



# Dublin Mountains Visitor Centre

## Transport Impact Assessment

JULY 2017



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## 1. INTRODUCTION

### 1.1. Background

Roughan & O'Donovan is part of the Design Team led by Paul Keogh Architects (PKA) that was commissioned by South Dublin County Council to prepare a planning application for the development of a Dublin Mountain Visitor Centre, near the Hell-Fire Wood on Killakee Road (R115). Our role as Civil and Structural Engineering Consultants included the preparation of this Transport Impact Assessment for the proposed development.

## 2. SITE LOCATION AND PROPOSED DEVELOPMENT

### 2.1. Site location

The proposed site is located at the northern gateway into the Dublin and Wicklow Mountains from Dublin City, near the Hell Fire Wood to the southwest of the existing car park on the north east facing slope of Montpelier Hill, accessed from Killakee Road (R115). See **Figure 1 Site Location** below and **Drawing 15.189 – 001** in **Appendix A**.



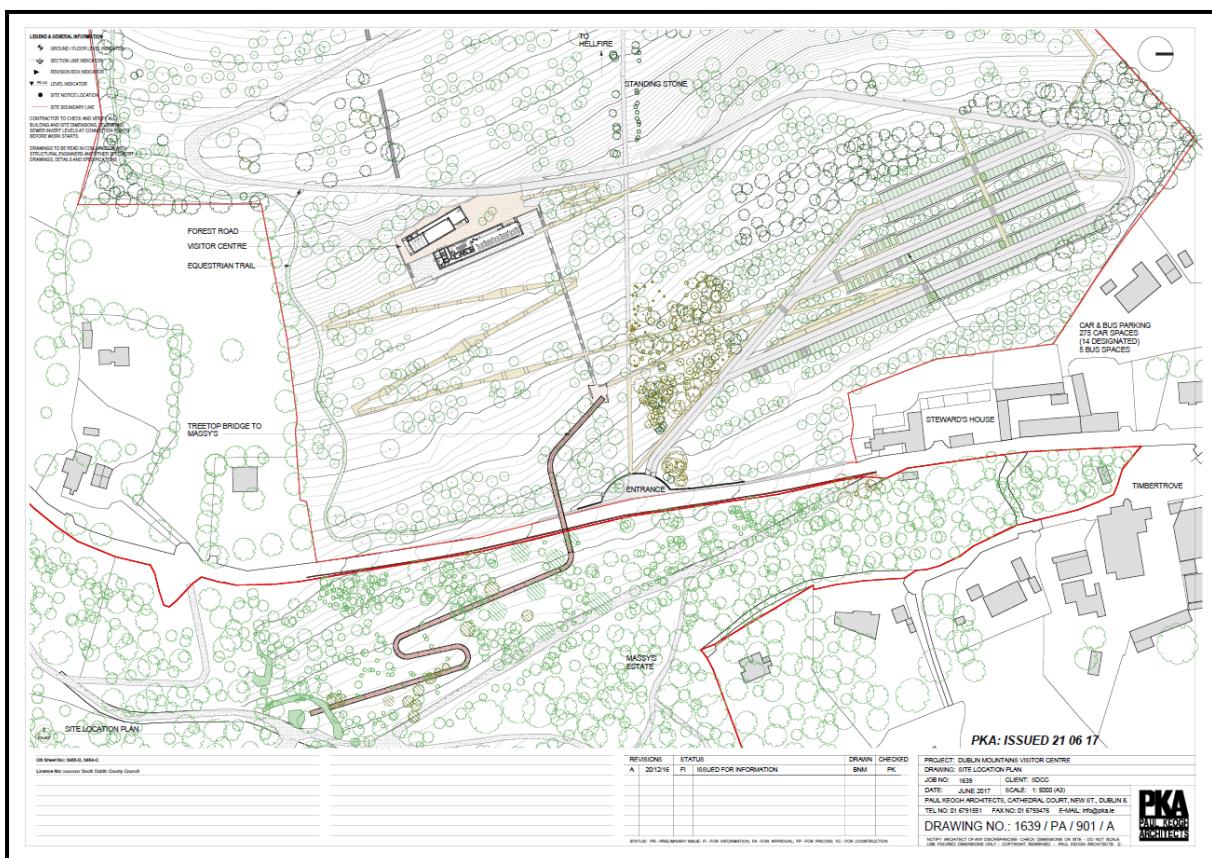
**Figure 1 Site Location.**

### 2.2. Proposed Development Details

The proposed development includes the introduction of a visitor centre with support facilities such as additional car parking and improved access arrangements on the grounds of the Hell Fire Wood Coillte forest. The visitor centre will comprise two

buildings with external terraces. These buildings will accommodate a 70 seat cafe, audio-visual display and exhibition room, a small shop, food kiosk, toilets, storage and plant room.

The existing car park at Hell Fire Wood will be expanded from 80 car spaces to 275 car spaces and 5 coach spaces to cater for the additional number of visitors expected. It is also proposed to improve pedestrian and cyclist facilities along Killakee Road and Gunny for access from the nearby urban areas. A tree-top walkway and bridge will provide a pedestrian link over Killakee Road into the adjoining Massy's Estate, which will also be served by the visitor centre and parking at Hell Fire Wood. Site layout details are shown on the PKA Drawing below and Drawing 1639 / SD / 908 / B in Appendix A.



## **Figure 2 Site Layout Plan.**

### **2.3. Development Plan**

The South Dublin County Council Development Plan has a medium to long term road objective along the R115 (Ballyboden Road / Stocking Lane / Killakee Road) from the northern end at Stocking Avenue roundabout junction, to upgrade the existing road to enhance pedestrian and cycling facilities and exploit the tourist potential of the route.

### 3. ROAD AND PUBLIC TRANSPORT ACCESS

#### 3.1. Surrounding Road Network

A Feasibility Study was prepared in 2015 for the proposed visitor centre to find the most suitable location in the Dublin Mountains. That study considered suitability for access as a major factor and the Hell Fire Wood location was identified as being the most suitably accessible site available.

The site is located on the R115 Stocking Lane / Killakee Road / Military Road route that extends from Ballyboden at the southern edge of the Dublin suburban area into County Wicklow at Glencree, and continues onward through the heart of the Wicklow Mountains to Laragh and Glendalough.

This regional road is fairly narrow, typically 5m to 6m wide, and carries moderate levels of traffic consisting of both local access traffic and visitors entering the mountains from the north. This is one of the primary access routes into the mountains and is generally suitable to cater for a modest increase in traffic that may be attracted by the proposed visitor centre. However, there is no footpath along the road, which makes it unattractive for people to walk into the mountains from the city. Traffic speeds are reasonably low in response to the narrow and bendy road alignment, and there is a 60 km/h speed limit. While there are no cycling facilities along the road, it is a popular recreational cycle route with cyclists sharing the road with vehicular traffic.



*R115 Stocking Lane*

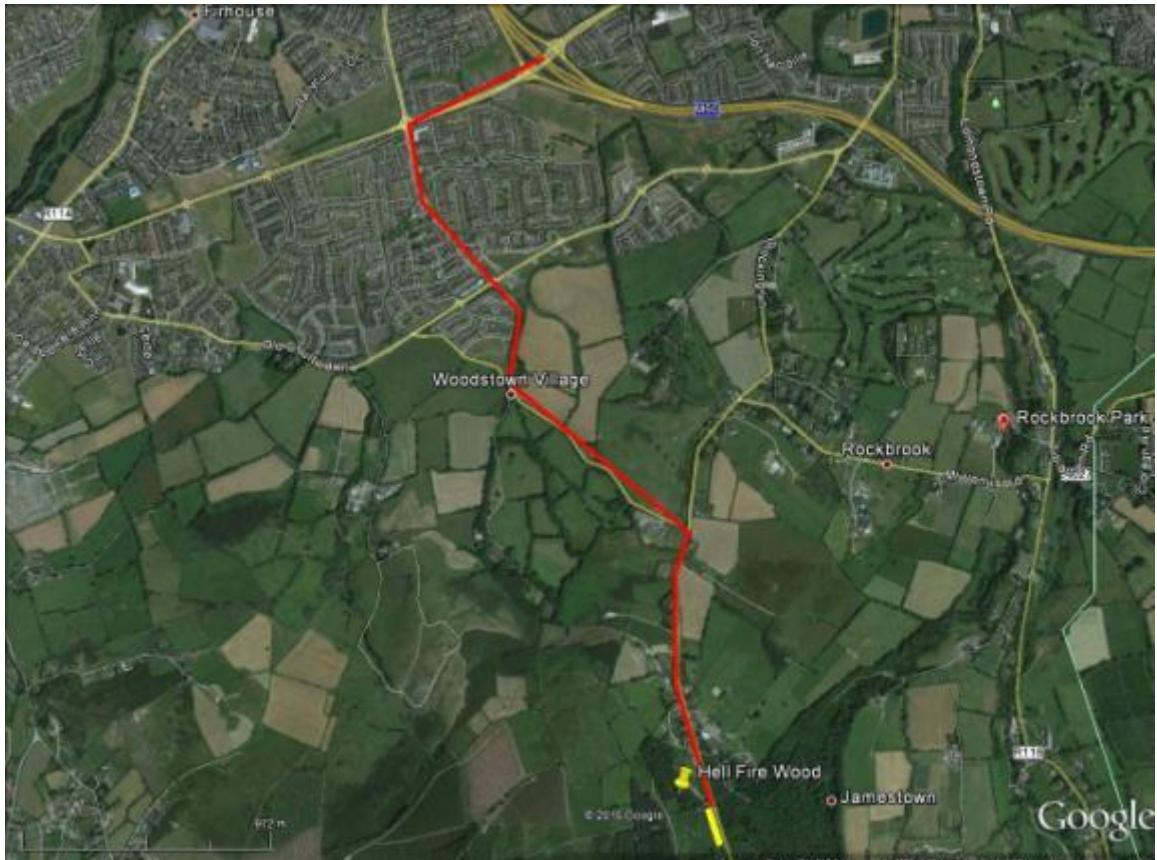


*R115 Killakee Road*

Another regional road the R113 traverses east to west across the foot of the mountains from Ballinteer in the east towards Oldcourt in the west. The western section of the R113 at Gunny Hill provides a 1km long link from the R115 Killakee Road in a north-westward direction to Ballycullen Road at Woodstown and from there to Junction 12 on the M50 ring motorway.

Three traffic access routes are available from the Dublin City direction to Hell Fire Wood:

1. From Dublin City Centre via Rathfarnham and the R115 regional route along Stocking Lane and Killakee Road, over a distance of 12 km;
2. From M50 Junction 12 via Ballycullen Road, Gunny Hill (R113) and Killakee Road (R115), over a distance of 4 km;
3. From Tallaght via Oldbawn Road and Killininny Road to join Route 2 at Ballycullen, over a distance of 6 km.



*Traffic Route from M50 Junction 12 to Hell Fire Wood*

All of these access routes involve up to 2.5 km along rural roads that are relatively narrow. These roads have considerable landscape character and do not need to be widened for a modest increase in traffic attracted to the proposed *Dublin Mountains Visitor Centre*. The narrow and bendy roads serve to slow traffic and to support the low speed limits that facilitate shared use by cyclists. It will be more appropriate and feasible to actually narrow the road slightly in places to accommodate a footpath and provide a traffic calming layout for the benefit of cyclists in the slow uphill direction, as described later in this report.

### **3.2. Proposed Site Entrance**

The proposed entrance will be located in the same position as the existing arrangement; however the proposed access will be shaped into a bell-mouth formation, to facilitate a pedestrian access point. Suitable visibility splays will be provided for 60 km/h requirements at the site entrance.

Similar to the current arrangement the vehicular access point will be to the northwest of the bell-mouth with the main spine road continuing northwest into the site at a maximum gradient of .8%. An initial dwell area, at a gradient of 4% will be provided over the first 10 metres into the site to ensure ease of access for vehicles. Internal roads through the parking area will run parallel to the contours at the three different levels to ensure they are maintained as flat as possible for ease of access for pedestrians alighting from parked.

### 3.3. Public Transport Accessibility

The existing public transport services available reasonably near the site for the proposed visitor centre are described below.

#### 3.3.1. Bus at Ballycullen / Woodstown

- **Bus Route 15:** Woodstown Village - Ballycullen - Knocklyon - Templeogue - Terenure - Rathmines - City Centre - north side to Clongriffin: 10 minute frequency.
- **Bus Route 15B:** Ballycullen - Woodstown Village - Rathfarnham - Rathgar - Georges Street - Dame Street - Grand Canal Dock: 20 minute frequency Monday to Saturday, 30 minute frequency on Sunday.

The most direct walking connection from the public bus service at Woodstown to Hell Fire Wood is over distance of 2.5 km along unsuitable roads without footpaths at Ballycullen Road / Gunny Hill / Killakee Road. The lack of a footpath effectively makes the site inaccessible by public transport at present.

#### 3.3.2. Bus at Rockbrook

**Bus Routes 61:** Rockbrook - Whitechurch - Rathfarnham - Dundrum - Milltown - Ranelagh - Eden Quay:

- Hourly service from city to Whitechurch (2.5km from Rockbrook), 7 days a week, but only 2 services daily Monday to Friday extend to Rockbrook;
- No service at weekends

**Bus Routes 161:** Rockbrook - Whitechurch - Grange Road - Nutgrove - Dundrum LUAS stop:

- 4 services daily Monday to Friday
- No service at weekends

Rockbrook is located 1.2km from the lower gate into Massy's Estate at Cruagh Lane. There is no footpath along Cruagh Road on this access route over a distance of 0.5km. Cruagh Lane is a very quiet cul-de-sac road that is suitable for pedestrians.

#### 3.3.3. LUAS/Bus at Tallaght:

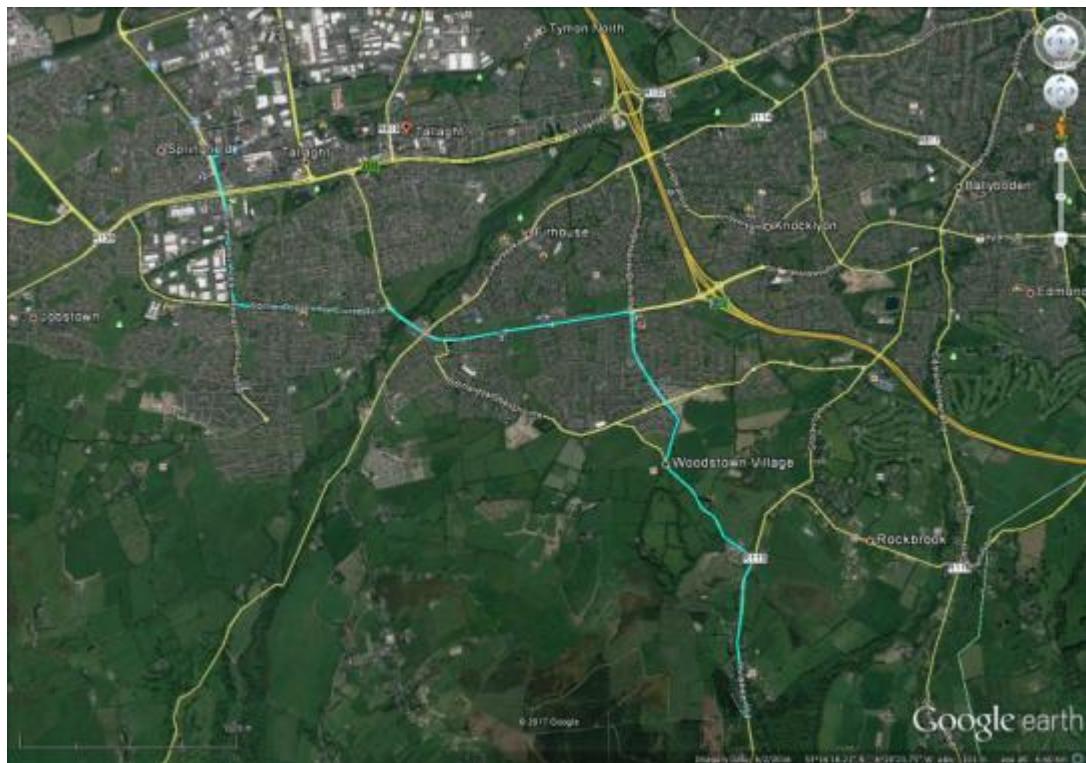
A small number of visitors to the proposed visitor centre may undertake the long distance walking route along the Dublin Mountain Way Tallaght or Shankill. The distance from the LUAS or bus at Tallaght via this route is 17km.

#### 3.3.4. Proposed Shuttle Bus from Tallaght

In order to make the proposed visitor centre properly accessible by public transport, South Dublin County Council proposes to operate a shuttle bus service from Tallaght LUAS stop and Public Transport Hub at Tallaght Town Centre. The proposed route will be 7.5km long via Oldbawn and Ballycullen as shown in the following map. It will also serve a proposed Park & Ride facility at Tallaght Stadium (details described later in this report), which is owned by South Dublin County Council. At Woodstown Village the shuttle bus can also interchange with the No.15/15B Dublin Bus route.

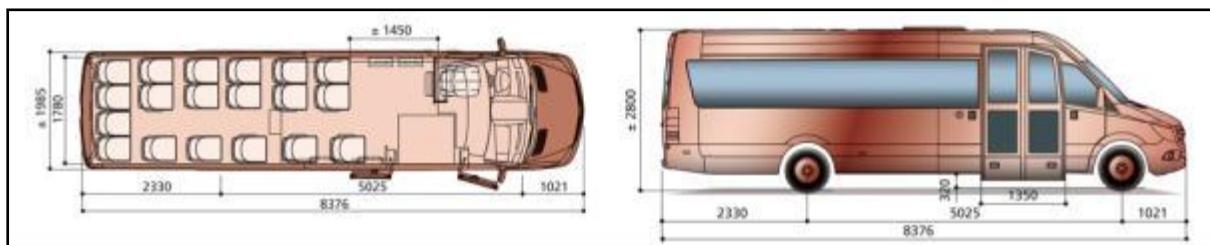
This shuttle bus service will operate 7 days a week year round, with a frequency of 15 to 30 minutes according to varying seasonal and daily demand. A public transport operation licence will be required from the National Transport Authority for this service, which will determine details such as fares, capacity and operating hours. The potential demand for the bus service is determined later in this

report as part of the overall transport demand assessment. The estimated journey time is 12 to 15 minutes at an average speed of 30km/h to 40km/h. Two vehicles will be required for a 15 minute frequency service.



*Proposed Shuttle Bus Route from Tallaght to Hell Fire Wood (in light blue)*

A suitable vehicle will be a 20 to 30 seater midi-coach that will have sufficient capacity for the peak period demand. This type of vehicle is 2.0m wide (as shown in the following photograph), compared to over 2.5m for a full-size coach, and can therefore fit more easily on the narrow roads in the Dublin Mountains.



*Typical Midi-Coach Vehicle with full wheelchair accessibility and 22 seats*

Such a shuttle bus arrangement is provided from the town of Llanberis to Pen-Y-Pass in Snowdonia in North Wales as shown in the following photograph.



*Example: Shuttle Bus for Mount Snowdon at Pen-Y-Pass*

### **3.3.5. Proposed Park & Ride Facility at Tallaght**

It is preferable if a proportion of visitors travelling by car could be encouraged to transfer to public transport for the last part of the journey, especially at peak periods. The proposed shuttle bus service from Tallaght LUAS stop and Public Transport Hub at Tallaght Town Centre to Hell Fire Wood will provide the required service for a Park & Ride facility located along the route. South Dublin County Council therefore proposes to provide a Park & Ride facility at Tallaght Stadium, which is owned by the County Council.



*Proposed Park & Ride Facility at Tallaght Stadium*

There are 400 parking spaces available at this site, which is accessed from Whitestown Way just south of the N81 Tallaght Bypass. The charge for this service will be determined under licence from the National Transport Authority on the same basis as for the proposed shuttle bus service. The stadium parking is only used occasionally for football matches on Saturday afternoons or mid-week evenings, and will therefore be available most of the time for the Park & Ride activity.

### 3.3.6. Promotion of Park & Ride Service

Marketing for the proposed Dublin Mountains Visitor Centre will actively promote the Park & Ride service to visitors, and will advise of potential peak period capacity limits at Hell Fire Wood. Fixed direction signs will direct motorists towards the visitor centre on the main approach routes and will also show the direction to the Park & Ride site at Tallaght.



*Example Direction Sign on A1 Motorway to Sliebh Gullion Forest Park in County Armagh*

### 3.3.7. Car Park Monitoring and VMS

To advise motorists approaching the mountains from the M50 motorway, it is proposed to install a Variable Message Sign (VMS) on the link road from Junction 12 towards Ballycullen Cross that will state how many parking spaces are available at Hell Fire Wood and direct drivers westwards along Killininny Road towards the Park & Ride site at Tallaght.

A permanent electronic car park monitoring system will be provided to record the occupancy rate at the Hell Fire Wood Car Park. This will link to Variable Message Signs (VMS) to the north on the two main approach routes from the city and M50 directions. At unusually busy periods the VMS signs will alert drivers to the lack of parking spaces at Hell Fire Wood and will instead direct them to the Park & Ride site.

As the visitor centre will be manned during opening hours there will be personnel on hand to marshal traffic at peak periods and to manage any risk of overspill parking on Killakee Road. Such arrangements are in place at Sliabh Gullion Forest Park in County Armagh, which is operated by a similar arrangement joint venture between the local authority and the Forestry Service.



*Example: Car Park Marshals at Sliabh Gullion Forest Park*

### **3.3.8. Potential Special Tourist Bus Route**

A specially themed tourist bus service could be developed from the city centre to the new Dublin Mountains Visitor Centre. This could be called the "*Art O'Neill Tour Bus*" service from Dublin Castle direct to Hell Fire generally following the historical escape route taken by Art O'Neill and Red Hugh O'Donnell in January 1592. The route could follow the historical Military Road that was constructed after the 1798 Rebellion to enable access to the wild rebel Wicklow Mountain fastness from which raids were launched on The Pale. Intermediate stops could be made at Rathfarnham Castle and the Pearse Museum at St. Enda's Park. Such a special service could encourage visitors to Dublin to undertake a wider experience of the city and surroundings.

### 3.4. Accessibility for Pedestrians

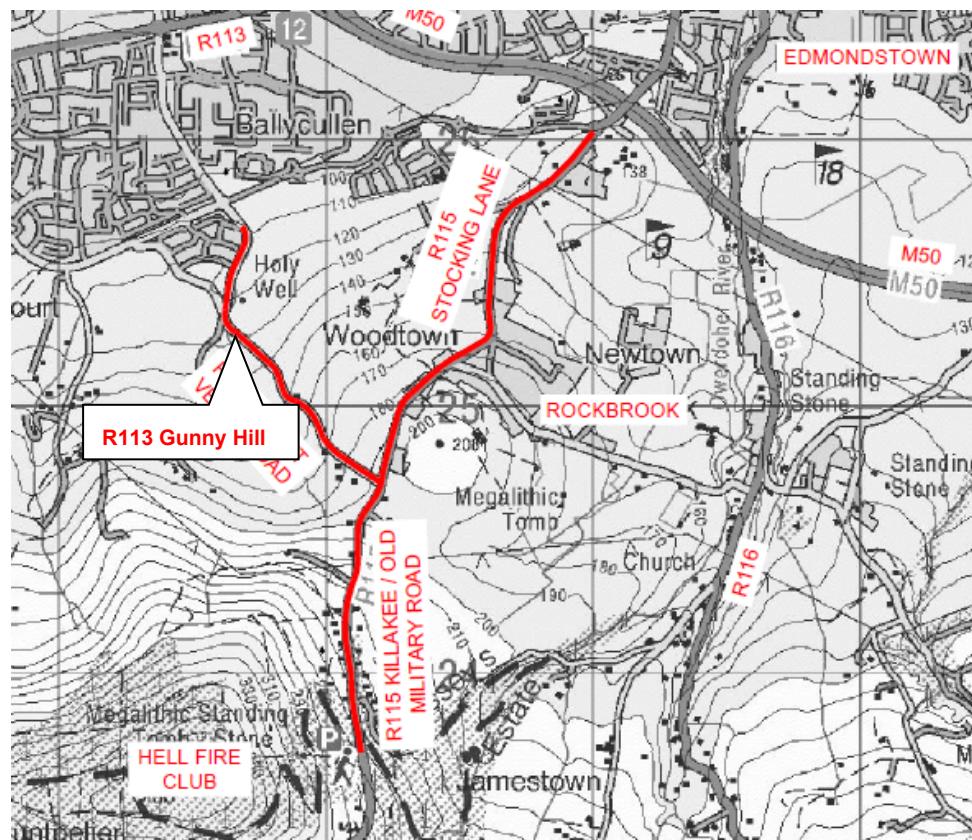
There are no footpaths the rural roads between the proposed site and the city edge, 2.5km to the north. It is not therefore currently pleasant or particularly safe to walk to the Hell Fire Wood from the city at present.



Killakee Road, R115 - No Footpath

#### 3.4.1. Proposed Footpaths along Access Routes

It is proposed to provide new footpaths along the two existing roads as shown on the following map highlighted in red.



Proposed Footpaths along Rural Roads for Access to Hell Fire Wood from the City

For this project the existing road widths were measured at 100m intervals along Stocking Lane, Killakee Road and Gunny Hill to determine the space available for the provision of a footpath. Full details of the survey dimensions are provided in **Appendix B** and are summarised in the following table.

**Table 1: Existing Road and Verge Widths**

Road	Verge/Bank Width		Road Width	
	Range	Average	Range	Average
R115 Stocking Lane (1.1km)	1.4m - 2.0m	1.7m	5.1m - 7.4m	6.0m
R115 Killakee Road (1.5km)	0.5m - 3.0m	1.5m	5.0m - 6.7m	5.7m
R113 Gunny Hill (0.9km)	1.1m - 2.5m	1.4m	5.6m - 6.1m	5.8m

Although the proposed visitor centre is located in a rural area, it is quite close to the urban area, which is why it is desirable to provide footpath links from the site to the edge of the city. There is no directly applicable design standard for such a rural footpath. In the *Design Manual for Roads and Bridges* published by Transport Infrastructure Ireland there is no provision for a footpath along a rural road, as that standard provides for shared facilities for use by both pedestrians and cyclists alongside high-speed rural roads. In Standard DN-GEO-03036 the desirable minimum width for such a shared facility is 3.0m, with a permitted relaxation to 2.0m in "difficult circumstances".

In accordance with the *Design Manual for Urban Roads and Streets (DMURS)* (page 87), the desirable minimum width for an urban footpath is 1.8m, which allows space for two people to pass comfortably. Prior to publication of DMURS in 2013, it was custom and practice to provide a standard footpath width of 1.5m and an absolute minimum of 1.2m.

A general footpath width of 1.8m is proposed as the desirable minimum for the new footpaths for this project. However, due to the very constrained road width available in a few places, it will be necessary to reduce the footpath width slightly to 1.5m absolute minimum over short sections. This is still a fit-for-purpose footpath in accordance with custom and practice over many decades as shown in the following example.



*Example of a Rural Road with narrow footpath near Delgany, Co. Wicklow*

In Table 1 it can be seen that the average existing verge widths, over the 3.5km of rural roads linking to the proposed visitor centre from the urban area, range between 1.4m and 1.7m, but with only 0.5m minimum in a few places. To achieve suitable footpath widths will entail some encroachment into the existing road to a small degree of typically 0.3m, but up to 0.9m maximum. The tables in **Appendix B** indicate what width of footpath is proposed at each location at 100m intervals along the access roads.

There will be no road widening into adjoining privately owned lands for the purpose of the provision of new footpaths for the proposed development.

### 3.4.2. Suitable Road Widths

The existing access roads to the site vary in width from 5.0m minimum to 7.4m maximum. There is no applicable design standard for the width of non-national roads in Ireland, but some existing roads can be as narrow as 2.5m, for single-track traffic, with passing places at field gates. Regional roads are normally required to cater for two-way traffic and are rarely narrower than 5.0m minimum.

For this project the existing road sections as measured on site may be grouped in two categories:

- Type 1 > 5.5m wide (27 of the 32 locations measured = 84%)
- Type 2: 5.0 to 5.5m wide (5 of the 32 locations measured = 16%)
- Type 3: <5.0m wide requiring passing place for two-way traffic (no existing locations).

Locations of the road types, as described above, are depicted on Drawings **DMVC-ROD-Z0-00-DR-C-0020-22** included in **Appendix A**.

### 3.4.3. Impact of Proposed Footpath for Road Width

The provision of a new footpath can be accommodated on the existing road reservation on the following basis over the 32 sections as measured on site:

**Table 2: Proposed Footpath Details**

Category	Description	Sections	%
A	1.8m wide footpath / no change in road width;	13	41%
B	1.5m wide footpath + no change in road width;	7	22%
C	1.5m wide footpath with road narrowed but > 5.0m wide;	10	31%
D	1.5m wide footpath with road narrowed to Type 3 Road <5.0m wide with give-way shuttle for traffic	1	3%
Other	Road Widening at Massy's Estate	1	3%

From Table 2 it can be seen that the existing road can accommodate a new footpath of at least 1.5m width over 63% of the length required with no change to the existing road widths. Modest road narrowing over a further 31% of the required length can achieve a 1.5m wide footpath and a road of at least 5.0m width.

In just 2 locations there is not enough space for the proposed footpath and a 5.0m wide road for two-way traffic. Proposals for suitable adjustments to the road layout at these two pinch-points are as follows.

**Pinch-Point A:** On Killakee Road at Massy's Estate opposite the Steward's House over a length of 100m the road is 5.5m wide with a 0.6m wide verge on the western side. It is proposed to widen the road on the eastern side by 1.2m into Massy's Estate to accommodate a 1.8m wide footpath on the western side. Details are shown on **DMVC-ROD-Z0-00-DR-C-24** in Appendix A.

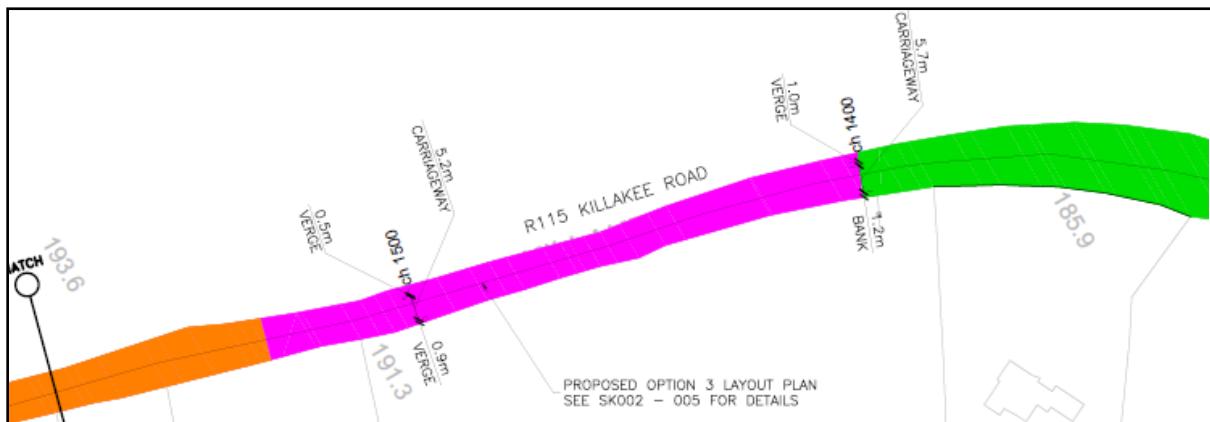


*Killakee Road at Steward's House / Massy's Estate: Proposed to widen road on the left (eastern side) to accommodate a footpath on the right (western side)*

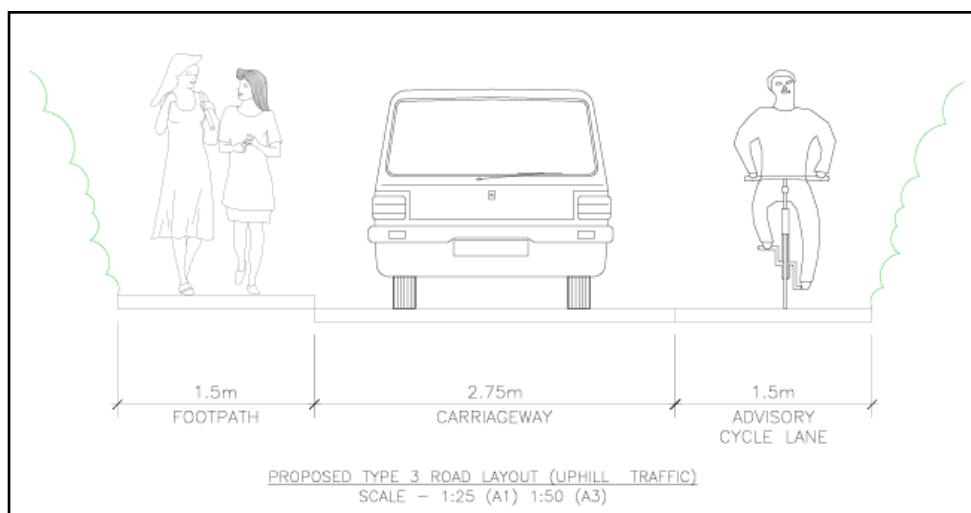
**Pinch-Point B:** On Killakee Road between the junctions at Mount Venus Road and Gunny Hill there is a 90m long section where the existing road is 5.2m wide and there is only 0.5m of verge on the western side. It will be necessary to narrow the road by 1m to 4.2m wide to accommodate a footpath. This will require a single lane traffic shuttle.



*Narrowest Section of Killakee Road where Traffic Shuttle is proposed*

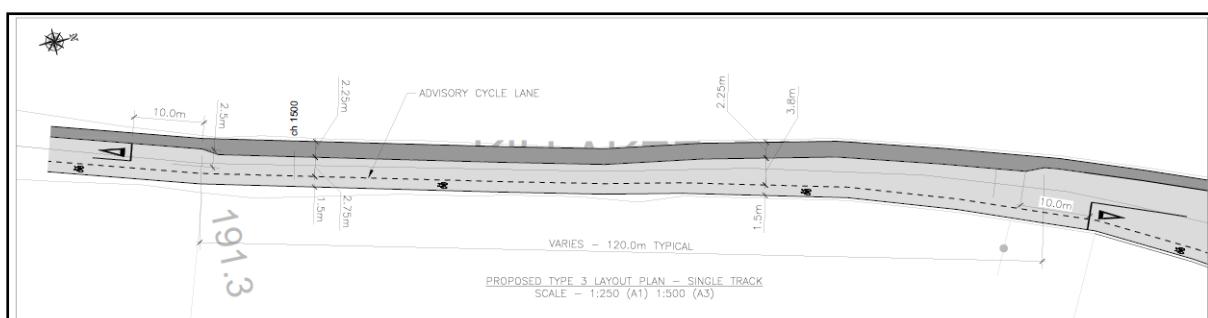


*Extract from Map in Appendix A at narrowest section of Killakee Road (Highlighted in pink)*



*Proposed Road Cross-Section at Pinch-Point A (Extract from Drawing in Appendix A)*

The proposed traffic layout will provide for slow cyclists in the uphill direction through an advisory cycle lane (1.5m wide) on the eastern side of the road. Motor traffic will share a 2.7m wide traffic lane in the centre of the road in alternating directions governed by yield signs at each end of the 120m long shuttle section as shown on the drawing detail below. Downhill cyclists will not be required to yield to uphill traffic, which can straddle the uphill cycle lane as necessary to enable passing. This arrangement will have a strong traffic calming effect to reduce traffic speeds in addition to sharing the limited road space appropriately. Details of the proposed footpath and associated works are shown on Drawings DMVC-ROD-Z0-00-DR-0023-24 in Appendix A.



*Proposed Road Plan Layout at Pinch-Point A (Extract from Drawing in Appendix A)*

#### 3.4.4. Traffic Capacity at Shuttle Pinch-Point

There will be no adverse impact on traffic conditions with the proposed traffic shuttle arrangement in the context of the modest traffic flow on this road which is about 200 vehicles per hour at peak on a Sunday afternoon, which is 1 vehicle every 18 seconds on average, or every 36 seconds per direction. The hourly capacity of a traffic lane is 1,600 vehicles per hour at 60 km/h. Thus the existing traffic demand is only 12.5% of the capacity of a single traffic lane.

If car traffic travels through the pinch-point at 10 m/s (36 km/h), then it will take 12 seconds to cover the 120m length. Allowing for a separation time of 3 seconds lost time at the end of a pulse of traffic, there can be 4 x 15 second pulses per minute. The cumulative lost time over an hour will amount to 20%. Thus the two-way capacity of the shuttle will be 80% of 1,600 vehicles per hour = 1,280 vehicles per hour, which is more than 6 times greater than the current peak traffic flow.

The probability of a vehicle requiring to yield at the pinch-point will be 42% as derived from the traffic frequency of 1 vehicle in each direction divided by the shuttle clearance time.

#### 3.4.5. Proposed Localised Narrowing of Existing Roads to fit a New Footpath

There are occasional single-track pinch-points on the existing road network, such as crossing an old stone bridge, where traffic operates on a give-way shuttle arrangement usually governed by a yield sign for one or both directions as shown in the following example.



*Example of a Give-Way Shuttle at a Pinch-Point (N66 near Kilcreest, Co. Galway)*

In a previous project designed by Roughan & O'Donovan for *The Boyne Greenway* between Drogheda and the Battle of the Boyne Visitor Centre at Oldbridge, Co. Meath, an existing local road has been narrowed over 3 lengths of up to 230m to accommodate a shared footpath and cycleway as shown in the following photograph. A single-track traffic shuttle operates at each pinch-point controlled by a Yield sign at one end and a Stop sign at the other end. That situation is similar to what is proposed for Killakee Road on the access route to the proposed Dublin Mountains Visitor Centre.



*Example of Single-Track Traffic Shuttle on Oldbridge Road, Co. Meath*



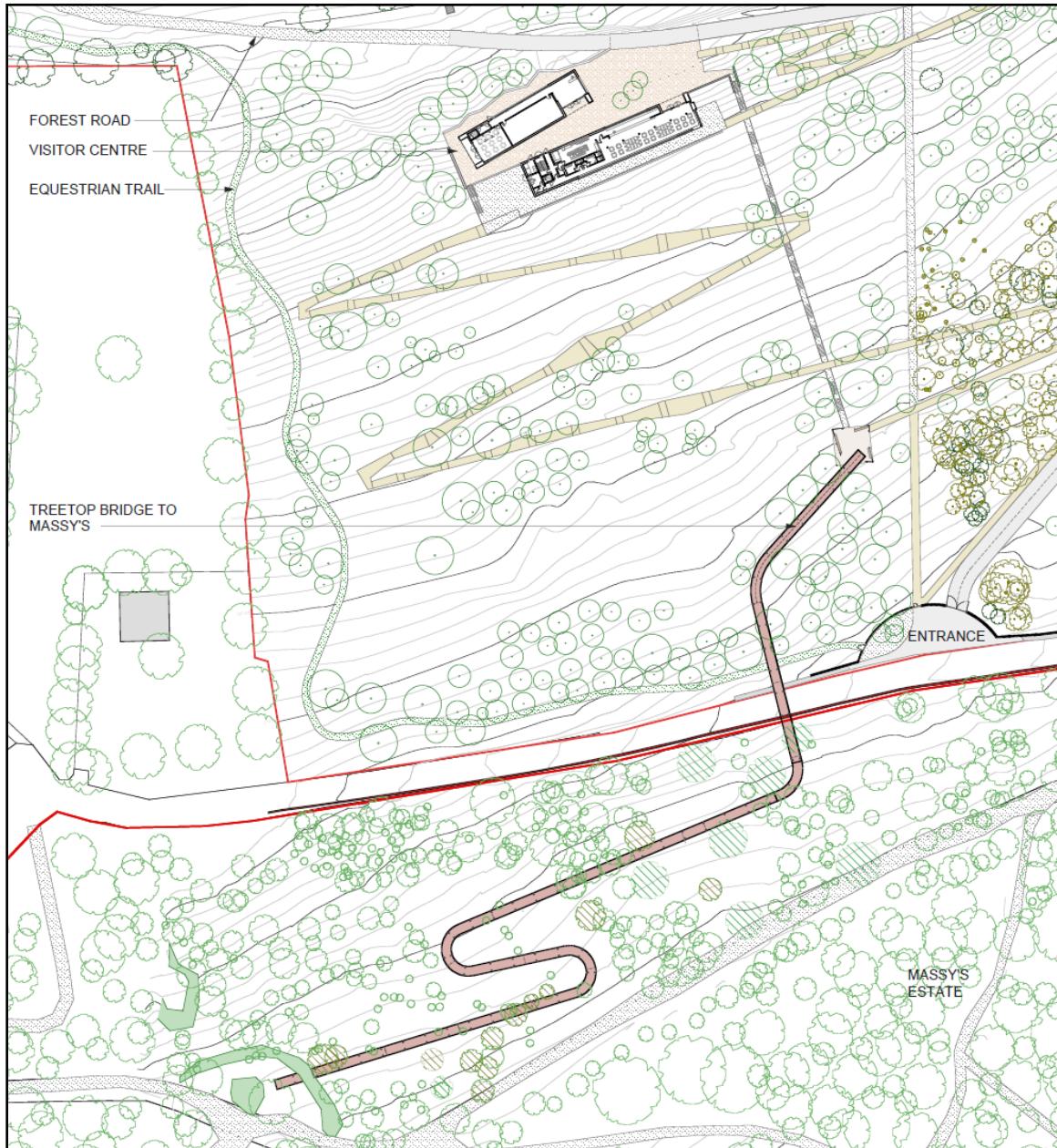
*Example of Single-Track Traffic Shuttle on Oldbridge Road, Co. Meath*

### **3.4.6. Link Bridge from Hell Fire Wood to Massy's Estate**

A link bridge will be provided between Hell Fire Wood and Massy's Estate over Killakee Road, which will be 2m wide and about 250m long so as to address the gradient along the route. The proposed bridge is intended to be an unusual and interesting feature that will wander through the trees at a high level. It should form an attraction in itself in addition to the functional purpose to link the two sites comfortably and safely.

This bridge will overcome the current severance between the two sites which causes some people to park on the road at the entrance to Massy's Estate on Killakee Road. In

future these people can use the enlarged car park at Hell Fire Wood and then cross on the new bridge to Massy's Estate.



*Proposed Link Footbridge from Hell Fire Wood to Massy's Estate*

### 3.5. Accessibility for Cyclists

The Hell Fire Wood is located at some distance from the nearest cycling facilities in the Dublin suburban area as follows:

- a) 2.5km to Ballycullen Road via Killakee Road (R115) and Gunny Hill (R113);
- b) 3km via Killakee Road (R115) to Stocking Lane where there is a 1km length of cycle track followed by a gap at Scholarstown Road to the main cycle route network at Ballyboden;
- c) 3.5km via Massy's Estate, Cruagh Road (R116) through Rockbrook and Edmondstown Road (with some traffic calming) to Ballyboden.



*Existing Cycle Track along Stocking Lane, 3km north of Hell Fire Wood*

Considerable numbers of recreational cyclists travel along Killakee Road for access to the Wicklow Mountains further south along the Military Road.



*Recreational Cyclist on The Military Road, climbing up to The Featherbed*

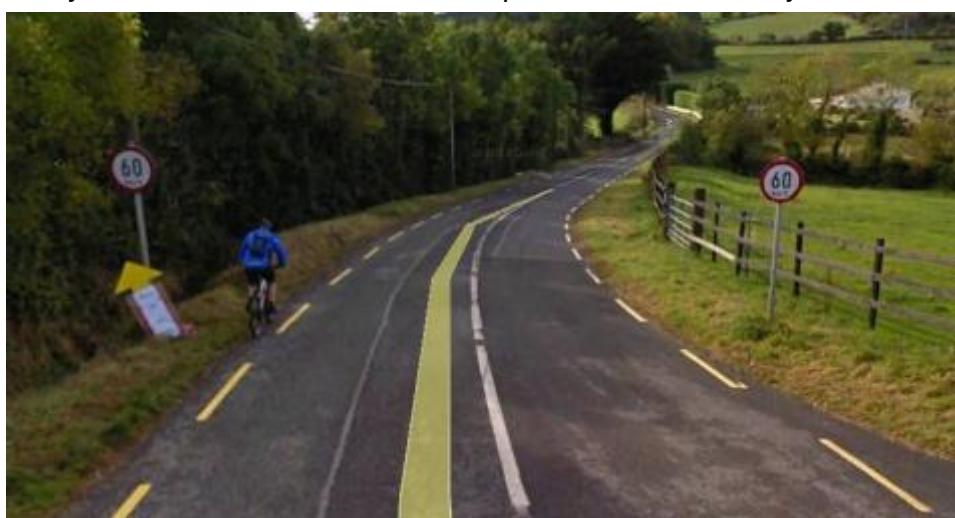
The speed limits on the rural roads in the Dublin Mountains are reduced to reflect their narrowness and bendiness, which also helps to make the routes more suitable for cyclists:

- Along the R115 route the 50 km/h zone extends southwards from the urban area along Stocking Lane and Killakee Road to the Gunny Hill (R113) junction, which is 1km north of the Hell Fire Wood car park. There is a 60 km/h speed limit along Killakee Road past the Hell Fire Wood all the way up to just beyond the Killakee Viewing Point at the Cruagh Road junction over a length of 2.5 km;
- A 50 km/h speed limit applies on the R113 route along Gunny Hill and Ballycullen Road.

The existing conditions on these roads are generally suitable for experienced cyclists to share with traffic due to the fairly low traffic volumes and the low speed limits.



*Cyclist on Killakee Road - in slow uphill direction at Massy's Estate*



*60/50 km/h Speed Limit on Killakee Road at Gunny Hill Junction, looking south*

### 3.5.1. Proposed Uphill Cycle Lanes

As an improvement on the existing road layout for cyclists it is proposed to modify the existing road markings on the R115 Killakee Road and R113 Gunny Hill as follows:

- Remove the existing road centreline marking during resurfacing of the roads;
- Marking of an advisory cycle lane, 1.5m wide, in the uphill direction.

This arrangement will encourage vehicular traffic in the uphill direction to keep out from the edge of the road and to provide suitable clearance when passing slow cyclists on the hill. The absence of a road centreline marking will also create some uncertainty for drivers and should encourage slower traffic speeds.



*Example of a Rural Road in the Netherlands with Advisory Lanes for Pedestrians and Cyclists*

### 3.5.2. Bicycle Parking

Bicycle parking facilities will be provided as follows:

- 10 spaces at the Massy's lower gate;
- 50 spaces at Hell Fire Wood.

It would be attractive for cyclists to traverse through Massy's Estate from Rockbrook so as to be able to continue southward along Killakee Road into the higher mountains if they wish. It is proposed therefore that the core network of universal access trails through the site will be available for shared use by cyclists in accordance with the usual greenway principles of priority for pedestrians.

A suitable grit surface will be provided on these main tracks for use by bicycles as well as wheelchairs and buggies.

### 3.6. Equestrian Accessibility

There are a number of riding stables in the vicinity of the Hell Fire Wood that use the forest for equestrian purposes. Access to the wood from some stables involves travelling along Killakee Road from the north over a distance of about 1km. The existing road is narrow and equestrian users mix with traffic that may be moving somewhat faster than is comfortable for horses when passing.

#### 3.6.1 Proposed Road Improvements

The proposed road improvements detailed in this Traffic Impact Assessment and application include

- Some road narrowing to provide a footpath;
- Removal of the existing road centreline during the resurfacing works;
- Marking of an advisory cycle lane in the uphill direction, which may be shared by equestrians.

The revised road layout will encourage traffic to keep towards the centre of the road and hence will provide more space when passing equestrians. The lack of a centreline road marking should encourage slower traffic speeds. It is expected that the modified road conditions will generally improve safety for all road users including equestrians.

## 4. EXISTING TRAFFIC

### 4.1. Dublin Mountains Recreational Sites

Hell Fire Wood is an existing recreational site within a network of Coillte forests that cater for recreational requirements in the Dublin Mountains including:

- i) Barnasligan Wood / Carrickgollogan, near Kilternan on the eastern foothills;
- ii) Ticknock Wood, above Sandyford at Three Rock Mountain with a Mountain Biking centre;
- iii) Kilmashogue Wood near Marlay Park on the Wicklow Way long-distance walking route;
- iv) Tibradden Wood and Zipit play-at-height site at the upper end of Glendoher south of Rockbrook;
- v) Cruagh Wood, a short distance southwest of Tibradden Wood;
- vi) Hell Fire Wood & Massy's Estate above Rathfarnham on the Killakee Road linking to the *Military Road* that extends southward to Laragh and Glendalough through the wild central part of the Wicklow Mountains.

There are very few other public access points into the Dublin Mountains along the northern edge nearest Dublin City, and these forests cater for the bulk of recreational activity in the area. Further south the *Military Road* and a number of other minor local roads in Glenasmole (Upper River Dodder valley) and Glencullen enable direct access to the higher open mountain moorlands, but without formal parking facilities.

### 4.2. Dublin Mountain Visitor Numbers

Extended transport surveys were undertaken by Coillte at four of their sites in the Dublin Mountains over a 21 month period from 1st of July 2015 to 31st March 2017 as summarised in the table below.

At two sites, Barnaslingan and Cruagh, the numbers of pedestrians were counted, and from this the number of vehicles is estimated using a car occupancy

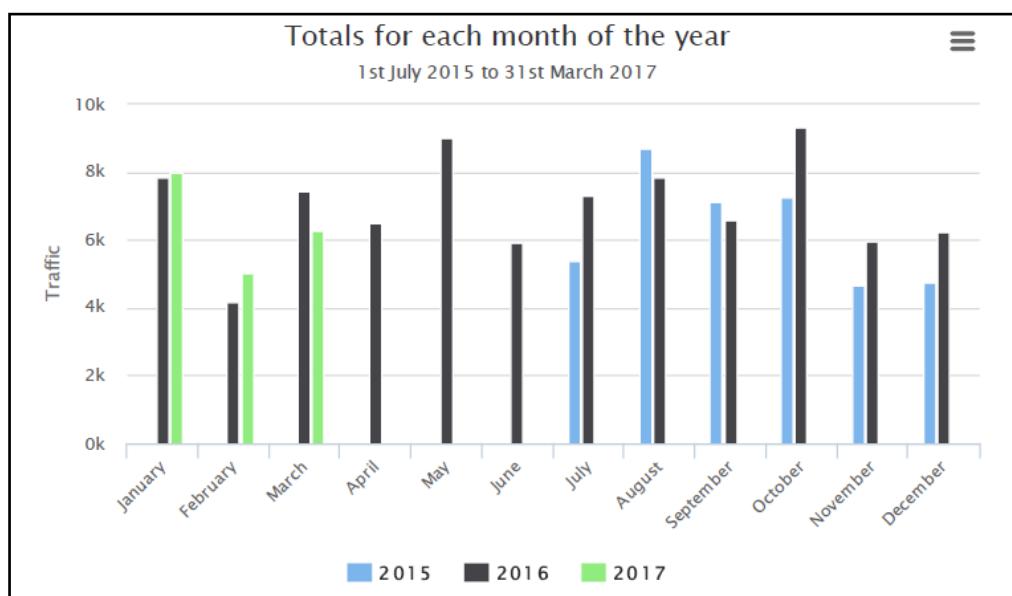
factor of 2.5. At Ticknock and Hell Fire Wood, the vehicles were counted and the number of visitors is estimated using the same factor.

Location	Annual Vehicles April 2016 to March 2017	Annual Visitors	Parking Spaces
Barnas lignan	12,600 (estimated)	31,500	20
Ticknock	79,200	198,000 (estimated)	200
Kilmashogue Wood	Not surveyed	Not surveyed	30
Tibradden Wood	Not surveyed	Not surveyed	55
Cruagh Wood	6,800 (estimated)	16,900	35
Hell Fire Wood	42,000	105,000 (estimated)	80
Totals	140,600	351,400	370

*Table 4.1 – Vehicle & Visitor Numbers at Coillte Sites in the Dublin Mountains.*

From the four sites surveyed, Hell Fire Wood accounted for 30% of the overall total number of visitors. The two sites that were not surveyed at Tibradden and Kilmashogue are fairly small, and based on the size of their car parks and observations of usage, are likely to account for a further 25% of overall visitors, equivalent to an additional 85,000 visitors annually. Thus the overall total number of recreational visitors across the six sites is estimated as 435,000 per annum.

Hell Fire Wood can be compared to the busiest site at Ticknock and caters for half as many visitors, but has only 40% of the car parking capacity.



*Figure 4.1 - Seasonal Traffic Pattern at Hell Fire Wood - Monthly*

The graph above shows that the Hell Fire Wood site is visited fairly consistently all year round with the busiest months in May and October, and the quietest periods in November, December and February.

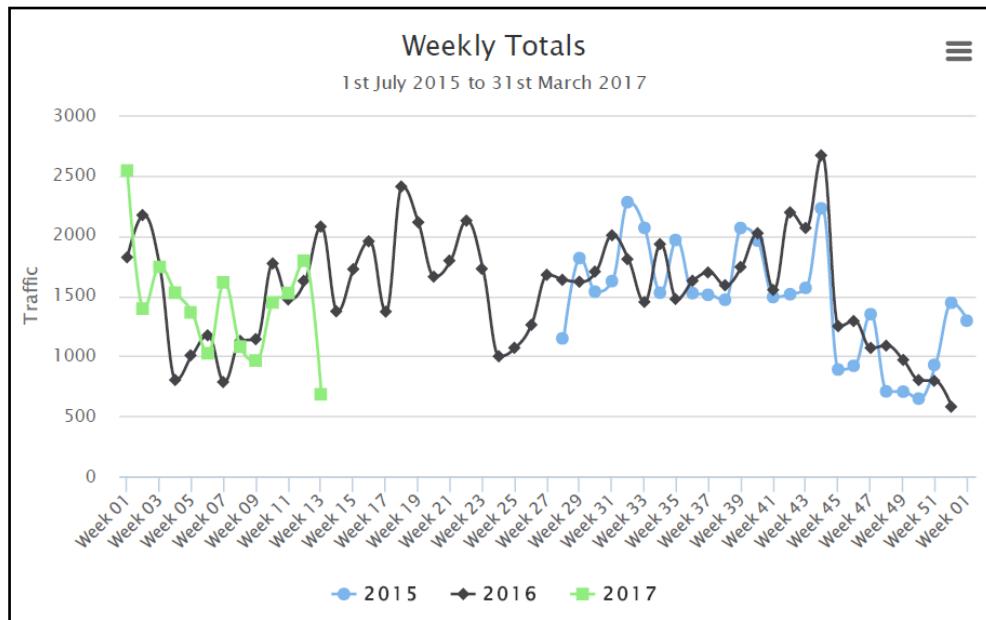


Figure 4.2 - Weekly Traffic Pattern at Hell Fire Wood

Weekly traffic flows at Hell Fire Wood car park range between 600 and 2,700 vehicles, with an average of 2,000 vehicles per week.

Further graphs below show the following patterns of visitor usage:

- Weekends account for 50% of weekly visits;
- Sunday is the busiest day with 30% of weekly visits = 700 vehicles average;
- Saturday is the second busiest day with 20% of weekly visits;
- Weekdays have on average 10% of weekly visits;
- The busiest hours of the day are between 10am and 4pm with 71.5% of daily vehicles cumulatively;
- Peak daily traffic movements are between 12am and 3pm.

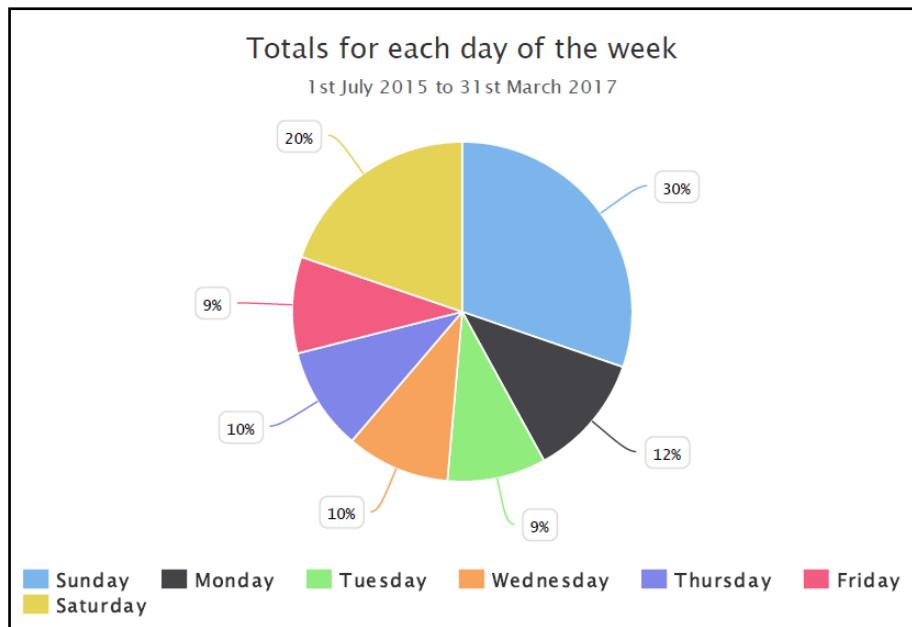


Figure 4.3 - Weekly Visitor Pattern at Hell Fire Wood

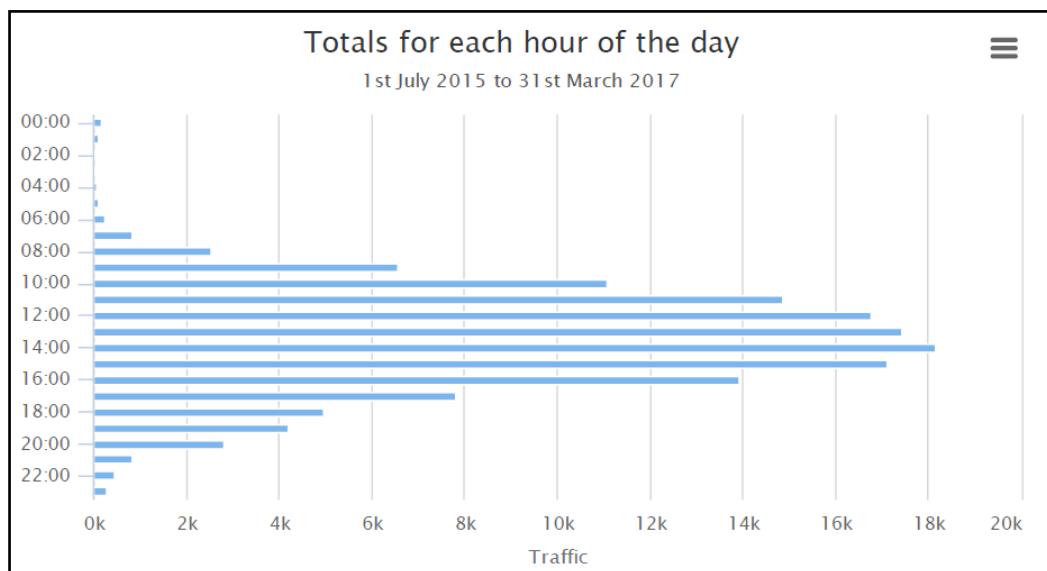


Figure 4.4 - Daily Visitor Pattern at Hell Fire Wood

### 4.3. Traffic Survey Results

#### 4.3.1. Winter Traffic Counts

A set of detailed traffic surveys were undertaken by Nationwide Data Collection (NDC) on Saturday 26<sup>th</sup> and Sunday 27<sup>th</sup> of November 2016 for the proposed development as follows:

- Junction Turning Counts at Gunny Hill / Killakee Road, between the hours of 11:00 – 12:00 and 15:00 – 16:00
- Car Park Access Counts, between the hours of 08:00 – 17:00;
- Pedestrian Counts between the hours of 08:00 – 17:00;
- Automatic Traffic Counts (ATC) on Killakee Road between the hours of 00:00 – 24:00.

All traffic survey data is included in **Appendix C**.

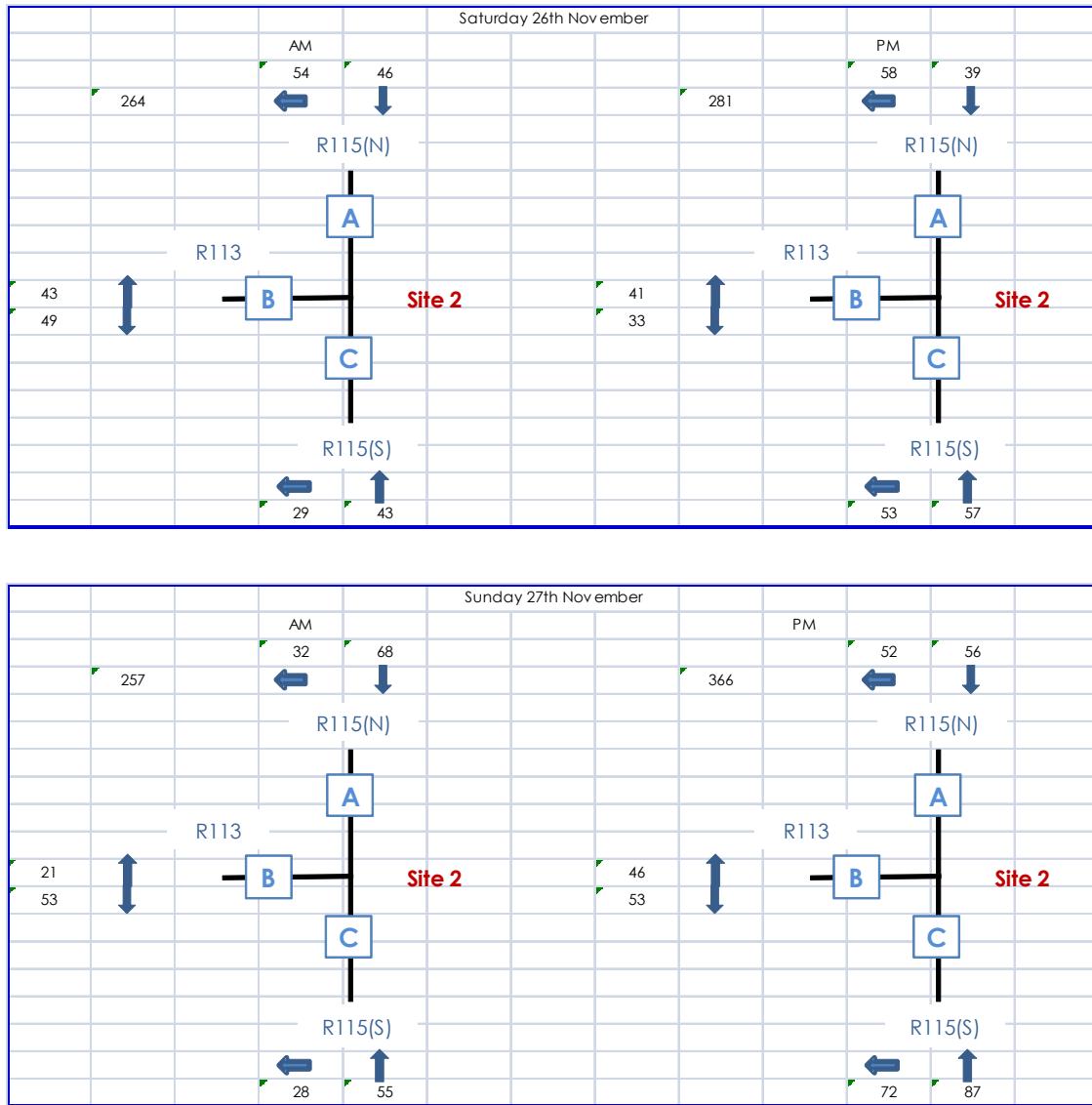


Figure 4.5 - Junction Count Data at Peak Hours at Weekend in November 2016

#### 4.3.2. Summer Traffic Counts

Updated Junction Turning Count and Car Park Access Counts were undertaken by Abacus Surveys over the 2017 June Bank Holiday Weekend from Friday 2<sup>nd</sup> June to Wednesday 7<sup>th</sup> June inclusive. Junction Turning Counts were carried out between the hours of 10:00 – 12:00 and 15:00 – 17:00, Car park access counts were carried out between the hours of 08:00 – 19:00, to validate the previous recorded data, and to determine seasonal variations.

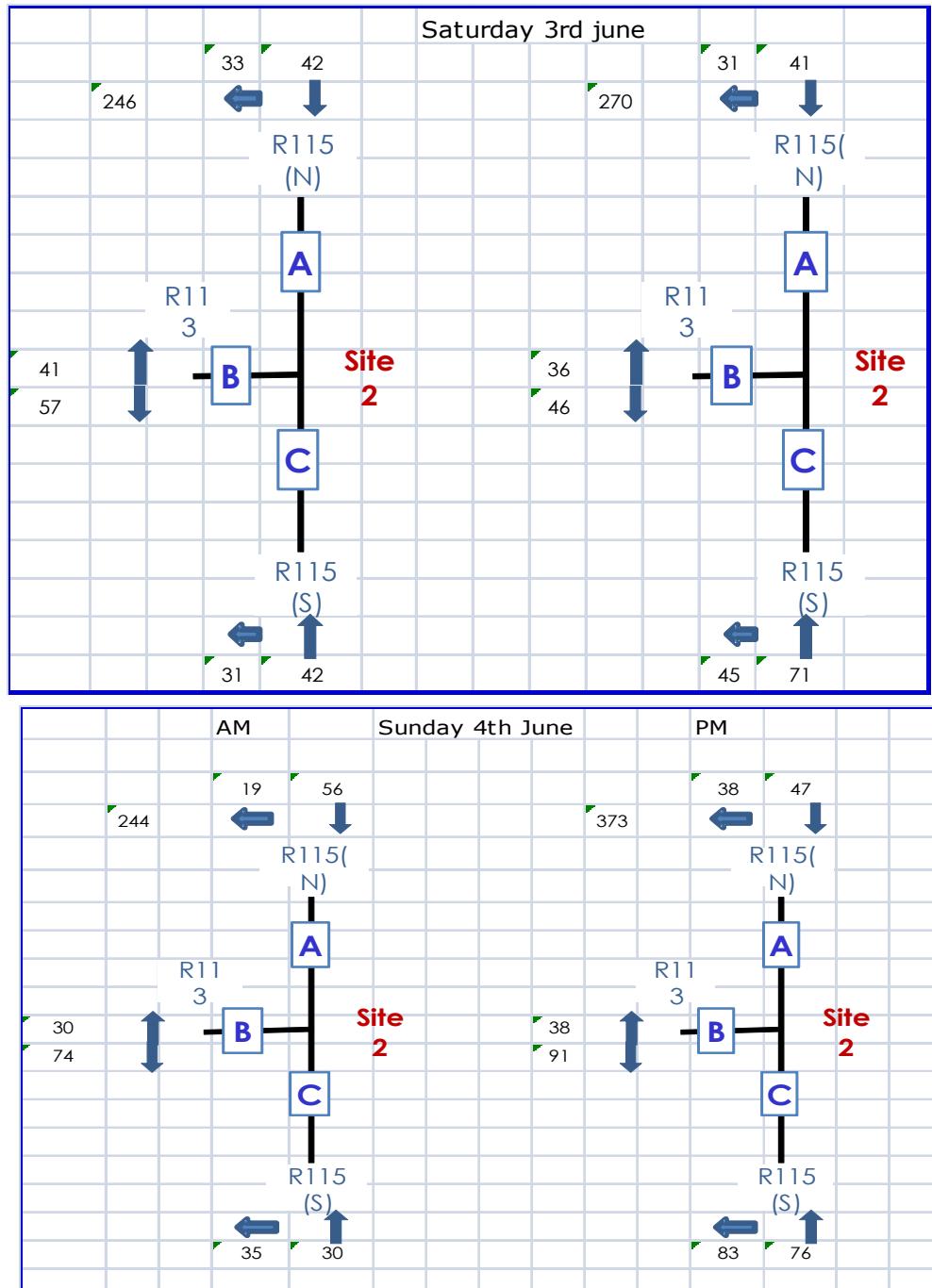


Figure 4.6 - Junction Count Data at Peak Hours at Weekend in June 2017

Of the traffic on Killakee Road south of the junction, on average 60% approaches from the west (Gunny Hill) and 40% from the north.

#### 4.3.3. Traffic at Kilakee Road/ Gunny Hill Junction

A summary comparison of the traffic counts, at the junction of Killakee Road (R115)/ Gunny Hill (R113), on the southern arm of the junction tabulated below shows minimal seasonal variation from November to June at peak times.

Saturday				
Time	To Hell Fire		From Hell Fire	
AM Peak	Nov-16	Jun-17	Nov-16	Jun-17
11:00	22	22	16	8
11:15	20	22	14	27
11:30	18	21	18	17
11:45	35	33	24	20
Hourly Total	95	98	72	72

Table 4.2 – AM Peak Flows

Saturday				
Time	To Hell Fire		From Hell Fire	
PM Peak	Nov-16	Jun-17	Nov-16	Jun-17
15:00	20	17	26	19
15:15	16	24	27	19
15:30	15	29	26	28
15:45	21	17	31	33
Hourly Total	72	87	110	99

Table 4.3 – PM Peak Flows

Sunday				
Time	To Hell Fire		From Hell Fire	
AM Peak	Nov-16	Jun-17	Nov-16	Jun-17
11:00	33	30	15	15
11:15	32	32	30	15
11:30	23	40	22	17
11:45	33	28	16	18
Hourly Total	121	130	83	65

Table 4.4 – AM Peak Flows

Sunday				
Time	To Hell Fire		From Hell Fire	
PM Peak	Nov-16	Jun-17	Nov-16	Jun-17
15:00	33	39	42	38
15:15	29	30	39	28
15:30	29	34	37	33
15:45	18	35	41	60
Hourly Total	109	138	159	159

Table 4.5 – PM Peak Flows

#### 4.3.4. Traffic at Hell Fire Club Car Park

A summary comparison of the traffic counts, at the existing car park entrance to Hell Fire Club, below shows minimal seasonal variation from November to June at peak times.

Saturday				
Time	Into Hell Fire Car Park		From Hell Fire Car Park	
AM Peak	Nov-16	Jun-17	Nov-16	Jun-17
11:00	9	5	3	0
11:15	5	6	2	7
11:30	4	4	3	8
11:45	8	10	8	3
Total	26	25	16	18

Table 4.6 – AM Peak Flows

Saturday				
Time	Into Hell Fire Car Park		From Hell Fire Car Park	
PM Peak	Nov-16	Jun-17	Nov-16	Jun-17
15:00	4	9	8	4
15:15	4	4	8	5
15:30	12	7	2	10
15:45	2	4	9	13
Total	22	24	27	32

Table 4.7 – PM Peak Flows

Sunday			
Time	Into Hell Fire Car Park	From Hell Fire Car Park	
AM Peak	Nov-16	Jun-17	Nov-16 Jun-17
11:00	8	10	2 6
11:15	11	11	4 9
11:30	10	20	4 5
11:45	15	15	8 6
Total	44	56	18 26

Table 4.8 – AM Peak Flows

Sunday				
Time	Into Hell Fire Car		From Hell Fire	
PM Peak	Nov-16	Jun-17	Nov-16	Jun-17
15:00	6	10	17	12
15:15	5	11	14	9
15:30	4	15	10	13
15:45	6	13	13	28
Total	21	49	54	62

Table 4.9 – PM Peak Flows

As can be seen traffic flows into and out the Hell Fire Club car park account for less than 50% of the flows along the section between Hell Fire Club and the Gunny Hill junction. As such the minor expected additional flows will quickly disperse into the surrounding road network.

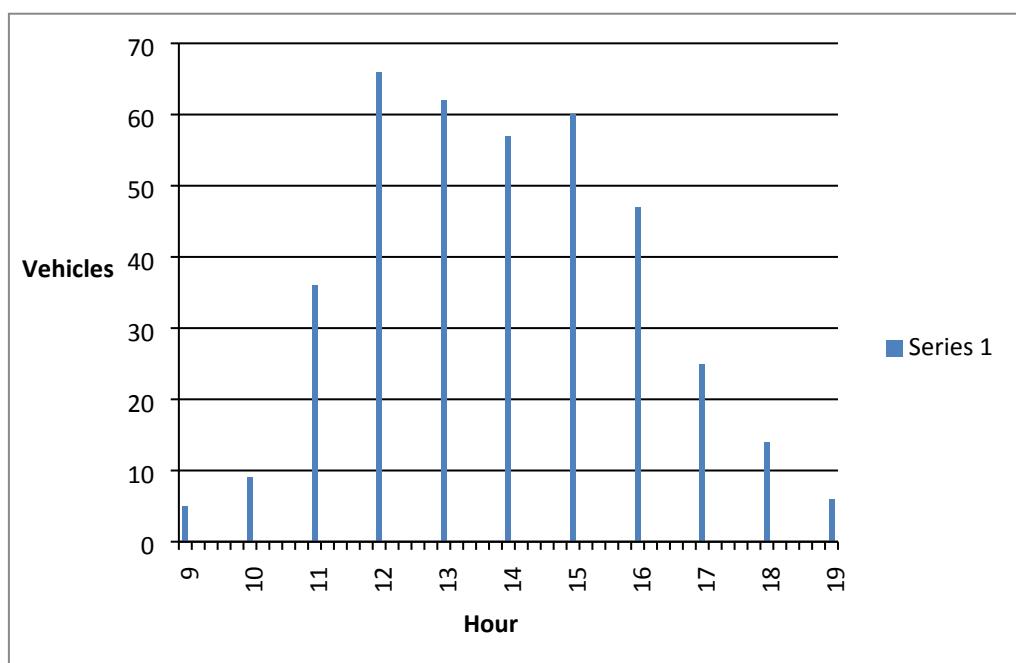


Figure 4.7 - Cumulative Vehicles in Hell Fire Wood Car Park on Sunday 4th June 2017

Parking spaces are not formally marked out in the Hell Fire Wood car park, and the capacity of the existing car park is estimated at between 75 and 80 spaces. The peak parking demand recorded was 66 vehicles, which equates to 88% of the capacity for 75 spaces. The average duration parked by each vehicle recorded in the survey was a little over 1 hour for the 353 vehicles that entered the site divided into the parking load of 387 vehicle-hours.

#### Parking Observations

There have been reports of occasional overspill parking onto Killakee Road at the Hell Fire Club due to demand exceeding the car park capacity. Various site visits were undertaken by a member of the Roughan & O'Donovan team over the past two years to observe peak demand conditions at the car park. Notes of these inspections are as follows:

Sunday 27 September 2015

- 83 cars parked at 2pm: car park full
- Overflow of 20 cars on road

Sunday 27 November 2016 at 14:00

- 57 cars parked / 16 spaces.
- 6 cars on road at Massy's Estate gate.

Sunday 4 June 2017 at 16:20

- 65 cars parked + ice cream van.
- On-road at Massy's Estate: 6 cars

While the formal traffic surveys for this project did not capture overspill parking, it is recognised that on occasion some overspill does occur. In addition there is regular on-road parking at the gate into Massy's Estate, associated with people who are reluctant to use the adjacent car park at Hell Fire Wood.



*Cars Parked on Killakee Road at Massy's Estate Gate*

#### 4.3.5. Traffic on Killakee Road

The peak hourly traffic flow on Killakee Road north of the Hell Fire Wood car park entrance was 244 vehicles per hour on Sunday 4th June between 3pm and 4pm. In that hour the number of vehicles entering and exiting from the Hell Fire Wood car park was 111, which is 45% of the total traffic in Killakee Road. The average traffic flow in and out of the car park in the busiest 6 hours was 91 vehicles per hour. The cumulative total traffic in and out of the Hell Fire Wood car park was 700 vehicles over the 11 hour period from 8am to 7pm.

Traffic speeds were recorded in the November 2016 survey on Killakee Road just south of the Gunny Hill junction as follows:

- Mean Speed: 49 km/h
- 85th Percentile Speed: 57 km/h.

## 5. TRANSPORT DEMAND ASSESSMENT

### 5.1. Projected Visitor Numbers

The Business Plan for the proposed development is estimated to attract approximately 300,000 visitors per annum, which is an approximate 3 fold increase in the current visitor numbers to the site at the Hell Fire Wood. This would amount to 200,000 new visitors in addition to the existing 100,000 visitors. Across the main Dublin Mountains sites as a whole these new visitors would increase the overall total number of visitors by 46% from 435,000 to 635,000 per annum.

The extended traffic counter data from the Coillte Surveys provides details of the seasonal and weekly variations of demand within the annual total as follows:

- Busiest month is May at 11% of annual total;
- Summer months of June, July and August have between 7.4% and 10% of annual total;
- Quietest month is February at 5.5% of annual total;

This proposed development will be targeted at a larger tourist market, which will increase the trips during the mid-week periods.

Key demand estimates for the proposed development over the first 5 years of operation:

- 100,000 visitors per annum at existing site;
- Potential 300,000 visitors per annum to developed site, distributed as follows:
  - Domestic Amenity visitors: 130,000 = 30% growth on existing;
  - International Tourists: 100,000;
  - Domestic Tourists: 66,000;
  - Others, e.g. School Groups: 4,000
- Tripling of demand annually, but with greater spread across the week due to growth of tourist visits;
- Weekend demand is expected to double on average;
- Longer duration visits expected due to expanded range of activities on site. A large increase to 4 hours has been assumed;

Further details of the demand estimates are included in **Appendix D**.

### 5.2. Modal Share

The existing site is almost exclusively accessed by private car with domestic amenity visitors predominant. However, most of the future growth in visitors is expected to come from tourists, both international and domestic. It is expected that few international tourists will have car transport available, and will be heavily reliant on public transport or tourist coach transport. On this basis it has been decided that the site will be served by shuttle bus from Tallaght and Ballycullen. Thus tourists can use the LUAS tram service to Tallaght or the frequent Dublin Service to Woodstown, and then transfer to the shuttle bus for the final leg into the Dublin Mountains. There are also likely to be special tourist bus services from Dublin. The shuttle bus service will also enable some modal shift by domestic amenity visitors.

The transport demand estimates for the proposed development have been assessed using a range of assumptions for mode share as follows:

Table 5.1 - Mode Shares

Visitor Type	Mode Share by Car		Mode Share by Public Transport	
	Scenario A	Scenario B	Scenario A	Scenario B
Domestic Amenity	100%	75%	0%	25%
International Tourist	30%	30%	70%	70%
Domestic Tourist	75%	75%	25%	25%
Others	80%	80%	20%	20%
Average	71%	56%	29%	44%

### 5.3. Public Transport Demand

Estimated demand for public transport services are outlined in Table 5.2.

Table 5.2 - Shuttle Bus Demand

300,000 Visitors	Peak Summer Months - Scenario B with Mode Shift			
	Weekend Daily	Peak Hourly	Peak Monthly	Annual Total by Bus
Amenity	231	27	6,930	33,000
International Tourist	431	50	12,936	67,200
Domestic Tourist	109	13	3,255	16,500
Schools & Others	0	0		3,200
Total by Bus	770	90	23,000	120,000

Table 5.3 - Shuttle Bus Loading

Services	Passengers
2	45
3	30
4	22

Note Table 5.3 does not account for private coach transport, so the demand for the shuttle bus service is over-estimated.

#### 5.4. Car Parking Demand and Provision

The car parking demand at the proposed visitor centre will vary according to the market segment by visitor type and has been separately assessed in the following tables. The peak monthly demand for amenity visitors is estimated as 10% of the annual demand based on the long survey period undertaken by Coillte. Tourist demand will have a higher peak of 14% of the annual demand in the summer months. The different mode shares for each visitor type are applied in the tables.

Table 5.4 - Car Parking Demand for Amenity Visitors

Annual	132,000	
Monthly (10% of Annual)	13,200	
Weekly	3,080	
Daily (Monthly / 30)	440	
Weekend Factor 30% (Sunday)	924	
	Scenario A	Scenario B
Car Mode Share	100%	75%
People by Car	924	693
Car Occupancy	2.5	2.5
Daily Cars	370	277
Peak 6 Hours (70% of Daily)	259	194
Hourly at Peak - cars	43	32
Length of Stay (hours)	4	4
Parking Demand	<b>172</b>	<b>129</b>

Table 5.5 - Car Parking Demand for International Tourists

<b>International Tourists</b>		
Annual	100,000	
Monthly (14% of Annual)	14,000	
Weekly	3,267	
Daily (Monthly / 30)	467	
Weekend Factor 30% (Sunday)	653	
Car Mode Share	<b>30%</b>	
People by Car	196	
Car Occupancy	2.5	
Daily Cars	78	
Peak 6 Hours (70% of Daily)	55	
Hourly at Peak - cars	9	
Length of Stay (hours)	4	
Parking Demand	<b>37</b>	

Table 5.6 - Car Parking Demand for Domestic Tourists

	Annual	66,000
	Monthly (14% of Annual)	9,300
	Weekly	2,170
	Daily (Monthly / 30)	310
	Weekend Factor 30% (Sunday)	434
	Car Mode Share	75%
	People by Car	326
	Car Occupancy	2.5
	Daily Cars	130
	Peak 6 Hours (70% of Daily)	91
	Hourly at Peak - cars	15
	Length of Stay (hours)	4
	Parking Demand	<b>61</b>

Table 5.7

<b>Combined Parking Demands</b>		
	Scenario A	Scenario B
	Spaces	Spaces
Amenity	172	129
International Tourist	37	37
Domestic Tourist	61	61
Total	270	227

#### 5.4.1. Proposed Parking

The proposed development will provide the following parking facilities

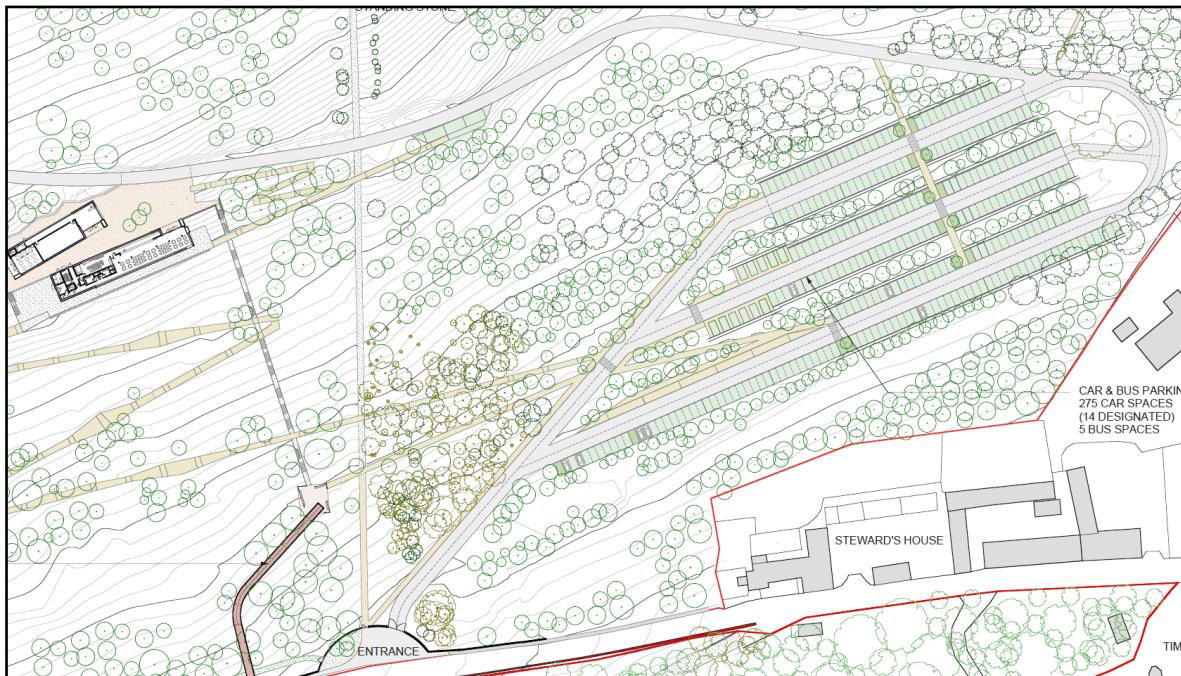
- 275 parking spaces proposed to cater for increase in demand and longer stays;
- 5 coach spaces.

As can be seen from Table 5.7 above, the proposed car park capacity will exceed the highest estimated demand in accordance with Scenario A, which pessimistically assumes no modal shift from private car to public transport, walking and cycling despite the proposed provision of a frequent shuttle bus service and upgrade of the access roads to provide a footpath and uphill cycle lane within a traffic-calmed revised road layout.

The extended car park will provide 200 additional spaces on top of the existing 75 spaces. It will be formed in 3 tiers of parking terraced on the hill side including the existing car park as the lower tier with 2 new tiers further up the hill above. The bus parking will be located closest to the entrance with the shortest walking distance to the proposed visitor centre buildings a short distance up the hill to the southwest.

The proposed site layout takes account of the steep topography with the circulation roads aligned to angle across the contours at a maximum gradient of 8% for universal access. 14 Disabled parking spaces are designated, of which 3 are

located adjacent to the visitor centre buildings, with controlled access from the main car park below.



*Proposed Car Park and Access at Hell Fire Wood*



*Detail of Proposed Car Park at Hell Fire Wood*

#### 5.4.2. Other Car Parks Nearby

The proposed visitor centre is intended to be a base for a cluster of sites in the vicinity, there will be satellite parking available at Killakee, Cruagh Wood and Tibbradden Wood. Some visitors may call briefly by the centre at Hell Fire Wood on

their way to and from these other sites and only stay briefly. Others may park at Cruagh for example and make an extended walking trip to Massy's Estate and Hell Fire Wood, via the Dublin Mountains Way.

## 5.5. Traffic Assignments

The projected peak period traffic flow in and out of the extended car park is estimated as 165 vehicles per hour, which is an increase of 54 vehicles per hour, 50% approximately, compared to the existing peak traffic of 111 vehicles per hour recorded on Sunday 4th of June 2017.

While the annual number of visitors is expected to increase by a factor of 3, the additional demand will be more evenly spread over the week and will be less peaky than at present. As most of the growth is expected to consist of tourists, there will be a significant mode share by bus, including the proposed shuttle bus service. Thus the increase in traffic flows will not be proportional to the total increase in visitor numbers.

Due to the limited access routes, additional traffic generated by the proposed visitor centre and car park expansion will follow the existing traffic patterns to and from the site. The estimated traffic volumes for the proposed development are small and will be quickly dispersed in the wider traffic context within the adjoining city suburbs.

- Peak Traffic on Killakee Road will increase from 244 vehicles per hour by 54 to approximately 300 vehicles per hour, an additional 23%.
- A 2 lane rural road has capacity for about 1,800 vehicles per hour, so Killakee Road will operate at about 17% of capacity with the visitor centre development.
- At the Gunny Hill junction the peak hour traffic movements will increase from 373 to 427 vehicles per hour (+14%). This increase is small on top of an already low number and will not materially impact on the capacity of the priority junction.
- On the basis of the existing junction turning proportions, the additional traffic will distribute 60% (32 vehicles) onto Gunny Hill from the west and 40% (22 vehicles) from the north along Killakee Road.

## 6. TRAFFIC IMPACT ANALYSIS

### 6.1. Results of Analysis

PICADY is software that assesses the capacity of a simple priority junction. PICADY software was used to assess the proposed junction into the site. The capacity of a junction is assessed based on the Ratio of Flow to Capacity (RFC). The RFC is a measure of the proportion of the capacity of an approach arm of the junction being availed of by traffic. It is considered good practice to ensure the RFC on any arm should not exceed 0.85 (that is to say that the junction should not operate above 85% of its theoretical capacity) as turbulent factors above that threshold may inhibit the optimal performance of the junction. PICADY also estimates the maximum number of vehicles queuing.

#### 6.1.1. Gunny Hill / Killakee Road Junction

Summary results of the analysis for the existing traffic flows are presented below in Table 6.1 and further details are included in **Appendix E**. The peak hours are determined from the traffic data collected in November 2016 and June 2017 as used in section 4 of this report previously, and refers to the hours of 11:00 – 12:00 (AM Peak) and 15:00 – 16:00 (PM Peak).

Table 6.1 PICADY Results

From	Saturday Am		Saturday PM	
	RFC	Queue - vehicles	RFC	Queue - vehicles
R113 (Left Turn)	0.08	0.08	0.07	0.07
R113 (Right Turn)	0.12	0.14	0.10	0.11
R115 (Right Turn)	0.06	0.06	0.06	0.06
From	Sunday AM		Sunday PM	
	RFC	Queue - vehicles	RFC	Queue - vehicles
R113 (Left Turn)	0.06	0.06	0.08	0.09
R113 (Right Turn)	0.15	0.18	0.20	0.25
R115 (Right Turn)	0.03	0.04	0.07	0.08

The above results indicate that the peak demand at the junction is only approximately 20% of the capacity. This junction will easily cater for the minor level of traffic increase expected due to the proposed visitor centre expansion.

#### 6.1.2. Traffic Capacity at Proposed Shuttle Pinch-Point on Killakee Road

The proposed visitor centre is expected to lead to an increase of 22 vehicles per hour on Killakee Road north of the Gunny Hill junction at the peak period on a Summer Sunday afternoon. This will add 11% to the existing traffic flow of 200 vehicles per hour, which will increase the frequency from 1 vehicle every 18 seconds on average to 1 every 16 seconds, or every 32 seconds per direction.

The probability of a vehicle requiring to yield at the pinch-point will increase from 42% to 47% as derived from the traffic frequency of 1 vehicle in each direction divided by the 15 seconds shuttle clearance time. Thus the additional traffic that will be generated by the proposed visitor centre will have no significant implication for the operation of the proposed traffic shuttle on Killakee Road.

## 7. INTERNAL CIRCULATION

The proposed site layout is shown in **Drawing Number DMVC-ROD-Z0-00-DR-C-0001** in the General Drawings.

A functional description of the site is as follows:

- a) Vehicles will enter the site via a simple priority junction off the R115, Killakee Road. The entrance will be formed in a bell-mouth shape with separate pedestrian and vehicle access gates. The entire entrance will be on a raised platform to provide a 'shared surface' aspect to ensure that speeds through the junction are at a suitable speed for the likely levels of pedestrians wishing to cross the R115 at this point to access Massy's Estate.
- b) The vehicle access point will be to the northwest of the bell-mouth with the main spine road continuing northwest into the site at a gradient of 1:12 to ensure ease of access for vehicles internal roads through the parking area will run parallel to the contours at the three different levels to ensure they are maintained as flat as possible to ensure ease of access for pedestrians alighting from parked vehicles connecting the three parking access roads at the northern end will be a short section of road with a maximum gradient of 1:6, this is necessary due to the constrained area available in this location and the nature of the topography.
- c) Vehicle circulation through the site will be two-way facilitated for cars or light goods vehicles. Coaches will generally have two-way access through the site, however they will directed to the 5 no. coach parking bays at the first right turn within the site, where they will drop off / pick up passengers. The coaches will then follow the road way on towards the north of the site, where they will follow the road loop around and exit via the western most parking bays and finally via the main spine road. Vehicular access to the proposed amenity centre will be curtailed at the edge of the car park, with a yet to be determined barrier system.
- d) A total of 275 car parking spaces will be provided of which, 14 will be designated disabled parking bays. In addition 5 no. coach parking bays will be provided. Of the 14 disabled parking bays 3 no. will be located close to the amenity centre with access to these provided under a 'call ahead' basis as part of the site management arrangements.
- e) Car parking areas are to be surfaced in an obvious 'shared surface' surfacing material to ensure pedestrians can safely mix with cars, with pedestrian routes provided at suitable locations throughout the parking area and specifically from the disabled and coach parking areas to the amenity building and the scenic areas beyond.
- f) Service deliveries for the shop and restaurants will take place via the main spine road car park and existing access track.
- g) Landscaping with trees will be provided in traffic separator verges and islands to enhance the amenity of the site. While car parking bays will be provided in a form of grasscrete to ensure they tie-in with the local aesthetics.

A vehicle swept path analysis has been undertaken in the development of the internal layout and the critical manoeuvres are shown in **Drawing Number DMVC – ROD – C – DR – XX – ZO – 0090** included in **Appendix A**.

## 8. SUMMARY & CONCLUSIONS

The conclusions of this Transport Impact Study are as follows:

### 8.1 Visitor Numbers

Hell Fire Wood currently is visited by 100,000 people per annum and accounts for 1/4 of the overall total number of the estimated 435,000 annual visitors to the main Dublin Mountains sites.

Future annual visitor number estimates for the proposed development over the first 5 years of operation are:

- 300,000 visitors per annum consisting of:
  - Domestic Amenity visitors: 130,000 = 30% growth on existing;
  - International Tourists: 100,000;
  - Domestic Tourists: 66,000;
  - Others, e.g. School Groups: 4,000
- Tripling of demand annually, but with greater spread across the week due to growth of tourist visits;
- Weekend demand is expected to double on average;
- Longer duration visits expected due to expanded range of activities on site. A large increase to 4 hours has been assumed;

### 8.2 Access to Hell Fire Wood

- a) It is proposed to improve pedestrian and cyclist facilities along Killakee Road and Gunny Hill for access from the nearby urban area. A footpath of between 1.5m and 2.0m wide will be provided along these roads to the site at Hell Fire Wood.
- b) A shuttle bus service is proposed to the site from Tallaght LUAS stop and Public Transport Hub at Tallaght Town Centre over a 7.5km long route via Oldbawn and Ballycullen. A 20 to 30 seater midi-coach will operate at 15 to 30 minute frequency to provide the required capacity.
- c) A Park & Ride facility with 400 parking spaces is proposed at Tallaght Stadium located at Whitestown Way just south of the N81 Tallaght Bypass. This will be served by the proposed shuttle bus.
- d) A tree-top walkway and bridge will provide a pedestrian link over Killakee Road into the adjoining Massy's Estate, which will also be served by the visitor centre and parking at Hell Fire Wood.
- e) Three traffic access routes are available from the Dublin city direction to Hell Fire Wood converging on Killakee Road via Stocking Lane from Rathfarnham, from M50 Junction 12 via Ballycullen Road and from Tallaght via Oldbawn Road and Killininny Road to Gunny Hill through Woodstown.

### 8.3 Public Transport Demand

- a) Mode Share assumptions in this TIA are:

- 30% by car and 70% by public transport for international tourists;
- 70% by car and 30% by public transport for domestic tourists;
- 100% by car for local amenity users to estimate maximum potential parking demand;

- 70% by car for local amenity users to estimate maximum potential shuttle bus demand;
  - Average Mode Share by car is projected to range between 56% and 71% depending on the degree of shift by local amenity users to the proposed new public transport service.
- b) Estimated demand for the proposed Shuttle Bus: 770 passengers daily / 120,000 passengers annually.

#### 8.4 Car Parking

- a) Estimated car park demand is for between 227 and 270 spaces at peak, depending on the mode share by public transport
- b) The existing car park at Hell Fire Wood will be expanded from 75 car spaces to 275 car spaces and 5 coach spaces to cater for the additional number of visitors expected in the worst-case demand scenario.
- c) If a reasonable mode shift occurs to public transport for local amenity visitors, there should be spare car parking capacity of 48 spaces (21%) at the times of peak demand in the Summer.
- d) A permanent electronic car park monitoring system will be provided to record the occupancy rate at the Hell Fire Wood Car Park. This will link to Variable Message Signs (VMS) to the north on the two main approach routes from the city and M50 directions. At unusually busy periods the VMS signs will alert drivers to the lack of parking spaces at Hell Fire Wood and will instead direct them to the Park & Ride site.
- e) Visitor centre personnel will provide a Car Park Marshal Service at peak periods and to manage any risk of overspill parking on Killakee Road.

#### 8.5 Traffic Impact

- a) Traffic surveys were undertaken on Killakee Road at the Hell Fire Wood car park and the Gunny Hill junction to the north in November 2016 and June 2017.
- b) The peak hourly traffic flow on Killakee Road north of the Hell Fire Wood car park entrance was 244 vehicles per hour on Sunday 4th June between 3pm and 4pm. In that hour the number of vehicles entering and exiting from the Hell Fire Wood car park was 111, which is 45% of the total traffic in Killakee Road. The average traffic flow in and out of the car park in the busiest 6 hours was 91 vehicles per hour.
- c) The projected peak period traffic flow in and out of the extended car park is estimated as 165 vehicles per hour, which is an increase of 54 vehicles per hour, 50% approximately, compared to the existing peak traffic of 111 vehicles per hour recorded on Sunday 4th of June 2017.
  - Peak Traffic on Killakee Road will increase from 244 vehicles per hour by 54 to approximately 300 vehicles per hour, an additional 23%.
  - A 2 lane rural road has capacity for about 1,800 vehicles per hour, so Killakee Road will operate at about 17% of capacity with the visitor centre development.
  - At the Gunny Hill junction the peak hour traffic movements will increase from 373 to 427 vehicles per hour (+14%). The peak traffic demand at the junction is only approximately 20% of the capacity. This junction will easily cater for the minor level of traffic increase expected due to the proposed visitor centre expansion.

## 8.6 Conclusions

- a) Significantly improved accessibility will be provided to the proposed Hell Fire Wood Visitor Centre by public transport, walking and cycling, which will support a significant mode shift from the current reliance on private car access;
- b) The main target market for the growth of visitor numbers to the Dublin Mountains at the Hell Fire Wood is aimed at international and domestic tourists. These visitors are much more likely to use public transport to reach the site than the local amenity visitors;
- c) Peak spreading across the week will reduce the current peaks in demand at the site, and will balance the daily demands to less than a proportional increase in line with the overall annual increase in visitor numbers;
- d) More than sufficient increase in car parking capacity will be provided at the site to cater for the projected demand and to avoid risk of overspill parking on the public road;
- e) The access roads to the site are suitable in layout and will not be impacted significantly by the proposed development;
- f) A fully sustainable transport access strategy will serve the site.

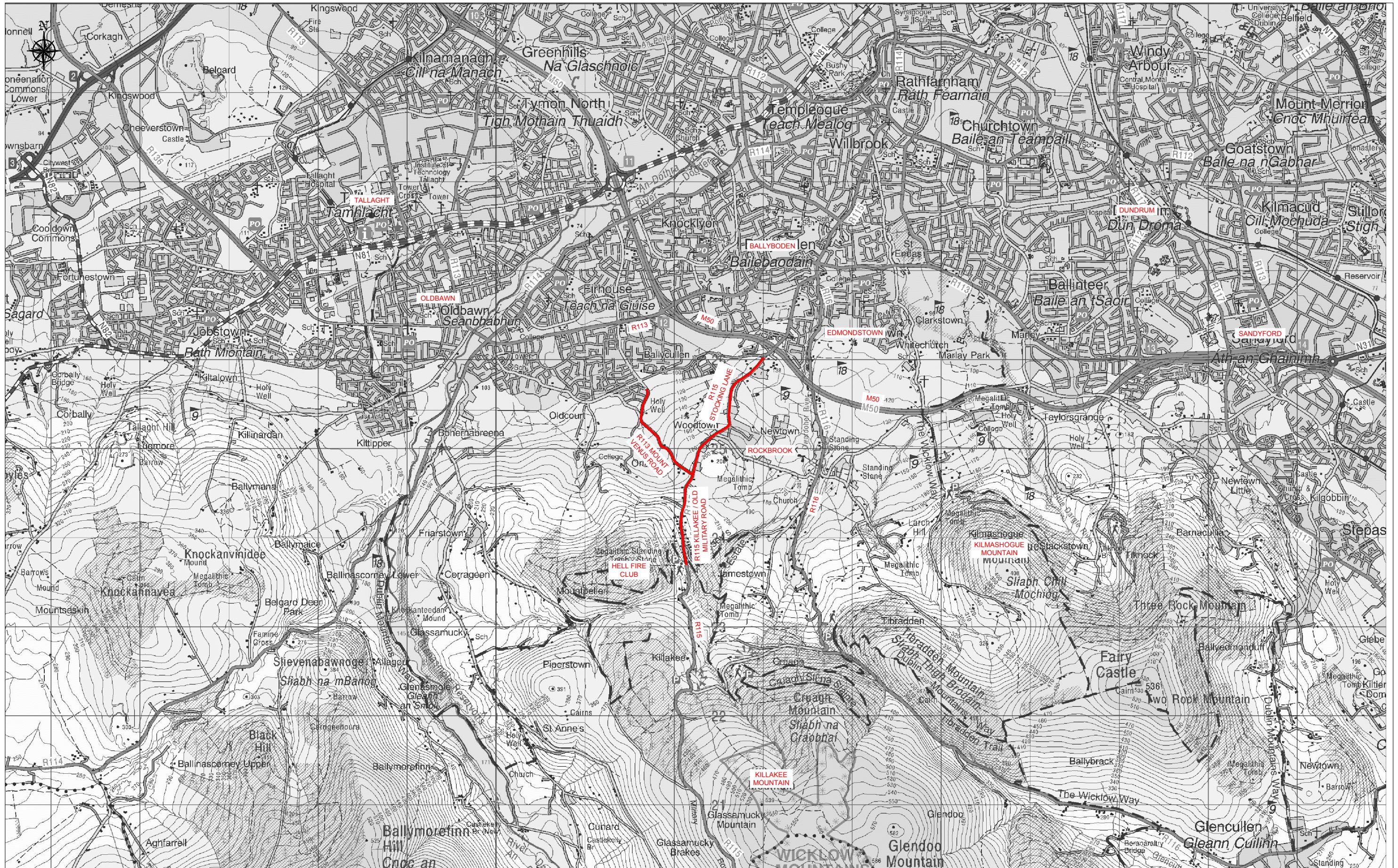


## **Appendix A: Figures**









No.	Revision	Date	By	Chkd	App'd
PRELIMINARY	Stage				
APPROVAL					
TENDER					
CONSTRUCTION					



Civil - Structural - Transportation - Environmental

Designed: GH Checked: SMG Approved: SMG Status: FEASIBILITY

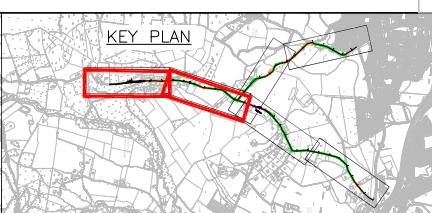
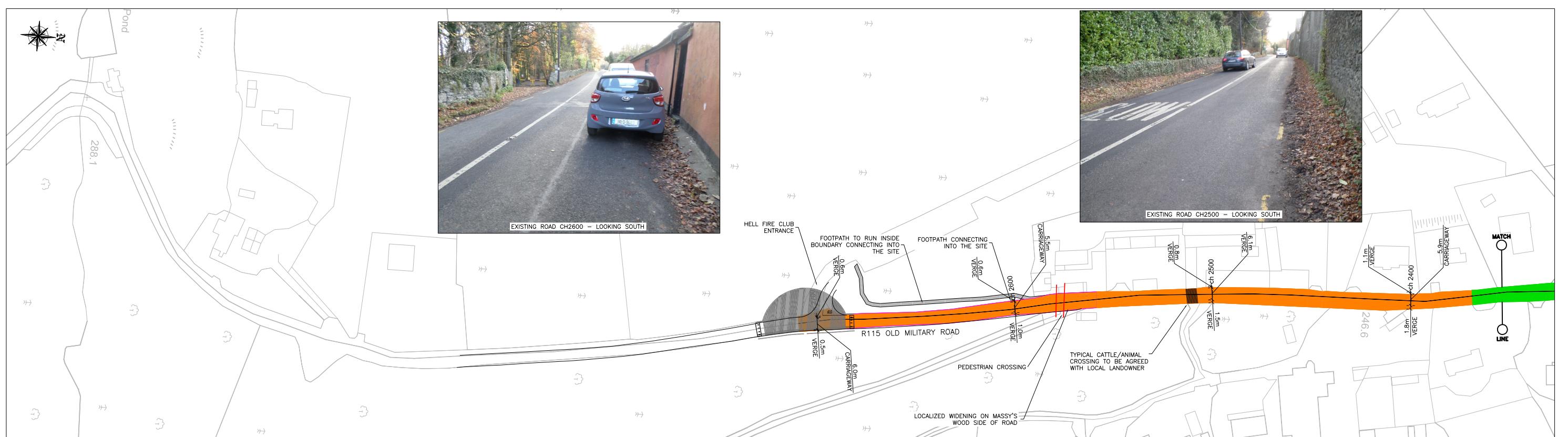
Arena House, Arena Road,  
Sandyford, Dublin 18.  
Tel : +353 1 294 0800  
Fax : +353 1 294 0820  
e-mail : info@rod.ie  
Website : www.rod.ie

Project Title: DUBLIN MOUNTAINS VISITOR CENTRE

Drawing Title: LOCATION PLAN

Drawn: JMK Job No: 15.189 Drawing No: 001  
Scale: 1:20,000 (A1) 1:40,000 (A3) Date: JAN 2017 Rev:





**PLANNING**

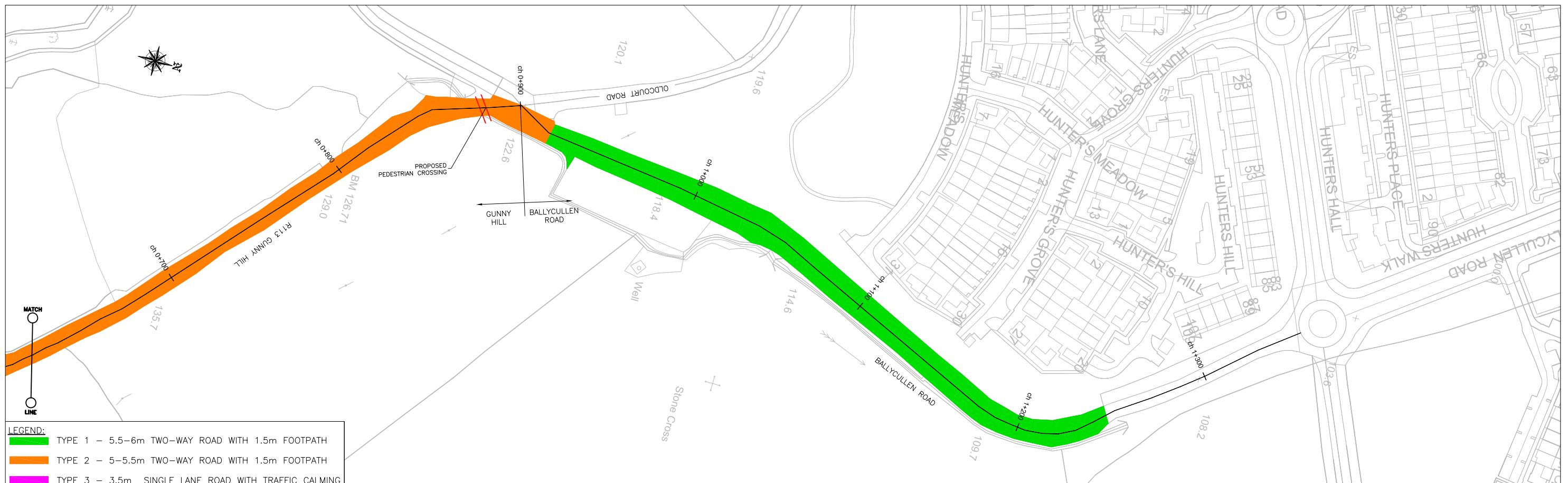
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<b>APPROVAL</b>					
<b>TENDER</b>					
<b>CONSTRUCTION</b>					

**ROD**  
ROUGHAN & O'DONOVAN  
Consulting Engineers  
Civil - Structural - Transportation - Environmental

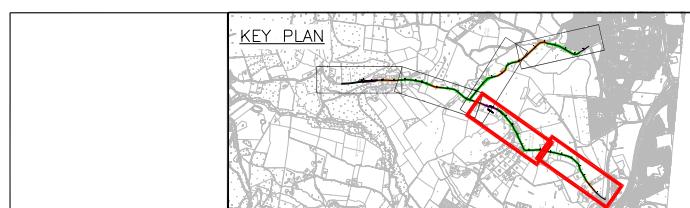
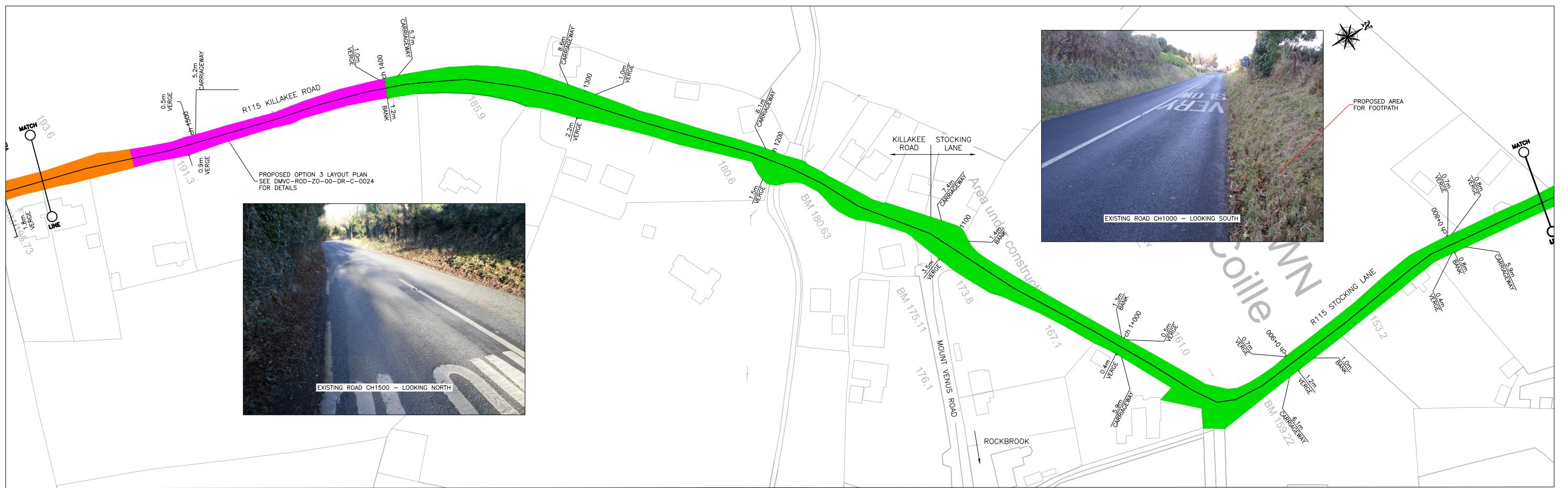
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Designed: RE Checked: AWT Approved: AWT Status: PLANNING Scale: (A1) 1:25 @ A1 Date: JULY 17

DO NOT SCALE USE FIGURED DIMENSIONS ONLY









**PLANNING**

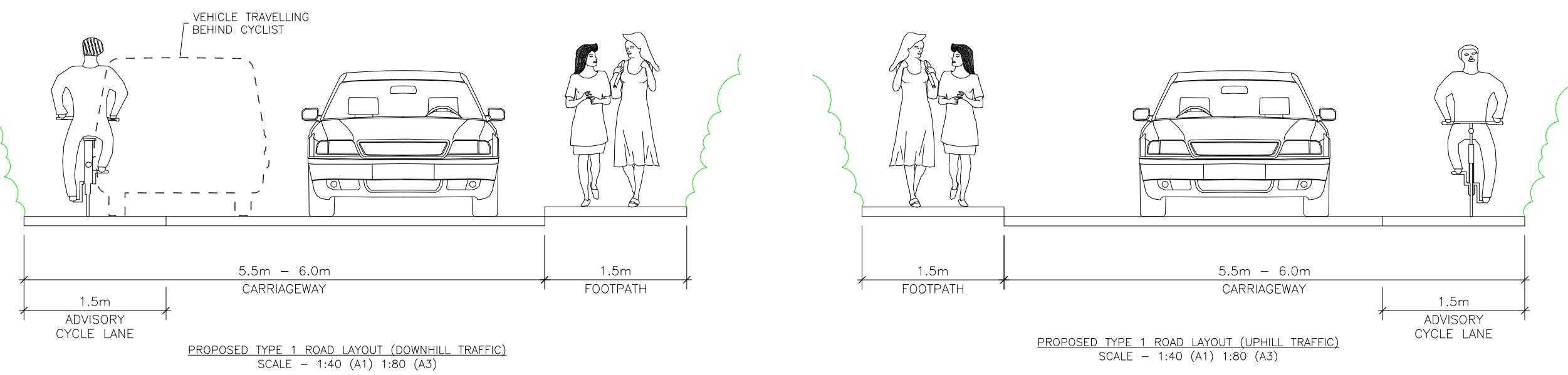
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PRELIMINARY					
APPROVAL					
TENDER					
CONSTRUCTION					

**ROD**  
ROUGHAN & O'DONOVAN  
Consulting Engineers  
Civil - Structural - Transportation - Environmental

Arena House, Arena Road,  
Sandyford, Dublin 18.  
Tel: +353 1 294 0800  
Fax: +353 1 294 0820  
e-mail: info@rod.ie  
Website: www.rod.ie

Project Title					
DUBLIN MOUNTAINS VISITOR CENTRE					
Drawing Title					
PROPOSED ROAD LAYOUT SHEET 3 OF 5					
Drawn:	RE	Job No:	15189	Drawing No:	DMVC-ROD-ZO-00-DR-C-0022
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**PLANNING**

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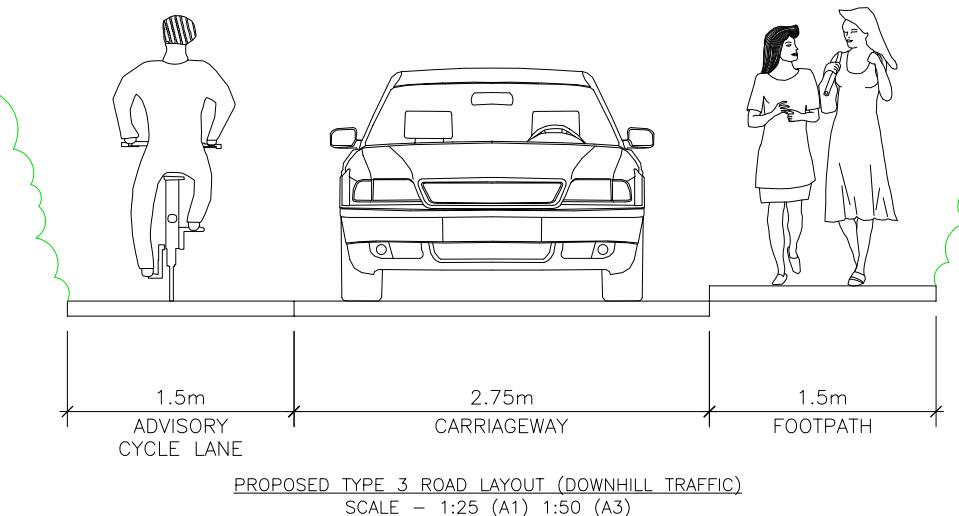
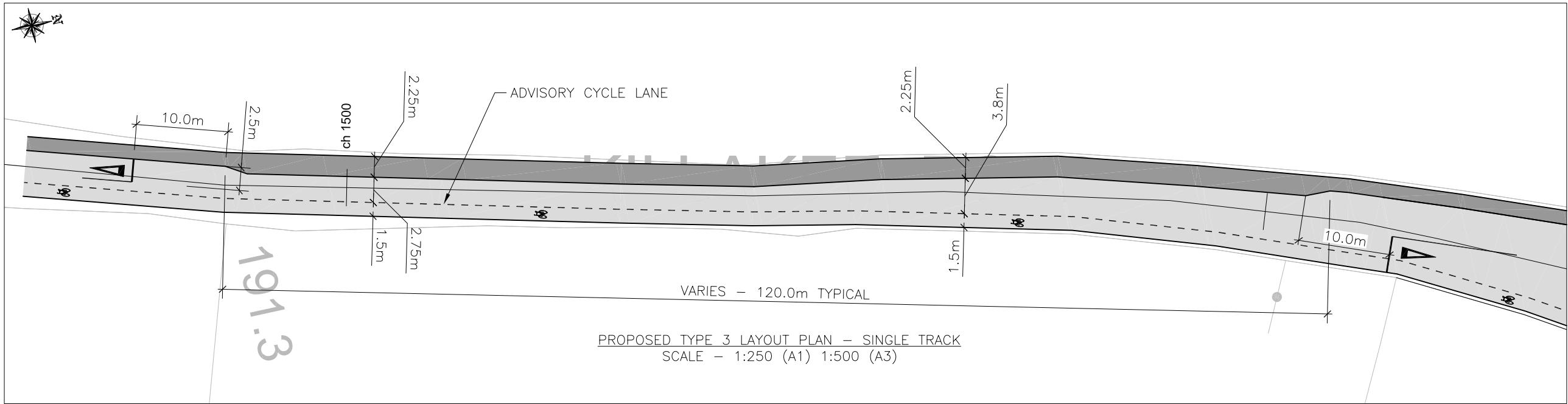
Consulting Engineers  
Civil - Structural - Transportation - Environmental

Arena House, Arena Road,  
Sandyford, Dublin 18.  
Tel : +353 1 294 0800  
Fax : +353 1 294 0820  
e-mail : info@rod.ie  
Website : www.rod.ie

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Drawing Title	PROPOSED ROAD LAYOUT SHEET 4 OF 5				
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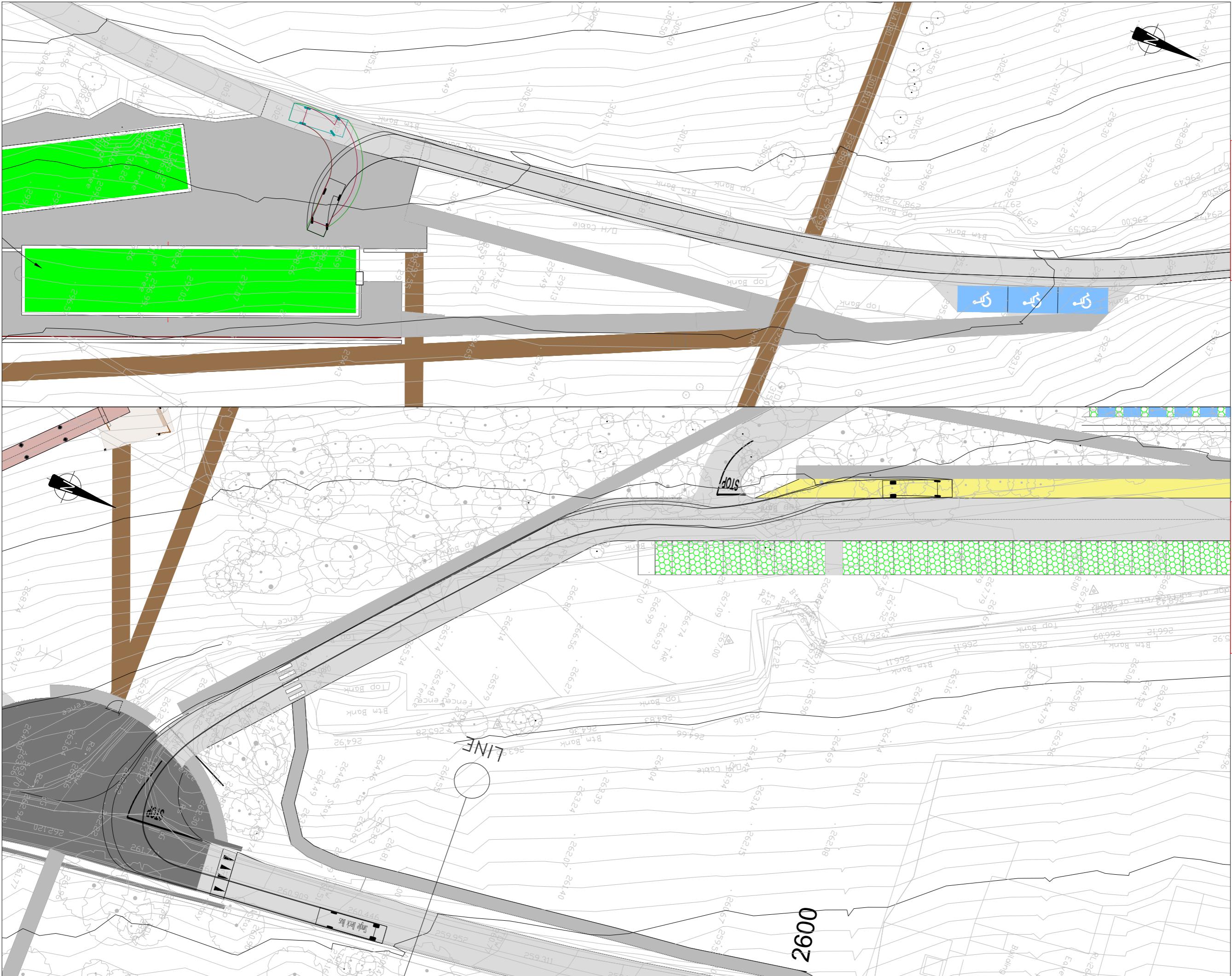
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No.	Revision	Date	By	Chkd	App'd																	
	Stage																					
				DO NOT SCALE USE FIGURED DIMENSIONS ONLY																		







## **Appendix B: Road Widths**



## Road Widths on Stocking Lane / Killakee Road & Gunny Hill

Project No. 15.189  
 Project Name Dublin Mountains Visitor Centre  
 Element Road Widths - PROPOSED

Chainage	West Verge	West Bank	Foot-path	Width (m)				Proposed Road Type	Remarks
				Required Extra Width	Existing Road Width	Existing Road Type	Proposed Road Width		
<b>Stocking Hill</b>									
Ch 0	-	-						-	Stocking Avenue Roundabout
Ch 130	2	0	2.0	0.0	6	1	6.0	1	1.8m Footpath on west side ends at 130m
Ch 200	1.8	0	1.8	0.0	5.1	2	5.1	2	Gate on west side
Ch 300	1.4	0	1.5	-0.1	5.6	1	5.5	1	
Ch 400	1.2	0	1.5	-0.3	5.9	1	5.6	1	
Ch 500	0.9	1	1.9	0.0	6.4	1	6.4	1	
Ch 600	0.8	1.2	2.0	0.0	6.4	1	6.4	1	
Ch 700	1.6	0	1.6	0.0	5.7	1	5.7	1	
Ch 800	0.7	0.8	1.5	0.0	5.9	1	5.9	1	
Ch 900	0.7	1	1.7	0.0	6.1	1	6.1	1	
Ch 1000	0.5	1.3	1.8	0.0	5.9	1	5.9	1	
Ch 1100	0	1.4	1.5	-0.1	7.4	1	7.3	1	Mt venus road junction
<b>Killakee Road</b>									
Ch 1200	2.5	0	1.5	0	6.1	1	6.1	1	2m West footpath
Ch 1300	1	0	1.5	-0.5	6.4	1	5.9	1	
Ch 1400	1	0	1.5	-0.5	5.7	1	5.2	2	
Ch 1500	0.5	0	1.5	-1.0	5.2	2	4.2	3	90m long single lane pinchpoint
Ch 1589	-				-				3.5m wide pull in spot
Ch 1600	1.4	0	1.5	-0.1	5.1	2	5.0	2	
Ch 1700	2.2	0	2.0	0.2	6.7	1	6.9	1	Road widens near Gunny Hill junction
Ch 1800	3.6	0	2.0	0.0	5	2	5.0	2	
Ch 1900	1.2	0	1.5	-0.3	6	1	5.7	1	
Ch 2000	1.2	0	1.5	-0.3	5.6	1	5.3	2	
Ch 2100	2.2	0	2.0	0.2	5.5	1	5.7	1	
Ch 2200	2	0	2.0	0.0	5.3	2	5.3	2	
Ch 2300	3	0	2.0	1.0	5.6	1	6.6	1	
Ch 2400	1.1	0	1.5	-0.4	5.9	1	5.5	1	
Ch 2500	0.8	0	1.5	-0.7	6.1	1	5.4	2	
Ch 2600	0.6	0	1.5	-0.9	5.5	1	4.6	3	Potential to widen into Massey's Wood by 1m for Type 1 Road
Ch 2700	0.6	0	0.0	0.6	6	1	6.6	1	
Ch 2740	-	-							End at Hellfire Wood Car Park

Chainage	Verge	Proposed Footpath	Required Extra Width	Existing Road Width	Existing Road Type	Proposed Road Width	Proposed Road Type	Remarks	
<b>Gunny Hill</b>									
Ch 0	0							R115 Killakee Road junction	
Ch 100	1.5		1.5	0.0	6	1	6.0	1	Proposed Footpath on northern side
Ch 200	1.6		1.6	0.0	5.6	1	5.6	1	
Ch 300	2.5		1.8	0.0	5.6	1	5.6	1	
Ch 400	1.1		1.5	-0.4	5.7	1	5.3	2	
Ch 500	1.6		1.6	0.0	6.1	1	6.1	1	Change Footpath to South side
Ch			0.0	0.0					
Ch			0.0	0.0					



## **Appendix C: Traffic Survey Data**





Ireland

9 City Gate,  
Lower Bridge Street,  
Dublin 8

Tel: 01 633 4725  
Fax: 01 633 4562

**ROUGHAN & O'DONOVAN  
SOUTH DUBLIN  
TRAFFIC SURVEY**

**SURVEY REPORT  
NOVEMBER 2016**

PROJECT NO.	6967
CHECKED	P. MURRAY
DATE	05/12/2016
CONTACT	A.CHAMBERS
REVISION	

## **CONTENTS**

Introduction

Junction Turning Counts

Car Park Access Counts

Pedestrian Crossing Counts

Automatic Traffic Counts (ATC)

Diagram 6967-01

Drawing 6967-01

Appendix A – Vehicle Categories

## **INTRODUCTION**

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

A general location plan is given in Diagram 6967-01.

## **JUNCTION TURNING COUNTS**

Junction turning count was undertaken at the following site:

Site No.	Location.	Days / Dates
2	R115(N) / R113 / R115(S)	Saturday 26 <sup>th</sup> November and Sunday 27 <sup>th</sup> November 2016

The site was surveyed using a telescopically mounted video camera from which the information was subsequently extracted. Details of the observed movements are given in Drawing 6967-01.

The survey was carried out with survey hours of 11:00 to 12:00 and 15:00 to 16:00. All information was collected in 15 minute intervals and has been tabulated with period totals.

Vehicles were classified into the following categories:

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

## **CAR PARK ACCESS COUNTS**

Car park access counts was undertaken at the following site:

Site No.	Location.	Days / Dates
1	Hell Fire Access	Saturday 26 <sup>th</sup> November and Sunday 27 <sup>th</sup> November 2016

The site was surveyed using a telescopically mounted video camera from which the information was subsequently extracted.

The survey was carried out with survey hours of 08:00 to 17:00. 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 (**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 CROSSING COUNTS**

Two-way pedestrian crossing counts were undertaken at Sites 1 and 2 in 15 minute intervals, and tabulated with period totals.

Arm labelling was consistent with the junction turning count data - see Drawing 6967-01 for details.

## **AUTOMATIC TRAFFIC COUNTS**

Automatic traffic counts were undertaken at the following sites:

Site No.	Location.	Days / Dates
2A	R115, north of Junction	Saturday 26 <sup>th</sup> November and Sunday 27 <sup>th</sup> November 2016
2B	R113, west of Junction	
2C	R115, south of Junction	
3	Ballycullen Road, south of Roundabout	
4	R115, south of Roundabout	

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
- 85<sup>th</sup> 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.

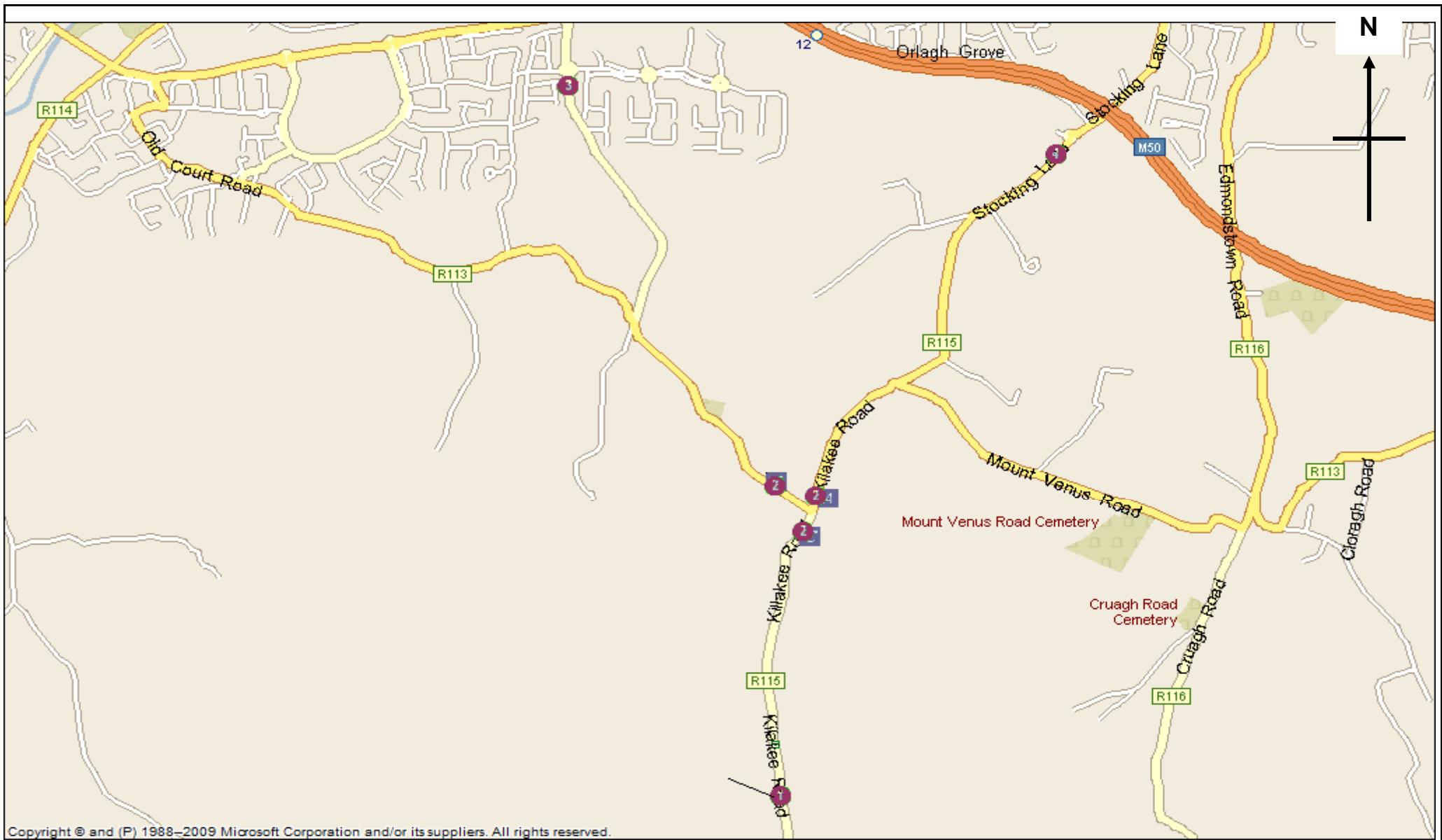
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## **SITE REPORT**

<b>Weather</b>	Saturday 26 <sup>th</sup> November: Overcast and dry. Sunday 27 <sup>th</sup> November: Rain in the AM, Dry in the PM.
<b>Accidents</b>	None.
<b>Roadworks</b>	None.
<b>Queues</b>	Not required.
<b>Pedestrians</b>	Recorded at Sites 1 & 2.
<b>General Site Notes.</b>	None.

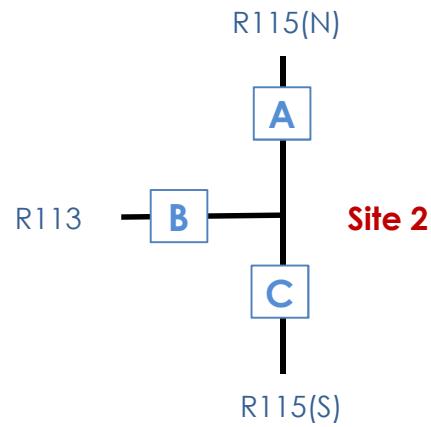
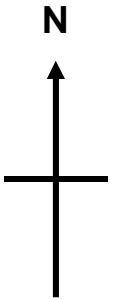
# **APPENDIX A**

# **VEHICLE CATEGORIES**



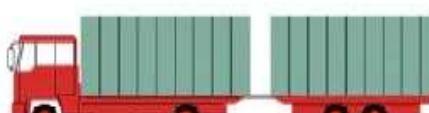
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 <b>NDC</b> NATIONWIDE DATA COLLECTION	<b>Sites / Location:</b>	1 to 4 / South Dublin	<b>Project No:</b>	6967	<b>Diagram No:</b>	6967-01	<b>Drawn By:</b>	AC
	<b>Survey Date:</b>	Saturday 26th November and Sunday 27th November 2016	<b>Project Name:</b>	SOUTH DUBLIN				
	<b>Survey Times:</b>	Car Park Site 1: 08:00 to 17:00 JTC Site 2: 11:00 to 12:00 and 15:00 to 16:00 ATC: 00:00 to 00(24):00	<b>Diagram Title:</b>	General Location Plan				



 NATIONWIDE DATA COLLECTION	<b>Site / Location:</b> 2 / South Dublin	<b>Project No:</b> 6967	<b>Drawing No:</b> 6967-01	<b>Drawn By:</b> AC
	<b>Survey Date:</b> Saturday 26th November and Sunday 27th November 2016	<b>Project Name:</b> SOUTH DUBLIN		
	<b>Survey Times:</b> 11:00 to 12:00 and 15:00 to 16:00	<b>Drawing Title:</b> Site Layout and Observed Movements		

VEHICLE CATEGORIES

<b>CAR &amp; LIGHT GOODS VEHICLES (LV)</b>		
		
		
		
<b>HEAVY GOODS VEHICLE (HGV)</b>		
		
		
		
<b>BUSES &amp; COACHES (PSV)</b>		

**ATC VEHICLE CATEGORIES**

Axes	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 2A  
 Location R115, north of Junction  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 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	7	0	7	0	0	0	0	0	0	0	0	0	0	2	28.6	2	28.6	2	28.6	51.7	-
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	6	66.7	2	22.2	1	11.1	53.3	-
0200	9	0	7	0	2	0	0	0	0	0	0	0	0	1	11.1	1	11.1	0	0	43.8	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0	0	0	50.4	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	50.2	-
0600	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0700	8	0	7	0	1	0	0	0	0	0	0	0	0	3	37.5	2	25	0	0	45.5	-
0800	50	7	41	0	2	0	0	0	0	0	0	0	0	11	22	4	8	2	4	39.8	51.8
0900	117	5	111	0	1	0	0	0	0	0	0	0	0	23	19.7	13	11.1	7	6	42.1	51.5
1000	166	15	145	1	1	0	3	0	0	0	1	0	0	44	26.5	12	7.2	4	2.4	42.5	52.6
<b>1100</b>	<b>186</b>	<b>8</b>	<b>174</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>29.6</b>	<b>20</b>	<b>10.8</b>	<b>6</b>	<b>3.2</b>	<b>44.7</b>	<b>53.3</b>
1200	185	17	164	0	1	1	2	0	0	0	0	0	0	51	27.6	13	7	4	2.2	43	52.2
1300	173	12	154	0	7	0	0	0	0	0	0	0	0	35	20.2	13	7.5	7	4	43.6	51.1
<b>1400</b>	<b>199</b>	<b>13</b>	<b>177</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>27.1</b>	<b>26</b>	<b>13.1</b>	<b>10</b>	<b>5</b>	<b>44.6</b>	<b>53.3</b>
1500	194	15	177	0	2	0	0	0	0	0	0	0	0	43	22.2	28	14.4	12	6.2	43.6	54.7
1600	169	3	163	1	2	0	0	0	0	0	0	0	0	35	20.7	14	8.3	2	1.2	42.9	51.5
1700	79	2	76	0	1	0	0	0	0	0	0	0	0	21	26.6	12	15.2	7	8.9	45.5	54.7
1800	58	0	53	0	4	1	0	0	0	0	0	0	0	15	25.9	9	15.5	4	6.9	45.1	54.4
1900	33	0	30	0	3	0	0	0	0	0	0	0	0	15	45.5	10	30.3	6	18.2	51.1	61.2
2000	25	0	25	0	0	0	0	0	0	0	0	0	0	13	52	9	36	6	24	52.6	61.9
2100	32	0	32	0	0	0	0	0	0	0	0	0	0	14	43.8	8	25	5	15.6	47.7	59
2200	23	0	23	0	0	0	0	0	0	0	0	0	0	11	47.8	7	30.4	6	26.1	50.8	61.6
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	2	22.2	1	11.1	1	11.1	46.7	-
<b>07-19</b>	<b>1584</b>	<b>97</b>	<b>1442</b>	<b>3</b>	<b>30</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>390</b>	<b>24.6</b>	<b>166</b>	<b>10.5</b>	<b>65</b>	<b>4.1</b>	<b>43.5</b>	<b>52.9</b>
<b>06-22</b>	<b>1680</b>	<b>97</b>	<b>1533</b>	<b>3</b>	<b>35</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>432</b>	<b>25.7</b>	<b>193</b>	<b>11.5</b>	<b>82</b>	<b>4.9</b>	<b>43.9</b>	<b>53.3</b>
<b>06-00</b>	<b>1712</b>	<b>97</b>	<b>1565</b>	<b>3</b>	<b>35</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>445</b>	<b>26</b>	<b>201</b>	<b>11.7</b>	<b>89</b>	<b>5.2</b>	<b>44</b>	<b>53.3</b>
<b>00-00</b>	<b>1742</b>	<b>97</b>	<b>1592</b>	<b>3</b>	<b>38</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>457</b>	<b>26.2</b>	<b>206</b>	<b>11.8</b>	<b>92</b>	<b>5.3</b>	<b>44.1</b>	<b>53.3</b>

Site 2A  
 Location R115, north of Junction  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Sunday, 27 November 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	19	0	19	0	0	0	0	0	0	0	0	0	0	3	15.8	2	10.5	1	5.3	40.3	47.5
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	3	37.5	2	25	1	12.5	48	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	1	25	1	25	49.2	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	1	20	1	20	46.8	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25	1	25	0	0	47.9	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0600	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0700	5	1	4	0	0	0	0	0	0	0	0	0	0	1	20	1	20	0	0	32.6	-
0800	33	3	28	0	2	0	0	0	0	0	0	0	0	13	39.4	8	24.2	4	12.1	44.3	59
0900	65	7	57	0	1	0	0	0	0	0	0	0	0	16	24.6	11	16.9	7	10.8	44.8	55.4
1000	108	9	97	0	1	0	1	0	0	0	0	0	0	38	35.2	19	17.6	11	10.2	45.3	55.8
<b>1100</b>	<b>176</b>	<b>15</b>	<b>156</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>26.7</b>	<b>12</b>	<b>6.8</b>	<b>6</b>	<b>3.4</b>	<b>44.2</b>	<b>51.8</b>
1200	176	14	157	0	3	0	2	0	0	0	0	0	0	37	21	15	8.5	8	4.5	42.3	51.8
1300	194	8	182	0	3	0	0	0	0	0	1	0	0	34	17.5	18	9.3	6	3.1	43.7	50.8
<b>1400</b>	<b>253</b>	<b>21</b>	<b>230</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>22.5</b>	<b>18</b>	<b>7.1</b>	<b>7</b>	<b>2.8</b>	<b>43.1</b>	<b>51.8</b>							
1500	233	6	224	2	1	0	0	0	0	0	0	0	0	67	28.8	17	7.3	6	2.6	44.9	52.9
1600	175	4	167	0	4	0	0	0	0	0	0	0	0	36	20.6	10	5.7	1	0.6	44.2	51.8
1700	90	2	83	0	5	0	0	0	0	0	0	0	0	17	18.9	7	7.8	3	3.3	43.8	52.2
1800	57	2	53	0	2	0	0	0	0	0	0	0	0	24	42.1	11	19.3	5	8.8	47.8	55.8
1900	50	0	50	0	0	0	0	0	0	0	0	0	0	21	42	15	30	9	18	49	60.8
2000	22	0	22	0	0	0	0	0	0	0	0	0	0	10	45.5	5	22.7	3	13.6	50.4	59.4
2100	20	0	20	0	0	0	0	0	0	0	0	0	0	11	55	6	30	4	20	49.8	61.9
2200	22	0	22	0	0	0	0	0	0	0	0	0	0	10	45.5	7	31.8	4	18.2	48.7	61.9
2300	13	0	13	0	0	0	0	0	0	0	0	0	0	7	53.8	5	38.5	2	15.4	49.8	58
<b>07-19</b>	<b>1565</b>	<b>92</b>	<b>1438</b>	<b>2</b>	<b>28</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>387</b>	<b>24.7</b>	<b>147</b>	<b>9.4</b>	<b>64</b>	<b>4.1</b>	<b>44</b>	<b>52.6</b>
<b>06-22</b>	<b>1661</b>	<b>92</b>	<b>1532</b>	<b>2</b>	<b>30</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>429</b>	<b>25.8</b>	<b>173</b>	<b>10.4</b>	<b>80</b>	<b>4.8</b>	<b>44.3</b>	<b>52.9</b>
<b>06-00</b>	<b>1696</b>	<b>92</b>	<b>1567</b>	<b>2</b>	<b>30</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>446</b>	<b>26.3</b>	<b>185</b>	<b>10.9</b>	<b>86</b>	<b>5.1</b>	<b>44.4</b>	<b>52.9</b>
<b>00-00</b>	<b>1737</b>	<b>92</b>	<b>1606</b>	<b>2</b>	<b>32</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>457</b>	<b>26.3</b>	<b>192</b>	<b>11.1</b>	<b>90</b>	<b>5.2</b>	<b>44.4</b>	<b>52.9</b>

Site 2A  
 Location R115, north of Junction  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

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	13	0	13	0	0	0	0	0	0	0	0	0	0	3	19.2	2	15.4	2	11.5	43.4	52.6
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	5	52.9	2	23.5	1	11.8	50.8	-
0200	7	0	6	0	1	0	0	0	0	0	0	0	0	2	23.1	1	15.4	1	7.7	45.5	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	1	12.5	1	12.5	48.2	-
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	1	20	1	20	0	0	47	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	48.3	-
0600	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-
0700	7	1	6	0	1	0	0	0	0	0	0	0	0	2	30.8	2	23.1	0	0	40.5	-
0800	42	5	35	0	2	0	0	0	0	0	0	0	0	12	28.9	6	14.5	3	7.2	41.6	54.4
0900	91	6	84	0	1	0	0	0	0	0	0	0	0	20	21.4	12	13.2	7	7.7	43.1	53.6
1000	137	12	121	1	1	0	2	0	0	0	1	0	0	41	29.9	16	11.3	8	5.5	43.6	53.3
<b>1100</b>	<b>181</b>	<b>12</b>	<b>165</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>28.2</b>	<b>16</b>	<b>8.8</b>	<b>6</b>	<b>3.3</b>	<b>44.5</b>	<b>52.9</b>
1200	181	16	161	0	2	1	2	0	0	0	0	0	0	44	24.4	14	7.8	6	3.3	42.7	52.2
1300	184	10	168	0	5	0	0	0	0	0	1	0	0	35	18.8	16	8.4	7	3.5	43.6	50.8
<b>1400</b>	<b>226</b>	<b>17</b>	<b>204</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>24.6</b>	<b>22</b>	<b>9.7</b>	<b>9</b>	<b>3.8</b>	<b>43.8</b>	<b>52.2</b>
1500	214	11	201	1	2	0	0	0	0	0	0	0	0	55	25.8	23	10.5	9	4.2	44.3	52.9
1600	172	4	165	1	3	0	0	0	0	0	0	0	0	36	20.6	12	7	2	0.9	43.5	51.8
1700	85	2	80	0	3	0	0	0	0	0	0	0	0	19	22.5	10	11.2	5	5.9	44.6	53.6
1800	58	1	53	0	3	1	0	0	0	0	0	0	0	20	33.9	10	17.4	5	7.8	46.4	55.8
1900	42	0	40	0	2	0	0	0	0	0	0	0	0	18	43.4	13	30.1	8	18.1	49.8	61.2
2000	24	0	24	0	0	0	0	0	0	0	0	0	0	12	48.9	7	29.8	5	19.1	51.6	61.9
2100	26	0	26	0	0	0	0	0	0	0	0	0	0	13	48.1	7	26.9	5	17.3	48.5	61.9
2200	23	0	23	0	0	0	0	0	0	0	0	0	0	11	46.7	7	31.1	5	22.2	49.8	61.6
2300	11	0	11	0	0	0	0	0	0	0	0	0	0	5	40.9	3	27.3	2	13.6	48.5	58
<b>07-19</b>	<b>1575</b>	<b>95</b>	<b>1440</b>	<b>3</b>	<b>29</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>389</b>	<b>24.7</b>	<b>157</b>	<b>9.9</b>	<b>65</b>	<b>4.1</b>	<b>43.8</b>	<b>52.6</b>
<b>06-22</b>	<b>1671</b>	<b>95</b>	<b>1533</b>	<b>3</b>	<b>33</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>431</b>	<b>25.8</b>	<b>183</b>	<b>11</b>	<b>81</b>	<b>4.8</b>	<b>44.1</b>	<b>52.9</b>
<b>06-00</b>	<b>1704</b>	<b>95</b>	<b>1566</b>	<b>3</b>	<b>33</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>446</b>	<b>26.1</b>	<b>193</b>	<b>11.3</b>	<b>88</b>	<b>5.1</b>	<b>44.2</b>	<b>53.3</b>
<b>00-00</b>	<b>1740</b>	<b>95</b>	<b>1599</b>	<b>3</b>	<b>35</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>457</b>	<b>26.3</b>	<b>199</b>	<b>11.4</b>	<b>91</b>	<b>5.2</b>	<b>44.2</b>	<b>53.3</b>

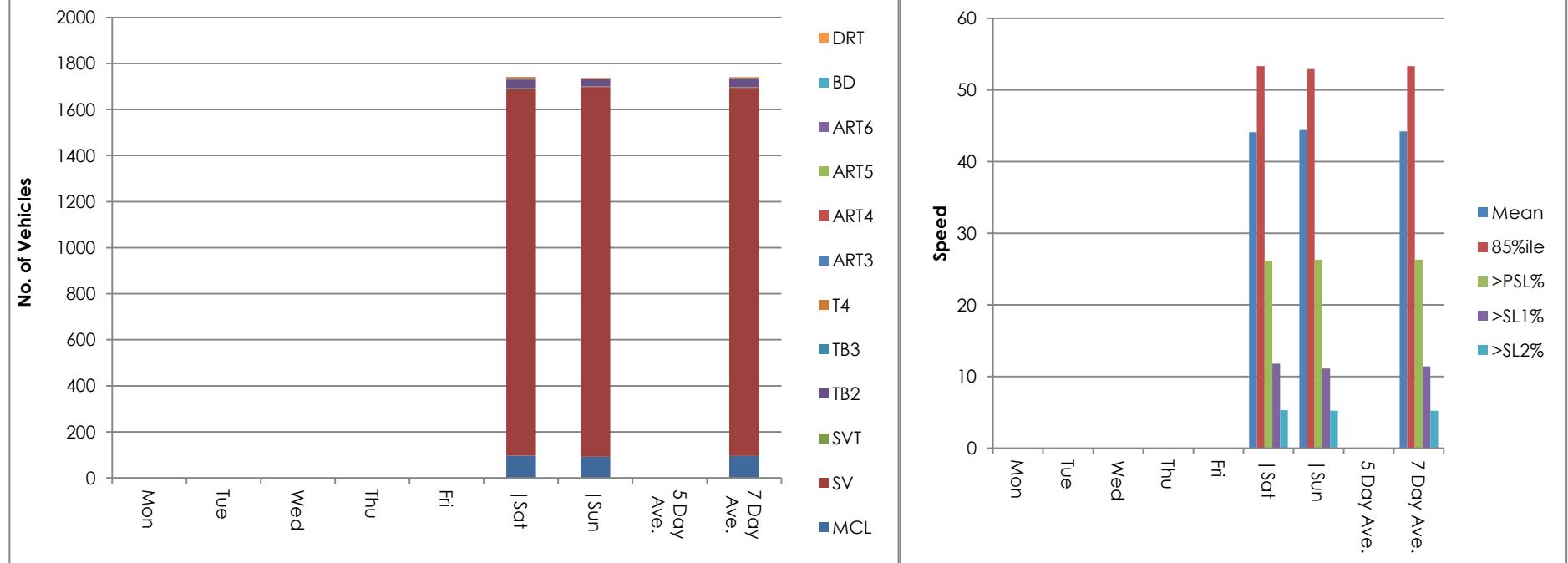
Site 2A  
 Location R115, north of Junction  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	1742	97	1592	3	38	3	8	0	0	0	1	0	0	457	26.2	206	11.8	92	5.3	44.1	53.3	
Sun	1737	92	1606	2	32	0	4	0	0	0	1	0	0	457	26.3	192	11.1	90	5.2	44.4	52.9	
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>7 Day Ave.</b>	<b>1740</b>	<b>95</b>	<b>1599</b>	<b>3</b>	<b>35</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>457</b>	<b>26.3</b>	<b>199</b>	<b>11.4</b>	<b>91</b>	<b>5.2</b>	<b>44.2</b>	<b>53.3</b>	
<b>Total</b>	<b>3479</b>	<b>189</b>	<b>3198</b>	<b>5</b>	<b>70</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>914</b>	<b>26.3</b>	<b>398</b>	<b>11.4</b>	<b>182</b>	<b>5.2</b>	<b>44.2</b>	<b>53.3</b>	

**Summary Graphs**



Site 2A  
 Location R115, north of Junction  
 Direction Northbound/Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Saturday, 26 November 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	7	0	0	0	0	0	0	0	0	0	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	0	0	0	2	1	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	0	1	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	6	0	0	1	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	0	0	0	0	0	1	2	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	50	0	0	0	8	0	3	5	6	10	7	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	117	0	0	4	2	2	1	13	26	29	17	10	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	166	0	0	2	9	4	4	10	29	35	29	32	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>186</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>32</b>	<b>41</b>	<b>37</b>	<b>35</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	185	0	0	3	8	3	1	13	34	41	31	38	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	173	0	0	2	2	1	2	12	31	52	36	22	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>199</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>17</b>	<b>40</b>	<b>35</b>	<b>45</b>	<b>28</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500	194	0	0	3	7	2	1	16	32	53	37	15	16	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	169	0	0	1	2	5	3	19	26	45	33	21	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	79	0	0	0	0	2	1	8	12	18	17	9	5	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1800	58	0	0	0	0	1	1	4	11	14	12	6	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	33	0	0	0	0	0	0	1	3	6	8	5	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	25	0	0	0	0	0	0	0	2	3	7	4	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	32	0	0	0	0	1	0	1	1	5	8	2	6	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	23	0	0	0	0	0	0	1	2	2	7	4	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	0	0	1	1	1	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1584</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>43</b>	<b>25</b>	<b>22</b>	<b>131</b>	<b>281</b>	<b>375</b>	<b>301</b>	<b>224</b>	<b>101</b>	<b>41</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1680</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>25</b>	<b>23</b>	<b>134</b>	<b>291</b>	<b>395</b>	<b>319</b>	<b>239</b>	<b>111</b>	<b>48</b>	<b>23</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1712</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>25</b>	<b>23</b>	<b>136</b>	<b>294</b>	<b>398</b>	<b>330</b>	<b>244</b>	<b>112</b>	<b>53</b>	<b>25</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>1742</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>25</b>	<b>23</b>	<b>137</b>	<b>294</b>	<b>407</b>	<b>338</b>	<b>251</b>	<b>114</b>	<b>55</b>	<b>25</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 2A  
 Location R115, north of Junction  
 Direction Northbound/Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Sunday, 27 November 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	19	0	0	0	0	0	2	4	3	6	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	8	0	0	0	0	0	0	0	1	4	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	4	0	0	0	0	0	0	1	0	0	1	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	2	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	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	4	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	5	0	0	1	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	33	0	0	1	4	0	1	1	2	8	3	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	65	0	0	1	1	1	2	2	13	17	12	5	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	108	0	0	2	4	1	2	7	15	18	21	19	8	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>1100</b>	<b>176</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>11</b>	<b>22</b>	<b>43</b>	<b>42</b>	<b>35</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
1200	176	0	0	2	5	2	7	14	34	50	25	22	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	194	0	0	2	3	0	5	8	37	61	44	16	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>1400</b>	<b>253</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>22</b>	<b>47</b>	<b>65</b>	<b>45</b>	<b>39</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								
1500	233	0	0	0	1	3	2	12	53	50	45	50	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	175	0	0	0	2	1	2	13	26	46	49	26	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	90	0	0	0	0	1	2	8	19	22	21	10	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	57	0	0	0	0	0	1	4	7	12	9	13	6	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
1900	50	0	0	0	0	0	0	3	10	9	7	6	6	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
2000	22	0	0	0	0	0	0	2	2	2	6	5	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
2100	20	0	0	0	0	0	1	2	1	2	3	5	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	22	0	0	0	0	0	3	0	0	4	5	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	13	0	0	0	0	0	0	2	0	3	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>07-19</b>	<b>1565</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>25</b>	<b>14</b>	<b>37</b>	<b>102</b>	<b>276</b>	<b>392</b>	<b>316</b>	<b>240</b>	<b>83</b>	<b>39</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>1661</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>25</b>	<b>14</b>	<b>38</b>	<b>110</b>	<b>290</b>	<b>406</b>	<b>333</b>	<b>256</b>	<b>93</b>	<b>45</b>	<b>25</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>1696</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>25</b>	<b>14</b>	<b>41</b>	<b>112</b>	<b>290</b>	<b>413</b>	<b>339</b>	<b>261</b>	<b>99</b>	<b>51</b>	<b>25</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>1737</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>25</b>	<b>14</b>	<b>43</b>	<b>117</b>	<b>296</b>	<b>425</b>	<b>344</b>	<b>265</b>	<b>102</b>	<b>54</b>	<b>26</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 2A  
 Location R115, north of Junction  
 Direction Northbound/Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Virtual Day (2)**

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	13	0	0	0	0	0	1	2	2	3	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	9	0	0	0	0	0	0	0	1	3	1	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
0200	7	0	0	0	0	0	0	1	0	3	2	1	1	1	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	1	1	2	0	1	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	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	1	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		
0600	5	0	0	1	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		
0700	7	0	0	1	0	0	1	1	2	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	42	0	0	1	6	0	2	3	4	9	5	6	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	91	0	0	3	2	2	2	8	20	23	15	8	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	137	0	0	2	7	3	3	9	22	27	25	26	8	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>1100</b>	<b>181</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>27</b>	<b>42</b>	<b>40</b>	<b>35</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
1200	181	0	0	3	7	3	4	14	34	46	28	30	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	184	0	0	2	3	1	4	10	34	57	40	19	9	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>1400</b>	<b>226</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>20</b>	<b>44</b>	<b>50</b>	<b>45</b>	<b>34</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
1500	214	0	0	2	4	3	2	14	43	52	41	33	14	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	172	0	0	1	2	3	3	16	26	46	41	24	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	85	0	0	0	0	2	2	8	16	20	19	10	5	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
1800	58	0	0	0	0	1	1	4	9	13	11	10	6	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
1900	42	0	0	0	0	0	0	2	7	8	8	6	5	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0		
2000	24	0	0	0	0	0	0	1	2	3	7	5	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
2100	26	0	0	0	1	0	1	2	3	5	3	6	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	23	0	0	0	0	0	2	1	1	3	6	4	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	11	0	0	0	0	0	0	2	1	2	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>07-19</b>	<b>1575</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>34</b>	<b>20</b>	<b>30</b>	<b>117</b>	<b>279</b>	<b>384</b>	<b>309</b>	<b>232</b>	<b>92</b>	<b>40</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>1671</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>35</b>	<b>20</b>	<b>31</b>	<b>122</b>	<b>291</b>	<b>401</b>	<b>326</b>	<b>248</b>	<b>102</b>	<b>47</b>	<b>24</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>1704</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>35</b>	<b>20</b>	<b>32</b>	<b>124</b>	<b>292</b>	<b>406</b>	<b>335</b>	<b>253</b>	<b>106</b>	<b>52</b>	<b>25</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>1740</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>35</b>	<b>20</b>	<b>33</b>	<b>127</b>	<b>295</b>	<b>416</b>	<b>341</b>	<b>258</b>	<b>108</b>	<b>55</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

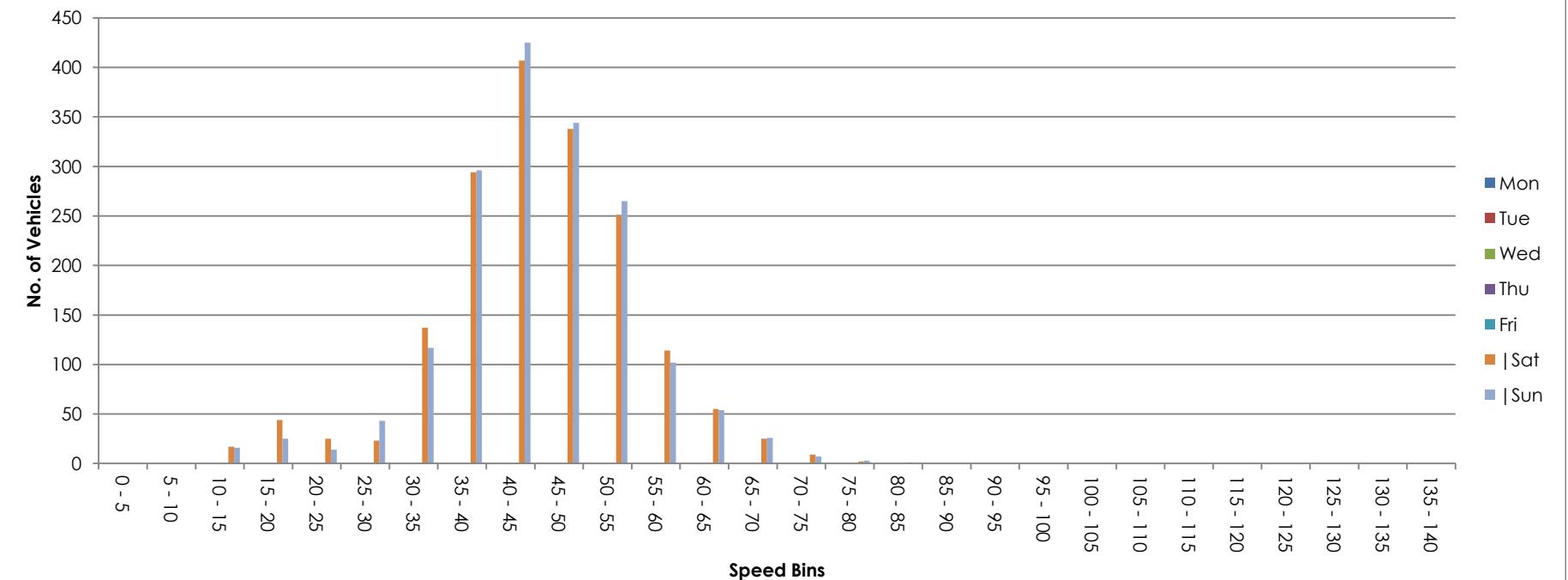
Site 2A  
 Location R115, north of Junction  
 Direction Northbound/Southbound

**6967 / South Dublin**  
**November 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
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
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
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
Thu	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
Fri	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
Sat	1742	0	0	17	44	25	23	137	294	407	338	251	114	55	25	9	2	1	0	0	0	0	0	0	0	0	0	0
Sun	1737	0	0	16	25	14	43	117	296	425	344	265	102	54	26	7	3	0	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>1740</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>35</b>	<b>20</b>	<b>33</b>	<b>127</b>	<b>295</b>	<b>416</b>	<b>341</b>	<b>258</b>	<b>108</b>	<b>55</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>3479</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>69</b>	<b>39</b>	<b>66</b>	<b>254</b>	<b>590</b>	<b>832</b>	<b>682</b>	<b>516</b>	<b>216</b>	<b>109</b>	<b>51</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**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
2B	R113, west of Junction	Eastbound	50	Saturday, 26 November 2016	Sunday, 27 November 2016	1761	0	881	832	47.2	452	25.7	192	10.9	49.4	58.0
		Westbound	50	Saturday, 26 November 2016	Sunday, 27 November 2016	1776	0	888	1128	63.5	738	41.6	378	21.3	52.4	61.9
		Eastbound/ Westbound	50	Saturday, 26 November 2016	Sunday, 27 November 2016	3537	0	1769	1960	55.4	1190	33.6	570	16.1	50.9	60.1

Site 2B  
 Location R113, west of Junction  
 Direction Eastbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 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	9	0	9	0	0	0	0	0	0	0	0	0	0	4	44.4	2	22.2	2	22.2	50.4	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	1	50	1	50	49.2	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	56.2	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	2	100	0	0	55.7	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	59.2	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	1	100	65.7	-
0600	4	0	2	0	1	0	0	0	0	0	1	0	0	2	50	1	25	0	0	50.8	-
0700	9	0	9	0	0	0	0	0	0	0	0	0	0	3	33.3	2	22.2	0	0	46.9	-
0800	30	0	28	0	2	0	0	0	0	0	0	0	0	15	50	6	20	3	10	49.1	55.8
0900	82	0	81	0	1	0	0	0	0	0	0	0	0	31	37.8	16	19.5	8	9.8	48.4	56.9
1000	87	1	83	1	2	0	0	0	0	0	0	0	0	50	57.5	22	25.3	4	4.6	50.2	57.2
1100	88	0	87	0	1	0	0	0	0	0	0	0	0	53	60.2	33	37.5	16	18.2	52.1	60.8
1200	89	3	81	0	5	0	0	0	0	0	0	0	0	44	49.4	26	29.2	15	16.9	51.1	61.2
1300	93	0	90	0	2	1	0	0	0	0	0	0	0	49	52.7	31	33.3	11	11.8	49.8	58.3
1400	91	1	88	0	1	1	0	0	0	0	0	0	0	42	46.2	22	24.2	10	11	48.4	57.2
1500	92	0	90	0	2	0	0	0	0	0	0	0	0	51	55.4	26	28.3	14	15.2	50.9	59.8
1600	52	0	51	0	0	1	0	0	0	0	0	0	0	25	48.1	11	21.2	4	7.7	48.5	55.4
1700	34	0	34	0	0	0	0	0	0	0	0	0	0	16	47.1	12	35.3	7	20.6	50	60.1
1800	36	0	35	0	1	0	0	0	0	0	0	0	0	19	52.8	10	27.8	3	8.3	48.9	58.3
1900	14	0	14	0	0	0	0	0	0	0	0	0	0	8	57.1	5	35.7	3	21.4	52.9	61.2
2000	20	0	20	0	0	0	0	0	0	0	0	0	0	15	75	12	60	4	20	57	59.8
2100	13	0	13	0	0	0	0	0	0	0	0	0	0	4	30.8	1	7.7	0	0	47.2	53.3
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	2	28.6	1	14.3	0	0	48.3	-
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	45.3	-
07-19	783	5	757	1	17	3	0	0	0	0	0	0	0	398	50.8	217	27.7	95	12.1	49.9	58.3
06-22	834	5	806	1	18	3	0	0	0	1	0	0	0	427	51.2	236	28.3	102	12.2	50.1	58.3
06-00	845	5	817	1	18	3	0	0	0	1	0	0	0	430	50.9	237	28	102	12.1	50	58.3
00-00	862	5	834	1	18	3	0	0	0	1	0	0	0	441	51.2	245	28.4	106	12.3	50.1	58.7

Site  
Location  
Direction

2B  
R113, west of Junction  
Eastbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

Sunday, 27 November 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	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0	47.4	-
0100	16	0	16	0	0	0	0	0	0	0	0	0	0	10	62.5	8	50	5	31.3	57.2	68
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	2	33.3	1	16.7	55.8	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	49.8	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	1	100	66.4	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	0	2	0	1	0	0	0	0	0	0	0	0	2	66.7	1	33.3	1	33.3	54.4	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	17	0	17	0	0	0	0	0	0	0	0	0	0	8	47.1	6	35.3	3	17.6	53.2	57.6
0900	47	0	44	0	3	0	0	0	0	0	0	0	0	20	42.6	13	27.7	3	6.4	48.4	57.2
<b>1000</b>	<b>82</b>	<b>2</b>	<b>78</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>39</b>	<b>14</b>	<b>17.1</b>	<b>1</b>	<b>1.2</b>	<b>45.8</b>	<b>55.1</b>							
1100	77	1	75	0	1	0	0	0	0	0	0	0	0	27	35.1	10	13	3	3.9	47.6	54
1200	91	0	88	0	3	0	0	0	0	0	0	0	0	44	48.4	16	17.6	6	6.6	49.6	55.8
1300	114	3	107	1	3	0	0	0	0	0	0	0	0	50	43.9	22	19.3	8	7	47.7	56.5
<b>1400</b>	<b>124</b>	<b>2</b>	<b>117</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>33.9</b>	<b>24</b>	<b>19.4</b>	<b>10</b>	<b>8.1</b>	<b>46.8</b>	<b>56.5</b>							
1500	101	0	98	0	3	0	0	0	0	0	0	0	0	49	48.5	16	15.8	7	6.9	48.7	55.1
1600	55	0	53	0	2	0	0	0	0	0	0	0	0	29	52.7	19	34.5	4	7.3	49.9	58
1700	46	0	45	0	1	0	0	0	0	0	0	0	0	16	34.8	13	28.3	8	17.4	48.6	60.5
1800	34	1	33	0	0	0	0	0	0	0	0	0	0	15	44.1	12	35.3	6	17.6	48.2	60.1
1900	34	0	34	0	0	0	0	0	0	0	0	0	0	18	52.9	14	41.2	9	26.5	51	64.1
2000	12	0	12	0	0	0	0	0	0	0	0	0	0	5	41.7	4	33.3	2	16.7	50	58.3
2100	16	0	16	0	0	0	0	0	0	0	0	0	0	8	50	6	37.5	4	25	52.7	65.5
2200	10	0	10	0	0	0	0	0	0	0	0	0	0	4	40	3	30	2	20	51.3	-
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	2	25	2	25	52.3	-
<b>07-19</b>	<b>788</b>	<b>9</b>	<b>755</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>332</b>	<b>42.1</b>	<b>165</b>	<b>20.9</b>	<b>59</b>	<b>7.5</b>	<b>48.1</b>	<b>56.5</b>							
<b>06-22</b>	<b>853</b>	<b>9</b>	<b>819</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>365</b>	<b>42.8</b>	<b>190</b>	<b>22.3</b>	<b>75</b>	<b>8.8</b>	<b>48.3</b>	<b>57.2</b>							
<b>06-00</b>	<b>871</b>	<b>9</b>	<b>837</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>374</b>	<b>42.9</b>	<b>195</b>	<b>22.4</b>	<b>79</b>	<b>9.1</b>	<b>48.4</b>	<b>57.2</b>							
<b>00-00</b>	<b>899</b>	<b>9</b>	<b>865</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>391</b>	<b>43.5</b>	<b>207</b>	<b>23</b>	<b>86</b>	<b>9.6</b>	<b>48.6</b>	<b>57.6</b>							

Site 2B  
 Location R113, west of Junction  
 Direction Eastbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

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	6	0	6	0	0	0	0	0	0	0	0	0	0	3	41.7	2	25	1	16.7	49.7	-
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	6	61.1	5	50	3	33.3	56.3	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75	2	37.5	1	12.5	55.9	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	75	1	50	0	0	52.8	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	1	50	62.8	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	1	100	65.7	-
0600	4	0	2	0	1	0	0	0	0	0	1	0	0	2	57.1	1	28.6	1	14.3	52.3	-
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	2	33.3	1	22.2	0	0	46.9	-
0800	24	0	23	0	1	0	0	0	0	0	0	0	0	12	48.9	6	25.5	3	12.8	50.6	57.2
0900	65	0	63	0	2	0	0	0	0	0	0	0	0	26	39.5	15	22.5	6	8.5	48.4	56.9
<b>1000</b>	<b>85</b>	<b>2</b>	<b>81</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>48.5</b>	<b>18</b>	<b>21.3</b>	<b>3</b>	<b>3</b>	<b>48.1</b>	<b>56.9</b>							
1100	83	1	81	0	1	0	0	0	0	0	0	0	0	40	48.5	22	26.1	10	11.5	50	57.6
1200	90	2	85	0	4	0	0	0	0	0	0	0	0	44	48.9	21	23.3	11	11.7	50.3	58
1300	104	2	99	1	3	1	0	0	0	0	0	0	0	50	47.8	27	25.6	10	9.2	48.6	57.6
<b>1400</b>	<b>108</b>	<b>2</b>	<b>103</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>39.1</b>	<b>23</b>	<b>21.4</b>	<b>10</b>	<b>9.3</b>	<b>47.5</b>	<b>57.6</b>						
1500	97	0	94	0	3	0	0	0	0	0	0	0	0	50	51.8	21	21.8	11	10.9	49.8	56.9
1600	54	0	52	0	1	1	0	0	0	0	0	0	0	27	50.5	15	28	4	7.5	49.2	56.5
1700	40	0	40	0	1	0	0	0	0	0	0	0	0	16	40	13	31.3	8	18.8	49.2	60.5
1800	35	1	34	0	1	0	0	0	0	0	0	0	0	17	48.6	11	31.4	5	12.9	48.6	59.4
1900	24	0	24	0	0	0	0	0	0	0	0	0	0	13	54.2	10	39.6	6	25	51.6	64.1
2000	16	0	16	0	0	0	0	0	0	0	0	0	0	10	62.5	8	50	3	18.8	54.4	59.8
2100	15	0	15	0	0	0	0	0	0	0	0	0	0	6	41.4	4	24.1	2	13.8	50.2	58.3
2200	9	0	9	0	0	0	0	0	0	0	0	0	0	3	35.3	2	23.5	1	11.8	50.1	-
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	3	50	1	16.7	1	16.7	50	-
<b>07-19</b>	<b>786</b>	<b>7</b>	<b>756</b>	<b>3</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>365</b>	<b>46.5</b>	<b>191</b>	<b>24.3</b>	<b>77</b>	<b>9.8</b>	<b>49</b>	<b>57.6</b>						
<b>06-22</b>	<b>844</b>	<b>7</b>	<b>813</b>	<b>3</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>396</b>	<b>46.9</b>	<b>213</b>	<b>25.3</b>	<b>89</b>	<b>10.5</b>	<b>49.2</b>	<b>58</b>
<b>06-00</b>	<b>858</b>	<b>7</b>	<b>827</b>	<b>3</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>402</b>	<b>46.9</b>	<b>216</b>	<b>25.2</b>	<b>91</b>	<b>10.5</b>	<b>49.2</b>	<b>58</b>
<b>00-00</b>	<b>881</b>	<b>7</b>	<b>850</b>	<b>3</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>416</b>	<b>47.2</b>	<b>226</b>	<b>25.7</b>	<b>96</b>	<b>10.9</b>	<b>49.4</b>	<b>58</b>

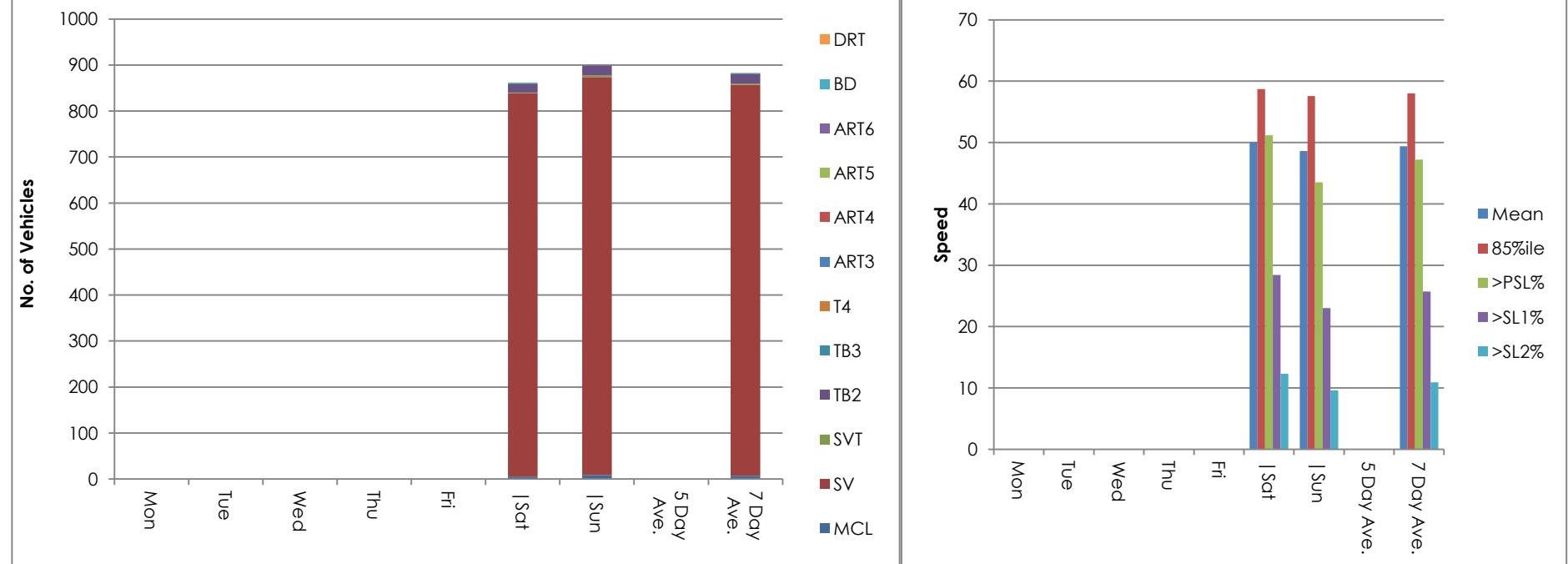
Site 2B  
 Location R113, west of Junction  
 Direction Eastbound

6967 / South Dublin  
 November 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	862	5	834	1	18	3	0	0	0	1	0	0	0	441	51.2	245	28.4	106	12.3	50.1	58.7	
Sun	899	9	865	4	21	0	0	0	0	0	0	0	0	391	43.5	207	23	86	9.6	48.6	57.6	
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>7 Day Ave.</b>	<b>881</b>	<b>7</b>	<b>850</b>	<b>3</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>416</b>	<b>47.2</b>	<b>226</b>	<b>25.7</b>	<b>96</b>	<b>10.9</b>	<b>49.4</b>	<b>58.0</b>	
<b>Total</b>	<b>1761</b>	<b>14</b>	<b>1699</b>	<b>5</b>	<b>39</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>832</b>	<b>47.2</b>	<b>452</b>	<b>25.7</b>	<b>192</b>	<b>10.9</b>	<b>49.4</b>	<b>58.0</b>	

**Summary Graphs**



Site 2B  
 Location R113, west of Junction  
 Direction Eastbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Saturday, 26 November 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
0000	9	0	0	0	0	0	0	0	2	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	1	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	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
0700	9	0	0	0	0	0	0	0	1	3	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	30	0	0	0	0	0	0	1	1	7	6	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	82	0	0	0	0	0	0	2	9	18	22	15	8	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	87	0	0	0	0	0	2	5	3	1	26	28	18	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>8</b>	<b>20</b>	<b>20</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1200	89	0	0	0	0	0	1	2	5	16	21	18	11	8	3	1	3	0	0	0	0	0	0	0	0	0	0	0
<b>1300</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>13</b>	<b>19</b>	<b>18</b>	<b>20</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1400	91	0	1	0	0	2	5	2	4	13	22	20	12	6	2	0	1	0	1	0	0	0	0	0	0	0	0	0
1500	92	0	0	0	0	0	0	4	7	12	18	25	12	8	4	0	2	0	0	0	0	0	0	0	0	0	0	0
1600	52	0	0	0	0	0	0	0	8	12	7	14	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	34	0	0	0	0	0	1	1	3	4	9	4	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	36	0	0	0	0	0	0	4	5	6	2	9	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	14	0	0	0	0	0	0	1	0	1	4	3	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	20	0	0	0	0	0	0	0	0	1	4	3	8	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0
2100	13	0	0	0	0	0	0	0	3	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	0	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>783</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>24</b>	<b>58</b>	<b>113</b>	<b>174</b>	<b>181</b>	<b>122</b>	<b>63</b>	<b>20</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>834</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>25</b>	<b>61</b>	<b>116</b>	<b>189</b>	<b>191</b>	<b>134</b>	<b>66</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>845</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>25</b>	<b>61</b>	<b>121</b>	<b>192</b>	<b>193</b>	<b>135</b>	<b>66</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>862</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>25</b>	<b>62</b>	<b>123</b>	<b>195</b>	<b>196</b>	<b>139</b>	<b>69</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 2B  
 Location R113, west of Junction  
 Direction Eastbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Sunday, 27 November 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
0000	3	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	0	0	0	0	0	0	1	5	2	3	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	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
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	3	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	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
0800	17	0	0	0	0	0	0	0	0	2	7	2	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	47	0	0	0	0	0	2	0	5	9	11	7	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1000</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>18</b>	<b>16</b>	<b>18</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1100	77	0	0	0	0	0	0	3	7	15	25	17	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	91	0	0	0	0	0	1	1	4	14	27	28	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	114	0	1	1	0	0	1	5	11	21	24	28	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>124</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>12</b>	<b>19</b>	<b>38</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500	101	0	0	0	1	0	0	2	15	9	25	33	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	55	0	0	0	0	0	0	1	7	11	7	10	15	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	46	0	0	0	0	0	0	5	6	10	9	3	5	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	34	0	1	0	0	0	0	2	5	6	5	3	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	34	0	0	0	0	0	1	3	3	4	5	4	5	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	12	0	0	0	0	0	0	1	1	2	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	0	0	0	0	0	1	1	2	4	2	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	0	0	0	0	1	0	2	3	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	0	0	0	0	1	2	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>788</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>10</b>	<b>28</b>	<b>78</b>	<b>134</b>	<b>194</b>	<b>167</b>	<b>106</b>	<b>44</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>853</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>33</b>	<b>83</b>	<b>142</b>	<b>207</b>	<b>175</b>	<b>115</b>	<b>52</b>	<b>16</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>871</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>34</b>	<b>84</b>	<b>146</b>	<b>210</b>	<b>179</b>	<b>116</b>	<b>53</b>	<b>17</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>899</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>34</b>	<b>85</b>	<b>147</b>	<b>219</b>	<b>184</b>	<b>121</b>	<b>55</b>	<b>19</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 2B  
 Location R113, west of Junction  
 Direction Eastbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Virtual Day (2)**

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
0000	6	0	0	0	0	0	0	0	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	0	0	1	1	3	1	2	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	0	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	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
0400	1	0	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
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	0	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	24	0	0	0	0	0	0	1	1	5	7	6	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	65	0	0	0	0	0	1	1	7	14	17	11	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1000</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>10</b>	<b>21</b>	<b>23</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1100	83	0	0	0	0	0	0	3	6	12	23	19	12	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	90	0	0	0	0	0	1	2	5	15	24	23	11	7	2	1	2	0	0	0	0	0	0	0	0	0	0	0
1300	104	0	1	1	0	2	1	3	10	17	22	23	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>108</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>16</b>	<b>30</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500	97	0	0	0	1	0	0	3	11	11	22	29	11	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	54	0	0	0	0	0	0	1	8	12	7	12	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	40	0	0	0	0	0	1	3	5	7	9	4	5	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	35	0	1	0	0	0	0	3	5	6	4	6	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	24	0	0	0	0	0	1	2	2	3	5	4	4	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	16	0	0	0	0	0	0	1	1	2	4	2	5	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0
2100	15	0	0	0	0	0	0	1	2	1	5	3	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	0	0	0	0	1	0	2	3	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	0	0	0	0	1	3	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>786</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>10</b>	<b>26</b>	<b>68</b>	<b>124</b>	<b>184</b>	<b>174</b>	<b>114</b>	<b>54</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>844</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>11</b>	<b>29</b>	<b>72</b>	<b>129</b>	<b>198</b>	<b>183</b>	<b>125</b>	<b>59</b>	<b>18</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>858</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>11</b>	<b>30</b>	<b>73</b>	<b>134</b>	<b>201</b>	<b>186</b>	<b>126</b>	<b>60</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>881</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>11</b>	<b>30</b>	<b>74</b>	<b>135</b>	<b>207</b>	<b>190</b>	<b>130</b>	<b>62</b>	<b>20</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

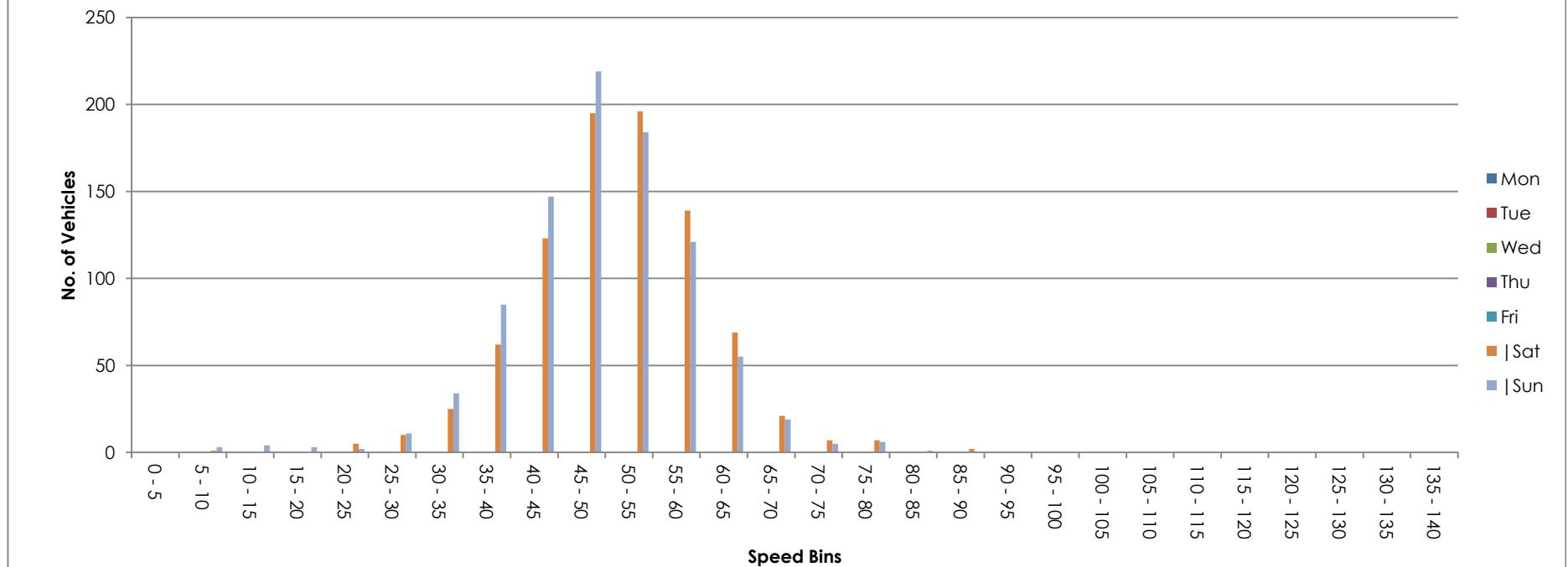
Site 2B  
 Location R113, west of Junction  
 Direction Eastbound

**6967 / South Dublin**  
**November 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
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
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
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
Thu	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
Fri	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
Sat	862	0	1	0	0	5	10	25	62	123	195	196	139	69	21	7	7	0	2	0	0	0	0	0	0	0	0	0
Sun	899	0	3	4	3	2	11	34	85	147	219	184	121	55	19	5	6	1	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>881</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>11</b>	<b>30</b>	<b>74</b>	<b>135</b>	<b>207</b>	<b>190</b>	<b>130</b>	<b>62</b>	<b>20</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>1761</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>21</b>	<b>59</b>	<b>147</b>	<b>270</b>	<b>414</b>	<b>380</b>	<b>260</b>	<b>124</b>	<b>40</b>	<b>12</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Summary Graphs**



Site 2B  
 Location R113, west of Junction  
 Direction Westbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 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	11	0	11	0	0	0	0	0	0	0	0	0	0	10	90.9	7	63.6	6	54.5	64.1	71.6
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	7	70	7	70	3	30	54.4	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75	2	50	1	25	55	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	2	100	1	50	63.4	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	1	50	1	50	63.1	-
0500	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100	1	50	1	50	61.1	-
0600	4	0	3	0	1	0	0	0	0	0	0	0	0	3	75	2	50	1	25	57.4	-
0700	6	0	5	0	0	0	0	0	0	0	1	0	0	4	66.7	4	66.7	3	50	55.5	-
0800	23	1	21	0	1	0	0	0	0	0	0	0	0	19	82.6	14	60.9	9	39.1	57.7	68.8
0900	45	2	43	0	0	0	0	0	0	0	0	0	0	29	64.4	19	42.2	11	24.4	52	63.7
1000	46	0	45	0	1	0	0	0	0	0	0	0	0	26	56.5	18	39.1	8	17.4	52.3	60.5
<b>1100</b>	<b>83</b>	<b>1</b>	<b>79</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>69.9</b>	<b>48</b>	<b>57.8</b>	<b>25</b>	<b>30.1</b>	<b>53.5</b>	<b>61.6</b>							
1200	76	5	68	0	2	1	0	0	0	0	0	0	0	52	68.4	31	40.8	16	21.1	53	61.2
1300	80	2	77	0	0	1	0	0	0	0	0	0	0	57	71.3	45	56.3	28	35	54.9	65.9
1400	72	2	68	0	1	0	1	0	0	0	0	0	0	56	77.8	33	45.8	19	26.4	54.1	63.4
1500	100	3	95	0	2	0	0	0	0	0	0	0	0	80	80	57	57	28	28	55.5	61.9
<b>1600</b>	<b>127</b>	<b>2</b>	<b>122</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>52</b>	<b>34</b>	<b>26.8</b>	<b>18</b>	<b>14.2</b>	<b>50.8</b>	<b>59</b>
1700	67	1	65	0	1	0	0	0	0	0	0	0	0	37	55.2	24	35.8	11	16.4	50.7	60.1
1800	35	0	34	0	1	0	0	0	0	0	0	0	0	16	45.7	11	31.4	5	14.3	47.9	59.4
1900	14	0	13	0	1	0	0	0	0	0	0	0	0	10	71.4	5	35.7	1	7.1	53.3	56.2
2000	16	0	16	0	0	0	0	0	0	0	0	0	0	13	81.3	5	31.3	3	18.8	51.4	60.8
2100	16	0	16	0	0	0	0	0	0	0	0	0	0	12	75	8	50	3	18.8	52.1	60.5
2200	14	0	14	0	0	0	0	0	0	0	0	0	0	11	78.6	9	64.3	5	35.7	56.8	64.8
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	8	88.9	4	44.4	3	33.3	56.2	-
<b>07-19</b>	<b>760</b>	<b>19</b>	<b>722</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>65.8</b>	<b>338</b>	<b>44.5</b>	<b>181</b>	<b>23.8</b>	<b>52.9</b>	<b>62.6</b>
<b>06-22</b>	<b>810</b>	<b>19</b>	<b>770</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>538</b>	<b>66.4</b>	<b>358</b>	<b>44.2</b>	<b>189</b>	<b>23.3</b>	<b>52.9</b>	<b>62.6</b>
<b>06-00</b>	<b>833</b>	<b>19</b>	<b>793</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>557</b>	<b>66.9</b>	<b>371</b>	<b>44.5</b>	<b>197</b>	<b>23.6</b>	<b>53</b>	<b>62.6</b>
<b>00-00</b>	<b>864</b>	<b>19</b>	<b>823</b>	<b>1</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>583</b>	<b>67.5</b>	<b>391</b>	<b>45.3</b>	<b>210</b>	<b>24.3</b>	<b>53.3</b>	<b>62.6</b>

Site 2B

Location R113, west of Junction  
Direction Westbound

6967 / South Dublin

November 2016

Automatic Traffic Count

Sunday, 27 November 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	7	0	7	0	0	0	0	0	0	0	0	0	0	4	57.1	3	42.9	3	42.9	50.8	-
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	6	66.7	4	44.4	3	33.3	52.6	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	4	57.1	1	14.3	54.3	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80	1	20	0	0	50.5	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	1	25	0	0	50.6	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	51.7	-
0600	3	0	1	0	2	0	0	0	0	0	0	0	0	3	100	1	33.3	0	0	55.5	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	1	100	66.6	-
0800	7	1	6	0	0	0	0	0	0	0	0	0	0	5	71.4	5	71.4	5	71.4	57.8	-
0900	33	4	27	1	1	0	0	0	0	0	0	0	0	14	42.4	8	24.2	6	18.2	46.6	60.1
1000	38	1	35	0	2	0	0	0	0	0	0	0	0	23	60.5	20	52.6	11	28.9	50.5	64.8
<b>1100</b>	<b>65</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>60</b>	<b>27</b>	<b>41.5</b>	<b>16</b>	<b>24.6</b>	<b>51.2</b>	<b>61.9</b>							
1200	74	2	71	0	0	0	1	0	0	0	0	0	0	49	66.2	37	50	17	23	52.8	61.9
1300	97	6	90	0	1	0	0	0	0	0	0	0	0	57	58.8	36	37.1	13	13.4	51	58.7
1400	104	3	96	0	5	0	0	0	0	0	0	0	0	60	57.7	38	36.5	16	15.4	51.3	59.4
1500	119	2	114	0	3	0	0	0	0	0	0	0	0	69	58	39	32.8	19	16	51.7	60.1
<b>1600</b>	<b>122</b>	<b>1</b>	<b>117</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>63.1</b>	<b>42</b>	<b>34.4</b>	<b>18</b>	<b>14.8</b>	<b>51.4</b>	<b>59</b>							
1700	73	0	71	0	2	0	0	0	0	0	0	0	0	39	53.4	26	35.6	8	11	50.1	57.6
1800	43	0	40	1	2	0	0	0	0	0	0	0	0	21	48.8	13	30.2	4	9.3	48.5	58.7
1900	42	2	39	0	1	0	0	0	0	0	0	0	0	26	61.9	14	33.3	8	19	51.4	60.8
2000	19	0	19	0	0	0	0	0	0	0	0	0	0	14	73.7	12	63.2	8	42.1	57.1	63.4
2100	11	0	11	0	0	0	0	0	0	0	0	0	0	9	81.8	4	36.4	3	27.3	60	72
2200	18	0	18	0	0	0	0	0	0	0	0	0	0	11	61.1	6	33.3	4	22.2	54.4	60.1
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	6	60	5	50	4	40	58.7	-
<b>07-19</b>	<b>776</b>	<b>20</b>	<b>731</b>	<b>2</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>454</b>	<b>58.5</b>	<b>292</b>	<b>37.6</b>	<b>134</b>	<b>17.3</b>	<b>51</b>	<b>60.1</b>
<b>06-22</b>	<b>851</b>	<b>22</b>	<b>801</b>	<b>2</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>506</b>	<b>59.5</b>	<b>323</b>	<b>38</b>	<b>153</b>	<b>18</b>	<b>51.3</b>	<b>60.8</b>
<b>06-00</b>	<b>879</b>	<b>22</b>	<b>829</b>	<b>2</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>523</b>	<b>59.5</b>	<b>334</b>	<b>38</b>	<b>161</b>	<b>18.3</b>	<b>51.5</b>	<b>60.8</b>
<b>00-00</b>	<b>912</b>	<b>22</b>	<b>861</b>	<b>2</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>545</b>	<b>59.8</b>	<b>347</b>	<b>38</b>	<b>168</b>	<b>18.4</b>	<b>51.5</b>	<b>60.8</b>

Site 2B  
 Location R113, west of Junction  
 Direction Westbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

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	9	0	9	0	0	0	0	0	0	0	0	0	0	7	77.8	5	55.6	5	50	58.9	-
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	7	68.4	6	57.9	3	31.6	53.6	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	4	72.7	3	54.5	1	18.2	54.5	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	3	85.7	2	42.9	1	14.3	54.2	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	1	16.7	54.8	-
0500	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100	1	33.3	1	33.3	57.9	-
0600	4	0	2	0	2	0	0	0	0	0	0	0	0	3	85.7	2	42.9	1	14.3	56.6	-
0700	4	0	3	0	0	0	0	0	0	0	1	0	0	3	71.4	3	71.4	2	57.1	57	-
0800	15	1	14	0	1	0	0	0	0	0	0	0	0	12	80	10	63.3	7	46.7	57.7	68.8
0900	39	3	35	1	1	0	0	0	0	0	0	0	0	22	55.1	14	34.6	9	21.8	49.7	63
1000	42	1	40	0	2	0	0	0	0	0	0	0	0	25	58.3	19	45.2	10	22.6	51.5	62.6
<b>1100</b>	<b>74</b>	<b>1</b>	<b>71</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>65.5</b>	<b>38</b>	<b>50.7</b>	<b>21</b>	<b>27.7</b>	<b>52.5</b>	<b>61.9</b>							
1200	75	4	70	0	1	1	1	0	0	0	0	0	0	51	67.3	34	45.3	17	22	52.9	61.9
1300	89	4	84	0	1	1	0	0	0	0	0	0	0	57	64.4	41	45.8	21	23.2	52.7	61.6
1400	88	3	82	0	3	0	1	0	0	0	0	0	0	58	65.9	36	40.3	18	19.9	52.5	61.6
1500	110	3	105	0	3	0	0	0	0	0	0	0	0	75	68	48	43.8	24	21.5	53.4	61.6
<b>1600</b>	<b>125</b>	<b>2</b>	<b>120</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>57.4</b>	<b>38</b>	<b>30.5</b>	<b>18</b>	<b>14.5</b>	<b>51.1</b>	<b>59</b>
1700	70	1	68	0	2	0	0	0	0	0	0	0	0	38	54.3	25	35.7	10	13.6	50.4	59.4
1800	39	0	37	1	2	0	0	0	0	0	0	0	0	19	47.4	12	30.8	5	11.5	48.3	58.7
1900	28	1	26	0	1	0	0	0	0	0	0	0	0	18	64.3	10	33.9	5	16.1	51.9	59.8
2000	18	0	18	0	0	0	0	0	0	0	0	0	0	14	77.1	9	48.6	6	31.4	54.5	62.3
2100	14	0	14	0	0	0	0	0	0	0	0	0	0	11	77.8	6	44.4	3	22.2	55.3	61.2
2200	16	0	16	0	0	0	0	0	0	0	0	0	0	11	68.8	8	46.9	5	28.1	55.5	64.1
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	7	73.7	5	47.4	4	36.8	57.5	-
<b>07-19</b>	<b>768</b>	<b>20</b>	<b>727</b>	<b>2</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>477</b>	<b>62.1</b>	<b>315</b>	<b>41</b>	<b>158</b>	<b>20.5</b>	<b>52</b>	<b>61.6</b>
<b>06-22</b>	<b>831</b>	<b>21</b>	<b>786</b>	<b>2</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>522</b>	<b>62.9</b>	<b>341</b>	<b>41</b>	<b>171</b>	<b>20.6</b>	<b>52.1</b>	<b>61.6</b>
<b>06-00</b>	<b>856</b>	<b>21</b>	<b>811</b>	<b>2</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>540</b>	<b>63.1</b>	<b>353</b>	<b>41.2</b>	<b>179</b>	<b>20.9</b>	<b>52.2</b>	<b>61.6</b>
<b>00-00</b>	<b>888</b>	<b>21</b>	<b>842</b>	<b>2</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>564</b>	<b>63.5</b>	<b>369</b>	<b>41.6</b>	<b>189</b>	<b>21.3</b>	<b>52.4</b>	<b>61.9</b>

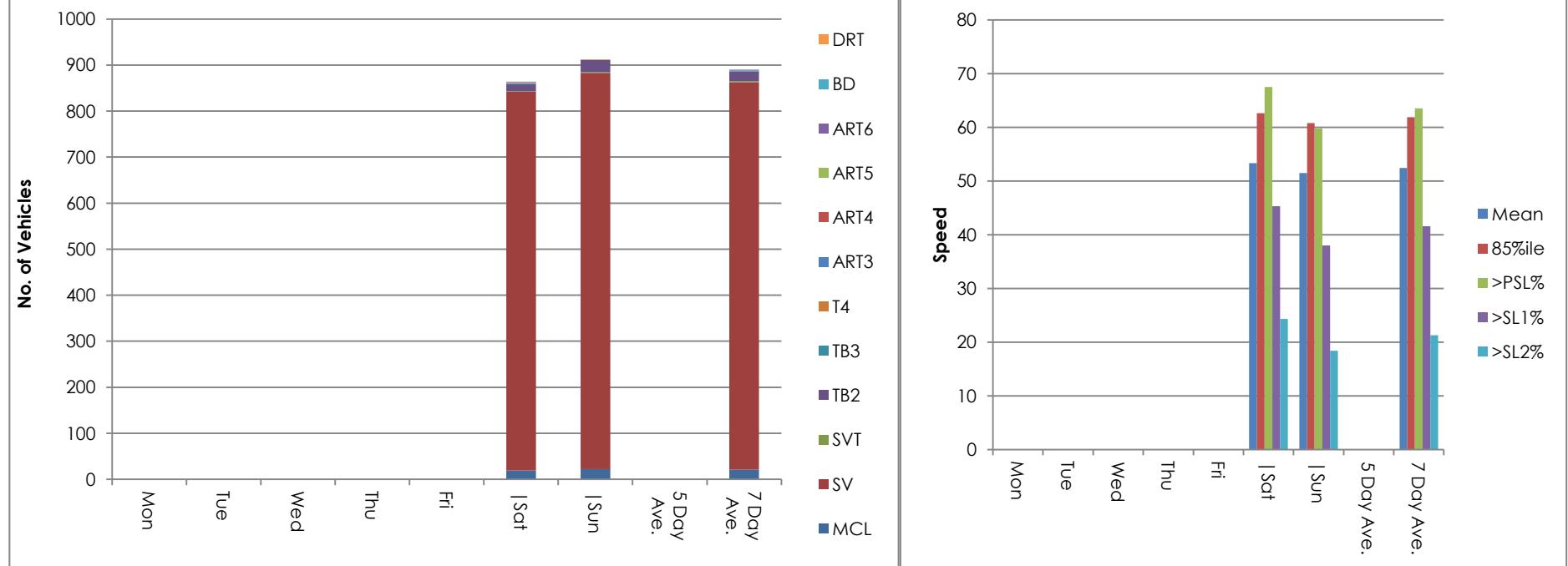
Site 2B  
 Location R113, west of Junction  
 Direction Westbound

6967 / South Dublin  
 November 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	864	19	823	1	16	2	1	1	0	0	1	0	0	583	67.5	391	45.3	210	24.3	53.3	62.6	
Sun	912	22	861	2	26	0	1	0	0	0	0	0	0	545	59.8	347	38	168	18.4	51.5	60.8	
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>7 Day Ave.</b>	<b>888</b>	<b>21</b>	<b>842</b>	<b>2</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>564</b>	<b>63.5</b>	<b>369</b>	<b>41.6</b>	<b>189</b>	<b>21.3</b>	<b>52.4</b>	<b>61.9</b>	
<b>Total</b>	<b>1776</b>	<b>41</b>	<b>1684</b>	<b>3</b>	<b>42</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1128</b>	<b>63.5</b>	<b>738</b>	<b>41.6</b>	<b>378</b>	<b>21.3</b>	<b>52.4</b>	<b>61.9</b>	

**Summary Graphs**



Site 2B  
 Location R113, west of Junction  
 Direction Westbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 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
0000	11	0	0	0	0	0	0	0	0	1	3	1	1	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	0	0	1	1	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	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
0300	2	0	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
0400	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	6	0	0	0	0	0	1	0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	23	0	0	0	0	0	1	0	0	1	2	5	5	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0
0900	45	0	0	0	0	0	1	3	4	4	4	10	8	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	46	0	0	0	0	0	0	0	5	3	12	8	10	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>10</b>	<b>23</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1200	76	0	0	0	0	0	1	2	6	6	9	21	15	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0
1300	80	0	0	0	0	0	1	2	9	2	9	12	17	15	9	2	1	1	0	0	0	0	0	0	0	0	0	0
1400	72	0	0	0	0	1	0	1	4	6	4	23	14	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0
1500	100	0	0	0	0	0	0	2	1	7	10	23	29	21	6	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>8</b>	<b>20</b>	<b>26</b>	<b>32</b>	<b>16</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1700	67	0	0	0	0	0	2	5	4	7	12	13	13	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	35	0	0	0	0	0	2	4	2	7	4	5	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	14	0	0	0	0	0	0	0	0	0	4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	16	0	0	0	0	0	0	2	0	0	1	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	0	0	0	0	0	1	1	1	1	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	0	0	0	0	1	1	1	2	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	0	0	0	0	0	1	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>760</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>30</b>	<b>48</b>	<b>70</b>	<b>100</b>	<b>162</b>	<b>157</b>	<b>104</b>	<b>52</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>810</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>33</b>	<b>49</b>	<b>71</b>	<b>107</b>	<b>180</b>	<b>169</b>	<b>111</b>	<b>52</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>833</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>33</b>	<b>50</b>	<b>72</b>	<b>109</b>	<b>186</b>	<b>174</b>	<b>116</b>	<b>54</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>864</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>33</b>	<b>51</b>	<b>73</b>	<b>112</b>	<b>192</b>	<b>181</b>	<b>121</b>	<b>58</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 2B  
 Location R113, west of Junction  
 Direction Westbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Sunday, 27 November 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
0000	7	0	0	0	0	0	0	1	1	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	1	0	0	0	1	1	2	1	2	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	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	1	0	0	3	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	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	0	0	0	0	0	1	1	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	33	0	0	0	0	2	1	4	3	3	6	6	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	38	0	0	0	1	1	2	5	2	2	2	3	9	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>12</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1200	74	0	0	0	0	0	2	4	3	6	10	12	20	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	97	0	0	0	0	0	3	5	3	10	19	21	23	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	104	0	0	0	1	1	0	2	7	12	21	22	22	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	119	0	0	0	0	0	3	1	10	11	25	30	20	10	5	3	0	1	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>10</b>	<b>20</b>	<b>35</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1700	73	0	0	0	0	1	1	3	3	10	16	13	18	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	43	0	0	0	0	1	1	4	1	7	8	8	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	42	0	0	0	0	0	2	3	2	2	7	12	6	5	2	0	0	0	1	0	0	0	0	0	0	0	0	0
2000	19	0	0	0	0	0	0	0	1	2	2	2	4	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	11	0	0	0	0	0	0	0	0	0	2	5	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
2200	18	0	0	0	0	0	0	0	0	2	5	5	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	0	0	0	0	1	3	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>18</b>	<b>38</b>	<b>45</b>	<b>75</b>	<b>136</b>	<b>162</b>	<b>158</b>	<b>79</b>	<b>37</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>851</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>20</b>	<b>41</b>	<b>48</b>	<b>79</b>	<b>147</b>	<b>183</b>	<b>170</b>	<b>89</b>	<b>40</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>879</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>20</b>	<b>41</b>	<b>48</b>	<b>82</b>	<b>155</b>	<b>189</b>	<b>173</b>	<b>92</b>	<b>42</b>	<b>16</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>912</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>20</b>	<b>42</b>	<b>50</b>	<b>83</b>	<b>161</b>	<b>198</b>	<b>179</b>	<b>97</b>	<b>43</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 2B  
 Location R113, west of Junction  
 Direction Westbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Virtual Day (2)**

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
0000	9	0	0	0	0	0	0	1	1	0	1	2	1	2	2	1	1	0	0	1	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	1	0	0	1	1	1	1	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	0	1	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	0	0	0	0	0	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	0	0	0	0	1	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	15	0	0	0	0	0	1	1	1	1	1	3	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0
0900	39	0	0	0	0	1	1	4	4	4	5	8	5	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	42	0	0	0	1	1	1	3	4	3	7	6	10	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>11</b>	<b>17</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1200	75	0	0	0	0	0	2	3	5	6	10	17	18	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0
1300	89	0	0	0	0	0	2	4	6	6	14	17	20	12	7	2	1	1	0	0	0	0	0	0	0	0	0	
1400	88	0	0	0	1	1	0	2	6	9	13	23	18	10	6	2	0	0	0	0	0	0	0	0	0	0	0	
1500	110	0	0	0	0	0	2	2	6	9	18	27	25	16	6	2	1	1	0	0	0	0	0	0	0	0	0	
<b>1600</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>23</b>	<b>34</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
1700	70	0	0	0	0	1	2	4	4	9	14	13	16	6	3	1	1	0	0	0	0	0	0	0	0	0	0	
1800	39	0	0	0	0	1	2	4	2	7	6	7	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	
1900	28	0	0	0	0	0	1	2	1	1	6	9	5	3	1	0	0	0	1	0	0	0	0	0	0	0	0	
2000	18	0	0	0	0	0	0	1	1	1	2	5	3	4	1	1	0	1	0	0	0	0	0	0	0	0	0	
2100	14	0	0	0	0	0	0	1	1	1	2	5	3	2	0	1	1	0	1	0	0	0	0	0	0	0	0	
2200	16	0	0	0	0	0	0	0	1	2	3	4	3	3	1	1	0	1	0	0	0	0	0	0	0	0	0	
2300	10	0	0	0	0	0	0	0	0	1	2	3	1	2	1	1	0	1	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>768</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>15</b>	<b>34</b>	<b>47</b>	<b>73</b>	<b>118</b>	<b>162</b>	<b>158</b>	<b>92</b>	<b>45</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>831</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>16</b>	<b>37</b>	<b>49</b>	<b>75</b>	<b>127</b>	<b>182</b>	<b>170</b>	<b>100</b>	<b>46</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>856</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>16</b>	<b>37</b>	<b>49</b>	<b>77</b>	<b>132</b>	<b>188</b>	<b>174</b>	<b>104</b>	<b>48</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>888</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>16</b>	<b>38</b>	<b>51</b>	<b>78</b>	<b>137</b>	<b>195</b>	<b>180</b>	<b>109</b>	<b>51</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

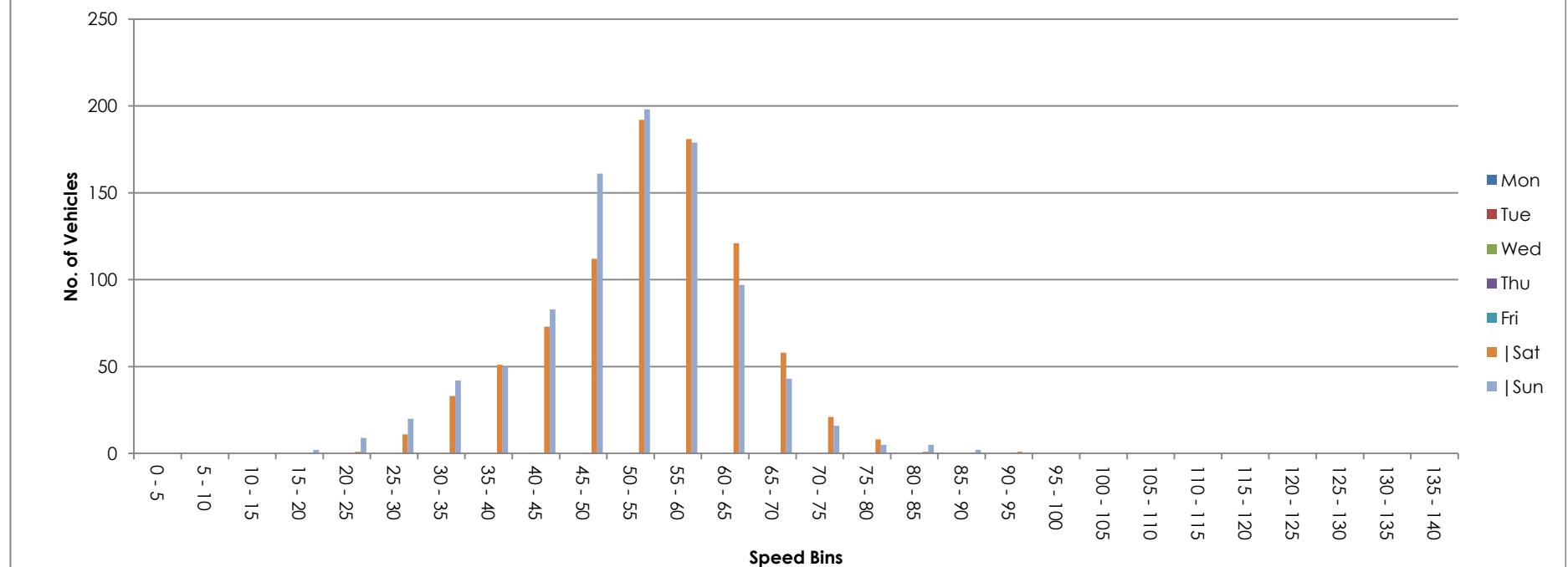
Site 2B  
 Location R113, west of Junction  
 Direction Westbound

**6967 / South Dublin**  
**November 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
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
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
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
Thu	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
Fri	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
Sat	864	0	0	0	0	1	11	33	51	73	112	192	181	121	58	21	8	1	0	1	0	0	0	0	0	0	0	0
Sun	912	0	0	0	2	9	20	42	50	83	161	198	179	97	43	16	5	5	2	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>888</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>16</b>	<b>38</b>	<b>51</b>	<b>78</b>	<b>137</b>	<b>195</b>	<b>180</b>	<b>109</b>	<b>51</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>1776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>31</b>	<b>75</b>	<b>101</b>	<b>156</b>	<b>273</b>	<b>390</b>	<b>360</b>	<b>218</b>	<b>101</b>	<b>37</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Summary Graphs**



Site 2B  
 Location R113, west of Junction  
 Direction Eastbound/Westbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 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	20	0	20	0	0	0	0	0	0	0	0	0	0	14	70	9	45	8	40	57.9	69.5
0100	12	0	12	0	0	0	0	0	0	0	0	0	0	8	66.7	8	66.7	4	33.3	53.5	62.6
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	5	83.3	3	50	1	16.7	55.4	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100	4	100	1	25	59.6	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	2	66.7	1	33.3	61.8	-
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100	2	66.7	2	66.7	62.6	-
0600	8	0	5	0	2	0	0	0	0	1	0	0	0	5	62.5	3	37.5	1	12.5	54.1	-
0700	15	0	14	0	0	0	0	0	0	0	1	0	0	7	46.7	6	40	3	20	50.3	61.6
0800	53	1	49	0	3	0	0	0	0	0	0	0	0	34	64.2	20	37.7	12	22.6	52.8	63.4
0900	127	2	124	0	1	0	0	0	0	0	0	0	0	60	47.2	35	27.6	19	15	49.7	58
1000	133	1	128	1	3	0	0	0	0	0	0	0	0	76	57.1	40	30.1	12	9	51	58.3
<b>1100</b>	<b>171</b>	<b>1</b>	<b>166</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>111</b>	<b>64.9</b>	<b>81</b>	<b>47.4</b>	<b>41</b>	<b>24</b>	<b>52.8</b>	<b>60.8</b>							
1200	165	8	149	0	7	1	0	0	0	0	0	0	0	96	58.2	57	34.5	31	18.8	52	61.2
1300	173	2	167	0	2	2	0	0	0	0	0	0	0	106	61.3	76	43.9	39	22.5	52.2	61.6
1400	163	3	156	0	2	1	1	0	0	0	0	0	0	98	60.1	55	33.7	29	17.8	50.9	60.8
<b>1500</b>	<b>192</b>	<b>3</b>	<b>185</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>131</b>	<b>68.2</b>	<b>83</b>	<b>43.2</b>	<b>42</b>	<b>21.9</b>	<b>53.3</b>	<b>61.6</b>							
1600	179	2	173	0	2	1	0	1	0	0	0	0	0	91	50.8	45	25.1	22	12.3	50.1	58
1700	101	1	99	0	1	0	0	0	0	0	0	0	0	53	52.5	36	35.6	18	17.8	50.5	60.1
1800	71	0	69	0	2	0	0	0	0	0	0	0	0	35	49.3	21	29.6	8	11.3	48.4	58.3
1900	28	0	27	0	1	0	0	0	0	0	0	0	0	18	64.3	10	35.7	4	14.3	53.1	59
2000	36	0	36	0	0	0	0	0	0	0	0	0	0	28	77.8	17	47.2	7	19.4	54.5	60.8
2100	29	0	29	0	0	0	0	0	0	0	0	0	0	16	55.2	9	31	3	10.3	49.9	58.3
2200	21	0	21	0	0	0	0	0	0	0	0	0	0	13	61.9	10	47.6	5	23.8	54	64.1
2300	13	0	13	0	0	0	0	0	0	0	0	0	0	9	69.2	4	30.8	3	23.1	52.9	60.5
<b>07-19</b>	<b>1543</b>	<b>24</b>	<b>1479</b>	<b>2</b>	<b>30</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>898</b>	<b>58.2</b>	<b>555</b>	<b>36</b>	<b>276</b>	<b>17.9</b>	<b>51.4</b>	<b>60.8</b>
<b>06-22</b>	<b>1644</b>	<b>24</b>	<b>1576</b>	<b>2</b>	<b>33</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>965</b>	<b>58.7</b>	<b>594</b>	<b>36.1</b>	<b>291</b>	<b>17.7</b>	<b>51.5</b>	<b>60.8</b>
<b>06-00</b>	<b>1678</b>	<b>24</b>	<b>1610</b>	<b>2</b>	<b>33</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>987</b>	<b>58.8</b>	<b>608</b>	<b>36.2</b>	<b>299</b>	<b>17.8</b>	<b>51.5</b>	<b>60.8</b>
<b>00-00</b>	<b>1726</b>	<b>24</b>	<b>1657</b>	<b>2</b>	<b>34</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1024</b>	<b>59.3</b>	<b>636</b>	<b>36.8</b>	<b>316</b>	<b>18.3</b>	<b>51.7</b>	<b>60.8</b>

Site 2B  
 Location R113, west of Junction  
 Direction Eastbound/Westbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Sunday, 27 November 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	10	0	10	0	0	0	0	0	0	0	0	0	0	5	50	4	40	3	30	49.8	-
0100	25	0	25	0	0	0	0	0	0	0	0	0	0	16	64	12	48	8	32	55.5	64.4
0200	13	0	13	0	0	0	0	0	0	0	0	0	0	9	69.2	6	46.2	2	15.4	55	58.7
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	1	14.3	0	0	50.3	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60	2	40	1	20	53.7	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	51.7	-
0600	6	0	3	0	3	0	0	0	0	0	0	0	0	5	83.3	2	33.3	1	16.7	55	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	1	100	66.6	-
0800	24	1	23	0	0	0	0	0	0	0	0	0	0	13	54.2	11	45.8	8	33.3	54.6	66.2
0900	80	4	71	1	4	0	0	0	0	0	0	0	0	34	42.5	21	26.3	9	11.3	47.7	57.6
1000	120	3	113	1	3	0	0	0	0	0	0	0	0	55	45.8	34	28.3	12	10	47.3	58.7
<b>1100</b>	<b>142</b>	<b>1</b>	<b>138</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>46.5</b>	<b>37</b>	<b>26.1</b>	<b>19</b>	<b>13.4</b>	<b>49.3</b>	<b>58.3</b>							
1200	165	2	159	0	3	0	1	0	0	0	0	0	0	93	56.4	53	32.1	23	13.9	51	59.4
1300	211	9	197	1	4	0	0	0	0	0	0	0	0	107	50.7	58	27.5	21	10	49.2	58
<b>1400</b>	<b>228</b>	<b>5</b>	<b>213</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>102</b>	<b>44.7</b>	<b>62</b>	<b>27.2</b>	<b>26</b>	<b>11.4</b>	<b>48.9</b>	<b>58.7</b>							
1500	220	2	212	0	6	0	0	0	0	0	0	0	0	118	53.6	55	25	26	11.8	50.3	58.3
1600	177	1	170	0	6	0	0	0	0	0	0	0	0	106	59.9	61	34.5	22	12.4	51	58.7
1700	119	0	116	0	3	0	0	0	0	0	0	0	0	55	46.2	39	32.8	16	13.4	49.5	59
1800	77	1	73	1	2	0	0	0	0	0	0	0	0	36	46.8	25	32.5	10	13	48.4	59
1900	76	2	73	0	1	0	0	0	0	0	0	0	0	44	57.9	28	36.8	17	22.4	51.3	63
2000	31	0	31	0	0	0	0	0	0	0	0	0	0	19	61.3	16	51.6	10	32.3	54.4	63.4
2100	27	0	27	0	0	0	0	0	0	0	0	0	0	17	63	10	37	7	25.9	55.7	68
2200	28	0	28	0	0	0	0	0	0	0	0	0	0	15	53.6	9	32.1	6	21.4	53.3	63
2300	18	0	18	0	0	0	0	0	0	0	0	0	0	11	61.1	7	38.9	6	33.3	55.8	65.2
<b>07-19</b>	<b>1564</b>	<b>29</b>	<b>1486</b>	<b>6</b>	<b>42</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>786</b>	<b>50.3</b>	<b>457</b>	<b>29.2</b>	<b>193</b>	<b>12.3</b>	<b>49.6</b>	<b>58.7</b>
<b>06-22</b>	<b>1704</b>	<b>31</b>	<b>1620</b>	<b>6</b>	<b>46</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>871</b>	<b>51.1</b>	<b>513</b>	<b>30.1</b>	<b>228</b>	<b>13.4</b>	<b>49.8</b>	<b>59</b>
<b>06-00</b>	<b>1750</b>	<b>31</b>	<b>1666</b>	<b>6</b>	<b>46</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>897</b>	<b>51.3</b>	<b>529</b>	<b>30.2</b>	<b>240</b>	<b>13.7</b>	<b>50</b>	<b>59.4</b>
<b>00-00</b>	<b>1811</b>	<b>31</b>	<b>1726</b>	<b>6</b>	<b>47</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>936</b>	<b>51.7</b>	<b>554</b>	<b>30.6</b>	<b>254</b>	<b>14</b>	<b>50.1</b>	<b>59.4</b>

Site 2B  
 Location R113, west of Junction  
 Direction Eastbound/Westbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

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	15	0	15	0	0	0	0	0	0	0	0	0	0	10	63.3	7	43.3	6	36.7	55.2	69.5
0100	19	0	19	0	0	0	0	0	0	0	0	0	0	12	64.9	10	54.1	6	32.4	54.9	63.7
0200	10	0	10	0	0	0	0	0	0	0	0	0	0	7	73.7	5	47.4	2	15.8	55.1	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	5	81.8	3	45.5	1	9.1	53.7	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75	2	50	1	25	56.8	-
0500	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100	1	50	1	50	59.9	-
0600	7	0	4	0	3	0	0	0	0	1	0	0	0	5	71.4	3	35.7	1	14.3	54.5	-
0700	8	0	8	0	0	0	0	0	0	0	1	0	0	4	50	4	43.8	2	25	51.3	-
0800	39	1	36	0	2	0	0	0	0	0	0	0	0	24	61	16	40.3	10	26	53.4	63.7
0900	104	3	98	1	3	0	0	0	0	0	0	0	0	47	45.4	28	27.1	14	13.5	48.9	58
1000	127	2	121	1	3	0	0	0	0	0	0	0	0	66	51.8	37	29.2	12	9.5	49.2	58.3
<b>1100</b>	<b>157</b>	<b>1</b>	<b>152</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>56.5</b>	<b>59</b>	<b>37.7</b>	<b>30</b>	<b>19.2</b>	<b>51.2</b>	<b>60.8</b>							
1200	165	5	154	0	5	1	1	0	0	0	0	0	0	95	57.3	55	33.3	27	16.4	51.5	60.1
1300	192	6	182	1	3	1	0	0	0	0	0	0	0	107	55.5	67	34.9	30	15.6	50.5	59.8
1400	196	4	185	1	5	1	1	0	0	0	0	0	0	100	51.2	59	29.9	28	14.1	49.7	59.4
<b>1500</b>	<b>206</b>	<b>3</b>	<b>199</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>125</b>	<b>60.4</b>	<b>69</b>	<b>33.5</b>	<b>34</b>	<b>16.5</b>	<b>51.7</b>	<b>60.1</b>							
1600	178	2	172	0	4	1	0	1	0	0	0	0	0	99	55.3	53	29.8	22	12.4	50.5	58.7
1700	110	1	108	0	2	0	0	0	0	0	0	0	0	54	49.1	38	34.1	17	15.5	50	59.8
1800	74	1	71	1	2	0	0	0	0	0	0	0	0	36	48	23	31.1	9	12.2	48.4	59
1900	52	1	50	0	1	0	0	0	0	0	0	0	0	31	59.6	19	36.5	11	20.2	51.8	61.6
2000	34	0	34	0	0	0	0	0	0	0	0	0	0	24	70.1	17	49.3	9	25.4	54.4	61.6
2100	28	0	28	0	0	0	0	0	0	0	0	0	0	17	58.9	10	33.9	5	17.9	52.7	61.2
2200	25	0	25	0	0	0	0	0	0	0	0	0	0	14	57.1	10	38.8	6	22.4	53.6	64.1
2300	16	0	16	0	0	0	0	0	0	0	0	0	0	10	64.5	6	35.5	5	29	54.6	64.1
<b>07-19</b>	<b>1554</b>	<b>27</b>	<b>1483</b>	<b>4</b>	<b>36</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>842</b>	<b>54.2</b>	<b>506</b>	<b>32.6</b>	<b>235</b>	<b>15.1</b>	<b>50.5</b>	<b>59.8</b>
<b>06-22</b>	<b>1674</b>	<b>28</b>	<b>1598</b>	<b>4</b>	<b>40</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>918</b>	<b>54.8</b>	<b>554</b>	<b>33.1</b>	<b>260</b>	<b>15.5</b>	<b>50.6</b>	<b>60.1</b>
<b>06-00</b>	<b>1714</b>	<b>28</b>	<b>1638</b>	<b>4</b>	<b>40</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>942</b>	<b>55</b>	<b>569</b>	<b>33.2</b>	<b>270</b>	<b>15.7</b>	<b>50.7</b>	<b>60.1</b>
<b>00-00</b>	<b>1769</b>	<b>28</b>	<b>1692</b>	<b>4</b>	<b>41</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>980</b>	<b>55.4</b>	<b>595</b>	<b>33.6</b>	<b>285</b>	<b>16.1</b>	<b>50.9</b>	<b>60.1</b>

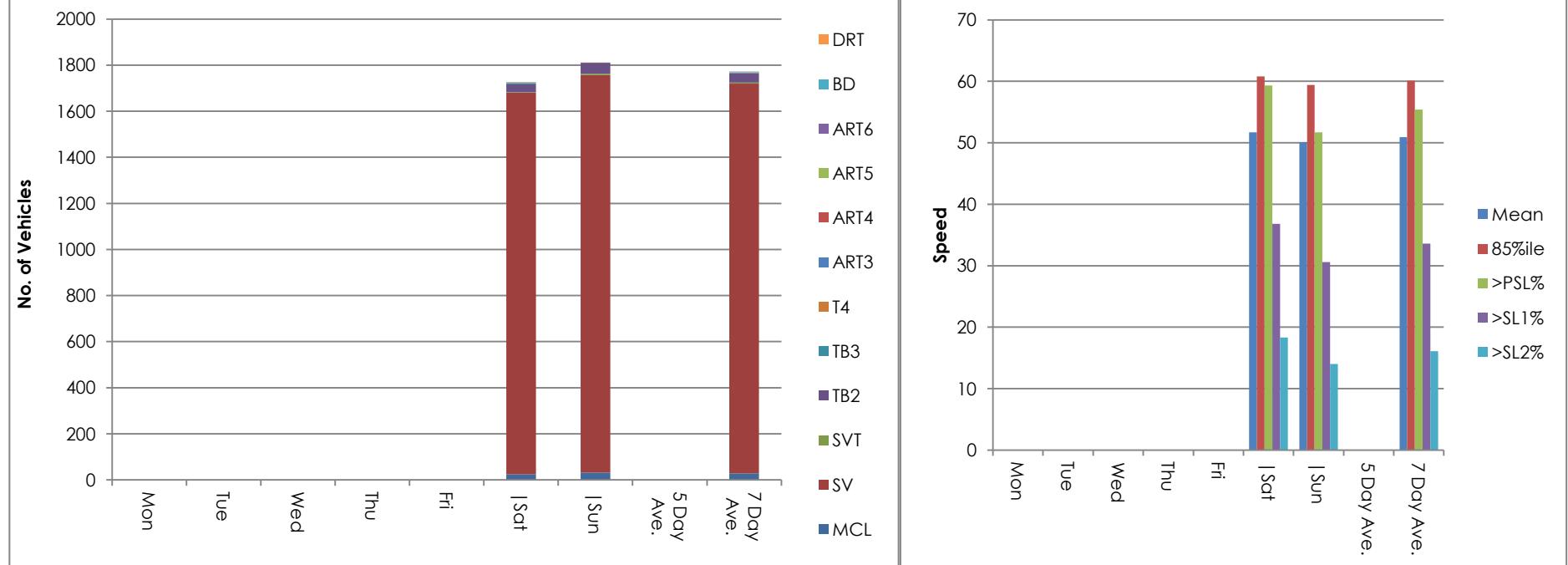
Site 2B  
 Location R113, west of Junction  
 Direction Eastbound/Westbound

6967 / South Dublin  
 November 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Sat	1726	24	1657	2	34	5	1	1	0	1	1	0	0	1024	59.3	636	36.8	316	18.3	51.7	60.8		
Sun	1811	31	1726	6	47	0	1	0	0	0	0	0	0	936	51.7	554	30.6	254	14	50.1	59.4		
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>7 Day Ave.</b>	<b>1769</b>	<b>28</b>	<b>1692</b>	<b>4</b>	<b>41</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>980</b>	<b>55.4</b>	<b>595</b>	<b>33.6</b>	<b>285</b>	<b>16.1</b>	<b>50.9</b>	<b>60.1</b>		
<b>Total</b>	<b>3537</b>	<b>55</b>	<b>3383</b>	<b>8</b>	<b>81</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1960</b>	<b>55.4</b>	<b>1190</b>	<b>33.6</b>	<b>570</b>	<b>16.1</b>	<b>50.9</b>	<b>60.1</b>		

**Summary Graphs**



Site 2B  
 Location R113, west of Junction  
 Direction Eastbound/Westbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Saturday, 26 November 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	20	0	0	0	0	0	0	0	2	4	5	1	3	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	0	0	0	0	2	1	1	0	4	4	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	1	2	2	1	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	0	0	0	3	0	1	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	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	0	0	0	0	0	0	0	1	2	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	15	0	0	0	0	0	1	0	1	3	3	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	53	0	0	0	0	0	1	1	1	8	8	14	8	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	127	0	0	0	0	0	1	5	13	22	26	25	16	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	133	0	0	0	0	0	2	5	8	4	38	36	28	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>9</b>	<b>15</b>	<b>27</b>	<b>30</b>	<b>40</b>	<b>30</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	165	0	0	0	0	0	2	4	11	22	30	39	26	16	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0
1300	173	0	0	0	0	3	2	2	17	15	28	30	37	25	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1400	163	0	1	0	0	3	5	3	8	19	26	43	26	18	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>19</b>	<b>28</b>	<b>48</b>	<b>41</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600	179	0	0	0	0	0	1	6	16	32	33	46	23	8	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0
1700	101	0	0	0	0	0	3	6	7	11	21	17	18	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	71	0	0	0	0	0	2	8	7	13	6	14	13	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	28	0	0	0	0	0	0	1	0	1	8	8	6	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	36	0	0	0	0	0	0	2	0	1	5	11	10	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	29	0	0	0	0	0	0	1	4	1	7	7	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	21	0	0	0	0	0	0	0	1	3	4	3	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	0	0	0	0	0	3	1	5	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1543</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>21</b>	<b>54</b>	<b>106</b>	<b>183</b>	<b>274</b>	<b>343</b>	<b>279</b>	<b>167</b>	<b>72</b>	<b>21</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1644</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>21</b>	<b>58</b>	<b>110</b>	<b>187</b>	<b>296</b>	<b>371</b>	<b>303</b>	<b>177</b>	<b>72</b>	<b>25</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1678</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>21</b>	<b>58</b>	<b>111</b>	<b>193</b>	<b>301</b>	<b>379</b>	<b>309</b>	<b>182</b>	<b>74</b>	<b>26</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1726</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>21</b>	<b>58</b>	<b>113</b>	<b>196</b>	<b>307</b>	<b>388</b>	<b>320</b>	<b>190</b>	<b>79</b>	<b>28</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 2B  
 Location R113, west of Junction  
 Direction Eastbound/Westbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Sunday, 27 November 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	10	0	0	0	0	0	0	1	2	0	2	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	25	0	0	0	0	1	0	0	0	2	6	4	4	4	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	0	0	0	0	0	4	3	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	0	1	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	24	0	0	0	0	0	0	1	1	2	7	2	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	80	0	0	0	0	2	3	4	8	12	17	13	12	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	120	0	0	2	2	1	6	8	8	20	18	21	22	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>13</b>	<b>19</b>	<b>34</b>	<b>29</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	165	0	0	0	0	0	3	5	7	20	37	40	30	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	211	0	1	1	0	0	4	10	14	31	43	49	37	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>228</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>19</b>	<b>31</b>	<b>59</b>	<b>40</b>	<b>36</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500	220	0	0	0	1	0	3	3	25	20	50	63	29	15	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	177	0	0	0	0	0	2	8	13	21	27	45	39	12	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1700	119	0	0	0	0	1	1	8	9	20	25	16	23	11	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	77	0	1	0	0	1	1	6	6	13	13	11	15	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	76	0	0	0	0	0	3	6	5	6	12	16	11	10	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	31	0	0	0	0	0	0	1	2	4	5	3	6	6	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	27	0	0	0	0	0	0	1	1	2	6	7	3	1	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0
2200	28	0	0	0	0	0	0	1	0	4	8	6	3	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	0	0	0	1	3	3	4	1	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1564</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>10</b>	<b>28</b>	<b>66</b>	<b>123</b>	<b>209</b>	<b>330</b>	<b>329</b>	<b>264</b>	<b>123</b>	<b>47</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1704</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>10</b>	<b>31</b>	<b>74</b>	<b>131</b>	<b>221</b>	<b>354</b>	<b>358</b>	<b>285</b>	<b>141</b>	<b>56</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1750</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>10</b>	<b>31</b>	<b>75</b>	<b>132</b>	<b>228</b>	<b>365</b>	<b>368</b>	<b>289</b>	<b>145</b>	<b>59</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1811</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>11</b>	<b>31</b>	<b>76</b>	<b>135</b>	<b>230</b>	<b>380</b>	<b>382</b>	<b>300</b>	<b>152</b>	<b>62</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 2B  
 Location R113, west of Junction  
 Direction Eastbound/Westbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Virtual Day (2)**

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
0000	15	0	0	0	0	0	0	1	1	1	3	3	1	3	2	1	1	0	0	1	0	0	0	0	0	0	0	0
0100	19	0	0	0	0	1	0	0	1	2	4	2	4	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	0	0	0	0	3	3	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	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
0400	4	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	0	0	0	0	0	0	0	1	2	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	0	0	0	0	1	0	1	2	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	39	0	0	0	0	0	1	1	1	5	8	8	6	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0
0900	104	0	0	0	0	1	2	5	11	17	22	19	14	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0
1000	127	0	0	1	1	1	4	7	8	12	28	29	25	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>11</b>	<b>17</b>	<b>31</b>	<b>30</b>	<b>29</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1200	165	0	0	0	0	0	3	5	9	21	34	40	28	18	6	2	2	0	0	0	0	0	0	0	0	0	0	0
1300	192	0	1	1	0	2	3	6	16	23	36	40	37	20	8	2	1	1	0	0	0	0	0	0	0	0	0	0
1400	196	0	1	1	1	3	4	6	14	25	43	42	31	17	8	2	1	0	1	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>206</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>17</b>	<b>20</b>	<b>39</b>	<b>56</b>	<b>35</b>	<b>22</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1600	178	0	0	0	0	0	2	7	15	27	30	46	31	10	7	3	2	1	0	0	0	0	0	0	0	0	0	0
1700	110	0	0	0	0	1	2	7	8	16	23	17	21	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	74	0	1	0	0	1	2	7	7	13	10	13	14	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	52	0	0	0	0	0	2	4	3	4	10	12	9	6	3	1	1	0	1	0	0	0	0	0	0	0	0	0
2000	34	0	0	0	0	0	0	2	1	3	5	7	8	6	1	1	0	1	1	0	0	0	0	0	0	0	0	0
2100	28	0	0	0	0	0	0	1	3	2	7	7	5	2	1	1	1	0	1	0	0	0	0	0	0	0	0	0
2200	25	0	0	0	0	0	0	1	1	4	6	5	4	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	0	0	0	1	3	2	5	1	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1554</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>25</b>	<b>60</b>	<b>115</b>	<b>196</b>	<b>302</b>	<b>336</b>	<b>272</b>	<b>145</b>	<b>60</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>1674</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>26</b>	<b>66</b>	<b>121</b>	<b>204</b>	<b>325</b>	<b>365</b>	<b>294</b>	<b>159</b>	<b>64</b>	<b>21</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>1714</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>26</b>	<b>67</b>	<b>122</b>	<b>211</b>	<b>333</b>	<b>374</b>	<b>299</b>	<b>164</b>	<b>67</b>	<b>23</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>1769</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>26</b>	<b>67</b>	<b>124</b>	<b>213</b>	<b>344</b>	<b>385</b>	<b>310</b>	<b>171</b>	<b>71</b>	<b>25</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

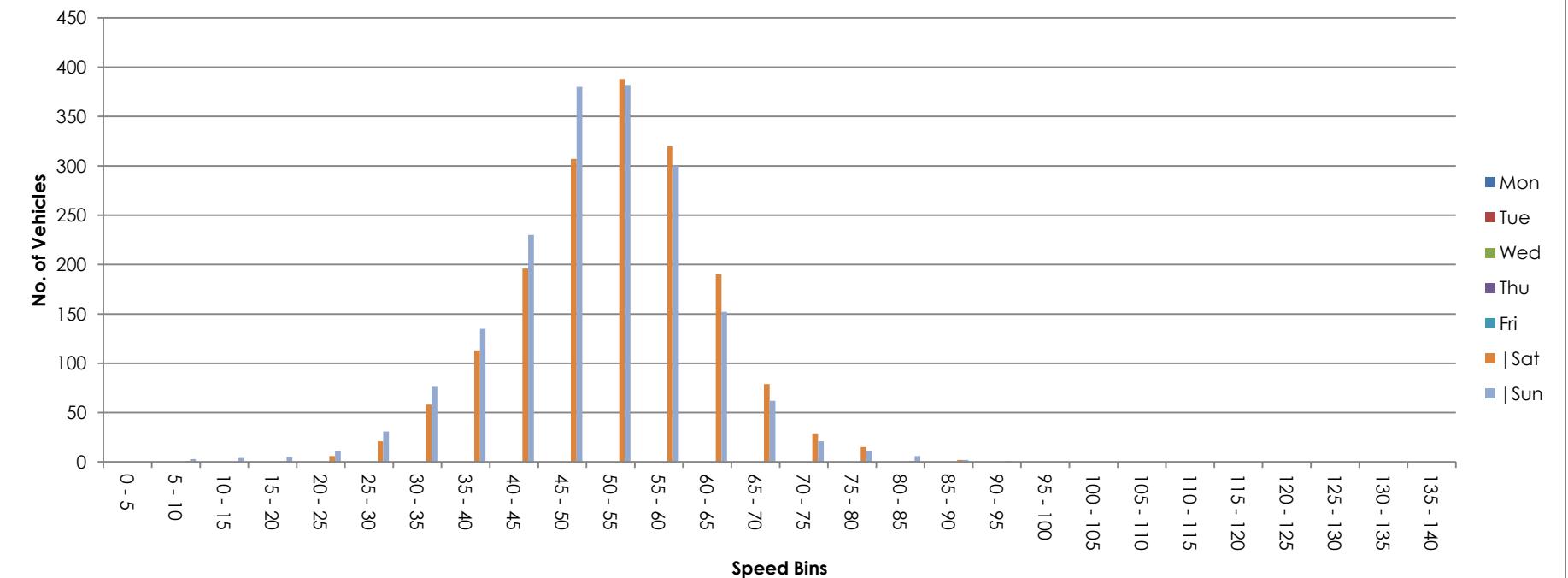
Site 2B  
 Location R113, west of Junction  
 Direction Eastbound/Westbound

6967 / South Dublin  
 November 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
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
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
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
Thu	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
Fri	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
Sat	1726	0	1	0	0	6	21	58	113	196	307	388	320	190	79	28	15	1	2	1	0	0	0	0	0	0	0	0
Sun	1811	0	3	4	5	11	31	76	135	230	380	382	300	152	62	21	11	6	2	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>1769</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>26</b>	<b>67</b>	<b>124</b>	<b>213</b>	<b>344</b>	<b>385</b>	<b>310</b>	<b>171</b>	<b>71</b>	<b>25</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>3537</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>17</b>	<b>52</b>	<b>134</b>	<b>248</b>	<b>426</b>	<b>687</b>	<b>770</b>	<b>620</b>	<b>342</b>	<b>141</b>	<b>49</b>	<b>26</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**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
2C	R115, south of Junction	Northbound	60	Saturday, 26 November 2016	Sunday, 27 November 2016	1945	0	973	156	8.0	47	2.4	21	1.1	48.6	56.9
		Southbound	60	Saturday, 26 November 2016	Sunday, 27 November 2016	1888	0	944	183	9.7	74	3.9	25	1.3	48.4	57.2
		Northbound/Southbound	60	Saturday, 26 November 2016	Sunday, 27 November 2016	3833	0	1917	339	8.8	121	3.2	46	1.2	48.5	56.9

Site 2C  
 Location R115, south of Junction  
 Direction Northbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 65	>SL1% 65	>SL2 70	>SL2% 70	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	13	0	13	0	0	0	0	0	0	0	0	0	0	5	38.5	3	23.1	1	7.7	54.1	64.8
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	2	22.2	2	22.2	1	11.1	54.7	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.6	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	1	25	1	25	59.3	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	1	50	1	50	56.5	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	62.8	-
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	47.6	-
0700	5	0	4	0	0	0	0	0	0	0	1	0	0	1	20	1	20	1	20	52	-
0800	21	2	18	0	1	0	0	0	0	0	0	0	0	6	28.6	1	4.8	0	0	52.8	61.9
0900	34	0	34	0	0	0	0	0	0	0	0	0	0	5	14.7	1	2.9	0	0	52.6	59.4
1000	51	5	46	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	49.2	55.1
<b>1100</b>	<b>68</b>	<b>3</b>	<b>59</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>14.7</b>	<b>3</b>	<b>4.4</b>	<b>3</b>	<b>4.4</b>	<b>51.3</b>	<b>58</b>
1200	97	16	80	0	0	0	1	0	0	0	0	0	0	7	7.2	1	1	0	0	49.8	57.2
1300	83	9	71	0	2	1	0	0	0	0	0	0	0	2	2.4	0	0	0	0	46.9	54
1400	89	7	75	1	4	1	1	0	0	0	0	0	0	5	5.6	0	0	0	0	47.6	55.8
1500	111	6	103	0	2	0	0	0	0	0	0	0	0	5	4.5	3	2.7	1	0.9	48.4	54.7
<b>1600</b>	<b>124</b>	<b>2</b>	<b>119</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4.8</b>	<b>1</b>	<b>0.8</b>	<b>1</b>	<b>0.8</b>	<b>44.5</b>	<b>54.7</b>
1700	62	3	58	0	1	0	0	0	0	0	0	0	0	10	16.1	3	4.8	2	3.2	49.2	60.5
1800	22	0	20	0	1	1	0	0	0	0	0	0	0	2	9.1	0	0	0	0	50.3	55.8
1900	18	0	17	0	1	0	0	0	0	0	0	0	0	1	5.6	0	0	0	0	46.8	52.9
2000	19	0	19	0	0	0	0	0	0	0	0	0	0	3	15.8	0	0	0	0	51.3	58.3
2100	16	0	16	0	0	0	0	0	0	0	0	0	0	2	12.5	1	6.3	0	0	47.6	55.4
2200	18	0	18	0	0	0	0	0	0	0	0	0	0	2	11.1	0	0	0	0	52.2	57.6
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.3	-
<b>07-19</b>	<b>767</b>	<b>53</b>	<b>687</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>7.8</b>	<b>14</b>	<b>1.8</b>	<b>8</b>	<b>1</b>	<b>48.5</b>	<b>56.9</b>
<b>06-22</b>	<b>823</b>	<b>53</b>	<b>742</b>	<b>3</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8.1</b>	<b>15</b>	<b>1.8</b>	<b>8</b>	<b>1</b>	<b>48.5</b>	<b>56.9</b>
<b>06-00</b>	<b>851</b>	<b>53</b>	<b>770</b>	<b>3</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8.1</b>	<b>15</b>	<b>1.8</b>	<b>8</b>	<b>0.9</b>	<b>48.5</b>	<b>56.9</b>
<b>00-00</b>	<b>885</b>	<b>53</b>	<b>804</b>	<b>3</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>22</b>	<b>2.5</b>	<b>12</b>	<b>1.4</b>	<b>48.8</b>	<b>57.2</b>

Site 2C  
 Location R115, south of Junction  
 Direction Northbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Sunday, 27 November 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 65 +5kph	>SL1% 65 +5kph	>SL2 70 +10kph	>SL2% 70 +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	15	0	15	0	0	0	0	0	0	0	0	0	0	4	26.7	1	6.7	0	0	52.9	64.4
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	1	16.7	1	16.7	56.2	-
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.8	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.8	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.8	-
0700	2	1	1	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	48.5	-
0800	10	1	9	0	0	0	0	0	0	0	0	0	0	2	20	2	20	0	0	49.9	-
0900	28	5	23	0	0	0	0	0	0	0	0	0	0	7	25	3	10.7	1	3.6	54	61.2
1000	42	3	38	0	1	0	0	0	0	0	0	0	0	7	16.7	1	2.4	0	0	52.7	60.1
<b>1100</b>	<b>87</b>	<b>8</b>	<b>75</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4.6</b>	<b>1</b>	<b>1.1</b>	<b>0</b>	<b>0</b>	<b>48.3</b>	<b>54.7</b>
1200	101	9	90	0	2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	48.7	56.2
1300	109	7	101	0	0	0	1	0	0	0	0	0	0	7	6.4	1	0.9	1	0.9	48.4	55.8
1400	145	14	129	0	2	0	0	0	0	0	0	0	0	4	2.8	1	0.7	0	0	47.2	54.4
<b>1500</b>	<b>158</b>	<b>6</b>	<b>148</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>5.1</b>	<b>3</b>	<b>1.9</b>	<b>0</b>	<b>0</b>	<b>48.4</b>	<b>53.3</b>							
1600	139	2	135	1	1	0	0	0	0	0	0	0	0	3	2.2	1	0.7	1	0.7	45.7	53.6
1700	63	2	59	0	2	0	0	0	0	0	0	0	0	3	4.8	1	1.6	0	0	45.6	54
1800	35	2	33	0	0	0	0	0	0	0	0	0	0	3	8.6	0	0	0	0	48.4	55.1
1900	33	2	30	0	1	0	0	0	0	0	0	0	0	3	9.1	2	6.1	2	6.1	49.7	56.2
2000	24	0	24	0	0	0	0	0	0	0	0	0	0	5	20.8	1	4.2	1	4.2	53.7	60.5
2100	11	0	11	0	0	0	0	0	0	0	0	0	0	2	18.2	1	9.1	1	9.1	52.6	59.4
2200	24	0	24	0	0	0	0	0	0	0	0	0	0	5	20.8	3	12.5	0	0	52.1	60.8
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	3	33.3	2	22.2	1	11.1	53.9	-
<b>07-19</b>	<b>919</b>	<b>60</b>	<b>841</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>5.7</b>	<b>14</b>	<b>1.5</b>	<b>3</b>	<b>0.3</b>	<b>48</b>	<b>55.4</b>
<b>06-22</b>	<b>989</b>	<b>62</b>	<b>907</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>6.3</b>	<b>18</b>	<b>1.8</b>	<b>7</b>	<b>0.7</b>	<b>48.3</b>	<b>55.8</b>
<b>06-00</b>	<b>1022</b>	<b>62</b>	<b>940</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>6.8</b>	<b>23</b>	<b>2.3</b>	<b>8</b>	<b>0.8</b>	<b>48.4</b>	<b>56.2</b>
<b>00-00</b>	<b>1060</b>	<b>62</b>	<b>978</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7.2</b>	<b>25</b>	<b>2.4</b>	<b>9</b>	<b>0.8</b>	<b>48.5</b>	<b>56.2</b>

Site 2C  
 Location R115, south of Junction  
 Direction Northbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

Time	Total	Classification												>PSL 60	>PSL% 60 +5kph	>SL1 65 +5kph	>SL1% 65 +5kph	>SL2 70 +10kph	>SL2% 70 +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	14	0	0	0	0	0	0	0	0	0	0	5	32.1	2	14.3	1	3.6	53.4	64.4
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	2	26.7	2	20	1	13.3	55.3	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	1	22.2	1	11.1	1	11.1	53.6	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	1	20	1	20	1	20	51.3	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	62.8	-
0600	3	0	2	0	1	0	0	0	0	0	0	0	0	1	20	0	0	0	0	49.7	-
0700	4	1	3	0	0	0	0	0	0	0	1	0	0	1	28.6	1	14.3	1	14.3	51	-
0800	16	2	14	0	1	0	0	0	0	0	0	0	0	4	25.8	2	9.7	0	0	51.9	61.9
0900	31	3	29	0	0	0	0	0	0	0	0	0	0	6	19.4	2	6.5	1	1.6	53.3	61.2
1000	47	4	42	0	1	0	0	0	0	0	0	0	0	4	8.6	1	1.1	0	0	50.8	57.2
<b>1100</b>	<b>78</b>	<b>6</b>	<b>67</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>2.6</b>	<b>2</b>	<b>1.9</b>	<b>49.6</b>	<b>56.2</b>
1200	99	13	85	0	1	0	1	0	0	0	0	0	0	5	5.1	1	0.5	0	0	49.3	57.2
1300	96	8	86	0	1	1	1	0	0	0	0	0	0	5	4.7	1	0.5	1	0.5	47.8	55.4
1400	117	11	102	1	3	1	1	0	0	0	0	0	0	5	3.8	1	0.4	0	0	47.4	55.1
<b>1500</b>	<b>135</b>	<b>6</b>	<b>126</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>4.8</b>	<b>3</b>	<b>2.2</b>	<b>1</b>	<b>0.4</b>	<b>48.4</b>	<b>54.7</b>
1600	132	2	127	1	2	0	0	1	0	0	0	0	0	5	3.4	1	0.8	1	0.8	45.1	54.4
1700	63	3	59	0	2	0	0	0	0	0	0	0	0	7	10.4	2	3.2	1	1.6	47.4	58.7
1800	29	1	27	0	1	1	0	0	0	0	0	0	0	3	8.8	0	0	0	0	49.1	55.1
1900	26	1	24	0	1	0	0	0	0	0	0	0	0	2	7.8	1	3.9	1	3.9	48.7	55.4
2000	22	0	22	0	0	0	0	0	0	0	0	0	0	4	18.6	1	2.3	1	2.3	52.6	60.5
2100	14	0	14	0	0	0	0	0	0	0	0	0	0	2	14.8	1	7.4	1	3.7	49.6	59.4
2200	21	0	21	0	0	0	0	0	0	0	0	0	0	4	16.7	2	7.1	0	0	52.1	60.8
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	2	15.8	1	10.5	1	5.3	51	-
<b>07-19</b>	<b>843</b>	<b>57</b>	<b>764</b>	<b>3</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6.6</b>	<b>14</b>	<b>1.7</b>	<b>6</b>	<b>0.7</b>	<b>48.2</b>	<b>56.2</b>
<b>06-22</b>	<b>906</b>	<b>58</b>	<b>825</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>7.1</b>	<b>17</b>	<b>1.8</b>	<b>8</b>	<b>0.8</b>	<b>48.4</b>	<b>56.5</b>
<b>06-00</b>	<b>937</b>	<b>58</b>	<b>855</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7.4</b>	<b>19</b>	<b>2</b>	<b>8</b>	<b>0.9</b>	<b>48.5</b>	<b>56.5</b>
<b>00-00</b>	<b>973</b>	<b>58</b>	<b>891</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>24</b>	<b>2.4</b>	<b>11</b>	<b>1.1</b>	<b>48.6</b>	<b>56.9</b>

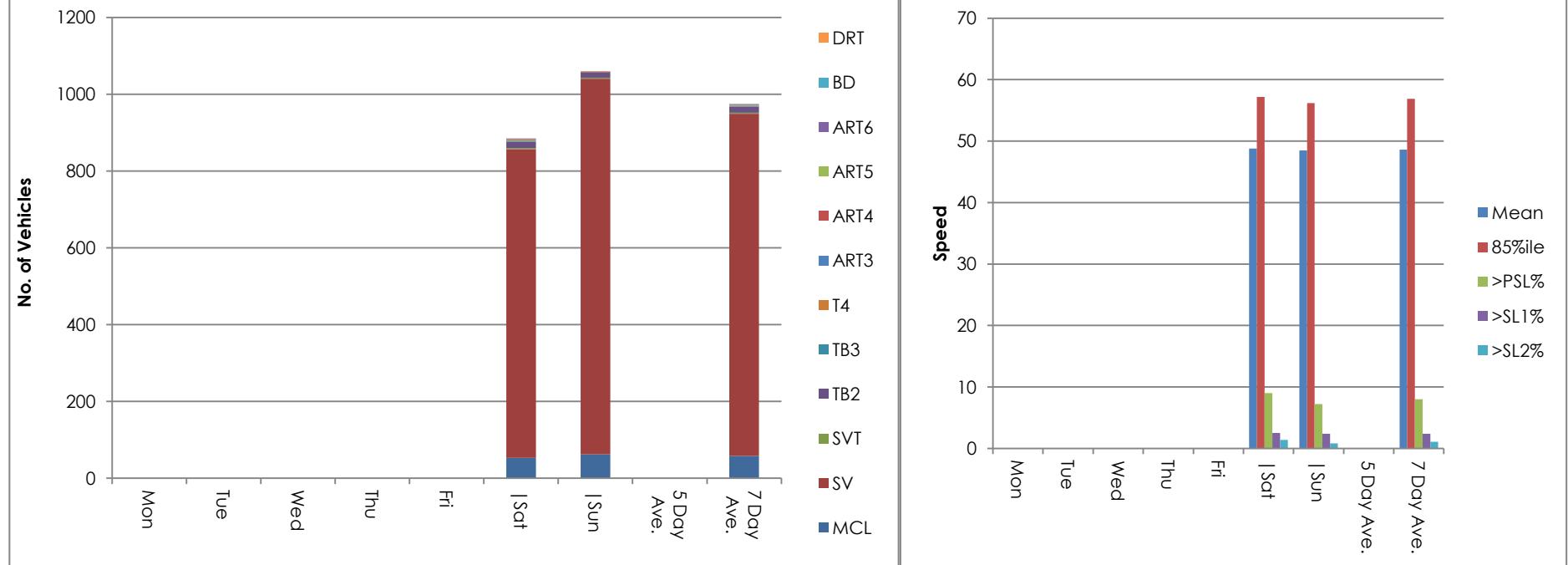
Site 2C  
 Location R115, south of Junction  
 Direction Northbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Week (1)**

Time	Total	Classification												>PSL 60	>PSL% 60 +5kph	>SL1 65 +5kph	>SL1% 65	>SL2 70 +10kph	>SL2% 70 +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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	885	53	804	3	16	3	4	1	0	0	1	0	0	80	9	22	2.5	12	1.4	48.8	57.2	
Sun	1060	62	978	3	15	0	2	0	0	0	0	0	0	76	7.2	25	2.4	9	0.8	48.5	56.2	
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>7 Day Ave.</b>	<b>973</b>	<b>58</b>	<b>891</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8.0</b>	<b>24</b>	<b>2.4</b>	<b>11</b>	<b>1.1</b>	<b>48.6</b>	<b>56.9</b>	
<b>Total</b>	<b>1945</b>	<b>115</b>	<b>1782</b>	<b>6</b>	<b>31</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>156</b>	<b>8.0</b>	<b>47</b>	<b>2.4</b>	<b>21</b>	<b>1.1</b>	<b>48.6</b>	<b>56.9</b>	

**Summary Graphs**



Site 2C  
 Location R115, south of Junction  
 Direction Northbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Saturday, 26 November 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
0000	13	0	0	0	0	1	0	0	1	1	2	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	0	0	2	0	1	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	0	2	2	1	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	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	0	0	0	0	0	1	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	21	0	0	0	0	0	0	0	1	3	4	6	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	34	0	0	0	0	0	0	1	0	2	9	8	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	51	0	0	0	0	1	0	2	0	7	17	13	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>7</b>	<b>11</b>	<b>25</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1200	97	0	0	1	0	1	2	2	4	8	25	28	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	83	0	0	0	0	0	1	4	10	19	15	23	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	89	0	0	0	0	0	1	3	10	23	21	13	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	111	0	0	0	1	0	1	3	7	24	25	33	12	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>1600</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>12</b>	<b>22</b>	<b>26</b>	<b>22</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1700	62	0	0	0	0	0	1	2	11	12	11	5	10	7	1	0	2	0	0	0	0	0	0	0	0	0	0	0
1800	22	0	0	0	0	0	0	0	1	3	7	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	18	0	0	0	0	0	0	2	1	4	4	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	19	0	0	0	0	0	0	0	0	4	4	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	0	0	0	0	1	0	1	4	7	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	18	0	0	0	0	0	0	0	1	1	3	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	0	0	0	2	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>767</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>31</b>	<b>70</b>	<b>134</b>	<b>168</b>	<b>178</b>	<b>107</b>	<b>46</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>823</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>14</b>	<b>33</b>	<b>74</b>	<b>146</b>	<b>183</b>	<b>188</b>	<b>112</b>	<b>52</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>851</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>14</b>	<b>33</b>	<b>77</b>	<b>148</b>	<b>187</b>	<b>199</b>	<b>118</b>	<b>54</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>885</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>14</b>	<b>33</b>	<b>82</b>	<b>151</b>	<b>192</b>	<b>203</b>	<b>123</b>	<b>58</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 2C  
 Location R115, south of Junction  
 Direction Northbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Sunday, 27 November 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
0000	15	0	0	0	0	0	0	0	2	1	2	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	0	0	1	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	0	0	0	4	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	1	0	2	1	1	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
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	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	10	0	0	0	0	0	0	0	3	2	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	28	0	0	0	0	0	0	0	1	2	8	5	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	42	0	0	0	0	0	1	0	1	3	9	11	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>17</b>	<b>22</b>	<b>22</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1200	101	0	0	0	0	2	0	0	9	18	28	26	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	109	0	0	0	0	0	1	3	7	25	28	22	16	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	<b>145</b>	0	0	0	0	0	1	7	12	30	42	35	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>158</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>23</b>	<b>54</b>	<b>41</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1600	139	0	0	0	0	0	5	11	19	26	37	25	13	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	63	0	0	0	0	0	1	5	12	14	14	8	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	35	0	0	0	0	0	0	1	3	10	6	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	33	0	0	0	0	0	0	1	4	4	10	6	5	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	24	0	0	0	0	0	0	0	2	2	4	6	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	11	0	0	0	0	0	0	0	0	2	3	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	24	0	0	0	0	0	0	0	0	7	1	9	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	0	0	1	0	1	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>919</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>37</b>	<b>88</b>	<b>170</b>	<b>248</b>	<b>205</b>	<b>108</b>	<b>38</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>989</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>38</b>	<b>94</b>	<b>178</b>	<b>265</b>	<b>221</b>	<b>120</b>	<b>44</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1022</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>39</b>	<b>94</b>	<b>186</b>	<b>268</b>	<b>231</b>	<b>123</b>	<b>47</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1060</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>39</b>	<b>97</b>	<b>193</b>	<b>274</b>	<b>243</b>	<b>127</b>	<b>51</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 2C  
 Location R115, south of Junction  
 Direction Northbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Virtual Day (2)**

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
0000	14	0	0	0	0	1	0	0	2	1	2	3	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	0	1	1	1	3	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	0	0	3	2	2	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	1	0	1	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	0	0	0	0	0	1	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	16	0	0	0	0	0	0	0	2	3	2	4	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	31	0	0	0	0	0	0	1	1	2	9	7	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	47	0	0	0	0	1	1	1	1	5	13	12	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>12</b>	<b>17</b>	<b>24</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	99	0	0	1	0	2	1	1	7	13	27	27	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	96	0	0	0	0	0	1	4	9	22	22	23	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	117	0	0	0	0	0	1	5	11	27	32	24	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>9</b>	<b>24</b>	<b>40</b>	<b>37</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600	132	0	0	0	1	1	5	12	21	26	30	21	13	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0
1700	63	0	0	0	0	0	1	4	12	13	13	7	8	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	29	0	0	0	0	0	0	1	2	7	7	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	26	0	0	0	0	0	0	2	3	4	7	6	3	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	22	0	0	0	0	0	0	0	1	3	4	5	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	14	0	0	0	0	0	1	0	1	3	5	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	21	0	0	0	0	0	0	0	1	4	2	8	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	0	0	1	1	1	2	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>843</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>34</b>	<b>79</b>	<b>152</b>	<b>208</b>	<b>192</b>	<b>108</b>	<b>42</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>906</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>36</b>	<b>84</b>	<b>162</b>	<b>224</b>	<b>205</b>	<b>116</b>	<b>48</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>937</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>36</b>	<b>86</b>	<b>167</b>	<b>228</b>	<b>215</b>	<b>121</b>	<b>51</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>973</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>36</b>	<b>90</b>	<b>172</b>	<b>233</b>	<b>223</b>	<b>125</b>	<b>55</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

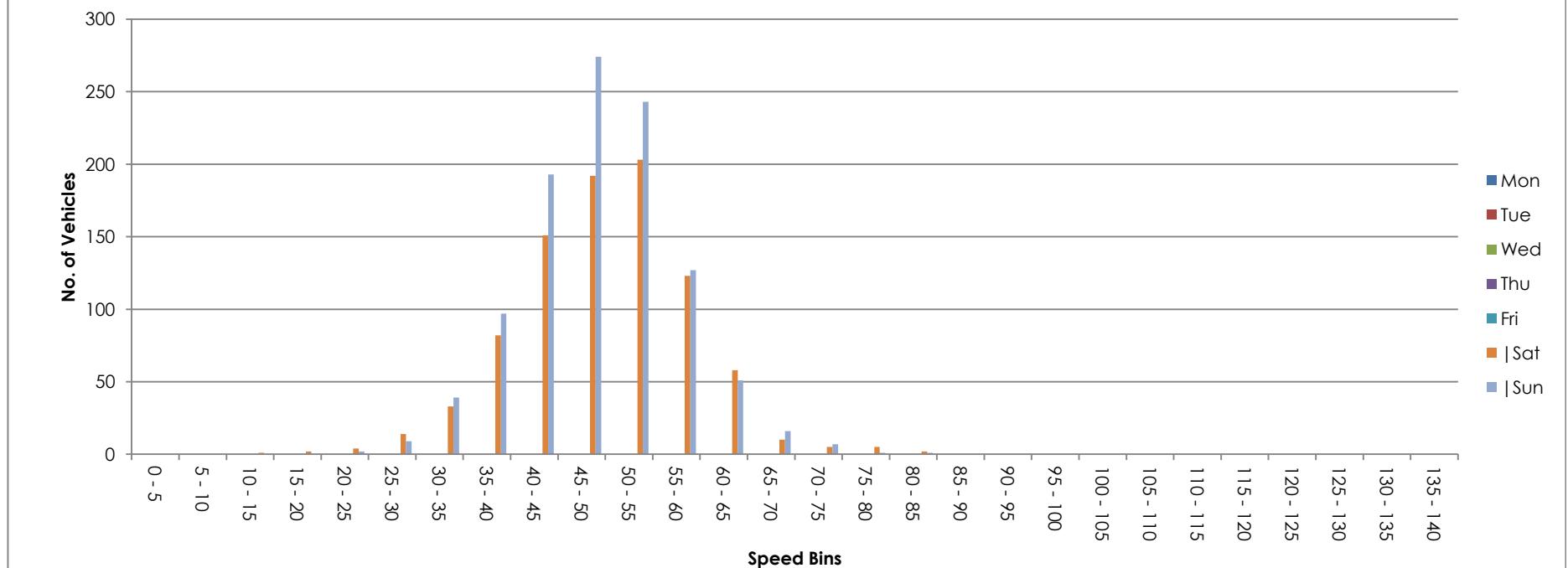
Site 2C  
 Location R115, south of Junction  
 Direction Northbound

**6967 / South Dublin**  
**November 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
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
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
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
Thu	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
Fri	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
Sat	885	0	0	1	2	4	14	33	82	151	192	203	123	58	10	5	5	2	0	0	0	0	0	0	0	0	0	0
Sun	1060	0	0	0	0	2	9	39	97	193	274	243	127	51	16	7	1	1	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>973</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>36</b>	<b>90</b>	<b>172</b>	<b>233</b>	<b>223</b>	<b>125</b>	<b>55</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>1945</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>23</b>	<b>72</b>	<b>179</b>	<b>344</b>	<b>466</b>	<b>446</b>	<b>250</b>	<b>109</b>	<b>26</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Summary Graphs**



Site 2C  
 Location R115, south of Junction  
 Direction Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 65	>SL1% 65	>SL2 70	>SL2% 70	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	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10	1	10	0	0	49.2	-
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.2	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.1	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.3	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	64.4	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.7	-
0600	3	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.8	-
0700	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	1	12.5	0	0	48.6	-
0800	25	5	19	0	1	0	0	0	0	0	0	0	0	1	4	0	0	0	0	41.6	54.4
0900	71	4	67	0	0	0	0	0	0	0	0	0	0	6	8.5	2	2.8	1	1.4	47.2	55.4
<b>1000</b>	<b>100</b>	<b>8</b>	<b>84</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>44.9</b>	<b>55.8</b>
1100	91	4	87	0	0	0	0	0	0	0	0	0	0	9	9.9	1	1.1	0	0	50.3	57.2
1200	91	10	78	0	3	0	0	0	0	0	0	0	0	7	7.7	2	2.2	0	0	45.9	56.5
1300	95	4	87	0	3	1	0	0	0	0	0	0	0	5	5.3	3	3.2	0	0	48	56.2
<b>1400</b>	<b>103</b>	<b>7</b>	<b>92</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>18.4</b>	<b>9</b>	<b>8.7</b>	<b>2</b>	<b>1.9</b>	<b>50.5</b>	<b>60.8</b>
1500	79	7	71	0	1	0	0	0	0	0	0	0	0	7	8.9	2	2.5	0	0	47.3	58
1600	46	0	43	0	2	1	0	0	0	0	0	0	0	6	13	0	0	0	0	47.7	58
1700	18	0	18	0	0	0	0	0	0	0	0	0	0	1	5.6	0	0	0	0	48.8	53.6
1800	23	0	22	0	1	0	0	0	0	0	0	0	0	7	30.4	2	8.7	2	8.7	53.7	64.4
1900	19	0	18	0	1	0	0	0	0	0	0	0	0	6	31.6	3	15.8	2	10.5	52.4	64.4
2000	25	0	25	0	0	0	0	0	0	0	0	0	0	7	28	3	12	3	12	53.7	62.3
2100	17	0	17	0	0	0	0	0	0	0	0	0	0	5	29.4	4	23.5	2	11.8	53.3	65.5
2200	14	0	14	0	0	0	0	0	0	0	0	0	0	2	14.3	0	0	0	0	51.4	58.7
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	1	14.3	1	14.3	1	14.3	49.7	-
<b>07-19</b>	<b>750</b>	<b>49</b>	<b>675</b>	<b>1</b>	<b>16</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>25</b>	<b>3.3</b>	<b>6</b>	<b>0.8</b>	<b>47.8</b>	<b>57.6</b>
<b>06-22</b>	<b>814</b>	<b>49</b>	<b>737</b>	<b>1</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>11.4</b>	<b>35</b>	<b>4.3</b>	<b>13</b>	<b>1.6</b>	<b>48.2</b>	<b>58</b>
<b>06-00</b>	<b>835</b>	<b>49</b>	<b>758</b>	<b>1</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>11.5</b>	<b>36</b>	<b>4.3</b>	<b>14</b>	<b>1.7</b>	<b>48.2</b>	<b>58</b>
<b>00-00</b>	<b>859</b>	<b>49</b>	<b>782</b>	<b>1</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>11.4</b>	<b>37</b>	<b>4.3</b>	<b>14</b>	<b>1.6</b>	<b>48.3</b>	<b>58</b>

Site 2C  
 Location R115, south of Junction  
 Direction Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Sunday, 27 November 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 65 +5kph	>SL1% 65 +5kph	>SL2 70 +10kph	>SL2% 70 +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	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	55.3	-
0100	13	0	13	0	0	0	0	0	0	0	0	0	0	2	15.4	1	7.7	1	7.7	51	58.7
0200	8	0	8	0	0	0	0	0	0	0	0	0	1	12.5	1	12.5	0	0	50.8	-	
0300	5	0	5	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	51.8	-	
0400	2	0	1	0	1	0	0	0	0	0	0	0	1	50	0	0	0	0	57.7	-	
0500	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	-	-
0700	4	1	3	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	44.4	-
0800	28	3	23	0	2	0	0	0	0	0	0	0	0	4	14.3	1	3.6	0	0	47.8	59
0900	44	1	41	0	2	0	0	0	0	0	0	0	0	5	11.4	3	6.8	2	4.5	49	56.5
1000	107	8	97	0	1	0	1	0	0	0	0	0	0	6	5.6	4	3.7	0	0	46.7	55.4
<b>1100</b>	<b>119</b>	<b>5</b>	<b>113</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3.4</b>	<b>3</b>	<b>2.5</b>	<b>1</b>	<b>0.8</b>	<b>47</b>	<b>55.1</b>							
1200	118	10	105	0	2	0	1	0	0	0	0	0	0	8	6.8	3	2.5	1	0.8	46.9	55.4
1300	125	5	117	1	2	0	0	0	0	0	0	0	0	5	4	1	0.8	0	0	46.9	55.4
<b>1400</b>	<b>147</b>	<b>7</b>	<b>136</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>4.8</b>	<b>1</b>	<b>0.7</b>	<b>1</b>	<b>0.7</b>	<b>48.1</b>	<b>55.8</b>							
1500	112	2	108	1	1	0	0	0	0	0	0	0	0	4	3.6	3	2.7	1	0.9	49.5	55.4
1600	38	0	37	0	1	0	0	0	0	0	0	0	0	7	18.4	3	7.9	1	2.6	52.6	61.2
1700	32	0	30	0	2	0	0	0	0	0	0	0	0	1	3.1	0	0	0	0	49.3	54
1800	31	1	30	0	0	0	0	0	0	0	0	0	0	4	12.9	2	6.5	2	6.5	50.6	58.7
1900	33	0	33	0	0	0	0	0	0	0	0	0	0	7	21.2	4	12.1	1	3	52.8	63.7
2000	16	0	16	0	0	0	0	0	0	0	0	0	0	2	12.5	1	6.3	0	0	50.7	57.2
2100	18	0	18	0	0	0	0	0	0	0	0	0	0	6	33.3	2	11.1	0	0	53.4	63.4
2200	16	0	16	0	0	0	0	0	0	0	0	0	0	6	37.5	3	18.8	0	0	55.2	66.6
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	2	22.2	1	11.1	0	0	52.4	-
<b>07-19</b>	<b>905</b>	<b>43</b>	<b>840</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6.2</b>	<b>24</b>	<b>2.7</b>	<b>9</b>	<b>1</b>	<b>48</b>	<b>55.8</b>	
<b>06-22</b>	<b>972</b>	<b>43</b>	<b>907</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7.3</b>	<b>31</b>	<b>3.2</b>	<b>10</b>	<b>1</b>	<b>48.3</b>	<b>56.5</b>	
<b>06-00</b>	<b>997</b>	<b>43</b>	<b>932</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7.9</b>	<b>35</b>	<b>3.5</b>	<b>10</b>	<b>1</b>	<b>48.4</b>	<b>56.5</b>	
<b>00-00</b>	<b>1029</b>	<b>43</b>	<b>963</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8.3</b>	<b>37</b>	<b>3.6</b>	<b>11</b>	<b>1.1</b>	<b>48.5</b>	<b>56.5</b>	

Site 2C  
 Location R115, south of Junction  
 Direction Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

Time	Total	Classification												>PSL 60	>PSL% 60 +5kph	>SL1 65 +5kph	>SL1% 65	>SL2 70 +10kph	>SL2% 70 +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	7	0	7	0	0	0	0	0	0	0	0	0	0	1	14.3	1	7.1	0	0	50.9	-
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10.5	1	5.3	1	5.3	50.8	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	1	8.3	1	8.3	0	0	50.6	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	51.1	-
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	1	66.7	0	0	0	0	59.9	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.7	-
0600	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.8	-
0700	6	1	5	0	1	0	0	0	0	0	0	0	0	1	16.7	1	8.3	0	0	47.2	-
0800	27	4	21	0	2	0	0	0	0	0	0	0	0	3	9.4	1	1.9	0	0	44.9	56.5
0900	58	3	54	0	1	0	0	0	0	0	0	0	0	6	9.6	3	4.3	2	2.6	47.9	56.5
1000	104	8	91	1	2	0	3	0	0	0	0	0	0	6	5.8	4	3.4	1	0.5	45.8	55.4
<b>1100</b>	<b>105</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>6.2</b>	<b>2</b>	<b>1.9</b>	<b>1</b>	<b>0.5</b>	<b>48.4</b>	<b>56.2</b>
1200	105	10	92	0	3	0	1	0	0	0	0	0	0	8	7.2	3	2.4	1	0.5	46.5	55.8
1300	110	5	102	1	3	1	0	0	0	0	0	0	0	5	4.5	2	1.8	0	0	47.4	55.8
<b>1400</b>	<b>125</b>	<b>7</b>	<b>114</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>10.4</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1.2</b>	<b>49.1</b>	<b>57.6</b>
1500	96	5	90	1	1	0	0	0	0	0	0	0	0	6	5.8	3	2.6	1	0.5	48.6	56.5
1600	42	0	40	0	2	1	0	0	0	0	0	0	0	7	15.5	2	3.6	1	1.2	49.9	58.3
1700	25	0	24	0	1	0	0	0	0	0	0	0	0	1	4	0	0	0	0	49.1	55.1
1800	27	1	26	0	1	0	0	0	0	0	0	0	0	6	20.4	2	7.4	2	7.4	51.9	62.3
1900	26	0	26	0	1	0	0	0	0	0	0	0	0	7	25	4	13.5	2	5.8	52.7	64.4
2000	21	0	21	0	0	0	0	0	0	0	0	0	0	5	22	2	9.8	2	7.3	52.6	61.6
2100	18	0	18	0	0	0	0	0	0	0	0	0	0	6	31.4	3	17.1	1	5.7	53.4	65.5
2200	15	0	15	0	0	0	0	0	0	0	0	0	0	4	26.7	2	10	0	0	53.4	61.9
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	2	18.8	1	12.5	1	6.3	51.2	-
<b>07-19</b>	<b>828</b>	<b>46</b>	<b>758</b>	<b>2</b>	<b>17</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>7.9</b>	<b>25</b>	<b>3</b>	<b>8</b>	<b>0.9</b>	<b>47.9</b>	<b>56.5</b>
<b>06-22</b>	<b>893</b>	<b>46</b>	<b>822</b>	<b>2</b>	<b>18</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9.2</b>	<b>33</b>	<b>3.7</b>	<b>12</b>	<b>1.3</b>	<b>48.2</b>	<b>56.9</b>
<b>06-00</b>	<b>916</b>	<b>46</b>	<b>845</b>	<b>2</b>	<b>18</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9.6</b>	<b>36</b>	<b>3.9</b>	<b>12</b>	<b>1.3</b>	<b>48.3</b>	<b>57.2</b>
<b>00-00</b>	<b>944</b>	<b>46</b>	<b>873</b>	<b>2</b>	<b>18</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>9.7</b>	<b>37</b>	<b>3.9</b>	<b>13</b>	<b>1.3</b>	<b>48.4</b>	<b>57.2</b>

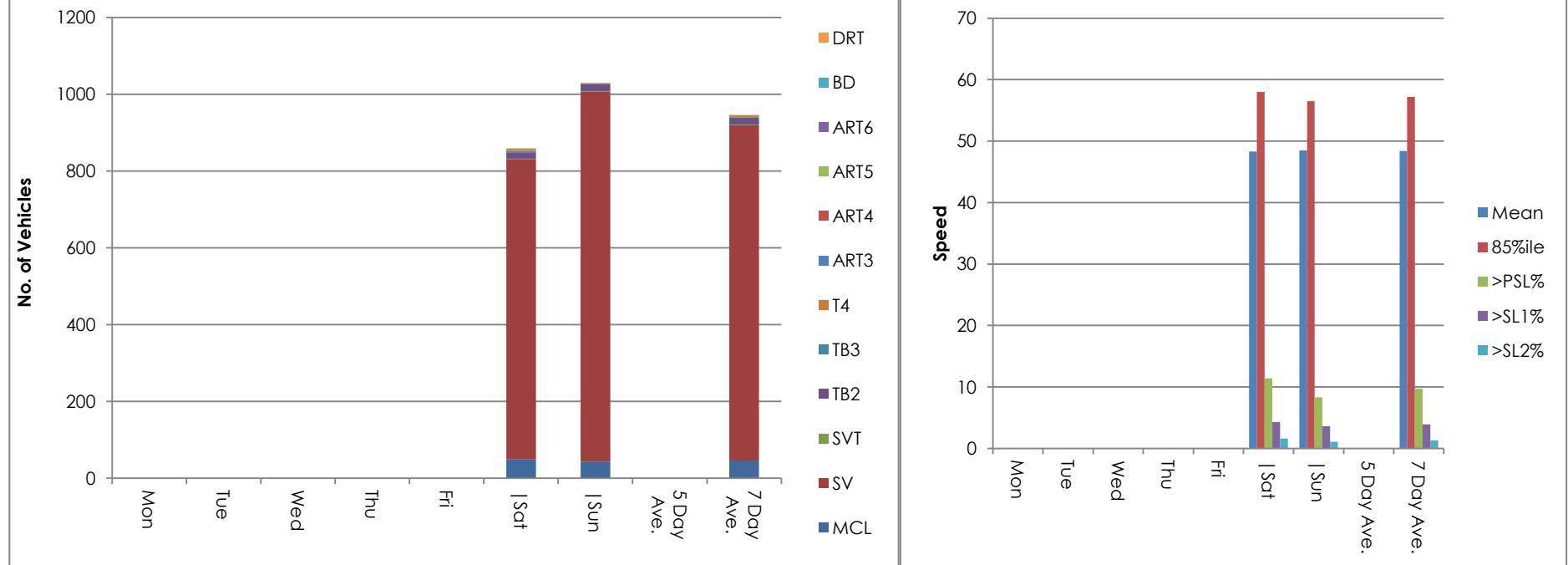
Site 2C  
 Location R115, south of Junction  
 Direction Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Week (1)**

Time	Total	Classification												>PSL 60	>PSL% 60 +5kph	>SL1 65 +5kph	>SL1% 65	>SL2 70 +10kph	>SL2% 70 +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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	859	49	782	1	17	3	6	0	0	1	0	0	0	98	11.4	37	4.3	14	1.6	48.3	58	
Sun	1029	43	963	2	19	0	2	0	0	0	0	0	0	85	8.3	37	3.6	11	1.1	48.5	56.5	
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>7 Day Ave.</b>	<b>944</b>	<b>46</b>	<b>873</b>	<b>2</b>	<b>18</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>9.7</b>	<b>37</b>	<b>3.9</b>	<b>13</b>	<b>1.3</b>	<b>48.4</b>	<b>57.2</b>	
<b>Total</b>	<b>1888</b>	<b>92</b>	<b>1745</b>	<b>3</b>	<b>36</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>183</b>	<b>9.7</b>	<b>74</b>	<b>3.9</b>	<b>25</b>	<b>1.3</b>	<b>48.4</b>	<b>57.2</b>	

**Summary Graphs**



Site 2C  
 Location R115, south of Junction  
 Direction Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Saturday, 26 November 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
0000	10	0	0	0	0	0	0	0	4	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	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
0700	8	0	0	0	0	0	0	0	1	3	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	25	0	0	0	3	2	0	0	5	4	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	71	0	0	1	1	2	1	1	4	17	17	15	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1000</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>25</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1100	91	0	0	0	2	1	1	1	2	10	22	24	19	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	91	0	0	0	2	3	2	6	11	12	19	19	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	95	0	0	0	3	0	1	5	5	12	28	21	15	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>14</b>	<b>18</b>	<b>25</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500	79	0	0	0	1	5	1	4	3	14	17	12	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	46	0	0	0	0	0	2	2	6	7	12	7	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	18	0	0	0	0	0	0	1	0	3	5	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	23	0	0	0	0	0	1	0	0	2	7	3	3	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	19	0	0	1	0	0	0	0	1	3	2	4	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	25	0	0	0	0	0	0	1	2	2	4	4	5	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2100	17	0	0	0	0	0	0	0	1	4	2	3	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	0	0	0	0	1	4	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	0	0	1	1	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>25</b>	<b>14</b>	<b>24</b>	<b>50</b>	<b>109</b>	<b>175</b>	<b>158</b>	<b>102</b>	<b>50</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>814</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>15</b>	<b>25</b>	<b>14</b>	<b>25</b>	<b>55</b>	<b>119</b>	<b>184</b>	<b>169</b>	<b>111</b>	<b>58</b>	<b>22</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>835</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>15</b>	<b>25</b>	<b>14</b>	<b>25</b>	<b>57</b>	<b>124</b>	<b>187</b>	<b>173</b>	<b>115</b>	<b>60</b>	<b>22</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>859</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>15</b>	<b>25</b>	<b>14</b>	<b>25</b>	<b>58</b>	<b>130</b>	<b>192</b>	<b>178</b>	<b>120</b>	<b>61</b>	<b>23</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 2C  
 Location R115, south of Junction  
 Direction Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Sunday, 27 November 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	4	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	0	0	0	2	1	3	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	0	0	1	3	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	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
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	4	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	28	0	0	0	2	1	0	0	1	4	7	5	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	44	0	0	1	0	0	1	1	1	5	18	7	5	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	107	0	0	1	4	2	2	4	6	15	27	26	14	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>18</b>	<b>36</b>	<b>28</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	118	0	0	2	4	2	1	2	8	20	33	25	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	125	0	0	2	1	2	0	3	7	24	46	19	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>27</b>	<b>29</b>	<b>39</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500	112	0	0	0	1	0	1	0	3	24	27	33	19	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	38	0	0	0	0	0	0	0	1	4	13	6	7	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	32	0	0	0	0	0	1	0	2	3	9	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	31	0	0	1	0	0	1	0	1	4	6	11	3	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	33	0	0	0	0	0	1	0	1	3	13	3	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	16	0	0	0	0	0	0	0	1	4	4	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	18	0	0	0	0	0	0	0	2	1	4	4	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	0	0	0	0	0	0	1	6	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	0	0	0	1	1	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>905</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>	<b>10</b>	<b>12</b>	<b>16</b>	<b>48</b>	<b>149</b>	<b>251</b>	<b>212</b>	<b>125</b>	<b>32</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>972</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>	<b>10</b>	<b>13</b>	<b>16</b>	<b>52</b>	<b>157</b>	<b>272</b>	<b>220</b>	<b>135</b>	<b>40</b>	<b>21</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>997</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>	<b>10</b>	<b>13</b>	<b>16</b>	<b>53</b>	<b>159</b>	<b>280</b>	<b>223</b>	<b>138</b>	<b>44</b>	<b>25</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1029</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>	<b>10</b>	<b>13</b>	<b>16</b>	<b>56</b>	<b>163</b>	<b>287</b>	<b>230</b>	<b>143</b>	<b>48</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 2C  
 Location R115, south of Junction  
 Direction Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Virtual Day (2)**

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	7	0	0	0	0	0	0	0	0	2	2	1	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	2	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	1	2	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	0	1	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	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
0500	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	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	0
0700	6	0	0	0	1	0	0	0	1	2	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	27	0	0	0	3	2	0	0	3	4	6	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	58	0	0	1	1	1	1	1	3	11	18	11	6	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	104	0	0	2	3	6	3	2	8	13	26	24	13	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>29</b>	<b>26</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	105	0	0	1	3	3	2	4	10	16	26	22	12	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	110	0	0	1	2	1	1	4	6	18	37	20	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>21</b>	<b>24</b>	<b>32</b>	<b>20</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1500	96	0	0	0	1	3	1	2	3	19	22	23	17	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	42	0	0	0	0	0	1	1	4	6	13	7	6	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	25	0	0	0	0	0	1	1	1	3	7	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	27	0	0	1	0	0	1	0	1	3	7	7	3	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	26	0	0	1	0	0	1	0	1	3	8	4	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	21	0	0	0	0	0	0	1	2	3	4	3	5	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	18	0	0	0	0	0	0	0	2	3	3	4	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	15	0	0	0	0	0	0	0	1	3	3	3	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	0	0	0	0	1	1	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>828</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>18</b>	<b>13</b>	<b>20</b>	<b>49</b>	<b>129</b>	<b>213</b>	<b>185</b>	<b>114</b>	<b>41</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>893</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>18</b>	<b>14</b>	<b>21</b>	<b>54</b>	<b>138</b>	<b>228</b>	<b>195</b>	<b>123</b>	<b>49</b>	<b>22</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>916</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>18</b>	<b>14</b>	<b>21</b>	<b>55</b>	<b>142</b>	<b>234</b>	<b>198</b>	<b>127</b>	<b>52</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>944</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>18</b>	<b>14</b>	<b>21</b>	<b>57</b>	<b>147</b>	<b>240</b>	<b>204</b>	<b>132</b>	<b>55</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

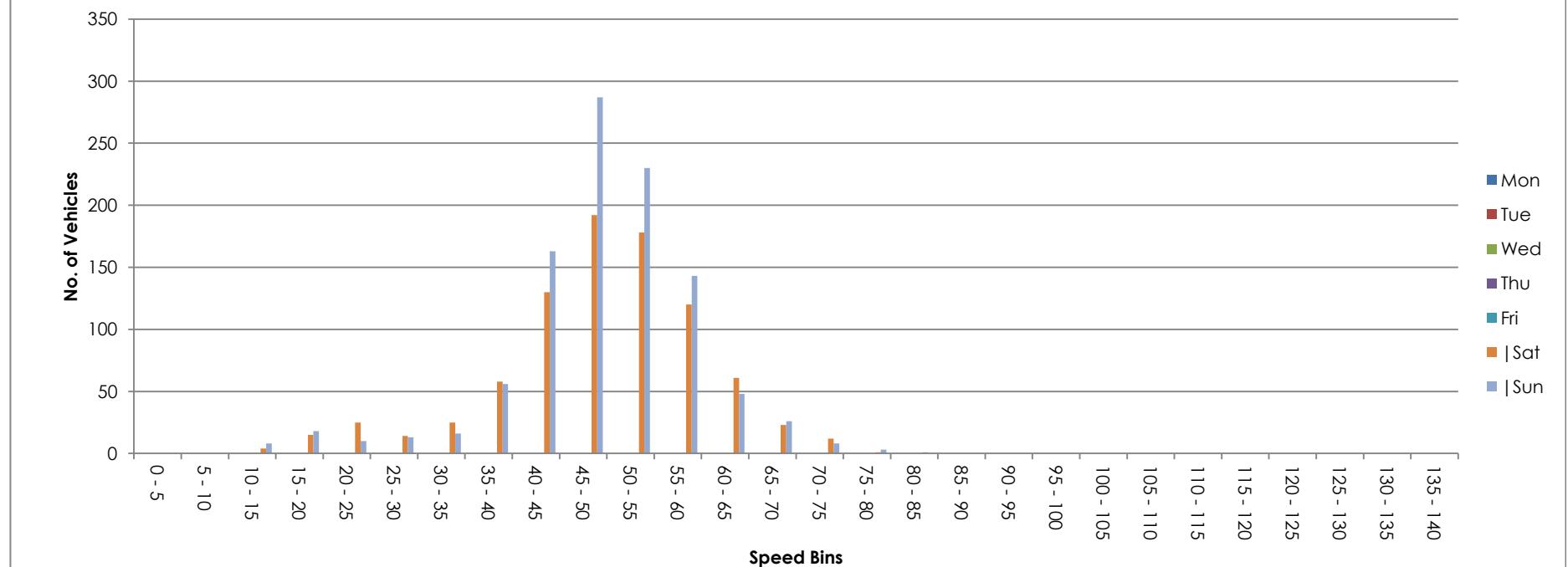
Site 2C  
 Location R115, south of Junction  
 Direction Southbound

**6967 / South Dublin**  
**November 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
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
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
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
Thu	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
Fri	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
Sat	859	0	0	4	15	25	14	25	58	130	192	178	120	61	23	12	1	1	0	0	0	0	0	0	0	0	0	0
Sun	1029	0	0	8	18	10	13	16	56	163	287	230	143	48	26	8	3	0	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>944</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>18</b>	<b>14</b>	<b>21</b>	<b>57</b>	<b>147</b>	<b>240</b>	<b>204</b>	<b>132</b>	<b>55</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>1888</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>33</b>	<b>35</b>	<b>27</b>	<b>41</b>	<b>114</b>	<b>293</b>	<b>479</b>	<b>408</b>	<b>263</b>	<b>109</b>	<b>49</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Summary Graphs**



Site 2C  
 Location R115, south of Junction  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 65 +5kph	>SL1% 65 +5kph	>SL2 70 +10kph	>SL2% 70 +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	23	0	23	0	0	0	0	0	0	0	0	0	0	6	26.1	4	17.4	1	4.3	52	64.8
0100	15	0	15	0	0	0	0	0	0	0	0	0	0	2	13.3	2	13.3	1	6.7	52.9	58.7
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	1	16.7	1	16.7	56	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	1	33.3	59.2	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	58.3	-
0600	6	0	5	0	0	0	0	0	0	1	0	0	0	1	16.7	0	0	0	0	45.7	-
0700	13	0	11	0	1	0	0	0	0	0	1	0	0	2	15.4	2	15.4	1	7.7	49.9	55.1
0800	46	7	37	0	2	0	0	0	0	0	0	0	0	7	15.2	1	2.2	0	0	46.7	57.6
0900	105	4	101	0	0	0	0	0	0	0	0	0	0	11	10.5	3	2.9	1	1	49	57.6
1000	151	13	130	1	2	0	5	0	0	0	0	0	0	7	4.6	3	2	1	0.7	46.3	55.4
<b>1100</b>	<b>159</b>	<b>7</b>	<b>146</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>11.9</b>	<b>4</b>	<b>2.5</b>	<b>3</b>	<b>1.9</b>	<b>50.7</b>	<b>57.2</b>
1200	188	26	158	0	3	0	1	0	0	0	0	0	0	14	7.4	3	1.6	0	0	47.9	57.2
1300	178	13	158	0	5	2	0	0	0	0	0	0	0	7	3.9	3	1.7	0	0	47.5	55.4
<b>1400</b>	<b>192</b>	<b>14</b>	<b>167</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>12.5</b>	<b>9</b>	<b>4.7</b>	<b>2</b>	<b>1</b>	<b>49.1</b>	<b>58.7</b>
1500	190	13	174	0	3	0	0	0	0	0	0	0	0	12	6.3	5	2.6	1	0.5	47.9	57.2
1600	170	2	162	0	4	1	0	1	0	0	0	0	0	12	7.1	1	0.6	1	0.6	45.4	55.8
1700	80	3	76	0	1	0	0	0	0	0	0	0	0	11	13.8	3	3.8	2	2.5	49.1	59.4
1800	45	0	42	0	2	1	0	0	0	0	0	0	0	9	20	2	4.4	2	4.4	52	62.3
1900	37	0	35	0	2	0	0	0	0	0	0	0	0	7	18.9	3	8.1	2	5.4	49.7	61.2
2000	44	0	44	0	0	0	0	0	0	0	0	0	0	10	22.7	3	6.8	3	6.8	52.7	60.5
2100	33	0	33	0	0	0	0	0	0	0	0	0	0	7	21.2	5	15.2	2	6.1	50.6	61.9
2200	32	0	32	0	0	0	0	0	0	0	0	0	0	4	12.5	0	0	0	0	51.8	58
2300	17	0	17	0	0	0	0	0	0	0	0	0	0	1	5.9	1	5.9	1	5.9	48.9	55.4
<b>07-19</b>	<b>1517</b>	<b>102</b>	<b>1362</b>	<b>4</b>	<b>31</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>8.9</b>	<b>39</b>	<b>2.6</b>	<b>14</b>	<b>0.9</b>	<b>48.1</b>	<b>57.2</b>
<b>06-22</b>	<b>1637</b>	<b>102</b>	<b>1479</b>	<b>4</b>	<b>33</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>160</b>	<b>9.8</b>	<b>50</b>	<b>3.1</b>	<b>21</b>	<b>1.3</b>	<b>48.3</b>	<b>57.6</b>
<b>06-00</b>	<b>1686</b>	<b>102</b>	<b>1528</b>	<b>4</b>	<b>33</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>9.8</b>	<b>51</b>	<b>3</b>	<b>22</b>	<b>1.3</b>	<b>48.4</b>	<b>57.6</b>
<b>00-00</b>	<b>1744</b>	<b>102</b>	<b>1586</b>	<b>4</b>	<b>33</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>10.2</b>	<b>59</b>	<b>3.4</b>	<b>26</b>	<b>1.5</b>	<b>48.5</b>	<b>57.6</b>

Site 2C  
 Location R115, south of Junction  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Sunday, 27 November 2016

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 65 +5kph	>SL1% 65 +5kph	>SL2 70 +10kph	>SL2% 70 +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	19	0	19	0	0	0	0	0	0	0	0	0	0	5	26.3	1	5.3	0	0	53.4	61.2
0100	19	0	19	0	0	0	0	0	0	0	0	0	0	4	21.1	2	10.5	2	10.5	52.7	63
0200	17	0	17	0	0	0	0	0	0	0	0	0	1	5.9	1	5.9	0	0	49.8	57.2	
0300	10	0	10	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	50.4	-	
0400	5	0	4	0	1	0	0	0	0	0	0	0	1	20	0	0	0	0	51.8	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.8	-
0700	6	2	4	0	0	0	0	0	0	0	0	0	0	2	33.3	0	0	0	0	45.8	-
0800	38	4	32	0	2	0	0	0	0	0	0	0	0	6	15.8	3	7.9	0	0	48.4	59
0900	72	6	64	0	2	0	0	0	0	0	0	0	12	16.7	6	8.3	3	4.2	51	60.5	
1000	149	11	135	0	2	0	1	0	0	0	0	0	13	8.7	5	3.4	0	0	48.4	56.9	
<b>1100</b>	<b>206</b>	<b>13</b>	<b>188</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3.9</b>	<b>4</b>	<b>1.9</b>	<b>1</b>	<b>0.5</b>	<b>47.5</b>	<b>55.1</b>	
1200	219	19	195	0	4	0	1	0	0	0	0	0	11	5	3	1.4	1	0.5	47.7	55.4	
1300	234	12	218	1	2	0	1	0	0	0	0	0	12	5.1	2	0.9	1	0.4	47.6	55.8	
<b>1400</b>	<b>292</b>	<b>21</b>	<b>265</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>3.8</b>	<b>2</b>	<b>0.7</b>	<b>1</b>	<b>0.3</b>	<b>47.7</b>	<b>55.1</b>							
1500	270	8	256	3	3	0	0	0	0	0	0	0	12	4.4	6	2.2	1	0.4	48.8	55.1	
1600	177	2	172	1	2	0	0	0	0	0	0	0	10	5.6	4	2.3	2	1.1	47.1	55.4	
1700	95	2	89	0	4	0	0	0	0	0	0	0	4	4.2	1	1.1	0	0	46.8	54	
1800	66	3	63	0	0	0	0	0	0	0	0	0	7	10.6	2	3	2	3	49.4	58	
1900	66	2	63	0	1	0	0	0	0	0	0	0	10	15.2	6	9.1	3	4.5	51.2	58.7	
2000	40	0	40	0	0	0	0	0	0	0	0	0	7	17.5	2	5	1	2.5	52.5	60.5	
2100	29	0	29	0	0	0	0	0	0	0	0	0	8	27.6	3	10.3	1	3.4	53.1	63.4	
2200	40	0	40	0	0	0	0	0	0	0	0	0	11	27.5	6	15	0	0	53.4	64.1	
2300	18	0	18	0	0	0	0	0	0	0	0	0	5	27.8	3	16.7	1	5.6	53.1	63.7	
<b>07-19</b>	<b>1824</b>	<b>103</b>	<b>1681</b>	<b>5</b>	<b>31</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>5.9</b>	<b>38</b>	<b>2.1</b>	<b>12</b>	<b>0.7</b>	<b>48</b>	<b>55.8</b>	
<b>06-22</b>	<b>1961</b>	<b>105</b>	<b>1814</b>	<b>5</b>	<b>33</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>6.8</b>	<b>49</b>	<b>2.5</b>	<b>17</b>	<b>0.9</b>	<b>48.3</b>	<b>56.2</b>	
<b>06-00</b>	<b>2019</b>	<b>105</b>	<b>1872</b>	<b>5</b>	<b>33</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>7.4</b>	<b>58</b>	<b>2.9</b>	<b>18</b>	<b>0.9</b>	<b>48.4</b>	<b>56.5</b>	
<b>00-00</b>	<b>2089</b>	<b>105</b>	<b>1941</b>	<b>5</b>	<b>34</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>	<b>7.7</b>	<b>62</b>	<b>3</b>	<b>20</b>	<b>1</b>	<b>48.5</b>	<b>56.5</b>	

Site 2C  
 Location R115, south of Junction  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 65	>SL1% 65	>SL2 70	>SL2% 70	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	21	0	0	0	0	0	0	0	0	0	0	6	26.2	3	11.9	1	2.4	52.6	64.4
0100	17	0	17	0	0	0	0	0	0	0	0	0	0	3	17.6	2	11.8	2	8.8	52.8	63
0200	13	0	13	0	0	0	0	0	0	0	0	0	1	3.8	1	3.8	0	0	49.4	57.2	
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	2	18.8	1	6.3	1	6.3	52.5	-
0400	4	0	4	0	1	0	0	0	0	0	0	0	0	2	37.5	1	12.5	1	12.5	54.5	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	0	58.3	-
0600	4	0	3	0	1	0	0	0	0	1	0	0	0	1	12.5	0	0	0	0	47.5	-
0700	10	1	8	0	1	0	0	0	0	0	1	0	0	2	21.1	1	10.5	1	5.3	48.6	-
0800	42	6	35	0	2	0	0	0	0	0	0	0	0	7	15.5	2	4.8	0	0	47.5	59
0900	89	5	83	0	1	0	0	0	0	0	0	0	0	12	13	5	5.1	2	2.3	49.8	58.7
1000	150	12	133	1	2	0	3	0	0	0	0	0	0	10	6.7	4	2.7	1	0.3	47.4	56.2
<b>1100</b>	<b>183</b>	<b>10</b>	<b>167</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>7.4</b>	<b>4</b>	<b>2.2</b>	<b>2</b>	<b>1.1</b>	<b>48.9</b>	<b>56.2</b>
1200	204	23	177	0	4	0	1	0	0	0	0	0	0	13	6.1	3	1.5	1	0.2	47.8	56.5
1300	206	13	188	1	4	1	1	0	0	0	0	0	0	10	4.6	3	1.2	1	0.2	47.6	55.4
<b>1400</b>	<b>242</b>	<b>18</b>	<b>216</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>7.2</b>	<b>6</b>	<b>2.3</b>	<b>2</b>	<b>0.6</b>	<b>48.2</b>	<b>56.2</b>
1500	230	11	215	2	3	0	0	0	0	0	0	0	0	12	5.2	6	2.4	1	0.4	48.5	55.8
1600	174	2	167	1	3	1	0	1	0	0	0	0	0	11	6.3	3	1.4	2	0.9	46.3	55.4
1700	88	3	83	0	3	0	0	0	0	0	0	0	0	8	8.6	2	2.3	1	1.1	47.9	57.2
1800	56	2	53	0	1	1	0	0	0	0	0	0	0	8	14.4	2	3.6	2	3.6	50.5	59
1900	52	1	49	0	2	0	0	0	0	0	0	0	0	9	16.5	5	8.7	3	4.9	50.7	61.2
2000	42	0	42	0	0	0	0	0	0	0	0	0	0	9	20.2	3	6	2	4.8	52.6	60.5
2100	31	0	31	0	0	0	0	0	0	0	0	0	0	8	24.2	4	12.9	2	4.8	51.8	63.4
2200	36	0	36	0	0	0	0	0	0	0	0	0	0	8	20.8	3	8.3	0	0	52.7	61.6
2300	18	0	18	0	0	0	0	0	0	0	0	0	0	3	17.1	2	11.4	1	5.7	51.1	61.2
<b>07-19</b>	<b>1671</b>	<b>103</b>	<b>1522</b>	<b>5</b>	<b>31</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>122</b>	<b>7.3</b>	<b>39</b>	<b>2.3</b>	<b>13</b>	<b>0.8</b>	<b>48</b>	<b>56.5</b>
<b>06-22</b>	<b>1799</b>	<b>104</b>	<b>1647</b>	<b>5</b>	<b>33</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>8.1</b>	<b>50</b>	<b>2.8</b>	<b>19</b>	<b>1.1</b>	<b>48.3</b>	<b>56.9</b>
<b>06-00</b>	<b>1853</b>	<b>104</b>	<b>1700</b>	<b>5</b>	<b>33</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>8.5</b>	<b>55</b>	<b>2.9</b>	<b>20</b>	<b>1.1</b>	<b>48.4</b>	<b>56.9</b>
<b>00-00</b>	<b>1917</b>	<b>104</b>	<b>1764</b>	<b>5</b>	<b>34</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>170</b>	<b>8.8</b>	<b>61</b>	<b>3.2</b>	<b>23</b>	<b>1.2</b>	<b>48.5</b>	<b>56.9</b>

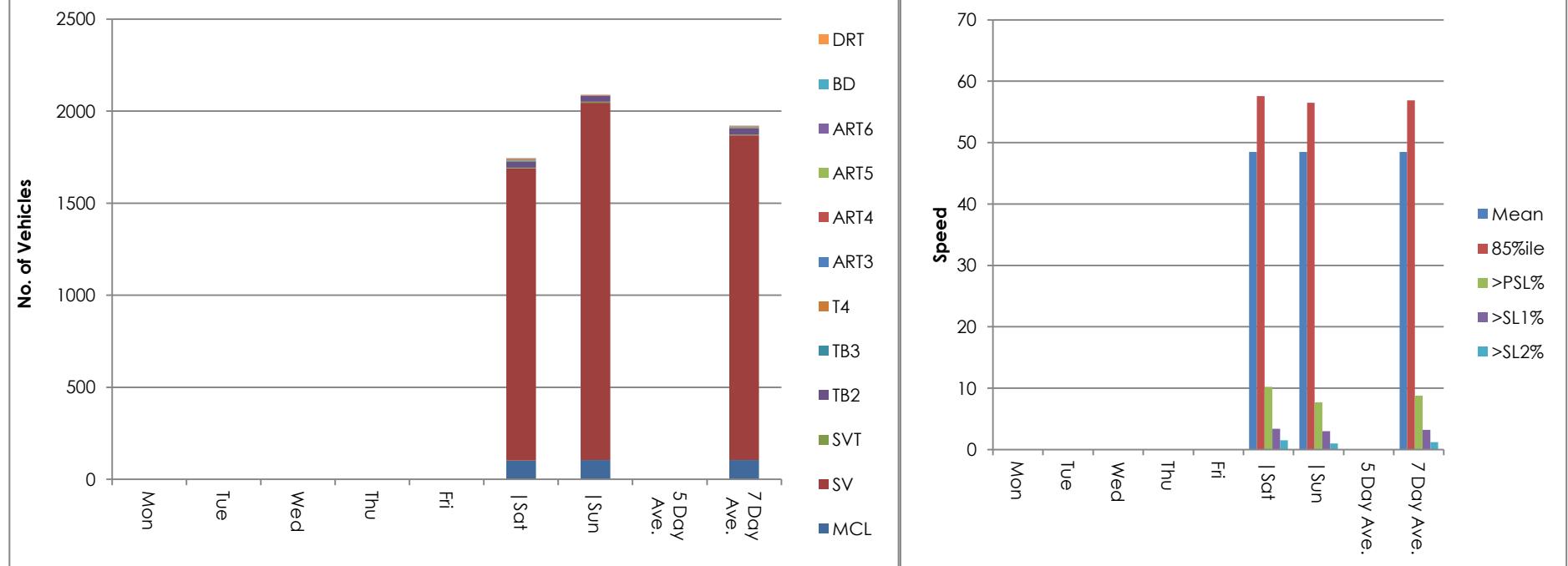
Site 2C  
 Location R115, south of Junction  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Week (1)**

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 65	>SL1% 65	>SL2 70	>SL2% 70	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	1744	102	1586	4	33	6	10	1	0	1	1	0	0	178	10.2	59	3.4	26	1.5	48.5	57.6	
Sun	2089	105	1941	5	34	0	4	0	0	0	0	0	0	161	7.7	62	3	20	1	48.5	56.5	
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>7 Day Ave.</b>	<b>1917</b>	<b>104</b>	<b>1764</b>	<b>5</b>	<b>34</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>170</b>	<b>8.8</b>	<b>61</b>	<b>3.2</b>	<b>23</b>	<b>1.2</b>	<b>48.5</b>	<b>56.9</b>	
<b>Total</b>	<b>3833</b>	<b>207</b>	<b>3527</b>	<b>9</b>	<b>67</b>	<b>6</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>339</b>	<b>8.8</b>	<b>121</b>	<b>3.2</b>	<b>46</b>	<b>1.2</b>	<b>48.5</b>	<b>56.9</b>	

**Summary Graphs**



Site 2C  
 Location R115, south of Junction  
 Direction Northbound/Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Saturday, 26 November 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	23	0	0	0	0	1	0	0	1	5	4	3	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	0	0	0	0	2	2	2	3	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	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
0600	6	0	0	0	0	0	0	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	0	0	0	0	0	1	1	3	2	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	46	0	0	0	3	2	0	0	6	7	8	9	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	105	0	0	1	1	2	1	2	4	19	26	23	15	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	151	0	0	2	2	10	3	2	10	18	42	34	21	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>17</b>	<b>33</b>	<b>49</b>	<b>27</b>	<b>15</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	188	0	0	1	2	4	4	8	15	20	44	47	29	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	178	0	0	0	3	0	2	9	15	31	43	44	24	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>13</b>	<b>37</b>	<b>39</b>	<b>38</b>	<b>27</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500	190	0	0	0	2	5	2	7	10	38	42	45	27	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	170	0	0	0	1	1	7	14	28	33	34	23	17	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	80	0	0	0	0	0	1	3	11	15	16	11	12	8	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1800	45	0	0	0	0	0	1	0	1	5	14	10	5	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	37	0	0	1	0	0	0	2	2	7	6	10	2	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	44	0	0	0	0	0	0	1	2	6	8	8	9	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	33	0	0	0	0	0	1	0	2	8	9	3	3	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	32	0	0	0	0	0	0	0	2	5	3	11	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	0	0	0	3	2	4	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1517</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>28</b>	<b>27</b>	<b>55</b>	<b>120</b>	<b>243</b>	<b>343</b>	<b>336</b>	<b>209</b>	<b>96</b>	<b>25</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1637</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>17</b>	<b>28</b>	<b>28</b>	<b>58</b>	<b>129</b>	<b>265</b>	<b>367</b>	<b>357</b>	<b>223</b>	<b>110</b>	<b>29</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1686</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>17</b>	<b>28</b>	<b>28</b>	<b>58</b>	<b>134</b>	<b>272</b>	<b>374</b>	<b>372</b>	<b>233</b>	<b>114</b>	<b>29</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1744</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>17</b>	<b>29</b>	<b>28</b>	<b>58</b>	<b>140</b>	<b>281</b>	<b>384</b>	<b>381</b>	<b>243</b>	<b>119</b>	<b>33</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 2C  
 Location R115, south of Junction  
 Direction Northbound/Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Sunday, 27 November 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	19	0	0	0	0	0	0	0	2	1	3	5	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	19	0	0	0	0	0	0	0	2	2	3	7	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	17	0	0	0	0	0	0	0	1	7	1	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	0	1	0	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	0	0	0	1	1	2	0	1	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	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	6	0	0	0	1	0	0	1	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	38	0	0	0	2	1	0	0	4	6	7	6	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	72	0	0	1	0	0	1	1	2	7	26	12	10	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	149	0	0	1	4	2	3	4	7	18	36	37	24	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>206</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>18</b>	<b>35</b>	<b>58</b>	<b>50</b>	<b>25</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	219	0	0	2	4	4	1	2	17	38	61	51	28	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	234	0	0	2	1	2	1	6	14	49	74	41	32	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>292</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>23</b>	<b>57</b>	<b>71</b>	<b>74</b>	<b>39</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500	270	0	0	0	1	0	1	8	13	47	81	74	33	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	177	0	0	0	0	0	5	11	20	30	50	31	20	6	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1700	95	0	0	0	0	0	2	5	14	17	23	20	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	66	0	0	1	0	0	1	1	4	14	12	20	6	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	66	0	0	0	0	0	1	1	5	7	23	9	10	4	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	40	0	0	0	0	0	0	0	3	6	8	7	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	29	0	0	0	0	0	0	0	2	3	7	6	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	0	0	0	0	8	7	11	3	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	0	0	1	1	2	4	2	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1824</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>	<b>12</b>	<b>21</b>	<b>53</b>	<b>136</b>	<b>319</b>	<b>499</b>	<b>417</b>	<b>233</b>	<b>70</b>	<b>26</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1961</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>	<b>12</b>	<b>22</b>	<b>54</b>	<b>146</b>	<b>335</b>	<b>537</b>	<b>441</b>	<b>255</b>	<b>84</b>	<b>32</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>2019</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>	<b>12</b>	<b>22</b>	<b>55</b>	<b>147</b>	<b>345</b>	<b>548</b>	<b>454</b>	<b>261</b>	<b>91</b>	<b>40</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>2089</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>	<b>12</b>	<b>22</b>	<b>55</b>	<b>153</b>	<b>356</b>	<b>561</b>	<b>473</b>	<b>270</b>	<b>99</b>	<b>42</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 2C  
 Location R115, south of Junction  
 Direction Northbound/Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Virtual Day (2)**

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	1	0	0	2	3	4	4	3	3	2	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	3	5	3	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
0200	13	0	0	0	0	0	0	0	1	5	3	3	3	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	2	0	3	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
0400	4	0	0	0	0	0	0	0	1	1	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
0500	1	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		
0600	4	0	0	0	0	0	0	0	2	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	10	0	0	0	1	0	0	1	1	2	1	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	42	0	0	0	3	2	0	0	5	7	8	8	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	89	0	0	1	1	1	1	2	3	13	26	18	13	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	150	0	0	2	3	6	3	3	9	18	39	36	23	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>1100</b>	<b>183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>12</b>	<b>26</b>	<b>46</b>	<b>50</b>	<b>26</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
1200	204	0	0	2	3	4	3	5	16	29	53	49	29	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	206	0	0	1	2	1	2	8	15	40	59	43	28	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>1400</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>18</b>	<b>47</b>	<b>55</b>	<b>56</b>	<b>33</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
1500	230	0	0	0	2	3	2	8	12	43	62	60	30	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
1600	174	0	0	0	1	1	6	13	24	32	42	27	19	9	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0		
1700	88	0	0	0	0	0	2	4	13	16	20	16	11	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
1800	56	0	0	1	0	0	1	1	3	10	13	15	6	6	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0		
1900	52	0	0	1	0	0	1	2	4	7	15	10	6	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0		
2000	42	0	0	0	0	0	0	1	3	6	8	8	9	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	31	0	0	0	0	0	0	1	0	2	6	8	5	3	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0		
2200	36	0	0	0	0	0	0	0	1	7	5	11	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	18	0	0	0	0	0	0	1	2	2	4	3	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>07-19</b>	<b>1671</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>18</b>	<b>20</b>	<b>24</b>	<b>54</b>	<b>128</b>	<b>281</b>	<b>421</b>	<b>377</b>	<b>221</b>	<b>83</b>	<b>26</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>1799</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>18</b>	<b>20</b>	<b>25</b>	<b>56</b>	<b>138</b>	<b>300</b>	<b>452</b>	<b>399</b>	<b>239</b>	<b>97</b>	<b>31</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>1853</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>18</b>	<b>20</b>	<b>25</b>	<b>57</b>	<b>141</b>	<b>309</b>	<b>461</b>	<b>413</b>	<b>247</b>	<b>103</b>	<b>35</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>1917</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>18</b>	<b>21</b>	<b>25</b>	<b>57</b>	<b>147</b>	<b>319</b>	<b>473</b>	<b>427</b>	<b>257</b>	<b>109</b>	<b>38</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

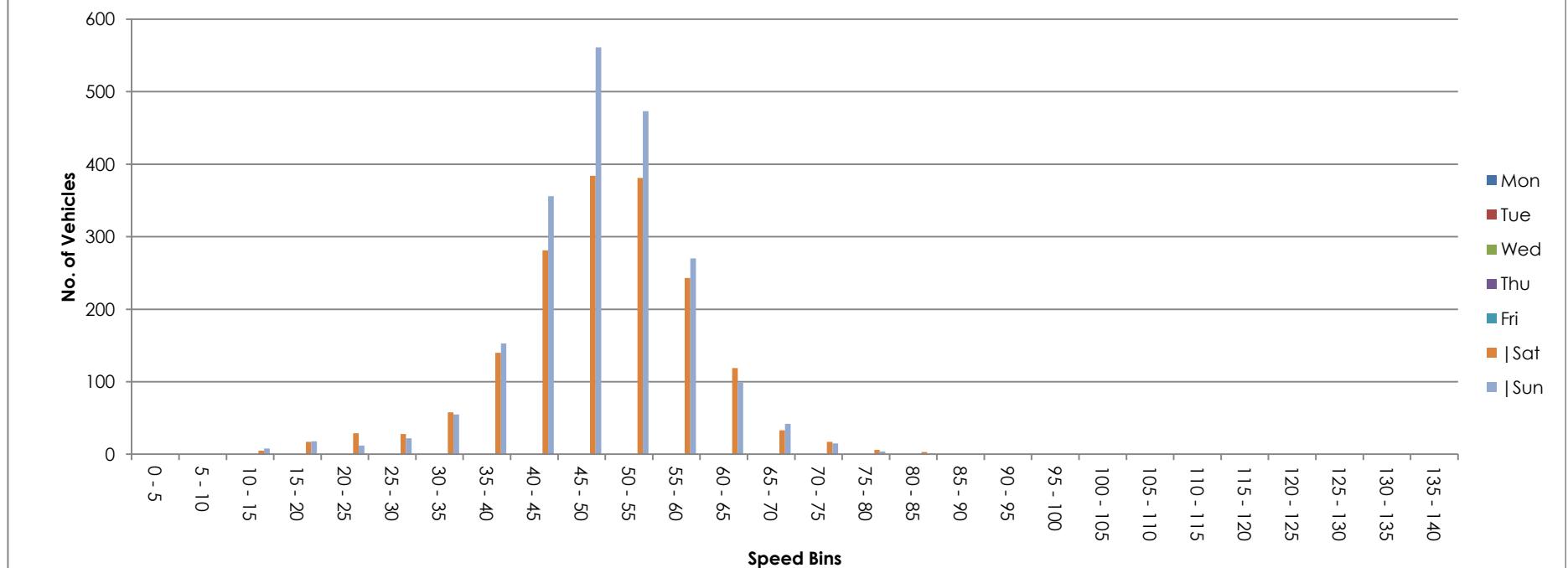
Site 2C  
 Location R115, south of Junction  
 Direction Northbound/Southbound

**6967 / South Dublin**  
**November 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
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
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
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
Thu	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
Fri	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
Sat	1744	0	0	5	17	29	28	58	140	281	384	381	243	119	33	17	6	3	0	0	0	0	0	0	0	0	0	0
Sun	2089	0	0	8	18	12	22	55	153	356	561	473	270	99	42	15	4	1	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>1917</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>18</b>	<b>21</b>	<b>25</b>	<b>57</b>	<b>147</b>	<b>319</b>	<b>473</b>	<b>427</b>	<b>257</b>	<b>109</b>	<b>38</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>3833</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>35</b>	<b>41</b>	<b>50</b>	<b>113</b>	<b>293</b>	<b>637</b>	<b>945</b>	<b>854</b>	<b>513</b>	<b>218</b>	<b>75</b>	<b>32</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

### 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
3	Ballycullen Road, south of Roundabout	Northbound	50	Saturday, 26 November 2016	Sunday, 27 November 2016	8409	0	4205	2385	28.4	867	10.3	260	3.1	46.7	52.9
		Southbound	50	Saturday, 26 November 2016	Sunday, 27 November 2016	9114	0	4557	1757	19.3	381	4.2	76	0.8	46.1	50.8
		Northbound/Southbound	50	Saturday, 26 November 2016	Sunday, 27 November 2016	17523	0	8762	4142	23.6	1248	7.1	336	1.9	46.3	51.8

Site  
Location  
Direction

3  
Ballycullen Road, south of Roundabout  
Northbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

Saturday, 26 November 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	48	0	47	0	1	0	0	0	0	0	0	0	0	13	27.1	5	10.4	3	6.3	47	52.9
0100	34	0	33	0	0	1	0	0	0	0	0	0	0	13	38.2	5	14.7	1	2.9	48.7	54
0200	42	0	40	0	2	0	0	0	0	0	0	0	0	18	42.9	7	16.7	0	0	47.4	55.1
0300	23	0	22	0	1	0	0	0	0	0	0	0	0	13	56.5	5	21.7	2	8.7	50.3	56.9
0400	30	0	29	0	0	1	0	0	0	0	0	0	0	10	33.3	5	16.7	2	6.7	48.5	56.5
0500	23	1	18	0	4	0	0	0	0	0	0	0	0	10	43.5	5	21.7	4	17.4	49.3	60.1
0600	34	0	30	0	4	0	0	0	0	0	0	0	0	13	38.2	9	26.5	6	17.6	49.3	59.8
0700	103	0	91	0	3	9	0	0	0	0	0	0	0	65	63.1	30	29.1	9	8.7	51.9	58.3
0800	190	1	174	2	6	5	1	0	0	0	0	1	0	73	38.4	25	13.2	9	4.7	47.9	54.4
0900	315	2	293	0	7	11	0	0	0	1	1	0	0	97	30.8	38	12.1	11	3.5	47.5	53.6
1000	319	1	304	2	6	6	0	0	0	0	0	0	0	70	21.9	21	6.6	7	2.2	46.2	51.8
1100	354	2	338	2	8	3	0	0	0	0	1	0	0	101	28.5	34	9.6	6	1.7	47	53.3
1200	390	6	370	0	10	3	0	0	0	0	1	0	0	106	27.2	43	11	9	2.3	45.9	52.6
1300	361	3	341	1	10	3	2	0	0	0	0	0	1	72	19.9	22	6.1	9	2.5	45.9	51.1
1400	315	5	295	2	10	3	0	0	0	0	0	0	0	86	27.3	26	8.3	3	1	46.6	52.9
1500	354	0	337	0	8	8	1	0	0	0	0	0	0	75	21.2	22	6.2	5	1.4	45.7	51.5
1600	367	0	345	2	9	10	1	0	0	0	0	0	0	62	16.9	24	6.5	5	1.4	44.5	50.4
1700	297	1	282	1	8	5	0	0	0	0	0	0	0	73	24.6	22	7.4	6	2	46.2	52.2
1800	217	1	204	0	7	5	0	0	0	0	0	0	0	70	32.3	27	12.4	8	3.7	47.1	54
1900	203	1	193	1	5	2	1	0	0	0	0	0	0	71	35	27	13.3	8	3.9	47.1	54.4
2000	196	0	188	0	5	3	0	0	0	0	0	0	0	67	34.2	29	14.8	10	5.1	48.3	54.7
2100	124	1	114	1	6	2	0	0	0	0	0	0	0	39	31.5	15	12.1	5	4	47.4	53.3
2200	87	0	79	1	4	3	0	0	0	0	0	0	0	37	42.5	18	20.7	5	5.7	48.5	55.8
2300	85	0	78	0	7	0	0	0	0	0	0	0	0	35	41.2	20	23.5	9	10.6	50	58
07-19	3582	22	3374	12	92	71	5	0	0	1	3	1	1	950	26.5	334	9.3	87	2.4	46.4	52.6
06-22	4139	24	3899	14	112	78	6	0	0	1	3	1	1	1140	27.5	414	10	116	2.8	46.6	52.9
06-00	4311	24	4056	15	123	81	6	0	0	1	3	1	1	1212	28.1	452	10.5	130	3	46.7	52.9
00-00	4511	25	4245	15	131	83	6	0	0	1	3	1	1	1289	28.6	484	10.7	142	3.1	46.8	53.3

Site  
Location  
Direction

3  
Ballycullen Road, south of Roundabout  
Northbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

Sunday, 27 November 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	55	0	53	1	1	0	0	0	0	0	0	0	0	16	29.1	7	12.7	2	3.6	46.6	52.9
0100	34	0	34	0	0	0	0	0	0	0	0	0	0	13	38.2	6	17.6	3	8.8	48.9	55.1
0200	45	0	44	0	0	1	0	0	0	0	0	0	0	20	44.4	7	15.6	3	6.7	48.5	54.7
0300	31	0	29	0	1	1	0	0	0	0	0	0	0	16	51.6	8	25.8	1	3.2	49.1	55.4
0400	27	0	26	0	1	0	0	0	0	0	0	0	0	9	33.3	4	14.8	1	3.7	49.1	54.7
0500	30	0	28	0	1	0	1	0	0	0	0	0	0	21	70	8	26.7	3	10	51.3	59
0600	28	0	24	0	4	0	0	0	0	0	0	0	0	16	57.1	7	25	1	3.6	50.3	56.5
0700	49	0	46	0	1	2	0	0	0	0	0	0	0	26	53.1	11	22.4	3	6.1	49.3	55.4
0800	67	1	63	0	3	0	0	0	0	0	0	0	0	32	47.8	15	22.4	9	13.4	49.1	59.4
0900	208	4	195	0	5	3	0	1	0	0	0	0	0	85	40.9	37	17.8	10	4.8	48.3	55.4
1000	266	1	257	2	5	1	0	0	0	0	0	0	0	82	30.8	18	6.8	5	1.9	46.8	52.2
<b>1100</b>	<b>309</b>	<b>1</b>	<b>299</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>24.9</b>	<b>18</b>	<b>5.8</b>	<b>4</b>	<b>1.3</b>	<b>45.9</b>	<b>51.8</b>
1200	320	4	303	1	11	0	0	0	1	0	0	0	0	81	25.3	19	5.9	10	3.1	46.4	51.8
1300	339	6	325	0	7	1	0	0	0	0	0	0	0	78	23	24	7.1	5	1.5	45.6	52.2
<b>1400</b>	<b>358</b>	<b>5</b>	<b>343</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>15.4</b>	<b>13</b>	<b>3.6</b>	<b>2</b>	<b>0.6</b>	<b>45</b>	<b>49.7</b>						
1500	336	0	319	2	12	1	1	0	0	0	1	0	0	49	14.6	14	4.2	3	0.9	44.6	49.7
1600	335	1	322	2	8	2	0	0	0	0	0	0	0	75	22.4	29	8.7	5	1.5	45.9	51.8
1700	297	0	289	1	6	1	0	0	0	0	0	0	0	80	26.9	35	11.8	7	2.4	46.1	52.9
1800	218	0	209	0	7	2	0	0	0	0	0	0	0	52	23.9	15	6.9	4	1.8	45.7	51.5
1900	217	5	204	1	6	1	0	0	0	0	0	0	0	72	33.2	30	13.8	14	6.5	47.4	54.7
2000	147	0	141	1	3	2	0	0	0	0	0	0	0	64	43.5	25	17	10	6.8	48.8	55.1
2100	89	0	85	0	2	2	0	0	0	0	0	0	0	34	38.2	12	13.5	4	4.5	48.3	54.4
2200	52	0	48	0	3	1	0	0	0	0	0	0	0	24	46.2	11	21.2	4	7.7	48.6	55.1
2300	41	0	36	0	5	0	0	0	0	0	0	0	0	19	46.3	10	24.4	5	12.2	50.9	55.8
<b>07-19</b>	<b>3102</b>	<b>23</b>	<b>2970</b>	<b>8</b>	<b>81</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>772</b>	<b>24.9</b>	<b>248</b>	<b>8</b>	<b>67</b>	<b>2.2</b>	<b>46.1</b>	<b>52.2</b>
<b>06-22</b>	<b>3583</b>	<b>28</b>	<b>3424</b>	<b>10</b>	<b>96</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>958</b>	<b>26.7</b>	<b>322</b>	<b>9</b>	<b>96</b>	<b>2.7</b>	<b>46.3</b>	<b>52.6</b>
<b>06-00</b>	<b>3676</b>	<b>28</b>	<b>3508</b>	<b>10</b>	<b>104</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1001</b>	<b>27.2</b>	<b>343</b>	<b>9.3</b>	<b>105</b>	<b>2.9</b>	<b>46.4</b>	<b>52.6</b>
<b>00-00</b>	<b>3898</b>	<b>28</b>	<b>3722</b>	<b>11</b>	<b>108</b>	<b>23</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1096</b>	<b>28.1</b>	<b>383</b>	<b>9.8</b>	<b>118</b>	<b>3</b>	<b>46.5</b>	<b>52.9</b>

Site  
Location  
Direction

3  
Ballycullen Road, south of Roundabout  
Northbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

**Virtual Day (2)**

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	50	1	1	0	0	0	0	0	0	0	0	15	28.2	6	11.7	3	4.9	46.7	52.9
0100	34	0	34	0	0	1	0	0	0	0	0	0	0	13	38.2	6	16.2	2	5.9	48.8	55.1
0200	44	0	42	0	1	1	0	0	0	0	0	0	0	19	43.7	7	16.1	2	3.4	48	55.1
0300	27	0	26	0	1	1	0	0	0	0	0	0	0	15	53.7	7	24.1	2	5.6	49.6	56.5
0400	29	0	28	0	1	1	0	0	0	0	0	0	0	10	33.3	5	15.8	2	5.3	48.8	54.7
0500	27	1	23	0	3	0	1	0	0	0	0	0	0	16	58.5	7	24.5	4	13.2	50.4	59
0600	31	0	27	0	4	0	0	0	0	0	0	0	0	15	46.8	8	25.8	4	11.3	49.7	58.3
0700	76	0	69	0	2	6	0	0	0	0	0	0	0	46	59.9	21	27	6	7.9	51	57.2
0800	129	1	119	1	5	3	1	0	0	0	0	1	0	53	40.9	20	15.6	9	7	48.2	55.1
0900	262	3	244	0	6	7	0	1	0	1	1	0	0	91	34.8	38	14.3	11	4	47.9	54.4
1000	293	1	281	2	6	4	0	0	0	0	0	0	0	76	26	20	6.7	6	2.1	46.5	51.8
<b>1100</b>	<b>332</b>	<b>2</b>	<b>319</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>26.8</b>	<b>26</b>	<b>7.8</b>	<b>5</b>	<b>1.5</b>	<b>46.5</b>	<b>52.6</b>
<b>1200</b>	<b>355</b>	<b>5</b>	<b>337</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>26.3</b>	<b>31</b>	<b>8.7</b>	<b>10</b>	<b>2.7</b>	<b>46.1</b>	<b>52.2</b>
1300	350	5	333	1	9	2	1	0	0	0	0	0	1	75	21.4	23	6.6	7	2	45.8	51.5
1400	337	5	319	1	10	2	0	0	0	0	0	0	0	71	21	20	5.8	3	0.7	45.8	51.1
1500	345	0	328	1	10	5	1	0	0	0	1	0	0	62	18	18	5.2	4	1.2	45.2	50.8
1600	351	1	334	2	9	6	1	0	0	0	0	0	0	69	19.5	27	7.5	5	1.4	45.2	50.8
1700	297	1	286	1	7	3	0	0	0	0	0	0	0	77	25.8	29	9.6	7	2.2	46.2	52.2
1800	218	1	207	0	7	4	0	0	0	0	0	0	0	61	28	21	9.7	6	2.8	46.4	52.9
1900	210	3	199	1	6	2	1	0	0	0	0	0	0	72	34	29	13.6	11	5.2	47.2	54.7
2000	172	0	165	1	4	3	0	0	0	0	0	0	0	66	38.2	27	15.7	10	5.8	48.5	55.1
2100	107	1	100	1	4	2	0	0	0	0	0	0	0	37	34.3	14	12.7	5	4.2	47.8	54
2200	70	0	64	1	4	2	0	0	0	0	0	0	0	31	43.9	15	20.9	5	6.5	48.5	55.8
2300	63	0	57	0	6	0	0	0	0	0	0	0	0	27	42.9	15	23.8	7	11.1	50.3	57.6
<b>07-19</b>	<b>3342</b>	<b>23</b>	<b>3172</b>	<b>10</b>	<b>87</b>	<b>43</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>861</b>	<b>25.8</b>	<b>291</b>	<b>8.7</b>	<b>77</b>	<b>2.3</b>	<b>46.3</b>	<b>52.2</b>
<b>06-22</b>	<b>3861</b>	<b>26</b>	<b>3662</b>	<b>12</b>	<b>104</b>	<b>49</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1049</b>	<b>27.2</b>	<b>368</b>	<b>9.5</b>	<b>106</b>	<b>2.7</b>	<b>46.5</b>	<b>52.9</b>
<b>06-00</b>	<b>3994</b>	<b>26</b>	<b>3782</b>	<b>13</b>	<b>114</b>	<b>51</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1107</b>	<b>27.7</b>	<b>398</b>	<b>10</b>	<b>118</b>	<b>2.9</b>	<b>46.6</b>	<b>52.9</b>
<b>00-00</b>	<b>4205</b>	<b>27</b>	<b>3984</b>	<b>13</b>	<b>120</b>	<b>53</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1193</b>	<b>28.4</b>	<b>434</b>	<b>10.3</b>	<b>130</b>	<b>3.1</b>	<b>46.7</b>	<b>52.9</b>

Site  
Location  
Direction

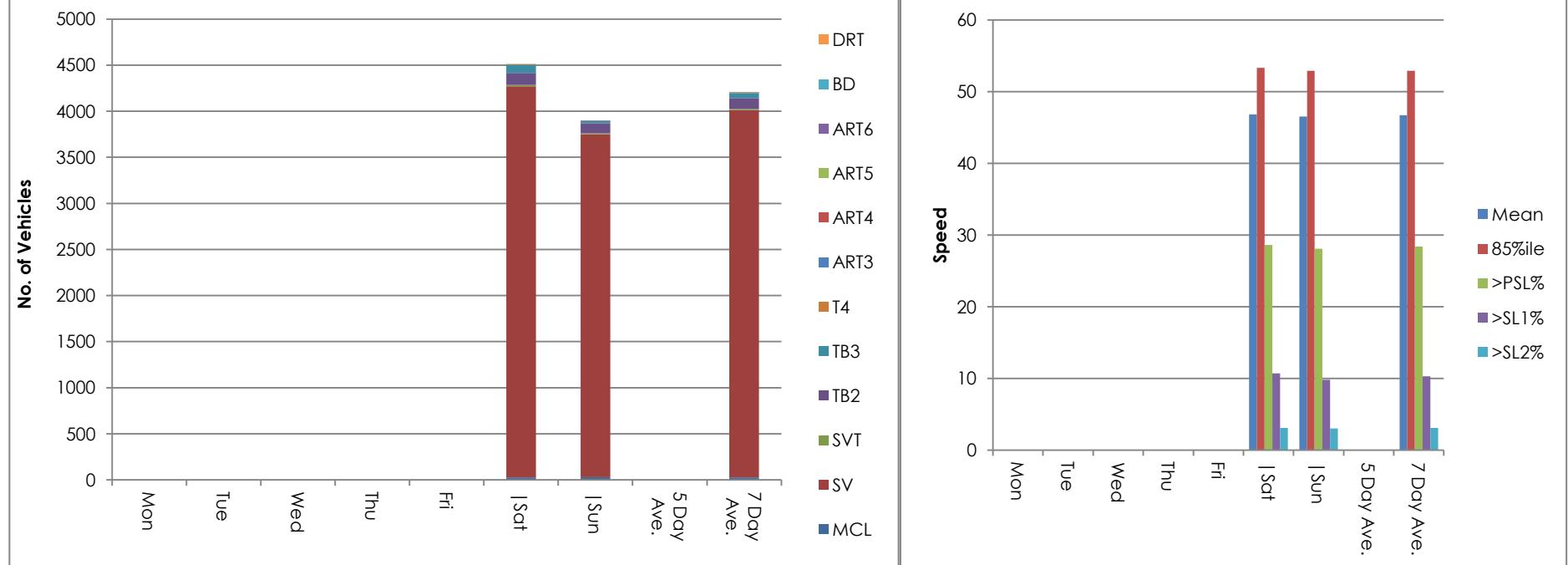
3  
Ballycullen Road, south of Roundabout  
Northbound

6967 / South Dublin  
November 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	-	-
Tue	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	-	-
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	4511	25	4245	15	131	83	6	0	0	1	3	1	1	1289	28.6	484	10.7	142	3.1	46.8	53.3
Sun	3898	28	3722	11	108	23	2	1	2	0	1	0	0	1096	28.1	383	9.8	118	3	46.5	52.9
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>7 Day Ave.</b>	<b>4205</b>	<b>27</b>	<b>3984</b>	<b>13</b>	<b>120</b>	<b>53</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1193</b>	<b>28.4</b>	<b>434</b>	<b>10.3</b>	<b>130</b>	<b>3.1</b>	<b>46.7</b>	<b>52.9</b>
<b>Total</b>	<b>8409</b>	<b>53</b>	<b>7967</b>	<b>26</b>	<b>239</b>	<b>106</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2385</b>	<b>28.4</b>	<b>867</b>	<b>10.3</b>	<b>260</b>	<b>3.1</b>	<b>46.7</b>	<b>52.9</b>

**Summary Graphs**



Site 3  
 Location Ballycullen Road, south of Roundabout  
 Direction Northbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 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
0000	48	0	0	0	0	0	1	1	5	10	18	8	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	34	0	0	0	0	0	0	0	1	8	12	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	42	0	0	0	0	1	0	1	2	12	8	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	23	0	0	0	0	0	0	0	1	4	5	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	30	0	0	0	0	0	0	2	2	3	13	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	1	0	0	0	1	3	8	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	34	0	0	0	0	0	0	0	2	11	8	4	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	103	0	0	0	0	0	0	0	3	10	25	35	21	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	190	0	0	0	0	1	1	6	15	38	56	48	16	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	315	0	0	0	0	1	2	1	22	85	107	59	27	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	319	0	0	0	0	0	3	11	32	87	116	49	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>354</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>34</b>	<b>92</b>	<b>119</b>	<b>67</b>	<b>28</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>1200</b>	<b>390</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>22</b>	<b>49</b>	<b>92</b>	<b>114</b>	<b>63</b>	<b>34</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	361	0	0	1	1	0	1	7	41	104	134	50	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	315	0	0	0	0	2	1	10	24	80	112	60	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	354	0	0	0	0	0	1	12	38	124	104	53	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	367	0	0	0	1	0	2	7	68	133	94	38	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	297	0	0	0	0	0	2	3	33	90	96	51	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	217	0	0	0	0	0	0	5	28	49	65	43	19	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	203	0	0	0	0	1	0	9	29	41	52	44	19	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	196	0	0	0	0	0	0	2	14	49	64	38	19	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	124	0	0	0	0	0	1	4	14	23	43	24	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	87	0	0	0	0	0	0	2	10	15	23	19	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	85	0	0	0	0	0	0	1	3	22	24	15	11	1	6	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>3582</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>20</b>	<b>89</b>	<b>387</b>	<b>984</b>	<b>1142</b>	<b>616</b>	<b>247</b>	<b>69</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>4139</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>21</b>	<b>104</b>	<b>446</b>	<b>1108</b>	<b>1309</b>	<b>726</b>	<b>298</b>	<b>92</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>4311</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>21</b>	<b>107</b>	<b>459</b>	<b>1145</b>	<b>1356</b>	<b>760</b>	<b>322</b>	<b>97</b>	<b>26</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>4511</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>22</b>	<b>111</b>	<b>471</b>	<b>1185</b>	<b>1420</b>	<b>805</b>	<b>342</b>	<b>107</b>	<b>28</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 3  
 Location Ballycullen Road, south of Roundabout  
 Direction Northbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Sunday, 27 November 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
0000	55	0	0	0	0	0	0	3	7	10	19	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	34	0	0	0	0	0	0	0	3	5	13	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	45	0	0	0	0	0	1	1	3	8	12	13	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	31	0	0	0	0	0	0	1	2	7	5	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	27	0	0	0	0	0	0	0	2	4	12	5	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	0	0	0	0	1	1	3	4	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	28	0	0	0	0	0	0	0	2	6	4	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	49	0	0	0	0	1	0	2	5	3	12	15	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	67	0	0	0	0	1	1	3	3	11	16	17	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	208	0	0	0	1	0	5	3	16	40	58	48	27	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	266	0	0	0	0	0	1	9	23	67	84	64	13	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>309</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>34</b>	<b>98</b>	<b>89</b>	<b>59</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	320	0	0	0	1	4	6	4	31	60	133	62	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	339	0	0	0	1	3	2	7	40	106	102	54	19	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>358</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>38</b>	<b>113</b>	<b>137</b>	<b>42</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1500	336	0	0	0	0	0	7	13	43	106	118	35	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	335	0	0	0	0	0	0	4	50	107	99	46	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	297	0	0	0	0	0	2	11	44	74	86	45	28	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	218	0	0	0	0	0	2	4	33	58	69	37	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	217	0	0	1	0	0	1	6	21	61	55	42	16	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	147	0	0	0	0	0	0	4	11	30	38	39	15	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	89	0	0	0	0	0	0	5	3	15	32	22	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	52	0	0	0	0	0	0	1	6	13	8	13	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	41	0	0	0	0	0	0	0	3	6	13	9	5	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>3102</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>11</b>	<b>30</b>	<b>76</b>	<b>360</b>	<b>843</b>	<b>1003</b>	<b>524</b>	<b>181</b>	<b>51</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3583</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>11</b>	<b>31</b>	<b>91</b>	<b>397</b>	<b>955</b>	<b>1132</b>	<b>636</b>	<b>226</b>	<b>69</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3676</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>11</b>	<b>31</b>	<b>92</b>	<b>406</b>	<b>974</b>	<b>1153</b>	<b>658</b>	<b>238</b>	<b>75</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>3898</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>11</b>	<b>32</b>	<b>98</b>	<b>424</b>	<b>1011</b>	<b>1218</b>	<b>713</b>	<b>265</b>	<b>84</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 3  
 Location Ballycullen Road, south of Roundabout  
 Direction Northbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Virtual Day (2)**

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
0000	52	0	0	0	0	0	1	2	6	10	19	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	34	0	0	0	0	0	0	0	2	7	13	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	44	0	0	0	0	1	1	1	3	10	10	12	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	27	0	0	0	0	0	0	1	2	6	5	8	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	29	0	0	0	0	0	0	1	2	4	13	5	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	27	0	0	0	1	0	0	1	1	3	6	9	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	31	0	0	0	0	0	0	0	2	9	6	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	76	0	0	0	0	1	0	1	4	7	19	25	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	129	0	0	0	0	1	1	5	9	25	36	33	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	262	0	0	0	1	1	4	2	19	63	83	54	27	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	293	0	0	0	0	0	2	10	28	77	100	57	14	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>332</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>34</b>	<b>95</b>	<b>104</b>	<b>63</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>1200</b>	<b>355</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>13</b>	<b>40</b>	<b>76</b>	<b>124</b>	<b>63</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	350	0	0	1	1	2	2	7	41	105	118	52	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	337	0	0	1	1	2	2	9	31	97	125	51	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	345	0	0	0	0	0	0	4	13	41	115	111	44	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	351	0	0	0	1	0	1	6	59	120	97	42	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	297	0	0	0	0	0	2	7	39	82	91	48	22	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	218	0	0	0	0	0	1	5	31	54	67	40	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	210	0	0	1	0	1	1	8	25	51	54	43	18	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	172	0	0	0	0	0	0	3	13	40	51	39	17	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	107	0	0	0	0	0	0	1	5	9	19	38	23	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	70	0	0	0	0	0	0	2	8	14	16	16	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	63	0	0	0	0	0	0	1	3	14	19	12	8	2	3	0	2	1	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>3342</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>25</b>	<b>83</b>	<b>374</b>	<b>914</b>	<b>1073</b>	<b>570</b>	<b>214</b>	<b>60</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>3861</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>26</b>	<b>98</b>	<b>422</b>	<b>1032</b>	<b>1221</b>	<b>681</b>	<b>262</b>	<b>81</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>3994</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>26</b>	<b>100</b>	<b>433</b>	<b>1060</b>	<b>1255</b>	<b>709</b>	<b>280</b>	<b>86</b>	<b>24</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>4205</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>9</b>	<b>27</b>	<b>105</b>	<b>448</b>	<b>1098</b>	<b>1319</b>	<b>759</b>	<b>304</b>	<b>96</b>	<b>26</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

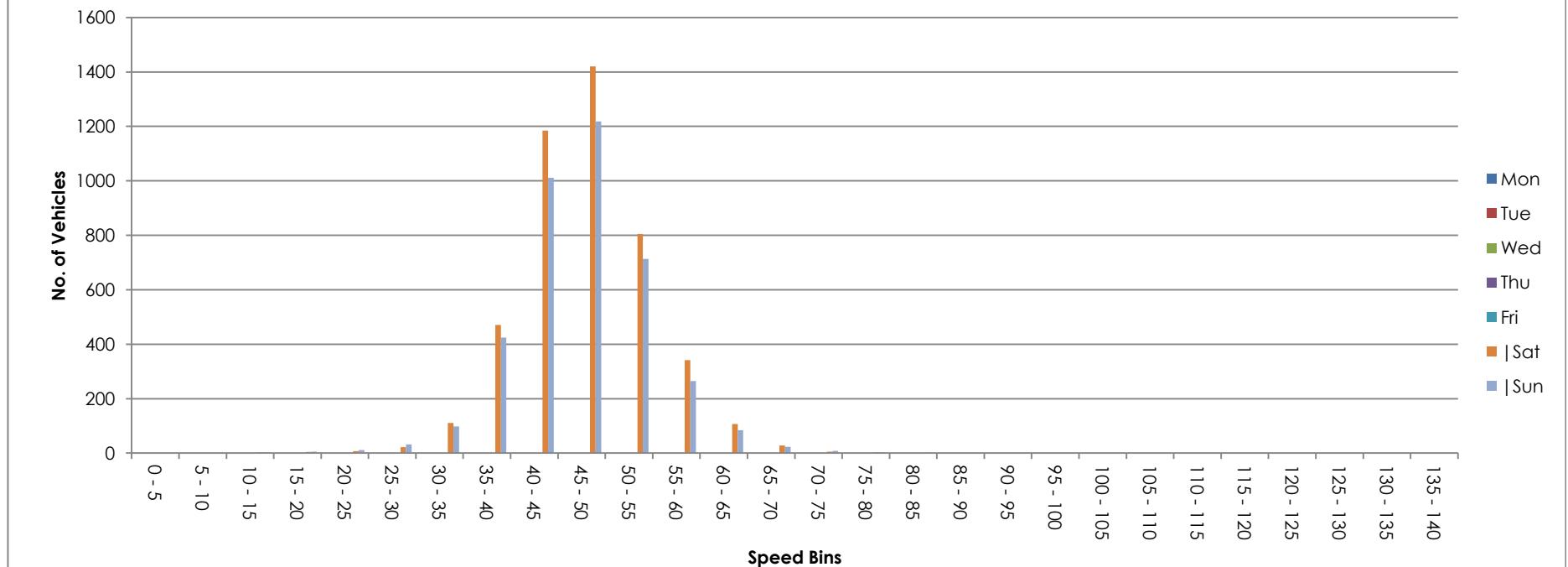
Site 3  
 Location Ballycullen Road, south of Roundabout  
 Direction Northbound

6967 / South Dublin  
 November 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
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
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
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
Thu	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
Fri	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
Sat	4511	0	0	2	4	7	22	111	471	1185	1420	805	342	107	28	5	2	0	0	0	0	0	0	0	0	0	0	0
Sun	3898	0	0	3	5	11	32	98	424	1011	1218	713	265	84	23	8	2	1	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>4205</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>9</b>	<b>27</b>	<b>105</b>	<b>448</b>	<b>1098</b>	<b>1319</b>	<b>759</b>	<b>304</b>	<b>96</b>	<b>26</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>8409</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>18</b>	<b>54</b>	<b>209</b>	<b>895</b>	<b>2196</b>	<b>2638</b>	<b>1518</b>	<b>607</b>	<b>191</b>	<b>51</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Summary Graphs**



Site  
Location  
Direction

3  
Ballycullen Road, south of Roundabout  
Southbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

Saturday, 26 November 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	82	1	76	0	0	4	1	0	0	0	0	0	0	32	39	6	7.3	1	1.2	48.3	52.9
0100	48	0	44	0	2	2	0	0	0	0	0	0	0	10	20.8	4	8.3	0	0	46.7	51.5
0200	50	0	46	0	1	2	1	0	0	0	0	0	0	13	26	0	0	0	0	47.9	50.4
0300	36	0	33	0	1	2	0	0	0	0	0	0	0	15	41.7	3	8.3	1	2.8	48.5	51.8
0400	23	0	22	0	1	0	0	0	0	0	0	0	0	7	30.4	2	8.7	0	0	49	51.8
0500	24	0	22	0	1	1	0	0	0	0	0	0	0	9	37.5	4	16.7	1	4.2	49.4	52.9
0600	23	0	17	0	4	1	0	0	0	0	0	1	0	5	21.7	2	8.7	1	4.3	43.8	51.1
0700	53	0	47	0	3	1	1	1	0	0	0	0	0	10	18.9	2	3.8	2	3.8	44.9	50
0800	121	0	113	0	1	5	1	0	0	0	1	0	0	25	20.7	8	6.6	1	0.8	46.6	50.8
0900	185	0	177	0	6	2	0	0	0	0	0	0	0	47	25.4	12	6.5	1	0.5	46.4	52.2
1000	248	0	235	1	4	8	0	0	0	0	0	0	0	29	11.7	8	3.2	0	0	45.2	49
<b>1100</b>	<b>355</b>	<b>0</b>	<b>345</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>11.3</b>	<b>8</b>	<b>2.3</b>	<b>1</b>	<b>0.3</b>	<b>44.7</b>	<b>49</b>
1200	399	1	383	1	11	2	1	0	0	0	0	0	0	46	11.5	8	2	1	0.3	45.1	48.6
1300	391	2	374	1	9	3	2	0	0	0	0	0	0	44	11.3	9	2.3	3	0.8	45.1	49
1400	363	2	346	2	5	8	0	0	0	0	0	0	0	74	20.4	16	4.4	4	1.1	45.8	50.4
<b>1500</b>	<b>410</b>	<b>0</b>	<b>394</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17.1</b>	<b>16</b>	<b>3.9</b>	<b>1</b>	<b>0.2</b>	<b>45.2</b>	<b>50.4</b>
1600	403	0	391	1	4	7	0	0	0	0	0	0	0	80	19.9	9	2.2	3	0.7	45.4	50.8
1700	343	1	332	2	5	2	1	0	0	0	0	0	0	53	15.5	9	2.6	3	0.9	46	50
1800	322	0	307	4	3	6	2	0	0	0	0	0	0	75	23.3	18	5.6	4	1.2	46.8	51.5
1900	257	1	251	1	0	2	2	0	0	0	0	0	0	70	27.2	14	5.4	2	0.8	47	51.8
2000	259	0	254	0	1	4	0	0	0	0	0	0	0	54	20.8	15	5.8	5	1.9	46.8	50.8
2100	160	0	151	0	4	5	0	0	0	0	0	0	0	33	20.6	11	6.9	4	2.5	46.3	50.4
2200	132	0	124	0	2	6	0	0	0	0	0	0	0	33	25	7	5.3	2	1.5	46.7	51.1
2300	100	0	98	0	1	1	0	0	0	0	0	0	0	18	18	2	2	0	0	46	50.4
<b>07-19</b>	<b>3593</b>	<b>6</b>	<b>3444</b>	<b>14</b>	<b>60</b>	<b>55</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>593</b>	<b>16.5</b>	<b>123</b>	<b>3.4</b>	<b>24</b>	<b>0.7</b>	<b>45.5</b>	<b>50</b>
<b>06-22</b>	<b>4292</b>	<b>7</b>	<b>4117</b>	<b>15</b>	<b>69</b>	<b>67</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>755</b>	<b>17.6</b>	<b>165</b>	<b>3.8</b>	<b>36</b>	<b>0.8</b>	<b>45.7</b>	<b>50.4</b>
<b>06-00</b>	<b>4524</b>	<b>7</b>	<b>4339</b>	<b>15</b>	<b>72</b>	<b>74</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>806</b>	<b>17.8</b>	<b>174</b>	<b>3.8</b>	<b>38</b>	<b>0.8</b>	<b>45.8</b>	<b>50.4</b>
<b>00-00</b>	<b>4787</b>	<b>8</b>	<b>4582</b>	<b>15</b>	<b>78</b>	<b>85</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>892</b>	<b>18.6</b>	<b>193</b>	<b>4</b>	<b>41</b>	<b>0.9</b>	<b>45.9</b>	<b>50.4</b>

Site  
Location  
Direction

3  
Ballycullen Road, south of Roundabout  
Southbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

Sunday, 27 November 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	74	0	70	0	0	4	0	0	0	0	0	0	0	21	28.4	3	4.1	2	2.7	47.5	50.4
0100	71	0	69	0	0	2	0	0	0	0	0	0	0	27	38	8	11.3	1	1.4	49.7	53.6
0200	55	0	53	0	0	2	0	0	0	0	0	0	0	15	27.3	2	3.6	0	0	47.5	51.8
0300	48	0	47	0	0	1	0	0	0	0	0	0	0	15	31.3	2	4.2	1	2.1	49.1	54.4
0400	40	0	40	0	0	0	0	0	0	0	0	0	0	13	32.5	2	5	0	0	47.8	52.9
0500	31	0	28	0	0	3	0	0	0	0	0	0	0	15	48.4	6	19.4	0	0	49.4	54.7
0600	16	0	16	0	0	0	0	0	0	0	0	0	0	7	43.8	2	12.5	1	6.3	48.7	52.6
0700	32	0	32	0	0	0	0	0	0	0	0	0	0	5	15.6	4	12.5	1	3.1	46.4	49.3
0800	48	0	43	0	1	4	0	0	0	0	0	0	0	15	31.3	3	6.3	2	4.2	47.3	51.8
0900	144	2	134	0	5	2	1	0	0	0	0	0	0	18	12.5	4	2.8	1	0.7	45.4	49.3
1000	189	0	186	0	1	2	0	0	0	0	0	0	0	31	16.4	8	4.2	1	0.5	45.7	50
<b>1100</b>	<b>260</b>	<b>1</b>	<b>252</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>15</b>	<b>6</b>	<b>2.3</b>	<b>1</b>	<b>0.4</b>	<b>45.1</b>	<b>49.7</b>
1200	358	2	348	0	4	3	1	0	0	0	0	0	0	53	14.8	12	3.4	1	0.3	44.7	49.7
1300	369	1	353	0	9	4	1	0	0	0	1	0	0	63	17.1	10	2.7	2	0.5	45	50
<b>1400</b>	<b>424</b>	<b>2</b>	<b>411</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>16.7</b>	<b>12</b>	<b>2.8</b>	<b>1</b>	<b>0.2</b>	<b>45.3</b>	<b>50</b>						
1500	408	1	396	0	4	7	0	0	0	0	0	0	0	67	16.4	22	5.4	4	1	46.1	50.4
1600	330	2	318	0	5	4	0	0	0	1	0	0	0	48	14.5	10	3	3	0.9	45.8	49.7
1700	344	0	334	0	3	7	0	0	0	0	0	0	0	71	20.6	19	5.5	0	0	47.1	50.8
1800	297	0	284	2	4	7	0	0	0	0	0	0	0	67	22.6	10	3.4	1	0.3	46.6	51.1
1900	301	1	292	1	3	4	0	0	0	0	0	0	0	85	28.2	20	6.6	7	2.3	47.7	52.2
2000	204	0	195	0	0	9	0	0	0	0	0	0	0	45	22.1	4	2	0	0	47.1	50.8
2100	132	0	127	0	1	4	0	0	0	0	0	0	0	35	26.5	9	6.8	1	0.8	47.4	51.8
2200	97	1	84	0	2	10	0	0	0	0	0	0	0	31	32	7	7.2	3	3.1	47.8	52.2
2300	55	0	50	0	0	4	1	0	0	0	0	0	0	8	14.5	3	5.5	1	1.8	46.7	49.3
<b>07-19</b>	<b>3203</b>	<b>11</b>	<b>3091</b>	<b>4</b>	<b>46</b>	<b>45</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>548</b>	<b>17.1</b>	<b>120</b>	<b>3.7</b>	<b>18</b>	<b>0.6</b>	<b>45.7</b>	<b>50.4</b>
<b>06-22</b>	<b>3856</b>	<b>12</b>	<b>3721</b>	<b>5</b>	<b>50</b>	<b>62</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>720</b>	<b>18.7</b>	<b>155</b>	<b>4</b>	<b>27</b>	<b>0.7</b>	<b>46</b>	<b>50.8</b>
<b>06-00</b>	<b>4008</b>	<b>13</b>	<b>3855</b>	<b>5</b>	<b>52</b>	<b>76</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>759</b>	<b>18.9</b>	<b>165</b>	<b>4.1</b>	<b>31</b>	<b>0.8</b>	<b>46.1</b>	<b>50.8</b>
<b>00-00</b>	<b>4327</b>	<b>13</b>	<b>4162</b>	<b>5</b>	<b>52</b>	<b>88</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>865</b>	<b>20</b>	<b>188</b>	<b>4.3</b>	<b>35</b>	<b>0.8</b>	<b>46.2</b>	<b>50.8</b>

Site  
Location  
Direction

3  
Ballycullen Road, south of Roundabout  
Southbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

**Virtual Day (2)**

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	78	1	73	0	0	4	1	0	0	0	0	0	0	27	34	5	5.8	2	1.9	48	51.8	
0100	60	0	57	0	1	2	0	0	0	0	0	0	0	19	31.1	6	10.1	1	0.8	48.5	53.3	
0200	53	0	50	0	1	2	1	0	0	0	0	0	0	14	26.7	1	1.9	0	0	47.7	51.5	
0300	42	0	40	0	1	2	0	0	0	0	0	0	0	15	35.7	3	6	1	2.4	48.8	52.6	
0400	32	0	31	0	1	0	0	0	0	0	0	0	0	10	31.7	2	6.3	0	0	48.2	52.9	
0500	28	0	25	0	1	2	0	0	0	0	0	0	0	12	43.6	5	18.2	1	1.8	49.4	54.7	
0600	20	0	17	0	2	1	0	0	0	0	0	1	0	0	6	30.8	2	10.3	1	5.1	45.8	51.8
0700	43	0	40	0	2	1	1	1	0	0	0	0	0	8	17.6	3	7.1	2	3.5	45.4	49.7	
0800	85	0	78	0	1	5	1	0	0	0	1	0	0	20	23.7	6	6.5	2	1.8	46.8	51.5	
0900	165	1	156	0	6	2	1	0	0	0	0	0	0	33	19.8	8	4.9	1	0.6	46	51.1	
1000	219	0	211	1	3	5	0	0	0	0	0	0	0	30	13.7	8	3.7	1	0.2	45.4	49.7	
<b>1100</b>	<b>308</b>	<b>1</b>	<b>299</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>12.8</b>	<b>7</b>	<b>2.3</b>	<b>1</b>	<b>0.3</b>	<b>44.9</b>	<b>49.3</b>	
1200	379	2	366	1	8	3	1	0	0	0	0	0	0	50	13.1	10	2.6	1	0.3	44.9	49.3	
1300	380	2	364	1	9	4	2	0	0	0	1	0	0	54	14.1	10	2.5	3	0.7	45	49.7	
1400	394	2	379	2	6	6	0	0	0	0	0	0	0	73	18.4	14	3.6	3	0.6	45.6	50	
<b>1500</b>	<b>409</b>	<b>1</b>	<b>395</b>	<b>1</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16.7</b>	<b>19</b>	<b>4.6</b>	<b>3</b>	<b>0.6</b>	<b>45.7</b>	<b>50.4</b>		
1600	367	1	355	1	5	6	0	0	0	1	0	0	0	64	17.5	10	2.6	3	0.8	45.6	50	
1700	344	1	333	1	4	5	1	0	0	0	0	0	0	62	18	14	4.1	2	0.4	46.5	50.4	
1800	310	0	296	3	4	7	1	0	0	0	0	0	0	71	22.9	14	4.5	3	0.8	46.7	51.1	
1900	279	1	272	1	2	3	1	0	0	0	0	0	0	78	27.8	17	6.1	5	1.6	47.4	52.2	
2000	232	0	225	0	1	7	0	0	0	0	0	0	0	50	21.4	10	4.1	3	1.1	46.9	50.8	
2100	146	0	139	0	3	5	0	0	0	0	0	0	0	34	23.3	10	6.8	3	1.7	46.8	51.5	
2200	115	1	104	0	2	8	0	0	0	0	0	0	0	32	27.9	7	6.1	3	2.2	47.2	51.5	
2300	78	0	74	0	1	3	1	0	0	0	0	0	0	13	16.8	3	3.2	1	0.6	46.2	50.4	
<b>07-19</b>	<b>3398</b>	<b>9</b>	<b>3268</b>	<b>9</b>	<b>53</b>	<b>50</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>571</b>	<b>16.8</b>	<b>122</b>	<b>3.6</b>	<b>21</b>	<b>0.6</b>	<b>45.6</b>	<b>50</b>	
<b>06-22</b>	<b>4074</b>	<b>10</b>	<b>3919</b>	<b>10</b>	<b>60</b>	<b>65</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>738</b>	<b>18.1</b>	<b>160</b>	<b>3.9</b>	<b>32</b>	<b>0.8</b>	<b>45.9</b>	<b>50.4</b>	
<b>06-00</b>	<b>4266</b>	<b>10</b>	<b>4097</b>	<b>10</b>	<b>62</b>	<b>75</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>783</b>	<b>18.3</b>	<b>170</b>	<b>4</b>	<b>35</b>	<b>0.8</b>	<b>45.9</b>	<b>50.4</b>	
<b>00-00</b>	<b>4557</b>	<b>11</b>	<b>4372</b>	<b>10</b>	<b>65</b>	<b>87</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>879</b>	<b>19.3</b>	<b>191</b>	<b>4.2</b>	<b>38</b>	<b>0.8</b>	<b>46.1</b>	<b>50.8</b>	

Site  
Location  
Direction

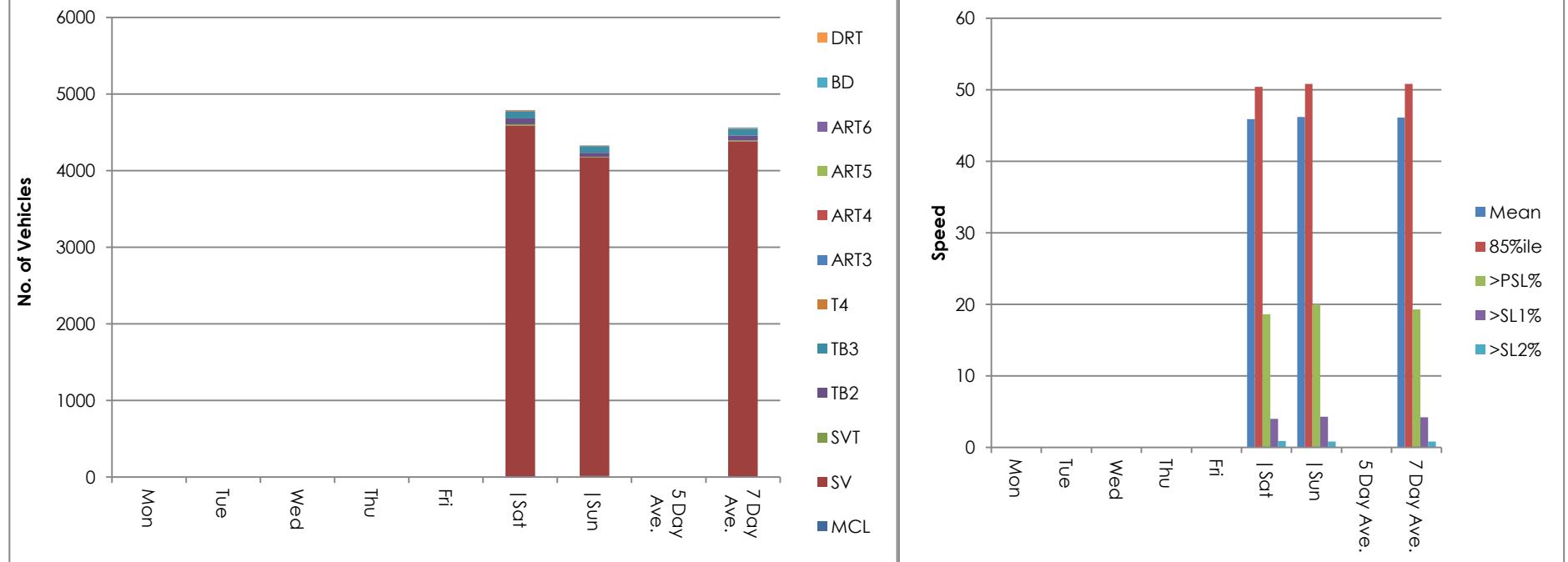
3  
Ballycullen Road, south of Roundabout  
Southbound

6967 / South Dublin  
November 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	4787	8	4582	15	78	85	14	1	0	0	3	1	0	892	18.6	193	4	41	0.9	45.9	50.4	
Sun	4327	13	4162	5	52	88	5	0	0	1	1	0	0	865	20	188	4.3	35	0.8	46.2	50.8	
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>7 Day Ave.</b>	<b>4557</b>	<b>11</b>	<b>4372</b>	<b>10</b>	<b>65</b>	<b>87</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>879</b>	<b>19.3</b>	<b>191</b>	<b>4.2</b>	<b>38</b>	<b>0.8</b>	<b>46.1</b>	<b>50.8</b>	
<b>Total</b>	<b>9114</b>	<b>21</b>	<b>8744</b>	<b>20</b>	<b>130</b>	<b>173</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1757</b>	<b>19.3</b>	<b>381</b>	<b>4.2</b>	<b>76</b>	<b>0.8</b>	<b>46.1</b>	<b>50.8</b>	

**Summary Graphs**



Site 3  
 Location Ballycullen Road, south of Roundabout  
 Direction Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Saturday, 26 November 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
0000	82	0	0	0	0	0	0	0	4	15	31	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	48	0	0	0	0	0	0	0	5	14	19	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	50	0	0	0	0	0	0	0	1	4	32	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	36	0	0	0	0	0	0	0	1	8	12	12	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	23	0	0	0	0	0	0	0	0	3	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	0	0	0	0	0	0	0	8	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	0	0	0	0	1	5	10	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	53	0	0	0	0	0	0	0	11	16	16	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	121	0	0	0	0	0	0	2	6	42	46	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	185	0	0	0	0	0	0	3	14	58	63	35	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	248	0	0	0	0	0	0	2	26	98	93	21	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>355</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>31</b>	<b>146</b>	<b>124</b>	<b>32</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1200	399	0	0	0	0	0	0	5	43	157	148	38	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	391	0	0	0	0	0	0	4	51	124	168	35	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	363	0	0	0	0	0	0	6	29	133	121	58	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>410</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>118</b>	<b>152</b>	<b>54</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1600	403	0	0	0	0	0	0	14	46	125	138	71	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	343	0	0	0	0	0	0	5	26	114	145	44	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	322	0	0	0	0	1	1	5	8	99	133	57	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	257	0	0	0	0	0	0	2	20	64	101	56	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	259	0	0	0	0	0	1	0	19	73	112	39	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	160	0	0	0	0	0	2	3	12	52	58	22	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	132	0	0	0	0	0	1	1	9	33	55	26	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	100	0	0	0	0	0	0	0	6	37	39	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>3593</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>352</b>	<b>1230</b>	<b>1347</b>	<b>470</b>	<b>99</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>06-22</b>	<b>4292</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>74</b>	<b>408</b>	<b>1429</b>	<b>1620</b>	<b>590</b>	<b>129</b>	<b>28</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>4524</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>75</b>	<b>423</b>	<b>1499</b>	<b>1714</b>	<b>632</b>	<b>136</b>	<b>29</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>4787</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>75</b>	<b>434</b>	<b>1551</b>	<b>1828</b>	<b>699</b>	<b>152</b>	<b>31</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 3  
 Location Ballycullen Road, south of Roundabout  
 Direction Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Sunday, 27 November 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
0000	74	0	0	0	0	0	0	0	5	14	34	18	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	71	0	0	0	0	0	0	0	0	5	39	19	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	55	0	0	0	0	0	0	1	1	15	23	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	48	0	0	0	0	0	0	0	0	6	27	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	40	0	0	0	0	2	0	0	0	5	20	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	31	0	0	0	0	0	0	0	3	2	11	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	16	0	0	0	0	0	0	0	0	2	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	32	0	0	0	0	0	0	0	3	10	14	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	48	0	0	0	0	0	1	0	4	7	21	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	144	0	0	0	0	0	1	0	12	57	56	14	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	189	0	0	0	0	0	0	4	20	59	75	23	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>89</b>	<b>99</b>	<b>33</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1200	358	0	0	0	0	0	2	14	40	134	115	41	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	369	0	1	0	0	0	1	9	48	125	122	53	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>424</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>42</b>	<b>155</b>	<b>148</b>	<b>59</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1500	408	0	0	0	0	0	0	1	26	148	166	45	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	330	0	0	0	0	0	1	4	21	124	132	38	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	344	0	0	0	0	0	0	0	15	94	164	52	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	297	0	0	0	0	1	0	2	18	85	124	57	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	301	0	0	0	0	0	0	1	12	76	127	65	13	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	204	0	0	0	1	0	0	1	7	48	102	41	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	132	0	0	0	0	0	0	0	6	33	58	26	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	97	0	0	0	0	0	0	0	9	18	39	24	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	55	0	0	0	0	0	0	0	3	14	30	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>3203</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>45</b>	<b>278</b>	<b>1087</b>	<b>1236</b>	<b>428</b>	<b>102</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>06-22</b>	<b>3856</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>47</b>	<b>303</b>	<b>1246</b>	<b>1530</b>	<b>565</b>	<b>128</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>4008</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>47</b>	<b>315</b>	<b>1278</b>	<b>1599</b>	<b>594</b>	<b>134</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>4327</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>48</b>	<b>324</b>	<b>1325</b>	<b>1753</b>	<b>677</b>	<b>153</b>	<b>24</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 3  
 Location Ballycullen Road, south of Roundabout  
 Direction Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Virtual Day (2)**

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
0000	78	0	0	0	0	0	0	0	5	15	33	22	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	60	0	0	0	0	0	0	0	3	10	29	13	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	53	0	0	0	0	0	0	1	1	10	28	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	42	0	0	0	0	0	0	0	1	7	20	13	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	32	0	0	0	0	1	0	0	0	4	17	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	28	0	0	0	0	0	0	0	2	5	9	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	20	0	0	0	0	0	0	1	3	6	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	43	0	0	0	0	0	0	0	7	13	15	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	85	0	0	0	0	0	1	1	5	25	34	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	165	0	0	0	0	0	1	2	13	58	60	25	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	219	0	0	0	0	0	0	3	23	79	84	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>308</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>30</b>	<b>118</b>	<b>112</b>	<b>33</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1200	379	0	0	0	0	0	1	10	42	146	132	40	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	380	0	1	0	0	0	1	7	50	125	145	44	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	394	0	0	0	0	0	1	7	36	144	135	59	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>409</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>133</b>	<b>159</b>	<b>50</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1600	367	0	0	0	0	0	1	9	34	125	135	55	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	344	0	0	0	0	0	0	3	21	104	155	48	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	310	0	0	0	0	1	1	4	13	92	129	57	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	279	0	0	0	0	0	0	2	16	70	114	61	13	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	232	0	0	0	1	0	1	1	13	61	107	40	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	146	0	0	0	0	0	1	2	9	43	58	24	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	115	0	0	0	0	0	1	1	9	26	47	25	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	78	0	0	0	0	0	0	0	5	26	35	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>3398</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>57</b>	<b>315</b>	<b>1159</b>	<b>1292</b>	<b>449</b>	<b>101</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>06-22</b>	<b>4074</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>61</b>	<b>356</b>	<b>1338</b>	<b>1575</b>	<b>578</b>	<b>129</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>4266</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>61</b>	<b>369</b>	<b>1389</b>	<b>1657</b>	<b>613</b>	<b>135</b>	<b>26</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>4557</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>62</b>	<b>379</b>	<b>1438</b>	<b>1791</b>	<b>688</b>	<b>153</b>	<b>28</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

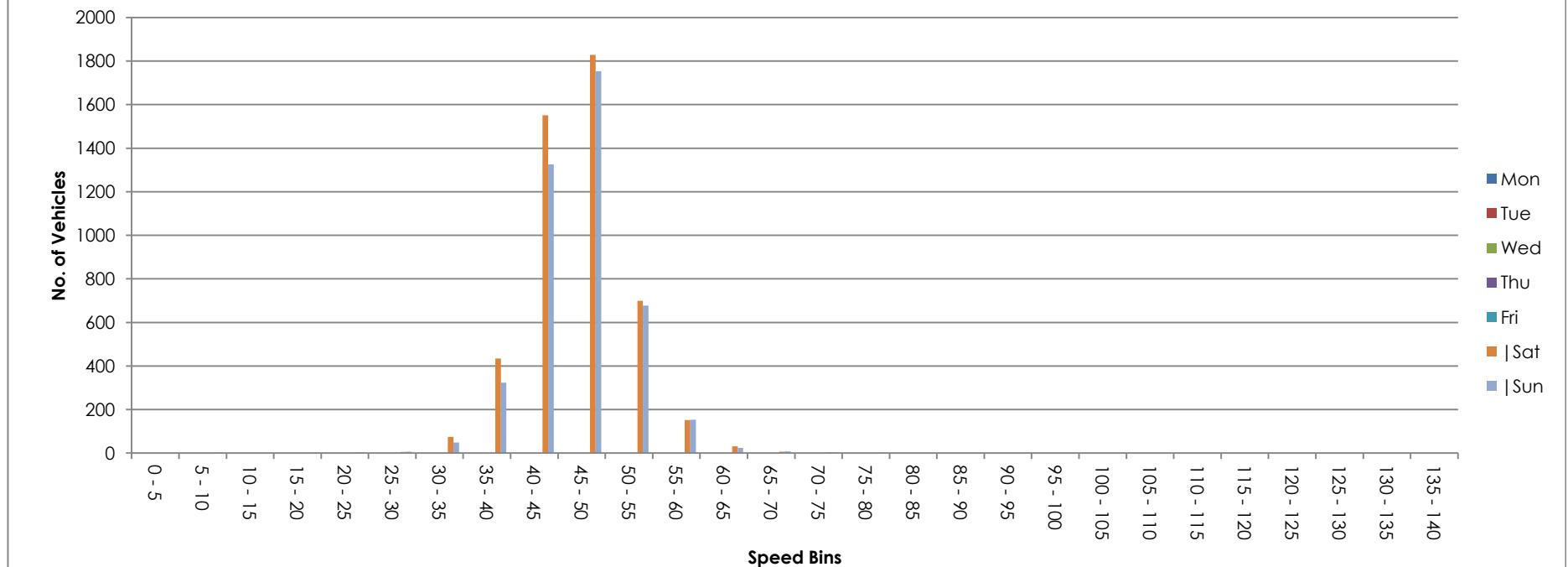
Site 3  
 Location Ballycullen Road, south of Roundabout  
 Direction Southbound

**6967 / South Dublin**  
**November 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
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
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
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
Thu	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
Fri	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
Sat	4787	0	0	0	0	1	6	75	434	1551	1828	699	152	31	7	3	0	0	0	0	0	0	0	0	0	0	0	0
Sun	4327	0	1	0	1	3	7	48	324	1325	1753	677	153	24	8	2	1	0	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>4557</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>62</b>	<b>379</b>	<b>1438</b>	<b>1791</b>	<b>688</b>	<b>153</b>	<b>28</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>9114</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>123</b>	<b>758</b>	<b>2876</b>	<b>3581</b>	<b>1376</b>	<b>305</b>	<b>55</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Summary Graphs**



Site  
Location  
Direction

3  
Ballycullen Road, south of Roundabout  
Northbound/Southbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

Saturday, 26 November 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	130	1	123	0	1	4	1	0	0	0	0	0	0	45	34.6	11	8.5	4	3.1	47.8	52.9
0100	82	0	77	0	2	3	0	0	0	0	0	0	0	23	28	9	11	1	1.2	47.5	52.9
0200	92	0	86	0	3	2	1	0	0	0	0	0	0	31	33.7	7	7.6	0	0	47.7	52.6
0300	59	0	55	0	2	2	0	0	0	0	0	0	0	28	47.5	8	13.6	3	5.1	49.2	53.6
0400	53	0	51	0	1	1	0	0	0	0	0	0	0	17	32.1	7	13.2	2	3.8	48.7	53.3
0500	47	1	40	0	5	1	0	0	0	0	0	0	0	19	40.4	9	19.1	5	10.6	49.3	56.9
0600	57	0	47	0	8	1	0	0	0	0	1	0	0	18	31.6	11	19.3	7	12.3	47.1	56.2
0700	156	0	138	0	6	10	1	1	0	0	0	0	0	75	48.1	32	20.5	11	7.1	49.5	55.8
0800	311	1	287	2	7	10	2	0	0	0	1	1	0	98	31.5	33	10.6	10	3.2	47.4	53.3
0900	500	2	470	0	13	13	0	0	0	1	1	0	0	144	28.8	50	10	12	2.4	47.1	52.9
1000	567	1	539	3	10	14	0	0	0	0	0	0	0	99	17.5	29	5.1	7	1.2	45.7	50.4
1100	709	2	683	3	12	5	2	0	0	0	2	0	0	141	19.9	42	5.9	7	1	45.8	51.1
1200	789	7	753	1	21	5	1	0	0	0	1	0	0	152	19.3	51	6.5	10	1.3	45.4	51.1
1300	752	5	715	2	19	6	4	0	0	0	0	0	1	116	15.4	31	4.1	12	1.6	45.5	50
1400	678	7	641	4	15	11	0	0	0	0	0	0	0	160	23.6	42	6.2	7	1	46.2	51.5
1500	764	0	731	1	13	17	1	0	0	0	0	1	0	145	19	38	5	6	0.8	45.4	50.8
1600	770	0	736	3	13	17	1	0	0	0	0	0	0	142	18.4	33	4.3	8	1	45	50.4
1700	640	2	614	3	13	7	1	0	0	0	0	0	0	126	19.7	31	4.8	9	1.4	46.1	50.8
1800	539	1	511	4	10	11	2	0	0	0	0	0	0	145	26.9	45	8.3	12	2.2	46.9	52.2
1900	460	2	444	2	5	4	3	0	0	0	0	0	0	141	30.7	41	8.9	10	2.2	47	52.9
2000	455	0	442	0	6	7	0	0	0	0	0	0	0	121	26.6	44	9.7	15	3.3	47.4	52.9
2100	284	1	265	1	10	7	0	0	0	0	0	0	0	72	25.4	26	9.2	9	3.2	46.8	52.6
2200	219	0	203	1	6	9	0	0	0	0	0	0	0	70	32	25	11.4	7	3.2	47.4	52.9
2300	185	0	176	0	8	1	0	0	0	0	0	0	0	53	28.6	22	11.9	9	4.9	47.8	52.2
07-19	7175	28	6818	26	152	126	15	1	0	1	5	2	1	1543	21.5	457	6.4	111	1.5	46	51.5
06-22	8431	31	8016	29	181	145	18	1	0	1	6	2	1	1895	22.5	579	6.9	152	1.8	46.2	51.5
06-00	8835	31	8395	30	195	155	18	1	0	1	6	2	1	2018	22.8	626	7.1	168	1.9	46.2	51.8
00-00	9298	33	8827	30	209	168	20	1	0	1	6	2	1	2181	23.5	677	7.3	183	2	46.3	51.8

Site  
Location  
Direction

3  
Ballycullen Road, south of Roundabout  
Northbound/Southbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

Sunday, 27 November 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	129	0	123	1	1	4	0	0	0	0	0	0	0	37	28.7	10	7.8	4	3.1	47.1	51.5
0100	105	0	103	0	0	2	0	0	0	0	0	0	0	40	38.1	14	13.3	4	3.8	49.4	54
0200	100	0	97	0	0	3	0	0	0	0	0	0	0	35	35	9	9	3	3	47.9	53.3
0300	79	0	76	0	1	2	0	0	0	0	0	0	0	31	39.2	10	12.7	2	2.5	49.1	54.7
0400	67	0	66	0	1	0	0	0	0	0	0	0	0	22	32.8	6	9	1	1.5	48.3	52.9
0500	61	0	56	0	1	3	1	0	0	0	0	0	0	36	59	14	23	3	4.9	50.3	55.4
0600	44	0	40	0	4	0	0	0	0	0	0	0	0	23	52.3	9	20.5	2	4.5	49.7	55.4
0700	81	0	78	0	1	2	0	0	0	0	0	0	0	31	38.3	15	18.5	4	4.9	48.1	55.4
0800	115	1	106	0	4	4	0	0	0	0	0	0	0	47	40.9	18	15.7	11	9.6	48.3	55.1
0900	352	6	329	0	10	5	1	1	0	0	0	0	0	103	29.3	41	11.6	11	3.1	47.2	53.6
1000	455	1	443	2	6	3	0	0	0	0	0	0	0	113	24.8	26	5.7	6	1.3	46.4	51.5
<b>1100</b>	<b>569</b>	<b>2</b>	<b>551</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>20.4</b>	<b>24</b>	<b>4.2</b>	<b>5</b>	<b>0.9</b>	<b>45.6</b>	<b>51.1</b>
1200	678	6	651	1	15	3	1	0	1	0	0	0	0	134	19.8	31	4.6	11	1.6	45.5	50.8
1300	708	7	678	0	16	5	1	0	0	0	1	0	0	141	19.9	34	4.8	7	1	45.3	50.8
<b>1400</b>	<b>782</b>	<b>7</b>	<b>754</b>	<b>1</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>126</b>	<b>16.1</b>	<b>25</b>	<b>3.2</b>	<b>3</b>	<b>0.4</b>	<b>45.2</b>	<b>50</b>						
1500	744	1	715	2	16	8	1	0	0	0	1	0	0	116	15.6	36	4.8	7	0.9	45.5	50
1600	665	3	640	2	13	6	0	0	0	1	0	0	0	123	18.5	39	5.9	8	1.2	45.8	50.4
1700	641	0	623	1	9	8	0	0	0	0	0	0	0	151	23.6	54	8.4	7	1.1	46.6	51.5
1800	515	0	493	2	11	9	0	0	0	0	0	0	0	119	23.1	25	4.9	5	1	46.2	51.1
1900	518	6	496	2	9	5	0	0	0	0	0	0	0	157	30.3	50	9.7	21	4.1	47.6	53.3
2000	351	0	336	1	3	11	0	0	0	0	0	0	0	109	31.1	29	8.3	10	2.8	47.8	52.6
2100	221	0	212	0	3	6	0	0	0	0	0	0	0	69	31.2	21	9.5	5	2.3	47.7	52.9
2200	149	1	132	0	5	11	0	0	0	0	0	0	0	55	36.9	18	12.1	7	4.7	48.1	54
2300	96	0	86	0	5	4	1	0	0	0	0	0	0	27	28.1	13	13.5	6	6.3	48.5	54.4
<b>07-19</b>	<b>6305</b>	<b>34</b>	<b>6061</b>	<b>12</b>	<b>127</b>	<b>60</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1320</b>	<b>20.9</b>	<b>368</b>	<b>5.8</b>	<b>85</b>	<b>1.3</b>	<b>45.9</b>	<b>51.1</b>
<b>06-22</b>	<b>7439</b>	<b>40</b>	<b>7145</b>	<b>15</b>	<b>146</b>	<b>82</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1678</b>	<b>22.6</b>	<b>477</b>	<b>6.4</b>	<b>123</b>	<b>1.7</b>	<b>46.2</b>	<b>51.5</b>
<b>06-00</b>	<b>7684</b>	<b>41</b>	<b>7363</b>	<b>15</b>	<b>156</b>	<b>97</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1760</b>	<b>22.9</b>	<b>508</b>	<b>6.6</b>	<b>136</b>	<b>1.8</b>	<b>46.2</b>	<b>51.5</b>
<b>00-00</b>	<b>8225</b>	<b>41</b>	<b>7884</b>	<b>16</b>	<b>160</b>	<b>111</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1961</b>	<b>23.8</b>	<b>571</b>	<b>6.9</b>	<b>153</b>	<b>1.9</b>	<b>46.4</b>	<b>51.8</b>

Site  
Location  
Direction

3  
Ballycullen Road, south of Roundabout  
Northbound/Southbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

**Virtual Day (2)**

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	130	1	123	1	1	4	1	0	0	0	0	0	0	41	31.7	11	8.1	4	3.1	47.5	52.2
0100	94	0	90	0	1	3	0	0	0	0	0	0	0	32	33.7	12	12.3	3	2.7	48.6	53.6
0200	96	0	92	0	2	3	1	0	0	0	0	0	0	33	34.4	8	8.3	2	1.6	47.8	52.9
0300	69	0	66	0	2	2	0	0	0	0	0	0	0	30	42.8	9	13	3	3.6	49.1	54.7
0400	60	0	59	0	1	1	0	0	0	0	0	0	0	20	32.5	7	10.8	2	2.5	48.5	53.3
0500	54	1	48	0	3	2	1	0	0	0	0	0	0	28	50.9	12	21.3	4	7.4	49.9	56.2
0600	51	0	44	0	6	1	0	0	0	0	1	0	0	21	40.6	10	19.8	5	8.9	48.2	56.2
0700	119	0	108	0	4	6	1	1	0	0	0	0	0	53	44.7	24	19.8	8	6.3	49	55.4
0800	213	1	197	1	6	7	1	0	0	0	1	1	0	73	34	26	12	11	4.9	47.7	53.6
0900	426	4	400	0	12	9	1	1	0	1	1	0	0	124	29	46	10.7	12	2.7	47.1	53.3
1000	511	1	491	3	8	9	0	0	0	0	0	0	0	106	20.7	28	5.4	7	1.3	46	51.5
<b>1100</b>	<b>639</b>	<b>2</b>	<b>617</b>	<b>2</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>20.1</b>	<b>33</b>	<b>5.2</b>	<b>6</b>	<b>0.9</b>	<b>45.7</b>	<b>51.1</b>
1200	734	7	702	1	18	4	1	0	1	0	1	0	0	143	19.5	41	5.6	11	1.4	45.5	50.8
1300	730	6	697	1	18	6	3	0	0	0	1	0	1	129	17.6	33	4.5	10	1.3	45.4	50.4
1400	730	7	698	3	15	8	0	0	0	0	0	0	0	143	19.6	34	4.6	5	0.7	45.7	50.8
<b>1500</b>	<b>754</b>	<b>1</b>	<b>723</b>	<b>2</b>	<b>15</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>131</b>	<b>17.3</b>	<b>37</b>	<b>4.9</b>	<b>7</b>	<b>0.9</b>	<b>45.5</b>	<b>50.4</b>
1600	718	2	688	3	13	12	1	0	0	1	0	0	0	133	18.5	36	5	8	1.1	45.4	50.4
1700	641	1	619	2	11	8	1	0	0	0	0	0	0	139	21.6	43	6.6	8	1.2	46.3	51.1
1800	527	1	502	3	11	10	1	0	0	0	0	0	0	132	25	35	6.6	9	1.6	46.6	51.8
1900	489	4	470	2	7	5	2	0	0	0	0	0	0	149	30.5	46	9.3	16	3.2	47.3	52.9
2000	403	0	389	1	5	9	0	0	0	0	0	0	0	115	28.5	37	9.1	13	3.1	47.6	52.6
2100	253	1	239	1	7	7	0	0	0	0	0	0	0	71	27.9	24	9.3	7	2.8	47.2	52.6
2200	184	1	168	1	6	10	0	0	0	0	0	0	0	63	34	22	11.7	7	3.8	47.7	53.3
2300	141	0	131	0	7	3	1	0	0	0	0	0	0	40	28.5	18	12.5	8	5.3	48	52.9
<b>07-19</b>	<b>6740</b>	<b>31</b>	<b>6440</b>	<b>19</b>	<b>140</b>	<b>93</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1432</b>	<b>21.2</b>	<b>413</b>	<b>6.1</b>	<b>98</b>	<b>1.5</b>	<b>45.9</b>	<b>51.5</b>
<b>06-22</b>	<b>7935</b>	<b>36</b>	<b>7581</b>	<b>22</b>	<b>164</b>	<b>114</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1787</b>	<b>22.5</b>	<b>528</b>	<b>6.7</b>	<b>138</b>	<b>1.7</b>	<b>46.2</b>	<b>51.5</b>
<b>06-00</b>	<b>8260</b>	<b>36</b>	<b>7879</b>	<b>23</b>	<b>176</b>	<b>126</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1889</b>	<b>22.9</b>	<b>567</b>	<b>6.9</b>	<b>152</b>	<b>1.8</b>	<b>46.2</b>	<b>51.8</b>
<b>00-00</b>	<b>8762</b>	<b>37</b>	<b>8356</b>	<b>23</b>	<b>185</b>	<b>140</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2071</b>	<b>23.6</b>	<b>624</b>	<b>7.1</b>	<b>168</b>	<b>1.9</b>	<b>46.3</b>	<b>51.8</b>

Site  
Location  
Direction

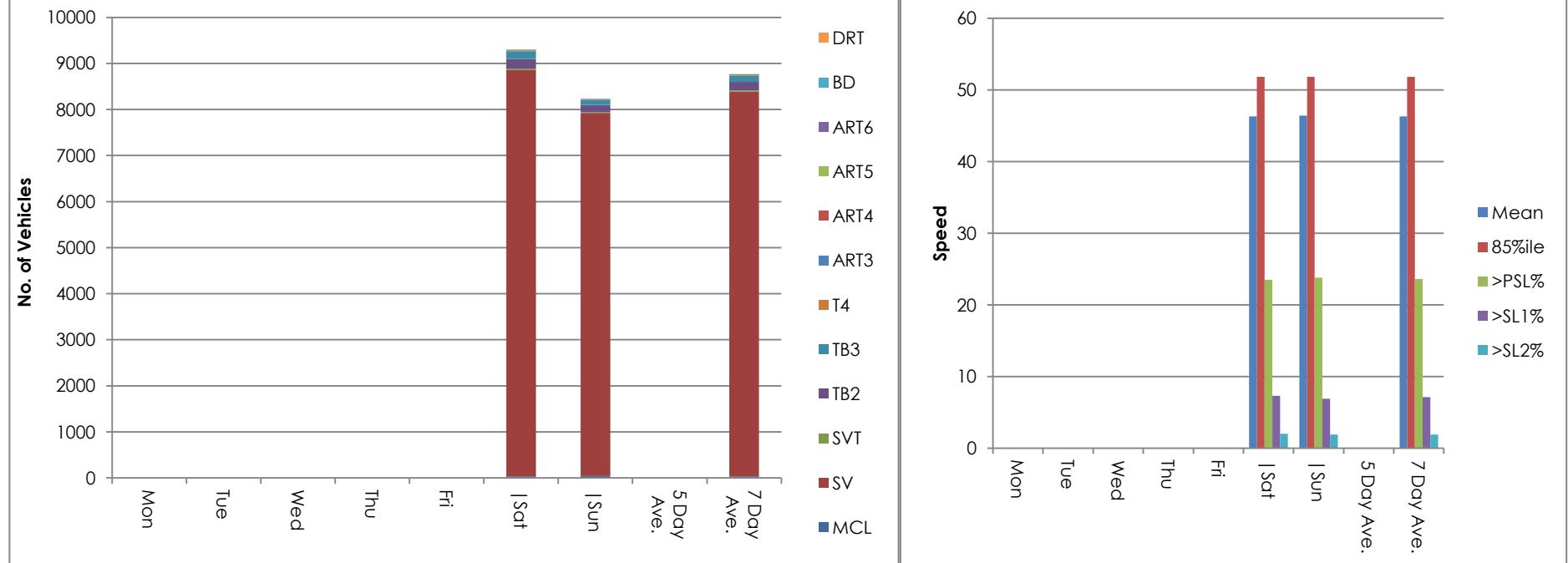
3  
Ballycullen Road, south of Roundabout  
Northbound/Southbound

6967 / South Dublin  
November 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	-	-
Tue	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	-	-
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	9298	33	8827	30	209	168	20	1	0	1	6	2	1	2181	23.5	677	7.3	183	2	46.3	51.8
Sun	8225	41	7884	16	160	111	7	1	2	1	2	0	0	1961	23.8	571	6.9	153	1.9	46.4	51.8
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>7 Day Ave.</b>	<b>8762</b>	<b>37</b>	<b>8356</b>	<b>23</b>	<b>185</b>	<b>140</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2071</b>	<b>23.6</b>	<b>624</b>	<b>7.1</b>	<b>168</b>	<b>1.9</b>	<b>46.3</b>	<b>51.8</b>
<b>Total</b>	<b>17523</b>	<b>74</b>	<b>16711</b>	<b>46</b>	<b>369</b>	<b>279</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>4142</b>	<b>23.6</b>	<b>1248</b>	<b>7.1</b>	<b>336</b>	<b>1.9</b>	<b>46.3</b>	<b>51.8</b>

**Summary Graphs**



Site 3  
 Location Ballycullen Road, south of Roundabout  
 Direction Northbound/Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Saturday, 26 November 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
0000	130	0	0	0	0	0	1	1	9	25	49	34	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	82	0	0	0	0	0	0	0	6	22	31	14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	92	0	0	0	0	1	0	1	3	16	40	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	59	0	0	0	0	0	0	0	2	12	17	20	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	53	0	0	0	0	0	0	2	2	6	26	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	47	0	0	0	1	0	0	0	1	11	15	10	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	57	0	0	0	0	0	0	1	7	21	10	7	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	156	0	0	0	0	0	0	0	14	26	41	43	21	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	311	0	0	0	0	1	1	8	21	80	102	65	23	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	500	0	0	0	0	1	2	4	36	143	170	94	38	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	567	0	0	0	0	0	3	13	58	185	209	70	22	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>709</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>65</b>	<b>238</b>	<b>243</b>	<b>99</b>	<b>35</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>1200</b>	<b>789</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>27</b>	<b>92</b>	<b>249</b>	<b>262</b>	<b>101</b>	<b>41</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300	752	0	0	1	1	0	1	11	92	228	302	85	19	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	678	0	0	0	0	2	1	16	53	213	233	118	35	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	764	0	0	0	0	0	1	21	99	242	256	107	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	770	0	0	0	1	0	2	21	114	258	232	109	25	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	640	0	0	0	0	0	2	8	59	204	241	95	22	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	539	0	0	0	0	1	1	10	36	148	198	100	33	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	460	0	0	0	0	1	0	11	49	105	153	100	31	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	455	0	0	0	0	0	1	2	33	122	176	77	29	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	284	0	0	0	0	0	3	7	26	75	101	46	17	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	219	0	0	0	0	0	1	3	19	48	78	45	18	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	185	0	0	0	0	0	0	1	9	59	63	31	13	1	6	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>7175</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>22</b>	<b>157</b>	<b>739</b>	<b>2214</b>	<b>2489</b>	<b>1086</b>	<b>346</b>	<b>90</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>8431</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>26</b>	<b>178</b>	<b>854</b>	<b>2537</b>	<b>2929</b>	<b>1316</b>	<b>427</b>	<b>120</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>8835</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>27</b>	<b>182</b>	<b>882</b>	<b>2644</b>	<b>3070</b>	<b>1392</b>	<b>458</b>	<b>126</b>	<b>33</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>9298</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>28</b>	<b>186</b>	<b>905</b>	<b>2736</b>	<b>3248</b>	<b>1504</b>	<b>494</b>	<b>138</b>	<b>35</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site  
Location  
Direction

3  
Ballycullen Road, south of Roundabout  
Northbound/Southbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

Sunday, 27 November 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	129	0	0	0	0	0	0	3	12	24	53	27	6	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	105	0	0	0	0	0	0	0	3	10	52	26	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	100	0	0	0	0	0	1	2	4	23	35	26	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	79	0	0	0	0	0	0	1	2	13	32	21	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	67	0	0	0	0	2	0	0	2	9	32	16	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	61	0	0	0	0	0	0	1	4	5	15	22	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	44	0	0	0	0	0	0	0	2	8	11	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	81	0	0	0	0	1	0	2	8	13	26	16	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	115	0	0	0	0	1	2	3	7	18	37	29	7	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	352	0	0	0	1	0	6	3	28	97	114	62	30	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	455	0	0	0	0	0	1	13	43	126	159	87	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>569</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>12</b>	<b>63</b>	<b>187</b>	<b>188</b>	<b>92</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1200	678	0	0	0	1	4	8	18	71	194	248	103	20	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	708	0	1	0	1	3	3	16	88	231	224	107	27	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>782</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>80</b>	<b>268</b>	<b>285</b>	<b>101</b>	<b>22</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1500	744	0	0	0	0	0	7	14	69	254	284	80	29	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	665	0	0	0	0	0	1	8	71	231	231	84	31	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	641	0	0	0	0	0	2	11	59	168	250	97	47	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	515	0	0	0	0	1	2	6	51	143	193	94	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	518	0	0	1	0	0	1	7	33	137	182	107	29	13	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	351	0	0	0	1	0	0	5	18	78	140	80	19	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	221	0	0	0	0	0	0	5	9	48	90	48	16	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	149	0	0	0	0	0	0	1	15	31	47	37	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	96	0	0	0	0	0	0	0	6	20	43	14	7	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>6305</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>37</b>	<b>121</b>	<b>638</b>	<b>1930</b>	<b>2239</b>	<b>952</b>	<b>283</b>	<b>64</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>7439</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>12</b>	<b>38</b>	<b>138</b>	<b>700</b>	<b>2201</b>	<b>2662</b>	<b>1201</b>	<b>354</b>	<b>87</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>06-00</b>	<b>7684</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>12</b>	<b>38</b>	<b>139</b>	<b>721</b>	<b>2252</b>	<b>2752</b>	<b>1252</b>	<b>372</b>	<b>97</b>	<b>28</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>00-00</b>	<b>8225</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>14</b>	<b>39</b>	<b>146</b>	<b>748</b>	<b>2336</b>	<b>2971</b>	<b>1390</b>	<b>418</b>	<b>108</b>	<b>31</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

Site 3  
 Location Ballycullen Road, south of Roundabout  
 Direction Northbound/Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Virtual Day (2)**

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	130	0	0	0	0	0	1	2	11	25	51	31	7	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	94	0	0	0	0	0	0	0	5	16	42	20	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	96	0	0	0	0	1	1	2	4	20	38	25	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	69	0	0	0	0	0	0	1	2	13	25	21	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	60	0	0	0	0	1	0	1	2	8	29	13	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	54	0	0	0	1	0	0	1	3	8	15	16	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	51	0	0	0	0	0	0	1	5	15	11	11	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	119	0	0	0	0	1	0	1	11	20	34	30	16	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	213	0	0	0	0	1	2	6	14	49	70	47	15	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	426	0	0	0	1	1	4	4	32	120	142	78	34	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	511	0	0	0	0	0	2	13	51	156	184	79	21	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>639</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>64</b>	<b>213</b>	<b>216</b>	<b>96</b>	<b>27</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1200	734	0	0	1	1	3	6	23	82	222	255	102	31	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	730	0	1	1	1	2	2	14	90	230	263	96	23	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	730	0	0	1	1	2	2	16	67	241	259	110	29	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1500</b>	<b>754</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>84</b>	<b>248</b>	<b>270</b>	<b>94</b>	<b>31</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1600	718	0	0	0	1	0	2	15	93	245	232	97	28	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	641	0	0	0	0	0	2	10	59	186	246	96	35	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	527	0	0	0	0	1	2	8	44	146	196	97	27	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	489	0	0	1	0	1	1	9	41	121	168	104	30	10	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	403	0	0	0	1	0	1	4	26	100	158	79	24	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	253	0	0	0	0	0	0	2	6	18	62	96	47	17	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	184	0	0	0	0	0	1	2	17	40	63	41	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	141	0	0	0	0	0	0	1	8	40	53	23	10	2	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>6740</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>30</b>	<b>139</b>	<b>689</b>	<b>2072</b>	<b>2364</b>	<b>1019</b>	<b>315</b>	<b>77</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>7935</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>10</b>	<b>32</b>	<b>158</b>	<b>777</b>	<b>2369</b>	<b>2796</b>	<b>1259</b>	<b>391</b>	<b>104</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>8260</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>10</b>	<b>33</b>	<b>161</b>	<b>802</b>	<b>2448</b>	<b>2911</b>	<b>1322</b>	<b>415</b>	<b>112</b>	<b>31</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>8762</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>11</b>	<b>34</b>	<b>166</b>	<b>827</b>	<b>2536</b>	<b>3110</b>	<b>1447</b>	<b>456</b>	<b>123</b>	<b>33</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site  
Location  
Direction

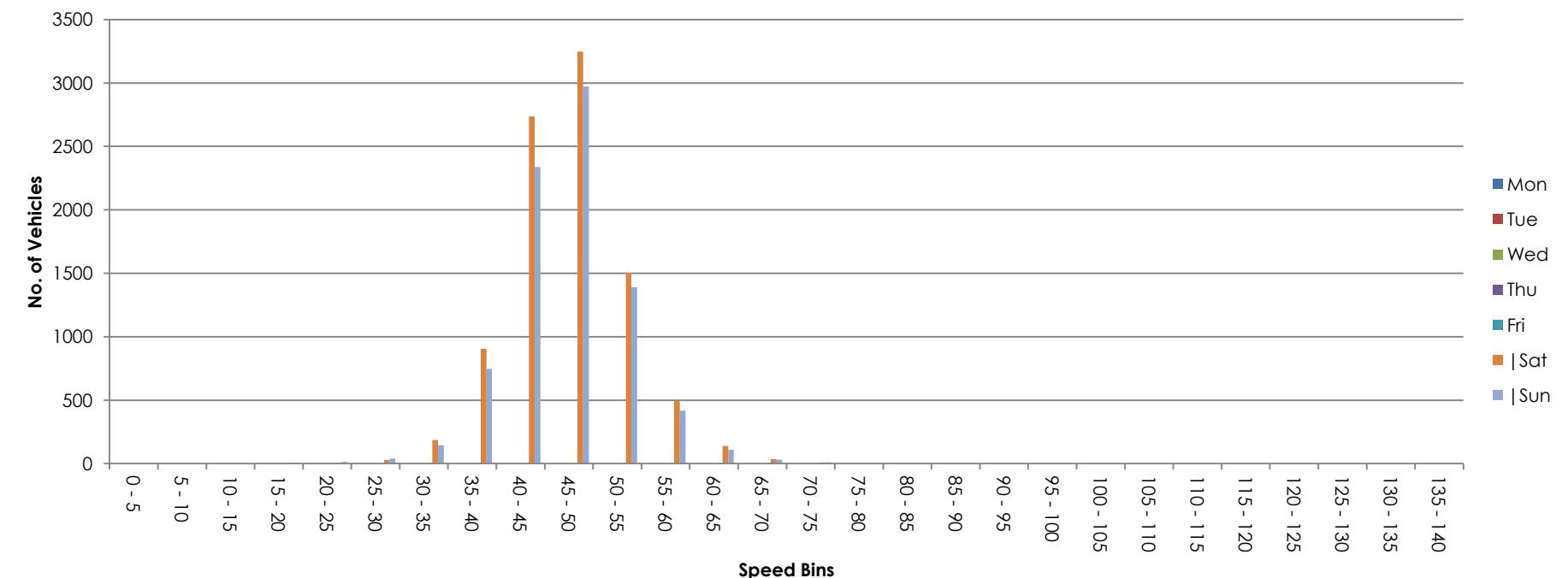
3  
Ballycullen Road, south of Roundabout  
Northbound/Southbound

6967 / South Dublin  
November 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
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
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
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
Thu	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
Fri	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
Sat	9298	0	0	2	4	8	28	186	905	2736	3248	1504	494	138	35	8	2	0	0	0	0	0	0	0	0	0	0	0
Sun	8225	0	1	3	6	14	39	146	748	2336	2971	1390	418	108	31	10	3	1	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>8762</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>11</b>	<b>34</b>	<b>166</b>	<b>827</b>	<b>2536</b>	<b>3110</b>	<b>1447</b>	<b>456</b>	<b>123</b>	<b>33</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>17523</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>10</b>	<b>22</b>	<b>67</b>	<b>332</b>	<b>1653</b>	<b>5072</b>	<b>6219</b>	<b>2894</b>	<b>912</b>	<b>246</b>	<b>66</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**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
4	R115, south of Roundabout	Northbound	50	Saturday, 26 November 2016	Sunday, 27 November 2016	1926	0	963	318	16.5	104	5.4	31	1.6	43.2	50.4
		Southbound	50	Saturday, 26 November 2016	Sunday, 27 November 2016	1853	0	927	221	11.9	73	3.9	22	1.2	42.0	48.6
		Northbound/Southbound	50	Saturday, 26 November 2016	Sunday, 27 November 2016	3779	0	1890	539	14.3	177	4.7	53	1.4	42.6	49.7

Site  
Location  
Direction

4  
R115, south of Roundabout  
Northbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

Saturday, 26 November 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	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0	0	0	42.5	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	0	0	0	0	46.1	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	49.5	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0	45.6	-
0800	16	2	14	0	0	0	0	0	0	0	0	0	0	5	31.3	2	12.5	0	0	44.2	51.8
0900	42	1	39	2	0	0	0	0	0	0	0	0	0	10	23.8	5	11.9	2	4.8	45	52.2
1000	61	2	58	1	0	0	0	0	0	0	0	0	0	16	26.2	6	9.8	3	4.9	45.8	50.8
1100	91	7	83	1	0	0	0	0	0	0	0	0	0	17	18.7	8	8.8	3	3.3	41.1	50
1200	126	9	117	0	0	0	0	0	0	0	0	0	0	26	20.6	9	7.1	1	0.8	43.7	50.8
1300	99	7	88	0	4	0	0	0	0	0	0	0	0	14	14.1	7	7.1	1	1	42.9	49.7
1400	100	5	87	2	6	0	0	0	0	0	0	0	0	14	14	4	4	1	1	43.3	49.3
1500	107	4	102	0	1	0	0	0	0	0	0	0	0	21	19.6	1	0.9	0	0	43.9	50.8
1600	121	3	118	0	0	0	0	0	0	0	0	0	0	17	14	5	4.1	3	2.5	43.5	49.7
1700	61	1	57	0	3	0	0	0	0	0	0	0	0	7	11.5	4	6.6	2	3.3	44.7	49.3
1800	46	0	43	0	2	1	0	0	0	0	0	0	0	7	15.2	2	4.3	1	2.2	42.8	49.7
1900	22	0	22	0	0	0	0	0	0	0	0	0	0	6	27.3	1	4.5	0	0	46.2	51.1
2000	20	0	20	0	0	0	0	0	0	0	0	0	0	5	25	2	10	2	10	47.8	51.1
2100	13	0	13	0	0	0	0	0	0	0	0	0	0	5	38.5	3	23.1	1	7.7	47.3	58
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	3	27.3	1	9.1	0	0	45.9	51.8
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
07-19	873	41	809	6	16	1	0	0	0	0	0	0	0	155	17.8	54	6.2	17	1.9	43.5	50.4
06-22	932	42	867	6	16	1	0	0	0	0	0	0	0	171	18.3	60	6.4	20	2.1	43.7	50.8
06-00	947	42	882	6	16	1	0	0	0	0	0	0	0	174	18.4	61	6.4	20	2.1	43.7	50.8
00-00	971	42	906	6	16	1	0	0	0	0	0	0	0	178	18.3	61	6.3	20	2.1	43.7	50.8

Site  
Location  
Direction

4  
R115, south of Roundabout  
Northbound

6967 / South Dublin  
November 2016  
Automatic Traffic Count

Sunday, 27 November 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	11	1	10	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	40.7	47.9
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	1	25	1	25	53.2	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	2	33.3	0	0	49.4	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	42	-
0800	9	1	8	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0	0	0	38.7	-
0900	30	7	23	0	0	0	0	0	0	0	0	0	0	6	20	4	13.3	0	0	39.9	52.6
1000	51	3	48	0	0	0	0	0	0	0	0	0	0	15	29.4	3	5.9	1	2	45.4	52.9
<b>1100</b>	<b>83</b>	<b>6</b>	<b>74</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>16.9</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1.2</b>	<b>43.4</b>	<b>50.4</b>
1200	88	7	78	1	2	0	0	0	0	0	0	0	0	12	13.6	3	3.4	1	1.1	42.4	49.3
1300	114	9	104	0	1	0	0	0	0	0	0	0	0	16	14	4	3.5	0	0	42.3	48.6
<b>1400</b>	<b>143</b>	<b>11</b>	<b>131</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>11.9</b>	<b>5</b>	<b>3.5</b>	<b>1</b>	<b>0.7</b>	<b>42.5</b>	<b>49.3</b>							
1500	120	3	115	0	1	0	1	0	0	0	0	0	0	18	15	4	3.3	1	0.8	43	49.7
1600	116	4	110	1	1	0	0	0	0	0	0	0	0	6	5.2	1	0.9	0	0	41.8	46.4
1700	56	2	52	0	2	0	0	0	0	0	0	0	0	9	16.1	4	7.1	2	3.6	43.1	50
1800	32	0	32	0	0	0	0	0	0	0	0	0	0	5	15.6	0	0	0	0	43.8	49.3
1900	25	0	25	0	0	0	0	0	0	0	0	0	0	3	12	2	8	1	4	42.1	48.2
2000	21	0	21	0	0	0	0	0	0	0	0	0	0	5	23.8	3	14.3	1	4.8	44.1	53.6
2100	16	0	16	0	0	0	0	0	0	0	0	0	0	4	25	0	0	0	0	44.6	50.8
2200	14	0	14	0	0	0	0	0	0	0	0	0	0	1	7.1	1	7.1	0	0	39.1	47.2
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	2	28.6	1	14.3	1	14.3	41.5	-
<b>07-19</b>	<b>845</b>	<b>53</b>	<b>778</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>14.2</b>	<b>33</b>	<b>3.9</b>	<b>7</b>	<b>0.8</b>	<b>42.7</b>	<b>49.3</b>
<b>06-22</b>	<b>908</b>	<b>53</b>	<b>841</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>14.5</b>	<b>38</b>	<b>4.2</b>	<b>9</b>	<b>1</b>	<b>42.7</b>	<b>49.7</b>
<b>06-00</b>	<b>929</b>	<b>53</b>	<b>862</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>14.5</b>	<b>40</b>	<b>4.3</b>	<b>10</b>	<b>1.1</b>	<b>42.6</b>	<b>49.7</b>
<b>00-00</b>	<b>955</b>	<b>54</b>	<b>887</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>14.7</b>	<b>43</b>	<b>4.5</b>	<b>11</b>	<b>1.2</b>	<b>42.7</b>	<b>49.7</b>

Site 4  
 Location R115, south of Roundabout  
 Direction Northbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

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	10	1	10	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	41.5	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	1	22.2	1	11.1	1	11.1	46.8	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	2	33.3	1	16.7	0	0	47.8	-	
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	46.9	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	16.7	0	0	43.8	-
0800	13	2	11	0	0	0	0	0	0	0	0	0	0	3	24	1	8	0	0	42.2	51.1
0900	36	4	31	1	0	0	0	0	0	0	0	0	0	8	22.2	5	12.5	1	2.8	42.9	52.6
1000	56	3	53	1	0	0	0	0	0	0	0	0	0	16	27.7	5	8	2	3.6	45.6	52.6
<b>1100</b>	<b>87</b>	<b>7</b>	<b>79</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>17.8</b>	<b>7</b>	<b>7.5</b>	<b>2</b>	<b>2.3</b>	<b>42.2</b>	<b>50.4</b>
1200	107	8	98	1	1	0	0	0	0	0	0	0	0	19	17.8	6	5.6	1	0.9	43.1	50.8
1300	107	8	96	0	3	0	0	0	0	0	0	0	0	15	14.1	6	5.2	1	0.5	42.6	49.3
<b>1400</b>	<b>122</b>	<b>8</b>	<b>109</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>12.8</b>	<b>5</b>	<b>3.7</b>	<b>1</b>	<b>0.8</b>	<b>42.8</b>	<b>49.3</b>							
1500	114	4	109	0	1	0	1	0	0	0	0	0	0	20	17.2	3	2.2	1	0.4	43.4	50.4
1600	119	4	114	1	1	0	0	0	0	0	0	0	0	12	9.7	3	2.5	2	1.3	42.7	48.2
1700	59	2	55	0	3	0	0	0	0	0	0	0	0	8	13.7	4	6.8	2	3.4	43.9	49.7
1800	39	0	38	0	1	1	0	0	0	0	0	0	0	6	15.4	1	2.6	1	1.3	43.2	49.7
1900	24	0	24	0	0	0	0	0	0	0	0	0	0	5	19.1	2	6.4	1	2.1	44	51.1
2000	21	0	21	0	0	0	0	0	0	0	0	0	0	5	24.4	3	12.2	2	7.3	45.9	53.6
2100	15	0	15	0	0	0	0	0	0	0	0	0	0	5	31	2	10.3	1	3.4	45.8	53.6
2200	13	0	13	0	0	0	0	0	0	0	0	0	0	2	16	1	8	0	0	42.1	49.7
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	1	18.2	1	9.1	1	9.1	41.1	-
<b>07-19</b>	<b>859</b>	<b>47</b>	<b>794</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>16</b>	<b>44</b>	<b>5.1</b>	<b>12</b>	<b>1.4</b>	<b>43.1</b>	<b>50</b>
<b>06-22</b>	<b>920</b>	<b>48</b>	<b>854</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>16.5</b>	<b>49</b>	<b>5.3</b>	<b>15</b>	<b>1.6</b>	<b>43.2</b>	<b>50.4</b>
<b>06-00</b>	<b>938</b>	<b>48</b>	<b>872</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>16.5</b>	<b>51</b>	<b>5.4</b>	<b>15</b>	<b>1.6</b>	<b>43.2</b>	<b>50.4</b>
<b>00-00</b>	<b>963</b>	<b>48</b>	<b>897</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>16.5</b>	<b>52</b>	<b>5.4</b>	<b>16</b>	<b>1.6</b>	<b>43.2</b>	<b>50.4</b>

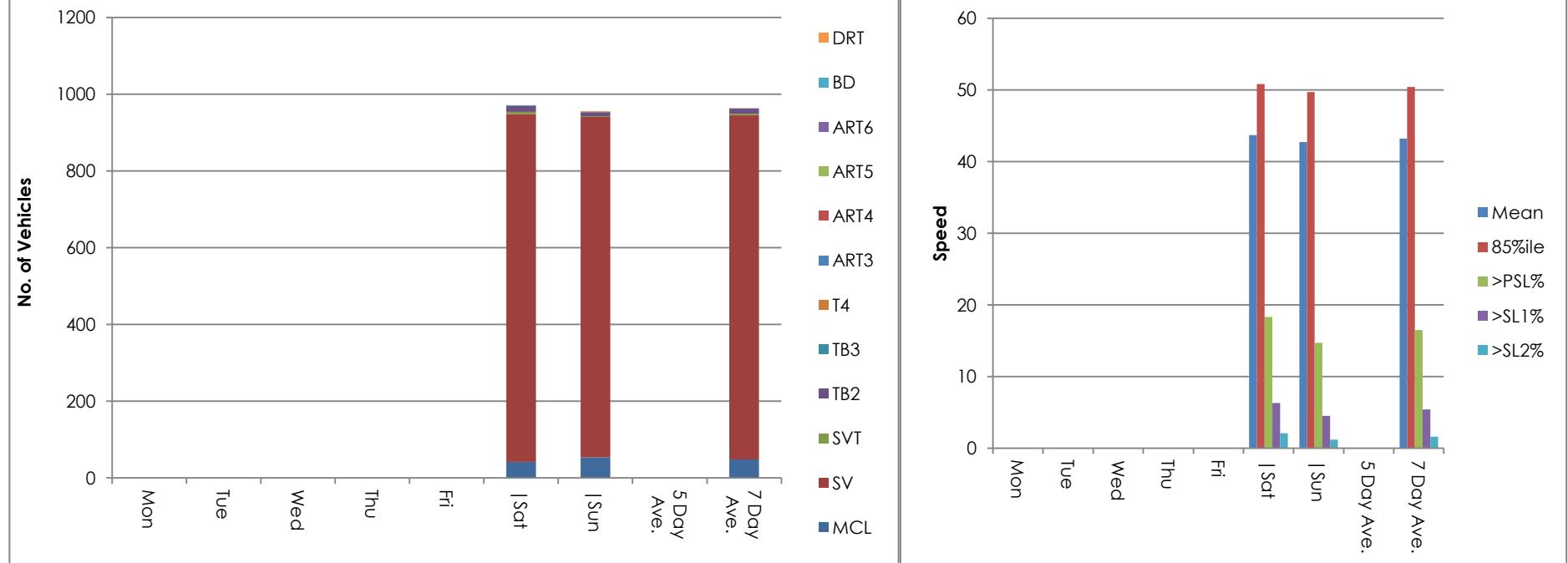
Site 4  
 Location R115, south of Roundabout  
 Direction Northbound

6967 / South Dublin  
 November 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	971	42	906	6	16	1	0	0	0	0	0	0	0	178	18.3	61	6.3	20	2.1	43.7	50.8	
Sun	955	54	887	2	10	0	2	0	0	0	0	0	0	140	14.7	43	4.5	11	1.2	42.7	49.7	
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>7 Day Ave.</b>	<b>963</b>	<b>48</b>	<b>897</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>16.5</b>	<b>52</b>	<b>5.4</b>	<b>16</b>	<b>1.6</b>	<b>43.2</b>	<b>50.4</b>	
<b>Total</b>	<b>1926</b>	<b>96</b>	<b>1793</b>	<b>8</b>	<b>26</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>318</b>	<b>16.5</b>	<b>104</b>	<b>5.4</b>	<b>31</b>	<b>1.6</b>	<b>43.2</b>	<b>50.4</b>	

**Summary Graphs**



Site 4  
 Location R115, south of Roundabout  
 Direction Northbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 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
0000	9	0	0	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	0	1	4	0	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
0300	2	0	0	0	0	0	0	0	0	2	0	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	0	0	1	0	1	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	4	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	16	0	0	0	0	0	2	1	1	4	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	42	0	0	1	1	1	0	0	4	16	9	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	61	0	0	0	0	3	0	2	5	13	22	10	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>10</b>	<b>8</b>	<b>9</b>	<b>24</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>1200</b>	<b>126</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>36</b>	<b>32</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1300	99	0	0	0	1	5	3	2	21	22	31	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	100	0	0	0	0	0	1	8	25	26	26	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	107	0	0	0	0	1	3	4	21	26	31	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	121	0	0	0	1	0	0	9	27	32	35	12	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	61	0	0	0	0	1	0	5	5	19	24	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	46	0	0	0	0	1	0	6	8	17	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	22	0	0	0	0	0	0	0	3	4	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	20	0	0	0	0	0	0	0	2	4	9	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	0	0	0	0	0	1	2	3	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	0	0	0	0	0	1	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>873</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>17</b>	<b>26</b>	<b>52</b>	<b>141</b>	<b>236</b>	<b>236</b>	<b>101</b>	<b>37</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>06-22</b>	<b>932</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>17</b>	<b>27</b>	<b>53</b>	<b>148</b>	<b>248</b>	<b>257</b>	<b>111</b>	<b>40</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>06-00</b>	<b>947</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>17</b>	<b>27</b>	<b>55</b>	<b>149</b>	<b>253</b>	<b>261</b>	<b>113</b>	<b>41</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>00-00</b>	<b>971</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>17</b>	<b>27</b>	<b>56</b>	<b>152</b>	<b>266</b>	<b>264</b>	<b>117</b>	<b>41</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						

Site 4  
 Location R115, south of Roundabout  
 Direction Northbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Sunday, 27 November 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
0000	11	0	0	0	1	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	0	1	1	0	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	0	0	1	1	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	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	9	0	0	0	0	2	0	1	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	30	0	0	0	1	2	5	0	6	6	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	51	0	0	0	2	0	2	1	4	11	16	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>12</b>	<b>25</b>	<b>22</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1200	88	0	0	0	0	3	7	6	16	21	23	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	114	0	0	1	1	4	5	3	19	33	32	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>13</b>	<b>23</b>	<b>38</b>	<b>41</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1500	120	0	0	0	0	0	3	9	23	41	26	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	116	0	0	0	1	1	3	9	26	41	29	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	56	0	0	0	0	2	2	3	12	14	14	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	32	0	0	0	0	1	0	1	7	8	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	25	0	0	0	0	0	0	6	3	8	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	21	0	0	0	0	1	2	0	2	5	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	0	0	0	0	0	1	3	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	0	0	2	4	2	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	1	0	1	1	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>845</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>19</b>	<b>43</b>	<b>48</b>	<b>149</b>	<b>238</b>	<b>222</b>	<b>87</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
<b>06-22</b>	<b>908</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>20</b>	<b>45</b>	<b>55</b>	<b>157</b>	<b>255</b>	<b>238</b>	<b>94</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
<b>06-00</b>	<b>929</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>21</b>	<b>47</b>	<b>60</b>	<b>160</b>	<b>259</b>	<b>241</b>	<b>95</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
<b>00-00</b>	<b>955</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>21</b>	<b>48</b>	<b>60</b>	<b>164</b>	<b>267</b>	<b>248</b>	<b>97</b>	<b>32</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						

Site 4  
 Location R115, south of Roundabout  
 Direction Northbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

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
0000	10	0	0	0	1	0	0	1	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	0	1	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	0	1	2	0	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	0	0	1	1	1	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	3	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	0	0	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	13	0	0	0	0	1	1	1	1	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	36	0	0	1	1	2	3	0	5	11	7	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	56	0	0	0	1	2	1	2	5	12	19	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>11</b>	<b>25</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1200	107	0	0	0	1	3	7	7	15	29	28	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	107	0	0	1	1	5	4	3	20	28	32	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>11</b>	<b>24</b>	<b>32</b>	<b>34</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1500	114	0	0	0	0	1	3	7	22	34	29	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	119	0	0	0	1	1	2	9	27	37	32	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	59	0	0	0	0	2	1	4	9	17	19	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	39	0	0	0	0	1	0	4	8	13	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	24	0	0	0	0	0	0	3	3	6	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	21	0	0	0	0	1	1	0	2	5	8	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	15	0	0	0	0	0	0	1	3	3	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	0	0	0	0	1	3	2	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	0	1	0	1	1	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>859</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>18</b>	<b>35</b>	<b>50</b>	<b>145</b>	<b>237</b>	<b>229</b>	<b>94</b>	<b>32</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>06-22</b>	<b>920</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>36</b>	<b>54</b>	<b>153</b>	<b>252</b>	<b>248</b>	<b>103</b>	<b>35</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>06-00</b>	<b>938</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>37</b>	<b>58</b>	<b>155</b>	<b>256</b>	<b>251</b>	<b>104</b>	<b>36</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>00-00</b>	<b>963</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>38</b>	<b>58</b>	<b>158</b>	<b>267</b>	<b>256</b>	<b>107</b>	<b>37</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						

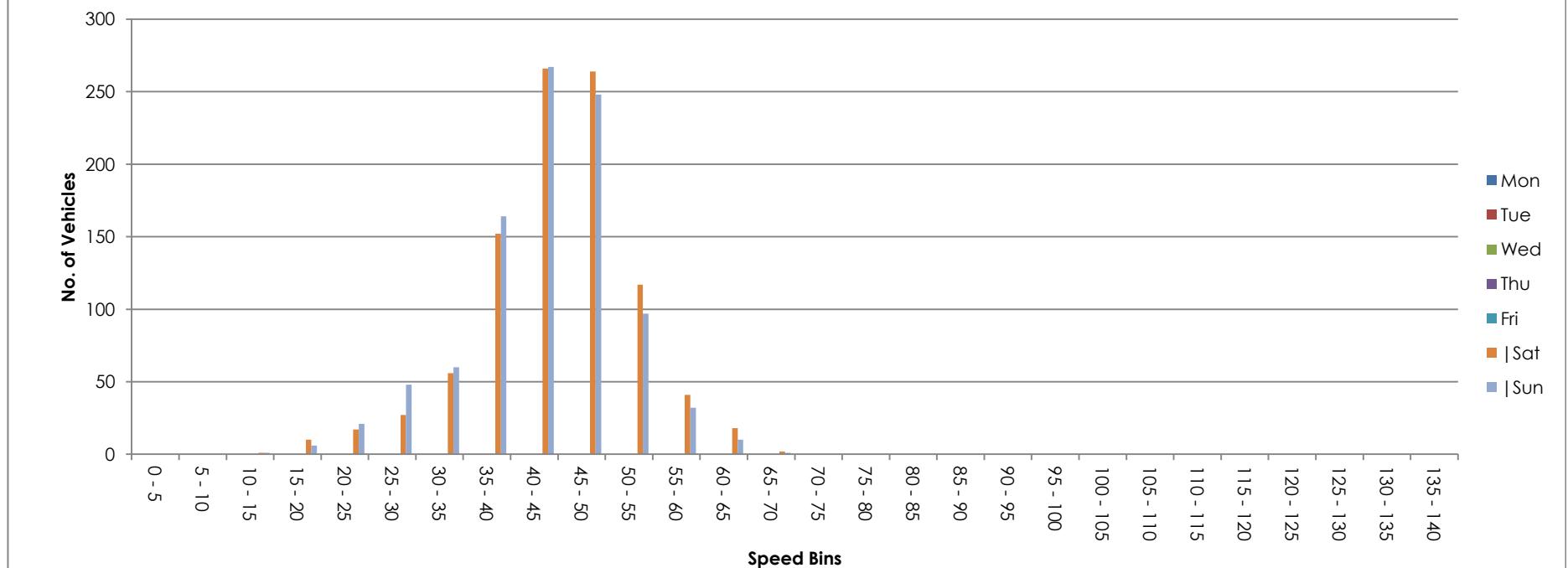
Site 4  
 Location R115, south of Roundabout  
 Direction Northbound

6967 / South Dublin  
 November 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
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
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
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
Thu	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
Fri	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
Sat	971	0	0	1	10	17	27	56	152	266	264	117	41	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	955	0	0	1	6	21	48	60	164	267	248	97	32	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>963</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>38</b>	<b>58</b>	<b>158</b>	<b>267</b>	<b>256</b>	<b>107</b>	<b>37</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
<b>Total</b>	<b>1926</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>38</b>	<b>75</b>	<b>116</b>	<b>316</b>	<b>533</b>	<b>512</b>	<b>214</b>	<b>73</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							

**Summary Graphs**



Site 4  
 Location R115, south of Roundabout  
 Direction Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 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	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0200	7	0	6	0	1	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	0	40	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
0500	2	1	1	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	40.6	-	
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	0	39.9	-
0700	7	0	6	0	1	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	0	40.6	-
0800	49	2	47	0	0	0	0	0	0	0	0	0	0	8	16.3	3	6.1	1	2	42.2	50.4	
0900	82	4	77	0	0	1	0	0	0	0	0	0	0	13	15.9	5	6.1	2	2.4	42.4	50	
1000	110	4	101	2	1	0	1	0	0	0	0	1	0	10	9.1	4	3.6	1	0.9	41.7	48.2	
1100	121	2	119	0	0	0	0	0	0	0	0	0	0	9	7.4	2	1.7	1	0.8	42.2	47.5	
1200	103	3	97	0	3	0	0	0	0	0	0	0	0	13	12.6	3	2.9	0	0	41.8	48.6	
1300	110	3	104	1	2	0	0	0	0	0	0	0	0	20	18.2	7	6.4	2	1.8	43	51.5	
1400	87	6	75	1	4	0	1	0	0	0	0	0	0	15	17.2	6	6.9	3	3.4	41.9	51.1	
1500	87	7	80	0	0	0	0	0	0	0	0	0	0	11	12.6	2	2.3	0	0	41.4	48.6	
1600	54	1	52	0	1	0	0	0	0	0	0	0	0	6	11.1	0	0	0	0	43.6	47.9	
1700	34	0	33	0	1	0	0	0	0	0	0	0	0	3	8.8	1	2.9	0	0	41.3	46.8	
1800	23	0	22	0	1	0	0	0	0	0	0	0	0	3	13	2	8.7	0	0	42.3	49	
1900	15	0	15	0	0	0	0	0	0	0	0	0	0	2	13.3	0	0	0	0	40.4	48.6	
2000	24	1	23	0	0	0	0	0	0	0	0	0	0	5	20.8	2	8.3	1	4.2	44.1	50	
2100	15	0	15	0	0	0	0	0	0	0	0	0	0	1	6.7	1	6.7	1	6.7	44.5	47.5	
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	39.3	46.4	
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	2	25	2	25	2	25	44.4	-	
07-19	867	32	813	4	14	1	2	0	0	0	0	1	0	112	12.9	35	4	10	1.2	42.1	49	
06-22	924	33	869	4	14	1	2	0	0	0	0	1	0	121	13.1	38	4.1	12	1.3	42.2	49	
06-00	943	33	888	4	14	1	2	0	0	0	0	1	0	124	13.1	40	4.2	14	1.5	42.2	49.3	
00-00	963	34	906	4	15	1	2	0	0	0	0	1	0	126	13.1	41	4.3	14	1.5	42.1	49	

Site 4  
 Location R115, south of Roundabout  
 Direction Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Sunday, 27 November 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	6	0	6	0	0	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	43.9	-
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	50	-
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0800	24	1	23	0	0	0	0	0	0	0	0	0	0	3	12.5	0	0	0	0	41.6	49
0900	48	1	46	0	1	0	0	0	0	0	0	0	0	9	18.8	3	6.3	0	0	42.4	50.8
1000	79	3	74	0	1	0	1	0	0	0	0	0	0	6	7.6	3	3.8	1	1.3	42.1	46.1
<b>1100</b>	<b>94</b>	<b>2</b>	<b>90</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9.6</b>	<b>2</b>	<b>2.1</b>	<b>1</b>	<b>1.1</b>	<b>41.9</b>	<b>48.2</b>
1200	106	7	98	0	1	0	0	0	0	0	0	0	0	7	6.6	2	1.9	1	0.9	39.8	45.7
1300	105	2	102	1	0	0	0	0	0	0	0	0	0	9	8.6	4	3.8	1	1	42.3	47.2
<b>1400</b>	<b>124</b>	<b>4</b>	<b>118</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>11.3</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>41.8</b>	<b>48.2</b>							
1500	84	2	82	0	0	0	0	0	0	0	0	0	0	7	8.3	3	3.6	2	2.4	41.8	48.6
1600	47	0	46	0	1	0	0	0	0	0	0	0	0	5	10.6	0	0	0	0	40.9	48.6
1700	39	0	37	0	2	0	0	0	0	0	0	0	0	5	12.8	2	5.1	0	0	43.4	47.9
1800	27	0	27	0	0	0	0	0	0	0	0	0	0	8	29.6	3	11.1	1	3.7	45.4	52.6
1900	27	0	27	0	0	0	0	0	0	0	0	0	0	3	11.1	1	3.7	1	3.7	42	46.4
2000	21	0	21	0	0	0	0	0	0	0	0	0	0	2	9.5	1	4.8	0	0	40.4	45
2100	13	0	13	0	0	0	0	0	0	0	0	0	0	3	23.1	1	7.7	0	0	45.2	50.4
2200	13	0	13	0	0	0	0	0	0	0	0	0	0	1	7.7	1	7.7	0	0	40.3	44.6
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	1	16.7	0	0	44.5	-
<b>07-19</b>	<b>782</b>	<b>22</b>	<b>748</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10.5</b>	<b>27</b>	<b>3.5</b>	<b>7</b>	<b>0.9</b>	<b>41.8</b>	<b>48.2</b>
<b>06-22</b>	<b>844</b>	<b>22</b>	<b>810</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>10.8</b>	<b>30</b>	<b>3.6</b>	<b>8</b>	<b>0.9</b>	<b>41.8</b>	<b>48.2</b>
<b>06-00</b>	<b>863</b>	<b>22</b>	<b>829</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>10.9</b>	<b>32</b>	<b>3.7</b>	<b>8</b>	<b>0.9</b>	<b>41.8</b>	<b>48.2</b>
<b>00-00</b>	<b>890</b>	<b>22</b>	<b>855</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>10.7</b>	<b>32</b>	<b>3.6</b>	<b>8</b>	<b>0.9</b>	<b>41.8</b>	<b>48.2</b>

Site 4  
 Location R115, south of Roundabout  
 Direction Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

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	5	0	5	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	42.8	-
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0200	5	0	5	0	1	0	0	0	0	0	0	0	0	1	10	0	0	0	0	40.3	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0400	3	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
0500	1	1	1	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	40.6	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	42.5	-
0700	6	0	6	0	1	0	0	0	0	0	0	0	0	1	8.3	0	0	0	0	40.3	-
0800	37	2	35	0	0	0	0	0	0	0	0	0	0	6	15.1	2	4.1	1	1.4	42	49.7
0900	65	3	62	0	1	1	0	0	0	0	0	0	0	11	16.9	4	6.2	1	1.5	42.4	50.4
1000	95	4	88	1	1	0	1	0	0	0	0	1	0	8	8.5	4	3.7	1	1.1	41.9	47.9
<b>1100</b>	<b>108</b>	<b>2</b>	<b>105</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>8.4</b>	<b>2</b>	<b>1.9</b>	<b>1</b>	<b>0.9</b>	<b>42.1</b>	<b>48.2</b>
1200	105	5	98	0	2	0	0	0	0	0	0	0	0	10	9.6	3	2.4	1	0.5	40.8	47.5
<b>1300</b>	<b>108</b>	<b>3</b>	<b>103</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>13.5</b>	<b>6</b>	<b>5.1</b>	<b>2</b>	<b>1.4</b>	<b>42.6</b>	<b>49</b>							
1400	106	5	97	1	3	0	1	0	0	0	0	0	0	15	13.7	6	5.2	2	1.4	41.9	49
1500	86	5	81	0	0	0	0	0	0	0	0	0	0	9	10.5	3	2.9	1	1.2	41.6	48.6
1600	51	1	49	0	1	0	0	0	0	0	0	0	0	6	10.9	0	0	0	0	42.3	48.2
1700	37	0	35	0	2	0	0	0	0	0	0	0	0	4	11	2	4.1	0	0	42.4	47.9
1800	25	0	25	0	1	0	0	0	0	0	0	0	0	6	22	3	10	1	2	44	52.6
1900	21	0	21	0	0	0	0	0	0	0	0	0	0	3	11.9	1	2.4	1	2.4	41.4	48.6
2000	23	1	22	0	0	0	0	0	0	0	0	0	0	4	15.6	2	6.7	1	2.2	42.4	47.9
2100	14	0	14	0	0	0	0	0	0	0	0	0	0	2	14.3	1	7.1	1	3.6	44.8	49.3
2200	12	0	12	0	0	0	0	0	0	0	0	0	0	1	8.3	1	4.2	0	0	39.8	46.1
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	2	28.6	2	21.4	1	14.3	44.5	-
<b>07-19</b>	<b>825</b>	<b>27</b>	<b>781</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>97</b>	<b>11.8</b>	<b>31</b>	<b>3.8</b>	<b>9</b>	<b>1</b>	<b>42</b>	<b>48.6</b>
<b>06-22</b>	<b>884</b>	<b>28</b>	<b>840</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>106</b>	<b>12</b>	<b>34</b>	<b>3.8</b>	<b>10</b>	<b>1.1</b>	<b>42</b>	<b>48.6</b>
<b>06-00</b>	<b>903</b>	<b>28</b>	<b>859</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>109</b>	<b>12.1</b>	<b>36</b>	<b>4</b>	<b>11</b>	<b>1.2</b>	<b>42</b>	<b>48.6</b>
<b>00-00</b>	<b>927</b>	<b>28</b>	<b>881</b>	<b>3</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>111</b>	<b>11.9</b>	<b>37</b>	<b>3.9</b>	<b>11</b>	<b>1.2</b>	<b>42</b>	<b>48.6</b>

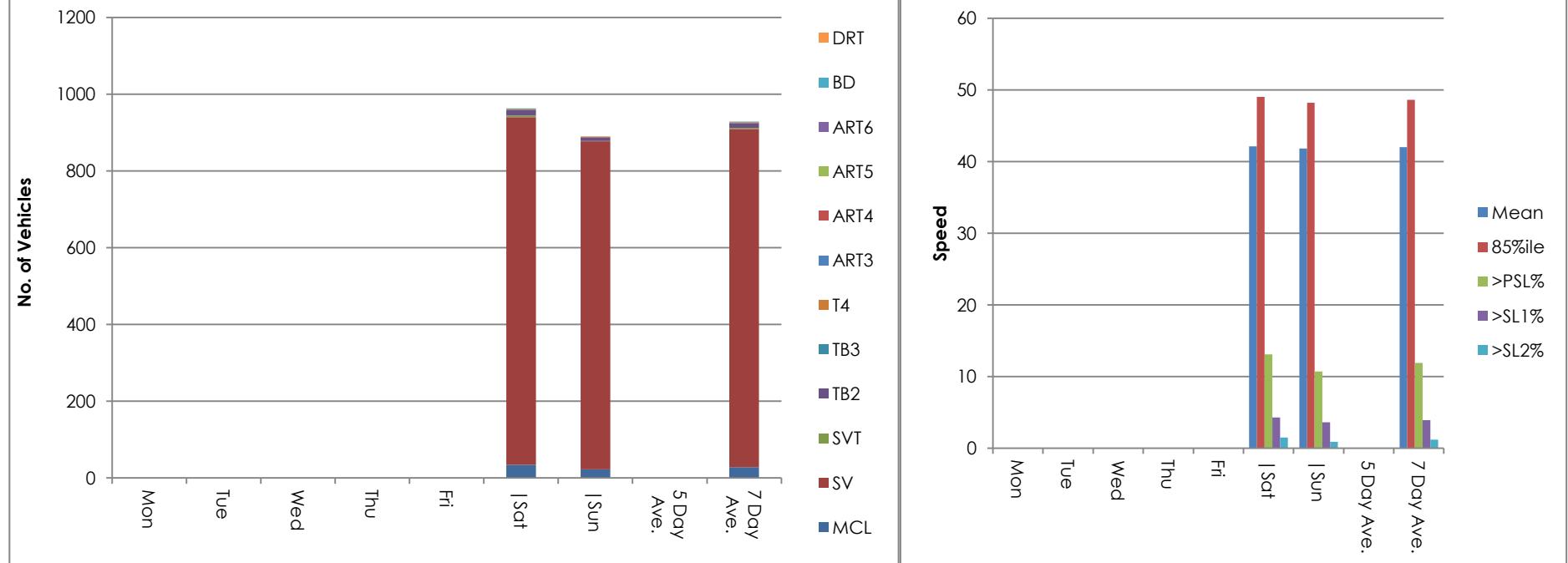
Site 4  
 Location R115, south of Roundabout  
 Direction Southbound

6967 / South Dublin  
 November 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Sat	963	34	906	4	15	1	2	0	0	0	0	1	0	126	13.1	41	4.3	14	1.5	42.1	49		
Sun	890	22	855	1	10	0	2	0	0	0	0	0	0	95	10.7	32	3.6	8	0.9	41.8	48.2		
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>7 Day Ave.</b>	<b>927</b>	<b>28</b>	<b>881</b>	<b>3</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>111</b>	<b>11.9</b>	<b>37</b>	<b>3.9</b>	<b>11</b>	<b>1.2</b>	<b>42.0</b>	<b>48.6</b>		
<b>Total</b>	<b>1853</b>	<b>56</b>	<b>1761</b>	<b>5</b>	<b>25</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>221</b>	<b>11.9</b>	<b>73</b>	<b>3.9</b>	<b>22</b>	<b>1.2</b>	<b>42.0</b>	<b>48.6</b>		

**Summary Graphs**



Site 4  
 Location R115, south of Roundabout  
 Direction Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 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
0000	4	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	2	2	2	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
0400	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	0	0	0	0	0	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	49	0	0	1	1	2	1	2	11	12	11	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	82	0	0	2	3	0	0	6	16	19	23	8	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	110	0	0	2	2	4	1	9	18	29	35	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>25</b>	<b>44</b>	<b>30</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1200	103	0	0	2	1	0	2	9	24	33	19	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1300</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>36</b>	<b>19</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1400	87	0	0	1	4	0	1	10	17	24	15	9	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	87	0	0	4	1	2	0	8	16	18	27	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	54	0	0	0	0	0	1	1	12	13	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	34	0	0	0	0	0	0	2	4	9	9	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	23	0	0	0	0	0	1	2	6	7	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	15	0	0	0	0	1	1	0	6	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	24	0	0	0	1	0	0	1	2	11	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	15	0	0	0	0	0	0	0	3	7	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	0	0	0	0	0	4	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	0	0	1	0	2	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>867</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>12</b>	<b>62</b>	<b>183</b>	<b>245</b>	<b>212</b>	<b>77</b>	<b>25</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>924</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>15</b>	<b>12</b>	<b>13</b>	<b>64</b>	<b>195</b>	<b>265</b>	<b>223</b>	<b>83</b>	<b>26</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>943</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>15</b>	<b>12</b>	<b>14</b>	<b>68</b>	<b>199</b>	<b>269</b>	<b>226</b>	<b>84</b>	<b>26</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>963</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>15</b>	<b>13</b>	<b>15</b>	<b>71</b>	<b>205</b>	<b>276</b>	<b>226</b>	<b>85</b>	<b>27</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 4  
 Location R115, south of Roundabout  
 Direction Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Sunday, 27 November 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
0000	6	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	1	2	2	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	0	2	0	2	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	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	0	0	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	24	0	0	0	1	0	0	3	6	3	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	48	0	0	0	0	1	2	4	12	11	9	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	79	0	0	2	1	0	2	2	13	35	18	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>21</b>	<b>32</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>									
1200	106	0	0	4	1	1	1	10	33	29	20	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	105	0	0	1	1	2	1	6	16	47	22	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>31</b>	<b>38</b>	<b>23</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>									
1500	84	0	0	0	1	1	1	5	27	24	18	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	47	0	0	1	0	0	2	7	10	11	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	39	0	0	0	0	0	0	2	10	13	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	27	0	0	0	0	0	0	3	2	11	3	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
1900	27	0	0	0	1	0	0	3	6	11	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
2000	21	0	0	0	1	0	0	3	6	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	13	0	0	0	0	0	0	1	3	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	13	0	0	0	0	0	0	3	3	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	6	0	0	0	0	0	1	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>07-19</b>	<b>782</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>16</b>	<b>61</b>	<b>182</b>	<b>256</b>	<b>163</b>	<b>55</b>	<b>20</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
<b>06-22</b>	<b>844</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>16</b>	<b>68</b>	<b>197</b>	<b>276</b>	<b>172</b>	<b>61</b>	<b>22</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>06-00</b>	<b>863</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>17</b>	<b>71</b>	<b>201</b>	<b>281</b>	<b>175</b>	<b>62</b>	<b>24</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>00-00</b>	<b>890</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>17</b>	<b>75</b>	<b>206</b>	<b>294</b>	<b>179</b>	<b>63</b>	<b>24</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

Site 4  
 Location R115, south of Roundabout  
 Direction Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

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
0000	5	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	1	2	2	0	1	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	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	6	0	0	0	0	0	1	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	37	0	0	1	1	1	1	3	9	8	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	65	0	0	1	2	1	1	5	14	15	16	7	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	95	0	0	2	2	2	2	6	16	32	27	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>23</b>	<b>38</b>	<b>26</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1200	105	0	0	3	1	1	2	10	29	31	20	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1300</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>22</b>	<b>42</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								
1400	106	0	0	1	3	0	3	11	24	31	19	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	86	0	0	2	1	2	1	7	22	21	23	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	51	0	0	1	0	0	2	4	11	12	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	37	0	0	0	0	0	1	3	10	11	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	25	0	0	0	0	0	1	3	4	9	4	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	21	0	0	0	1	1	1	2	6	7	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	23	0	0	0	1	0	0	2	4	9	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	14	0	0	0	0	0	0	1	3	5	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	12	0	0	0	0	0	0	4	3	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	1	0	2	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>825</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>14</b>	<b>62</b>	<b>183</b>	<b>251</b>	<b>188</b>	<b>66</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>884</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>15</b>	<b>66</b>	<b>196</b>	<b>271</b>	<b>198</b>	<b>72</b>	<b>24</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>903</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>16</b>	<b>70</b>	<b>200</b>	<b>275</b>	<b>201</b>	<b>73</b>	<b>25</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>927</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>16</b>	<b>73</b>	<b>206</b>	<b>285</b>	<b>203</b>	<b>74</b>	<b>26</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

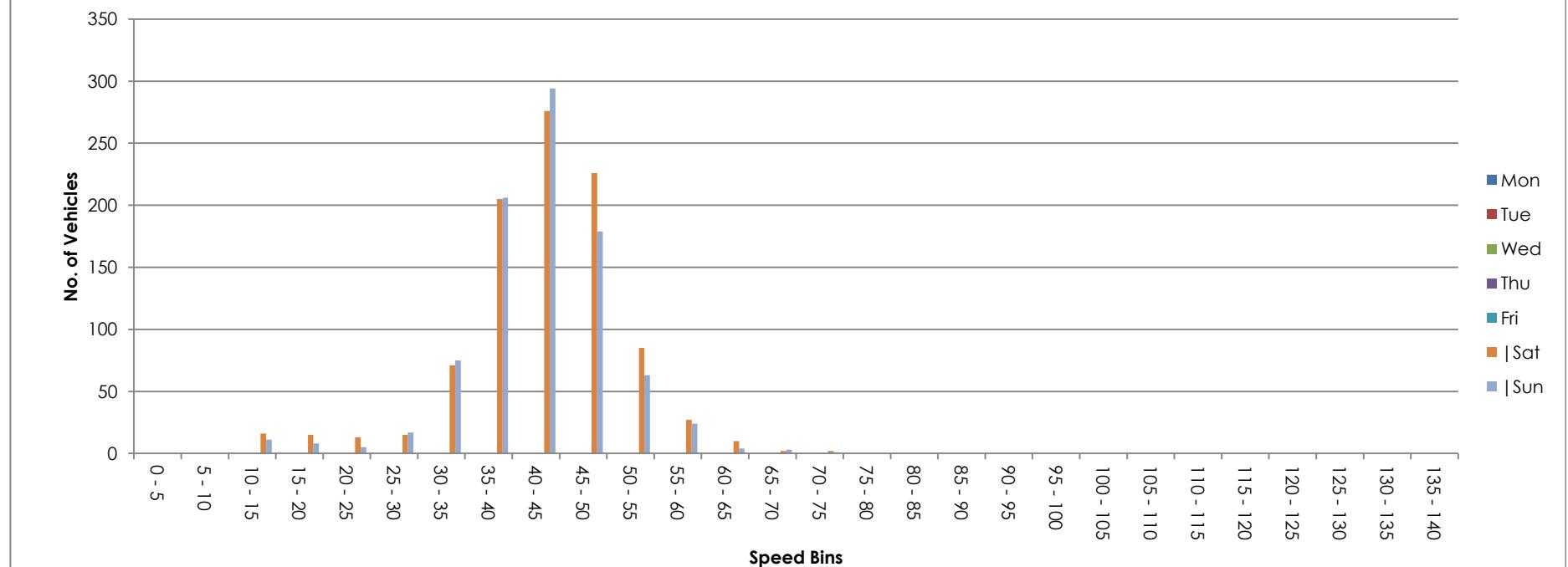
Site 4  
 Location R115, south of Roundabout  
 Direction Southbound

**6967 / South Dublin**  
**November 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
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
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
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
Thu	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
Fri	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
Sat	963	0	0	16	15	13	15	71	205	276	226	85	27	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Sun	890	0	0	11	8	5	17	75	206	294	179	63	24	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>927</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>16</b>	<b>73</b>	<b>206</b>	<b>285</b>	<b>203</b>	<b>74</b>	<b>26</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>1853</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>23</b>	<b>18</b>	<b>32</b>	<b>146</b>	<b>411</b>	<b>570</b>	<b>405</b>	<b>148</b>	<b>51</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Summary Graphs**



Site 4  
 Location R115, south of Roundabout  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 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	13	0	13	0	0	0	0	0	0	0	0	0	0	1	7.7	0	0	0	0	42.1	46.1
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0200	13	0	12	0	1	0	0	0	0	0	0	0	0	3	23.1	0	0	0	0	42.8	50
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	41.5	-
0500	2	1	1	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	40.6	-
0600	7	1	6	0	0	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	37	-
0700	10	0	9	0	1	0	0	0	0	0	0	0	0	2	20	1	10	0	0	42.1	-
0800	65	4	61	0	0	0	0	0	0	0	0	0	0	13	20	5	7.7	1	1.5	42.7	51.1
0900	124	5	116	2	0	1	0	0	0	0	0	0	0	23	18.5	10	8.1	4	3.2	43.3	50.8
1000	171	6	159	3	1	0	1	0	0	0	0	1	0	26	15.2	10	5.8	4	2.3	43.2	49.7
1100	212	9	202	1	0	0	0	0	0	0	0	0	0	26	12.3	10	4.7	4	1.9	41.7	49.3
1200	229	12	214	0	3	0	0	0	0	0	0	0	0	39	17	12	5.2	1	0.4	42.8	50.4
1300	209	10	192	1	6	0	0	0	0	0	0	0	0	34	16.3	14	6.7	3	1.4	42.9	50.8
1400	187	11	162	3	10	0	1	0	0	0	0	0	0	29	15.5	10	5.3	4	2.1	42.6	50
1500	194	11	182	0	1	0	0	0	0	0	0	0	0	32	16.5	3	1.5	0	0	42.8	50
1600	175	4	170	0	1	0	0	0	0	0	0	0	0	23	13.1	5	2.9	3	1.7	43.5	49.3
1700	95	1	90	0	4	0	0	0	0	0	0	0	0	10	10.5	5	5.3	2	2.1	43.5	49.3
1800	69	0	65	0	3	1	0	0	0	0	0	0	0	10	14.5	4	5.8	1	1.4	42.6	49.7
1900	37	0	37	0	0	0	0	0	0	0	0	0	0	8	21.6	1	2.7	0	0	43.8	51.1
2000	44	1	43	0	0	0	0	0	0	0	0	0	0	10	22.7	4	9.1	3	6.8	45.8	50.8
2100	28	0	28	0	0	0	0	0	0	0	0	0	0	6	21.4	4	14.3	2	7.1	45.8	54.4
2200	22	0	22	0	0	0	0	0	0	0	0	0	0	4	18.2	1	4.5	0	0	42.6	50
2300	12	0	12	0	0	0	0	0	0	0	0	0	0	2	16.7	2	16.7	2	16.7	43.1	48.2
07-19	1740	73	1622	10	30	2	2	0	0	0	0	1	0	267	15.3	89	5.1	27	1.6	42.8	50
06-22	1856	75	1736	10	30	2	2	0	0	0	0	1	0	292	15.7	98	5.3	32	1.7	42.9	50
06-00	1890	75	1770	10	30	2	2	0	0	0	0	1	0	298	15.8	101	5.3	34	1.8	42.9	50
00-00	1934	76	1812	10	31	2	2	0	0	0	0	1	0	304	15.7	102	5.3	34	1.8	42.9	50

Site 4  
 Location R115, south of Roundabout  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Sunday, 27 November 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	17	1	16	0	0	0	0	0	0	0	0	0	0	2	11.8	0	0	0	0	41.8	47.9
0100	12	0	12	0	0	0	0	0	0	0	0	0	0	2	16.7	1	8.3	1	8.3	45.8	49.3
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	2	22.2	2	22.2	0	0	46.6	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0400	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	46.4	-
0700	8	0	8	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0	0	0	40.7	-
0800	33	2	31	0	0	0	0	0	0	0	0	0	0	4	12.1	0	0	0	0	40.8	49
0900	78	8	69	0	1	0	0	0	0	0	0	0	0	15	19.2	7	9	0	0	41.4	51.5
1000	130	6	122	0	1	0	1	0	0	0	0	0	0	21	16.2	6	4.6	2	1.5	43.4	50.8
<b>1100</b>	<b>177</b>	<b>8</b>	<b>164</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1.1</b>	<b>42.6</b>	<b>49</b>
1200	194	14	176	1	3	0	0	0	0	0	0	0	0	19	9.8	5	2.6	2	1	41	47.9
1300	219	11	206	1	1	0	0	0	0	0	0	0	0	25	11.4	8	3.7	1	0.5	42.3	48.2
<b>1400</b>	<b>267</b>	<b>15</b>	<b>249</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>11.6</b>	<b>10</b>	<b>3.7</b>	<b>1</b>	<b>0.4</b>	<b>42.2</b>	<b>49</b>							
1500	204	5	197	0	1	0	1	0	0	0	0	0	0	25	12.3	7	3.4	3	1.5	42.5	49
1600	163	4	156	1	2	0	0	0	0	0	0	0	0	11	6.7	1	0.6	0	0	41.5	46.8
1700	95	2	89	0	4	0	0	0	0	0	0	0	0	14	14.7	6	6.3	2	2.1	43.2	49.7
1800	59	0	59	0	0	0	0	0	0	0	0	0	0	13	22	3	5.1	1	1.7	44.5	51.8
1900	52	0	52	0	0	0	0	0	0	0	0	0	0	6	11.5	3	5.8	2	3.8	42.1	48.2
2000	42	0	42	0	0	0	0	0	0	0	0	0	0	7	16.7	4	9.5	1	2.4	42.2	51.8
2100	29	0	29	0	0	0	0	0	0	0	0	0	0	7	24.1	1	3.4	0	0	44.8	50.8
2200	27	0	27	0	0	0	0	0	0	0	0	0	0	2	7.4	2	7.4	0	0	39.7	46.4
2300	13	0	13	0	0	0	0	0	0	0	0	0	0	4	30.8	2	15.4	1	7.7	42.9	52.6
<b>07-19</b>	<b>1627</b>	<b>75</b>	<b>1526</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>202</b>	<b>12.4</b>	<b>60</b>	<b>3.7</b>	<b>14</b>	<b>0.9</b>	<b>42.3</b>	<b>49</b>
<b>06-22</b>	<b>1752</b>	<b>75</b>	<b>1651</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>223</b>	<b>12.7</b>	<b>68</b>	<b>3.9</b>	<b>17</b>	<b>1</b>	<b>42.3</b>	<b>49</b>
<b>06-00</b>	<b>1792</b>	<b>75</b>	<b>1691</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>229</b>	<b>12.8</b>	<b>72</b>	<b>4</b>	<b>18</b>	<b>1</b>	<b>42.3</b>	<b>49</b>
<b>00-00</b>	<b>1845</b>	<b>76</b>	<b>1742</b>	<b>3</b>	<b>20</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>235</b>	<b>12.7</b>	<b>75</b>	<b>4.1</b>	<b>19</b>	<b>1</b>	<b>42.3</b>	<b>49</b>

Site 4  
 Location R115, south of Roundabout  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**Virtual Day (2)**

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	15	1	15	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	42	47.9
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	1	4.5	1	4.5	43	46.4
0200	11	0	11	0	1	0	0	0	0	0	0	0	0	3	22.7	1	9.1	0	0	44.4	50.4
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0400	5	0	5	0	1	0	0	0	0	0	0	0	0	1	10	0	0	0	0	40.3	-
0500	1	1	1	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	40.6	-
0600	5	1	4	0	0	0	0	0	0	0	0	0	0	1	22.2	0	0	0	0	39.1	-
0700	9	0	9	0	1	0	0	0	0	0	0	0	0	2	16.7	1	5.6	0	0	41.5	-
0800	49	3	46	0	0	0	0	0	0	0	0	0	0	9	17.3	3	5.1	1	1	42.1	50.8
0900	101	7	93	1	1	1	0	0	0	0	0	0	0	19	18.8	9	8.4	2	2	42.6	50.8
1000	151	6	141	2	1	0	1	0	0	0	0	0	1	24	15.6	8	5.3	3	2	43.3	50
<b>1100</b>	<b>195</b>	<b>9</b>	<b>183</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>12.6</b>	<b>9</b>	<b>4.4</b>	<b>3</b>	<b>1.5</b>	<b>42.1</b>	<b>49.3</b>
1200	212	13	195	1	3	0	0	0	0	0	0	0	0	29	13.7	9	4	2	0.7	42	49
1300	214	11	199	1	4	0	0	0	0	0	0	0	0	30	13.8	11	5.1	2	0.9	42.6	49.3
<b>1400</b>	<b>227</b>	<b>13</b>	<b>206</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>13.2</b>	<b>10</b>	<b>4.4</b>	<b>3</b>	<b>1.1</b>	<b>42.4</b>	<b>49.3</b>
1500	199	8	190	0	1	0	1	0	0	0	0	0	0	29	14.3	5	2.5	2	0.8	42.6	49.7
1600	169	4	163	1	2	0	0	0	0	0	0	0	0	17	10.1	3	1.8	2	0.9	42.6	48.2
1700	95	2	90	0	4	0	0	0	0	0	0	0	0	12	12.6	6	5.8	2	2.1	43.3	49.3
1800	64	0	62	0	2	1	0	0	0	0	0	0	0	12	18	4	5.5	1	1.6	43.5	50.4
1900	45	0	45	0	0	0	0	0	0	0	0	0	0	7	15.7	2	4.5	1	2.2	42.8	50
2000	43	1	43	0	0	0	0	0	0	0	0	0	0	9	19.8	4	9.3	2	4.7	44.1	51.1
2100	29	0	29	0	0	0	0	0	0	0	0	0	0	7	22.8	3	8.8	1	3.5	45.3	50.8
2200	25	0	25	0	0	0	0	0	0	0	0	0	0	3	12.2	2	6.1	0	0	41	49.3
2300	13	0	13	0	0	0	0	0	0	0	0	0	0	3	24	2	16	2	12	43	52.6
<b>07-19</b>	<b>1684</b>	<b>74</b>	<b>1574</b>	<b>7</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>235</b>	<b>13.9</b>	<b>75</b>	<b>4.4</b>	<b>21</b>	<b>1.2</b>	<b>42.6</b>	<b>49.7</b>
<b>06-22</b>	<b>1804</b>	<b>75</b>	<b>1694</b>	<b>7</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>258</b>	<b>14.3</b>	<b>83</b>	<b>4.6</b>	<b>25</b>	<b>1.4</b>	<b>42.6</b>	<b>49.7</b>
<b>06-00</b>	<b>1841</b>	<b>75</b>	<b>1731</b>	<b>7</b>	<b>25</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>264</b>	<b>14.3</b>	<b>87</b>	<b>4.7</b>	<b>26</b>	<b>1.4</b>	<b>42.6</b>	<b>49.7</b>
<b>00-00</b>	<b>1890</b>	<b>76</b>	<b>1777</b>	<b>7</b>	<b>26</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>270</b>	<b>14.3</b>	<b>89</b>	<b>4.7</b>	<b>27</b>	<b>1.4</b>	<b>42.6</b>	<b>49.7</b>

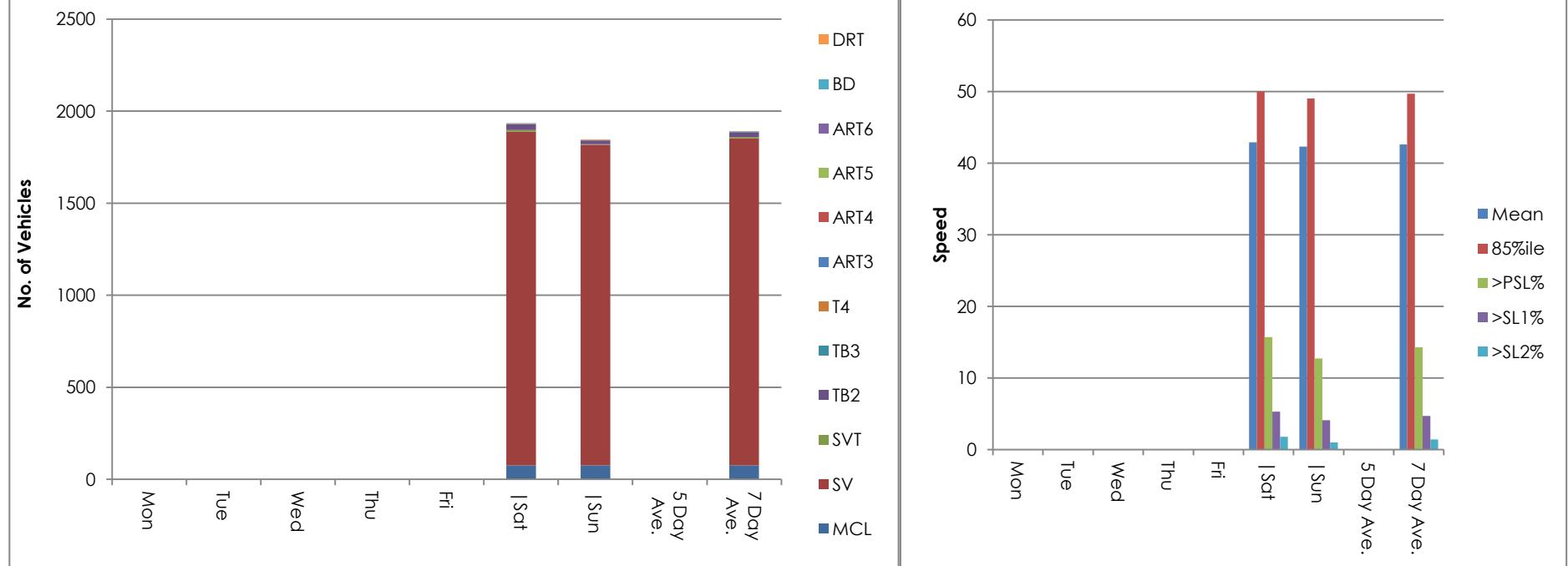
Site 4  
 Location R115, south of Roundabout  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	1934	76	1812	10	31	2	2	0	0	0	0	1	0	304	15.7	102	5.3	34	1.8	42.9	50	
Sun	1845	76	1742	3	20	0	4	0	0	0	0	0	0	235	12.7	75	4.1	19	1	42.3	49	
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>7 Day Ave.</b>	<b>1890</b>	<b>76</b>	<b>1777</b>	<b>7</b>	<b>26</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>270</b>	<b>14.3</b>	<b>89</b>	<b>4.7</b>	<b>27</b>	<b>1.4</b>	<b>42.6</b>	<b>49.7</b>	
<b>Total</b>	<b>3779</b>	<b>152</b>	<b>3554</b>	<b>13</b>	<b>51</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>539</b>	<b>14.3</b>	<b>177</b>	<b>4.7</b>	<b>53</b>	<b>1.4</b>	<b>42.6</b>	<b>49.7</b>	

**Summary Graphs**



Site 4  
 Location R115, south of Roundabout  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Saturday, 26 November 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
0000	13	0	0	0	0	0	0	1	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	0	1	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	0	0	2	2	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	2	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	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	0	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	0	0	0	0	0	2	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	65	0	0	1	1	2	3	3	12	16	14	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	124	0	0	3	4	1	0	6	20	35	32	13	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	171	0	0	2	2	7	1	11	23	42	57	16	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>212</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>12</b>	<b>15</b>	<b>34</b>	<b>68</b>	<b>46</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>1200</b>	<b>229</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>16</b>	<b>38</b>	<b>69</b>	<b>51</b>	<b>27</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1300	209	0	0	3	1	7	4	4	48	58	50	20	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	187	0	0	1	4	0	2	18	42	50	41	19	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	194	0	0	4	1	3	3	12	37	44	58	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	175	0	0	0	1	0	1	10	39	45	56	18	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	95	0	0	0	0	1	2	9	14	28	31	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	69	0	0	0	0	1	1	8	14	24	11	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	37	0	0	0	0	1	1	0	9	6	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	44	0	0	0	1	0	0	1	4	15	13	6	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	28	0	0	0	0	0	0	1	5	10	6	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	22	0	0	0	0	0	0	5	3	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	12	0	0	0	0	0	1	1	2	4	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1740</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23</b>	<b>28</b>	<b>38</b>	<b>114</b>	<b>324</b>	<b>481</b>	<b>448</b>	<b>178</b>	<b>62</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1856</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>29</b>	<b>40</b>	<b>117</b>	<b>343</b>	<b>513</b>	<b>480</b>	<b>194</b>	<b>66</b>	<b>26</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1890</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>29</b>	<b>41</b>	<b>123</b>	<b>348</b>	<b>522</b>	<b>487</b>	<b>197</b>	<b>67</b>	<b>28</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1934</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>30</b>	<b>42</b>	<b>127</b>	<b>357</b>	<b>542</b>	<b>490</b>	<b>202</b>	<b>68</b>	<b>28</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Site 4  
 Location R115, south of Roundabout  
 Direction Northbound/Southbound

6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

Sunday, 27 November 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	17	0	0	0	1	0	0	0	4	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	0	0	0	1	1	5	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	0	0	1	3	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	1	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	0	2	0	3	1	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	2	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	0	0
0700	8	0	0	0	0	0	2	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	33	0	0	0	1	2	0	4	7	3	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	78	0	0	0	1	3	7	4	18	17	13	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	130	0	0	2	3	0	4	3	17	46	34	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>177</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>9</b>	<b>33</b>	<b>57</b>	<b>43</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1200	194	0	0	4	1	4	8	16	49	50	43	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	219	0	0	2	2	6	6	9	35	80	54	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>267</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>25</b>	<b>54</b>	<b>76</b>	<b>64</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>							
1500	204	0	0	0	1	1	4	14	50	65	44	18	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	163	0	0	1	1	1	5	16	36	52	40	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	95	0	0	0	0	2	2	5	22	27	23	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	59	0	0	0	0	1	0	4	9	19	13	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	52	0	0	0	1	0	0	9	9	19	8	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	42	0	0	0	1	1	2	3	8	12	8	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	29	0	0	0	0	0	0	2	6	5	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	27	0	0	0	0	0	2	7	5	7	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	0	1	1	1	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1627</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>24</b>	<b>59</b>	<b>109</b>	<b>331</b>	<b>494</b>	<b>385</b>	<b>142</b>	<b>46</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
<b>06-22</b>	<b>1752</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>13</b>	<b>25</b>	<b>61</b>	<b>123</b>	<b>354</b>	<b>531</b>	<b>410</b>	<b>155</b>	<b>51</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>06-00</b>	<b>1792</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>13</b>	<b>26</b>	<b>64</b>	<b>131</b>	<b>361</b>	<b>540</b>	<b>416</b>	<b>157</b>	<b>54</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>00-00</b>	<b>1845</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>26</b>	<b>65</b>	<b>135</b>	<b>370</b>	<b>561</b>	<b>427</b>	<b>160</b>	<b>56</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Site 4  
 Location R115, south of Roundabout  
 Direction Northbound/Southbound

**6967 / South Dublin**  
**November 2016**  
**Automatic Traffic Count**

**Virtual Day (2)**

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	15	0	0	0	1	0	0	1	4	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	0	1	2	6	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	0	1	2	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	1	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	0	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	9	0	0	0	0	0	1	1	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	49	0	0	1	1	2	2	4	10	10	13	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	101	0	0	2	3	2	4	5	19	26	23	11	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	151	0	0	2	3	4	3	7	20	44	46	16	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1100</b>	<b>195</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>10</b>	<b>12</b>	<b>34</b>	<b>63</b>	<b>45</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200	212	0	0	3	2	3	9	16	44	60	47	21	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	214	0	0	3	2	7	5	7	42	69	52	19	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>1400</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>22</b>	<b>48</b>	<b>63</b>	<b>53</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						
1500	199	0	0	2	1	2	4	13	44	55	51	24	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	169	0	0	1	1	1	3	13	38	49	48	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	95	0	0	0	0	2	2	7	18	28	27	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	64	0	0	0	0	1	1	6	12	22	12	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	45	0	0	0	1	1	1	5	9	13	10	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	43	0	0	0	1	1	1	2	6	14	11	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	29	0	0	0	0	0	0	2	6	8	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	25	0	0	0	0	0	1	6	4	6	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	0	1	1	1	2	3	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>1684</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>17</b>	<b>26</b>	<b>49</b>	<b>112</b>	<b>328</b>	<b>488</b>	<b>417</b>	<b>160</b>	<b>54</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>1804</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>19</b>	<b>27</b>	<b>51</b>	<b>120</b>	<b>349</b>	<b>522</b>	<b>445</b>	<b>175</b>	<b>59</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>1841</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>19</b>	<b>28</b>	<b>53</b>	<b>127</b>	<b>355</b>	<b>531</b>	<b>452</b>	<b>177</b>	<b>61</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>1890</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>20</b>	<b>28</b>	<b>54</b>	<b>131</b>	<b>364</b>	<b>552</b>	<b>459</b>	<b>181</b>	<b>62</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

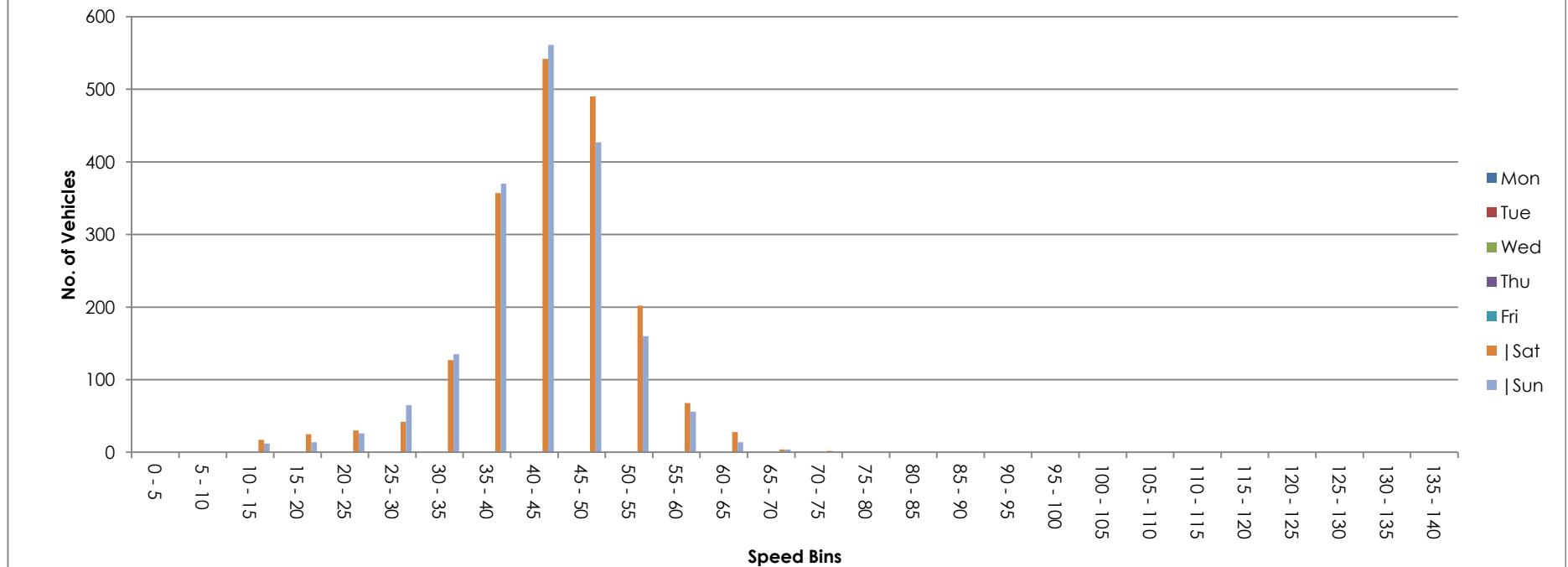
Site 4  
 Location R115, south of Roundabout  
 Direction Northbound/Southbound

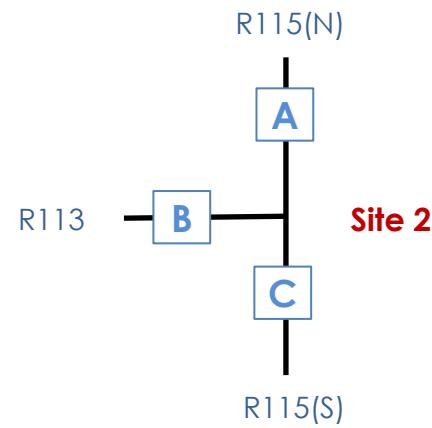
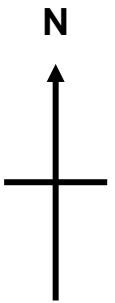
6967 / South Dublin  
 November 2016  
 Automatic Traffic Count

**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
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
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
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
Thu	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
Fri	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
Sat	1934	0	0	17	25	30	42	127	357	542	490	202	68	28	4	2	0	0	0	0	0	0	0	0	0	0	0	0
Sun	1845	0	0	12	14	26	65	135	370	561	427	160	56	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>5 Day Ave.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>1890</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>20</b>	<b>28</b>	<b>54</b>	<b>131</b>	<b>364</b>	<b>552</b>	<b>459</b>	<b>181</b>	<b>62</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>3779</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>39</b>	<b>56</b>	<b>107</b>	<b>262</b>	<b>727</b>	<b>1103</b>	<b>917</b>	<b>362</b>	<b>124</b>	<b>42</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Summary Graphs**





 <b>NDC</b> NATIONWIDE DATA COLLECTION	<b>Site / Location:</b> 2 / South Dublin	<b>Project No:</b> 6967	<b>Drawing No:</b> 6967-01	<b>Drawn By:</b> AC
	<b>Survey Date:</b> Saturday 26th November and Sunday 27th November 2016	<b>Project Name:</b> SOUTH DUBLIN		
	<b>Survey Times:</b> 11:00 to 12:00 and 15:00 to 16:00	<b>Drawing Title:</b> Site Layout and Observed Movements		

Site No. 1  
 Location Hell Fire Access  
 Date 26 November 2016

Site No. 1  
 Location Hell Fire Access  
 Date 26 November 2016

Time	Northern ARM		Ped. Total	Western ARM		Ped. Total	Time	Southern ARM		Ped. Total
	Eastbound	Westbound		Northbound	Southbound			Eastbound	Westbound	
08:00	0	0	0	0	1	1	08:00	0	0	0
08:15	0	0	0	0	0	0	08:15	0	0	0
08:30	0	0	0	0	0	0	08:30	0	0	0
08:45	0	0	0	0	0	0	08:45	0	0	0
Hour	0	0	0	0	1	1	Hour	0	0	0
09:00	0	0	0	0	0	0	09:00	0	0	0
09:15	0	0	0	0	0	0	09:15	0	0	0
09:30	0	0	0	0	0	0	09:30	0	0	0
09:45	0	0	0	0	0	0	09:45	0	0	0
Hour	0	0	0	0	0	0	Hour	0	0	0
10:00	0	0	0	0	0	0	10:00	0	0	0
10:15	0	0	0	0	0	0	10:15	0	0	0
10:30	0	0	0	0	0	0	10:30	0	0	0
10:45	1	0	1	0	0	0	10:45	0	0	0
Hour	1	0	1	0	0	0	Hour	0	0	0
11:00	1	0	1	0	0	0	11:00	0	0	0
11:15	3	0	3	0	0	0	11:15	0	0	0
11:30	1	0	1	0	0	0	11:30	0	0	0
11:45	0	0	0	0	0	0	11:45	0	0	0
Hour	5	0	5	0	0	0	Hour	0	0	0
12:00	0	0	0	0	0	0	12:00	0	0	0
12:15	1	0	1	0	0	0	12:15	0	0	0
12:30	0	0	0	0	0	0	12:30	0	0	0
12:45	0	0	0	0	0	0	12:45	0	0	0
Hour	1	0	1	0	0	0	Hour	0	0	0
13:00	0	0	0	0	0	0	13:00	0	0	0
13:15	0	0	0	0	0	0	13:15	0	0	0
13:30	0	0	0	0	0	0	13:30	0	0	0
13:45	0	0	0	0	0	0	13:45	0	0	0
Hour	0	0	0	0	0	0	Hour	0	0	0
14:00	0	0	0	0	0	0	14:00	0	0	0
14:15	0	0	0	0	0	0	14:15	0	0	0
14:30	4	4	8	3	0	3	14:30	0	0	0
14:45	5	0	5	0	0	0	14:45	0	0	0
Hour	9	4	13	3	0	3	Hour	0	0	0
15:00	0	0	0	0	0	0	15:00	0	0	0
15:15	0	0	0	0	0	0	15:15	0	0	0
15:30	0	0	0	0	0	0	15:30	0	0	0
15:45	0	4	4	0	0	0	15:45	0	0	0
Hour	0	4	4	0	0	0	Hour	0	0	0
16:00	0	0	0	0	0	0	16:00	0	0	0
16:15	2	2	4	0	0	0	16:15	0	0	0
16:30	0	0	0	0	0	0	16:30	0	0	0
16:45	0	0	0	0	0	0	16:45	0	0	0
Hour	2	2	4	0	0	0	Hour	0	0	0
Total	18	10	28	3	1	4	Total	0	0	0

Site No. 1  
Location Hell Fire Access  
Date 27 November 2016

Time	Northern ARM		Ped. Total	Western ARM		Ped. Total	Time	Southern ARM		Ped. Total
	Eastbound	Westbound		Northbound	Southbound			Eastbound	Westbound	
08:00	0	0	0	0	0	0	08:00	0	0	0
08:15	0	0	0	0	0	0	08:15	0	0	0
08:30	0	0	0	0	0	0	08:30	0	0	0
08:45	0	0	0	0	0	0	08:45	0	0	0
Hour	0	0	0	0	0	0	Hour	0	0	0
09:00	1	0	1	0	0	0	09:00	0	0	0
09:15	0	0	0	0	0	0	09:15	0	0	0
09:30	0	0	0	0	0	0	09:30	0	0	0
09:45	0	0	0	0	0	0	09:45	0	0	0
Hour	1	0	1	0	0	0	Hour	0	0	0
10:00	0	0	0	0	0	0	10:00	0	0	0
10:15	0	0	0	0	0	0	10:15	0	0	0
10:30	2	0	2	3	2	5	10:30	0	0	0
10:45	0	0	0	0	0	0	10:45	0	0	0
Hour	2	0	2	3	2	5	Hour	0	0	0
11:00	0	0	0	0	0	0	11:00	0	0	0
11:15	0	0	0	0	0	0	11:15	0	0	0
11:30	0	0	0	0	0	0	11:30	0	0	0
11:45	1	0	1	0	0	0	11:45	1	0	1
Hour	1	0	1	0	0	0	Hour	1	0	1
12:00	0	0	0	0	0	0	12:00	0	0	0
12:15	0	0	0	0	0	0	12:15	0	0	0
12:30	0	0	0	0	0	0	12:30	0	0	0
12:45	5	0	5	0	0	0	12:45	0	0	0
Hour	5	0	5	0	0	0	Hour	0	0	0
13:00	0	0	0	0	0	0	13:00	0	0	0
13:15	0	4	4	0	0	0	13:15	0	0	0
13:30	0	0	0	0	0	0	13:30	0	0	0
13:45	2	0	2	0	0	0	13:45	0	0	0
Hour	2	4	6	0	0	0	Hour	0	0	0
14:00	1	0	1	1	0	1	14:00	0	0	0
14:15	3	0	3	4	0	4	14:15	4	0	4
14:30	0	0	0	0	0	0	14:30	0	0	0
14:45	0	0	0	2	0	2	14:45	0	0	0
Hour	4	0	4	7	0	7	Hour	4	0	4
15:00	0	0	0	1	2	3	15:00	0	0	0
15:15	0	0	0	0	0	0	15:15	0	0	0
15:30	0	0	0	0	0	0	15:30	0	0	0
15:45	0	0	0	0	0	0	15:45	0	0	0
Hour	0	0	0	1	2	3	Hour	0	0	0
16:00	0	0	0	0	0	0	16:00	0	0	0
16:15	0	0	0	0	0	0	16:15	0	0	0
16:30	0	0	0	0	0	0	16:30	0	0	0
16:45	0	0	0	0	0	0	16:45	0	0	0
Hour	0	0	0	0	0	0	Hour	0	0	0
Total	15	4	19	11	4	15	Total	5	0	5

Site No. 2  
 Location R115(N) / R113 / R115(S)  
 Date 26 November 2016

Time	ARM A		Ped. Total	ARM B		Ped. Total	Time	ARM C		Ped. Total
	Eastbound	Westbound		Northbound	Southbound			Eastbound	Westbound	
11:00	0	0	0	0	0	0	11:00	0	0	0
11:15	0	0	0	0	0	0	11:15	0	1	1
11:30	0	0	0	0	0	0	11:30	0	0	0
11:45	0	0	0	0	0	0	11:45	0	0	0
Total	0	0	0	0	0	0	Total	0	1	1

Date 26 November 2016

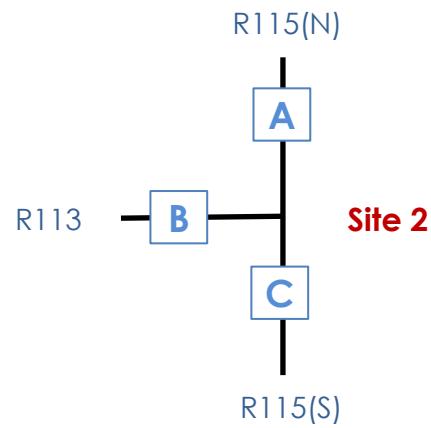
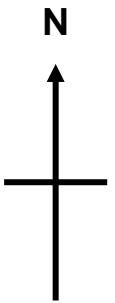
Time	ARM A		Ped. Total	ARM B		Ped. Total	Time	ARM C		Ped. Total
	Eastbound	Westbound		Eastbound	Westbound			Eastbound	Westbound	
15:00	0	0	0	0	0	0	15:00	0	0	0
15:15	0	0	0	0	0	0	15:15	0	0	0
15:30	0	0	0	0	0	0	15:30	0	0	0
15:45	0	0	0	0	0	0	15:45	0	0	0
Total	0	0	0	0	0	0	Total	0	0	0

Site No. 2  
 Location R115(N) / R113 / R115(S)  
 Date 27 November 2016

Time	ARM A		Ped. Total	ARM B		Ped. Total	Time	ARM C		Ped. Total
	Eastbound	Westbound		Northbound	Southbound			Eastbound	Westbound	
11:00	0	0	0	0	0	0	11:00	0	0	0
11:15	0	0	0	0	0	0	11:15	0	0	0
11:30	0	0	0	0	0	0	11:30	0	0	0
11:45	0	0	0	0	0	0	11:45	0	0	0
Total	0	0	0	0	0	0	Total	0	0	0

Date 27 November 2016

Time	ARM A		Ped. Total	ARM B		Ped. Total	Time	ARM C		Ped. Total
	Eastbound	Westbound		Eastbound	Westbound			Eastbound	Westbound	
15:00	0	0	0	0	0	0	15:00	0	0	0
15:15	0	0	0	0	0	0	15:15	0	0	0
15:30	0	0	0	0	0	0	15:30	0	0	0
15:45	0	0	0	0	0	0	15:45	0	0	0
Total	0	0	0	0	0	0	Total	0	0	0



 NATIONWIDE DATA COLLECTION	<b>Site / Location:</b> 2 / South Dublin	<b>Project No:</b> 6967	<b>Drawing No:</b> 6967-01	<b>Drawn By:</b> AC
	<b>Survey Date:</b> Saturday 26th November and Sunday 27th November 2016	<b>Project Name:</b> SOUTH DUBLIN		
	<b>Survey Times:</b> 11:00 to 12:00 and 15:00 to 16:00	<b>Drawing Title:</b> Site Layout and Observed Movements		



Site No. 1  
Location Hell Fire Access  
Date 26 November 2016

Time	Entry					Veh. Total	Exit					Veh. Total	Time	U-turns					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C			LV	HGV	PSV	M/C	P/C	
08:00	1	0	0	0	0	1	1	0	0	0	0	1	08:00	0	0	0	0	0	0
08:15	1	0	0	0	1	2	0	0	0	0	0	0	08:15	0	1	0	0	0	1
08:30	1	0	0	0	0	1	1	0	0	0	0	1	08:30	1	0	0	0	0	1
08:45	4	0	0	0	0	4	1	0	0	0	1	2	08:45	0	0	0	0	0	0
Hour	7	0	0	0	1	8	3	0	0	0	1	4	Hour	1	1	0	0	0	2
09:00	5	0	0	0	4	9	3	0	0	0	0	3	09:00	0	0	0	0	0	0
09:15	0	0	0	0	0	0	5	0	0	0	0	5	09:15	1	0	0	0	0	1
09:30	3	0	0	0	0	3	1	0	0	0	4	5	09:30	1	0	0	0	0	1
09:45	10	0	0	0	2	12	1	0	0	0	0	1	09:45	1	0	0	0	0	1
Hour	18	0	0	0	6	24	10	0	0	0	4	14	Hour	3	0	0	0	0	3
10:00	4	0	0	0	0	4	5	0	0	0	0	5	10:00	1	0	0	0	0	1
10:15	3	0	0	0	0	3	1	0	0	0	2	3	10:15	3	0	0	0	0	3
10:30	7	0	0	0	0	7	1	0	0	0	0	1	10:30	2	0	0	0	0	2
10:45	10	0	0	0	0	10	2	0	0	0	0	2	10:45	0	0	0	0	0	0
Hour	24	0	0	0	0	24	9	0	0	0	2	11	Hour	6	0	0	0	0	6
11:00	9	0	0	0	0	9	3	0	0	0	0	3	11:00	1	0	0	0	0	1
11:15	5	0	0	0	0	5	2	0	0	0	0	2	11:15	1	0	0	0	0	1
11:30	4	0	0	0	0	4	3	0	0	0	0	3	11:30	0	0	0	0	0	0
11:45	8	0	0	0	0	8	8	0	0	0	0	8	11:45	1	0	0	0	0	1
Hour	26	0	0	0	0	26	16	0	0	0	0	16	Hour	3	0	0	0	0	3
12:00	4	0	0	0	0	4	16	0	0	0	0	16	12:00	2	0	0	0	0	2
12:15	5	0	0	0	0	5	12	0	0	0	0	12	12:15	0	0	0	0	0	0
12:30	4	0	0	0	0	4	6	0	0	0	0	6	12:30	2	0	0	0	0	2
12:45	2	0	0	0	0	2	6	0	0	0	0	6	12:45	1	0	0	0	0	1
Hour	15	0	0	0	0	15	40	0	0	0	0	40	Hour	5	0	0	0	0	5
13:00	3	0	0	0	0	3	1	0	0	0	0	1	13:00	1	0	0	0	0	1
13:15	4	0	0	0	0	4	2	0	0	0	0	2	13:15	3	0	0	0	0	3
13:30	4	0	0	0	0	4	6	0	0	0	0	6	13:30	1	0	0	0	0	1
13:45	6	0	0	0	0	6	3	0	0	0	0	3	13:45	1	0	0	0	0	1
Hour	17	0	0	0	0	17	12	0	0	0	0	12	Hour	6	0	0	0	0	6
14:00	8	0	0	0	0	8	6	0	0	0	0	6	14:00	0	0	0	0	0	0
14:15	8	0	0	0	1	9	1	0	0	0	0	1	14:15	1	0	0	0	0	1
14:30	6	0	0	1	0	7	3	0	0	1	1	5	14:30	1	0	0	0	0	1
14:45	8	0	0	0	0	8	10	0	0	0	0	10	14:45	0	0	0	0	0	0
Hour	30	0	0	1	1	32	20	0	0	1	1	22	Hour	2	0	0	0	0	2
15:00	4	0	0	0	0	4	8	0	0	0	0	8	15:00	0	0	0	0	0	0
15:15	4	0	0	0	0	4	8	0	0	0	0	8	15:15	2	0	0	0	0	2
15:30	12	0	0	0	0	12	2	0	0	0	0	2	15:30	0	0	0	1	0	1
15:45	2	0	0	0	0	2	9	0	0	0	0	9	15:45	3	0	0	0	0	3
Hour	22	0	0	0	0	22	27	0	0	0	0	27	Hour	5	0	0	1	0	6
16:00	5	0	0	0	0	5	7	0	0	0	0	7	16:00	1	0	0	0	0	1
16:15	3	0	0	0	0	3	9	0	0	0	0	9	16:15	0	0	0	0	0	0
16:30	0	0	0	0	0	0	7	0	0	0	0	7	16:30	1	0	0	0	0	1
16:45	0	0	0	0	0	0	5	0	0	0	0	5	16:45	1	0	0	0	0	1
Hour	8	0	0	0	0	8	28	0	0	0	0	28	Hour	3	0	0	0	0	3
Total	167	0	0	1	8	176	165	0	0	1	8	174	Total	34	1	0	1	0	36

Site No. 1  
 Location Hell Fire Access  
 Date 27 November 2016

Time	Entry					Veh. Total	Exit					Veh. Total	Time	U-Turns					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C			LV	HGV	PSV	M/C	P/C	
08:00	1	0	0	0	0	1	1	0	0	0	0	1	08:00	0	0	0	0	0	0
08:15	2	0	0	0	0	2	1	0	0	0	1	2	08:15	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0
08:45	5	0	0	0	0	5	0	0	0	0	0	0	08:45	0	0	0	0	0	0
Hour	8	0	0	0	0	8	2	0	0	0	1	3	Hour	0	0	0	0	0	0
09:00	2	0	0	0	0	2	0	0	0	0	0	0	09:00	1	0	0	0	0	1
09:15	1	0	0	0	0	1	0	0	0	0	0	0	09:15	1	0	0	0	0	1
09:30	2	0	0	0	0	2	1	0	0	0	0	1	09:30	0	0	0	0	0	0
09:45	3	0	0	0	0	4	3	0	0	0	1	4	09:45	2	0	0	0	0	2
Hour	8	0	0	0	1	9	4	0	0	0	1	5	Hour	4	0	0	0	0	4
10:00	10	0	0	0	0	10	2	0	0	0	2	4	10:00	0	0	0	0	0	0
10:15	11	0	0	0	0	11	6	0	0	0	0	6	10:15	3	0	0	0	0	3
10:30	7	0	0	0	1	8	11	0	0	0	0	11	10:30	4	0	0	0	0	4
10:45	11	0	0	0	0	11	6	0	0	0	0	6	10:45	3	0	0	0	0	3
Hour	39	0	0	0	1	40	25	0	0	0	2	27	Hour	10	0	0	0	0	10
11:00	8	0	0	0	0	8	2	0	0	0	0	2	11:00	1	1	0	0	0	2
11:15	10	0	0	0	1	11	3	0	0	0	1	4	11:15	1	0	0	0	0	1
11:30	10	0	0	0	0	10	3	0	0	0	1	4	11:30	0	0	0	0	0	0
11:45	15	0	0	0	0	15	8	0	0	0	0	8	11:45	0	0	0	0	0	0
Hour	43	0	0	0	1	44	16	0	0	0	2	18	Hour	2	1	0	0	0	3
12:00	13	0	0	0	0	13	7	0	0	0	0	7	12:00	3	0	0	0	0	3
12:15	8	0	0	0	0	8	5	0	0	0	0	5	12:15	3	0	0	0	0	3
12:30	11	0	0	0	0	11	9	0	0	0	0	9	12:30	2	0	0	0	0	2
12:45	11	0	0	0	2	13	12	0	0	0	0	12	12:45	2	0	0	0	0	2
Hour	43	0	0	0	2	45	33	0	0	0	0	33	Hour	10	0	0	0	0	10
13:00	8	0	0	0	0	8	7	0	0	0	0	7	13:00	1	0	0	0	0	1
13:15	12	0	0	0	0	12	16	0	0	0	0	16	13:15	0	0	0	0	0	0
13:30	12	0	0	0	0	12	12	0	0	0	0	12	13:30	3	0	0	0	0	3
13:45	10	0	0	0	1	11	8	0	0	0	0	8	13:45	1	0	0	0	0	1
Hour	42	0	0	0	1	43	43	0	0	0	0	43	Hour	5	0	0	0	0	5
14:00	17	0	0	0	1	18	11	0	0	0	2	13	14:00	2	0	0	0	0	2
14:15	16	0	0	0	0	16	17	0	0	0	0	17	14:15	1	0	0	0	0	1
14:30	9	0	0	0	0	9	19	0	0	0	0	19	14:30	2	0	0	0	0	2
14:45	13	0	0	0	0	13	11	0	0	0	0	11	14:45	2	0	0	0	0	2
Hour	55	0	0	0	1	56	58	0	0	0	2	60	Hour	7	0	0	0	0	7
15:00	5	0	0	0	1	6	17	0	0	0	0	17	15:00	0	0	0	0	0	0
15:15	5	0	0	0	0	5	14	0	0	0	0	14	15:15	2	0	0	0	0	2
15:30	4	0	0	0	0	4	10	0	0	0	0	10	15:30	0	0	0	0	0	0
15:45	6	0	0	0	0	6	13	0	0	0	0	13	15:45	3	0	0	0	0	3
Hour	20	0	0	0	1	21	54	0	0	0	0	54	Hour	5	0	0	0	0	5
16:00	3	0	0	0	0	3	10	0	0	0	0	10	16:00	3	0	0	0	0	3
16:15	0	0	0	0	0	0	5	0	0	0	1	6	16:15	3	0	0	0	0	3
16:30	0	0	0	0	0	0	6	0	0	0	0	6	16:30	1	0	0	0	0	1
16:45	2	0	0	0	0	2	3	0	0	0	0	3	16:45	1	0	0	0	0	1
Hour	5	0	0	0	0	5	24	0	0	0	1	25	Hour	8	0	0	0	0	8
Total	263	0	0	0	8	271	259	0	0	0	9	268	Total	51	1	0	0	0	52

Site No.

2

Location

R115(N) / R113 / R115(S)

Date

26 November 2016

Time	A to C - R115(N) to R115(S)					Veh. Total	A to B - R115(N) to R113					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
11:00	11	1	0	0	0	12	10	0	0	0	0	10
11:15	10	0	0	0	0	10	17	0	0	0	0	17
11:30	8	0	0	0	2	10	7	0	0	0	0	7
11:45	13	0	0	0	1	14	19	0	0	0	1	20
Total	42	1	0	0	3	46	53	0	0	0	1	54

Date

26 November 2016

Time	A to C - R115(N) to R115(S)					Veh. Total	A to B - R115(N) to R113					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
15:00	9	0	0	0	3	12	22	0	0	0	1	23
15:15	8	0	0	0	1	9	9	0	0	0	1	10
15:30	5	0	0	0	2	7	14	0	0	0	0	14
15:45	9	0	0	0	2	11	11	0	0	0	0	11
Total	31	0	0	0	8	39	56	0	0	0	2	58

Site No. 2  
 Location R115(N) / R113 / R115(S)  
 Date 26 November 2016

Time	B to A - R113 to R115(N)					Veh. Total	B to C - R113 to R115(S)					Veh. Total	Time
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C		
11:00	8	0	0	0	0	8	10	0	0	0	0	10	11:00
11:15	14	0	0	0	0	14	10	0	0	0	0	10	11:15
11:30	10	0	0	0	0	10	8	0	0	0	0	8	11:30
11:45	11	0	0	0	0	11	21	0	0	0	0	21	11:45
Total	43	0	0	0	0	43	49	0	0	0	0	49	Total

Time	B to A - R113 to R115(N)					Veh. Total	B to C - R113 to R115(S)					Veh. Total	Time
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C		
15:00	16	0	0	0	0	16	8	0	0	0	0	8	15:00
15:15	9	0	0	0	0	9	7	0	0	0	0	7	15:15
15:30	6	0	0	0	0	6	8	0	0	0	0	8	15:30
15:45	10	0	0	0	0	10	10	0	0	0	0	10	15:45
Total	41	0	0	0	0	41	33	0	0	0	0	33	Total

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2

R115(N) / R113 / R115(S)

26 November 2016

C to B - R115(S) to R113					Veh. Total	C to A - R115(S) to R115(N)					Veh. Total
LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
4	0	0	0	0	4	10	1	0	0	1	12
7	0	0	0	0	7	4	0	0	0	3	7
6	0	0	0	0	6	11	0	0	0	1	12
12	0	0	0	0	12	10	0	0	0	2	12
29	0	0	0	0	29	35	1	0	0	7	43

26 November 2016

C to B - R115(S) to R113					Veh. Total	C to A - R115(S) to R115(N)					Veh. Total
LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
13	0	0	1	0	14	12	0	0	0	0	12
14	0	0	0	0	14	12	0	0	0	1	13
9	0	0	0	0	9	15	0	0	0	2	17
16	0	0	0	0	16	13	0	0	0	2	15
52	0	0	1	0	53	52	0	0	0	5	57

Site No.

2

Location

R115(N) / R113 / R115(S)

Date

26 November 2016

Time	To Arm A - R115(N)					Veh. Total	From Arm A - R115(N)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
11:00	18	1	0	0	1	20	21	1	0	0	0	22
11:15	18	0	0	0	3	21	27	0	0	0	0	27
11:30	21	0	0	0	1	22	15	0	0	0	2	17
11:45	21	0	0	0	2	23	32	0	0	0	2	34
Total	78	1	0	0	7	86	95	1	0	0	4	100

Date

26 November 2016

Time	To Arm A - R115(N)					Veh. Total	From Arm A - R115(N)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
15:00	28	0	0	0	0	28	31	0	0	0	4	35
15:15	21	0	0	0	1	22	17	0	0	0	2	19
15:30	21	0	0	2	0	23	19	0	0	0	2	21
15:45	23	0	0	0	2	25	20	0	0	0	2	22
Total	93	0	0	0	5	98	87	0	0	0	10	97

Site No. 2

Location R115(N) / R113 / R115(S)

Date 26 November 2016

Time	To Arm B - R113					Veh. Total	From Arm B - R113					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
11:00	14	0	0	0	0	14	18	0	0	0	0	18
11:15	24	0	0	0	0	24	24	0	0	0	0	24
11:30	13	0	0	0	0	13	18	0	0	0	0	18
11:45	31	0	0	0	1	32	32	0	0	0	0	32
Total	82	0	0	0	1	83	92	0	0	0	0	92

Date 26 November 2016

Time	To Arm B - R113					Veh. Total	From Arm B - R113					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
15:00	35	0	0	1	1	37	24	0	0	0	0	24
15:15	23	0	0	0	1	24	16	0	0	0	0	16
15:30	23	0	0	0	0	23	14	0	0	0	0	14
15:45	27	0	0	0	0	27	20	0	0	0	0	20
Total	108	0	0	1	2	111	74	0	0	0	0	74

Site No.

2

Location

R115(N) / R113 / R115(S)

Date

26 November 2016

Time	To Arm C - R115(S)					Veh. Total	From Arm C - R115(S)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
11:00	21	1	0	0	0	22	14	1	0	0	1	16
11:15	20	0	0	0	0	20	11	0	0	0	3	14
11:30	16	0	0	0	2	18	17	0	0	0	1	18
11:45	34	0	0	0	1	35	22	0	0	0	2	24
Total	91	1	0	0	3	95	64	1	0	0	7	72

Date

26 November 2016

Time	To Arm C - R115(S)					Veh. Total	From Arm C - R115(S)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
15:00	17	0	0	0	3	20	25	0	0	1	0	26
15:15	15	0	0	0	1	16	26	0	0	0	1	27
15:30	13	0	0	0	2	15	24	0	0	0	2	26
15:45	19	0	0	0	2	21	29	0	0	0	2	31
Total	64	0	0	0	8	72	104	0	0	1	5	110

Site No.

2

Location

R115(N) / R113 / R115(S)

Date

27 November 2016

Time	A to C - R115(N) to R115(S)					Veh. Total	A to B - R115(N) to R113					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
11:00	18	0	0	0	2	20	5	0	0	0	0	5
11:15	16	0	0	0	4	20	3	0	0	0	0	3
11:30	12	0	0	0	0	12	9	0	0	0	0	9
11:45	15	0	0	0	1	16	15	0	0	0	0	15
Total	61	0	0	0	7	68	32	0	0	0	0	32

Date

27 November 2016

Time	A to C - R115(N) to R115(S)					Veh. Total	A to B - R115(N) to R113					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
15:00	14	0	0	0	1	15	11	0	0	0	0	11
15:15	13	0	0	0	1	14	14	0	0	0	0	14
15:30	17	0	0	0	0	17	9	0	0	0	0	9
15:45	10	0	0	0	0	10	18	0	0	0	0	18
Total	54	0	0	0	2	56	52	0	0	0	0	52

Site No.

2

Location

R115(N) / R113 / R115(S)

Date

27 November 2016

Time	B to A - R113 to R115(N)					Veh. Total	B to C - R113 to R115(S)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
11:00	7	0	0	0	0	7	13	0	0	0	0	13
11:15	2	0	0	0	0	2	12	0	0	0	0	12
11:30	7	0	0	0	0	7	11	0	0	0	0	11
11:45	4	0	0	1	0	5	17	0	0	0	0	17
Total	20	0	0	1	0	21	53	0	0	0	0	53

Date

27 November 2016

Time	B to A - R113 to R115(N)					Veh. Total	B to C - R113 to R115(S)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
15:00	11	0	1	0	0	12	18	0	0	0	0	18
15:15	11	0	0	0	0	11	15	0	0	0	0	15
15:30	12	0	0	0	0	12	11	1	0	0	0	12
15:45	10	0	0	0	1	11	8	0	0	0	0	8
Total	44	0	1	0	1	46	52	1	0	0	0	53

Site No.

2

Location

R115(N) / R113 / R115(S)

Date

27 November 2016

Time	C to B - R115(S) to R113					Veh. Total	C to A - R115(S) to R115(N)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
11:00	3	0	0	0	0	3	9	1	0	0	2	12
11:15	11	0	0	0	0	11	15	0	0	0	4	19
11:30	8	0	0	0	0	8	13	0	0	0	1	14
11:45	6	0	0	0	0	6	9	0	0	0	1	10
Total	28	0	0	0	0	28	46	1	0	0	8	55

Date

27 November 2016

Time	C to B - R115(S) to R113					Veh. Total	C to A - R115(S) to R115(N)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
15:00	22	0	0	0	0	22	19	0	0	0	1	20
15:15	17	0	0	0	1	18	18	0	0	1	2	21
15:30	14	0	0	0	0	14	22	0	0	0	1	23
15:45	18	0	0	0	0	18	23	0	0	0	0	23
Total	71	0	0	0	1	72	82	0	0	1	4	87

Site No.

2

Location

R115(N) / R113 / R115(S)

Date

27 November 2016

Time	To Arm A - R115(N)					Veh. Total	From Arm A - R115(N)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
11:00	16	1	0	0	2	19	23	0	0	0	2	25
11:15	17	0	0	0	4	21	19	0	0	0	4	23
11:30	20	0	0	0	1	21	21	0	0	0	0	21
11:45	13	0	0	1	1	15	30	0	0	0	1	31
Total	66	1	0	1	8	76	93	0	0	0	7	100

Date

27 November 2016

Time	To Arm A - R115(N)					Veh. Total	From Arm A - R115(N)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
15:00	30	0	1	0	1	32	25	0	0	0	1	26
15:15	29	0	0	1	2	32	27	0	0	0	1	28
15:30	34	0	0	0	1	35	26	0	0	0	0	26
15:45	33	0	0	0	1	34	28	0	0	0	0	28
Total	126	0	1	1	5	133	106	0	0	0	2	108

Site No.

2

Location

R115(N) / R113 / R115(S)

Date

27 November 2016

Time	To Arm B - R113					Veh. Total	From Arm B - R113					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
11:00	8	0	0	0	0	8	20	0	0	0	0	20
11:15	14	0	0	0	0	14	14	0	0	0	0	14
11:30	17	0	0	0	0	17	18	0	0	0	0	18
11:45	21	0	0	0	0	21	21	0	0	1	0	22
Total	60	0	0	0	0	60	73	0	0	1	0	74

Date

27 November 2016

Time	To Arm B - R113					Veh. Total	From Arm B - R113					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
15:00	33	0	0	0	0	33	29	0	1	0	0	30
15:15	31	0	0	0	1	32	26	0	0	0	0	26
15:30	23	0	0	0	0	23	23	1	0	0	0	24
15:45	36	0	0	0	0	36	18	0	0	0	1	19
Total	123	0	0	0	1	124	96	1	1	0	1	99

Site No.

2

Location

R115(N) / R113 / R115(S)

Date

27 November 2016

Time	To Arm C - R115(S)					Veh. Total	From Arm C - R115(S)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
11:00	31	0	0	0	2	33	12	1	0	0	2	15
11:15	28	0	0	0	4	32	26	0	0	0	4	30
11:30	23	0	0	0	0	23	21	0	0	0	1	22
11:45	32	0	0	0	1	33	15	0	0	0	1	16
Total	114	0	0	0	7	121	74	1	0	0	8	83

Date

27 November 2016

Time	To Arm C - R115(S)					Veh. Total	From Arm C - R115(S)					Veh. Total
	LV	HGV	PSV	M/C	P/C		LV	HGV	PSV	M/C	P/C	
15:00	32	0	0	0	1	33	41	0	0	0	1	42
15:15	28	0	0	0	1	29	35	0	0	1	3	39
15:30	28	1	0	0	0	29	36	0	0	0	1	37
15:45	18	0	0	0	0	18	41	0	0	0	0	41
Total	106	1	0	0	2	109	153	0	0	1	5	159



## **Appendix D: Traffic Generation Calculations**



## Car Parking Demand Estimate

SMG

Projected Additional Visitors		Peak 3 Months: June / July / August		
<b>International Tourists</b>		100,000 Annual		
Source: Business Plan Year 5		14,000 Peak Monthly	14%	Factor
		467 Peak Daily		30
		3,267 Peak Weekly		7
Weekend Factor	653 Persons		20%	
Car Mode Share	<b>30% Mainly by bus</b>		<b>70%</b>	
People by Car	196			
Car Occupancy	2.5			
Daily Cars	78			
Peak 6 Hours	55		70%	
Hourly at Peak	9 Cars		6	
Length of Stay	4 Hours			
Parking Demand	<b>37</b> Parking Spaces Occupied			

Projected Additional Visitors		Peak 3 Months: June / July / August		
<b>Domestic Tourists</b>		66,000 Annual		
Source: Business Plan Year 5		9,300 Monthly	14%	Factor
		310 Daily		30
		2,170 Weekly		7
Weekend Factor	434 Persons		20%	
Car Mode Share	<b>75% Mainly by car</b>		<b>25%</b>	
People by Car	326			
Car Occupancy	2.5			
Daily Cars	130			
Peak 6 Hours	91		70%	
Hourly at Peak	15 Cars		6	
Length of Stay	4 Hours			
Parking Demand	<b>61</b> Parking Spaces Occupied			

Combined Parking Demands		Scenario - Parking Spaces			
300,000 Visitors	Base	1	A	B	
Amenity	75	131	172	129	
International Tourist	37	37	37	37	
Domestic Tourist	61	61	61	61	
Total	172	228	<b>270</b>	227	
Existing Overspill (Sunday 27/09/2015)	20	20	20	20	
	192	248	<b>290</b>	247	

Shuttle Bus Demand		Peak Summer Months		Scenario B with Mode Shift		
300,000 Visitors		Weekend		Peak	Annual Total	
		Daily	Peak Hourly	Months	by Bus	300,000
Amenity	231	27		6,930	33,000	11%
International Tourist	457	53		13,720	70,000	23.3%
Domestic Tourist	109	13		3,255	16,500	5.5%
Others (80% by Private Bus)					3,200	1.1%
Total by Public Bus	800	93		24,000	123,000	41.0%

		Passengers		No. of Vehicles	
Bus Frequency per Hour at Peak	2	46	Per Bus	1	
	3	31	Per Bus	1.4	
Optimum	4	23	Per Bus	2	
	5	19	Per Bus	2.3	
Bus Journey Distance	7.5	km	From Tallaght LUAS Stop		
Average Speed	40	km/h			
Journey Time	10	minutes			
Layover 1	4	minutes			
Return Trip	10	minutes			
Layover 1	4	minutes			
Round Trip Total	28	minutes			
Services per Hour per Vehicle	2				

BASE - Existing Amenity Visitors: No Growth			
Persons	100,000 Annual	Factor	
	10,000 Monthly	10%	
	333 Daily	30	
	2333 Weekly	7	
Weekend Factor (Sunday)	700 Persons	30%	
Car Mode Share	<b>100%</b>		
People by Car	700		
Car Occupancy	2.5		
Daily Cars	280		
Peak 6 Hours	196	70%	
Hourly at Peak	33 Cars	6	
Length of Stay	<b>2.3 Hours</b>		
Parking Demand	<b>75 Parking Spaces Occupied</b>		

Scenario A			
Mode Shares	No.	% Car	No.
Amenity	130,000	100%	130,000
International	100,000	30%	30,000
Domestic	66,000	75%	49,500
Other	4000	80%	3,200
	300,000	71%	212,700

Scenario B			
Mode Shares	No.	% Car	No.
Amenity	130,000	75%	97,500
International	100,000	30%	30,000
Domestic	130	75%	98
Other	4000	80%	3,200
	234,130	56%	130,798

Future Amenity Visitors SCENARIO 1: No Growth but Longer Stays			
Persons	100,000 Annual	Factor	
	10,000 Monthly	10%	
	333 Daily	30	
	2333 Weekly	7	
Weekend Factor (Sunday)	700 Persons	30%	
Car Mode Share	<b>100%</b>		
People by Car	700		
Car Occupancy	2.5		
Daily Cars	280		
Peak 6 Hours	196	70%	
Hourly at Peak	33 Cars	6	
Length of Stay	<b>4 Hours</b>		
Parking Demand	<b>131 Parking Spaces Occupied</b>		

Future Amenity Visitors SCENARIO A: 25% Growth and Longer Stays			
Persons	132,000 Annual	Factor	
	13,200 Monthly	10%	
	440 Daily	30	
	3,080 Weekly	7	
Weekend Factor (Sunday)	924 Persons	30%	
Car Mode Share	<b>100%</b>		
People by Car	924		
Car Occupancy	2.5		
Daily Cars	370		
Peak 6 Hours	259	70%	
Hourly at Peak	43 Cars	6	
Length of Stay	<b>4 Hours</b>		
Parking Demand	<b>172 Parking Spaces Occupied</b>		

Future Amenity Visitors SCENARIO B: Mode Shift			
Persons	132,000 Annual	Factor	
	13,200 Monthly	10%	
	440 Daily	30	
	3,080 Weekly	7	
Weekend Factor (Sunday)	924 Persons	30%	
Car Mode Share	<b>75%</b>	Mode Shift	25%
People by Car	693		
Car Occupancy	2.5		
Daily Cars	277		
Peak 6 Hours	194	70%	
Hourly at Peak	32 Cars	6	
Length of Stay	<b>4 Hours</b>		
Parking Demand	<b>129 Parking Spaces Occupied</b>		

Peak Traffic into site	Daily	Hourly	
Amenity	370	43	
International Tourist	78	9	
Domestic Tourist	130	15	
	578	67	Peak Factor
Two-way	1156	135	1.22
			<b>165 Veh/hr</b>

## **Appendix E: Junction Analysis Results**



<b>Junctions 8</b>
<b>PICADY 8 - Priority Intersection Module</b>
Version: 8.0.3.332 [14595, 13/11/2013] © Copyright TRL Limited, 2017
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**Filename:** (new file)

**Path:**

**Report generation date:** 26/06/2017 17:34:10

- « Existing Traffic - Saturday Existing, AM
- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

## Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Traffic - Saturday Existing							
Stream B-C	0.08	6.48	0.08	A	0.07	6.38	0.07	A
Stream B-A	0.14	7.84	0.12	A	0.11	7.89	0.10	A
Stream C-AB	0.06	6.22	0.06	A	0.06	6.32	0.06	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Existing Traffic - Sunday Existing								
Stream B-C	0.06	6.94	0.06	A	0.09	7.38	0.08	A
Stream B-A	0.18	8.07	0.15	A	0.25	8.92	0.20	A
Stream C-AB	0.04	6.04	0.03	A	0.08	6.53	0.07	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 - Saturday Existing, AM" model duration: 11:00 - 12:30

"D2 - Saturday Existing, PM" model duration: 15:00 - 16:30

"D3 - Sunday Existing, AM" model duration: 11:00 - 12:30

"D4 - Sunday Existing, PM" model duration: 15:00 - 16:30

Run using Junctions 8.0.3.332 at 26/06/2017 17:34:07

## File summary

### File Description

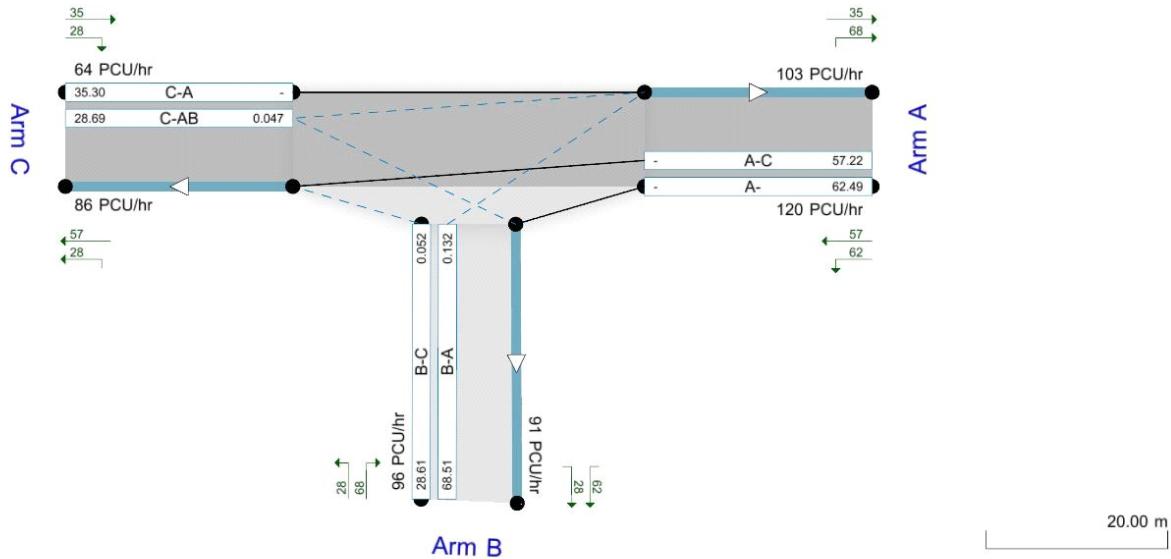
<b>Title</b>	(untitled)
<b>Location</b>	
<b>Site Number</b>	
<b>Date</b>	26/06/2017
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	
<b>Description</b>	

## 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: (11:00-11:15)  
Showing Analysis Set "A1 - Existing Traffic"; Demand Set "D1 - Saturday Existing, AM"

The junction diagram reflects the last run of ARCADY.

## Existing Traffic - Saturday Existing, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Traffic			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
Saturday Existing, AM	Saturday Existing	AM		ONE HOUR	11:00	12:30	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Gunny Hill / killakee Road	T-Junction	Two-way	A,B,C	7.01	A

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Name	Description	Arm Type
A	Killakee Road to Hell Fire		Major
B	Gunny Hill		Minor
C	Killakee Road to Rathfarnham		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	7.00		0.00		2.20	100.00	✓	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 plus flare				7.30	5.53	3.25	3.25	3.25		1.00	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	556.463	0.097	0.245	0.154	0.350
1	B-C	634.667	0.093	0.235	-	-
1	C-B	631.874	0.234	0.234	-	-

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	ONE HOUR	✓	73.00	100.000
B	ONE HOUR	✓	98.00	100.000
C	ONE HOUR	✓	75.00	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	31.000	42.000
B	57.000	0.000	41.000
C	42.000	33.000	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.00	0.42	0.58
B	0.58	0.00	0.42
C	0.56	0.44	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	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)

From	To		
	A	B	C
	A	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	0.08	6.48	0.08	A
B-A	0.12	7.84	0.14	A
C-AB	0.06	6.22	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (11:00-11:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.87	30.66	0.00	612.17	0.050	0.05	6.189	A
B-A	42.91	42.57	0.00	532.78	0.081	0.09	7.339	A
C-AB	24.90	24.73	0.00	619.84	0.040	0.04	6.047	A
C-A	31.57	31.57	0.00	-	-	-	-	-
A-B	23.34	23.34	0.00	-	-	-	-	-
A-C	31.62	31.62	0.00	-	-	-	-	-

#### Main results: (11:15-11:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	36.86	36.81	0.00	607.34	0.061	0.06	6.309	A
B-A	51.24	51.16	0.00	528.15	0.097	0.11	7.547	A
C-AB	29.75	29.72	0.00	617.70	0.048	0.05	6.122	A
C-A	37.67	37.67	0.00	-	-	-	-	-
A-B	27.87	27.87	0.00	-	-	-	-	-
A-C	37.76	37.76	0.00	-	-	-	-	-

#### Main results: (11:30-11:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	45.14	45.08	0.00	600.72	0.075	0.08	6.479	A
B-A	62.76	62.64	0.00	521.65	0.120	0.14	7.841	A
C-AB	36.50	36.45	0.00	614.86	0.059	0.06	6.223	A
C-A	46.08	46.08	0.00	-	-	-	-	-
A-B	34.13	34.13	0.00	-	-	-	-	-
A-C	46.24	46.24	0.00	-	-	-	-	-

**Main results: (11:45-12:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	45.14	45.14	0.00	600.64	0.075	0.08	6.479	A
B-A	62.76	62.76	0.00	521.66	0.120	0.14	7.844	A
C-AB	36.50	36.50	0.00	614.86	0.059	0.06	6.223	A
C-A	46.08	46.08	0.00	-	-	-	-	-
A-B	34.13	34.13	0.00	-	-	-	-	-
A-C	46.24	46.24	0.00	-	-	-	-	-

**Main results: (12:00-12:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	36.86	36.92	0.00	607.20	0.061	0.07	6.315	A
B-A	51.24	51.35	0.00	528.17	0.097	0.11	7.553	A
C-AB	29.75	29.80	0.00	617.70	0.048	0.05	6.125	A
C-A	37.67	37.67	0.00	-	-	-	-	-
A-B	27.87	27.87	0.00	-	-	-	-	-
A-C	37.76	37.76	0.00	-	-	-	-	-

**Main results: (12:15-12:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.87	30.91	0.00	611.87	0.050	0.05	6.196	A
B-A	42.91	42.99	0.00	532.83	0.081	0.09	7.352	A
C-AB	24.90	24.93	0.00	619.84	0.040	0.04	6.053	A
C-A	31.57	31.57	0.00	-	-	-	-	-
A-B	23.34	23.34	0.00	-	-	-	-	-
A-C	31.62	31.62	0.00	-	-	-	-	-







Prepared by  
Roughan & O'Donovan  
Arena House, Arena Road, Sandyford, Dublin 18  
Tel: +353 1 2940800 Fax: +353 1 2940820  
Email: info@rod.ie www.rod.ie