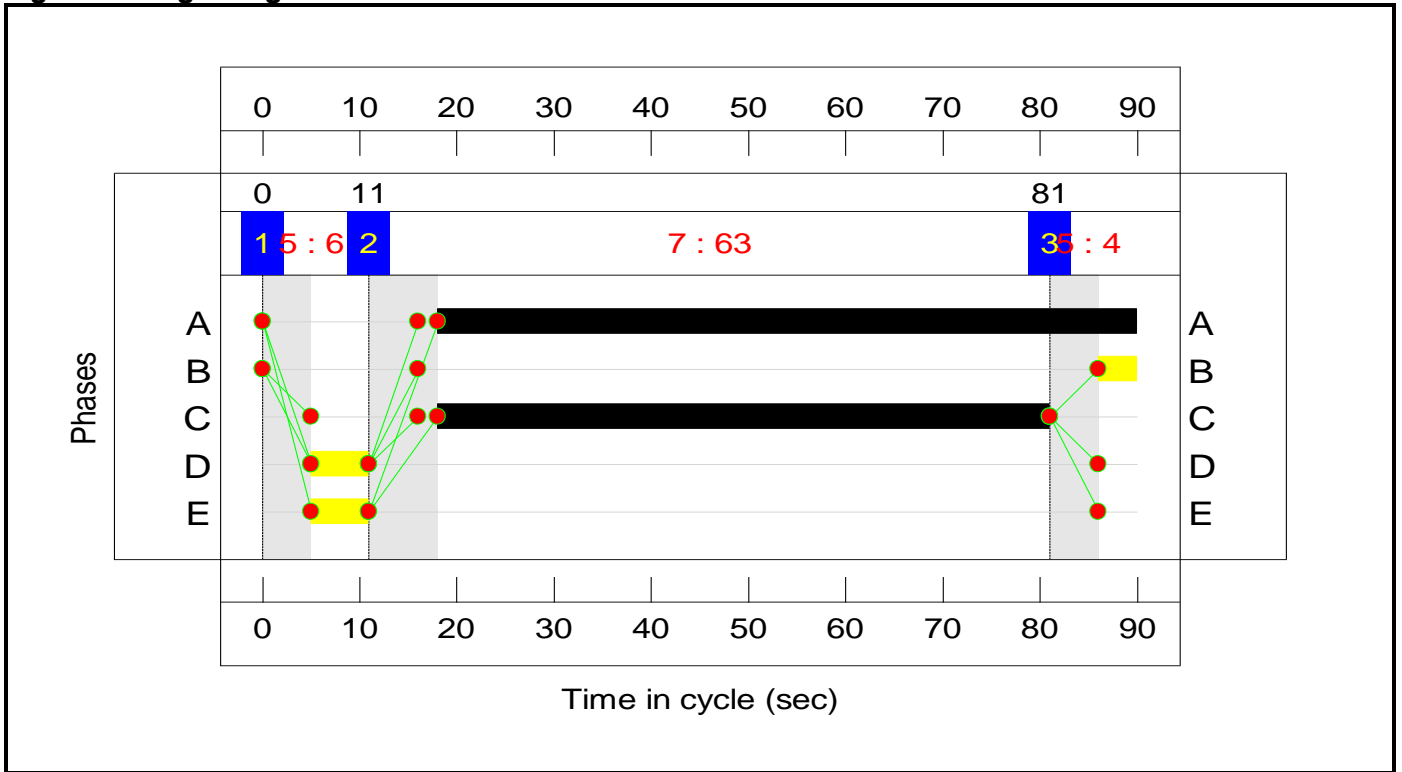
Stage Sequence Diagram




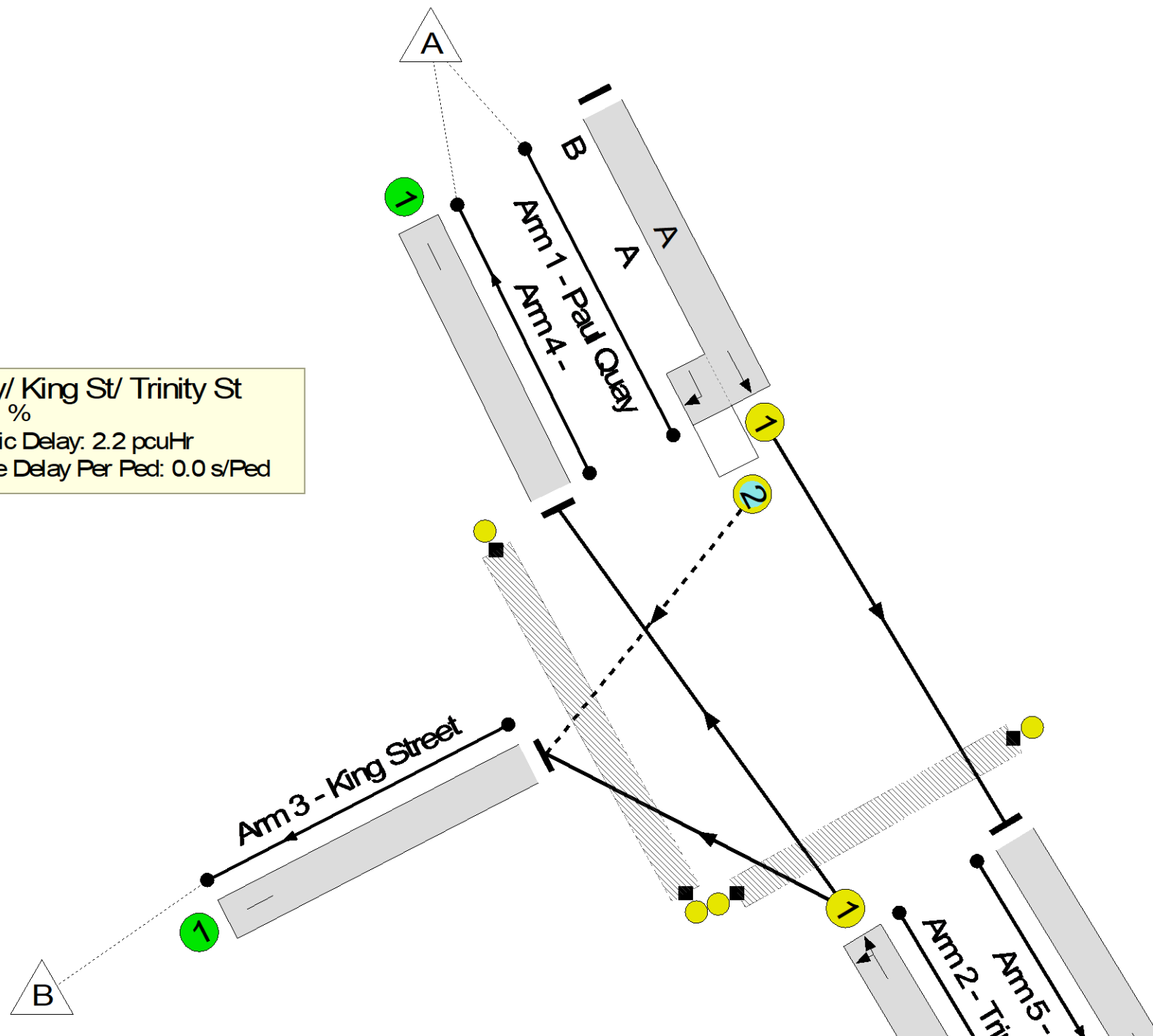
Stage Timings

Stage	1	2	3
Duration	6	63	4
Change Point	0	11	81

Signal Timings Diagram



 Pual Quay/ King St/ Trinity St
PRC: 82.1 %
Total Traffic Delay: 2.2 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Trinity St/ King St, Pual Quay	-	-	N/A	-	-		-	-	-	-	-	-	49.4%
Pual Quay/ King St/ Trinity St	-	-	N/A	-	-		-	-	-	-	-	-	49.4%
1/1+1/2	Paul Quay Right Ahead	U+O	N/A	N/A	A	B	1	72	4	460	1915:1915	1133+446	29.1 : 29.1%
2/1	Trinity Street Left Ahead	U	N/A	N/A	C		1	63	-	682	1941	1380	49.4%
3/1	King Street	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
Ped Link: P1	Trinity St Corssing	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	King St Crossing	-	N/A	-	D		1	6	-	0	-	0	0.0%

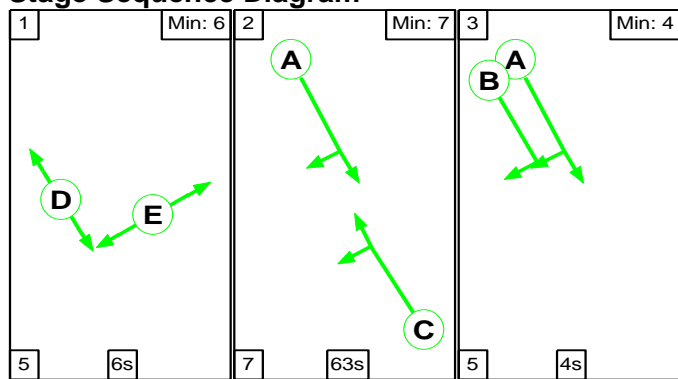
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Trinity St/ King St, Pual Quay	-	-	117	10	3	1.3	0.7	0.2	2.2	-	-	-	-
Pual Quay/ King St/ Trinity St	-	-	117	10	3	1.3	0.7	0.2	2.2	-	-	-	-
1/1+1/2	460	460	117	10	3	0.2	0.2	0.2	0.6	4.9	1.8	0.2	2.0
2/1	682	682	-	-	-	1.1	0.5	-	1.6	8.4	7.6	0.5	8.1
3/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 82.1 Total Delay for Signalled Lanes (pcuHr): 2.21 Cycle Time (s): 90 PRC Over All Lanes (%): 82.1 Total Delay Over All Lanes(pcuHr): 2.21													

Full Input Data And Results

Scenario 2: 'PM' (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

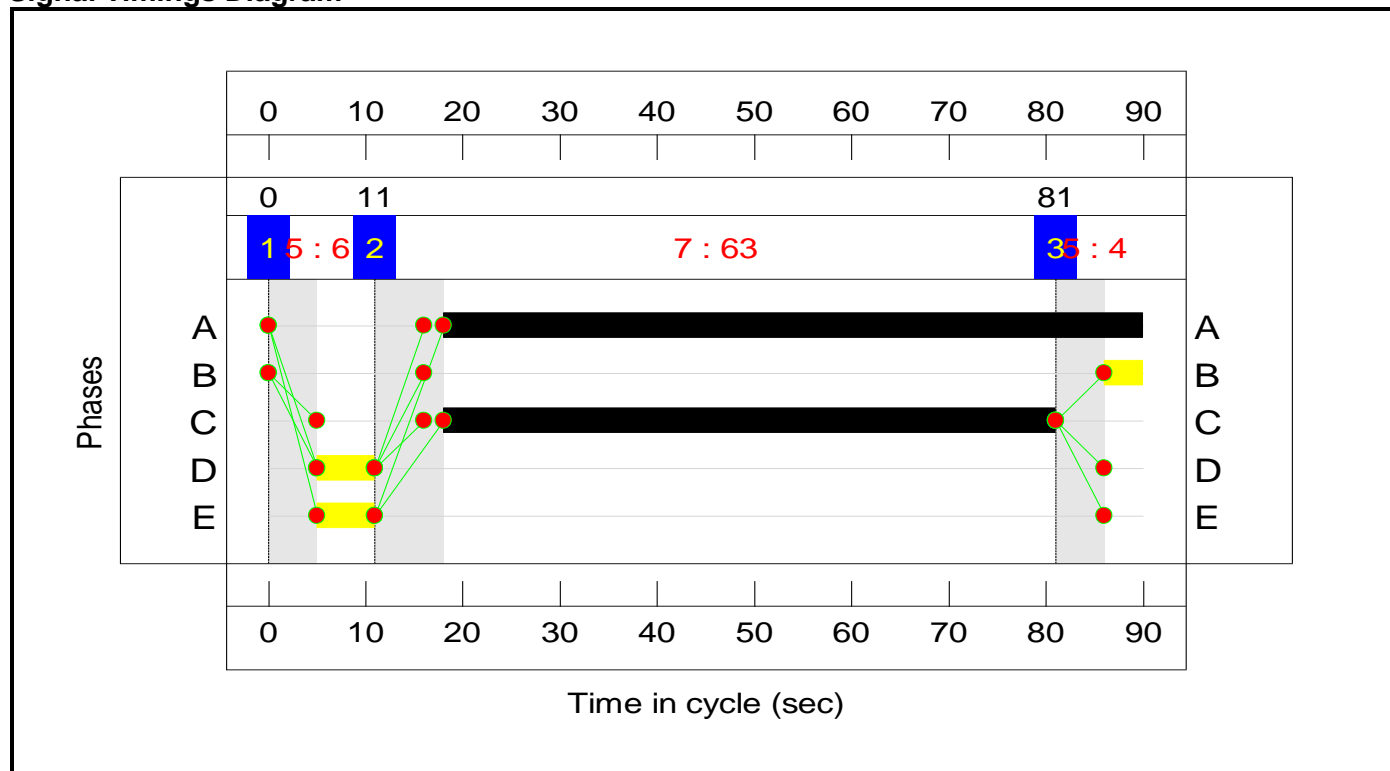
Stage Sequence Diagram




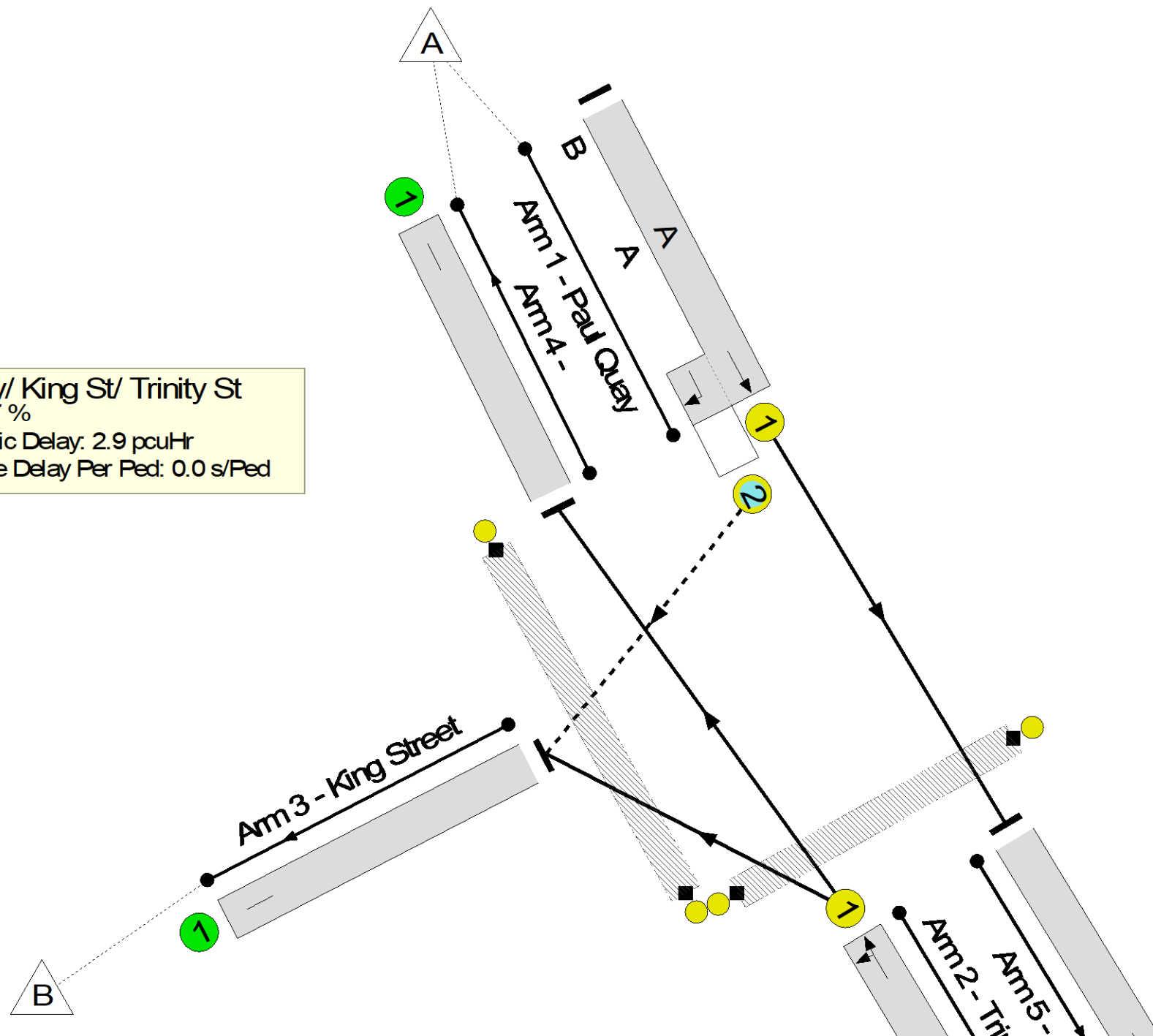
Stage Timings

Stage	1	2	3
Duration	6	63	4
Change Point	0	11	81

Signal Timings Diagram



 Pual Quay/ King St/ Trinity St
PRC: 76.7 %
Total Traffic Delay: 2.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Trinity St/ King St, Pual Quay	-	-	N/A	-	-		-	-	-	-	-	-	50.9%
Pual Quay/ King St/ Trinity St	-	-	N/A	-	-		-	-	-	-	-	-	50.9%
1/1+1/2	Paul Quay Right Ahead	U+O	N/A	N/A	A	B	1	72	4	776	1915:1915	907+616	50.9 : 50.9%
2/1	Trinity Street Left Ahead	U	N/A	N/A	C		1	63	-	604	1857	1321	45.7%
3/1	King Street	U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%
Ped Link: P1	Trinity St Corssing	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	King St Crossing	-	N/A	-	D		1	6	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Trinity St/ King St, Pual Quay	-	-	283	24	7	1.5	0.9	0.5	2.9	-	-	-	-
Pual Quay/ King St/ Trinity St	-	-	283	24	7	1.5	0.9	0.5	2.9	-	-	-	-
1/1+1/2	776	776	283	24	7	0.5	0.5	0.5	1.5	7.1	3.8	0.5	4.3
2/1	604	604	-	-	-	0.9	0.4	-	1.4	8.1	6.4	0.4	6.8
3/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 76.7 Total Delay for Signalled Lanes (pcuHr): 2.88 Cycle Time (s): 90 PRC Over All Lanes (%): 76.7 Total Delay Over All Lanes(pcuHr): 2.88													

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2018
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Filename: Trinity St Fishers Row Sir William St Junction.arc8

Path: J:\2018\18133\18133-02_WIP\05 CALCS\01 Traffic\Junctions 8\Trinity Street Fishers Row Sir William Street Lower Junction

Report generation date: 05/11/2018 11:29:28

« **Trinity Street / Fishers Row / William Street Lower Junction - Opening Year, AM**

- » **Junction Network**
- » **Arms**
- » **Traffic Flows**
- » **Entry Flows**
- » **Turning Proportions**
- » **Vehicle Mix**
- » **Results**

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
Trinity Street / Fishers Row / William Street Lower Junction - Opening Year				
Stream B-AC	0.07	7.90	0.07	A
Stream C-AB	0.03	7.57	0.03	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Opening Year, AM " model duration: 08:00 - 09:00
 "D2 - Opening Year, Midday" model duration: 12:00 - 13:00
 "D3 - Opening Year, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.3.332 at 05/11/2018 11:29:26

File summary

File Description

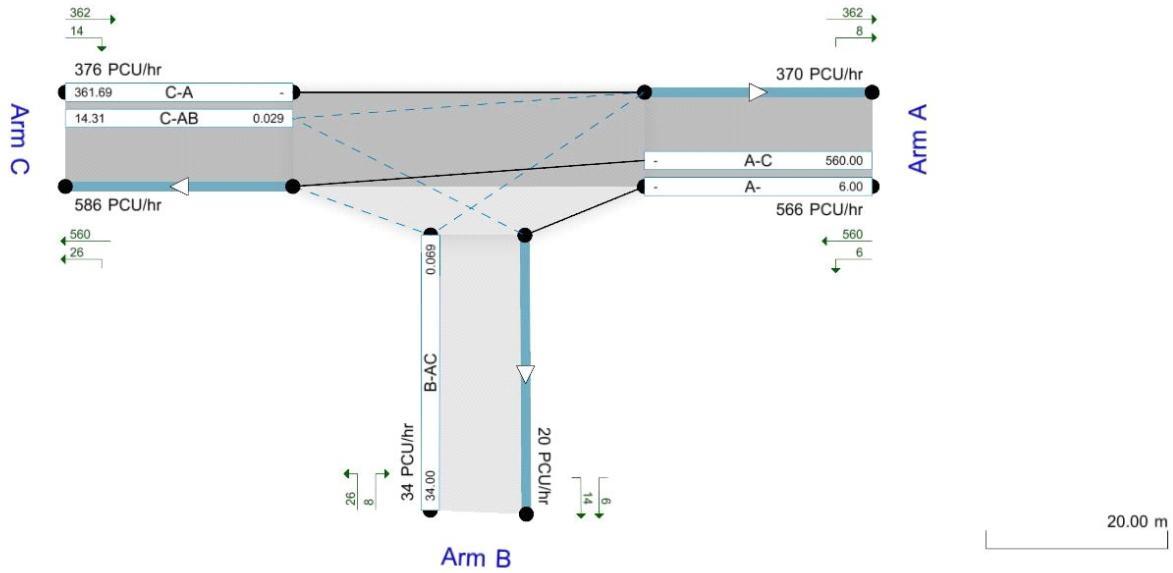
Title	Trinity Street Fishers Row William Street Lower Junction
Location	Wexford
Site Number	
Date	27/09/2018
Version	
Status	(new file)
Identifier	
Client	Wexford CoCo
Jobnumber	18133
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Text overlays show modelled flow through the junction (entry and exit flows, PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - Tinity Street / Fishers Row / William Street Lower Junction"; Demand Set "D1 - Opening Year, AM"

The junction diagram reflects the last run of ARCADY.

Tinity Street / Fishers Row / William Street Lower Junction - Opening Year, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tinity Street / Fishers Row / William Street Lower Junction			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Opening Year, AM	Opening Year	AM		FLAT	08:00	09:00	60	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Trinity Street / Parnell Street	T-Junction	Two-way	A,B,C	7.80	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Trinity Street South		Major
B	Parnell Street		Minor
C	Trinity Street North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										50	50

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.462	0.091	0.229	0.144	0.327
1	B-C	688.222	0.096	0.243	-	-
1	C-B	602.919	0.213	0.213	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	566.00	100.000
B	FLAT	✓	34.00	100.000
C	FLAT	✓	376.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	6.000	560.000
	B	8.000	0.000	26.000
	C	362.000	14.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.24	0.00	0.76
	C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	7.90	0.07	A
C-AB	0.03	7.57	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
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Filename: Trinity St Fishers Row Sir William St Junction.arc8

Path: J:\2018\18133\18133-02_WIP\05 CALCS\01 Traffic\Junctions 8\Trinity Street Fishers Row Sir William Street Lower Junction

Report generation date: 05/11/2018 11:31:48

« **Trinity Street / Fishers Row / William Street Lower Junction - Opening Year, PM**

- » **Junction Network**
- » **Arms**
- » **Traffic Flows**
- » **Entry Flows**
- » **Turning Proportions**
- » **Vehicle Mix**
- » **Results**

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
Trinity Street / Fishers Row / William Street Lower Junction - Opening Year				
Stream B-AC	0.05	7.36	0.04	A
Stream C-AB	0.21	7.29	0.16	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Opening Year, AM" model duration: 08:00 - 09:00

"D2 - Opening Year, Midday" model duration: 12:00 - 13:00

"D3 - Opening Year, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.3.332 at 05/11/2018 11:31:45

File summary

File Description

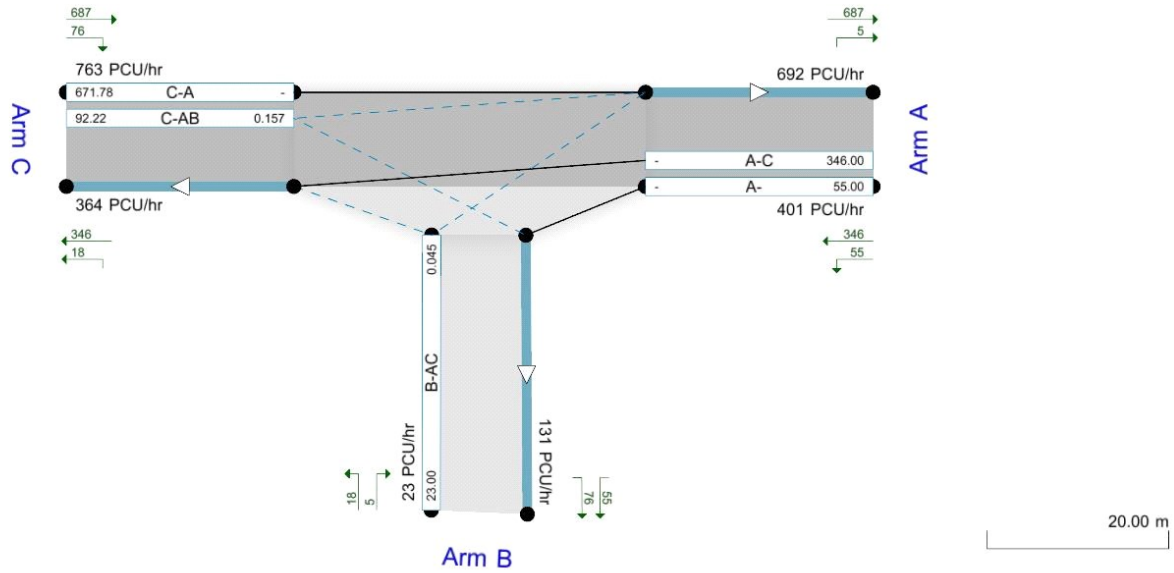
Title	Trinity Street Fishers Row William Street Lower Junction
Location	Wexford
Site Number	
Date	27/09/2018
Version	
Status	(new file)
Identifier	
Client	Wexford CoCo
Jobnumber	18133
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Text overlays show modelled flow through the junction (entry and exit flows, PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (17:00-17:15)
Showing Analysis Set "A1 - Tinity Street / Fishers Row / William Street Lower Junction"; Demand Set "D3 - Opening Year, PM"

The junction diagram reflects the last run of ARCADY.

Tinity Street / Fishers Row / William Street Lower Junction - Opening Year, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tinity Street / Fishers Row / William Street Lower Junction			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Opening Year, PM	Opening Year	PM		FLAT	17:00	18:00	60	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Trinity Street / Parnell Street	T-Junction	Two-way	A,B,C	7.30	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Trinity Street South		Major
B	Parnell Street		Minor
C	Trinity Street North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										50	50

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.462	0.091	0.229	0.144	0.327
1	B-C	688.222	0.096	0.243	-	-
1	C-B	602.919	0.213	0.213	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	401.00	100.000
B	FLAT	✓	23.00	100.000
C	FLAT	✓	764.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	55.000	346.000
	B	5.000	0.000	18.000
	C	687.000	77.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.22	0.00	0.78
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.36	0.05	A
C-AB	0.16	7.29	0.21	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
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Filename: Trinity Street Parnell Street Junction.arc8

Path: J:\2018\18133\18133-02_WIP\05 CALCS\01 Traffic\Junctions 8\Trinity Street Parnell Street Junction_Junctions 8 Report

Report generation date: 28/11/2018 17:19:52

« **Trinity Street / Parnell Street Junction - Opening Year, AM**

- » **Junction Network**
- » **Arms**
- » **Traffic Flows**
- » **Entry Flows**
- » **Turning Proportions**
- » **Vehicle Mix**
- » **Results**

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
Trinity Street / Parnell Street Junction - Opening Year				
Stream B-C	0.32	9.06	0.24	A
Stream B-A	0.34	12.11	0.25	B
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Opening Year, AM " model duration: 08:00 - 09:00

"D2 - Opening Year, Midday" model duration: 12:00 - 13:00

"D3 - Opening Year, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.3.332 at 28/11/2018 17:19:49

File summary

File Description

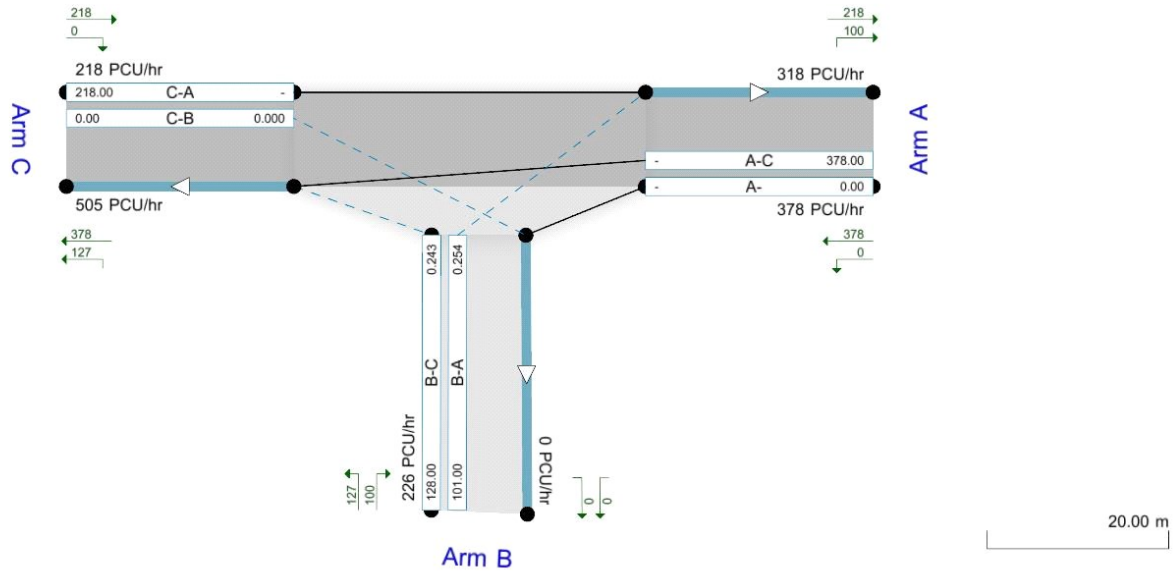
Title	Trinity Street Parnell Street Junction
Location	Wexford
Site Number	
Date	27/09/2018
Version	
Status	(new file)
Identifier	
Client	Wexford CoCo
Jobnumber	18133
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Text overlays show modelled flow through the junction (entry and exit flows, PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - Tinity Street / Parnell Street Junction"; Demand Set "D1 - Opening Year, AM"

The junction diagram reflects the last run of ARCADY.

Tinity Street / Parnell Street Junction - Opening Year, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tinity Street / Parnell Street Junction			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Opening Year, AM	Opening Year	AM		FLAT	08:00	09:00	60	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Trinity Street / Parnell Street	T-Junction	Two-way	A,B,C	10.40	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Trinity Street South		Major
B	Parnell Street		Minor
C	Trinity Street North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00								50	50

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	518.507	0.092	0.234	0.147	0.334
1	B-C	655.413	0.098	0.248	-	-
1	C-B	602.919	0.229	0.229	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	378.00	100.000
B	FLAT	✓	229.00	100.000
C	FLAT	✓	218.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	378.000
	B	101.000	0.000	128.000
	C	218.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.44	0.00	0.56
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	9.06	0.32	A
B-A	0.25	12.11	0.34	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
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Filename: Trinity Street Parnell Street Junction.arc8

Path: J:\2018\18133\18133-02_WIP\05 CALCS\01 Traffic\Junctions 8\Trinity Street Parnell Street Junction_Junctions 8 Report

Report generation date: 28/11/2018 17:21:13

« **Trinity Street / Parnell Street Junction - Opening Year, PM**

- » **Junction Network**
- » **Arms**
- » **Traffic Flows**
- » **Entry Flows**
- » **Turning Proportions**
- » **Vehicle Mix**
- » **Results**

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
Trinity Street / Parnell Street Junction - Opening Year				
Stream B-C	0.29	8.72	0.23	A
Stream B-A	0.31	12.48	0.24	B
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Opening Year, AM" model duration: 08:00 - 09:00

"D2 - Opening Year, Midday" model duration: 12:00 - 13:00

"D3 - Opening Year, PM " model duration: 17:00 - 18:00

Run using Junctions 8.0.3.332 at 28/11/2018 17:21:11

File summary

File Description

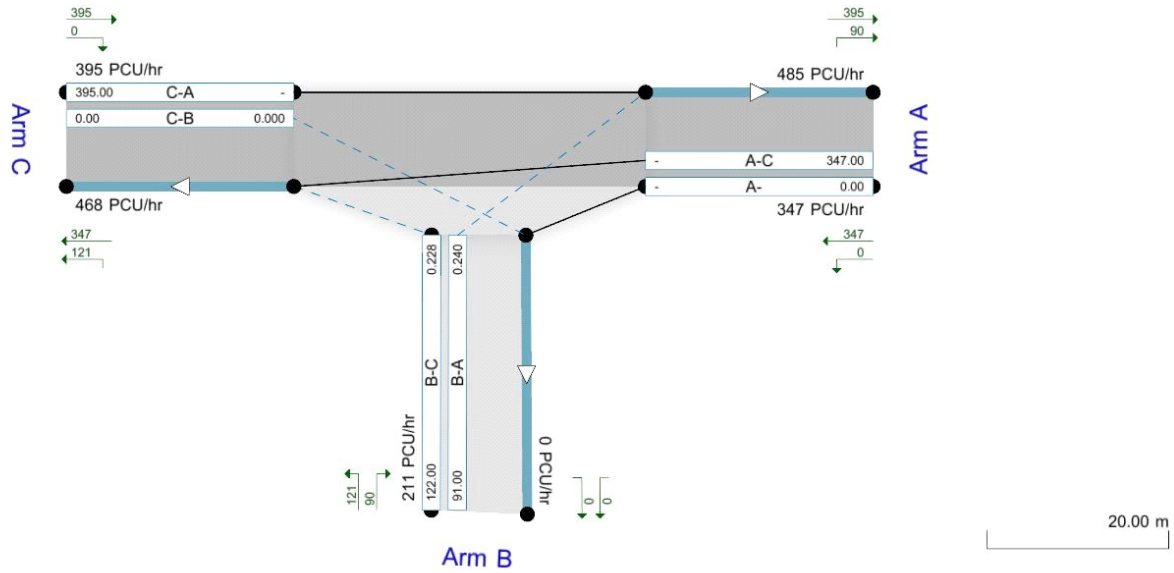
Title	Trinity Street Parnell Street Junction
Location	Wexford
Site Number	
Date	27/09/2018
Version	
Status	(new file)
Identifier	
Client	Wexford CoCo
Jobnumber	18133
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Text overlays show modelled flow through the junction (entry and exit flows, PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RfC ()
Time Segment: (17:00-17:15)
Showing Analysis Set "A1 - Tinity Street / Parnell Street Junction"; Demand Set "D3 - Opening Year, PM"

The junction diagram reflects the last run of ARCADY.

Tinity Street / Parnell Street Junction - Opening Year, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tinity Street / Parnell Street Junction			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Opening Year, PM	Opening Year	PM		FLAT	17:00	18:00	60	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Trinity Street / Parnell Street	T-Junction	Two-way	A,B,C	10.33	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Trinity Street South		Major
B	Parnell Street		Minor
C	Trinity Street North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.00	3.00								50	50

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	518.507	0.092	0.234	0.147	0.334
1	B-C	655.413	0.098	0.248	-	-
1	C-B	602.919	0.229	0.229	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	347.00	100.000
B	FLAT	✓	213.00	100.000
C	FLAT	✓	395.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	347.000
	B	91.000	0.000	122.000
	C	395.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.43	0.00	0.57
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	8.72	0.29	A
B-A	0.24	12.48	0.31	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

APPENDIX H: ROAD SAFETY AUDIT REPORT

Roughan & O Donovan

Proposed Trinity Wharf
Development, Co. Wexford

Stage 1 Road Safety Audit

Roughan & O Donovan

Proposed Trinity Wharf Development, Co. Wexford

Stage 1 Road Safety Audit

Document Ref:	P18-093-RP-001
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Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
1.0	DOB	TAG	TAG	6 th Dec. 2018	Draft Report

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1 Introduction

1.1 General

This report results from a Stage 1 Road Safety Audit on the proposed Trinity Wharf Development in Co. Wexford carried out at the request of Mr. John Ahern of Roughan & O Donovan.

The members of the Road Safety Audit Team are independent of the design team, and include:

Mr. Aly Gleeson

(MBA, MEng, BSc, CEng, RSACert, MIEI, MSoRSA)
Road Safety Audit Team Leader

Mr. David O'Brien

(BA, BAI, PgDip(PM), CEng, MIEI)
Road Safety Audit Team Member

The Road Safety Audit took place during December 2018 and comprised an examination of the documents provided by the designers (see Appendix B). In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the 4th December 2018 (at approximately 10:45am). Weather conditions during the site visit were dry. The road surface was dry. Traffic volumes and speeds were considered low.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report and their locations are shown in Appendix D. Where problems are general to the proposals sample drawing extracts are within the main body of the report where considered necessary.

This has been carried out in accordance with the requirements of GE-STY-01024 (December 2017) - Road Safety Audit, contained on the Transport Infrastructure Ireland (TII) Publications website.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety and considers the perspective of all road users. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

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

2 Project Description

It is proposed to develop a high-density urban development located on a brown field site within Wexford Town, Co. Wexford. The proposed development consists of a hotel, three office buildings, a multi-storey car park, a residential complex, a cultural and performance centre and a marina.

Vehicular access to the development will be provided from Trinity Street within Wexford Town forming a new four-arm signalised junction with Seaview Avenue. Trinity Street provides access into Wexford Town centre and has a posted speed limit of 50kph.

The vehicular access to the development will cross a rail line which will be controlled by a level crossing. Pedestrian and cycle access will be provided via a new 6m wide bridge from Paul Quay, located in the north west corner of the site (see Figure 2-1). Pedestrian and cycle facilities within the development include a dedicated shared cycle/footway along the northern and eastern extents of the proposed development.

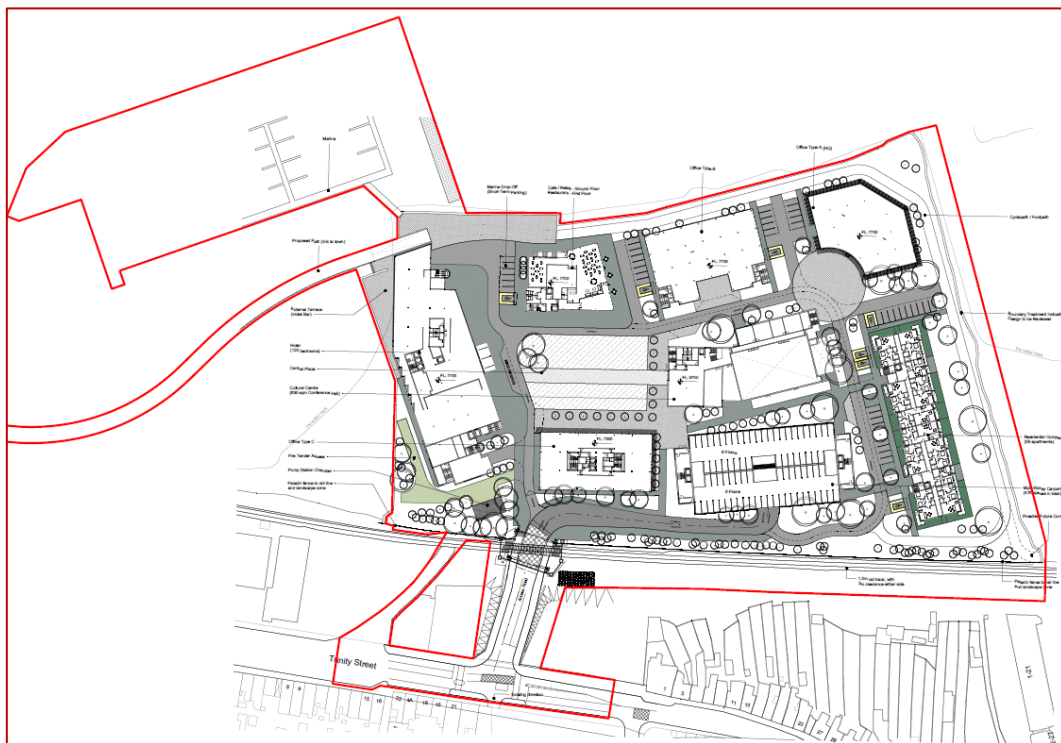


FIGURE 2-1 PROPOSED SITE LAYOUT

3 Main Report

3.1 Problem

Location: Seaview Avenue

Summary: It is unclear if sufficient turning space will be provided within Seaview Avenue



The proposed signalised junction at the development access will include traffic signals for vehicles exiting Seaview Avenue, which is a narrow cul de sac. It is unclear how vehicles currently exit Seaview Avenue, as there is no turning head within the cul de sac. It is assumed that the majority of drivers currently reverse onto Trinity Street when exiting Seaview Avenue, though this needs to be validated.

It is therefore unclear how drivers will exit Seaview Avenue under the current proposal, as they may not have clear visibility to the green signal if the current practice (assumed) of reversing is maintained. If this is the case, exiting drivers may reverse onto the junction when it is unsafe to do so, leading to side-on collisions.

Recommendation

The designer should investigate the existing arrangement within Seaview Avenue, and determine how the current exiting procedure may impact, or be impacted by, the proposed traffic signals.

Measures should be provided to ensure Seaview Avenue traffic does not reverse into Trinity Street under the proposed layout.

3.2 Problem

Location: General Problem

Summary: Insufficient swept paths



Vehicle swept path analysis appears to highlight a number of vehicle movements over-running the proposed footway and parking spaces. If insufficient space is provided, this may lead to vehicles mounting the inside kerb when undertaking turning manoeuvres, resulting in pedestrian/vehicle collisions.

Additionally, swept paths indicate HGV's entering/exiting the development must use the adjacent lane to complete movements to/from Trinity Street. This may result in a side swipe collision with a vehicle in the adjacent lane. This problem is exacerbated when the left and right turn movements happen together, as left turning HGVs may weave into the right turn lane, leading to side swipe collisions.

Additionally, it is unclear how HGV's will exit from the Cul De Sac's located to the north of the development where the carriageway width appears to be narrow. HGVs attempting to reverse out from these locations onto the one-way systems may find the manoeuvre difficult and with insufficient visibility resulting in material damage collisions.

Recommendation

Ensure sufficient turning space is provided for vehicles throughout the proposed development and ensure turning movements for vehicles entering/exiting the development do not require vehicles to use the adjacent lane.

3.3 Problem

Location: General Problem

Summary: Information regarding bicycle parking bays not provided to the Audit Team.

Information regarding bicycle parking bays has not been provided to the Audit Team. The Audit Team are aware that this is a Stage 1 Road Safety Audit and this information is likely to be considered as the design progresses. However, if sufficient consideration is not given to the location of bicycle parking bays, this could result bicycle parking being located where the effective footpath width is reduced below 1.2m. Additionally, insufficient bicycle parking facilities may result in informal parking, also reducing the effective footpath width. This may lead to pedestrians walking into the running carriageway where there is an increased risk of vehicle/pedestrian collision.

Recommendation

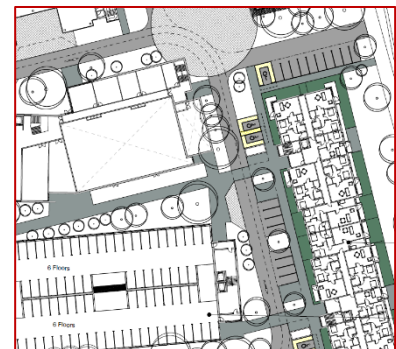
Ensure sufficient bicycle parking bays are provided, and are located where there is demand close to amenities and residential developments.

3.4 Problem

Drawing No.: General Problem

Summary: Visibility at internal junctions and pedestrian crossings may be reduced or impacted by the location of proposed trees.

A number of trees are proposed within the development. Where these trees are located near internal junctions or at pedestrian crossings, visibility may be reduced or impacted resulting in drivers being unaware of vehicles reversing out of parking bays or pedestrians attempting to cross the road. This may result in a side-on or vehicle/pedestrian collision.



Recommendation

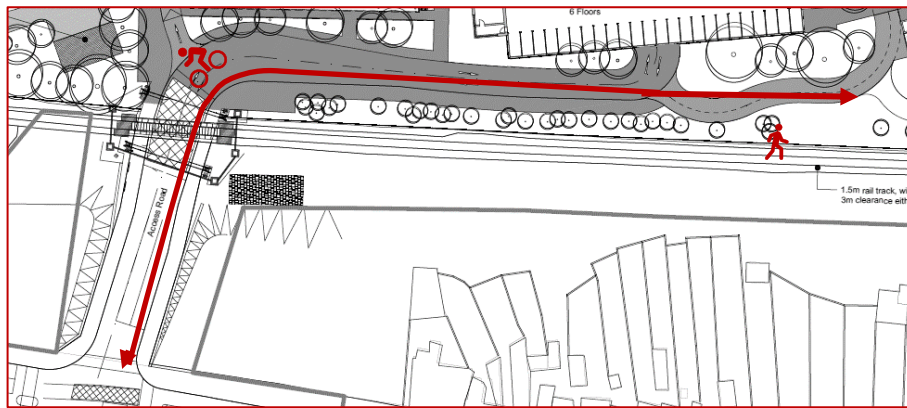
Ensure existing and proposed trees do not reduce or impact visibility requirements at junctions and pedestrian crossings within the proposed development. Additionally, ensure footways and internal roads are free from low hanging tree canopies.

3.5 Problem

Drawing No: Figure 2: Proposed Site Layout + Section

Summary: Discontinuous cycle/pedestrian facilities

Pedestrian and cycle facilities are proposed throughout the development including a cyclepath/footpath from the south-eastern to northern extents. However, pedestrian/cycle facilities are not continuous along the southern extents of the development. Without the provision of a continued pedestrian/cycle facility on the southern side, VRUs may enter the running carriageway where there is an increased risk of a personal injury collision.



Recommendation

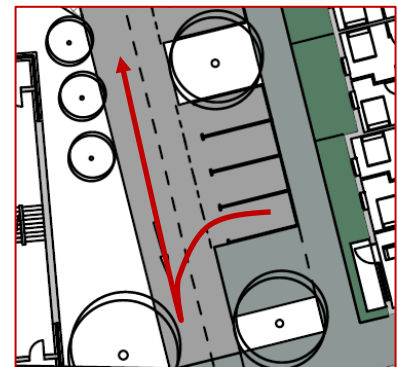
Provide continuous cycle and pedestrian facilities along the southern extents of the scheme.

3.6 Problem

Drawing No.: Figure 2: Proposed Site Layout + Section

Summary: Perpendicular parking bays may result in drivers unintentionally driving against one-way traffic

The internal road layout of the proposed development includes a one-way system. The proposed perpendicular parking located on the eastern side of the development may result in drivers reversing out of the road and turning against the one-way system, leading to a head-on collision.



Recommendation

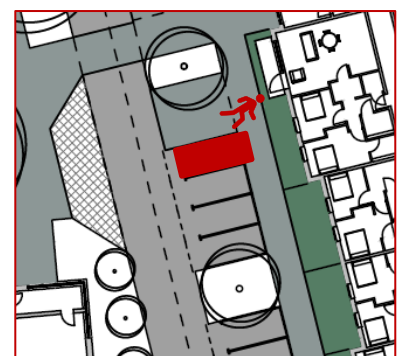
Provide echelon parking that can passively direct drivers to enter and exit the parking bays with the flow of traffic on the one-way system.

3.7 Problem

Drawing No.: Figure 2: Proposed Site Layout + Section

Summary: Parking bays may lead to vehicles overhanging the adjacent kerblines, and reducing the effective width of the footway.

Perpendicular parking bays within the development may lead to vehicles overhanging the adjacent footway, and reducing the effective width available for pedestrians. As a result, pedestrians may choose to enter the carriageway, where there is an increased risk of a vehicle/pedestrian collision. Additionally, drivers parking may unintentionally over-run the kerblines and strike a pedestrian on the footway, leading to vehicle/pedestrian collisions.



Recommendation

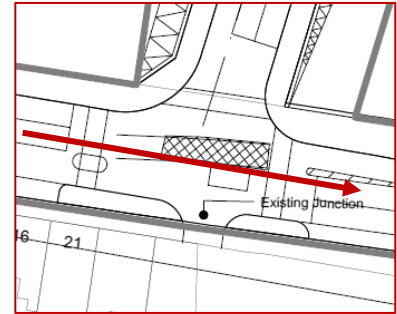
Provide measures that prevent vehicles from overhanging the adjacent footway.

3.8 Problem

Drawing No.: Figure 2: Proposed Site Layout + Section

Summary: Southbound drivers travelling straight-ahead may sight onto the opposing right turn lane, leading to head-on collisions.

The proposed signalised junction on Trinity Street includes a skewed straight-ahead movement across the junction for southbound drivers. Drivers may sight onto the right turn lane for development traffic, as it is in line with their approach to the junction. As a result, drivers may not anticipate the change in direction of travel and overrun the opposing right turn lane, resulting in head-on collisions.



The RSA Team acknowledge the guidance road markings proposed, but are concerned that these lines may not be clearly visible during the hours of darkness or during inclement weather.

Recommendation

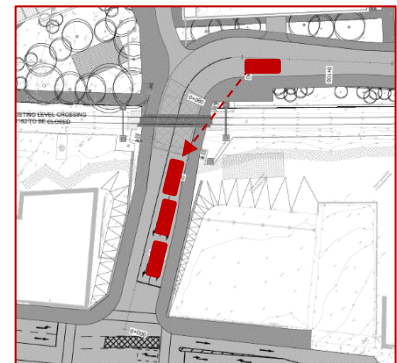
Provide measures that safely direct drivers through the junction and into the appropriate straight-ahead.

3.9 Problem

Drawing No: TRWH-ROD-SBR-SW_AE-DR-CB-4004.10

Summary: Unclear if sufficient forward visibility is achieved to queuing vehicles exiting the development

The proposed scheme includes a level crossing located on a bend approximately 50m from the development access where a signalised junction is proposed. It is unclear from the drawings provided if sufficient forward visibility is provided to queuing traffic at the traffic signals. If sufficient forward visibility is not provided to queuing traffic, drivers exiting the development may enter, and be unable to exit, the proposed yellow box. This may lead to conflict with the operation of the level crossing, leading to side-on collisions between a train and the stationary vehicle.



Recommendation

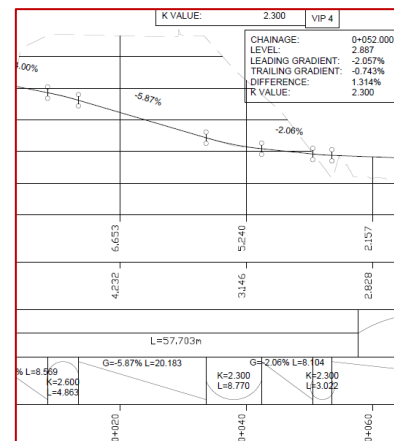
Ensure sufficient forward visibility to queuing vehicles is provided, and that adequate stacking distance is provided at the traffic signals.

3.10 Problem

Drawing No: TRWH-ROD-SBR-SW_AE-DR-CB-4004.12

Summary: Vertical gradient on development access may limit visibility.

The drawings provided show a vertical gradient of 5.87% on the development's approach to the traffic signals. Visibility into the junction for exiting development traffic may be impeded by the vertical alignment, leading to drivers entering the junction when it is unsafe to do so, resulting in possible side-on collisions with road users on Trinity Street.



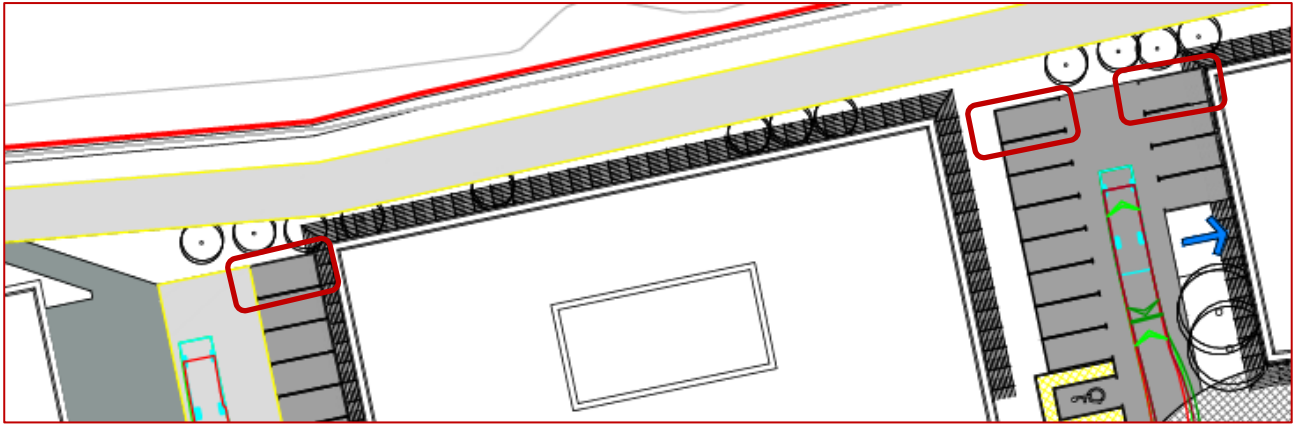
Recommendation

Ensure drivers exiting the development have clear visibility into the junction.

3.11 Problem

Drawing No.: Figure 2: Proposed Site Layout + Section

Summary: Insufficient space for drivers wishing to park in the end parking bays.



It is unclear from the drawings provided if sufficient turning space is provided for vehicles accessing/egressing the end parking spaces in the two car parks at the northern extents of the development. This may result in vehicles mounting the kerb leading to pedestrian/vehicle or material damage collisions.

Recommendation

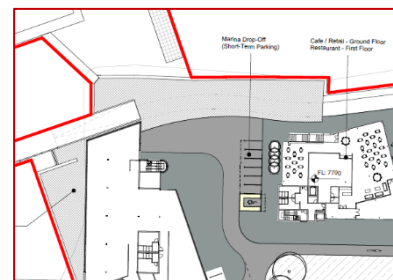
Ensure vehicles can enter/exit all car parking spaces.

3.12 Problem

Drawing No.: Figure 2: Proposed Site Layout + Section

Summary: Pedestrians and cyclists may conflict with reversing vehicles at the marina.

A pedestrian bridge is proposed on the northern extents of the scheme, which is accessed via a ramp near the marina. It is unclear from the drawings provided if measures are proposed to protect pedestrians and cyclists exiting the bridge from vehicles manoeuvring at the marina. This problem may be exacerbated by the types of vehicles reversing at the marina, which may be toeing boats or other vehicles. Failure to protect pedestrians and cyclists in this area may lead to personal injury collisions.



Recommendation

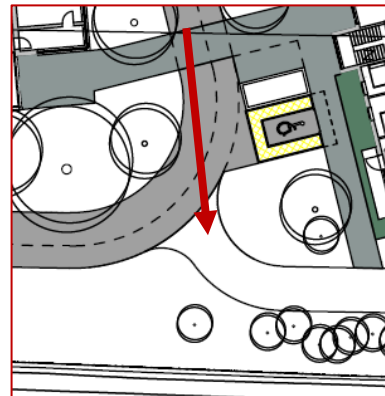
Ensure measures are provided to protect cyclists and pedestrians from moving vehicles within the marina area. Additionally, measures should be provided to ensure cyclists reduce their speed before entering the marina area.

3.13 Problem

Drawing No: Figure 2: Proposed Site Layout + Section

Summary: Drivers may enter the shared cycle/pedestrian footway at the development's southern extents

The proposed development includes a shared cycle/pedestrian footway which intersects the one-way system in the development's south-eastern corner. Due to the width of the proposed shared use footway, there is a risk that drivers may mistake the footway for a vehicular access, and turn into the facility, leading to head-on collisions with cyclists and pedestrians.



Recommendation

Provide measures to restrict vehicle access at the shared use cycle/pedestrian footway.

4 Road Safety Audit Team Statement

We certify that we have examined the drawings referred to in this report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

No one on the Road Safety Audit Team has been involved with the design of the scheme.

ROAD SAFETY AUDIT TEAM LEADER

Aly Gleeson Signed: _____

Dated: _____

ROAD SAFETY AUDIT TEAM MEMBER

David O'Brien Signed: _____

Dated: _____

Appendix A – Road Safety Audit Brief Checklist

Have the following been included in the audit brief?: (if 'No', reasons should be given below)

	Yes	No
1. The Design Brief	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Departures from Standard	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Scheme Drawings	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Scheme Details such as signs schedules, traffic signal staging	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Collision data for existing roads affected by scheme	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Traffic surveys	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Previous Road Safety Audit Reports and Designer's Responses/Feedback Form	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Previous Exception Reports	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Start date for construction and expected opening date	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Any elements to be excluded from audit	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Any other information?

(if 'Yes', describe below)

<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	-------------------------------------

Appendix B – Documents Submitted to the Road Safety Audit Team

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
Trinity Wharf Masterplan – Road Safety Audit Brief, Co.Wexford – Which includes the following drawings		
Figure 4.9 Pedestrian Link Bridge G.A Details – Sheet 1	TRWH-ROD-SBR-SW_AE-DR-CB-4004.8	0
Figure 4.9 Pedestrian Link Bridge G.A Details – Sheet 2	RWH-ROD-SBR-SW_AE-DR-CB-4004.9	0
Figure 4. 13 Autotrack analysis	RWH-ROD-HML-SW_AE-DR-CH-4004.13	0
Figure 4.14 Access Junction General Arrangement	TRWH-ROD-HML-SW_JN01-DR-CH-4004.14	0
Figure 4.14 Access Road & Level Crossing GA Details -Sheet 3	TRWH-ROD-SBR-SW_AE-DR-CB-4004.12	0
Figure 4.11 Access Road & Level Crossing GA Details -Sheet 2'	TRWH-ROD-SBR-SW_AE-DR-CB-4004.11	0
Figure 4.10 Access Road & Level Crossing GA Details -Sheet 1'	TRWH-ROD-SBR-SW_AE-DR-CB-4004.10	0

Appendix C – Feedback Form

Road Safety Audit Feedback Form

Scheme: Proposed Trinity Wharf Development in Co. Wexford

Route No.: R730

Audit Stage: Stage 1 Road Safety Audit **Date Audit Completed:** 06/12/18

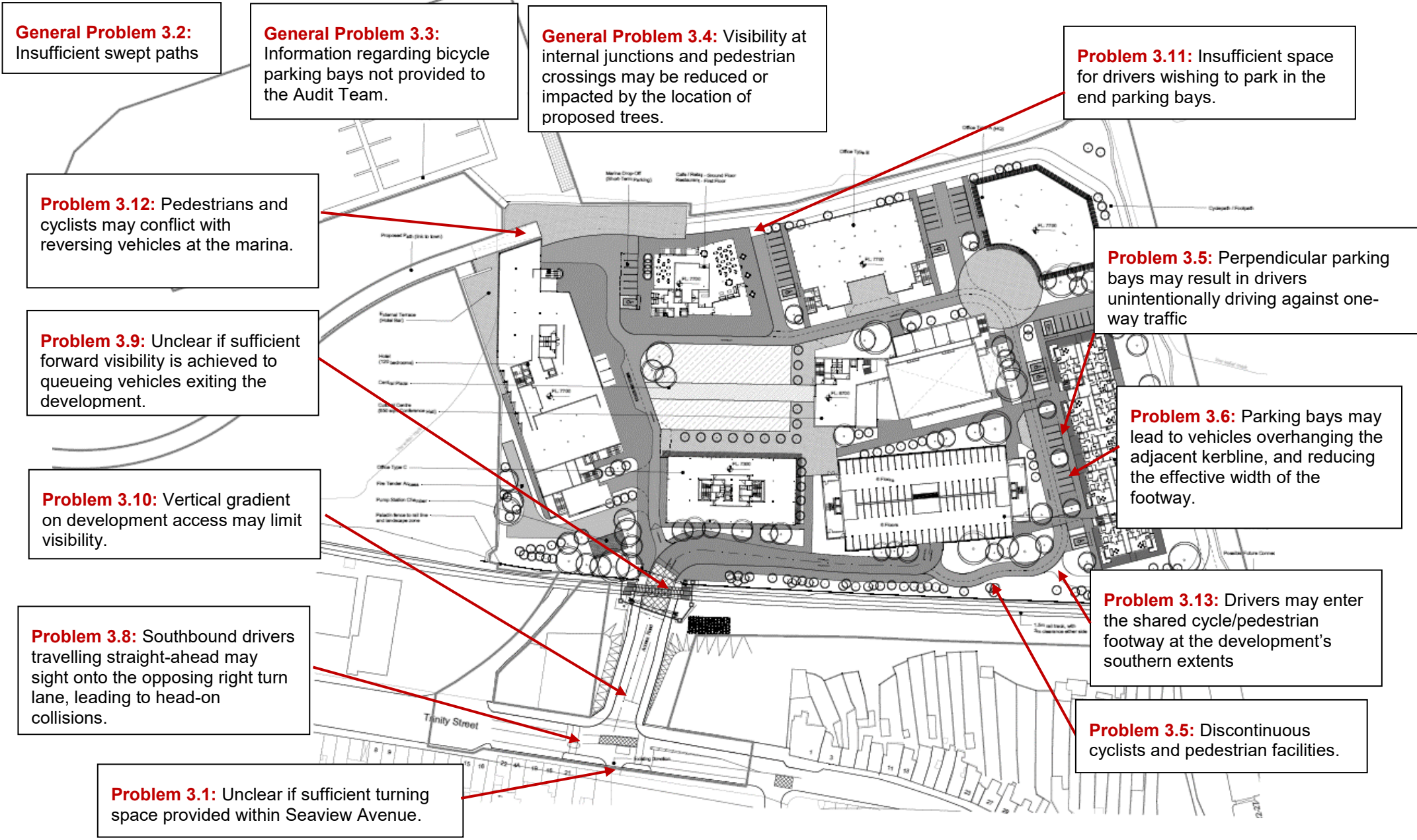
To Be Completed By Designer				To Be Completed By Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.1				
3.2				
3.3				
3.4				
3.5				
3.6				
3.7				
3.8				
3.9				
3.10				
3.11				
3.12				
3.13				

Signed: _____ Designer **Date** _____

Signed: _____ Audit Team Leader **Date** _____

Signed: _____ Employer **Date** _____

Appendix D – Problem Locations



APPENDIX I: MOBILITY MANAGEMENT PLAN

Trinity Wharf Development Wexford

Mobility Management Plan

January 2019



Client:
Wexford County Council
County Hall
Carricklawn
Wexford

Consulting Engineer:
Roughan & O'Donovan
Arena House
Arena Road
Sandyford
Dublin 18

Trinity Wharf Masterplan Scheme, Wexford

Mobility Management Plan

Document No: 18.133 MMP

Author:..... John Ahern (JA))

Checker: John Bell (JB)

Approver:..... Seamus Mac Gearailt (SMG)

Revision	Description	Made	Checked	Approved	Date
Draft	18.133 MMP	JA	JB/ SMG	SMG	21/11/2018
Issue 1	18.133 MMP	JA	JB	SMG	07/01/2019

Trinity Wharf Masterplan Scheme, Wexford

Mobility Management Plan

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1 INTRODUCTION

1. MOBILITY MANAGEMENT PLAN

This Mobility Management Plan has been prepared to support a Traffic and Transportation Assessment (TTA) for the proposed Trinity Wharf Masterplan Scheme. The introduction of a Mobility Management Plan will encourage occupants of the proposed development to use more sustainable modes of travel. The Mobility Management Plan, which will be implemented and reviewed on an ongoing basis will include the following objectives:

- to encourage the use of sustainable modes of transport;
- to reduce dependency on lone travel by private car;
- to promote the use of public transport, car sharing, cycling and walking.

1.1 Background

Roughan & O'Donovan have been commissioned by Wexford County Council to prepare a Planning Submission for the Trinity Wharf Scheme, Wexford. The Mobility Management Plan will be included as part of the Traffic and Transport Assessment to assess the site in terms of accessibility by all modes of transport and make recommendations that encourage staff to travel by public transport, walking or cycling thereby reducing the need for car-use and ease the pressure on car parking facilities on site.

1.2 Description of Proposed Development

The development consists of a hotel, 3 office buildings, a 58 apartment residential complex, an arts centre, a marina, a café/ restaurant/ retail building and a multi-storey carpark.

The proposed development is considered high density generating a substantial number of trips and a high demand for car-parking. The development will provide 509 parking spaces including 459 spaces in the multi-story carpark and 50 surface spaces located across the site. The development will provide 24 accessibility spaces in the multi-storey car park and 7 outside the various buildings.

1.3 Site Location

The Trinity Wharf site is located with 1000m to the south-west of Wexford Town along the coastal front.



Fig 1: Site Location

1.4 Site Access

The primary site access will be located directly south of McMahons Home and Garden via a proposed new link road forming a 4-way signalised junction with Trinity Street and Seaview Avenue. A high-quality pedestrian and cyclist boardwalk will be provided from Paul Quay to the north-west corner of the site via a proposed 6m wide bridge.



Fig 2: Site Layout

2 PLANNING CONTEXT

2.1 Background

This Mobility Management Plan has been prepared with reference to the following documents:

- Smarter Travel: A Sustainable Transport Future 2009 – 2020; and
- National Cycle Policy Framework, 2009.
- Wexford Town and Environs Development Plan

2.2 Smarter Travel: A Sustainable Transport Future 2009 - 2020

This policy document sets its key targets for sustainable transport as:

- To support and promote the use of sustainable transportation modes in Wexford and to seek to develop Wexford as a “model town” for sustainable transport where pedestrian and cyclist activities are accommodated and encouraged.
- To support sustainable modes of transport and to ensure that land use planning and zoning are fully integrated with the provision and development of high quality transportation systems.
- To promote and encourage the development and growth of Wexford in line with the principles of sustainable development and to continue to support the policies and recommendations as outlined in the Integrated Framework Plan for Land-Use for Wexford.
- To provide a road network which is safe and efficient for all road users while being cognisant of the requirements of all traffic, including motorised vehicles, pedestrians and cyclists.
- To ensure that Wexford is well-connected to both the national road network and local centres of population.
- To progressively improve all urban roads and footpaths and maintain these to the highest possible standards, having regard to the availability of finance and amenity and townscape requirements.
- To improve road safety within the town centre by implementing gateway entry treatments and other speed reduction measures (incl. 50kph signage) inside the Ring Road. This measure will include reducing the speed limit appropriately in the core town centre, and between the town centre and the Ring Road.

2.3 National Cycle Policy Framework 2009

The Government is committed to developing cycling as one of the most desirable modes of travel, it being good for your health, the economy and the environment. This National Cycle Policy Framework (NCPF) sets out objectives to the year 2020 to achieve its vision. The vision is that all cities, towns, villages and rural areas will be bicycle friendly. Cycling will be a normal way to get about, especially for short trips. Next to walking, cycling will be the most popular means of getting to school, university, college and work. The bicycle will be the transport mode of choice for all ages. We will have a healthier and happier population with consequent benefits on the health service. We will all gain economically as cycling helps in easing congestion and providing us with a fitter and more alert work force. A culture of cycling will have developed in Ireland to the extent that by 2020, 10% of all trips will be by bike.

2.4 Wexford and Environs Development Plan 2009-2015

Objectives from the Kildare County Development Plan relevant to this Mobility Management Plan are:

- To integrate land use and transportation to ensure that, in the future, travel to and within Wexford is carried out using the most convenient and appropriate modes of travel.
- To maximise pedestrian and cycle movements between Residential Areas, the Town Centre, Schools, Industrial Estates and the Railway Station.

3 INTRODUCTION TO MOBILITY MANAGEMENT

3.1 Background

Road traffic growth is having a damaging effect on the environment, the economy and public health. A key contributor to this is the number of people travelling in a 'driver only car'. The impact that new developments have on the local road network can be reduced through the preparation and implementation of a Mobility Management Plan.

Census figures from 2016 show that 23% of households in Wexford Town do not own a car, 49% have 1 car, 22% have 2 cars and 3% have 3 or more cars. These figures indicate the high level of car ownership in the town which may be indicative of the commuting patterns in Wexford Town. Of the households without a car, the figures highlight that there is likely to remain a significant reliance on walking as a mode of transport.

3.2 Objectives

The purpose of a Mobility Management Plan is to assist the tenants to minimise the amount of road traffic the development will generate and ease the pressure on parking facilities in the Town Centre. It assesses a development in terms of its accessibility by all modes of transport and makes recommendations consisting of physical measures and good working practices and policies that encourage and makes it easier for staff and visitors to travel to the site by public transport, car sharing, walking or cycling.

Target modal splits will be identified for the development and associated mobility management proposals are identified to enable these targets to be achieved. Thus the plan will make a direct contribution to reducing the traffic impact of the existing development.

Through the on-going monitoring of staff and visitor travel modes, the success of the measures contained within an MMP can be assessed and changes made to the Plan as appropriate.

3.3 Structure of this Mobility Management Plan

This Mobility Management Plan provides a review of the existing transport options at the site. It is intended that this report will provide direction on ways best to encourage greater use of public transport, cycling and walking and thereby minimise the traffic impact of the development.

This mobility management plan is divided into the following principal sections:

- Existing transport infrastructure available in the vicinity of the site;
- Likely commuter trends of the employees and visitors to the development; and
- Recommendations to encourage greater use of more sustainable modes of transport by the employees and visitors to the site.

4 EXISTING TRANSPORTATION INFRASTRUCTURE

4.1 Road Network

Wexford Town is served by the N11 towards Dublin and the N25 bypass approximately 3.5km west and south of the Town Centre which bypasses the town and connects south to Rosslare Harbour and west to Waterford and Cork. The main urban arterial routes in Wexford Town are the R730, the R733, R769 and the R741:

- The R730 extends along the River Slaney and Harbour and connects to the N11 at the River Slaney Bridge 3.5km north-west of the Town Centre and to the N25 at the Rosslare Road Roundabout 4.5km to the south and passes through Wexford Town;
- The R769 Newtown Road runs west of the Town Centre and connects to the N11/ N25 bypass at the New Ross Road Roundabout; and
- The R733 runs southwest of the Town Centre and connects to the N11/ N25 bypass at the Duncannon Road Roundabout;
- The R741 extends northward to Gorey via Castlebridge and forms the only river crossing east of the Town Centre via Wexford Bridge.

See Figure 3 Surrounding Regional Road Network and Figure 4 Surrounding Local Road Network below.

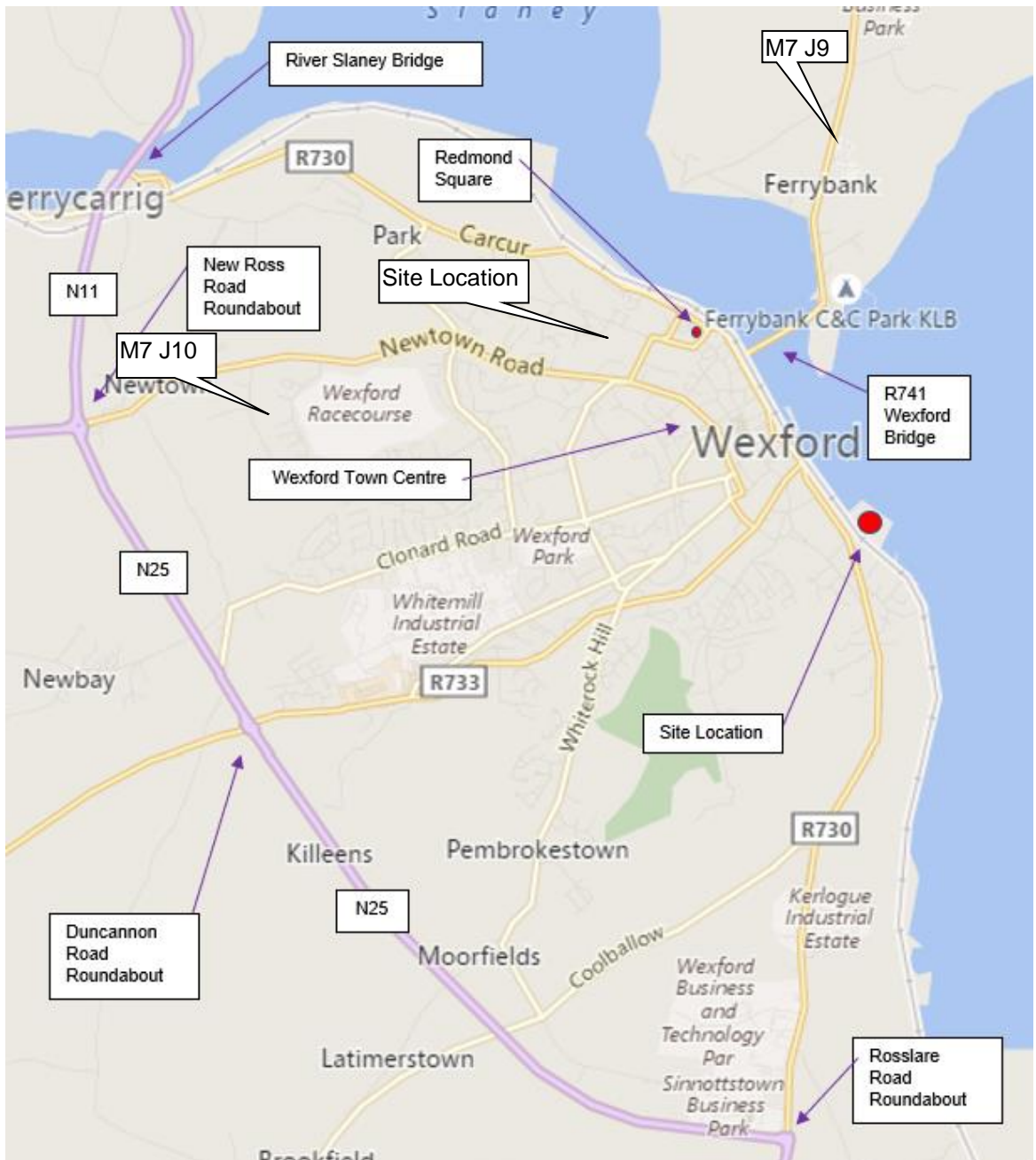


Figure 3 - Surrounding Road Network



Figure 4 - Surrounding Local Road Network

The site is located directly off the R730 on Trinity Street and is currently accessed via a lane immediately to the north of McMahons Home and Garden, where the lane connects with Trinity Street at a priority junction. The lane continues in an easterly direction for approximately 60m where there is a level crossing with the Dublin / Rosslare Railway Line upon the access into the site.

The most direct route between the site and the N11/N25 bypass and thus the national road network is south along R730 Rosslare Road, connecting at the Rosslare Road Roundabout. The R730 north links to the retail core of Wexford Town Centre, the R733 and the R769. It also links to Wexford Bridge via Paul Quay, Crescent Quay and Commercial Quay. The quays between Wexford Bridge and Crescent Quay are subject to moderate daily traffic congestion during peak traffic hours.

Trinity Street, off which access is gained to the Trinity Wharf site, is a wide urban street with medium density residential and commercial buildings lining both sides of the street. The carriageway consists of two 3.5m lanes with a 1.2m-1.5m ghost central median and on-street parking on both sides. A 2m footpath is provided on western side of the road and a wider 3.2m footpath on the eastern side.



Figure 5 Trinity Street View South from Proposed Access – note one lane in each direction with on-street parking on both sides and ghost central median



Figure 6 Trinity Street View in direction of Town Centre (North) from Proposed Access – one lane in each direction with on-street parking on both sides and ghost central median

4.2 Public Transport Accessibility

The site's location at the edge of the Town Centre is well situated for access by public transport. While the Dublin/Rosslare railway line runs adjacent to the site, Wexford Town's railway and bus stations are in Redmond Square approximately 1.5km north of the site. Rail and bus combined provide Wexford with approximately 26 daily services between Wexford and Dublin Monday to Friday.

The site is connected to Redmond Square by a local bus service operated by Wexford Bus which run at 30min intervals Monday to Friday between 07:15 and 19:15 in both directions.

The Fisher's Row Bus Stop located 55m south of the proposed site access on Trinity Street is served by the WX2 local bus route. The Trinity Street Bus Stop located 270m

north of the proposed site access is served by the 40, 132, 370, 378, 379, 385, 390 and WX1 bus routes.

4.3 Accessibility for Cyclists and Pedestrians

There are good provisions for pedestrians within the vicinity of the site. The footpaths on Trinity Street are typically 2.0m to 3.0m wide and the surrounding network of urban roads and streets generally have footpaths on both sides. Zebra crossings have been provided on Trinity Street and William Street Lower approximately 580m north and 230m south of the proposed site access. The town centre is within a 10-15-minute walk and the railway station and bus station are within a 20-minute walk from the site. The accessibility of the site within a 10, 15- and 20-minute journey time by foot is shown in Figure 7.

Cycles lanes are provided on both sides of the Rosslare Road for a length of 2.5km. The 1.5m wide cycle lanes start 150m north of the Rosslare Road Roundabout and terminates 850m south of the proposed site at the Wexford Creamery. Cyclists typically use the traffic lanes north of this point into the town centre.

There are no dedicated cycle facilities along Trinity Street or William Street Lower. The wide carriageway and moderate traffic volumes are not conducive for comfortable on-street cycling conditions.

It is the Council's policy to extend cycle facilities along these routes as outlined in the Wexford Town and Environs Development Plan 2009-2015 (as extended) with the following policy statement;

- CW3 To continue to provide for and extend the system of safe pedestrian and cycle routes linking residential areas and the town centre with schools, shops, the train station and open spaces.

The accessibility of the site within a 10, 15 and 20 minute journey time by cycling is shown in Figure 8.

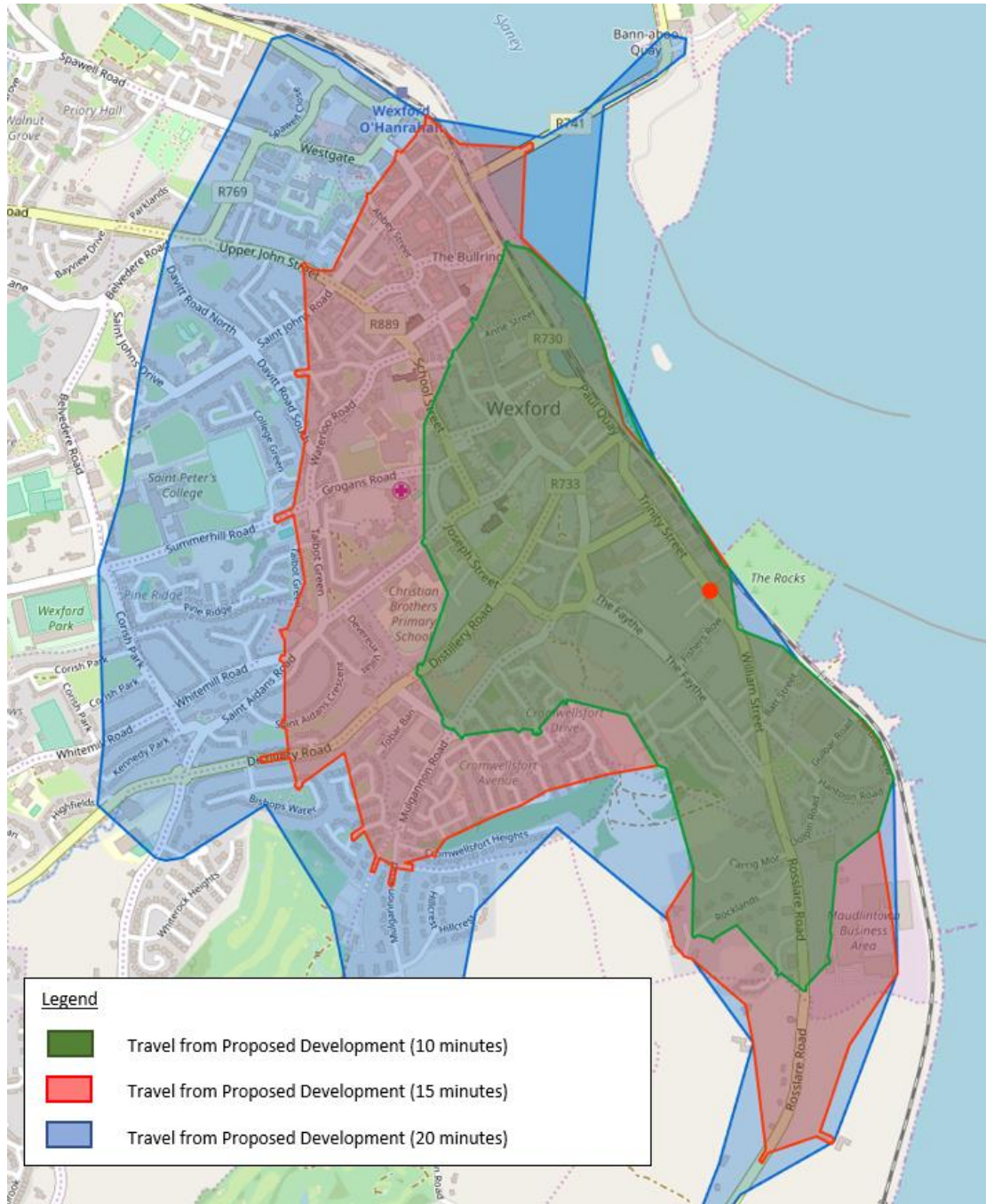


Figure 7 – Walking Isochrone Map

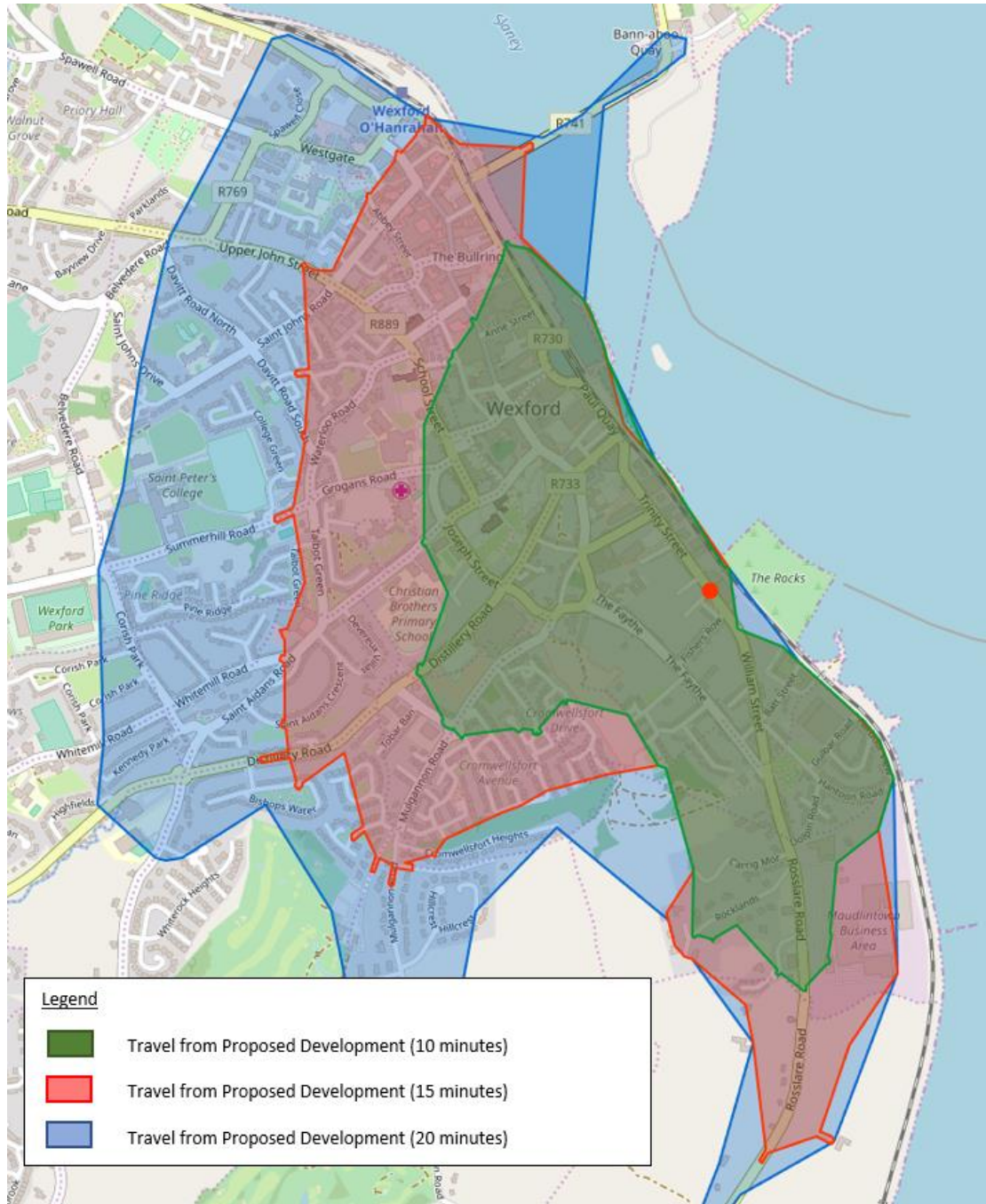


Figure 8 – Cycle Isochrone Map

5 TRANSPORT MODAL SPLITS

5.1 Existing Modal Splits

The Small Area Population Statistics for Wexford County from the 2016 CSO census was analysis to ascertain the current commuting travel modes to work in the area. The results are summarised in Table 1 below.

Existing Modal Share	
Bus/ Taxi Train	2%
Walking/ Cycling	19%
Car Driver	58%
Car Passenger	8%

Table 1 Current Modal Split

5.2 Proposed Target Modal Splits

It can be assumed that the share for non-car modes will initially be modest but will increase substantially as the mobility management measures come on-stream.

Until a base line modal share can be determined by means of a staff survey, it is not feasible to determine realistic Modal Split targets. However, the new developments will commit to seek an improvement upon base line modal splits by targeting an average 10% reduction in single car occupancy journeys within 5 years.

This Mobility Management Plan sets out a framework of policies to achieve these targets.

6 MOBILITY MANAGEMENT PLAN

6.1 Introduction

This Mobility Management Plan will set out how the staff and visitors at the proposed development will accord with sustainable travel objectives and how the target modal splits will be met. This section outlines a series of recommendations to help achieve and maintain the Target Modal Splits throughout the life of the development.

It is intended that this report will provide direction on ways best to achieve the target modal splits for the journey to/from the store and encourage greater use of public transport, cycling and walking and thereby minimise the traffic impact of the development. Monitoring the implementation of the plan will be essential.

6.2 Mobility Plan Administration

Successful mobility management plans require constant management and supervision. A Mobility Management Plan Coordinator (MMPC) will be required to administer, implement, monitor and review the Mobility Management Plan.

The MMPC will be designated as the direct point of contact for staff and visitors to the site. They will develop and promote all aspects of the Plan within the site and will liaise with the relevant Government Departments, the Local Authority and public transport operators when required.

6.3 Mobility Plan Details

Car travel is comfortable and convenient and inevitably an attractive mode of transport. There are a number of measures that can be undertaken to help reduce car travel as outlined below. These are set out under the following general headings:

- (a) Travel Database
- (b) Personalised Travel Plans
- (c) Travel Awareness
- (d) Cycling
- (e) Walking
- (f) Public Transport
- (g) Car Sharing

(a) Travel Database

In order to optimise efficiency from the Mobility Management Plan, an assessment of travel behaviour should be undertaken to determine the travel patterns exhibited by staff and visitors at the proposed Trinity Wharf development. The Plan Coordinator will produce and maintain a travel database. It is envisaged that the Plan Coordinator would distribute a Travel Survey Questionnaire to the staff and a selection of visitors. The survey would provide details of the following:

- Home location;
- Mode of travel to the development;
- Car occupancy rate;
- Route taken to the development;
- Journey time;
- Distance travelled;
- Estimates of public transport / taxi cost;
- Alternative modes of transport available for travel;
- Interest in car sharing;
- Reasons for not car sharing, using public transport, cycling or walking;
- Measures that would encourage the use of public transport, cycling, walking, or car sharing;

The availability of this data will assist in more accurately defining travel requirements for the site, and in defining the specific measures that would maximise the success of the Plan. A sample of this Travel Survey Questionnaire to be used by the Plan Coordinator is included in **Appendix A**.

Workshops could also be held with a selection of employees to establish, more informally, the main difficulties and issues in terms of transportation. In this way, the workshops would tackle some of the thinking, which could not otherwise be gathered from a standard-format questionnaire. To ensure in-depth analysis employees from all levels would be encouraged to attend the workshops. The information gathered from these will be coupled with the data from the questionnaires and will provide insights into which initiatives are proving successful and which are not.

In addition, the Plan Coordinator would carry out further on-site data collection, which will include surveys to measure car park and cycle facility use. This data will complement the information provided in the survey questionnaires and will provide guidance on how the Plan could be improved or modified.

These surveys should be repeated annually to highlight any measures which are not operating successfully, or those that are being under utilised by employees.

(b) Personalised Travel Plans

Action 9 of the “*Smarter Travel – Sustainable Transport Future - A New Transport Policy for Ireland 2009-2020*” document is to “*implement a programme to promote Personalised Travel Plans aimed at citizens in areas served by public transport*”. The document states that Personalised Travel Plans aim to encourage individuals to take alternatives to car travel where these are available.

Personalised travel plans should be part of the human resources procedures for staff at the proposed development. It will involve HR Managers / Mobility Managers meeting with new employees in person to understand their travel needs and providing personalised journey advice including information on routes, timetables and details of interchange. Welcome packs would also assist in introducing the concept of mobility management to future staff at the development. The pack would contain an access map and information for staff on travel alternatives to the site, including applications for the Tax Saver Scheme, information on the location of bicycle parking, lockers and the health and financial benefits of sustainable commuting.

(c) Travel Awareness

Awareness, acceptance and appreciation of the Mobility Management Plan; its scope, objectives and targets, will be key to its success.

It will be the responsibility of the Plan Coordinator to make all staff and visitors aware of the environmental consequences of their travel choices and the health benefits associated with choices such as walking and cycling. The education and training of staff on the MMP initiatives and the importance of contribution are extremely important.

It is recommended that a Travel Noticeboard is provided for the use by all of the staff and visitors to the proposed development. This information point will dispense information to both staff and visitors at the site in relation to walking, cycling and public transport.

The Mobility Management Plan Coordinator should develop an events calendar linking in to existing national and county wide events to promote sustainable transport, to capitalise on interest generated around these events. For example, the following campaigns run every year:

- *National Bike Week*: National Bike Week aims to promote cycling as a healthy mode of transport and is the opportunity for people to get back on the saddle – for commuting or for recreation. There are various events in local schools and communities organised throughout the week. These include children’s art competitions and discounts offered to cyclists at city centre shops. National Cycle to Work Day also forms part of National Bike Week.
- *Pedometer Challenge*: The Pedometer Challenge is a national event open only to employers who have signed up to implement workplace travel plans as part of the Smarter Travel Workplaces programme. Teams of 3–6 workmates can register for the Pedometer Challenge. You can record your steps, on behalf of the team, by wearing a pedometer on your hip over the course of the challenge. Researchers have recommended 10,000 steps (or approximately 5 miles) per day for overall good health and well-being.

- **10 Minute Cycle Challenge:** This is a free workplace event, for both experienced and new cyclists. The Challenge is open only to employers who have signed up to implement workplace travel plans as part of the Smarter Travel Workplaces programme. This is a team event (3–6 cyclists) and every team must have a 'new cyclist' – that's someone who hasn't cycled in the past six months. **1 trip = 1 point.** Trips must be 10+ minutes to qualify. Every time you log a trip to or from work, the Journey Logger will give you a bonus point for your efforts. Also, all 'new cyclists' logging more than 30 trips will get a bonus 10 points for their team.

(d) Cycling

Cycling is cost-effective, non-polluting, reduces congestion in urban areas, fosters improved health, and is accessible to everybody. It is considered reasonable that a cyclist will be prepared to travel up to 5km to work along normal roads and streets but will be prepared to travel up to 10km along a cycle network.

Maps of cycle routes will be provided with typical journey time and distance information and will be distributed to the staff at the site and displayed on the travel noticeboard in the development.

An adequate number of comfortable shower and changing facilities and drying rooms should be provided for cyclists who work at the development.

The Plan Coordinator will try to encourage employees to cycle to work by implementing the government's 'Bike to Work' Scheme in order to reduce the percentage of single car users to and from the development. This government scheme covers bicycles and accessories up to a maximum cost of €1,000. The bicycle must be purchased by the employer but the scheme can then operate either with the employer bearing the full cost of the bicycle, or by way of a salary sacrifice agreement.



The Mobility Management Plan Coordinator should explore the possibility of providing a bike for use by staff of the development for short journeys around Wexford on breaks etc. This would foster a culture of cycling, leading to a greater general uptake.

(e) Walking

Walking is beneficial for the environment, healthier and a cost effective mode of transport. People will typically be prepared to walk for up to 30 minutes to work, which means that walking could be an option from all home locations within 3km of the site. Pedestrian routes should be:

- Comfortable – provide a good surface without puddles and trips;
- Convenient – provide continuous footpaths;
- Convivial – be safe to use, and free from litter;
- Conspicuous – routes should be open to view, clearly signed and lit, assisting to improve perceptions of personal security; and
- Connected – direct routes reflecting desire lines where possible. They should link the main starting points with the destinations.

Similar to cycling, the Plan Coordinator will encourage more staff and visitors to walk to the development by raising awareness of the health benefits of walking.

Information on walking distances, journey times and optimal routes will give employees and visitors at the site a better perception of walking as mode of travel. This should be displayed on the Travel Noticeboard.

(f) Public Transport

The Plan Coordinator will work to promote a public transport culture amongst staff and visitors.

Poor or insufficient access to information can be a major barrier to public transport use. If the development is to promote greater use of public transport, they must make the timetable information easily available and as accurate as possible. It will therefore be the responsibility of the Plan Coordinator to regularly liaise with public transport operators to ensure that visitors and employees are provided with up to date public transport information to help maximise patronage. This includes timetable information, fares, bus stop location and route planning. This information will be on permanent display on the Travel Noticeboard.

Subsidised bus travel could also be provided for staff at the site. This is now possible through the Government's 'Tax Saver' incentive scheme. Annual and monthly public transport tickets under this scheme have tax benefits for both the employers and employees. The tax saver scheme should be promoted among staff to increase awareness of the merits of bus travel.



Better signing and information for taxi ranks should also be displayed on the Travel Noticeboard. Arranging shared taxis for people travelling to the same locations and willing to share taxis should also be promoted by the Mobility Management Plan Coordinator.

(g) Car Sharing

Car sharing involves two or more people sharing a lift. One of the people travelling is usually the owner of the vehicle and the other(s) usually make a contribution towards fuel costs. It can take place either as a regular occurrence or just a one-off journey.

The numerous benefits of car sharing for individuals and employees are the following:

- The fuel cost is divided equally between driver and passenger(s), making the trip cheaper for everyone;
- Car pooling can help people get to know neighbours and/or colleagues better;
- Car sharing is one means of vastly reducing the number of single-occupancy vehicles commuting everyday; and
- Less private vehicles on the road means less car emissions, noise, fossil energy consumption and pressures on the environment resulting in a better quality of life.

The Mobility Management Plan Coordinator should promote car-pooling as a method of reducing the traffic volume attracted by the development. Using the information in the Travel Database, the Mobility Management Plan Coordinator

can investigate the feasibility of setting up a car sharing scheme for the development. This will involve preparing a car sharing noticeboard, regularly updated, of those wishing to car share, the locations from which they travel, compatible work patterns and the associated costs.

Experience has shown that one of the issues that currently prevents car sharing is the lack of flexibility should an emergency occur at home or should the car sharing fail occasionally. To overcome this obstacle a guaranteed ride home service would be provided in such circumstances. This could be from a colleague or through a pre-paid / reimbursed taxi ride.

6.4 Monitoring and Assessment

Ongoing monitoring and assessment is an essential tool for feedback to enable adjustment of the mobility management measures for greatest effect.

Monitoring and assessment will be undertaken every year. This will help to identify those measures that are performing most effectively and to allow the strategy to be tailored or changed to suit the specific travel patterns in place. Future strategies will be developed with the Local Authority and public transport operators.

The Plan Coordinator will be responsible for ongoing monitoring and regular surveys. The monitoring should include items such as:

- Review the implementation of the Mobility Management Plan measures;
- Annual travel surveys to establish effective comparisons from earlier surveys, for example if modal split targets for the development are being met. The results of the survey will be circulated to staff to highlight any changes in travel patterns from previous years;
- Car park surveys to establish car usage by staff and overall car parking demands; and
- Level of usage of cycle stands and lockers to determine demand.

Information gathered as part of the continuous monitoring process will be made available to on the Travel Notice board.

6.5 Commitments

The management company of the Trinity Wharf development will make the following commitments to ensure the effective operation of the Mobility Management Plan:

- Appoint a Mobility Management Plan Coordinator to administer, implement, monitor and review the Mobility Management Plan.
- Provide a Travel Notice board for the use by the Mobility Management Plan Coordinator and staff and visitors.
- Shower and changing facilities should be provided for cyclists.
- Provide a shared taxi service for people travelling to the same location and willing to share taxis.
- Make all staff and visitors aware of the environmental consequences of their travel choices and the health benefits associated with choices such as walking and cycling.
- Supply information on public transport, cycling and walking, including timetable information, fares, bus stop location, distances, journey times and optimal routes.
- Promote the use of public transport as a measure to travel to the site.
- Promote cycling and walking to the site as an alternative to driving.
- Promote car sharing as a method of reducing the traffic volume attracted by the development.

To further ensure the effective operation of the Mobility Management Plan the management of the site will actively attempt to initiate and support the following activities:

- Undertake annual staff travel surveys and maintain a travel database;
- Organise a car free day where all staff are encouraged to make an effort to travel to work by non-car based modes.

7 CONCLUSIONS

This Mobility Management Plan has assessed the proposed Trinity Wharf development in Wexford Town in terms of its accessibility by all modes of transport and includes recommendations that will encourage and make it easier for staff and visitors to travel by public transport, walking, cycling or car sharing, thereby reducing the need for car use.

The conclusions of this report are as follows:

- The success of the proposed MMP will be contingent on effecting change from this established travel behaviour among staff and visitors of the proposed development. This established modal split should be identified in the opening year of the development and target set for subsequent years.
- The site's located in the Town Centre is accessible by public transport, walking or cycling from the nearby residential areas. This should encourage the use of these modes.
- This Mobility Management Plan also identifies measures to enable the target modal splits to be achieved and sustained. A Mobility Management Plan Coordinator will be required to administer, implement, monitor and review the measures outlined. It will be the responsibility of the Plan Coordinator to make all staff and visitors aware of the environmental consequences of their travel choices and the health benefits associated with choices such as walking and cycling.
- It is proposed that monitoring and assessment of the Mobility Management Plan will be undertaken every year. This will give an indication of the success of the various measures adoption and allow the strategy to be tailored or changed to suit the specific travel patterns in place.

In summary, the mobility management measures outlined in this report will ensure that the proposed Trinity Wharf development will form a sustainable and progressive development in terms of transportation. This report provides direction to the Management Company, the Local Authority and public transport agencies on ways best to achieve the target modal splits for the journey to/from the site and encourage greater use of public transport, cycling and walking and thereby minimising the traffic impact of the development.

Appendix A

Sample Travel Questionnaire

* 1. Please specify the name of your company

* 2. How do you usually travel to work?

Pick one box only, for the longest part, by distance, of your usual journey to work.

- On foot
- Bicycle
- Bus, minibus or coach
- Motorcycle or scooter
- Driving a car
- Passenger in a car with driver going to same destination
- Passenger in a car with driver going to different destination
- Taxi
- Lorry or van
- Other means
- Work mainly at or from home

* 3. Which modes of travel do you use occasionally to travel to/ from work?

Please choose all modes that apply.

- On foot
- Bicycle
- Bus, minibus or coach
- Motorcycle or scooter
- Driving a car
- Passenger in a car with driver going to same destination
- Passenger in a car with driver going to different destination
- Taxi
- Lorry or van
- Other means
- Work mainly at or from home

* 4. How far do you travel to work?

- Less than 1km
- Between 1 and 3km
- Between 3 and 5km
- Between 5 and 10km
- More than 10km

* 7. Please indicate your age range:

- Under 25
- 25-34
- 35-44
- 45-54
- 55 or over

* 8. Please indicate your gender:

- Male
- Female
- Prefer not to say
- Other (please specify if you wish to do so)

* 9. Are you currently active (apart from routine tasks) for at least 30 minutes at a moderate intensity five or more days per week? Moderate intensity is similar to a brisk walk.

- Yes
- No

10. Do you have any other comments?